



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:47 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 014 Const Calendar Day: 905 Date: 01-Mar-2012 Thursday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: No Inspection

Shift Hours: 07:15 am 06:45 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 Morning Rain and sunny afternoon

Working Day [checked] If no, explain:

Diary:

Dispute

cable erection

RAINED OUT

[checkbox]

•Conversation with Roman upon arrival (at about 7:20-8:20) in regards to all that took place over the last few days pertaining to Saturday and the escalation of tension in the days following the Saturday encounter with Ethan and CJ. He told me that following the discussion in the Cable Team meeting with ABF, a decision was made that CT will volunteer to defuse the situation by switching the inspector's posts and that I will be amongst those removed from mine to the East end. I pleaded my case that I did not believe that the decision was justified, as I was merely up-holding the terms of the agreement made between ABF & CT. The guy who whimsically decided to renege on the promise (D. Meche), I added, and the guy who became obnoxiously belligerent (Ethan) are those who need to be removed/replaced/switched. The almost hour-long conversation did not affect the outcome -not by a long shot-as the decision had been made and set in stone. The only wrinkle was that Sami would be the first inspector switched out with Victor who works at the West end and I will be the 2nd one switching with Daryoush who is currently working on the East end. I was quite distraught following this conversation as I could not come to grips with the fact such decision had been made. As far as I was concerned, I did my job, followed up on the orders given to me, and had upheld the terms of the agreement. Why was I then being switched?! This was the beginning of a downward spiral for me for the rest of the day.

•Once in the field at about 9:00, the Rough Adjust (RA) of Strand #69 North was done already, and the RA of Strand #69 South was underway. Jack Hunter was on the wood block. The strand was moved 1200mm east.

•Float Strand #70 over both saddles at about 9:00;

•At about 9:00, Strand #71 was being hauled over the N. saddle;

•Installation of divider plates at the North saddle;

Conversation

Earlier in the morning, Warren and D. Meche & I were discussing the merit of the wood blocks and their maintenance. I asked David not to pull his guy off the wood block during the 2nd RA. He scorned me and remarked for that "itsy bitsy move..." I responded that sometimes it is itsy bitsy and sometime it is not. This clearly shows his lack of understanding of the mechanics surrounding this matter. He does not know and no one has explained to him that once the adjusting jack comes up on a strand and lifts it up the weight is lifted off the strand underneath. Consequently, the strand underneath, will move/bank regardless how significant or insignificant a strand is moved during the adjustment. This conversation was short and



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David walked off shortly thereafter.

Within a few minutes, Bill Casey showed up and talked to Warren & I and asked a few questions regarding the work and looked at the banking of the strands.

ABF crew has been in a holding pattern ever since my arrival to the site due to the rain. The adjusting crew; however, has been working through the inclement weather. Finally, at 11:00, ABF calls it a day and sends the ironworkers packing for the remainder of the day. Unfortunately, just like it was the case yesterday, the sun broke through an hour later. This marks the 3rd day (that I remember) since the start of this operation that the ironworkers have been sent home. This does not include the day that CJ's crew decided (on their own) not to show up to work in anticipation of inclement weather.

Once the operation was called off at 11:00, I returned to the office and at about 12:40 called Bill Casey and asked him if he could meet with me, which he graciously accepted. I wanted to talk to him about my situation at the cable and the decision about my removal from the tower to the east end. Following a conversation of about 90 minutes, I still had to deal with the prospect of being removed from my post and accept the fact that the real villains and the bad actors will remain up there. I am not feeling quite well right about now.

- Continued with the documentation of work;
  - Looked at RFI 2753 on Interzinc 22/Interzinc 200HS, where CCC wants to apply 2 mils of paint prior to the finish paint, rather than the 6–8 mils required by the manufacturer;
- Hours Worked: 7:15 – 18:45  
Overtime Hours: 3

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

AMERICAN BRIDGE/FLUOR, A JV

