



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:11 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 209 Const Calendar Day: 428 Date: 10-Nov-2010 Wednesday

Inspector Name: Wilcox, Jason Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 06:30 am 05:00 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Jefferson, Paul Approved Date: 22-Jan-14 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 Condition Clear

Working Day If no, explain:

Diary:

Dispute

General Comments

OFFICE WORK:

•Discussion with Thanh Le and Tai-Lin Liu about the measuring of offsets for Splices 1 – 4 on both the East and West Lines. These would be “Final Position” measurements, which are being performed as of Splices 5E/6E and 5W6W and will continue until the last Splice. From the beginning of the Splicing operation it had been agreed that all of the shim plates and splice plates were measured and match drilled in China and all that is being done here in Oakland is the bolting of the furnished shim and splice plates. At Splice 5E/6E it was noticed that the supplied shim and splice plates did not match well. ABF asked Caltrans to measure and check the offsets. Since that splice, it was agreed in the field that the offsets were to be measured for the U-ribs and WT stiffeners from now on. Since we do not have final measurements for splices 1-4, we are going to go back and check the connections.

•Discussion with Paul Jefferson and Karen Wang about the aforementioned, and it was agreed that measurements should be taken to see what we have as a final product.

•Paul called me to coordinate with Sebastian Mofor and Fenton Shandlay, (METS NACE certified paint inspector), to meet and look at the rusted surface of the inside face of the bottom exterior splice plate of CB12, West cell. We met at 1300 hrs, and met again with ABF personnel at 1330 hrs. After looking at the area of concern, Paul told John Callaghan that the inside face of the exterior bottom splice plate for CB12 would have to be blasted and new paint applied. This is mostly because the area spans across the entire plate and is not limited to a small area.

FIELD WORK:

See Thanh Le’s diary for details on the W-Line and David Bradd’s for the E-Line.

•Performed Post Arrival inspection of Lift 9W.

Accrued 2 hours of overtime documenting and covering the Contractor’s hours.

