



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:25 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 743 Const Calendar Day: 316 Date: 16-Apr-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 67 ERECT PWS CABLE SYSTEM;  
PWS ANCHOR RODS, JAM NUTS AGAINST COUPLING NUT AT PWS SOCKET:



A recently added punchlist item requires tightening the jam nuts against the coupling nuts at the PWS sockets. These jam nuts were all tightened when the strands had low tension during the haul and install strand operations a year ago. After load transfer added tension to the strands, we noticed that all of these jam nuts were loose. The match markings between the jam nuts and the sockets did not change so it isn't an issue with the nuts backing off, and presumably the increased tension in the strands resulted in take-up at the thread interface between the coupling nut and anchor rod.

Involved in this operation is ABF Engineer Ankur Singh, but only for scheduling the work, because he is not present in the field during the operation. Ironworker foreman Kevin Karber is involved at the start of the operation for examining the site, getting the tools, and setting the work plan. The 2 ironworkers on this operation work for foreman Kevin Karber and are Kyle Crowley and another ironworker.

Starting about 0800, the ironworkers examine the work area and get the necessary tools, including making a new wrench. The wrench is cut from steel plate and is hit with a beater until the jam nut will not turn any more. That is the same procedure that was used during the haul and install strand operations a year ago when the nuts were tightened prior to load transfer changing the condition in the anchorage. The ironworkers start tightening operations after 1030 at the W-Line and complete work at the W-Line approximately 1145. Then, after lunch, the ironworkers move to the E-Line and complete work at the E-Line approximately 1500.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);  
PLUG BOLTS FOR DRILL AND TAP HOLES FOR GROUT FORMWORK:

For securing the formwork for the grout pad under the baseplate of the W2 deviation saddles (against W2 concrete), ABF/Conco drilled and tapped holes in the saddle baseplate steel. This item has remained on a punchlist. The holes are in the underside of the saddle and the sides. The holes in the top of the saddle have been drilled out with new bolts installed to partially (also other bolts) secure the deviation saddle housing plates. The drill and tap holes are 1/2" UNC threads. ABF procured from Bay Bolt: A325T HDG 1/2" diameter x 3/4" long fully threaded bolts with HDG F436 washers. The saddles have already had the final coat of paint applied and these galvanized bolts are being installed over that paint, so per ABF Engineer Scott Yeager, CCC will paint the heads of the bolts after they are installed.



---

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

**Job Name:** 04-0120F4

**Inspector Name** Brignano, Bob

**Diary #:** 743

**Date:** 16-Apr-2013 **Tuesday**

---

The work to install these plug bolts is done by Conco. They first use a tap to chase the threads to clean them out so that these new galvanized bolts can thread into the holes. Then they tighten the new bolts by hand. They start this work this morning. By noon they are approximately 75% done at the WDS-S and have not started at the WDS-N. In the afternoon, they start work at the WDS-N.

**INSPECTOR OT REMARK:**

Office 2 hours: Meeting and research for CT management for E2 rod issues.