



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:10 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 975 Const Calendar Day: 548 Date: 04-Dec-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 clear

Working Day [checked] If no, explain:

Diary:

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



Last week on Wednesday November 27, 2013, Dyson shipped the jacking rods, couplers, nuts, and washers for Test Rigs #6 and #8 through #11 (Test Rig #5 materials previously shipped and Test Rig #7 materials are not ready yet), and they are not scheduled to arrive on site until later this week. Without this material on site, there is little that ABF's ironworkers or laborers can do on CCO 314, so there is no work by ABF's hourly crews on CCO 314 today.

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

VGO is on site with Dave Van Dyke, Rob Rutledge, and Nick Buck. They start work at 0800, take lunch between 1200 and 1300, and leave the site at 1700. Without the jacking rods until the end of the week, there is limited work that VGO can perform on site. That work includes: connect the wires to the instruments at Test Rig #5, calibrate and check the instruments at Test Rig #5, install the strain gauges at Test Rig #6 (attach to test rod on site), complete the wire runs and enclosures at Test Rigs #6 through #11, and build test rig handhole covers for Test Rigs #6 through #11. In the morning, VGO connects the wires to the instruments at Test Rig #5 and checks them with the eDAQ data logger, including calibrations, high speed data checks, etc. In the morning and afternoon, VGO completes the wire runs and enclosures at 2 Test Rigs #9 and #10, with Test Rig #11 only partially completed (previously completed at 3 Test Rigs #6 through #8). In the afternoon, VGO installs half of the strain gauges (4 out of 8 strain gauges) on the test rod for Test Rig #6. Previously, the rod was prepared (remove galvanizing in area of strain gauges) with layout/markings started but not completed. After laying out the strain gauge locations today, installing the strain gauges involves several steps to adhere the strain gauges, check that they read correctly, and adding layers of protection. All 8 strain gauges could not have been completed in the afternoon, so they only start half, leaving the other half for tomorrow when they can be started and completed in the same day to avoid leaving installed but unprotected strain gauges overnight.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator - Whisperwatt 7000 - ABF ID 002343 is on idle/standby at the work area. A compressor - IR P185R - ABF ID 002075 is 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. 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

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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