



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 385 Const Calendar Day: 722 Date: 31-Aug-2011 Wednesday

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: Status: Submit

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

Weather

Temperature 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70

Precipitation 0.00" Condition Sunny

Working Day If no, explain:

Diary:

Dispute

Work description.

- Worked on miscellaneous surveying issues related to the tower pullback.
- Continued to set up my computer with Topcon software for the GPS equipment. Refined the Caltrans District 4 Control Point list on the data collector. Continued to prepare for site calibration or localization for the SAS and YBITS projects.
- Gave input and proofread Tai-Lin Liu's response on RFI#246R03 - Erection Sequence: W2 Cap Beam and Hinge K. We meet with TY-Lin designer James Duxbury regarding the stressing sequence on plan sheet 980R1 and stressing the vertical bars once CBT-1 to 10 is completed. The following was decided:
 - 1.) ABF/SDI could stress transverse tendons CBT-1 to 10 after Phase 1 of Load Transfer.
 - 2.) The stressing sequence of transverse tendons CBT-1 to 10 would be decided out in the field between the SDI foreman and Caltrans Engineer. It should be noted that the stressing ends for CBT-1 to 8 are staggered on both ends of the W2 cap beam.
 - 3.) The 56 short vertical bars VB on at each Hinge K assembly would be stressed after transverse tendons CBT-1 to 10 were stressed and the grout achieved strength.
- Performed a site calibration/localization with the Topcon GRS-1 GPS equipment. Control points TIN3, MB007, WP306, Receive Reset 1970, and 6056 were all measured to 180 epochs.



Attachment



Crossbeam number 18 set on a barge and positioned over Shear Keys 3 and 4 and hasn't been connected yet.



OBG lift 14E offloaded from the ship and placed on a barge at Pier 7.

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The underside of crossbeam 18 and Shear Keys S3 and S4.



Winch for the secondary hauling system attached to the W2 cap beam on the northwest end near the jacking saddle.



Bird droppings seen on the top plate of the S3 and S4 Shear Keys.