



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:48 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 463 Const Calendar Day: 660 Date: 26-Mar-2014 Wednesday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 10:00 am 10:30 pm Break: 03:30 Over Time: 1:00

Federal ID:

Location:

Reviewer: Shedd, Bill 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 cool, overcast, breezy

Working Day [checked] If no, explain:

Diary: Dispute
General Comments
Misc. MEP paperwork, track progress of FWS mechanical piping installation. Accompany FWS and the Munter's technician to perform work on the tower head and west loop units.

04-0120F4 Bid Item: 121 0-000-000.121 CCSF RECLAIM WATER (6 NPS)
F.W. SPENCER AND SON, INC

Diary: Dispute
6" DIP Testing 121 0-000-000.121
The previous night, FWS attempted to test the 6" CCSF line, but a leak was discovered at PP 51. The crew used a 4K gallon water tank truck to drain the 6" line such that they could repair the leak.

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
I met with Steve Gwizdak, FWS, and Scott Dossett, Munters, at the base of Pier W2. Scott D. mentioned that after he replaced the reactivation air blower, he tried to start the unit on 3/25, but it did not appear that the humidistat was operational. Steve G. was going up the tower with him to determine what was wrong with the unit. They were also going to try and by-pass the SCADA interface.
At 1100, I called Steve G. and Scott D.. They said that the humidistat was hooked up and should be operational, but the wires from it go into an electrical box, and dissimilar wires come out of the box and into the unit. Steve said that since the box wasn't FWS's box, he was not going into it and determine why the signal isn't reaching the unit from the humidistat. They also said that the SCADA interface had been by-passed.
I instructed them to put the machine on "Manual" such that both the process air and reactivation air motors would be running full time.
Scott D. and Steve G. returned to Pier W2 at 1200.

Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Feather, Bernard **Diary #:** 463 **Date:** 26-Mar-2014 **Wednesday**

Bill O'Sullivan sent an email stating that Certified Coatings needs to address paint punchlist items on the east side of the Eastbound cable anchorage compartment. The planned to mobilize on 3/27 and expect to be complete by the end of next week.

He asked for direction on what measures Certified Coatings needs to take in order to work in this area (i.e. shutdown dehumid unit, cover penetrations, etc.)

He was given direction to shut down the machine, then cover the intakes with plastic for the duration of the work. When the work was finished, the filters were to be changed.

The Following is a status report of the Dehumidification Units:

Munters was out here this week to look at the problems we are having with the units. This is my understanding:

1. East Anchorage Units: the units are running as required and are adequately removing the humidity from the chambers and have been balanced and tested. However, they are running on "Manual." When switched to "Auto" the units shut down. FW Spencer says this is because they are not receiving a SCADA signal. Currently, they are set on "Manual" and will operate as required, and once the SCADA system is up, they can be switched to "Auto."

2. Tower Head Unit: The reactivation motor burned out and blew a fuse. The Munters technician did not indicate why it burned out, but it was likely not because of restricted air flow. He replace the motor and fuses, but noted another problem in that the humidistat was not sending signal to control the machine. There were two issues. The first problem with the humidistat is that for the sheet showing the H200 direct connect to HC-150/300 Circuit Board, nodes 4 and 6 are suppose to be connected to HSP1 Input Plugs P-1 and P-2, respectively. I was told that the wires from the Humidistat are dissimilar to the HSP1 plug wires. Since the HSP1 plug box is Blayco, FW Spencer and Munters was not going into their box and change out the wiring. Bottom line, the humidistat cannot operate until this issue is resolved. The second issue, on wiring diagram 53227 for the 300 unit, the TB03 nodes shown in the lower right hand corner is the SCADA interface. The 300 unit was programmed to have SCADA interface, but since it is not receiving a SCADA signal, the unit was not operating correctly. FWS/Munters resolved these issues by bypassing the SCADA interface and connected the two TB03 wires with a scotch lock. They also bypassed the humidistat circuit. Currently, the unit is running continuously, reactivation air and process air, without any set point. I was told this should not damage the unit, and will continuously removed humidity from the chamber until the operating issues are resolved.

3. West Loop Unit: The Munters technician determined that a processer was bad in the control box. He did not have one on hand, so he will have to get one from their warehouse in Southern California. He will likely be out next week to install the new processer and restart the unit. Until that time, the unit is shut down.

The Munters Dehumidification Warranty Letter for Units 1, 3, 4 and 5 (Tower Head, East Anchorage, and West Loop Units) was transmitted to the Department today at 11am.

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	RICHARD KIIKVEE	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Plumber/Pipefitter	JNM	NARCISO BIAGI	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Plumber/Pipefitter	FOR	TOM COLOMBO	8.00	0.00	0.00	8.00		<input type="checkbox"/>

Diary:

Dispute

Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Feather, Bernard Diary #: 463 Date: 26-Mar-2014 Wednesday

001

The FWS crew, including Josh Johnson, spent the shift repairing the leak in the 6" CCSF reclaimed water line at PP 51 (Crossbeam CB 8). Upon disconnecting the line, the crew discovered the seal gasket was intact. When the crew tried to reconnect the line, they could not match the weld groove end to the bell because of the interferences with CB 8 security gate post.

CCO-354 Bid Item: 001 0-FWS-ELS.354 CIC - Mechanical Impacts - F.W. Spencer

F.W. SPENCER AND SON, INC

Diary:

Dispute

Mechanical Change of 001 0-FWS-ELS.354

Mobilization to and from the bridge is paid under CCO 187 for this night's shift.

In addition to equipment used in the day's operations, the crew used 2 additional crew trucks, a light tower, and a port-a-potty on a trailer.

The light tower and port-a-potty will be paid as monthly rental.

CCO-367 Bid Item: 001 0-PCR-EFA.367 Pipe Interference with Cable Railing

F.W. SPENCER AND SON, INC

Diary:

Dispute

6" DIP/cable rail post interference 001 0-PCR-EFA.367

The FWS crew, including Josh Johnson, spent the shift repairing the leak in the 6" CCSF reclaimed water line at PP 51 (Crossbeam CB 8). Upon disconnecting the line, the crew discovered the seal gasket was intact. When the crew tried to reconnect the line, they could not match the weld groove end to the bell because of the interferences with CB 8 security gate post.

It is likely that this work will fall under CCO 367 because the leak was due to a gate post interference.

Note that this work was later to be paid under CCO 187.