



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 520 Const Calendar Day: 423 Date: 01-Aug-2013 Thursday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

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 60 - 70 12 PM 70 - 80 4PM
 Precipitation none Condition Clear & Sunny

Working Day If no, explain:

Diary:

Dispute

Work description.

Thursday, August 1, 2013

Today was my first day back from vacation; therefore, I spent the better part of the morning in reading e-mails and trying to get caught up. Laraine Woo filled in for me during my two-week hiatus and she told me that the foundation pour was scheduled for Saturday. Furthermore, she mentioned that the Conco workers are out on the site installing reinforcing bars.

With Laraine tending to IERBYS, I directed my attention to the painting issues that were of importance prior to my departure. At the top of the list was the emulsion on the suspender ropes that was to be cleaned by the paving contractor OC Jones and prior to my departure it was an on-going issue. I had sent e-mails to Warren, Mahmoud, and Brian regarding the potential problems on this issue. However, I was told that OC Jones finally accepted to turn the cleaning over to CCC and the repair was done and completed satisfactorily.

The other item of interest is the cracking of DTM on the elastomeric collars. We all saw that none of the collars exhibited any paint defects while in Blue or Gravel grey Noxyde. It remains to be seen as of this date the course of action that will be decided on these collars.

At about 12:30, I went to the job site where I stopped at EPP 40 where Mike Pardu & Chris Van Eck (QCs) in addition to Stuart Ross (QA) were inspecting Bill G. (CCC Painter) repair paint on the suspender ropes. These are areas on the suspender ropes where during the painting of had coupons attached with masking tapes. Mahmoud objected to the painters' repair for he told them that they were painting over Pegalink and need to build up the painting system. Mike argued that he was wrong and that the Noxyde had been applied already and he offered his knife for us to remove the paint for verification. Mahmoud was called to check the suspender ropes at EPP50 using a spider while Stuart & I remained at EPP40. Upon closer inspection of the ropes, I told Van Eck that looking at the SW rope it is painfully obvious that the suspender rope in question is in Pegalink ONLY. Also, I showed him a spot on the SE rope where one could easily decipher that there was no paint on the rope whatsoever. The color they had perceived to be that of BGN, was indeed a bare galvanizing on the suspender rope. Chris brought Mike back to the location and showed him that the repair was indeed not acceptable. They applied Blue Grey Noxyde on the three affected ropes. I told Chris that my big concern is the cleaning of the ropes prior to painting as they are quite dirty and I would like to see more effort in the cleaning of the ropes prior to painting.

I followed this inspection with the reconnaissance on the elastomeric collars (E/C) in order to determine the extent of the cracking of the DTM. It seemed that a good majority of the E/Cs were affected to varying degree, with some a lot more severe and obvious than others. During this inspection and while at WPPs 54, 56, & 58, I realized that the cracking of the DTM has also affected the suspender ropes and this will be

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reported back to Warren. Mahmoud's concern was completely relevant and legitimate and Mark Pardu did not want to accept Mahmoud's correct assessment of the proble. Once Chris took a second look he was convinced that Mahmoud.s concern was valid.

Since I am involved with the IERBYS improvement project, my involvement with paint has been reduced over the past month once the production painting of the cable system came to an end. I left the Bridge at about 14:30.

For more information on the painting, please refer to Mr. Khandaghabadi's (CT Engineer) and Mr. Stuart's reports.

At the IERBYs yard, the placement of the reinforcing steel for the mat continued today and there is a chance that it could conclude tomorrow. I do see a concrete cover over the top reinforcement that is much larger than the specified 3" when mesuring to the bottom of the form. I will await till the crew is closer to the final product and determine if the problem persists. I spoke to the foreman about my concern and he blamed the underlying sand as the culprit. This sand is laid down per designer's specifications on the plans. Under the heavy weight of the top and bottom mat, the sand shifts according to the foreman; hence, the possible coverage problem.

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					
TDJ REGIONAL STEEL								
CCO-298	Bid Item: 001	0-RHB-EFA.298	IERBYS Rehabilitation					
R. Mezza Masonry								
CCO-298	Bid Item: 001	0-RHB-EFA.298	IERBYS Rehabilitation					
REGIONAL STEEL CORP.								
Labor								
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: REGIONAL STEEL CORP.								
Ironworker	JNM	Scott Kohler	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	LANCE MAUSER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	BRICE MAUSER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	Marcus GREENLEE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	TIM GREENLEE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
CCO-298	Bid Item: 001	0-RHB-EFA.298	IERBYS Rehabilitation					
CONCO PUMPING								

Attachment



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WPP54-AlligatorCracking



WPP56-AlligatorCracking



EPP40-Paint Problems (5)



EPP40-Paint Problems (4)



EPP40-Paint Problems (2)



EPP40-Paint Problems (3)

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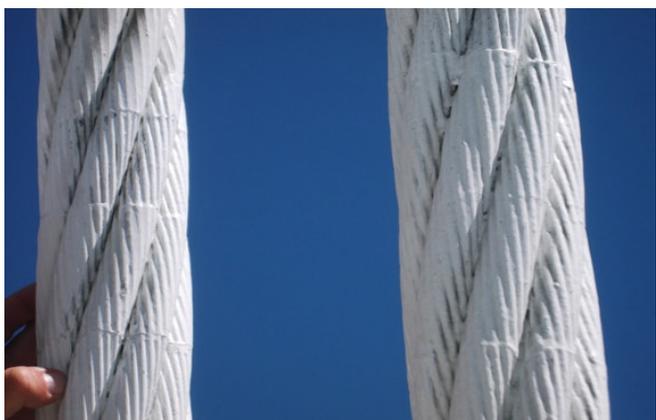
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PrecariousPosition-Painting at the NorthSideSpan



EPP40-Paint Problems (6)



EPP40-Paint Problems (1)