



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:55 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 725 Const Calendar Day: 176 Date: 27-Nov-2012 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

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

Weather

Temperature 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60

Precipitation 0.00"

Condition Partly cloudy

Working Day If no, explain:

04-0120F4 Bid Item: 034 X-W2C-GVR.034 E-W Line Cross Over W2 Cap Stress & Grout Vertical Rods

SCHWAGER DAVIS INC.

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: SCHWAGER DAVIS INC.								
Ironworker	JNM	ARMANDO JAIME	4.00	0.00	0.00	4.00		<input type="checkbox"/>

Diary:

Work description. 034 X-W2C-GVR.034

- Used Sika 300PT grout in an attempt to "top-off" the remaining portion of the short vertical PT bars embedded in the W2 cap beam. One bag was mixed in a bucket with 13 pints per the manufacturers recommendation then placed with a cup in the slotted vents of the top hex nut. As the grout placement progressed it appeared that the bars were being "topped-off". To reiterate the reason grout wouldn't hold in the blockout area between the nut and bottom of the plate was due to the rough concrete surface not in full contact with the vertical bar bearing plate. Thus not making the blockout mortar tight allowing grout to seep out near the nut and bearing plate connection.

This inspection was done by both myself and Pamela Gagnier. I did the first portion of the inspection to verify that the grout was being mixed properly with the correct quantities. Then observing the placement of grout for the W-Line vertical PT bars. Pamela inspected the 2nd half/end (E-Line bars) of this operation as I had to go inspect suspender rope clamps. It appears that more time needs to be given to let the grout seep into the blockout before ensuring that the grout covered the short vertical PT bar in the area near the top bearing plate. See Pamela's diary and the photos below for more details on this operation. The grouting was done from 8:40am to approximately lunchtime as the ambient temperature was 56F under cloudy skies. Grout temperature was measured at 62F after using the hand mixer at 6 minutes.

On another note I measured the elongation of the Short vertical PT bars while ABF ironworkers mobilized stressing equipment and suspender clamps on the South Mainspan. Blue spray paint marks were used as reference line on the bars (which aren't the most precise way to mark a reference line) above the hex nut. Therefore the estimated confidence in the elongation measurements is approximately 85% with a +/- 2mm error in reading the distance from the hex nut to the casually painted surface on the bar. The most important and critical criteria used for quantifying bar stress is the contractors jack/gauges and the independent check on the load with the P3500 strain indicator, see last Mondays (11/19/2012) diary for more details. The following elongations were measured today from the blue spray paint to the top of the hex nut on the Short vertical PT bars:



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Attachment



Tightening the suspender rope clamp bolt on 36S-Uphill to a "snug tight" torque or until the ironworkers can't physically push the wrench.



Completed suspender rope clamp with the bolts "snug tight" however the stressing equipment is still holding the horizontal load on the suspender ropes



Short vertical PT bars seen along the E-Line where grouting has been done, however even with the grouting "top-off" today another round is needed.



Example of two vertical PT bars that were grouted but still need additional grout to "top off" the effective area within the breakout to be grouted.



ABF ironworkers in the process of installing a suspender rope clamp on the uphill side of cable band 36 South.



Installation of lights on the North Sidespan done by Subcontractor Bleyco, which began today.

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Closing the gap between the clamp plates to align the bolt holes of suspender rope clamp 36S-Uphill.