



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:09 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 983 Const Calendar Day: 556 Date: 12-Dec-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 clear

Working Day [checked] If no, explain:

Diary:

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



VGO starts work on site at 0800 with Dave Van Dyke and Nick Buck. Lunch is 1200 to 1230. VGO leaves the site at 1630. They continue yesterday's work to connect wires at TR's 10 and 11 and complete work at these locations. They also do high speed checks on the connected instruments at the different test rigs. They also start building lids/covers to put over the test rig handholes above the instruments to protect the instrumentation.

ABF Engineer Kelvin Chen is not at work today.

Ironworker Barry Rothman and Rob Martell are working a 12-hour shift (0700 to 1930) today on CCO 314. Laborer Carlos (Pedro) Garcia is working a 12-hour shift (0700 to 1930) on CCO 314. Operator Ian Wells is assisting at the test rig area briefly. Ironworker Ricky Damboise and Ironworker general foreman James (Fish) Sturgeon work briefly on CCO 314. For the 12-hour shifts, the ironworkers and laborer are paid for 12.5 hours for missed dinner per union agreement.

The ironworkers spend the day test cycling the jacks for the test rigs. They are testing all the jacks to ensure that they will work when they are in the test rigs. This involves running the jacks at no load to run the fluid to check for leaks. Several of the jacks have water in them and need to be cycled to remove the water. Some of the jacks do not work - one 300-ton jack at TR 6 and one 400-ton jack at TR 8. There are spare jacks that can be used, but decisions on the jacks to use are pending the completion of the testing of all of the jacks. The cycling of the 300-ton jacks is easy because they are dual action with two hoses, but the 400-ton and 500-ton jacks are single action and need to have a weight applied to retract the jacks.

The laborer spends the day preparing timber supports for the jacks, building safety improvements (cover holes, build stairs, etc), and doing miscellaneous cleanup of the test rig area.

There is a hydraulic pump (Powerteam) in use today to work with the jacks. A generator - MQ Power 40 - ABF ID 002051 is in use today with the hydraulic pump. A generator - Whisperwatt 7000 - ABF ID 002343 is in use for part of the day. A compressor - IR P185R - ABF ID 002075 is idle today. Various forklifts are used in different parts of the day. A Kubota cart is used today.

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

See Victor Altamirano diary for labor/equipment and other details of today's work.

CCC continues painting the coupler and portion of jacking rod at TR's 11, 10, and 9 today. This is the second of two coats of the required epoxy paint (Carboguard 890) on these pieces that will be inside the wet chambers. This work happens around 1200.