STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Form HC-10A (Rev. 6/80)

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar Day No. 497
Project Work Day No. 707
Date **04/25/2008**

Shift Hours Start 0630 Stop 15:00
Inspector Shift 6:30 AM to 4:30 PM

**Assistant Structures Representative**

## CONTRACTOR – ABFJV

EQUIPMENT AND/OR LABOR:

| Equip. # | NO. MEN | DESCRIPTION (Of Equipment or Labor) | HOURS - ITEM NO. | | | | | | | | | IDLE OR DOWN | REMARKS Name | Contractor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | Pile driver – Foreman | 8 | | | | | | | | | | Ben Neal | ABF |
| | 2 | Pile Driver – Journeyman | 8 | | | | | | | | | | Alan Briney | |
| | 3 | Pile Driver – Journeyman | 8 | | | | | | | | | | Luke Paulk | |
| | 4 | Pile Driver – Journeyman | 8 | | | | | | | | | | Jason Matlock | |
| | 5 | Pile Driver – Journeyman | 8 | | | | | | | | | | Richard Yambao | |
| | 6 | Pile Driver – Journeyman | 8 | | | | | | | | | | Edward Mendoza | |
| | 7 | Operator | 8 | | | | | | | | | | Kevin Fitzgerald | |
| | 8 | Oiler | 8 | | | | | | | | | | Kevin Alger | |
| | | | | | | | | | | | | | | |
| **4100** | 1 | Crane "Ringer" | 8 | | | | | | | | | | **Manitowac** | |
| **MQ Power 25** | 1 | Generator | 8 | | | | | | | | | | | |
| **Vantage 500** | 1 | Welding Machine | | | | | | | | | | x | | |
| **P185R** | 1 | Compressor | | | | | | | | | | x | **Ingersoll Rand** | |
| **481-93-4002** | 1 | Man-lift | 8 | | | | | | | | | | **Hertz Rental – Genie S-125** | |
| **972279-549** | | Grout Mixer | | | | | | | | | | x | | |

**Staff Meeting**

**The Team Concrete Meeting**

This meeting began at 10:00 AM and given the fact that Gil told us (Aaron & Massoud) that we may be helping out the folks at W2 we attended this meeting. The discussion centered on the placement of SCC slated for May 6, 2008 at W2. ABF inquired about the frequency of testing, number of cylinders CT would take and the cause for rejection of concrete. The response by some CT members was that we do not like to take frequent samples so long as the Special Provisions/Standard Specification requirements are satisfied. It was also mentioned that CT does not want to slow down the Contractor and frequent sampling is not needed! In that light it was said a pair for each 250 m3.

Moreover, ABF revealed that they are not planning on having anyone at the batch plant. At this point I chimed in and reminded them that the SCC mix is a very sensitive type of mix and requires close attention as minute amounts of superplacticizer could swing the slump in either direction. I reminded them of the change in the slump as the mud travels from the plant to the job site & given that the concrete is coming from San Francisco, we should have a much better handle on the slump before it is introduced into the forms. Frequent sampling, I added, is essential given that ABF is not even planning to test concrete at the batch plant. Even if the mud is checked at the plant, I continued, the

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slump will change as it reaches the site and another test shall be run on the concrete to determine the slump prior to depositing it into the forms. The testing of each truck, is not time-consuming, I said, and it assures that the concrete has the adequate slump. The visual observation of the concrte as was recommended by CT & ABF is not acceptable, I contended, if it is not pegged to a more tangible & quantifiable method and that is the slump testing of the concrete prior to the pour. If a few loads are tested as we are visually inspecting the concerete, I continued, then one can have an appreciation of the slump of the SCC as it comes down the chute.

Charlie & Jim Davidson who admitted that they have not had much experience with SCC, agreed with my comments and said that they would establish a staging area where the slump can be verified prior to the pour as the trucks are lining up to deposit the concrete.

- Following the meeting and a few other discussions regarding this pour with Gil, I headed out to E2 to witness the work at this location. Today, the ABF crew began the aligning of the first bracing frame over the E2W column. This operation that had begun in the morning was still underway when I got there at around 12:30. With ABF surveyors present, the crew using come-alongs and laser, attempted to level the frame. By the end of the day, the NW stiffener ring was 20 mm north and 20 mm West of the theoretical location.

*OVERTIME : 1 1/2 Hours*

**Inspector:**
Saman Soheili Trans Engineer (D)/Asst. Struct. Rep