



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:34 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 474 Const Calendar Day: 853 Date: 09-Jan-2012 Monday

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 Partly overcast

Working Day If no, explain:

Diary:

Dispute

Work description.

- The tasks completed today by the Alta Vista surveyors included the following:
 - 1.) Dave and myself measured the cross sections of the surveyed midpoint of cable strand number one. All measurements were taken with digital calipers of the hexagonal and rectangular shaped cross sections of the cable strand. This was done to include in the final surveying report of cable strand number one. The ambient/steel temperatures and the wind speed were measured for this task but not necessary for analysis.
 - 2.) Chris spent most of the morning at the survey store obtaining more supplies for surveying on this project.
 - 3.) Dave began to process the data from the measurements taken today and draw the cross sections.
 - 4.) Both surveying consultants also continued to process surveying reports of previous surveys already completed on the project.

- 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) = off (gone all week to take the CWI test)

- Measured the cross-section of the midpoints of cable strand number 1 with Dave Garrett. This was done for the final surveying report of cable strand number 1.
- Observed the hauling of cable strand number 3 around the W2 cap beam.
- Began to become familiarized with the modified calipers used to check the adjustment height with John Lyons and Alex Schmitt. We discussed the procedures and techniques needed to operate the modified calipers. We also explored ways to improve the ergonomics of the measuring device.

Attachment



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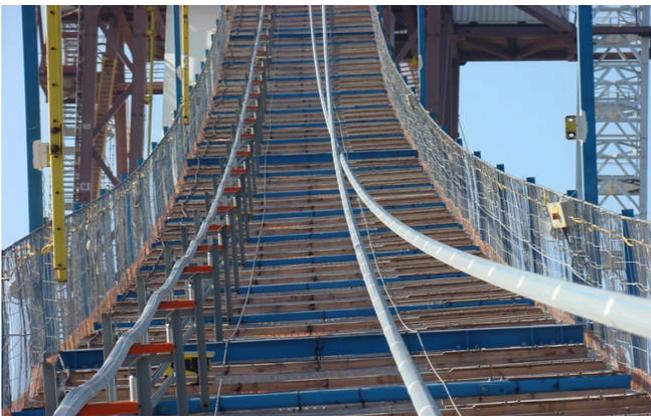
Monday



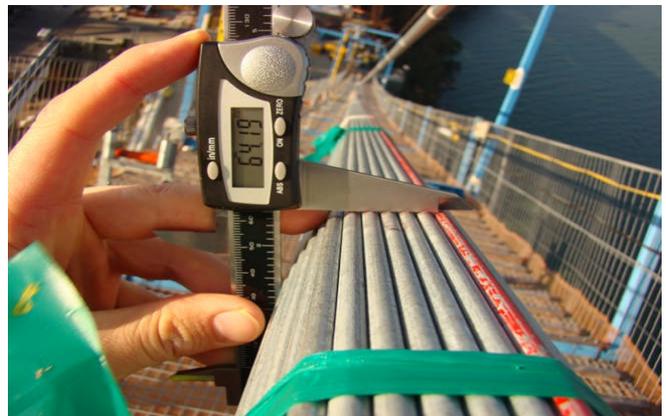
Cable strand number 2 placed in the W2E west deviation saddle trough.



Marked survey point and green flagging at the north sidespan for cable strand number 1.



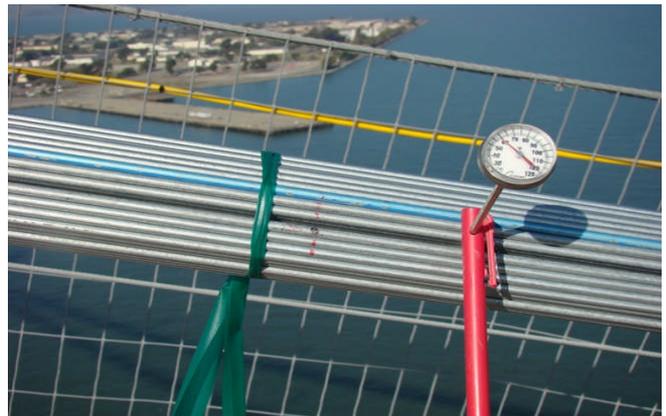
Cable strand no. 2 in the process of being floated and is bearing on cable strand no. 1 causing the strand to rotate.



