



**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 12:49 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 207 Const Calendar Day: 776 Date: 24-Oct-2011 Monday

Inspector Name: Iranmanesh, Abbas Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 04:30 pm Break: 00:30 Over Time: 01:00

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 50 - 60 12 PM 4PM 70 - 72

Precipitation None Condition partly cloudy

Working Day  If no, explain:

**Diary:**

Dispute

**Work description.**

ABF Crews activities:



1- The crews continued working At Pier W2 with respect to some of the following submittals

- ABF-SUB-002171R01, "PWS Restraint System at Pier W2".
- ABF-SUB-002283R00, "Cable Erection Plan-Secondary PWS Hauling System".
- ABF-SUB-002019R02, "West End Tramway".
- ABF-SUB-002416R00, "West Floating Arms".
- ABF-SUB-002506R00, "Cable Erection Plan-W2 Transfer Arms".
- ABF-SUB-002393R00, "Pier W2 Access Platform".

**INSTALLATION:**

•The ABF crews completed cleaning of the Macaloy rods and nuts of the North side Hinge-K of the W-line. The crews started putting in place Aluminum caps with neoprene washer plate in combination of UHMW thick washers for the long Macalloy rods with bolts.

•A discussion was made with the ABF engineers Mr. Levi Gatsos that ABF should add extra rectangular clamps with tape around PWS at the middles of already taped cross section which are 1.5 meter apart. Adding the extra clamps will hold the wire tight together in the dropping off process of the PWS from the rollers. Especially the outer wires tend to have longer length than the inner ones on the sharp curve of the deviation saddle inner surface.

• The testing cable lost its original cross section in un-looping process of the PWS. The end cable was accessible and the ABF crews had to un-loop the PWS along the SAS deck in order to reach the hauling end. In this process the PWS was not clamped with the same orientation along the length and after the lowering the PWS from the rollers it was not possible to slide it inside the saddles slot. ABF had no choice to start from the beginning and construct the PWS cross section. As it is seen from the pictures at the original cross section the red wire was located on the side of the cross section and for the new cross section the red wire is located at top. The ABF crews constructed the cross section at the jacking saddle and inserted the PWS inside the sale slot and the construction of the new cross section is extended to the W-Line and E-line saddles. This is a time consuming process to construct the new cross section especially when it is damaged in the un-looping process.

•The PWS between the deviation jacking saddles was put under tension by the chain and hoist system.

•The chain and gauge system was replaced by much stronger adjustable chain system by the superintendent Mr. Jerry Kent.

•At 3:40 PM all ABF crews were recalled for a safety meeting on the SAS deck. It was not clear if any accident has happened at the job site.



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2- The selected attached pictures show the detail of the performed activities.

NOTE: The ABF Engineer Mr. Levi Gatsos has been present and guided the ABF crews.

ABF crew involved in the Secondary hauling system

Hauling PWS and Positioning

-Jerry Kubala

Rigovertto Garcia

-Waler Hernandez

-Fleix Melgar

-Jose Torres

Installing the Aluminum caps of Macalloy rods

-Kevin Karber

-Luis Plancarte

-Lance Carlson

-James Wilkerson

**04-0120F4      Bid Item: 051      0-000-000.051      ERECT STRUCTURAL STEEL (BRIDGE)**

AMERICAN BRIDGE/FLUOR, A JV

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

AMERICAN BRIDGE/FLUOR, A JV

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	LANCE CARLSON	8.00	1.00	0.00	9.00		<input type="checkbox"/>
Ironworker	JNM	JAMES WILKERSON	8.00	1.00	0.00	9.00		<input type="checkbox"/>
Ironworker	APP	LUIS PLANCARTE	8.00	1.00	0.00	9.00		<input type="checkbox"/>
Ironworker	FOR	KEVIN KARBER	8.00	1.00	0.00	9.00		<input type="checkbox"/>
Ironworker	FOR	JERRY KUBALA	8.00	1.00	0.00	9.00		<input type="checkbox"/>
Ironworker	APP	JOSE TORRES	8.00	1.00	0.00	9.00		<input type="checkbox"/>
Ironworker	JNM	FELIX MELGAR	8.00	1.00	0.00	9.00		<input type="checkbox"/>
Ironworker	JNM	WALTER HERNANDEZ-ZELE	8.00	1.00	0.00	9.00		<input type="checkbox"/>
Ironworker	JNM	RIGOVERTO GARCIA	8.00	1.00	0.00	9.00		<input type="checkbox"/>

**Equipment**

Equipment ID	Description	RT Hrs	OT Hrs	ST Hrs	IT Hrs	Rental Company	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
002154	Equipment, Crane, 60 Ton					No		<input type="checkbox"/>
		0.00	0.00	0.00	0.00			

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

AMERICAN BRIDGE/FLUOR, A JV

**04-0120F4      Bid Item: 060      X-W2C-JKS.060      E-W Line Cross Over W2 Cap Jacking Saddle**

AMERICAN BRIDGE/FLUOR, A JV

# Daily Diary Report by Bid Item

Job Name: 04-0120F4

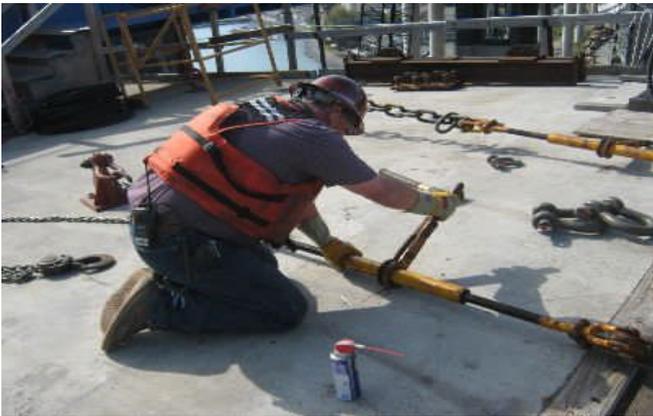
Inspector Name Iranmanesh, Abbas

Diary #: 207

Date: 24-Oct-2011

Monday

## Attachment



## Daily Diary Report by Bid Item

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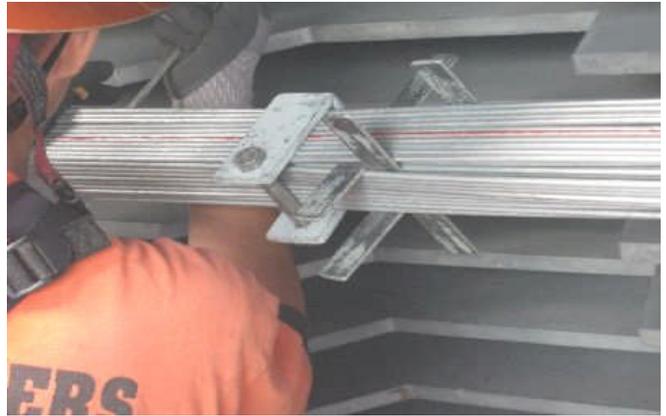
Job Name: 04-0120F4

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