



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 022 Const Calendar Day: 961 Date: 26-Apr-2012 Thursday
 Inspector Name: Schmitt, Alex Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 12:00 am 12:00 am Break: 10:15 Over Time: 05:45
 Federal ID:
 Location:
 Reviewer: Granados, Roman Approved Date: Status: Submit

04-0120F4
 04-SF-80-13.2/13.9
 Self-Anchored
 Suspension Bridge

Weather

Temperature 7 AM 50 - 60 12 PM 4PM
 Precipitation None Condition Clear

Working Day If no, explain:

Diary: Dispute
49.247 Compaction Acceleration
 Labor Hours shown charged against Bid Item #67, "Erect PWS Cable System" - Management to later decide & negotiate any related charges against CCO # 247.

04-0120F4 Bid Item: 065 0-000-000.065 FURNISH STRUCTURAL STEEL (BRIDGE)(PIPE BEAM FUSE)
 AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-001.067 Install & Adjust PWS 1-5
 AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-SUC.067 Compact Suspension Cables
 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	AUGIE SOLIS	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	FROYLAN RUIZ-AYALA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	OTH	THEODORE ROHR	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	KEVIN RATCLIFF	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	GEN	DAVID MECHE	8.00	2.00	0.00	10.00	Not observed @ NSS Compactor #1.	<input checked="" type="checkbox"/>
Ironworker	APP	JACOB MECHE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Semi-Skilled Laborer	APP	Christian HERNENDEZ	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	CARLOS GARCIA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Mechanic	JNM	MICHAEL FORD	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	JOHN FILSTRUP	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	8.00	2.00	0.00	10.00		<input type="checkbox"/>

Diary: Dispute
Cable Compaction
067 C-PWS-SUC.067

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Return from Skyway A/W parking for Bridge Site to SAS FO, by ~0600 Hrs. Wrap up discussions from overnight work with fellow ASR VictorHA @ SAS FO. Var. Night to Day Hand Over & other discussions as Day Shift arriving - RMG, SamanS, MattHB, @WarrenSC, JasonW, @SannyK, Lwoo, TomS. Discussed Night Shift w/ (A) ABCM B.Boal: Worked through waves of rain; 10-hr. Shift <=> enough Seizing Band Straps to last the night, likely also today's Day Shift; expecting Strap deliveries today & tomorrow; var. debrief discussions; will complete var. log sheets before depart.

Completed Compaction notes on CT Log/ Check Sheet; copy over simplified abstract for ASR MSChui DataBase data entry. Complete 49.247 Work Hours on hard copy spreadsheet on wall. Worked administering SAS FO Coffee Club. Checked L.Notes E/Mail.

Worked Night Shift 1838-2400 Hrs.

ABFJV Work Shift 1900-0530 Hrs. I'm covering NSS (North Side Span, Compactor #1). Other ASRs covered three other Longitudinal Spans as follows (refer to their Diaries for details): SSS = VictorHA (Compactor #4), NMS = ARE D.Bahar (Compactor #3), SMS = SamiD (Compactor #2), Floater = DamonMB. Ensure work in accordance with Contract and Submittal #259-X Series, "PWS Cable Compaction Plan."

Pre-Shift & Day to Night Shift Hand Over discussions in office by 1900~ Hrs.: VictorHA, DamonMB; RMG. Completed PPE & Documentation preparation then proceeded to Bridge Site w/ DamonMB.

Rode Tower Elevator up w/ Op. Eng. Theo. (OTHS volunteer, PTSA), El. 53 M to 150 M, by ~1930 Hrs. Noted last Day Shift Straps = #s 26-5, 26-6 (though no red Measurement data, typ. Of ASR SamanS, on these two). Night Crews on 2nd Strap, #26-8, by ~1940 Hrs., already having placed # 26-7 at Shift Start. IWF TonyC replies that IW JohnF is gone - had only been temporary. Very slow Day Shift production today: 3 Straps in 10 hours; IWF JimmyB not on NSS?

