

TOLL PROGRAM/DIST. 4 CONSTR.

Job Stamp:  
04-SF-80-13.2/13.9 04-0120F4  
SFOBB SAS  
San Francisco Co. in San Francisco  
Fm 0.6 km to 1.3 km East of Yerba Buena  
Tunnel East Portal

Report No. **46.B**

Date the Shift Began: **5/27/08**

NIGHTWORK **TUESDAY**

Shift Hrs Start **7:00** Stop **15:30**  
Engineer's Hrs Start **7:00** Stop **15:30**

**ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT**

Location: W2 Cap Beam	7-day const. cal.: 531	Weather: clear
Remark: HRC samples	Project work day: 741	Hi 64F/Lo 51F

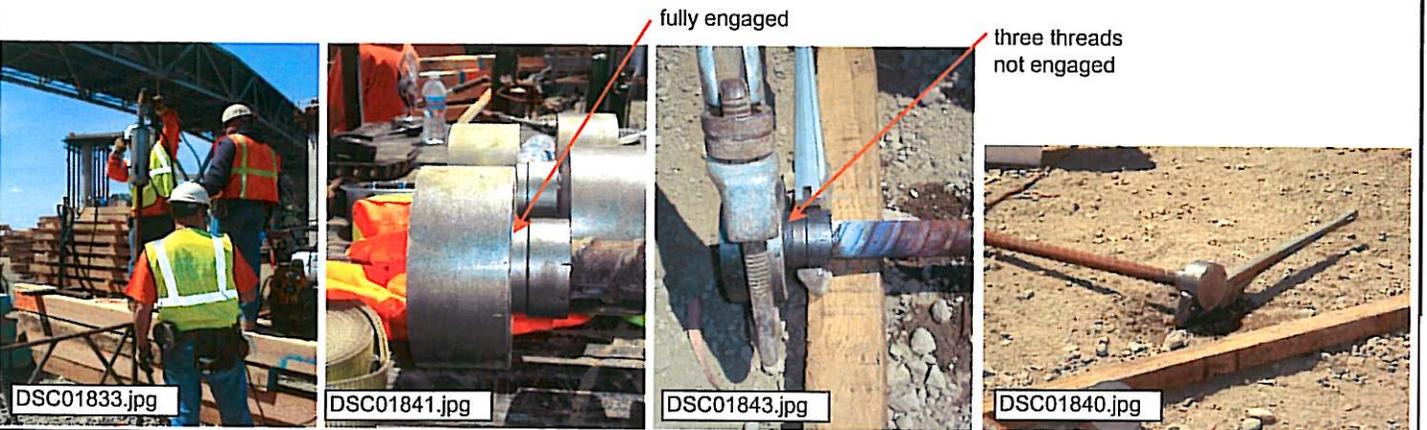
Description of Operation:  
ABF - Begin assembling 3rd Hinge K.  
RPS - assemble specimens as test bars --> T-heads attached to mild reinforcement in the field

		HOURS - ITEM NO.						CONTRACTORS			
ITEM NO. >>		38	48					Prime	American Bridge / Fluor JV	(P)	
								Sub #1		(1)	
								Sub #2		(2)	
								Sub #3		(3)	
								Sub #4		(4)	
								Sub #5		(5)	
EQUIPMENT AND/OR LABOR:		Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)					IDLE OR DOWN/ ELSEWHERE	REMARKS		Prime / Sub
EQPT. NO.	NO. MEN								DESCRIPTION (Of Equipment or Labor)	RT	
Name Classification											

For equipment and personnel hours, please see LALIT MATHUR'S (CT) diaries.

Weekly Internal Staff Meeting today: Update from Gil - Pour 3 is tentatively scheduled for July 11th. They will most likely not use a Bidwell due to lack of space.

In observing the ironworkers assemble specimens for T-head attachments: The ironworkers had the correct setup (DSC01833). The operator (Joe - qualified to attach T-head) had difficulty attaching the T-head onto two of the bars. It looked as though he was able to get the threads to align and for the male/female to attach smoothly. However, the threads would somehow misalign and the torque wrench would reach 400 ft-lb before the threads would terminate entirely. DSC01841 shows specimens that have been assembled correctly, i.e. showing no thread on the male. DSC01843 on the other hand shows several threads that have not been engaged - have not terminated; at this point the torque had already reached 400 ft-lb. The possibility that the T-heads were attached too quickly, i.e. before the rebar had cooled down enough, would not be a great argument since the two pieces would be heating up (threads expanding at the same rate) the same amount. Before I realized it happened, the operator poured water onto one of the specimens in which he had difficulty removing the T-head - quenching it (DSC01840). This would in effect alter the lattice structure of the steel - making it more brittle. I later informed Joe that it wasn't a good idea to do that. Two of the male/female couples were removed and wasted. They had a tremendous amount of difficulty removing the T-head because a lot of the threads were stripped (shavings seen after the pieces were detached).



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT: 0.0	INSPECTION

REC'D 08 JUN 28 #005397  
*David Chung*  
DAVID CHUNG

TE/CT  
Title