MEMORANDUM
FINANCE DEPARTMENT

TO: Ed Lavallee, City Manager

THRU: Linda Senne, Finance Director

FROM: Peter Boers, Procurement Manager

DATE: April 13, 2018

MEETING DATE: April 24, 2018

SUBJECT: Approval of Ranking for RFQ 3079-18 Construction Management at Risk Services for the City of Venice Public Safety Facility

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Background:

Request for Qualifications (RFQ) 3079-18 for Construction Management at Risk Services for the City of Venice Public Safety Facility was distributed on January 27, 2018; eight (8) proposals were received on March 2, 2018. On March 15, 2018, an evaluation committee met to review, discuss, and score the proposals received. The eight (8) proposals were ranked in the following order and the top three (3) firms were invited in for interviews/presentations on April 4, 2018.

Rank	Proposer	Sum of Rankings
1	**Ajax/Tandem Construction (a Joint Venture)**	**5**
2	**Gilbane Building Company**	**9**
3	**Willis Smith Construction, Inc.**	**11**
4	A2 Group, Inc.	16
5	Gates Butz Institutional Construction, LLC	19
6	Wharton-Smith, Inc.	21
7	Burke Construction Group, Inc.	27
8	Chris-Tel Construction	32

On April 4, 2018, the evaluation committee met again to hear oral presentations and conduct interviews with the top three (3) shortlisted proposers. The proposer's were ranked in the following order:

Rank	Firm	Sum of Ranks
1	**Ajax/Tandem Construction (a Joint Venture)**	**5**
2	Gilbane Building Company	8
3	Willis Smith Construction, Inc.	11

On April 5, 2018, a crane fell at the construction site of the new police headquarters in St. Petersburg, Florida. Several construction workers were present, but no one was hurt. This was on the jobsite of the top ranked proposer, Ajax Building Corporation.

The Evaluation committee, along with the City's Owners Representative met once again to discuss the incident with the Presidents of Ajax Building Corporation and Tandem Construction. A summary of those discussions and the findings is attached for information.

Based upon the final scores and ranking, the evaluation committee recommends authorization for staff to negotiate an agreement with the top ranked proposer,

In the event that the City is unable to come to terms with the top ranked proposer, staff will end negotiations with that firm and begin negotiations with the next ranked firm until a suitable agreement can be reached.

Requested Action:
Approval of the ranking of proposers for RFQ 3079-18 for Construction Management at Risk Services for the City of Venice Public Safety Facility and authorize staff to begin negotiations with the top ranked firm.

City Attorney Review:
Not Applicable at this time.

Risk Management Review:
Not Applicable at this time.

Request for Qualifications 3079-18
Summary Score Sheet

	Evaluator 1 Score	Rank Evaluator 1	Evaluator 2 Score	Rank Evaluator 2	Evaluator 3 Score	Rank Evaluator 3	Evaluator 4 Score	Rank Evaluator 4	Total of Rankings Evaluator	Rank
A2 Group, Inc.	65	**4**	**55**	**6**	**79**	**3**	**75**	**3**	**16**	**4**
Ajax/Tandem Construction (a Joint Venture)	90	**1**	**83**	**2**	**88**	**1**	**100**	**1**	**5**	**1**
Burke Construction Group, Inc.	50	**7**	**40**	**7**	**67**	**6**	**44**	**7**	**27**	**7**
Chris-Tel Construction	40	8	35	8	55	8	36	8	32	8
Gates Butz Institutional Construction LLC	60	**5**	**65**	**5**	**77**	**4**	**50**	**5**	**19**	**5**
Gilbane Building Company	85	2	90	1	77	4	90	2	9	2
Wharton-Smith, Inc.	55	6	70	3	67	6	46	6	21	6
Willlis A. Smith Construction, Inc.	85	2	67	4	83	2	75	3	11	3

"City on the Gulf"

CITY OF VENICE

401 W. Venice Avenue Venice, FL. 34285

NOTICE OF ACTION

REQUEST FOR QUALIFICATIONS (RFQ) # 3079-18

RFQ TITLE: Construction Management at Risk Services for City of Venice Public Safety Facility

SUBMITTAL DEADLINE: March 2, 2018

SUBJECT: Notice of Shortlist

Based on Evaluation Committee's review of proposals on March 15, 2018. The City of Venice (City) has ranked proposers responding to the above referenced RFQ as follows:

Rank	Proposer	Total of Rankings
1	**Ajax/Tandem Construction (a Joint Venture)**	**5**
2	**Gilbane Building Company**	**9**
3	**Willis Smith Construction, Inc.**	**11**
4	A2 Group, Inc.	16
5	Gates Butz Institutional Construction, LLC	19
6	Wharton-Smith, Inc.	21
7	Burke Construction Group, Inc.	27
8	Chris-Tel Construction	32

The top three (3) ranked firms (**in bold font above**) will be invited for presentations and interviews as the next step in the process.

By: _____ Date: 03/16/2018

Peter A. Boers, Procurement Manager

Request for Qualifications 3079-18
Summary Ranking from Presentations / Interviews

	Rank Evaluator 1	Rank Evaluator 2	Rank Evaluator 3	Rank Evaluator 4	Total of Rankings Evaluator	Rank
Ajax/Tandem Construction (a Joint Venture)	1	2	1	1	5	1
Gilbane Building Company	3	1	2	2	8	2
Willlis A. Smith Construction, Inc.	2	3	3	3	11	3

"City on the Gulf"

CITY OF VENICE

401 W. Venice Avenue Venice, FL. 34285

NOTICE OF ACTION

REQUEST FOR QUALIFICATIONS (RFQ) # 3079-18

RFQ TITLE: Construction Management at Risk Services for City of Venice Public Safety Facility

SUBMITTAL DEADLINE: March 2, 2018

SUBJECT: NOTICE OF RECOMMENDED AWARD

Based on Evaluation Committee's ranking of proposals on April 4, 2018. The City of Venice (City) has ranked proposers responding to the above referenced RFQ as follows:

Firm	Sum of Ranks	Rank
Ajax/Tandem Construction (a Joint Venture)	**5**	**1**
Gilbane Building Company	8	2
Willis Smith Construction, Inc.	11	3

It is the City's intent to initiate contract negotiations with the top ranked firm (**in bold font above**).

By: _____ Date: 04/05/2018

Peter A. Boers, Procurement Manager

Peter Boers

From: Ron Ford <rford@otbconsultinginc.com>
Sent: Monday, April 16, 2018 2:48 PM
To: Robert W. Goodson; Peter Boers; Lenox E. Bramble; Tom Mattmuller; Kathleen Weeden
Cc: Foard Meriwether
Subject: RE: Conversation with Ajax RE: St. Pete Project Event

All-

As requested, we did a brief review of the report provided by Ajax on the recent crane collapse at the St. Pete project. According to the information provided it appears the cause was operator error-the load lifted exceeded the maximum load for the crane as configured (Lift Detail Summary/Findings on page 3). Note, we understand there is an ongoing investigation by OSHA. Those results should be provided to the City of Venice when available.

The erection subcontractor-Quinlan Enterprises, a third tier sub to the steel subcontractor-Trinity Fabricators, owned the crane and was operating it at the time of the collapse. Proper documentation had been provided for the crane operator, and equipment inspections were completed prior to start of work. The report documents violations committed by Quinlan during their time on the project, including notices issued, ending with their termination. They were in the process of demobilizing when the accident occurred.

From the report, there were no injuries or damage to constructed completed and in place. Additional measures have been implemented by Ajax to enhance vetting of lower tier subcontractors.

Please let me know if you have any questions.

Ron Ford
rford@otbconsultinginc.com
813.205.9774

Otb Consulting, Inc.
305 South MacDill Avenue
Tampa, FL 33609
www.otbconsultinginc.com

From: Marc Reeves [mailto:Marc@ajaxbuilding.com]
Sent: Monday, April 16, 2018 9:49 AM
To: Ron Ford; Bill Byrne; Rob Goodson; Peter Boers; Lenox E. Bramble; Tom Mattmuller; Kathleen Weeden
Subject: RE: Conversation with Ajax RE: St. Pete Project Event

All,
Thank you for the opportunity to speak with you last week concerning the incident on 4/5/18 at the St. Petersburg Police Facility project. I have completed the Ajax incident investigation report and, as per your request, am providing the report to you. Should you have any questions, please feel free to contact me.

Thank you,
Marc Reeves, CRIS
Director of Risk Management
Ajax
1080 Commerce Blvd.
Midway, Fl. 32343
Phone: 850-224-9571
Fax: 850-224-2496

From: Ron Ford [mailto:rford@otbconsultinginc.com]
Sent: Thursday, April 12, 2018 4:34 PM
To: Bill Byrne <Bill@ajaxbuilding.com>; Marc Reeves <Marc@ajaxbuilding.com>; Rob Goodson <rgoodson@venicegov.com>; Peter Boers <PBoers@Venicegov.com>; Lenox E. Bramble <LBramble@Venicegov.com>; Tom Mattmuller <TMattmuller@Venicegov.com>; Kathleen Weeden <KWeeden@Venicegov.com>
Subject: Conversation with Ajax RE: St. Pete Project Event

All

Marc Reeves-Rick Manager for Ajax and I had a follow up discussion this afternoon concerning the event that occurred at Ajax's St. Pete project last week. They are preparing a formal document to provide the City, that will outline details leading up to the event, information on the event and the investigation, and enhancements made by Ajax in response.

I let Marc know we need this document no later than Monday, the 16th.

Bill/Marc-if you have any questions please contact me. The information you prepare can be distributed to all copied here.

Thank you.,

Ron Ford
rford@otbconsultinginc.com
813.205.9774

Otb Consulting, Inc.
305 South MacDill Avenue
Tampa, FL 33609
www.otbconsultinginc.com

An Ajax Building Corporation
Incident Investigation Report

Tampa Office
109 Commerce Boulevard
Tampa, Florida 34677
813.792.3900 Phone
813.792.3938 Fax
www.ajaxbuilding.com

CG C042112

Quinlan Enterprises
Crane Collapse
St Petersburg Police Facility Project
April 5, 2018

By Marc Reeves
Ajax Building Corporation
Director of Risk Management
marc@ajaxbuilding.com

April 12, 2018

Incident Summary

Date: April 5, 2018 **Time:** 8:07am
Incident Location: St Petersburg Police Facility / EOC - Project Number 201522
Incident Address: 1301 1st Ave. North St. Petersburg, Fl. 33705
Parties Involved:

Construction Manager: Ajax Building Corporation
109 Commerce Blvd.
Oldsmar, Fl. 34677
813.792.3900 – Bill Byrne: President
850.251.9227 – Marc Reeves: Risk Management

Structural Steel Fabricator: Trinity Steel Fabricators
825 Corporate Square Drive
Green Cove Springs, Fl. 32043
904.284.9657 – Damon Westfall: Project Manager

Structural Steel Erector: Quinlan Enterprises
514 Mary Lee St.
Claxton, Ga. 30417
912.964.2458 – John Quinlan: Owner
Mike Quinlan: Crane Operator

Description of Incident:

Mike Quinlan, crane operator for Quinlan Enterprises, was directed to make a lift off of the 3rd floor (2nd floor roof) of the northwest corner of the SPPD admin building. After the load was hooked up Mr. Quinlan began the lift and swung the crane right, away from the building. As the crane swung right, Mr. Quinlan, felt the crane beginning to tip. He attempted to lower the load but was not able to do so in time. The crane rotated over its right track onto its side and the boom fell across the jobsite to the west.

Injuries Associated with this Incident:

None

Damage to Structures / Equipment:

No damage to structures. The crane did not strike the building or any other structures. The only damage associated with this incident is to the crane itself and the load being lifted at the time.

Lift Details:

Crane:
Manufacturer: Terex Model: HC-110
Serial Number: AC4173 Max Capacity: 110 Tons
Boom Length: 240' (180' main boom + 60' jib)
*specifications / load chart attached

Crane Load:
Manufacturer: JLG (Elec Scissor Lift) Model: 2632ES
Serial Number: M200003399 Weight: 4,629lbs
*specifications / pictures attached

Site / Lift Layout and Lift Radius:
Pick radius: 182' (from the center pin of the crane to the load)
*see attached site / lift layout drawing

Lift Detail Summary / Findings
Per the attached load chart for the configuration of the crane at the time of the incident, the maximum lift capability at the pick radius was 3,370lbs. The weight of the JLG scissor lift (4,629lbs) exceeded the cranes capacity by 1,259lbs. As the crane boomed right from the toe of the right track toward the side of the track it tilted past its axis and rolled onto its side.

Timeline / Sequence of Activities for Trinity / Quinlan Enterprises

March 2017
During the pre-construction phase of the SPPD project Trinity Fabricators Inc. completed the Ajax Building Corporation prequalification process and was determined to be qualified to bid on this project based on experience, safety record, financial stability and capability, bond capacity, and references.

July 7, 2017
Ajax Building Corporation contracted with Trinity Steel Fabricators Inc. to provide and erect structural steel for the New St. Petersburg Police Facility / EOC project.

Trinity Steel Fabricators subcontracts the erection of the structural steel to Quinlan Enterprises.

This establishes the contractual relationships between the parties involved. There was no direct contractual relationship between Ajax Building Corporation and Quinlan Enterprises

November 14, 2017

The structural steel pre-construction meeting was held at the jobsite trailer. Representatives from Ajax, Trinity, Quinlan, St. Petersburg Police Dept., and the City of St. Petersburg were in attendance.

*excerpts from meeting minutes:

- **Scheduled Crane Specs**
  - Erection company will be Quinlan Enterprises. Crane and rigging are owned by Quinlan. Quinlan provided safety manuals to Ajax. The scheduled crane is a 110-ton w/ 150' of main boom. There is the capability to add 40' of boom if required due to the panel bracing item below. Crane delivery is to TBD with additional coordination needed with Ajax
- **Crane Inspections**

  Ajax advised that the following info is required:
  - Annual certification
  - Operator certification
  - Rigging to be tagged
  - Riggers & signalmen cards/certs
- **Tie-off & Leading Edge Work**
  - Quinlan confirmed that they will abide by all applicable OSHA standards. Will confirm that the setback for tie off is 15' from the leading edge.

*full meeting minutes are attached.

December 2017

Quinlan Enterprises mobilizes on site.

As required per Ajax Building Corporations Safety Management Program, upon completion of buildup of the crane, a 3rd party independent crane inspection was performed by the Crane Institute of America. This inspection was conducted on 12/16/17.
*inspection report attached.

Quinlan Enterprises identified Ray-Paul Rougeau as the crane operator for the project.
*copy of NCCCO certification attached

January 17, 2018

Quinlan Safety Violation #1

Per Ajax Building Corporation subcontract attachment B-2 excerpt*

A critical lift is defined as any lift in which one of the following conditions are present:

- Where in the cranes current configuration at any point during the lift, the gross load weight exceeds 75% of the capacity of the crane, or 85% of the capacity of the crane where tilt panels are being erected.
- A single lift in which two or more cranes are being used. (tandem lifts)

- Lifts made within 20' of energized power lines.
- Hoisting personnel in suspended work platforms.
- Lifts involving, specialized material/equipment or unique and complex rigging equipment.
- Static tower crane erection and dismantlement.

Where a critical lift will be performed, a written critical lift plan shall be submitted to Ajax Building Corporation prior to commencing with the lift.

Violation

During review of steel erection activities a W36x150 x70' beam with a tagged weight of 11,335lbs was identified on site. This beam was identified as a critical lift due to exceeding 75% of the cranes capacity at the pick radius. Quinlan Enterprises submitted a critical lift worksheet for review. The worksheet which was submitted had the load incorrectly listed at 10,645lbs and did not account for rigging, hook, block, or load line weights. Quinlan was directed to not make the lift until a corrected lift plan was submitted and approved. On January 17, 2018 Quinlan Enterprises set the referenced beam without an approved lift plan as required.

*see attached submitted (incorrect) lift plan and related e-mails concerning unapproved lift.

January 31, 2018

Quinlan Safety Violation #2

The crane operator, Ray-Paul Rougeau, was moving the crane location when the head ache ball retracted into the jib causing the approximately 35' section of the jib to snap off of the main boom of the crane and hang from the cable. No load was being picked at the time. The "anti-two blocking device" malfunctioned because it did not cause the cable to stop before the head ache ball retracted into the jib. In addition the crane operator thought that the cable was not engaged however the cable lever must have not being fully locked into the disengaged position causing the cable to continue to retract. There was no injuries or damage to the project or property with the exception of the crane boom suffering significant damage.

