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.: 650
Project work day: 860

Date the Shift Began: 9/23/08

☐ NIGHTWORK TUESDAY

Shift Hrs Start Stop
Engineer's Hrs Start 6:45 Stop 15:15

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: Temp Tower C
Remark: Concrete pour for CIDH

Weather: warm
Hi 83F/Lo 49F

Description of Operation:
DRILLTECH - Place concrete for CIDH

RECD 08 OCT-07 #007002

	HOURS - ITEM NO.						
ITEM NO. >>	8	8					
	Furnish Temporary Towers	Furnish Temporary Towers					IDLE OR DOWN/ ELSEWHERE
EQUIPMENT AND/OR LABOR: EQPT. NO. / NO. MEN / DESCRIPTION (Of Equipment or Labor)	RT	OT					< RT/OT
For equipment and personnel hours, please see SEONG-HYEOK SONG'S diaries.							

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

I did not work on either E2 or W2 today. I was assisting the Temp Tower group on a concrete pour. I made 4 cylinders, 2 for 7-day breaks, and 2 for 28-day breaks.
The first truck showed up about an hour and a half late. The first truck's ticket was checked and the mix design looked okay so we allowed them to pour. When the concrete was flowing off the chute, it looked very 'watery' and loose. Song (CT) and I determined that we wanted to take a slump test. When the concrete was falling off the chute to the wheelbarrow, it was very clear that the concrete was segregating and would be pointless to take a slump test because it would fail. Representatives from ABF/Drilltech/Traylor acknowledged and did not disagree.
Since the truck had about 45 minutes left on the truck from batch time, we allowed the truck to sit for a while to see if the concrete would 'tighten up' while we pumped the 2nd and 3rd trucks. The 2nd and 3rd trucks were fine. We performed a slump test and took samples from the 2nd truck. The slump was about 8.25". The remaining trucks did not look questionable. We returned back to the first truck to perform the slump test and it turned about to be 10 inches. We rejected this truck. The concrete was clearly segregating and the concrete was expired. They had to order another truck so the concrete pour finished around 1400.

Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

DAVID CHUNG — TE/CT
Title