

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar Day No. 885
Project Work Day No. 1095
Date 05/18/2009
Shift Hours Start 7:00 Stop 3:30 PM
Inspector Shift 7:00 AM to 3:30 PM

RL

ASSISTANT RESIDENT ENGINEER'S CONTRACTOR - ABFJV

| EQUIPMENT AND/OR LABOR: | | HOURS - ITEM NO. | | | | | | | | | | REMARKS | | | | |
|-------------------------|---------|---|---------------------------|------------------------------|--------------------------------|--|--|--|--|--|--|---------|---|--------------|--------------------|------------------------|
| Equip. # | NO. MEN | DESCRIPTION (Of Equipment or Labor) | #38 Str. Concrete, Bridge | # 48 Bar Reinforcement Steel | #34 Pre-stress CIP Conc. at W2 | | | | | | | | | IDLE OR DOWN | Name | Contractor |
| 1 | 1 | Gen. Foreman | 8 | | | | | | | | | | | | Terry Cronk | ABF |
| 2 | 1 | Laborer | 8 | | | | | | | | | | | | Jose Molina | ABF |
| 3 | 1 | Laborer | 8 | | | | | | | | | | | | Rigiberto Campos | ABF |
| 4 | 1 | Pile Driver J/M | 8 | | | | | | | | | | | | Audre Hudson | ABF |
| 5 | 1 | Pile Driver/Welder | 8 | | | | | | | | | | | | Henry Wheat | ABF |
| 6 | 1 | Elevator Operator | 8 | | | | | | | | | | | | Howard Schroyer | ABF |
| 7 | 1 | Pile Driver Foreman | 8 | | | | | | | | | | | | Nigel Lohse | ABF |
| 8 | 1 | Pile Driver | 8 | | | | | | | | | | | | Andrew Adams | ABF |
| 9 | 1 | Pile Driver | 8 | | | | | | | | | | | | Kurt Chaisson | ABF |
| 10 | 1 | Pile Driver | 8 | | | | | | | | | | | | Jesse Johnasen | ABF |
| 11 | 1 | Crane Operator | 8 | | | | | | | | | | | | Dale Thomas | ABF |
| 12 | 1 | Operator Apprentice/oiler | 8 | | | | | | | | | | | | Ross Scott | ABF |
| 13 | 1 | 2 nd Crane Operator | 8 | | | | | | | | | | | | Ben Scott | ABF |
| 14 | 1 | Pile Driver | 8 | | | | | | | | | | | | Abasi Delley | ABF |
| 15 | 1 | Pile Driver | 8 | | | | | | | | | | | | George Mcneil | ABF |
| 16 | 1 | Pile Driver | 8 | | | | | | | | | | | | Richie Yambo | ABF |
| 17 | 1 | Labor | 8 | | | | | | | | | | | | Pedro Garod 253 | ABF |
| 18 | 1 | Labor | | | | | | | | | | | 8 | | Danny Schwartz 221 | ABF off |
| 19 | 1 | Labor | 8 | | | | | | | | | | | | Igndcic Garcia 251 | ABF |
| | 1 | Crane LR 1300 | 8 | | | | | | | | | | | | | ABF |
| | 1 | Crane Bragg 90 ton capacity | 8 | | | | | | | | | | | | | ABF |
| | 1 | 1 st Man Lift S-125 | 8 | | | | | | | | | | | | | Working under the deck |
| | 1 | 2nd Man Lift S-125 | 8 | | | | | | | | | | | | | Working under the deck |
| | 1 | Lincoln Vantage Welding M/C 768-50-4005 | | | | | | | | | | | 8 | | | ABF top |
| | 1 | Lincoln Vantage Welding M/C 768-50-4007 | 8 | | | | | | | | | | | | | ABF at ground |
| | 1 | MQ Power Generator 220 | 8 | | | | | | | | | | | | | ABF Main power |

Core drilling may be necessary, as determined by the Engineer and at the Contractor's expense, to sample and examine the extent of the cracking and crack filling. The minimum depth of core sampling for mass concrete shall be 0.6 m and the number of cores taken per mass concrete element shall be in accordance with ASTM Designation: C 823. Prior to coring, the Contractor shall identify the location of the main reinforcing steel. The holes shall be cored by methods that will not shatter or damage the concrete adjacent to the holes. Water for core drilling operations shall be fresh water. The coring water shall be disposed in conformance with the requirements in "Non-Storm Water Discharges" of these special provisions. Immediately after coring, the concrete cores shall be identified by the Contractor with a description of the core locations and submitted to the Engineer for inspection.

If any reinforcement is cut during coring, coring operations shall be terminated, and the Contractor shall submit to the Engineer for approval, the procedure proposed to repair the cut reinforcement and to prevent further cutting of reinforcement. All cored holes shall be filled with nonshrink grout. Cracks not showing full penetration with epoxy shall be reinjected.

