Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 004 **Const Calendar Day:** 148 **Date:** 03-Feb-2010 **Wednesday**
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
Federal ID:
Location:
Reviewer: Liu, Tai-Lin **Approved Date:** 30-Mar-10 **Status:** Approved

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

Weather

Temperature **7 AM** 40 - 50 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation None **Condition** Overcast
Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

OBG Lift 2E and 3E post-arrival inspection

On Monday February 1, 2010 we were informed by ABF that the “group” post arrival visual inspection of Lift 2E will be performed on Wednesday February 3, 2010. The “group” inspection consists of Caltrans, ABF subcontractor Smith Emery, and METS. Once the 0700 hours safety meeting was held to go over the hazards of the OBG, we were informed that we might be able to inspect Lift 3E after inspecting 2E.

OBG 2E Inspection:

Bill Levell, Mike Foerder, and myself visually inspected the top deck, skin plates, and bottom soffit. There were small areas of rust, areas where the deck has a slight wave in it, and it was noticed that the access holes in the top deck were flame cut over the weekend without any observation by the State. There were areas of “blow through” that created notches in the cut surface. We were not informed that the Contractor was going to perform this work over the weekend. In fact, we were told that they were not going to work over the weekend when asked directly. It was also noticed that the areas on the OBG where the suspender brackets are to be bolted were uncovered and exposed to the air. These surfaces are painted, and it appears as though the brackets are to be erected soon.

On the inside of 2E, the QC subcontractor for ABF, Smith-Emery, went along the floorbeams with a straight edge and noted areas on the East face of the floorbeams that had a “bow” in it, making it go out of plane. Two groups of inspectors went through at about the same time with Smith Emery inspectors and recorded what was measured. Victor Altamirano was paired up with Robet Mertz and they performed a visual inspection of the stiffeners along the side plates and the bottom plate, as well as the floorbeams, lifting lugs, OBG bearing pad locations and all other areas of concern on the Lift 2E Map issued by Tai –Lin Liu. This group traveled from Panel Point 13 to the West face of PP16. It was observed that on the South side of the OBG, at PP15, on the face of the Floorbeam looking west there was a measured “bow” of 11mm. There are multiple areas exhibiting this condition throughout the OBG, but most are between 5mm and 11mm. These measurements are taken on the East face of the floorbeams, where the horizontal stiffeners for the floorbeams are located. On the West face of the floorbeams there are vertical stiffeners. At first glance it appeared as though the high spots that were measured from correlated with the vertical stiffeners on the other side of the floorbeam.
The second group of inspectors consisted of Thanh Le from Caltrans and Jason Gramlick from METS. They also followed the Smith-Emery inspector and took their own measurements as well to confirm their measurements. This group covered the East face of PP16 through PP18. On both the crossbeam side and the bike path side there were “bowed” areas on all three floorbeams. The measurements range between 4 and 11 mm. See Thanh Le’s diary for detailed locations.

It was observed that new bolts had been installed and tensioned at the bolted splice to the East of PP16. During shipping some additional shoring had to be installed at the center area of the OBG, and this shoring had to be bolted to the bottom plate where these bolts were located. It was understood that these bolts would have to be removed with the shoring and that new bolts were to be installed and tensioned. However, we were not told that this operation was being done so we were unable to witness it, or test them. We will test them during the splicing operation when the Contractor has the equipment for performing this task.

OBG 3E Inspection:

After taking a break, the same groups that inspected Lift 2E early in the morning began inspecting Lift 3E. This time it was observed that the inspectors from Smith Emery used a string with magnets on either end to measure the out of plane deflection in the floorbeams. Thanh Le was grouped up with Jason Gramlick again and they moved from Panel Points 21 to PP 23. See Thanh's diary for details.
Victor Altamirano was grouped up with Robert Mertz and they inspected from PP 19 to PP21. See Victor's diary for details.

The same type of deflections were observed at this Lift as were observed at Lifts 1E and 2E. The out of plane distortion is seen on the East side of the floorbeams where the horizontal stiffeners for the floorbeam are located, and the "bow" occurs between the welded base of the vertical stiffeners located on the West side of the floorbeam.

The outside of the OBG was inspected by Mike Foerder and Bill Levell from METS. See their diaries for details.