



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:02 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 281 Const Calendar Day: 877 Date: 02-Feb-2012 Thursday

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 If no, explain:

Diary:

Dispute

Work description.

Inspector: Victor Altamirano (13 hours total including 5 hour overtime)

Date: 020212

Weather: Sunny

Field Work:

About 0938, I observed workers installing strand # 20 on all saddles in the west end. About half is installed at the jacking saddle.

There was an issue with the north floating arm. A portion of a weld connected to a stiffener on the floating arm broke and the weld appeared gouged. ABF addressed this issue by re-welding the same plate and providing a larger weld. The same large weld was provided on the south floating arm stiffener. Workers completed welding and bolted the PWS clamp to strand # 20 to both floating arms by 1115.

Strand #20 was installed at jacking saddle by 1330 and about 30% installed at SDS by 1330. Strand #21 was being hauled by 1405 and strand # 20 was installed at NDS. ABF added tension to hanger rods after installing strand #20 around 1545. By 1615, workers began floating strand #21 at west loop.

I observed a welder back-gouging a stiffener on the restraint system at every restraint bracket on the NDS. Workers installed strand #21 into jacking saddle below the divider plate halve. They shook out strand from any loose wires with a rubber mallet and installed restraint brackets. Workers in the NDS then installed tape approximately every 3' before installing strand.

I observed strand # 22 was at the north transfer arm by 1751. About 12' of strand was bird caging during forming at the SDS for strand #21 by 1839. The strand bird-caging is chased past the saddles when the strand is formed into a rectangular cross-section. I've observed that the loose wires from the bird-caging dissipates after a few days, however, it is case-by-case basis and depends on how bad the strand birdcages.

Office Work:

I wrote my diary.

I filled out PWS checklist forms.

Refer to Abbas Iranmanesh for workers hours / names at west end.

