



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 157 Const Calendar Day: 399 Date: 12-Oct-2010 Tuesday
 Inspector Name: Bruce, Matt Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 07:00 am 04:30 pm Break: 00:30 Over Time: 01:00

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

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: 24-Jan-11 Status: Approved

Weather

Temperature 7 AM 70 - 80 12 PM 80 - 90 4PM 70 - 80
 Precipitation 0.00" Condition Mostly sunny.

Working Day If no, explain:

Diary:

Dispute

Work description.

- Met in the field with Brian Boal, Paul Jefferson, and Alex Schmidt to discuss and inspect the condition of the previously installed anchor rods for two shear keys (over the columns) at the E2 cap beam. Also visually inspected the alignment of the corrugated ducts for the other shear keys and bearings as it relates to the templates to be fabricated for CCO 166.
 - Resolved issues related to the 3 (2 lower, upper west) bikepath pedestal blockouts located on the south end of the W2 cap beam. Issues related to the pedestals were the following:

- 1.) Excess cover of 7" from the vertical row of #25 T-Head female couplers for the west side of the lower southwest bikepath pedestal blockout. The solution was to add 4 #19 vertical "U" bars to confine the side concrete and provide tensile resistance. This will mitigate cracking at the west side of the blockout. It is unknown whether or not CMC-RS verified the torque of 200Lb-ft on the upper female coupler as they were instructed.
- 2.) The dimensions of the lower southeast bikepath pedestal blockout were larger than plan and nothing was done since the blockout would not be effected structurally.
- 3.) The top row of previously embedded #25 T-Heads for the upper southwest bikepath pedestal blockout had an inch or no cover to the forms. The forms couldn't be moved since enough room on the previously embedded anchor bolts were needed to accommodate the 20mm grout pad, 20mm plate and anchor rod nut. The T-Heads were left alone since the rebar at this location is critical to resist the tensile loads of the bikepath bracket when subjected to moment.

It should be noted that all issues were discussed with ABF project manger Jim Davidson and TY-Lin designer James Duxbury was informed of issue number three. See photos below for additional comments and details related to the three issues described.

- See Lalit and Alex Schmidt's diaries for ABF and Concos labor, equipment, and operations at the W2 cap beam. Conco placed SCC mix design number 1417325 for the three bikepath pedestal blockouts mentioned above. The concrete temperature was 84F with an ambient temperature of 88F and a slump flow of 29.5 inches. Two sets of cylinders for compressive strength were made for 28 and 56 days.

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

Labor							Dispute	
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: REGIONAL STEEL CORP.								

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Ironworker

GEN

LANCE GAIGE

2.00

0.00

0.00

2.00

Diary:

Dispute

Work description.

048 0-W2C-CLO.048

- Placed #25 double T-Head bars in the upper southwest bikepath pedestal blockout, see photo below.

Attachment



Bracket for the W2W1 west deviation saddle segment which had additional holes drilled in the base plate.



ABF ironworkers placing the W2W1 west deviation saddle segment on the cradle.



Steel bearing plate welded to the same bracket base plate to mitigate any slipping.



Conco placing SCC in the lower southwest bikepath pedestal blockout.



Four #19 vertical 'U' bars were added to the lower southwest bikepath

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pedestal blockout since the side cover was 7 inches before the rebar was added.



Rebar placement of the #25 double T-Heads at the upper southwest bikepath pedestal blockout



Trial pick with the cradle and counterweight to be used for the west deviation saddle segment W2W1.



Trial pick with the cradle to be used for the west deviation saddle segment W2W1.



Rust accumulated on the anchor rods at the E2 cap beam where standing water was observed in the X-Strong pipe blockout.



Looking down on the upper southwest bikepath pedestal blockout where some of the T-Heads were in contact with the forms.