



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:06 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 299 Const Calendar Day: 978 Date: 13-May-2012 Sunday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:45 PM 11:59 PM Break: 00:00 Over Time: 04:00

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  If no, explain:

Diary:

Dispute

Cable Band Activities

Overview of work today:

- We started the survey for Cable Band (CB) layout in the South main-span.

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Shift hours:

- I worked a night shift today on Sunday night / Monday morning. I worked from 19:45 until midnight on Sunday, & then from midnight until 06:10 on Monday.

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- At 19:45, I arrived at the pier 7 office, & assembled some equipment that will be needed for the survey checks.
- At 20:15, I was on the bridge. At this time, the ABF survey crew was already measuring along the top of the South main-span.
- Note: The Caltrans layout crew included: Matt Bruce, Victor Altamarano, & 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 20:15 until 21:30, we searched the bridge to try to find ladders & other safety equipment to start our work, & then observed ABF's survey procedures. When ABF reached a point in their survey where we would not be in each other's way, then we started our survey.
- From 21:30 until 03:00, ABF was laying out the locations of the CB centerlines. They marked out the locations twice (once measuring up from the Deviation saddle & once measuring down from the Tower saddle). They had a minor bust at several PPs, & had to lay them out an extra time. The maximum difference between ABF's 2 CB center mark (uphill measured & downhill measured) was 14mm. The difference between most of ABF's uphill & downhill center marks were within 5mm.
- From 22:00 until 23:45, we measured along the top of the South main-span Cable from the Deviation saddle to the Tower saddle with a steel tape. The total measured length between the saddles was 397.664m (versus 397.656m theoretical).
- From 00:15 until 00:45, we ate lunch.
- From 01:30 until 03:30, we again measured along the top of the South main-span Cable from the Deviation saddle to the Tower saddle with a steel tape, checking the location marks that were just laid out by ABF's surveyors. We measured the overall length again, while measuring the spacing between each of the CB centers. The maximum difference from theoretical on our spacing measurements between CB center locations was 6mm. Most of our CB location spacing measurements checked within 2mm of theoretical. The total measured length between the saddles was 397.649m (versus 397.656m theoretical).
- At 04:15, I left the bridge.
- From 04:30 until 05:45, we reviewed the data collected tonight.



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## *Daily Diary Report by Bid Item*

**Job Name:** 04-0120F4

**Inspector Name** Wright, Doug

**Diary #:** 299

**Date:** 13-May-2012 **Sunday**

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- From 05:45 until 06:10, I wrote my diary for the day.

