



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 063 Const Calendar Day: 914 Date: 10-Mar-2012 Saturday
 Inspector Name: Feather, Bernard Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 11:00 am 06:30 pm Break: Over Time: 7:30
 Federal ID:
 Location:
 Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

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

Weather

Temperature 7 AM 12 PM 4PM
 Precipitation Condition partly cloudy, cool, windy

Working Day If no, explain:

Diary: Dispute
General Comments
 Inspection of the cable installation at the west anchorage, south saddle.

04-0120F4 Bid Item: 067 C-PWS-091.067 Install & Adjust PWS 91-95
 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	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	LUIS PLANCARTE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	LANCE CARLSON	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	KEVIN KARBER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	DANIEL HUGHES	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	DANIEL MARTINEZ	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Diary: Dispute

Cable Hauling 067 C-PWS-091.067

I arrived at the east end anchorage, south saddle at 1230. 91S was in the process of being floated, and 90S (Spare Strand S-1) had been floated out to the lower winch.

1245: 91S was floated out of the haul rollers

1320: I checked and ok'ed the knives on 90S.

1330: The socket for 90S was connected to the anchor rod with 9mm stickout and the face of the socket was 800mm from the 900mm mark. Dan H. rotated the anchor rod in 1/2 turn.

1340: 92S finished hauling.

1400: the crew started installation of 90S into the south saddle. It was installed at 1430. I inspected it and bought it off.

1505: 91S was floated out to the lower winch.

1540 to 1630: I checked the twist on 92N and 92S between the bottom winch clamp and the tower winch clamp along the mainspan catwalk. 92N had no net rotation. 92S had full CW rotation (in the direction of

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haul). I doubled checked the twist with Roman Granados (CT) and determined this was correct. This information was conveyed to ABF personel.

1600: 92S was floated out of the haul rollers

1655: the socket for 91S was attached to the anchor rod, but not fine tuned nor checked. It should be ready to check at the beginning of the next shift.

NORTH SIDE OPERATIONS:

1415: PWS 94 was placed onto the swift.

1435: 93N was hooked to the haul frame.

1500: 92N was floated out of the haul rollers.