



**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 926 Const Calendar Day: 466 Date: 13-Sep-2013 Friday  
 Inspector Name: Bruce, Matt Title: Transportation Engineer  
 Inspection Type: Intermittent  
 Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

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

Federal ID:

Location:

Reviewer: Wilcox, Jason Approved Date: 16-Nov-13 Status: Approved

**Weather**

Temperature 7 AM 60 - 70 12 PM 60 - 70 4PM 60 - 70  
 Precipitation 0.00" Condition Partly cloudy

Working Day  If no, explain:

**Diary:**

Dispute

**Work description.**

// E2 Cap Beam Shear Key Retrofit //

- ABF crews continued to work on the saddle retrofit erection beams attached to the bottom of the OBG, cut the temporary truss, etc. See Brian Wolcott's diary for ABF labor and equipment and Pamela Gagnier's diary for Concos labor and equipment.

- Prepared for the S2 Shear Key retrofit wedge plate grouting operation today. Also retrieved the 3 grout cubes made yesterday for the S1 Shear Key retrofit wedge plate and put them in a water bath.

- Monitored the S2 Shear Key retrofit wedge plate grouting operation today. Conco laborers began mixing grout cement with water at 8:05am. ABF engineer Levi Gatsos was again in charge of this grouting operation today with Smith Emery technician Sal Moreno performing the QC tests on the fluid grout.

The ambient temperature at the time of the first batch of grout done in the shade was 58F. As a result the grout temperature of the first batch was 66F. The efflux time after Conco laborers mixed one bag of grout cement and water (1 gallon + 2 pints) was 36 seconds. Today Levi and the Conco laborers conceded that more water should be added to get closer to the manufacturers recommended efflux time. Smith Emery made 12 grout cubes for compressive strength tests and Caltrans made 3 total of the BASF Masterflow 928. Also it should be noted that the specific gravity of the grout was taken. The observed S.G for the first batch was 2.28, however the value was adjusted to 2.21 after calibrating the mud balance which yielded a value of 1.03.

The grout was placed from the low side to the high side and was tamped as well. Just like yesterday approximately 6 bags of Masterflow 928 were used for one side under the two wedge plates. There was a minor delay in the grouting operation due to ABF ironworkers completing cutting rebar for saddle installation on the west side of S2. Placement of grout for the S2 Shear Key retrofit wedge plates was completed at 9:45am. Today after the operation was complete wet rags instead of curing blankets were placed over the exposed grout surfaces.

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 - Responded to Gary Lai's email regarding the OTD service platform survey after load testing back in July of this year.

04-0120F4 Bid Item: 045 W-HGA-SBI.045 W Line Hinge A Spherical Bushing Bearing Install

AMERICAN BRIDGE/FLUOR, A JV

**Labor**

## Daily Diary Report by Bid Item

**Job Name:** 04-0120F4

**Inspector Name:** Bruce, Matt

**Diary #:** 926

**Date:** 13-Sep-2013 **Friday**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Semi-Skilled Laborer	JNM	ZHEN LI	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Semi-Skilled Laborer	APP	JR. FROYLAN RUIZ	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	FROYLAN RUIZ-AYALA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Semi-Skilled Laborer	FOR	JOSE AVILA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	APP	CLINTON MONTGOMERY	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	JNM	HOWARD SCHROYER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	JAMES MIRANDA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	JAMES BENNINGHOVE	0.00	0.00	0.00	0.00		<input type="checkbox"/>

**Attachment**



Stripped and cut section of grout from the S1 Shear Key retrofit grout pad placement done yesterday.



Progress of the T1 tower skirt seen from the E2 cap beam.



ABF ironworkers seen cutting a section of the W-Line truss for the S1 Shear Key retrofit saddle erection.



S2 Shear Key retrofit wedge plate grouting operation seen from the E-Line temporary truss looking east