



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:56 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1150 Const Calendar Day: 723 Date: 28-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 clear

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.

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. Ironworker Jared Garrett works all day on CCO 314. Ironworker Jonathan Canites works at the CCO 314 site for 2 to 3 hours in the afternoon (~1200~1430), with the non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day not covered by this diary. Laborer Carlos (Pedro) Garcia works at the CCO 314 site for 3 to 4 hours in the morning (~0730~1100), with the non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day not covered by this diary. Operator John Sabatino works at the CCO 314 site for a combined time of about 1 hour in the morning and afternoon (~1000~1030, ~1230~1245, ~1345~1400), with the non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day not covered by this diary.

Yesterday, at TR 14N, Teflon plumbers tape was added to the test rod and the nut installed. This operation at the end of yesterday's shift resulted in the rod being slightly rotated from where it was supposed to be - the top mark was just off the top. This was not corrected yesterday and is corrected first thing this morning.

After this work on the TR 14 rod rotation, the ironworker adds sandbags to various locations at TR 14 - to north of the TR between the box and the k-rail, between the north pair of k-rail, between the timber blocking and the longitudinal running k-rail. The laborer arrives at the TR site later in the morning to nail the 12x12 blocking at TR 14N, TR 14S, and TR 15N so that they work together and are stable for the traffic plates that will be placed on top of the timbers. Then the ironworker sets the 2 traffic plates at TR 14N with a forklift.

After the laborer completes the above noted nailing of 12x12's, he moves the timber wire runs so that they run along the north end of TR's 14-17 - the timber wire runs were previously fabricated (bottom and sides) but moved out of the way of TR setup work and now need to be moved to the final location so that VGO can run its wires today.

After setting the TR 14N traffic plates the ironworker begins work on the test rod nut and washer at TR 15N. At TR15N, Teflon plumbers tape is added to the test rod in the area of the back half of the nut - wrap 2 times, for 1.5" of the 3" tall nut, keeping away from the area of the first thread of the nut engagement with the rod.



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After working on the nut at TR 15N, the ironworker sets the TR 14S jacks (2 each 300-ton jacks labeled 1A and 1B). Note that the jacking beam was placed yesterday and the jacks go between the end of the test rig box and the jacking beam. After installing the jacks, the jacking beam is not adjusted or the jacks extended to the lugs on the jacking beam, with this next operation saved for a later date. The jacks are supported on temporary timber blocking, not the final timber blocking that will be in place during the jacking operation which will be sized so as to not interfere with the VGO displacement transducers.

After placing the wire run for VGO at the north end of TR's 14-17, the laborer cuts blocking for supporting the jacks at all the test rigs.

After the work on the TR 14 jacks, the ironworker begins work at TR 15S to install the jacking beam (starting ~1000), which includes adjustment of the stainless steel blocking. Then the jacks are installed ~1030. The TR 15S jacks are 2 each 300-ton jacks labeled 2A and 2B. Then work moves to TR 15N where the rod is final rotated, sandbags are added between the test rig box and the k-rail, and the traffic plates are set.

Then work goes back to TR 14 starting about 1245. The jacking beam is pushed towards the jacks (previously installed farther back to allow installation of the jacks in the space between the jacking beam and the test rig). Then, 2 each 3" thick steel plates (bearing blocks) are installed at the end of the jacking beam on the jacking rod so that the nut will not shank out (the jacking rod shank extends past the end of the jacking beam into the area where the nut on the backside of the jacking beam needs to be installed). After installation of the steel plates, the spherical washer and spherical nut are installed on the 4" diameter jacking beam.

Then, the same steps happen at the jacking beam at TR 15 (push beam, install plates, install spherical washer & spherical nut). Then, work begins on the guide angles at TR 15. The ironworkers remove the guide angles, shim up the guide angles, and chamfer the end of the guide angles. The guide angles are shimmed up with plate washers taken from TR's 5 to 13. A disk grinder is used to chamfer the end of the guide angles so that if they do hit the vertical plate at the end of the jacking beam, there is an opportunity for the jacking beam to push past the guide angles. Not all of this work on the guide angles is completed by the end of the shift.

