



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:22 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 073 Const Calendar Day: 873 Date: 29-Jan-2012 Sunday

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 SUNNY

Working Day [checked] If no, explain:

Diary:

Dispute

Cable Hauling

[checkbox]

Inspector: Victor Altamirano (14 overtime)

Date: 012912 (Sunday)

Weather: Partly cloudy and about 42 degrees.

Field Work:

Workers were forming strand # 13 at NDS (95% completed) and SDS (25% completed). This strand at the jacking saddle was formed but not installed. I observed a twist within the strand where the strand was formed. Workers spent some time removing the twist and then workers began installing strand into jacking saddle. After they installed it, the circumference mark was about 1' north from the centerline of jacking saddle. Workers removed the tape from the front face of the strand after it was installed.

Strand # 14 began hauling this morning. A twist was observed on strand # 13 near A6 temporary post on the SDS. Workers were working on removing the twist and removed it. No issues.

Observed wire # 11 from strand # 12 fell behind one wire bay and dropped one wire bay for about a 6' length then wire until the same wire went back into correct position. I informed ABF.

Strand # 14 made it over a roller on the south side span around 0835. Workers immediately put strand back on the roller. No issue on this. Around 1400, strand # 13 was installed at NDS and SDS. All wires appeared parallel and no cross wires observed on NDS for strand # 13. On the SDS, the bottom inner wire migrated to the front face taking the # 1 wire position.

By 1417, the circumferential mark on strand # 13 was about 200mm north. Workers soon after started to adjust strand # 13. Jerry and Jimmy's guys were prepping to float strand # 14.

1411: PWS clamps at NDS and SDS were installed without damage to the strand. No ripped tape observed from the portion of the strand that was about to be floated at west loop. Workers removed strand adjustment jacks prior to floating strand.

By 1520, workers began forming at west end. No slippage of torpedo clamps observed. I noticed that more timber blocks than usual were installed at the SDS.

I observed that there were soft slings attached to both sides of strand # 8 adjacent to the trough where strand # 14 was going to be installed to keep adjacent strand from collapsing wires. Strand # 15 started hauling about 1615. I observed that the 11th wire was not marked with a marker near temporary post A5 as part of the 11 wires. I informed the foreman and he marked it.

Per ABF engineer, tape will be removed from the front face of the strand at the deviation saddles only due to increase friction possibly preventing the strand to move during adjusting. Tape will be left on all faces of the strand at the jacking saddle.

By 1646, strand # 14 was installed at jacking saddle and strand # 15 made it to the west end. Workers completed forming strand # 14 at NDS by 1700 and started installation at 1705. The SDS crew began installation at 1715. I observed that the circumferential mark for strand #14 was about 170mm south of the centerline of jacking saddle.

Workers at NDS installed about 12' of strand by 1807. Workers had trouble installing strand due to conflict



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Job Name: 04-0120F4 **Inspector Name** Altamirano, Victor **Diary #:** 073 **Date:** 29-Jan-2012 **Sunday**

with restraint bracket and saddle trough and there was not enough room to install a jack to lift up the divider plates and install the strand given that there were strands previously installed in this particular trough. They had to remove about 6' of strand and re-form some of the strand that had loose wires before continuing re-installing the strand.

Office Work:

I wrote my diary.

I filled out PWS checklist forms.

04-0120F4 Bid Item: 067 C-PWS-001.067 Install & Adjust PWS 1-5

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	JOSEPH STONE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	MATTHEW HOLT	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	JONATHON BISKNER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	LONNY CANDELARIA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	PAUL MATA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	MICHAEL DRAPER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	MICHAEL PORTILLO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	Tony Miranda	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	RYAN EVANCHIK	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	JAMES BENNINGHOVE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	RYAN NASH	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	JERRY KUBALA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	JONATHAN CANITES	0.00	0.00	0.00	0.00		<input type="checkbox"/>

04-0120F4 Bid Item: 067 C-PWS-011.067 Install & Adjust PWS 11-15

AMERICAN BRIDGE/FLUOR, A JV