

JOB STAMP

04-0120F4
 04-SF-80-12.6/13.2
 San Francisco Oakland Bay Bridge
 Self Anchored Suspension Span

REPORT NO.	725	to	731	DATE	7.Dec.08 – 13.Dec.08	S	T	W	Th	F	S
SHIFT HOUR	START	Var.	STOP	Var.	TEMPERATURE						
WEATHER	Sunday	Foggy	Monday –	Tuesday –	Wednesday –	Partly	Thursday –	Friday –	Partly	Saturday –	

7 December

1. Dropped off cylinders to Sacramento.

8 December

1. Reviewed email and PMIV Correspondence.
2. Attended 8am Staff meeting with Gill Klebanov's group.
3. Updated Temp Tower spreadsheet and filed drawings in binder.
4. Finalized Submittal 866.

9 December

1. Reviewed email and PMIV Correspondence.
2. Updated Temp Tower spreadsheet for Submittal's 903R01 and R02 and filed drawings in binder. Emailed all field workers to inform them of the new update.
3. Started organizing a binder of State letters I completed that includes, stamped drawings, TY-Lin response and PB's memos.
4. Wrote my diary for last week.
5. Dropped off the last sets of Concrete cylinders to Sacramento.

10 December

1. Reviewed email and PMIV Correspondence.
2. Attended **W2 North Side** Pre-Concrete Pour meeting with ABF representatives:
 - Pour will begin at 10pm and end about 10:30am and three pumps are expected to operate.
 - Concrete Mix will be 161790
 - There will be no washouts where trucks are pumping concrete.
 - ABF surveyors measured about 22mm deflection on forms.
 - Chiller will operate today
 - ABF/CT representatives will conduct slump flow testing at the plants.
 - The plant will use a curing compound.
 - Gill recommends to ABF to find a strategy that can locate the PVC pipe should one bust in future concrete pours, including this Fridays pour. This is in reference to the E2 pour last Friday and Saturday where a PVC pipe had busted and ABF had to turn off all pipes and turn them back on one at a time until they found the damaged pipe.
 - The temperature difference was higher than normal. Gill asked ABF to show DCI's record of their concrete strength data and have ABF write out why the concrete difference was high.
 - Chuck advised inspectors at the truck to record the Mix/Idle # located on the concrete truck when a slump flow is conducted.
3. David and I labeled cylinders in preparation of Concrete pour.

11 December

1. Reviewed email and PMIV Correspondence.
2. Finalized the following Submittal's: 718R01, 732R01 and 732R02.

12 December

1. Reviewed email and PMIV Correspondence.
2. Reviewed for completeness on the following Submittal's: 840R05, 835R01 and 758R01
3. Put empty cylinders and wheel barrel at W2 in preparation for W2 Concrete pour.

Victor Altamirano SIGNATURE	<i>Victor Altamirano</i>	15-Dec-08	TITLE	
Senior SIGNATURE	<i>JOL</i>	12/16/08		Transportation Engineer / Assistant Struct. Rep.

REC'D 09 JAN-02 #007580

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4. North Side W2 Concrete Pour:

