Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **635** **Const Calendar Day:** 59 **Date:** **02-Aug-2012** **Thursday**
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 Safety Tailgate meeting at 8:00am.

- Began to review Submittal 2505R04 "Cable Band Layout" at the request of Warren Collins. Since the last survey the OBG has apparently compressed 40mm according to ABF surveyors. Therefore in order for my response to be accurate another survey on these brackets should be done to check the amount to move the cable bands at 108 and 110. Also I have requested that TY-Lin provide theoretical values for the suspender bracket stations at this stage of construction.

- Began to prepare for surveying suspender brackets 108 and 110 along the E & W lines in response to Submittal 2505R04 "Cable Band Layout".

- Talked to ESC salesman/surveyor Chuck Madrid about the issue stated in yesterdays diary. I made the following points to him in our telephone conversation:

1.) Check shot elevations consistently average 115mm higher than the prescribed control value which is unacceptable

2.) The horizontal and vertical residuals of the localization were acceptable. Once again this leads me to believe that there was a change from Topcon's end instead of any error on my end.

3.) I explained to him the possible error in the location in which the HI of the receiver is measured. Specifically the distance between the receiver and the tribrach mount is 136mm. This might be the possible solution to the discrepancies in elevation, which for even GPS are out of tolerance.

4.) The calibration done today was done in lieu of the same problems encountered during the last attempt at a GPS calibration on July 11th using the same points.

5.) These issues has been seen since the last upgrade in software as there may be a new definition of the point where the receiver is measuring the elevation. There also could have been a change in the base station control network elevations.

The end result of the telephone conversation was that Chuck is to investigate this issue and offer an explanation to the elevation discrepancies.

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Job Name: 04-0120F4 **Inspector Name** Bruce, Matt **Diary #:** 635 **Date:** 02-Aug-2012 Thursday

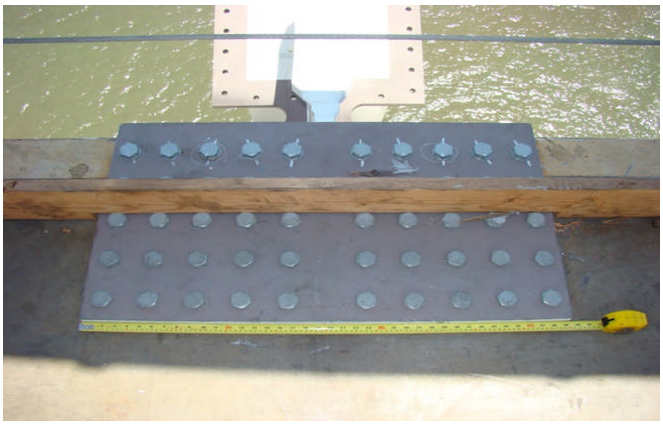
- Scheduled a meeting for tomorrow at 8:30am through Steve Kala with District 4 surveyor Robbie Dolan to review the east end scans before inviting a TY-Lin designer to view and exchange data.

- Went to the field to prepare for upcoming survey related to the tower release during load transfer. The tower saddle cover plate installation could happen any day now. Similarly the tower head installation will follow that operation days later possibly the middle of next week. 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.

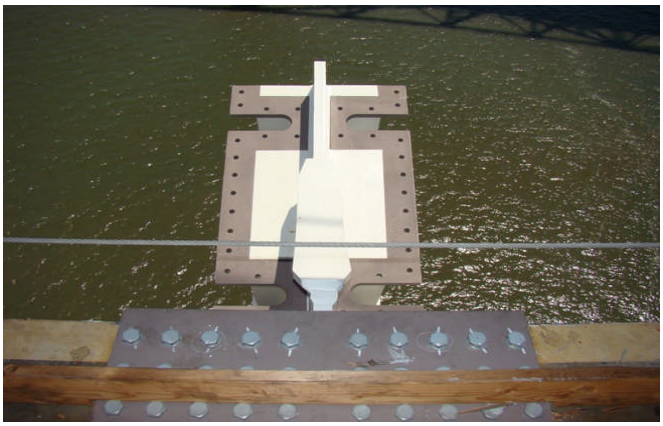
- Completed moving the paperwork and survey equipment that I have been storing in the cubicles next to mine at the request of HNTB consultant Marie Reich.

Attachment

View from the tower saddle of the west end of the SAS and the YBITS bridges where a point will be placed for shooting the tower during load transfer.



The measured distace of suspender bracket E108 top OBG gusset plate is 1.000m.



View of suspender bracket E108 top OBG gusset plate from the edge of the OBG.

Tower saddle troughs still need to be cleaned prior to the saddle cover plate installation.