



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:08 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 009 Const Calendar Day: 371 Date: 14-Sep-2010 Tuesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: 07:00 am 03:30 pm Break: 00:00 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 153, HINGE K BEARINGS:

In-Place Machining continues working on the first hinge pipe beam CCO 153 bevel. IPM is working on HPB003. Today is continued work on machining to cut a bevel on the end of the hinge pipe beam. IPM is doing the final cutting/machining of the 15-degree bevel later. Later in the day, work starts on the second hinge pipe beam CCO 153 bevel. The second hinge pipe beam is HPB002. There is 1 machinist (Cohl Wiesbrook) from In-Place Machining working a 12 hour shift from 0600 to 1800. ABF provides assistance on this operation, including ABF engineer Zach Lauria.

At the start of the day are the final deep cuts on the 15-degree bevel. Then, about 0800, IPM starts the final cleanup cuts to take out ridges (from between machining cuts). The final cleanup cuts take off less material per cut and provide a smoother final surface. Note that the final surface of the 15-degree bevel is not as smooth as it was on the 7.5-degree bevel. However, smoothness is more important on the stainless steel part of the 7.5-degree bevel that will be where the bearing installation process will result in the lubricated portions of the bearing sliding on this part of the hinge pipe beam. The 15-degree bevel will have paint applied, which requires a rough surface. The final machining is done approximately 0900. Then, IPM starts work with a flapper wheel to break edges – take out the sharp corners by adding a radius. IPM first works on the corner at the 0-degree to 7.5-degree break point that was partially smoothed earlier. By about 1030, IPM is done with adding the radius to the 0-degree to 7.5-degree break point and moves to the 7.5-degree to 15-degree break point. The work on the corner of the 7.5-degree to 15-degree break point is done about 1115. At that time, I approve all the work and say that the CCO 153 bevel on the first hinge pipe beam (HPB ID 2244-003) is complete. I measure that the 7.5-degree bevel is about 100mm long and about 14mm deep. I measure that the 15-degree bevel is about 75mm long and is from about the 14mm deep point to about a 35mm deep point. The total length of the bevels is about 7" long. It took about 5.5 days to machine this first CCO 153 bevel.

After 1115 when the machining of the bevel on the first hinge pipe beam (HPB ID 2244-003) is complete, ABF and IPM move the equipment and setup on the second hinge pipe beam. This is HPB002. This involves an operator and a forklift with a laborer also assisting. ABF Engineer Zach Lauria is also involved in this operation.

See Matt Bruce and Lalit Mathur diaries for other details of the work and the labor/equipment information.

