



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:05 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 307 Const Calendar Day: 987 Date: 22-May-2012 Tuesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:30 AM 07:00 PM Break: 00:30 Over Time: 04:00

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

Working Day [checked] If no, explain:

Diary:

Dispute

Cable Band

[checkbox]

Overview of work today:

Cable Band (CB) bolt tensioning was ongoing on the South side-span, & CB re-installation was ongoing on the North main-span. Also, installation of suspender ropes was started in the North side-span.

I was inspecting James Sturgeon's crew on CB bolt tensioning, Kevin Karber's crew on bolt tensioning, & Aaron Kent's crew on suspender rope installation. See below for a list of labor for these crews. Others (L. Woo, S. Daouk, V. Altamarano, A. Iranmenesh) were inspecting the CB installation, CB cleaning, & CB grinding. See their diaries for additional details.

- I arrived at the pier 7 office at 06:30, checked email, & was on the bridge at 07:00.

Work on CB installation & tensioning:

- From 07:00 until 08:00, James' crew was tensioning the CB bolts at PP24S.
- From 07:00 until 10:30, Tony's crew was off-loading suspender ropes from a barge to the bridge deck.
- From 08:00 until 08:20, James crew was mobilizing the tensioning equipment to PP26S for initial tensioning. During this time, I made the final CB measurements at PP24S of the gaps between CB halves, offsets to the 1.5m reference lines, circumferences, rotation line offset from top groove center, & suspender groove alignment. All of the checks were within tolerance.
- From 08:20 until 08:55, James' crew was tensioning the CB bolts at PP26S.
- Note: they brought out a spare bolt to replace bolt 26S5 that had bad threads. I spoke with ABF Engineer Ben Jones, & he told me that they had done the extensometer measurement on the unstressed length of this spare bolt earlier this morning. See attached photo.
- At 08:55, James crew started to mobilize the tensioning equipment to PP22S for initial tensioning. At this time, I made the final CB measurements at PP26S of the gaps between CB halves, offsets to the 1.5m reference lines, circumferences, rotation line offset from top groove center, & suspender groove alignment. All of the checks were within tolerance.
- At 09:00, Roman Granados called me, & asked that I switch to inspect suspender rope installation in the North side-span. See the diary of Victor Altamarano for details of the bolt tensioning done by James' crew for the rest of the day.
- From 09:00 until 10:30, Aaron's crew was laying out the uphill & downhill suspender ropes to CB 12N.
- From 10:30 until 11:40, they used the 888 crane to pick the uphill & downhill suspender ropes at PP12N. No damage was done during the installation, & the suspenders were installed properly with the center marks aligned with the top CB groove.
- At 11:30, I noticed that Kevin Karber's crew was starting to tension CB bolts at the bottom of the South side-span at PP10S. I checked on this crew while also inspecting the suspender rope installation. I



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focused more on the CB bolt tensioning, with intermittent inspection of the suspender rope installation. Kevin's crew was tensioning the CB bolts at PP10S from 11:30 until 13:45. They worked for over 1 hour trying to equalize the gaps between CB halves.

- From 11:40 until 13:45, Aaron's crew was laying out the uphill & downhill suspender ropes to CB 10N.

Note: the uphill suspender rope at PP10N did not have the center marked on it. I called Warren Collins to ask how it should be measured to mark it out, & he told me that it is halfway between the suspender sockets. ABF marked out the new center mark, & I measured to check the distance from each socket. My measurement for the location of the mark should be was within 2mm of ABF's mark.

- From 13:45 until 14:20, Kevin's crew was mobilizing the tensioning equipment to PP12S for initial tensioning. During this time, I made the final CB measurements at PP10S of the gaps between CB halves, offsets to the 1.5m reference lines, circumferences, rotation line offset from top groove center, & suspender groove alignment. All of the checks were within tolerance except that the bottom gaps between CB halves were not parallel within tolerance (the bottom uphill gap is 18mm, & the bottom downhill gap is 26mm). However, the crew spent a lot of time trying to get the gaps to equalize, but the gaps always went back to about the same 8mm difference between uphill & downhill gaps.

- From 13:45 until 14:30, they used the 888 crane to pick the uphill & downhill suspender ropes at PP10N. No damage was done during the installation. The center mark on the uphill suspender was aligned with the CB top groove. Originally, the center mark on the downhill suspender was aligned with the CB top groove, but it shifted when installing the uphill suspender. It is now mis-aligned by about 25mm. ABF Engineer Adam Reed said that they planned to correct its position later.

- 14:20 until 15:15, Kevin's crew was tensioning the CB bolts at PP10S. After they had finished, I made the final CB measurements at PP10S of the gaps between CB halves, offsets to the 1.5m reference lines, circumferences, rotation line offset from top groove center, & suspender groove alignment. All of the checks were within tolerance.

- From 15:15 until the end of the shift, Kevin's crew de-mobilized all of the tensioning equipment from the South side-span since tensioning on all of the CBs in that span has been completed.

- Note on CB tensioning: At no point in during the bolt tensioning did the jack pressures exceed 17,400 psi.

- At 16:45, I left the bridge.

- From 17:00 until 18:00, I spoke with Roman Granados & Warren Collins to give them an update of the activities from the field for today.

- From 18:00 until 18:30, I filled out the inspection checklists for the CB installation & tensioning that I inspected today.

- From 18:30 until 19:00, I wrote my diary for the day.

04-0120F4 Bid Item: 067 C-PWS-CBD.067 Install Cable Bands

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	APP	HENRY HERNANDEZ	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	MATTHEW COCHRAN	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	AARON KENT	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	KEVIN KARBER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	MORRIS ROBERSON	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	JAMES WILKERSON	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	ROBERT MARTELL	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	LUIS PLANCARTE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	JAMES STURGEON	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Ironworker	APP	JACOB MECHE	8.00	0.00	0.00	8.00	About 4 hrs CCO (re-install CB) & 4 hrs item work	<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	8.00	0.00	0.00	8.00	About 4 hrs CCO (re-install CB) & 4 hrs item work	<input type="checkbox"/>
Ironworker	APP	JONATHON BISKNER	8.00	0.00	0.00	8.00	About 4 hrs CCO (re-install CB) & 4 hrs item work	<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	8.00	0.00	0.00	8.00	About 4 hrs CCO (re-install CB) & 4 hrs item work	<input type="checkbox"/>



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Ironworker	FOR	ANTHONY COSTA	8.00	0.00	0.00	8.00	About 4 hrs CCO (re-install CB) & 4 hrs item work	<input type="checkbox"/>
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Attachment



Suspender 12N-downhill being hoisted into place



Suspender ropes at top of CB at PP10N (uphill aligned, but downhill not aligned by about 25mm)



Spare bolt used in place of 26s5 which had bad threads



Clamps for rigging suspender ropes with neoprene pads in areas that contact the suspender