- Trucks from Amador plant arrived about 10:00pm
- About the first eight trucks were tested for **slump flow** and it averaged **28.78 inches** with an **average concrete temperature of 61.5 degrees Fahrenheit**.
- Shortly during the slump flow testing at about 10:10pm, it started sprinkling for about 45 minutes.
- The first seven concrete trucks from Mariposa were slump flowed tested and the average slump flow was 25.5 inches with a **concrete temperature of 57.4 degrees Fahrenheit**.
- At 1:am truck # 3257 from Mariposa had a slump flow of 24.5 inches and Concrete temperature of 57 degrees Fahrenheit. ABF added half a gallon of Adva and after a couple minutes of letting the drum turn to mix the Adva material with the concrete, the slump flow was again tested and had a value of 26.75 inches. With the addition of Adva, it made the concrete more flowable and resulted with an increased slump.
- At 1:26am, the concrete for **truck # 3239 appeared too dry** and had a slump flow of 23.5 inches. Again ABF added a half-gallon of Adva and the slump flow increased to 25.75 inches.
- At 1:44am, the concrete for truck # 3510 had a slump flow of 23 inches, ABF added a half-gallon of Adva and with that increased the slump flow to 26 inches. At 2:11am, the also added a half-gallon of Adva to truck # 3505 with an initial slump flow of 24.5 inches. The slump flow was not conducted to this truck again, since we observed an increase in slump flow on the previous trucks after adding Adva.
- The **4th Set of sample appeared wet** and had a slump flow of 31.5 inches with a concrete temperature of 57 degrees Fahrenheit.
- The **6th Set of sample appeared stiff and dry** while the concrete was being shoveled into the cylinders. A few inches of concrete from the wheel barrel hardened and the rest of this concrete had to be scraped off to fill the last few cylinders. At the time of testing, the slump flow was **29.5 inches** with a **concrete temperature of 52 degrees Fahrenheit**.
- The last and final set was taken at 8:28am. The **slump flow was 28 ¾ inches** with a **concrete temperature of 54 degrees Fahrenheit**. The concrete pour ended about 9:30am.
- Just towards the end of the my shift, Robert Wong (CT) had just arrived and told me about how a washout bin was leaking water from one of the bottom corners. He told me to ask ABF to clean it up and have them provide more plastic to prevent the water from spreading more on the ground. I did not respond to Robert because I felt it was not fair to ask that of me at the end of my shift when I was tired and since, it was Robert who was the first to see the leak, therefore, he could reiterate the same information to ABF.

13 December

1. Refer to December 12, 2008 for diary detail.

Victor Altamirano SIGNATURE 	15-Dec-08	TITLE
Senior SIGNATURE 	16 Dec 2008	Transportation Engineer / Assistant Struct. Rep.

CA _____ %
 FA _____ %

1st transport - Sat 21:30 David/Song MATT

2nd transport - Sun 0630-0700 Victor/Pam

Set Break TL-502

Set	Break	TL-502	
1	02	01-2-1/2-135	•
2	02	01-2-2/2-135	•
3	03	01-3-1/2-136	•
4	03	01-3-2/2-136	•
5	07	01-7-1/2-137	•
6	07	01-7-2/2-137	•
7	28	01-28-1/2-138	•
8	28	01-28-2/2-138	•
9	56	01-56-1/2-139	•
10	56	01-56-2/2-139	•
11	90	01-90-1/2-140	•
12	90	01-90-2/2-140	•
13	56	01-56-1/2-141	•
14	56	01-56-2/2-141	•
15	56	01-56-1/2-142	•
16	56	01-56-2/2-142	•
17	02	01-2-1/2-143	•
18	02	01-2-2/2-143	•
19	03	01-3-1/2-144	•
20	03	01-3-2/2-144	•
21	07	01-7-1/2-145	•
22	07	01-7-2/2-145	•
23	28	01-28-1/2-146	•
24	28	01-28-2/2-146	•
25	56	01-56-1/2-147	•
26	56	01-56-2/2-147	•
27	90	01-90-1/2-148	•
28	90	01-90-2/2-148	•
29	56	01-56-1/2-149	•
30	56	01-56-2/2-149	•
31	56	01-56-1/2-150	•
32	56	01-56-2/2-150	•
33	02	01-2-1/2-151	•
34	02	01-2-2/2-151	•
35	03	01-3-1/2-152	•
36	03	01-3-2/2-152	•
37	07	01-7-1/2-153	•
38	07	01-7-2/2-153	•
39	28	01-28-1/2-154	•
40	28	01-28-2/2-154	•
41	56	01-56-1/2-155	•
42	56	01-56-2/2-155	•
43	90	01-90-1/2-156	•
44	90	01-90-2/2-156	•

Samples by Victor/David

Set 1 6.88(26)
 plant/cumul.quant.: A/178.88
 Representing: 0-250
 Ticket #: 32846449
 Truck #: 3279
 Time Cast: 12:05 AM
 Amb. Temp: 51
 Conc. Temp: 60
 Cement: 2440.33
 Water: 612.45
 Slump 26 1/2 / 27

