



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 950 Const Calendar Day: 497 Date: 14-Oct-2013 Monday
 Inspector Name: Bruce, Matt Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:
 Federal ID:
 Location:
 Reviewer: Wilcox, Jason Approved Date: 16-Nov-13 Status: Approved

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

Weather

Temperature 7 AM 60 - 70 12 PM 60 - 70 4PM 70 - 80
 Precipitation 0.00" Condition Partly cloudy

Working Day If no, explain:

Diary:

Dispute

Work description.

- Continued to research shooting the mini prisms on the SAS and West Span max deflection points set during the 2013 Labor Day closure. These points were shot to monitor thermal expansion movement without traffic on the bridge and now will be done with traffic or live loading on the bridge.

// E2 Cap Beam Shear Key Retrofit //

- Four Conco carpenters/laborers along with two ABF laborers placed Masterflow 928 grout per Submittal 2914R00 at the following locations:

- 1.) Vertical face between the S1 NW/NE Lower saddle segments and the existing E2 concrete surface
- 2.) Sloped face between the S1 SW/SE Lower saddle segments and the existing E2 concrete surface

Smith Emery technician Sal Merino was onsite to perform tests on the fluid grout. The grouting operation began at 8:55am and was completed at 11:30am. The ambient temperature at the beginning of the operation was 52F under partly cloudy skies with a grout temperature of 60F. The efflux time after mixing 10 bags of cementitious grout and 12.62 Gallons of water was 37seconds. Smith Emery made 12 grout cube samples for compressive strength tests and Caltrans made 3 cubes. It should be noted that the technician was tamping the fluid grout lifts 25 times instead of the 5 prescribed by ASTM at first. I informed him that for the 2 fluid grout lifts, each needs to be tamped 5 times with 4 in the corners and once in the middle. The only other issue during the grouting operation was at 10:30am the pump became blocked due to the thick grout. Hand mixing began and mixing at the pump was scaled back to 5 bags at 10:30am as the laborers cleared the pump hoses of blocked grout.

It should be noted that Pamela and ABF engineer Adam Reeve were also observing this operation. ABF ironworkers continued to perform housekeeping activities and one welder began to attach S1 transition couplers. See Brian Wolcott's diary for ABF labor/equipment and Pamela Gagnier's diary for Concos labor/equipment.

Attachment

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Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 950

Date: 14-Oct-2013

Monday



Conco personnel finishing off the grout between the vertical face of the S1 NW lower saddle and the existing E2 concrete.



Transition couplers for the lower saddle segments to the rigid PT ducts.



ABF welder installing the transition couplers for the S1 SW lower saddle.



ABF and Conco laborers in the process of mixing water and cementitious grout.



Mixing 10 bags of the Masterflow 928 grout in the pump.



Partially installed S2 Upper Outboard saddle segment, as the ironworkers still need to dye grind the west stub plate holes.