



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 048 Const Calendar Day: 244 Date: 10-May-2010 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: 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 50 - 60 4PM 50 - 60
 Precipitation 0.15" Condition Overcast in AM to rain and high winds in the PM

Working Day If no, explain:

Diary: Dispute

Work description.

- Completed several diaries from last week since it was unknown how to input new ironworker names and equipment into the PMIV software.

- Attended meeting at 3:00pm for the upcoming closure pour at the W2E joint w/ABF and TY-Lin. Attendees from ABF included Jim Davidson, Scott Tudor, Kevin Smith, and Eric Blue. James Duxbury, Andy Baumberger, Miscelle Benoit, and John Denis (via telephone) were present for TY-Lin. Myself, Tai Lin Liu, Paul Jefferson, and Karen Wang were present for Caltrans. The main topic of this meeting as before was to mitigate the "locked-in" moment between the W2 cap beam and OBG lift 1E. The "locked-in" moment is caused primarily from the temperature loads of OBG lift 1E top and bottom plates.

The general agreement was to not restrain OBG lift 1E to the W2 cap beam by using shims or grout bags. Instead, self consolidating concrete (SCC) will be placed during low temperature differentials (between the top and bottom plate) around dusk or zero moment of OBG lift 1E. The SCC mix may also be slightly modified by using less retarder to enable a quicker set time. This decision could potentially allow the set concrete to resist the highest locked-in moment from OBG lift 1E due to the temperature loads in the afternoon the next day. A few of the "seismic-stops" on OBG lift 1E cradle may be disassembled to allow movement of the steel. Post-tensioning will commence as soon as possible after the mandrels have been removed from the closure joint. I also informed TY-Lin designer James Duxbury of the excess cover issue at the W2W construction joint.

04-0120F4 Bid Item: 038 E-W2C-FPC.038 E Line W2 Cap Form & Pour Closure Joint
 AMERICAN BRIDGE/FLUOR, A JV

Labor

| Trade | Class | Name | RT Hrs | OT Hrs | DT Hrs | Total | Remarks | Dispute |
|--|-------|--------------------|--------|--------|--------|-------|---------|--------------------------|
| Contractor: AMERICAN BRIDGE/FLUOR, A JV | | | | | | | | |
| Semi-Skilled Laborer | JNM | JOSE PRADO | 0.00 | 0.00 | 0.00 | 0.00 | | <input type="checkbox"/> |
| Semi-Skilled Laborer | JNM | IGNACIO GARCIA | 0.00 | 0.00 | 0.00 | 0.00 | | <input type="checkbox"/> |
| Semi-Skilled Laborer | JNM | CARLOS MONTEJANO | 0.00 | 0.00 | 0.00 | 0.00 | | <input type="checkbox"/> |
| Semi-Skilled Laborer | JNM | JESUS RODRIGUEZ | 0.00 | 0.00 | 0.00 | 0.00 | | <input type="checkbox"/> |
| Semi-Skilled Laborer | JNM | EVERARDO HERNANDEZ | 0.00 | 0.00 | 0.00 | 0.00 | | <input type="checkbox"/> |

Diary: Dispute

Work description.

038 E-W2C-FPC.038

- Continued to place mandrels from inside OBG lift 1E to create the void or blockout for the continuity tendon strands and grout. The laborers spent most of the day adjusting rebar that was in conflict with the

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Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 048

Date: 10-May-2010 Monday

mandrels.

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 | FOR | BATRES MARTIN | 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 | Rental Company | Remarks | Dispute |
|---|-------------|--------|--------|--------|--------|----------------|-------------|--------------------------|
| Contractor: REGIONAL STEEL CORP. | | | | | | | | |
| *E0060298 | | | | | | No HERTZ | | |
| | | 0.00 | 0.00 | 0.00 | 0.00 | SCISSOR LIFT | 458-26-5056 | <input type="checkbox"/> |

Diary:

Work description. **048 0-W2C-CLO.048**

- Cut/trimmed the 2 #29 bundled rebars at the north end of the W2E construction joint. These bars are in conflict with the continuity tendon paths. The two ironworkers left the jobsite during the heavy rainstorm before lunchtime. Also I mentioned that the (3) #19 "U" bars still needed to be placed under the stiffener plates. They told me that since ABF removed the bars they should be responsible for placing these bars again.

Dispute

