



**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 017 Const Calendar Day: 175 Date: 02-Mar-2010 Tuesday  
 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

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

Federal ID:

Location:

Reviewer: Liu, Tai-Lin Approved Date: 18-May-10 Status: Approved

**Weather**

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60  
 Precipitation Condition Rain, Windy

Working Day  If no, explain:

**Diary:**

Dispute

**OBG Bolting & Welding**

Very rainy this morning. We were told that ABF intended on using the Sub arc welding machine for the top deck today and that it could possibly be a 16 to 20 hours day. We scheduled workers for these hours. However, at around 0830 hours I received a call from Sami Daouk where he informed me that the welding had not begun yet and that they might plan on working 8 hours today. I called Jim Bowers, the Welding Quality Control Manager for ABF, to see what the plan was for today. He said that according to the Special Provisions and AWS D1.5, he might be able to allow the weld to cool down between shifts instead of having to maintain preheat throughout the entire weld and 3 hours after completion as well. Upon further inspection, METS confirmed that this was the case. According to the Contractors WPS, the filler material, heat input, thickness of the plate being welded, and the preheat, continual preheat did not have to be maintained throughout the life of the weld and 3 hours after completion. See Mike Foerders diary for more details.

I went to the field around 1000 hours to get the latest update. According to John Callaghan he did not plan on having workers welding past their 8 hour shift on the top deck. He did want to weld in at least two passes with the sub arc machine before quitting for the day. This would bring the weld joint to about 25%. By the time I left around 1230 hours, I did not notice any welding going on for the top deck. Then again, they have a shelter over the weld so even if they were welding, I may not have had the opportunity to observe it.

Items observed while in the field include the following; at Splice 1 there were three welders finishing the bottom plate welds. There was a small area where one of the welders encountered some porosity, (see picture). Once the porosity was removed and verified clean, he continued welding the joint. The other two welders finished the remaining welds for this joint. Since the backing bar still has to be removed by backgouging and then refilled, no Ultrasonic Testing will be performed until then.

At Splice 3 there were some workers installing permanent bolts in the U-ribs. For now, the U-ribs requiring bolts and pins for Step 1B still have just temporary bolts and drift pins. The other U-ribs are the ones that have permanent bolts in them. A crew from Discovery is here in the OBG with Bart Ney filming the bolt and pins installation at some of the U-ribs of this splice. It appears as though the splice plate for the North Longitudinal Diaphragm does not line up properly, so it is not in place, (see picture).

In the office I uploaded pictures and wrote Monday's diary as well as today's. Once completed, I worked on updating the daily bolt tracking spreadsheet and our "up to date" progress of the splicing operation sheet.

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

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04-0120F4	Bid Item: 056	E-L02-WEL.056	E Line Lift 02 Weld
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



Splice 3; 3E/4E U-ribs South side; Perm & Temp bolts



Splice 3; 3E/4E South Longitudinal Diaphragm flange incomplete

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Splice 1; BottomPlate welding



Splice 1; Section D11 weld porosity