



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:00 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 027 Const Calendar Day: 170 Date: 25-Feb-2010 Thursday

Inspector Name: He, Philip Title: Transportation Engineer

Inspection Type:

Shift Hours: 06:30 am 10:00 pm Break: Over Time: 07:00

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

Working Day [checked] If no, explain:

04-0120F4 Bid Item: 056 E-L04-OBG.056 E Line Lift 04 OBG Erect structural steel
AMERICAN BRIDGE/FLUOR, A JV

Diary:

Dispute

General Comments 056 E-L04-OBG.056

- 1. Pulling the OBG Lift L4E toward L3E with jacks and high strength rods. The gap was closed from 730mm to a distance with only a welding gap in between.
2. Grinding the edge of OBG Lift L4E.
3. Installing the seismic stop components at all 4 supports of OBG Lift L4E.
4. Drilling bolt holes on the North East (NE) seismic shear plate.
5. Jacking the OBG Lift L4E to adjust the elevation.
6. Checked the snug tight and pre-tension torque of the bolts at all seismic stops.
7. Checked the gap of the shims installed in all seismic stops.

L4E Seismic Stop Shim Dimension Record:

Table with 4 columns: Seismic Stop, Dimension A (mm), Dimension B (mm), Dimension D (mm). Rows: NW, NE, SW, SE.

- 8. Checked the minimum splice bolting between OBG Lifts L3E and L4E per request of engineer John Callaghan from ABF. The minimum bolting requirement for the splicing is met.

The seismic stop installation last till 7:30pm to finish all the components.

The installation of the NE seismic shear plate was lasted to 9:40pm. This seismic shear plate has already been welded to the cradle frame. It locates just under the cross beam soffit. This 20mm thick plate has a

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name He, Philip

Diary #: 027

Date: 25-Feb-2010

Thursday

very small vertical clearance to the soffit of cross beam. The original plan of this installation was to match drill the shear plate to the bolt holes from the soffit of the OBG. It took so much effort to do this operation. 6 iron workers and 1 foreman involved in this operation. The drawing show this Type 3 seismic shear plate shall have 28 bolts installed. A latter Contractor's internal RFI allows them to install only 24. They finally changed to install only 18 bolts. After drilling about 9 bolts, the engineer stopped this operation because the time is too late in the night, about 9:40pm. So this NE Seismic Shear Plate installation did not finished, and no signature from Caltrans went on the inspection tracking log.

Also, there was one worker to monitor the temperature of the weld between L1E and L2E, post-heating.

The iron workers worked till 9:40pm:

Todd Jackson
Barry Rothman
Kevin Ratcliffe
Declan Treanor
Enrique Robles
Jacob Meche

Forman: Aaron Kent

Engineer: John Callaghan
Daniel Hester

1 Safety officer from ABF

Superintendent: Jerry Kent

Attachment



Install Seismic Stop on OBG L4E, North East Support



Drill bolt holes for the NE shear plate

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name He, Philip

Diary #: 027

Date: 25-Feb-2010

Thursday



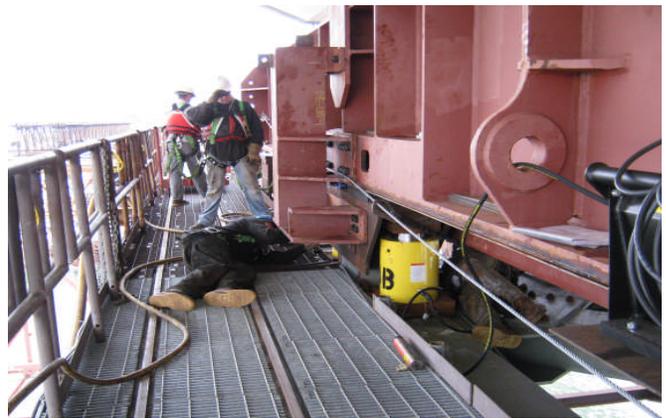
Welder used inside the OBG, for splicing operation



Install seismic shear plate at northwest support



Drill bolt holes for the NE shear plate to connect the OBG soffit to cradle



Shim the support pedestal on L4E