



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 11:16 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 481 Const Calendar Day: 246 Date: 05-Feb-2013 Tuesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 05:50 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

Cable Band Bolting

[checkbox]

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
- Some CCO work at the East saddles

Today I was inspecting Mike Draper's crew on final tensioning of CB bolts & James Beninghove's crew on misc work & CCO work at the East saddles. See the diaries of L. Woo & 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 14:00, James' crew was doing misc work, including replacing the catwalk tie-cables with new clean tie-up cables.
- From 07:15 until 08:00, Mike's crew was moving jacking equipment into place to get ready to start CB bolt tensioning on the North main-span.
- From 08:00 until 08:10, Mike's crew tensioned the CB bolts at PP 102N. 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.
- From 08:10 until 08:25, Mike's crew moved the pump & jacks to PP 100N.
- From 08:25 until 08:35, Mike's crew tensioned the CB bolts at PP 100N. 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.
- From 08:35 until 08:50, Mike's crew moved the pump & jacks to PP 98N.
- From 08:50 until 09:00, Mike's crew tensioned the CB bolts at PP 98N. 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.
- From 09:00 until 09:20, Mike's crew moved the pump & jacks to PP 110N.
- From 09:20 until 09:30, Mike's crew tensioned the CB bolts at PP 110N. 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.
- From 09:30 until 09:45, Mike's crew moved the pump & jacks to PP 108N.
- From 09:45 until 09:55, Mike's crew tensioned the CB bolts at PP 108N. 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.
- From 09:55 until 10:30, Mike's crew moved the pump & jacks to PP 106N.
- From 10:30 until 10:40, Mike's crew tensioned the CB bolts at PP 106N. 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.
- From 10:40 until 10:55, Mike's crew moved the pump & jacks to PP 104N.
- From 10:55 until 11:05, Mike's crew tensioned the CB bolts at PP 104N. 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.
- From 11:05 until 11:30, Mike's crew moved the pump & jacks to PP 96N.



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Job Name: 04-0120F4

Inspector Name Wright, Doug

Diary #: 481

Date: 05-Feb-2013 Tuesday

- From 11:30 until 11:40, Mike's crew tensioned the CB bolts at PP 96N. 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.
- From 11:40 until 11:55, Mike's crew moved the pump & jacks to PP 94N.
- From 11:55 until 12:00, Mike's crew tensioned the CB bolts at PP 94N. 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.
- From 12:00 until 12:30, lunch.
- From 12:30 until 13:00, Mike's crew moved the pump & jacks to PP 92N.
- From 13:00 until 13:10, Mike's crew tensioned the CB bolts at PP 92N. 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.
- From 13:10 until 13:25, Mike's crew moved the pump & jacks to PP 90N.
- From 13:25 until 13:35, Mike's crew tensioned the CB bolts at PP 90N. 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.
- From 13:35 until 13:50, Mike's crew moved the pump & jacks to PP 88N.
- From 13:50 until 14:10, Mike's crew tensioned the CB bolts at PP 88N. 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.
- At 14:00, James' crew started to work on CCO work at the East saddles. On the westbound bridge East saddle, they un-tightened the inner nut of the anchor bolts, added loctite 2047 to the threads, & then re-tightened the anchor bolts with a knocker wrench. Then they ran down the outer nuts & jam nuts on all 16 anchor bolts. They left a 1mm gap between the nut & the saddle base plate per RFI-2111. This work was done on all 16 anchor bolts. After this, they started to do the same work on the eastbound bridge east saddle.
- From 14:10 until 14:20, Mike's crew moved the pump & jacks to PP 86N.
- From 14:20 until 14:30, Mike's crew tensioned the CB bolts at PP 86N. 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.
- From 14:30 until 14:50, Mike's crew moved the pump & jacks to PP 84N.
- From 14:20 until 14:30, Mike's crew tensioned the CB bolts at PP 84N. 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.
- Note: While I was checking work at the East saddles, Mike's crew tensioned the CB bolts at PPs 82N & 80N.
- From 16:10 until 16:20, Mike's crew tensioned the CB bolts at PP 78N. 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.
- From 16:20 until 16:35, Mike's crew moved the pump & jacks to PP 76N.
- From 16:35 until 16:45, Mike's crew tensioned the CB bolts at PP 76N. 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.
- From 16:45 until the end of the shift, Mike's crew removed the jacking equipment from the catwalk.
- Note: Roger's crew tensioned the bolts from PP 46N through PP 74N. See the diary of Abbas Iranmenesh for details of this work.
- At 17:00, I left the bridge.
- From 17:10 until 17:30, I started to put together presentation for the weekly safety meeting on Thursday as I am supposed to present the meeting this week.
- From 17:30 until 17:50, 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		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	3 hours (1 reg & 2 OT) on CCO work at East saddles	<input type="checkbox"/>
Ironworker	JNM	RENE ESQUIVEL	8.00	2.00	0.00	10.00	3 hours (1 reg & 2 OT) on CCO work at East saddles	<input type="checkbox"/>

Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Wright, Doug Diary #: 481 Date: 05-Feb-2013 Tuesday

Ironworker	FOR	JAMES BENNINGHOVE	8.00	2.00	0.00	10.00	3 hours (1 reg & 2 OT) on CCO work at East saddles	<input type="checkbox"/>
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