



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:28 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 514 Const Calendar Day: 902 Date: 27-Feb-2012 Monday
Inspector Name: Bruce, Matt Title: Transportation Engineer
Inspection Type: Intermittent
Shift Hours: 04:00 am 03:30 pm Break: 00:30 Over Time: 03:00
Federal ID:
Location:
Reviewer: Schmitt, Alex 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 40 - 50 4PM 40 - 50
Precipitation 0.00" Condition Partly Cloudy with moderate winds

Working Day [] If no, explain:

Diary:

Dispute

Work description.

- Phil Latasa, Sami Dauok, Alex Schmitt, Daryoush Bahar, and myself checked the out to out distance for the cable strands today as Daryoush's and my measurements are tabulated below. Daryoush and I were responsible for both the north/south sidespans today. Similarly Sami and Phil were responsible for checking the north/south mainspans. Daryoush assisted me with the measurements and tabulating the data as I took all of the measurements unless otherwise noted. I used the Maletic gauge (#1) to take the out to out measurements of the cable strands.

All measurements by both crews were reported to Alex who was stationed in the Caltrans Connex recording and analyzing the data. When all of the measurements were completed, Alex was responsible for reviewing the measurements with ABF engineer Zach Lauria. See Alex's diary for more details related to the acceptance or rejection of cable strand sag adjustment.

Ambient temperatures were taken with the red temperature gauge. Wind speeds were obtained from weather.com at the time of the measurements. The steel temperature measurements were taken with the digital thermometer placed on the outer cable strand wires.

The official sunrise time per weather.com for San Francisco today was at 6:44am. The following measurements were taken of the relative sag from cable strand number 1 at the given times below:

// South Sidespan //

Time = 4:47am
Ambient Temperature = 41.1F
Condition = Partly Cloudy
Wind = WNW @ 5mph
ABF Surveyor(s) = None at this time
Caltrans Engineer(s) = Matt Bruce and Daryoush Bahar

Table with 5 columns: Cable Strand (mm), Steel Temperature (F), O-O (#1) CT (mm), Theor (mm), CT Delta. Rows include strand 1 and strands 57, 58, 61, 62 with their respective measurements and calculations.

Comments: All cable strands were considered to be free-hanging at the time of measurement on the south

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Inspector Name Bruce, Matt

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Date: 27-Feb-2012 Monday

sidespan. I took all of the measurements while Daryoush assisted me with setting up the targets, being level, normal to cable, etc. A timber block was used on cable strand number 1 to obtain all of the measurements where the dimension is in () millimeters. There was some confusion when reporting numbers to Alex regarding the block deduction used on cable strand numbers 61 and 62. A check was done later in the morning to verify the correct numbers.

// North Sidespan //

Time = 5:13am

Ambient Temperature = 40.5F

Condition = Partly Cloudy

Wind = NNW @ 3mph

ABF Surveyor(s) = None at this time

Caltrans Engineer(s) = Matt Bruce and Daryoush Bahar

Cable Strand (mm)	Steel Temperature (F)	O-O (#1) CT (mm)	Theor (mm)	CT Delta
1	42.4	Baseline or Zero	78	0
52	41.4	598, 598 - Ave = 598 (-61) = 537	548	- 11
55	41.4	215 (-61) = 154, 158 - Ave = 156	162	- 6

Comments: All cable strands were considered to be free-hanging at the time of measurement on the south sidespan. I took all of the measurements while Daryoush assisted me with setting up the targets, being level, normal to cable, etc. A timber block was used on cable strand number 1 to obtain all of the measurements where the dimension is in () millimeters. However for the second measurement for cable strand number 55 the flat plate of the Maletic gauge (#1) was placed directly on cable strand number 1. The flat plate was bearing against all of the cable strands in that row which were numbers 8, 14, 21, and 29 and the gauge was still level.

// North West-Loop //

Time = 5:47am

Ambient Temperature = 44.5F

Condition = Partly Cloudy

Wind = NNW @ 3mph

ABF Engineer(s) or Surveyor(s) = None at this time

Caltrans Engineer(s) = Matt Bruce and Daryoush Bahar

Cable Strand (mm)	Steel Temperature (F)	O-O (#1Y) CT (mm)	Theor (mm)	CT Delta
1	44.5	Baseline or Zero	80	0
62	46.1	785 (-126) = 659	670	- 11

Comments: Cable strand number 62 was considered to be free-hanging at the time of measurement on the north west-loop. However cable strand number 63 was connected to the strand adjuster. Daryoush took the measurement at this location. I recorded the data while the measurement was being taken. The () denotes the fixed timber block (by ABF) to cable strand number 1 dimension in millimeters.

- All of the prescribed measurements were completed at 6:00am and conveyed to Alex. As he was discussing numbers with ABF engineer Zach Lauria it was discovered that the numbers for cable strand numbers 61 and 62 on the south sidespan didn't match up with ABFs. At or around 6:40am Daryoush and myself went to remeasure/check the measurements on this span.

// South Sidespan //

Time = 6:45am

Ambient Temperature = 40.6F

Condition = Partly Cloudy

Wind = NW @ 5mph



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Monday

ABF Surveyor(s) = None at this time

Caltrans Engineer(s) = Matt Bruce and Daryoush Bahar

Cable Strand (mm)	Steel Temperature (F)	O-O (#1) CT (mm)	Theor (mm)	CT Delta
1	40.6	Baseline or Zero	78	0
61	41.2	611 (-61) = 550	553	-3
62	41.4	667 (-61) = 606	619	-13

Comments: As before all cable strands were considered to be free-hanging at the time of measurement on the south sidespan. I took all of the measurements while Daryoush assisted me with setting up the targets, being level, normal to cable, etc. A timber block was used on cable strand number 1 to obtain all of the measurements where the dimension is in () millimeters. There must have been some confusion in the communications with Alex, however the issue was resolved without any additional problems.

- Attended weekly SAS staff meeting at 8:00am.
- Continued to write diaries for the last couple days to try and keep up.
- Followed up with ESC salesman/surveyor Mario Menesini regarding the order for the steel tape to be used for the cable band placement along the centerline of the compacted cable.
- Prepared for surveying the Hinge K tie-down micropiles and set up equipment in the field. However when I got onsite it was discovered that ABF began placing and connecting the tie rods to the micropiles, essentially preventing me from surveying. This issue was due to the fact that I am dedicated to the cable work while still trying to fit other items of work into my schedule. Also the responsible Caltrans engineers were caught by surprise that this operation/activity was being done at this time.
- Began to compile all my measurements taken today on the daily cable strand sag adjustment sheets.

Attachment



Hauling cable strand number 66 down the north sidespan prior to transferring to the secondary hauling system around the W2 cap beam.



The cable strand adjuster at the W2W west deviation saddle was connected to cable strand number 63 at the north west loop impeding a final measurement.

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The progress of ABF placing tie rods for the Hinge K tie down system from the top of the YBITS W-Line bridge.



ABF ironworkers and laborers in the process of placing tie rods for the Hinge K tie down system on the YBITS W-Line bridge.