



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:57 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 715 Const Calendar Day: 160 Date: 11-Nov-2012 Sunday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 pm 05:30 am 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 50 - 60 4PM 50 - 60
Precipitation 0.00" Condition Partly overcast

Working Day [] If no, explain:

Diary:

Dispute

Work description.

- Prepared for measuring the Hinge A pipe beam alignment along the E-Line. This task included gathering the necessary tools and documents related for this measurement.

[]

- Completed writing outstanding diaries from last week.

- ABF ironworkers began their shift at 8:00pm Sunday November 11th and worked 9hrs until 5:30am Monday morning November the 12th. Myself, Parviz Jalali and Bob Brignano were present at the start of the shift. PJ was responsible for inspecting the Lead + Steel shim installation, Bob was onsite until 1:00am to resolve any issues with the Contractor since he was the most knowledgable about the operation. I am predominately responsible for checking the alignment of Hinge A pipe beams when the Contractor is completed.

The first task of the shift was to adjust the South E-Line Hinge A pipe beam which began at 8:30pm. ABF crews jacked the South pipe beam horizontally (in Diaphragm B - SAS) to the north and vertically (in Diaphragm C - Skyway) and was done until the pipe was centered at 9:30pm. At this point ABF superintendent Dan Dunn with the concurrence of ABF engineer Andre Markarian decided to install shims in Skyway diaphragms C and D. Shim installation took the rest of the shift to complete in these locations due to the bearing adjustments. See PJ's diary for more details on this task, ABF labor, and equipment.

After the jacking operations of the South E-Line Hinge A pipe beam it was evident that the North pipe wouldn't be adjusted in this shift due to the amount of work to shim the South C and D diaphragms in the Skyway. ABF engineer Andre Markarian informed Bob and myself the following in regards to the initial E-Line Hinge A pipe beam alignment before the start of shift:

- 1.) Vertical gradient of both pipes was within tolerance
2.) Horizontal skew of the pipes was 14mm (tolerance = 15mm)
3.) Pipes still have to be adjusted longitudinally

Caltrans measurements were taken from 1:30am to 2:45am where the steel temperature inside of the SAS at Diaphragm A was 53F. The concrete temperature inside of the Skyway taken on the south stem wall at E3E-5W measured 60F. The following are the results of the first round of measurements taken on the Hinge A pipe beams along the E-Line after the South pipe beam was adjusted:

Horizontal Skew:

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 715

Date: 11-Nov-2012 Sunday

East end side-to-side distance of the pipe beam on the stainless steel section = 2655mm
Delta = 7mm (tolerance =
15mm)

West end of Diaphragm C side-to-side distance on the stainless steel section = 2648mm

Vertical Angle:

South Pipe Beam - on top dead center of the stainless steel section east of diaphragm D = 0.8 degrees

North Pipe Beam - on top dead center of the stainless steel section east of diaphragm D = 0.5 degrees

It should be noted that the technique and reference points for measuring the longitudinal offset of the Hinge A pipe beam stiffeners from diaphragm plates A and B in the SAS was investigated. Other items to note are that the official time of sunset per weather.com was at 5:00pm. Also the ambient temperature inside of the Skyway and SAS bridges held steady at 54F.