



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:48 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 010 Const Calendar Day: 901 Date: 26-Feb-2012 Sunday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 03:15 am 12:15 pm Break: Over Time: 08:00

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 12 PM 4PM

Precipitation Condition Sunny with the morning Fog

Working Day If no, explain:

Diary:

Dispute

cable erection

Tower Saddle: Adjusting of the Strands

I was in the field at about 3:15 as part of the CT's adjusting team. At the time of my arrival to the site, the ABF's adjusting crew were taking apart the jacking assembly off Strand #55North and leaving the Strand Adjuster Grip Assembly on the strand. It seemed that this strand on the North side was the first one adjusted. However, asking Tony he indicated that Strand #62North, which was the next one adjusted per my observation, was indeed the very first strand adjusted. This needs to be verified with Alex Schmitt

The adjusting of strand on the North side continued as follows:

- 1)#62 (if #55 was not the first one adjusted)
- 2)#58 at 3:56
- 3)#59
- 4)#60 at 4:25
- 5)#61 at 4:34 and done at 4:45

The operation then moved to the South side in the following order:

- 6)#56 Side Span at 5:33 moving 3mm West with the adjustment ending at 5:45
- 7)#57 Side Span at 5:58 and done at 6:11
- 8)#58 Side Span at 6:12: It was pulled to the West and then East, ending at 6:29;
- 9)#59 Side Span at 6:35 and at 6:49 it was declared acceptable by Zach;
- 10)#60 was done at 7:03;
- 11)#61 was done at 7:23 but was not CT confirmed;

It should be noted that the operation on the side span began by placing the Adjusting Jack on Strand #62 over on the Main Span. When the jack was about to be placed on the Side Span, it was determined that the adjusting of Strand #62 has to be abandoned. This was due to the interference with strand #61, which does not afford the surveyor a clear shot at strand #62. Consequently, Strands No. 61 and 62 will be CT confirmed tomorrow morning.

As expected, I did not observe much movement of strands in the form of "bird caging" at all, for the adjustment was done in very small increments. However, I do not know at what point some of the wood blocks on the East side of the South saddle were removed. I will have to investigate this further on Monday.

NOTE

As can be seen in the following photos, the Strand Adjuster Grip Assembly was kept on the strands while



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measurements were being taken, thus somewhat affecting the natural sag of the strands. On the East side there were two such assemblies on strands at any one time per side (North or South.) Alex indicated that he will talk to Zach about this issue to have them address this issue by removing the assemblies during measurement.

Following the conclusion of the operation, I headed back to the office for the documentation purposes as the 6-man ABF crew headed to the East end.

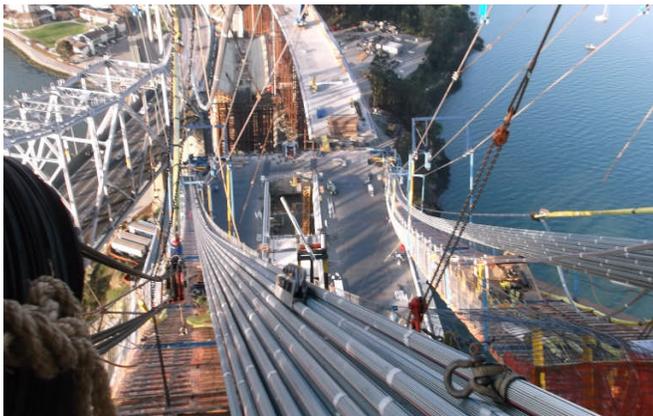
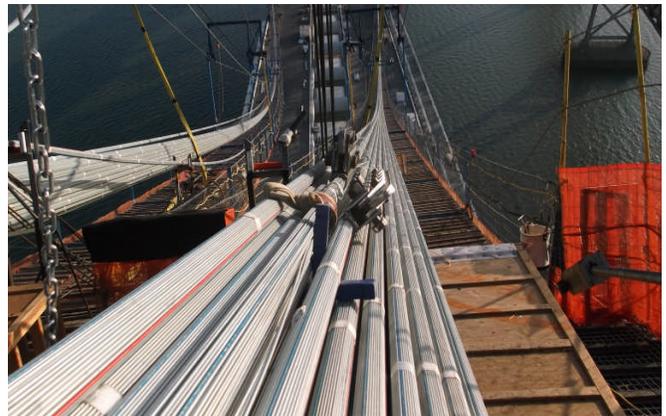
Hours worked: 3:15 – 12:15
Overtime Hours: 8

04-0120F4 Bid Item: 067 C-PWS-006.067 Install & Adjust PWS 6-10
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	FOR	GARY ANDERSON	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	JACOB MECHE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	KEVIN RATCLIFF	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	CHRISTOPHER BISKNER	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Attachment



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