



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:45 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 298 Const Calendar Day: 604 Date: 05-May-2011 Thursday

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 [checked] 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 (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 W2W west deviation saddle grout pad formwork.
- See Alex Schmitt's diary for more details regarding the stressing (100% of Pjack) of the W2W west deviation saddle anchor rods.

[checkbox]

04-0120F4 Bid Item: 060 W-W2C-WDS.060 W Line W2 Cap West Deviation Saddle

AMERICAN BRIDGE/FLUOR, A JV

Labor

Table with columns: Trade, Class, Name, RT Hrs, OT Hrs, DT Hrs, Total, Remarks, Dispute. Rows include Contractor: AMERICAN BRIDGE/FLUOR, A JV and three Ironworker entries with names RIGOVERTO GARCIA, JOHN CALZASCIA, and JERRY KUBALA.

Diary:

Dispute

Work description. 060 W-W2C-WDS.060

The following equipment was used for stressing the W2W west deviation saddle:

//Boltight Pumps//

- 1.) Serial Number = 0507574 and Type = BT1507-1
2.) Serial Number = 63622-2222000136 and Type = BT1507

//Boltight Jacks//

Broken jacks used on the first few rods, see photos below

- 1.) RN# = 4035
2.) RN# = 4036

Jacks used on the top portion of the W2W west deviation saddle:

- 1.) RN# = 4043

[checkbox]

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2.) RN# = 4051

Jacks used on the bottom portion of the W2W west deviation saddle:

1.) RN# = 4060

2.) RN# = 4063

Spare Jack that wasn't used:

1.) RN# = 4064

The following are the general comments related to the stressing operation:

1.) The stressing sequence of the anchor rods was transmitted/submitted to Caltrans by ABF not through PMIV

2.) A total of 20 rods in the stressing sequence were initially stressed to 100% Pjack at a gauge pressure of 17,250psi. This was done twice on all rods as the ironworkers tried to tighten the nut to mitigate seating losses.

3.) There were a few instances where the gauge reading exceeded 17,250psi but not greater than 20,000psi. The ironworkers were notified that this is unacceptable and were more prudent about gradually bringing the pressure to 17,250psi.

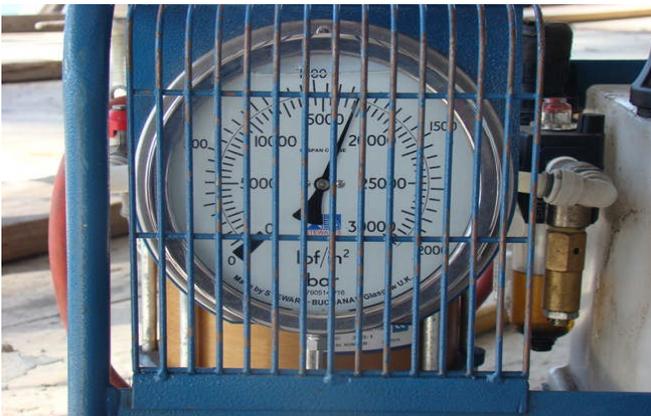
Attachment



Sheared screws of the Macalloy jack's ram back plate which failed in shear.



About 7 of 20 screws on the back plate of the Macalloy jack's ram which failed in shear due to high hydraulic pressures in the hoses and jack.



The 100% Pjack pressure of 17,250psi for the west deviation saddle anchor rods as seen on the Boltight pump's pressure gauge.



Ram plate displaced from the ram body of the Macalloy jack where 7 screws failed in shear and the "O" ring failed as well.

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Moment when the Macalloy jack failed due to high hydraulic pressure.



ABF ironworkers in the process of stressing an anchor rod for the W2W west deviation saddle.



Macalloy jack rated for 3,001.01kN where Pjack is 3,000kN and the corresponding pressure on the pump gauge should be 18,800psi (act. press. 19,000psi)



Dissassembled Macalloy jack's ram where it was discovered the ram back base plates "O" ring had failed.



ABF ironworkers beginning to stress the W2W west deviation saddle anchor rods in the middle portion of the saddle.



Bad Boltight jacks where the lip of the jack and bolt tightening component were damaged by improper stressing procedures.