

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.: 720
Project work day: 930
Date the Shift Began: 12/2/08
 NIGHTWORK TUESDAY
Shift Hrs Start 7:00 Stop 15:30
Engineer's Hrs Start 7:00 Stop 15:30

46.B

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

| | |
|-------------------------------|-------------------|
| Location: W2 Cap Beam | Weather: foggy AM |
| Remark: sandblasting/ironwork | Hi 61/Lo 55F |

Description of Operation:

| | | HOURS - ITEM NO. | | | | | | CONTRACTORS | | |
|-------------------------|---------|-------------------------------------|--------------------------------|------------------------|----|--|--|-------------|----------------------------|-------------|
| ITEM NO. >> | | 38 | 48 | 133 | | | | Prime | American Bridge / Fluor JV | (P) |
| | | Structural Concrete, Bridge | Bar Reinforcing Steel (Bridge) | Construction Surveying | | | | Sub #1 | Regional | (1) |
| EQUIPMENT AND/OR LABOR: | | | | | | | | Sub #2 | | (2) |
| EQPT. NO. | NO. MEN | DESCRIPTION (Of Equipment or Labor) | RT | 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 & Lalit Mathur's diaries.

I started putting together paperwork for the concrete pour at E2 this Friday. I put together a sheet for tolerances for aggregate, cement, and water and put it on Saman's (CT) desk to be checked.
I spoke to Saman yesterday regarding the need to decide what cylinders will be taken so the cylinders are labeled and ready for concrete. I found out that ABF will be coming westbound on the E-line of the skyway and making 180 turns and then backing up to the concrete pump. I mentioned that all drivers that I've spoken to on previous projects have stated that concrete trucks are not capable of backing up with the third axle down, contrary to what ABF states they will be doing. From what I understand, they will be loaded at 9 cubic yards as well.
Another issue to take into account is that the bridge was designed for a moving load - not a sustained load, as what the concrete trucks essentially are.
Lastly, the top forms of E2 prevents us from observing whether or not the concrete is segregating. In effect, it will be pointless for us to be at the discharge of the concrete hose. We will have to be at the discharge of the trucks into the pumps full time. Also, we will have to be at the plants full time where DCI will be doing the flow test. If they are interested in the way the concrete looks at final discharge, they should not object to random dumping into a bucket to observe the concrete stability. I brought this up to Saman to bring up at tomorrow's meeting.
Ironwork is scheduled to be completed by this Friday.

REC'D 09 JAN 06 #00824B

Materials:

| | |
|------------|--------------|
| Insp. Hrs. | |
| REG: 8.0 | INTERMITTENT |
| OT: | INSPECTION |


David Chung

TE/CT
Title

46-02