



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:54 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 467 Const Calendar Day: 842 Date: 29-Dec-2011 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: 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 Fog in the AM to mostly cloudy

Working Day If no, explain:

Diary:

Dispute

Work description.



- Attended the SAS Safety Tailgate meeting at 8:00am.
- Began to prepare for doing the quarterly calibration of the localized SAS network using the Topcon GPS equipment.
- Was called out to the field to survey the first cable strand sag at the west loop by ABF engineer Zach Lauria since he is in charge of the cable adjustment operations. ABF surveyors were taking their measurements of the west loop sag at the same time we took our measurements. Both sets of data would be used for comparison since the sag varies along the cable strand due to the twist. Today we decided to survey the 4 corner wires and calculate the center sag. The average sag measured/calculated between myself and the Alta Vista surveyors was 147mm for the south section and 172mm for the north section. The survey was done in the fog under the following conditions:
 - Ta (ambient temperature) range = 48F to 51F
 - Ts (steel temperature) range = 48F to 49F
 - Ws (wind speed) range = N@4mph to NE@2mph
- It should be noted that steel temperatures were taken with the probe of the infrared temperature gun. The probe was stuck in between in the center of the wires in the rectangular pattern of the cable strand. ABF surveyors used a surface thermometer to measure the steel temperature which was placed near the W-Line west deviation saddle face and a temperature of 48F was observed. See the photos below for additional comments and details. At the time of the survey the first cable strand sections in the west loop weren't locked off at the west deviation and jacking saddle faces but merely held in place. The south backspan was being floated during the survey as well. This is the initial survey to get a number to begin adjustments at this location and to compare with ABF since the cable strand is twisting.
- Prepared the Alta Vista surveyors for surveying tasks for today which include the following:
 - 1.) Assist me in calibrating the Topcon GPS equipment.
 - 2.) Assist me and also survey the west loop sag between the deviation and jacking saddles
 - 3.) Process surveying data for today.
- The following is the hours worked by the Alta Vista consultants today:
 - Dave Garrett (survey party chief) = 8hrs
 - Chris Ferrucci (instrumentman) = 8hrs
 - Erol Schaller (rodman) = 8hrs
- Measured the sag of the first cable strand at the west loop with the assistance of Alta Vista surveyors.
- Observed some of the operation to place the first cable strand into the tower saddle trough. See other inspector diaries in the Team Cable group for labor, equipment, and additional observations. My comments on the operation are summarized below in the attached photos.
- Received the files from District 4 scanner/surveyor Robert Dolan for the Hinge K pipe beams. Began to process the Microstations images with Sanny Khov. The Microstations version that I have on my computer is 7.1 and the files can only be run on version 8.0. Therefore I had to work with Sanny on his computer



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since he has version 8.0 which is the version that created the Hinge K pipe beam images.

Attachment



Connection conditions of cable strand #1 at the W-Line west deviation saddle and ABF surveyors measuring sag.



Connection conditions of cable strand #1 at the E-Line west deviation saddle.



Connection conditions of cable strand #1 at the south side of the jacking saddle.



Connection conditions of cable strand #1 at the north side of the jacking saddle.



The south section between the jacking saddle and the E-Line west deviation saddle of cable strand #1 looking south.



The north section between the jacking saddle and the W-Line west deviation saddle of cable strand #1 looking north.

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ABF laborer washing the sand blasting residue blown onto the north Hinge K pipe beam protective covers by MCM crews.