



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 650 Const Calendar Day: 78 Date: 21-Aug-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 AM to mostly sunny in the PM

Working Day If no, explain:

Diary:

Dispute

Work description.

- Measured the following dimensions for the Shear Key and Bearings per TY-Lin designers request:



3.) Transverse Upper Housing measurements of the Shear Keys and Bearings

See photos below for more details on the measurement technique for the items listed above. These measurements are being done at the request of TY-Lin designers Hyat Tazir and Dan Turner to primarily assess the current location of the Shear Keys and Bearings at the E2 cap beam in the longitudinal direction.

While performing initial measurements before load transfer ABF engineer Zach Lauria and a crew of ironworkers were testing their laser system for the Shear Key and Bearing alignment. The ironworker crew removed the dust covers on the Shear Keys before performing measurements. See Lalit Mathur's diary for equipment, labor, and more details on this operation as he is covering the work. Also see the photos below for more details on this operation.

- Began to investigate the feasibility of surveying the seismic gap between the T1 tower and the OBG at the request of TY-Lin. The following are conclusions from the initial investigation of this survey requested:

- 1.) The survey will take significant time to conduct estimated at 1 week of field work and a few days to post process the data
- 2.) Shots will be done with reflectorless feature on the total station
- 3.) MEP pipes will need to be in place to accurately define all obstructions in the seismic gap location between the tower and the OBG
- 4.) Clarification needs to be given by TY-Lin as to the importance of when this survey should

be

considered critical. The assumption that after load transfer will be the best since the OBG deck will be fully suspended from the cable system

- Went to the tower to observe the tower head erection operations and more importantly check that the two mini prisms used to monitor the tower deflection during load transfer were not disturbed. Conducted measurements on the two prisms and measured 124mm to the leading edge of the mini prism, see photo below for more details.



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- Began to analyze the local measurements taken on the Shear Keys and Bearings.

Attachment



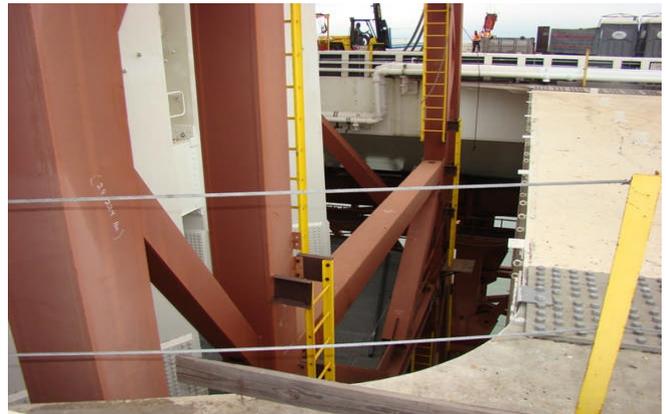
Tower and OBG seismic gap seen from the W-Line interface with Crossbeam 5 looking east.



The view from the W-Line truss of the tower and OBG seismic gap also doesn't capture all of the structural elements at this location.



View from the first tower splice platform of existing E2 pier control point as a possible way to bring in control for the tower and OBG seismic gap.



Looking at the seismic gap towards the south from the W-Line OBG where it is difficult to see certain structural elements namely the MEP pipes.



Typical angle and a distance of 124mm to the leading edge of the mini prism face.



Typical transverse measurement between the OBG bearing surface limit and the edge of a Bearing or Shear Key.

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Dust covers removed on Shear Keys today, S4 is show in the picture.



ABF laser system being tested out at the north end of the Shear Key and Bearings.