



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:02 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 323 Const Calendar Day: 17 Date: 21-Jun-2012 Thursday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:45 AM 07:40 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 Compaction

[checkbox]

Overview of work today:

Cable compaction continued today on the North & South main-spans. Also, Cable swing-out of the South main-span, re-tensioning of able Band bolts, & installation of load transfer friction clamps was ongoing.

I was inspecting Gary Anderson's's crew on compaction of the South main-span. See below for details of the work performed, & a list of labor for this work. Others (S. Daouk, V. Altamarano, L. Woo) were inspecting re-tensioning of Cable Band bolts, Cable compaction of the North main-span, Cable swing-out of the North main-span, & the installation of the load transfer friction clamps.

- I arrived at the pier 7 office at 06:45, & arrived at the bridge at 07:00.

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Cable Compaction – South main-span:

- At 07:05, Gary's crew was continuing the compaction of the South main-span.
- Compaction continued from PP114.5.
- The pressures were kept fairly constant during compaction. The normal operation was to bring up the jack pressures to about 8500 psi, & then hammer the Cable to excite the wires. This hammering would typically drop the pressures down to about 7000 psi. They would then re-squeeze to bring the jack pressures back up to 8500psi, & then they would attach the straps around the Cable & release.
- The production rate throughout the shift was a squeeze about every 30 minutes until near the end of the shift when production slowed down due to the fact that the compaction equipment started to interfere with the OBG.
- At 10:30, they had to back up & re-compact the area near PP116 because the Cable diameters were not acceptable.
- From 13:20 until 14:00, there was a pause in the compaction because they had to remove the pump from the compaction frame. It was interfering with the edge of the OBG.
- From 16:45 until 18:15, there was a pause in the compaction because they had to wait for the Cable swing-out. They needed to swing-out the Cable the full amount so that the compactor could clear the edge of the OBG.
- At 19:00, Gary's crew wrapped up their tools to end their shift.

The readings below were measurements taken by me on at the strap locations. They are after the load was released, & at a 20 degree rotation.

Strap 114-5: Height = 798mm - Width = 789mm
Strap 114-6: Height = 798mm - Width = 787mm

## Daily Diary Report by Bid Item

Job Name: 04-0120F4    Inspector Name Wright, Doug    Diary #: 323    Date: 21-Jun-2012    Thursday

Strap 114-7: Height = 797mm - Width = 788mm  
 Strap 114-8: Height = 797mm - Width = 789mm  
 Strap 114-9: Height = 798mm - Width = 788mm  
 Strap 114-10: Height = 796mm - Width = 785mm  
 Strap 114-11: Height = 797mm - Width = 788mm  
 Strap 114-12: Height = 796mm - Width = 789mm  
 Strap 116-1: Height = 797mm - Width = 787mm  
 Strap 116-2: Height = 795mm - Width = 783mm  
 Strap 116-3: Height = 794mm - Width = 785mm  
 Strap 116-4: Height = 793mm - Width = 785mm  
 Strap 116-5: Height = 793mm - Width = 792mm  
 Strap 116-6: Height = 794mm - Width = 794mm  
 Strap 117-1: Height = 792mm - Width = 792mm  
 Strap 117-2: Height = 793mm - Width = 790mm

Also, circumference measurements were taken at every strap. These measurements were recorded on the compaction inspection checklist.

- At the end of the shift, I met with ABF Engineer Ankur Singh to review the diameter & circumference measurements on the portion of the Cable that was compacted today. I agreed that the dimensions were acceptable, & signed the buy-off sheet.
- At 19:05, I left the bridge.
- From 19:10 until 19:40, I wrote my diary for the day, & filled out the inspection checklist.

**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
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Operator	APP	SCOTT ROSS	8.00	2.00	2.00	12.00		<input type="checkbox"/>
Ironworker	JNM	HAYES BATISTE	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	8.00	2.00	2.00	12.00		<input type="checkbox"/>
Ironworker	JNM	JOSE ALFARO	8.00	2.00	2.00	12.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	8.00	2.00	2.00	12.00		<input type="checkbox"/>
Ironworker	FOR	GARY ANDERSON	8.00	2.00	2.00	12.00		<input type="checkbox"/>

