STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar Day No. 510
Project Work Day No. 720
Date **05/06/2008**

Shift Hours Start 0630 Stop 15:00
Inspector Shift 3:00 AM to 1:30 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	REMARKS 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**	

SCC Pour @ W2

Today the first SCC pour at W2 took place. Overall, the pour was carried out seamlessly, although it got to a slow start. I got to the job site at 3:00 AM, an hour after the pour had started, so I was not there when a load was rejected. The pour amounted to about 275 cubic meters (consult Dave's or Pamela's diary) with about 15 meters returned (ordered more than needed.) Of the first 16 loads, 12 were tested for flow & visual indication of bleed water.

The following is a run-down of the events that took place today:

- Load # 6) At 3:30: Truck 213500; Temp. 63F; Flow 28" & 29" : Ave. 28 ½" - **This load was sampled by David (16 cyliders)**
- Load # 7) Truck 213499; Temp. 65F; Flow 29" & 28" : Ave. 28 ½";
- Load # 8) At 3:48: Truck 213548; Temp. 63F; Flow 27" & 27" : Ave. 27";
- Load # 9) At 3:55: Truck 213507; Temp. 68F; Flow 26" & 26" : Ave. 26;
- Load#10) At 4:05: Truck 213264; Temp. 66F; Flow 26" & 27" : Ave. 26 ½";

At 4:37: A frantic call came in to David from the folks at the top calling for stricter monitoring of concrete temperature as the mud was coming out over 75F at the top. We countered that all trucks are being checked at the very least for temperature and there is nothing that can be done as all the measurements are coming well below the prescribed temp. of the **Thermal Control plan.** The Temp. of this load was registered at 68F and it was measured in the hopper of the truck.

- Load#13) **Flow 18 ½"** ; Temp. 72F;

As soon as this load was tested, I ran to the truck that was dumping this load on the East side of the cap beam and told the driver to stop the pour. He said that he was done with the load. At that time, Aaron called me about this load telling me that it was too dry. I explained that his call came in too late & told him the event as it unfolded on this load. As a result, I tested the load following this one, which was brought in by **Truck #213239.** As this load looked dry as well, Bob Foley added ½ Gallon of Adva to the drum that had about 5 m3 left. This truck finished the load at 4:55.

- Load #16) At 5:05: Truck 213228; Temp. 68F; Flow 26 ½" – **This load was sampled by David (16 cylinders)**

(It should be noted that all the temperature measurements documented thus far has been in accordance to Massoud's temp stick as my temp stick was registering 3 degrees higher than his. The two other temp sticks used today were registering temperatures closer to Massoud's than mine.)*

The following measurements were taken in the hopper of the trucks:

- Truck 213499: Lv Plant @ 4:55; Complete @ 5:20, Temp.: 72F*
- Truck 213571: Lv Plant @ 5:10; Unload @ 5:40; Complete @ 5:50; Rev. 98 @ 5:42; Temp. 71F*
- Truck 213504: Lv plant @ 5:20; Unload @ 5:50; Complete @ 6:02; **Rev. 171 at about 2 m3**; Temp. 71F*

*(*The 3 temperature readings above, were recorded using my temp. stick)*

I asked the driver about his high number of revolutions and was told that coming off the steep ramp, he needs to rev up the drum to make sure that concrete does not spill out of the drum. If it does, he added, the driver would be reprimended or even fired. I told him that most drivers' revolutions are coming way under his. He replied that they are taking a chance.
Truck 213257: Lv Plant @ 5:30; **Rev. 260 > 250** (max allowable by the Standard Specification)
I told the driver not to unload his mud until I inform one of the ABF's folks in charge. I told Chuck/Jim and they Chuck came over for us to test this load. Flow came in at 27" with Temp. registering at 67F. The unloading concluded at 6:12.
Truck 213505: Arrive @ 6:05 and completed unloading at 6:23 registering a Rev. of 91
Aaron called me with the news that the mud off this truck was segregating at the top. I turned to Ken Beede and asked him if he agrees with that call as I did not any segragation as the load was coming down the chute. He disagreed with the call and I told Aaron that the mud looked just like the previous loads we had been pumping all day.

- Truck #213510: Lv Plant @ 6:00; Unload @ 6:33; Rev. 91 (midway through the un-loading)

I called Aaron & asked him if the mud is segragating as it is being placed. Negative, he said. I told him that this load looks wetter than the previous one!

- Load #31) Truck 213499; Unload @ 6:44, Temp. 68F; Flow: 28"; Rev. 185 (at the start)
- Load #34) Truck 213500; Unload @ 7:07, Temp. 64F; Flow: 28"; Rev. 106;

(Temp. measurements according to Massoud's temp stick)

The East pump was shut down following this load as the concrete reached the final greade at this location. This truck then moved to the pump on the west side and finished off its load when the Rev hit 257. David attempted to sample this truck but could not as the mud was almost unloaded when he attempted to sample this load.

- Truck 213257: 70F, Flow: 28 ½" - **This load was sampled by David**
- Truck 213507: Complete @ 7:44; Rev. 197
- Load #38) Truck 213548: Arr. @ 7:50; Complete @ 8:04; Rev. 174 (at midway point)
- Load #39) Truck 213239: Arr. @ 8:00; Rev. 185 (prior to start) – **This load was sampled by David**
- Load #40) Truck 213505: Arr. @ 8:06; This truck unloaded may be 1 m3 before the call came in that the pour is ended

The pour ended at 8:08 with about 1-2 m3 left in the drum of Truck 213239, Truck 213505 having about 5-6 m3 remaining in the drum and Truck 213502 having a full load in the drum. The approximate total concrete returned was about 13-15 m3.

Following the conclusion of the pour, I went to inspect work at E2. Nothing had changed since yesterday as the 2nd bracing frame was not yet attached to the one already in place around the E2W column. That was the plan for today. I talked with Terry, ABF surveyor, and he too agreed that the possibility of the crew erecting this bracing frame does seem remote as we were close to the lunch break and the winds were picking up. The winds must have been blowing at about 20 miles per hour. I stayed at the Pier up until 12:00, just as the crew was about to take a lunch break and decided that I would see this operation tomorrow.

Overtime: 2 Hours

Inspector: Saman Soheili
Saman Soheili _____ _Trans Engineer (D)/Asst. Struct. Rep__