



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 #: 017 Const Calendar Day: 448 Date: 30-Nov-2010 Tuesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: 07:30 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 Engineers Zach Lauria and Adam Roebuck are involved part time today on this work in the field.

ABF surveyors (James Allen, Bob Anders) work to set local control with IPM's laser tracker operator/surveyor. ABF surveyor superintendent Dave Adams is also present for a portion of the work.

ABF ironworkers Jerry Kubala [foreman] (half day), Johnny Calzascia (full day), Gabriel Rios (full day), Richie Garcia (half day), and Roberto Hernandez (half day) work to rig the crane to support the HPB to adjust the shims. They also work with the surveyors to provide access in the manlift. The ironworkers only working half day at Hinge K are working elsewhere on the bridge for the other half of the day and that work is not covered by this diary. A manlift positioned on the ground below is used for access to the HPB's. When the HPB's are adjusted, the ringer crane, with operator Bill Alger and oiler Scott Ross use the 4100 ringer crane. The crew is working a 10 hour shift - 8 hours regular time and 2 hours 1.5x OT.

Work today is adjusting the EB-South HPB. See the CCO 153 comment regarding extra work to chip conflicting concrete where the bottom edge of the HPB base conflicts with the edge of the blackout for the grout pad. This work happens at the EB-South HPB from 1400 to 1630. During the later stages of the concrete removal, the HPB is pulled tight, locked in place, and the laser tracker survey is performed from 1645 to 1700. By the end of the shift, this first HPB is aligned and is within tolerance (alignment survey done at 1700). The tip relative to the base is high by 3.1mm and north by 1.5mm.

CCO 153, HINGE K BEARINGS, ALIGN HPB'S:

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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 Bauer) starts his shift at 6am and begins with a daily calibration of the equipment followed by tying into the local control on the W2 cap beam. IPM's shift is 12 hours.

Per yesterday's verbal direction to ABF, the alignment of the HPB's is changed, with informal direction provided via a morning email and formal direction later in the day via State Letter 05.03.01-008575. The alignment is changed 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.

In the afternoon, while adjusting the EB-South HPB, because of the direction to align to the vertical curve pointing down as the HPB points away from the W2 cap face, the bottom edge of the HPB base conflicts with the edge of the blockout for the grout pad. This problem is not considered part of the item work alignment because this conflict only exists because we directed the alignment to be different than that shown in the contract plans. ABF needs to chip the conflicting concrete. ABF laborers chip concrete on the EB-South HPB and get a starting chipping concrete at the EB-North HPB where there will be a similar problem in the future. The chipping of the concrete at the EB-South HPB is from 1400 to 1630, and then this HPB can be aligned. The laborers continue chipping for another hour at the EB-North HPB. The agreed Extra Work Order signed with ABF for this extra work consists of the following:

Laborer Foreman Jose Avila - 2 hrs OT

Laborer Luis Diaz - 2 hrs OT

Laborer Jose Prado - 2 hrs OT

Extra Work Order - Signed with ABF for CCO 153 work

ITEM 52 FURNISH STRUCTURAL STEEL (BRIDGE)(TOWER);
ITEM 55 FURNISH STRUCTURAL STEEL (BRIDGE)(BOX GIRDER);
HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

For ABF, engineer Chris Bausone is present. For CT, engineers Sanny Know and Bob Brignano are present. Today's testing is for rotational capacity and inspection torque. Work happens at Bolt Testing Conex ABF ID 002079 in the warehouse with Skidmore Model HT 4000 ABF ID 000612 for one lot and without a Skidmore for another lot. Testing rocap lots is 0900 to 1200. One rocap lot (M27) is tested in the Skidmore Model HT 4000 ABF ID 000612 by turning from the bolt head to determine the inspection torque. The other rocap lot (3/4") is rocap tested without the Skidmore per the short bolt test procedure to verify passing rocap and to determine the inspection torque.

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

