



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 522 Const Calendar Day: 302 Date: 02-Apr-2013 Tuesday
 Inspector Name: Wright, Doug Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 07:00 AM 03:30 PM Break: 00:30 Over Time: 00:00

04-0120F4
 04-SF-80-13.2/13.9
 Self-Anchored
 Suspension Bridge

Federal ID:

Location:

Reviewer: Soheilifard, Saman Approved Date: 03-Apr-13 Status: Approved

Weather

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day If no, explain:

Diary:

Dispute

Split Collars

Overview of Cable work today:

The following work was ongoing today on the Cable:

- Painting of the main Cable & suspender ropes
- Misc Cable punch-list work

Today I was inspecting painting of the Cable & other misc inspection.

Note: The technical aspects of the paint inspection were done by NACE inspectors Stuart Ross, Charlie Stewart, & Casey Bradstreet. See their diaries for specific details regarding the paint inspection.

- At 07:00, I arrived at the pier-7 office, & was on the bridge at 07:15.
- From 07:15 until 08:30, I was inspecting the re-installation of elastomeric collars at PP 110S. 2 iron-workers (Thad Booker & Mario Anguiano) were doing this work. See below for details:
 - The elastomeric collar on the outboard-downhill rope at PP 110S was installed on Wednesday. It had been sitting waiting for the adhesive to dry.
 - The blocking on the suspender ropes was removed. This was in place to center the elastomeric collar within the split collar during the curing time of the adhesive.
 - There was some minor separation between the halves of the elastomeric collar, but the adhesive held the halves together much better than the initial installation.
 - The rods between the halves of the split collar were tightened until the split collar halves were in contact with each other.
 - The vertical bolts (through the suspender bracket flange & into tapped holes in the split collar) were installed & tightened (snug plus a quarter turn).
- From 08:30 until 09:30, I did general punch-list inspection, mainly checking the bolted connections on the split collars.
- At 09:30, I left the bridge.
- From 09:30 until 10:30, I spoke with Brian Boal & Paul Jefferson regarding several issues in the field.
- At 10:45, I arrived back on the bridge.
- From 11:00 until 12:00, I was asked by Tai-Lin Liu to keep an eye on the painting of the suspender ropes while he went back to the office. During this time, they finished up water rinsing on PP 88N. Also, they were setting up to get ready to start coating the suspender ropes on the North main-span with pegalink.
- From 12:00 until 12:30, lunch.
- From 12:30 until 13:30, I witnessed the trial fit of the CCO-200 suspender rope protection bracket. 2 iron-workers were doing this work (Lonny Candelaria & one other). They did the trial fit on an unpainted suspender rope at PP 88N. 2 pieces of neoprene were glued to the inside of the bracket (one on each half

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of the bracket). The neoprene was 3mm thick (40 durometer). They then did the trial fit. The flanges on the 2 halves of the bracket were brought into firm contact when they snug tightened the bolts. With the bolts only snug tight, we tried to push & pull on the bracket to make sure that it was tight. It was tight & did not slip along the rope. The bracket was then removed.

- From 13:30 until 14:30, I did general punch-list inspection, mainly checking the bolted connections on the split collars.

- At 14:30, I left the bridge.

- From 14:50 until 15:30, I wrote my diary for the day & checked email.
