



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:23 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 768 Const Calendar Day: 341 Date: 11-May-2013 Saturday

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

Working Day If no, explain:

Diary:

Dispute

General Comments

CCO 314, REMOVE TOWER FOUNDATION ANCHOR ROD:

I am not in the field inspecting this work. This work is inspected by others. Others inspect this work in the field at T1 and I am in the office from where I provide some assistance.

CT Inspector Sami Daouk inspects the work and signs the EWO for the 4 ironworkers. I sign for the following portions of the EWO:

>The ironworkers by union rule/agreement are paid an extra 0.5 hrs for missing dinner for this long running shift (over 10 hours). The rate for this last portion of the day is DT per union rule/agreement. This is 0.5 hrs more DT than the time worked for Kevin Karber, Kyle Crowley, Manual Vigil, and Anthony Volpe.

>Ironworker superintendent Scott Smith is present on this operation for a portion of the day. I agree to 2 hours OT (1.5x) and 3 hours DT.

>Ironworkers Rick (Earl) Clayborn and Jose Torres are not at the base of T1 working on this operation, but they are involved in a support operation by delivering equipment to the work area. I agree to I agree to 1.5 hours OT (1.5x) each.

>ABF Engineer Ben Jones is involved in this operation all day. I agreed to 11 hours of total time. Note: ABF Engineers are only paid 40 hrs a week, with no OT, but extra/OT hours were worked today.

>ABF Safety Inspector Greg Anderson is present for a portion of today's work. I agreed to 5 hours of total time.

>A crew boat was used to access this CCO work location. Per the EWO and associated backup with the crew boat logs, I agree to 2.75 hours for the crew boat.

>There is additional crew boat time not covered in this EWO. There was a shift change for the crew boat with a second shift with a minimum 4 hour duration because of this late running operation. The work today went beyond the scheduled 8 hour Saturday shift. ABF had to schedule a second shift for a crew boat.

>Equipment includes (all OT): Bolttight and pump 9 hrs, chainfalls 9 hrs, truck for the Engineer 11 hrs, truck for safety inspector 5 hrs, truck for superintendent 5 hrs, portable band saw 13 hrs (2 bandsaws combined), and radios 71.5 hrs (9 radios combined).

INSPECTOR OT REMARK:

Office and Field 6 hours: Today ABF is removing an anchor rod from the tower foundation. Others inspect this work in the field at T1 and I am in the office from where I provide some assistance. I research shop drawings and RFI's from the foundation contract and provide them to the people in the field so they have details on the rod and the bottom connection with both a nut and a keeper plate. These are the pieces that the rod needed to be threaded out from in order to them raise the rod. At the end of the day, I examine



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the removed portion of the rod in the warehouse. The piece in the warehouse is the bottommost piece with stripped threads (no rod break).

