



**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:11 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 961 Const Calendar Day: 534 Date: 20-Nov-2013 Wednesday

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; occasional rain am; some light showers pm

Working Day  If no, explain:

**Diary:**

Dispute

**General Comments**

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



Dave Van Dyke from VGO arrives on site today at 0700 after traveling to the Bay Area yesterday. Today is the scheduled installation of the rod in Test Rig #5. However, the rod is not installed in the test rig because of rain. Dave notes that the water that accumulates in the test rig area due to the intentionally plugged drain (for SWPPP) results in a flood zone that includes the data wire runs from the data logger to the test rigs and the network and power cables between the data logger and VGO trailer. Dave pulls the submerged data wire ends (not the main run, just the ends for going from the main run to the test rigs) and elevates them on top of the k-rail and sandbags to the south of the test rigs so that the wires can dry. With the rod not being installed in Test Rig #5 today, Dave leaves the site early at 1400 (lunch was 1200-1300). There is VGO work offsite today – VGO is setting up a test at their office to mockup the submerged data wires to determine their performance when wet.

ABF SWPPP engineer Bill O'Sullivan checks the water accumulating in the test rig area for pH and turbidity. He determines that the water can be pumped to the adjacent DI per the approved SWPPP. He provides the information to CT SWPPP for review, and CT SWPPP determines in the afternoon that the water may be pumped to the adjacent DI. This does not happen because most of the ABF labor at Pier 7 is gone in the afternoon due to the rain.

The test rod (2" diameter) for Test Rig #5 was removed on Monday 11/18/2013 from the coupler so that MT and hardness testing could be performed. The MT was performed Monday 11/18/2013. The hardness testing is performed today. First, ABF needs to grind the galvanizing from both ends of the rod. ABF ironworkers Barry Rothman and Rob Martell work briefly on CCO 314 min-morning to clean the MT powder from the test rod threads (compressor and MEK), caulk over the previously caulked joint between the cylindrical sleeve and the rod, and grind the galvanizing from both ends of the rod for hardness testing. The additional caulk is because there is some MT powder embedded in the previously applied caulk that does not clean off, so that MT powder needs to be buried by caulk to keep it out of the wet chamber. The caulk product used is Permatex Ultra Black Maximum Oil Resistance RTV Silicone Gasket Maker.

CT METS performs hardness testing on the test rod (2" diameter) for Test Rig #5 at approximately 1100. Performing the hardness testing from CT METS is Jason Gramlick with Ken Riley, Scott Croff, and Pari Aghili also present.

Other than brief work by the ironworkers on the test rod for Test Rig #5 in the morning, there is no other CCO 314 today. They leave work early due to the rain – most of the ironworkers working at the Pier 7

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Inspector Name Brignano, Bob

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area leave ~ 1100.

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 used by ABF (for grinder to grind galvanizing on test rod) and CT METS (for portable hardness tester used on test rod). A compressor is brought to the work area to clean the test rod with compressed air (for less than an hour) – IR P185R – ABF ID 002075.

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:

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. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.