Using digital calipers to measure the height of the hexagonal shape of cable strand number 1 on the north sidespan.



Measuring the top side of the hexagonal shape of cable strand no. 1 at the south sidespan as the bundled wires were measured at each face.



The rotated section of cable strand number 1 at the north mainspan as the survey point is seen to the right of the green flagging.

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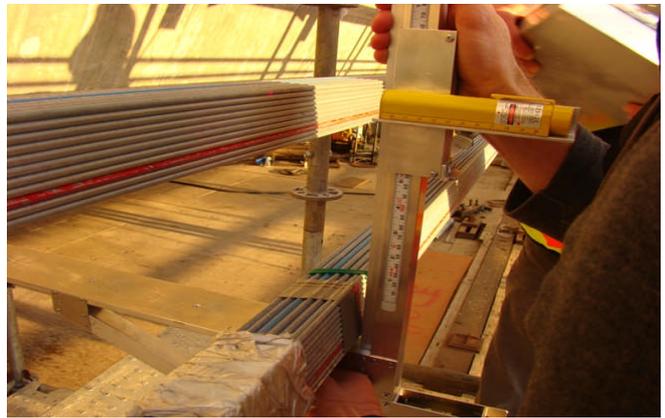
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Close-up of the ferrule of the spliced wire used to replace the broken wire in strand number 2 at the W2W west deviation saddle area.



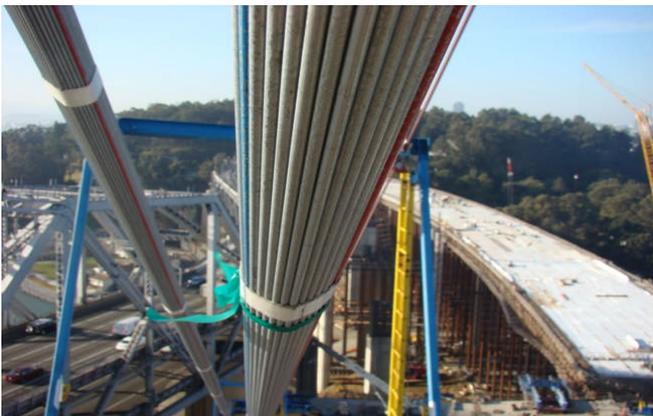
Using the modified calipers to practice measuring the out to out distance required between cable strand 1 and 2 at the south section of the west loop.



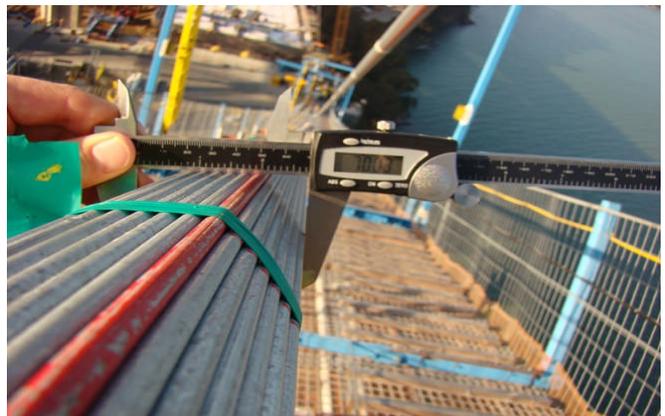
Lost shape of cable strand no. 3 past the south transfer arm at the W2 cap beam looking west.



Hauling cable strand number 3 around the W2E west deviation saddle where the cable strand lost shape.



