



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:15 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 931 Const Calendar Day: 504 Date: 21-Oct-2013 Monday

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 overcast am, clear pm

Working Day [checked] If no, explain:

Diary:

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineers Paul Fikse and Kelvin Chen spend part of today working in the office on CCO 314 issues.

ABF ironworkers have other non-CCO 314 priorities and do not work on CCO 314 today.

There is a hydraulic pump (Powerteam) and a generator Whisperwatt 7000 - ABF ID 000009 on idle/standby at the 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 (27 pcs @20' and 8 pcs @10') 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.

VGO starts work today on site for wiring Test Rigs #5 through #11. From VGO are Dave Van Dyke, Rob Rutledge, and Nick Buck. They start work at 0800, take lunch between 1200 and 1300, and stop work at 1700. Today's work is to run the wires for all the instrumentation for Test Rigs #5 through #11.

In the morning, Victor Altamirano (CT) and I discuss with VGO the plan for running the wires. Specifically, we discuss whether the wires from the main run to the south of the k-rail should go to the test rigs in the wider walkways to one side of each test rig or to the other side of the test rigs where there is only longitudinal running k-rail and sandbags between pairs of test rigs. Since sandbags still need to be added by ABF and because the steel traffic plates above the test rigs potentially will cause issues for the protection of the wires, we agree that it is safest to plan for the wires to be run in the wider walkways between test rigs.

VGO sets up an enclosure (tool box with openings for wires) for the data logger (data acquisition equipment - eDAQ) at the east end adjacent to the Test Rig #11 and starts the wire runs from this enclosure. VGO runs out the wires, cuts them to length (including the branch runs to the test rigs) and bundles the extra length of wire just south of the k-rail. The bundled wires will be run to the test rigs in the future after the sandbags have been placed by ABF and the setups at the test rigs are ready for instrumentation.

