



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:41 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 226 Const Calendar Day: 465 Date: 12-Sep-2013 Thursday

Inspector Name: Altamirano, Victor 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 50 - 60 12 PM 50 - 60 4PM 50 - 60

Precipitation Condition

Working Day If no, explain:

Diary:

Dispute

Work description.

Inspector(s): Victor Altamirano

Date: 091213

Location: West of OTD building test area S3-D2

Weather: Partly cloudy / 70 degrees

Field Work

Rod S3-D2 was prepped to break today (day 24) by increasing the load. Laborer drained both wet chambers as required with pump prior to applying any additional load on the rod and finished about 8am. ABF started the pump and gradually increased the load at a slow rate. At about 0900, the pump began leaking oil and the motor from the pump began overheating and ABF stopped the equipment to cool down machine and provide oil. The workers started up the pump and after a little while longer the rod broke from its dead end at 970 kips. The nut and fractured piece of the test rod on the dead end ended up in the sand bags after the rod broke. METS recovered and handled the sheared portion of the rod after it broke. In order to remove the rod and make required cuts, workers had to clear the stressed end of any traffic plates, k-rail and sand bags. Workers began prepping to remove the traffic plates starting from the stressing side by about 1024. The second of 4 plates were removed by about 1035. I measured more than 3 feet the rod was pushed after the rod broke.

Workers started removing K-rail (1 of 4 k rail) from the stressed side using Forklift # TH560B. They also began placing sand bags on pallets and removed them from the test rig area. This continued throughout the day before ultimately getting to the rod. Later in the day, it was found that the workers would work 10 hours today.

Workers pulled some of the rod out of the test rig by 1500 hours and made the first cut at cut-point marked on the rod in white. The workers then removed the smaller portion of the rod that was cut and that was still attached to the stressed end of the jacking apparatus to clear the way to pull the rod out of the test rig. Workers pulled most of the rod out by about 1535 and took a break. By about 1610 workers removed the rod completely out of the test rig and started making the required cuts after B. Brignano marked the locations on the rod to cut.

After making the cuts, they were labeled by Bob and at the end of the day the smaller cut pieces including the washers were dropped off to METS trailer. The larger pieces were left on a pallet for workers to move to the warehouse for tomorrow.

Workers

Iron Workers: Zach & Barry

ABF : A. Singh and K. Smith was present.

10 hours total with 2 hours overtime.

V. Altamirano Work Hours 10 hours total with 2 hours overtime.

CCO-314 Bid Item: 001 0-RRR-EFA.314 E2 Remove, Replace & Test Rods



Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Altamirano, Victor Diary #: 226 Date: 12-Sep-2013 Thursday

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	ZACURY SLIGER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	BARRY ROTHMAN	0.00	0.00	0.00	0.00		<input type="checkbox"/>