Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 116 **Const Calendar Day:** 454 **Date:** 06-Dec-2010 **Monday**
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);
CCO 156, REPLACE DACROMET FASTENERS;
HIGH STRENGTH FASTENER ASSEMBLY;
MATERIAL DELIVERY AND QA SAMPLING:

A shipment of Geomet coated A490M assemblies (all M27 assemblies) arrives today. This is LeJeune Shipment “Geomet 3” with 25 pallets. This shipment arrives and is unloaded between 0700 and 0800. This operation involves 2 ironworkers, a forklift, and a pallet jack - the pallet jack is used to move pallets from deep in the truck container to the back of the truck (front of the container) where the forklift can reach the pallets to take them out of the truck container. Between 1145 and 1230 (work through lunch), I work with Craig Hager and Fred Edmondson of METS to pull the QA samples from this shipment.

This material is shipped without prior QA sampling at the source (LeJeune), QA testing at Translab, and QA release at the source (LeJeune). Material is QA sampled on site rather than at the source per agreement with ABF, LeJeune, CT METS, and CT Construction to expedite material delivery to the site, expedite testing, and reduce METS travel expenses. Note that the suppliers of the individual components (nuts, bolts, washers, coating) as well as the overall assembly (LeJeune) performed the required QC testing of the material prior to shipping the material. Until the QA samples have been successful QA tested at Translab, this material cannot be used. However, if it takes a long time to QA test the material and waiting results in schedule implications, we have agreed with ABF that the material may be used at ABF’s risk if the locations are tracked and it can be removed later if necessary.

ITEM 63, ERECT STRUCTURAL STEEL (BRIDGE) (PIPE BEAM):

Today’s work at W2 is to extend the temporary W2 elevator to add a stop at the top of W2 now that the hinge pipe beams are installed and adjusted/aligned in the area. The elevator stop at the W2 suspended platform under W2 is “Level 2” and the elevator stop at the top of W2 is “Level 3”.

The ABF ironworkers on this operation for most of the day are Jerry Kubala [foreman] and Gabriel Rios. The Liebherr crane is used by operator Bill Alger and oiler Scott Ross to support the ironworkers operations when necessary. Two laborers also work in the afternoon at this location for about an hour.

The morning work is setting posts and bracing them, between the two EB HPB’s (not in contact with the HPB’s), in the area between the top of W2 and the area under W2 at the W2 suspended platform. In the afternoon, the platform for the elevator stop is set at 1340 and then it is anchored into the W2 concrete.

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The anchors are drilled into the concrete in the expansion joint blockout. The laborers adjust the handrails in the area of the new elevator stop.

Also working in the area at the top of W2 are ABF surveyors. Part of their day is surveying points at the top of W2. This work is by James Allen and another surveyor.