



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:29 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 658 Const Calendar Day: 231 Date: 21-Jan-2013 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

CCO 283, MODIFY SUSPENDER CLAMPS;
NEW FLAT PLATES MATERIAL ARRIVAL ON SITE:

The new modified flat plates that go between the zinc saddles at the suspender clamps at PP 78, 80, 92, and 94 cable bands arrived on site today. These are the shorter plates that will be used with the zinc saddles to pull the suspenders farther into the cable band grooves. I pulled the orange tag and attached documentation. Reference Sketch 0763R0-SK-02 attached to State Letter 05.03.01-011100 dated December 5, 2012 and CCO sheet 763S1 of 1204 attached to State Letter 05.03.01-011282 dated December 27, 2012 for plate details.

ITEM 64, INSTALL STRUCTURAL STEEL (BRIDGE) (PIPE BEAM) (HINGE AW & AE);
HINGE A EXPANSION JOINT GAP; TEMPORARY BRIDGE OVER GAP FOR ACCESS:

This morning, ABF laborers (Ricky Campos and Carlos Montejano) with an operator in a forklift are making modifications to the crane mat bridge over the expansion joint at E-Line Hinge A. I discuss with CT inspector PJ (Parviz Jalali) that the timber is down in the seismic joint blockouts and is tightly packed from the vertical face on the Skyway to the vertical face on the SAS, which will result in loads on the vertical steel plates of the OBG's in the blockouts if the temperature increases and the gap is reduced due to thermal effects. CT inspector PJ (Parviz Jalali) discusses with ABF that they need to leave a gap in the timbers to accommodate thermal movements. The ABF laborers modify the timbers to leave a small gap for thermal movements at Hinge A.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
REMOVAL OF EAST SADDLE LIFTING LUGS:

Reference 1/10/2013 diary for discussions with ABF a week and a half ago about which lugs needed to be removed. This work is primarily inspected by others.

There are 2 ironworkers (Earl "Rick" Clayborn and Joshua Cruz) working on this operation for a few hours in the morning and all afternoon (including 2 hour OT - 10-hour day). In the morning, ABF places fire blankets and sets up to cut the lugs at the E-Line East Saddle per ABF-RFI-002052R01 and field discussions regarding which lugs to remove. The E-Line East Saddle lugs are marked 40mm-45mm above the rib for the ~38mm cut line per ABF-RFI-002052R01. Then the paint is ground off in the cut areas. In the afternoon, a channel is clamped to the east rib at the E-Line East Saddle to provide a guide

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for the cutting. After 1300, cutting begins with an oxy-acetylene torch. ABF had planned to use a rosebud/weed-burner to preheat the area, but instead they just use the torch to preheat before cutting and cut higher up (more grinding of heat affected zone). After a rough cut with the torch, some higher spots are then cut with the torch. Then for a large part of the afternoon, the cut surface is ground with a disk grinder.

By the end of the shift, one lug at the E-Line East Saddle (the east lug) is cut off and partially ground. More grinding to make the cut smooth, remove the heat affected zone, and get to the required dimension is still required to complete work at this removed lug. In addition, the edges need to be chamfered, MT inspection performed, and the area painted.

ITEM 67, ERECT PWS CABLE SYSTEM;
CCO 96 MODIFICATIONS TO THE CABLE GATES;
GATES ON CABLE AT EPP100 AND WPP100:

This work is primarily inspected by others. This afternoon, ABF installs the gates at PP 100. This work involves an operator in a forklift, 2 ironworkers (Stanley Dalie and another), and ABF Engineer Ankur Singh. The gate is erected at EPP100 approximately 1400, and the gate is erected at WPP100 approximately 1500. The gates do not close all the way before the bottom of the gates hit the top of the cable band. Reference ABF-RFI-003162R00 for the modifications that are necessary to enable the gates to fully close.

ITEM 67, ERECT PWS CABLE SYSTEM; PHASE 4 LOAD TRANSFER;
MATERIAL SAMPLE & ROD INSTALLATION AT EPP114:

5/8" hot dip galvanized rods (with nuts and washers) were installed per ABF-RFI-003159R00 today at EPP114. Other remaining work at Phase 4 load transfer locations is pending the response to ABF-RFI-003163R00. For EPP114, 5/8" threaded rods are being used to replace the M16 bolts that had to be removed. ABF Engineer Adam Reeve brings the material to the field this morning. The quantities are small - 6 assemblies (1 rod, 4 nuts, and 2 washers per assembly) were installed, ABF has one spare assembly, and I pulled 3 assemblies for QA testing. I pulled the samples today, but I am waiting for the documentation that goes with the material before QA testing. Material installation today prior to QA material testing is at ABF's risk. Material is QA sampled on site rather than at the source per agreement with ABF, 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, rods, washers, galvanizing) performed the required QC testing of the material prior to shipping the material.

In the morning, ABF Engineer Adam Reeve installs the rods with the washers and nuts. In the afternoon, ABF ironworkers tighten the nuts. Ironworkers Ryan Evanchik and Robert Larue arrive at EPP114 at about 1550. Prior work is elsewhere and inspected by others. The work at EPP114 includes holding the top nut and tightening from the bottom nut, making sure the rod doesn't just turn through the top nut. Then they add jam nuts to the top and bottom nuts. The work is complete at about 1620.

ITEM 67, ERECT PWS CABLE SYSTEM; PHASE 4 LOAD TRANSFER;
PREPARE FOR SHIM INSTALLATION AT WPP112:

Remaining work at WPP112 is pending the response to ABF-RFI-003163R00 regarding extending the slotted holes to accommodate the bolts at the upper strongback interior connection. Today, ABF Engineer Adam Reeve brings the necessary fill plates, plate washers, and bolts to the location in preparation for the upcoming work here. No work with these shim plates occurs today.

ITEM 69, ERECT SUSPENDER SYSTEM;



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PP 104 AND PP106, W-LINE AND E-LINE;
SUSPENDER BRACKET CLOSURE PLATES ON TOP FLANGE PLATE:

This afternoon, ABF tightened the 1-1/8" bolts that go into the blind holes above the stiffeners in the suspender brackets. These are the locations where there were holes in the closure plates, but there are stiffeners in the brackets directly below those bolt holes. ABF previously enlarged the holes and tapped them for plug bolts. The galvanized A325T ("T" means fully Threaded) bolts were installed with a single washer each in the drill and tap holes. Today those bolts were tightened at PP 104 & PP106, W-Line & E-Line. I witnessed the match marking and tightening by turn of the nut. No tightening amount was specified, but since the bolts are into drill and tap holes in the top plate with only a single washer under each bolt head in the grip before the drilled and tapped hole, not much turn amount should be expected. To avoid stripping threads, and because these are just plug bolts, these should be snug only. I discussed with the ironworkers tightening to more than snug to ensure the bolts do not loosen, so the ironworkers aimed for snug + 1/4, match marked, and got between snug + 1/6 and snug + 1/3. This is acceptable.

Ironworkers Ryan Evanchik and Robert Larue arrive at the W-Line locations with the equipment (impact gun, socket, air hose) at about 1630. There are 8 bolts to tighten at each PP. They complete work at WPP106 and WPP104, then move to the E-Line, and complete work at EPP104 and EPP106. Work is complete at about 1650. Then they put away the tools and the end of work is 1700 for the 1730 end of shift (10-hour day, with last 2 hours at OT).

INSPECTOR OT REMARK:

Field 4 hours OT: Today is the Martin Luther King, Jr. Holiday, but ABF is working in the field today. I inspect various items in the field for a portion of the day.