*see attached incident report

As the crane boom suffered significant damage Ajax instructed Trinity and Quinlan that, once repaired, the crane would have to have another 3rd party independent safety inspection prior to being returned to service. This inspection was performed by the Crane Institute of America on 2/6/18.

*see attached inspection report

As a result of this incident Ajax Building Corporation instructed Trinity Steel Fabricators to have Quinlan Enterprises replace the crane operator. Mr. Rougeau was terminated and replaced with Mike Quinlan

*see attached NCCCO certification

February 7, 2018

Quinlan Violation #3 – Fall Protection

On February 7, 2018 Ajax safety department conducted a safety inspection at the SPPD project. Quinlan Enterprises was observed in violation of fall protection requirements. Excerpt of Ajax safety inspection report below.

Steel Erection

Basic Requirements: Fall Protection: Connectors and Deck installers – 15 feet up to 30 feet or 2 stories whichever is less - Site Layout: Adequate access, firm, level, graded, and drained storage - Commencement of steel erection: Concrete test reports - Hoisting and Rigging: Pre shift inspections (See cranes and rigging) - Column Anchorage: 4 bolts min. Notification of anchor bolt repair or modification - Beams and Columns: 2 bolts per connection min. prior to release by crane, Double connections - Bar Joist:

Violations:

Ajax Building Corporation Subcontract Attachment B1 - Structural Steel Erectors: Shall submit a written site-specific fall protection plan for review prior to beginning work. Any employee engaged in steel erection activities on a walking/working surface 15 feet or more above a lower level shall be protected from falling. No exceptions. Controlled Decking Zone (CDZ), A CDZ shall be established in the area of the structure 15 feet or more above a lower level where metal decking is initially being installed and forms a leading edge. Any employee engaged in decking activities shall be tied off at all times when working 15 feet or more above a lower level inside a CDZ. Employees behind the CDZ do not have to be tied off provided there is perimeter and floor opening protection installed.

Comments / Corrective Action during the Inspection:

Pictures 1 Controlled decking zone not installed as required.
Picture 2 Steel erector not tied off as required. Worker was permanently removed from the project. We conducted a meeting with Allan, superintendent of Quinlan Enterprises, to discuss safety violations from todays inspection. Any personnel not tied off will be removed from the project. The control decking zone will be established by the morning of 2/8 or Ajax will procure the materials and back charge for such.

February 9, 2018

As a result of the three violations above Ajax instructed Trinity to issue a final safety warning to Quinlan noting that any further violations will result in dismissal from the project and termination of their contract. This notice also required that Quinlan hire and have a full time safety supervisor on site at all times.
*see attached final safety warning notice from Trinity to Quinlan.

March 29, 2018

Quinlan Final Safety Violation

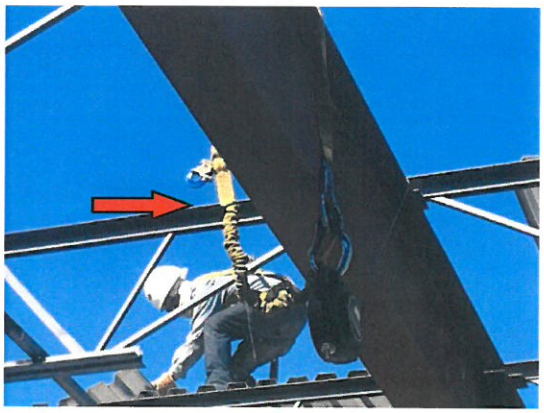
On March 27 & 28, 2018 Ajax safety department conducted a safety inspection at the SPPD project. Quinlan Enterprises was observed in violation of fall protection requirements. Excerpt of Ajax safety inspection report below.

Steel Erection

Basic Requirements: Fall Protection: Connectors and Deck installers – 15 feet up to 30 feet or 2 stories whichever is less - Site Layout: Adequate access, firm, level, graded, and drained storage - Commencement of steel erection: Concrete test reports - Hoisting and Rigging: Pre shift inspections (See cranes and rigging) - Column Anchorage: 4 bolts min. Notification of anchor bolt repair or modification - Beams and Columns: 2 bolts per connection min. prior to release by crane, Double connections - Bar Joist:

Violations:

Ajax Building Corporation Subcontract Attachment B1 - Structural Steel Erectors: Shall submit a written site-specific fall protection plan for review prior to beginning work. Any employee engaged in steel erection activities on a walking/working surface 15 feet or more above a lower level shall be protected from falling. No exceptions. Controlled Decking Zone (CDZ), A CDZ shall be established in the area of the structure 15 feet or more above a lower level where metal decking is initially being installed and forms a leading edge. Any employee engaged in decking activities shall be tied off at all times when working 15 feet or more above a lower level inside a CDZ. Employees behind the CDZ do not have to be tied off provided there is perimeter and floor opening protection installed.



Comments / Corrective Action during the Inspection:

Photo #1 – Steel erector was observed on the edge of the roof deck without being tied off as required.
Photo #2 – Steel erector was observed using a lanyard as a beam strap to anchor a retractable lanyard.

As per the final warning notice issued to Quinlan on 2/9/18, Trinity Steel Fabricators was instructed to remove Quinlan Enterprises from the SPPD project.

March 30, 2018
Trinity Steel Fabricators contracts with and mobilizes Florida Atlantic complete the steel erection at the SPPD project.

April 5, 2018
Date of incident. During demobilization activities Quinlan Enterprises attempted to lift a load in excess of the rated capacity for the crane at the lift radius resulting in the crane tipping over.
*see attached operators written statement

April 5 / 6 2018
Upon notification of the incident, Ajax instituted its crises / recovery program in order to limit any additional impact to the project. North American Crane Co. was mobilized to assist with righting the crane. Crews worked through the night and had the crane disassembled and upright in less than 24 hours after the incident. There were no impacts or lost time to the project due to this incident.

Summary and Findings

Pre-Construction Phase:
All required pre-construction activities were performed.

- Trinity Steel Fabricators has completed numerous Ajax projects and was pre-qualified as required for this project
- As is common in the industry, Trinity subcontracted the erection portion of their contract.
- All safety requirements were communicated to Quinlan Enterprises prior to mobilization during the pre-construction meeting.
- Quinlan Enterprises provided all required documentation, including but not limited to, 3rd party independent crane inspections and crane operator certifications prior to beginning work on site.

Construction Phase:
Steel erection activities were closely monitored and as issues were observed Ajax utilized a graduated system of enforcement in order to ensure Quinlan Enterprises maintained compliance with all required safety regulations.

- Written safety violation notice
- Removal and replacement of the crane operator
- Required to hire a full time safety supervisor for this project
- Removal and termination of erection contractor due to fall protection violations.

As the system of graduated enforcement did not achieve the desired results, Quinlan was removed from the project and their contract with Trinity was terminated. The incident on April 5, 2018 occurred while Quinlan was demobilizing.

Moving Forward / Ajax Program Enhancements
As a result of Quinlan Enterprises complete lack of regard concerning jobsite safety on the St Petersburg Police Facility project:

- Trinity Steel Fabricators removed Quinlan from consideration on the Ajax Building Corporation FSU EOAS project in Tallahassee.
- Quinlan Enterprises will not be allowed on any Ajax Building Corporation projects in the future.
- To further enhance the Ajax Building Corporation safety management program, beginning immediately, Ajax will require all subcontractors, which subcontract portions of their scope of work to lower tiered subcontractors, to review and submit the OSHA safety compliance history of these lower tiered subcontractors to Ajax for review.

-End of Report-

Attachments

Terex HC 110 Crane Specifications and Load Chart – 8 pages
JLG 2632ES Electric Scissor Lift Specifications – 3 pages
Picture of JLG 2632ES Manufacturers Plate - 1 page
Site Layout / Lift Radius – 1 page
Pre-Construction Structural Steel Meeting Minutes – 4 pages
12/16/17 3rd Party Independent Crane Inspection Report – 4 pages
Ray-Paul Rougeau NCCCO Certification – 1 page
Critical Lift Worksheet dated 1/15/18 – 4 pages
1/31/18 Incident Report – 4 pages
2/6/18 3rd Party Independent Crane Inspection Report – 4 pages
Mike Quinlan NCCCO Certification – 2 pages
Trinity Fabricators Final Warning Notice – 3 pages
Quinlan Crane Operators Statement – 1 page

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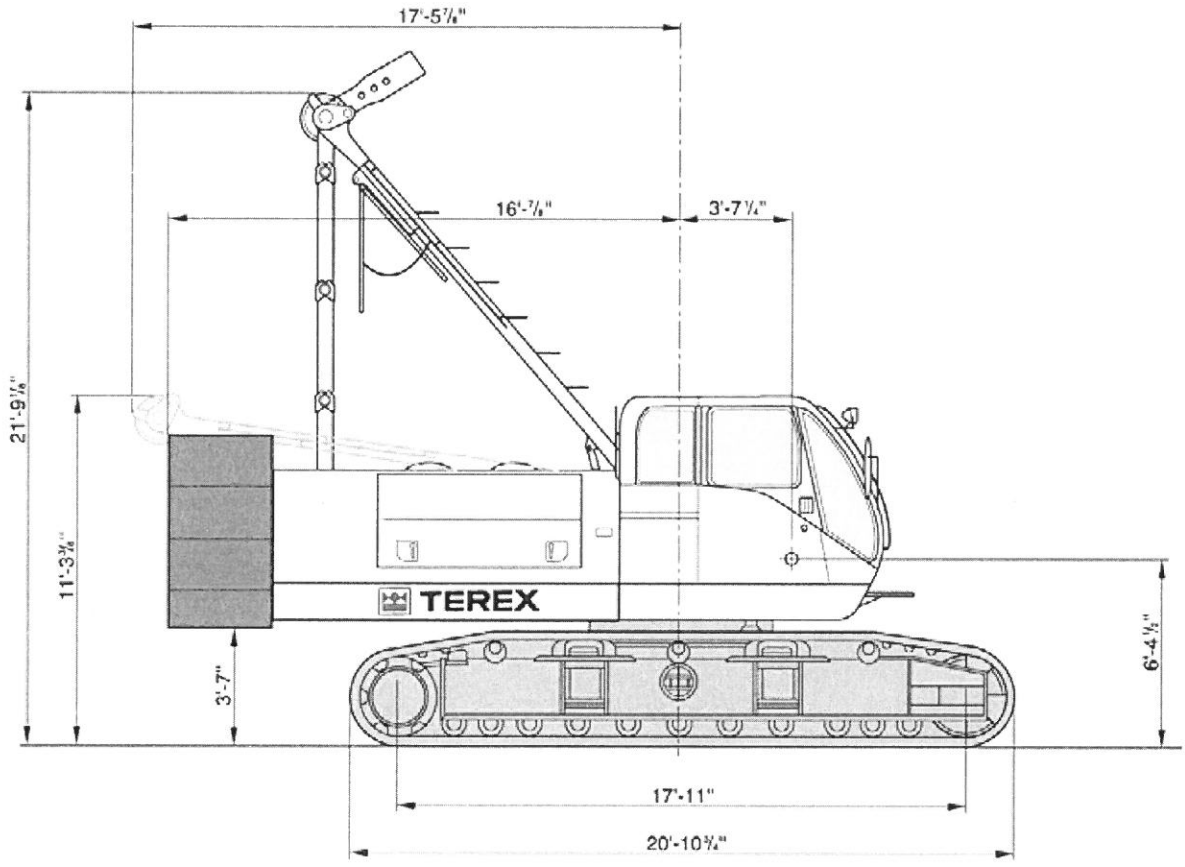

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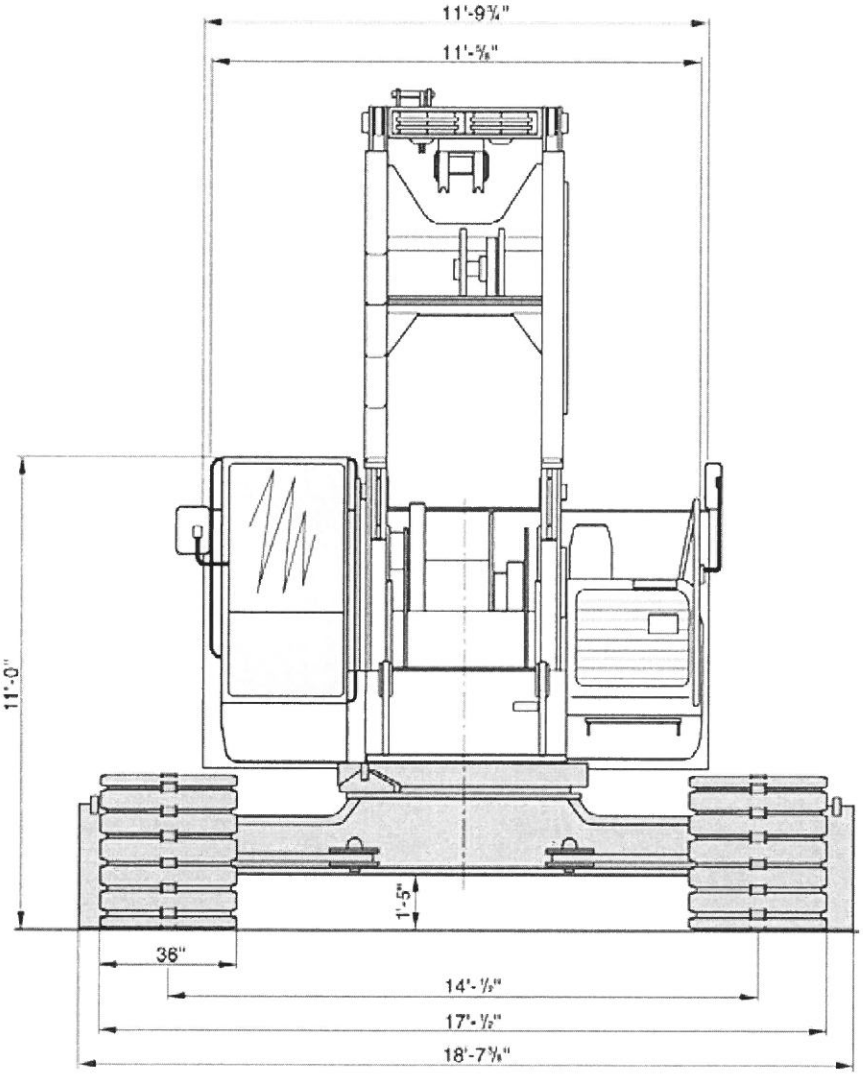


RANGE DIAGRAM

HC 110

59HI Boom, #9HL Jib

LOAD CHART

HC 110

With 59HI Offset Tip Boom – 4 Sheave Tip, #9HL Jib

52,900 lb + 23,000 lb SC | **360°** | **ANSI B 30.5**

60' (18.3 m) Jib length

Boom length	Jib Radius (Feet)	5.0 Deg offset Boom Angle	5.0 Deg offset Rating (Pounds)	15.0 Deg offset Boom Angle	15.0 Deg offset Rating (Pounds)	25.0 Deg offset Boom Angle	25.0 Deg offset Rating (Pounds)
	42	81.0	15,360*	-	-	-	-
	50	78.8	14,930*	-	-	-	-
	60	76.0	14,330*	78.7	12,880*	-	-
	70	73.2	13,790*	75.9	12,470*	78.4	11,300*
150' (45.7 m)	80	70.3	13,300*	73.0	11,980*	75.5	10,950*
	90	67.4	12,800*	70.0	11,530*	72.5	10,620*
	100	64.4	12,230*	67.0	11,170*	69.4	10,320*
	110	61.3	10,570	63.9	10,570	66.2	10,080*
	120	58.1	9,170	60.7	9,170	63.0	9,180
	130	54.8	7,990	57.4	7,990	59.6	8,000
	140	51.4	6,990	53.9	6,990	56.0	7,000
	150	47.7	6,130	50.2	6,140	52.3	6,140
	44	80.9	15,280*	-	-	-	-
	50	79.3	14,940*	-	-	-	-
	60	76.6	14,400*	79.2	12,910*	-	-
	70	73.9	13,890*	76.5	12,570*	78.9	11,360*
	80	71.2	13,440*	73.8	12,090*	76.2	11,010*
	90	68.4	12,970*	71.0	11,690*	73.3	10,660*
160' (48.8 m)	100	65.6	12,020	68.1	11,280*	70.4	10,400*
	110	62.7	10,30	65.2	10,310	67.5	10,140*
	120	59.7	8,890	62.2	8,890	64.4	8,900
	130	56.6	7,710	59.1	7,710	61.2	7,720
	140	53.4	6,710	55.8	6,710	57.9	6,720
	150	50.1	5,850	52.5	5,860	54.5	5,860
	160	46.5	5,120	48.9	5,120	50.8	5,120
	46	80.8	15,200*	-	-	-	-
	50	79.8	15,010*	-	-	-	-
	60	77.2	14,470*	79.7	12,920*	-	-
	70	74.7	13,970*	77.1	12,610*	79.5	11,390*
	80	72.1	13,510*	74.5	12,210*	76.8	11,070*
	90	69.4	13,120*	71.9	11,790*	74.1	10,760*
170' (51.8 m)	100	66.7	11,770	69.2	11,380*	71.4	10,470*
	110	64.0	10,060	66.4	10,060	68.6	10,060
	120	61.2	8,650	63.5	8,650	65.7	8,650
	130	58.3	7,460	60.6	7,470	62.7	7,470
	140	55.3	6,460	57.6	6,470	59.6	6,470
	150	52.2	5,600	54.5	5,610	56.4	5,610
	160	48.9	4,870	51.2	4,870	53.1	4,870
	170	45.5	4,220	47.7	4,220	49.5	4,230

