



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 131 Const Calendar Day: 123 Date: 05-Oct-2012 Friday
 Inspector Name: Feather, Bernard Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 08:00 am 06:00 pm Break: 01:00 Over Time: 01:00
 Federal ID:
 Location:
 Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

04-0120F4
 04-SF-80-13.2/13.9
 Self-Anchored
 Suspension Bridge

Weather

Temperature 7 AM 12 PM 4PM
 Precipitation Condition Sunny, Warm, Light Wind.

Working Day If no, explain:

Diary: Dispute
General Comments
 MEP CCO coordination meeting 0900-1000. Misc MEP paperwork and cable band tightening diaries. Track progress of FWS work. Oversight of cable band tightening from 1250-1700. Cable band diaries until 1800

04-0120F4 Bid Item: 124 0-000-000.124 DOMESTIC WATER (2NPS) (T1 TOWER)
 F.W. SPENCER AND SON, INC

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: F.W. SPENCER AND SON, INC								
Welder	JNM	DAMIAN LLANOS	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Plumber/Pipefitter	JNM	NARCISO BIAGI	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Plumber/Pipefitter	JNM	DAVID LAW	4.00	0.00	0.00	4.00		<input type="checkbox"/>

Diary: Dispute
Tower Head Activities 124 0-000-000.124
 The FWS crew spent the shift extending the runs of 2" water line and 3" compressed air line from Elevation 145 to the tower head.

04-0120F4 Bid Item: 127 0-000-000.127 COMPRESS AIR (3 NPS) (T1 TOWER)
 F.W. SPENCER AND SON, INC

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: F.W. SPENCER AND SON, INC								
Welder	JNM	DAMIAN LLANOS	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Plumber/Pipefitter	JNM	NARCISO BIAGI	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Plumber/Pipefitter	JNM	DAVID LAW	4.00	0.00	0.00	4.00		<input type="checkbox"/>

Diary: Dispute
Tower Head Activities 127 0-000-000.127
 The FWS crew spent the shift extending the runs of 2" water line and 3" compressed air line from Elevation 145 to the tower head.

04-0120F4 Bid Item: 128 0-000-000.128 DEHUMIDIFIER SYSTEM
 F.W. SPENCER AND SON, INC

Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name: Feather, Bernard Diary #: 131 Date: 05-Oct-2012 Friday

Diary:

Dispute

Tower head dehumidification system 128 0-000-000.128

Stainless steel bolts, screws, washers, and hex nuts for attaching the tower head dehumidification reactivation air ductwork was delivered to Pier 7 with the appropriate COCs and Mill certs. I inspected them, determined that they were free of damage, and was the material described in the packings slips, COCs, and Mill Certs.

CCO-264 Bid Item: 001 C-TEN-ALS.264 Cable Band Tensioning (Phase 1-3)

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	APP	Anthony Volpe	3.00	2.00	0.00	5.00		<input type="checkbox"/>
Ironworker	JNM	BARRY ROTHMAN	3.00	2.00	0.00	5.00		<input type="checkbox"/>
Ironworker	APP	MORRIS ROBERSON	3.00	2.00	0.00	5.00		<input type="checkbox"/>
Ironworker	JNM	BRIAN LARSON	3.00	2.00	0.00	5.00		<input type="checkbox"/>
Ironworker	FOR	KEVIN KARBER	3.00	2.00	0.00	5.00		<input type="checkbox"/>

Diary:

Dispute

Cable Band Bolting 001 C-TEN-ALS.264

I arrived at CB 48S on south main span at 1255. Kevin Karber's crew was in the process of attaching the jacks. Barry Rothman was at the top of the temporary tower operating the winch.

Tensioning of the cable band bolts began at 1303 and was finished at 1307, then the jacks were removed. The crew moved to 46S at 1329.

Tensioning of the cable band bolts at 46S began at 1354 and was finished at 1358, then the jacks were removed. The crew moved to 44S at 1405.

Tensioning of the cable band bolts at 44S began at 1431 and was finished at 1445, then the jacks were removed. The crew moved to north span CB 44N at 1450. The crew took afternoon break from 1510 to 1525.

Tensioning of the cable band bolts at 44N began at 1545 and was finished at 1555. The jacks were removed and the crew moved to CB 46N at 1620. The jacks were installed on CB 46N by 1650.

The crew went off shift at 1655 without jacking CB 46N.