



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:02 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1099 Const Calendar Day: 672 Date: 07-Apr-2014 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 [checked] If no, explain:

Diary:
General Comments
CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:
ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.
On site today from VGO is Rob Rutledge. VGO arrives on site at 0800 and leaves the site about 1200. In the afternoon, VGO produces the evening data reports.
Crews at the Pier 7 warehouse area are working an 8-hour shift 0700 through 1530 today. Ironworkers Jared Garret and Kyle Crowley start work at the test rig site after the morning 10am break, are present for the tensioning steps, and then work the remainder of the morning and afternoon at the test rig site on various activities, including cleanup. Portions of the shift not spent at the CCO 314 test rigs are not covered in this diary.
VGO performs reference electrode and pH checks at TR's 12 & 13 approximately 0910 to 0945. CT-METS is notified so that a note about the noise can be made with the AE data. It is noted that the reference electrode stays within 5 mV when compared with the master electrode in the pre- and post-checks. It is also noted that when checking the pH paper with the 7.00 buffer solution, the 4.0-7.0 pH paper and the 6.5-10.0 pH paper both read 6.5.
Starting after the morning break, the tensioning steps (0.40 Fu) at TR's 12 and 13 happen. Two ironworkers are present to operate the hydraulic pump, turn the nuts, and perform the NaCl Solution flow / air venting steps from the wet chamber at the washer notch. VGO is present to monitor the loads being used to guide the operation. Present from CT-METS is Elijah Turner with MISTRAS personnel on the phone line continuously monitoring all AE data on the two channels for each test rig during the jacking operation and the water/air venting. Present from the DJV are Hayat Tazir and Ashley Takata during the jacking operation and the NaCl Solution flow / air venting steps.
Test Rig #12 (2008 Rod, ID S2-A8, Heat MJF-32, Top) Jacking Step:
This is the 3rd jacking step and the rod is being jacked to 0.50 Fu. The post-seating of the nut target is 417.900 +10/-0 kips. The expected hydraulic pressure at this locked off force is 2,450 psi. Based on the previous jacking step (0.40 Fu), the expected seating loss is at least 29 kips, meaning the initial jacking target is ~450-460 kips. Jacking is started at about 1024. At 2,500 psi hydraulic pressure per the dial gauge, the primary strain gauges give a force of 392 kips. The hydraulic pressure is increased to 2,900 psi and the primary strain gauges give a force of 454 kips. The AE is checked with the ok given at 1027. The nut is tightened. Prior to bleeding off the jacks, the primary strain gauges give a force of 451 kips (bleed loss = 3 kips). After bleeding off the jacks, the primary strain gauges give a force of 419 kips

Dispute

[checkbox]



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(seating loss = 32 kips). The force is within the specified tolerance at 1029.

Test Rig #13 (2008 Rod, ID S2-A8, Heat MJF-32, Bottom) Jacking Step:

This is the 3rd jacking step and the rod is being jacked to 0.50 Fu. The post-seating of the nut target is 417.900 +10/-0 kips. The expected hydraulic pressure at this locked off force is 2,450 psi. Based on the previous jacking step (0.40 Fu), the expected seating loss is at least 29 kips, meaning the initial jacking target is ~450-460 kips. Jacking is started at about 1031. At 2,500 psi hydraulic pressure per the dial gauge, the primary strain gauges give a force of 408 kips. The hydraulic pressure is increased to 2,800 psi and the primary strain gauges give a force of 453 kips. The AE is checked with the ok given at 1034. The nut is tightened. Prior to bleeding off the jacks, the primary strain gauges give a force of 449 kips (bleed loss = 4 kips). After bleeding off the jacks, the primary strain gauges give a force of 415 kips (seating loss = 34 kips). The tension in the rod after seating the nut is not within tolerance. For the second jacking step, at 1036, at 2,850 psi hydraulic pressure per the dial gauge, the primary strain gauges give a force of 459 kips. The AE is checked with the ok given at 1038. The nut is tightened. Prior to bleeding off the jacks, the primary strain gauges give a force of 457 kips (bleed loss = 2 kips). After bleeding off the jacks, the primary strain gauges give a force of 422 kips (seating loss = 35 kips). The force is within the specified tolerance at 1039.

After the tensioning steps at TR's 12 and 13, the NaCl Solution flow / air venting steps through the notch in the washers need to be completed at the wet chambers. This step was done two days ago and there are no changes to the wet chambers at this dead end, but the DJV has requested that this step be performed every other day regardless. For today's operations, Hayat Tazir and Ashley Takata from the DJV witnesses the flow at both test rigs. The operation of flowing NaCl Solution from the notch involves removing the plumbers putty and backer rod, flowing NaCl Solution for few minutes (flows into SWPPP containment on the concrete slab), documenting the flow with photos and videos, pushing a small piece of closed cell backer rod in the notch in the washer, and sealing over the backer rod with plumbers putty. This operation happens at both TR's 12 & 13. The NaCl Solution level dropped very little in both wet chambers from this operation, but we still refill the wet chambers at both test rigs at approximately 1050.

After the tensioning operation and the NaCl Solution flow / air venting steps from the wet chamber at the washer notch, the two ironworkers remain at the test rig site for various activities, including cleanup. They clean the TR 12 & 13 site, empty and organize the two toolboxes at the test rig site, and empty a debris box. The two toolboxes are completely emptied, some materials are thrown away, some items are placed on pallets and returned to other places at the Pier 7 warehouse jobsite (returned unneeded hydraulic equipment to the hydraulic conex, etc), and the remaining necessary equipment is reloaded into the toolboxes. Some items at the TR 12 & 13 site that still may be needed for future CCO 314 work are moved to the area south of the test rigs where most CCO 314 items are being stored.

From CT-METS, Scott Croff arrives at the site about 1400 because of an issue with the connection of the AE computer in a toolbox to the network in the BayView Trailer. He determines that it is not a computer problem and is a problem with the network cable. A backup network cable is available and is tested, confirming that the network cable has been damaged. The new network cable is run in the 2x4 and plywood cable protection between the toolbox and the BayView Trailer.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the test rig work area. A 40kW generator – MQ Power 40 – ABF ID 002051 is used to run the hydraulic pump for the jacks for less than an hour. An oxyacetylene torch is on idle/standby at the test rig work area. A compressor – IR P185 ABF ID 000002 is on idle/standby at the test rig work area. A small forklift (CAT) and an extendable forklift are used at the test rig work area. Also, a Kubota Cart is used at the test rig work area.

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 used on site and paid as rented from ABF on a daily basis. 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

10' ABF k-rail = 4 pieces



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20' rented k-rail = 16 pieces (although 6 pieces are set aside for pickup to remove from rent)

20' ABF k-rail = 16 pieces

Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314. Also a fourth 20' ABF k-rail is between the CCO 314 work area and FW Spencer's yard along the fence line near the BayView Trailer.

The agreed extra work with ABF is as follows:

Engineer Kelvin Chen - 0.5 hr

Ironworker Jared Garrett - 5 hrs

Ironworker Kyle Crowley - 5 hrs

Radios (2 each) - 10 hrs

Kubota Cart - 5 hrs

Small Forklift - 1 hr

40kW Generator - 1 hr

k-rail: 10 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 4 pcs

Crane Mats (12x12 - 5'x7') - 15 pcs

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