Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **143** **Const Calendar Day:** 695 **Date:** **04-Aug-2011** **Thursday**
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
Federal ID:
Location:
Reviewer: **Soheilifard, Saman** **Approved Date:** 05-Aug-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**	

Working Day ☑ If no, explain:

Diary: Dispute ☐

Tower Activities

Tower anchorage:
The following work was done on the ESW welds today:
- I spoke with ABF QCM Jim Bowers regarding the crack in ESW weld 'K' connecting shear plate b1E to the East shaft. They were planning to excavate it, but first they performed a UT of the area to define the depth and length of the crack. The depth appeared to be about 23mm into the Tower skin plate A.
- All of the run-off tabs had previously been cut off the ESW welds, and they were grinding and MT'ing these run-off areas. Most of areas that were MT'd showed cracks similar to one described in yesterday's diary. The cracks varied in length from about 20mm to about 75mm. The X location of the cracks varied on different welds. Some of them were near the edge of the weld close to the skin plates, some were near the edge of the weld away from the skin plate, and some were near the center of the weld. - See attached photos.
- The cracks were on most of the T-joints. No butt joints that were MT'd showed signs of this cracking.
- Of the 12 T-joints, 10 of them had cracks in the top of the ESW welds. The 2 T-joints that did not have cracks were the weld connecting shear plate b1E to the North shaft and the weld connecting shear plate b2W to the West shaft.
- The cracks were being excavated by carbon arc gouging and grinding. MT was continually performed at various depths of the excavations.
- I gave approval on the request for weld repair of the excavation at the top of ESW weld 'K'. The excavation was MT cleared prior to the start of welding, and it was repair welded using 7018.

Other work around the Tower anchorage:
- The bevel was cut along the top of shear plate c(E).
- They were grinding to remove paint from the Tower skins in the areas where the 13m diaphragm PJP welds will be located.
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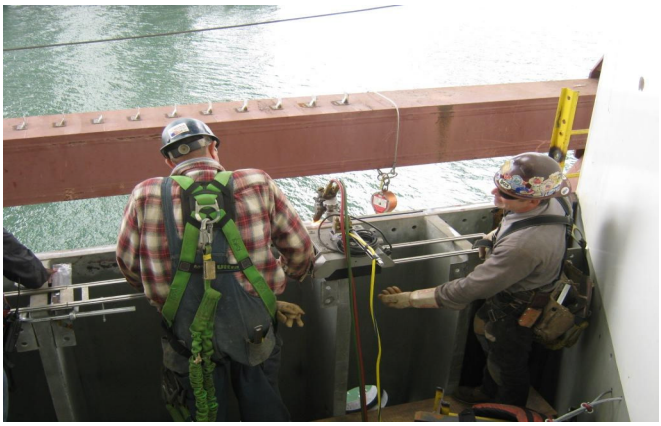
04-0120F4 **Bid Item: 053** **T-L01-SPD.053** **Tower Lift 01 Shear Plates and Diaphrams**
AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							
Ironworker	APP	JEFFERY STONE	8.00	2.00	0.00	10.00		☐
Ironworker	APP	Alex Blanco	8.00	2.00	0.00	10.00		☐
Ironworker	APP	DEVAN MURPHY	8.00	2.00	0.00	10.00		☐
Ironworker	APP	JEREMY DOLMAN	8.00	2.00	0.00	10.00		☐
Ironworker	APP	JEFFERY SOUZA	8.00	2.00	0.00	10.00		☐

Ironworker	FOR	RORY HOGAN	8.00	2.00	0.00	10.00	☐
Ironworker	JNM	RICHARD GARCIA	8.00	2.00	0.00	10.00	☐

Attachment



Torch cutting the bevel for the 13m external diaphragm PJP weld on shear plate c(E)

Crack in the top of ESW weld location 'L' connecting shear plate b1W to the South shaft