



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:10 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 630 Const Calendar Day: 52 Date: 26-Jul-2012 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 05:00 am 04:30 pm Break: 00:30 Over Time: 03:00

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.

- Shot scan control points 802, 803, 902, and 903 inside of OBG lift 14W/E with the assistance of Douglas Wright. These points were the occupied points of the Leica C10 scanners inside of the OBG. The points needed to be shot in order to apply a proper bearing to scans taken on the four Hinge A pipe beams and corresponding sleeves. The survey was done with the total station as a point needed to be resected then the points inside OBG lift 14E/W could be shot through access ports at the end. See photos below for more details and comments. It should be noted that this survey took time to mobilize equipment and necessary safety precautions had to be taken to execute this task.



The survey began at 5:00am and ended at 8:50am where the official time of sunrise was 6:09am per weather.com. Before surveying the scan control points inside of the OBG, points EPP123CL, EPP125CL, and WPP125CL on the SAS OBG were checked. These points didn't move horizontally however movement was seen in the vertical direction on a magnitude of 2" down due to the removal of cradles for OBG lifts 14E/W. Scan control points SCAN900 and SCAN901 were then shot to verify that the bottom OBG lift 14E plate had not moved. Since the access is limited on this Skyway falsework platform the points had to be placed on this plate. No significant movement in any direction was observed.

The ambient temperature during the survey ranged from 54F to 59F which was more a function of where the temperature was taken either from inside the OBG or on the top deck. Conditions throughout the survey were overcast, therefore the structural steel wouldn't elongate due to thermal expansion. However the steel temperature was taken at the end of the survey at 61F, see the photo below for additional details and comments. The barometric pressure during the survey was recorded at 29.96"Hg and the corresponding wind speed was from the Westerly direction at 8mph.

- Completed processing the surveying data of the scan control points taken inside of OBG lifts 14E/W today. Emailed the report on these scan control points 800 to 903 to pertinent people related to the scanning survey at the east end of the bridge. The information is time sensitive due to the fact that there is a pending submittal related to jacking the SAS and Skyway into place.

Attachment



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 630

Date: 26-Jul-2012

Thursday



Overcast conditions observed after all scan control points were surveyed this morning.



Total station pointed towards scan control point 801 to reset the occupied coordinate to shoot the scan control points inside of OBG lift 14W.



The occupied point for shooting the W-Line Hinge A pipe beam/sleeve scan control points.



Ambient and steel temperatures taken after the scan control survey on the W-Line OBG top deck steel.



The support beams and frames connected to the W-Line temporary truss in order to facilitate removal of cradle 14W.