



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 066 Const Calendar Day: 587 Date: 18-Apr-2011 Monday
 Inspector Name: Wright, Doug Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 07:00 AM 05:30 PM Break: 00:30 Over Time: 02:00
 Federal ID:
 Location:
 Reviewer: Soheilifard, Saman Approved Date: 18-May-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

From 07:00 until 09:30, I checked on the welding at Splice #2 and the bolting at Splice #3. After this, the welding was covered by Saman Soheilifard and the bolting at Splice #3 was covered by Ae Tern. See their diaries for a list of labor and additional details.

Welding at Splice #2 - Elevation 83m:

The welding inside the South shaft had previously been completed, and today was work on minor touch-up and NDT only.

Conversation: I spoke with METS inspectors Graig Hager and Danny Reyes regarding the shim installed inside the West shaft where the fillet weld gap is greater than 5mm. I had previously given verbal approval for this shim to be added. METS wanted something in writing. I emailed Mark MacDonald of ABF giving approval for the shim at this particular location. Also, I asked that ABF send an RFI for this and other locations where the gap will exceed 5mm.

Tower grillage erection:

We met at the top of the Tower to discuss options on making minor adjustments to the grillage alignment prior to field drilling the holes in the grillage. Present were Rick Morrow, Mark Woods, and myself from Caltrans and Mark MacDonald and Nick Greco from ABF. They came up on the strand jacks so that the gantry was supporting about 300 tonnes, and then engaged the jacks on the South shaft Skin C & E. This produced no movement. It was then decided to pick up even more load on the strand jacks to allow the grillage to be able to be moved. However, there was an issue with the strand jacks, and they could not stroke up. This was corrected just about the end of the shift. It was decided that they would try again tomorrow morning.