



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 958 Const Calendar Day: 505 Date: 22-Oct-2013 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

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 Fog in the AM to partly cloudy in the PM

Working Day If no, explain:

Diary:

Dispute

Work description.

// E2 Cap Beam Shear Key Retrofit //

- Harris Salinas spent most of the day installing the remaining rebar in the S1 West wall. See Pamela's diary for more details as she is responsible for inspecting the rebar installation. The SDI ironworker arrived at the E2 cap beam around 11:00am and left at 4:30pm along with the HSB crew. Today the only PT duct/hardware placed was the Through Cap Tendon TCA1-3 blockouts which was mostly done by Conco carpenters.

- ABF ironworkers spent the day working on the SAS and Skyway travelers. Also ABF personnel were onsite to assist the subcontractors operations at the E2 cap beam. At the end of the day ABF engineer Adam Reeve sealed the sides of the gap between the S1-SW wedge plate and upper saddle segment. Simpson epoxy ETI-SLV was injected or pumped in the downhill injection port until it was seen on the 2 uphill outlet ports and top downhill port. Total time of the operation was approximately 45 minutes with 3 two part cartridges being used. It should be noted that there were leaks discovered in the seal during the first two attempts to pump the epoxy in the void area.

- See Brian Wolcott's diary for all of ABFs labor/equipment and Pier 7 operations. See Pamela Gagnier's diary for Conco/Harris Salinas's labor/equipment/operations at the E2 cap beam. I am responsible for tracking Schwager Davis personnel, equipment, operations, and checking PT duct placement. SDI ironworker Ron Bergen was onsite for assisting Harris Salinas installing duct and other PT hardware.

Attachment



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Tuesday



Uphill outlet ports for the Simpson ETI-SLV epoxy injected from the downhill end.



Progress of the S1 West wall rebar and duct installation at the end of the day which was substantially completed today.



Caltrans METS inspector inspecting the weld between S1 North Upper saddle segment to lower base side plate joint.



Progress of the S1 West wall rebar and duct installation early this morning.



Expansive foam and grout tube seen at the dead end of a S1 TL West wall tendon.



Simpson ETI-SLV epoxy seen coming out of the low uphill outlet port.