



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 156 Const Calendar Day: 716 Date: 25-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-Oct-11 Status: Approved

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

Weather

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day If no, explain:

Diary:

Dispute

Tower Activities

Tower anchorage:

The following work was done on the ESW welds today:

- On weld 'R', surface repair welding was ongoing with 7018. This was fairly extensive because several areas had a lot of underfill due to wire feed issues during the ESW weld. The preheat of the repair welding was set at 400 degrees F. They used heat blankets on the shear plate on the opposite side of the weld, and they were using a torch on the inside of the East shaft in the area that is behind and adjacent to the weld. The repair was not yet completed at the end of the shift. The heat blankets were programmed to continue the heat for 3 hours after the welding had stopped.
- On weld 'N', the repair at Y location 7m that was completed yesterday was ground smooth. Also, the UT indications near Y location 5m were carbon arc gouged and ground clean. The excavation was MT cleared, and then I gave approval to weld on this excavation. They started to set up the heat blankets to get ready to weld it tomorrow morning.
- QC continued to perform final VT and MT of the full length of the ESW welds.
- They were doing surface grinding on several ESW welds to correct issues found during VT of the welds.
- They removed the restart sump block that was attached to the inside of weld 'R'. Before removing it, the foreman asked if it was OK to remove it. I mentioned that it was OK, but to make sure not to dig into the ESW weld at all.

Other work around the Tower anchorage:

- They were torch cutting to remove ESW restraint brackets.
- They were grinding the copes at the starting sump areas of the ESW welds.
- They continued installing the 18m and 23m struts and facades. See Sami Daouk's diary for a list of labor and details.

Strut erection:

I checked the shaft spacing at 18m elevation to try to figure out why the bolt holes in 2 of the connection angles do not align. The connection angles in question are at 18m-E-North adjacent to the West shaft and 18m-A-West-Inner adjacent to the West shaft. The spacing for strut E-North was 3mm less than that reported during trial assembly. The spacing for strut A-West-Inner was 6mm less than that reported during trial assembly. I spoke with ABF Engineer Dan McNichol, and he mentioned that they plan to make new connection angles from 2 of the blank spare strut parts.

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

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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		<input type="checkbox"/>
Ironworker	APP	Alex Blanco	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	DEVAN MURPHY	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JEREMY DOLMAN	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JEFFERY SOUZA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	RORY HOGAN	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	RICHARD GARCIA	8.00	2.00	0.00	10.00		<input type="checkbox"/>