



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 11:17 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 476 Const Calendar Day: 240 Date: 30-Jan-2013 Wednesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:50 AM 08:50 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 If no, explain:

Diary:

Dispute

CCO #291 replace CB bolts

Overview of Cable work today:

The following work was ongoing today on the Cable:

- Cable wrapping
- Painting of suspender ropes & main Cable
- CCO-291 work for replacing cable band (CB) bolts

Today I was inspecting Tony Costa's crew on CCO-291 work of replacing CB bolts. See the diaries of L. Woo, S. Soheilifard, & A. Iranmenesh for additional details of Cable field work.

- I arrived at the pier-7 office at 06:50, & I arrived on the bridge at 07:00.
- Tony Costa, Casey Lux, Ryan Evancheck, & Robert Larue each worked 12.5 hours on CCO-291 today. Howard Shroyer, Chris Rayne, & John Perine worked 2 hours of double time on CCO-291 today. Favco operator Nick Shafer worked 3 hours (1 regular & 2 DT) on CCO-291 today.
- Note: The new bolt-tight jacks & pump were being used to tension the new bolts. They were using pump #12928327 / 2

CCO-291 work for replacing CB bolts at PP 40N:

Work on replacing the CB bolts at PP 40N was completed today. The following were the steps done to complete the work.

- These bolts were being replaced 3 at a time. 3 bolts were de-tensioned & removed, & then new bolts were installed & tensioned to 24,000 psi (about 1.1 MN).
- Note: there was no difficulty in removing the bolts today. The difficulty experienced yesterday while removing some bolts appears to be a localized issue near the bottom uphill of the CB where the CB has evidence of bending.
- Note: there was some rust noted on the CB bolts near the head of the bolts similar to PP 40S yesterday.
- Bolts 2, 4, 6, 8, 10, & 12 were replaced yesterday. All of the rest of the bolts were replaced today.
- All of the new bolts were tensioned simultaneously to 29,000 psi (about 1.4 MN). The pressure was cycled up 3 times to try to minimize seating losses.
- Extensometer measurements were taken by A. Schmitt, M. Bruce, & J. Lyons. I calculated the new elongations & load on each of the new bolts. The minimum load on the new bolts was about 1.07 MN, the maximum load was about 1.41 MN, & the average was about 1.25 MN. This information was given to Roman Granados & Warren Collins.
- Note: I did a final inspection after the tensioning was completed. There appeared to be no damage to



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the CB caulking (see attached photo). Also, the wrapping wire appeared to maintain good tension at the terminations at the CB.

CCO-291 work for replacing CB bolts at PP 44N:

Work on replacing the CB bolts at PP 44N was completed today. The following were the steps done to complete the work.

- These bolts were being replaced 3 at a time. 3 bolts were de-tensioned & removed, & then new bolts were installed & tensioned to 24,000 psi (about 1.1 MN).
- Note: There was no difficulty in removing or re-installing any of the bolts.
- Note: There was no rust on the bolts removed at PP 44N, which is different from the bolts recently removed at PP 40S & 40N.
- All of the new bolts were tensioned simultaneously to 29,000 psi (about 1.4 MN). The pressure was cycled up 5 times to try to minimize seating losses.
- Extensometer measurements were taken by A. Schmitt, M. Bruce, & J. Lyons. I calculated the new elongations & load on each of the new bolts. The minimum load on the new bolts was about 0.98 MN, the maximum load was about 1.35 MN, & the average was about 1.15 MN. This information was given to Roman Granados & Warren Collins.

CCO-291 work for replacing CB bolts at PP 44S:

These bolts were being replaced 3 at a time. 3 bolts were de-tensioned & removed, & then new bolts were installed & tensioned to 24,000 psi (about 1.1 MN).

- Note: there was some difficulty removing the old bolts, particularly bolts 2, 4, 6, & 8 in the bottom uphill area of the CB. The 2 halves of the CB have a vertical offset.
- Bolts 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, & 21 were done today.
- Note: The bolt-tight equipment would not thread onto bolt 44S #12. This bolt was not used, & the bolt that was previously identified as bolt 44S #1 was renamed 44S #12, & installed into the #12 position in the CB.

- At 19:15, I left the bridge.
- From 19:30 until 20:30, I spoke with Brian Boal, Roman Granados, Warren Collins to give them an update on the field work for the CB bolt replacement. Also, they informed me of some minor modifications to the bolt replacement procedure to be used at PP 34S tomorrow.
- From 20:30 until 20:50, I wrote my diary for the day & checked email.

04-0120F4 Bid Item: 067 C-SUS-SCC.067 Install Suspender Clamps, Separators, Collars

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 | GEN | John Perine | 0.00 | 0.00 | 2.00 | 2.00 | | <input type="checkbox"/> |
| Operator | OTH | CHRISTOPHER RAYNE | 0.00 | 0.00 | 2.00 | 2.00 | | <input type="checkbox"/> |
| Operator | JNM | HOWARD SCHROYER | 0.00 | 0.00 | 2.00 | 2.00 | | <input type="checkbox"/> |
| Operator | OTH | NICOLAUS SHAFER | 1.00 | 0.00 | 0.00 | 1.00 | | <input type="checkbox"/> |
| Ironworker | JNM | RYAN EVANCHIK | 8.00 | 2.00 | 2.50 | 12.50 | | <input type="checkbox"/> |
| Ironworker | JNM | Robert Larue | 8.00 | 2.00 | 2.50 | 12.50 | | <input type="checkbox"/> |
| Ironworker | APP | AUGIE SOLIS | 0.00 | 0.00 | 0.00 | 0.00 | | <input type="checkbox"/> |
| Ironworker | JNM | CASEY LUX | 8.00 | 2.00 | 2.50 | 12.50 | | <input type="checkbox"/> |
| Ironworker | FOR | ANTHONY COSTA | 8.00 | 2.00 | 2.50 | 12.50 | | <input type="checkbox"/> |



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The old bolts from PP 44N were not rusty, & generally in good condition.



Tensioning of new CB bolts at PP 44N



Caulking at the CB at PP 40S appears in good condition after the re-tensioning