



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 9:33 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 176 Const Calendar Day: 219 Date: 09-Jan-2013 Wednesday

Inspector Name: Liu, Tai-Lin Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 05:30 PM Break: 30:00 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 48 12 PM 52 4PM 51

Precipitation Condition Mostly Cloudy

Working Day If no, explain:

Diary:

Dispute

Jacking Saddle Bolt Tightening

01-09-13, Wednesday, Mostly Cloudy, 57 /39 F

- Jacking Saddle to Frame Box Bolt Tightening operation
- Went to job site with Larain, checked cable wrapping operation on N/S main span cable @ PP 112 area.
- No crew in north side, and 5 IRWs at south side performing pull machine rapping operation & ready to stop pull machine at cantilver beam area preparing for hand wrapping.
- Went to W2 area, saw forman Jimmy & Stanley (IRW) at Jacking Saddle Area ready for M36 A490M bolts (31) tightening operation between jacking saddle and frame box.
- DOC used RFI # ABF-RFI-002362R00 & ABF drawing sheets # DE466AE & DE466BE.
- I stayed in jacking saddle & Larain went back to N/S main span area to inspect Cable wrapping operation
- Crew added longer line (yellow color) to top of the shorter line (Red color) for reaching top of the bolt set
- Crew did bottom two corner bolt set @ 0840 & 0850 AM respectively.
- Moved to top and machine dropped to ground - needed to fix the guide square chennel until 0945 AM.
- Started tightening top corner bolt set & found out the pressure leaking needed to be fix until 1020 AM.
- Bolt tightening operation started from bottom corners and move to top corners and moving toward to center from both sides, whole tightening operation completed at 1130 am.
- Among tightening bolts (total 31), the tightening sequence # 14 bolt set were not reaching 1/4 turn (see picture), I questioned to forman Jimmy, he told me that the bolt already in the max turn limit, it will damage the bolt if continue to touge. I took pictures, other set of the bolt were OK for turning.
- Back to office, I talked to Warren and phoned Bob.
- I talked to Bob, he said that the bolts tightening is for preventing bolt from falling down not for the tensioning it should be OK. I also talked to Brian let him to know the situation.
- I went to cable wrapping area, talked to Larain & Roman and back to office around 12:10 PM.
- Matt & John talked to me and mentioned they were performing CB bolt measurement on new CB bolts at N/S PP112 to 116 total 6 cable bands this afternoon.
- Afternoon checked unstressed length for those bolt & created new spreadsheets for those CBs.
- Performed paperwork and arranged pictures and left office around 5:30 PM.

Attachment



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Bolt Tightening Machin with longer longer line (yellow line)



Bolt Tightening Cofiguration (#3)

Bolt Tightening on the saddle bottom

BTC #9

BTC # 8

BTC #12

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BTC #14



BTC #6

BTC #10

BTC #5

BTC # 11

Forman Jimmy & Standley performed bolt tightening between jacking Saddle & Form Box

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BTC #7



IRW Standley Marking line on driving head



BTC #13

Bolt Tightening Configuration (BTC) (#4)

BTC #16