



**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:58 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 1135 Const Calendar Day: 708 Date: 13-May-2014 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 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 0600 through 1430 today. Last week, they were working an 8-hour shift 0700 through 1530, with yesterday being a job-wide shift in the hours to earlier in the day because of the earlier sunrise. Note that some crews on the jobsite are working an 8-hour shift and other crews are working a 10-hour shift. Today, the ironworkers and laborers take all their breaks an hour earlier than they did in previous weeks under the old schedule – today’s breaks are 0900 for the morning break, 1100-1130 for the lunch break, and 1330 for the afternoon break. Today, the laborers take their breaks at the same time as the ironworkers – the laborers took different break times (original break times from previous schedule) yesterday due to some miscommunication on the changed schedule.

There is work in the field on setup of TR’s 14-17. Laborer Carlos (Pedro) Garcia works most of the day on CCO 314, with the last hour or two of his day on non-CCO 314 operations elsewhere at the Pier 7 warehouse area that are not covered by this diary. Ironworkers Jared Garrett and Kyle Crowley work all day today on CCO 314. Note that today is Kyle Crowley’s last day on this job because he is laid off at the end of today’s work. Ironworker Ricky Damboise also works at the TR area for about an hour in the morning to assist the other ironworkers with the work on the jacks.

Laborer Carlos (Pedro) Garcia starts the day by cleaning debris from broken sandbags at the north end of TR’s 1-4 (future TR’s 14-17). This is loose sand from previously used and broken sandbags on top of the remaining intact sandbags below. The ironworkers start the day placing sandbags between 12x12’s (for support of traffic plates) and the longitudinally running k-rail near the south ends of TR’s 1-4 (future TR’s 14-17). The ironworkers also place sandbags between 12x12’s (for support of traffic plates) and the longitudinally running k-rail near the north end of TR 1 (future TR 14) where new k-rail was placed yesterday. Then, the ironworkers move some of the end plates that had previously been positioned for CCC to paint, but need to be adjusted to give CCC better access to the areas they need to prep and paint.

At ~0800, the laborer is done with work at the TR site and goes to the warehouse to clean the test rods. He cleans the threaded ends (~1’ long) and an additional ~2’ of the shanks at both ends of all 4 test rods. These are the portions of the rods that will be in the wet chambers at TR’s 14-17 and need to be clean. The other portions of the rods are shanks that will be in the dry chamber and do not need to be clean. For the ungalvanized rods for TR’s 16 and 17, rust needs to be removed by wire brush. For both the galvanized rods (TR’s 14 & 15) and the ungalvanized rods (TR’s 16 & 17), MEK and rags are used for the

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cleaning. This work is completed in the afternoon, and then the laborer goes to other non-CCO 314 operations not covered by this diary.

After completing work with sandbags in the morning, ironworkers Jared and Kyle start work on exercising the 300-ton jacks. There are 10 each 300-ton jacks that were setup for exercising yesterday. This is to check for leaks, to bleed out any air or water, and determine if there are any issues with any of the jacks that require the use of spare jacks. Note that 8 of the jacks will be needed in TR's 14-17 and the other 2 jacks are spares. After 1000, ironworker Ricky joins the other 2 ironworkers for the first part of the exercising operation to assist. The jacks are flipped upside down, and cycled at least 3 times to the 4,000 to 5,000 psi range. The work also includes cleaning the hydraulic fittings. Six jacks are exercised today, and some had water that came out during the exercising. The jacks without water coming out are cycled 3 times and the jacks with water coming out are cycled a few extra times to ensure they are cleared out. The jacks completed today are 2A, 2B, 3A, 3B, 4A, and 4B, and they have no issues that prevent their use in TR's 14-17. The jacks remaining to be exercised are 1A, 1B, 6C, and 6D. These last 4 jacks are flipped upside down in preparation for exercising but the cycling of the hydraulic fluid does not happen today because there is not enough time before the end of the shift.

