



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 #: 553 Const Calendar Day: 126 Date: 08-Oct-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 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:

This work is primarily inspected by others. The tower pullback system was previously fully released, but demob/removal of the system had not started prior to today, other than limited work to remove the jacks. Today ABF begins work on this item by getting setup at the tower, elevation 145 where the tieback cables attach to the temporary tower bracket. This setup work is for handling the tugger/winch line that will be used to maintain tension in the tieback cables as they are reeled at W2/YBI (on the ground level). This work is by ironworker foreman Tony Costa's crew. Work starts at 0700 and work in the field ends at 1700, so that they can be back at Pier 7 by 1730 end of shift.

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

Demob/removal of the system inside W2 for the jacking at the jacking saddle/frame continues today. Present are 7 ironworkers - foreman Kelly Tull, Zach MacDonald, Ryan Nash, Hays (Steve) Batiste, John Rocha, and two other ironworkers (didn't get name) working a 10 hour shift (8 hours regular and 2 hours OT). Work starts at 0700 and work in the field ends at 1700, so that they can be back at Pier 7 by 1730 end of shift. Note that all of these ironworkers from this ironworker crew do not work full time on the demob at the WJS and also work part time at the CCO 216 Hinge K operations (inspected by others).

Friday's work finished with all the temporary shims removed from the south setup, except for the first temporary shims that are attached to each of the jacking posts. This morning, they start with removal of the temporary shims from the north setup. Because the 888 crane in the area (at W2 for support work at Hinge K) is busy with other work, an extendable forklift (with either operator Kevin Alger or Ryan Oku at different times) is used to remove materials from inside W2 by pulling them up through the manholes in the top of W2. The temporary shims need to be unbolted one at a time (each shim is 4" thick) from the shim stack, lowered from the shim stack, and then the rigging transferred to pull the shim out the manhole. In addition to temporary shim removal, the jack bases with channels that are bolted to the ends of the jacking frame legs are removed this morning from the north and south setups. Additionally, some of the rigging and equipment inside of W2 that is now extra and not needed for the continuing demob work is removed this morning.



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By the end of the shift, the removal of the temporary shims from the north setup is complete. Removal of the jacking posts, and associated support beams and columns, are not removed today.

ITEM 64, INSTALL STRUCTURAL STEEL (BRIDGE) (PIPE BEAM) (HINGE AW & AE);
HINGE A OBG'S ALIGNMENT, TEMPORARY WORKS:

The fabrication of the strongbacks at the Pier 7 yard is complete, so today the strongbacks and other Hinge A alignment associated materials are loaded onto a barge. This work is not inspected, but it is likely by the Pier 7 yard crew of ironworkers (ironworker foreman Bob Russell) and the Whirley crane.

There is continued work on Hinge A alignment associated materials at the Pier 7 yard. Ironworker Kevin Kananen is welding together the separate shims that go under the strongbacks where they will bear on the SAS OBG deck. These were fabricated as several separate shims, but ABF is welding some of them together so the grout that goes in one place can be picked altogether at once.

In the field at Hinge A, ABF Engineer Eric Blue and 4 ironworkers (foreman CJ Biskner) start work at the W-Line where they are drilling holes for the anchorage inside the OBG where the strongback will attach on the Skyway side of the joint. Work starts at 0700 and work in the field ends at 1700, so that they can be back at Pier 7 by 1730 end of shift. They are using a piece of paper with circles plotted as a template for the hole drill locations. The equipment used are some mag drills. The electric mag drills are run from Skyway power, with outlets inside of Skyway from which they run extension cords. They are not using an ABF generator to power this work inside of Skyway.

ITEM 67, ERECT PWS CABLE SYSTEM;
HANDROPE ANCHOR PP8 & 104 SHOULDERBOLT:

I meet with ABF Engineers Chris Bausone and Ankur Singh approximately 1600 to 1630 today in the bolt testing conex in the Pier 7 warehouse to discuss the shoulder bolts for the handrope anchors at PP8 & 104 and perform a test. The shoulder bolts were supplied by LeJeune and manufactured by BBC. The shoulder bolts were supposed to be machined at the base of the shank so that the threads would not run out in a drill and tap hole before the shoulder shank contacts the cable band surface. The shoulder bolt that were intended to be undercut to the minor diameter (~20mm) were instead undercut to the pitch diameter (~22mm). As a result of the undercut problem, the shoulder on the bolt does not shank out against the cable band, with a measured gap ~1.5mm from some tests performed in the field 9/26/2012 at PP8.

ABF's proposal to address this issue with the shoulder bolts is to countersink the holes in the cable bands so the bolt threads will not run out. ABF demonstrates the countersinking this afternoon. That material used for the demonstration are plates with M24 drill and tap holes that were used for testing of bolts for tower head connections with M24 bolts into drill and tap holes. The holes are only countersunk enough so that the threads on a bolt will not run out and the shoulder shank contacts the surface with the drill and tap hole. With the use of a countersink bit to remove the first thread in the hole instead of the original plan to remove the first thread on the bolt, the shoulder on the bolt does shank out as intended against the cable band with no measured gap. I agree that the test is successful and tell ABF Engineers Chris Bausone and Ankur Singh that CT must witness the work in the work in the field to verify the countersink is not too deep and it is also deep enough so that the shoulder shank does contact the cable band surface as intended.

INSPECTOR OT REMARK:

2 hour OT in field & office:

Field - approximately 1600 to 1630 meeting with ABF in the field to address an issue with the shoulder bolts for the handrope anchors at PP8 & 104.

Office - work late in the afternoon/evening on the updating of plots for the cable band bolt tensions.



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