



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:21 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 211 Const Calendar Day: 857 Date: 13-Jan-2012 Friday
Inspector Name: Wright, Doug Title: Transportation Engineer
Inspection Type: Continuous
Shift Hours: 07:00 AM 07:00 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 [checked] If no, explain:

Diary:

Dispute

Cable Hauling

At the Tower saddle today, strand #3 installation was started, and strand #2 preliminary adjustment was started. Also, hauling of strand #4 continued.



CJ Biskner's crew and David Lucero's crew were working near the Tower saddle for the entire shift. Tony Costa's crew was on night shift tonight.

Work at the Tower saddle:

- At 07:00, shift started.
- From 07:00 until 09:00, the ABF engineering staff was doing a safety walk-through since there was an accident at W2 yesterday. They were checking all of the rigging points to be sure that they were properly engineered.
- From 07:00 until 11:00, half of the crews were doing misc work (preparing for strand #3 installation, installing adjustment equipment).
- From 08:40 until 09:00, strand #3 in the South main-span was transferred from the primary to the secondary floating system.
- From 09:40 until 09:50, strand #3 was floated out of the North side of the Tower saddle rollers.
- From 10:00 until 10:15, I walked the South side-span catwalk to confirm that strand #3 was not twisted prior to installation in the Tower saddle.
From 11:10 until 11:20, strand #3 was floated out of the South side of the Tower saddle rollers.
- At 11:25, they started installing knife plates on strand #3 in the North trough.
- At 12:40, hauling of strand #4 was re-started (it was hauled only a short distance yesterday).
- At 13:05, the haul frame passed the Tower.
- At 13:30, they started to try to install strand #3 in the North trough. -- Note: they were planning to install strand #3 starting from the high point (near the center) and working outward in both directions. This is not as detailed in Submittal 2447R01, but I had previously discussed this possibility with Warren Collins, and he said that it was a reasonable approach.
- From 13:45 until 14:20, strand #2 was being adjusted through the South trough. They pulled the strand East by about 25mm. This was done with the adjusting jacks. -- Note: the strand lock that was attached to strand #2 on the West side (jacking side) of the saddle came loose during adjusting. Also, some of the wires bunched slightly and migrated along the top of the strand. For a length of about 0.3m (located about 1.2m from the West end of the saddle), wires bunch across the blue wire, and it is no longer visible.
- At the end of the shift at 17:30, progress on strand #3 installation in the North trough was a total length of about 1.4m.
- Note: After the end of the shift, I stayed late to overlap with the night shift inspectors to have some continuity. We were doing an inspection of the partially installed strand #3 in the North trough. During this



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time, I noticed a plate at the bottom of the trough underneath the partially installed strand (see attached photo). I tried to remove it, but it was wedged in tight under the strand. I informed the night shift foreman that it needs to be removed, and I marked the area that needs to be removed to get out the plate. Also, I emailed ABF Engineer Andre Markarian to inform him.

Conversations:

I spoke with ABF Engineers Andre Markarian and Karsten Baltzer regarding acceptance criteria for strand installation. I initiated this discussion after I overheard Karsten telling the ironworker foreman that he did not need to fix some bunching and migrating wires near the beginning of strand #3 installation since there is a new set of acceptance criteria discussed in a recent management meeting. I mentioned that some bunching or migrating wires may be acceptable, but that this needs to be in only limited areas. If the strand installation starts with some bunching wires, then it may get worse as the installation continues. They thought that this area of bunched wires should be isolated since the strand has a good shape at the forming sleeve in advance of the strand entering the trough.

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
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Operator	APP	SCOTT ROSS	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	JULIENT POULK	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	JACK HUNTER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JEFFERY STEWART	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	DAVID LUCERO	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	OBRA PAULK	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Operator	JNM	JEFFREY SCOTT	8.00	2.00	0.00	10.00		<input type="checkbox"/>
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"/>
Ironworker	JNM	RICHARD CHOUINARD	8.00	2.00	0.00	10.00		<input type="checkbox"/>

Attachment

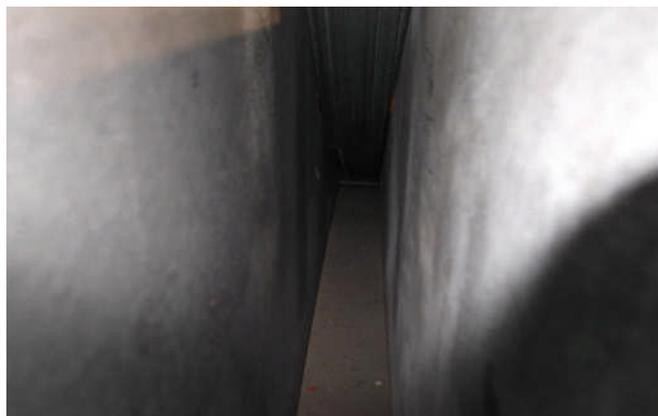


Plate underneath partially installed strand needs to be removed