



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:27 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 521 Const Calendar Day: 909 Date: 05-Mar-2012 Monday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 04:30 pm Break: 00:30 Over Time: 01:00

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 50 - 60 4PM 50 - 60

Precipitation 0.00"

Condition Partly cloudy w/moderate winds

Working Day If no, explain:

Diary:

Dispute

Work description.

- Prepared for setting survey points on the suspender brackets.

- Attended weekly SAS staff meeting at 8:00am.

- Set punchmarks with Bob Brignano and Sami Dauok on the suspender brackets for an upcoming survey on these structural members. The initial punchmarks set on the suspender bracket with Bob were along the E-Line from panel point 102 to 42. The first set of survey points done with Bob were offset from the inboard side/edge of the suspender flange at the centerline ($150\text{mm} / 2 = 75\text{mm}$) to 50mm up the flange. At panel point 42 Bob had to attend to his ordinary cable work at the east end. Sami then assisted me with placing the same survey points up to the W2 cap beam.

When we completed the E-Line suspender brackets and went to the W-Line brackets it was discovered that MEP pipes conflicted with setting survey points in the same location. At this point I decided to reposition the survey point on the suspender bracket. The new point would be placed at the centerline of the tapered section break.

The new survey point is offset from the inboard side/edge of the suspender flange at the centerline ($730\text{mm} / 2 = 365\text{mm}$) to 580mm up the flange. For suspender brackets 104 and 106 the survey point was placed 500mm from the back edge of the bracket plate on the OBG and at the centerline where the dimension is $1100\text{mm} / 2 = 550\text{mm}$. The suspender brackets at panel points 108 and 110 haven't been placed yet on the side of the OBG. However a survey point was still set in the third row of the bolt pattern at the centerline of the pattern.

- Continued to work on the survey plan for the scheduled Hinge K tie down operation tomorrow, see photos below for more details.

- Began to work on a plan for surveying the west jacking saddle from the YBITS W-Line bridge since the line of sight from TWL270 has deteriorated. The control point TWL270 was used to originally set the jacking saddle.

Attachment



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Job Name: 04-0120F4

Inspector Name Bruce, Matt

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Monday



The counterweight steel beams placed on the end of the YBITS W-Line bridge and the tie-down jacks in place ready for the pulldown operations.



Original punchmark placed on an E-Line suspender bracket before going to the W-Line and repositioning the punchmark on the suspender bracket.



Close up of the tie-rod anchors where a few were hard-up against the blockout concrete as seen on the right column of tie rods.



View from below of the tie down rods coming through the YBITS W-Line bridge.



The condition of a few tie rods prior to removing the counterweight steel beams were bowed and appeared not to be plumb prior to loading.



View of the west jacking saddle looking east from the YBITS W-Line bridge where this location will provide a feasible line of sight.