



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 003 Const Calendar Day: 813 Date: 30-Nov-2011 Wednesday
 Inspector Name: Soheilifard, Saman Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 07:00 AM 17:30 PM Break: Over Time: 02:00
 Federal ID:
 Location:
 Reviewer: Woods, Mark Approved Date: 23-Dec-11 Status: Approved

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

Weather

Temperature 7 AM 12 PM 4PM
 Precipitation Condition Sunny with the morning Fog

Working Day If no, explain:

Diary:	Dispute
CCO # 203	
The Tensioning of A325-M24x80 at Elev. 145 (Splice #4) on the Grillage Bottom Cover Plate	<input type="checkbox"/>
CCO #203	
The Bolting and the Tensioning of the Grillage Bottom Cover Plates	<input type="checkbox"/>

04-0120F4 Bid Item: 053 T-L01-SPD.053 Tower Lift 01 Shear Plates and Diaphragms
 AMERICAN BRIDGE/FLUOR, A JV

Labor								Dispute
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	APP	DARIO LUCAS	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	CARLOS ALVERADO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	EDUARDO JIMENEZ-PADILLA	0.00	0.00	0.00	0.00		<input type="checkbox"/>

04-0120F4 Bid Item: 053 T-SAD-GRI.053 Tower Saddle Grillage
 AMERICAN BRIDGE/FLUOR, A JV

Labor								Dispute
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	CARLOS ALVERADO	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	Jose ALFARO	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	DARIO LUCAS	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	EDUARDO JIMENEZ-PADILLA	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	JAMES WILKERSON	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	Luis Plancarte	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	KEVIN KARBER	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Ironworker	JNM	LANCE CARLSON	5.00	0.00	0.00	5.00		<input type="checkbox"/>

Diary:	Dispute
CCO #203	
053 T-SAD-GRI.053	
The Grillage Bottom Cover Plates: Bolt Tensioning	<input type="checkbox"/>
At 7:44 this morning, I received an e-mail from Dan McNicho, ABF engineer, that a crew is at Elev. 145	

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Job Name: 04-0120F4

Inspector Name: Soheilifard, Saman

Diary #: 003

Date: 30-Nov-2011

Wednesday

(Splice #4) bolting up the Grillage's Bottom Cover Plates. These are the plate that were removed to provide access for the removal of the suspender brackets on the North and South side of the Bridge. This in turn was the result of the extension of the elevator to the top.

The East Cover Plates were never removed. However, the West side was removed, but it can not be bolted back up right now due to the interference with the tie-back bracket, otherwise known as the Blue Steel.

There are a total of 316 bolts that need to be tensioned on the North and South sides of the Tower. The North side was completed by about 10:30 with the South half bolts tensioned at about 13:15.

All bolts are A325 with the following Specifications: M24.0-3.0 x 80mm with the associated Lot # of: DHGM240139. The Inspection Torque on these bolts is 332 ft-lb with the torque determined while turning the nut during the RoCap testing. These bolts in the field, however, were tensioned using the bolt head as the turning element, therefore, giving rise to higher inspection torque. The RoCap test on these bolts was never done by turning the bolt heads. Consequently, I decided to use a rule-of-thumb Inspection Torque of 1.5 higher magnitude for the verification torque on these bolts.

By 14:10, there were 79 bolts remaining, which marks exactly the 1/2 point for the 2 Southern cover plates before they are complete. These 79 bolts make-up the cover plate that is adjacent to the "A" skin of the East shaft and the one just completed adjacent to the "A" skin of the South shaft. At this time it was obvious that the Torque Verification Testing needs to be postponed to the following day and I communicated that with Steve Jensen (QC) to meet me at 8:00 at this location. By the time the 14:30 break time rolled around, 22 more bolts were tensioned, leaving 57 untensioned bolts for tomorrow's shift.

This work was done by Luis Plancarte, who stayed the entire shift and Lance Carlson who left the site before noon. James Wilkerson who was working on the installation of the small cover plates, joined Luis following the lunch break. He was almost done with the installation of the small cover plates.

Item Work

1) Small Cover Plates

These are the 8mm cover plates that are placed at the intersecting corners of each skin on every shaft. A 6mm fillet weld joins these cover plates, which were taken to the paint shop for abrasive blasting and painting following the conclusion of welding. Today, these plates are being installed by virtue of tightening cap screws through them and into the skins they cover. These cover plates cover the seams created between splices (in this case splices 4 & 5.) The difference in this splice is that, due to the shims used in the 4 shafts at this elevation for the adjustment of elevation, these cover plates had to be tailor made for their respective locations. It should be noted that at the corners of Skins "A" & "B" of the West and South shafts, the cover plates are not installed, yet as they are blocked by the Tower Pull-Back frame.

2) Padeye Removal

At the base of the Tower at Elevation 13 diaphragm and Elevation 3.0 around the outside, the four-man crew of Eduardo, Dario, Carlos, and Jose continued with the removal of the padeyes and grinding the stubs out. These get MT'd by the QC once the grinding is complete. Today marks the 5th day of this operation.