* see page 17 „Notes to lifting capacity"

Boom length	Jib Radius (Feet)	5.0 Deg offset Boom Angle	5.0 Deg offset Rating (Pounds)	15.0 Deg offset Boom Angle	15.0 Deg offset Rating (Pounds)	25.0 Deg offset Boom Angle	25.0 Deg offset Rating (Pounds)
	47	80.9	15,170*	-	-	-	-
	50	80.2	15,030*	-	-	-	-
	60	77.8	14,540*	80.1	12,970*	-	-
	70	75.3	14,050*	77.7	12,640*	79.9	11,460*
	80	72.8	13,640*	75.2	12,320*	77.4	11,130*
	90	70.3	13,200*	72.7	11,890*	74.8	10,840*
180' (54.9 m)	100	67.8	11,510	70.1	11,510	72.2	10,560*
	110	65.2	9,790	67.5	9,790	69.5	9,800
	120	62.5	8,380	64.8	8,380	66.8	8,390
	130	59.7	7,200	62.0	7,200	64.0	7,200
	140	56.9	6,200	59.2	6,200	61.1	6,200
	150	54.0	5,340	56.2	5,340	58.1	5,340
	160	51.0	4,590	53.2	4,590	55.0	4,600
	170	47.8	3,940	49.9	3,940	51.7	3,950
	180	44.4	3,370	46.5	3,370	48.2	3,370
	49	80.8	15,040*	-	-	-	-
	50	80.6	14,990*	-	-	-	-
	60	78.3	14,550*	80.5	12,920*	-	-
	70	75.9	14,080*	78.2	12,620*	80.3	11,440*
	80	73.5	13,650*	75.8	12,330*	77.9	11,180*
	90	71.1	13,290*	73.4	12,000*	75.5	10,870*
190' (57.9 m)	100	68.7	11,250	70.9	11,250	73.0	10,610*
	110	66.2	9,530	68.4	9,530	70.4	9,530
	120	63.7	8,110	65.9	8,120	67.9	8,120
	130	61.1	6,940	63.3	6,940	65.2	6,950
	140	58.4	5,930	60.6	5,930	62.5	5,940
	150	55.7	5,080	57.8	5,080	59.7	5,090
	160	52.8	4,330	54.9	4,330	56.7	4,340
	170	49.9	3,680	51.9	3,680	53.7	3,690
	180	46.8	3,100	48.8	3,110	50.5	3,110
	190	43.5	2,600	45.5	2,600	47.1	2,610
	50	80.9	15,000*	-	-	-	-
	60	78.7	14,550*	80.9	12,920*	-	-
	70	76.5	14,090*	78.7	12,660*	80.7	11,200*
	80	74.2	13,710*	76.4	12,380*	78.4	11,200*
	90	71.9	13,120	74.1	12,090*	76.1	10,940*
	100	69.6	10,980	71.7	10,990	73.7	10,650*
200' (61.0 m)	110	67.2	9,260	69.3	9,260	71.3	9,270
	120	64.8	7,850	66.9	7,850	68.8	7,850
	130	62.3	6,660	64.4	6,670	66.3	6,670
	140	59.8	5,660	61.8	5,660	63.7	5,670
	150	57.2	4,800	59.2	4,800	61.0	4,810
	160	54.5	4,060	56.5	4,060	58.3	4,070
	170	51.7	3,400	53.7	3,410	55.4	3,410
	180	48.8	2,830	50.8	2,830	52.5	2,830
	190	45.8	2,320	47.7	2,320	49.3	2,330
	200	42.6	1,860	44.5	1,870	46.0	1,870

NOTES TO LIFTING CAPACITY

⚠ Warning

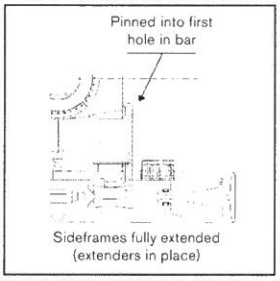
This rating chart is invalid if the crane has been modified or altered by use of other than GENUINE AMERICAN PARTS as such modifications or alterations may affect its capacity or safe operation. See American Crane Corporation Service Bulletin #259.

Ratings in this chart are in POUNDS and do not exceed the percentage of tipping specified for this crane by ANSI B30.5. All ratings require that the crane be standing level on a firm uniformly supporting surface.
Do not lift loads in excess of those shown on this chart. Lifting loads in excess of those shown or operation not in accordance with good operating practice, including limitations shown on page 3499 of Operator's Manual, can cause tipping, structural damage or catastrophic failure.
Asterisk (*) areas on this chart indicate ratings that are limited by strength of material or factors other than stability (tipping).
„RADIUS IN FEET" is the horizontal distance at ground level from the crane centerline of rotation to a vertical line through the center of gravity of the suspended load.
When using the main boom fall with jib in place, the main fall ratings must be reduced by the jib effective weight shown on the jib rating chart plus twice the weight of all suspended blocks, slings, rope, etc., at the jib fall. See Appendix A.
When using the main boom fall with boom tip extension in place, the main fall ratings must be reduced by the weight of the boom tip extension plus twice the weight of all suspended blocks, slings, rope, etc., at the boom tip extension fall. See Appendix A.
Blocks, slings, buckets and other load carrying devices are considered part of the load. The weight of standard hoisting ropes for the rating at a given radius has been calculated as part of the boom point load and need not be considered in determining net allowable loads. See Appendix A.
Ratings shown on this chart make no allowance for such factors as out of plumb loads, wind, poor soil conditions, improper inflation of rubber tires and dynamic effects due to excessive operating speeds. The user (operator) must exercise judgment to make allowance for these conditions. See page 3499 of Operator's Manual for detailed information.
No account is taken of the wind force on the load. This effect, which can be substantial for loads with large surface areas, must be considered by the user. In any wind it is strongly recommended that taglines be used to control the load.

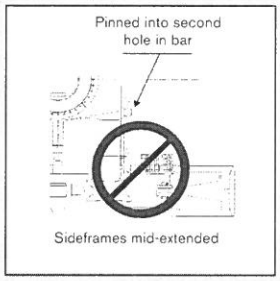
BOOM HOIST LINE – 12 parts of 3/4 inch diameter IPS wire rope with a minimum breaking strength of 51,200 pounds.
PENDANT SUSPENSION LINE – 2 parts of 1-3/8 inch diameter EEIPS wire rope with a minimum breaking strength of 211,000 pounds.
JIB BACKSTAY AND FRONTSTAY LINES – 2 parts of 0.875 inch diameter IPS wire rope with a minimum breaking strength of 69,200 pounds.
JIB WHIP LINE – 7/8 inch diameter EIPS wire rope with a minimum breaking strength of 79,600 pounds.

SIDEFRAME POSITION DEFINITIONS

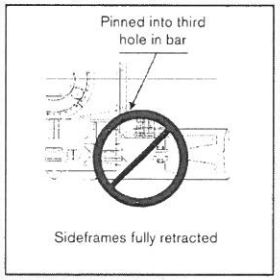
These ratings are valid for the sideframe positions as indicated below.
Refer to the HC 110 Operator's Manual for additional information.



Sideframes fully extended (extenders in place)



Sideframes mid-extended



Sideframes fully retracted

ERECTION

Erection „OVER-THE-END BLOCKED" is with the boom over the idler end with idler tumblers blocked (See HC 110 Operator's Manual for blocking instructions). Erection „OVER-THE-SIDE" is with the boom 90° to the sideframes. Blocks, slings and other load carrying devices must be on the ground during erection.

59HI OFFSET TIP BOOM
MAXIMUM BOOM & JIB SELF-ERECTION DATA

JIB	OVER-THE-END BLOCKED		OVER-THE-SIDE SIDEFRAMES FULLY-EXTENDED (WITH EXTENDERS IN PLACE)	
	BOOM LENGTH (FEET)	JIB LENGTH (FEET)	BOOM LENGTH (FEET)	JIB LENGTH (FEET)
9HL	230	0	210	0
	220	0	200	0
	210	40	190	40
	200	70	180	70

BOOM COMPOSITION CHART - 59HI OFFSET TIP

BOOM LENGTH (FEET)	BOOM SECTIONS 25' 59HI INNER	10' 59H CENTER	20' 59H CENTER	40' 59H CENTER	25' 59HI OUTER
100	1	1	0	1	1
110	1	0	1	1	1
120	1	1	1	1	1
130	1	0	0	2	1
140	1	1	0	2	1
150	1	0	1	2	1
160	1	1	1	2	1
170	1	0	0	3	1
180	1	1	0	3	1
190	1	0	1	3	1
200	1	1	1	3	1
210	1	0	0	4	1

LOAD HOISTING INFORMATION - 7/8" diameter EIPS wire rope

MAXIMUM LIFTING CAPACITY - LBS.	MINIMUM PARTS OF LINE	MAXIMUM HOISTING DISTANCE - FEET	
		MAIN HOIST	AUX HOIST
22,550	1	N/A	626

9HL JIB COMPOSITION CHART

JIB LENGTH (FEET)	20' INNER	10' CENTER	20' CENTER	20' OUTER	EFF. JIB WEIGHT (POUNDS)	JIB OFFSET "A" IN FEET & INCHES 5°	15°	25°
40	1	0	0	1	1,850	4' 9"	9' 9"	14' 8"
50	1	1	0	1	2,350	5' 5"	11' 8"	17' 9"
60	1	0	1	1	2,750	6' 1"	13' 6"	20' 9"
70	1	1	1	1	3,700	6' 8"	15' 6"	24' 0"

TECHNICAL DESCRIPTION HC 110

Hydraulic Crawler Crane

Maximum lifting capacity
110 tons (100 mt).

Boom systems
59HI Tubular Chord Boom, pin connected – with 4 Sheave Tip
- 230 ft maximum boom length.
- 270 ft maximum boom and jib combination length.
- 25 ft (7.6 m) inner and 25 ft (7.6 m) outer and 10 ft / 20 ft / 40 ft available inserts provide boom compositions in 10 ft (3 m) increments from 50 ft (15.2 m) to 230 ft (70 m).

Robust engine
- Cummins Model QSB 6.7 Turbocharged, after cooler, diesel engine, 4 cycle, 6 cylinders, direct fuel injection, 409 cubic inch displacement, 6.7 liters, 240 BHP@2000 rpm, 105 gallons fuel tank capacity.

Environmental operator's cab
- Designed to provide excellent viewing range and quiet, comfortable operation.
- 37 inch (0.91 m) wide cab has wide curved windows on both top and bottom.
- Easy-to-operate modular and ergonomically designed controls reduce operator fatigue and increase productivity.
- Load Moment Indicator with interactive screen. Operator can select from three display modes: loaded condition diagram, rated lifting curve or rated lifting load table.
- Adjustable operator's seat, radio, air conditioner, overhead window, sun visor, fan, overhead and front wipers and drum rotation indicators are standard.

Heavy duty carbody and crawlers
- Fabricated steel carbody is deep box constructed with square axles for the crawler side frames. Precision machined top supports anti-friction swing circle and multiple pass hydraulic swivel joint.
- Crawlers have high alloy steel tumbler yokes and rigid fabricated structures with sealed rollers.
- 36" (914 mm) crawler shoes.
- Travel mechanism is set within shoe width.
- Side frames extended or retracted by cylinders inside the carbody.
- Two travel speed settings – 0.60 / 0.87 mph (0.96 / 1.4 km/h).
- 30 % (17°) gradeability.

Powerful, high-speed hoist system
- Independent main and auxiliary load hoisting drums. Main drum is grooved for 1 inch (25 mm) diameter rope. Max line speed is 513 fpm (156 m/min), max single line pull is 40,640 lb (18 435 kg). Rated single line pull is 29,500 lb (13 381 kg). Auxiliary drum is grooved for 7/8 inch (22.4 mm) diameter rope. Max line speed is 553 fpm (168 m/min), max single line pull is 37,670 lb (17 086 kg). Rated single line pull is 22,700 lb (10 297 kg).
  Freefall on main and auxiliary drums.
- Each drum, including optional third, has power up/down and freefall. Load hoists are further controllable in stepless mode.
- Ample work space in front of the drums allows easy access for cable installation and maintenance.
- External contracting brake.
- Internal expanding band clutch.
- 3.0 rpm swing speed.

High capacity, dependable hydraulic system
- Open circuit system has 2 variable displacement piston pumps with system capacity of 183 gpm (692 lpm).
- Hydraulic reservoir with 79 gallons (300 l) capacity and 10 micron filtration.
- Component working range is between -4 and 203° F (-20 and 95° C).

Four piece removable counterweight
- Four piece pin connected counterweight can be assembled or disassembled easily within minutes.
- Hydraulic counterweight removal system is standard and makes the HC 110 one of the most transportable cranes in its class.
- Moves on five trucks with full boom and #9HL jib. At 17 ft, 0.5 inch (5.2 m) wide and 11 ft (3.35 m) high, the basic HC 110 will transport on a standard lowboy trailer.

Options include
- Third drum
- Third drum with free spooling
- Automotive type lights
- Hydraulic power take off
- Jib and jib inserts
- Single sheave extension
- Transportation package
- Single sheave extension
- Tagline winder

TRANSPORT EXAMPLE FOR HC 110

With 200 ft 59"H Boom & 70 ft Jib and 3rd Drum

Loads required as follows (weights shown do not include blocking or tie-down material):

LOAD NO. 1 – Step Deck

2 x crawler side frame counterweights (11,500 each)	23,000 lbs
40' boom center section with pendants	2,670 lbs
20 ft jib inner	890 lbs
1 x upper counterweight	4,400 lbs
TOTAL LOAD	**30,960 lbs**

LOAD NO. 2 – Step Deck

Middle portion of counterweight	12,100 lbs
40' boom center section	2,670 lbs
20 ft jib outer	480 lbs
1 x upper counterweight	4,400 lbs
TOTAL LOAD	**19,650 lbs**

LOAD NO. 3 – Step Deck

Lower portion of counterweight	32,000 lbs
25 ft boom outer section	4,200 lbs
20' boom center section	1,975 lbs
Main load block	1,500 lbs
Overhaul ball	650 lbs
TOTAL LOAD	**40,325 lbs**

LOAD NO. 4 – Step Deck

1 x 10' boom center section	1,060 lbs
1 x 40' boom center sections	2,670 lbs
10' jib center section	190 lbs
20' jib center section	385 lbs
TOTAL LOAD	**4,305 lbs**

LOAD NO. 5

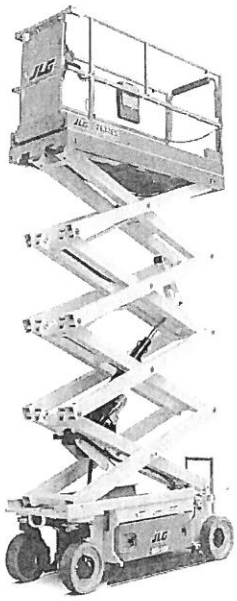
Basic Crane:

a) Complete upper structure
b) Carbody and sideframes
c) Retractable A-frame
d) Boom inner section and boom stops
e) Third drum

TOTAL WEIGHT OF BASIC CRANE, etc.) ..... 105,000 lbs

2632ES

Electric Scissor Lift



* Scissor lift
Info sent to
structural engineer
for Approval on Deck
weight

Key Specs

- **Platform Height**: 25 ft 6 in. / 7.77 m
- **Machine Width**: 2 ft 8 in. / 0.81 m

Power Source

Batteries	4 x 6V, 220 amp-hour
Charger	20 amp automatic

General

Brakes	Electric, Friction
Capacity - Hydraulic Reservoir	1 gal. / 4.73 L
Maximum Ground Bearing Pressure	90 psi / 6.30 Kg/cm2
Hydraulic Pump	Fixed Displacement Gear
Machine Weight	4635 lb / 2102.40 kg

