



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 075 Const Calendar Day: 546 Date: 08-Mar-2011 Tuesday

Inspector Name: Iranmanesh, Abbas Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Boal, Brian Approved Date: 10-Oct-13 Status: Approved

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

Weather

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day If no, explain:

Diary:

Dispute

Work description.

The East Saddles Adjustment:

1. The ABF crew started more refinement of the saddle position. The saddle holes are 90mm in diameter and the anchor bolts are 50mm in diameter, thus there is not much room for the desired adjustment. The final adjustment took place with a combination of sight rotation of the saddle with respect to its own axis and the pier W2 wall so that some of the shims behind the saddle either removed or added. The main purpose was to make the path of the cable through the saddle smooth as much as possible at both inlet and outlet side of the saddle. In other words to prevent any kink (bending) in the cable.
2. ABF crews tightened the nuts after the saddle adjustment.
3. ABF is planning to start adjusting the West saddle by first removing the existing gap at the west segment saddle connection by the application of the shim plates and hydraulic jacks to force to close the gap and tighten all the bolts connecting the segments together.
4. The West saddle adjustment will proceed after completion of the connection.
5. The Adjusting of the East and West Saddle probably requires some iteration process until the alignment of the cable between the East and West saddle becomes smooth and satisfactory.
6. The Jacking saddle will be adjusted when the East and West line saddles are adjusted. This saddle also will be adjusted in combination of rotation and movements in order to be aligned with the East and West line saddle.
7. The ABF Engineer, Levi, and the surveyors worked together to refine the saddle adjustment.
8. As it is shown in the pictures ABF could not move the saddle to the predefined target point in the surveying and that is because on the limitations in the saddle movement.
9. The water and water-grout disposal catch up setting for hinges K and one of the 500 gallon tanks was removed by ABF.

ABF Crews:

- Kubala, Jerry (IWF)
- Hernandez, walter (IWJ)
- Hernandez, Roberto (IWJ)
- Calzascia, Jonny (IWJ)
- Melgar, Felix (Laborer)
- James Allen (Surveyor)
- Bob Andres (Surveyor)

Equipment:

- Man lift

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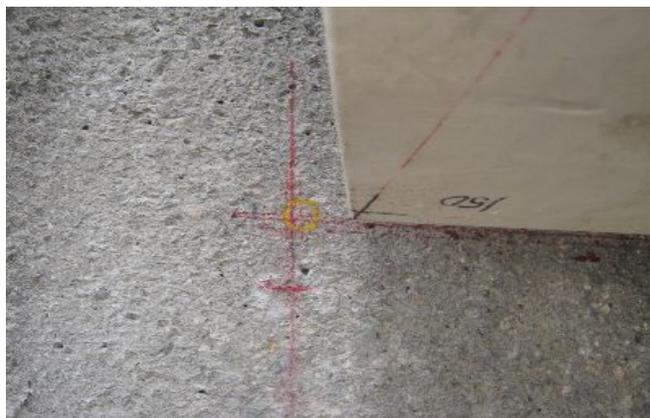
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Attachment



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