



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:14 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 935 Const Calendar Day: 508 Date: 25-Oct-2013 Friday
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 spends part of today working in the office and field on CCO 314 issues. ABF Engineer Paul Fikse is either not at work today or not around the office/test rig area all day.

ABF ironworkers Barry Rothman and Rob Martell along with laborer Carlos (Pedro) Garcia are working at this location. Only Barry Rothman works full time at this location. Carlos Garcia is working elsewhere for parts of the day. Rob Martell only works here in the afternoon (he starts work at 1230, after being off work in the morning). The shift is 0700 to 1730, for 10 hours, with the last 2 hours being 1.5x OT.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A small forklift (Caterpillar) is used at certain times. A generator - Whisperwatt 7000 - ABF ID 002343 is used for most the day. They also have a rotohammer and another drill with a core barrel for coring through rebar. A Kubota cart is also used for part of the day.

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.

Laborer Carlos Garcia uses the rotohammer to drill the holes in the last concrete slab (Test Rig #11) for the anchors for the steel test rigs. Where rebar conflicts are encountered, a drill (without rotohammer function) is used to core through the rebar and then the concrete is drilled with the rotohammer after clearing the rebar. The laborer also spends time on cleanup (vacuum to clean concrete dust from the drilled holes). By noon, drilling of holes in the concrete slabs is completed on the last concrete slab (Test Rig #11).

In the morning, ironworker Barry Rothman continues with the work started yesterday to position and level the steel test rigs on the concrete slabs to line up with the holes. He is starting at Test Rig #5 (the first of the 7 test rigs), which was only started yesterday but not finished. I request the longitudinal position of the test rigs be such that the threaded rods are in the center of the slotted holes in the test rig feet. To adjust the test rigs' positions, a forklift and a come-along are used at various times to push and pull the test rigs. The come-along is anchored to the k-rail on the south side or to a deadman concrete block on the north side. He is using a small jack with a hand pump to raise the test rig steel and shim until the test rigs are level and an approximately 2" gap is created for the grout pad. The shims are stacked nuts positioned in the appropriate place under the 4 feet of the test rig to make the test rig level. The test rig steel is

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checked for level in multiple locations, both transversely and longitudinally. In the afternoon, Barry is assisted in this work by ironworker Rob Martell and laborer Carlos Garcia. By the end of the shift, test rig aligning work is completed at all test rigs (Test Rig #5 through #11) with the threaded rods installed in the holes to verify proper alignment over all the holes in the concrete slabs. The threaded rods still need to be epoxied in the holes. Some of the holes were drilled to deep, making the threaded rods too short, so epoxy will need to be deposited in the bottom of those holes to fill the excess depth below the bottom of the threaded rods. By the end of the shift, test rig leveling work is more than half done, with Test Rig #5 through #8 complete, Test Rig #9 leveling in progress, and Test Rig #10 through #11 leveling work not started yet.

Dave Van Dyke from VGO flies out today and is not on site today. He is also working remotely on the computer programming and setup for the data to be recorded. Dave will work remotely on the computer programming and setup for the data to be recorded, and he is planning to return next week when the jacking rods arrive from Dyson.

The agreed extra work with ABF is as follows:

Ironworker Rob Martell - 3 hrs Reg, 2 hrs. OT

Ironworker Barry Rothman - 8 hrs Reg, 2 hrs. OT

Laborer Carlos (Pedro) Garcia - 5 hrs Reg

Engineer Kelvin Chen - 4 hrs Reg

Small Forklift - 8 hrs Reg, 2 hrs. OT

Extendable Forklift - 1 hr OT

Porta-power ram - 8 hrs Reg, 2 hrs. OT

Kubota Cart - 5 hrs Reg

Vacuum Cleaner - 5 hrs Reg

Radios (3 radios) - 25 hrs

k-rail: 27 pcs @20' and 8 pcs @10'

Crane Mats (12x12 - 5'x16') - 10 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work

INSPECTOR OT REMARK:

Field and Office 2 hours: I am working in the office on various Townsend Test (stress corrosion - Test IV) issues. I am also working the field where ABF is working on CCO 314 test rig items. ABF's shift is 0700 to 1730. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.