Demonstration Pours

The Contractor shall cast at least one mock-up each for the Pier W2 cap beam and Pier E2 cross beam, including concrete, reinforcement, and all concrete embedment as shown on the plans to demonstrate adequacy of hydration and thermal properties of concrete predicted by the Thermal Control Plan. The mock-ups shall demonstrate that the procedures defined in the Thermal Control Plan meet the performance criteria as specified in the Thermal Control Plan and these special provisions. The mock-ups shall not be part of the permanent structure and shall become the property of the Contractor. They shall be removed from the work site and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

After the final Thermal Control Plans are submitted, the Contractor shall allow the Engineer 20 days for review and approval.

Full compensation for conforming to the above requirements shall be considered as included in the contract prices paid for the various contract items of work involved and no additional compensation will be allowed therefor.

FALSEWORK

The Contractor shall remove forms within the W2 cap beam to the limits shown on the plans.

Falsework shall conform to the provisions in Section 51, "Concrete Structures," of the Standard Specifications and these special provisions.

In addition to the provisions in Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications, the time to be provided for the Engineer's review of the working drawings for specific structures, or portions thereof, shall be as follows:

*work completed
see Plansheet
454 of 1204*

| Structure or Portion of Structure | Total Review Time |
|-----------------------------------|-------------------|
| Pier W2 Cap Beam Construction | 50 Days |
| Pier E2 Crossbeam Construction | 50 Days |

Welding and Nondestructive Testing

Welding of steel members, except for previously welded splices and except for when fillet welds are used where load demands are less than or equal to 175 N/mm for each 3 mm of fillet weld, shall conform to AWS D1.1 or other recognized welding standard. The welding standard to be utilized shall be specified by the Contractor on the working drawings. Previously welded splices for falsework members are defined as splices made prior to the member being shipped to the project site.

Splices made by field welding of steel beams at the project site shall undergo nondestructive testing (NDT). At the option of the Contractor, either ultrasonic testing (UT) or radiographic testing (RT) shall be used as the method of NDT for each field weld and any repair made to a previously welded splice in a steel beam. Testing shall be performed at locations selected by the Contractor. The length of a splice weld where NDT is to be performed, shall be a cumulative weld length equal to 25 percent of the original splice weld length. The cover pass shall be ground smooth at the locations to be tested. The acceptance criteria shall conform to the requirements of AWS D1.1, Section 6, for cyclically loaded nontubular connections subject to tensile stress. If repairs are required in a portion of the weld, additional NDT shall be performed on the repaired sections. The NDT method chosen shall be used for an entire splice evaluation including any required repairs.

For all field welded splices, the Contractor shall furnish to the Engineer a letter of certification which certifies that all welding and NDT, including visual inspection, are in conformance with the specifications and the welding standard shown on the approved working drawings. This letter of certification shall be signed by an engineer who is registered as a Civil Engineer in the State of California and shall be provided prior to placing any concrete for which the falsework is being erected to support.



| DIST. | COUNTY | ROUTE | KILOMETER POST TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|-------|--------|-------|------------------------------|-----------|--------------|
| 04 | SF | 80 | 13.2/13.9 | 454 | 1204 |

