



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:39 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 549 Const Calendar Day: 122 Date: 04-Oct-2012 Thursday

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 If no, explain:

Diary:

Dispute

General Comments

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
TOWER SADDLE; PULLBACK/TIEBACK LOAD TRANSFER RELEASE;
TEMPORARY PULLBACK SYSTEM DEMOB:



The tower pullback system was previously fully released, but demob/removal of the system has not started yet, other than limited work to remove the jacks. There is no work by ABF today on this item.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
JACKING SADDLE; LOAD TRANSFER JACKING;
TEMPORARY JACKING AND RESTRAINT SYSTEM DEMOB:

The jacking at the jacking saddle/frame was previously completed with all permanent shims installed, but demob/removal of the system had not started prior to today, other than yesterday's work to disconnect the hydraulic hoses from the jack control unit and move the unit just out of the way to clear the path for the crane mats for the 888 crane move. Today, ABF mechanics Gene Pratt and Joe Hernandez disconnect the hydraulic hoses from the jacks inside W2 and remove the hoses.

CCO 120 HINGE A BEARINGS/HPB RESTRAINT BRACKETS:

The CCO 120 Hinge A Bearings/HPB Restraint Brackets that bolt to the HPB's at the fixed end at the SAS arrived on site recently. I examined the material at the Pier 7 yard (to the west of the warehouse) today and pulled the Orange Tag release documents.

I also noted that some of the new CCO 120 brackets have grease on them. I discussed this with ABF engineer Eric Blue. Apparently the truck broke down, was taken to a shop, and the material was transferred to a new truck, and somewhere in that process, the material must have gotten grease on them. I told Eric Blue that he needs to de-grease the faying surfaces of the Restraint Brackets where they will connect to the HPB's.

There is still some pending material for the CCO 120 Hinge A Bearings/HPB Restraint Brackets - the new Geomet Coated fastener assemblies (A490 bolts, nuts, and washers) for the new CCO 120 brackets are still at LeJeune or their suppliers. When they arrive on site, per our practice for LJB material, I will pull QA samples with METS on site and the samples will be tested at Translab after the material is already on site. Shipping this material without prior QA sampling at the source (LeJeune), QA testing at Translab, and QA



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release at the source (LeJeune) is per agreement with ABF, LeJeune, CT METS, and CT Construction to expedite material delivery to the site, expedite testing, and reduce METS travel expenses. Note that the suppliers of the individual components (nuts, bolts, washers, galvanizing) as well as the overall assembly (LeJeune) performed the required QC testing of the material prior to shipping the material. Using the material prior to release is at ABF's risk.

ITEM 64, INSTALL STRUCTURAL STEEL (BRIDGE) (PIPE BEAM) (HINGE AW & AE);
HINGE A HPB'S INSTALL, HPB'S ALIGNMENT, VERTICAL STRONGBACK:

At Hinge A, E-Line, ABF sets up an approximately 15' wide crane mat bridge over the expansion joint gap at the same height as the OBG deck so that vehicles can drive over the joint. I do not inspect this work to document the equipment and labor for the operation and just note after the fact that the work happened today.

At the Pier 7 yard to the west of the warehouse, ABF ironworkers (fab yard ironworker Kevin Kananen and others) continue to work on the vertical alignment strongbacks and the transverse alignment materials. Most of the temporary alignment materials are on site at the Pier 7 yard to the west of the warehouse. According to ABF Engineer Eric Blue, the plan is for work in the field to start sometime next week. Fabrication of alignment components will continue at least through the end of this week.

As a subcontractor to ABF, Peterson CAT is onsite. Carl Sieber is present with a mechanic's truck and machining equipment to bore out a hole in one end of each of the four strongback beams. Three plies of steel have to be drilled/machined at each hole - the strongback beam web and a welded boss plate on each face of the web. He first drills a pilot hole, and then he machines out more material for the large diameter pin. The final machined holes are 145mm = 5.708" diameter. On this first day of work for Peterson CAT, work is begun on 2 of 4 of the strongbacks.

INSPECTOR OT REMARK:

2 hour OT in office: work late in the afternoon/evening on the updating of plots for the cable band bolt tensions.