



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 037 Const Calendar Day: 191 Date: 18-Mar-2010 Thursday

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

Federal ID:

Location:

Reviewer: Jefferson, Paul Approved Date: 24-Sep-13 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 Condition

Working Day If no, explain:

Diary:

Dispute

OBG Bolting & Welding

FIELD WORK:

Crossbeam:

-Pretensioning bolts on the Top Splice between CB1 and 2E. There are two workers on top with the air guns turning the bolt heads while two other workers are below inside the Crossbeam using a wrench to prevent the nuts from turning. They are in radio contact throughout the whole time talking about which bolt to tighten next. By the end of the day they were able to pretension all but 6 of the Top Splice plates, namely A, B, and C on both the East end and West end.

-Once the Top Splice plate was as completed as far as they could go, one worker started tightening the East side Exterior splice plate bolts, (plates B, C, D, E, F, G, and H), and another started to tighten bolts on the Interior splice plates, (plates F, G, and H).

-Most of the Bottom splice plate bolts were tightened yesterday, so they need to be tested by the end of today.

Splice 1:

-At Splice 1 the South Edge Plate backing bar was completely removed this morning. The area was then cleaned up for welding the back-gouged trough. The backing bar in the North side is still in place as of 1100 hrs.

-At Splice 1 there are workers replacing pins and temporary bolts in the U-ribs of the center section.

-Splice 1 there are two workers welding on the North Side Plate splice. They finished the top third of the weld this morning and to date that means that the top and center portion of this weld is complete. The next step is to remove the pins and bolts on the lower third and start welding there.

-Splice 1 the backing bar is being removed from the outside of the Bottom Plate. It is mostly removed as of 1100 hrs, but there are some minor difficulties. Where the stiffeners are, there is a small ridge that the plasma cutter keeps coming into contact with. This happens because the cutter has to be very close to the steel for it to work properly, so when the ridge from the stiffener comes into contact, the cutter sticks to the steel.

Splice 2:

-At Splice 2 there are two workers pretensioning bolts on the Bottom Plate stiffeners. They started this morning on the South side and moved their way North throughout the rest of the day. They were able to finish tightening all of the bolts for this joint by the end of the day. The QC inspector from Smith-Emery by the name of Barry Drake is on site to observe the process and verify the turns are met.

-At Splice 2 the Top Deck weld is being continued. At the North end there was a crack discovered and Jim Bowers, (WQCM), wrote up a repair procedure for it. This morning measurements were taken and repairs started. The area not being welded on is the last two feet so the repairs can be completed. In the center and northern portion the cover pass was placed by the afternoon. By the end of the day the cover

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passes were placed on the rest of the weld. All but the repair area is done and workers are using grinders to grind the weld flush for Ultrasonic Testing.

Around 1330 hrs Bob Brignano and Saman Soheilard came out to the field with Chris Bausone to test bolts from the same lot as the bolts used in the Top Splice of the Crossbeam. Since the crew in the field is turning the bolt head instead of the nut side, testing as to be done to obtain a QA test torque for verification. After testing five fastener assemblies, the results showed that the acceptable torque value is 1000 ft-lbs. This information was conveyed by Chris to Dan Hester, who is in charge of field splicing.

To get to the top of the Crossbeam one had to climb over a cable guardrail. Once on the other side there was nothing preventing one from walking off the end and falling 100 feet to the ground. I asked the workers to put on their fall protection and they said, "Even though we are more than 6 feet from the edge?" I said yes. Allen MacDonald came by and said the same thing the ironworkers said, but then he had one of the workers wrap "DANGER" tape in three levels at a distance about 6 feet from where they were working. I asked Allen to show me where it said they did not have to wear their harnesses and he said he would get the info. He also put up a cable about waist height next to the "DANGER" tape. By the end of the day I was not shown the information Allen spoke of.

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|-----------------------------|---------------|---------------|----------------------------------------|
| 04-0120F4 | Bid Item: 056 | E-L02-ALB.056 | E Line Lift 02 Align & Bolt |
| AMERICAN BRIDGE/FLUOR, A JV | | | |
| 04-0120F4 | Bid Item: 056 | E-L02-WEL.056 | E Line Lift 02 Weld |
| AMERICAN BRIDGE/FLUOR, A JV | | | |
| 04-0120F4 | Bid Item: 056 | X-L02-CBM.056 | E-W Line Cross Over Lift 02 Cross Beam |
| 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



ddrRptbyBidItem

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2E/3E Top Deck Welding with SAW machine 1



CB1/2E Top Splice Pretensioning



2E/3E Top Deck Welding with SAW machine 2