



**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 001 Const Calendar Day: 167 Date: 22-Feb-2010 Monday  
 Inspector Name: Bruce, Matt Title: Transportation Engineer  
 Inspection Type: Intermittent  
 Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:  
 Federal ID:  
 Location:  
 Reviewer: Klebanov, Gilel Approved Date: 05-Apr-10 Status: Approved

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

**Weather**

Temperature 7 AM 40 - 50 12 PM 40 - 50 4PM 50 - 60  
 Precipitation None Condition Fog to overcast

Working Day  If no, explain:

**Diary:**

Dispute

**Work description.**

- Continued to develop a summary sheet of the "E" Line Temporary Truss deflection thus far for various stages of loading from OBG Lifts 1E to 3E.

- Continued to search for the best method to check the horizontal alignment of the OBG sections erected along the "E" line thus far and in the future. Since a welding shelter has been placed at the 1E and 2E construction joint, the line of sight for many centerline punchmarks on the top of the OBG lifts has been blocked. ABF surveyors are using the control points at W2 (JA1000 and JA1001) most of the working day. To my knowledge ABF surveyors have set OBG Lifts 2E and 3E by using the punchmarks on the northeast corner of these two lifts. Therefore a new way of checking horizontal alignment must be devised.

- Prepared to survey the punchmarks on OBG lifts 1E, 2E, and 3E in anticipation of welding operations. Per TY Lin it is critical to conduct a survey when welding operations are in progress to accurately calculate the "locked-in" stress due to the steel temperature and OBG geometry. It will be difficult to obtain horizontal coordinates with any accuracy but elevations can be measured with some accuracy. The vertical data is more critical for TY-Lin to calculate the "locked-in" stresses.

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