



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:48 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 401 Const Calendar Day: 974 Date: 09-May-2012 Wednesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: 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 clear

Working Day If no, explain:

Diary:

Dispute

General Comments

CCO 240 SADDLE DIVIDER PLATE BLOCKING; TOWER SADDLE:



ABF ironworker crew consisting of Jim Benninghove, Ryan Evanchik, Tony Miranda, Mike Portillo, Mike Draper, Ryan Nash, Jonathan Canites, and Anthony (AJ) Smaller start the day working at the tower saddle to complete the installation of the blocking at this location. Laborers Jose Avila and Victor Hernandez are also at this location to cut timbers for the blocking.

Note that blocks consisting of multiple pieces of wood stacked/shimmed are glued together. The ironworkers use the jacks to slightly open up the space between divider plates to install the blocking and then release the jacks to slightly compress the blocking for a tight fit. The laborers use a chop saw and table saw (purchase price on CCO, not rental/charge for duration of work) to cut the timber blocking to the appropriate size.

At the end of the day yesterday, all blocking at the tower saddle was complete except the last timber blocking at the ends of the north and south cable/troughs going to the main spans. That last blocking is complete today by about 0800. I also note one other area in the north cable/trough that needs an extra shim/wedge and that is added by the ironworkers by 0800.

After completing the timber blocking at the tower saddle, the ironworkers take their jacks back to W2 and begin work on cable band erection at the west loop between the jacking saddle and the south west deviation saddle. This is a different item of work and is inspected by others (Saman Soheilifard and John Lyons).

After completion of the timber blocking at the tower saddle, after the ironworkers leave the tower saddle, the laborers do not leave until later in the morning. They clean excess wood/shims/sawdust and begin adding epoxy to secure the timber blocking. The work is to place an epoxy bead on 3 edges, both sides (both divider plates adjacent to the blocking), of each timber block installed between the divider plates in the saddle, but today's work is only along the top edge with a fluid epoxy that runs too much to use along the vertical edges without running down beyond the application limits onto the strand.

The DJV visits late in the morning with Roman Granados to this blocking location to examine the completed work. The visit is by DJV Designer Sudarshni Ramesh. She examines the blocking and takes photos.

CCO 240 SADDLE DIVIDER PLATE BLOCKING; WEST DEVIATION & JACKING SADDLES:



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At various times during the day, as fill-in work, while the ironworkers are at W2, they add epoxy for the west loop (WDS's and WJS) CCO 240 Saddle Divider Plate Blocking. They start at the north west deviation saddle, where a laborer previously added epoxy for the upper half of the saddle. The work is to place an epoxy bead on 3 edges, top and bottom, of each timber or steel block installed between the divider plates in the saddles. The epoxy being used is a gel epoxy that works for overhead application without running. The ABF ironworker crew consisting of Jim Benninghove, Ryan Evanchik, Tony Miranda, Mike Portillo, Mike Draper, Ryan Nash, Johnathan Canites, and Anthony (AJ) Smaller all work on this operation for a short period of time at some point during the day.

CCO 240 AGREED EXTRA WORK ORDER WITH ABF (TOWER SADDLE AND WEST DEVIATION & JACKING SADDLES):

The signed Extra Work Order with ABF is for the following:

Ironworker Foreman Jim Benninghove - 2 hours

Ironworker Ryan Evanchik - 2 hours

Ironworker Tony Miranda - 2 hours

Ironworker Mike Portillo - 2 hours

Ironworker Mike Draper - 2 hours

Ironworker Ryan Nash - 2 hours

Ironworker Jonathan Canites - 2 hours

Ironworker Anthony (AJ) Smaller - 2 hours

Laborer Foreman Jose Avila - 4 hours

Laborer Victor Hernandez - 4 hours

20 ton pancake jacks (5 each) - 2 hours

14 ton wedge jacks (2 each) - 2 hours

1 electric pump and 4 hand pumps for the jacks - 2 hours

Chop saw - 4 hours

See the attached Extra Work Order - Signed with ABF for CCO 240 work

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE): WEST DEVIATION SADDLES HOUSING COVER PLATES:

After completing the timber blocking at the tower saddle described above by about 0800, the ironworkers go back to W2 and begin work on cable band erection at the west loop between the jacking saddle and the south west deviation saddle (different item of work inspected by Saman Soheilifard and John Lyons), and then after that work is done by noon, the ironworkers begin work on a planned test fit of the saddle housing cover plates. The ABF ironworker crew on this operation consists of Jim Benninghove, Ryan Evanchik, Tony Miranda, Mike Portillo, Mike Draper, Ryan Nash, and Johnathan Canites. Anthony (AJ) Smaller, who was on this crew earlier this morning and on previous days, moves at noon to the ironworker crew working on the south mainspan cable compaction (covered by others - Laraine Woo). Assisting work at the W2 area part time is operator Vernon Hubbard with the 888 crane on top of W2 at the W-Line. It is a 10 hour shift for this crew -> work starting on this item of work at noon for 3 hours regular time and 2 hours OT.

