



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:47 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 406 Const Calendar Day: 979 Date: 14-May-2012 Monday
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 overcast am, clear pm

Working Day [checked] If no, explain:

Diary:

Dispute

General Comments

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



ABF ironworker crew consisting of Jim Benninghove, Ryan Evanchik, Mike Draper, Rigo Garcia, and Jonathan Canites are working at the W2 area at the start of the day. Note that Mike Portillo and Ryan Nash are part of this ironworker crew but they are working all day on CCO 240 at the east saddles. Note that Tony Miranda is not working with this crew this week - at ironworker apprentice school this week. Note that Anthony (AJ) Smaller previously with this ironworker crew is now working with a different ironworker crew at the south mainspan cable compaction. Also at W2 but not participating in this work is operator Vernon Hubbard with the 888 crane on top of W2 at the W-Line - he is working on cable band erection (inspection by others). Assisting with the housing cover plate test fit is operator Scott Ross with crane RT160 for a portion of the day.

The north west deviation saddle housing plates previously were test fit on the saddle and remain there. Today's work is to test fit the south west deviation saddle housing plates on the saddle. Previously, all the holes along the radial lines of the housing plates were reamed to assist fitup. The holes for the M16 SS bolts into saddle drill and tap holes are through holes in the housing cover plates that were shop drilled to a standard oversized 20mm diameter were reamed to larger oversized 24mm diameter holes with a 15/16" bit. Note that these housing plate to saddle bolt connections are not high strength bolt connections - stainless steel cap screws are used at a sealing spacing requirement with a sealing strip of neoprene between the saddle and the plates (what would be the faying surface in a high strength bolt connection). Also previously, ABF cleaned the drill and tap holes on the ribs of the saddle by chasing them with a tap to assist with today's housing plate fitup.

The first plate at the bottom end is set on the saddle at about 0745. The sixth of seven plates, near the top end of the saddle, is set about 0920. The seventh of the seven plates, at the top end of the saddle, is set about 0945. Then the ironworkers clean up, take their morning (10am) break, and move to other items of work after the break. Ryan Evanchik and Jonathan Canites go to CCO 240 work at the east saddles. Mike Draper Rigo Garcia go to CCO 185 work at the north west deviation saddle.

When setting the sixth of seven plates, near the top end of the saddle, one of the holes in the housing cover plate does not line up with the drill and tap hole in the saddle. The dill and tap hole in the saddle is in such a different location that it cannot even be partially seen through the hole in the housing cover plate. The spacing of the hole in the housing cover plate appears to be off, not the drill and tap hole in the saddle. I discuss with engineer Levi Gatsos and ironworker foreman Jim Benninghove options of slotting the plate hole, drilling a new hole in the plate, or drilling and tapping a new hole in the saddle. We agree

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Date: 14-May-2012 Monday

that the easiest/best solution is to drill and tap a new hole in the saddle. The abandoned drill and tap hole in the saddle will need to be sealed with caulking, similar to what Levi and I have discussed for some other abandoned drilled and tapped holes in the saddle.

### CCO 185 WEST DEVIATION SADDLES HOUSING COVER PLATES:

After the Item 60 work at the south west deviation saddle to test fit the saddle housing cover plates is complete by 1000, ironworkers Mike Draper and Rigo Garcia go to the north west deviation saddle to drill and tap holes in the saddle base plate. By the end of last week's work, the drilling progress was completion of approximately the first of the three saddle segments. Today's work is with 2 drills and 2 ironworkers, drilling only, with tapping the holes to follow at a later date. Note that work is slow with the difficult access on top of the sloped housing cover plates. By the end of today's work (10 hour day, work to 1700, back to Pier 7 by 1730), the drilling progress is completion of the second of the three saddle segments.

Along the top edge of the saddle where the CCO 185 drill and tap M16 holes are being added, there are also some 1/2" drill and tap holes that were used to attach grout formwork. Today it is noted that some of these holes are full of grout or epoxy. Also, some of the 1/2" drill and tap holes in the saddle do not line up with the housing cover plate holes. No solutions to these problems are discussed with ABF today.

