



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:01 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 020 Const Calendar Day: 163 Date: 18-Feb-2010 Thursday

Inspector Name: He, Philip Title: Transportation Engineer

Inspection Type:

Shift Hours: 07:00 am 05:30 pm Break: Over Time:

Federal ID:

Location:

Reviewer: Liu, Tai-Lin Approved Date: 03-Mar-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 Very Dense Fog

Working Day [checked] If no, explain:

04-0120F4 Bid Item: 056 E-L03-OBG.056 E Line Lift 03 OBG Erect structural steel
AMERICAN BRIDGE/FLUOR, A JV

Diary:

Dispute

General Comments 056 E-L03-OBG.056

[checkbox]

Very dense fog in the morning.

- 1. Pushing OBG Lift L3E.
A. Push the OBG lift from Truss Panel Point (TPP) 30 started at 8:15am.
B. 6 iron workers worker on this operation.
C. It is pushed to TPP 14 by noon, and continue the small adjustment until the gap between OBG Lifts L2E and L3E is about 795mm.
D. Remove handrail on the temp. truss before the pushing of OBG and re-install after the OBG passed by.
2. Adjusting the elevation of L3E.
3. Jacking OBG Lifts L1E and L2E and doing minor adjustment. Maximum jacking pressure has been recorded. (started from 10:40am)

Table with 4 columns: Support, Jacking Number, Maximum Jacking Pressure. Rows for L1E: NW, NE, SW, SE.

Table with 4 columns: Support, Jacking Number, Maximum Jacking Pressure. Rows for L2E: NW, NE, SW, SE.

## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name He, Philip

Diary #: 020

Date: 18-Feb-2010

Thursday

NW	08 A&B	3700
NE	01 A&B	1850
SW	12 A&B	1200
SE	11 A&B	4000

4. Start to install the seismic stops for OBG Lifts L3E.
5. Longitudinal jacks and high strength rods have been installed in order to pull the OBG Lift L3E toward L2E.
6. Grinding the edge of OBG Lift L2E and L3E for the preparation of splicing welding.

### Attachment



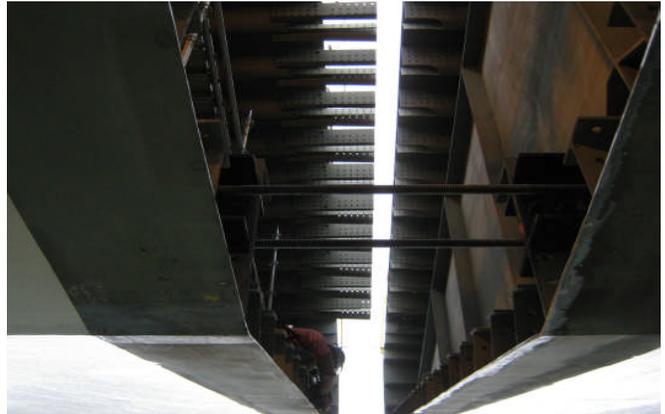
The gap between L2E and L3E, gap is about 795 mm (about the same as 30.5 inch)



The gap between L2E and L3E



Grinding the Edge of OBG



L3E Pushing Close to L2E

# Daily Diary Report by Bid Item

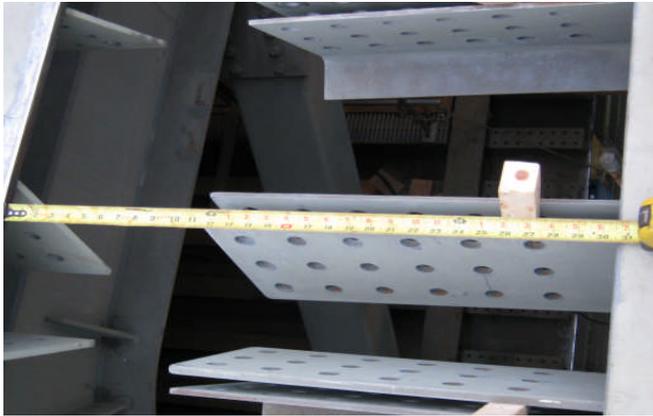
Job Name: 04-0120F4

Inspector Name He, Philip

Diary #: 020

Date: 18-Feb-2010

Thursday



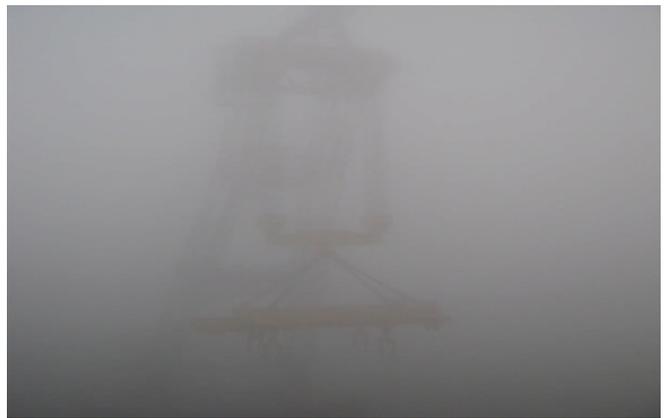
The gap between L2E and L3E, gap is about 30.5 inches



Transporting scaffold material to be built inside OBG Lift



L3E starting point at TPP30 before pushing in the morning



Very foggy morning



Highest jacking pressure



Iron workers are removing the handrails at temp. truss

## Daily Diary Report by Bid Item

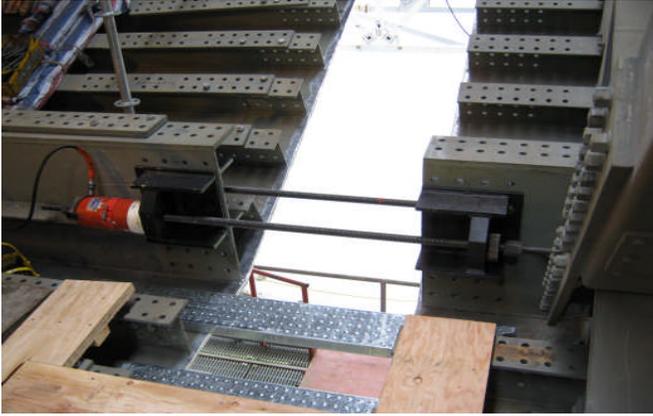
Job Name: 04-0120F4

Inspector Name He, Philip

Diary #: 020

Date: 18-Feb-2010

Thursday



The Jack and the high strength rod to pull the two OBG lifts together



Seismic Stop



Working on the Deck of the Box Girder