



Oakland Touchdown

Location: 04-Ala-80-1.6/2.7

Client Name: CalTrans

Run date 19-Feb-13

Time 5:13 PM

Daily Diary Report by Bid Item

Contract No. 04-0120L4

Diary #: 023 Const Calendar Day 840

Date: 01-Apr-2009 Wednesday

Inspector Name: El-Mahmoud, Hazzaa

Title: Sr. Transportation Engineer

Inspection Type: No Inspection

Shift Hours: 07:00 am 03:30 pm Break:

Over Time:

Federal ID:

Location:

Reviewer: Bata, Amer

Approved Date:

Status: Draft

Weather

Temperature 7 AM

12 PM

4PM

Precipitation

Condition

Working Day If no, explain:

Diary:

Dispute

General

Mehran, Ahmed, Chuck, Maged, Richard Chang and I went to inspect the interior Diaphragms east of hinge EW. MCM chipped all defected material out in all of the cells at this location. At the interior diaphragm east of bent 17, MCM did not chip out and clean the construction joint below the prestress anchor heads. At about 8:15am today, an accident occurred at the job site where the contractor was setting precast retaining wall panels in place at the north wall. Mr. Trevor Cunningham's (oiler) head got caught between the crane tracks and the rotating base of the crane. The ambulance was dispatched to the jobsite and Mr Cunningham was taken to the hospital.

I called Jeff Smith (METS) to discuss cutting the High Strength rods at diaphragms C and D. Jeff said, torching the rod 2" above the nut is ok. The other thing the contractor could use is a heat dam, which involves putting like material from welding supply before torching it here.

Meeting (teleconference call) with design, Maged, Mehran, Hassan, Al and I to discuss Frame 2 WB prestressing sequence.

Bikepath

Bent 19AR

MCM poured temporary bent E19AR today.

