

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: **6/11/08**  
 NIGHTWORK WEDNESDAY  
Shift Hrs Start **7:00** Stop **15:30**  
Engineer's Hrs Start **7:00** Stop **15:30**

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

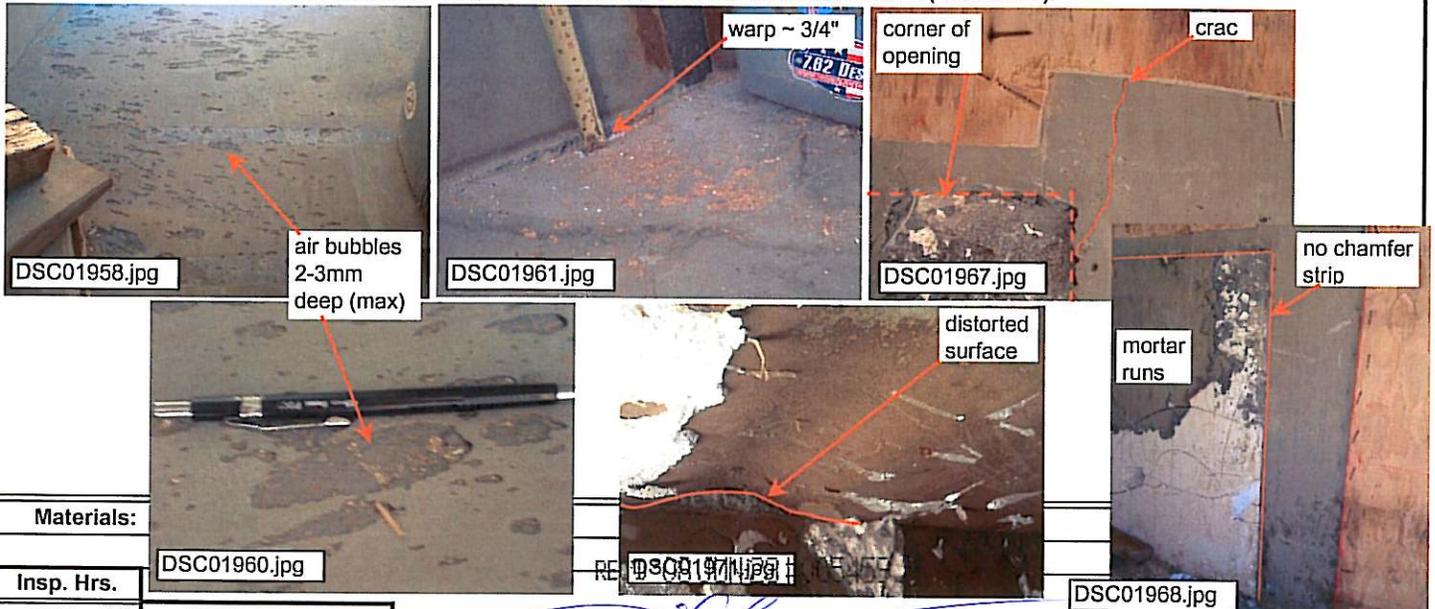
Location: <b>W2 Cap Beam</b>	7-day const. cal.: <b>546</b>	Weather: <b>clear/warm</b>
Remark: <b>Hinge K lift, T-heads</b>	Project work day: <b>756</b>	

**Description of Operation:**  
ABF - lift 4th Hinge K assembly and place/begin removal of void styrofoam in west access opening.  
RPS - place T-heads on column cage rebar

		HOURS - ITEM NO.						CONTRACTORS			
ITEM NO. >>		38	48	36				Prime	American Bridge / Fluor JV (P)		
								Sub #1	Regional (1)		
								Sub #2	(2)		
								Sub #3	(3)		
								Sub #4	(4)		
								Sub #5	(5)		
<b>EQUIPMENT AND/OR LABOR:</b>		Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)	High Strength Prestressing Rod (75mm)				IDLE OR DOWN/ ELSEWHERE	<b>REMARKS</b>		
EQPT. NO.	NO. MEN								DESCRIPTION (Of Equipment or Labor)	RT	RT

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

I missed the weekly meeting with ABF today. I asked Pam to ask Jim Davidson (ABF project manager) what their plans were for screeding the concrete. Pam states that they are talking that over with Conco (concrete placement sub.).  
In the morning, I shot grades for the northern Hinge supports on the west, to track settlement over time, if any.  
While at the top of E2 (old), I talked to a surveyor sub contractor - Jason, and he says that the entire W2 has settled about 3 to 4mm overall during construction.  
DSC01958 & DSC01960 show the bottom surface of the access opening on the south side in the transverse diaphragm. These may be minor air bubbles trapped underneath during the pour. DSC01961 is in the same access opening and shows how the masonite of the void forms warped and distorted the concrete. In the west access opening of the longitudinal diaphragm, I observed a minor crack at the top right corner of the opening (DSC01967) and I've noticed that chamfer strips were forgotten at these openings (DSC01968), noticeably by the mortar runs; there were no noticable rock pocks above the mortar runs. The foreman (Nigel) mentioned they weren't in the plans and I told him that it's in the standard specifications (Section 51-1.05 Forms - pg. 349). The corner is likely to be damaged during removal of the formwork and feeding material/equipment through these openings once the void formwork is complete. The surface in this access opening was not as smooth as the previous one, there were several locations of warped masonite and distorted concrete surfaces (DSC01971).



<b>Materials:</b>	
DSC01960.jpg	
<b>Insp. Hrs.</b>	
REG: <b>8.0</b>	<b>INTERMITTENT INSPECTION</b>
OT: <b>0.0</b>	

*David Chung*  
**DAVID CHUNG** TE/CT  
Title