



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:03 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 439 Const Calendar Day: 799 Date: 16-Nov-2011 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: Status: Submit

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

Weather

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM 60 - 70

Precipitation 0.00"

Condition Overcast to sunny w/PM winds

Working Day If no, explain:

Diary:

Dispute

Work description.

- Rescheduled the District 4 surveyors/scanners Robert Dolan and Juan Barahona for scanning the Hinge K pipe beams for tomorrow Thursday November 17th. They had other work to complete today.
- Began to process last nights surveying data of the practice shots taken on the catwalk near the vicinity of cable strand number 1.
- Monitored two ready mix trucks (loads 12 and 13) for the OBG counterweight concrete placement at the Treasure Island Navy Pier for Lalit while he took lunch. The ambient temperature when the trucks placed concrete into the buckets on the barge was 57F. The concrete temperature from truck number 12 was 69F. The tested unit weight from this load was 157pcf and the slump was 8.5".
- Met with Mohan Ayadurai on points to survey that are set on the bulkhead forms of the westbound YBITS bridge.
- Attended weekly Hinge K coordination meeting with ABF and pertinent personnel at Caltrans. I was actioned to check on the control between the YBITS project and the SAS. I stated that the control is acceptable between the two projects since the Towill/ABF baseline is on Yerba Buena Island near the W2 Pier. The Towill/ABF baseline held control points used on the YBITS project. The YBITS project uses Rick Erskine's SFOBB project control map which was used on the OTD, Skyway, South/South Detour and YBITS projects. The only project where control points were altered is the SAS project. I also stated that the survey of the Hinge K pipe beams can't be done until the protective covers are removed. At the start of the meeting the covers impeded a survey of points on the end of the Hinge K pipe beams. ABF manager Bob Kick is responsible for this action and is aware of the issue.



Attachment



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View from the Treasure Island Navy Pier of the counterweight concrete placing operation.



ABF ironworkers continuing to drill holes into OBG lift 14W to connect CB19 after jacking/prestressing operations.



Cemex ready mix truck placing concrete into a bucket on the transport barge.



YBITS westbound formwork looking east towards the W2 cap beam.



ABF laborers in the process of placing more counterweight concrete.



The Manitowoc Ringer crane hoisting a bucket full of concrete to be placed into a steel counterweight box.

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ABF ironworkers continuing to install the secondary hauling floating arm on the south end of the W2 cap beam.



Primary hauling frame being assembled by ABF ironworkers on OBG lift 13E.