



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 #: 407 Const Calendar Day: 980 Date: 15-May-2012 Tuesday

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

CCO 240 SADDLE DIVIDER PLATE BLOCKING; EAST SADDLES:



At the start of today, 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. At the start of the day ironworkers Ryan Nash and Mike Portillo are working at the south east saddle, ironworkers Ryan Evanchik and Jonathan Canites are working at the north east saddle, and laborer foreman Jose Avila (laborer Victor Hernandez is off/sick today) is setup at the south and providing cut wood for both the north and south locations. 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.

At 0930, without being done with the blocking at the north east saddle, ironworkers Ryan Evanchik and Jonathan Canites leave to work at W2 - see remarks below for details. At 1130, ironworkers Ryan Nash and Mike Portillo are done with blocking installation at the south east saddle (note, epoxy not done yet). The ironworkers (Evanchik and Canites) and laborer (Avila) then move to the north east saddle location and continue blocking work at the locations which were not finished earlier by the other ironworkers. 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 east saddle. At the end of the day today (10 hour day, work to 1700, back to Pier 7 by 1730), 1 location (with 4 cells) at the north east saddle remains for blocking to be installed.

There is a DJV visit to the location to examine the completed work so far. Between 1145 and 1215, DJV Designers Sudarshni Ramesh and Hayat Tazir visit the north and south east saddles. They examine the blocking and take photos.

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

- Ironworker Foreman Jim Benninghove - 1 hour
Ironworker Ryan Nash - 8 hours Reg, 2 hours OT
Ironworker Mike Portillo - 8 hours Reg, 2 hours OT
Ironworker Ryan Evanchik - 3 hours
Ironworker Jonathan Canites - 3 hours
Laborer Foreman Jose Avila - 8 hours Reg, 2 hours OT
20 ton pancake jacks (4 each) - 8 hours Reg, 2 hours OT
14 ton wedge jacks (2 each) - 8 hours Reg, 2 hours OT

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6 hand pumps for the jacks - 8 hours Reg, 2 hours 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 185 WEST DEVIATION SADDLES HOUSING COVER PLATES:

After yesterday's work drilling of holes for the drill and tap holes along the top edge of the saddle (saddle base plate) did not complete drilling at the north west deviation saddle, ABF is working today at the north west deviation saddle in the middle of the 2nd of the 3 saddle segments. Ironworkers Mike Draper and Rigo Garcia are working here with the 2 mag drills. Ironworker foreman Jim Benninghove is working here part time. In the afternoon, they have progressed to drilling in the 3rd of the 3 saddle segments. By the end of the shift (10 hour day, work to 1700, back to Pier 7 by 1730), they are complete with drilling the holes at the north west deviation saddle. Note that the holes still need to be tapped for the M16 threads for the cap screws.

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. Several of these holes are full of grout or epoxy. ABF's plan is to drill out the grout/epoxy and try not to damage the threads in the drill and tap holes so that they could accommodate the future 1/2" cap screws to be added here to attach the housing cover plate along with the M16 cap screws. Also, some of the 1/2" drill and tap holes in the saddle do not line up with the housing cover plate holes, so the holes in the housing plates will need to be enlarged to align with the saddle drill and tap holes.

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 - 2 hours Reg  
Ironworker Mike Draper - 8 hours Reg, 2 hours OT  
Ironworker Rigo Garcia - 8 hours Reg, 2 hours OT  
2 mag drills - 8 hours Reg, 2 hours OT

See the attached Extra Work Order - Signed with ABF for CCO 185 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 ironworker superintendent Scott Smith; ironworker foreman Jim Benninghove; ironworkers Ryan Evanchik and Jonathan Canites; and operator Vernon Hubbard in the 888 crane on top of W2 at the W-Line.

### ITEM 67, ERECT PWS CABLE SYSTEM; CABLE BAND ERECTION:

In the afternoon, at the end of the day (OT portion of the day), ironworkers Jim Benninghove, Ryan Evanchik, and Jonathan Canites with operator Vernon Hubbard in the 888 crane on top of W2 move the crane from the previous position on the W-Line to the new location on the E-Line. The crane previously was used for support of cable band erection at the north sidespan and in the future will be used for support of cable band erection at the south sidespan. Involved in the work is moving crane mats along W2 so that the crane can crawl along W2 from the north (W-Line) to the south (E-Line)

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**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.