Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 254 **Const Calendar Day:** 843 **Date:** 30-Dec-2011 **Friday**
Inspector Name: Altamirano, Victor **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
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** Below 40 **12 PM** 40 - 50 **4PM** 40 - 50
Precipitation **Condition** Clear & Sunny

Working Day ☑ If no, explain:

Diary: Dispute ☐

Work description.

Inspector(s): Victor Altamirano
Date: 123011
Field Work:
Workers were prepping to form PWS # 1 at the east end saddles. I Informed an ABF engineer that the red wires from the PWS need to face on the outboard side per plan. ABF agreed. Initially the PWS was being formed starting from the PWS clamp, however, workers decided to change their strategy and form the PWS from the socket end. Workers first removed any noticeable twist from the strand and then used a strand former to shape the strand from hexagonal into a rectangle shape. About 6m of strand was formed into a rectangle before the workers went on break.
Workers were prepping to install PWS # 1 into the north-east saddle. I observed that the socket was not connected to the PWS rod even though ABF was getting ready to install the PWS into the saddle. I informed our cable lead and after discussing it with ABF they confirmed that the PWS socket will be installed first to the anchor rod prior to placing the strand into the saddle. No issues given that this procedure follows the approved working drawings.
ABF informed me that after workers formed enough of the PWS strand, workers will release slack from the strand starting from the Tower and the slack will extend down the mainspan of the strand. Then workers would anchor the PWS socket into anchor rod and place strand into saddle.
Workers used chain-falls and come-alongs to pull socket closer to the anchor rod on the north main span.
About 10:35, workers began hauling strand # 2. Hauling stopped around 11am and I left the field. I returned about 1pm and observed workers installing the third torpedo clamps. Note that this third torpedo clamp will lie near the north deviation saddle when the strand completes hauling. The first torpedo clamp on the same strand will lie on the south deviation saddle and the second will end up near the center of the jacking saddle. About 2pm, workers were connecting the coupler nut into the PWS socket. After workers installed and tightened the coupler nut, ABF and CT measured about 10mm nut stick-out. Workers applied about one full turn and the stick-out measured about 9.5mm.
Office Work:
I wrote my diary.
Reviewed submittals related to PWS hauling.
My work hours: 9 hours with 1 hours OT.