



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 036 Const Calendar Day: 190 Date: 17-Mar-2010 Wednesday

Inspector Name: Wilcox, Jason Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 06:30 AM 17:00 PM Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Jefferson, Paul Approved Date: 24-Sep-13 Status: Approved

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

Weather

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60

Precipitation Condition Partly Cloud

Working Day If no, explain:

Diary:

Dispute

OBG Bolting & Welding

FIELD WORK:

At the end of the day yesterday the QC inspector for ABF, Barry, noticed that all of the bolts in the top splice plate of the CB1/2E splice were too short. The bolts used were 95mm long. The stiffeners on this splice already had the bolts installed, but not pretensioned. These bolts were 100mm long and were removed this morning to be used in the top splice of the CB1/2E connection. There was a little confusion making sure that the same RC lots were kept in tact, but in the end they were maintained. This left the stiffeners unbolted. Yesterday morning Bob Brignano and myself observed that the 100mm bolts in the stiffeners were barely "flush" and close to rejection. To prevent rejection, Dan Hester asked to use the next size length, which is 110mm. Apparently there is no 105mm length, so with the 110mm bolts the stick out will most likely be in excess of our 6mm tolerance. In this situation it seems acceptable to use the 110mm bolts, as long as the thickness of the steel splice is enough to prevent the nut from tightening down to the non-threaded portion of the bolt. This was checked in the field and the 110mm bolt will work without the aforementioned problem occurring.

As of this morning, aside from the pins needed to satisfy Condition 2 & 3, all of the bolt holes for the CB1/2E splice have permanent bolts in them. Not all are tightened, but most are snug tight. See pictures.

Splice 1:

- Backgouging the backing bar on the Bottom Plate weld. See picture.
- Remove pins and bolts from the lower portion of the North Side Plate stiffeners.
- Pretensioning continues at center U-ribs.

Splice 2:

- Installation of the Bottom Plate WT stiffener splice plates.
- Top Deck welding continues with first Sub-arc weld of the joint.

Accrued 2 hours of overtime covering and documenting the Contractors operations.

04-0120F4	Bid Item: 056	E-L02-ALB.056	E Line Lift 02 Align & Bolt
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 056	E-L02-WEL.056	E Line Lift 02 Weld
AMERICAN BRIDGE/FLUOR, A JV			

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04-0120F4	Bid Item: 056	X-L02-CBM.056	E-W Line Cross Over Lift 02 Cross Beam
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 056	E-L03-ALB.056	E Line Lift 03 Align & Bolt
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 056	E-L03-WEL.056	E Line Lift 03 Weld
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 056	E-L04-ALB.056	E Line Lift 04 Align & Bolt
AMERICAN BRIDGE/FLUOR, A JV			

Attachment



1E/2E Bottom Plate backing bar removal



CB1/2E East Exterior web and Bottom web status



CB1/2E West cell bolt installation



CB1/2E Interior web status

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