



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:04 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 758 Const Calendar Day: 221 Date: 11-Jan-2013 Friday
Inspector Name: Bruce, Matt Title: Transportation Engineer
Inspection Type: Intermittent
Shift Hours: 07:00 am 05:30 pm 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 40 - 50 12 PM 50 - 60 4PM 50 - 60
Precipitation 0.00" Condition Partly cloudy and windy

Working Day [] If no, explain:

Diary:

Dispute

Work description.

- ABF ironworkers on both the E/W Lines working on the Hinge A pipe beams, spent most of the day drilling holes in the previously approved locations. However since the E-Line Hinge A pipe beams had moved 5mm West, myself and ABF engineer Andre Makarian wanted to lock in these pipes to prevent further movement. Approximately at 3:00pm I proceeded to check the longitudinal location of all four Hinge A pipe beams. The top deck steel temperature measured 60F which was taken near WPP128CL under partly cloudy conditions and an ambient temperature of 52F. The following are the measurements taken on the E/W-Line Hinge A pipe beams longitudinal position today:

Table with 2 columns: Pipe Beam, Length from Diaphragm A. Rows include AW-N, AW-S, AE-N, AE-S with measurements like 550mm (5mm-West).

The distance in parentheses denotes the amount that the Hinge A pipe beams moved from the approved distance with temporary supports attempting to restrict the pipe movement. Since the E-Line pipe beams both moved 5mm to the West, the diaphragm B top west end restraint bracket gap was set to 19mm instead of 14mm to account for this movement. ABF ironworkers centerpunched/marked the following restraint brackets:

Table with 3 columns: Pipe Beam, Diaphragm (East/West face), Top/Bottom. Rows include AE-North, AE-South with measurements like B-West, Top.

It should be noted that the crew in the W-Line SAS did not attempt to move the AW-South Hinge A pipe beam today. Through the day I intermittently checked on both crews of ironworkers to see if any additional restraint brackets were placed for approval, centerpunching, and marking.

- Continued to check on the progress of the Shear Key and Bearings prior to grouting operations. ABF is currently water testing the S3 and S4 Shear key anchor rod blockout bottom forms. As mentioned

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yesterday the upper and lower housing gaps of bearing castings at E2 were not acceptable. Today to reinforce this issue that needs to be fixed prior to grout placement, measurements were taken of the west/east face gaps, and the bearing pin stickout. The following are measurements taken on all four of the bearings:

Bearing	// West Gap //		// East Gap //		// Pin Stickout //	
	North	South	North	South	North	South
1	60	63	67	57	42	42
2	76	45	79	44	22	60
3	53	68	53	67	52	34
4	57	65	40	82	54	31

All measurements presented above are in millimeters. For the gap measurements the upper casting was measured to the lower casting. The lower housing retaining ring plate has a nominal thickness of 40mm which can be subtracted from the gap measurement above to find the actual (theoretical = 20mm +/-2mm) gap distance. This gap can't be directly measured due to access with a straight edge, see photos below for more details. Informed ABF engineer Zach Lauria of this issue and the results of the measurements. Also Bob Brignano compiled photos of the B2 Bearing showing unequal gaps. After presented with additional evidence and discussing, Zach agreed to resolve the issue with the bearing housing gaps.

Attend a meeting regarding the Shear Key and Bearing surveys prior grout being placed in the anchor rod blockouts. Attendees from Caltrans included myself, Bob Brignano, and Paul Jefferson; ABF = Kevin Smith and Zach Lauria; TY-Lin = George Baker, Dan Turner, Paul Chou, and Nhan Vo. The results of the ABF survey were discussed and it was agreed that I had to survey panel point 119 and the centerline of the E2 cap beam to essentially confirm that the box girder was locked in properly with the E2 cap beam.

- Checked to see if any work was being performed on the W2 transverse tendon cleaning, strand placement, stressing, and grouting operations. Today ABF laborers were seen working on the North access platform.

- Used the Caltrans CT-2 Extensometer to measure and RECHECK bolt elongations for the following cable bands:

112N, 114N, 116N, 112S, 114S, 116S

The measurements were taken by myself, John Lyons, and Tai-Lin Liu. John took all of readings on the analog dial and Tai-Lin recorded the number. I positioned/handled the Extensometer on the cable band bolts. Measurements were taken from approximately 11:00am to 12:00pm.

Attachment



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ABF ironworkers installing a restraint bracket on the top of Hinge A pipe beam AE-North west of diaphragm B.



B4 bearing east face gap of 42mm between the upper and lower housing castings on the south end, note the exposed area of the pin.



Looking east at the jacking saddle stage 2 concrete recently placed.



East face of the B2 bearing looking west with the unequal gaps seen and measured which need to be corrected prior to grouting.



B4 bearing east face gap of 0mm between the upper and lower housing castings on the north end, note that the pin is not seen.



View of Hinge A pipe beam AW-North from the SAS looking east as the MEP conduit pipes have been moved back to enable restraint bracket bolt install.