



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 288 Const Calendar Day: 264 Date: 23-Feb-2013 Saturday
 Inspector Name: Feather, Bernard Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 08:00 am 06:00 pm Break: 01:00 Over Time: 10:00

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

Federal ID:

Location:

Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

Weather

Temperature 7 AM 12 PM 4PM
 Precipitation Condition Clear, warm

Working Day If no, explain:

Diary: Dispute
General Comments
 Oversight and inspection of main cable painting.

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

Diary: Dispute
Main Cable Painting 081 0-000-000.081

I arrived at the tower elevator at 0715 and met with Jeff Rickart. He said that the paint crew was preparing to paint the DTM 3700 coat at the top of the north side span from CB 36N to CB 40N. He said that CCC was planning to clean the Gravel Gray Noxyde overspray with compressed air. He told them that a solvent wash and water wipe down was required and threatened an NCR if they didn't comply. He said that CCC was balking at doing the complete wash, and did not know when they would be painting. I went to the north side span and took environmental readings at 0750. Conditions were suitable for painting, and the data logger readings in the CCC office conex indicated that sufficient temperature for coating over the gravel gray Noxyde had been maintained.

At 0820, I arrived at the top of the south side span and inspected the work inside the containment. The crew was doing a final cleaning of the cable surface in preparation of applying the Pegalink primer surface from CB 36S to CB 40S. At 0910, I took environmental readings. The readings were suffice to allow painting the Pegalink coat.

While I was in the containment, CCC complied with Jeff Rickart's requirements and performed a solvent wash and wipe down of the cable with with water on the north side span. At 0830, the cleaning was finished and the crew began mixing the paint. They applied the finish coat of DTM 3700 at 0900, finishing at 0930. I was not informed that this operation was to start, and did not go to the north side span until 1335. By that time, the paint was too dry to get a WFT reading. At 1335, I took environmental readings inside the containment at the top of the north main span.

At 1115, I met Jeff Rickart on the deck below the south side span where the paint pump was located. Jeff Rickart said that CCC was preparing to paint the Pegalink primer coat along the south side span, and expected it soon. At 1135, he said that no product had been brought over to the pump, so he didn't think they would be painting until after lunch break. I left the bridge at 1140, and returned at 1235.

At 1235, Jeff Rickart informed me that CCC decided to pump paint from the pump at tower Elev. 145.

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Inspector Name: Feather, Bernard

Diary #: 288

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Saturday

They began mixing at 1130, and painting was conducted from 1145 to 1230. They used approximately 10 gallons of Pegalink, batch M28141.

At 1250, I went to the top of the south side span. Nick Reed's crew (Oscar Jimenez, Victor Ruiz, and Carlos Salazar) were applying touch-up Pegalink from CB 30S to CB 40S. They continued touching up the Pegalink coat, and cleaning overspray until they went off shift at 1630.