



**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 #: 744 Const Calendar Day: 317 Date: 17-Apr-2013 Wednesday

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);  
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.

This work started yesterday, 4/16/2013. This work continued today and is completed at the WDS-N and WDS-S in the morning. 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.

The number of plug bolts installed is as follows:  
6 in the bottom of each saddle segment -> 6x6  
4 at each saddle end (vertical face) -> 4x4  
52 plug bolts and washers installed yesterday and today.

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 yesterday, CCC will paint the heads of the bolts after they are installed. This painting work does not happen today and will happen at a later date.

ITEM 67, ERECT PWS CABLE SYSTEM;  
W2 SHROUDS; BOLTED CONNECTIONS:

The bolted connections were all completed prior to the recent painting. During the recent painting operations, it was discovered that there were 2 assemblies that were not tightened and 1 assembly that had not been properly tightened with the washer under the bolt head. These are not the fully tensioned A325 high strength bolt assemblies; these are the A449 bolt assemblies with tri-loc nuts installed snug tight with neoprene in the grip. These assemblies are all located at the WDS-N lower/southern connection to the shroud - seal assembly to shroud connection. Today, ABF Engineer Ben Jones tightens the 2 assemblies which had not been tightened and replaces the one assembly with a new assembly and tightens it. Note that the improperly tightened assembly could not be reused, because the use of a tri-loc



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**Wednesday**

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lock nuts affects the threads of the bolt and the locking deformations of the nut, making both the bolt and nut not re-useable after a single use because they will not lock as effectively with a second use. This work is satisfactorily completed today and will receive touchup paint at a later date.

**INSPECTOR OT REMARK:**

Office 2 hours: Meeting with ABF, DJV, METS, and BATA until 1700 to discuss E2 rod testing for replacement material.