Note 4629 lbs per Lift Tags Attached

Performance

Drive Speed - Platform Elevated	1 mph / 0.80 km/h
Drive Speed - Platform Lowered	3 mph / 4.43 km/h
Drive System	24V Electric
Gradeability	25 %
Lift Time	33 sec.
Lower Time	37 sec.
Maximum Drive Height	25 ft 6 in. / 7.77 m
Platform Capacity - Extension	250 lb / 113.40 kg
Platform Capacity - Restricted	800 lb / 362.87 kg
Platform Capacity - Unrestricted	500 lb / 226.80 kg
Turning Radius - Inside	0 in. / 0 m
Turning Radius - Outside	6 ft 9 in. / 2.06 m

Dimensional Data

Ground Clearance	4 in. / 0.09 m
Machine Height	7 ft 8 in. / 2.33 m
Machine Height - Rails Folded	6 ft 5 in. / 1.94 m

Dimensional Data

Machine Length	7 ft 7 in. / 2.3 m
Machine Width	2 ft 8 in. / 0.81 m
Platform Dimension A	2 ft 6 in. / 0.76 m
Platform Dimension B	7 ft 7 in. / 2.3 m
Platform Extension Length	3 ft / 0.9 m
Platform Height - Lowered	4 ft 1 in. / 1.23 m
Platform Railing Height	3 ft 7 in. / 1.1 m
Tire Size	16 X 5 in
Wheelbase	6 ft 2 in. / 1.88 m

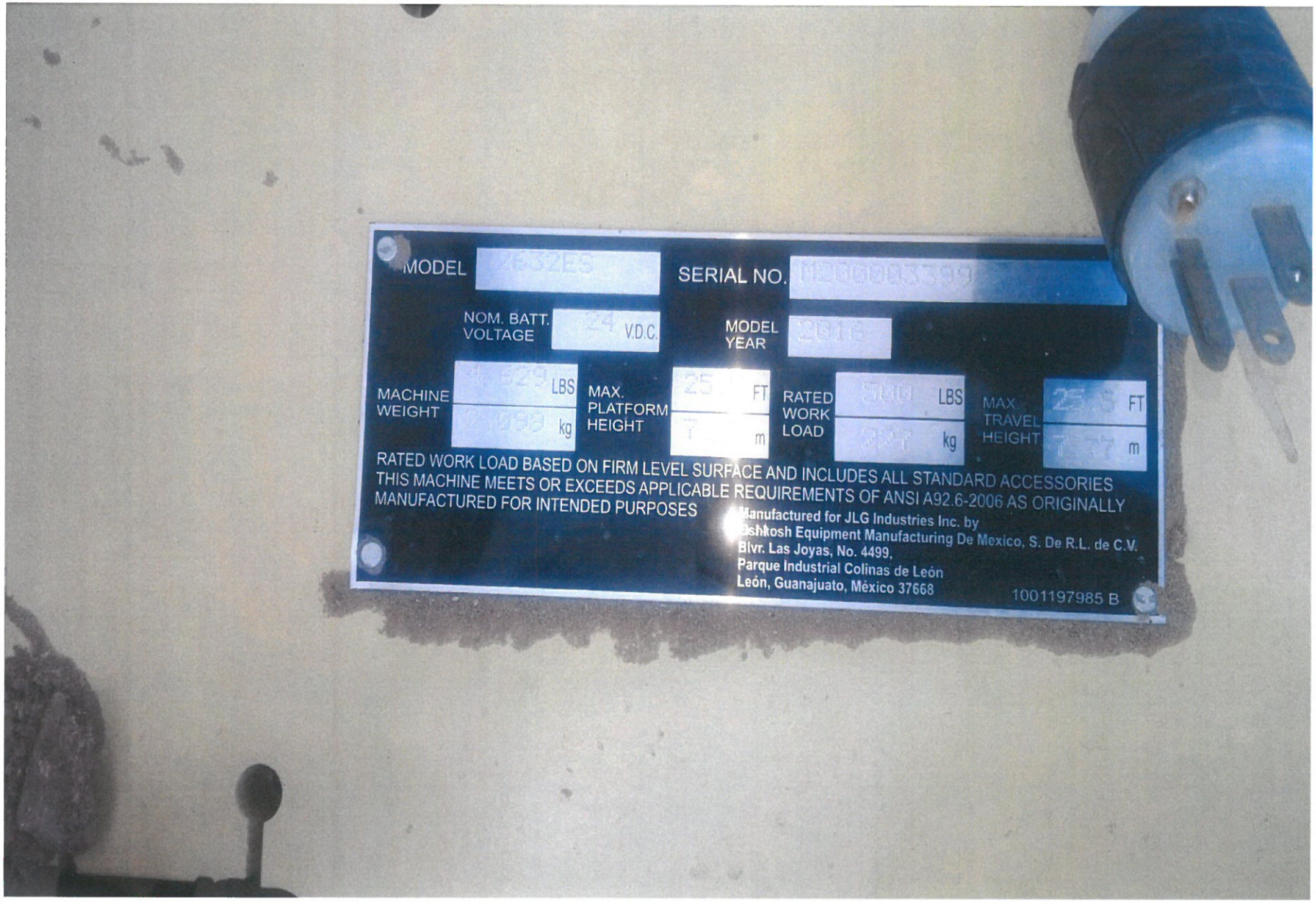
Reach Specifications

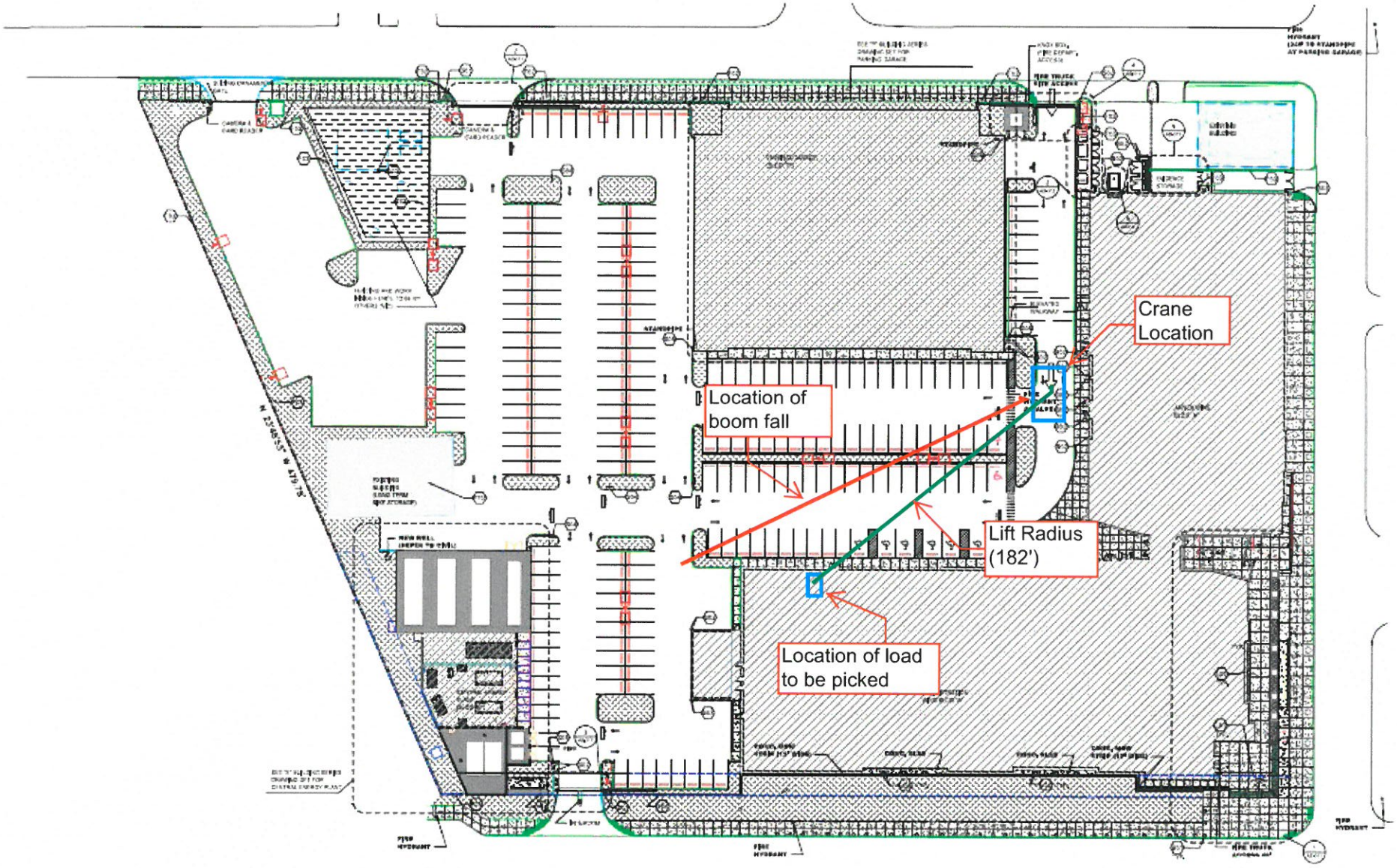
Platform Height	25 ft 6 in. / 7.77 m
Working Height	31 ft 6 in. / 9.6 m

Key Features

- Quieter, cleaner operation for a variety of environments
- Electric drive and integrated components with only two hydraulic hoses and four hydraulic fittings on the entire machine will keep you on the job longer and reduce your operating costs by reducing chances for leaks and service calls
- Narrow width fits through most standard doorways and tight aisles
- Delivers 200% more battery life*

*Compared to a competitive model under similar test conditions. Actual results may vary.


MODEL
SERIAL NO.
NOM. BATT. VOLTAGE
V.D.C.
MODEL YEAR
MACHINE WEIGHT
LBS
kg
MAX. PLATFORM HEIGHT
25 FT
m
RATED WORK LOAD
LBS
kg
MAX. TRAVEL HEIGHT
FT
m
RATED WORK LOAD BASED ON FIRM LEVEL SURFACE AND INCLUDES ALL STANDARD ACCESSORIES
THIS MACHINE MEETS OR EXCEEDS APPLICABLE REQUIREMENTS OF ANSI A92.6-2006 AS ORIGINALLY
MANUFACTURED FOR INTENDED PURPOSES
Manufactured for JLG Industries Inc. by
Oshkosh Equipment Manufacturing De Mexico, S. De R.L. de C.V.
Blvr. Las Joyas, No. 4499,
Parque Industrial Colinas de León
León, Guanajuato, México 37668
1001197985 B


Crane Location
Location of boom fall
Lift Radius (182')
Location of load to be picked

Steel
& preconstruction Meeting

St. Petersburg Police Facility/EOC
Structural Steel Kick–Off Meeting Minutes
November 14, 2017, 1:30 pm

- Introductions

  Introductions were completed. See attached sign-in sheet for attendees

- Safety
  - Scheduled Crane Specs
    - Erection company will be Quinlan Enterprises. Crane and rigging are owned by Quinlan. Quinlan provided safety manuals to Ajax. The scheduled crane is a 110-ton w/ 150' of main boom. There is the capability to add 40' of boom if required due to the panel bracing item below. Crane delivery is to TBD with additional coordination needed with Ajax
  - Crane Inspections

    Ajax advised that the following info is required:
    - Annual certification
    - Operator certification
    - Rigging to be tagged
    - Riggers & signalmen cards/certs
  - Tie-off & Leading Edge Work

    Quinlan confirmed that they will abide by all applicable OSHA standards. Will confirm that the setback for tie off is 15' from the leading edge.

- Structural Steel
  - Erector & Welding Certifications

    Trinity to forward welder certs for record. Quinlan advised there would be 12-14 total workers w/ 5-6 of those being welders. COSP asked John with Quinlan whether he thought the same welders would be on-site for the entire process in order to keep consistent workflow and quality. Quinlan advised that replacing welders is a possibility due to needs of other projects. However, John advised that due to amount of work this shouldn't be an issue as long as the work-flow is not interrupted and welders must be relocated to other jobs
  - Shop Inspections / AISC Certification

    Trinity to forward to Ajax
  - AESS Steel
    - Submittals/Samples

      Trinity to complete samples for architect review. Sample(s) shall be completed to one standard, i.e. standard for viewing closest to eye-level

- Protection, Delivery & Installation

  Primer to be shop-applied. Nylon straps shall be utilized to prevent damage
- Clips for Curtain Walls

  To be field-installed after curtain-wall layout due to precision needed. The team had no issue with this

➢ Structural Steel to Receive Sprayed-Applied Fireproofing

Structural Steel scheduled to receive SAFP shall be delivered un-primed and coordinated with the contract documents

➢ Erection

- Schedule/Work Flow
  - CIP shear walls A & B to be topped-out by 12/4. Erectors to mobilize 12/4. Steel Erection shall be W to E for the Admin wing and south to north for Annex.
  - Schedule

    Schedule to follow Ajax overall schedule sequence and durations which includes erection in Admin building and Annex building going concurrently as well as CEP schedule to start 1/10. Sally port tilt walls will be erected with CEP building so that steel will not go w/ main building 1st floor.
  - Ajax requested that embed locations be surveyed by Trinity ASAP when they mobilize to get ahead of any layout issues before they delay the project.
- Crane Access vs Tilt-Wall Bracing (review bracing hand-out)
  - Bracing plan was distributed for review. Trinity/Quinlan to review closely as most tilt-panel bracing is scheduled for exterior installation. This will have an impact on the crane's position to the building and available reach. They are to advise Ajax on any impacts or if no issues are anticipated
  - Trinity/Quinlan to forward different pick scenarios with weights for review. This should include the longest radius pick and heaviest steel member
- Post Erection Camber Surveys

  Ajax to verify if required

➢ Field Quality Control/Inspections

- Base Plate Grout & Testing

  Grout material was submitted on and approved. The product used will be field verified by Ajax prior to installation and all grouted columns will have photograph documentation
- Bolt and Weld Inspections

  Tierra will be completing inspections and requested a 48-hr notice. 1st inspection will be called in early to set expectations.

❖ Joists

➢ Primer vs Studs

Top chord to be "taped" off prior to primer application so that stud installation can be completed per industry standards

❖ Steel Decking

➢ Schedule/Work Flow

2nd floor deck will not be poured until 3rd floor steel is completed to allow for adjustments

- Openings/Reinforcing

  Ajax to verify what the contract documents /manuf. requirements are for framing around openings. However, it is anticipated that all openings are to receive some type of reinforcement. Steel sub shall be responsible at the deck level and the concrete sub at the in-fill/topping level
- Attachments methods and welds

  Shall be per the approved submittal
- Shear Stud installation and spacing

  Shall be per the approved submittal

- Stairs
  - Schedule/Work Flow

    Scheduled to follow directly behind the second floor steel. Ajax's plan is to in-fill with concrete as soon as possible after installation.
  - Stringer RFI

    Trinity raised concerns in regards to stair submittal note by HJ about not cutting stringers and advised that they would need to be re-designed if required. Trinity advised that this would delay stair fabrication by weeks. HJ's concern was in regards to keeping a finished look to the stringers. Trinity advised that this would not be an issue and will submit a RFI to clarify and supplement the submittal note
  - Railings

    Permanent rails have architectural features that would be highly susceptible to damage if installed and used during construction. Trinity to install temporary stanchions and cables

- Green Globes

  Trinity to forward all required information

- Miscellaneous Items Discussed.
  - Erector will require a concrete release form prior to starting erection activities
  - All steel at the CEP will be hot-dipped galvanized. This will add about 1 week to the delivery date
  - A ceremonial beam for topping out will be needed. Ajax to determine which beam this will be and provide with a white powder coating. Decals will be supplied by others. Trinity advised that they will complete a temporary install of the beam to ensure the dimensions are correct.
  - Jody and Quinlan to walk the site after meeting to review deliveries and lay down.

