



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 080 Const Calendar Day: 289 Date: 24-Jun-2010 Thursday
 Inspector Name: Bruce, Matt Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 06:30 am 12:30 am Break: 06:00 Over Time: 04:00
 Federal ID:
 Location:
 Reviewer: Mathur, Lalit Approved Date: 14-Jul-10 Status: Approved

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

Weather

Temperature 7 AM 50 - 60 12 PM 60 - 70 4PM 50 - 60
 Precipitation 0.00" Condition Mostly overcast with intermittent drizzle

Working Day If no, explain:

Diary: Dispute
Work description.
 - Continued to work on and review pertinent documents related to grouting the E-Line continuity tendons and concrete placement of lift 2 at the W2W construction joint.

04-0120F4 Bid Item: 034 X-W2C-BCT.034 E-W Line Cross Over W2 Cap Cap Beam Continuity Tendons
 SCHWAGER DAVIS INC.

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: SCHWAGER DAVIS INC.								
Ironworker	JNM	Randy Hill	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	James Carriker	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	Erin Jones	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Bobby Almon	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Bounthaby Singharath	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	Samnang San	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Todd Blackwell	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	GEN	Ralph Craig	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Brian Nobile	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	James Bond	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Diary: Dispute
Work description. 034 X-W2C-BCT.034
 The following observations were taken during the grouting operation of the E-Line continuity tendons today:
 The grouting operation began at 11:28am with an ambient temperature of 52F. Sika grout 300 PT was used today as in previous days of grouting the E-Line continuity tendons. The initial temperature of the grout was 80F, the efflux time was measured at 17 seconds, and the specific gravity (S.G) of the grout was 2.12 (132.3pcf) using the mud balance scale. The grouting operation ended at 1:00pm.
 The continuity tendons grouted today along the E-Line were 15B to E27B, and E29B for a total of 14 done. Details of the grouting operation today were consistent with the two previous days. Once again the grout appeared to look acceptable, was mixed consistently, and no leaks at the dead end were reported or observed to my knowledge.
 - Pushed strand from pack number 8707, 8678, and 8689 into continuity tendon ducts W23B, and W24B.
 - Stressed continuity tendons W15B, W16B, W28B, and W29B with multistrand ram CH600-8-109 to Pjack

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 080

Date: 24-Jun-2010 Thursday

force of 1184 kips. Elongations were within the specified tolerance. Strand tails were cut and caps were placed on the live + dead ends of these tendons.

The following is the list of equipment that SDI has onsite since it is not currently inputted into PMIV:

Stressing Rams: 6-8-0014, 6-8-134, 6-8-141, and CH600-8-109

Hydraulic Pumps for Monostrand Rams: 3 units with no designated numbers on the equipment

Hydraulic Pumps for Multistrand Rams: 1 unit with no designated numbers on the equipment

Hydraulic Pump for Pushing Strand: HPU-D-110-3K-02

Strand Pusher: No number designated on the equipment

Grout Pump: No number designated on the equipment

Plasma Cutter (Hyperthern Powermax 1000G3 Series): No number designated on the equipment

Water Tank: ABF without any number designated on the equipment

- Refer to other Caltrans inspectors diaries for ABF operations and equipment at the W2 cap beam.

04-0120F4 Bid Item: 038 W-W2C-CON.038 W Line W2 Cap Place & Cure Concrete

CONCO PUMPING

Diary:

Dispute

Work description. 038 W-W2C-CON.038

- Placed approximately 36cm of SCC mix design number 1507457 for Lift 2 of the W2W construction joint. The sequence of events and the details of the concrete operation were conducted at the direction of Ric Maggenti who was present during the concrete placement.

Concrete placement commenced at 9:20pm as the first truck wasn't evaluated prior to placing SCC in the forms. The fluid SCC appeared to be more wet than normal. At this time I called Masoud to have him check on the first truck, he didn't have his phone. At 9:30pm I went down to the concrete pump and trucks. Having seen suspect concrete being placed at the forms I ordered that the second truck be tested. The slump flow was 30.5" with the SCC patty flowing off the testing board. The SCC patty had a VSI of 3 and there was segregation of the coarse aggregate and mortar halo. Since this truck failed the necessary requirements for the SCC mix I rejected the truck, see photo below for SCC patty.

