



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:00 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 694 Const Calendar Day: 134 Date: 16-Oct-2012 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 12:00 am Break: 07:00 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 Mostly sunny to clear

Working Day [] If no, explain:

Diary:

Dispute

Work description.

- Used a tape to measure the Hinge A seismic gap distance between the SAS OBG and the Skyway steel tub sections with Bob Brignano. The ambient temperature at the time of the measurements was 61F in partly cloudy conditions. Measurements were taken from 6:50am to 7:00am with the official time of sunrise per weather.com at 7:19am. Steel temperature was taken on the E-Line Skyway tub section which was at 59F. The following are the distances measured from the Skyway to the SAS-OBG:

Table with 3 columns: Location, W-Line Distance (m), E-Line Distance (m). Rows for South and North.

- Monitored the transverse and vertical jacking operations to align the SAS with the Skyway related to upcoming surveys at this location. Since ABF surveyors performed their survey last night/early morning our only opportunity to check the alignment before pulling the pipes through the sleeves was tonight/early tomorrow morning.

- Finished processing the surveying report on the tower tie-back release during load transfer and emailed the surveying results to pertinent personnel in Caltrans Structures Construction and Design along with TY-Lin designers. It should be noted that I was going to survey the tower last week after the majority of the loading from Phase 3 was completed. However ironworkers removed the targets from the tower saddle/grillage to install handrope connections before I could conduct the survey.

It should be noted that this survey is NOT a declaration of the tower being plumb. The survey results presented above concentrated mostly on the longitudinal direction/movement of the tower. Although before the tower was pulled back last year, the tower was within a centimeter of plumb in both the longitudinal and transverse directions. I plan on conducting the final As-Built survey of the tower after the erection tower is dismantled. The As-Built survey will also be done from multiple directions at multiple elevations and with the laser scanner.

- Began to prepare for a night/early morning survey of points on the SAS OBG and Skyway steel tub sections for the bridge alignment before pulling the Hinge A pipe beams in the Skyway through the SAS sleeves. Part of the preparations was setting up backsights on the existing bridge piers at control points 300 (E3), 302, (E2), and 631 (E6).

- Began to perform the survey mentioned above with the assistance of Bob Brignano, see tomorrows diary



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for more details.

