



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 007 Const Calendar Day: 149 Date: 04-Feb-2010 Thursday

Inspector Name: He, Philip Title: Transportation Engineer

Inspection Type:

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

Federal ID:

Location:

Reviewer: Liu, Tai-Lin Approved Date: 17-Feb-10 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
General Comments	
Continue to push the OBG lift L1E toward its final position.	<input type="checkbox"/>

04-0120F4	Bid Item: 056	E-L01-OBG.056	E Line Lift 01 OBG Erect structural steel
AMERICAN BRIDGE/FLUOR, A JV			

Diary:	Dispute
General Comments	
056 E-L01-OBG.056	
After 6:30am, iron workers start to arrive. They checked the system, taking out the chain link locking between the cradle frame and the temp. truss, getting ready to start working on the pushing operation today.	<input type="checkbox"/>
At 7:45am, actual pushing operation starts. The OBG lift L1E started to be pushed from where it stopped yesterday, Truss Panel Point 39 (TPP39).	
11 iron workers worked on the pushing frame and at the side of OBG Lift L1E. The OBG Lift L1E reached TPP36.5 at 8:25am and TPP32.5 at 9:05am. The current average speed of the traveling cradle is about 5 to 6 TPPs per hour. About 5 iron workers are in the process of removing crasswalk hand rails while 4 workers are removing the inside hand rail of the longitudinal walk way along the temp. truss, 2 on each side.	
An iron worker is working on the pusher frame and keep on grinding for very long time. Since we are not allowed to go to the frame while the pushing operation is on going, so we do not have a chance to find out what he is doing.	
Workers start to work on the W2 beam to prepare the OBG Lift L1E's arrival from about 2:30pm. At the break time of the iron workers, L1E has been pushed to TPP11. The total average of travel speed of the Lift is about 35 meters per hour.	
The OBG Lift L1E stopped at TPP8.5 and chained down. Since the wind speed is very high, about 45mph estimated, the contractor's engineers and the iron workers decided to stop operation and continue to push the box girder lift tomorrow.	

Attachment

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Job Name: 04-0120F4

Inspector Name He, Philip

Diary #: 007

Date: 04-Feb-2010

Thursday



OBG Lift L1E at Starting position of Truss Panel Point 39



Iron workers are checking the Bearings



At end of the day, pushed to Truss PP 8.5