



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:54 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 465 Const Calendar Day: 840 Date: 27-Dec-2011 Tuesday

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: Schmitt, Alex Approved Date: Status: Submit

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

Weather

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60
Precipitation 0.00" Condition Partly cloudy

Working Day If no, explain:

Diary:

Dispute

Work description.

- Prepared the Alta Vista surveyors for surveying tasks for today which include the following:
 - 1.) Continue to process the surveying information for all of the work done to date since they came onto the project.
 - 2.) Check the elevations of the following control points on the west end of the bridge: WPP8.5C, EPP8.5C, W2ECP, W2WCP, JA1000, JA1001, TWL270, and the CL of YBITS W-Line formwork at the east bulkhead near Hinge K
 - 3.) Process surveying data for today
- The following is the hours worked by the Alta Vista consultants today:
 - Dave Garrett (survey party chief) = 8hrs
 - Chris Ferrucci (instrumentman) = 4hrs (left early for bereavement)
 - Erol Schaller (rodman) = 8hrs
- Observed the operation of floating/adjusting the first cable strand under tension to allow placement into the jacking and west deviation saddles. See other inspector diaries in the Team Cable group for labor, equipment, and additional observations. My comments on the operation are summarized below and in the attached photos.
 - 1.) The crew placing the cable strand into the W-Line west deviation saddle trough appeared to have better workmanship and supervision than on the E-Line west deviation saddle. Karsten Baltzer, Ankur Singh, and Jerry Kubala supervised and helped place the cable strand on the W-Line saddle while there was nobody supervising the crew at the E-Line saddle.
 - 2.) It was unclear whether or not the wires were crossing as the ABF ironworkers were placing the cable strand into the E-Line west deviation saddle trough. Better cable forming and placing techniques will need to be utilized to ensure proper cable strand placement into the west deviation saddle troughs.

Approximately at 3:00pm an accident occurred while floating the first cable strand. The first cable strand crashed (impact loading) onto the south tower saddle divider plates and the south mainspan catwalks. It is suspected that the Crosby clips used on the cables that support the floating clamps and that are connected to the winches used to float the cable strand failed in tension/friction. It is likely that the improper torque was applied to the nuts of the Crosby clips at the time of installation. After the accident ABF ironworkers were seen torquing the nuts of Crosby clips used on various cables. See the photos below for more details and additional comments.



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Job Name: 04-0120F4

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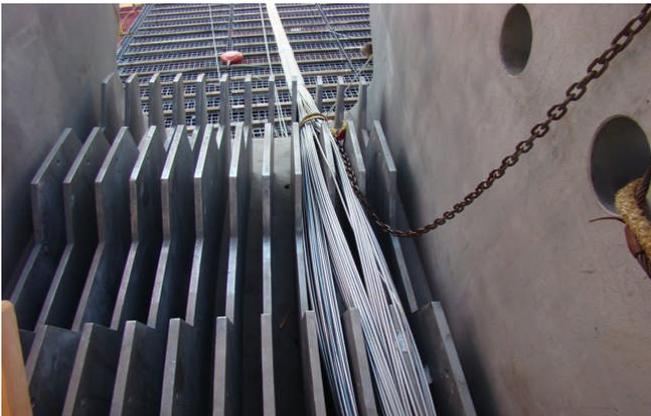
Attachment



Close-up of ABF ironworkers placing a section of the first cable strand into the E-Line west deviation saddle trough where wires may have crossed.



ABF ironworkers checking the connections of the south mainspan floating clamps after the accident occurred.



Splayed sections of cable strand #1 wires at east side of the south tower saddle trough.



Splayed sections of cable strand #1 wires in the south tower saddle trough.



Condition of cable strand #1 at the east end where the cable fell onto the posts of the handrail.



ABF ironworkers and engineers working on placing the rectangular preformed section at the W-Line deviation saddle into the saddle trough.

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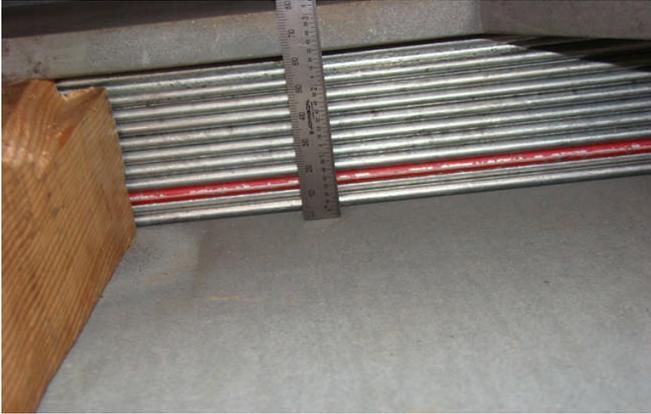
Job Name: 04-0120F4

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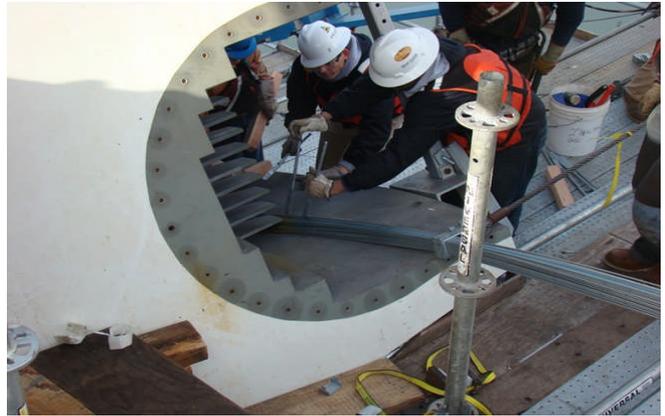
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Ruler placed near a section of the first cable strand placed into the E-Line west deviation saddle trough.



Placement of the last section of cable strand #1 into the W-Line west deviation saddle trough.



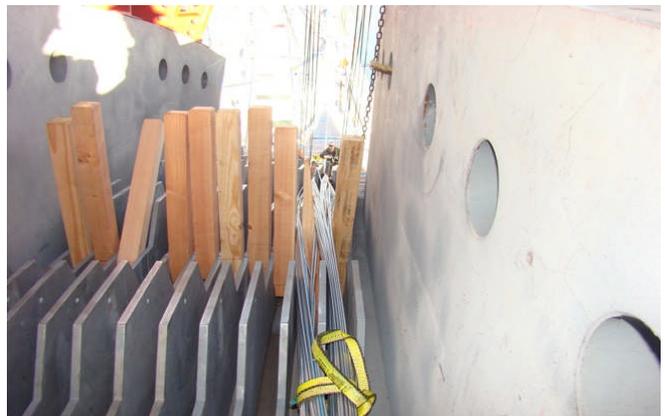
ABF ironworkers seen tightening/torquing the nuts of crosby clips on the north backspan tramway cables after dropping the cable strand accident.



Sheared strap used to temporarily suspend/position the cable strand during floating operations.



ABF ironworkers seen tightening/torquing the nuts of crosby clips on the south mainspan tramway cables after dropping the cable strand accident.



Cable strand #1 after it had been accidentally dropped into the south tower saddle trough onto the divider plates.

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ABF ironworkers placing a section of the first cable strand into the E-Line west dev. saddle trough where the workmanship was considered marginal.