



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:07 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1053 Const Calendar Day: 626 Date: 20-Feb-2014 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:



ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

Ironworker Barry Rothman, Laborer Forman Ignacio (Nacho) Garcia, and Laborer Carlos (Pedro) Garcia are working an 8-hour shift 0700 through 1530 today on CCO 314. However, while Barry works full time today on CCO 314, the laborers leave for portions of the shift for work elsewhere on Pier 7 (other work not covered by this diary). Ironworker General Foreman James (Fish) Sturgeon works for about an hour in the morning cutting a piece from the CCO 312 new rods that arrived on site earlier this week - this is for CCO 314 testing. Operator John Sabatino works at the TR site approximately 1230 through 1430 with an extendable forklift for moving heavier items like the steel plates and k-rail.

In the late afternoon yesterday, 6 pieces of rented k-rail were loaded on a truck to send back to Jensen Precast to get the material off rent. First thing this morning, the truck driver is securing the load (tiedown k-rail) and leaves site approximately 0800.

Ironworker General Foreman James (Fish) Sturgeon works in the warehouse to identify the rod that is required to be cut for CCO 314 testing (METS QA testing), move the rod from the bolt barn to the welding bay in the warehouse, use the table band saw to cut the rod, punchmark the ID of the rod on the end of the rod that does not have a punchmark ID after the end with the ID is cut off, and move the two rods to the area of the warehouse where CT materials are being stored. This work starts at 0700 and is done about 0800. The Hyster 80 forklift - ABF ID 002306 - is used. The rod cut, per CT direction, is ID EB-2-10. The 5' piece cut for QA testing is taken by CT METS for testing off site.

Today's work at the test rigs includes extracting the TR 6 test rod from the test rig which involves unthreading it from the coupler inside the test rig, setting the TR 6 test rod on a pallet (by about 0830), removing sandbags from the south end of TR's 5/6, removing the TR 6 jacking rod, unthreading the coupler from the TR 6 jacking rod, unbolting and removing the north end plate from TR 6, removing the k-rail from north of TR 7/8 - these are a 8th rented k-rail and one of ABF's k-rail, removing the second traffic plate north of TR 7, removing the traffic plate south of TR 7, removing the traffic plate south of TR 8, removing the two k-rail south of TR 5/6 - these two of ABF's k-rail, removing 2 of the 4 longitudinal running 10' k-rail at the south end of TR's 5/6 - these are purchased k-rail, and cutting the VGO wires after TR 8.

The VGO elevated wire run from the data logger (now removed by VGO) near TR 11 along the south end of the test rigs runs to each of the 7 test rigs between TR 5 and TR 11. The wires are needed for the next

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round of testing (TR's 12 and 13) at two of the four TR's 8 through 11. After that point, the wires can be cut. VGO only has an interest in saving the connector pieces at the ends of the wire runs, so I tell ABF to cut the wires for TR's 5, 6, and 7 after the point where TR 8 branches off from the run and to also cut the other end of those wires at the test rigs (do not take out the portion of the wires running through the test rigs). CT-METS previously removed their wires that paralleled the VGO wires, with the exception of wires at TR 11 that they could not remove.

The TR 6 test rod is the rod that had stripped threads on the rod at the nut instead of a rod fracture when the rod was pulled to failure. Hayat Tazir and Godwin Mok from the DJV come to the site to examine the rod as it is being removed from TR 6 and then after it is set aside.

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 most of the day and is only used briefly. Another generator – Whisperwatt 7000 – ABF ID 002341 is on idle/standby at the work area and is not used today. Another generator – MQ Power – ABF ID 002051 is on idle/standby at the work area and is not used today – this generator is only for powering the hydraulic pump. A compressor IR P185R ABF ID 002078 is on idle/standby at the work area most of the day and is only used briefly today. A Hyster 120 forklift is used most of the day and an extendable forklift is used briefly today. A Kubota cart is used by the ironworker today and another Kubota Cart is used by the laborers 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 used on site and paid as rented from ABF on a daily basis. 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

10' ABF k-rail = 6 pieces

20' rented k-rail = 16 pieces (6 removed from site today)

20' ABF k-rail = 25 pieces (three removed today)

The agreed extra work with ABF is as follows:

Engineer Kelvin Chen - 1.5 hr

Ironworker Barry Rothman - 8 hrs

Laborer Forman Ignacio (Nacho) Garcia - 7 hrs

Laborer Carlos (Pedro) Garcia - 7 hrs

Ironworker General Foreman James (Fish) Sturgeon - 1 hr

Small Forklift - 8 hrs

Bandsaw - 0.5 hrs

Kubota Cart - 15 hrs

Radios (4 radios) - 23 hrs

k-rail: 22 pcs @20' and 6 pcs @10'

Crane Mats (12x12 - 5'x16') - 13 pcs

Crane Mats (12x12 - 5'x7') - 2 pcs

Crane Mats (12x12 - 5'x8') - 22 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work

CCO 96 - LOAD CCO 106 BAKER TANKS FOR AUCTION:

Today, Ironworker Foreman CJ Biskner's crew (includes Ironworkers Jared Garret and John Ryan Duskin) and operator(s) move the four 6,500 gallon poly tanks from the storage yard down Burma Road to the Pier 7 warehouse area to load on trucks so that they can be removed from the site for auction. These are the tanks purchased previously for counterweights under CCO 106. The loading and shipping of these items is being addressed by CCO 96.

