



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 #: 632 Const Calendar Day: 56 Date: 30-Jul-2012 Monday
Inspector Name: Bruce, Matt Title: Transportation Engineer
Inspection Type: Intermittent
Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:
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.

- Attended weekly SAS staff meeting at 8:00am.
- Wrote diaries that were outstanding from the last few weeks.
- Pegged the Nikon automatic level in the Burma offices parking lot using the Victor Maletic targets. The automatic level was found to be in adjustment.
- Began to compile the surveying data for the tower pullback check ~ 30 days prior to load transfer as required per RFI #1499R01. There were a total of 6 points shot on the tower saddle where the initial numbers show minimal movement of the tower. After having informal discussions with ABF today they informed me that they showed the tower leaning an additional 30mm to the west. To my knowledge they shot only one point from two directions.
- Worked with Victor Maletic on modifying some survey equipment, specifically making a set of small legs from an existing one and to refine the flatness and plumbness of the boot used on the end of the Leica Philly rod.
- Went to the field to prepare for upcoming surveys related to the tower release during load transfer and the OBG centerline position prior to load transfer. The tower saddle cover plate installation appears to be a few days out. Similarly the tower head installation will follow that operation days later. To reiterate the tower saddle cover plates and tower head need to be installed prior to placing a few points and prisms in this area. The OBG centerline survey can be done now since I was informed that the cradles for OBG lifts 13E/W have been fully disengaged from the OBG even though it hasn't been removed.

