



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 448 Const Calendar Day: 185 Date: 06-Dec-2012 Thursday
 Inspector Name: Wright, Doug Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 07:00 AM 06:00 PM Break: 00:30 Over Time: 02:00
 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	4 PM
Precipitation			Condition

Working Day If no, explain:

Diary:

Dispute

Load Transfer Activities

Overview of Cable work today:
 The following work was ongoing today on the Cable:
 - Cable wrapping
 - Installation of split collars
 - Painting of suspender ropes
 - Installation of suspender clamps

Today I was inspecting Tony Costs's crew on installation of split collars & other suspender bracket hardware at PP 106. See the diaries of L. Woo, A. Schmitt, M. Bruce, V. Altamarano, & S. Soheilifard for additional details of Cable field work.

- I arrived at the bridge at 07:10. For the entire shift, I was inspecting the installation of suspender bracket hardware at PPs 106N & 106S. See below for a list of activities & observations on these operations.

At PP 106N:

- The load was transferred to the suspender ropes (this was started yesterday).
- After the load was transferred to the suspenders, I checked the bearing surfaces between the bearing plates & the shim stacks. On 3 of them, the bearing surface was acceptable. At one location (east-outboard), the shim stack was not in tight contact with the bearing plate (approximately 50% of the surface area was bearing). I informed ABF Engineer Adam Reeve, & also called Roman Granados & Warren Collins regarding this issue.
- The elastomeric collars were installed.
- The front halves of the split collars were installed.
- The top closure plate was installed, but the bolts were not tensioned. - Note: they did not apply caulking under the angle point in the closure plate per RFI-1505. I informed Adam Reeve of this, & he said that he would have the plates lifted, & the caulking added.
- They then started to work to correct the lack of bearing on the one shim stack.
- The load was transferred from the suspender ropes back to the temporary load transfer rods.
- The shim stacks were removed.
- The small keeper bearing plate was removed & re-installed in the correct orientation.
- The shim stacks were re-installed.
- The load was transferred from the temporary rods to the suspender ropes.
- I again checked the bearing surfaces between the bearing plates & the shim stacks. This time, all of the bearing surfaces were in tight contact.
- Removal of the load transfer jacking equipment was started.

Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Wright, Doug Diary #: 448 Date: 06-Dec-2012 Thursday

At PP106S:

- The small keeper plates & bearing plates were installed on the underside of the bottom flange.
- The bolts connecting the keeper plates & bearing plates to the bottom flange were tensioned by turn-of-the-nut method (snug, plus ½ turn).
- The shim stacks were installed.
- The suspender center marks were aligned with the top groove between CB halves.
- The load was transferred from the temporary rods to the suspender ropes. - Note: the maximum pressure during this time was 5000 psi, which is below the reduced do-not-exceed load of 5800 psi.
- After the load was transferred to the suspenders, I checked the bearing surfaces between the bearing plates & the shim stacks. On all of them, the bearing surface was not perfect, but generally acceptable.
- The elastomeric collars were installed.
- The front halves of the split collars were installed.
- They then started to work to improve the bearing surface fit.
- The load was transferred from the suspender ropes back to the temporary load transfer rods.
- The shim stacks were removed.
- 2 of the small keeper bearing plates were removed & swapped positions.
- The shim stacks were re-installed.
- The load was transferred from the temporary rods to the suspender ropes.
- I again checked the bearing surfaces between the bearing plates & the shim stacks. All of the bearing surfaces were in tight contact.

- At 17:20, I left the bridge.
- From 17:30 until 18:00, I wrote my diary for the day & checked email.

04-0120F4 Bid Item: 067 C-PWS-WCS.067 Wrap Cable System

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	RYAN EVANCHIK	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	Robert Larue	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	ZACHARIAH MACDONALD	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JONATHON BISKNER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	8.00	2.00	0.00	10.00		<input type="checkbox"/>

