



**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 066 Const Calendar Day: 916 Date: 12-Mar-2012 Monday  
 Inspector Name: Feather, Bernard Title: Transportation Engineer  
 Inspection Type: Continuous  
 Shift Hours: 08:00 am 07:30 pm Break: 01:00 Over Time: 02:30  
 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, warm, windy, trun cold, in PM

Working Day  If no, explain:

**Diary:** Dispute  
**General Comments**  
 Inspection of cable installation at the east anchorage, south side. Track progress of FW Spencer installation of carbon steel piping along the north barrier, WB bridge. Bill Casey Staff meeting at 0800, and MEP paperwork the rest of the morning.

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
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	APP	ANTHONY SMALER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
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 at 1240. On the north side, 94N in the haul rollers, 93N was floated out to the lower winch clamp. 95N was hooked the haul frame, ready to be hauled. On the south side, 94S was in the haul rollers, and 93S was floated high.  
 SOUTH SIDE OPERATIONS:  
 1255: 93S was floated out to the lower winch clamp.  
 1300: the twist on 94S between the bottom winch clamp and the tower clamp was taken out.  
 1305-1335: I checked the twist in 94N and 94S between the bottom winch clamp and the tower winch clamp along the main span catwalk, walking in the direction of haul. Neither segment had a net rotation.  
 1310: 94S floated out of haul rollers  
 1400: the socket for 93S was attached to the anchor rod, with a 9mm stickout, and the fact of the socket

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Inspector Name: Feather, Bernard

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305 mm from the 400mm mark. The crew rotated the anchor rod into the coupling nut, but were only able to rotate it 1/4 turn before it locked. The final measurement was 300mm from the 400mm mark.

1425: 95S finished hauling

1440: the crew began installing 93S into the south saddle. At 1515, it was installed into the saddle, I inspected it and bought it off.

1550: 94S was floated out to the lower winch clamp.

1610: 95S was floated out of the haul rollers.

1615-1640: I checked the twist in 95N and 95S between the bottom winch clamp and the tower winch clamp along the main span catwalk, walking in the direction of haul. 95N had three CW rotations (in the direction of haul) and 95S had one (also in the direction of haul). Doug Wright, CT, double checked and determined that both sections had net rotation. FWS was informed of the situation.

1645: the crew began attaching the socket for 94S to the anchor rod. This socket had excess zinc in it, and at test fitting indicated that the coupler nut can only be attached with 12mm of stickout. The crew was informed of this, and told they didn't have to make 9mm of stickout. If they achieve 12mm of stickout, but the set screw flats were not aligned, they can back the coupler nut out such to have no more than 14mm of stickout.

1655: the socket for 94S was attached to the anchor rod, with a 10mm stickout, and the fact of the socket 498 mm from the 600mm mark.

1715: the crew begin installing 94S into the south saddle. The stand was installed at 1745. I inspected it and bought it off.

1745: 96S finished hauling.

95S floated to the lower winch.

1855: the south side crew went off shift

### NORTH SIDE OPERATIONS:

1243: 93N was floated out of the haul rollers.

1245: 95N began hauling.

1715: the crew begin installing 94N into the north saddle. The stand was installed at 1740. I inspected it and bought it off.

1750: I observed Ankur Singh, ABF, instruct the north side crew to take 3 CW turns out of 95N before it is installed into the saddle. James Sturgeon, ironworker foreman informed him that they would have to do that after the strand is floated out to the lower winch.

1800: 95N floated out to the lower winch.

1815: 98N installed on swift.

1840: the socket for 97N was hooked to the haul frame. It began hauling at 1845, but only went as far as the bottom of the north mainspan catwalk before the end of shift.

1900: the north crew went off shift. I left the bridge and returned to the office until 1930 to write diaries.