Ajax BUILDING CORPORATION

Quality Builds Its Own Reputation

In Attendance

ST. PETERSBURG POLICE FACILITY/EOC

Meeting: **Structural Steel Pre-Con Mtg** Date: **11/14/2017**

Name	Company & Email
Wes Stevens	Ajax Wstevens@ajaxbuilding.com
DAMON WESTRAM	TRINITY DAMONWESTRAM@TRINITYFABRICATORS.COM
MIKE WILSON	AJAX BUILDING CORP.
MIKE KOVACSEV	SPPD
Michael McDonald	SPPD
Marc Reeves	Ajax
Bill Champ	Ajax
Tim Hurst	Ajax
Justin Perkins	Ajax
John Quinlan	Quinlan Enterprises
Mike Midnight	AJAX
Tom Rice	COSP
D. CROW	COSP
James Gibbs	Tierra, Inc.
Joey Brown	AJAX

704 MILES R/T

Crane Institute of America

OSHA / ASME ANNUAL/PERIODIC INSPECTION CHECKLIST

Lattice Boom Crane

craneinstitute.com • 3880 St. Johns Parkway • Sanford, FL 32771 • 1-800-832-2726

Owner: Quinlan Enterprises	Contact Person: John Quinlan		Date: 12-16-17
Location: St. Petersburg, Fl		Service Status: Annual	Hours: 6165 (Cab)
Make: Terex	Model: HC-110	Serial Number: AC 4173	
Unit ID:	Max. Capacity: 110 Tons	Inspector: R. Gardner	

RECEIVED
DEC 19 2017
AJAX BUILDING CORPORATION

Before inspecting crane, lock out/tag out power source.

Consult operator/service manual, service bulletins, etc. for additional inspection items.

Before inspection, crane must be set up away from personnel and power lines, with outriggers/crawlers fully extended and crane leveled on firm ground.

OSHA and ASME allow only qualified and competent persons to inspect cranes. To qualify, inspectors must have been through training, have extensive knowledge and demonstrated ability.

References: O = OSHA 1926 Subpart CC, 1926.601, 1910.180 A = PCSA #4, ASME B30.5, B30.10

Status: ✓ = Satisfactory X = Safety Hazard M = Monitor N/A = Not Applicable

REFERENCE	ITEM	Status
	Historical Data	
O-1926.1412 (e)(3)	1. Monthly Inspection Records	✓
A-B30.5-2.3.1 (a)	2. Maintenance Records	✓
O-1926.1434 (a)	3. Modification Records	NA
A-B.30.5-2.2.2 (b)	4. Load Test Records	NA
O-1926.1412 (f)(7)	5. Annual Inspection Record	✓
	General	
A-B30.5-2.1.3 (a)	6. Sheet Metal	✓
O-1926.1433 (d)(8)	7. Guards / Covers	✓
O-1926.601(2)(i)&(ii)	8. External Lights	✓
A-B30.5-3.4.7	9. Housekeeping	✓
O-1926.1433 (d)(5)	10. Safety / Warning Decals & Labels	✓
O-1926.1422	11. Hand Signal Chart	✓
	12. Other	
	13. Other	
	Driver's Cab & Station	
O-1926.601 (b)(1)	14. Service Brake	NA
O-1926.601 (b)(1)	15. Emergency Brake	
O-1926.601 (b)(1)	16. Parking Brake	
O-1926.601 (b)(2)	17. Headlights	
O-1926.601 (b)(2)	18. Taillights	
O-1926.601 (b)(2)(ii)	19. Brake Lights	
O-1926.601 (b)(3)	20. Audible Warning Device	
O-1926.601 (b)(4)(i)	21. Backup Audible Alarm	
O-1926.1433 (d)(7)(iii)	22. Windows	
O-1626.601 (b)(5)	23. Windshield Wipers	
O-1926.601 (b)(5)	24. Defroster	
O-1926.601 (b)(6)	25. Overhead Protection	
O-1926.601 (b)(7)	26. Housekeeping	
O-1926.1412(f)(2)(xviii)&(xix)	27. Seat	
O-1926.601 (b)(9)	28. Seat Belts	
O-1926.601 (b)(14)	29. Tires	
O-1926.601 (b)(14)	30. Steering Mechanism	
O-1926.601 (b)(14)	31. Operating Controls	
O-1926.601 (b)(14)	32. Safety Devices	
O-1926.601 (b)(14)	33. Fire Extinguisger	

REFERENCE	ITEM	Status
	Carrier Power Plant (Lower)	
O-1926.1412 (f)(2)(vi)	34. Performance	NA
O-1926.1433 (d)(9)	35. Exhaust System / Guards & Insulators	
O-1926.1433 (d)(8)	36. Belts	
O-1926.1433 (d)(8)	37. Guards / Covers / Rotat. & Recip. Parts	
	38. Other	
	Carrier	
O-1926.601 (b)(14)	39. Transmission	
O-1926.601 (b)(14)	40. Drive Line	
O-1926.1412 (f)(2)(ix)	41. Tires	
O-1926.1412 (f)(2)(i)	42. Main Frame Members	
O-1926.1412 (f)(2)(x)	43. Hydraulic Hoses / Tubing / Fittings	
O-1926.1412 (d)(1)(iv)	44. Hydraulic Fluid Level	
O-1926.1423 (c)(3)(ii)	45. Anti-Skid Surface	
O-1926.1417 (aa)	46. Front Bumper Counterweight	
	47. Other	
	Outriggers	
O-1926.1412 (f)(2)(i)	48. Boxes	
O-1926.1412 (f)(2)(i)	49. Beams	
O-1926.1412 (f)(2)(xiii)	50. Cylinders	
O-1926.1412 (f)(2)(xiv)	51. Floats / Pads	
O-1926.1412 (f)(2)(x)	52. Hydraulic Hoses / Tubes / Fittings	
O-1926.1412 (f)(2)(xii)	53. Holding Valves	
O-1926.1412 (f)(2)(iii)	54. Position Locks	
O-1926.1433 (d)(5)	55. Warning Signs	
	56. Other	
	Crawler Assembly	
O-1926.1412 (f)(2)(i)	57. Car Body / Side Frames	✓
O-1926.1412 (f)(2)(vii)	58. Chain – Condition / Adjustment	✓
O-1926.1412 (f)(2)(vii)	59. Sprockets / Idlers / Rollers	✓
O-1926.1412 (f)(2)(i)	60. Track Pads / Pins	✓
O-1926.1412 (f)(2)(viii)	61. Travel Locks	✓
O-1926.1412 (f)(2)(viii)	62. Steering Clutches	✓
	63. Other	

References: O = OSHA 1926 Subpart CC, 1926.601, 1910.180 A = PCSA #4, ASME B30.5, B30.10

Status: ✓ = Satisfactory X = Safety Hazard M = Monitor N/A = Not Applicable

REFERENCE	ITEM	Status
Operator's Cab & Station		
O-1926.1412 (f)(2)(xxi)	64. Grab Rails / Steps / Platforms	✓
O-1926.1423 (c)(3)(ii)	65. Anti-Skid Surface	✓
O-1926.1433 (d)(7)(iii)	66. Windows	✓
O-1926.1433 (d)(7)(iii)	67. Windshield Wiper(s)	✓
O-1926.1433 (d)(7)(ii)	68. Door Restraint	✓
O-1926.1433 (d)(6)	69. Fire Extinguisher	NA
O-1926.601 (b)(4)	70. Mirrors	✓
O-1926.1412 (f)(2)(xvii)&(xix)	71. Seat	✓
A- B30.5-1.8.1 (e)	72. Seat Belts	✓
O-1926.1433 (d)(1)	73. Operator's Manual	✓
O-1926.1433 (d)(5)	74. Decals	✓
O-1926.1407 (g)	75. Electrocution Warning Sign (Inside)	✓
O-1926.1422	76. Hand Signal Chart	✓
O-1926.1412 (f)(2)(iv)	77. Swing Brake	✓
O-1926.1412 (f)(2)(iii)	78. Positive Swing Lock	✓
O-1926.1412 (d)(i)&(ii)	79. Control Function	✓
O-1926.1412 (f)(2)(xi)(A)	80. Air Pressure	NA
O-1926.1415 (a)(4)	81. Foot Brakes – Latches / Linkage	✓
O-1926.1412 (f)(2)(iv)	82. Engine Clutch	✓
O-1926.1412 (d)(i)&(ii)	83. Accelerator / Throttle Control	✓
O-B30.5-1.6.1 (a)	84. Control Marking	✓
Load Chart		
O-1926.1433 (d)(1)	85. Per Configuration	✓
O-1910.180 (c)(2)	86. Durable	✓
O-1910.180 (c)(2)	87. Legible	✓
O-1910.180 (c)(2)	88. Visible From Operator's Station	✓
O-1910.180 (c)(2)	89. Secured	✓
	90. Other	
Safety Devices / Operational Aids		
O-1926.1415 (a)(7)	91. Horn	✓
O-1926.1416 (e)(1)	92. Boom Angle Indicator	✓
O-1926.1416 (e)(5)(ii)	93. Main Drum Rotation Indicator	✓
O-1926.1416 (e)(5)(ii)	94. Auxiliary Drum Rotation Indicator	✓
O-1926.1412 (f)(2)(v)	95. Load Moment Indicator	✓
O-1926.1416 (e)(4)	96. Load Weight Indicator	✓
O-1926.1416 (e)(1)	97. Radius Indicator	✓
O-1926.1415 (a)(1)	98. Crane Level Indicator	✓
O-1926.1416 (d)(3)	99. Anti-Two Block Device	✓
O-1926.1416 (d)(1)	100. Boom Hoist Limiting Device	✓
O-1926.1412 (f)(2)(iv)	101. Boom Hoist Ratchet and Pawl	✓
O-1926.1416(e)(5)(i)	102. Outrigger / Stabilizer Position Sensor	NA
O-1926.1416(e)(2)	103. Luffing Jib Angle Indicator	✓
Power Plant (Upper)		
O-1926.1412 (f)(2)(vi)	104. Performance	✓
O-1926.1433 (d)(9)	105. Exhaust System / Guards & Insulators	✓
O-1926.1412 (d)(1)(iii)	106. Hoses	✓
O-1926.1433 (d)(8)	107. Guards / Covers / Rotat. & Recip. Parts	✓
	108. Other	
Rotating Upper Structure		
O-1926.1412 (f)(2)(iii)	109. Turntable / Bearing	✓
O-1926.1412 (f)(2)(iii)	110. Turntable – Rollers / Roller Path	✓
O-1926.1412 (f)(2)(iii)	111. Ring Gear / Pinion Gear	✓
O-1926.1412 (f)(2)(xi)	112. Hydraulic Pump(s)	✓
O-1926.1412 (f)(2)(x)	113. Hydraulic Hoses / Tubing / Fittings	✓
O-1926.1412 (f)(2)(xi)	114. Hydraulic Pressure	✓
O-1926.1412 (d)(1)(viii)	115. Electrical Wiring	✓

REFERENCE	ITEM	Status
Rotating Upper Structure (continued)		
O-1926.1412 (f)(2)(iv)	116. Main Hoist – Clutches / Brakes	✓
O-1926.1412 (d)(1)(vi)	117. Main Hoist – Rope Spooling	✓
O-1926.1413 (a)(4)(i)(B)	118. Main Hoist – Minimum (2) rope wraps	✓
O-1926.1412 (f)(2)(iv)	119. Aux. Hoist – Clutches / Brakes	✓
O-1926.1412 (d)(1)(vi)	120. Aux. Hoist – Rope Spooling	✓
O-1926.1413 (a)(4)(i)(B)	121. Aux. Hoist – Minimum (2) rope wraps	✓
O-1926.1412 (f)(2)(iv)	122. Boom Hoist – Clutches / Brakes	✓
O-1926.1412 (d)(1)(vi)	123. Boom Hoist – Rope Spooling	✓
O-1926.1413 (a)(4)(i)(B)	124. Boom Hoist – Minimum (2) rope wraps	✓
O-1926.1412 (f)(2)(iv)	125. Boom Hoist – Clutch / Pawls / Ratchets	✓
O-1926.1412 (f)(2)(xi)	126. Swing System / Assembly	✓
O-1926.1412 (f)(2)(xi)	127. Hydraulic Motors / Valves / Lines / Etc.	✓
O-1926.1412 (f)(2)(ii)	128. Drums / Flanges	✓
O-1926.1412 (f)(2)(iv)	129. Clutch / Brake Protection	✓
O-1926.1412 (f)(2)(iii)	130. Torque Converter	✓
O-1926.1423 (c)(3)(ii)	131. Anti-Skid Surface	✓
O-1926.1412 (f)(2)(xxi)	132. Steps / Hand Holds / Platforms	✓
O-1926.1412 (f)(2)(xx)&(xxi)	133. Access to Cab and Roof	✓
O-1926.1412 (f)(2)(x)&(xi)	134. Air System – Compressor / Lines / Etc.	NA
O-1926.1412 (f)(2)(i)(B)	135. Counterweight Mounting	✓
O-1926.1433 (d)(5)	136. Counterweight Warning Sign	✓
O-1926.1407 (g)	137. Electrocution Warning Sign (Outside)	✓
	138. Other	
Boom Support System		
O-1926.1412 (f)(2)(i)	139. Gantry / Mast	✓
O-1926.1415 (a)(2)	140. Boom Stops	✓
O-1926.1412 (f)(2)(ii)&(iii)	141. Inner Bail	✓
O-1926.1412 (f)(2)(ii)&(iii)	142. Outer Bail / Equalizer	✓
O-1926.1412 (f)(2)(ii)	143. Sheave(s)	✓
O-1926.1412 (d)(1)(vi)	144. Boom Hoist Reeving	✓
	145. Other	
Boom		
O-1926.1412 (f)(2)(xvii)	146. Boom Section Identification	✓
O-1926.1404 (m)	147. Boom Section Sequence	✓
O-1926.1404 (m)	148. Boom Section Alignment	✓
O-1926.1412 (f)(2)(xvii)	149. Warning Decals	✓
O-1926.1412 (f)(2)(i)	150. Spreader Bar	✓
O-1926.1412 (f)(2)(ii)&(iii)	151. Sheave(s)	✓
O-1926.1413 (a)(2)(i)(D)	152. Hoist Line Dead End	✓
O-1926.1412 (a)(2)(i)(D)	153. Wire Rope Retainer(s)	✓
O-1926.1412 (f)(2)(iii)	154. Boom Foot Pins / Keepers	✓
O-1926.1412 (f)(2)(i)	155. Boom Head Section	✓
O-1926.1412 (f)(2)(i)	156. Auxiliary Boom Head	NA
O-1926.1412 (f)(2)(i)	157. Lattice Members	✓
O-1926.1412 (f)(2)(i)	158. Cord Members	✓
O-1926.1412 (f)(2)(i)	159. End Connections / Pins	✓
	160. Other	
Jib		
O-1926.1415 (a)(3)	161. Stops	✓
O-1926.1412 (f)(2)(ii)	162. Sheave(s)	✓
O-1926.1413 (a)(2)(i)(D)	163. Wire Rope Retainer(s)	✓
O-1926.1412 (f)(2)(i)	164. Lattice Members	✓
O-1926.1412 (f)(2)(i)	165. Cord Members	✓
O-1926.1412 (f)(2)(i)	166. End Connections / Pins	✓
O-1926.1416(d)(2)	167. Luffing Jib Stops	✓

References: O = OSHA 1926 Subpart CC, 1926.601, 1910.180 A = PCSA #4, ASME B30.5, B30.10

Status: ✓ = Satisfactory X = Safety Hazard M = Monitor N/A = Not Applicable

O-1926.1413 168. **Wire Rope**

Rope Application	Type	Size	Construct.	Grade	Core	Rope Damage	Measured Wear	Broken Wires	Lubrication	End Connections	Status
Main Hoist Drum	RLAL	1"	6X29	EIPS	IWRC	✓	✓	✓	12-16-17 ✓	✓	✓
Aux. Hoist Drum	RRL	7/8"	6X29	EIPS	IWRC	✓	✓	✓	✓	✓	✓
Boom Hoist Drum	RLAL	3/4"	6X29	EIPS	IWRC	✓	✓	✓	12-16-17 ✓	✓	✓
Boom Pendants	RRL	1 1/16"	6X19	EIPS	IWRC	✓	✓	✓	Lubed 12-16-17 ✓	✓	✓
Jib Pendants	RRL	7/8"	6X19	EIPS	IWRC	✓	✓	✓	✓	✓	✓
Other											

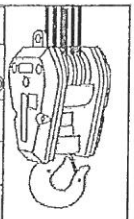
Main Load Block & Hook

Manufacturer: MCKISSICK S/N 635980

Rated Capacity: 25 TONS

Block Weight: 435 lbs

Hook Tram Meas: 5"



REFERENCE	ITEM	Status
O-1926.1433 (d)(3)	169. Capacity Marking	✓
O-1926.1433 (d)(3)	170. Weight Marking	✓
O-1926.1412 (f)(2)(ii)	171. Sheave(s)	✓
O-1926.1433 (d)(4)	172. Safety Latches	✓
A-B30.10-2.10.5 (f)	173. 0° Hook Bend or Twist	✓
A-B30.10-2.10.5 (g)	174. 5% Hook Opening or 1/4" Max.	✓
A-B30.10-2.10.5 (e)	175. 10% Hook Wear Max.	✓
O-1926.1412 (f)(2)(iii)	176. Swivel	✓
O-1926.1412 (f)(2)(iii)	177. Bearing	✓
O-1926.1413 (a)(2)(i)(D)	178. Wedge Socket / End Fitting	✓
O-1926.1412 (d)(1)(vi)	179. Reeving	✓
A-B30.5-2.1.3 (i)	180. NDT Results:	
	181. Other	

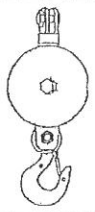
Overhaul Ball & Hook

Manufacturer: JOHNSON S/N: 07-865

Rated Capacity: 15 TONS

Block Weight: 713 lbs

Hook Tram Meas: 5½"



REFERENCE	ITEM	Status
O-1926.1433 (d)(3)	182. Capacity Marking	✓
O-1926.1433 (d)(3)	183. Weight Marking	✓
O-1926.1433 (d)(4)	184. Safety Latches	✓
A-B30.10-2.10.5 (f)	185. 0° Hook Bend or Twist	✓
A-B30.10-2.10.5 (g)	186. 5% Hook Opening or 1/4" Max.	✓
A-B30.10-2.10.5 (e)	187. 10% Hook Wear Max.	✓
O-1926.1412 (f)(2)(iii)	188. Swivel	✓
O-1926.1412 (f)(2)(iii)	189. Bearing	✓
O-1926.1413 (a)(2)(i)(D)	190. Wedge Socket / End Fitting	✓
A-B30.5-2.1.3 (i)	191. NDT Results:	
	192. Other	

No-Load Operational Test

REFERENCE	ITEM	Status
O-1926.1412 (f)(3)	193. No-Load Operational Test	✓

Caution: Operation of cranes by Inspectors is limited to those crane functions necessary to accomplish the inspection. Inspectors must meet operator trainee qualification requirements in ASME B30.5 and only operated under the direct supervision of a certified operator.

