



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 #: 677 Const Calendar Day: 113 Date: 25-Sep-2012 Tuesday

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 50 - 60 4PM 50 - 60

Precipitation 0.00"

Condition Fog to partly 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 67mm to the west. The theoretical deflection of the tower tie back system at this point of load transfer is supposed to be 77mm to the west. The total distance that the tower has moved/been released since load transfer began is 458mm to the East of plumb. The survey was done at the end of Step 11a North, with work continuing this morning on Step 11a South.

The survey was done under uniform ambient conditions where the time of survey (taking shots on the tower) was conducted from 6:50am to 7:00am. The official time of sunrise per weather.com was 7:01am. The ambient temperature during the survey was 53F under partly cloudy skies with pockets of fog. The wind speed was measured from the west southwest direction at 4mph with a barometric pressure of 29.90"Hg.

According to Bob Brignano ABF ironworker crews had "fully released" the tower and likely all of the tie-back force in the system. This task was done approximately at 2:00pm.

- Measured the axial compression of the OBG deck at the E2 cap beam. The bipod was used with the mini prism tip to define the change in the offset distance. China 2.0m offset punchmarks were used as reference on the OBG at the following locations:

B1W, B3W, B2W, and S2W

The average delta from the 1.781m West offset marks placed on the E2 concrete cap beam surface from punchmarks for the points above was 213mm west. The survey was done at the end of Step 11a North, with work in progress on Step 11a south this morning. The theoretical distance from the Pier E2 CL at this stage of load transfer is 48mm East. The actual distance measured is 28mm east.

The survey was done under uniform ambient conditions where the time of survey was conducted from 7:10am to 7:30am. The official time of sunrise per weather.com as mentioned above was 7:01am. The ambient temperature during the measurements was 54F under mostly cloudy skies at this time. Steel temperature was taken immediately after them measurements at WPP8.5CL which was 53F. This indicates that the measurements were done under uniform ambient conditions before the sun heats up the steel causing thermal expansion/elongation.

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

- Performed a brief inspection of the OBG lift-off from the cradles during this stage of load transfer. Only



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Attachment



Steel temperature of 53F taken at WPP8.5CL when the OBG axial compression measurements were completed.



Lower housing of the S1 Shear Key as the holes are close to lining up with the anchor rod blockout holes in the concrete of the E2 cap beam.



Changed geometry of the North Mainspan cable seen from the tower saddle looking east.



Measurement taken of the OBG lifted off of the 10W-Line, East cradle of 150mm.



The lower housing of the B3 Bearing shown in relation to the anchor rod hole in the E2 concrete cap beam as the OBG undergoes axial compression.



Conditions at the completion of the tower release and OBG axial compression measurements.