



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:18 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 577 Const Calendar Day: 982 Date: 17-May-2012 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 07:30 pm Break: 00:30 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 50 - 60 12 PM 50 - 60 4PM 50 - 60

Precipitation 0.00"

Condition Partly cloudy w/high winds up to 30mph

Working Day [ ] If no, explain:

Diary:

Dispute

Work description.

- Wrote an email to address Rob Kobal's request to survey the cross-slope Skyway bikepath. Also talked to Rob later that morning explaining the situation right now that cable work is controlling all facets of the SAS project right now.

- Wrote an email to address TY-Lin designer Hyat Tzir's request to survey the Shear Keys and Bearings at the E2 cap beam to pertinent Caltrans SAS design engineers.

- Had Damon Brown transport surveying equipment for routine maintenance to the following locations:

1.) Two total stations (Nikon DTM851 and Nikon NPL-820 reflectorless) assigned to the SAS office and three tribracks to California Surveying and Drafting Supply in Dublin

2.) GPS receiver and data collector to Engineering Supply Company in Concord

- Per Roman's request I was assigned CCO #247 (number for the time being due to the differences from the South Mainspan cable bands), made a spreadsheet for the perceived measurements to be taken on the cable bands at various stages of stressing prior to going to the field. Per Roman's request I assisted Laraine Woo with measuring the circumference adjacent to the erected cable bands on the North Mainspan cable bands. See Laraine's diary for additional details to the measurements taken as she tabulated the results. Began to measure missing components to the North Mainspan cable bands for Laraine which are tabulated below:

Table with 4 columns: Cable Band No., OS Dist/Rotation Check (Uphill), OS Dist/Rotation Check (Downhill), Suspender-Groove OS. Rows for 50N and 52N.

All values are in millimeters and the rotation measurement is taken looking east where CC denotes a counterclockwise direction. While taking measurements in the afternoon I was informed by Roman to stop taking measurements. The decision was made by the designers to take down all of the North Mainspan cable bands and machine the edges of the male and female halves.

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- After abandoning the measurements for the North Mainspan, myself and Laraine proceeded to take some additional photos for Saman on the North Sidespan cable bands. Saman was working on a report of the North Sidespan cable bands for the designers and need the information ASAP since this is a critical path activity that could cause a delay on the project. I took the pictures for the gaps and counted the estimated number of wires that were pinched within the gap after stressing. Laraine took notes for the picture location and tabulated the number of wires pinched in the gap for me to expedite the inspection. Me and Laraine covered cable bands 16N, 22N, 24N, and 26N while Doug took care of cable bands 10N, and 14N.

- Attended impromptu Team Cable meeting at 5:00pm till 6:45pm regarding the cable band installation. The issues related the structural integrity of the cable band installation and workmanship were discussed.

### Attachment



Cable band installation progress and operations along the Sidespan near the tower.



Terex crane lifting a cable band to be placed on the South Mainspan.



ABF ironworkers in the process of installing a cable band on the South Sidespan.



Cable band installation progress along the South Mainspan.

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ABF ironworkers detensioning a North Sidespan cable band to improve the condition of the gap spacing.



Top gap on the Uphill side of cable band 24N where there is evidence of pinched wires after stressing the cable band.



Bottom gap on the Uphill side of cable band 22N where there is evidence of pinched wires after stressing the cable band.



Bottom gap on the Downhill side of cable band 16N where there is evidence of pinched wires after stressing the cable band.