



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:22 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 372 Const Calendar Day: 704 Date: 13-Aug-2011 Saturday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 02:30 pm Break: 00:30 Over Time: 07:00

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: Status: Submit

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

Weather

Temperature 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70

Precipitation 0.00"

Condition Overcast in the AM to sunny in the PM

Working Day If no, explain:

Diary:

Dispute

Work description.

- Continued to process the surveying information from last Saturday August 6th, 2011 for the checks on the marks placed by ABF surveyors on the top of the E2 cap beam concrete surface for the Shear Key and Bearing placement. Went to the E2 cap beam and checked the marks on the concrete surface of the E2 cap beam for the B1, S1, B3, B2, S2, and B4 Shear Keys and Bearings placed this last week. The marks for the correction for the axial camber do not match what is prescribed in Submittal 2419R00: Pier E2 Bearing and Shear Key Erection Plan. In the submittal the distance from the "Established Geometric Line and CL rotation Offset from CL Pier E2" to the "Axial Camber Offset Line" is 295mm. I measured 395mm for the lines placed on the south end for the Shear Keys and Bearings placed this last week. After the analysis the "Established Geometric Line and CL rotation Offset from CL Pier E2" was close to 86mm offset from the centerline of Pier E2. So the "Axial Camber Offset Line" was incorrectly marked. See photos below for additional details and comments.
- Went to the field to check and see if there was any work at the E2 cap beam since it was unclear whether or not work would be done today. No work was done at the E2 cap beam today.



Attachment



The measured marks with a tape measure from the south end of the B4 Bearing.



The measured marks with a tape measure from the south end of the S1 Shear Key.

