



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:12 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 261 Const Calendar Day: 932 Date: 28-Mar-2012 Wednesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 08:30 AM 08:00 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

Working Day [checked] If no, explain:

Diary:

Dispute

Cable Hauling

[checkbox]

- I arrived at the pier 7 office at 08:30, and I prepared for a meeting at 09:00.
- From 09:00 until 11:00, I attended a meeting to discuss an issue of a breakdown in the working relationship between Construction staff & the METS' consultant personnel. This issue has been growing for several months. This issue was originally brought to the attention of Bill Casey by Mark Woods & I on Jan 20, 2012. Attending were T. Anziano, B. Casey, R. Morrow, B. Boal, M. Woods, B. Shedd, R. Foley, K. Hoffman, N. Choy, S. Soheili, & I. There was a lot of discussion about the roles & responsibilities of personnel. I gave an opinion from the perspective of rank & file field personnel. One reason the Construction staff are hesitant to cooperate with the METS consultants is that they have a tendency try to expand their work into areas that is outside the scope of their contract, for example, field paint inspection (which the METS consultants are currently doing) & field surveying (which METS consultants were doing previously for 2 months). The METS consultants provide field inspection, and their engineers get involved with interpreting the contract. However, the Construction staff is then responsible for accepting the work. Bill Casey mentioned that he wanted NACE certified inspectors involved in the paint inspection. I suggested that the NACE inspectors could work for Construction. By the end of the meeting, there was no clear resolution to the issue.

Overview of work today: installation & preliminary adjustment of strands #117, #118, & #119 was completed; installation of strand #120 was started; hauling of strands #119, #120, & #121 was completed.

CJ Biskner's crew was working on installing at the North side of the Tower. Obra Paulk's crew was working on installing at the South side of the Tower. Tony Costa's crew was working on adjusting, floating, hauling and other misc work around the Tower. The labor for all of these crews is listed below. See the diaries of Victor Altamarano & Daryoush Bahar for additional details as they were also at the Tower saddle for portions of the day.

Work at the Tower saddle:

- From 11:30 until 12:00, I ate lunch.
- From 12:00 until 12:30, I attended the weekly Cable group safety meeting in the Caltrans field connex. The topic was safety during the upcoming Cable compaction operation.
- I arrived at the Tower at 12:40. Prior to this, see the diaries of Victor & Daryoush for details of the work performed. At 12:40, the following work was ongoing: 1) installing strand #118 in the South trough, 2) adjusting strand #18 in the North trough, & 3) floating strand #119.
- At 13:00, strand #119 was floated from the Tower rollers on the North side, and then prep work started for installing the strand.
- From 13:10 until 16:00, the upper portion of the divider plates was being installed in between troughs 12



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& 13 on the North side of the Tower saddle.

- At 13:15, hauling of strand #120 was started.
- At 13:20, installation of strand #118 was completed in the South trough. There were some migrating wires due to narrow trough width, but the wire placement was generally acceptable. Then preliminary adjustment of strand #118 was done. The strand was moved easterly by about 1.1m.
- At 13:55, strand #119 was floated from the Tower rollers on the South side, and then prep work started for installing the strand.
- At 15:00, installation of strand #119 was started in the South trough.
- At 15:20, hauling of strand #120 was completed.
- From 15:20 until 15:55, the floating clamps were installed on strand #120.
- At 15:50, installation of strand #119 was completed in the South trough. There were some migrating wires due to narrow trough width, but the wire placement was generally acceptable. Then preliminary adjustment of strand #119 was done. The strand was moved easterly by about 1.1m.
- At 15:55, strand #120 was floated in the North & South side-spans.
- From 15:55 until 16:10, I walked the North & South side-spans to check strand #120 for twist and damage. None was noticed.
- At 16:10, strand #120 was floated in the North main-span.
- At 16:10, hauling of strand #121 was started.
- At 16:35, hauling of strand #121 was paused because strand #120 was still in the Tower rollers on the North side.
- At 16:40, installation of strand #119 was started in the North trough.
- At 17:00, strand #120 was floated from the Tower rollers on the South side, and then prep work started for installing the strand.
- At 17:20, hauling of strand #121 resumed.
- At 17:40, installation of strand #120 was started in the South trough.
- At 18:05, installation of strand #119 was completed in the North trough. There were some migrating wires due to narrow trough width, but the wire placement was generally acceptable. Then preliminary adjustment of strand #119 was done. The strand was moved easterly by about 1.1m.
- At 18:10, strand #120 was floated from the Tower rollers on the North side, and then prep work started for installing the strand.
- At 18:45, installation of strand #120 was completed in the South trough. There were some migrating wires due to narrow trough width, but the wire placement was generally acceptable. Then preliminary adjustment of strand #120 was done. The strand was moved easterly by about 1.3m.
- At 19:05, hauling of strand #121 was completed.
- At the end of the shift at 19:20, the status of the work was: 1) strand #120 in the North trough was formed, but installation had not yet started, & 2) hauling of strand #121 was completed, but the float clamps had not yet been installed.
- From 19:40 until 20:00, I wrote my diary for the day.

04-0120F4 Bid Item: 067 C-PWS-001.067 Install & Adjust PWS 1-5

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	JNM	KEVIN RATCLIFF	8.00	2.00	4.00	14.00		<input type="checkbox"/>
Ironworker	FOR	CHRISTOPHER BISKNER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	MATTHEW COCHRAN	8.00	2.00	2.00	12.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	8.00	2.00	2.00	12.00		<input type="checkbox"/>
Ironworker	JNM	RENE MULATO	8.00	2.00	2.00	12.00		<input type="checkbox"/>
Operator	JNM	JEFFREY SCOTT	8.00	2.00	2.00	12.00		<input type="checkbox"/>
Operator	OTH	NICOLAUS SHAFER	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	ROGELIO RUIZ	8.00	2.00	2.00	12.00		<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	8.00	2.00	4.00	14.00		<input type="checkbox"/>
Operator	JNM	HOWARD SCHROYER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	8.00	2.00	4.00	14.00		<input type="checkbox"/>



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Ironworker	APP	PABLO RAMIREZ	8.00	2.00	2.00	12.00	<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	8.00	2.00	4.00	14.00	<input type="checkbox"/>
Ironworker	APP	JACOB MECHE	8.00	2.00	4.00	14.00	<input type="checkbox"/>
Ironworker	FOR	OBRA PAULK	8.00	2.00	2.00	12.00	<input type="checkbox"/>
Ironworker	JNM	HAYES BATISTE	8.00	2.00	4.00	14.00	<input type="checkbox"/>
Ironworker	JNM	CARLOS BUSTAMANTE	8.00	2.00	2.00	12.00	<input type="checkbox"/>
Ironworker	JNM	JEFFERY STEWART	8.00	2.00	2.00	12.00	<input type="checkbox"/>
Ironworker	JNM	Jose ALFARO	8.00	2.00	2.00	12.00	<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	0.00	0.00	0.00	0.00	<input type="checkbox"/>
Ironworker	FOR	GARY ANDERSON	8.00	2.00	4.00	14.00	<input type="checkbox"/>