



**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 090 Const Calendar Day: 303 Date: 08-Jul-2010 Thursday  
 Inspector Name: Bruce, Matt Title: Transportation Engineer  
 Inspection Type: Continuous  
 Shift Hours: 06:30 am 03:00 pm Break: 00:30 Over Time:  
 Federal ID:  
 Location:  
 Reviewer: Mathur, Lalit Approved Date: 14-Jul-10 Status: Approved

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 Overcast in the AM and partly overcast in the PM

Working Day  If no, explain:

**Diary:** Dispute  
**Work description.**  
 - Continued to work on pertinent paperwork related to the stressing the W-Line continuity tendons and strand placement.

04-0120F4 Bid Item: 034 X-W2C-BCT.034 E-W Line Cross Over W2 Cap Cap Beam Continuity Tendons  
 SCHWAGER DAVIS INC.

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> SCHWAGER DAVIS INC.								
Ironworker	FOR	Erin Jones	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Brian Nobile	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	GEN	Ralph Craig	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Bounthaby Singharath	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	James Bond	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	Samnang San	0.00	0.00	0.00	0.00		<input type="checkbox"/>

**Diary:** Dispute

**Work description.** 034 X-W2C-BCT.034  
 - Stressed continuity tendons W1A, W2A (18 strands), W4A, W39A to W42A using the monostrand ram 6-8-0014 with gauge A. It should be noted that one strand in a row of four strands for W2A had a bad dead end wedge. The wedge didn't properly seat at the dead end as seen in the dial of the gauge while extending the ram. After the problem was discovered the strand had been pulled a few feet at the live end. In order to prevent the whole strand from slipping out of the dead end anchorhead SDI ironworkers had to remove the bad wedge and pull the strand back at the dead end with a comealong, see the photo below for additional comments and details. After the problem had been addressed the strand was stressed to the appropriate load and the desired elongation was achieved.   
 - Pushed strand from packs number 8669, 8145, 8183, 8717, and 8712 into W1B to W14B, W17B to W19B.  
 - Began cutting the live + dead end strand tails for the WA continuity tendons thus far.

The following is the list of equipment that SDI has onsite since it is not currently inputted into PMIV:

- Stressing Rams: 6-8-0014, 6-8-134, 6-8-141, and CH600-8-109
- Hydraulic Pumps for Monostrand Rams: 3 units with no designated numbers on the equipment
- Hydraulic Pumps for Multistrand Rams: 1 unit with no designated numbers on the equipment
- Hydraulic Pump for Pushing Strand: HPU-D-110-3K-02

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Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 090

Date: 08-Jul-2010

Thursday

Strand Pusher: No number designated on the equipment

Plasma Cutter (Hypertherm Powermax 1000G3 Series): No number designated on the equipment

- Refer to other Caltrans inspectors diaries for ABF and subcontractors operations and equipment at the W2 cap beam.

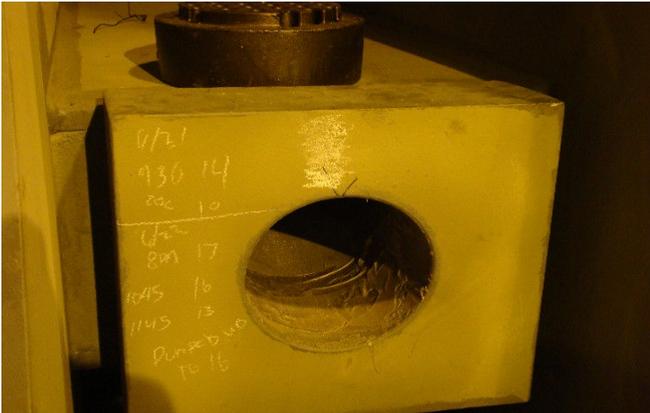
### Attachment



SDI ironworker using a comealong to pull the strand back at the dead end.



American Water Jetting mobilized equipment yesterday and began operations on removing the mandrel plate in CT-41B.



Voids at the bearing plate to stiffener plate joint sealed from the inside with unknown material.



ABF ironworkers removing the bottom and side channels used for the W2W closure concrete placement.