



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:42 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 036 Const Calendar Day: 941 Date: 06-Apr-2012 Friday
Inspector Name: Soheilifard, Saman Title: Transportation Engineer
Inspection Type: Continuous
Shift Hours: 07:00 am 05:30 PM Break: 00:30 Over Time: 2:00
Federal ID:
Location:
Reviewer: Schmitt, Alex Approved Date: Status: Submit

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

Weather

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM
Precipitation Condition clear and sunny

Working Day [checked] If no, explain:

Diary:

Dispute

Paint



On my first day back following a 5-day vacation (March 29 thru April 5th, 2012) I was tasked with the painting assignment of the Splay Plate. The two Splay plates at the East anchorage had been damaged, with the South Splay Plate's damage being of a more serious nature, i.e. gouging of the plate and damage to the chamfer. In addition to that, there are locations on both saddles at the East end (small areas) that are in need of paint repair. These areas had been marked for the painters, already.

South Saddle

With Mark Miller and Charlie Stewart of the METS, we started on the South saddle. At about 10:00 AM, Mike Gaya, began prepping the surface by solvent cleaning it (using MEK) first as outlined in SSPC-SP1. This was followed by the use of power tools per SSPC-SP11, to create an acceptable profile onto the steel surface prior to painting. The SSPC-SP11 recommends a minimum profile roughness of 1 mil, whereas the manufacturer's recommendation for Interzinc 52 (organic paint) is to achieve a surface profile of 1.6 to 3.0 mils (40 - 75 microns).

The paint measurement prior to power tooling on the faying surface of the top section of the saddle, at the South-East corner of the South saddle (where the Splay plate connects to the Splay Saddle) is as follows (in microns):

6011656625684

Following the power tooling (using a flapper disk) the paint thickness was as follows:

372645424042

Using TESTEX tapes, the profile measurement following the use of the power tooling came in at 2.5mils, 1.8 mils, and 2.5 mils, which is greater than the minimum requirement by the manufacturer and SSPC-SP11.

II) Bottom

The paint thickness at the Bottom Section of the South Saddle prior to the power tooling was as follows:

805262477064

The profile roughness following the power tooling using Testex tapes came in at: 2.4 and 2.0 mils, which are higher than the required minimum of 1.0 or 1.6 mil.

Following the acceptance of the preparation work, the painting was to begin with the Interzinc 52, with the environmental conditions as follows (@ 10:35):

Rel. Humidity:39.6%

Amb. Temp.: 56.6F

Dew Point: 32.3F



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

Diary #: 036

Date: 06-Apr-2012

Friday

Steel Temp.: 54.1F>DP+5Good

Painting began shortly thereafter and was complete in about 10 minutes. The Batch numbers for parts "A" and "B" were MC5777UH and NA4637UH, respectively.

North Side

At about 10:50, Mike Gaya and son Brandon were at the North side doing the solvent cleaning and preparing the surface of the saddle where repair was needed.

At the TOP surface on the North saddle, the paint measurement following the power tooling came in at: 76, 76, 52, 41, 56, and 58 mils.

At the Bottom surface, the readings were as follows: 42, 18, 43, 29, 32, and 48 mils. Given the fact that the mil thickness of the Inorganic Zinc should be in the 25 to 125 range, it seemed that the surface at this location needed a heavier application of paint.

The TESTEX tapes revealed a profile roughness of 1.6, 2.8 at the Top and 2.3mil at the Bottom.

Environmental Conditions:

Rel. Humidity: 38%

Amb. Temp.: 51.08 F

Dew Point: 25.8 F

Steel Temp.: 44.2>DP + 5Good

The painting at the North side was completed by 11:20.

In the meantime, Luis Diaz and Jose Avila were removing rust from the Splay Plate. The extent of these blemishes was not extensive and in fact following the removal of rust, Charlie and Mark measured the paint thickness at these locations. The measurement came in mostly upwards of 377 mils. The damaged surface is of the Metallized variety and the paint thickness at such locations shall have a thickness measuring from 3715 to 425 mils.

