



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 #: 438 Const Calendar Day: 798 Date: 15-Nov-2011 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 08:00 pm Break: 01:00 Over Time: 04:00

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 Sunny to partly overcast

Working Day [] If no, explain:

Diary:

Dispute

Work description.

- Used GPS equipment to survey the current horizontal position of OBG lifts 13, and 14 along the E and W lines. The following panel points at the centerlines were surveyed:

- Even panel points from 118 to 124 (OBG lift 13)
- All panel points from 125 to 128 (OBG lift 14)
- Two Centerline points on the steel cantilever of the Skyway and one point on centerline of the E3 piers

The survey was done after the jacking/prestressing operation of CB19. The steel temperature range measured with the surface thermometer was 40F to 57F at PP14EN128. Similarly the ambient temperature range was from 49F to 52F during the survey. The E-Line was surveyed from 7:50am till 8:00am and the W-Line and Skyway structures were surveyed from 9:00am to 10:00am. It should be noted that the K-value was 2 at the time of the survey.

- Processed the survey request for the scanners to survey Hinge K and emailed to Steve Kala in the District 4 building.

- Surveyed the absolute horizontal and vertical distance of the centerline for OBG 14E/W lifts at panel points 125, 126, and 128. Panel point number 127 wasn't surveyed because of counterweights still in the way of the line of sight. This was done after the jacking/prestressing of Crossbeam number 19 to counter the effects of the cable after load transfer. This was a joint survey done with ABF surveyors (in the morning) where the greatest difference in the horizontal measurements was +3mm (Caltrans vs ABF).

This survey was done twice in the day from 8:10am to 8:50am and 2:35pm to 2:50pm. There was a +5mm (AM vs PM) difference observed due to the temperature change. The steel temperature range in the afternoon measured with the surface thermometer was 70F to 74F at PP14EN128. Similarly the ambient temperature was constant at 63F. ABF surveyors did not participate in this survey and panel point 125 wasn't measured in the afternoon.

- Prepared for the practice survey of cable strand number 1 on the catwalks at night. Preparations included gathering the proper equipment for the survey including radios, lights, etc. Also requested to use the Treasure Island Navy pier from ABF engineer Katherine Quillin who had the key to the gate.

- Conducted a practice survey with the assistance of Roman Granados and District 4 surveyors for cable strand number 1. ABF had two engineers (Adam Roebuck and Scott Yeager) onsite for safety during the practice survey in the dark, and on the catwalks. The survey started at 5:30pm and ended at 8:00pm. The ambient temperature and steel temperature (taken at PP1EN8.5 w/surface thermometer) during the survey was 57F under partly cloudy skies. Both Roman and myself were on the catwalks using GPS to stake the centerline and holding the rods for the total stations. Rick and Ariel trig leveled from the bridge deck using



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 438

Date: 15-Nov-2011 Tuesday

temporary benchmarks. Peter and Rod took shots from control point MB007 on the Treasure Island Navy Pier. Arbitrary points close to the centerline were shot to compare numbers of the various methods and equipment being used.

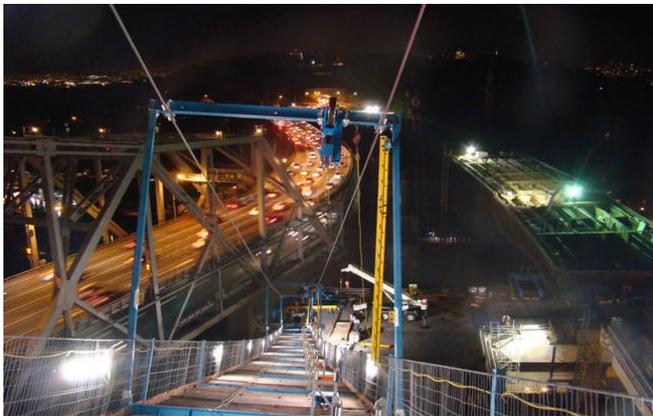
Attachment



View from the south backspan catwalk at the centerline of cable strand number 1 to the top of the tower.



Location on the deck where trig leveling is being done on the mainspan catwalks.



View from the south backspan catwalk at the centerline of cable strand number 1 to the W2 cap beam where trig leveling is being done.



ABF surveyors and ironworkers working on installing the secondary hauling system floating arm at the south end of the W2 cap beam.



Continuing placement of the counterweight concrete.



ABF ironworkers beginning to drill holes in the OBG at the top of the north splice joint after jacking/prestressing of CB19.