REGISTERED ENGINEER - CIVIL

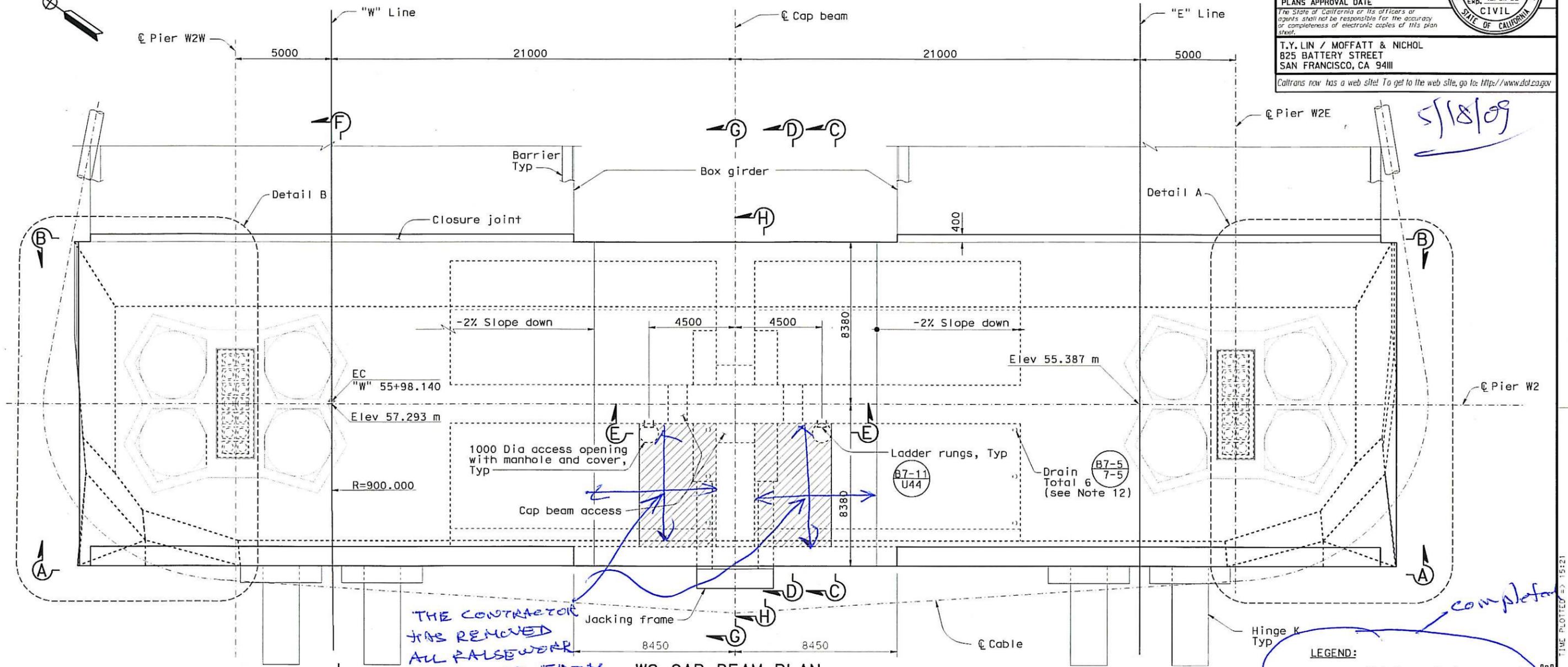
12-6-04

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

T.Y. LIN / MOFFATT & NICHOL
825 BATTERY STREET
SAN FRANCISCO, CA 94111

Caltrans now has a web site! To get to the web site, go to: <http://www.dot.ca.gov>



5/18/09

complete

NOTES:

- W2 cap beam elevations are to top of finished concrete and do not include overlay thickness. The top of finished concrete elevations along the "E" Line and "W" Line shall be calculated by subtracting 50 mm from the corresponding Profile Grade Line.
- For box girder, see "Girder at Pier W2" sheets.
- For Elevation A-A and Elevation B-B, see "W2 Cap Beam Dimension Details No.2" sheet.

THE CONTRACTOR HAS REMOVED ALL FALSEWORK & FORMWORK FROM THIS AREA.

- For Section C-C through Section G-G, see "W2 Cap Beam Dimension Details No.3" sheet.
- For Section H-H, see "W2 Cap Beam Dimension Details No.4" sheet.
- For Detail A, see "W2 Cap Beam Dimension Details No.5" sheet.
- For Detail B, see "W2 Cap Beam Dimension Details No.7" sheet.
- Bikepath and counter weight not shown for clarity.
- For jacking frame details, see "West Jacking Frame Details" sheets.
- For hinge K details, see "Hinge K Layout" and "Hinge K Details" sheets.

LEGEND:

All forms to be removed after construction of W2 cap beam deck.

- For "W2 Cap Beam Dimension Details" sheets, the Contractor shall verify all controlling field dimensions before ordering or fabricating any material.
- Contractor may adjust location of the drain inlet to avoid interference with reinforcing and/or PT ducts. Contractor shall extend drain pipe 50 mm below soffit.

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

R. Valizadeh/V.Toan/Y.L./W.L./F.C.
DESIGN OVERSIGHT
SIGN OFF DATE 04/09/04

| | | |
|------------|-----------|---------------------|
| DESIGN | BY J. Sun | CHECKED M. Chen |
| DETAILS | BY S. Shi | CHECKED M. Chen |
| QUANTITIES | BY S. Shi | CHECKED D. Harrison |

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

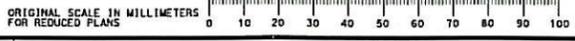
R. Manzanarez
PROJECT ENGINEER

BRIDGE NO. 34-0006L/R
KILOMETER POST 13.2/13.9

SAN FRANCISCO OAKLAND BAY BRIDGE
EAST SPAN SEISMIC SAFETY PROJECT
SELF-ANCHORED SUSPENSION BRIDGE
(SUPERSTRUCTURE & TOWER)

W2 CAP BEAM DIMENSION DETAILS NO.1

Rev. Date: 5-18-98



CU 04 EA 0120F1

| REVISION DATES (PRELIMINARY STAGE ONLY) | SHEET | OF |
|---|-------|----|
| 05/15/03 05/22/03 05/21/03 05/20/03 05/20/03 12/15/02 | 037 | 04 |

DATE PLOTTED => 09-DEC-2004 100% PDS 15121 USERNAME => TPTM