



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 396 Const Calendar Day: 434 Date: 12-Aug-2013 Monday
 Inspector Name: Soheilifard, Saman Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 07:30 am 06:00 pm Break: 00:30 Over Time: 02:00
 Federal ID:
 Location:
 Reviewer: Awal, Mohammad Approved Date: 30-May-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.

Monday, August 12, 2013

Bob Mezza, the Mezza Mason Superintendent told me today that there has been a change in the plans and the grouting for the 2nd lift of the CMU walls T4 & T1 will not happen tomorrow as originally planned. Instead, CMU walls T5 & T8 will be grouted to the height of the 7th course. The steel plates that are to be embedded in the mud on top of the walls for handrails are not on site, yet. I was told that the problem is that they are not galvanized, yet.

The Mezza workers, finished off walls T2 & TE to the height of 2 & 7 courses, respectively and moved on to build up on the CMU walls on the East side of wall T4.

Walls T2 & TF are built to the height of 14 courses. All the walls located on the East of wall T4 will be grouted. At this time, walls T5, T6, T7, & T8 and walls TF (located between T4 & T6) have been erected to the height of 7 courses and will be grouted tomorrow. Wall TD has been constructed to a height of 5 courses at this time.

Not having seen the modifications introduced by RFI #31 on the finished walls, I asked Bob if he was in receipt of the new "details" from Conoco. He responded affirmatively and stated that since the steel plate embeds were not on site, he is postponing the work until said plates arrive. The modifications incorporated into the design consist of installing additional #5 dowels with 180 hooks @ 24" on center with a tail length of 2'-6" installed below the top of block in the following locations: CMU walls T6, T5, & TE. Once the crew completed CMU wall T8, they moved to the N. side of the foundation to build wall T1 and partially constructed it at 15:30.

At this time I went to the Bridge in order to catch a glimpse of the painters. Contrary to my expectation, I did not see any workers on spiders once I got to the Bridge. I saw James Brockman (CCC's Proj. Mgr) who told me that there are several locations on the South Main Span in need of paint repair and that they will be rigging spiders there before too long. Mr. Khandaghabadi, CT engineer, is tasked with the inspection of the cable for paint repairs. In order to accomplish this task, a painter/inspector has to mount a one-man spider and travel upward to the cable. This is an unnerving task for a lot of people and the operation ceases once the wind picks up. At any rate, once I arrived at the job site the spiders were rigged between on the South Main Span between panel points 50/52 & 52/54. However, as indicated at the time of my arrival they were not being used. For more information on the status of paint repair on the cable, please refer to his report and for other paint repairs on the cable, please consult Stuart Ross' report.

While on the Bridge, Scott Yeager asked me about the weep holes at Cable Bands 112, 114, and 116,



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where they got painted and consequently plugged and wondered if they can be left alone in that state. It should be noted that at the time of my arrival to the job site, a painter stationed on a float underneath the cable band was making every attempt at removing the paint using a disk grinder. He did not have much success and that was the reason behind S. Yeager's question. I responded that as he is aware, the weep holes have to be cleaned in order for the water to drain. Moreover, he asked me about the progress payment and that CT should release the remainder of funds up to 100%. I countered that the repair on brackets (caused by Bleyco) is still outstanding in addition to damages caused by Spencer from PP104 to 116. I am a part-timer on the Cable, as I am fully engulfed in the IERBYs Project, I added, and that these questions should be directed at Warren Collins, instead.

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

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

CCO-298 Bid Item: 001 0-RHB-EFA.298 IERBYs Rehabilitation
R. Mezza Masonry

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: R. Mezza Masonry								
Cement Mason	Huddie	Gilberto Robles	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Cement Mason	Huddie	Juan Gyrrola	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Cement Mason	Mason	Clint Dossa	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Cement Mason	mason	Greg Harriss	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Cement Mason	mason	Robert Kirk	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Cement Mason	super	Bob Mezza	0.00	0.00	0.00	0.00		<input type="checkbox"/>

CCO-298 Bid Item: 001 0-RHB-EFA.298 IERBYs Rehabilitation
CONCO PUMPING

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: CONCO PUMPING								
Cement Mason	mason	Clint Dossa	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Cement Mason	Huddie	Gilberto Robles	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Cement Mason	Huddie	Juan Gurrola	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Cement Mason	mason	Greg Harriss	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Cement Mason	mason	Robert Kirk	8.00	8.00	0.00	16.00		<input type="checkbox"/>
Cement Mason	super	Bob Mezza	8.00	2.00	0.00	10.00		<input type="checkbox"/>

CCO-321 Bid Item: 001 0-BDW-EFA.321 IERBYs Building Work
CONCO PUMPING

Attachment

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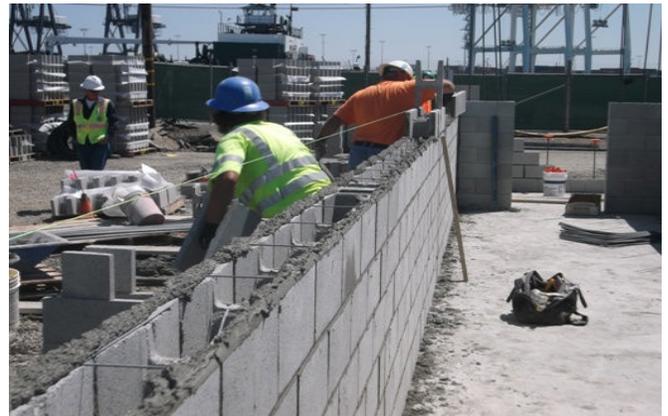
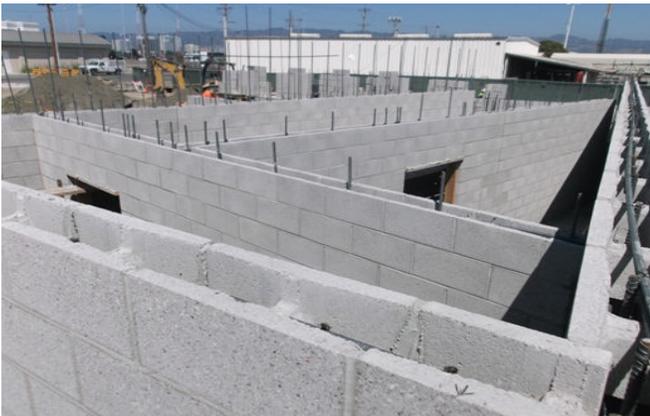
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