



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:46 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 297 Const Calendar Day: 603 Date: 04-May-2011 Wednesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: Status: Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 60 - 70 12 PM 60 - 70 4PM 70 - 80

Precipitation 0.00" Condition Sunny

Working Day If no, explain:

Diary:

Dispute

Work description.

- See Chris Havel, Alex Schmitt and Abbas Iranmanesh's diaries for more details regarding ABF and Macalloy's equipment, labor, and operations for the stressing (25% and 100% of Pjack) of the South W2W Hinge K pipe beam assembly.
- Assisted, monitored field operations and helped resolve any pertinent issues related to stressing the Macalloy rods with Chris Havel and Alex Schmitt.
- Abbas Iranmanesh's diaries for more details regarding Conco's equipment, labor, and operations for the stripping of the W2E west deviation saddle grout pad formwork.



Attachment



Stressing operations for the Macalloy rods at the W2W South Hinge K assembly.



Conco carpenters stripped the W2E west deviation saddle forms, in the photo is the location where the worst form blowout occurred.



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Macalloy technician operating the pump used to stress the rods from the top of the W2 cap beam.



First Macalloy rod stressed to 100% Pjack where the elongation was 11mm measured from the bearing plate to the bottom of the live end nut.



ABF ironworkers disassembling the stressing hardware on a Macalloy rod at the South W2W Hinge K assembly.



Another portion of grout along the W2E west deviation saddle where the outside perimeter of grout was consolidated.



The observed pressure seen on the pump gauge at 100% Pjack was 19,000psi.