



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 071 Const Calendar Day: 923 Date: 19-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: 02:00
 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 warm, overcast

Working Day If no, explain:

Diary: Dispute
General Comments
 Inspection of the installation of cable strand at the east end anchorage, south saddle. Bill Casey staff meeting and misc. paperwork in the morning. FWS was not at the bridge this day

 SWPPP issue was noted and passed on to the Caltrans SWPPP inspectors: precipitation from the weekend's rains had gathered in the dip pans of all the equipment on site. Every time this equipment was moved (cranes, forklifts, etc.) the water would slosh out onto the deck.

04-0120F4 Bid Item: 067 C-PWS-096.067 Install & Adjust PWS 96-100
 AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
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 MARTINEZ	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	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"/>

Diary: Dispute
Cable Hauling 067 C-PWS-096.067
 I arrived at the east end anchorage, south saddle at 1230. The crew was almost finished installing 98S into the saddle, 99S was floated, and 100S was in the haul rollers. A ABF machinist was in the process of extracting a stuck set screw attaching the hauling bucket to the socket.

 1245: the crew finished the installation of 98S. I inspected the installation and bought it off.

 1320: 99S floated out to the lower winch.

 1325-1355: I checked the twist on 100N and 100S along the main span catwalk between the bottom winch clamp and the tower winch clamp. There was no net rotation in 100N, but 100S had 1 CW rotation (in the direction of haul). This twist was confirmed by Doug Wright (CT) and the information was passed on to ABF.

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Job Name: 04-0120F4

Inspector Name: Feather, Bernard

Diary #: 071

Date: 19-Mar-2012 Monday

1345: 100S was floated out of the haul rollers.

1440: the socket for 99S was attached to the anchor rod with a 10mm stickout, and the face of the socket 510mm from the 600mm mark. The crew screwed the anchor rod further into the socket, and I remeasured 500mm from the 600mm mark.

1450: the crew began installing 99S into the saddle. After taking a break between 1515 and 1530, it was installed into the saddle at 1620. I inspected it and bought it off.

1655: 100S was floated out to the lower winch.

1705: the crew started taking the twist out of 100S at the lower winch clamp. The twist was taken out at 1720.

1750: 101S was floated out of the haul rollers

1830-102S finished hauling.

1855: 100S socket was made with 10mm stickout. The face of the socket was 505mm from the 600mm mark. The foreman indicated they would turn the anchor rod into the coupling nut at the start of the next morning's shift. (Note that the next morning, the crew could not turn the anchor rod because it was flush against the zinc of the socket. After being directed to take off the socket connection and shave the zinc such that there was at least 100mm engagement, it was determined that the 600 mm mark on the anchor rod was wrong. The anchor rod was remarked and the socket was correctly reattached.)

At 1900, I left the bridge.