



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:07 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 290 Const Calendar Day: 968 Date: 03-May-2012 Thursday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 00:00 AM 00:00 PM Break: 11:30 Over Time: 03:00

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 12 PM 4PM
Precipitation Condition

Working Day [checked] If no, explain:

Diary:

Dispute

cable erection

[checkbox]

Overview of work today:

- We continued the survey for Cable Band (CB) layout in the North side-span, & started the CB layout in the North main-span.

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Shift hours:

- I worked a split shift today since we are continuing a night shift that was started during mid-week. I worked from midnight until 06:30, & then from 19:45 until 24:00. The night shift continued until 09:45 on Friday.

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- At 19:45, I arrived at the pier 7 office, & was on the bridge by 20:05. At this time, ABF's survey crew had already started measuring along the North main-span. Thermal conditions were achieved early today since it was cloudy & rainy throughout the day.
- Note: The Caltrans layout crew included: Matt Bruce, Damon Brown, Victor Altimarano, & I. See their diaries for additional details of the work. For ABF, the layout crew included: Zack Lauria, Dave Adams, & the 4 on-site ABF surveyors (Terry, James, Mike, & Ken).
- From 20:05 until 21:15, I observed ABF's survey practices while they were measuring the North main-span.
- From 21:15 until 23:30 we measured the North main-span with a 60m steel tape uphill from the East saddle. The measured length was 397.237m (versus 397.244m theoretical).
- From 23:30 until 01:00, we continued checking the North side-span CB layout. Matt used the GPS to survey the locations along the top of Cable at several CB locations. I was checking ABF's marks for top center of Cable & 1.5m offset marks. I checked PPs 9, 10, 12, 14, 16, 18, & 20. On each one, the 1.5m offset checked OK, but the top center of Cable did not. I had Matt double-check some of them, & he agreed. Our location for top center of Cable differed from ABF's by as much as 15mm. We paused the top center checks at this time, & Matt spoke with ABF's surveyors to let them know of the differences.
- From 02:00 until 04:00, we measured down the North main-span from the Tower saddle checking the CB location marks that were just laid out by ABF's surveyors. There were some minor differences
- At 04:00, we spoke with ABF Engineer Zack Lauria regarding the differences in top center of Cable locations that we were measuring on the North side-span. Then we all (ABF's crew & us) went to the North side-span to see if we could resolve the differences. The basic reason for the differences was that we were using to separate methods for identifying the top center of Cable. We were identifying the mid-point of the width of the Cable using a caliper with a torpedo level, & then locating the center at the mid-point along the caliper while level. ABF was using a "curv-o-mark" centering head tool. Zack thought that their method was good enough, & decided to continue their layout using this tool. We later spoke with Roman

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Granados & Brian Boal regarding this, see note below.

- From 04:30 until 06:45, we checked ABF's marks for top center of Cable & 1.5m offset marks on the North side-span. ABF re-marked the top center of Cable using their methods. The new marks changed position from the marks laid out last night by 3mm to 18mm.
- From 07:30 until 08:30, Matt & I spoke with Roman Granados & Brian Boal regarding the differences between Caltrans & ABF locations for top center of Cable. Brian explained some of the background & assumptions for Cable band rotations during load transfer. He said that he will speak with Kevin Smith to reach work out a resolution to the issue (which method to use, tolerances, etc).
- From 08:30 until 09:15, I reviewed the data that we collected during the shift.
- From 09:15 until 09:45, I wrote my diary for the day.