



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 3:43 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 451 Const Calendar Day: 189 Date: 10-Dec-2012 Monday
Inspector Name: Wright, Doug Title: Transportation Engineer
Inspection Type: Continuous
Shift Hours: 06:50 AM 06:20 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 4PM
Precipitation Condition

Working Day [checked] If no, explain:

Diary:

Dispute

Load Transfer Activities

[checkbox]

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

Today I was inspecting Tony Costs's crew & Gary Anderson's crew on installation of split collars & other suspender bracket hardware at PPs 104, 108, & 110. See the diaries of L. Woo, M. Bruce, V. Altimarano, B. Brignano, & S. Soheilifard for additional details of Cable field work.

- I arrived at the pier 7 office at 06:50. I spoke with Alex Schmitt regarding turnover from the work done yesterday that he inspected, & then was on the bridge at 07:30 For the entire shift, I was inspecting the installation of suspender bracket hardware at PPs 104S, 108S, 110S, 108N, & 110N. See below for a list of activities & observations on these operations.

At PP 108N:

- The load was transferred from the temporary load transfer rods to the suspender ropes.
- The elastomeric collars were installed.
- The front halves of the split collars were installed.
- Note: When the split collars compressed against the elastomeric collars, there was separation between the halves of the elastomeric collars. See attached photo. The suspender ropes at this PP want to push against one half of the collar more than the other half of the collar, which causes additional squeezing & stretching of that half of the elastomeric collar. They made 2 attempts at the installation of these collars, with similar results.
- The load transfer jacking equipment was removed.
- The suspender anchor rods were tensioned up to 16,400 psi with the bolt-tight tensioners. After the anchor rods were tensioned, the jam nuts were installed on the anchor rods.

At PP 110N:

- The rear halves of the split collars were installed.
- Note: All 4 of the holes through the suspender bracket web had to be reamed per RFI-3116.

At PP 104S:

- The top closure plates were loosely installed.

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- The suspender bracket top flange plate was match marked in the area of the additional holes in the top closure plates (these holes were needed during swing-out).
- The top closure plates were removed.
- The match-marked locations were drilled through the suspender bracket top flange, & then the drilled holes were painted with MC zinc 100 primer.
- The top closure plates were installed above the top flange. - Note: caulking was added at the angle break of the closure plate per note 2 on the revised contract plan sheet.
- The 24mm bolts were installed & tensioned in the top closure plates by turn-of-the-nut method (snug plus half turn).
- I witnessed torque verification of the tensioned bolts at PP 104S (closure plate bolts & bearing plate bolts). They all passed.

At PP 108S:

- The rear halves of the split collars were installed.
- The suspender center marks were aligned with the top gap between CB halves.
- The load was partially transferred from the temporary load transfer rods to the suspender ropes.
- The elastomeric collars were installed.
- The front halves of the split collars were installed.
- The rest of the load was transferred from the temporary load transfer rods to the suspender ropes.
- The load transfer jacking equipment was removed.

At PP 110S:

- The rear halves of the split collars were installed.
- Note: 2 of the holes through the suspender bracket web had to be reamed per RFI-3116.
- Installation of the elastomeric collars was started (the back halves only).
- At 17:00, I left the bridge.
- From 17:10 until 18:00, I downloaded photos of the elastomeric collar separation at PP 108N, & spoke with Warren Collins. Also, I emailed Warren, Brian Boal, George Baker (TY Lin), & Roman Granados regarding this issue.
- From 18:00 until 18:20, 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	JOSE ALFARO	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	RENE ESQUIVEL	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	GEN	GARY ANDERSON	8.00	2.00	0.00	10.00		<input type="checkbox"/>
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"/>



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Inspector Name Wright, Doug

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Date: 10-Dec-2012 Monday



Separation of elastomeric collar at PP 108N (east-outboard)