

JOB STAMP

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

REPORT NO.	795	to	801	DATE	Feb 15 – Feb 21, 2009	S T W Th F S
SHIFT HOUR	START	Var.	STOP	Var.	TEMPERATURE	
WEATHER	Sunday	Monday –	Tuesday –	Wednesday –	Thursday –	Friday -Saturday –

**15 February**

No Work on Site.

**16 February**

Holiday – No Work on Site

**17 February**

1. Reviewed email and PMIV Correspondence.
2. Finalized my Diary for the last few weeks.
3. Due to Jury Duty, several submittals were re-assigned to other engineers as a result of my Jury Duty. They are submittal 960, 969, 970, 983, and 994.
4. Attended Pre-Concrete Pour Meeting for W2 Pour – North Side:
  - Weather may be an issue on Saturday and ABF was asked to have a plan in advance in case that the Concrete Pour should be stopped. More importantly, the vertical construction joints should follow the Standard Specification. Also, lay visqueen on blankets.
  - Three pumps will be used and one Mix, Mix # 160061 (New # 1412993).
  - Same Thermal Control
  - Pour will begin at 10pm and end about 6am on Friday.
  - Chuck will be at the Amador plant.
  - Cemex will have a technician.
5. Attended Concrete Meeting with Gill's Staff:
  - We discussed each person's duties during the pour.
  - 100 m<sup>3</sup> of Concrete will be pumped during the beginning of the pour and later 140m<sup>3</sup> thereafter.

**18 February**

1. Reviewed email and PMIV Correspondence.
2. Reviewed information relating to Metal Guardrail on the California Code of Regulations website. I verified that dimensions given from on a sketch by Hayat (DJV) showing the railing complied with OSHAS standards. This was in response to RFI 1616R0.
3. Met with Hayat to discuss my findings. In Section 8CCR S3209 Standard Guardrail, there was some confusion as to whether the standard metal pipe should be 1-1/2 inch or larger. On her sketch it shows a 32mm diameter pipe, it was later realized that this diameter did not correspond to the outer diameter, but instead the nominal diameter.
4. Labeled cylinders for this Friday's Concrete Pour.
5. Reviewed Redlines for submittal 915 regarding several edge distances.

**19 February**

1. Reviewed email and PMIV Correspondence.
2. Took Roman and Bob to W2 to familiarize them with the site before the Concrete Pour.
3. Gary Lai found that the Hinge Rail at crossbeams is still an issue. A new design to prevent binding when hinge rail is folded needs to be updated. Pending Tom Ho to revise this design in order to finalize RFI 1616 and other affected submittals.
4. Provided package to those participating with the Concrete Pour.

REC'D HSE - JAN 21 #011836

Victor Altamirano SIGNATURE <i>Victor Altamirano</i> 13-Mar-09	TITLE
Senior SIGNATURE <i>Victor Altamirano</i> JAN 13 2010	Transportation Engineer / Assistant Struct. Rep.

46.02

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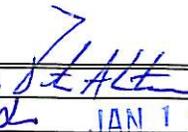
20 February

1. Reviewed email and PMIV Correspondence.
2. Wrote this week Diary up to today.
3. Attended Concrete Pour North Side of W2 from Friday night to Saturday morning.
  - Sampled cylinders and conducted slump tests. Refer to Attachments for detail.

21 February

1. Refer to February 20<sup>th</sup> information.

Victor Altamirano SIGNATURE

 13-Mar-09

TITLE

Senior SIGNATURE

 JAN 1 2 2010

Transportation Engineer / Assistant Struct. Rep.

Set	Break	TL-502
1	3	01-3-1/2-171
	3	01-3-2/2-171
	7	01-7-1/2-172
	7	01-7-2/2-172
	14	01-14-1/2-173
	14	01-14-2/2-173
	28	01-28-1/2-174
	28	01-28-2/2-174
	56	01-56-1/2-175
	56	01-56-2/2-175
2	56	01-56-1/2-177
	56	01-56-2/2-177
3	56	01-56-1/2-178
	56	01-56-2/2-178
4	56	01-56-1/2-179
	56	01-56-2/2-179

Mix # 160061  
New Mix # 1412993

Samples by Victor / Art

Added  
1/2 Gall. Adva

Set 1  
plant/cumul.quant.: (8)\*6.88=50.04  
Representing: 0-250  
Ticket #: 22978234  
Truck #: 5921  
Time Cast: 11:13  
Amb. Temp: 59  
Conc. Temp: 65  
Slump: 8 1/2

Set 3  
plant/cumul.quant.: (74)\*6.88=509  
Representing: 501-750  
Ticket #: 22978310  
Truck #: 5978  
Time Cast: 2:10  
Amb. Temp: 59  
Conc. Temp: 63  
Slump: 8 3/4

Add  
1/2 gal  
adva

Set 2  
plant/cumul.quant.: (36)\*6.88=248  
Representing: 251-500  
Ticket #: 22978264  
Truck #: 36018 35969  
Time Cast: 12:57 AM  
Amb. Temp: 51  
Conc. Temp: 64  
Slump: 8 1/2

Set 4  
plant/cumul.quant.: (113)\*6.88=  
Representing: 751-1000  
Ticket #: 22978360  
Truck #: 5967  
Time Cast: 4:58 AM  
Amb. Temp: 65  
Conc. Temp: 61  
Slump: 9 1/4

Notes/Remarks: \_\_\_\_\_  
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\_\_\_\_\_

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