Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **190** **Const Calendar Day:** 219 **Date:** **09-Jan-2013** **Wednesday**
Inspector Name: **Feather, Bernard** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 08:00 am 05:00 pm **Break:** 01:00 **Over Time:**
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** Overcast cool AM; light rain PM

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

Misc MEP paperwork and diaries. Track progress of FWS field work. Inspection of cable band caulking along the south side span. Discussed tower head dehumidified and tower head piping issues with Bill O'Sullivan.

04-0120F4 **Bid Item:** **067** **C-COA-SCE.067** **Seal & Caulk Cable Bands - East of W2**
AMERICAN BRIDGE/FLUOR, A JV

Diary: Dispute ☐

Cable Band Caulking **067** C-COA-SCE.067

Proxy for Performance Caulking until their information is in PMIV.

I arrived at the south side span at 1000. Damian Wilkenson and Joey Leal performed caulking work along the south side span. Damian W. was caulking cable band CB 16S and Joey L. was trimming butyl rubber in the top and bottom grooves of CB 18S.

By the end of the shift, both CB 16S and CB 18S had been completed.

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

Diary: Dispute ☐

Dehumidification System **128** 0-000-000.128

Bill O'Sullivan informed me that there was a problem with the east dehumidification system ductwork penetration in the tower head. The show drawings showed that the west penetration duct sleeve was to be approximately 35 degrees, but the east penetration duct sleeve was to be 30 degrees. However, the ironworkers made both penetration angles 35 degrees. Since the east side tower head cover at that location is shallower than 35 degrees, the ductwork will run into the the cover.

Bill O'Sullivan idicated that FWS's sheet metal crew would be coming out next week to survey the situation and arrive at a solution. This solution will be detailed in an upcoming RFI.

I sent an email to Moffet Nicols, the dehumidification system designers, with a description of the problem

and told them to expect an RFI soon.

CCO-187 **Bid Item:** 001 0-MSI-EFA.187 **MEP/Structural Interferences**

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	8.00	0.00	0.00	8.00		☐
Plumber/Pipefitter	JNM	DAVID LAW	8.00	0.00	0.00	8.00		☐

Diary: Dispute

Tower Piping **001** 0-MSI-EFA.187 ☐

The FWS crew spent the shift laying out the extentions for the 3" Compressed Air Line and the 2" Domestic Water Lines per the directions given in the response to RFI 3065.

In addition, the crew noted that the layout shown in sketch attached with that RFI response do not reflect field conditions; the piping runs detailed will interfer with the landing at the top of the tower head access ladder, and the terminus of the utility outlets would be blocked when South tower chimney access door is opened.

Bill O'Sullivan was present to discuss alternatives with Dave Law and myself. It was agreed that the utility outlet should teminate at the edge of the south chimney, D side skin, to the side of the ladder. I instructed FWS to continue their work extending the pipe up from Elevation 150M while I got further directions from the mechanical designers.

The PB designers were sent an email describing the interferences.