



**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:04 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 1078 Const Calendar Day: 651 Date: 17-Mar-2014 Monday

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  If no, explain:

**Diary:**

Dispute

**General Comments**

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



ABF Engineer Kelvin Chen is working in the office today, but not on CCO 314.

There is no work in the field on this operation today by ABF, but there is work by CCC on painting. Work on setup of the Townsend Test (Test IV) test rigs for TR's 12 and 13 is ongoing.

CCC works on CCO 314 in the afternoon – some of this work is in the CCC yard to the west of the test rig area and some of it is in the test rigs (field blast and paint). Working on CCO 314 for CCC are QC Juan Martinez and Painter Rafael Serrano. Present for portions of the work is CT-METS QA Charlie Stewart. After the work Friday 3/14/2014 to apply the first coat of epoxy paint (Carboguard 890), today's work is to apply the second (final) coat of paint. In the CCC yard, the paint is applied to the two end plates for TR's 12 & 13. In the field (at the test rigs), the paint is applied in the wet chambers of TR's 12 & 13 at the new diaphragm plates. The painting is completed by about 1430. Prior to immersion in water, this paint requires 10 days of cure at 60F or 5 days of cure at 75F, per the Carboguard 890 data sheet. Loading of the rods and filling of the wet chambers is tentatively scheduled for April 1, 2014, so there will be more than 10 days of cure from today March 17, 2014. However, this application of paint is not the critical paint, because there will be more paint applied in the test rigs on the couplers and portions of the jacking rod at a later date.

CT-METS does some work in the field today on the AE for TR's 12 and 13. Scott Croff and Elijah Turner in the afternoon test AE sensor locations on the stickout ends of the test rods for TR's 12 & 13. The issue is that the test rod for TR 12 has a drill and tap hole in the end of one of the test rods where the AE sensor will be located. The hole is 1.75" (45mm) deep and approximately 1/2" diameter – per the shop drawings, the threads are 7/16" – 14 UNC with 42mm of useable threads. Rather than gluing the sensor on the ends of the rods, waiting for cure, and then testing, which would take a very long time to go through iterations, they perform tests with couplant between the sensor and rod. The AE sensor is tested at various locations and pencil lead breaks are performed on the rod. The conclusion from the testing is that the sensor at the end of the TR 12 rod can be placed such that it is offset from the drill and tap hole and no work is needed to address the drill and tap hole.

A generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the work area and is not used today. Another generator – Whisperwatt 7000 – ABF ID 002341 is on idle/standby at the work area and is not used today. An oxyacetylene torch is on idle/standby at the work area and is not used today. A compressor – IR P185R ABF ID 002078 is on idle/standby at the work area and is not used today. A welding machine – Lincoln Electric Vantage 500 ABF ID 000073 is on idle/standby at the work area and is

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Inspector Name Brignano, Bob

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Monday

not 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 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 = 4 pieces

20' rented k-rail = 16 pieces

20' ABF k-rail = 19 pieces

Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314.

The agreed extra work with ABF is as follows:

k-rail: 16 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 4 pcs

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

Crane Mats (12x12 - 5'x8') - 11 pcs

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

The agreed extra work with CCC is as follows:

Painter Rafael Serrano - 2 hrs

Carboline Carboguard 890 - 1 gallon

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