



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 #: 018 Const Calendar Day: 449 Date: 01-Dec-2010 Wednesday

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 4PM
Precipitation Condition

Working Day [checked] 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 (full 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-North 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. After chipping concrete late yesterday and again this morning, the HPB is set and surveyed by 1000. This second HPB is aligned and is within tolerance (alignment survey done by 1000). The tip relative to the base is low by 0.7mm and north by 0.7mm. After alignment of this second HPB at the EB line, the pair of HPB's are surveyed together to verify alignment relative to each other. Then in the afternoon, the laser tracker is setup at the WB location, and the laser tracker is tied to the local survey control. No adjustment work is completed today at the WB location. The HPB's are surveyed so that the adjustments to the shims can happen first thing in the morning tomorrow.

Conversation with ABF Engineer Zach Lauria regarding HPB protection:
We agree to leave the steel protection shells off the HPB stainless steel surfaces because of future necessary work to survey the HPB's. We also agree to leave the fabric covers on the HPB's to provide

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some protection for the stainless steel surfaces. The future survey work is planned to be a standard survey (not laser tracker) in a few weeks, a pre-grout survey, a post-grout survey, a pre-stress survey, and a post-stress survey.

CCO 153, 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 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.

Yesterday 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. That work was completed yesterday at the EB-South HPB and begun at the EB-North HPB. This morning, ABF laborers continue and complete chipping concrete on the EB-North HPB. The agreed Extra Work Order signed with ABF for this extra work consists of the following (note that ABF tracked this work as 4 hours for each laborer, but I only agreed to half of the hours because the work was completed earlier in the morning):

Laborer Foreman Jose Avila - 2 hrs Reg

Laborer Luis Diaz - 2 hrs Reg

Laborer Jose Prado - 2 hrs Reg

Extra Work Order - Signed with ABF for CCO 153 work