



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:12 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 955 Const Calendar Day: 528 Date: 14-Nov-2013 Thursday

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 cloudy

Working Day [checked] If no, explain:

Diary:

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



The Test Rig #5 components from Dyson arrived yesterday, but VGO has to complete its work before ABF can work with the rod to install it in the test rig. ABF ironworkers Rob Martell and Barry Rothman work less than an hour in the morning on miscellaneous CCO 314 items, including completing the assembly of the frame for one tent. They do not add the tent tarps, since that would catch the wind and require the tent to be secured. The ironworkers spend the remainder of the day on non-CCO 314 operations. There are no laborers on CCO 314 operations today.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

From VGO are Dave Van Dyke, Rob Rutledge, and Mattea. They start at 0800, take lunch between 1200 and 1300, and leave at 1700. They start and complete the installation of the strain gauges on the jacking rod for Test Rig #5, after doing layout and prep work yesterday. After installation of all the strain gauges, including protection over the top of the strain gauges, they bundle up all the wires and cover everything with a piece of cardboard – make a torpedo for during the future installation of the rod in the test rig. In addition to the work on the strain gauges, VGO installs the plug bolts in the former reference electrode hole in the bottom of the wet chambers of Test Rigs #5 through #11. This installation includes the plastic sleeve in the hole and the rubber washer under the bolt head. They do not install the washer and nut on the underside (in case we want to pull bolt for draining purposes), but they leave the washer and nut at each test rig so we can install them when ready. There is no more significant work for VGO until the rod is installed or the rods for the other test rigs arrive, so VGO will fly home tomorrow.

VGO completes installation of the strain gauges on the jacking rod for Test Rig #5, but ABF cannot install the rod in the test rig yet, because the cylindrical sleeve has not been installed on the all-thread test rod and the cylindrical sleeve isn't scheduled to arrive from Dyson until tomorrow (Friday 11/15/2013).

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is also idle.

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. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

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10' bought k-rail = 20 pieces (minus 1 missing)
10' ABF k-rail = 8 pieces
20' rented k-rail = 22 pieces (minus 1 missing)
20' ABF k-rail = 27

See Victor Altamirano diary for labor/equipment details, including the agreed extra work with ABF per a signed Extra Work Order with ABF for CCO 314 work.

INSPECTOR OT REMARK:

Field and Office 2 hours: I am in the field intermittently for CCO 314 test rig work, including VGO work until 1700. I am also working in the office on CCO 314 issues with METS and the DJV and on CCO 312 issues at Dyson with METS. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.