

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.: 695  
Project work day: 905  
Date the Shift Began: 11/7/08 & 11/8/08  
 NIGHTWORK FRIDAY & SATURDAY  
Shift Hrs Start 21:00 Stop  
Engineer's Hrs Start 21:30 Stop 9:30

46.B

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: W2 Cap Beam	Weather: cool air/minor AM fog
Remark: Concrete Pour 4	Hi 59F/Lo 49F

Description of Operation:  
ABF - placed concrete for pour 4 - south end of Cap Beam  
- monitored deflection of falsework due to weight of concrete

DCI - prepare concrete specimens/test flow of SCC

		HOURS - ITEM NO.						CONTRACTORS		
ITEM NO. >>		38	133					Prime	American Bridge / Fluor JV	(P)
		Structural Concrete, Bridge	Construction Surveying					Sub #1	Regional	(1)
EQUIPMENT AND/OR LABOR:								Sub #2	DCI	(2)
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	RT				Sub #3		(3)
								Sub #4		(4)
								Sub #5		(5)
								REMARKS		Prime / Sub
								Name	Classification	

For ABF equipment/personnel hours, please see Pamela Gagnier's and Lalit Mathur's diaries.

The first few trucks that showed up on site had a high viscosity. The flow diameters were around 16 to 24 inches when we require 26 to 30 inches. Gil (CT) rejected these trucks but ABF chose to place the concrete anyway. They did however add some admixtures to a few of the trucks, which were tested again and passed.

The main reason for using SCC is to make sure that the very congested areas of reinforcement be encased in concrete. There are areas of reinforcement that are not highly congested. ABF could have placed the concrete here.

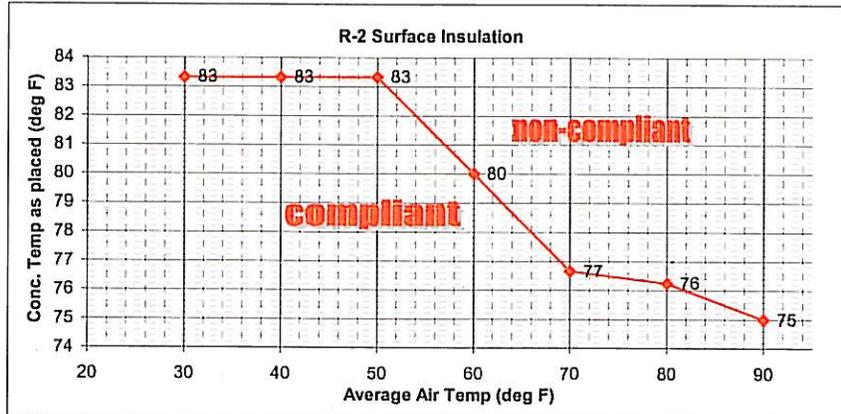
ABF had directions for DCI to perform flow tests on the first 40 concrete trucks that arrived on site. Each truck was before it would be allowed to pour.

Since Gil (CT) wanted me to perform flow test alongside the DCI personnel, I moved the flow pan and testing instruments/tools next to their set up. However, Lalit (CT) insisted that I go to where the trucks were discharging to test the flow there, before they would discharge into the pump. I had set up a log sheet to log all the trucks concrete temperature/whether or not they were tested/their flow diameters etc., and asked Lalit if he could fill it out. He refused. I could not fill it out myself if he insisted that I leave the area where DCI was testing.

During the concrete pour, there were two instances where Art (CT) and Gil (CT) stated that the concrete coming from the east side pump of W2 was coming out of the pump hose with a great amount of water. I stated that I've been checking these trucks for their viscosity/VSI by digging my hands in the concrete at the discharge. The consistencies were all adequate. It turned out that the concrete truck driver, after completely discharging his entire load, was washing out his chute into the concrete pump. The pump in turn mixed all this water into the concrete and pumped it above.

There were a few questionable concrete loads. After getting a second opinion from a co-worker, we took a sample and performed flow tests. They tested within acceptable range. They appeared to look as if they were 'bleeding' but were approved by Gil. The visual stability index number was between 1 and 2.

Temperature was constantly monitored on all trucks, all samples taken, all concrete that performed flow tests. Temperature was not a factor. The night air of 55 deg F helped. Showed in the chart, the line represents the conditions at which the concrete would reach the allowed peak temperature of 149 deg F. Since the night air averaged around 55, the concrete temperature at discharge could be as high as roughly 81 deg F. The temperatures were averaging 10-15 degrees lower than allowed.



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Though there was some AM fog, it did not hamper the concrete placing operation. The pump booms were still clearly visible. Victor and I then instructed Thanh (CT) on how to fill out the TL-502 before our shift was over.

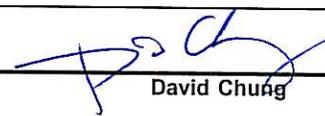
Victor and I made 32 cylinders

Set	TL-502	Time	Plant	C Temp	A Temp	Diam.
1	96,97,98,99,100,101	00:05	A	67	53	27
2	102	01:50	A	70	55	27
3	103	04:00	M	65	50	27
4	104,105,106,107,108,109	05:33	M	65	55	29
5	110	06:43	A	65	55	26
6	111	09:20		70	55	27

Materials:

12 hr OT - 14+ hr long concrete pour

Insp. Hrs.	INTERMITTENT INSPECTION
REG:	
OT: 12.0	

  
 David Chuang  
 TE/CT  
 Title