A-B30.5-2.2.2 194. **Load Test**

Hoisting from:	Boom / Jib Length	Load Radius	Boom Angle	Parts of Line	Rated Capacity	Test Weight	% of Rated Capacity
Boom							
Jib							

Results of Load Test ☐ Passed ☐ Failed ☑ Not Applicable

Explanation:

Cautions: Load Test shall be conducted by a qualified person. Operators must be certified through a nationally accredited and OSHA recognized certification program, such as CIC.

Crane Institute of America

Deficiency Report

craneinstitute.com • 3880 St. Johns Parkway • Sanford, FL 32771 • 1-800-832-2726

Date:	Owner:	Mfg:	SN:

The following corrective actions(s) (repairs, adjustments, replacement parts, etc.) are to be performed by a qualified person in accordance with all the manufacturer's instructions, specifications, and requirements. OSHA requires that if any deficiency is identified as a safety hazard (X), the equipment must be taken out of service until it has been corrected.

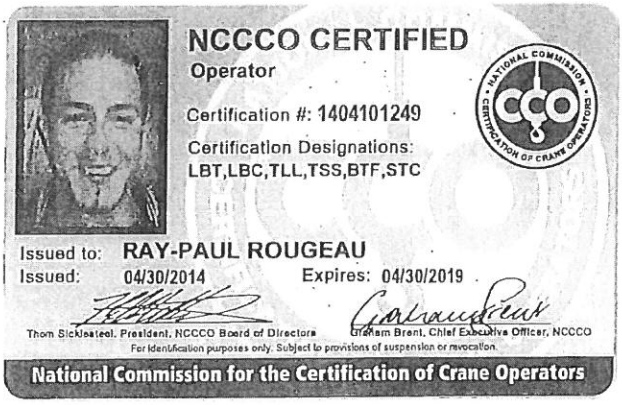
If the qualified person determines that though not presently a safety hazard, the deficiency needs to be monitored (M), the employer must ensure that the deficiency is checked in the monthly inspections.

X = Safety Hazard M = Monitor

X / M	ITEM #	CORRECTIVE ACTION	DATE CORRECTED
M	69	Fire extinguisher in cab is to small, upgrade to correct size that fits storage container	12-16-17 RG

Inspector: _____ Company Representative: _____

Timothy Quenlan



NCCCO CERTIFIED

Operator

Certification #: 1404101249

Certification Designations:
LBT,LBC,TLL,TSS,BTF,STC

Issued to: RAY-PAUL ROUGEAU

Issued: 04/30/2014 Expires: 04/30/2019

Thom Sickleteel, President, NCCCO Board of Directors

Graham Brent, Chief Executive Officer, NCCCO

For identification purposes only. Subject to provisions of suspension or revocation.

National Commission for the Certification of Crane Operators

518-921-0269

Started 1-22-19

* Critical lift
Plan & Correspondence

Critical Lift Worksheet

Title: Date: 1/15/2018

Project: Steel Erection Job Number:

Description: ST Pete Job

Jobsite Address:

Customer: Trinity P.O./ Contract#:

Lift Plan Drawing and Load Placement Drawing attached? Yes No

Notes:

Crane Information

Manufacturer: Terex

Model: HC 110

Serial #:

Crane Rating: 110 t

Crane Inspection Date:

Notes:

Lift Information

Crane Radius: 80 ft

Crane Capacty at Radius: 11,260 lbs

Capacity at Pick Point:

Capacity at Set Point:

Notes:

Crane Configuration

Crane Carrier: On Extended Crawlers

Counterweight: 52,900 Counterweight

Chart Capacity: 11,260 lbs

Main Boom Length: 200' 59HI Offset Tip Boom

Boom Sections:

Parts of Line:

Line Size:

Capacity of Line @ Parts:

Radius: 80 ft

Boom Angle: 78.6°

Tip Height: 253.2 ft

Jib Used? Yes No

Jib: 60' #9HL Jib

Jib Offset: 25°

Jib Angle from Ground: 53.6°

Crawler Load: 559 psf heel, 2,696 psf toe

17.9' track bearing length, at 180° Swing Angle

Load Configuration

Net Load Weight: 10,645 lbs

Description:

Dimensions:

Load Weight: 10,645 lbs

Rigging Weight: 0 lbs

Hook Weight: 0 lbs

Block Weight: 0 lbs

Load Line Weight: 0 lbs

Hook Height: 123 ft

Sling Length:

Sling Angle:

Sling Equipment #:

Sling Type:

Spreader Bar #:

Spreader Bar Capacity:

Hook Block:

Shackle Type:

Shackle Qty:

Shackle Capacity:

Additional Rigging: 0 lbs

Additional Rigging Capacity:

% of Chart Capacity: 95%

Chart Capacity Deduction:

Deduct Capacity:

Notes:

Setup Information

Crane Setup: Over Rear 360° Over Front Over Side

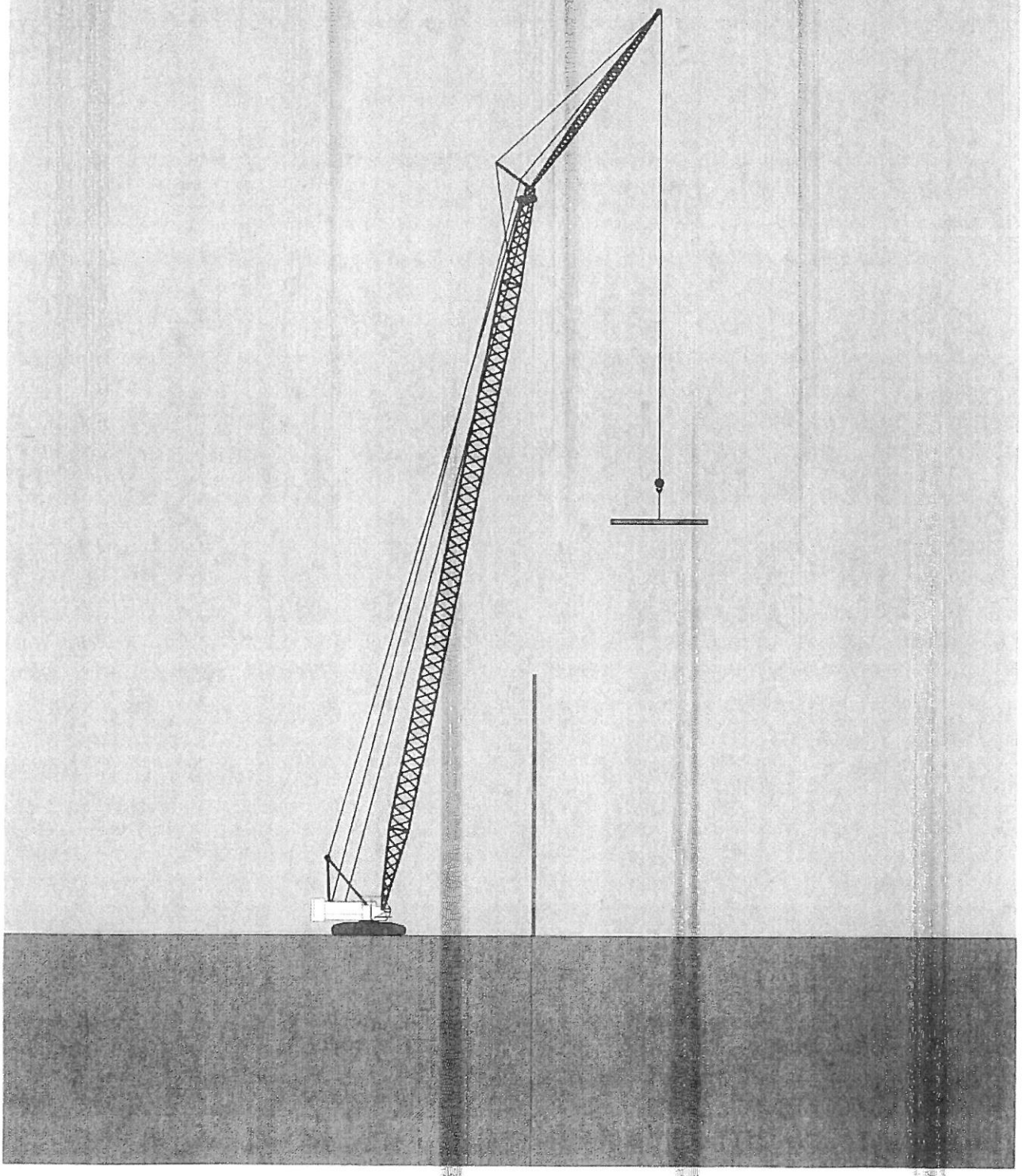
Setup Distance:

Mat Used? Yes No

Mat Dimensions:

Ground Bearing Pressure below Mat:

Notes:



Load Chart

Project
Customer
Description

Terex HC 110

Boom:	59HI Offset Tip Boom
Jib:	#9HL Jib
Base:	On Extended Crawlers
Counterweight:	52,900 Counterweight
Range:	360°
Capacity:	75% .
Chart ID:	HC-110_CR-59HI

Boom Length (ft)	Boom Angle	Jib Length (ft)	Jib Offset	Tip Height (ft)	Lift Radius (ft)	Capacity (lbs)	Note
200	**80.7°**	**60**	**25°**	**260.6**	**70**	**11,330**	**1**
200	78.4°	60	25°	257.8	80	11,260	1
200	76.1°	60	25°	254.6	90	10,980	1
200	73.7°	60	25°	250.9	100	10,710	1
200	71.3°	60	25°	246.7	110	9,670	
200	68.8°	60	25°	242.1	120	8,250	
200	66.3°	60	25°	236.9	130	7,080	
200	63.7°	60	25°	231.1	140	6,080	
200	61°	60	25°	224.8	150	5,220	
200	58.3°	60	25°	217.8	160	4,470	
200	55.4°	60	25°	210	170	3,820	
200	52.5°	60	25°	201.5	180	3,240	
200	49.3°	60	25°	192	190	2,740	
200	46°	60	25°	181.4	200	2,280	

This data is for reference use only. Operator must refer to in-cab charts to determine allowable lifting capacities.

Justin Perrino

From: Damon Westfall <DamonWestfall@trinityfabricators.com>
Sent: Saturday, January 20, 2018 9:24 AM
To: Justin Perrino
Cc: Wes Stevens; John Quinlan; Bill Champ; Mike Wilson; Jody Brown; Marc Reeves
Subject: RE: Revised Lift Plan

I apologize for the way the lifting plan was handled – I agree it was not executed properly. I was told that John Quinlan (the owner of the erection firm) had communicated his plan and provided the revised loading chart prior to picking the beams, but I should have verified that with you prior to hoisting them – Again, I apologize for that. Trinity and Quinlan are very much focused on safety, and I assure you this will not happen again.

Damon Westfall
trinity fabricators inc.
o. 904-284-9657 ext. 103
c. 904-219-1712
f. 904-284-9750
825 Corporate Square Road
Green Cove Springs, Florida 32043

From: Justin Perrino [mailto:jperrino@ajaxbuilding.com]
Sent: Friday, January 19, 2018 3:24 PM
To: Damon Westfall <DamonWestfall@trinityfabricators.com>
Cc: Wes Stevens <wstevens@ajaxbuilding.com>; John Quinlan <johnhquinlan@yahoo.com>; Bill Champ <bchamp@ajaxbuilding.com>; Mike Wilson <mwilson@ajaxbuilding.com>; Jody Brown <jbrown@ajaxbuilding.com>; Marc Reeves <Marc@ajaxbuilding.com>
Subject: RE: Revised Lift Plan

Attached load chart was received after the pick was made.
It indicates the required capacity with the jib angle reduced.
Apparently it was a mistake that it wasn't sent to us but regardless Trinity/Quinlan knew to get our acknowledgement before making the pick.
This lift plan has been very poorly executed and we expect better especially when it comes to safety.
I'm not sure how the pick would have been made if Ajax wasn't pushing the issue.
We need confirmation that Trinity/Quinlan is focused on safety as the number one priority and following Ajax direction.

From: Justin Perrino
Sent: Friday, January 19, 2018 9:01 AM

To: Marc Reeves <Marc@ajaxbuilding.com>; Jody Brown <jbrown@ajaxbuilding.com>; Damon Westfall <DamonWestfall@trinityfabricators.com>
Cc: Wes Stevens <wstevens@ajaxbuilding.com>; John Quinlan <johnhquinlan@yahoo.com>; Bill Champ <bchamp@ajaxbuilding.com>
Subject: RE: Revised Lift Plan
Importance: High

Damon
Trinity/Quinlan is not permitted to lift anything over the weight permitted on the lifting plan submitted.
We are supposed to be getting a revised lifting plan to account for the heavier beam noted below.
Weight of rigging needs to be clearly noted an accurate and accounted for.

From: Marc Reeves
Sent: Wednesday, January 17, 2018 2:16 PM
To: Jody Brown <jbrown@ajaxbuilding.com>; Damon Westfall <DamonWestfall@trinityfabricators.com>; Justin Perrino <jperrino@ajaxbuilding.com>
Cc: Wes Stevens <wstevens@ajaxbuilding.com>; John Quinlan <johnhquinlan@yahoo.com>; Bill Champ <bchamp@ajaxbuilding.com>
Subject: RE: Revised Lift Plan

11335 is 690lbs more than the lift plan that was provided shows and exceeds (by 5lbs) the load chart capacity at 70' radius. I'm assuming these numbers do not include the rigging / block / load line weight?

Marc Reeves, CRIS
Director of Risk Management
Ajax BUILDING CORPORATION
1080 Commerce Blvd.
Midway, Fl. 32343
Phone: 850-224-9571
Fax: 850-224-2496

From: Jody Brown
Sent: Wednesday, January 17, 2018 2:09 PM
To: Damon Westfall <DamonWestfall@trinityfabricators.com>; Justin Perrino <jperrino@ajaxbuilding.com>
Cc: Wes Stevens <wstevens@ajaxbuilding.com>; John Quinlan <johnhquinlan@yahoo.com>; Bill Champ <bchamp@ajaxbuilding.com>; Marc Reeves <Marc@ajaxbuilding.com>
Subject: RE: Revised Lift Plan

All,

* Crane jib collapse Incident

SUPERVISOR'S INCIDENT INVESTIGATION REPORT

Project Name: St. Petersburg Police Headquarters **Project Number:** 201522

Superintendent's Name: Jody Brown (report by Bryan Marlow) **Date:** 1/31/18 **Time:** 3:00 PM

Where Incident Occurred: North of the admin building on the site about 70 west of the annex building.

Company's Name and Address involved in incident: Quinlan Erectors, subcontractor for Trinity Steel

Company's Superintendent/Forman/Contact: Allan Hensley. 407-779-6532

Description of Incident: See attached discription

Witnesses: (attach statements as necessary) No immediate eye witnesses however incident can be viewed by the project webcam.

