



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 9:59 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 095 Const Calendar Day: 359 Date: 02-Sep-2010 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

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 If no, explain:

Diary:

Dispute

General Comments

CCO 156, REPLACE DACROMET FASTENERS:



Testing Geomet coated A490M assemblies is 0700 to 0930. Testing is completed at about 0930. Present for the duration of the testing are Bob Brignano from CT and Salim Brahimi from IBECA. Salim Brahimi runs the computer (which controls the automated Skidmore) and I load the assemblies into the Skidmore. Work happens at Bolt Testing Conex ABF ID 002079 with Skidmore Model HT 4000 ABF ID 000612 in the warehouse.

After testing is completed at 0930, there is a meeting at ABF's trailer with Rob Bomsta and Carl Bentley from LeJeune; Salim Brahimi from IBECA; Bob Kick from ABF; and Bob Brignano, Mark Woods, and Rick Morrow from CT to discuss the results of yesterday's and today's testing. This is a preliminary discussion of the testing. A final report from Salim Brahimi is pending. A final decision from CT on whether to use Geomet coated assemblies is pending.

ITEM 45, FURNISH AND INSTALL SPHERICAL BUSHING BEARING (PIER E2);
ITEM 61, FURNISH AND INSTALL SHEAR KEY (PIER E2);
HOCHANG/NOV E2 BEARING AND SHEAR KEY RECEIVING INSPECTION:

Prior to the inspection ABF removes the packaging from around the 4 bearings and 4 shear keys. The inspection is from 1430 to 1500.

Present for the inspection are:
ABF - Chuck Kanapicki (QCM), Sabrina Levine, Zach Lauria
Hochang/NOV - TR Lee
CT Construction - Brian Boal, Bob Brignano
CT METS - Nina Choy, Kit Guest

There is no shipping damage to the bearing and shear keys. The comments on the condition of the bearings and shear keys, as well as measures that need to be taken, are as follows:
1. There is rust on the temporary lifting lugs and the temporary bolts for those lifting lugs. Since those are temporary materials, that is ok, but they are staining the permanent paint on the bearings and shear keys, which is not ok. ABF will address the rust stains on the permanent materials and cover the bearings and shear keys to prevent more rust.
2. The shear keys have nut keepers with permanent hot dip galvanized nuts already installed. In addition, the holes for the permanent rods result in the interior of the shear keys (top of the stub) being exposed,



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which is an issue since the top of the stub has a recess which could collect rain water. Note that this recess is on top of a large cast element and does not lead to any shear key mechanical parts. ABF will address these issues by covering the shear keys to prevent rain water from entering these internal areas of the shear keys.