



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:39 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 872 Const Calendar Day: 402 Date: 11-Jul-2013 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

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 Safety Tailgate meeting at 8:00am.
- Wrote outstanding diaries related to the S1 and S2 Shear Key work and reviewed the latest pertinent documents for the retrofit.
- Surveyed the corners of the ABF trailers on the YBI island east of existing Pier E1.
- Measured the "A" gap on the permanent bearings in the east/west directions for the temporary shim placement resisting seismic loads. Emailed the measurements to pertinent personnel related to this operation.
- 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 and ABFJV personnel. However I inspected the operation after lunch for her and brought Brian Wolcott to the site to show him the recent work. See photos below for additional comments and progress of the retrofit work.

Today the operation to detension, raise, and retension the permanent bearing anchor rods per RFI3329R00 was officially completed. Anchor rods B1B1 and B1C1 previously couldn't be completed last week because the nut couldn't be fully turned due to partial bearing of the jack stool on the permanent washer. ABF engineer Adam Reeve had two beveled washers fabricated to enable the nut on these two anchor rods to be turned. The following Boltight equipment was used to hold the Pjack pressure of 19.5ksi in the anchor rods:

Top of anchor rod: Pump - 63622 2222000139
Gauge - 10904917/25
Jack - RN7194

The previous Pjack values for B1B1 and B1C1 was 15.0ksi and 17.0ksi. It took 4 iterations to bring anchor rod B1C1 to the Pjack load then lift off was done twice to ensure the nut was locked. Similar for anchor rod B1B1 2 iterations were needed to bring the rod up to Pjack with 3 turns on the wratchet box of the Boltight jack bridge the first time and 1 turn the second. Lift off to the Pjack pressure was done 3 times for this anchor rod.

This jack recycle pattern at the bottom and top was consistent today with nothing out of the ordinary observed. The ironworkers cleaned grouting debris from the washer and nut prior to being raised. It should be noted that ABF engineer Adam Reeve was present for the entire operation and continued to operate



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the top end jack.

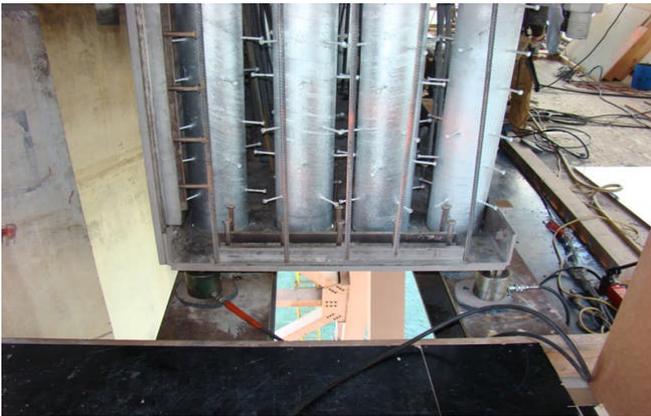
Attachment



Conco carpenters beginning to construct formwork and place blockouts on the S1 Shear Key west soffit.



ABF welders grinding the cut holes in the bottom steel plate.



Bearing B3 west anchor rod blockout pipes with Nelson studs looking east, clearance with PT duct was checked by ABF engineer Adam Reeve.



Beveled washers used to turn the nut on Bearing B1 anchor rod B1C1 to hold the prescribed Pjack load.



Measured gap between the lower stub of a permanent bearing to lower base section.



ABF laborers spreading Sikadur 35 LV epoxy with sand in the mix to seal voids around the cut rods near the break on the S2 lower base section.