Unsafe condition or act causing incident: None. Inspection was made at the start of the work shift and Anti Locking device was functioning according to operator Ray-Paul Rougeau.

Was there equipment malfunction? ✓ Yes ___ No

Action taken or to be taken to prevent similar incidents: Investigation still on going

Other information concerning this incident, which doesn't fit into spaces above: Statement of operator given to Ajax with questions from Ajax to operator.

Follow up action by the Safety Director:

Did an Injury occur during this Incident? _____ Yes ✓ No

(If yes fill out supervisor's accident investigation report (form #47) and attach to this report.)

xc: Human Resources (original), Safety Director, VP of Operations, Director of Operations, Operations Manager, Sr. Project Manager

01/25/2011

Forms Administrator

Description of Incident:

The crane operator was moving the crane location when the head ache ball retracted into the jib causing the approximately 35' section of the jib to snap off of the main boom of the crane and hang from the cable. No load was being picked at the time. The "anti tube locking device" apparently malfunctioned because it did not cause the cable to stop before the head ache ball retracted into the jib. In addition the crane operator thought that the cable was not engaged however the cable lever must have not being fully locked into the disengaged position causing the cable to continue to retract. There was no injuries or damage to the project or property with the exception of the crane boom suffering significant damage.

As I (Ray-Paul Rougeau) finished my lift on one section of the building, I then proceeded to set the crane up to be tracked to a new location. Set the boom at safe angle and hoisted to a safe position for travel. As I then began traveling about 15 to 20 ft, I was watching the tracks because I thought they were binding. Then I heard a loud pop and wood debris was hitting the ground around me from the Jib. [redacted] Immediately stopped all operations and locked down the crane.

Once quickly assesed lowered the crane boom to the ground as quickly and safely as possible to prevent any further damage or risk.

Ray-Paul Rougeau

Here Our Work.
No distractions

1/31/18 Quinlan Enterprise.

Tube lock was working this morning
Boom facing North
SAFE POSITION means Boom angle
Operator thought Cable was not engaged.
Main Hoist Line Break was engaged.
4 years experience
3 Months experience on that model Crane
No Talking on Phone
No Music
Under No influence of Ale. or Drugs
Not Awinging the Boom

Hoist Line ~~Boom~~ Brake & Cable Hoist levers are 2 different items. Line Brake is a Pedal. Pedal has to be disengaged for Hoist Cable to operate.

704 miles R/T

Crane Institute of America

OSHA / ASME ANNUAL/PERIODIC INSPECTION CHECKLIST

Lattice Boom Crane

craneinstitute.com • 3880 St. Johns Parkway • Sanford, FL 32771 • 1-800-832-2726

Owner: Quinlan Enterprises	Contact Person: John Quinlan	Date: 2-6-18
Location: St. Petersburg, Fl	Service Status: Annual	Hours: 6471 (cab)
Make: Terex	Model: HC-110	Serial Number: AC 4173
Unit ID:	Max. Capacity: 110 Tons	Inspector: R. Gardner

Before inspecting crane, lock out/tag out power source.

Consult operator/service manual, service bulletins, etc. for additional inspection items.

Before inspection, crane must be set up away from personnel and power lines, with outriggers/crawlers fully extended and crane leveled on firm ground.

OSHA and ASME allow only qualified and competent persons to inspect cranes. To qualify, inspectors must have been through training, have extensive knowledge and demonstrated ability.

References: O = OSHA 1926 Subpart CC, 1926.601, 1910.180 A = PCSA #4, ASME B30.5, B30.10

Status: ✓ = Satisfactory X = Safety Hazard M = Monitor N/A = Not Applicable

REFERENCE	ITEM	Status
	Historical Data	
O-1926.1412 (e)(3)	1. Monthly Inspection Records	✓
A-B30.5-2.3.1 (a)	2. Maintenance Records	✓
O-1926.1434 (a)	3. Modification Records	NA
A-B.30.5-2.2.2 (b)	4. Load Test Records	NA
O-1926.1412 (f)(7)	5. Annual Inspection Record	✓
	General	
A-B30.5-2.1.3 (a)	6. Sheet Metal	✓
O-1926.1433 (d)(8)	7. Guards / Covers	✓
O-1926.601(2)(i)&(ii)	8. External Lights	✓
A-B30.5-3.4.7	9. Housekeeping	✓
O-1926.1433 (d)(5)	10. Safety / Warning Decals & Labels	✓
O-1926.1422	11. Hand Signal Chart	✓
	12. Other	
	13. Other	
	Driver's Cab & Station	
O-1926.601 (b)(1)	14. Service Brake	NA
O-1926.601 (b)(1)	15. Emergency Brake	
O-1926.601 (b)(1)	16. Parking Brake	
O-1926.601 (b)(2)	17. Headlights	
O-1926.601 (b)(2)	18. Taillights	
O-1926.601 (b)(2)(ii)	19. Brake Lights	
O-1926.601 (b)(3)	20. Audible Warning Device	
O-1926.601 (b)(4)(i)	21. Backup Audible Alarm	
O-1926.1433 (d)(7)(iii)	22. Windows	
O-1626.601 (b)(5)	23. Windshield Wipers	
O-1926.601 (b)(5)	24. Defroster	
O-1926.601 (b)(6)	25. Overhead Protection	
O-1926.601 (b)(7)	26. Housekeeping	
O-1926.1412(f)(2)(xviii)&(xix)	27. Seat	
O-1926.601 (b)(9)	28. Seat Belts	
O-1926.601 (b)(14)	29. Tires	
O-1926.601 (b)(14)	30. Steering Mechanism	
O-1926.601 (b)(14)	31. Operating Controls	
O-1926.601 (b)(14)	32. Safety Devices	
O-1926.601 (b)(14)	33. Fire Extinguisger	

REFERENCE	ITEM	Status
	Carrier Power Plant (Lower)	
O-1926.1412 (f)(2)(vi)	34. Performance	NA
O-1926.1433 (d)(9)	35. Exhaust System / Guards & Insulators	
O-1926.1433 (d)(8)	36. Belts	
O-1926.1433 (d)(8)	37. Guards / Covers / Rotat. & Recip. Parts	
	38. Other	
	Carrier	
O-1926.601 (b)(14)	39. Transmission	
O-1926.601 (b)(14)	40. Drive Line	
O-1926.1412 (f)(2)(ix)	41. Tires	
O-1926.1412 (f)(2)(i)	42. Main Frame Members	
O-1926.1412 (f)(2)(x)	43. Hydraulic Hoses / Tubing / Fittings	
O-1926.1412 (d)(1)(iv)	44. Hydraulic Fluid Level	
O-1926.1423 (c)(3)(ii)	45. Anti-Skid Surface	
O-1926.1417 (aa)	46. Front Bumper Counterweight	
	47. Other	
	Outriggers	
O-1926.1412 (f)(2)(i)	48. Boxes	
O-1926.1412 (f)(2)(i)	49. Beams	
O-1926.1412 (f)(2)(xiii)	50. Cylinders	
O-1926.1412 (f)(2)(xiv)	51. Floats / Pads	
O-1926.1412 (f)(2)(x)	52. Hydraulic Hoses / Tubes / Fittings	
O-1926.1412 (f)(2)(xii)	53. Holding Valves	
O-1926.1412 (f)(2)(iii)	54. Position Locks	
O-1926.1433 (d)(5)	55. Warning Signs	
	56. Other	
	Crawler Assembly	
O-1926.1412 (f)(2)(i)	57. Car Body / Side Frames	✓
O-1926.1412 (f)(2)(vii)	58. Chain – Condition / Adjustment	✓
O-1926.1412 (f)(2)(vii)	59. Sprockets / Idlers / Rollers	✓
O-1926.1412 (f)(2)(i)	60. Track Pads / Pins	✓
O-1926.1412 (f)(2)(viii)	61. Travel Locks	✓
O-1926.1412 (f)(2)(viii)	62. Steering Clutches	✓
	63. Other	

References: O = OSHA 1926 Subpart CC, 1926.601, 1910.180 A = PCSA #4, ASME B30.5, B30.10

Status: ✓ = Satisfactory X = Safety Hazard M = Monitor N/A = Not Applicable

REFERENCE	ITEM	Status
Operator's Cab & Station		
O-1926.1412 (f)(2)(xxi)	64. Grab Rails / Steps / Platforms	✓
O-1926.1423 (c)(3)(ii)	65. Anti-Skid Surface	✓
O-1926.1433 (d)(7)(iii)	66. Windows	✓
O-1926.1433 (d)(7)(iii)	67. Windshield Wiper(s)	✓
O-1926.1433 (d)(7)(ii)	68. Door Restraint	✓
O-1926.1433 (d)(6)	69. Fire Extinguisher	✓
O-1926.601 (b)(4)	70. Mirrors	✓
O-1926.1412 (f)(2)(xvii)&(xix)	71. Seat	✓
A-B30.5-1.8.1 (e)	72. Seat Belts	✓
O-1926.1433 (d)(1)	73. Operator's Manual	✓
O-1926.1433 (d)(5)	74. Decals	✓
O-1926.1407 (g)	75. Electrocution Warning Sign (Inside)	✓
O-1926.1422	76. Hand Signal Chart	✓
O-1926.1412 (f)(2)(iv)	77. Swing Brake	✓
O-1926.1412 (f)(2)(iii)	78. Positive Swing Lock	✓
O-1926.1412 (d)(i)&(ii)	79. Control Function	✓
O-1926.1412 (f)(2)(xi)(A)	80. Air Pressure	NA
O-1926.1415 (a)(4)	81. Foot Brakes – Latches / Linkage	✓
O-1926.1412 (f)(2)(iv)	82. Engine Clutch	✓
O-1926.1412 (d)(i)&(ii)	83. Accelerator / Throttle Control	✓
O-B30.5-1.8.1 (a)	84. Control Marking	✓
Load Chart		
O-1926.1433 (d)(1)	85. Per Configuration	✓
O-1910.180 (c)(2)	86. Durable	✓
O-1910.180 (c)(2)	87. Legible	✓
O-1910.180 (c)(2)	88. Visible From Operator's Station	✓
O-1910.180 (c)(2)	89. Secured	✓
	90. Other	
Safety Devices / Operational Aids		
O-1926.1415 (a)(7)	91. Horn	✓
O-1926.1416 (e)(1)	92. Boom Angle Indicator	✓
O-1926.1416 (e)(5)(ii)	93. Main Drum Rotation Indicator	✓
O-1926.1416 (e)(5)(ii)	94. Auxiliary Drum Rotation Indicator	✓
O-1926.1412 (f)(2)(v)	95. Load Moment Indicator	✓
O-1926.1416 (e)(4)	96. Load Weight Indicator	✓
O-1926.1416 (e)(1)	97. Radius Indicator	✓
O-1926.1415 (a)(1)	98. Crane Level Indicator	✓
O-1926.1416 (d)(3)	99. Anti-Two Block Device	✓
O-1926.1416 (d)(1)	100. Boom Hoist Limiting Device	✓
O-1926.1412 (f)(2)(iv)	101. Boom Hoist Ratchet and Pawl	✓
O-1926.1416(e)(5)(i)	102. Outrigger / Stabilizer Position Sensor	NA
O-1926.1416(e)(2)	103. Luffing Jib Angle Indicator	NA
Power Plant (Upper)		
O-1926.1412 (f)(2)(vi)	104. Performance	✓
O-1926.1433 (d)(9)	105. Exhaust System / Guards & Insulators	✓
O-1926.1412 (d)(1)(iii)	106. Hoses	✓
O-1926.1433 (d)(8)	107. Guards / Covers / Rotat. & Recip. Parts	✓
	108. Other	
Rotating Upper Structure		
O-1926.1412 (f)(2)(iii)	109. Turntable / Bearing	✓
O-1926.1412 (f)(2)(iii)	110. Turntable – Rollers / Roller Path	✓
O-1926.1412 (f)(2)(iii)	111. Ring Gear / Pinion Gear	✓
O-1926.1412 (f)(2)(xi)	112. Hydraulic Pump(s)	✓
O-1926.1412 (f)(2)(x)	113. Hydraulic Hoses / Tubing / Fittings	✓
O-1926.1412 (f)(2)(xi)	114. Hydraulic Pressure	✓
O-1926.1412 (d)(1)(viii)	115. Electrical Wiring	✓

REFERENCE	ITEM	Status
Rotating Upper Structure (continued)		
O-1926.1412 (f)(2)(iv)	116. Main Hoist – Clutches / Brakes	✓
O-1926.1412 (d)(1)(vi)	117. Main Hoist – Rope Spooling	✓
O-1926.1413 (a)(4)(i)(B)	118. Main Hoist – Minimum (2) rope wraps	✓
O-1926.1412 (f)(2)(iv)	119. Aux. Hoist – Clutches / Brakes	✓
O-1926.1412 (d)(1)(vi)	120. Aux. Hoist – Rope Spooling	✓
O-1926.1413 (a)(4)(i)(B)	121. Aux. Hoist – Minimum (2) rope wraps	✓
O-1926.1412 (f)(2)(iv)	122. Boom Hoist – Clutches / Brakes	✓
O-1926.1412 (d)(1)(vi)	123. Boom Hoist – Rope Spooling	✓
O-1926.1413 (a)(4)(i)(B)	124. Boom Hoist – Minimum (2) rope wraps	✓
O-1926.1412 (f)(2)(iv)	125. Boom Hoist – Clutch / Pawls / Ratchets	✓
O-1926.1412 (f)(2)(xi)	126. Swing System / Assembly	✓
O-1926.1412 (f)(2)(xi)	127. Hydraulic Motors / Valves / Lines / Etc.	✓
O-1926.1412 (f)(2)(ii)	128. Drums / Flanges	✓
O-1926.1412 (f)(2)(iv)	129. Clutch / Brake Protection	✓
O-1926.1412 (f)(2)(iii)	130. Torque Converter	✓
O-1926.1423 (c)(3)(ii)	131. Anti-Skid Surface	✓
O-1926.1412 (f)(2)(xxi)	132. Steps / Hand Holds / Platforms	✓
O-1926.1412 (f)(2)(xx)&(xxi)	133. Access to Cab and Roof	✓
O-1926.1412 (f)(2)(x)&(xi)	134. Air System – Compressor / Lines / Etc.	NA
O-1926.1412 (f)(2)(i)(B)	135. Counterweight Mounting	✓
O-1926.1433 (d)(5)	136. Counterweight Warning Sign	✓
O-1926.1407 (g)	137. Electrocution Warning Sign (Outside)	✓
	138. Other	
Boom Support System		
O-1926.1412 (f)(2)(i)	139. Gantry / Mast	✓
O-1926.1415 (a)(2)	140. Boom Stops	✓
O-1926.1412 (f)(2)(ii)&(iii)	141. Inner Bail	✓
O-1926.1412 (f)(2)(ii)&(iii)	142. Outer Bail / Equalizer	✓
O-1926.1412 (f)(2)(ii)	143. Sheave(s)	✓
O-1926.1412 (d)(1)(vi)	144. Boom Hoist Reeving	✓
	145. Other	
Boom		
O-1926.1412 (f)(2)(xvii)	146. Boom Section Identification	✓
O-1926.1404 (m)	147. Boom Section Sequence	✓
O-1926.1404 (m)	148. Boom Section Alignment	✓
O-1926.1412 (f)(2)(xvii)	149. Warning Decals	✓
O-1926.1412 (f)(2)(i)	150. Spreader Bar	✓
O-1926.1412 (f)(2)(ii)&(iii)	151. Sheave(s)	✓
O-1926.1413 (a)(2)(i)(D)	152. Hoist Line Dead End	✓
O-1926.1412 (a)(2)(i)(D)	153. Wire Rope Retainer(s)	✓
O-1926.1412 (f)(2)(iii)	154. Boom Foot Pins / Keepers	✓
O-1926.1412 (f)(2)(i)	155. Boom Head Section	✓
O-1926.1412 (f)(2)(i)	156. Auxiliary Boom Head	NA
O-1926.1412 (f)(2)(i)	157. Lattice Members	✓
O-1926.1412 (f)(2)(i)	158. Cord Members	✓
O-1926.1412 (f)(2)(i)	159. End Connections / Pins	✓
	160. Other	
Jib		
O-1926.1415 (a)(3)	161. Stops	✓
O-1926.1412 (f)(2)(ii)	162. Sheave(s)	✓
O-1926.1413 (a)(2)(i)(D)	163. Wire Rope Retainer(s)	✓
O-1926.1412 (f)(2)(i)	164. Lattice Members	✓
O-1926.1412 (f)(2)(i)	165. Cord Members	✓
O-1926.1412 (f)(2)(i)	166. End Connections / Pins	✓
O-1926.1416(d)(2)	167. Luffing Jib Stops	✓

