



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:46 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 017 Const Calendar Day: 909 Date: 05-Mar-2012 Monday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type:

Shift Hours: 07:00 AM 05:30 PM Break: Over Time: 02:00

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

Installation of Strands No. 76, 77, and 78

•Rough Adjust (RA) Strand # 75 South at 8:15, resulting in a move of 1320 East, which was followed by a the usual 2nd adjustment of 70mm West, with the end result of 1250mm East; Once again, as it has been repeated happening, no one was on the wood block during the 2nd adjustment during which the Strand was pulled back 75mm resulting in the banking of the strand and the bunching of the wires.

•RA Strand #76 North at 9:04 Moved Eastward 1070mm on the 1st adjustment and 1020 on the 2nd (at 9:12), which means that the strand moved 50mm Westward on the 2nd adjustment

As I was about to walk down the N. Side span for twist check I realized that Strand #76 is being moved to the East(I was at the West end at this time,). Walking up the saddle from West end to the East end, I realized it was clear that no one is bothering with the wood blocks. As I got to the East end of the saddle, the operation was almost over and the disregard for the wood blocks was painfully obvious. This is the North side where Ethan and CJ continue to cause problems and disregard orders. Sami said that Jose was initially at the East end, but it is not clear why he had disappeared by the time I got there and before the operation was over! Consequently, the woodblock moved up, with the resulting mild banking of the strand and void.

RA Strand #76 North at 9:04 Moved Eastward 1070mm on the 1st adjustment and 1020 on the 2nd (at 9:12), which means that the strand moved 50mm Westward on the 2nd adjustment

- At about 7:30, Installation of Strand #76 South is underway;
- At about 8:07, Hauling of Strand #77 concluded;
- At about 8:10, the Installation of Strand #76 North concluded;
- At about 9:00, Strand #77North was Floated over the North saddle;
- At about 9:25, the installation of Strand # 76 South was done, thus, the INSTALLATION of Strand No. 76 is COMPLETE;
- A 9:30, Strand No. 77 South was Floated over the South saddle;

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- At 9:45, walked down the N. Side Span to check for Twist on Strand #77: No Twist;
- At 9:42, Haul Frame carrying Strand #78, approaching the N. W. corner of the saddle;
- Walked up the S. Side Span at about 9:56, checking for twist on Strand #77: No Twist;
- An especial meeting called out by Roman Granados for the folks working at the Tower and those coming over from the East or the West end replacing them. This action is taken as the direct result of the rising tension at the Tower. The animosity and tension, as indicated before, are stemming from the enforcement of the "tapping of the wood blocks" and the removal of the non-sanctioned hardened steel tools "Red Screw drivers" from the job site;

He discussed the need for the switching of personnel from the East and West End with the guys on the Tower (Doug, Sami, and myself) aiming at reducing the tension that has been more than palpable over the last 10 days. As a result, Victor Altamirano would replace Sami Daouk as the first step, followed by me replacing Dariush at the East end. Also discussed in this meeting, was the "veiled threats" made by Ethan on Saturday, which was overheard by CT inspectors. One of the inspectors remarked that the comments Ethan made must have been so pernicious that took Matt (iron worker) by surprise so much so that made him remark to Rene (iron worker) that "he is working with a crazy person. "

The group attending this meeting consisted of, Larriane, Dariush, Sami, Dave Brad, Doug, Roman, Abbas, and Victor who were told that there could be some inherent risk/danger in the work environment at the Tower.

