

Job Stamp 04-0120F4 SFOBB SAS

Const. Calendar:	779 and 780			
Project Work Day No.:	989 and 990			
Date	01/30/2009 and 01/31/2009			
Inspectors	Start	10:10	Stop	12:30
Hours		21:20		24:00
		00:00		06:00
		22:10		23:30
Shift Hours		07:00		15:30
		20:30		24:00
		00:00		06:00
		21:00		23:30

**ASSISTANT RESIDENT ENGINEER'S CONTRACTOR – ABFJV, Subs CMC-RS and Conco**

**Weather:** Sunny with mild temperature during the day on Friday – Hi 65°F Low 41°F, Clear with cold temperatures Friday night and early Saturday morning – Hi 49°F Low 42°F, Clear with a cold temperature of 51°F Saturday night (per weather.com forecast)

**Description of Operations @ W2 Cap Beam:**

**ABF**

- Foreman Nigel Lohse directed Conco during the concrete placement regarding the sequence of placing concrete, vibrating, curing operations, etc.
- Placed PVC pipe stubs for handrail to be installed around the perimeter of the W2 cap beam.
- Wet the formwork prior to concrete placement.
- ABF surveyors shot miscellaneous points on the falsework and forms to monitor deflection and settlement.
- Completed installing the seismic joint blockout for pour 6 north. Also began to as-built the bikepath bolts in pour 6 south.
- Continued to install bearing plates and some trumpets on the seismic joint blockout forms up to W-25A.
- Continued cleaning the pour 4 construction joint from the debris of pour 6 south work.
- Installed formsavers to 2"x4" templates for the pour 6 south luminare support. ABF placed the luminare at station 55+89.201 (center of the cap) along the "E" line where the plans call out station 55+89. Gil and myself talked to Dave Adams about this change and he said that it was decided by the ABF/Caltrans MEP groups that this change was acceptable.
- Completed installation of barrier steel couplers using a 2"x6" template and polystyrene blockout for pour 6 south. ABF foreman Nigel Lohse was made aware before lunch that the couplers were placed in the wrong location near the seismic joint. Essentially section E-E was not followed, see sheets 891R2 and 892R1.

**CONCO**

- Placed approximately 750m<sup>3</sup> of conventional concrete (Mix design Numbers 161145 and 160061) in the pour 6 south area, essentially completing the top of concrete of the cap along the eastbound side of the bridge.

**Comments:**

1. Pamela Gagnier and myself were watching the concrete placement at the forms. My diary is for the concrete placement that I observed. Both of us watched different sections since there was three pumps operating for most of the concrete placement.
2. Overall the placement of concrete went well as the flow looked consistent with no segregation. ABF and Conco foreman were consistently told to vibrate underneath the seismic joint blockout forms, cable tie down forms and barrier blockout forms.
3. ABF and Conco were told several times to be cautious of the ducts/trumpets & water cooling pipes while placing concrete and vibrating.
4. The lighting during the concrete placement was adequate for safety but not so much for inspection. Flashlights were used for inspection providing satisfactory visibility.
5. Concrete temperature was not a concern due to the ambient air temperature. However the concrete temperature was taken once at 54°F in the southwest corner of the cap beam. The temperature was obtained with the TT986 Digital Thermometer. This temperature gun and the Fluke-63 (which was used at the concrete pumps by Caltrans engineers) was calibrated the day of concrete placement.

