Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 968 **Const Calendar Day:** 541 **Date:** 27-Nov-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** partly cloudy

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF ironworker Barry Rothman (Rob Martell is not at work today) works on CCO 314 for part of the day. For the remainder of the day, he is working on non-CCO 314 operations elsewhere at the Pier 7 warehouse area. With today being the day before the Thanksgiving Day Holiday, he works a shift between 0700 and 1130, for 4.5 hours regular (ABF pays for a full 8 hour regular shift for the shortened day before the holiday).

The ironworker does miscellaneous cleanup and prep for Test Rigs #6 through #11. He discusses yesterday's shake out of the quantity of bolts, nuts, and washers for the test rig end plate connections with ABF engineer Kelvin Chen today. He also closes and covers the kegs of bolts, nuts, and washers, and he uses visqueen to cover the recently cleaned wet chambers on the test rigs to protect them from dirt and weather over the long holiday weekend.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

VGO is not working on site today. Dave Van Dyke from VGO is in the Bay Area, but is not working on the job today.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is used briefly today. A compressor – IR P185R – ABF ID 002075 is idle. The ironworkers have a Kubota Cart. A Hyster 80 forklift – ABF ID 002306 is used briefly.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:
10' bought k-rail = 20 pieces (minus 1 missing)
10' ABF k-rail = 8 pieces
20' rented k-rail = 22 pieces (minus 1 missing)
20' ABF k-rail = 27

The agreed extra work with ABF is as follows:
Ironworker Barry Rothman - 2.5 hrs Reg

Engineer Kelvin Chen - 1.5 hrs
Kubota Cart - 2 hrs
Radios (1 radio) - 2.5 hrs
k-rail: 26 pcs @20' and 7 pcs @10'
Crane Mats (12x12 - 5'x16') - 10 pcs
Crane Mats (12x12 - 5'x7') - 4 pcs
See the attached Extra Work Order - Signed with ABF for CCO 314 work

The test rods (State furnished, galvanized A354 Grade BD) for Test Rigs #6 through #11 arrived earlier in the week on Monday 11/25/2013 from Dyson. These are the rods that have already been successfully test fit in the couplers at Dyson and were then shipped back to the jobsite. Hardness testing on both ends of those 6 rods was completed that day. CT METS retests the hardness today between 1500 and 1700. Present from CT METS are James Doe, Courtney Goldstein, and Saied Khan (part time). They retest both ends of the test rods for TR's #6 and #8 through #11. Testing of the ends of TR #7 does not happen today, because more grinding preparation is needed on the ends of the rod. They also intended to retest the one accessible end of the TR #5 rod (other end is buried inside the coupler inside the test rig making it not accessible until after completion of the test program), but that is not done today. Retesting the one end of TR #5 and both ends of TR #7 will happen sometime next week.