



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:59 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1130 Const Calendar Day: 703 Date: 08-May-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 overcast

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.

Crews at the Pier 7 warehouse area are working an 8-hour shift 0700 through 1530 today. There is work in the field on setup of TR's 14-17. Laborer Carlos (Pedro) Garcia works all day on CCO 314. Ironworker Reggie Humphrey works the first few hours of the day on CCO 314 and then travels to the bridge site for work not covered by this diary - 4 hours charged to CCO 314 to account for putting away tools and traveling to the work elsewhere. Ironworker Jared Garrett (Kyle Crowley working elsewhere on the bridge) works part time (all but an hour spread out at different times throughout the day) today on CCO 314, with the remainder of his day on non-CCO 314 operations elsewhere at the Pier 7 warehouse area that are not covered by this diary.

Laborer Carlos (Pedro) Garcia works most of the day to re-build the 2x4 and plywood wire enclosures for later use by VGO and CT-METS to protect their instrumentation wires. He started that work yesterday and completes it today. He also spends some time cleaning around the test rigs.

Ironworker Reggie Humphrey with Smith-Emery QC B. Daquinag Jr. (CT-METS QA Scott Croff) continue to address issues with the welds at the new doubler plates at TR's 2 & 3 (convert to TR's 15 & 16). Yesterday, work on TR 2 (convert to TR 15) was completed and started on TR 3 (convert to TR 16). In the first few hours of today, work is completed on TR 3 (convert to TR 16). Smith-Emery QC B. Daquinag Jr. does VT and MT on completed welds and finds no issues. Note that MT is performed without a 24-hold or wait because these are temporary welds (not a permanent part of the structure). After completing this welding and grinding, tools and equipment are put away (return elsewhere at the Pier 7 warehouse area) and both the ironworker and QC go to the bridge for later work elsewhere (Tower Skirt).

Ironworker Jared Garrett grinds inside the test rig dry chambers where CT-METS will take UT thickness measurements at the DJV's request. He completes this work at the test rigs today (yesterday had completed this work at 1 of 4 test rigs).

CT-METS Saied Khan, Scott Croff, and Danny Reyes are at the test rigs ~1500 to take UT thickness measurements at the DJV's request. They complete this work at all 4 test rigs (TR's 1-4 to be future TR's 14-17).

Ironworker Jared Garrett continues work today to drill 5/16" holes in the test rig diaphragms for the 1/4" hardware to attach the bellows/flashing flange. Yesterday, work was completed at TR's 3 and 4 (convert

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to TR's 16 and 17). Today, he works at TR's 1 and 2 (convert to TR's 14 and 15). Because the ironworker has no assistance and because of the difficult access, he only completes drilling of the bottom holes and skips the top holes. The top holes are more difficult to drill while holding the drill inside the test rig – for the bottom holes, timber blocking is used to support the drill to make the work easier.

In the afternoon, Ironworker Jared Garrett moves materials from south of TR 1 (future TR 14) to permit access to this area to assemble the new test rig components. Several items were stored in this area and they are in the way of future work. He also removes 2 of the 20' ABF k-rail from south of TR 1 (future TR 14).

CT-METS Elijah Turner and Scott Croff work in the morning to recover AE sensors and wires from older instrumentation projects on the bridge and in the afternoon prepare those used sensors for checking to see if they can be used for TR's 14-17.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used at the test rig work area all day by the laborer and ironworker. A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. An oxyacetylene torch is used briefly for a weed-burner for the welding preheat. A compressor – IR P185 ABF ID 000002 is on idle/standby at the test rig work area. A Kubota Cart is used all day by the ironworkers and laborer. A small forklift (CAT) and an extendable forklift are used for portions of the day. A Lincoln Vantage 500 Welding Machine – ABF ID 000073 – is used in the morning and then removed from the test rig site when the welding is complete.

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 = 10 pieces  
20' ABF k-rail = 8 pieces (remove 2 k-rail today)

The tabulation of the 20' ABF k-rail is as follows:

Two (2) 20' ABF k-rail at the north end of TR 17.

Two (2) 20' ABF k-rail at the north end of TR 16.

Three (3) 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard (in place prior to the CCO work and not related to CCO 314).

One (1) 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard along the fence line near the BayView Trailer.

There is also a ninth 20' ABF k-rail in use at the test rigs (longitudinal running k-rail at TR 16) that is not counted above in ABF's k-rail tabulation to compensate for one of the rented 20' k-rail (included in tabulation above) that ABF has taken elsewhere and is not available at the test rig site.

The agreed extra work with ABF is as follows:

Laborer Carlos (Pedro) Garcia - 8 hrs

Ironworker Reggie Humphrey - 4 hrs

Ironworker Jared Garrett - 7 hrs

Kubota Cart - 8 hrs

7kW Generator - 8 hrs

Power Drill - 8 hrs

Grinder - 2 hrs

Vantage 500 Welding Machine - 2 hrs

Extendable Forklift - 2 hrs

Small Forklift - 2 hrs

Radios (3 radios) - 19 hrs

k-rail: 6 pcs @20' and 4 pcs @10'



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Crane Mats (12x12 - 5'x16') - 2 pcs

Crane Mats (12x12 - 5'x7') - 8 pcs

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

The agreed extra work with ABF for Smith-Emery is as follows:

Smith-Emery QC B. Daquinag Jr. - 2 hrs

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