Called VictorHA @ ~2015 Hrs.: ~10 Ratchet Ties/ Cargo Straps in advance; reports no "plates" behind Strap Buckles - he received no response from RMG to his question/ picture; both of us had asked TheoR. If working 10s tonight; only 3 Bands bought off NSS Day Shift today; SSS currently @ PP26~ from Day Shift (was on PP28~ last night); SSS Vert. #s looking good; wondering about Saturday Night Work; today rested 0800-1400 Hrs., after breakfast on arrival home.

Returned VictorHA call by ~2115 Hrs.: His Nextel battery ~depleted, so DamonMB to retrieve his phone from SSS & take to Conex to recharge; Victor prefers to stay to cover Compaction, as going is difficult right now, vs. simply have DamonMB cover.

Called D.Bahar by ~2130 Hrs.: Discussed 10-Codes & Adjustment Bureau Night Shift work & workers - MHBruce, SamiD, MSChui, et al; strong wind conditions; DamonMB heading to assist VictorHA w/ phone; contemplating Saturday & Sunday Night Shift scenarios - teaches Class 0900 Hrs. Sundays: He'll cover as much as possible, vs. bring in wholesale replacement; to be off 3 weeks in May; discussed logging our work hours: Either same as ABFJV Shift, or, add hours w/ in 24-Hr. Calendar Day (what I do).

Returned DamonMB call by ~2130 Hrs.: Not requiring his assistance right now, but better rest while takes Victor's Nextel to Conex for recharge - I will use him later.

NSS reached ~Mid-Span PP 24 by ~2145 Hrs. Showed IWF TonyC pinched wire from Day Shift - appears to be where middle "finger" of Shoe #1 meshes into Shoe #2 fingers either side; same spot as last night's end-of-Shift pinch - says IW JakeM'd told him about it. Continuing technique where moves ~20' down to squeeze/ pre-Compact & place cargo straps. Crew takes break ~2200-2215~ Hrs.

ABFJV Engineer ZachML marked PP24 and left NSS; indicated to work 10-hr. Shift tonight; says no Saturday or Sunday Night Shifts; figures 10-hr. Shift Friday Night; showed him pinched wires: Ours/ from end of last night & one from Day Shift today - thinks from different Shoes than #s 1 & 2; attributes slow Day Shift NSS production to weather: Nights does more because it's colder & PWStrands located in position where sags were set; better Void Ratios; commented MCM pedestrian cross over between YBIT-S

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Structures looks flimsy - single Falsework Bent rises up for support; discussed damaged Hg."K" Grease Cap(s?) on So. Side: says not aware of it. Crew takes lunch break @ ~2400 Hrs.

Marked pinched wire @ Strap # 24-6. DamonMB returned call by ~0030 Hrs.: En route to assist & cover NSS. Crews return from lunch by ~0100 Hrs. Drive to SAS FO for break @ ~0230 Hrs.

Completed taking requisite 5 Measurements per Strap including Circumferences, recording all on CT Check List Sheet - see file. Also noted location of Pinched & Crossed Wires - Green ribbon tied to Wires in question. Signed off on ABFJV Compaction Buy-Off Sheet by ~0430 Hrs.

IW Crews departed NSS Foot Bridge by ~0430 Hrs., in time to depart job @ 0500 Hrs., reportedly in accordance to Union Rules: Get paid to 0530 Hrs. when on Night Shift (in lieu of Shift Differential?). Labor Hours shown charged against Bid Item #67, "Erect PWS Cable System" - Management to later decide & negotiate any related charges against CCO # 247.

Noted Compactor hydraulic pressures normally exceeding 8 KSI (10 KSI System); ABFJV Mechanic Michael indicates system often running to ~9,500 PSI. Straps placed tonight = #s 26-7 through 22-4, Incl. (with ~21 extra straps in between: To compensate for lack of "hold" by either too small, or too soft/ elastic, straps). Often, straps put in "double"/ two "thick" (as well as "tandem," or side by side). Strap type, width, coating, brand (when visible), etc., noted on CT Check Sheet.

Compactors (#1 for NSS) not listed in PMIV Equipment Pick List.

CCO-046 Bid Item: 001 0-AMB-EFA.046 Additional Macalloy Bars

AMERICAN BRIDGE/FLUOR, A JV