The Item 60 work at the W2 deviation saddles is to test fit the housing cover plates. A previous test fit attempt last year was not completed because an overpour of the grout pad at the base plate of the saddles prevented alignment of the holes in the plates with the drill and tap holes in the saddles. In recent weeks, in the warehouse, ABF trimmed extra edge distance from the one edge of the saddle housing cover plates per approved revised shop drawings to eliminate the conflict with the grout pad and then CCC painted the cut edges. Today's work is only a test fit because the neoprene gasket that goes between the saddle and the housing cover plates has not arrived on site yet - the plates will need to be removed to add the neoprene. This test fit is item work but it also has a CCO 185 (see below) component/implication for erecting the plates as a template for field drilling and tapping of holes in the saddle base plate.



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The first operation for this item is to unload the barge with the saddle housing cover plates. This barge is delayed and does not arrive right after lunch (it was scheduled to arrive right after lunch, but it is late), so the ironworkers do other work in the area while waiting for the barge to arrive with the material to be erected. One of the operations for the test fit of the saddle housing cover plates is to clean the drill and tap holes in the saddle with a hand tap to chase the threads, where the housing cover plates will be attached. The ironworkers (mostly Mike Portillo, but others also work some on this operation) begin this operation this afternoon.

Today's erection of the first 2 plates at the lower end of the north west deviation saddle was not successful with the holes in the cover plates not aligning properly with the drill and tap holes in the saddle. ABF will try this fitup again tomorrow by erecting these 2 plates in a different order and using different holes in the plates to see if they can get some of the holes to line up. The ironworkers are working a 10 hour shift today, and leave at 1700 to get back to Pier 7 by 1730.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE): WEST DEVIATION & JACKING SADDLES TIE RODS:

A week ago, ABF rented Hydratight equipment for stressing the 1.75" diameter west deviation saddle tie rods and the 1.5" diameter jacking saddle tie rods. ABF discovered today that the rented equipment is for these diameter rods but not the correct thread type/pitch. These rods are UNC, but the rented equipment has UN 8 threads. ABF is checking with Hydratight to see if they can get the correct threaded insert for the UNC threads of the saddle tie rods. Until ABF gets equipment with the correct threads, they cannot stress these rods.

CCO 185 WEST DEVIATION SADDLES HOUSING COVER PLATES:

See the above Item 60 Erect Structural Steel (Bridge)(Saddle): West Deviation Saddles Housing Cover Plates remarks regarding the housing cover plates fitup. That work is necessary to mark the locations for the drill and tap hole locations in the saddle base plate. The drilling and tapping of holes in the saddle is CCO 185 (previously was in CCO 37S1 but moved) and is per the response to ABF-RFI-002264R00. ABF's plan is to use the housing cover plates fitup as a template to mark the hole locations, remove the plates, and then drill and tap the holes. ABF only works on the item work fitup check work and does not begin the CCO 185 work to mark or drill and tap the holes in the saddle base plate.

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

At Pier 7 Warehouse, test rotational capacity, minimum tension verification, and inspection torque for high strength fastener assemblies. These fastener assemblies are for OBG field bolting. These fastener assemblies are left over LJB fastener assemblies from ZPMC's work. ZPMC recently shipped all the left over fastener assemblies to ABF, and ABF has been sorting through the containers to determine which material is in a suitable condition to use and could be useful for upcoming OBG bolting work. These are bolt assemblies that have been previously tested and released by CT Translab for use on the job and are just being used in a different location (bolt in field instead of in shop). We examine the bolt assemblies that are still in the original containers from LeJeune Bolt Company to ensure that they are still in good shape (bolt kegs not leaking and lubricant affected) and are properly labeled. Because these bolt assemblies have not been tested on site for rotational capacity, minimum tension verification, and inspection torque, this testing is happening. Material is sampled with witness by Caltrans and testing happens on the material to qualify it for use for field bolting.

Equipment = Bolt Testing Conex ABF ID 002079 and Skidmore Model HT 4000 ABF ID 000612.
ABF: engineer Chris Bausone.



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Smith Emory QC: Alan Canivel.

CT: Lalit Mathur is present full time and Thuc Tran & Bob Brignano are present part time.

Testing is in the morning, approximately from 0900 to 1200 for 3 hours for testing 9 lots of M22 bolts, and in the afternoon for approximately 1.5 hour for testing 4 lots of M24 bolts.

Testing consists of 5 representative samples each from 9 lots of M22 and 4 lots of M24 ASTM A325M high strength fastener assemblies. All testing is successfully completed.

ABF is trying to complete testing of all of the rocap lots of high strength fastener assemblies sent by ZPMC by the end of this week (in a few days) because the calibration on the Skidmore Model HT 4000 ABF ID 000612 expires Saturday 2/12/2012. Then the Skidmore Skidmore Model HT 4000 ABF ID 000612 will be offsite for a few weeks getting its yearly calibration check.

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

INSPECTOR OT REMARK:

2 hours OT: Work in the field on Item 60 Erect Structural Steel (Bridge)(Saddle) test fit of the west deviation saddle housing cover plates is a 10 hour shift.