



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:57 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1141 Const Calendar Day: 714 Date: 19-May-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 partly cloudy

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.

There is work in the field on setup of TR's 14-17. Crews at the Pier 7 warehouse area are working an 8-hour shift 0600 through 1430. Laborer Carlos (Pedro) Garcia works all day on CCO 314. Ironworker Jared Garrett works all day on CCO 314.

At the start of the day, the ironworker and laborer move 2 of the pallets with SWPPP containment (completed Friday) to the k-rail at TR's 14 & 15 (the pallets were moved to TR's 16 & 17 on Friday). Then, they move the 300-gallon poly tanks to the pallets/containment. The 300-gallon tanks are elevated above the TR's on the k-rail at a sufficient height to gravity feed NaCl Solution into the TR wet chambers.

Then the ironworker moves materials from north of TR's 14-17 to south of TR's 14-17 so that the forklift will not need to run over the CT-METS and VGO wire runs later. Yesterday some materials were moved and today more materials are moved. The ironworker also clears an area south of TR's 14-17 for the assembly of tents and for other material that will be needed for the work on these TR's. Unnecessary materials are moved out of the way, including several traffic plates from TR's 5-13.

The laborer starts assembly of one more tent frame that will be needed to shelter the TR's from thermal effects. Note that 2 of the 8 needed tent frames are already fabricated after not being dismantled after the completion of work at TR's 12 & 13. Later in the morning, the ironworker joins the laborer in the tent frame assembly. The two previously assembled tent frames have leg extensions added today - when used at TR's 12 & 13 only needed half of the leg height because they sat on top of the traffic plates, but at TR's 14-17 the tent feet will be on the ground so the full leg height is needed. By the end of today, 3 of the 8 tent frames are complete. For the assembly of the fourth tent frame, new 1/4" diameter bolts and nuts are needed for the connections, so ABF orders more hardware from Bay Bolt and it arrives later in the day. Note that the parts for 4 of 8 tents are on site, but ABF's order of 4 more tents has not arrived yet - tent frames for the last 4 tents need to be ordered because of storm damage to previously purchased tent frame from TR's 1-4.

Starting about 1230, the laborer begins re-caulking the SWPPP containments on the concrete slabs at TR's 14-17. These SWPPP containments at the end plates, center drain, and locations for intermediate tanks (for use with float valves and siphon hoses) from TR's 1-4 have been weathered and need rework before use again with TR's 14-17. Note that work on the SWPPP containments at the end plates are not complete today because of future work to install the end plates. The laborer scrapes off some of the old

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caulk where it appears to need replacement, uses a shop vacuum to clean the areas, and re-caulks where necessary. He completes work at TR's 14, 15, and 16, with work to continue tomorrow on TR 17.

Dave Van Dyke from VGO flies from Oregon to the Bay Area this morning, arriving on site approximately 1230. The plan is to install strain gauges this week on two of the four test rods (TR's 14 & 15). We discuss the schedule and status of the work on TR's 14-17. He examines the condition of the test rods in TR's 14 & 15 – there are some light scuff marks from the installation of the rods in the test rigs with these areas of slight damage in the previously prepared areas for the strain gauges. These areas may need to be buffed out. VGO leaves the site approximately 1430 because there is not enough time in the day to make enough progress to get to an appropriate stopping point on the strain gauge installation. Dave goes to check into the hotel and will be back tomorrow for strain gauge installation.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used at the test rig work area for most of the day by the laborer. A 40kW generator – MQ Power 40 – ABF ID 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 on idle/standby at the test rig work area. A compressor – IR P185 ABF ID 000002 is on idle/standby at the test rig work area. A Kubota Cart is in use today by the laborer. The Hyster 80 small forklift and Hoist P360 forklift are used at different times 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  
20' rented k-rail = 10 pieces  
20' ABF k-rail = 6 pieces

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.  
One (1) 20' ABF k-rail at TR 15 (longitudinal running).  
One (1) 20' ABF k-rail at TR 14 (longitudinal running).

The agreed extra work with ABF is as follows:

Laborer Carlos (Pedro) Garcia - 8 hrs  
Ironworker Jared Garrett - 8 hrs  
Radios (2 radios) - 16 hrs  
Hoist P360 Forklift - 2 hrs  
Small Forklift - 4 hrs  
Kubota Cart - 8 hrs  
7kW Generator - 4 hrs  
Shop Vacuum - 4 hrs  
k-rail: 6 pcs @20'  
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

CCO 376, PWS ANCHOR ROD ADJUSTMENT:

This morning about 0700, I provide spare PWS anchor rod material for possible use by ABF in the jacking setup for the CCO 376 work. I provide this material to ABF engineer Adam Reeve from the CT-METS storage container and from the 333 Burma Road office trailer. The following items were provided to ABF:

Couplers: Two couplers originally for use with the PWS anchor rod extensions for the spare strands. They were QA pieces not destructively tested.



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Jacking Rods: Two of the four remnant pieces from the PWS anchor rod extensions for use with the spare strands. The two rods that are approximately 29" long are provided to ABF, and two rods that are approximately 14.5" long are not taken by ABF because they are too short for the planned use in the jacking setup.

Nuts: Two spare spherical nuts from the PWS anchor rods and three spare jam nuts from the suspender anchor rods.

Washers: Two uncoated spherical washers that were QA pieces not destructively tested.

### INSPECTOR OT REMARK:

Office 2 hours: ABF's shift is 0600 to 1430, and I am present in the field most of the time between 0600 and 1430. Then I am in the office addressing several CCO 314 issues with CT-METS and the DJV, and addressing EWB's due this week for the estimate. My shift is 0600 to 1630 and my OT hours are 1430 to 1630.