The ironworkers also rotate the jacks at TR 14 and 15 just before the end of the shift. The jacks are rotated so that the positions of the valves on the jacks are away from the rod/coupler area where instrumentation will be located and the nut will be turned during jacking steps.

The DJV (Hayat Tazir and Dan Turner) are on site about 1145 to examine the test rods at TR's 16 & 17. Because these test rods are not galvanized, they can rust in the open air at the test rigs. The ends of the rods (portion to be in the wet chambers) were previously cleaned, and then the test rig handholes were covered with plywood and the test rig ends (w/o end plates) were covered with visqueen, but there still has been some rust forming on those portions of the rods that were previously cleaned (roughly a few weeks ago).

VGO arrives on site today. They start work on site at 0800, take lunch between 1200 and 1300, and leave the site at 1700. From VGO are Rob Rutledge, Nick Buck, and Pamela Wallace, who drove from Oregon to the Bay Area yesterday. In the afternoon, Rob Rutledge picks up Dave Van Dyke from the airport because he flies drove from Oregon to the Bay Area mid-day today. VGO starts the day installing strain gauges at TR 16 (Wallace) and placing the prefabricated wire runs from the box with the eDAQ to each of the 4 test rigs (Buck and Rutledge). Then VGO (Buck) works at TR 14 to connect the previously installed strain gauges to the wire run – this work is about half complete by the end of the shift. After completing strain gauge installation at TR 16, VGO (Wallace) begins strain gauge installation at TR 17, which ends up being half done by the end of the shift (north gauges completed; south gauges scheduled to be installed tomorrow).

The couplers for TR's 16 & 17 were shipped by Dyson over a week ago on Friday 5/16/2014, but have not arrived yet. These new couplers are necessary because the previously fabricated couplers for TR's 1-4



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are with 4" 8UN threads at one end and 3" UNC threads tapped oversized for galvanizing at the other end, but the test rods with 3" UNC threads for TR's 16 & 17 are not galvanized. ABF has been inquiring with Dyson about the delivery for several days, and today they find out that the shipping company has lost the pallet with this material. It was last tracked last week on Wednesday 5/21/2014 in Salt Lake City, Utah and cannot be found after that. Dyson says that if shipping company (SAIA LTL Freight) cannot find the material by the end of today (they don't find it), Dyson will make new couplers.

A compressor – IR P185 ABF ID 000002 – has been occasionally used on the CCO 314 work and has been located at the test rig site, but today it is removed about 0830 because it has been sold by ABF. A new compressor – IR 185 ABF ID 002039 – is brought to the test rig site about 1300 but it is not used today – is on idle/standby at the test rig work area. A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used for portions of the day. 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 for portions of the day. An extendable forklift (Gradall 544D – ABF ID 002005), Hyster 155 forklift (ABF ID 002375), and Hoist P360 forklift (ABF ID 002131) are used at different times at the TR's. A Kubota Cart is used by the laborer when he is 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
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 - 2 hrs
Ironworker Jared Garrett - 8 hrs
Ironworker Jonathan Canites - 3 hrs
Operator John Sabatino - 1 hr
Laborer Carlos (Pedro) Garcia - 3 hrs
Radios (4 radios) - 15 hrs
Kubota Cart - 3 hrs
Hoist P360 Forklift - 2 hrs
Hyster 155 Forklift - 2 hrs
Extendable Forklift - 2 hrs
7kW Generator - 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 1700, and I am present in the field most of the time between 0600 and 1430 and some of the time between 1430 and 1630. In the 1430 to 1630 time period, I am also in the office addressing CCO 314 issues with the DJV and CT-METS. My shift is 0600 to 1630 and my OT hours are 1430 to 1630.



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