

JOB STAMP
04-0120M4 (04-00000022)
04-SF-80-1.6/2.7
San Francisco Oakland Bay Bridge
Oakland Touchdown - Phase 2

REPORT NO.	37	to	DATE	July 11, 2012	M T W Th F S S
SHIFT HOUR	START	06:45	STOP	16:30	TEMPERATURE
WEATHER	Fog - Clear				

1. Field – Probing pile locations for clearance of obstructions. Still some issues in the footprint of the old rock dike shown on the contract plans. Receive piling.
2. Received word that DeBruin might have gone out of the Polyester Concrete business. Contacted FWI to have them check in on their subcontractor.
3. Received new information on the sign foundation piles. Since they are Class R pipe, they will not be inspected at the source but rather at the supplier.
4. Field check of the abutment footing indicates that no further revisions will be required to the design. The recent drawings from AECOM will not be used. Contacted Mohan Char, AECOM, to thank them for their work and to notify them of the field condition.
5. Demolition – Mohan indicates that they will be ready to meet with the contractor at any time in the future.
6. Spoke with Tazman, Culver Group, out in the field. They are planning on running a loop of all the benchmarks and control points in the field. Data will be provided to Caltrans. Provided him a copy of the Department's survey run. Taz indicated that Rick, Surveys, provided him with a base file at the Pre-Construction meeting.
7. Issue with the use of PCC/ACC recycled material as base for the crane pad. SWPPP inspection group indicates that this material is not to be used if not eventually capped under AC and especially if used within 100' of water. Waqar to address.
8. Discussion on sheet ES-9B and ES-9A. Colman indicates that PB has not made a correct reference on the plan sheets with regards to the exact expansion conduit details that it desires. Will need to check with PB to resolve.
9. Questioning why the bikepath divider panel light housing has a thicker end plate than that used on the SAS project.
10. Vault Box – PB drawings received but further clarification is required. Spoke with David Oto regarding the request and he explained that they cannot details based upon what was provided. He indicated that a resubmittal would be necessary anyway to correct the conduit elevations. Asked if we could provide the right information the first time to avoid a resubmittal. Reference conduits from the top of the lid?
11. Falsework – while working on the BCDC and MHW line drawing, realized that the inner driven pile bent would be located atop the existing footing. Sent a message to FWI to revise.
12. Sent Nick, FWI, copies of the temporary bike path plans. Will meet to discuss with TYLin next Wednesday.
13. Bike Path divider panel lights – change in end plate thickness was made due to shipping damage on the SAS contract.
14. Issued formal letter directing the construction of the access Trestle. Additional requirement to maintain traffic on the current access road until such time that the Trestle is open to traffic.
15. Found submittal set from the OTD I contract which confirms that the 6 x 6 underground vaults were designed for HS-20 loading.
16. Working on draft presentation to CalOSHA on steel demolition methods used on past projects in District 04.

SIGNATURE Gary Lai, Original Signed	TITLE Structures Representative
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