



**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:21 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 123 Const Calendar Day: 311 Date: 16-Jul-2010 Friday

Inspector Name: Wilcox, Jason Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 06:30 am 04:00 pm Break: 00:30 Over Time: 00:00

Federal ID:

Location:

Reviewer: Jefferson, Paul Approved Date: 11-Nov-13 Status: Approved

04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge

**Weather**

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60

Precipitation Condition Clear

Working Day  If no, explain:

**Diary:**

Dispute

**General Comments**

**FIELD WORK:**

See Thanh Le's diary for details on the W-Line and David Bradd's for the E-Line.

**CONVERSATIONS:**

David Bradd called me and Tai-Lin Liu about a gap observed between one of the splice plates of the Bike Path that is being bolted today. We were not told that ABF was going to perform this work, but David was on site to observe the operation. After discussions over the phone, I went out to the field and met up with Paul Jefferson and David Bradd. While there, David showed us that a thin steel ruler could slide under the top splice plate of the Bike Path beam about one inch. This I after being pretensioned. The area under the bolts is in complete contact, it is just the outside edge of the splice plate. The area will be caulked after erection.

While out there, I spoke with Chris Bausone about the length of bolts being used. In some locations he wants to use 90 mm bolts instead of the 85 mm bolts initially marked for use in this connection. Mostly it is because they are in short supply of the 85 mm bolts. I said that this is acceptable as long as the other requirements are met, namely that there is not excessive stick out and that there is enough thread in the grip to allow for elongation of the bolt during service. Since these bolts are having to be tightened and tested by turning the bolt head, they have to be verified. The 85 mm bolts have been verified and a torque value determined, but the 90 mm bolts have not. Chris met up with Bob Brignano later in the afternoon to perform this test.

**OFFICE WORK:**

- 0900 hours Staff Meeting
- Diary writing and review
- Update progress spreadsheet
- Review Plans and Specs

No overtime accrued today.