Orientation of cable strand number one at the south sidespan while the cross section measurements were done.



Using digital calipers to measure the width of the hexagonal shape of cable strand number 1 on the north sidespan

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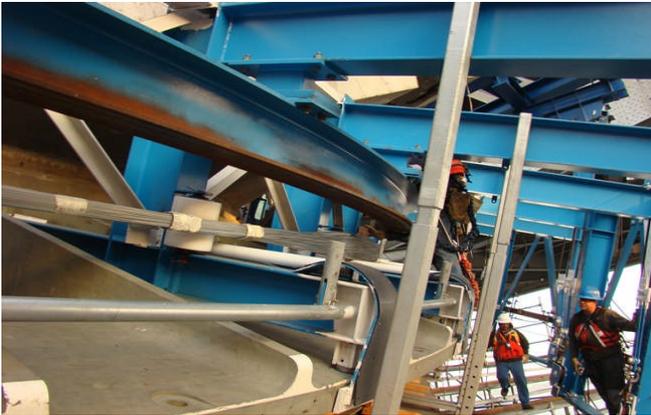
Monday



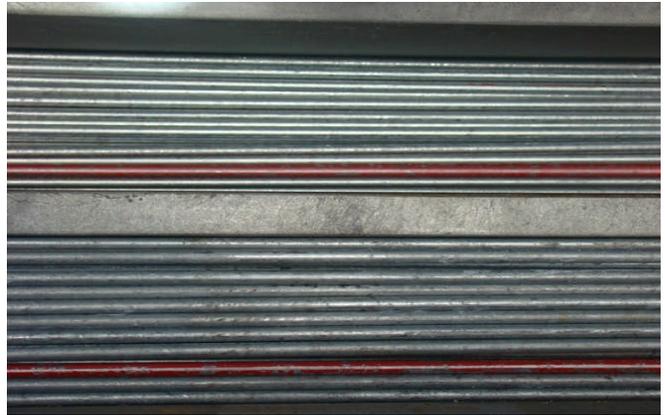
Digital thermometer used to take the steel temperature while measuring the cross section of the north sidespan surveyed point.



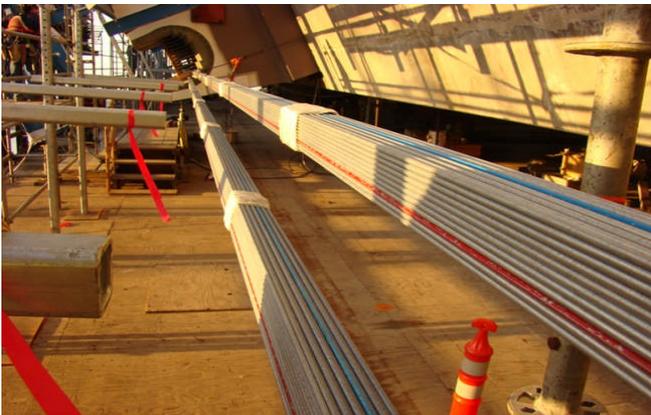
ABF ironworkers performing the tower saddle section of cable strand no. 3 to try and save time forming and improve placement into the saddle trough.



Hauling cable strand number 3 around the W2E west deviation saddle where the cable strand is losing shape going around the curved section.



Cable strand number 2 placed in the W2E west deviation saddle trough.



Current condition of cable strands 1 and 2 at the south section of the west loop looking north.



Lost shape of cable strand no. 3 past the south transfer arm at the W2 cap beam looking east towards the tower.

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Measuring the top wires of the rectangular section of cable strand number 1 at the midpoint of the south section of the west loop.



The marked survey point was placed on the tape around cable strand number 1 at the south mainspan. Also the shape of the cross-section was round here.



There was no marked survey point but there was green flagging placed at the south sidespan for cable strand number 1.



The rounded section of cable strand number 1 at the south mainspan seen from the bottom of the cable strand.