



**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:14 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 399 Const Calendar Day: 743 Date: 21-Sep-2011 Wednesday

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: Mathur, Lalit Approved Date: Status: Submit

04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge

**Weather**

Temperature 7 AM 60 - 70 12 PM 70 - 80 4PM 80 - 90

Precipitation 0.00" Condition Sunny and hot

Working Day  If no, explain:

**Diary:**

Dispute

**Work description.**

- Obtained ABFs As-Built of the W2 bikepath anchor rod, bolt and concrete pedestal from Dave Adams. Sent email of the information to Wenyi Long and John Shen (Designers from Headquarters in Sacramento).
- Went to the District 4 building to drop off my cell phone for repair with the pertinent forms to Romana Alado. To reiterate the cell phone screen is blank when it is turned on. Phone calls can't be made and messages can't be checked, therefore making the cell phone obsolete.
- Surveyed two points on the north and west shafts of the tower grillage, and two points on the vertical face of the north and west shafts at elevations 77m, 109m, 119m, and 135m with the assistance of Sami Daouk.



**Attachment**



Transverse view of the SAS bridge of the new SFOBB east span replacement,



OBG lift 13W seen in the initial erected position from the Treasure Island Navy Pier.



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Bruce, Matt

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Date: 21-Sep-2011

Wednesday



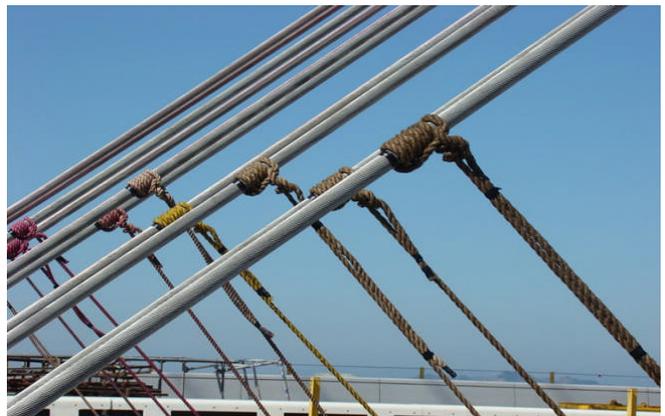
OBG lift 13W seen in the initial erected position from the tower saddle.



Hauling system framework at the tower saddle.



Ropes were used to dampen the oscillations of the tower pullback cables, videos were taken yesterday of the excessive movements.



Close-up of the ropes were used to dampen the oscillations of the tower pullback cables.