

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.: 723
Project work day: 933
Date the Shift Began: 12/5/08 & 12/6/08
 NIGHTWORK FRIDAY & SATURDAY
Shift Hrs Start Stop
Engineer's Hrs Start 20:15 Stop 8:45

46.B

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: E2 Cross Beam	Weather: cold/foggy
Remark: Concrete Pour	Hi 51/Lo 40F

Description of Operation:

HOURS - ITEM NO.							CONTRACTORS		
ITEM NO. >>	38	133					Prime	American Bridge / Fluor JV	
	Structural Concrete, Bridge	Construction Surveying					Sub #1		
							Sub #2		(2)
							Sub #3		(3)
							Sub #4		(4)
							Sub #5		(5)

EQUIPMENT AND/OR LABOR:

EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	OT	OT						REMARKS	Prime / Sub
For ABF equipment/personnel hours, please see Masoud Modanlou's & Saman Soheilard's diaries.											

Overall, the concrete pour went smoothly. In the beginning, we (CT and DCI) were flow-testing every truck that came (they were tested at the plant and on site) for the first 2 to 3 hrs. There were averaging around 26". The highest flow was around 31" and the lowest flow was around 23". I was running around too frequently to take any notes. Victor (CT) and I were working close together and took all the notes, including the time we took the cylinder samples, what truck they were from, and which plant they were from. There were 6 sets in all; two full sets (1st and 3rd) of 12 cylinders and 4 sets (2nd, 4th, 5th, and 6th) of 2 cylinders. In our pre-pour meeting and assignment list, it was predetermined that Victor and I would be taking the tags for the concrete pour and logging all the data. However, Lalit (CT) wanted to take the tickets himself but refused to log any of the data.

There was a point where both plants were shut down for an hour because the backlog on trucks at the skyway was around 20 trucks. They were not pumping fast enough. Eventually, Mariposa was running out of cement to batch any more trucks as well.

The concrete slick lines had a lot of 'kick-back'. I mentioned one to Mark MacDonald (ABF) and he had Conco look at it. They said it was okay and later started to pump faster. They had one of their trucks parked between two slick lines and chained the bends to their truck and their truck showed kickback as well.

Safety: On one occasion that I went to my truck to pick up some tools, I noticed a white van that was backing up but the reverse tail lights were not on. I walked cautiously to the right side and noticed that the van was going at a slant instead of parallel with the barrier. I got a little closer and could not see a driver so I ran to double check to see if there was anyone in the seat because I saw a hard hat. There was someone reclined in the driver seat so I slammed my hand on the hood a few times to wake him up. He sat upright and realized that he was drifting backward and slammed his foot on the break. He told me that he had put the car in neutral instead of park by accident before trying to close his eyes for a few minutes.

Around 0830, Victor and I filled Pamela (CT) in on which tools were ours and which cylinders she needed to make.

Materials: 12.5 OT - CONC POUR PRI PM - SAT AM

Insp. Hrs.	REG: 12.5	INTERMITTENT INSPECTION
	OT: 12.5	

David Chung
David Chung
Title

46.02

JAN 06 #00252