



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:12 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 615 Const Calendar Day: 35 Date: 09-Jul-2012 Monday
Inspector Name: Bruce, Matt Title: Transportation Engineer
Inspection Type: Intermittent
Shift Hours: 07:00 am 05:30 pm Break: 00:30 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 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.

- Conducted a level run for scan control points on the temporary truss walkway with the assistance of District 4 surveyor Randall Wigton. The level run started at scan control point 402 which is located along the E-Line truss near the W2 cap beam. Along the level run control point TD2001 was shot and was considered to be the benchmark for the elevations along the truss. The following control points were shot along the level run:

- 1.) 402 to 410
2.) 500 to 509
3.) TD2001

The survey began at 7:45am and was completed at 9:00am. The ambient temperature at the time of the survey was 57F. The temperature of the steel was not measured during this survey. However the survey was done under overcast conditions. The official sunrise time per weather.com reported today was 5:56am. The wind speed was measured from the West @ 7mph during the survey. Began to process the data and compare the elevations measured with the total station.

- Pre planned the upcoming top deck scan at the east end of the bridge with District 4 scanners Robert Dolan and Randall Wigton. This scan is being done since we were unable to complete the top deck/tower/cable survey on June 17th and 18th at the east end of the bridge. Placed the following control points for tomorrow morning:

- SCAN108 = WPP106CL SCAN208 = EPP106CL
SCAN109 = WPP123CL SCAN209 = EPP123CL

Began to investigate the feasibility of scanning inside OBG 14E/W to capture the current conditions of the Hinge A pipes and corresponding sleeves. Talked to Grady about potential safety hazards of the confined space within OBG lift 14E/W. There appears to be no apparent dangers although a air monitor will be used at all times inside the OBG deck section.

- Met with Phil Latasa and Bob Brignano at 1:00pm to identify the center punchmarks used to place the Skyway steel sections. Phil was able to identify the centerline horizontal points near the east end of the steel section. The horizontal punchmarks on the west end of the Skyways steel section were close to the seismic joint step. He also mentioned that there were four points used near the barrier for the vertical cross slope.

- Went to assess the current construction progress over at the W-Line Hinge K section. See the photo

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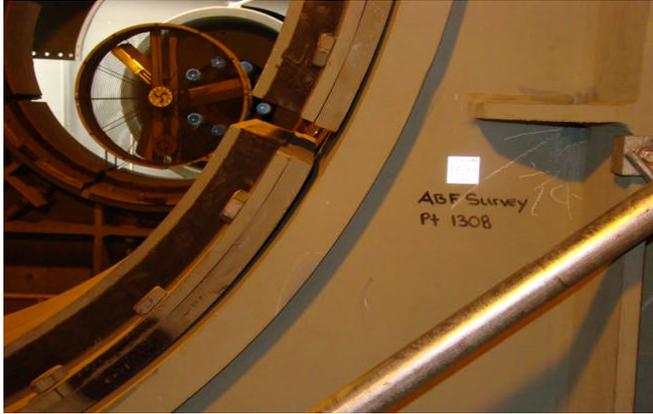
Date: 09-Jul-2012

Monday

below for more details.

- Began to prepare for tomorrow mornings scanning survey which is scheduled to begin at 4:00am

Attachment



Control point used by ABF surveyors awhile back for the E-Line Hinge A pipe beam sleeves.



Control point used by Caltrans surveyors for the vertical alignment of the E-Line Skyway steel tub.



Control point used by ABF surveyors awhile back for the E-Line Hinge A pipe beam sleeves.



Spherical bearings placed today around the W-Line Hinge K pipe beams.