Set 2 6.88(26)
 plant/cumul.quant.: A/69(6.88) = 474.72
 Representing: 251-500
 Ticket #: 82946485
 Truck #: 3506
 Time Cast: 2:20
 Amb. Temp: 47
 Conc. Temp: 55
 Cement: 2431.26
 Water: 700.30
 Slump 29 / 29.5 = 29 1/4

Set 3 6.88(26)
 plant/cumul.quant.: M/110(6.88) = 756.8
 Representing: 501-750
 Ticket #: 82111303
 Truck #: 3501
 Time Cast: 3:51
 Amb. Temp: 47
 Conc. Temp: 57
 Cement: 2453.93
 Water: 730.58
 Slump 29 / 29 = 29

Set 4 6.88(26)
 plant/cumul.quant.: M(140) = 963.2
 Representing: 751-1000
 Ticket #: 82111316
 Truck #: 3505
 Time Cast: 5:05
 Amb. Temp: 46
 Conc. Temp: 57
 Cement: 2512.90
 Water: 730.58
 Slump 32 / 31 = 31.5

Set 5 145-181
 plant/cumul.quant.: A(175)(6.88) = 120
 Representing: 1001-1250
 Ticket #: 82946542
 Truck #: 3250
 Time Cast: 6:18
 Amb. Temp: 45
 Conc. Temp: 56
 Cement: 2431.26
 Water: 681.37
 Slump = 28 / 28 = 28

Set 6 181-218
 plant/cumul.quant.: A(195)(6.88) = 1341
 Representing: 1251-1500
 Ticket #: 82846552
 Truck #: 2976
 Time Cast: 7:01
 Amb. Temp: 43
 Conc. Temp: 52
 Cement: 3338.44
 Water: 700.30
 Slump 28 / 29.5 = 29.5

Set 7 218-1603.01
 plant/cumul.quant.: M(1233)(6.88)
 Representing: 1501-end
 Ticket #: 82111362
 Truck #: 213571
 Time Cast: 8:28
 Amb. Temp: 45
 Conc. Temp: 54
 Cement: 2431.26
 Water: 707.87
 Slump = 27.5 / 28 3/4 = 28 3/4

145
 36
 181

Notes/Remarks: Set 4: Wet.

650-703-6506 (Samman)

109-145

6.88 (# of trucks)

W2 Cap Beam - Concrete Pour 5.1.1. 11:30 2 lanes closed
 Self-Consolidating Concrete: Mix 161790
 * By 11:30 2 lanes closed
 on bridge
 2 of 10

Lcd #	M/A	Truck #	Ticket #	Temperature		Gals H ₂ O added	Flow		Samples		Slump Meter Field		Remarks
				Amb.	Conc.		Time	Dia./VSI	Time	Cylin. (TL-502)	Mix	Idle	
	A	3206		52	63		10:40	29 3/4					29/29.5
	A	3508		51	61		10:47	29.1					29/29 (For wet) haul out
	A	2821		48	58		11:56	28.5		29/28			VI:20 Slump (Lo. K. for 2821 truck #)
	A	3789		46									
	A												
	M	3257		46	57		1:00	24.5					Slump called 35.14 24.1 added / 2 gal. Avg.
	M	3257		46	56		1:08	26 3/4					24 / 25 (Added Avg. due to high slump)
	M	3505		46	59		1:09	25.5					26 / 26.5 Let run for ~2 min.
	A												26/25
													# 2976 Slump 26 1/2
	M	3228		47	59		1:22	28.5					28 / 29
	M	3239		47	58		1:26	23.5					23 / 24 [Too dry]
	M	3239		48	59		1:32	25.3/4					26/24 Added 1/2 gal. Avg. per
	M	3510		45	56		1:44	23.1					2.2/24 Added 1/2 gal. of Avg.
	M	3510		45	57		1:49	27					26 1/2 / 27 1/2
	M	3502		43	57		2:04	26.1					26 / 26
	M	3515		44	56		2:11	24.5					24 / 25 [Added Avg. 1/2 gal.]
	M	3505						27.1					

