



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 #: 1129 Const Calendar Day: 702 Date: 07-May-2014 Wednesday

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 am, clear pm

Working Day [checked] 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. There is work in the field on setup of TR's 14-17. Laborer Carlos (Pedro) Garcia works all day on CCO 314, as does Ironworker Reggie Humphrey. Ironworkers Jared Garrett and Kyle Crowley work part time (all but the first hour of the shift) today on CCO 314, with the remainder of their day on non-CCO 314 operations elsewhere at the Pier 7 warehouse area that are not covered by this diary. Ironworker Ricky Damboise assists briefly today to provide drill bits and advise on the drilling of holes by the ironworkers in the diaphragm plates inside the test rigs (see details of the work below).

Laborer Carlos (Pedro) Garcia worked the last 2 days cleaning up after the grinding and welding in previous weeks at the test rigs – this involves sweeping and vacuuming (inside and outside of test rigs). Cleanup work inside of the test rigs was completed yesterday and cleanup outside of the test rigs was mostly completed yesterday. Today, there is more cleanup outside of the test rigs, in the general test rig area. However, some more cleanup is needed later in the day inside the test rigs after the ironworkers drill holes in the diaphragm plates for the attachment of the flashing/bellows – this is vacuuming inside the test rigs. The laborer also scrapes old caulk from the end plates so that they are cleaned for the CCC painting operation scheduled for a later date. The laborer also starts to re-build the 2x4 and plywood wire enclosures for later use by VGO and CT-METS to protect their instrumentation wires.

Ironworker Reggie Humphrey with Smith-Emery QC B. Daquinag Jr. (CT-METS QA Scott Croff) address issues with the welds at the new doubler plates at TR's 2 & 3 (convert to TR's 15 & 16). A welding machine and the necessary tools are brought to the test rigs starting at 0700. Grinding and welding start about 0830. By noon, work is complete at TR 2 (convert to TR 15) and work has been started at TR 3 (convert to TR 16). Work is not completed at TR 3 (convert to TR 16) and will resume tomorrow morning for what is expected to be a partial day at the test rigs. Smith-Emery QC B. Daquinag Jr. does VT and MT on completed welds and finds no issues. Note that MT is performed without a 24-hold or wait because these are temporary welds (not a permanent part of the structure).

Ironworkers Jared Garrett and Kyle Crowley in the morning setup to drill 5/16" holes in the test rig diaphragms for the 1/4" hardware to attach the bellows/flashing flange. There are only a couple of 5/16" drill bits available at Pier 7, so 10 to 12 additional 5/16" drill bits are ordered. Drilling access is difficult – use plate washer with holes as a template and drill from the wet chamber side of the diaphragm plate because the actual location of the washer at the dry chamber side of the diaphragm plate has even worse

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access through the new handholes. Because of difficult drilling (access, leverage, hard steel), they also use some smaller diameter drill bits that are available at Pier 7. These are not many of these other drill bits and they are not the ideal size, so 10 to 12 additional 3/16" drill bits are ordered. In the morning, work is completed at TR 4 (convert to TR 17), with work at this first location taking extra time because of the difficulty in finding a system that works with the difficult access. In the afternoon, work is completed at TR 3 (convert to TR 16), while working on opposite ends from where the welder is working.

CT-METS Saied Khan and Danny Reyes are at the test rigs in the morning to take photos inside the dry chambers to document the rust in the uncoated areas of the test rigs. Yesterday, they took photos inside of TR's 1-3 (future TR's 14-16) and today they take photos inside of TR 4 (future TR 17) so that the rust can be documented before ABF grinds to remove the rust so that CT-METS can then take UT thickness measurements at the DJV's request.

Ironworkers Jared Garrett and Kyle Crowley also grind inside the test rig dry chambers where CT-METS will take UT thickness measurements at the DJV's request. They only complete this work at TR 4 (future TR 17) by the end of the day, and still need to do grinding at other test rigs.

CT-METS Saied Khan and Danny Reyes are at the test rigs in the afternoon to take some UT thickness measurements at the DJV's request. They only do this at TR 4 (future TR 17) where grinding has been completed, and this is only done as a test run with the actual measurements to be performed tomorrow. Grinding is not complete at all test rigs today, so the measurements cannot be completed today.

CT-METS Elijah Turner and Scott Croff also work in the afternoon (~1400) to field hardness test the dead end of all 4 test rods for TR's 14-17. They test rod ID's EB-2-03, EB-2-08, SK-3-06, and SK-3-13. These rods were also hardness tested previously and this is a retest.

In the afternoon, Ironworkers Jared Garrett and Kyle Crowley also set 10' CT owned k-rail longitudinally at TR's 2 and 3 (convert to TR's 15 and 16). Previously, 20' k-rail was removed to get it off rent and because shorter 10' k-rail will allow easier access to the test rigs.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used at the test rig work area all day by the laborer who is cleaning with a shop vacuum and the ironworkers who are drilling holes and grinding. 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 used briefly for a weed-burner for the welding preheat. A compressor – IR P185 ABF ID 000002 is on idle/standby at the test rig work area. A Kubota Cart is used by the ironworkers today. A small forklift (CAT), an extendable forklift, and a Hyster 155 forklift are all used for portions of the day by the ironworkers. A Lincoln Vantage 500 Welding Machine – ABF ID 000073 – is brought to the test rig site this morning and is used all 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 = 10 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:

Laborer Carlos (Pedro) Garcia - 8 hrs

Ironworker Reggie Humphrey - 8 hrs

Ironworker Jared Garrett - 7 hrs



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Ironworker Kyle Crowley - 7 hrs
Kubota Cart - 8 hrs
7kW Generator - 8 hrs
Vacuum Cleaner - 8 hrs
Vantage 500 Welding Machine - 8 hrs
Extendable Forklift - 2 hrs
Hyster 155 Forklift - 2 hrs
Small Forklift - 2 hrs
Radios (4 radios) - 30 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

The agreed extra work with ABF for Smith-Emery is as follows:

Smith-Emery QC B. Daquinag Jr. - 8 hrs

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