



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:15 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 922 Const Calendar Day: 495 Date: 12-Oct-2013 Saturday

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 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF previously left the work of drilling anchors for Test Rigs #5 through #7 incomplete earlier in the week. ABF had other non-CCO 314 priorities and did not work on CCO 314 for a few days. ABF returns to working on CCO 314 items today.

ABF Engineer Paul Fikse is at work today working on non-CCO 314 items, except for a little time on the CCO. Engineer Kelvin Chen is not working today, but on the extra work ticket, he puts down a small amount of time for him doing work Monday related to the Saturday work.

Ironworkers James Sturgeon (general foreman, approximately 3/4 day on CCO, remainder on other work), Barry Rothman (5 hrs - leaves work at noon), and Rob Martell (full day on CCO) are working on CCO 314 along with an operator (approximately 1/2 day on CCO). The shift today is 0700 to 1530 for 8 hours at 1.5x OT on Saturday. They move the tents from over the Test Rigs #8 to #11 slabs to get them out of the way, move the 8 pieces of k-rail that had been stored on those slabs to get them out of the way, and move the Test Rigs #8 through #11 to the slabs. They continue drilling holes in the concrete slabs for the concrete anchors for Test Rigs #5 through #7, and this is completed today except where rebar conflicts are encountered.

Note that they have difficulty with hitting rebar in some of the holes. ABF bought core drill bits for the drills, but those do not work with this equipment because the roto-hammer function on the drills do not allow the core barrel to drill without pounding the bit. They need to get different equipment to get past the holes with rebar conflicts, so they do not address the holes with rebar conflicts today. Other options are angling the drilled holes or shifting the test rig locations to clear the rebar. This issue will be addressed in the future when ABF resumes work at this location.

After setting Test Rigs #8 through #11 on the slabs, the locations of the steel test rigs are adjusted on the concrete slab to match the layout lines provided by ABF's engineers. The ironworkers were trying to get the test rigs exactly centered on the slabs. The locations of the test rigs on the slabs is not that critical and can be off and still not cause problems with the other parts (jacks and jacking beams) that will be added later. I tell the ironworkers that they can be off by an inch on the slab and it is still ok. This saves them from spending too much time getting the test rig steel location on the concrete slab too precise for no reasonably necessary reason. Note that the rebar is not mapped so changing the location of the test rigs on the slabs does not change the odds of hitting or missing rebar. We had also previously discussed with ABF that the test rigs could be relocated to miss rebar if they had too many conflicts. They have chosen not to relocate test rigs, because after most holes are drill and then rebar is hit, it is more work to move the

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Brignano, Bob

Diary #: 922

Date: 12-Oct-2013

Saturday

test rigs and drill new holes. After Test Rigs #8 through #11 are set on the slabs, a small pilot hole is drilled (1" diameter, only score the steel) to mark the locations to drill holes, the test rigs are moved, and the holes in the concrete are drilled (1-1/8" diameter - too large to leave steel in place during drilling). The drilling of holes full depth (except where hit rebar) is completed on Test Rig #8, while only the hole locations are marked/scored on Test Rigs #9 through #11.

The two tents moved at the start of the shift are tied down to k-rail at their new locations at the end of the shift so that they will not blow away/over in the wind.

The conflicts with rebar for the concrete anchors to connect the steel test rigs to the concrete slabs are as follows:

Test Rig #5: conflicts at 4 of 16 holes

Test Rig #6: conflicts at 2 of 16 holes

Test Rig #7: conflicts at 0 of 16 holes

Test Rig #8: conflicts at 4 of 16 holes

There is idle/standby equipment at the work area as follows: Generator (MQ Power 25 - ABF ID 000008) and hydraulic pump (Powerteam). In use for today's work is Generator (Whisperwatt 7000 - ABF ID 002342), Small Forklift (Hyster 120 - ABF ID 002351), Small Forklift (Caterpillar), Extendable Forklift, P360 Forklift, and a Kubota Cart. There are 4 different forklifts in use at different times during the day, but typically there are only 1 or 2 forklifts at the site at a time – they switch forklifts depending on the need. Also, on site at the start of the day and then removed at the start of the shift is the Compressor IR P185R - ABF ID 002078 that is then replaced later in the day with a different Compressor IR P185R - no ABF ID.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis.

The agreed extra work with ABF is as follows:

Ironworker General Foreman James Sturgeon - 4 hrs OT

Ironworker Rob Martell - 4 hrs OT

Ironworker Barry Rothman - 4 hrs OT

Engineer Paul Fikse - 0.5 hrs Reg

Engineer Kelvin Chen - 0.5 hrs Reg

Extendable Forklift - 2 hr OT

Compressor - 4 hrs OT

Generator - 4 hrs OT

Kubota Cart - 4 hrs OT

Drill (2 ea) - 8 hrs OT

Radios (4 radios) - 12 hrs

k-rail: 27 pcs @20' and 8 pcs @10'

See the attached Extra Work Order - Signed with ABF for CCO 314 work

INSPECTOR OT REMARK:

Office and Field 8 hours: I am working part time in the field where ABF is working today to set and anchor the Townsend Test (stress corrosion - Test IV) test rigs. I am also working in the office on various Townsend Test (stress corrosion - Test IV) issues and other CCO 314 issues. ABF's shift is 0700 to 1530. My shift and OT hours are 0900 to 1730.

