



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:29 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 652 Const Calendar Day: 225 Date: 15-Jan-2013 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 clear

Working Day  If no, explain:

Diary:

Dispute

General Comments

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);  
WJS HOUSING PLATES ERECTION:



These are the upper housing plates over the top of the saddle, not the housing plates over the saddle trough and strands that were previously erected. These housing plates could not be erected until after the saddle support gantry, rods, and lugs were removed, which could not be done until the W2 stage 2 concrete was poured.

This work is started and completed in the morning today. Three ironworkers are on this operation as follows: Jim Benninghove (foreman), Stanley Dalie, and Rene Esquivel. There is also an operator on this operation: John Lang with the 910 Grove crane.

The ironworkers start by gluing the neoprene strips to the WJS base plates and the ribs, using Sikaflex 1a. This is similar to what was done for the neoprene under the WDS housing plates. The ironworkers also install plug bolts in the lifting lug holes – fully tension A325 galvanized bolts with nuts and washers. The first plate (south interior, 2nd of 4 plates from the south) is erected approximately 0830. The plate is secured with the permanent stainless steel cap screws, lock washers, and flat washers, installed temporarily for now at snug tight. The bolts are M16x40 and engage in the drill and tap holes approximately 20mm. The second plate (north interior, 3rd of 4 plates from the south) is erected approximately 0850. There are abandoned holes in some of the ribs from an old design that included handrail posts on top of the housing plates – now the ironworkers plug these holes with caulking, similar to what was done under the WDS housing plates. Then the third plate (south exterior, 1st of 4 plates from the south) is erected approximately 0925. Then the fourth and final plate (north exterior, 4th of 4 plates from the south) is erected approximately 0940. Then the permanent stainless steel cap screws, lock washers, and flat washers are permanently tightened. The cap screws are first installed at some locations that were skipped earlier, and then they are hand tightened at all locations. Finally, they are fully tightened to more than snug tight, until the split lock washer is compressed. Note that this is not a slip critical connection, with stainless steel cap screws with lock washers used instead of A325 or A490 assemblies and there is neoprene in the grip of the connection. Also note that there are some slotted holes in the housing plates at the exterior splices, and those are covered and fully sealed by larger OD stainless steel fender washers. All work on the WJS housing plates is done by noon. The ironworkers move to other operations inspected by others in the afternoon.

INSPECTOR OT REMARK:



---

***Daily Diary Report by Bid Item***

**Job Name:** 04-0120F4    **Inspector Name** Brignano, Bob    **Diary #:** 652    **Date:** 15-Jan-2013    **Tuesday**

---

Office 2 hours OT: Meeting with DJV 1600-1700 to discuss cable band bolt issues - tension, demand, potential replacement, etc.

