



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 044 Const Calendar Day: 239 Date: 05-May-2010 Wednesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: 09-Jun-10 Status: Approved

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

Weather

Temperature 7 AM 50 - 60 12 PM 60 - 70 4PM 50 - 60
 Precipitation 0.00" Condition Sunny

Working Day If no, explain:

Diary:

Dispute

Work description.

- Checked the alignment of the following Panel Points using the "bucking/wiggling-in" technique:
 PP5ECL36, PP5ECL34, PP5ECL32, PP5ECL30, PP4ECL28, PP4ECL26,
 PP4ECL24, PP3ECL23, PP3ECL22

Targets were set at E2E (Along "E" Line at the center of the E2 cap) and at a point on the W2 cap beam approximately 7m from the centerline of the pier. It should be noted that the marks on the concrete were set by ABF surveyors using their values for control. Most of the offset values remained consistent at 15mm Right of centerline (south) for the "E" Line OBG lifts placed on the temporary truss.

- Attended meeting with ABF, TY-Lin, and Caltrans regarding the upcoming closure pour regarding submittal 1529R00 comments for correction at 3:30pm. Attendees included myself, Gary Lai, David Chung, Scot Tutor, Jim Davidson, Kevin Smith, Eric Blue, Andy Baumberger, and Michele Benoit. The primary concern according to ABF engineers is the locked in moment due to the thermal expansion of the steel. ABF reported a top deck movement of 0.42" and a bottom movement of 0.15". Several options were presented to fix the OBG to the cap beam by adding shims (precast concrete blocks, steel plates, grout bags) between the joint.

- Worked two hours of overtime to drop off two total stations (NPL-820 and DTM-851) for routine maintenance and calibration at California Drafting and Supply store in Dublin.

04-0120F4 Bid Item: 048 0-W2C-CLO.048 W2 Cap Closure Bar reinforcing steel (bridge)

REGIONAL STEEL CORP.

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: REGIONAL STEEL CORP.								
Ironworker	JNM	SOUZA JOSE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	BATRES MARTIN	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	DAVID GARCIA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	DANIEL GOMEZ	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Equipment

Equipment ID	Description	RT Hrs	OT Hrs	ST Hrs	IT Hrs	Remarks	Dispute
Contractor: REGIONAL STEEL CORP.							
*E0030298						No HERTZ	
		0.00	0.00	0.00	0.00	SCISSOR LIFT 458-26-5056	<input type="checkbox"/>

Diary:

Dispute

Work description. 048 0-W2C-CLO.048

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 044

Date: 05-May-2010 Wednesday

- Continued to place splice bars for the 2 #29 bundled rebars into the OBG stiffener plate holes at W2E and began to place initial bars from the south end of the W2W OBG construction joint. The ironworkers continued to have difficulties placing or "shoving" the rebar through the OBG stiffener plate holes and adjacent closure pour rebar. The ironworkers were seen on the south end of the W2E construction joint adding additional bars to complete the splices in approximately 7 rows for bars that were too short.

Attachment



RS ironworkers placing additional #29 bars from the south side of the W2E joint.



RS ironworkers seen splicing a #29 bar at the north side of the W2E construction joint.



Placing #29 bars at W2E with ABF engineers seen in the field.