STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CP-CEM 4601 (Rev. 4/99) (Old HC-10A)

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: 6/9/08
☐ NIGHTWORK MONDAY
Shift Hrs Start Stop
Engineer's Hrs Start 7:00 Stop 15:30

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location:	W2 Cap Beam	7-day const. cal.:	544	Weather:	clear/warm
Remark:	Ironwork/formwork	Project work day:	754		Hi 83F/Lo 52F

Description of Operation:
ABF - continue void formwork (side panels)
RPS - resume ironwork in transverse diaphragm

HOURS - ITEM NO.

ITEM NO. >>	38	48					IDLE OR DOWN/ ELSEWHERE
	Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)					
EQUIPMENT AND/OR LABOR:							
EQPT. NO. / NO. MEN / DESCRIPTION (Of Equipment or Labor)	RT	RT					< RT/OT

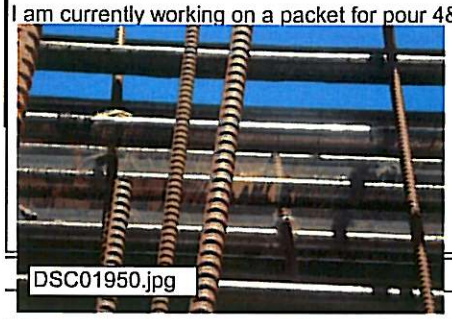
CONTRACTORS

Prime	American Bridge / Fluor JV	(P)
Sub #1	Regional	(1)
Sub #2		(2)
Sub #3		(3)
Sub #4		(4)
Sub #5		(5)

REMARKS — Name / Classification / Prime / Sub

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

Last week while studying the reinforcement plans, I had concern over how the #43 bars were going to be placed for the upcoming concrete pour. These bars are very large and heavy and take about 8 ironworkers to move. The way the concrete placement plan is set, pour 3 is the slab on top of the intermediate and transverse diaphragm walls that were just placed, with west wall and east wall. In such a case, the large #43 bars will be overhanging the forms on the north and south bulkheads (construction joint between pour 3 and 6). I did not think it would be a good idea to have these large bars dangling, esp. since CTLGroup states that the reason why there were cracks in the soffit of pour 1 was from oscilating vertical rebar coming out of the soffit - from the wind and workers moving them. The only choice then would be to build the entire void formwork to support the rebar. However, the plans (i.e. sht 456R2) requires ABF to remove the all forms within 5 meters from the centerline of the cap beam. So my concern was how are they going to remove the formwork. They could potentially remove the formwork and feed them through the jacking saddle hole but the hole is block off with closely spaced steel members.
Upon my field visit, I asked the ironworker foreman (Tim) how he was going to place these large #43s, and he said ABF will build the entire void formwork. He told me that they will access the void area via the manhole, which will also be the opening in which they plan to remove all the formwork after they have cut them into smaller pieces. Although the manhole is cast iron, there may be concern for damage to the opening and surrounding concrete during this whole operation.
Until now, ABF still has not submitted any crack remedial plan. They placed epoxy into the cracks but before they submitted the plan. They need to show that the epoxy that they placed filled all the cracks (the cracks were shown to be as deep as 6" from the top surface). Since this issue has not been addressed yet, they are not able to put their unsubmitted plan into action, and thererfore not able to begin the void formwork, and furthermore not able to place any steel. Their plan for pour 3 was the 11th of July. With so much unfinished business, they may not place concrete as they scheduled.
ABF has wrapped saran wrap around a small area (mockup?) of the HS Macalloy rods (DSC01950). They have started to remove some of the access opening blockouts in the diaphragms (DSC09155).
Office: Last week, I made a list of the ironwork that will go in pour 3 with a cross-reference to the plan sheets. I handed this packet to Pam today to take a look at.
I am currently working on a packet for pour 4&5 (almost identical), and 6.


DSC01950.jpg


DSC01955.jpg

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

REC'D '08 JUN 28 #005451

DAVID CHUNG — TE/CT
Title