



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 12:22 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 579 Const Calendar Day: 988 Date: 23-May-2012 Wednesday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 06:00 pm Break: 01:00 Over Time: 02:00

Federal ID:

Location:

Reviewer: Shedd, Bill 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 not recorded

Working Day If no, explain:

Diary: Dispute
General Comments
SAS Main traveler testing at the Westmont Industries facility in La Mirada, Orange County.

04-0120F4 Bid Item: 099 E-TRS-FAB.099 E Line SAS Traveler Fabricate Structural Steel
AMERICAN BRIDGE/FLUOR, A JV

Diary: Dispute
Traveler Testing at Westmont Industries 099 E-TRS-FAB.099
I left the hotel at 0630, arriving at the Westmont Industries in La Mirada at 0700. At that time, I met with Roy Scott, CT consultant, Cesar Canels and Manny Masias, Westmont, and Mike from Zumarc (Westmont pneumatics contractor).

The Eastbound E2/E4 traveler was on the testing rack in the back yard of Westmont Industries. I took the following observations:

There is a interference between the lubricator and the handrail which will have to be resolved and the fill indicators on the lubricators do not appear to read correctly.

On the south elevating platform, the motors are not working in tandum because they are not matched to each other.

The motors on the orth elevating platform is working as designed, and they will test.

On the skew indicator, the L2/L3 bar is not shimme because they are awaiting drawings from CT.

On the L1/L2 bar, changes directed by CT have not been implimented.

There are no blugs on brake manifolds on link D.

The L6a/L6b plumbing is incorrect. It was determined that Mike was working with old shop drawings. Manny hooked up the shop air directly and the L6a/L6b valves were successfully tested.

The Ingersol Rand control valve leaked at the end of the test. Westmont suggested that the cardboard gasket is the cause of this leak. Suggested using sealant, but IR manufacturing information rejects the

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Job Name: 04-0120F4 **Inspector Name** Feather, Bernard **Diary #:** 579 **Date:** 23-May-2012 **Wednesday**

use of sealant. Westmont was directed to use 2 gaskets.

At 1100, the crew began testing the north elevation platform. The platform was not operating as designed. Roy Scott indicated that the air volume is probably too high, such that it triggers the override valve, and the chokes are wide open. The schematic appears to be correct.

Scotty indicate that he will go over the schematics tonight.

I left the site at 1700 and returned to my hotel.

04-0120F4 Bid Item: 099 E-TRE-FAB.099 E Line E2/E3 Traveler Fabricate Structural Steel

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