Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 1205 **Const Calendar Day:** 778 **Date:** 22-Jul-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** flash shower just before shift, then 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 18 & 19. Crews at the Pier 7 warehouse area are working an 8-hour shift 0600 through 1430. Working on the CCO operation today are Laborer Carlos (Pedro) Garcia (~1000~1430), Operator John Sabatino (a few hours at different times), Ironworker Jared Garrett (0600~0730 full time and then rest of the day part time), and Ironworker Jonathan Canites (0600~0730 full time and then rest of the day part time). The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary.

At the end of the day yesterday, the ironworkers moved crane mats and sandbag pallets to the south side of the test rigs. Today, they continue this work. They start by placing 2 pallets of sandbags to the south of TR 19, similar to what was done yesterday at TR 18. Then, they get some shorter 12x12 pieces to support longitudinally running k-rail at the TR's – don't need full crane mats for these small areas to the sides of the TR concrete slabs. Then, they set the longitudinal running k-rail on the sides of TR's 18 & 19 – these are the southern longitudinal running k-rail with the northern longitudinal running k-rail to be set at a later date when the work at the north ends of the test rigs will happen. They also set the end k-rail south of the sandbag pallets, including placing the 2" thick wedged steel plates between the k-rail pairs. They are done with this work by about 0730. The ironworkers then work on other non-CCO 314 operations and the come back to the test rig work occasionally throughout the day – it is not continuous CCO 314 work between ~0730 and the end of the shift at 1430, but it does add up to a couple of hours.

The work at the test rigs later in the day is mostly moving materials in the test rig area and to the south of the test rigs. This work includes moving 3 pairs of 300-ton jacks from TR's 14-17 (2 used pairs and 1 spare pair) from the test rig area to the warehouse for protected storage, while leaving the 2 pairs of 300-ton jacks planned for TR's 18 & 19 at the test rig site. The ironworkers also start the work to tie the southern k-rail pairs together with wire rope and Crosby clips, but not all ends of the 2 pairs of k-rail are tied together by the end of the day. The ironworkers start the work to move all the pallets of unused sandbags to one area where they can be surrounded by SWPPP containment to address one of the comments from a recent SWPPP inspection. They move most of the sandbag pallets by the end of the day, but they do not finish this operation today.

The laborer arrives on site late in the morning to address safety issues at the crane mats at the test rigs. He covers the holes in the crane mats (pick points) are with plywood safety covers and also covers other gaps or bad areas of the crane mat surfaces with plywood for footing safety. The raised plywood covers

are painted orange for visibility. At the test rig site, the laborer also does other site cleanup, including removing broken sandbags from various areas around the test rig site, including from where the removed sandbags (ironworkers moving sandbag pallets) were located.

CT-METS does hardness testing and MT on the two test rods today. Yesterday, ABF ground smoother the ends of the rods for hardness testing and cleaned the threads of oils for MT. The rods stayed outside in this cleaned condition overnight. Early this morning, just before the start of the shift, there is a flash shower and the test rods get wet. Then the rods are cleaned again (mostly dry the rods) by CT-METS in the morning. CT-METS does hardness testing in their office trailer and then does MT in the field, including using ABF's generator for power. All CT-METS testing is by James Doe and he is assisted by Elijah Turner and Saied Khan.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used for parts of the day and is on idle/standby at the test rig work area for other parts of the day – used by laborer to cut timber and used by CT-METS for MT. 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 185 ABF ID 002039 - is on idle/standby at the test rig work area. ABF's Hyster 155 forklift (ABF ID 002375), Hyster 80 forklift (ABF ID 002306), Hoist P360 forklift (ABF ID 002131), and extendable forklift (Gradall 544D - ABF ID 002005) are used at the test rig work area at various times. A Kubota Cart is used by the laborer at the test rig work area and another Kubota Cart is used by the ironworkers at various times.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Only some of this k-rail is currently in a test rig setup (8 pieces installed today) with the remaining k-rail at the test rig site awaiting use (8 pieces) in the new test rigs (TR's 18 & 19) or will be spare/extra k-rail (4 pieces).

To elevate k-rail and sandbags, crane mats (built from 12x12's) and timber blocking (12x12's) are used. Today, more 12x12's are brought to TR's 18 & 19 and placed. The crane mat and 12x12's quantities are as follows:
1 each 4'x20' crane mat (1 x 80 LF)
1 each 5'x19' crane mat (1 x 95 LF)
2 each 5'x20' crane mats (2 x 100 LF)
~4x2x4 = 32 LF additional 12x12's
Total 12x12's quantity = 407 LF

The agreed extra work with ABF is as follows:
Laborer Carlos (Pedro) Garcia - 4 hrs
Ironworker Jared Garrett - 4 hrs
Ironworker Jonathan Canites - 4 hrs
Operator John Sabatino - 2 hrs
Kubota Cart - 4 hrs
Extendable Forklift - 2 hrs
Hyster 80 Forklift - 4 hrs
12x12 timber - 380 LF
See the attached Extra Work Order - Signed with ABF for CCO 314 work

HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:
CCO 379, TRAVELER RAIL FIELD ADJUSTMENT
CCO 96, B16 CABLE BAND EXTENSION PLATES FOR W2 HANDROPE

Between 0730 and 1000, 2 rocap lots of A325 bolt assemblies are QC testing (min tension, inspection torque, and rocap). Present is ABF Engineer Chris Bausone at the start/setup, ABF Engineer Kelvin Chen during the testing, and Smith-Emery QC Brian Connolly. A Smith-Emery Skidmore and an ABF torque wrench are used for this test.

CCO 379 traveler rail field adjustment:
5 assemblies of 5/8” x 3” are tested.
Rocap was not performed by the supplier, but this is addressed today by ABF’s QC rocap. Bolt Lot#328898A is tested, with bolt Lot#132556A not sampled yesterday or tested today, and will not be used in the field – the bolts in Lot#132556A are removed. As required, 3 assemblies go through the minimum tension verification steps and the inspection torque is determined from 5 assemblies. The normal frequency would have been to test 2 assemblies for rotational capacity, but the first assembly fails the rocap test when it breaks just before the full 360-degree turn amount. This rocap lot had higher than normal torque. Double the normal rocap frequency is then tested for rocap in a retest – test 4 assemblies instead of 2 assemblies, with all 4 assemblies passing the rocap test. This rocap lot passes the rocap test.

CCO 96 B16 cable band extension plates for W2 handrope:
5 assemblies of 1” x 4-1/2” are tested. As required, 3 assemblies go through the minimum tension verification steps, 2 assemblies go through the rotational capacity steps, and the inspection torque is determined from 5 assemblies. All tests pass.

See the attached Bolt Test Form for details of the testing.

INSPECTOR OT REMARK:

Office 4 hours: ABF’s shift is 0600 to 1430. I am in the field for ABF operations on bolt QC testing (min tension, inspection torque, and rocap) for A325 assemblies between ~0730 and ~1000. I am also present for ABF operations on the CCO 314 test rigs between 0600 and 1430 part time. In the afternoon I am present as requested in a meeting with the DJV’s A354BD group, Caltrans, CT-METS, BATA/BAMC, and CTC between ~1430 and ~1830. My shift is 0600 to 1830, with the OT between 1430 and 1830.