SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14
Time 9:55 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 122 **Const Calendar Day:** 469 **Date:** 21-Dec-2010 Tuesday

Inspector Name: Brignano, Bob **Title:** Transportation Engineer

Inspection Type:

Shift Hours: **Break:** **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 **12 PM** **4PM**

Precipitation **Condition**

Working Day ☑ If no, explain:

Diary:

Dispute ☐

General Comments

ITEM 52 FURNISH STRUCTURAL STEEL (BRIDGE)(TOWER);
ITEM 55 FURNISH STRUCTURAL STEEL (BRIDGE)(BOX GIRDER);
HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

For ABF, engineer Chris Bausone is present. For CT, engineers Bob Brignano and Mohammad Awal are present. Today's testing is for rotational capacity, minimum tension verification, and inspection torque for one lot and for inspection torque only for another lot. Work happens at Bolt Testing Conex ABF ID 002079 in the warehouse with Skidmore Model HT 4000 ABF ID 000612. Sampling and testing these rocap lots is 0900 to 1130. One rocap lot (M30, A325M mechanically galvanized) is tested for rotational capacity, minimum tension verification, and inspection torque and another rocap lot (M24, A325M mechanically galvanized) is tested by turning from the bolt head to determine the inspection torque.

A second rocap lot of M24 assemblies was planned to be tested today by turning from the bolt head to determine the inspection torque. However, there are no more assemblies available at the warehouse/yard location. This rocap lot is the same diameter and length as the other M24 assembly tested today. We examine the inspection torques for turning by the nut and turning by the bolt head for multiple lots. We mathematically derive an appropriate inspection torque for turning by the bolt head for this second rocap lot. This value is similar to the turning by bolt head inspection torques for similar assemblies. Note that the exact torque value is a higher resolution than can be read by the dial gradations on the torque wrench.

See the attached Bolt Test Form for details of the testing.

ITEM 61, FURNISH AND INSTALL SHEAR KEY (PIER E2);
HOCHANG/NOV E2 SHEAR KEY STORAGE:

As noted to ABF during the receiving inspection for the shear keys, the shear keys should be covered to protect them from rain water. The shear keys have nut keepers with permanent hot dip galvanized nuts already installed. In addition, the holes for the permanent rods result in the interior of the shear keys (top of the stub) being exposed, which is an issue since the top of the stub has a recess which could collect rain water. Note that this recess is on top of a large cast element and does not lead to any shear key mechanical parts. ABF agreed to address these issues by covering the shear keys to prevent rain water from entering these internal areas of the shear keys. Recently, I noted to ABF (Engineer Zach Lauria) that the covering tarp on one shear key has partially blown off, exposing these areas. Today, ABF laborers address this issue by recovering this shear key and re-securing the tarps on the other bearings and shear keys. This is approximately an hour of work by a couple of laborers.