



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:51 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 739 Const Calendar Day: 193 Date: 14-Dec-2012 Friday
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 40 - 50 12 PM 40 - 50 4PM 40 - 50
Precipitation 0.05" Condition Mostly to partly overcast, cold, w/light PM rain

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

Table with columns: Trade, Class, Name, RT Hrs, OT Hrs, DT Hrs, Total, Remarks, Dispute. Row 1: Ironworker, JNM, ARMANDO JAIME, 4.00, 0.00, 0.00, 4.00, []

Diary:

Work description. 034 X-W2C-GVR.034

- Grouted the remaining portion of the W2 cap beam short vertical PT bars to attempt to fully encase the effective area of the bar to protect from corrosion. Since I was inspecting the South Sidespan handrope and messenger cable installation I was unable to witness the grouting operation. I was aware that the SDI ironworker was onsite and did see him from the South Sidespan cable. Pamela Gagnier observed some of the initial grout placement, see her diary for more details.

At 11:00am I had a chance to inspect the grouting top-off of the short vertical PT bars and initially the grout appeared to be placed properly with some residual water. I called ABF engineer Levi Gatsos to informed him that I inspected the grout placement and that I would check before the end of the day to see if the grout line dropped in the blockout. It was explained on many occasions to ABF, SDI, and other Caltrans inspectors that the grout had to be placed and then checked again to see it the grout line dropped past the hex nut slotted vents.

When I check the grout lines in the afternoon at 2:30pm it was discovered that on a few of the bar top plates there was a thick layer of grout smeared over the hex nut slotted holes. This grout wasn't set yet and I removed some of the thick grout to check if there was any water at the hex nut slotted vents. There may have been some water still in the blockouts which was difficult to truly see. Therefore it is not known if there is any residual water in the blockout. I called and left messages for Levi and Jason Wilcox to inform them of this discovery. See photos below for additional details and comments.

04-0120F4 Bid Item: 067 C-PWS-HDR.067 Install Hand Rope
AMERICAN BRIDGE/FLUOR, A JV

Labor

Table with columns: Trade, Class, Name, RT Hrs, OT Hrs, DT Hrs, Total, Remarks, Dispute. Row 1: Ironworker, APP, ZACHARIAH MACDONALD, 8.00, 2.00, 0.00, 10.00, []
Row 2: Ironworker, JNM, CASEY LUX, 8.00, 2.00, 0.00, 10.00, []



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 739

Date: 14-Dec-2012

Friday

Outboard

41300

40500

99.8

- After the messenger cable was tensioned then the ironworkers turned all of the handrope clamp bolts so that the head is point outwards from the cable and the nut inwards towards the cable. Light rain started to drop at 4:15pm where the ironworkers took a quick break before proceeding to tighten the messenger cable (Crosby clips) to the stanchion post angle bracket. The electrical impact wrench was used prior to checking the torque of 225ft-lb with a torque wrench from WPP46N to WPP62N.

Attachment



Initial grout placement of the short vertical PT bars along the E-line where the grout was at the top of the blockout or hex nut slotted vents.



Second placement of a thicker layer grout at the same location over the top vents where it was unclear whether or not the fluid grout held.