

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 623
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 833
Form HC-10A (Rev. 6/80)	04-0120F4	Date	8/27/2008

Weather: Cloudy and cool

Inspectors Hours	Start	0630	Stop	1700
Shift Hours	Start	0630	Stop	1630

ASSISTANT STRUCTURE REP.
JASON WILCOX

CONTRACTOR – ABFJV

HOURS - ITEM NO.												REMARKS	
EQUIPMENT AND/OR LABOR:			REGULAR	OVERTIME							IDLE OR DOWN	Name Contractor	
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)										Name	Contractor
		Traylor Dutra											

Description of Operation:

First thing this morning there was a grout pour for the area under the B1 spreader beams of the Tower D foundation. We received the Grout Placement Plan this morning at 7:30 am, so I printed it out to bring to the field. American Bridge Flour, (ABF), did not have this plan prior to mobilizing and had to be asked more than once by myself in order to produce one. When I arrived on site I spoke with the engineer Sean Heydan about how he came up with some of the calculations in the placement plan. He went over it with me in a general sense saying that he could not get too into it, because ABF would have to do that. The first 3,000 pound bag of grout was lifted around 9:15 am and opened up into the 10-Bagger silo, followed by a second 3,000 pound bag of grout. I was told that there was still some grout left in the silo from the test runs yesterday. It was the same mix as the one they were placing today. While they were placing the dry grout mix into the silo some of the mix was getting caught in the wind and blowing away. During this part of the operation there was not much material becoming airborne. Before the dry mix was dropped into the hopper for mixing, a metered amount of water was pumped into the mixer. At first they had 40 gallons of water in the mixer and added the dry cement while the blades were turning. Sean had a measuring stick with a mark on it noting when the proper volume of grout was in the mixer, and he would add cement, allow it to mix for a couple minutes, then add more, and so on and so on until the right level was achieved in the mixer. This first mix came out rather lumpy, having softball sized clumps remaining unmixed. This batch did not flow very well under the Northeast B1 beam. They started to pump under the beam from the interface between the T1 pedestal and the West edge of the beam. This area is on the high side of the gap and in theory the grout should have had no trouble flowing toward the low side, filling the gap. Since this mix was not very flowable, it remained toward the high side of the gap, backing up onto the beams lower flange. They saw this was not flowing well and decided to scrap this first mix. It was at this point that they noticed that the grout was becoming hard to pump out. They added some water to thin it out and started to pump out the remaining grout from the 250' line. They brought over some 5-gallon

REC'D 08 OCT 29 #007398

buckets to pump the remaining grout into and did this at each hose connection. Since the grout was in this 250' long, 1.5" diameter black hose in the 80 degree sun, the grout started to set up quicker than they wanted it to. Some workers were pounding on the hose with a hammer and moving along its length to break up the grout inside to allow it to flow out of the hose. This worked, for the most part, for each length of hose until it was removed from the line.

Once the first batch was removed from the line, the second mix was pumped through the line and under the remaining area of the Northeast B1 spreader beam. This second mix used 48 gallons of water instead of the 40 they used in the first mix. According to the manufacturer this was the maximum amount recommended, and made for a much more fluid mix. Gina Rizzardo and I observed them placing this new mix under the Northeast B1 beam, then moved over to the Northwest beam to place under there. This second mix flowed much easier and no difficulties were encountered.

Shortly after the second B1 beam was completed I had to leave the site, but Gina remained to observe the placement of the grout under the final 2 B1 beams. As I was preparing to come out again she called me and informed me that they finished the grouting operation and there were no more incidents.

Later in the afternoon I spoke to Francis Maroni about the grouting operation that went on today. She said that the contractor will not be able to grout tomorrow without a SWPPP accepted by Caltrans. We both went over to talk to Steve Carpenter about what he planned to do about containing the dry grout mix since it was becoming air born and had the potential to enter the bay water. He said that they did not plan to grout tomorrow until they had a SWPPP sent in and approved by the appropriate agencies.

The tugboat Becky T, Captain Frank Wouters, and Deck Hand Matt Morton spent 2 hours touring the job site on the water covering T1, E2, and the moorings out in the bay. They circle the areas looking for nesting birds, or evidence of a nest as called for in the Special Provisions and compensated by CCO 13 of this contract.

OVERTIME: Two hours of overtime accrued covering the contractors hours.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.

