Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **617** **Const Calendar Day:** 37 **Date:** **11-Jul-2012** **Wednesday**

Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**

Inspection Type: Continuous

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** 70 - 80 **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.

- Shot control point SKY3 from TIN3 backsighting ARMY-2 for the GPS calibration. The total station was used to establish the horizontal coordinates and it is assumed that there is no settlement of the pier table. The ambient temperature during this survey was 58F under sunny conditions. The wind was observed from the west at 8mph. This control point is shot each time a calibration is done over time since concrete bridges move laterally due to creep, temperature, etc.

- Calibrated the Topcon GPS equipment with the localized SFOBB east span project control. The points used for this calibration were the following in the order measured:

1.) TIN3 (Point Number - 3, on Treasure Island NGS brass cap)

2.) 6056 (Flight Target between Treasure and Yerba Buena)

3.) Receive Reset 1970 (Point Number - 100, NGS brass cap in the SF Coast Guard Base on Yerba Buena Island)

4.) WP306 (Point Number - 306, on Yerba Buena Island near existing E2 pier)

5.) SKY3 (Located on the north side of the Westbound Skyway over the E3 pier table)

All points were shot at 180 epochs and points MB007 and 6203 were checked after the localization was complete. The K-value during this calibration was 1 with a 24 hour maximum of 3. This calibration might be further refined to achieve more accurate results. GPS calibrations should be done 3 to 4 times a year to account for earth's tectonic plate movement.

- Marked up the points to be shot tomorrow morning on the SAS OBG top deck. The following points will be shot tomorrow morning:

Westbound	Eastbound
WPP106CL (SCAN108)	EPP106CL (SCAN208)
WPP123CL (SCAN109)	EPP123CL (SCAN209)
WPP125CL	EPP125CL
WPP125N	EPP125N
WPP125S	EPP125S
WPP127CL	EPP127CL

WPP127S	EPP127N
WPP128N	EPP127S

- Prepared for surveying the points listed above in addition to the pre load transfer scan control points, and points on the Skyway structure.

- Continued to write outstanding diaries for the last few days since I am working to complete surveying the structural components of the SAS bridge prior to Load Transfer.

- Completed the Mainspan cable swing-out rotation measurement summary table and graphs, at the request of Roman, Brian, and Warren. There was only one minor change which was to remove the trendline of the actual measurements versus the theoretical rotation angles. The information is to be shared with ABF at their request.