



**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 5:49 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 007 Const Calendar Day: 872 Date: 28-Jan-2012 Saturday

Inspector Name: Boal, Brian Title: Sr. Bridge Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Boal, Brian Approved Date: 22-Feb-12 Status: Approved

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

**Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day  If no, explain:

**Diary:**

Dispute

**PWS Cable System**

Job Stamp STATE OF CALIFORNIA  
04-0120F4 DEPARTMENT OF TRANSPORTATION  
04-SF-80-8.2/8.7 DAILY REPORT Week of 22 JAN 2012  
SFOBB - SAS Brian Boal  
Construction Manager, Cable system



Sunday

Monday

Office

Field

Contractor begins working 12 hour shifts and will work through the weekend

Visited all sites of installation into saddle. Observed twist and slack at south side span at deviation saddle.

Debriefed field staff after work shift

Meetings

With Kevin and Karsten to discuss strand adjustment

Worked 0700 to 1830

11 hours = 3 hours OT

Tuesday

Office

No time in office – all day in field or at abf or djv

Field

Site with Baker and Hosakawa. Spent most of day in field with them examining cable erection. Joined by Maroney.

Mainspan sag 12 mm high. Should adjust closer per agreement. Only about 3mm through saddle

Confirmed w/ Kevin Smith they want to shoot 10mm high for all strands. Agreed OK w/ department

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Saturday

Meetings  
With staff and design re quality of strand installation

Hours 0700 – 19:30 = 12 hours

OT = 4 hours

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Wednesday  
Office

Field

Installation of strand 8 at west end. North side meticulous, south side ok. Complete before towe installation.

Meetings

Safety meeting w field staff and job walk for safety and work planning.

CAT 3:30 – 18:30 reiterated clips missing from East saddle base. Kevin proposes strand sag tolerance of +/- 50.

I think it's ridiculous but requested RFI with all supporing measurements for determining sag ratio.

Als discussed banking of strand at tower due to fre hang cable not in final position as saddle trough is. Not acceptqble as it will result in uncontrolled crossing of wires and strands migrating into ope areas of saddle being pinched when load transfer shifts the cable direction

Work 12 hours

OT 4 hours

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Thursday  
Office

Met Jeff Young visiting BATA consultant. Took BATA to the field

Office work 1330 - 1630

Field

0600 joined crew in field measureing strand sag. Observed procedures of ABF and CT.

0900-1300 Ted Hall and Jeff Young vist site with me to observe early stage of strand erection.

Observed banking of strands at tower saddle. Discussed solution of com-along to pull strand ad rectify banking before placing #9 on top the blocking securely.

1630 back to field with Baker and Hoakawa.

After 1700 observed correction of banked strand on south trough per discussion. Worked pretty well.

Secured w timber blocking. Requested a bigger come-along form other side tomorrow morning. Took sharp steel pry bars out of the hands of ironworker using to manipulate wires. He said they were told to use them. I said no. Left site at 20:00. Left office 2030

Meetings only on site

Hours 0600 to 2030 = 14 hours

OT = 6 hours

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Friday  
Office

Field

0600 to 0730 – joined sag measurement team agin to witness measurement. Returned to office 0800

Called to field at 0830. ABF unilaterally backed out of rectifying banked strand as had been discussed all week and had been prepared las night. I stopped installation of strand 9 on top of 1 until proper measures

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had been taken. Went to site to supervise work. Bob Kick called to inform me that he considered my action a stop work order for the entire job and that the entire site was now on shut down pending continuing installation of strand 9. Work directed by Roman and I was complete by 0900. No delay to anything. Crossed wires in st8 were to be addressed during adjustment at tower but not adjustment necessary. Informed ABF that we will accept provided that we are permitted to inspect condition of strand at end of adjustment prior to removing equipment.

### Meetings

Field staff meeting ABF confirmed they intend to use steel pry bars on strand, that they will not accommodate inspection at the tower after adjustment, and that they would not adjust any strand sag within 50 of target unless directed by the department.

### Saturday

Office

Field

Meetings