Today was to be a short day with all the work force leaving at noon. Shortly following the completion of paint repair on the saddles, Roman was in a conversation with Andrew (ABF paint representative) to let him know that they can go ahead and paint the areas where rust had been removed to CT's satisfaction. He disagreed and stated that until the response to RFI 2781 is not finalized, he does not like to move ahead with the repair. Following a few exchanges and realizing that Andrew was adamant to wait on the response, we were about to leave the site for the day when we saw Ankaur. When enquired about the status of the repair on the North Splay Plate, we recanted the conversation we just had with Andrew. Ankaur, on the other hand, was eager to get the plate painted now and have it installed first thing on Monday morning. We explained that in the absence of a response to RFI 2781, Andrew decided against moving ahead with the repair on the North Splay plate. Ankaur stated that the RFI pertains to the severely damaged South Splay plate and not the North side. We agreed, but there was nothing that could have been done at that point with the painters gone and Andrew against this option. It was decided to re-visit this on Monday morning.

We left the bridge for the office shortly after 12:00. At the office, I tended to the submittal 259R00 & R01 in relation to the up-coming cable compaction work, in addition to the review of the paint-related documents. I was told earlier today that I was going to be the contact person for paint and as such I have to review paint-related documents for the cable.

Hours Worked: 7:00 – 17:30

Overtime Hours: 2

04-0120F4

Bid Item: 067

C-PWS-076.067

Install & Adjust PWS 76-80

AMERICAN BRIDGE/FLUOR, A JV



Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Soheilifard, Saman **Diary #:** 036 **Date:** 06-Apr-2012 **Friday**

04-0120F4	Bid Item: 067	C-PWS-086.067	Install & Adjust PWS 86-90					
AMERICAN BRIDGE/FLUOR, A JV								
04-0120F4	Bid Item: 067	C-PWS-091.067	Install & Adjust PWS 91-95					
AMERICAN BRIDGE/FLUOR, A JV								
04-0120F4	Bid Item: 067	C-PWS-096.067	Install & Adjust PWS 96-100					
AMERICAN BRIDGE/FLUOR, A JV								
04-0120F4	Bid Item: 067	C-PWS-101.067	Install & Adjust PWS 101-105					
AMERICAN BRIDGE/FLUOR, A JV								
04-0120F4	Bid Item: 067	C-PWS-006.067	Install & Adjust PWS 6-10					
AMERICAN BRIDGE/FLUOR, A JV								
04-0120F4	Bid Item: 067	C-PWS-106.067	Install & Adjust PWS 106-110					
AMERICAN BRIDGE/FLUOR, A JV								
04-0120F4	Bid Item: 067	C-PWS-116.067	Install & Adjust PWS 116-120					
AMERICAN BRIDGE/FLUOR, A JV								
04-0120F4	Bid Item: 081	0-000-000.081	CLEAN AND PAINT CABLE SYSTEM					
AMERICAN BRIDGE/FLUOR, A JV								
Labor								
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Painter	FOR	Mike Gaya	2.50	0.00	0.00	2.50		<input type="checkbox"/>
Semi-Skilled Laborer	FOR	JOSE AVILA	1.00	0.00	0.00	1.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	LUIS DIAZ	1.00	0.00	0.00	1.00		<input type="checkbox"/>
Painter	JNM	Brandon Gaya	2.50	0.00	0.00	2.50		<input type="checkbox"/>

Attachment



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

Diary #: 036

Date: 06-Apr-2012

Friday



PaintDamage-NorthSplayPlate (1)



SaddlePaintRepair-SouthAnchorage



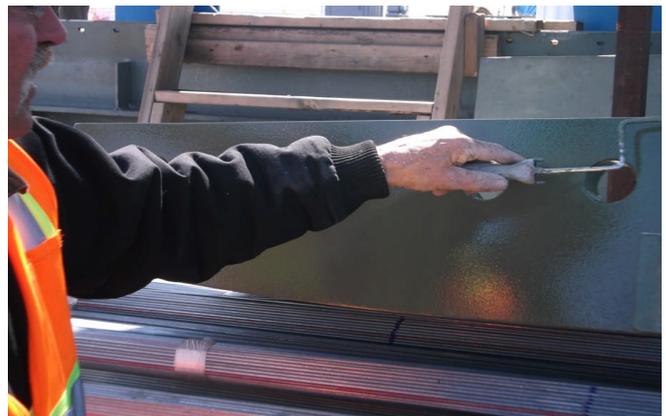
SaddlePaintRepair-SouthAnchorage (2)



SaddlePaintRepair-SouthAnchorage (1)



SaddlePaintRepair-SouthAnchorage (3)



SaddlePaintRepair- NorthSaddle

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

Diary #: 036

Date: 06-Apr-2012

Friday



PaintDamage-NorthSplayPlate (1)



SaddlePaintRepair- NorthSaddle(1)