



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 051 Const Calendar Day: 560 Date: 22-Mar-2011 Tuesday
 Inspector Name: Wright, Doug Title: Transportation Engineer
 Inspection Type: Continuous
 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: Soheilifard, Saman Approved Date: 25-Mar-11 Status: Approved

Weather

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day If no, explain:

Diary:

Dispute

Tower Bolting

Between 07:00 and 09:30, I checked on the bolting operations at Splice #1 & the 28m facades, and the welding operations at the ESW restraint brackets and at Splice #2. After this, the bolting at 28m was covered by Sanny Khaw, and the welding was covered by Ae Tern. See their diaries for a list of labor and additional details.

Splice #2 welding:

Ae called me to ask about how to resolve a fit-up issue between the closure splice plate and the interior corner splice plate. There is an offset between the diagonal on the shaft and the diagonal on the corner splice plate. This causes some of the fit-up gaps to be slightly larger than the allowed 3mm for fillet welds. I told him that this could be OK if they oversize the fillet weld by the amount that the gap exceeds 3mm. If the gap is 5mm, then the fillet weld in that area will need to be 27mm instead of the called for 25mm. I spoke with ABF Engineer Mark MacDonald, and he confirmed that ABF will oversize the fillet welds where the gap exceeds 3mm.

Splice #1 bolting:

Lucero's crew was working inside the North shaft at Splice #1 (Elevation 50.3m). For most of the shift, they were aligning splice plates and installing bolts. The 4 columns of bolts that will be behind the B-C corner splice plate (last 2 columns on skin B & the first 2 columns on skin C) were tensioned today. Also, I witnessed torque verification of these bolts.

Dimension checks:

Per Special Provisions Section 10-1.59, Design Details, Item 4d on page 327, each strut needs to be erected level within 1:1000. Today I checked the struts at Elevation 28m (which have all been bolted), and they were all level within tolerance.

Also, I again did a preliminary check of the shaft spacing at Lift 4 at Elevations 119m & 146m. The measurements are still slightly out of tolerance, but have improved compared to when I last checked. This is because the struts at 127m have been pinned. The numbers should continue to improve as more strut elevations get pinned.

04-0120F4 Bid Item: 053 T-L01-STE.053 Tower Lift 01 Strut East Erect structural steel (bridge tower)

AMERICAN BRIDGE/FLUOR, A JV

Labor

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Job Name: 04-0120F4

Inspector Name: Wright, Doug

Diary #: 051

Date: 22-Mar-2011 Tuesday

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	ROGELIO RUIZ	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	RYAN EVANCHIK	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	Tony Miranda	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	DAVID LUCERO	8.00	0.00	0.00	8.00		<input type="checkbox"/>