



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 #: 956 Const Calendar Day: 529 Date: 15-Nov-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:



The cylindrical sleeve for Test Rig #5 from Dyson arrives on site approximately 0830. ABF engineer Kelvin Chen brings the small box with this material from the ABF receiving trailer to the test rig area. After the morning break, ironworkers Rob Martell and Barry Rothman work approximately 1030 to 1130 to install the cylindrical sleeve. The ironworkers spend the remainder of the day on non-CCO 314 operations. Prior to installing the cylindrical sleeve, the planned location is measured and marked. During installation of the cylindrical sleeve, thread sealant is used between the rod external threads and the cylindrical sleeve internal threads, per the CCO sheets. The cylindrical sleeve will be located at the diaphragm between the wet chamber and the dry chamber, so the thread interface needs to be sealed to prevent water leaks from the wet chamber.

After installation of the cylindrical sleeve, the rod still cannot be installed in the test rig because of the need to paint the sleeve and caulk the interface between the rod and cylindrical sleeve. Per plan, the sleeve is to be caulked with Sikaflex 1a and then painted. Because the Sikaflex 1a product has a 7-day cure time, I direct ABF to use the same Permatex Ultra Black Maximum Oil Resistance RTV Silicone Gasket Maker that will be used for sealing in the wet chamber, because this other product has a 24-hour cure time. The paint is required to be 2 coats, so I direct ABF to paint a coat, caulk, and then paint a second coat, with a day between each of these paint/caulk operations for cure.

In the afternoon, a painter from CCC arrives to apply the first coat of Carboguard 890. The surface of the sleeve is cleaned and roughened prior to application. The adjacent threads of the test rod are masked with tape.

VGO is not on site today. Today is a travel day for the 3 engineers from VGO leaving the site after working here this week. VGO will return next week when the Test Rig #5 rod is installed in the test rig.

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

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator - Whisperwatt 7000 - ABF ID 002343 is also idle. The ironworkers use a Kubota Cart during the time when they are working on CCO 314.

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

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Brignano, Bob

Diary #: 956

Date: 15-Nov-2013 Friday

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:

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:

Office 2 hours: I am 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.