

ASSISTANT STRUCTURE REP.'S DAILY REPORT

Location & Description of Operation	SAS - TEMPORARY TOWERS
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Foundation work at A and B

WEATHER	Pt. Cloudy/65+/1 *F
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REMARKS

Attend contractors tail-gate meeting and schedule of work for the day.

Drill-Tech removes obstruction in A-3, at 22'. Drill to a depth of +/- 30". Damaged drilling equipment (Auger) tip POTENTIAL CLAIM.

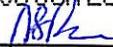
Install CIDH reinforcement at A-3 and pour concrete, 2m below top of casing.

Concrete pour A-3, start pour at 1430hrs and finish at 1700hrs.

Remove Footing forms at A-1 and pre-set same forms at Footing B-1.

Check PMIV for pending submittals and Lotus Notes for RFI's. Respond to submittals for Concrete Mix Design.

REC'D '08 JUN 28 #005377


Signature

TE - Civil
Title
Arashdeep Pannu



Gina
Rizzardo/D04/Caltrans/CAGo
v

05/21/2008 07:42 AM

To Seong-Hyeok Song/HQ/Caltrans/CAGov@DOT, Abdikarim
Ali/HQ/Caltrans/CAGov@DOT
cc Arashdeep Pannu/D04/Caltrans/CAGov@DOT

bcc

Subject Work Progress: 20-May-08

Here's an update of yesterday's field work:

B-1: ABF surveyors were on site and laid out pile cap outline and anchor bolt locations, RPS should plan to be on site today 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 this morning, similar to the procedure they used for the obstruction prior.

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 explained that one of the water valves was broken causing a misprint on the ticket, however the actual water in the mix and consequently the w/c ratio were correct. CEMEX then faxed over a back up ticket 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 blankets. Ali collected 2 cylinders from Truck 5 and a slump test on Truck 1 and 5. He also collected aggregate samples.

Just an FYI, we've been receiving multiple letters from ABF concerning the differing site conditions. Please take a look and compare them to your diaries. ABF-CAL-LTR 540, 538, & 531. Inform Gil, Mark, or Art if any of the information is accurate so that it can be addressed in the response letters.

Thanks,
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