



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:05 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 754 Const Calendar Day: 217 Date: 07-Jan-2013 Monday
Inspector Name: Bruce, Matt Title: Transportation Engineer
Inspection Type: Intermittent
Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:
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 Fog in the AM to partly cloudy

Working Day [] If no, explain:

Diary:

Dispute

Work description.

- Reviewed the shop/contract drawings of OBG lift 14E/W specifically for diaphragms A/B related to the Hinge A pipe beam geometry.
- Retrieved my truck 7003530 from the Rickard Street Maintenance Shop at 8:30am with the assistance of Brian Boal and Tai Lin Liu. Both Brian and myself needed to pick our vehicles up.
- Took measurements for the longitudinal offset from Diaphragm A/B of the two E/W-Line Hinge A pipe beams. The local measurements were done from 9:30am to 10:20am. The top deck steel temperature measured 46F which was taken at 9:30am near WPP128CL under foggy conditions. At 10:20am or the end of survey the steel temperature was 49F near EPP127CL under partly cloudy conditions. The following are the measurements taken on the E/W-Line Hinge A pipe beams longitudinal position today:

Table with 2 columns: Pipe Beam, Needs to Go. Rows include AW-N (42-East), AW-S (38-East), AE-N (48-East), AE-S (44-East).

Today was the first day that measurements were taken from diaphragm B which is location that sees the most seismic loading. The direction given by TY-Lin is to "best-fit" the internal pipe beam stiffener plates between both diaphragms A and B in the SAS OBG. The results of these measurements were discussed with ABF engineer Andre Makarian. He conceded that the pipe beams moved from Friday after they had Paul Jefferson sign off on the longitudinal position of the pipes. I informed Andre of the following:

- 1.) Pipe Beams need to be moved again and then restrained in order to drill bracket holes in the pipes. It should be noted that the ironworkers had removed all roller supports from both the E/W Lines.
2.) Official measurements will be done under uniform ambient conditions prior to marking the bracket hole location on the pipe beams.



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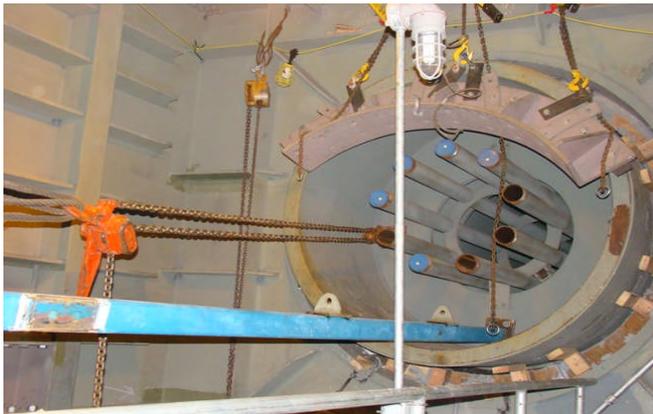
Monday

3.) Prior to connecting the bracket to the pipe beam, thermal expansion of the bridges causing the pipe beams to move needs to be monitored.

Finally the measurement for Diaphragm B is done using a tape from the access opening to the laser level on the end of the pipe beam.

- Checked on the progress of the Shear Key and Bearing survey prior to grouting operations with ABF engineer Zach Lauria. According to him it is scheduled approximately 2 weeks from today due to preparations for grouting. Also went to check on the W2 transverse tendon cleaning, strand placement, stressing, and grouting operations. As of today no activity was seen by ABF or SDI.

Attachment



Restraint tubing placed by ABF at the end of the North W-Line Hinge A pipe beam and floorbeam in order to hold the longitudinal position of the pipe.



Comealongs in the E-Line Skyway attached to first floorbeam in order pull the pipes to the east.