



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:39 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 874 Const Calendar Day: 406 Date: 15-Jul-2013 Monday

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: Wilcox, Jason 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 Partly cloudy

Working Day If no, explain:

Diary:

Dispute

Work description.

- Attended weekly SAS staff meeting at 8:00am.
- Set marks on the W2 light poles in preparation for surveying the plumbness of the poles. Waited for ABF engineer Bill O'Sullivan for access to a manlift at 10:00am till 11:00am. Since he became busy today we agreed to reschedule using the manlift tomorrow to place marks in the center of the pole face to check for plumb.
- Completed compiling surveying data of the ABF trailers on YBI island east of existing Pier E1. Emailed the survey summary to Bill Howe and Bill Casey.
- See Pamela Gagnier's diary for the S1/S2 Shear Key modification work today as she is tracking the labor, equipment, and work progress of Conco and ABFJV personnel. However I did inspect the installation of 19 #25 headed rebar dowels be placed in the vertical position from 12:30pm to 4:00pm (end of Conco shift). When I arrived per Pamela's request (she is responsible for this work) the drilled holes were covered with ducttape and presumably clean from any concrete dust. Hilti 500 epoxy was used and the amount of epoxy varied per hole from 30-50 pumps with the gun for any given drilled hole. The reason being is due to converged drilled holes. It should be noted that the Conco carpenters had to be the majority of the bars approximately 30 degrees to install into the drilled hole. See photos below for additional comments and progress of the retrofit work.

Also informed ABF engineers Levi Gatsos and Adam Reeve about protecting the lower portion of the S1 and S2 Shear Key housings during painting operations. Jeff in METS was also informed about this issue to be resolved with CCC painters prior to starting the operation.

Attachment



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Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 874

Date: 15-Jul-2013

Monday



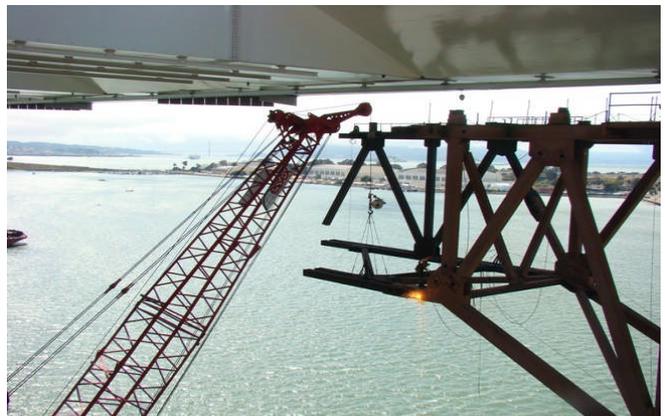
Containment set up for painting the S1 Shear Key lower base after machining.



Conco carpenters installing headed #25 rebar dowels at the southeast corner of the S1 Shear Key retrofit.



DL2 blockout with bearing plate placement adjacent to existing concrete on the S1 Shear Key southwest side.



ABF ironworkers cutting more sections of the W-Line temporary truss near the E2 cap beam.