STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CP-CEM 4601 (Rev. 4/99) (Old HC-10A)

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. | 7-day const. cal.: 617 | Project work day: 827

Date the Shift Began: 8/21/08

☐ NIGHTWORK THURSDAY

Shift Hrs Start 1:00 Stop 13:00
Engineer's Hrs Start 1:00 Stop 13:00

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: W2 Cap Beam
Remark: concrete pour

Weather: warm
Hi 70F/Lo 62F

Description of Operation:
ABF - placed concrete for pour 3 - median deck and partial diaphragm wall.

	HOURS - ITEM NO.						
ITEM NO. >>	38						
Structural Concrete, Bridge							IDLE OR DOWN/ ELSEWHERE
RT							< RT/OT

EQUIPMENT AND/OR LABOR:

EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)

CONTRACTORS

Prime	American Bridge / Fluor JV	(P)
Sub #1		(1)
Sub #2		(2)
Sub #3		(3)
Sub #4		(4)
Sub #5		(5)

REMARKS

Name	Classification	Prime / Sub

For equipment and personnel hours, please see LALIT MATHUR'S diaries.

I arrived at the site around 0100 to pick up the wheelbarrows/cylinders/test tools from the connex box at the SSD field office. Around 0130, Chuck Kanapicki (ABF) states that he was delayed in traffic coming from San Francisco, for about 30 minutes due to a road closure on the I-80. All traffic was diverted to the 4th Street onramp. The concrete trucks however, would not need to sit in this traffic; they would be coming from embarcadero south of the bay bridge. The first truck arrived at roughly 0210, just 10 minutes behind schedule. Before the concrete arrived, I overheard Chuck giving instructions to ISI, who was going to be taking the cylinders/performing testing on the concrete. He told them to reject all trucks above 74 deg. Fahrenheit. The first truck arrived and was tested to be 80 deg F; it was not rejected. Table 9 of submittal 106 (Thermal control plan) states that linear interpolation may be performed on the calculated temperatures. They had calculated 77 deg to be the warmest at the concrete temperature could be before rejection. They chose to use the concrete anyway. All trucks were tested for temperature with three thermometers and the average was always 80 deg F. On the first truck, Mark Macdonald (ABF) snatched and challenged my thermometer because there was not enough space between the degree increments. I asked him why mine wasn't okay and ISI's was since they were both the exact same thermometer and both reading the exact same temperature. ABF attempted to further delay the concrete hydration by increasing the Recover admixture in the concrete. This was not very successful. The concrete average temperature remained 80 deg F.

I took one pair of 56-day samples on load 4/ticket 82840017; a pair of 28-day samples on load 28/ticket 1634433 due to a slump of 7.5 inches which was partially deposited into W2 before rejection; pairs of 1, 3, 5, 7, 14, 28, 56, 90-day samples on load 46; a 56-day pair on load 74. One truck had an obviously large slump without measuring and was immediatly rejected.

RECD '08 OCT-01 H00:06:04

Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT: 4.0	INSPECTION

DAVID CHUNG — TE/CT
Title