Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **628** **Const Calendar Day:** 50 **Date:** **24-Jul-2012** **Tuesday**
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: **Schmitt, Alex** **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** Overcast in the early AM to sunny

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Spent most of the day working to resolve the east end surveying issues. Apparently TY-Lin is holding up the response for Submittal 2678 due to what they feel is a lack of information on the location of critical structural components. Specifically the Hinge A pipe beams and corresponding sleeves.

- Attended a meeting at 10:30am to discuss the east end OBG surveys with TY-Lin designers. Attendees included myself, Brian Boal, Roman Granados, Bob Brignano, George Baker, Paul Chou, and Hyat Tazir. Various issues were reviewed including trying to piece together multiple surveys, done by many people, on separate control, and under different conditions. It was agreed that enough information was given on the Skyway structure. However on the SAS the designers were still adamant about having information on where the pipe beam sleeves were located in relation to points on the top deck.

A request was made from our office today to obtain the fabrication data or X,Y,and Z coordinates from the Alta Vista consultant surveyors in China. The hope is that this information will be able to provide the location of certain points on the deck of the SAS to the pipe beam sleeves.The TY-Lin designers should (but no guarantees) be able to use this information to assess the situation at hand.

- Spoke with Nelson Aguilar and Steve Kala about processing our data for the east end and especially the scans done of the Hinge A pipe beams and sleeves. Followed up the conversations with an email to Nelson and other Caltrans personnel associated with the east end OBG surveys.

- Continued to assess placing new control points on the tower saddle and shear link beams to monitor the tower during load transfer. While working on this preplan I had noticed that ABF surveyors had identified and spray painted orange the OBG centerline points. I plan to also survey the OBG centerlines before load transfer, however the cradles for OBG lifts 13 and 14 must be fully released essentially making the east end a cantilever from the E2 cap beam.

Attachment

Jacking bracket for the suspender ropes at cable band 10E looking east.

View of the east end of the SAS looking east where ABF surveyors had identified and spray painted orange OBG centerline points.