



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:40 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 869 Const Calendar Day: 399 Date: 08-Jul-2013 Monday
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: Wilcox, Jason 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 60 - 70 4PM 60 - 70
Precipitation 0.00" Condition Partly cloudy

Working Day If no, explain:

Diary:

Dispute

Work description.

- Attended weekly SAS staff meeting at 8:00am. I was informed by Bill Casey that the corners of the ABF offices on YBI need to be surveyed for YBITS 2 falsework.
- Informed Warren Collins about the paint bubbles and water inside the bubble discovered on an outboard suspender rope near crossbeam 8 (approximately WPP60).
- Measured the gaps of the permanent bearings at the E2 cap beam requested by Paul Jefferson and TY-Lin. It should be noted that it was difficult to get a tape in the very top area detailed in the sketch so I just took three measurements along the gap height. Also the dust covers were secured preventing "Type A" measurements. Emailed the measurement summary to pertinent personnel related to the Shear Key retrofit work.
- See Pamela Gagnier's diary for the S1/S2 Shear Key modification work today as she is tracking the labor, equipment, and work progress of Conco, IPMC, and other ABFJV personnel. Today I retrieved Orange tags B10-171-13 (PT bearing plates) and B7-991-13 (pipe with studs) on the barge moored near the new E2 foundation. Briefly checked the materials and it appeared to be in good condition with minimal or no rust. Spoke with Caltrop welding inspector Danny Reyes regarding the E2 Shear Key retrofit work specifically the studded plates near the bottom of the bearing rods. I mentioned that the plates were welded to the anchor rod bearing plates and he responded that ABF will provide a detail for that connection. Finally I spoke to ABF engineer Levi Gatsos about the red substance seen in the bolt holes on the Shear Key lower bases. He informed me that Multiplex Red #2 is being used as a lubricant and a rust preventative substance while waiting for saddles and painting operations.
- Met with SM&I engineer Seong Hyeok Song regarding thermal expansion of the West Span of the SFOBB as it relates to the laser scan As-Built survey. Discussed his instrumentation work monitoring the longitudinal bridge movement on the seismic dampers. Briefly continued to review project control for the entire SFOBB laser scan. Spoke with Khin Voong regarding control in San Francisco along the Embarcadero and using a Static GPS survey to establish new points in this location instead of using NGS monuments which appear to be difficult to locate.
- Resumed assessing a survey that could be done for determining plumbness of the new east span SFOBB light poles. Specifically the 2 light poles on the barrier at the W2 cap beam, which were set by ABF crews. Used a smart level to try and check for plumbness of the light poles 1031-1 and 2031-1. The base plate for both poles was found to be level, however when using a total station the poles appeared to be out of the 75mm tolerance. Talked with ABF engineer Bill O'Sullivan about this issue, and he said that ABF surveyors also mentioned that the poles are set out of tolerance. The accuracy of the survey can't be



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fully trusted since the center of the pole is not marked and the corner of the pole is rounded. When using the SMART level the accuracy of the reading doesn't indicate the overall plumbness of the light pole as well. I informed Bill Shedd, Bill O'Sullivan, and Sam Patel that the surveyors need centerline marks on the pole at the bottom and top to accurately determine plumbness of the light pole. Also Bleyco informed Bill Shedd that they would like to be present when the light poles are surveyed prior to grouting operations so that the poles can be adjusted once.

Attachment



ABF ironworkers lowering sections of the E-Line temporary truss to enable falsework beam erection.



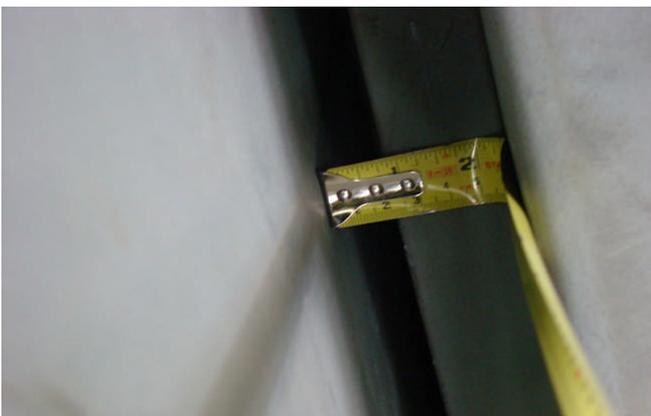
Dust covers on the permanent Bearings which prevented measurements of the gap between the lower base and stub.



Multiplex Red #2 is being used as a lubricant and rust preventative substance while waiting for saddles and painting operations.



Bearing plates seen onsite down on the barge for Orange tag B10-171-13.



Measurement with the tape in between the lower housing stub ring

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plate and upper housing to measure the gap.



Materials for post tensioning tendons for the E2 Shear Key retrofit.