



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 878 Const Calendar Day: 410 Date: 19-Jul-2013 Friday
 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.

- See Pamela Gagnier and or Brian Wolcott's diaries for the S1/S2 Shear Key modification work today as they are tracking the labor, equipment, and work progress of Conco and ABFJV personnel.

- Surveyed the two mini prisms set on the Westbound OTD service platform per the request of Gary Lai. The prisms were placed directly below the outboard supports to primarily monitor settlement of the platform as it is subjected to a load for multiple hours. The points were shot five times during the operation at the following times:

- 1.) 7:55am - check baseline measurements prior to loading
- 2.) 8:37am - after initial/partial load placed on the platform
- 3.) 9:00am - full load placed on the platform
- 4.) 12:55pm - check supports after a couple hours of loading
- 5.) 4:10pm - check supports after multiple hours of loading

- Took measurements of the S1 Shear Key retrofit Bottom Longitudinal, and Vertical tendon blockouts placed on the corner and soffit forms by Conco carpenters with the assistance of Damon Brown.

The corner points of the formwork on the soffit were surveyed (mentioned in previous diaries) and used as a reference for measurements. The transverse, vertical, and longitudinal dimensions of the Bottom Longitudinal tendon blockouts were measured referencing the same points per plan sheet 519S12 with similar methods as done for the Transverse tendons yesterday.

Vertical Tendon bearing plate angles were measured per plan sheet 519S3 using a SMART level. The longitudinal spacing was measured with tree calipers using the bearing plate edges. Also the surveyed S1 Shear Key centerline on the east/west soffit was used to locate the transverse spacing of the Vertical tendons.

- Continued to preplan and prepare for the SFOBB LIDAR scan (Erskine project), talked with District 4 Surveyor senior CJ Vandegrift regarding the work which needs to be done.

Attachment



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Transverse angle of the North A5 West S1 Shear Key retrofit Vertical PT tendon, also note the bearing plates touching each other.



Steel plates used as a counterweight on the E-Line YBITS bridge near the Hinge KE joint for the bikepath.



Concrete deadmen and support frame seen being hoisted onto the OTD Westbound support frame for a seismic load test of the concrete anchors.



Location of the load on the platform, also note the location where Thanh Dickerson placed the mini prisms below the outboard support.