This work is included in CCO 185 (previously was in CCO 37S1 but moved) and is per the response to ABF-RFI-002264R00. This CCO does not yet have an agreed lump sum, so an Extra Work Order is signed with ABF is for the following:

Ironworker Foreman Jim Benninghove - 4.5 hours Reg

Ironworker Mike Draper - 5 hours Reg, 2 hours OT

Ironworker Rigo Garcia - 5 hours Reg, 2 hours OT

Mag Drills (2 ea) - 5 hours Reg, 2 hours OT

See the attached Extra Work Order - Signed with ABF for CCO 185 work

### CCO 240 SADDLE DIVIDER PLATE BLOCKING; TOWER SADDLE:

At the end of last week, most of the epoxy beads at the tower saddle were complete, but there are still some locations where the epoxy bead still has to be placed. In the morning, Laborer Victor Hernandez is at the tower saddle to complete the placement of the epoxy, but after only being there about 15 minutes, he is pulled off this work to assist at the east saddles with cutting wood for blocking at that location. He does not get back to the tower to complete the epoxy work.

### CCO 240 SADDLE DIVIDER PLATE BLOCKING; EAST SADDLES:

ABF starts blocking installation at the east saddles today. At the start of the day ironworkers Ryan Nash and Mike Portillo are working at the south east saddle. Laborers Jose Avila and Victor Hernandez are setup at the south and providing cut wood for both the north and south locations. After the Item 60 work at the south west deviation saddle to test fit the saddle housing cover plates is complete by 1000, ironworkers Ryan Evanchik and Jonathan Canites arrive to install blocking at the north east saddle. Ironworker foreman Jim Benninghove is also involved part time today in this operation.

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. Some of the locations for installation of the blocking include the most difficult areas with a thin gap between the divider plates at the top cell of the north and south east saddles.



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At the end of today (10 hour day, work to 1700, back to Pier 7 by 1730), 4 locations (with 4 cells each) at the north east saddle and 4 locations (with 4 cells each) at the south east saddle remain to be blocked (6 locations were blocked at the north east saddle and 6 locations were blocked at the south east saddle).

There are DJV visits today to this blocking location to examine the completed work so far. One visit is approximately 1100 and the other visit is approximately 1530. Both visits are by DJV Designer Sudarshni Ramesh. She examines the blocking and takes photos.

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

Ironworker Mike Portillo - 8 hours Reg, 2 hour OT  
Ironworker Ryan Nash - 8 hours Reg, 2 hour OT  
Ironworker Ryan Evanchik - 5 hours Reg, 2 hour OT  
Ironworker Jonathan Canites - 5 hours Reg, 2 hour OT  
Laborer Foreman Jose Avila - 8 hours Reg, 2 hour OT  
Laborer Victor Hernandez - 8 hours Reg  
20 ton pancake jacks (4 each) - 8 hours Reg, 2 hour OT  
14 ton wedge jacks (2 each) - 8 hours Reg, 2 hour OT  
6 hand pumps for the jacks - 8 hours Reg, 2 hour OT  
Chop saw - 8 hours Reg, 2 hours OT (left off agreement form)  
Materials Purchased - Epoxy and associated equipment

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

CCO 216 HINGE K FALSEWORK DELIVERY:

In the afternoon, trucks of Hinge K falsework arrive and are unloaded. This work is covered by others - Jason Wilcox. The unloading labor consists of engineer Dan McNichol; ironworker superintendent Scott Smith; ironworker foreman Aaron Kent; ironworkers Matt Cochran, Stanley Dalie, Rene Esquivel, and Henry Hernandez; and operator Vernon Hubbard in the 888 crane on top of W2 at the W-Line.

INSPECTOR OT REMARK:

2 hours OT: Work in the field on CCO 240 Saddle Divider Plate Blocking (east saddles) and CCO 185 West Deviation Saddles Housing Cover Plates is a 10 hour shift.