



**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 113 Const Calendar Day: 81 Date: 24-Aug-2012 Friday  
 Inspector Name: Feather, Bernard Title: Transportation Engineer  
 Inspection Type: Intermittent  
 Shift Hours: 08:00 am 05:00 pm Break: 01:00 Over Time:  
 Federal ID:  
 Location:  
 Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

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

**Weather**

Temperature 7 AM 12 PM 4PM  
 Precipitation Condition foggy/overcast until 1100 . Sunny and warm PM

Working Day  If no, explain:

**Diary:** Dispute  
**General Comments**   
 Misc. MEP paperwork. Track progress of CCO 229 work along the bikepath. Track progress of CCO 45S4 paint repair of the DIP on the WB bridge between PP 8 and the tower. Track progress of painting of the DIP down the W2 Columns. Track progress of the painting of the suspender sockets

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
<b>Contractor:</b> CERTIFIED COATINGS COMPANY								
Painter	APP	Victor Ruiz	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Painter	JNM	Ron Morgan	4.00	0.00	0.00	4.00		<input type="checkbox"/>

**Diary:** Dispute  
**Cable Suspenders**   
 081 0-000-000.081

At 1025, I met with Mike Gaya and John Faulkner of CCC to discuss the work for the day. John F. indicated that he took readings at the base of W2 and determined there were favorable conditions for painting the suspender sockets. He then went out and took environmental readings for his logbook:

Ambient Temp (Dry Bulb): 64 degrees  
 Wet Bulb:  
 Steel Temp: 63.5 degrees  
 Dew Point: 56.3 degrees  
 Relative Humidity: 76.6%

METS inspector Charles Stewart took similar readings.

At 1045, Ron Morgan and Victor Ruiz began painting the second coat of Noxyde on the suspender sockets. They indicated after lunch, they would paint the final finish coat on the sockets which have two cured coats of Noxyde.

I returned to the bridge at 1430. Ron M. was painting the finish coat on the socket at PP 102. He said that ABF laborers cleaned all the threads in the bottom of the sockets and sealed the bolt holes with duct tape. On two hanging sockets (WB 98 and 100) the Noxyde primer was not cured, and when they removed the tape, it peeled of the paint system down to the galvanizing. The bottom of those two sockets needs the paint system to be applied again.

