

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.: 730
Project work day: 940
Date the Shift Began: 12/12/08 & 12/13/08
 NIGHTWORK FRIDAY & SATURDAY
Shift Hrs Start Stop
Engineer's Hrs Start 20:45 Stop 9:30
Start 20:45 Stop 22:45

46.B

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: W2 Cap Beam	Weather: very cold
Remark: Concrete pour 5	Hi 54F/Lo 47F

Description of Operation:
ABF - placed concrete for the north side of the Cap Beam

EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.							CONTRACTORS					
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	38	48	133				Prime	American Bridge / Fluor JV				
			Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)	Construction Surveying				Sub #1	Regional				
									Sub #2					
									Sub #3					
									Sub #4				(4)	
									Sub #5				(5)	
										REMARKS				
										Name		Classification		

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

For the most part, the concrete pour went smoothly. When the concrete trucks started arriving, there was light drizzle that lasted about an hour but for the rest of the night it was dry; only humid. There was one truck that spilled about a cubic yard of concrete on the AC while it was discharging to be flow tested. The mess was quickly cleaned up by ABF; I had a hand in cleaning up as well. A sweeper also came by to clean the area. Victor (CT) and I were working very closely with DCI to take the flow tests. At the beginning the flow diameters were very good and pretty much on target. However, about two to three hours after the pour started, the flows got bad; the flows were down to 22" and several of these trucks were remixed with an additional half-gallon of Adva100. For borderline trucks, I tracked where they were being pumped from and called Pamela (CT) up above to ask that she make sure they do not pump in the congested column cage area. After the first wave of trucks passed through, they started to make the second pass. When the first truck arrived of the second wave, the driver told me that the number one and two lanes on Eastbound 80 on the bridge before YBI were closed with CHP on site. This was not according to plan. I called the Hotline and the man on the phone had no idea of this closure (that was only supposed to be one lane for the concrete trucks). However, this two lane closure actually prevented the concrete trucks from arriving on the site at the proper time. I had to insist that his man check out what was going on with the closure. This scheduling of closures was poorly managed.

Victor and I made 7 sets of cylinders: 3 full sets and 4 partial sets. The full sets of cylinders consisted of 2, 3, 7, 28, 56, and 90-day breaks. The partial sets were just 56 day breaks. The sixth full set may be questionable due to the fact that the wheelbarrow was filled with rocks by the time we got to the bottom. The concrete did not 'flow' like it's supposed to; especially within only 30 minutes of being discharged from the truck. I had to tap the cylinder can to consolidate the concrete. While Victor and I were making the last full set of cylinders, the DCI staff rushed off to flow-test a concrete truck that was 'questionable.' They told me that they did flow-test the concrete but slump tested (normal slump) the concrete and only got 1 1/4". I later saw the same core of the cone in the concrete washout, still in the original shape.

At the end of the shift, while Victor and I were cleaning out. Robert Wong (CT SWPPP) came out after not seeing him all night and complained of the concrete washout that DCI was using to wash tools. He ordered Victor to tell ABF that there was a problem with the washout. I did not find this as respectful. After Victor and I had been working all night and were ready to go home, he came and gave orders when he could talk to ABF himself.

Victor and I went back to the office to determine the times to come back and pick up cylinders, keeping in mind that the cylinders should not be touched for 20 +/- 4 hrs.

Toward the end of the day, Matt (CT) and I had came back to pick up the first 4 sets of cylinders to transport them to the water bath. A few of the cylinders were still 'green' - solid enough to transport but cement paste at the top. The thermal control water was going in at 44 deg F and going out at 48 deg F.

Materials:

3.25 hrs on Friday/10.75 hrs on Saturday

Insp. Hrs.	
REG:	INTERMITTENT
OT: 14.75	INSPECTION

David Chung
David Chung

TE/CT
Title

46.02