



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:41 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 037 Const Calendar Day: 945 Date: 10-Apr-2012 Tuesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

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 rain & Showers Condition Light Rain

Working Day If no, explain:

Diary:

Dispute

Paint



This morning at about 7:00, I received a call from Ankaur regarding CT's response to RFI 2781, East Saddle Splay Plate Metallizing Damage. I told him that the CT's response went out yesterday, and we are awaiting the designer's response before finalizing it. We decided to meet out in the field.

Once out in the field at about 7:30, I met with Mike Gaya who remarked that he can build containment with a heater installed, in order to avoid the inclement weather and paint the two splay plates today. He then proceeded to place plastic tarp over rack next to his conex box to build the containment. ABF's engineers, Ankaur and Andrew told me that as soon as the response to the RFI is communicated, they will start the repair work.

Once back at the office, I came across an e-mail sent by Adam Roebuck addressed to Brian and a whole bunch of other folks which read as follows:

"ABF is still waiting for a response to ABF-RFI-002781R00 which relates to the east saddle splay plate metalizing repair. This RFI is holding up installation of the splay plate and is starting to impact our work sequence.

Please let us know what can be done to accelerate a response to this RFI so we can begin the repair procedure as quickly as possible."

Upon reading the e-mail, I immediately sent one of my own to Brian, explaining that the North Splay Plate could have been done on Monday and ABF chose not to address it. I expressed my un-happiness over Adam's comments, which I found to be way out of line.

In addition, it was CT who had asked for the plate to be turned over last Wednesday, at which time the damage was discovered, which implies utmost efficiency and shows CT's pro-active approach. Had the plate after falling off to the deck (by ABF), not been turned over, it would then have come to the field in a damaged condition ready for installation. At this time CT would have asked ABF to remove and repair the damage.

At about noon time, there was a response from the designer to this RFI and talking to Brian Boal, I relayed Ankaur's message that Bob Kick would like to see an e-mail with the response to proceed with the repair.

I was back on the field at about 13:00, at which time the North Splay Plate was brought in the containment, which was followed by the South one shortly thereafter. The heater had been on providing a toasty and very hot environment. At about 13:45, the environmental condition came in as follows:

Humidity: 17.7 - 21%



Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Soheilifard, Saman **Diary #:** 037 **Date:** 10-Apr-2012 **Tuesday**

Ambient Temp.: 100.4 F
 Steel Temp.: 76F
 Dew Point: 51.8 F

Employing a flapper disk, the profile roughness measurement for the South Splay Plate came in at: 2.4 mils. This is greater than the specified minimum by both SSPC-SP11 of 1.0 mil and the manufacturer's recommendation of 1.6 to 3.0 mils. For the North Splay plate, the surface preparation and pain for which was done prior to the South side, the profile measurements came in at: 1.0, 1.0, 1.7, and 2.6 mils.

The painting of the North Splay plate was complete at 13:58, with the application of just one coat of Interzinc 52. CT recommended two applications of un-thinned Organic Zinc Primer (Interzinc 52). The reason I chose not to adhere to that recommendation was simply due to the fact that the paint thickness measurement of the damaged areas was in the order of low 360s. The required paint thickness of these metalized surfaces (per the Special Provisions) is 375 – 425 microns.

The painting of the South Splay Plate began at 14:10 and ended at 14:20. We will have to wait until tomorrow to apply the 2nd coat as the recommended "Over coating Interval" per manufacturer is 2 hours for a temperature of 104 F. This window drops to 3 hours for an ambient temperature of 77 F. With the work force leaving at 15:30, there was not enough time to apply the 2nd coat.

Following the completion of this work, I returned to the office for the documentation of work and the reviewing of the paint and compaction submittals for the up-coming work.

Hours worked: 7:00 – 17:30
 Overtime: 2 hours

04-0120F4	Bid Item: 067	C-PWS-076.067	Install & Adjust PWS 76-80
AMERICAN BRIDGE/FLUOR, A JV			
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			

Daily Diary Report by Bid Item

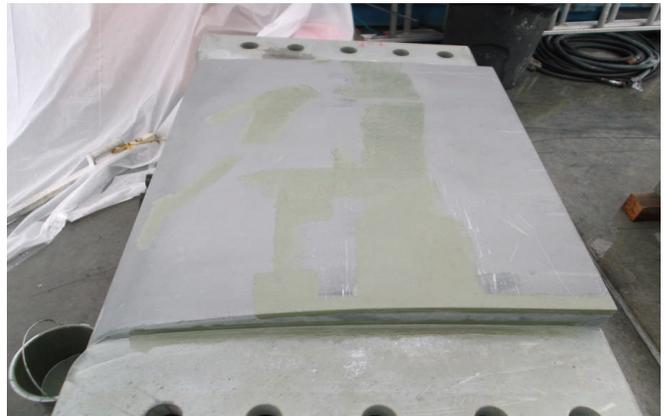
Job Name: 04-0120F4 Inspector Name: Soheilifard, Saman Diary #: 037 Date: 10-Apr-2012 Tuesday

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					
CERTIFIED COATINGS COMPANY								
Labor								
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: CERTIFIED COATINGS COMPANY								
Painter	APP	BRANDON GAYA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	FOR	MIKE GAYA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	APP	Sage Ray	0.00	0.00	0.00	0.00		<input type="checkbox"/>
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	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	JNM	Brandon Gaya	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Attachment



SouthSplaySaddle-1stCoat (1)



SouthSplaySaddle-1stCoat (2)

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

Diary #: 037

Date: 10-Apr-2012

Tuesday



SouthSplaySaddle-1stCoat