



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:49 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 008 Const Calendar Day: 900 Date: 25-Feb-2012 Saturday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 08:00 PM Break: Over Time: 11:00

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 Sunny with the morning Fog

Working Day  If no, explain:

Diary:

Dispute

cable erection

At the Tower Saddle: Strands No.: 61, 62, 63, and 64

I got to the job site at about 7:30, following a detour at the office to print Brian Boal's e-mail sent last night on the subject of "strand banking and blocking." This was to show ABF representative (Andre or whoever) a message in regards to agreements that had not been complied with over a course of 10 days. Upon arrival, the INSTALLATION of strand #61 was underway and it was finalized at about 9:30.

•COMPLETE THE INSTALLATION OF STRAND No. 61

I saw Andre and asked him if he had received Brian's e-mail and the response was affirmative. A discussion ensued where Andre even denied that the driving of the wood blocks had ceased over the past 10 days (<10 days on the South side). As a counter, I recanted my conversations with D. Meche where he had stated that he was not going to waste his people's time by having them bang on the wood blocks when this approach does not offer any benefits.

He assured me that the practice will resume.

Per conversation with D. Wright who had called me last night to inform me of some seriously damaged wires on strand #62 that needed to be repaired, I was looking at the East end of the South saddle to locate them. I put a tape around those I found and shortly thereafter, Doug showed up to the site and told me to expose all the damaged wires. Once we were done with this task, Doug went down the side spans to check for Twist on Strand #62, and I got on the phone with Andre (at 9:19.) I told him about all the wires that were damaged last night and need to be fixed and that the adjusting jacks were going to be placed on Strand #63 at both locations (hint that he should come out to the field). He did not make a commitment to be in the field at a particular time, however.

- At 9:30, Strand #62 North was floated over the saddle;
- At 9:40, the Haul Frame came over the North saddle carrying Strand #63;
- A stiff wind of about 30 mi/hr is causing a wild swing of the strands on the North Side Span;
- Rough Adjust (RA) Strand #61 North at about 10:00:

Andre had just made it to the field when the adjustment was to begin. There was no one within a shouting distance of the wood block. I called it to his attention and confirmed with him the total apathy and disregard over the past 10 days in regards to this task. He could not find anyone so he got on the wood block himself and during a long pause he finally got a hold of an ironworker to take over. There was a long pause before adjusting resumed, mostly due to the crew on the West end and the associated wind problems. During the RA #1, the strand moved 1360mm east and on the 2nd one moved to the West to the tune of 115mm (1360 & 1245 from the end of the divider plate.) It was 10:30 when this adjustment was complete.

- At 10:10, float Strand #62 South;



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Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

Diary #: 008

Date: 25-Feb-2012 Saturday

- Talked briefly with S. Yeager in regards to the repairing of the kinked wires and he told me that he would get on it once the strand is in the saddle;
- At about 10:30, forming of Strand #62 began at the South saddle, with the crew on the North side ahead by about ½ hour;
- RA Strand #61 South (11:00-11:19): RA #1 took the strand 1030mm East and the RA #2 took it back 35mm to the west (1030 & 995, respectively from the divider plate);

### NOTE:

As was the case on the North side, no one was at this post to drive the wood block at the East end of the South saddle (although someone was at the west end). Once again, I had to tell Andre that the procedure is not being followed as was the case in the near past. He got a hold of someone who stayed on for the duration. I asked Andre to talk to Tony and have him make the call each time (just as it was the case in the past) so I do not have to look for Andre while he is not around. He agreed, but did not tell Tony a word at that time.

