



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 2:10 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 198 Const Calendar Day: 840 Date: 27-Dec-2011 Tuesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 06:30 PM Break: 00:30 Over Time: 03:00

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 12 PM 4PM  
Precipitation Condition

Working Day  If no, explain:

Diary:

Dispute

Cable Hauling

Floating and installing the first Cable strand was ongoing today.

Tony Costa's crew was working near the Tower saddle for the entire shift.  
CJ Biskner's crew was working near the Tower saddle on-and-off throughout the shift.

The following is a summary of the activities near the Tower saddle from today:

- From 07:00 until 07:15, they attended their weekly safety meeting.
- From 07:20 until 07:30, I checked the floating clamps attached to the strand at the top of each catwalk to check for slippage over the weekend. There was no slippage of any wires. However, the South side-span was lying on the catwalk. The winch line supporting this strand had not slipped, and the floating clamp had not slipped. It may have been the result of the floating arm at W2 losing hydraulic pressure, and lowering the strand.
- At 07:40, they re-floated the strand in the South side-span. After this, I walked down the South side-span to check for any damage to the wires or the galvanizing from scraping on the catwalk. None was noticed.
- At 09:00, the South strand was floated out of the Tower rollers with the use of chain-falls and nylon slings.
- At 09:05, they started to install the knife plates to start strand forming.
- From 09:15 until 10:00, they were installing the strand former on the South strand (see attached photo).
- Conversation: At this time, I spoke with ABF Engineer Scott Yeager asking when they will be installing the blocking between all of the divider plates and cleaning the troughs, and that these things needed to be done prior to installing strand. He then mentioned this to the foreman.
- From 10:15 until 12:00, the troughs were cleaned, and the blocking was installed in between divider plates.
- At 11:40, the South main-span floating winch was engaged, and the strand was floated out of the rollers.
- After lunch, I walked up the South side-span for one last check for twist prior to installing the strand into the South side of the Tower saddle. The strand had no twist.
- At 12:45, they started to float the North strand out of the Tower rollers with the use of chain-falls and nylon slings. - Note: this was later halted, and the strand lowered back into the rollers due to safety concerns noted below.
- At 13:05, the floating winch for the South main-span gave out, and the South strand crashed down onto the Tower divider plates, as well as along the entire length of the South main-span catwalk. Nobody was injured. For the next 15 minutes, everyone was trying to determine the cause of the failure. It was determined that the floating winch line had failed (see attached photo of frayed winch line, which was in the area where it failed). When the winch line failed, the nylon slings supported the strand above the Tower saddle could not support the additional weight, and they also failed (see attached photo). I called Warren Collins and Roman Granados to give them an update on these events.
- Possible damage to strand: When the strand fell onto the saddle divider plates, several areas sustained



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possible damage or kinks (see attached photos). The full extent of possible damage cannot be determined until the strand is re-floated above the Tower saddle to check the underside where is hit against the edges of the divider plates.

- ABF engineers and safety personnel came up to the site to try to determine the cause. They determined that it appeared as if the cause was that the Crosby clips at the end of the winch line may not have been tight enough. This caused the winch line to slip through the clamps (causing the fraying at the end of the line), which then caused the winch line to fail.

The Caltrans Cable group met in Brian Boal's office after the end of the shift to go over the details of the incident with the winch line breaking. We discussed the safety issues, as well as possible directions forward with this particular strand (replace strand, splice wires, etc).

**04-0120F4 Bid Item: 067 C-PWS-001.067 Install & Adjust PWS 1-5**

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	RENE MULATO	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	MATTHEW COCHRAN	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	CHRISTOPHER BISKNER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Operator	JNM	HOWARD SCHROYER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Operator	OTH	NICOLAUS SHAFER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JACOB MECHE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	KEVIN RATCLIFF	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	RICHARD CHOUINARD	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	8.00	2.00	0.00	10.00		<input type="checkbox"/>

**Attachment**



Frayed winch line from South main-span floating winch



Broken nylon sling

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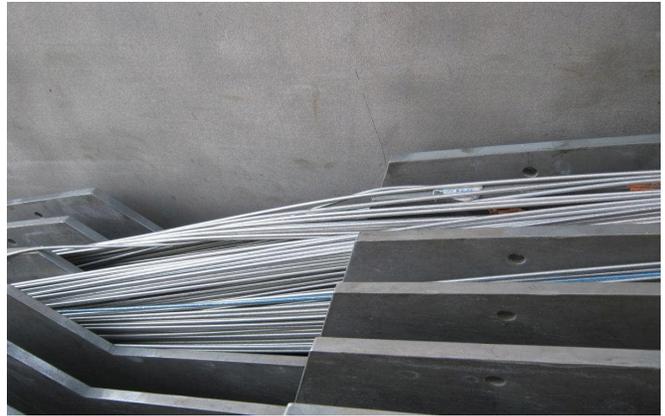
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Tuesday



Installing knife plates to start strand forming



Close-up of strand with possible kinked wire



Strand in South trough after winch line failed and dropped the strand



Close-up of strand with possible kinked wire