After these sequence of events I warned ABF project manager Jim Davidson, Bob Foley of Cemex, and Gary Brandt of Conco that every truck will be tested for the remainder of the concrete pour and any truck that didn't meet the specified requirements for slump flow and VSI would be rejected. I called Paul Jefferson at this point to inform him of the situation and he told me that Ric Maggenti would be responsible for approving concrete trucks for the remainder of the concrete pour. In the process of rejecting the second truck the third truck was already unloading concrete into the hopper. The SCC from the third truck had a slump flow of 31.5" and a VSI of 2. Ric Maggenti allowed the contractors to place the SCC from the third truck prior to abiding by my instructions for the remaining SCC to be placed.

The remaining concrete placed at the forms flowed around rebar, stiffener plates of OBG lift 1W and appeared to look better than trucks one and three. Intermittent vibration was done to move the SCC and consolidate the ends. Samples for compressive strength at 4, 7, 28, and 56 days were taken from the fourth truck. See Masoud and Lalit's diaries for more details on the slump flow, VSI ratings, concrete temperatures, and the labor + equipment of ABF. The placement of lift 2 concrete for the W2W construction joint ended approximately at 12:30am.

Attachment

Daily Diary Report by Bid Item

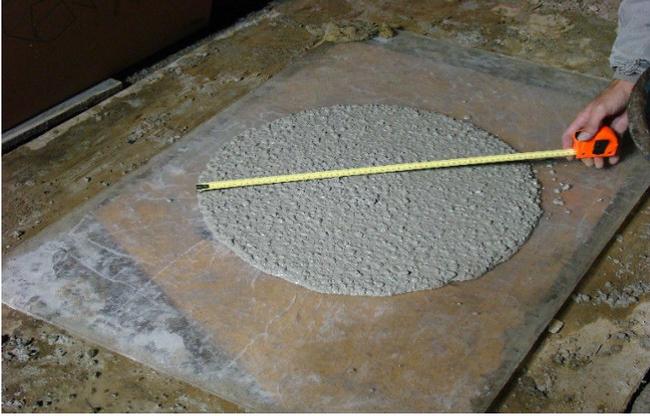
Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 080

Date: 24-Jun-2010

Thursday



The fourth truck had a slump flow of 27.5" and a VSI of 0.



Slump flow test from the third truck which was allowed to be placed in the forms.



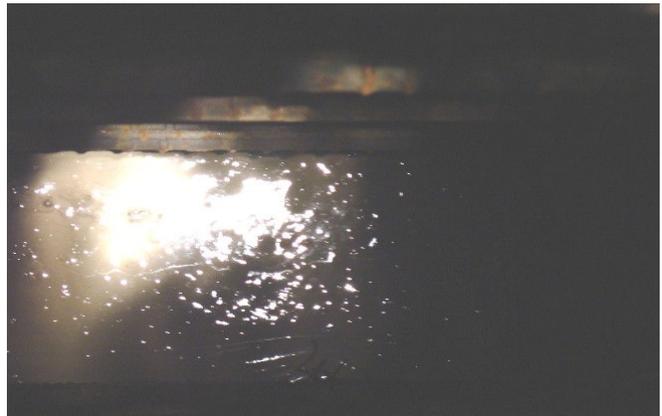
SCC from the truck number 5 where the slump flow 24" and the coarse aggregates didn't settle in the forms after placement.



Previously placed SCC from lift 1 of the W2W construction joint where it appeared some of the coarse aggregates settled from the top.



SDI ironworkers positioning the multistrand ram with the assistance of ABF.



Fluid SCC from the third truck which was suspect and it appeared that the coarse aggregates were settling.

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 080

Date: 24-Jun-2010

Thursday



Concrete pump placing SCC in the forms for lift 2 of the W2W construction joint.