



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:11 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 967 Const Calendar Day: 540 Date: 26-Nov-2013 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 partly cloudy

Working Day [checked] If no, explain:

Diary:

Dispute

General Comments

[checkbox]

ITEM 101 TRAVELER SUPPORT RAIL;
HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

LeJeune Shipment 183 arrived yesterday with one rocap lot of 5/8" diameter bolt assemblies for use at the traveler rail supports. The METS QA sampling is this morning between 0800 and 0815 with Scott Croff and James Doe of CT METS and me. The METS QA sample will be taken to Translab for QA testing. At the same time, I take the ABF QC sample for Pre-Installation Testing, which will happen later this morning.

Note that this material was shipped without prior QA sampling at the source (LeJeune), QA testing at Translab, and QA release at the source (LeJeune). This was 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 (bolts, washers, galvanizing) performed the required QC testing of the material prior to shipping the material.

At Pier 7 Warehouse, perform rotational capacity testing, pre-installation verification testing, and determine the inspection torque for high strength bolt assemblies from 0930 to 1000, for 0.5 hours. CT witness by Bob Brignano. The ABF Engineer is Kelvin Chen. The equipment is the Bolt Testing Conex ABF ID 002079 and the Skidmore Model HT 4000 ABF ID 000612. There one rocap lot of 5/8" diameter bolt assemblies.

See the attached Bolt Test Form for details of the testing.

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

The test rods (State furnished, galvanized A354 Grade BD) for Test Rigs #6 through #11 arrived on site yesterday. These are the rods that have already been successfully test fit in the couplers and with the cylindrical sleeve for Test Rig #7 at Dyson and were then shipped back to the jobsite. On the 6 test rods, CT METS needed to do hardness testing on the ends and MT on the threads. Yesterday, hardness testing was completed and the rods were cleaned for MT which was scheduled for today. From CT METS are inspectors Scott Croff and James Doe between 0900 and 1030 to perform MT (dry particle) on the rods. The MT is completed by CT METS on these test rods this morning.

ABF ironworkers Barry Rothman and Rob Martell work on CCO 314 for part of the day, Barry for most of the day and Rob for about half of the day. For the remainder of the day, they are working on non-CCO

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314 operations elsewhere at the Pier 7 warehouse area. The shift is 0700 to 1730, for 8 hours regular and 2 hours at 1.5x OT.

The ironworkers clean the test rods (State furnished, galvanized A354 Grade BD) that were MT by CT-METS earlier today. This involves using compressed air, brushes, and MEK to clean the dry MT powder from the rods. They shake out and check the quantity of bolts, nuts, and washers for the test rig end plate connections. They do other misc prep work on the test rigs.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

Dave Van Dyke from VGO is working on site today. He starts work at 0800, takes lunch between 1200 and 1300, and leaves at 1700. He spends part of the day working on the wiring at Test Rig #5. He runs the wires in the loom from the main run (south of all test rigs) to the Test Rig #5 handhole. This includes portions of the wire run being protected by sandbags and the remainder of the wire run installed in a new timber enclosure built by VGO. The wire signals are checked, but they are not connected to the strain gauges previously installed on the rod.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is used briefly today. A compressor – IR P185R – ABF ID 002075 is used briefly today. The ironworkers have a Kubota Cart. A Hyster 80 forklift is used for parts of the day.

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. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces (minus 1 missing)

10' ABF k-rail = 8 pieces

20' rented k-rail = 22 pieces (minus 1 missing)

20' ABF k-rail = 27

See Victor Altamirano diary for labor/equipment details.

The agreed extra work with ABF is as follows:

Ironworker Rob Martell - 4 hrs Reg

Ironworker Barry Rothman - 7 hrs Reg and 2 hrs OT

Engineer Kelvin Chen - 2 hrs

Kubota Cart - 8 hrs

Hyster 80 Forklift - 1 hr

Radios (2 radios) - 13 hrs

k-rail: 26 pcs @20' and 7 pcs @10'

Crane Mats (12x12 - 5'x16') - 10 pcs

Crane Mats (12x12 - 5'x7') - 4 pcs

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