



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 866 Const Calendar Day: 394 Date: 03-Jul-2013 Wednesday
 Inspector Name: Bruce, Matt Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00
 Federal ID:
 Location:
 Reviewer: Wilcox, Jason Approved Date: Status: Submit

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

Weather

Temperature 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70
 Precipitation 0.00" Condition Partly cloudy

Working Day If no, explain:

Diary: Dispute
Work description.
 - See Pamela Gagnier's diary for the S1/S2 Shear Key modification work today as she is tracking the labor, equipment, and work progress of Conco, IPMC, and other ABFJV personnel.

04-0120F4 Bid Item: 045 W-HGA-SBI.045 W Line Hinge A Spherical Bushing Bearing Install
 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	JNM	MARCELO DE GUZMAN	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	MARIO ANGUIANO	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	HAYES BATISTE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	MATTHEW COCHRAN	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"/>

Diary: Dispute

Work description. 045 W-HGA-SBI.045

- Today the operation to detension, raise, and retension the permanent bearing anchor rods per RFI3329R00 began just after the start of shift at 8:30am. The ironworker crew from yesterday was working erecting the sign structure on the W-Line OBG near crossbeam 18. Therefore Adam had to find and wait for another available crew hence the minor delay this morning.

Similar to yesterday the anchor rods were stressed with the same pumps/gauges at both locations with the following Boltight equipment:

Top of anchor rod: Pump - 59836 0577000106
 Gauge - 29901041/18
 Jack - RN7206 (all rods at B1)
 RN7194 (all rods at B2, B4, B1B1 and B1C1)

Bottom of anchor rod: Pump - 63622 2222000139
 Gauge - 10904917/25
 Jack - RN7203

Stressing operations began on anchor rod B1E8 and the first (west row of B1) was completed without any issues. Today anchor rod B1E8 detensioning operation from the bottom was monitored with 7 jack

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recycles which went from 19.0ksi (nut loose) to 16.0ksi to 13.0ksi to 10.0ksi to 7.0ksi to 5.0ksi to 2.7ksi (rod detensioned w/nut loose). Similarly anchor rods B1D1 and B1E1 were successfully adjusted. However when crews attempted to adjust anchor rods B1B1 and B1C1, there were issues with turning the nut. Also the jack gear box/bridge wasn't bearing fully on the anchor rod washer. The nut may have seized on the threads of the anchor rod as well. After multiple attempts to try and turn the nut and shim between the washer and jack gear box/chair the recorded load in the B1B1 rod was 17.5ksi and the B1C1 rod was 15.0ksi respectively.

As stressing operations progressed to the B2 bearing there were issues with the jack gearbox/bridge. Specifically the slip in the gearbox as the ironworkers tried to detension the nut from the bottom. A total four gearboxes were stripped today trying to break the nut loose on the B2 and B4 bearings. After a few gearboxes broke it was decided to switch jacks from the top to the bottom on the last two rods of the day B4D8 and B4E8. The following anchor rods were detensioned, raised, and restressed to a Pjack successfully:

- 1.) B1B8 to B1E8, B1D1 and B1E1
- 2.) B2C8, B2D8, B2B1 to B2E1
- 3.) B4E8 and B4D8

The ironworkers cleaned grouting debris from the washer and nut prior to being raised. It should be noted that ABF engineer Adam Reeve was present for the entire operation and continued to operate the top end jack.