



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 9:41 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 340 Const Calendar Day: 352 Date: 22-May-2013 Wednesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:15 am 07:15 pm Break: 00:30 Over Time: 04:00

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 & Sunny

Working Day [checked] If no, explain:

Diary:

Dispute

Paint

[checkbox]

Wednesday, May22, 2013

With the remainder of the bays (110 thru 100) at the SMS painted in Pegalink yesterday, I stepped into the containment at about 9:00 to inspect the cable. Bays at PPs 100 to 118 had been painted on Monday. At this time I saw most of the Francisco's crew inside the containment painting the suspender ropes in Pegalink while others were wiping the cable in advance of the application of the Blue Grey Noxyde. These guys were: Rafael, Louis, Valentine, Daniel Durant, Justin, Enrique, Danny Gorman, Felix, Jeff, & Justin. At about 9:30, the last of the suspender ropes between 100 and 118 got painted in Pegalink. At about this time, I saw Francisco Sorrano outside of the containment and asked him if they were going to turn the heaters on. He replied that someone was going to do that right at that moment.

Shortly thereafter, Chris Van Eke (QC) was checking the environmental conditions and his gauge (Elcometer Brand paid for by CT through CCO...) registered a reading of >76 and <77F. At the same time, Stuart Ross' (QA) Defelsko gauge showed a reading of 70.6F. Per RFI 3107, dated November 29, 2012, the manufacturer of this product had stated that Pegalink can be top-coated within 2 hours if the ambient temperature is above 75F. I asked Chris if they were going to turn the heaters on and his reply was affirmative. He added that the heaters were not working and that someone was working on it. I replied that last night Alex had asked for the heaters and he had been told that they were going to be used today. I asked for the heaters, I continued, this morning, and I had been told that it is going to be employed soon. However, it is about 13:00 and we do not have the heaters functioning, I concluded.

Moments later Bill Todd showed up in the containment to whom Chris told about the discrepancy between the two gauges. I added that we need to get another gauge to rectify the situation. I asked him to bring one of the other 3 data loggers/elcometer gauges to determine the accuracy of our readings. He vehemently objected to my suggestion and said that: "this is the gauge I am using to paint. You can go ahead and use your gauges, but I am going to use this gauge only. Go ahead and write your IRs and NCRs...but I am going to paint after lunch." I stated that he was not going to paint if he does not have conditions. At about 12:30, I asked Jeff Rickert (QA) to bring his gauge into the containment and followed up with a call to Stuart with the same request. By this time I had spoken to Alexander Schmitt who was going to step in my relief for a few hours. I briefed him on the potential issue of the day. I told him that if they do not have the required ambient to paint the suspender ropes, they can paint the cable in Blue Grey for the cable was painted yesterday.

At about 12:45 Jeff & I were in the containment on the SMS, where I turned on the data logger Chris had left behind. As shown in the photo stamped 12:52, his Elcometer gauge showed an ambient temp. of 78.6F, whereas Jeff's indicated an ambient temp. of 71.2F. Following my instructions to Alex, I left the containment and the site for the office.

I discussed this matter with Warren, who in turn spoke to Brian Boal and we were engaged in a conversation with Brian & Warren discussing the course of action. In the meantime, I called Alex to find out about the status of the operation when he mentioned that CCC had opted to mask off the suspender



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Job Name: 04-0120F4 **Inspector Name** Soheilifard, Saman **Diary #:** 340 **Date:** 22-May-2013 **Wednesday**

ropes and apply Blue Grey Noxyde on the cable from PP100 to PP118. This practically rendered Brian's position moot as CCC had never made an inquiry to Warren or Brian for the escalation of this matter. Actually, Brian was leaning toward allowing CCC to proceed with the understanding that they need to use their heaters to create optimum ambient conditions to paint within the parameters outlined by the Manufacturer as outlined in RFI 3107 (recommended by Fisher.) Also, as a part of his permission to proceed would have been the use of an alternate gauge, in case of future disputes of this nature.

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	Daniel Gorman	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	APP	Justin Silva	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	APP	Ulrich Felix	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	APP	luis ventura	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	APP	BRANDON GAYA	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	APP	Valentine nuna	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	APP	Rafael Ventura	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	APP	Robert	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	JNM	JORGE FLORES RAMERO	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	JNM	ARTHURO MEDRANO	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	JNM	ENRIQUE GONZALEZ	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	APP	Daniel Durant	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Painter	JNM	FRANCISCO SERRANO	8.00	4.00	0.00	12.00		<input type="checkbox"/>

Attachment



Elcometer gauge used by Chris Van Eck (QC)



Gauge used by Jeff Rickert (QA)