



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 038 Const Calendar Day: 231 Date: 27-Apr-2010 Tuesday
 Inspector Name: Bruce, Matt Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 07:00 am 05:30 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: Mathur, Lalit Approved Date: 07-Jun-10 Status: Approved

Weather

Temperature 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60
 Precipitation 0.11" Condition AM Rain to overcast in the PM with high winds

Working Day If no, explain:

Diary:

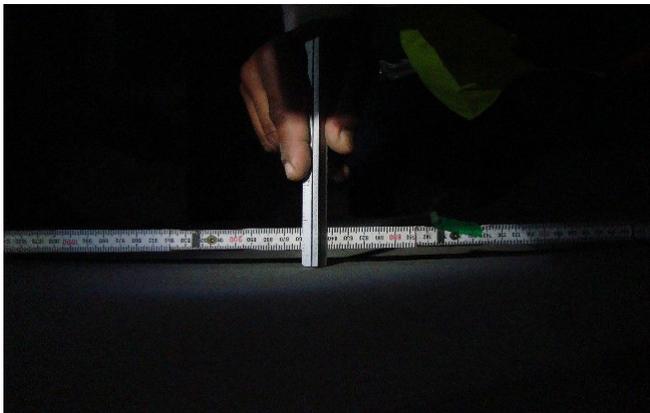
Dispute

Work description.

- Continued to analyze project horizontal control using ABF and Caltrans values for control point MB007 located on the Treasure Island Navy Pier.
- Inspected OBG lift 5E after "Sea Transportation" to check for any damage. A joint inspection was done with OSC, METS, Smith Emery, and ABF QC inspectors. I inspected this lift with Paul Jefferson (Caltrans consultant) and Jason Gramlick (METS inspector). Our inspection was done from the east end of OBG lift 5E to Floorbeams 33 to 32. The top deck was not inspected due to the incimate weather and access. It is my understanding that METS will write the composite formal report for this inspection. It should be noted that ABF QC inspector Jim Bowers informed us of the deformation to the crossbeam seen in the photo below. See the photos below for deficiencies that were observed by our group.
- Continued to review the Sea Transportation inspection packet for voyage 2 compiled by Tai Lin for OBG lifts 5E, 5W, 6E, and 6W along with crossbeams CB4, CB5, and CB6. Worked 2 hours of overtime in preparation for the next scheduled inspection (presumably tomorrow) of an OBG lift or crossbeam yet to be determined.
- Analyzed the elevations for the north/south offsets of Panel Points 3W20, 3W23, 4W26 and 4W28 done during the welding operation of OBG top splice joint 3W/4W yesterday.



Attachment



10mm depression over approximately 1.5m length measured at Panel Point 33 on the north side of the OBG (crossbeam end) and east side of plate.



Deformation seen at the top corner of the east end of the crossbeam splice which was bent during sea transportation or offloading

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Barrier angle (typical) without caulking along the top edge where water was found