**CMC-RS**

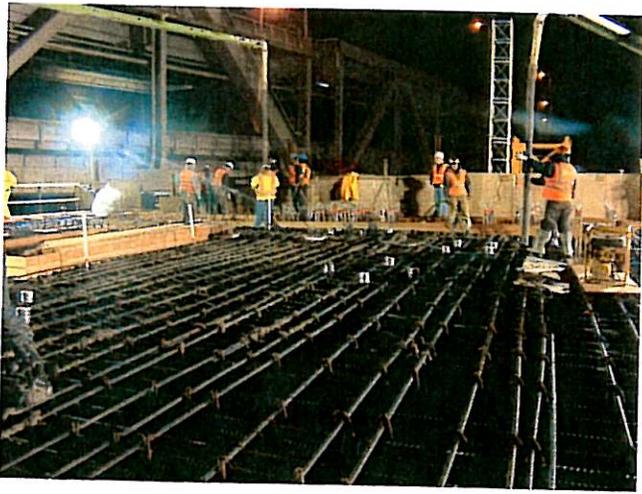
- Continued placing #43 transverse bars with the female end of the 500/510 HRC Extender Series coupler system in between the cable tie down pipes and the east bulkhead.
- Continued to install luminare reinforcement for pour 6 south.
- Left the jobsite on Friday at noon and had two ironworkers come back onsite for the concrete placement.

**Office and miscellaneous work:**

- Reviewed specifications and the thermal control plan for pour 6 south.
- Continued to analyze yesterdays surveying data. There were a couple of bearing plates that were out of tolerance  $\pm 25$ mm.
- Retrieved 18 cylinders from the field and placed them into the water baths at the Pier 7 warehouse with Victor Altamirano.
- Wrote todays diary.

**Inspector:**

Matt Bruce Matt Bruce Transportation Engineer (D)

EA		04-0120F4	
Co-Rte-KP (PM)		SF-080-13.2/13.9 (8.2/8.7)	
Structure Rep.		Rick Morrow	
			
File Name: Jan-30 and 31-2009 W2 Cap 003		File Name: Jan-30 and 31-2009 W2 Cap 004	
Date: 01-30-09	By Int: M Bruce	Date: 01-30-09	By Int: M Bruce
Description: Concrete temperature of 54°F at the southwest corner of the cap beam taken at 11:40pm.		Description: Conco laborers placing concrete in the pour 6 south area. The laborers had to work real hard to vibrate the fresh concrete near the seismic joint blockout as seen on the left side of the photo.	

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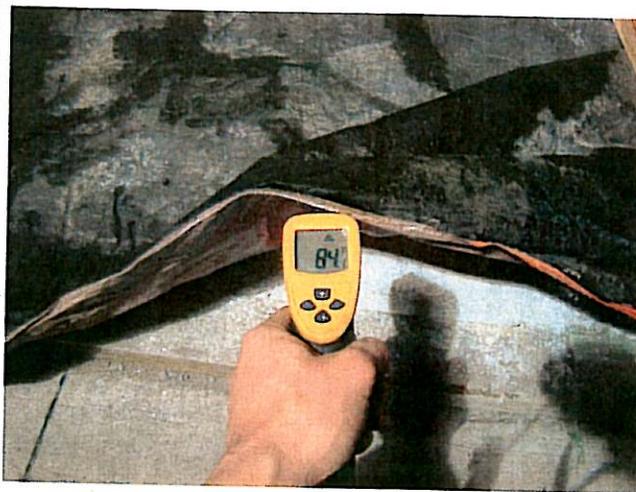


File Name:	Jan-30 and 31-2009 W2 Cap 008
Date:	01-31-09
By Int:	M Bruce

Description: Revibration of the finished concrete began at 2:30am and continued at 20-30 minute intervals.

File Name:	Jan-30 and 31-2009 W2 Cap 009
Date:	01-31-09
By Int:	M Bruce

Description: Concrete placement at 4:10am looking south.



File Name:	Jan-30 and 31-2009 W2 Cap 010
Date:	01-31-09
By Int:	M Bruce

Description: Bearing plates for the vertical PT tendons and bars were covered with concrete. ABF and Conco foremen were notified several times that these plates need to be cleaned for stressing the bars or strands.

File Name:	Jan-30 and 31-2009 W2 Cap 011
Date:	01-31-09
By Int:	M Bruce

Description: Concrete surface temperature at 10:40pm Saturday night on the west end of the cap, north of the Hinge K assemblies. The east manifold temperature was 40°F and had a pressure of 39psi. The west manifold had a temperature of 44°F.