



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:11 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 623 Const Calendar Day: 44 Date: 18-Jul-2012 Wednesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 05:00 am 05:30 pm Break: 00:30 Over Time: 04:00

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 early AM to sunny

Working Day If no, explain:

Diary:

Dispute

Work description.

- Used the Trimble S8 total station to shoot the scan control points 800, 801, 900, & 901 with the assistance of Bob Brignano. Scan control points 800 & 801 are on the W-Line Skyway falsework, similarly scan control points 900 & 901 are located on the E-Line bottom OBG section placed on the Skyway E-Line falsework. The survey began at 5:40am and was completed at 6:40am with the official sunrise time of 6:02am per weather.com.



The ambient temperature was 54F under cloudy conditions. The steel temperature was measured at 57F on the W-Line Skyway steel tub section. Wind speed was observed from the Westerly direction at 4mph and the barometric pressure was 30.00"Hg.

- Established elevations on the new E2 foundation control points SAS-E2NE, SAS-E2NW, SAS-E2SE, and SAS-E2SW with the assistance of District 4 surveyor Roderick Cameron. Control point AJ631 was selected as the benchmark which is located on the existing E6 foundation. The intent of this level run was to bring in Caltrans SFOBB control onto the points prior to load transfer of the bridge. The control points will be checked after load transfer to see if any settlement of the new E2 foundation occurred. A temporary benchmark was placed (scribed "X") on the South parapet wall of the Skyway E4E foundation and was labeled TP1 by Rod. It should be noted that for all shots taken three wires were read and checked prior to moving the level given the distance between the foundations.

While myself and Rod were performing the level run, District 4 surveyor Peter Unruh was using the total station to check the horizontal control of the same four points. The occupied point was SAS-E2NE and control points AJ631, TIN3, and MB007 were used for the three point resection. The values established today differ from the ones prescribed by Towill's revision of the control.

The level run and horizontal control check started approximately at 8:05am and was completed at 9:45am. The ambient temperature for this survey was 56F still under cloudy conditions. The wind speed at this time was still from the Westerly direction at 7mph.

- Established elevations on the new T1 foundation and scan control point 601 with the assistance of District 4 surveyor Roderick Cameron. The following points near and on the T1 foundation were shot:

Existing Control Points: WP306 (benchmark) TIDAL8 STA III, Scan 601, TWL203
TD2000, SAS-T1A

New Control Points: Baseplate corner offsets for the north, south, west, and east tower shafts
Copper nails on the top of the foundation concrete placed



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around the tower in the north, south, west, and east directions.

The intent of this level run was to bring in Caltrans SFOBB control onto the points prior to load transfer of the bridge. The control points will be checked after load transfer to see if any settlement of the new T1 foundation occurred. The level run control check started at 10:00am and was completed at 11:30am. The ambient temperature for this survey was 58F still under partly cloudy to mostly sunny conditions. The wind speed at this time was from the West Northwest direction at 13mph.

- Shot the elevations of scan control points 800, 801, 900, and 901 with the assistance of Bob Brignano using the automatic level. Control point SKY3 was used as the benchmark and the level run went from the westbound to the eastbound Skyway and then back going down to the falsework on both bridges. A tape was used when transferring an elevation from the top deck to the bottom deck.

The survey started at 2:20pm and was completed at 3:35pm. The ambient temperature for this survey was 60F under sunny conditions. The wind speed at this time was from the West at 12mph.

- Began to process the data from the three level runs conducted today and the work with the total station on scan control points 800, 801, 900, & 901 in addition to points shot by the District 4 surveyors.

Attachment



District 4 surveyor Roderick Cameron setting a scribe mark for a temporary benchmark on the E4E South foundation parapet wall.



The Trimble S8 total station set up on the eastbound Skyway bridge shooting scan control points 800 and 801.



Bob Brignano setting the Philly rod on scan control point 900 during the level run to check elevations for scan control points 800, 801, 900, & 901.



District 4 surveyor Peter Unruh shooting control point SAS-E2SE.

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Automatic level setup on E5E to shoot elevations on the new E2 foundation using AJ631 as a benchmark from the existing E6 foundation.



View of the level run from the westbound Skyway falsework to the E-Line falsework.