

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.: 722
Project work day: 932
Date the Shift Began: 12/4/08
 NIGHTWORK THURSDAY
Shift Hrs Start Stop
Engineer's Hrs Start 7:00 Stop 15:30

46.B

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: W2 Cap Beam	Weather: partly cloudy
Remark: ironwork/cooling pipes	Hi 62F/Lo 46F

Description of Operation:

		HOURS - ITEM NO.						CONTRACTORS	
ITEM NO. >>		38	48	133				Prime	American Bridge / Fluor JV
		Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)	Construction Surveying				Sub #1	Regional
EQUIPMENT AND/OR LABOR:								Sub #2	
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	RT	RT			Sub #3	
								Sub #4	
								Sub #5	
								REMARKS	
								Name	Classification
For ABF equipment/personnel hours, please see Pamela Gagnier's & Lalit Mathur's diaries.									

I worked on my daily diary in the morning.

At 1000, we had another meeting with Gil in the kitchen and had last minute issues to discuss. ABF is adamant to place concrete this Friday even though their foremen and our engineers state it is not possible with the amount of work still left to do. They had not started capping the cross beam by the end of the day. They decided to have the W2 crew join them at E2 around 1600.

Gil sent me a package from Chunk (ABF QC) regarding the mix design. He wanted me to check to see if their quantities/tolerances were right. I found one discrepancy. Their amount of Adva 100 was significantly higher than the target amounts. I previously performed the calculation and knew that their target amount was already at 97% of the manufacturer's suggested dosage.

I performed the calculations again and brought them to Saman's attention and asked to check them before we brought the issue to Chuck's attention. Their actual dosage was 18% higher than their target and 15% higher than the manufacturer's suggested dosage. Chuck was aware of the situation. He placed a call to Bob Foley (Cemex) and left a message while we were in his office (later, he sent an email to Bob stating that the dosages need to be right for the night of the concrete pour). It appeared that the dosage was consistently high by 18% if the trucks came from the Amador concrete plant and low by 18% if the truck came from the Mariposa concrete plant. I had previously made a sheet of tolerances for pour 4 of W2 for Lalit (CT) to check because he insisted upon collecting the tickets but he never did.

I left my calculations on Gil's desk and explained the issue to him in an email.

At the end of the day, I bought plywood and cut them into 7" x 14" shingles to place between the cylinders. Our lab technicians in Sacramento have reported that the bottoms of our cylinders have been rounded due to stacking cylinders on top of one another. Since the bottom cylinders did not provide for a stable flat surface, the weight of the top cylinders would conform to the shape allowed. With the plywood shingles, we are hoping to eliminate this problem.

0528008 90-NAN JAN-06 #008250 REC-16

Materials:

2 HR OT - PLYWD & CUTTING

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT: 2.0	INSPECTION


David Chung

TE/CT
Title

46.02