



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 512 Const Calendar Day: 598 Date: 23-Jan-2014 Thursday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: No Inspection

Shift Hours: 07:30 am 04:30 pm Break: 00:30 Over Time: 00:00

Federal ID:

Location:

Reviewer: Awal, Mohammad Approved Date: 30-May-14 Status: Approved

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

Weather

Temperature 7 AM 50 - 60 12 PM 60 - 70 4PM
 Precipitation none Condition Clear

Working Day If no, explain:

Diary:

Dispute

Work description.

The 8:00 Weekly Safety Meeting

In this meeting, Ralph Dodge, CT CIH, was the speaker who was discussing the air monitoring conducted by CT in the OBG and the Tower. The results will be discussed at a later date, he added.

I told the audience that on the day CT was to conduct air monitoring of the OBG, Scott Yeager had pulled out all of the OBG paint personnel (there are up to seven people inside the OBG at time), leaving only three. Some question arose as to the relevance of my concern to the air monitoring data showing a good working condition. I had to explain that it was painfully obvious that ABF's devious plan was to show good air quality during the painting operation. The more workers engaged inside the OBG (or any poorly ventilated enclosures for that matter, e.g. Tower), they would naturally create more pollutants. These pollutants are in the form of vapor/fumes caused by the paint and solvent and in the form of dust, by the grinding of metal when removing rust. The more employees engaged in the task of grinding and painting, I continued, the higher will be the concentration of these noxious pollutants. The current air monitoring data inside the OBG, I added, is predicated on three workers engaged in painting/grinding activities and as such is a total misrepresentation of the environment these guys conduct their daily work..

I was villified by some of the OBG folks who told me that they are on top of their work and if circumstances change they will raise the issue to CT and ABF. Bill Shedd pointed out that Ralph Dodge, a CT CIH, is readily available to construction and would be called upon immediately if the situation arises that more than three employees are engaged in the paint work inside the OBG. In the case that the scope of work changes as described above, Bill continued, the CIH would conduct a new air monitoring which will reflect the new conditions and the true size of the crew. It was said by the OBG group that they are all aware of the situation and that they will use our CIH who is accessible 24 hours a day to monitor the air quality inside the OBG should any change occur.

I did mention that all the news that I hear about the OBG from the urination bottles to incidents where the workers defecate inside the OBG and in the buckets, comes from the painters whom I work with in the Tower (I do not work in that part of the Bridge as I had been assigned to the Tower.) The complaints about lack of lights, god-awful hygiene, and severe air pollution problems have been raised by the painters, I added and I feel obligated to convey their message and complaints for we as CT personnel do not spend nearly as much time as these workers do inside the enclosures, I insisted.

I said that CCC has never worked with as little as 3 people inside the OBG, particularly when they have left only skeleton crew inside the Tower (due to disagreements on the scope of work) and the rest are either assigned to the OBG (outside & inside) with some tasked with touch up works on the deck behind the

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barrier rails. I had to explain that by employing such a ploy, ABF is purposefully deceiving the people into believing that the pollutants generated during the course of the work by three people is a representative sample and reflects the true thresholds. This is a total misrepresentation of the fact, I concluded.

Following the safety meeting, Sam Patel & I went to an outfit called Concentra, in order to test our Cardio-pulmonary capacities. One needs to pass this test in order to be fitted with respirators, the fit-testing for which will be done by a CIH at a later date. We did not return until 14:00!

It was too late to go out to the field at this time. M. Awal & S. Ku were both at the site to witness the adjusting of the fender modules (3rd day) being conducted by Dutra.

Access to the T1 Tower is only feasible by boat as CEC is working above the foundation, thus creating an un-safe work situation underneath. Consequently, the parking lot underneath the West end of the old bridge is closed and the vehicular traffic is forbidden to pass underneath.

04-0120F4	Bid Item: 041	0-000-000.041	ERECT PRECAST CONCRETE FENDER MODULES
DUTRA MATERIALS			

Labor								Dispute
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	
Contractor: DUTRA MATERIALS								
Piledriver	JNM	GREG HAUFLER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Barge Captain		Ryan Larder	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Barge Captain		Garret silva	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Barge Captain		Joe Dunlap	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator		Bill Burch	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	LUKE HUDSON	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	WALTER QUINTERO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	RON TORRES	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	SAMI TAVAKE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	GEN	Terry MURRAY	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	APP	ROBERT UTLEY	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	APP	JAMES SAVAGE	0.00	0.00	0.00	0.00		<input type="checkbox"/>

04-0120F4	Bid Item: 041	0-000-000.041	ERECT PRECAST CONCRETE FENDER MODULES
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 078	T-L01-ENE.078	Tower Lift 01 External Paint Tower NE
CERTIFIED COATINGS COMPANY			

04-0120F4	Bid Item: 078	T-L01-ENW.078	Tower Lift 01 External Paint Tower NW
CERTIFIED COATINGS COMPANY			

04-0120F4	Bid Item: 078	T-L01-ESE.078	Tower Lift 01 External Paint Tower SE
CERTIFIED COATINGS COMPANY			

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04-0120F4 Bid Item: 078 T-L01-ESW.078 Tower Lift 01 External Paint Tower SW
CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 078 T-L01-INE.078 Tower Lift 01 Internal Paint Tower NE
CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 078 T-L01-ISW.078 Tower Lift 01 Internal Paint Tower SW
CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 078 T-L01-ISW.078 Tower Lift 01 Internal Paint Tower SW
CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 078 T-L02-ENE.078 Tower Lift 02 External Paint Tower NE
CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 078 T-L02-ENW.078 Tower Lift 02 External Paint Tower NW
CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 078 T-L02-ESE.078 Tower Lift 02 External Paint Tower SE
CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 078 T-L02-ESW.078 Tower Lift 02 External Paint Tower SW
CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 078 T-L02-INE.078 Tower Lift 02 Internal Paint Tower NE
CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 078 T-L02-INW.078 Tower Lift 02 Internal Paint Tower NW
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04-0120F4	Bid Item: 078	T-L02-ISE.078	Tower Lift 02 Internal Paint Tower SE
CERTIFIED COATINGS COMPANY			

04-0120F4	Bid Item: 078	T-L02-ISW.078	Tower Lift 02 Internal Paint Tower SW
CERTIFIED COATINGS COMPANY			

CCO-289	Bid Item: 001	0-FCP-ELS.289	Fender Closure Pour
DUTRA MATERIALS			

CCO-323	Bid Item: 001	0-BCS-ELS.323	Pier T1 Bubble Curtain System
DUTRA MATERIALS			