



**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 004 Const Calendar Day: 182 Date: 09-Mar-2010 Tuesday  
 Inspector Name: Bruce, Matt Title: Transportation Engineer  
 Inspection Type: Continuous  
 Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

04-0120F4  
 04-SF-80-13.2/13.9  
 Self-Anchored  
 Suspension Bridge

Federal ID:

Location:

Reviewer: Klebanov, Gilel Approved Date: 05-Apr-10 Status: Approved

**Weather**

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM 40 - 50  
 Precipitation 0.11" Condition Partly overcast, high winds

Working Day  If no, explain:

**Diary:**

Dispute

**Work description.**

- Observed the concrete placement at the W2W retaining wall MEP blockouts, transverse tendon blockouts (CBT-16 to 36) on the north and south ends of the W2 cap beam and the W2 column corbels. Approximately 19 cubic meters of mix design number 1417325 was used for all locations mentioned above. Lalit and myself were primarily observing the concrete trucks. Six concrete cylinders (3 sets) were made to test the compressive strength at 7, 28, and 56 days. Massoud primarily watched the placement at the forms for the transverse tendon blockouts. I performed intermittent inspection at the transverse tendon blockouts and continuously watched the concrete placement at the W2W retaining wall and column corbels. While observing the concrete placement at the transverse tendon forms the laborers were using a vibrator on the forms to push the plastic concrete inside the forms. I warned them and ABF project manager Jim Davidson that SCC concrete was not supposed to be vibrated. After this I did not see them use the vibrator again. ABF project manager Jim Davidson and QC Manager Chuck Kanapicki were onsite and responsible for concrete operations. Smith Emery had two technicians onsite making cylinders for compressive strength and conducting slump flow tests. In general the concrete for all four trucks sent to the site had low slump flow spread diameters. This resulted in the rejection of the second truck sent onsite and adding admixture ADVA-100 to the last two loads. All three trucks went over the allotted 90-minute limit to place the concrete after batching. This was allowed due to the fact that the locations were not critical structurally and the concrete was still maintaining placeable qualities.

