



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:06 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 019 Const Calendar Day: 450 Date: 02-Dec-2010 Thursday

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), 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 Liebherr crane is used by operator Bill Alger and oiler Scott Ross. The crew is working a 10 hour shift - 8 hours regular time and 2 hours 1.5x OT.

Work today is adjusting the WB HPB's. After determining the shim adjustment from yesterday's survey, work begins this morning at 0700 to adjust the WB-North HPB. At 0800, ABF discovers that there is a conflict with the bottom edge of the HPB base conflicts with the edge of the blockout for the grout pad. See the CCO 153 comment regarding the extra work to chip conflicting concrete. After chipping the conflicting concrete, the HPB is aligned. The neoprene pads/donuts around the Macalloy bars will over-compress when the HPB's are put in their final position, so the HPB is built out from the base with extra shims. This means that some of the neoprene pads/donuts are not tight and will need to be addressed in the future. ABF is done adjusting the first HPB and is ready to laser tracker survey at 1040. At 1145, the WB-North HPB is within tolerance vertically but out horizontally (7mm). Then ABF adjusts shims and an afternoon laser tracker check determines that the WB-North HPB is within tolerance - the tip relative to the base is high by 4.6mm and north by 1.3mm. At 1345, ABF moves rigging from the WB-North HPB to the WB-South HPB, adjusts the shims, and surveys with the laser tracker. Note that it begins to rain in the afternoon and that is a problem for the laser tracker (it cannot get wet), so ABF builds a rain cover tarp



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tent over the instrument. By 1630, laser tracker survey on the WB-South HPB is complete and it is within tolerance - the tip relative to the base is low by 1.4mm and south by 5mm.

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.

Similar to previous work at the EB HPB's, concrete needs to be chipped at the WB HPB's to avoid a conflict with the HPB's. Because of the direction to align to the vertical curve pointing up and pointed to the south to align with the horizontal curve as the HPB points away from the W2 cap face, the bottom edge south corner of the HPB bases conflict 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. Chipping the corner conflict at the WB-North and WB-South HPB locations happens this morning. The agreed Extra Work Order signed with ABF for this extra work consists of the following:

Laborer Luis Diaz - 1 hr Reg
Laborer Jose Prado - 1 hr Reg

Extra Work Order - Signed with ABF for CCO 153 work

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

For ABF, engineer Chris Bausone is present. For CT, engineer Sanny Know is present. Today's testing is for rotational capacity, minimum tension verification, and inspection torque. Work happens at Bolt Testing Conex ABF ID 002079 in the warehouse with Skidmore Model HT 4000 ABF ID 000612. The samples for testing today were taken on a previous date. Testing rocap lots is 0900 to 1100. Six (6) rocap lots (A490M Geomet coated M27 assemblies) are tested

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