



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 388 Const Calendar Day: 424 Date: 02-Aug-2013 Friday
 Inspector Name: Soheilifard, Saman Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 05:00 am 05:00 pm Break: 01:00 Over Time: 10:30
 Federal ID:
 Location:
 Reviewer: Awal, Mohammad Approved Date: 04-Mar-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 with the morning overcast

Working Day If no, explain:

Diary:

Dispute

IERBYS Site work

Friday, August 2, 2013

Placement of Reinforcing Steel for the Terrace Foundation

Today marked my first full day at the site following my vacation. Laraine had been tending to the inspection of the Terrace site. Coco iron workers had begun the placement of reinforcement for the Terrace footing. Today was to be the final day of this work for a concrete pour is scheduled for tomorrow at 7:00. Once on site, I realized that at several locations the clear cover between the top of rebar and the top of the concrete (bottom of the form for the top surface of concrete) is in excess of 4" and as high as 11cm. The plans call for a cover of 3". I discussed this matter with Forman, Brice Mauser, and he blamed the soft sand layer for the problem. Indeed, the designer has contemplated in his design of the Terrace foundation a 2" "Bedding Sand" on top of the subgrade. The sand is not compacted (as much as sand can be compacted) and as such the weight of the mat supported by the 3" dobies have contributed to some settlement of the mat. Of course, this problem could have been somewhat mitigated had the iron workers used taller standies. Nevertheless, there was a problem with the soft sand used in the footing. I reported my findings to Stanely Ku who in turn told me to call Gregory Benkovich, the designer to find out if he would want to weigh in on this issue. Stan's concern was more of a global one and not just the settlement of the rebars. He was concerned about the settlement of the footing as a whole on a 2" sand layer.

Once I talked to Gregory and explained the predicament, He stated that he has inherited the design and he will abide by the plans as specified by the designer of record. Keep the 3" coverage, he continued, for coverage > 3" specified will alter the effective depth and he does not want that changed. However, I told him that my question is more about the behavior of the mat foundation on the 2" layer of sand and the possible settlement as a consequence of this design. He replied that he does not want to alter the design that does not belong to him and will adhere to the current plans as drawn up by the designer of record.

In the field however, this problem was addressed by the placement of a 1" doby on the standies, thus raising the mat at that locations where the concrete cover egregiously exceeded the required 3". The Conco folks left at about 16:00 having addressed this issue at most locations. At about this time, I asked Stanley to look at the scope of the problem and pointed out to Miles that there are still many locations where the reduction of coverage needs to be corrected.

Following that conversation, I talked to Jose and Don (Superintendent) and showed them that the problem is not entirely resolved. Don was going to bring in #5 reinforcing steel tomorrow morning at 5:00 for the verticals that were not installed at the ramp location. I asked him to bring a whole bunch more as we

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needed to throw in some rebars on top of the mat to reduce the coverage. He agreed to the solution and said that he will bring in enough #5s to resolve the problem. Also, I showed him that there are bars that are not tied to the mat and tails of which are hanging in the air (in particular those for the stairs). There was a coverage issue with the bottom mat this time, however; there was no coverage as the bottom mat laid on the ground.

The Conco guys are supposed to show up at 5 AM tomorrow morning to take care of these problems before the pour begins at 7:00.

It should be indicated that all spacings (24" and 16" for verticals) were inspected and all adhered to the plans. The length of lap splices for #5 bars were > 45 bar diameters. The 3' spacers for the bottom mat had been placed all over the 2" sand layer with the exception of the location called out earlier (the NW corner of the Terrace) underneath the ramp.

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
 CONCO PUMPING

Labor								Dispute
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	
Contractor: CONCO PUMPING								
Ironworker	JNM	Marcus Greenlee	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	Tim Greenlee	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	Scott Kohler	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	Lance Mauser	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	Brice Mauser	8.00	0.00	0.00	8.00		<input type="checkbox"/>

Attachment



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