Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **108** **Const Calendar Day:** 330 **Date:** **04-Aug-2010** **Wednesday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 07:00 am 04:30 pm **Break:** **Over Time:** 01:30
Federal ID:
Location:
Reviewer: **Mathur, Lalit** **Approved Date:** 24-Jan-11 **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** 60 - 70
Precipitation 0.00" **Condition** Overcast to mostly sunny

Working Day ☑ If no, explain:

Diary: Dispute ☐

Work description.

- Prepared for todays concrete placement at the WB continuity tendon blockout and filled out the TL-502 forms related to the sets of cylinders made for compressive strength at 28, and 56 days for this concrete.

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 7CM of SCC mix design number 1417325 into the forms for the WB continuity tendon blockouts. Concrete placement began at 1:00pm and was completed at 2:50pm. The ambient temperature at the time of concrete placement was 68F and the initial temperature of the concrete was 80F. Smith Emery made cylinders for compressive strength for 7, 28, and 56 days whereas Caltrans only had sets for 28 and 56 days. The initial slump flow of the SCC was 18", ABF/Conco added 2.78L (1/2 concrete cylinder)of Adva 100 and achieved a slump flow of 28" prior to placing the SCC into the forms. All of the commentary above pertains to the first truck, similarly for the second truck 5.56L of Adva 100 was added to the SCC mix. The SCC was placed in lifts for the 4 sections of forms from W43 to W18B, W19B to W22B, W23B to W29B, and W30B to W42B/W44. Overall the concrete appeared to flow in the forms and wasn't segregating. Conco laborers were cautioned about placing the hose on the rebar which would segregate the concrete mix. The only noticeable problem was the spilled concrete at 2:07pm where the lid to the birdsmouth opening wasn't sealed prior to the subsequent placement of SCC in the W43 to W18B section. See Lalit's diary for Conco/ABF labor, equipment and other operations.

04-0120F4 **Bid Item:** **048** **0-W2C-CLO.048** **W2 Cap Closure Bar reinforcing steel (bridge)**

REGIONAL STEEL CORP.

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	REGIONAL STEEL CORP.							
Ironworker	JNM	DAVID GARCIA	0.00	0.00	0.00	0.00		☐

Diary: Dispute ☐

Work description. **048** 0-W2C-CLO.048

- Installed a total of 7 #16 dowels in the W2E continuity tendon blockouts using the Hilti 500 RE Epoxy Adhesive Anchor system for rebar. 3 dowels were placed in the E15B to 29B blockout and 2 dowels were

placed above continuity tendons E43 and E44 respectively per sheet 500R2. Prior to placing epoxy each hole was cleaned thoroughly with a hand air pump and the oversized Hilti brush. Cleaning was done until no dust was seen coming out of the drilled hole by either cleaning device.

- Placed 7 "L" bars at the W42B and W44 blockout and 2 "L" bars at the W43 blockout. The dowel bars were missing and a decision was made in the field due to impending concrete placement today. See detail A section A-A on sheet 500R2 for additional details and the attached photo below.

- The CMC-RS ironworker addressed several issues related to the reinforcement at the W2E blockout prior to Conco placing forms over the blockouts. The reinforcement issues resolved were but not limited to adding extra splice rebar around continuity tendon anchorheads/grout caps, placing the last few dowels, and tying loose rebar. Note the anchorheads and grout caps made it difficult to place the continuous #16 bars along the length of the blockout.

Attachment

At 2:07pm the opening near CT-W15B was not closed and concrete spilled out of the forms when concrete placement was being done at CT-W43.

Progress of assembling the Manitowoc Ringer crane, and the concrete pump placing SCC into the CT-WB forms.

E-Line west deviation saddle mockup forms being checked by ABF surveyors.

External vibration was done to WB continuity tendon blockout forms to push/consolidate the SCC due to the blockout geometry.

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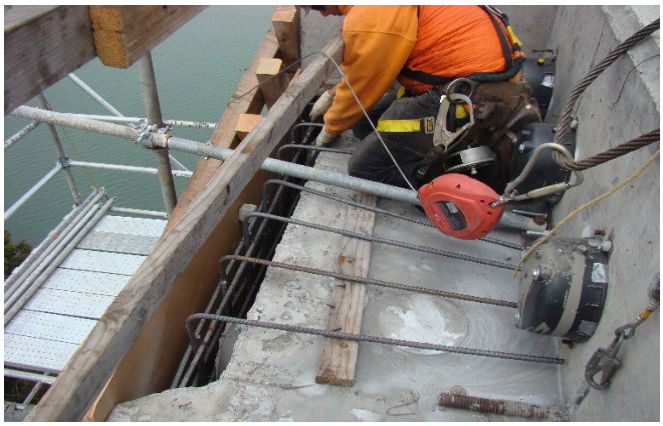
Job Name: 04-0120F4 **Inspector Name:** Bruce, Matt **Diary #:** 108 **Date:** 04-Aug-2010 Wednesday

Concrete placement for the WB continuity tendon blockouts.



CMC ironworker adding 7 "L" bars at the W42B and W44 blockout per my direction since drill and bond wasn't done.