Approximately 1130, the DJV (Carol Choi and Godwin Mok) visit the TR's to examine TR's 12 & 13 to see what needs to be designed and specified for a proposed Phase 5 testing of 2008 rods in the dry (proposed TR's 18 & 19). This is potential future work under discussion, with no decision or direction provided yet.

CT-METS Elijah Turner and Scott Croff work in the afternoon to test previously recovered AE sensors and wires from older instrumentation projects on the bridge to see if they can be used for TR's 14-17.

CCC continues work today to clean and paint the test rig wet chambers and end plates – formerly TR's 1-4 that are being converted to TR's 14-17. CCC QC Juan Martinez is present most of the time as is CT-METS QA Charlie Stewart. The two painters working on this operation are Joseph Castro and Ronald Glenn, working an 8-hour shift between 0600 and 1430. CCC's small extendable forklift is used briefly and CCC's 375 CFM compressor is used for some of the day. Yesterday, the first coat of paint was applied to the necessary areas in the TR's and to 2 of the 8 end plates. The work at the start of today is the prep on the 6 of 8 end plates not prepped or painted yesterday. ABF also moves some of the end plates today to give CCC better access to them. CCC uses wire wheel brushes and grinding disks to prepare these areas - the portion of one face that will be inside the wet chamber, a portion of the other face that will be under the washer, and the interior of the hole through the end plate are prepared. MEK and rags are also used to clean the areas to be painted. Approximately 1015, the epoxy paint (Carboline Carboguard 890) is mixed. The first coat of paint is applied to the end plates that were not painted yesterday as a first order of work this morning so it will have more cure time prior to a second coat of paint later this afternoon. Then the second coat of paint is applied to the other areas that had the first coat of paint applied yesterday. Paint application is by brush and roller. Small brushes and q-tips are used to get paint inside the holes in the wet chamber top plates. This painting is completed about 1100, and then CCC takes the lunch break. After 1200, because of the 90F+ temperature today, the paint is dry enough for a recoat where the first coat was applied to the end plates a few hours earlier this morning. Touchup paint is also needed in some of the test rig areas, especially in the holes through the top plate of the wet chambers. Finally, CCC cleans up and ends their shift by 1430.

Note that there are also 2 other CCC painters working briefly in the CCC paint shop to the west of the TR area to blast and paint (zinc primer) the 4 washers needed for use with the 2 galvanized test rods in TR's 14 & 15. Note that this is part-time and brief work done at the same time as other blasting and painting of other pieces in the CCC paint shop.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used at the test rig work area for most of the day by the laborer and ironworker, and this ABF equipment is also used by CCC for their work. A 40kW generator – MQ Power 40 – ABF ID 002051 is used for part of today to run the hydraulic pump. A Hydraulic Pump for running the jacks is used for part of today. 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. Two Kubota Carts are in use today by the laborer and ironworkers. An extendable forklift, small



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(CAT) forklift, and Hyster 80 forklift are all used at different portions 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 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

20' rented k-rail = 10 pieces

20' ABF k-rail = 6 pieces

The tabulation of the 20' ABF k-rail is as follows:

Two (2) 20' ABF k-rail at the north end of TR 17.

Two (2) 20' ABF k-rail at the north end of TR 16.

One (1) 20' ABF k-rail at TR 15 (longitudinal running).

One (1) 20' ABF k-rail at TR 14 (longitudinal running).

The agreed extra work with ABF is as follows:

Engineer Kelvin Chen - 1 hr

Laborer Carlos (Pedro) Garcia - 7 hrs

Ironworker Jared Garrett - 8 hrs

Ironworker Kyle Crowley - 8 hrs

Radios (3 radios) - 23 hrs

7kW Generator - 8 hrs

40kW Generator - 2 hrs

Small Forklift - 4 hrs

k-rail: 6 pcs @20'

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 CCC is as follows:

Painter Joseph Castro - 8 hrs

Painter Ronald Glenn - 8 hrs

1/2 gallon Carboline Carboguard 890

1 gallon MEK

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