



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:07 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 016 Const Calendar Day: 447 Date: 29-Nov-2010 Monday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: 07:00 am 05:30 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	4 PM
Precipitation			Condition

Working Day If no, explain:

Diary:

Dispute

General Comments

ITEM 63, ERECT STRUCTURAL STEEL (BRIDGE) (PIPE BEAM):

The aligning of the HPB's at Hinge K is required to be more precise than indicated by the contract documents. Per agreement with ABF, the first aligning of the each HPB is covered by item work and then more precise iterations are CCO work. A total of 4 days of alignment work will be item work, and then additional alignment work will be covered by CCO 153. Today's alignment work, is tracked under Item 63 because it is considered by ABF and CT to be the item work portion. The IPM surveying with the laser tracker is considered to be entirely CCO 153, because the use of this specialized equipment and subcontractor was not envisioned for the alignment tolerance indicated by the contract documents.

ABF surveyors (James Allen, Bob Anders) work in the afternoon to set local control with IPM's laser tracker operator/surveyor.

CCO153, HINGE K BEARINGS, ALIGN HPB'S:

The aligning of the HPB's at Hinge K is required to be more precise than indicated by the contract documents. Per agreement with ABF, the first aligning of the each HPB is covered by item work and then more precise iterations are CCO work. A total of 4 days of alignment work will be item work, and then additional alignment work will be covered by CCO 153. Today's alignment work, is tracked under Item 63 because it is considered by ABF and CT to be the item work portion. The IPM surveying with the laser tracker is considered to be entirely CCO 153, because the use of this specialized equipment and subcontractor was not envisioned for the alignment tolerance indicated by the contract documents.

IPM's laser tracker operator/surveyor (Jeff) arrives this morning from out of town, receives ABF site-specific safety training in the morning, and then works in the afternoon with ABF's surveyors to set local control on the top of Pier W2. Included in this work is setting points on the deck for monitoring the local control with the laser tracker. IPM's shift is 12 hours.

In the evening around 1800, I meet with ABF engineers Kevin Smith and Adam Roebuck to go over a change to the alignment of the HPB's. Per CCO 153, we will provide formal direction tomorrow to change the alignment from what is in the contract plan sheets to align perpendicular to the W2 cap face to have the HPB's instead aligned parallel to the horizontal curve and vertical curve for the E-Line and W-Line. I meet with them to inform them of this new change that will be officially directed tomorrow and affects tomorrow's scheduled work.



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Brignano, Bob

Diary #: 016

Date: 29-Nov-2010 Monday

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE): HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

For ABF, engineers Chris Bausone and Levi Gatsos are present for testing. For CT, engineer Bob Brignano is present for testing. Today's testing is for rotational capacity, minimum tension verification, and inspection torque for two rocap lots for the West Jacking Saddle and the Jacking Frame (what will be attached to the West Jacking Saddle). Work happens at Bolt Testing Conex ABF ID 002079 with Skidmore Model HT 4000 ABF ID 000612 in the warehouse. The sampling and testing of rocap lots is 1300 to 1530. One custom rocap lot of M24 A325M-MG assemblies is tested and one rocap lot of M36 A490M-DAC are tested.

For the M24 A325M mechanically galvanized assembly, this is custom rocap lot (not the rocap lot assembled by LeJeune) that is being tested. The M24 nuts were installed at the fabricator (ZPMC) in nut keepers inside the enclosed box section of the Jacking Frame that will be attached to the West Jacking Saddle. These M24 nuts and nut keepers are not accessible after the fabricator finished welding the Jacking Frame components. These M24 assemblies will connect the first shim of the West Jacking Saddle shim stack to the Jacking Frame. The M24 rocap lot number and M24 nut lot number for these M24 nuts was documented and additional M24 nuts (beyond what was installed in nut keepers inside the Jacking Frame) were sent to ABF for testing purposes. ABF pulls M24 washers and M24x130 bolts from a different M24 rocap lot (with known M24 washers and M24x130 bolt lots) and matches these M24 washers and M24x130 bolts with the M24 nuts sent by the fabricator. This combination of bolt, nut, and washer is the custom M24 rocap lot that is tested today. ABF sets aside the M24x130 bolts and M24 washers that will be needed in the future for installation in the field. One (1) assembly is tensioned by turning the nut as a check for rotational capacity and minimum tension verification. Then, five (5) assemblies are tensioned by turning the bolt head to determine the inspection torque. The assemblies in the field will be tensioned by turning the bolt head, because the nuts are inaccessible since they are enclosed inside the Jacking Frame with the nut keepers.

For the M36 A3490M Geomet coated assembly, this is a rocap lot that was assembled by LeJeune that is being tested for rotational capacity, minimum tension verification, and inspection torque onsite as required by the contract. The M36 nuts were installed at the fabricator (ZPMC) in nut keepers inside the enclosed box section of the Jacking Frame that will be attached to the West Jacking Saddle. These M36 nuts and nut keepers are not accessible after the fabricator finished welding the Jacking Frame components. These M36 assemblies will connect the West Jacking Saddle to the Jacking Frame. Three (3) assemblies are tensioned by turning the nut as a check for rotational capacity and minimum tension verification. Then, five (5) assemblies are tensioned by turning the bolt head to determine the inspection torque. The assemblies in the field will be tensioned by turning the bolt head, because the nuts are inaccessible since they are enclosed inside the Jacking Frame with the nut keepers.

See the attached Bolt Test Form for details of the testing.