



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:31 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 895 Const Calendar Day: 430 Date: 08-Aug-2013 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 07:30 pm Break: 00:30 Over Time: 04:00

Federal ID:

Location:

Reviewer: Wilcox, Jason 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 60 - 70 4PM 60 - 70

Precipitation 0.00" Condition Partly cloudy

Working Day [] If no, explain:

Diary:

Dispute

Work description.

- See Pamela Gagnier's diary for the S1/S2 Shear Key modification work today as she is tracking the labor, equipment, and work progress of Conco and Harris Salinas personnel. Pamela was also inspecting concrete placement with me at the forms today. It should be noted that Damon Brown and Parviz Jalali were responsible for checking the concrete trucks at the concrete pump. Jason Wilcox was also onsite to check the mix design as well. Brian Wolcott is responsible for ABFJV personnel at Pier 7 and on the water. Below are my comments for the concrete placement inspection of the S1/S2 Shear Key Retrofit soffit beam:

1.) First concrete truck arrived at 7:11am on the E-Line OBG as two concrete pumps were onsite, the other on the W-Line that wasn't used all day. The slump flow diameter of the 1st truck load was 740mm and 690mm for an average of 715mm. Target slump flow diameter is 700mm +/- 50mm as this is acceptable. Concrete temperature of this truck was 69F with an ambient temperature at the time of 59F under cloudy skies. See PJ and Damon's diaries for other truck slump flows, temperatures, and atmospheric conditions.

2.) Placement of concrete began at 7:30am on the low side of the S1 Shear Key in the SE corner. Only one pump was running during the entire placement of the soffit beam for S1. Concrete placing operations were completed on this side at 11:45am. There was only one issue regarding S1 concrete placement operation to note. When concrete was injected into the south side inlets, it appeared that the concrete placed from the top rose above the inlets making it harder/slower to place from these inlets. Crews concentrated on getting concrete to flow under the existing E2 concrete to prevent air pockets and bonding of the new lift to the existing concrete. Finally the water cooling system was turned on at 9:10am with a pressure of 22psi and a water temperature of 67F.

3.) As concrete placement of the S2 Shear key commenced at 1:00pm as the delivery of concrete trucks began to slow down. This created some issues with the concrete pump as there were several instances of the pump being blocked. To my knowledge a concrete truck was sent away by Conco representative Gary Brandt due to bad properties of the mix.

As the initial concrete was being placed for the S2 soffit beam I noticed that the 1st load(truck #217, conc load #11) appeared to be "wet" to where I proceeded to check the trucks at the pump. As I approached the area Smith Emery technicians had performed a slump flow test which I didn't observe. The technicians informed me that the slump flow average was 29". This was hard to believe since the slump flow went off of the plexi-glass testing surface. Also the VSI (Visual Stability Index) was a questionable 2 rating. I confronted the technicians and Central Concrete representative Chris and told them this load was unacceptable.

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Smith Emery technicians left the jobsite at 1:30pm which was not acceptable since other truck loads should have been tested especially after the questionable mix from Load#11 which was placed in the forms. Subsequent loads 14 and 15 were also questionable but Chris performed an impromptu slump flow test on both trucks. Load #14 had an average diameter of 700mm and Load #15 had a diameter 685mm. Even though Load #14 had a passing slump flow diameter Chris sent the truck away due to a questionable VSI rating of 2 borderline 3.

Concrete placing operations on the S2 side were completed at 6:30pm. Similarly to the S1 side it was a struggle to get concrete to flow under the existing concrete. Vibrators were used to push the concrete under the E2 cap beam intermittently with care to not segregate the mix. Also vibrators were used to awaken/sting previous lifts due to the slow delivery of concrete and during times when the pump lines were blocked. This was done to ensure that the previous lift in the S2 soffit beam didn't set up creating an undesired cold joint.

4.) Crews placed curing blankets around and over the concrete construction joint as placing operations were completed. ABF engineers Marc MacDonald and Adam Reeves were responsible for checking concrete temperatures during and after placement. Also ABF mechanics had to continuously monitor the water cooling system 24hrs a day after concrete placement.

- Briefly checked on the progress of correcting the base plate shims for light poles 1032-1 and 2032-1 as ABF and Bleyco were adjusting the poles today to be within the plumb vector tolerance of 75mm. Talked with Bill Shed and Bill O'Sullivan regarding this issue.

CCO-327 Bid Item: 001 0-FIS-ELS.327 Pier E2 Falsework/Install Saddle

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	RENE ESQUIVEL	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Surveyor	APP	BRANDON LUBARSKY	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Surveyor	APP	NICOLE ZBYCZIK	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	JOSE AVALOS	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	CARLOS MONTEJANO	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	FROYLAN RUIZ-AYALA	0.00	4.00	0.00	4.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	JOSE PRADO	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Semi-Skilled Laborer	FOR	JOSE AVILA	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Mechanic	FOR	GENE PRATT	6.00	0.00	0.00	6.00		<input type="checkbox"/>
Mechanic	JNM	JOE HERNANDEZ	6.00	0.00	0.00	6.00		<input type="checkbox"/>
Operator	JNM	RICHARD TAYLOR	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Ironworker	APP	JAMES MIRANDA	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	JAMES BENNINGHOVE	8.00	4.00	0.00	12.00		<input type="checkbox"/>

Diary:

Dispute

Work description. 001 0-FIS-ELS.327

- ABF crews were onsite today to assist with the concrete placing operation of the S1/S2 Shear Key retrofit soffit beam. It should be noted that the ABF mechanics were onsite to turn on and monitor the water cooling system during the concrete placement and well after continuously until concrete temperatures are acceptable.