References: O = OSHA 1926 Subpart CC, 1926.601, 1910.180 A = PCSA #4, ASME B30.5, B30.10

Status: ✓ = Satisfactory X = Safety Hazard M = Monitor N/A = Not Applicable

O-1926.1413 168. **Wire Rope (NEW) 2-6-18**

Rope Application	Type	Size	Construct.	Grade	Core	Rope Damage	Measured Wear	Broken Wires	Lubrication	End Connections	Status
Main Hoist Drum	RRL	1"	6X37	EIP	IWRC	✓	✓	✓	✓	✓	NEW 2-6-18
Aux. Hoist Drum	RRL	7/8"	6X29	EIPS	IWRC	✓	✓	✓	✓	✓	✓
Boom Hoist Drum	RLAL	3/4"	6X29	EIPS	IWRC	✓	✓	✓	✓	✓	✓
Boom Pendants	RRL	1 1/16"	6X19	EIPS	IWRC	✓	✓	✓	✓	✓	✓
Jib Pendants	RRL	7/8"	6X19	EIPS	IWRC	✓	✓	✓	✓	✓	✓
Other	(All wire rope lubricated ON 2-6-18)										

Main Load Block & Hook

Manufacturer: McKissick S/N 635980

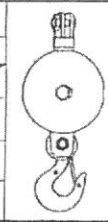
Rated Capacity: 25 TONS

Block Weight: 435 lbs

Hook Tram Meas: 5"

REFERENCE	ITEM	Status
O-1926.1433 (d)(3)	169. Capacity Marking	✓
O-1926.1433 (d)(3)	170. Weight Marking	✓
O-1926.1412 (f)(2)(ii)	171. Sheave(s)	✓
O-1926.1433 (d)(4)	172. Safety Latches	✓
A-B30.10-2.10.5 (f)	173. 0° Hook Bend or Twist	✓
A-B30.10-2.10.5 (g)	174. 5% Hook Opening or 1/4" Max.	✓
A-B30.10-2.10.5 (e)	175. 10% Hook Wear Max.	✓
O-1926.1412 (f)(2)(iii)	176. Swivel	✓
O-1926.1412 (f)(2)(iii)	177. Bearing	✓
O-1926.1413 (a)(2)(i)(D)	178. Wedge Socket / End Fitting	✓
O-1926.1412 (d)(1)(vi)	179. Reeving	✓
A-B30.5-2.1.3 (i)	180. NDT Results:	
	181. Other	

Overhaul Ball & Hook



Manufacturer: Johnson S/N 07-865

Rated Capacity: 15 TONS

Block Weight: 713 lbs

Hook Tram Meas: 5 1/2"

REFERENCE	ITEM	Status
O-1926.1433 (d)(3)	182. Capacity Marking	✓
O-1926.1433 (d)(3)	183. Weight Marking	✓
O-1926.1433 (d)(4)	184. Safety Latches	✓
A-B30.10-2.10.5 (f)	185. 0° Hook Bend or Twist	✓
A-B30.10-2.10.5 (g)	186. 5% Hook Opening or 1/4" Max.	✓
A-B30.10-2.10.5 (e)	187. 10% Hook Wear Max.	✓
O-1926.1412 (f)(2)(iii)	188. Swivel	✓
O-1926.1412 (f)(2)(iii)	189. Bearing	✓
O-1926.1413 (a)(2)(i)(D)	190. Wedge Socket / End Fitting	✓
A-B30.5-2.1.3 (i)	191. NDT Results:	
	192. Other	

No-Load Operational Test

REFERENCE	ITEM	Status
O-1926.1412 (f)(3)	193. No-Load Operational Test	✓

Caution: Operation of cranes by Inspectors is limited to those crane functions necessary to accomplish the inspection. Inspectors must meet operator trainee qualification requirements in ASME B30.5 and only operated under the direct supervision of a certified operator.

A-B30.5-2.2.2 194. **Load Test**

Hoisting from:	Boom / Jib Length	Load Radius	Boom Angle	Parts of Line	Rated Capacity	Test Weight	% of Rated Capacity
Boom							
Jib							

Results of Load Test ☐ Passed ☐ Failed ☑ Not Applicable

Explanation:

Cautions: Load Test shall be conducted by a qualified person. Operators must be certified through a nationally accredited and OSHA recognized certification program, such as CIC.

Crane Institute of America

Deficiency Report

craneinstitute.com • 3880 St. Johns Parkway • Sanford, FL 32771 • 1-800-832-2726

Date:	Owner:	Mfg:	SN:

The following corrective actions(s) (repairs, adjustments, replacement parts, etc.) are to be performed by a qualified person in accordance with all the manufacturer's instructions, specifications, and requirements. OSHA requires that if any deficiency is identified as a safety hazard (X), the equipment must be taken out of service until it has been corrected.

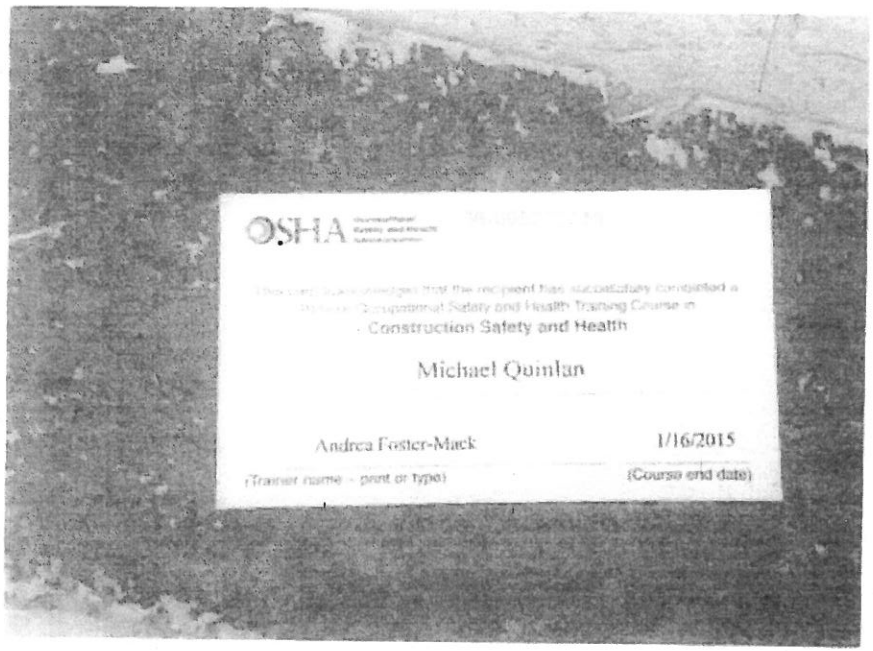
If the qualified person determines that though not presently a safety hazard, the deficiency needs to be monitored (M), the employer must ensure that the deficiency is checked in the monthly inspections.

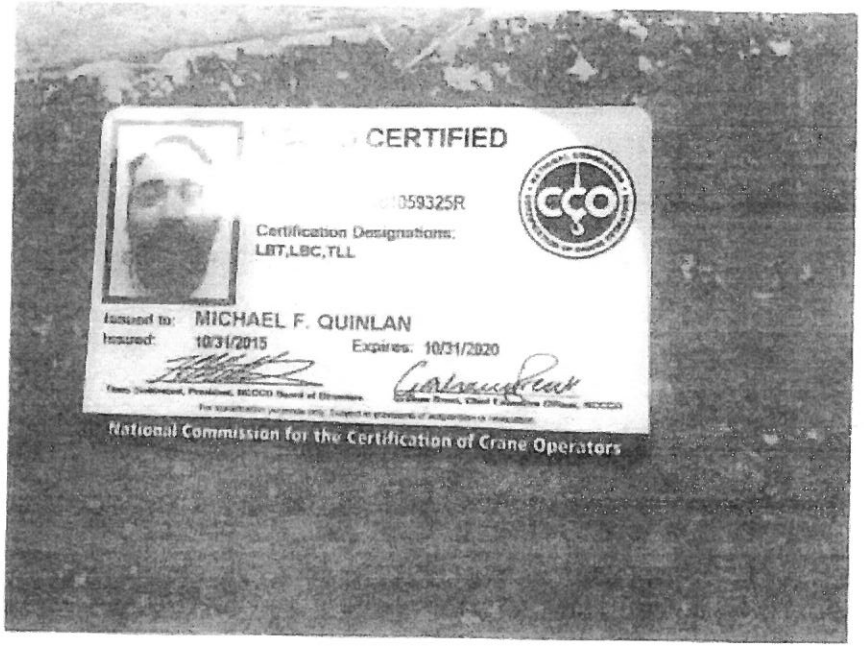
X = Safety Hazard M = Monitor

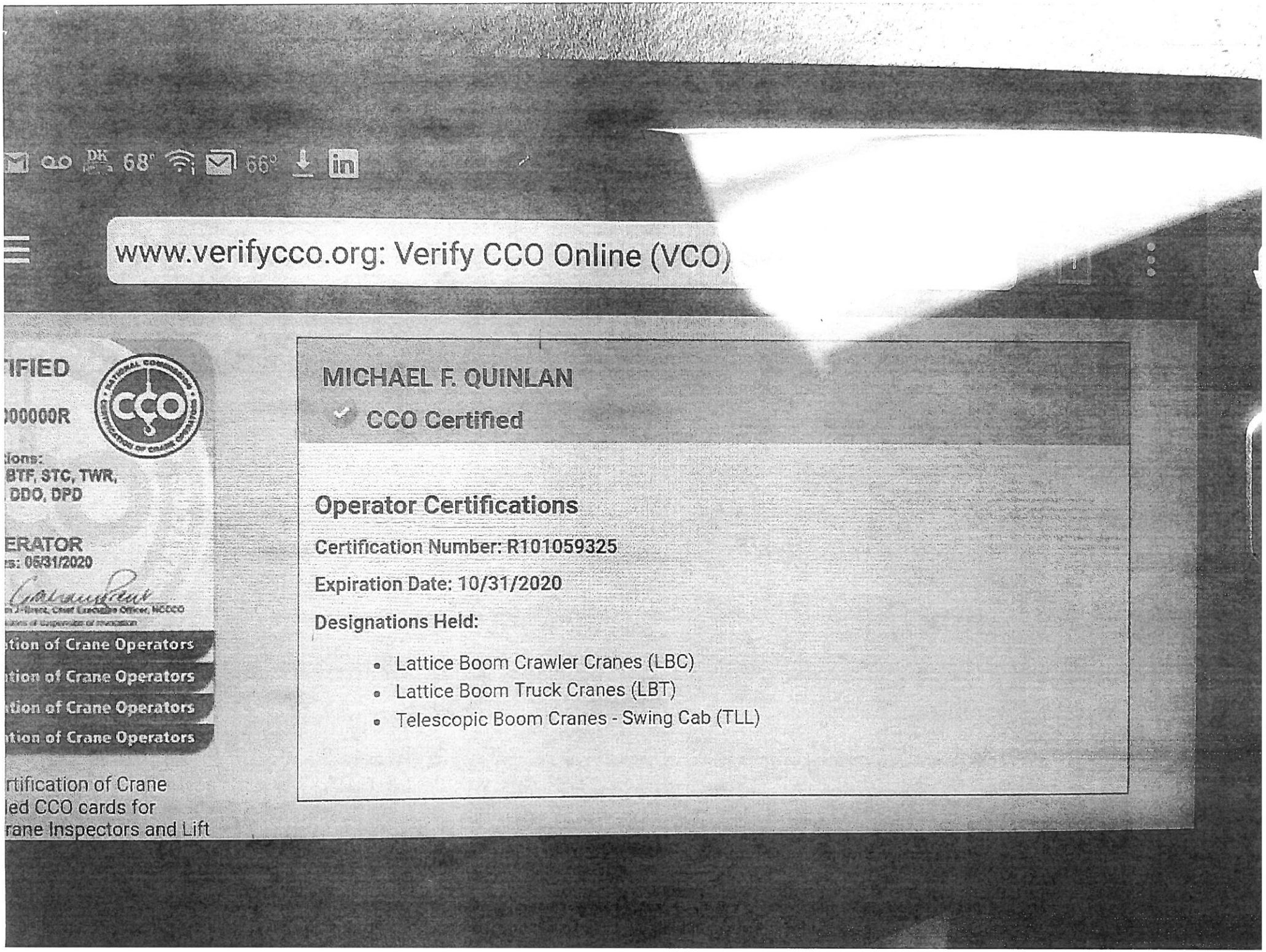
X / M	ITEM #	CORRECTIVE ACTION	DATE CORRECTED

Inspector: _____ Company Representative: _____

Line operator certification



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MICHAEL F. QUINLAN
CCO Certified
Operator Certifications
Certification Number: R101059325
Expiration Date: 10/31/2020
Designations Held:
Lattice Boom Crawler Cranes (LBC)
Lattice Boom Truck Cranes (LBT)
Telescopic Boom Cranes - Swing Cab (TLL)

trinity fabricators inc.

February 9, 2018

Quinlan Enterprises
514 Mary Lee Street
Claxton, GA 30417
Attention: John Quinlan

RE: St Petersburg Police Headquarters Facility
Final Safety Warning

John:

This letter is to serve as a notice that a zero tolerance safety policy is now in effect regarding your company's work on the St Petersburg Police Headquarters Project due to the events outlined below:

- Erecting heavy beams without authorization from the contractor's safety director
- Crane jib malfunction on 1/31
- Ironworker walking steel without being tied off on 2/5

If you receive any further safety infractions that are deemed worthy for expulsion by the contractor, you will be forced to leave the jobsite immediately and trinity will be forced to complete your contract with a different erector. All costs associated with completing the project by another erection company will be taken out of your contract. To ensure enough money is left in your contract, in the event you receive another safety infraction, future payments will be made only when major milestones are completed.

Also, Quinlan will need to have a safety supervisor onsite for the remainder of the project whose sole responsibility is policing the ironworkers to ensure proper use of all required safety equipment.

The hope is that there will be no more safety infractions, and that Quinlan will safely and successfully complete this project. However, safety is the top priority and no future infractions will be tolerated.

Please sign below acknowledging you have received this notice and are taking the steps necessary to comply. This notice will become an amendment to our contract dated July 27, 2017.

ERECTOR:
Quinlan Enterprises

BY: John H Quinlan

DATE: 02/10/2018

John H. Quinlan OWNER
Print name of signer and title

Trinity Fabricators, Inc.

BY:

DATE: 2/12/18

DAMON WESTERN VP
Print name of signer and title

P.O. Box 1826 * 825 Corporate Square Road * Green Cove Springs, FL 32043 * (904) 284-9657 * Fax (904) 284-9750

A Safety Warning on Zero tolerance

Justin Perrino

From: Damon Westfall <DamonWestfall@trinityfabricators.com>
Sent: Monday, February 12, 2018 3:16 PM
To: Mike Wilson
Cc: Dan Westfall; Justin Perrino; Jody Brown
Subject: RE: SPPD | Safety Notice
Attachments: Executed Safety Notice.pdf

Mike,

Please find the executed notice attached for your records.

In talking with John Quinlan this morning, I know that he is pursuing one of Skanska's previous safety officers that lives in the Tampa area which is a positive sign that they are taking this seriously and addressing the issue accordingly.

I also reached out to two erectors to find out their availability. Florida Atlantic had some men available, and Cutting Edge was not an option.

Damon Westfall
trinity fabricators inc.
825 Corporate Square
Green Cove Springs, Florida 32043
o. 904-284-9657 ext. 103 | c. 904-219-1712

From: Damon Westfall
Sent: Friday, February 9, 2018 4:40 PM
To: johnhquinlan@yahoo.com
Cc: Dan Westfall <danwestfall@trinityfabricators.com>; Mike Wilson <mwilson@ajaxbuilding.com>; 'Justin Perrino' <jperrino@ajaxbuilding.com>; Jody Brown <jbrown@ajaxbuilding.com>
Subject: SPPD | Safety Notice

John,

Please review, execute and return the attached as soon as possible.

Damon Westfall
trinity fabricators inc.

825 Corporate Square
Green Cove Springs, Florida 32043
o. 904-284-9657 ext. 103 | c. 904-219-1712

picking up scerrs lift of off third floor off the side of crane. Picked up the scerrs lift and started booming up then sing to right and counter to boom up then started to lower the same lift then saw the crane coming up. tryed to lower scerrs lift faster so to stop the crane from comming over ~~that~~ was in the chast load of scerrs lift around 3,000 pound and from center of crane to load around 60' boom angle

Michael Clements 4-5-18