



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:34 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 098 Const Calendar Day: 25 Date: 29-Jun-2012 Friday
Inspector Name: Soheilifard, Saman Title: Transportation Engineer
Inspection Type: Continuous
Shift Hours: 07:00 am 06:00 pm Break: 00:00 Over Time: 03:00
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 50 - 60 12 PM 70 - 80 4PM
Precipitation none Condition Clear

Working Day [checked] If no, explain:

Diary:

Dispute

Paint

Day #1 for the Repair of Galvanizing Damage to the Sockets and the Repairing/Painting of the Tie-Rod Holes



I was to meet Jim Lumley and Andy Castaldi at 7:00 at the CCC's connex on the bridge deck. We were to discuss ABF's strategy/intention on the direction given to CCC in relation to the paint repair of the damaged sockets. Due to multiple reasons the meeting did not happen at the planned time. Andy, however, had tasked CCC with the repair of sockets at ONLY 7 of the locations we had outlined in our "damage Assessment Report." Included on that list were sockets at PPs 90, 74, 52, and 50 on the South Main Span in addition to sockets at PPs 26, 52, and 66 on the North Side and Main spans. Ron Morgan was tasked with the prepping of the galvanizing damaged surfaces. The environmental conditions were not conducive to painting whatsoever and were as follows:
RH% Ambient (F) Dew Point (F) Wet Bulb (F) Steel T. (F) Time
90.660.456.657.27:30

At this time we were in a holding pattern for paint application. At about 7:45, with Andy not on-site yet, I headed up to the Tower Saddle to assess the status of work up at this location. Javier and Victor were tasked with the cleaning of the bolt holes and the application of the Interzinc 52 (I/Z 52) following the cleaning of the tie-rod holes. There are a total of 96 holes that need to be fixed at this location for paint damage and rust.

I returned to the deck at about 8:30 where I met with Andy to discuss the sockets and the brackets. The top of the suspender brackets are rusty and in some cases as in the bracket at pp10 on the North Side Span this problem is severe. The problem had been discussed in the past with Andy and precedes the suspender socket installation by a few weeks. A few steel plates cover the top surface of the brackets; therefore this problem needs to be addressed prior to the installation of the suspender sockets. Andy mentioned that we will discuss the approach South Side Span-where all the sockets have been installed already-at a later date. At this time, he wanted to look into the future and address the locations where the suspender ropes are not going to be installed in the near future. As for the prep work, I told him that he needs to run SP11 as suggested by the manufacturer of I/Z 52 and apply one coat. The interface between the tops of the brackets and the plates that sit on them are not true faying surfaces that would require blasting and the application of the inorganic zinc.

On the issue of sockets Andy told me that if I discover any more damage to the galvanizing of the sockets, I should inform him. Mike Gaya had made that point clear earlier this morning, already. While walking with Andy on the South Main Span, I showed him socket at PPs 72 and 76 that were not on the original list. They are amongst those that had been damaged following our (Jim & I) through inspection. In a conversation with Andy shortly after he had left the site, I reminded him that Sockets at PP54 & 56 need to be added to CCC's list of sockets to be repaired. No. 54 was on the "damage assessment" list already and

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labeled with the "extensive damage" tag. In that report I had defined "extensive damage" as "...any damage greater than 1 sq. inch which extends into the galvanized surface or bare metal." Continuing with my 3rd inspection of these sockets, I called Andy one more time at 11:40 informing him that No 66 was also on the original list as well and that he had glossed over this one as well when he handed CCC the list of the sockets to repair. He agreed. Then again I called him again right prior to lunch and left a voice mail informing him that No. 78 was also on that same list and that he had forgotten to convey that to CCC. Therefore sockets at PPs 54, 66, and 78 were on the list of the damaged ones the repair for which was not communicated to CCC.

In yet another voice-mail to Andy at 13:45, I asked him to add the following locations to the list: 56, 58 (?), 80, 86(?), 94, and 96. These are in addition to the sockets at the following PPs: 54, 66, 72, 76, and 78 that were either on the list or those that we found out during our joint inspection this morning. There is a grand total of 18 locations at this time that need to be addressed by ABF/CCC, and CCC has been tasked only with the repairing of ONLY seven locations at this time. I followed up that voice mail with a call to Jim Lumley asking him to check out and confirm my findings at the above-mentioned locations. I asked him to discuss the results with Andy if he shows up to the site. The (?) on PPS 58 & 86 is an indication that I had asked J. Lumley to take a closer look at these sockets when he my findings.

The environmental conditions were measure at different intervals and were as follows:

RH% Ambient (F) Dew Point (F) Wet Bulb (F) Steel T. Time

64.568.555.457.264.4-66.611:00

84*61*58*58*64.4-66.611:00

38(?)80.254.364.564.4-66.611:25

55.270.752.35811:51

75*65*57*60*11:51

(*) these readings were taken with the sling psychrometer, whereas the rest with a digital one. Since the accuracy of the sling Psychrometer is higher than the digital ones, I did not allow CCC to begin painting of the prepped galvanized surfaces, despite the digital psychrometer (Jim's and John's and mine) showing favorable conditions. Finally, at 11:00 and with the conditions improving and 3 digital psychrometers showing more favorable conditions than shown by the sling version, I allowed CCC to start painting. This paint is the I/Z 52 and is applied to the damaged galvanized surfaces of sockets at PPs 50, 52, 74, and 90 at the SMS, PP26 at the NSS, and PPs 52 and 66 at the NMS. Paint application did not take place at this time up at the Tower saddle at this time, as John (QC) who was there at this time (11:30), said that the conditions were not favorable, yet.

