



**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 033 Const Calendar Day: 538 Date: 28-Feb-2011 Monday  
 Inspector Name: Wright, Doug Title: Transportation Engineer  
 Inspection Type: Continuous  
 Shift Hours: 08:00 PM 10:30 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: Soheilifard, Saman Approved Date: 09-Mar-11 Status: Approved

**Weather**

Temperature	7 AM	12 PM	4PM
Precipitation			Condition

Working Day  If no, explain:

**Diary:**

Dispute

**Tower Activities**

Meeting:

We had a meeting with ABF from 08:00 until 08:30 to discuss preheat on the Grillage cover plate welding. Attending the meeting were M. Woods, S. Soheilifard, R. Mertz, and myself of Caltrans, and M. MacDonald and J. Bowers of ABF. The main point in question was whether or not continuous preheat should be required. Below are the highlights of the issue:

- Field vs shop: The field welding specs require continuous preheat, but the shop welding specs do not require continuous preheat. The welds in question were designated as shop welds, but the work did not get completed at ZPMC, so they are being completed here.
- Hydrogen: All agreed that the main reason for the continuous preheat requirement is to minimize the chance of hydrogen getting to the weld. ABF then went on to explain how they have had no hydrogen issues, and detailed all of the steps they have implemented (above minimum quality weld consumable, enclosed area for the welding, rod ovens, etc) to make it a non-issue.
- Weld sequencing: ABF pointed out that if continuous preheat is required, then it will be impossible for them to implement a good weld sequencing plan. They would need to complete all of the welding in one area with continuous heat prior to starting in other areas. With the highly restrained nature of all of these intersecting welds, the weld sequencing is important to minimize the possibility of cracking due to distortion.
- Heaters: ABF mentioned that they plan to turn the heaters off at the end of each shift. However, it will not be an abrupt shut-off of the heat. The computer will be programmed to gradually lower the heat over the period of several hours.

At the conclusion of the meeting, it was decided that continuous preheat will not be required. In this situation, the importance of proper weld sequencing outweighs the potential benefits of continuous preheat.  
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Tower shaft erection:

Lift 4 South shaft was being erected today. See attached photos. Below is a timeline of erection activities:

- At the start of my shift in the field at noon, the shaft was at 60m
- At 13:00, 2 strands on the south bundle slipped
- From 13:00 until 13:20, they replaced a couple of wedges, and resumed vertical climbing
- At 16:45, the shaft was at 120m, and started moving laterally
- At 18:00, the shaft had cleared all stiffeners, and was only about 20mm above lift 3
- They used through hole jacks to suck plates 'A' & 'E' together
- At 18:30, they tried to lower the shaft the last 20mm. Corners A-B, A-E, & D-E came down, but corners B-C & C-D did not come all the way down. There was a gap of about 5mm between the Lift 3 & Lift 4 skin plate mill-to-bear surfaces. The cause was that a Lift 4 longitudinal stiffener was hitting the shim plate (between the skin and the internal splice plate) on Skin C (see attached photo). The shim plate was sticking above the internal splice plate by 10mm. The solution was to raise the shaft back up, lean back

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the splice plates to separate them apart, and cut away a small portion of the shim that was sticking above the splice plate (see attached photo). This was necessary at each of the three longitudinal stiffener locations on Skin C.

- After the portion of the shim was cut out and ground smooth, I inspected each of the 3 areas for damage. No damage was noticed (see attached photo).

- Touchdown was at 20:30, and 1 column of bolts was installed and snug tightened in each of the 5 skins. Then they released the load from the gantry.

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Other work:

Bolting was ongoing in the East and West shafts at Splice #1. Sami Daouk was covering this operation. See his diary for details. Strut bolting was ongoing at Elevation 33m. Ae Tern was covering this operation. See his diary for details.

**04-0120F4 Bid Item: 053 T-L02-STW.053 Tower Lift 02 Strut West Erect structural steel (bridge tower)**

AMERICAN BRIDGE/FLUOR, A JV

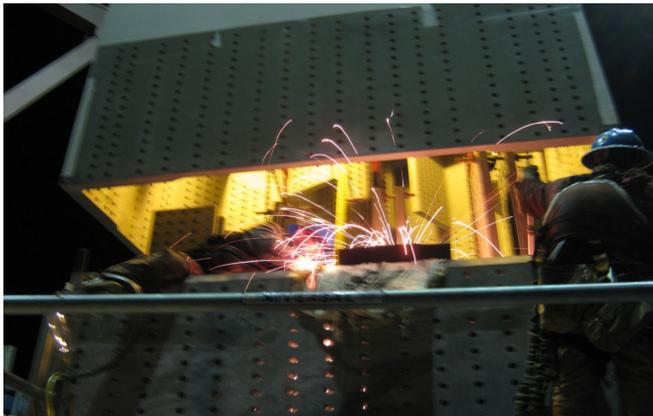
**04-0120F4 Bid Item: 053 T-L04-TSW.053 Tower Lift 04 Tower SW Erect structural steel (bridge tower)**

AMERICAN BRIDGE/FLUOR, A JV

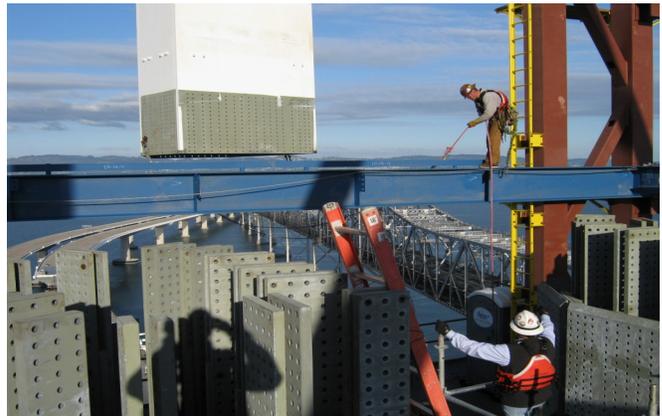
**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	JAIME BARRAGAN	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Operator	OTH	NICOLAUS SHAFER	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Ironworker	APP	JEFFERY STEWART	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Ironworker	APP	JACOB MECHE	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Ironworker	JNM	ANTHONY COSTA	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Ironworker	JNM	KEVIN RATCLIFF	8.00	4.00	0.00	12.00		<input type="checkbox"/>
Ironworker	FOR	CARLOS VALVERDE	8.00	4.00	0.00	12.00		<input type="checkbox"/>

**Attachment**



Cutting away a portion of the shim plate to clear the interference



Lift 4 South shaft ready to start moving laterally above Lift 3

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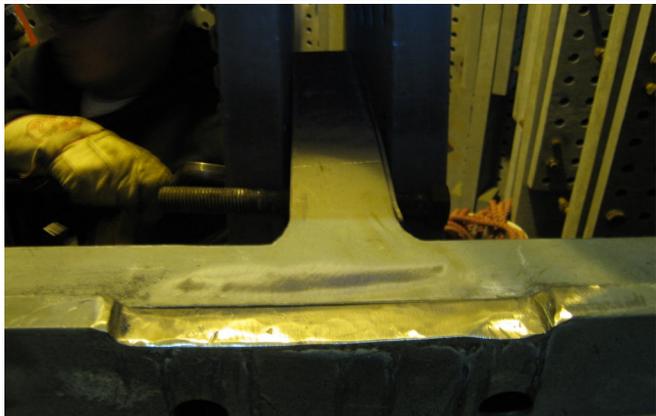
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Area of shim plate after cutting and grinding smooth (1 of 3 areas)



Interference between Lift 4 stiffener & Lift 3 Skin C shim plate