

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.: 645
Project work day: 855
Date the Shift Began: 9/18/08
 NIGHTWORK THURSDAY
Shift Hrs Start 6:30 Stop 15:00
Engineer's Hrs Start 6:30 Stop 15:00

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: W2 Cap Beam
Remark: concrete pour
Weather: partly cloudy
Hi 68F/Lo 49F

Description of Operation:
ABF - place concrete for pour back under Hinge K assemblies - two locations

HOURS - ITEM NO.							CONTRACTORS		
ITEM NO. >>	38						Prime	American Bridge / Fluor JV	(P)
							Sub #1		(1)
							Sub #2		(2)
							Sub #3		(3)
							Sub #4		(4)
							Sub #5		(5)

EQUIPMENT AND/OR LABOR:			Structural Concrete, Bridge	IDLE OR DOWN/ ELSEWHERE	REMARKS		Prime / Sub
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)			Name	Classification	

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

RT																				

The weather was optimal for a concrete pour. It was not abnormally warm/hot. ABF added ice to the concrete mix just to be safe with the temperatures resulting from hydration. The temperature at the pump averaged from 61-67 deg. F. There were six trucks ordered; about 41 cubic meters of concrete placed. Cylinders were sampled from the third truck at 0850. Damon Brown (CT) and I made cylinders for 1, 7, 14, 28 and 56 day breaks. DCI was the tester making cylinders for ABF. slump tests were performed on the first five trucks. The first three were within the design slump of 175 to 225mm. However, the fourth truck was tested to have a slump of 9.5 inches. The truck had a lot of time left before expiration so we allowed the truck to set for about 20 min. The fifth truck arrived and the concrete coming down the chute looked extremely 'wet'. We tested that to be 10 inches so we stopped the fifth truck from pumping immediately to allow that to sit as well. The sixth truck looked like the first three so we allowed that to pass without testing. All trucks were eventually pumped.

The remaining estimates were performed by Pam (CT) and checked my myself. Item 48 (Reinforcing Steel, Bridge) and item 38 (Structural Concrete, Bridge).

Ron, Pam, and I met with ABF (Jim and Mark), as well as RPS (Russ and Steve) to discuss the couplers at E2 as well as the couplers at W2. RPS stated that they will grind all the mushroom heads off the bars at W2. If the next samples failed, Russ would have ironworkers from the plant come to perform the work. Ron states that he has sent two NCRs to ABF but Jim states he has not seen them. Ron calls Alex (T.Y.Lin) and puts him on speakerphone: Alex will be okay with the 410/420 couplers if there are no threads seen in the gap between the male/female and if HRC (Headed Reinforcement Corp) signs off on them.

Russ states that for the rest of the project, there will always be a qualified person to perform these couplings to avoid any more problems.

Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION


DAVID CHUNG
TE/CT
Title

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