



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 005 Const Calendar Day: 156 Date: 11-Feb-2010 Thursday

Inspector Name: Wilcox, Jason Title: Transportation Engineer

Inspection Type: Intermittent

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

Federal ID:

Location:

Reviewer: Liu, Tai-Lin Approved Date: 30-Mar-10 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 None Condition Overcast

Working Day If no, explain:

Diary:

Dispute

General Comments

I arrived at the office this morning around 0615 hours to meet with Bob Brignano and Tai-Lin Liu so we could go out to the top of W2. We met up with Chris Bausone and other ABF personnel to observe a tutorial on what ABF, the ironworkers, and Caltrans are to expect during the bolting operations. After the verbal presentation by Chris, questions were asked and answered, then two ironworkers were picked to operate a pneumatic wrench to tighten a bolt in the skidmore. The first worker tightened the fastener assembly to "snug tight" then turned the nut one-half turn. The tension in the assembly was acceptable. Then a torque wrench was brought out and the minimum torque had been achieved and verified. This happened again with the second worker, but this time the worker turned the nut farther than one-half turn, and farther than the "half of a face" maximum. The torque was still tested and minimum torque had been achieved. After this the crew broke to go to work. It was later said that it would have taken too much time to have every single ironworker perform the check, so that is why only two performed the check.

At 0800 hours, I attended the biweekly safety meeting, then went back out to the field to make sure that if any bolting was done for the initial seismic connection, that someone familiar with the operation was there to observe it. From about 0930 until 1200 hours the Contractor was jacking the Lift 2E into position. On top of Lift 1E there were some welders splicing the backing bar for the top deck weld. There were a couple Certified Welding Inspectors from Smith-Emery there as well as Rick Bettencourt from METS. At this time the lifts were about one foot apart.

By 1400 hours I went back out to the splice. The two lifts were not in their final position yet, so I went on top of W2 to observe the surveying and splice welding of the backing bar. The backing bar has to be continuous across the width of the top deck and the most efficient and reliable way to do this is to butt weld segments of bar stock, then Ultrasonic Test the splices. They did this throughout the day today. By the end of the day they were able to finish welding and U/T'd the backing bar.

Sami Daouk observed the operation for the rest of the day. See his diary for more details.

CONVERSATIONS

Just prior to the testing, Tai-Lin and I were talking with John Callaghan about the splicing of segments 1E and 2E. During the conversation John said he wanted to clarify what was going to be done during the splicing. He then said that they are just assembling what had already been assembled in China and that if anything was different or required any more shimming or manipulation that Caltrans would have to "write a letter." I said that assembling the segments is their responsibility. He said that Caltrans had bought off on the fit up and that ABF surveyors and Caltrans surveyors agreed with the match marks and the fit up. I said that in China some of the fit up was done without our knowledge and that in some situations the



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connections were disassembled prior to any sort of notification or verification. I also reminded him that while the segments were on the way from China, anything could have been done and that since we were not granted access on the boat used for shipping, or on the barges used to offload the segments, verification was next to impossible.

On the same topic, it should be noted here that the shipment came in on January 21, 2010 and we were not allowed inspection of the first OBG segment until January 29, 2010. This was a joint inspection with ABF and their Quality Control subcontractor Smith-Emery. There did not seem to be any damage from shipping, but some distortions were observed and there was a lot of gray silicone used to fill gaps between plates of steel and smaller "rat-holes" where welds ended or started. While all of this time was spent inside the OBG segments, the Contractor could have done anything.

Accrued 2 hours of overtime covering the contractors operation.