



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 260 Const Calendar Day: 553 Date: 15-Mar-2011 Tuesday
 Inspector Name: Bruce, Matt Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

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

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: 11-Apr-11 Status: Approved

Weather

Temperature 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60
 Precipitation 0.10" Condition Mostly overcast with intermittent drizzle

Working Day If no, explain:

Diary:

Dispute

Work description.

- Monitored the progress of adjusting the W2W west deviation saddle at the W2 cap beam for surveying.
- Monitored the progress of the Conco carpenters stripping the Hinge K pipe beam assembly grout pad formwork.
- Assessed the Hinge K pipe beam assembly grout pad surface area and repair work for the voids with Alex Schmitt, Brian Boal, and John Beede.
- Began to prepare for surveying the centerline panel point punchmarks on the OBG and the saddles at the W2 cap beam.
- See Abbas Iranmanesh and Lalit Mathur's diary for ABFs labor, equipment for adjusting the west jacking saddle. Also see their diaries for the Concos operations, equipment, and labor for stripping the W2E and W2W Hinge K pipe beam grout pad forms.



Attachment



Rust visible on the W2E North Hinge K pipe beam assembly Macalloy rod nuts.



Voids in the grout surface were found in the center portion in between the W2W Hinge K pipe beam assemblies.

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Grout seen in the etched/grooved portion of the W2E North Hinge K pipe beam assembly base plate.



Conco carpenters chipping the grout that bonded with the sawdust at the bottom of the W2W Hinge K grout pad assembly formwork.



Rust on the CBT-11 to 15 anchorheads on the north end of the W2 cap beam.



Gap between the W2W North Hinge K pipe beam assembly grout pad and the W2 concrete.



The grout pad surface of the south vertical face of the W2W South Hinge K pipe beam assembly grout pad.



Gap between the W2 concrete and the W2W Hinge K pipe beam assembly grout pad due to ABF not cleaning saw dust from the bottom of the forms.

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ABF ironworkers using Boltight jacks to adjust the W2W west deviation saddle.



Condition of the anchor rods, nuts, and bearing plates for the W2W west deviation saddle due to adjusting the saddle segment assembly w/Boltight jacks