



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 480 Const Calendar Day: 245 Date: 04-Feb-2013 Monday
 Inspector Name: Wright, Doug Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 07:00 AM 05:40 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

Cable Band Bolting

Overview of Cable work today:
 The following work was ongoing today on the Cable:
 - Tensioning of cable band (CB)
 - Painting of suspender ropes & main Cable

Today I was inspecting Mike Draper's crew on final tensioning of CB bolts & James Beninghove's crew on misc work. I spent the majority of the shift with Mike's crew since James' crew was doing mostly misc work. 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 07:00, & I arrived on the bridge at 07:15.
- From 07:15 until 07:30, James' crew tensioned (snug plus half turn) the A325M bolts through the bearing shims under the East saddles. For the remainder of the shift, James' crew worked on replacing catwalk tie-up cables. They were removing the old ones which were covered in zinc paste, & installing new clean cables with vinyl flow sleeves.
- From 07:15 until 08:20, Mike's crew was moving jacking equipment onto the South side-span catwalk to get ready to start tensioning CB bolts.
- From 08:20 until 08:30, Mike's crew tensioned the CB bolts at PP 38S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. During & after the tensioning, I kept an eye on the gaps between CB halves & the caulking. After the first cycle of tensioning, the bottom-uphill gap between CB halves was less than 1mm, so I told the crew not to include bolt numbers 2 & 4 in the second & third tensioning cycles.
- From 08:30 until 09:10, Mike's crew moved the pump & jacks to PP 36S.
- From 09:10 until 09:20, Mike's crew tensioned the CB bolts at PP 36S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. During & after the tensioning, I kept an eye on the gaps between CB halves & the caulking. There was no noticeable change in the gaps, & no damage to the caulk.
- From 09:20 until 11:00, Mike's crew moved the pump & jacks to PP 32S.
- From 11:00 until 11:10, Mike's crew tensioned the CB bolts at PP 32S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. During & after the tensioning, I kept an eye on the gaps between CB halves & the caulking. There was no noticeable change in the gaps, & no damage to the caulk.
- From 11:10 until 11:50, Mike's crew moved the pump & jacks to PP 30S.
- From 11:50 until 12:00, Mike's crew tensioned the CB bolts at PP 30S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. During & after the tensioning, I kept an eye on the gaps between CB halves & the caulking. There was no noticeable change in the gaps, & no damage to the caulk.

Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Wright, Doug **Diary #:** 480 **Date:** 04-Feb-2013 **Monday**

- From 12:00 until 12:30, lunch.
- From 12:30 until 13:40, Mike's crew moved the pump & jacks to PP 28S.
- From 13:40 until 13:50, Mike's crew tensioned the CB bolts at PP 28S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. During & after the tensioning, I kept an eye on the gaps between CB halves & the caulking. There was no noticeable change in the gaps, & no damage to the caulk.
- From 13:50 until 14:40, Mike's crew moved the pump & jacks to PP 26S.
- From 14:40 until 14:50, Mike's crew tensioned the CB bolts at PP 26S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. During & after the tensioning, I kept an eye on the gaps between CB halves & the caulking. There was no noticeable change in the gaps, & no damage to the caulk.
- From 14:50 until 16:00, Mike's crew moved the pump & jacks to PP 24S.
- From 16:00 until 16:10, Mike's crew tensioned the CB bolts at PP 24S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. During & after the tensioning, I kept an eye on the gaps between CB halves & the caulking. There was no noticeable change in the gaps, & no damage to the caulk.
- From 16:10 until the end of the shift, Mike's crew was removing the jacking equipment from the catwalk. They were planning to move to the South main-span.
- At 16:45, I left the bridge.
- From 17:00 until 17:20, I spoke with Warren Collins regarding RFI-3180 (counter-boring holes near the East saddles).
- From 17:20 until 17:40, 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		THADDEUS BOOKER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JAMES MIRANDA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	MICHAEL DRAPER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	Jose ALFARO	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	THOMAS CERVANTES	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	FOR	JAMES BENNINGHOVE	8.00	2.00	0.00	10.00		<input type="checkbox"/>

