



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 420 Const Calendar Day: 466 Date: 13-Sep-2013 Friday
 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: Awal, Mohammad Approved Date: 26-Feb-14 Status: Approved

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

Weather

Temperature 7 AM 50 - 60 12 PM 60 - 70 4PM
 Precipitation none Condition Clear & Sunny

Working Day If no, explain:

Diary:

Dispute

Work description.

This report was submitted to Ms. Shelley on Feb 25th for scanning and uploading into the system.

Friday, Sep 13th, 2013

Note: Sami Daouk, a fellow CT inspector concentrates on the structural items at the job site, while I am responsible for tending to the inspection of the painting and welding operations. Reflected on this daily report; however, is the entire work force at the Tower base, including the crews watched by Sami Daouk. Please refer to Sami Daouk's report for all the details regarding the installation of the Ring-beam and other structural steel work.

CCO #98

Certified Coating

Tony K., Luis, and Rafael were at the site at the outset this morning and were joined by Beto and Ricardo at about 9:00. However, they did not do much of anything until about 9:30 when Beto & Ricardo started to place the tarp over the scaffolding on the South end of Shear Plate "cW", where ESW joint "T" is located. Just about this time, Rafael began cleaning up the spent grit off the footing on the South side of the Tower. There is a section of this weld that is under repair (ESW repair) from the inside. Therefore, the entire 10m joint cannot be blasted and painted at this time, but ONLY Elev. 9m and above, where the ring-beam is installed.

Today marks my 3rd day at the T1 footing and thus far I had not witnessed any of the blasting and painting operations on the ESW joints. I realized that CCC is not pressure-washing the areas that are intended for blasting, for there was no water tank or hose in sight. I asked Jeff Richert about the specifications he has been enforcing thus far as it pertained to the blasting operation prior to the application of paint. In Section 59-2.03 of the Standard Specifications is stated that: "Exposed steel or other surfaces to be blast cleaned shall be cleaned in conformance with the requirements in Surface Preparation Specification No. 6 "commercial Blast Cleaning" of the Steel Structures Council." In SSPC-SP6, "Commercial Blast Cleaning" the requirement is to use Sp1 prior to blasting, which includes using solvent wipe. Jeff told me that prior to the clean blast operation, CCC uses MEK to solvent wipe the surface and following the conclusion of blasting, a Chloride test is used to measure the salt concentration on the blasted surface.

Prior to Blasting, I inspected the containment for the possibility of a breach, but thought that it was adequately secured. Shortly thereafter, Luis came into the containment holding a bucket that seemed to have a small amount of MEK. I did not smell the solvent at all, which usually is quite strong particularly in

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an enclosure. I asked Jeff, who was present at that time and the worker what was it that he was taking with him to clean the steel surface that was to be blasted? Jeff responded that it is MEK. At this time, the painter turned around to leave the containment and I dipped my fingers in the bucket while he was descending on the ladder. I did not experience any discomfort on the skin and did not smell solvent on my skin either. In a few minutes, Luis returned with the real solvent to solvent clean the steel.

The blast cleaning began at about 13:00 and completed before 14:00. Following the blast cleaning, Tony Katrones measured the profile of the blasted surface with Testex tapes and got two readings of 3.5 mils each time. Also performed, was the Chloride test, which resulted in a $1 \mu\text{g}/\text{cm}^2$ (ppm), which is by far less than the 10ppm allowed by the Provisions.

Rafael was the operator, who following the blowing of the surface off dust/grit, used InterZinc 22HS to paint the surface just blasted.

The atmospheric conditions were:

T_d (Dew Point) = 61.9F T_{ambient} = 73.7F

T_(s) (steel T.) = 66.7F [Wet] T_{bulb} = 65.6

Rel. Humid.: 66.2% Δ = 7.0F

The painting was then followed up by vacuuming most of the grit produced off the footing, by which time it was 15:00 and the workers left shortly thereafter. Beto left the site before noon.

It should be mentioned that there are quite a few locations that need to be repaired at the Tower base and there does not seem to be an agreement between CCC and ABF on the scope of work. The CCC workers may tend to a rusty spot at a location, but would refuse to remove a spot couple feet away, citing that they are only instructed to tend to certain spots! Stuart Ross(QA) is running into the same enigmatic behavior on the top of the Tower where the painters ONLY tend to the punch-list items and refuse to address the most obvious paint damages within a few inches of the location they are addressing. Coupled with the very slow pace and lackadaisical effort, it is inevitable that the repairs may not get addressed before ABF intends to erect the top section of the skirt.

The section between the 9.0m and 13.0m elevation needs to be repaired immediately, before the erection of the top section of the Skirt removes access to this location. I have stressed this point to Dam McNichol (ABF engineer) and Tony Katrones.

Danny (METS task leader) was on-site in the afternoon and looking at the ESW joint "V" indicated that METS has issued an Incident report at this location. This is owed to the fact that a sample of the weld is to be taken from this location at a later date but the joint is painted from top to bottom.

As for the welding, Rick Claiborne completed the 2nd weld on the ring-beam close to the ESW joint "S" by about 16:00. Mah was at the other end of the ring-beam closest to the ESW joint "R" grinding the weld Rick had finished earlier. This weld is not back gouged, yet and as such Joe (QA) will not UT this weld. Moreover, he said that he would wait until the other weld is complete so as to UT them both at the same time.

Note

It shall be mentioned that the hours reflected in this report as it pertains to the CCC crew and the Ringer Barge and its 3-man crew, are only indicative of the hours they were present at the job site. It does not by any means indicate the hours that they worked. The details of the actual number of hours that the workers performed are enumerated in the body of this report, already.

I have attached a few photos of the work I inspected today.

04-0120F4 Bid Item: 081 0-000-000.081 CLEAN AND PAINT CABLE SYSTEM

CERTIFIED COATINGS COMPANY

CCO-079 Bid Item: 001 T-MEP-ALS.079 Tower Base MEP

CERTIFIED COATINGS COMPANY

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CCO-079	Bid Item: 001	T-MEP-ALS.079	Tower Base MEP
AMERICAN BRIDGE/FLUOR, A JV			

CCO-098	Bid Item: 001	T-TSD-ALS.098	Tower Skirt Details
CERTIFIED COATINGS COMPANY			

CCO-098	Bid Item: 001	T-TSD-ALS.098	Tower Skirt Details
AMERICAN BRIDGE/FLUOR, A JV			

CCO-298	Bid Item: 001	0-RHB-EFA.298	IERBYS Rehabilitation
CERTIFIED COATINGS COMPANY			