

Job Stamp
04-0120F4
SFOBB SAS

Report No. 524
Project Work Day No. 734
Date 20-MAY-2008
Shift Hours Start 06:30 Stop 17:00

ASSISTANT RESIDENT ENGINEER'S **CONTRACTOR – ABFJV**

Weather: Fog and Wind, 59°-69°

HOURS - ITEM NO.

EQUIPMENT AND/OR LABOR:			Item #8 - TOTAL HOURS											REMARKS			
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)															
D12-261	1	Manitowoc Crane	10														
RTG-RG-23	1	Bauer Rotary Drill Rig	10														
L-269	-	D185Q Sullivan Air Compressor	10														
30-196	-	Power Generator	10														
7-154	-	CAT-IT28B Loader	10														
8M7068	2	Ford F550 Pick Up Truck	10														Drill Tech
6Z06843	1	Ford F550 Pick Up Truck	10														Drill Tech
Traylor Dutra	1	Ron Linsday (FOR)	10														
Traylor Dutra	1	Bill White (OE)	10														
Traylor Dutra	1	Norman Brien (OE)	10														
Traylor Dutra	1	Randall Lesley (PLDR)	8														
Traylor	1	Dan Adams (PLDR)	8														
Drill Tech	1	Brad Middleton (PLDR)	9														
Drill Tech	1	Luis Martinez (PLDR)	9														
Drill Tech	1	Rick McCause (PLDR)	10														
Drill Tech	1	Ricky McCause (PLDR)	10														
Drill Tech	1	Hector Perez (PLDR)	10														
Drill Tech	1	Sixtos Agurre (PLDR)	9														

Description of Operation:

- Field Visit, Arrived at Foundations A and B at 6:30am
 - B-1: ABF surveyors were on site and laid out pile cap outline and anchor bolt locations, RPS plans to be on site tomorrow to start installing the rebar cage.
 - A-1: Traylor Dutra stripped the forms
 - B-3: Drill Tech pressure washed concrete

- A-3: Drill Tech worked for about 2 hours to remove the obstruction that was found last Friday at about 18'. Drilling continued around 1:00 and at about 1:30 and 20' another obstruction was found, breaking the teeth that were just fixed this past Saturday. Drill Tech continued to try to drill through it using the auger and core barrel, but could not pass it. Drilling stopped around 3:00 and Drill Tech plans to send someone down to cut it out tomorrow morning, similar to the procedure they used for the prior obstruction.
- A-2: Drilled hole to 29.' The rebar cage was delivered to site and was not in conformance with our most recently approved KCB drawing, sheet 102-04 rev. 3, as we had expected - see Letter No. 05.03.01-001998. The cage has 44-#43 verts and #19 spirals at 60 pitch. During the course of the day, ABF submitted the revised drawing reflecting these changes. See Sub 197R07. RPS bent two 135 degree hooks with 150 mm tails at the lap splices. The hooks were not installed at the second lap splice because they would be at the top of the rebar cage and in interference with the smaller cage that is to be installed. With Mark Vilcheck's approval, I instructed RPS not to install the rebar but to put in extra tie wire at these locations. The cage was installed and the 1st concrete truck arrived at 1:30.
 - The following describes the sequence of trucks:
 - Truck 1: Acceptable mix
 - Truck 2 & 3: Truck 2 was rejected due to the water/cement ratio reading 0.66. Brad called the CEMEX plant for an explanation and they claimed that one of the water valves was broken causing a misprint on the ticket but the actual water in the mix and consequently the w/c ratio were correct. CEMEX then faxed over back-up tickets to prove this. By the time the back up tickets arrived Truck 2 had already exceeded the acceptable pour time. The original ticket from Truck 3 read a w/c content of 0.75, however the corrected ticket reflected a w/c of 0.42. The truck and ticket ID matched that of the original ticket and so Truck 3 was allowed to pour.
 - Truck 4: Rejected due to the fact that the superplasticizer ADVA 140 was not added to the mix.
 - Truck 5: Acceptable mix.
 - Drill Tech covered the hole with thermal blankets. Ali collected aggregate samples from Truck 1, two 28-day cylinders from Truck 5, and a slump test on Truck 1 and 5. He also moved the samples from yesterday's pour to the water bath on Pier 7. See his diary for more information.
- Passed along revised mix design to John Beede for review. Traylor plans to use this mix at B1&B2 pilecaps, C1-C4 pile caps and rat slabs, and fenders at Driving Frame D.
- Worked 2.0 hours O.T.

Inspector:

Gina Rizzardo

Transportation Engineer/Assistant Structure Rep.