At 13:16, I called John who had gone back to the saddle and asked him about the conditions up there. He indicated that he had given the go ahead to Javier and Victor start painting the tie-rod holes at 13:00.

I was at the saddle at 13:30 and checking the conditions I had the following parameters:

RH% Amb. (F) DP (F) WB (F) Steel T. (F)

46.7-57.1*66.250.556.863-66

67*58*47*52*(Sling Psychrometer)

*Humidity was much higher above the saddle in the strong wind than it was below the saddle at the tie-rod hole level.

I stayed with the painters at the saddle until the close of the day. I had to mark a few more holes for further prep work that John Falkner had not. They used wire brush/100 grit sand papers and MEK (solvent wipe) in order to prep these holes. These holes are painted with Organic Zinc and are repaired using the same paint. Power tooling is not feasible in these holes. All the exterior and interior holes in the South saddle, in addition to all the exterior holes and ½ the interior holes in the North saddle were repaired and painted today. CCC will repair and paint the remaining 12 holes on the interior of the North saddle and will paint the 2nd coat of I/Z 52 on the divider plates of the North Saddle on Monday. The metalized surface of the trough of the Tower saddle will be addressed next week as well.

ISSUES

1. While waiting for the conditions to improve this morning and during my inspection of damaged sockets on the NMS, Jim Lumley called me over to the NSS to discuss an important finding. On all 4 sockets of



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PP 36 and 2 sockets of PP 34, he had discovered tiny bubbles. He was alarmed when he saw high moisture and condensation on these sockets that had just received the final coating (DTM3700) yesterday morning. The bubbles are tiny but do compress by applying small pressure. There were yellow colored drops gathered on the undersides of these sockets. Given the fact that 14 days is required for DTM3700 to be fully cured, this situation needs to be monitored closely.

2. Also, at about 14:30, J. Lumley called me to inform me that the carpets that have been wrapped around the sockets as of late (began on Wednesday) are wet. These carpets which are to protect the sockets against paint damage (after the fact on the majority of the sockets NSS, SSS, and some NMS) are retaining moisture and will definitely adversely affect the curing of this Water Born paint.

At 16:05, Andy returned my calls and responding to the voice mails I had left him he said that CCC only addressed the sockets at the original 7 panel points that he had provided them this morning. The remainder will be addressed on Monday. He also added that he prefers to have all this addressed at one time and not piecemeal (referring to my voice-mails). I countered that, we had gone through damage assessment of these sockets with a fine-tooth comb. Some of the damage is recent and did not exist as the sockets were abused quite a bit following the conclusion of my inspection on June 16, 2012. Also, there were a few that were on the list already, but were overlooked when communicated to CCC. We decided to further discuss this issue on Monday.

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

04-0120F4 Bid Item: 067 C-PWS-106.067 Install & Adjust PWS 106-110

AMERICAN BRIDGE/FLUOR, A JV



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Job Name: 04-0120F4 Inspector Name Soheilifard, Saman Diary #: 098 Date: 29-Jun-2012 Friday

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

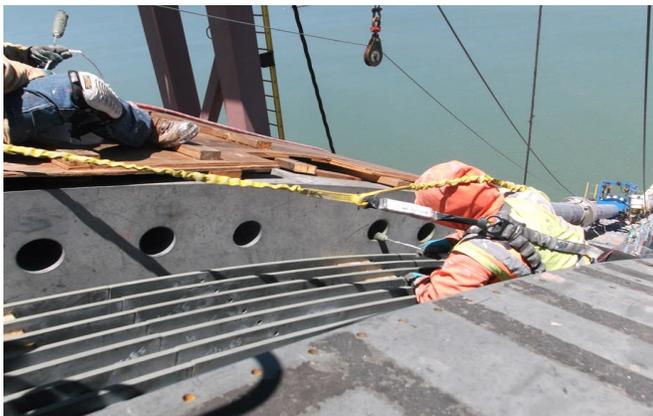
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: CERTIFIED COATINGS COMPANY								
Painter	JNM	Ron Morgan	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	JNM	JAVIER ALCALA	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	APP	Victor Ruiz	8.00	0.00	0.00	8.00		<input type="checkbox"/>

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



RepairingTie- RodHoles



RepairingTie- RodHoles (1)

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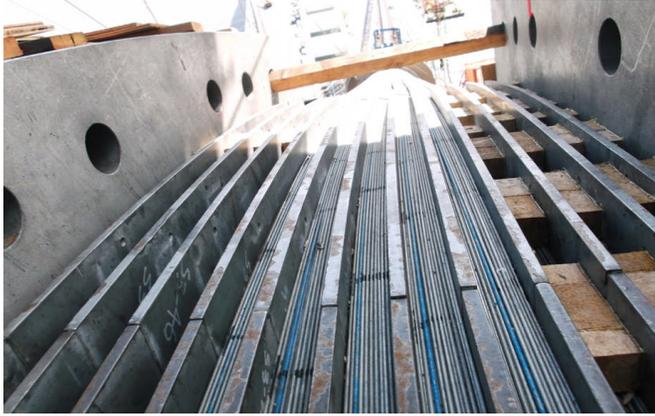
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Rust-Tower Saddle-Divider Plates (4)



Repaire&PaintedDividerPlates



Repaire&PaintedDividerPlates (1)