



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:10 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 977 Const Calendar Day: 550 Date: 06-Dec-2013 Friday
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 during work shift; rain at night after shift

Working Day [checked] If no, explain:

Diary:
General Comments
CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:
VGO is on site with Dave Van Dyke, Rob Rutledge, and Nick Buck. They start work at 0700, take lunch between 1200 and 1230, and leave the site at 1530. After the end of today's work, Nick Buck goes to the airport to fly back to Oregon. For the jacking rods for TR's #8-11, after yesterday's arrival on site, VGO did prep work for strain gauge installation (grinding the rough surface of the jacking rod shanks and doing layout for the strain gauge locations). Today's work starts by using calipers to measure the exact diameters of the rods at the locations for the strain gauges so that the force in the rod can be calculated from strain measurements. Then VGO begins installation of the strain gauges - clean rod, glue gauges, check signal, add protective covers. Rob and Nick do this installation today, with each person working on a single rod. The strain gauge installation on TR #8 is complete about 1330 and the strain gauge installation on TR #9 is complete about 1500. By the end of the VGO shift today, the strain gauge installation on TR #11 is 25% complete (2 of 8 installed). Also today, Dave spends part of his time in the morning checking wires at TR's 6-11 with the computer to verify there are no issues between the eDAQ datalogger and the test rigs. Dave also spends part of his time in the afternoon at Test Rig #6 checking and sorting the wires from the strain gauges on the rod, after the rod position was fixed (locked in by nuts on both ends of the test rig).
ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.
Ironworkers Rob Martell and Barry Rothman are working a 12-hour shift today, but only the regular time part of the day is spent on CCO 314. Rob rolls his ankle today at approximately 1330 causing a foot/ankle injury. Later in the afternoon, after going to the ABF safety office, he leaves work for the day, after 7 hours on CCO 314 work. Barry leaves the CCO 314 work after 1530 to work the remaining 4 hours on non-CCO 314 work - preparations for the Left Coast Lifter (Shear Leg Crane) removal from the jobsite not inspected by me. Operator Ian Wells also work on the CCO briefly with a forklift.
At Test Rig #6, after yesterday's installation of the rod (jacking rod, coupler, test rod) in the test frame, the end plate at the north/jacking end is installed. This involves an operator and extendable forklift. The end plate is in place by 0730 and boltup is complete by 0915. The A490 bolt assemblies are tensioned by the turn of the nut method with an impact gun. Then, at Test Rig #6, the rod location is adjusted (end plate installation moved the rod), the excess grease at the grommet to rod interface is cleaned, and grommet area is caulked. The rod to grommet interface and the grommet to diaphragm interface are caulked at the wet chamber side only (the dry chamber side will be caulked at a later date). After completion of all work in the wet chamber (includes some cleaning), the end plate at the south/dead end is installed at about 1045. This involves an operator and extendable forklift. Then the end plate is bolted up - the A490 bolt

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Friday

assemblies are tensioned by the turn of the nut method with an impact gun. After this morning's ABF work at TR #6 which resulted in the rod position now fixed (locked in by nuts on both ends of the test rig), VGO begins at 1300 checking and sorting the wires from the strain gauges on the rod. After 1300, the ironworkers begin work to install the jacking beam at TR #6.

Before finishing work at the TR #6 jacking beam, ABF ironworker Rob Martell hurts his ankle/foot approximately 1330 and eventually leaves the work site. ABF ironworker Barry Rothman continues working at the test rigs to cover up materials before the forecast rain tonight. After 1530 (8 hours), Barry leaves the CCO work area and works elsewhere at Pier 7.

Included in the shipment from Dyson that arrived yesterday are spherical washers for TR's #6 and #8-11 as well as the cylindrical sleeve for TR #7 that need to be painted. ABF Engineer Kelvin Chen arranges with CCC to paint the washers with inorganic zinc and the cylindrical sleeve with epoxy paint. CCC will not do that work today or this weekend and will do it on Monday 12/9/2013. The inorganic zinc application can be done in one day, but the 2 coats of epoxy paint with a day cure in between will take 2 days.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the work area most of the day and is only used briefly. A compressor – IR P185R – ABF ID 002075 is on idle/standby at the work area most of the day and is only used briefly. An extendable forklift is used briefly today (approx 1 hour) to install a rod in a test rig. A Kubota cart is used by the ironworkers today.

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

The agreed extra work with ABF is as follows:

Ironworker Rob Martell - 7 hrs Reg
Ironworker Barry Rothman - 8 hrs Reg
Operator Ian Wells - 0.5 hrs Reg
Engineer Kelvin Chen - 6 hrs
Kubota Cart - 8 hrs
Extendable Forklift - 1 hr
185 CFM Compressor - 2 hr
Impact Gun - 2 hr
Radios (3 radios) - 15.5 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

INSPECTOR OT REMARK:

Office 2 hours: I am in the office for CCO 314 issues. ABF's shift is 0700 to 1530 on CCO work. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.