- Finish Hauling Strand #63 at 11:39;
- An Encounter With CJ and Ethan Kent

A few minutes before the lunch break while inspecting work at the North Saddle, I saw CJ (foreman) using the Red Screw driver (made of hardened steel) on strand # 62. He was not just gently attempting to pry a wire or two, but was driving in it in with a help of an external object. Upon sight, I told him to stop using that tool. He glanced at me and continued driving the screw driver into the strand. My protest and his disregard for my concern continued. I said it out loud that "hardened steel can not be used on the strand." At this point, Ethan chimes in with the following statement: " we are the iron workers and we know what works and what does not!" Since my protest was not having any effect, I went looking for Andre. He approached CJ and told him that he was not supposed to use that tool. At this point Matt Cochran turns into Andre and tells him something like " we are the iron workers and we do not take orders from you guys." Andre replied if Matt wants him to talk to D. Meche and Matt's response was affirmative. Andre could not get a hold of David Meche and at this time the lunch break had begun. Right as I was headed into the South saddle to begin my inspection, CJ approached me and showed me the tape at the tip of the screw driver. I told him that it just does not matter and the tools shall not be used on the strands. What makes this more upsetting is that I picked this screw driver off the South saddle last week and handed it over to David Meche who in turn placed it underneath the winch next to the other two. It is disturbing that it has re-surfaced, for their mere presence at the site in a hide-out means that they will be used at some point.

- Inspection of Strand #61 North and South during the lunch hour  
The strands look acceptable with one exception: for long stretches, ONLY 10 strands can be counted in the North saddle! The irony is that the top 11 wires are taped on the East side of the saddle and due to tight spacing one of the original wires drops out. It is obvious that there are 11 wires taped together for I had seen it during the forming of the strand.
- Inspection of Twist for Strand #63 on both Side Spans (done at 13:30): No Twist;
- Completion of the INSTALLATION of Strand #62 (by the time I returned from my aforementioned inspection at 13:30, the installation had been completed);
- Apparent completion of the repair on the kinked wires of strand #62 by S. Yeager. There were a couple more locations that Scott forgot to repair and need to be addressed following the Rough Adjusting (RA.)
- RA Strand #62 North at 14:00: moving 1060mm East;

### NOTE

Of particular significance was Ethan's attitude taking a turn for worse during this operation. Tony Costa asked him to drive the wood block, but instead he chose to sit on the castellation and watch the strand move during the adjustment. At one point, he took out his pocket knife and at the very least pretended



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**Job Name:** 04-0120F4    **Inspector Name** Soheilifard, Saman    **Diary #:** 008    **Date:** 25-Feb-2012    **Saturday**

that he was holding it on the strand scratching it. At one juncture during the adjusting, he held his hand inside the castellation with the knife drawn the entire time the strand was moving. He may have gently tapped on the wood blocks around him a handful of times. Luckily, the strand under this woodblock was not lifted up during his childish exhibition. I was so shocked by his behavior that I did not even check to see if the strand was truly damaged with his knife or not. I am really alarmed by the renegade behavior of some members of this crew, namely CJ & Ethan who set the tone for the general behavior of the entire crew on the North side. The drawing of the knife could have multitude of meanings, the least of which is that I can damage the wire any which way I choose and I dare you to stop me all the way up to pure intimidation. They need to be reined in and I will have to bring it to my bosses' and ABF's attention before it is too late.

- RA (I)Strand #62 South at 14:58: moving 1145mm East;
- RA (I)Strand #62 South: moving 55mm West, for a net result of 1090mm East;

S. Yeager spent some more time on fixing the kinked wires on Strand #62 located near the most Eastern part of the South saddle, but the desired result was not achieved and this one needs to be re-visited on Monday for the end of the shift was near.

ABF worked an 8-hour shift today sending the workers home at 15:30. At this time, Strand #63 had been floated over both saddles and was at the early stages of forming. Strand #64 was on the rollers at the North Saddle and the Haul Frame was on the South side span when the operation came to a halt.

I was at the office at 16:15, following the completion of my inspection of Strand #62 North and South. My analysis on these two strands is a carbon copy of the one I wrote for Strand #61. This needs to be discussed with Warren or Roman.

Hours Worked: 7:00 – 18:00

Overtime Hours: 11

**04-0120F4    Bid Item: 067    C-PWS-006.067    Install & Adjust PWS 6-10**

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	JACOB MECHE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	MATTHEW COCHRAN	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	KEVIN RATCLIFF	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	CHRISTOPHER BISKNER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	JACK HUNTER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	OTH	NICOLAUS SHAFER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	JEFFERY STEWART	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	JULIENT POULK	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	MARIO MARQUEZ	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	OBRA PAULK	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	RENE MULATO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	JNM	JEFFREY SCOTT	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	0.00	0.00	0.00	0.00		<input type="checkbox"/>

