



SAS Superstructure
 Location: 04-SF-80-13.2 / 13.9
 Client Name: CalTrans

Run date 21-Nov-14
 Time 12:43 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 001 Const Calendar Day: 143 Date: 29-Jan-2010 Friday
 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

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

Federal ID:

Location:

Reviewer: Boal, Brian Approved Date: 02-Feb-10 Status: Approved

Weather

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60
 Precipitation Sporadic drizzle Condition Cool an Cloudy

Working Day If no, explain:

Diary:

Dispute

General Comments

A post-arrival inspection was performed with Caltrans, Mets, and ABF to make sure there was no noticable damage incurred during the transportation of the OBG segments from China. I was teamed up with Mets personnel Jason Gramlick to look at the inside of the OBG between panel points 10 and 12.5. During our inspection, we worked from panel point 12.5 toward panel point 10. To the East of PP 12.5, there were supposed to be 4 locations where longitudinal ties connected Lift 1E to Lift 2E. At this location there are no WT sections, which the Sea Lashing plan calls out. There are stiffener plates in the location, but they do not have bolt holes for the longitudinal ties to bolt to.

As we moved along the floorbeams looking for damage , it was noticed that there is a portion of the floorbeam, at PP11 on the North side of the box, East face of the floorbeam that sticks out more than the surrounding area. One of the lifting lugs is located about 4 feet down and 2 feet from the area. Pictures were taken and are attached. The same ocurance is at PP10, on the North side, East face as well. There are no lifting lugs in this location, but there was type F shoring at this panel point. Type F shoring had the highest load of the shorings used for this lift. See attached pictures.

Aside from the aforementioned abnormalities, there were only minimal scrapes and scuffs of the paint from removal the shoring. It was not possible to inspect the areas under the walkway and a small area to the East of PP12.5 where the Contractor stored some hand rails on top of the bottom plate stiffeners. Also, just East of PP 12.5 the U-Rib splice plates and side plate stiffener splice plates were bolted onto the stiffeners in a retracted position. This prevented us from inspecting the areas under the splice plates.

Accrued 2 hours of overtime documenting the inspection of the OBG.

Attachment



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Job Name: 04-0120F4

Inspector Name: Wilcox, Jason

Diary #: 001

Date: 29-Jan-2010

Friday



OBG 1E PP10 northeast face bowed out, Jason Wilcox, 1/29/10



OBG 1E PP11 northeast face bowed out, Jason Wilcox, 1/29/10