



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 #: 013 Const Calendar Day: 156 Date: 11-Feb-2010 Thursday

Inspector Name: He, Philip Title: Transportation Engineer

Inspection Type:

Shift Hours: 06:30 am 06:30 pm Break: Over Time: 04:00

Federal ID:

Location:

Reviewer: Liu, Tai-Lin Approved Date: 19-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:

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

6:30am to 7:00am, tailgate safety meeting was held at the job site field by the contractor. About 21 iron workers, 7 engineers and 1 superintendent attended.

After the safety meeting, a bolt inspection training was given to the iron workers and contractor field engineers. 16 iron workers and 6 ABF engineers took the training. This training is about snug tightening and torque of bolts for pretensioning.

Adjust the OBG L1E again, highest pressure recorded:
South West support (SW, with Jack No. 17A&B): 6200 psi, the DNE is 6250 psi
South East support (SE, with Jack No. 2A&B): 1000 psi
North West support (NW, with Jack No. 50A&B): 3000 psi
North East support (NE, with Jack No. 43A&B): 3500 psi

4 steel brackets were installed on the longitudinal shear plates of OBG on both OBG L1E and L2E, 2 each. Threaded rods were used to poll OBG L2E toward OBG L1E to close the gap between them.

3 welders were worked on the temp truss on both the W line and E line.

Seismic stops for OBG Lift L2E were installed started from 10:45am.

Adjusting the OBG L2E, the highest pressure recorded:
SW: 1500psi
SE: 3500psi
NW: 2700psi
NE: 2700 psi

5 iron workers, 2 surveyors, 2 ABF engineers and 1 ZPMC engineer were working on top of the deck to bring the two lifts together. They are matching very well.

Shims installed on seismic stops on the L2E, but the time is too late and workers can not see clear already, so the seismic stops on the south side did not pretension the bolts on the seismic stops, only snug



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tight. Gaps of the shims have been recorded and signed by John Callaghan from ABF and Masoud Modanlou from Caltrans. Since there is no light already, we have to use flash light to finish the forms.

4 hours OT was used.

Attachment



final gap between L1E and L2E, deck level



final gap between L1E and L2E, deck level



final gap between L1E and L2E