



**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 19-Nov-14

Time 6:12 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 041 Const Calendar Day: 234 Date: 30-Apr-2010 Friday  
Inspector Name: Bruce, Matt Title: Transportation Engineer  
Inspection Type: Intermittent  
Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

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

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: 07-Jun-10 Status: Approved

**Weather**

Temperature 7 AM 50 - 60 12 PM 60 - 70 4PM 50 - 60  
Precipitation 0.00" Condition Sunny

Working Day  If no, explain:

**Diary:**

Dispute

**Work description.**

- Continued to check horizontal control between the following points: E3, MB007, MOLE, WP306, TIN3, RECEIVE RESET 1970, and E2. Both the NPL-820 and the DTM-851 total stations were used for comparison. It should be noted that the DTM-851 was used for all measurements and the NPL-820 (reflectorless) was used for a few. The measurements with the NPL-820 were suspect, as the total station needs maintenance.

- Began to process the surveying data collected today for the horizontal control work done.

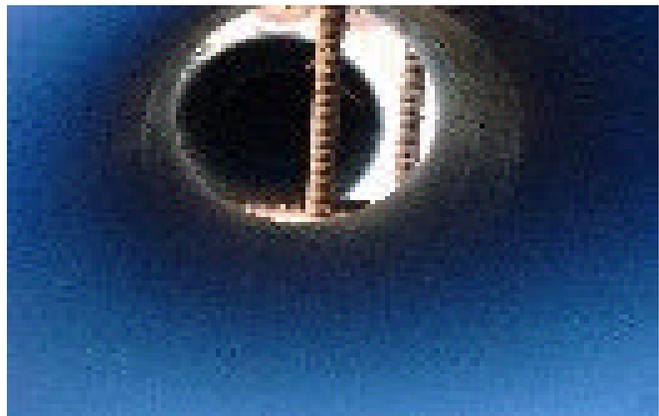
- Inspected the continuity tendon alignment between the steel pipes in OBG lifts 1E and 1W related to the openings in the W2 cap beam concrete. The majority of the "B" tendons were inspected for both E-Line and W-Lines and a few "A" tendons in the top corners were inspected. In general the bottom row was aligned properly and there wasn't any rebar conflicting with the area of the blockout mandrel. However approximately 20% of the tendons along the inclines for both E and W-Lines had conflicts with rebar, see photos below.



**Attachment**



Continuity tendon along the E-Line conflict with rebar looking west.



Continuity tendon along the W-Line conflict with rebar looking west.

