STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Form HC-10A (Rev. 6/80)

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar Day No. 724
Project Work Day No. 934
Date 12/06/2008

Shift Hours Start 0.00 Stop 24:00
Inspector Shift Midnight to 2:30, 07 to 16:00

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.										
Equip. #	NO MEN	DESCRIPTION (Of Equipment or Labor)	#38 Str. Concrete, Bridge	# 48 Bar Reinforcement Steel	CCO							IDLE OR DOWN	REMARKS

RECD 09 JAN 06 #000212

Name Contractor

Work at E2 Site:

a) Continued at E2 pour from yesterday till 2:30 AM. There was big line of trucks waiting.
b) Reached home at about 3:15 AM to take rest and left again at 6 AM to go to CEMEX's Mariposa Plant in San Francisco. Ron Matin and Ken Beede had already left the plant. There was nobody from ABF or their consultant DSI to check the concrete trucks leaving the plant. One of the guys of the CEMEX was checking the slumps and mixes. I witnessed that most of the trucks were having consistent slump spread of 28.5 inches. I checked with Gil couple of times and he mentioned that they were getting good spreads.
c) I was also informed that CEMEX had decided to close their Amador plant ahead of schedule after batching about 600 M^3 leaving about 260 M^3 and closed at 6AM. The plant was originally scheduled to operate through the close of E2 pour.
d) Thus the remaining concrete, which was to be dispatched from Amador plant, was now to be batched from Mariposa plant as well. At further enquiry I found that the Mariposa Plant does not have enough cement to batch all the concrete. The plant operator enquired from their sales people and ABF and they were told they will need to batch a minimum of total 220 truck loads (including previously batched) and may go as much to 227 loads. The Mariposa plant was to get 3 cement loads from Sacramento and including all the cement, the operator realized that he will be short of cement. I informed to Gil of the arising situation.
e) By about 10 AM, CEMEX decided to close the Mariposa Plant around 11 AM and start the Amador Plant again. I accompanied them to Amador Plant which batched all the remaining trucks for a total of 220 trucks loads. The spread was measured about 30 inches before the trucks left.
f) After the last truckload was batched, I went to E2 site.
g) At E2, ABF was still trying to pump concrete towards the top from the center of E2 to the north end of E2.
h) After the concrete was pumped pass the north most Bearing, it was difficult to pump as there was no air relief openings for last 4 meter from the north edge. The concrete pump pressure had increased to 150 psi.
i) It was decided to close the operation when no more concrete could be pumped. Gil and Masoud left at 3 PM.
j) I stayed back till some of the blankets were put over the top forms. It seemed that it would take much longer to put all the forms.
k) I observed the water temperature and water flow for thermal cooling. The water was flowing in at 48 F and coming out at 50 F. The water was flowing at 280 GPM into the southern Manifolds and 400 GPM in to the northern manifolds.

46.02

l) The chiller was cooling the water to 43 F. The temperature gage for incoming water was not working. A total of 350 GPM was flowing into the chiller.
m) Left site at 4 PM.
n) Ron called in the night that we need to be in the morning of Sunday to check the water temperatures. ABF's Branden was supposed to be there too.

Total OT for today 14 hours.

Lalit Mathur, P.E. Trans Engineer (D)/Asst. Struct. Rep