



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:44 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 448 Const Calendar Day: 21 Date: 25-Jun-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 clear

Working Day [checked] If no, explain:

Diary:

Dispute

General Comments

VARIOUS ITEMS OF WORK AND CCO'S;
HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

The calibration on the Skidmore Model HT 4000 ABF ID 000612 expired after Saturday 5/12/12, so on that date, ABF engineer Chris Bausone was finishing taking apart the Skidmore Model HT 4000 ABF ID 000612 so that it could be packaged for testing and calibration by Skidmore. The Skidmore Model HT 4000 ABF ID 000612 was shipped to Skidmore the following week and several weeks later it was returned to the jobsite. On Friday 6/15/12, ABF engineer Chris Bausone and Smith-Emory QC Alan Canivel reassembled the Skidmore Model HT 4000 ABF ID 000612, including testing some spare/extra fastener assemblies to verify everything is working. However, the Skidmore Model HT 4000 ABF ID 000612 is not acceptable to use for any testing yet, because Skidmore has not yet provided numbers from the calibration that need to be input into the computer that controls the Skidmore. ABF is waiting for those numbers from Skidmore.

ABF Engineer Chris Bausone, Smith-Emory QC Alan Canivel, and Smith-Emory QC Christopher Chew are working with the Skidmore Model HT 4000 ABF ID 000612 this afternoon. Smith-Emory QC Alan Canivel will be leaving the job at the end of Wednesday 6/27/2012 and Smith-Emory QC Christopher Chew is his replacement. For the next few days, ABF Engineer Chris Bausone and Smith-Emory QC Alan Canivel are training Smith-Emory QC Christopher Chew on the job. Some of this afternoon's training involves running the Skidmore Model HT 4000 ABF ID 000612 with some spare/extra fastener assemblies for rocap, min tension, and inspection torque testing.

CCO 240, JACKING SADDLE JACK CALIBRATION:

Between 1600 and 1630, I meet with ABF engineers Adam Roebuck and Levi Gatsos to discuss the calibration of the jacks for the jacking saddle during load transfer. The jack calibrations at Schwager Davis in San Jose are tentatively scheduled to start next week on Monday 7/2/2012, but it could get an early start on Friday 6/30/2012. The jacks to be calibrated are 300 Ton Enerpac jacks. Currently, the jacks have been removed from 2 of the 4 compactors (at the pier) and they will be removed soon from the other 2 of 4 compactors that are on the bridge deck (will be brought back to the pier this week so that the jacks can be removed).

Per CCO 240, we have added a requirement to monitor the jacking force at the jacking saddle (it was previously only displacement based). There are 16 jacks that will be calibrated to "A" and "B" gauges. Also, 2 backup jacks will be calibrated to 8 different gauges. There are a total of 24 pairs of calibrations.

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New gauges (8 each) will also be purchased. Schwager Davis will also be calibrating the 8 gauges before using them with the jacks. ABF provides a price quote for this work and I approve that quote since it is similar to other priced quotes we have received and approved for jack calibration work at Schwager Davis - price quote provided to CCO group to go to the CCO file.

Schwager Davis has some questions about our witnessing of the jack calibrations as follows and I tell ABF that I will need to check with METS/Translab and get back to them later with answers:

1. Will we be adding a Caltrans Load Cell, or a Caltrans Pressure Transducer, or both?
2. If we add a Caltrans Load Cell, what will be the arrangement of the Load Cell?
3. If we add a Caltrans Load Cell, what are the dimensions and general information for the Load Cell?
4. Are there any other Caltrans concerns?

After the meeting with ABF engineers Adam Roebuck and Levi Gatsos, I meet with Bahjat Dagher of METS to discuss the above issues. We will respond to ABF at a later date.

CCO 240, TOWER AND EAST SADDLE WOOD BLOCKING:

I discuss with ABF Engineer Scott Yeager that some of the timber blocking at the tower saddle and east saddle needs has come loose and needs to be fixed prior to load transfer. Prior to cable swing out and compaction at the east end, some of the blocking at the east saddle came loose from timber shrinkage. The amount of shim timber needed is approximately 1/16" or 1/8" at various locations. Some of the timber just needs to be epoxied again. A similar condition exists at the tower saddle with some of the timbers. I tell Scott that I did not observe any timber fit changes from the cable swing out. I tell him that I did see a change when the cable compaction reached its end near the east saddle - one timber at the north saddle needs about 1/2" timber shim and one timber at the south saddle needs about 1/4" timber shim due to divider plate movement. These issues will be addressed at a later date.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE): JACKING SADDLE HOUSING COVER PLATES:

I discuss with ABF Engineer Scott Yeager that the jacking saddle housing plates that were erected over the trough recently are not long enough and do not line up with the end of the saddle, which will be a problem when the shrouds are erected. The housing plates are about 1" short at the north end of the saddle and are about 7/8" short at the south end of the saddle. The erected plates are ok to remain as is; the shrouds will need modifications or fill plates to fit the difference between the end of the saddle and the plate that comes out at a right angle from the end of the saddle trough housing plate.

INSPECTOR OT REMARK:

2 hours OT: Meet with ABF and then METS regarding CCO 240 jacking saddle jack calibration that is scheduled for later this week or next week.