



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:03 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 676 Const Calendar Day: 112 Date: 24-Sep-2012 Monday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:00 am 07:30 pm Break: 01:30 Over Time: 04:00

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 Cloudy to mostly sunny to dense fog

Working Day [] If no, explain:

Diary:

Dispute

Work description.

- Surveyed the tower before the start of shift where the current deflection was 95mm to the west. The theoretical deflection of the tower tie back system at this point of load transfer is supposed to be 122mm to the West. The total distance that the tower has moved/been release since load transfer began is 430mm to the East of plumb. The survey was done at the end of Step 6a North, with work continuing this morning on Step 6a South.

The survey was done under uniform ambient conditions where the time of survey (taking shots on the tower) was conducted from 6:55am to 7:10am. The official time of sunrise per weather.com was 7:00am. The ambient temperature during the survey was 54F under cloudy skies. The wind speed was measured from the south southwest direction at 4mph with a barometric pressure of 29.95"Hg.

- Processed the surveying data for todays measurements taken of the tower tie-back release.

- Wrote outstanding diaries from last week due to the CCO#170 extra work bills.

- Inspected the cradles on the temporary trusses since the OBG is supposed to lift off of the support near the current stages of load transfer. The inspection and measurements were done from 9:40am to 10:30am which is when Step 7b of Phase 1 load transfer was in progress. Below are the following measurements taken on the cradle seismic shear plates from the top surface to the bottom plate of the OBG:

Table with 2 columns: Cradle, Measurements. Rows include 10E-Line,West; 10E-Line,East; 10W-Line,West; 10W-Line,East; 8E-Line; 8W-Line; 4E-Line; 4W-Line.

All measurements above were started on the northeast cradle seismic shear plate progressing in a counterclockwise direction. It should be noted that throughout the day the conditions at the cradles changed as Steps 6a South to 11a North were completed during the 12hr shift.



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Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 676

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Monday



Measurement of 73mm taken from the top of the seismic shear plate to the bottom of OBG lift 8E in the northwest corner.



Measurement of 108mm taken from the top of the seismic shear plate to the bottom of OBG lift 10W in the northeast corner.



Conditions after surveying the tower tie-back release deflection distance from the YBITS W-Line bridge.



OBG lift 8E seen off of the single cradle looking west.