



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 #: 554 Const Calendar Day: 127 Date: 09-Oct-2012 Tuesday

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

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. Demob/removal of the tower pullback system continues today. ABF begins to lower and reel the pullback wire ropes today. At tower elevation 145 where the tieback wire ropes attach to the temporary tower bracket, the wire ropes are disconnected and lowered using a tugger/winch line run from a tugger/winch at W2/YBI (on the ground level) that is 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 at the start of the day are 4 ironworkers - foreman Kelly Tull, Zach MacDonald, and two other ironworkers (didn't get name), but later in the day only Kelly Tull, Zach MacDonald, and one other ironworker are working here. The remainder of Kelly Tull's crew is working elsewhere on the bridge (inspected by others). The ironworkers are 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.

Today's work is starting to remove the jacking posts, and associated support beams and columns. The various connections are unbolted and cut (oxy-acetylene torch). Today's work is at the south location (no work at the north location). By the end of the day, the jacking post end plates are removed and 1 of the 8 jacking posts at the south location is removed. The work today is all unbolting and cutting inside of W2 with no removal of material from inside of W2. Therefore there is no crane or forklift support of this operation without the need to hoist material out of W2 through the manholes in the top of W2.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
JACKING SADDLE; GROUTING JACKING FRAME LEGS;



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Job Name: 04-0120F4

Inspector Name Brignano, Bob

Diary #: 554

Date: 09-Oct-2012

Tuesday

This work is primarily inspected by others. ABF's laborers setup a grout mixer on the W2 temporary platform hanging below W2 and add inlet ports to previously drilled holes in the grout frame legs to be grouted. The holes in the grout frame legs to be grouted were drilled and tapped by ironworkers in recent days (I didn't inspect this recent operation).

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

ABF Engineers Eric Blue and Andre Markarian are each present for portions of the day at Hinge A.

In the field at Hinge A, 4 ironworkers (foreman CJ Biskner) continue 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. At approximately 1000, some of the ironworkers move to the E-Line Skyway to drill similar holes.

At approximately 0900, ABF begins unloading Hinge A material from a barge with a ringer crane on another barge. The ringer crane is set to the south of the SAS near hinge A. Some of the ironworkers from CJ Biskner's crew participate in the barge unloading. Ironworker foreman James Sturgeon and his crew are involved in the unloading of the barge and also assist with the drilling of holes in the Skyway for the strongback anchors. Superintendent Scott Smith and General Foreman Aaron Kent are also involved in the unloading of the barge with the ringer crane. The ringer crane has a crew of 2 or 3 operators (I did not go below to find out which operators are working on this operation). The unloading of the material from the barge with the ringer crane is not limited to items for Hinge A, because a manlift and scissor-lift are also hoisted to the deck by the ringer crane, this equipment is not necessary at Hinge A and will not be used at Hinge A. The Hinge A items unloaded from the barge this morning are 2 strongbacks for the E-Line, transverse restraint brackets (CCO 120), and other material related to the alignment of the Skyway and SAS at Hinge A. After unloading materials to the E-Line SAS, the ringer crane (on a barge) and the other barge with materials are moved by a tug to the north side of the SAS. No materials for the W-Line Hinge A work are unloaded today at the north side of the SAS.

In addition to material and equipment delivered by barge, a pickup truck is driven from the warehouse through the Skyway to bring 4 each 500 ton jacks to Hinge A. The ABF ID's on the jacks are 002221, 002222, 002223, and 002224.

In the afternoon, ABF ironworkers from foreman CJ Biskner's and foreman James Sturgeon's crew begin erecting and bolting up the temporary brackets inside the Skyway E-Line where the strongback will attach on the Skyway side of the joint. These brackets are bolted through holes drilled earlier today.

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.