



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:02 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 769 Const Calendar Day: 234 Date: 24-Jan-2013 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 11:30 pm Break: 04:30 Over Time: 04:00

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 Mostly cloudy

Working Day If no, explain:

Diary:

Dispute

Work description.

- Attended weekly SAS Safety Tailgate meeting at 8:00am.

- Took measurements for the cable security gate per the request of Rob Kobal at panel points 12S, 96S, and 96N. The painters were preparing to paint the main cable near panel point 12N therefore making this location inaccessible. Two measurements were required which were to ascertain the actual slope of the cable band and the side to side distance of the cable band, see photos below for more details.

- Prepared for taking measurements with the Extensometer at night, and gave a brief introduction of the process to Structures Maintenance & Investigations engineers Robert Hugel and Ed Thometz.

- 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, Ed Thometz, and Robert Hugel. All four of us at one point during the shift read the digital dial and recorded the number. Also each of us positioned/handled the Extensometer on the cable band bolts. It should be noted that the majority of the top row of cable band bolts was inaccessible due to the messenger cable, and electrical pullboxes. Since thermal effects are being monitored I was taking ambient and steel temperatures. The main goals for tonight were to gather 1 more round of night measurements before final tensioning and to familiarize SM&I with the Extensometer to use when the bridge is in service.

04-0120F4 Bid Item: 034 X-W2C-GTT.034 E-W Line Cross Over W2 Cap Stress & Grout Transverse Tendons

SCHWAGER DAVIS INC.

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: SCHWAGER DAVIS INC.								
Ironworker	JNM	James Carriker	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	James Bond	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	Erin Jones	0.00	0.00	0.00	0.00		<input type="checkbox"/>



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AMERICAN WATER JETTING INC

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN WATER JETTING INC								
None of the Above		DOUG ZEIER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
None of the Above		JACK GILBERT	8.00	2.00	0.00	10.00		<input type="checkbox"/>

Diary:

Work description. 034 X-W2C-GTT.034

- Mobilized equipment on the top of the W2 cap beam and began to attempt breaking up the concrete/epoxy found in transverse tendon CBT-9 duct. See Pamela Gagnier's diary for more details regarding this operation for more details.

Dispute

Attachment



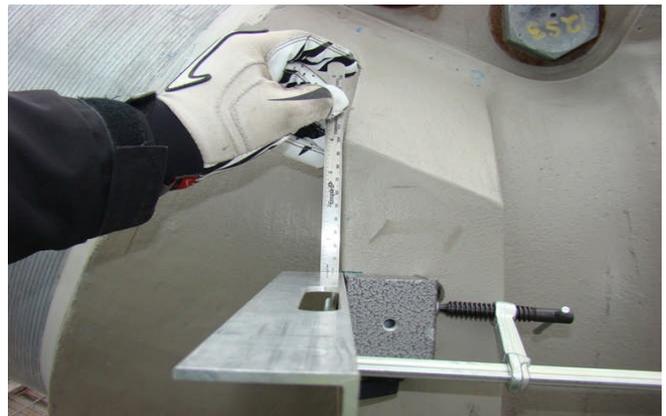
Outboard side of cable band 96N where the rotation of the cable and cable band after load transfer didn't equate to 90 degrees.



An attached Philly rod segment set plumb before taking any measurements.



Inboard angle of 24.6 degrees for cable band casting 12S set on the South Sidespan main cable.



Consistent measurements were taken of 100mm to define the angle of the cable band.

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Philly rod segments attached to cable band casting 12S (looking uphill) to enable transverse measurements.