



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:04 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 011 Const Calendar Day: 154 Date: 09-Feb-2010 Tuesday

Inspector Name: He, Philip Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

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 [checked] If no, explain:

Diary: Dispute
General Comments
Erection of OBG Lift L2E

04-0120F4 Bid Item: 056 E-L02-OBG.056 E Line Lift 02 OBG Erect structural steel
AMERICAN BRIDGE/FLUOR, A JV

Diary: Dispute
General Comments 056 E-L02-OBG.056
General Plan of today for the contractor:
"Shear leg crew: 4:30am start
Elevator operator and Scott Ross: 6am start (truss lights, W2 on top, walkway lights, and T1 lights up and running at 6am)
OBG hook up crew (Carlos & Ed): 5am start
Laborer (goosh crew): 6am start (be mixing by 6:30am)
Pushing frame crew: 7am start (ready to set OBG right at start of shift)
Survey crew: 6am start (monitor truss F-D during 2E erection and then re-shoot OBG 1E)
All other crews 7am start"
There are about 12 iron workers, 4 ABF engineers, 1 superintendent working on this operation. At 8:15am, OBG Lift L2E touched the cradle frame.
Jack number for L2E supports:
NW: 08A&B
NE: 01A&B
SE: 11A&B
SW: 12A&B
=====
At 8:15am, OBG Lift L2E touched its cradle frame. According to the surveyers, the deflection of the temp. truss at Truss Panel Point 50 is 4.5 inch after L2E fully sits on temp. truss. Seismic prevention shear plates connecting the OBG L2E and its cradle is installed and all bolts are pretensioned. One of the slotted holes is too tight, it was torched to make it fit.
The iron workers cut the band of the seismic stop for OBG lift L1E and jack the box girder to re-adjust the

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elevation and the lateral position. The highest jack pressure on all 4 supports was recorded and the hard copy of this record is kept with Masoud Modanlou. Seismic stop shims have been re-installed and signed for the gaps between the shim and the seismic stop tube.

The iron workers replaced some damaged pads to get ready for the upcoming push of L2E.

Push of the OBG lift L2E started after everything is ready and pushed to Truss Panel Point 23 at 5pm.

Attachment



Lifting of OBG Lift L2E



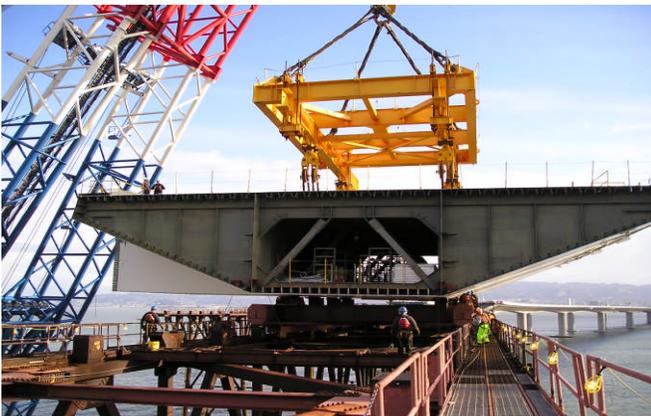
Cutting the band of seismic stop shim and re-adjust OBG L1E.



Shear leg crane after releasing OBG L2E



Installation of the seismic shear plate for L2E



L2E sitting down on its cradle frame