



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 237 Const Calendar Day: 309 Date: 09-Apr-2013 Tuesday
 Inspector Name: Feather, Bernard Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 09:00 am 07:00 pm Break: 01:00 Over Time: 01:00
 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 Clear, breezy, warm

Working Day If no, explain:

Diary: Dispute
General Comments
 MEP staff meeting. Track progress of FWS mechanical piping installation. Oversight of painting activities for the west loop cable shroud painting. Misc MEP paperwork and write diaries.

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	NICK REED	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	FOR	TONY KATRONES	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Diary: Dispute
Main Cable Painting 081 0-000-000.081
 I arrived at the soffit under W2 at 1345. The paint pump was set up under the jacking saddle and the CCC crew had just begun painting the cable shroud from the jacking saddle to the north deviation saddle with blue gray Noxyde. Mahmoud Khandaghadadi had been at this location for the morning shift, overseeing the SP-1 cleaning prior to applying Noxyde. He said the north cable shroud had been bought off, the south shroud still had some problems which the CCC crew was working on. A CCC crew was installing containment over the cable shroud between the north deviation saddle and CB 8N. Charlie Stuart, METS, gave me the environmental readings which indicated that conditions were achieved to begin painting.
 At 1345, the CCC crew began painting the north shroud. Robert Maccioicchi was operating the pump. He said he began mixing 25 gallons at 1330. Nick Ross and Hector Gutierrez were painting. Painting was complete at 1500. Approximately 6 gallons were left in the lines, about 9 gallons were left in the pump bucket and one full can of paint remained. A total of 10 gallons were used to paint the north cable shroud.
 At 1440, Charlie Stuart, METS, reinspected the south cable shroud, and bought off SP-1. Painting of the south shroud between the jacking saddle and south deviation saddle began at 1510. An additional 5 gallons of paint was mixed at 1510. Painting was complete at 1545. Approximately 9 gallons were used to paint the cable shroud between the jacking saddle and the south deviation saddle.
 Following touch up of the south cable shroud, the crew mobilized to paint the NSS cable shroud between the north deviation saddle and CB 8N. At 1645, 10 additional gallons of paint were mixed. Painting of the NSS cable shroud began at 1720 and was complete at 1750. Out of 40 gallons mixed, 11 gallons

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added in RFI 2443), and 4 hours for blasting and priming the modified PS-3 which were to be welded to the bike path cross beam (bolt holes seal welded per the direction given in RFI 3139). The cumulative total is 12 man hours, plus prorated foreman time of about 25%, 8 hours for sand blast equipment, and 4 hours for paint equipment and compressor.

