



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:06 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 752 Const Calendar Day: 213 Date: 03-Jan-2013 Thursday

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 40 - 50 12 PM 40 - 50 4PM 40 - 50
Precipitation 0.00" Condition Partly cloudy

Working Day [ ] If no, explain:

Diary:

Dispute

Work description.

- Attended weekly SAS Safety Tailgate meeting at 8:00am.
- Prepared to measure cable band bolts with the Extensometer for tonight starting at 7:30pm.
- Used the Caltrans CT-1 Extensometer to measure bolt elongations for the following cable bands:

Randomly selected cable bands: 16S, 18S, 36S, 38S, 46S, 70S, 72S, 80S, 82S
16N, 18N, 36N, 38N, 46N, 70N, 72N, 80N, 82N

Cable bands w/low gaps: 34S, 40S, 44S, 48S, 50S, 66S, 14N, 50N

Added cable bands per TY-Lin: 40N, 44N, 48N

The measurements were taken by myself, John Lyons, Alex Schmitt and Victor Pereyra. John took the majority of the readings on the digital dial and recorded the number. Alex, Victor, and myself positioned/handled the Extensometer on the cable band bolts. Since thermal effects are being monitored I was taking ambient and steel temperatures. The psychrometer/thermometer was used for the ambient temperature and the infrared gun was used for the steel temperature taken on the cable band casting.

- Took longitudinal offset local measurements from Diaphragm A of the two W-Line Hinge A pipe beams from 2:30pm to 3:30pm with ABF engineer Andre Makarian. The ambient and steel temperatures were not taken as the intent of this set of measurements was to establish some consistency between both of our measurements. As in previous sets of measurements the laser level was used from the top of the pipe where the stiffeners in the pipe were measured in relation to west diaphragm A stiffener plate. However since Andre's measurement is done near the diaphragm A access opening, I agreed to shoot the laser near the opening for my measurement as well since the diaphragm plates are at a skew. Once this was done the center of diaphragm A was measured in the access opening adjacent to the Hinge A pipe beam.

The following are the measurements taken on the W-Line Hinge A pipe beam longitudinal position today:

Table with 3 columns: Measurement near Diaphragm A, South Pipe Beam, North Pipe Beam. Row 1: Laser line to east pipe stiffener east face: 1642, 1598

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**Job Name:** 04-0120F4    **Inspector Name** Bruce, Matt    **Diary #:** 752    **Date:** 03-Jan-2013    **Thursday**

Laser line to west pipe stiffener west face:	1092	1045
Center of pipe stiffeners - 25mm offset laser line:	$(1642 - 1092) / 2 + 1092 - 25 = 1342$ $(1598-1045) / 2 + 1045 - 25 =$	
1297		
West face of west diaphragm A plate to laser line: (taken NEAR access opening)	632*	424*
Diaphragm A opening west/east faces:	1562	1560
Center of Diaphragm A opening - 25mm offset laser line:	$632 + (1562 / 2) - 25 = 1388$ $424 + (1560 / 2) - 25$	
= 1179		
Center of Pipe Beam to be aligned over diaphragm A needs to go:	46 - East	118 - West
<p>The measurements between Andre and myself were within a few millimeters. On the North W-Line pipe beam we both took measurements on the North and South sides of the pipe. However I emphasized that we need to incorporate diaphragm B into the measurement and double check the shop/contract drawings of the SAS OBG.</p>		

**04-0120F4    Bid Item: 067    C-SUS-SCC.067    Install Suspender Clamps, Separators, Collars**  
 AMERICAN BRIDGE/FLUOR, A JV

**Diary:** Dispute

**Work description.**                      **067    C-SUS-SCC.067**                     

- Assisted Abbas Iranmanesh with the inspection of the suspender bracket split collars installation. See his diary for more details and ironworkers in the crew. Smith Emery technician Brien Connolly tested the M20 cover plate center bolts along the E-Line prior to split collar installation with Abbas. It was reiterated with Brien and Abbas to test the M20 and M22 suspender bracket cover plate bolts along the W-Line before the 48hr window has elapsed since initial tensioning of these bolts.

ABF engineer Adam Reeves is responsible for scheduling this testing and has not been responsive to requests to test these bolts in addition to the quality of the workmanship. Examples of where quality could be improved are having the ironworkers install the split collar bolt heads to face the direction of traffic. Also to ensure that the elastomeric split collar doesn't split at the splice face when installing in the steel split collars and is properly sealing the connection from water intrusion. Finally on a positive note it should be mentioned that the ironworkers are taking necessary precautions to pull/push the suspender ropes into the split collar connection even though this creates a slight break in the suspender rope profile.

**Attachment**

## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 752

Date: 03-Jan-2013

Thursday



Beginning to stress the cable band halves together at EPP112.



Split and elastomeric collars installed on top of the suspender bracket plates at panel point EPP98 today.



ABF ironworkers installing the top portion of cable band EPP112 today.



Buckets of bolts to be used for the split collar connections to each other and the suspender bracket top or cover plates.