



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 11:15 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 488 Const Calendar Day: 254 Date: 13-Feb-2013 Wednesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 06:15 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 Activities

Overview of Cable work today:

The following work was ongoing today on the Cable:

- Tensioning of bolted connections at the B14 cable brackets
- Installing & caulking suspender separators
- Installing split collars & elastomeric collars
- Painting of suspender ropes & main Cable

Today I was inspecting Mike Draper's crew on tensioning of bolted connections at the B14 cable brackets. See the diaries of A. Iranmanesh, L. Woo, & S. Soheilifard for additional details of Cable field work.

- I arrived at the pier-7 office at 07:00, & was on the bridge at 07:30.
- From 07:30 until 08:30, Mike's crew was mobilizing tools to the East end to start tensioning of cable bracket bolted connections.
- From 08:00 until 08:30, I accompanied ABF Engineer & one iron-worker in a man-basket from the Favco crane to inspect the suspender separators that were installed yesterday. We spot checked several of the installed separators at PPs 38N, 38S, & 40S), & all of them were acceptable.
- From 08:30 until the end of the shift, one worker from Certified Coatings was in the Favco man-basket applying caulking around the suspender separators.
- From 08:30 until 16:00, Mike's crew was tensioning the bolted connections at the B14 cable brackets. See below for a list of the work at each location.

At PP112N:

- The slotted holes that had received some additional slotting were cleaned & painted with 1 coat of MC zinc 100 primer.
- The shims were installed between the suspender bracket & the upper strong-back of the cable bracket (inboard side). The shims were 32mm thick.
- The bolts were installed between the suspender bracket & the upper strong-back of the cable bracket (inboard side). The bolts were A325M, & 150mm in length. I checked to make sure that there was proper thread engagement, & it was OK.
- The bolts between the suspender bracket & the upper strong-back of the cable bracket (inboard side) were tightened (snug plus one quarter since they were in tapped holes).
- The bolts between the suspender bracket & the lower strong-back of the cable bracket (outboard side) were tightened (snug plus one half).
- The bolts between the suspender bracket & the upper strong-back of the cable bracket (outboard side) were tightened (snug plus one quarter since they were in tapped holes).



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- The vertical bolts underneath the lower strong-back were tightened (snug plus one quarter since they are in tapped holes).

At PP112S:

- The bolts between the suspender bracket & the upper strong-back of the cable bracket (inboard side) were tightened (snug plus one quarter since they were in tapped holes).
- The bolts between the suspender bracket & the lower strong-back of the cable bracket (outboard side) were tightened (snug plus one half).
- The bolts between the suspender bracket & the upper strong-back of the cable bracket (outboard side) were tightened (snug plus one quarter since they were in tapped holes).
- The vertical bolts underneath the lower strong-back were tightened (snug plus one quarter since they are in tapped holes).

At PP114N:

- The bolts between the suspender bracket & the upper strong-back of the cable bracket (inboard side) were tightened (snug plus one quarter since they were in tapped holes).
- The bolts between the suspender bracket & the lower strong-back of the cable bracket (outboard side) were tightened (snug plus one half).
- The bolts between the suspender bracket & the upper strong-back of the cable bracket (outboard side) were tightened (snug plus one quarter since they were in tapped holes).
- The vertical bolts underneath the lower strong-back were tightened (snug plus one quarter since they are in tapped holes).

At PP114S:

- The bolts between the suspender bracket & the upper strong-back of the cable bracket (inboard side) were tightened (snug plus one quarter since they were in tapped holes).
- The bolts between the suspender bracket & the lower strong-back of the cable bracket (outboard side) were tightened (snug plus one half).
- The bolts between the suspender bracket & the upper strong-back of the cable bracket (outboard side) were tightened (snug plus one quarter since they were in tapped holes).
- The vertical bolts underneath the lower strong-back were tightened (snug plus one quarter since they are in tapped holes).

At PP116N:

- The bolts between the suspender bracket & the upper strong-back of the cable bracket (inboard side) were tightened. However, the plies within the connection could not be brought into firm contact. The foreman did not feel comfortable continuing to tighten these bolts since they are A490 bolts which have a tendency to break if worked too much. I instructed them to continue to tighten the bolts to try to bring the plies together. However, after a lot of work with the large impact gun, the plies still could not be brought into contact.
- The bolts between the suspender bracket & the lower strong-back of the cable bracket (outboard side) were tightened (snug plus one half).
- The bolts between the suspender bracket & the upper strong-back of the cable bracket (outboard side) were tightened (snug plus one quarter since they were in tapped holes).
- The vertical bolts underneath the lower strong-back were tightened (snug plus one quarter since they are in tapped holes).

At PP116S:

- The bolts between the suspender bracket & the upper strong-back of the cable bracket (inboard side) were tightened. However, the plies within the connection could not be brought into firm contact. Also, one of the bolts seized, & could not be tightened or loosened. See attached photo.
- The bolts between the suspender bracket & the lower strong-back of the cable bracket (outboard side) were tightened (snug plus one half).
- The bolts between the suspender bracket & the upper strong-back of the cable bracket (outboard side) were tightened (snug plus one quarter since they were in tapped holes).
- The vertical bolts underneath the lower strong-back were tightened (snug plus one quarter since they are



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in tapped holes).

Note: I mentioned the issue with the plies of the bolted connections at PPs 116N & 116S to Brian Boal, Warren Collins, & Roman Granados.

- At 16:00, Mike's crew finished tensioning the bolts on the B14 cable brackets.
- From 16:00 until the end of the shift, Mike's crew put away their tools, & started to mobilize to work on installation of split collars.
- At 16:45, I left the bridge.
- From 17:00 until 17:45, I spoke with Brian Boal, Roman Granados, & Warren Collins regarding the bolted connections at PPs 116N & 116S.
- From 17:45 until 16:15, 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	APP	Mario Anguano	8.00	2.00	0.00	10.00		<input type="checkbox"/>
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"/>

Attachment



Plies within bolted connection at PP 116S not in firm contact