CCO-330 Bid Item: 001 0-PTS-ELS.330 Pier E2 Post Tensioning

SCHWAGER DAVIS INC.

Labor

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Job Name: 04-0120F4 Inspector Name Bruce, Matt Diary #: 895 Date: 08-Aug-2013 Thursday

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

Attachment



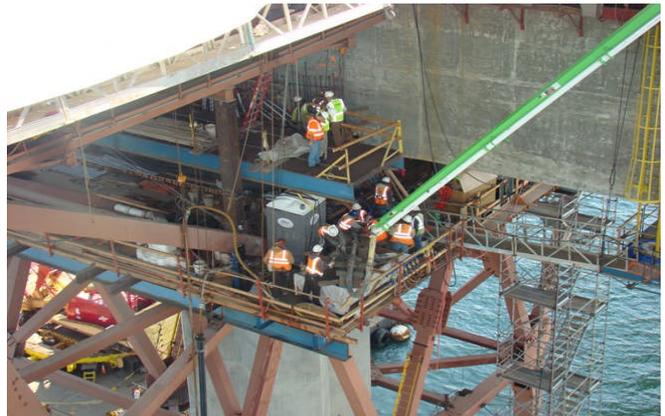
Conco pump setup on the E-Line OBG near crossbeam 18 which was used for the entire concrete placement operation.



Conco laborers using a vibrator to awaken or sting the previous concrete lift in an attempt to prevent a cold joint on the West side of S2 Shear Key.



ABF ironworkers adjusting the 2032-1 light pole to bring it closer to being plumb.



Conco carpenters and laborers seen in the process of clearing the pump line of concrete blocking the flow during the S2 SK soffit beam pour.



Impromptu slump flow test done by Central Concrete representative

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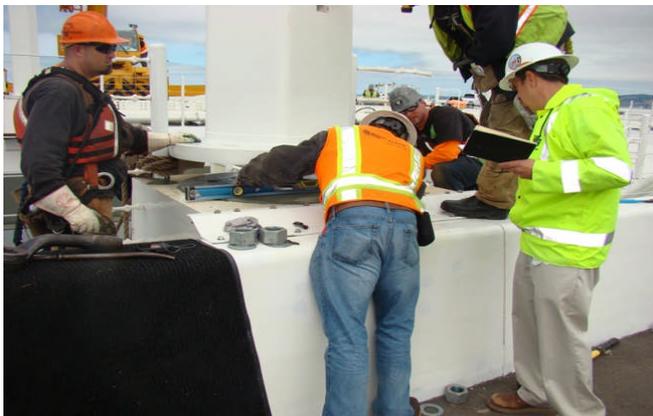
Date: 08-Aug-2013

Thursday

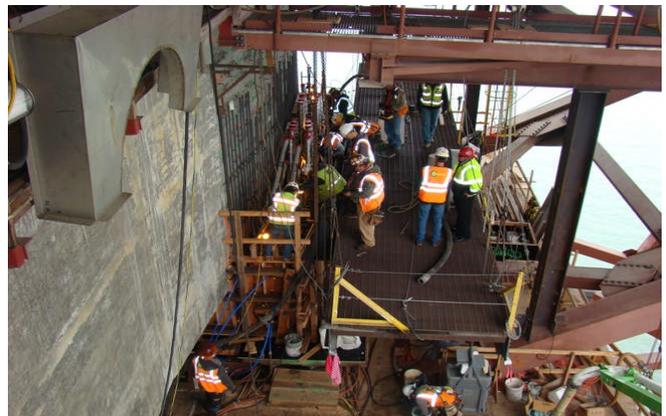
Chris of Load #15 due to suspect properties of the mix shipped to the jobsite.



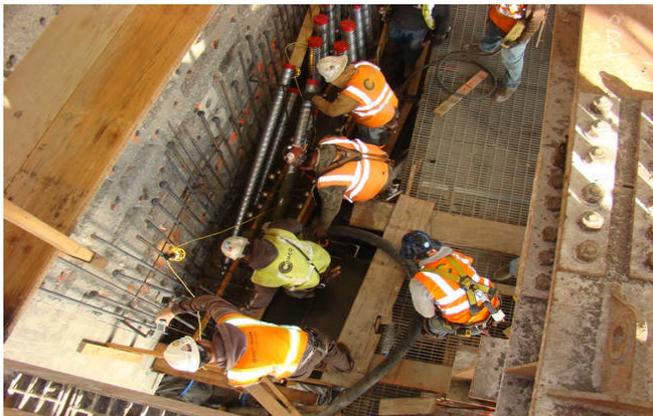
Concrete temperature of the first truck delivered onsite of 69F with and ambient temperature of 59F under cloudy conditions.



ABF engineer Bill O'Sullivan checking the 2032-1 shim plate for being level in the longitudinal direction of the SAS bridge.



Concrete placing operations of the soffit beam on the East side of the S1 Shear Key retrofit.



S1/S2 Shear Key retrofit soffit beam concrete placement was completed at 6:30pm in the NW corner of S2.



Initial water cooling system pressure of 22psi and water temperature of 66F seen for the S1 Shear Key retrofit soffit beam concrete.