- By the time we returned from the especial session outlined above at about 11:30, the INSTALLATION of Strand No. 77 was COMPLETE;
- AT 13:05, Strand No. 78 North was Floated over the N. Saddle;
- Begin RA of Strand No. 77 North at about 13:15, resulting in a eastward move of 1410mm;
In a sad scene that has become all too commonplace, the total disregard and disobedience of the crew on the N. Side continues. Once again, Ethan's name was called out by Tony (adjusting foreman,) to bang on the wood blocks and once more, he did absolutely nothing. The strand as of the conclusion of this operation does not look too bad yet, even though it sits about ¼" above the strand at this time;
- At about 13:15, Strand # 78 South was Floated over the South saddle;
- The Haul frame with Strand #79 going over the N. Saddle at about 13:15;
- Begin RA of Strand #77 South at about 14:00, moving eastward 1200mm;
- Fine Tune Adjust No. 71 South at 14:45;
- At about 15:35, INSTALLATION of Strand #78 South was Complete, with the North side done about 45 minutes earlier;
- Begin installing Divider Plates in the North Saddle following the conclusion of the installation of Strand #78N;
- Inspection of Twist at both Side Spans starting at 15:00 and ending at 15:15;While there was just a CW ¼ turn on the North side, there was no Twist on the South side;

Shortly past 17:00, I returned to the office for a conversation with Brian Boal on the events of the past week.

The following photos, once again, illustrate the effectiveness of wood blocks when used and maintained, but mostly depict that the strands do not have a fighting chance when the reverse holds true. Most of the problems are at the North side as chronicled where there is total disregard for the maintenance of wood



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Hours Worked: 700 – 17:30

Installation of Strands No. 76, 77, and 78

- Rough Adjust (RA) Strand # 75 South at 8:15, resulting in a move of 1320 East, which was followed by a the usual 2nd adjustment of 70mm West, with the end result of 1250mm East;
Once again, as it has been repeated happening, no one was on the wood block during the 2nd adjustment during which the Strand was pulled back 75mm resulting in the banking of the strand and the bunching of the wires.

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- At about 8:07, Hauling of Strand #77 concluded;
- At about 8:10, the Installation of Strand #76 North concluded;
- At about 9:00, Strand #77North was Floated over the North saddle;
- At about 9:25, the installation of Strand # 76 South was done, thus, the INSTALLATION of Strand No. 76 is COMPLETE;
- A 9:30, Strand No. 77 South was Floated over the South saddle;
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Hours Worked: 700 – 17:30

Overtime Hours: 2

04-0120F4	Bid Item: 067	C-PWS-076.067	Install & Adjust PWS 76-80
AMERICAN BRIDGE/FLUOR, A JV			
04-0120F4	Bid Item: 067	C-PWS-006.067	Install & Adjust PWS 6-10
AMERICAN BRIDGE/FLUOR, A JV			

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Attachment



Strand77South(AfterAdjustment)



Strand75South2(AfterAdjustment)



Strand75North3(AfterAdjustment)



Strand75and77North3(AfterAdjustment)



Strand75South(AfterAdjustment)



Strand75North2(AfterAdjustment)

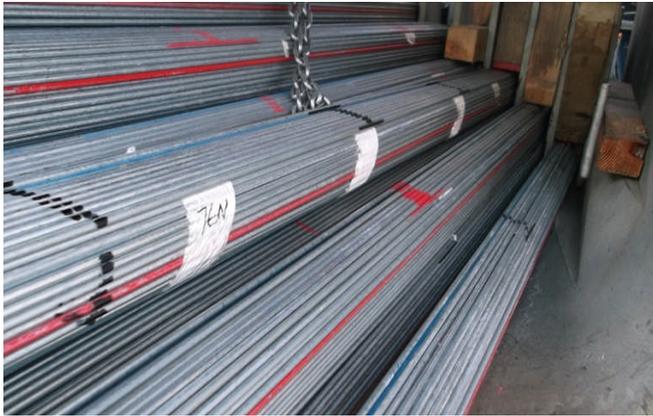
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Strand76North4(AfterAdjustment)



Strand75North4(AfterAdjustment)



Strand75North(AfterAdjustment)



Strand76North3(AfterAdjustment)



Strand76North(AfterAdjustment)



Strand75and77North2(AfterAdjustment)

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Strand75and77North(AfterAdjustment)



Strand76North2(AfterAdjustment)