



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 001 Const Calendar Day: 141 Date: 27-Jan-2010 Wednesday

Inspector Name: Travis, Mike Title: Consultant

Inspection Type: No Inspection

Shift Hours: 06:00 am 03:00 pm Break: Over Time:

Federal ID:

Location:

Reviewer: Lai, Gary Approved Date: 03-Feb-10 Status: Approved

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

Dehumidification System

Bill O'Sullivan (ABF) meet with me this afternoon to discuss the following issues on the Dehumidification system being installed in the Tower Top. The following issues were discussed:

- (1) The Shop Drawings show the size of the ducting to be installed through the penetrations but the correct hole opening was not indicated in the shop drawings. Bill indicated that he will address and resolve that issue before the revised shop drawings are resubmitted.
- (2) Bill indicated that the location of the penetrations in the shop drawings are not as shown on the contract documents. I indicated that the relocation of the openings in the shop drawings were to prevent conflicts with the structural components within the tower structure. I told Bill that I would talk to Bill Shedd (Caltrans) about the issues and make the changes to the locations in the CCO#130 to correct the conflict. I gave Bill a copy of my proposed layout identifying the penetrations . See attachment.
- (3) Bill brought up the issues that there is a conflict with the 3-D model and the ducting layout. After going over the layout, unit connections and 3-D model pictures we agreed that the 3-d model is no correct.
- (4) Bill brought up an issues about the ducting being transioned from one size to another size might provide a flow problem. We agreed that the designer should review and comment on this issue.

Submittal 235R03 Elevator

Uploaded the Redlined Stamped Submittal sheets in the outgoing section of the PMIV Submittal section as requested by April Smith.

Talked to Bill Shedd about the submittal issues:

- (1) The controller in the first submittal was installed in the Elevator Cab while the third revision show the controller remotely located from the elevator hoistway.
- (2) The first submittal shows the power and communication busses as well as the phone system. The third revision only shows the power buss with no communication buss of indication of communication system. Also pointed out that there could be an issues with the access door/frame being installed on the tower structure. There seems to be some conflicts with the strucural elements of the tower.

Training

Attended the PMIV Training for Daily Diary processing.
 Was directed to begin Daily Diary processing through PMIV as of this date.
 A followup training secession will be scheduled in the future to follow-up on the training.

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Traveler Trolley Clearances

There is an issue with the contract drawing sheet #1111R3 and the submitted Piston Motor Driven Trolley. Sheet # 1111 has a changed dimension of 460mm Max. from 490mm Max from center of rail to the outside tip of the motor. The submitted equipment exceeds this maximum clearance.

(1) Bill Shedd, Glen Fleming and I discussed the issues and it was determined that the 490mm Maximum clearance is acceptable. Glen Fleming will be on site tomorrow to discuss this issues further.

(2) Carol Choi (TYLin) talked to me this afternoon indicating that the dimension was changed due to a copy of the motor trolley being supplied by Caltrans. Carol indicated that TYLin is not going to change the sheet back to the 490mm maximum unless instructed to do by Caltrans.

(3) Talked to Bill Shedd about this issues and he indicated that this can be resolved tomorrow when Glen Fleming comes on site. See Attachment.