



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:59 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1123 Const Calendar Day: 696 Date: 01-May-2014 Thursday

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 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

Crews at the Pier 7 warehouse area are working an 8-hour shift 0700 through 1530 today. Ironworker Donald Plumb works for a portion of the morning at the test rigs for the modification of TR's 1-4 to TR's 14-17. Also today, ironworkers Jared Garrett and Kyle Crowley work on CCO 314 items approximately half of the day – they go back and forth between CCO work and non-CCO work throughout the day. Portions of the shift not spent at the CCO 314 test rigs are not covered in this diary.

ABF continues work modifying TR's 1-4 to TR's 14-17 with Ironworker Don Plumb. All welding of new doubler plates was previously completed. Today, he completes grinding smooth the new handholes that were previously only rough cut. He works at both new handholes at TR 2 (convert to TR 15) and one of the two new handhole at TR 3 (convert to TR 16). Then he cleans up his tools, puts away tools, and goes to his next operation in the field out on the bridge. He leaves the test rig area about 1000, but he still has more CCO related work for cleanup (put away tools) and to get out to the bridge, so a total of 4 hours is charged to the CCO.

Ironworkers Jared Garrett and Kyle Crowley spend several hours today grinding with a wire wheel brush attachment on disk grinders to remove paint at the welds to be MT inspected next week (scheduled for Monday 5/5/2014) at TR's 1-4 (to convert to TR's 14-17). Yesterday they had applied paint remover to most of the welds and today they remove paint in those areas. The paint comes off easily after the previous application of the paint remover, but there is still paint stuck in the uneven surfaces of the welds and those require extra grinding with a wire wheel brush. In the morning, after removing paint where paint remover was applied yesterday, they apply paint remover to welds skipped yesterday and then grind those welds in the afternoon. They also apply paint remover in the afternoon for planned paint removal the next day.

The ironworkers also do some prep work for the TR's 14-17 test rods. The 4 planned test rods (ID's EB-2-03, EB-2-08, SK-3-06, and SK-3-13) are pulled from the bundles of CCO 312 supplied rods and set on sawhorses in the warehouse. CT-METS is scheduled to do hardness testing this week (tomorrow) and VGO is scheduled to do the prep work for strain gauge installation next week (Monday 5/5/2014). As prep for the hardness testing, ABF grinds the ends of the rods to clean them – the galvanizing is removed from the galvanized rods and the minor rust is removed from the ungalvanized rods. For the galvanized rods, the wire wheel brush is not successful in removing the galvanizing, so a disk grinder is used. The amount of removal is the minimum – I request that the rod ID's stamped on one end of each rod not be removed

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and the grinding is not enough to eliminate that ID stamp. The setting of the rods on sawhorses and grinding is approximately between 1100 and 1130.

The ironworkers also do some prep work for the TR's 14-17 jacking rods. These are 4 used and 4 spare rods from TR's 1-4. At about 1330, the previously cleaned jacking rods with the couplers and nuts are moved to the welding bay in the warehouse, so they can be test fit, which is expected to include using the shop bandsaw to cut the ends from some of the rods to bypass bad threads.

In addition to work for TR's 1-4 (to convert to TR's 14-17), the ironworkers also dump skip boxes of TR's 12 & 13 trash (after previous dismantling of those test rigs) and move the pallets with the 400-ton jacks from TR's 12 & 13 (including spare jacks) from the test rig site to the warehouse so they can be stored with the other ABF jacks.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used at the test rig work area for part of the day when ironworkers are grinding to remove paint. Two disk grinders are used today. A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. An oxyacetylene torch is on idle/standby at the test rig work area. A compressor – IR P185 ABF ID 000002 is used at the test rig work area in the morning. A welding machine – Lincoln Vantage 500 ABF ID 000074 is used at the test rig work in the morning, then later in the day it is removed from the test rig site. A Kubota Cart is used by the ironworker working on the modifications to the test rigs in the morning. Various forklifts (extendable, Hyster 155, and Hyster 80) are used at various times during 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 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
20' rented k-rail = 10 pieces
20' ABF k-rail = 11 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. Seven of the ABF 20' k-rail are in TR's 1-4.

The agreed extra work with ABF is as follows:

Engineer Kelvin Chen - 1 hr
Ironworker Donald Plumb - 4 hrs
Ironworker Jared Garrett - 4 hrs
Ironworker Kyle Crowley - 4 hrs
185 CFM Compressor - 4 hr
Vantage 500 Welder - 4 hrs
Kubota Cart - 4 hrs
Small Forklift - 4 hrs
Radios (3 each) - 12 hrs
7kW Generator - 4 hrs
Grinder - 4 hrs
k-rail: 6 pcs @20' and 4 pcs @10'
Crane Mats (12x12 - 5'x16') - 2 pcs
Crane Mats (12x12 - 5'x7') - 8 pcs
See the attached Extra Work Order - Signed with ABF for CCO 314 work

