



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 #: 452 Const Calendar Day: 25 Date: 29-Jun-2012 Friday
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, JACKING SADDLE JACK CALIBRATION:

There is prep work by ABF at the warehouse / Pier 7 yard today for the upcoming jack calibration at Schwager Davis. The jacks to be calibrated are 300 Ton Enerpac jacks that are being removed from the cable compaction machines. 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. New gauges (8 each) will also be purchased. Schwager Davis will also be calibrating the 8 gauges before using them with the jacks.

Ironworkers in foreman James Sturgeon's crew (James Wilkerson, Robert Martell, Mo Robinson) work this morning to remove the jacks from the last 2 cable compaction machines. Note that removal of the jacks from the cable compaction machines for use at the jacking saddle is item work, and only calibration of the jacks and measuring jacking force at the jacking saddle are CCO work. Previously, ABF had removed 12 jacks from 2 cable compaction machines and those have been sitting on 2 pallets for several days/weeks in the warehouse. Recently, the other 2 cable compaction machines were brought from the field (SAS cable) to the warehouse / Pier 7 yard, and only 2 jacks were removed by the end of the shift yesterday. His morning, the 4 additional jacks are removed from the cable compaction machines so that enough jacks have been removed for use at the jacking saddle. Then, later in the morning, the remainder of the jacks are removed from the cable compaction machines. The 18 jacks for CCO 240 calibration and for use at the jacking saddle (use 16, 2 spares) are on pallets waiting for pickup for delivery to Schwager Davis in San Jose by mid-morning, but they are not picked up until late in the afternoon. They are scheduled to arrive by mid-morning on Monday 7/2/2011 and calibration will start first thing Tuesday 7/3/2012 morning.

CCO 247, MACHINE CABLE BANDS:

In the warehouse, ironworker Art Duron continues work this morning from yesterday's work in the afternoon, grinding chamfers and cutting off excess finger/key length on the male halves of the cable bands still currently stored in the warehouse and not erected in the field yet. The machining is inspected by others (Warren Collins).

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE):
WEST DEVIATION SADDLE HOUSING COVER PLATES - PLATE WASHERS:

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Brignano, Bob

Diary #: 452

Date: 29-Jun-2012 **Friday**

WDS-N and WDS-S trough face housing plates - some plate washers are needed where slotted holes are not covered by the fender washers. There are 4 locations at the WDS-N and 8 locations at the WDS-S that need plate washers. I discuss with ABF Engineer Scott Yeager that a recent schedule from ABF shows CCC painting the housing plates in the next month rather than waiting until all the Hinge K work is done. I ask Scott when they plan to install the plate washers. Scott says that the plate washers and the longer cap screws needed to accommodate the thicker plate washers have not been ordered yet, so CCC will have to hold off on that painting work. I suggest that an alternative is to mask the locations where plate washers will need to be installed at a later date.