Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **1142** **Const Calendar Day:** 715 **Date:** **20-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** partly cloudy

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.

There is work in the field on setup of TR's 14-17. Crews at the Pier 7 warehouse area are working an 8-hour shift 0600 through 1430. Laborer Carlos (Pedro) Garcia works all day on CCO 314. Ironworker Jared Garrett works all day on CCO 314.

At the start of the day, the laborer continues fixing SWPPP containments on the concrete slabs at TR's 14-17. He completed work yesterday at TR's 14, 15, and 16, and works today at TR 17. These SWPPP containments at the end plates, center drain, and locations for intermediate tanks (for use with float valves and siphon hoses) from TR's 1-4 have been weathered and need rework before use again with TR's 14-17. Note that work on the SWPPP containments at the end plates are not complete today because of future work to install the end plates. The laborer scrapes off some of the old caulk where it appears to need replacement, uses a shop vacuum to clean the areas, and re-caulks where necessary.

The ironworker continues work today clearing an area south of TR's 14-17 for material that will be needed for the work on these TR's. Unnecessary materials are moved out of the way, including several traffic plates from TR's 5-13. The traffic plates that will be needed at the north ends of TR's 14-17 are moved from the south of the TR's to the north of the TR's so they are staged where they will be needed.

Starting about 0745, the laborer starts cleaning the TR's 14 & 15 test rods. These galvanized test rods had previously been cleaned, but the operation of installing the rods in the TR resulted in some dirty areas, particularly the leading end of the rod that was installed first and pushed through the entire test rig. The laborer also vacuums in the TR wet chambers. The laborer also cleans the bellows/flashing product with rags and water because these previously cleaned silicone products had gotten dirty from the installation of the rod and the sliding of the bellows/flashing down the rod. Cleaning at TR's 14 & 15 with the galvanized test rods is completed about 0830. Then the laborer moves to TR's 16 & 17 with the ungalvanized test rods to do the same cleaning operations plus remove light rust from the portions of the test rod that will be in the wet chambers (threaded ends plus a portion of the shanks). This cleaning operation involves a wire wheel brush to remove the light rust.

Then between approximately 1130 and the end of the shift at 1430, the laborer works to remove the blue lubricant from the 4 nuts (3" diameter) for use with the galvanized test rods in TR's 14 & 15. These 4 nuts came from Dyson with lubricant as is typical for galvanized material. However, the DJV has determined that this would be a contaminant in the wet chambers, so it needs to be removed prior to use in the test

rigs. The Laborer uses MEK and rags to remove the wax lubricant. He starts this work but it is not completed by the end of the shift.

Starting about 1300, the ironworker installs the plug bolts in the bottom of the wet chambers at TR's 14-17. These are the holes that were for the reference electrodes in TR's 1-4, but those reference electrode hot dip galvanized A325 bolts were removed after the completion of work at TR's 1-4 for lab testing as part of the post fracture analysis for those TR's. For TR's 14-17, a calomel master reference electrode will be used instead of using hot dip galvanized A325 bolts. The plans call for installing the plug bolts the same as the reference electrode bolts, except with no electrical wire connection. The bolts, nuts, standard washers, and rubber washers were ordered by VGO and arrived at ABF's receiving trailer late yesterday. The plug bolts are installed with the bolt head in the wet chamber, a standard washer and rubber washer under the bolt head, and another standard washer and rubber washer under the nut underneath the TR. Note the difficult access for the nut end of these bolts because of the limited room between the test rig end plate and the test rig feet to the grouted connections to the concrete slab. By the end of the shift, the plug bolts are all installed but not tightened.

Because the plug bolt work involved removing visqueen protecting the ends of the TR's 16 & 17 test rods, the laborer tapes visqueen over the test rig ends (test rod sticks out beyond the end of the TR's) at the end of today. These are the ungalvanized test rods and this protection method is used to minimize the forming of rust that will need to be cleaned later prior to the installation of the end plates and bolting of the flashing to seal the wet chambers.

Dave Van Dyke from VGO arrives on site approximately 0800. He starts installation of strain gauges at the TR 14S location at about 0900. Work at TR 14S with 4 strain gauges is complete by about 1500. Then installation of strain gauges at the TR 14N location starts about 1500 with 2 of 4 strain gauges installed by about 1600. Note that some of the strain gauge installations did not pass all of the QC checks and had to be replaced. VGO leaves site approximately 1630.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used at the test rig work area for most of the day by the laborer. A 40kW generator – MQ Power 40 – ABF ID 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 on idle/standby at the test rig work area. A Kubota Cart is in use today by the laborer, and a second Kubota Cart is used part time by the ironworker. The Hyster 155 and small forklift are used at different times 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 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 - 8 hrs
Ironworker Jared Garrett - 8 hrs
Radios (2 radios) - 16 hrs
Hyster 155 Forklift - 4 hrs

Small Forklift - 2 hrs
Kubota Cart - 8 hrs
7kW Generator - 4 hrs
Shop Vacuum - 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

INSPECTOR OT REMARK:

Field and Office 2 hours: ABF's shift is 0600 to 1430, the VGO shift is 0800 to 1630, and I am present in the field most of the time between 0600 and 1430. Then I am in the office addressing several CCO 314 issues with CT-METS and the DJV, addressing EWB's due this week for the estimate, and I spend some time in the field to check on VGO (mostly for safety / buddy system with only 1 person from VGO on the work site between 1430 and 1630). My shift is 0600 to 1630 and my OT hours are 1430 to 1630.