



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:27 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 551 Const Calendar Day: 724 Date: 29-May-2014 Thursday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 AM 10:00 pm Break: 07:00 Over Time:

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 not recorded

Working Day If no, explain:

Diary: Dispute
General Comments
Oversee testing of the west loop and tower head dehumidification units. Track progress of FWS CCO 339 work from a night closure of the #5 lane of the EB bridge from 2300 the night of 5/29/2014 to 0300 the morning of 5/30/2014. Misc. MEP paperwork and write diaries.

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

Diary: Dispute
Dehumidification System Testing 128 0-000-000.128
At 0700, I met Charles Bailey, NAB, and Steve Gwizdak, FWS, at the base of W2. Steve G. accompanied Charles B. and I to the west loop unit to perform testing. Steve entered the password for the unit, and accessed the data readout.

As Charles and I performed testing, Steve left, and went with Ignasico Aranda and Josh Klotovich to the east anchorage, WB chambers, to install the louver flashings on the reactivation air ductwork terminations, where they spent the rest of the day.

Martin Chandrawinata was at the tower head, and inspected the dehumidification unit there. He noted that the switch on the unit was turned to "OFF" but the unit was still running. FWS/ABF was informed of this and told the unit must shut off when the unit is off.

CCO-187 Bid Item: 001 0-MSI-EFA.187 MEP/Structural Interferences
F.W. SPENCER AND SON, INC

Diary: Dispute
CB 19 Expansion Loop 001 0-MSI-EFA.187
Bill O'Sullivan sent an email informing me that the collars (2 halves) for the PS-3s to support the DIP elbows in the PP 126 expansion loop, added per the response to RFI 3645R00, are on-site. They were located on the ABFJV receiving trailer deck.

ABF requested that they be release such that they can proceed with delivery to CCC for blasting then to

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Job Name: 04-0120F4 **Inspector Name** Feather, Bernard **Diary #:** 551 **Date:** 29-May-2014 **Thursday**

FWS so they can weld one of them to an existing PS-3 base assembly. Prime and paint will follow after the assembly is painted.

ABF informed that COC and MTRs will be formally transmitted to the Department.

Bill O'Sullivan also sent an email with the status of the RFI 3616 work as follows:

Regarding RFI-3616 progress:

FWS has moved the PS-22 pipe supports to allow proper alignment of the 10" DIP transition from PP 126 to the skyway.

They attempted to cut the PS-23 roller so that the pipe could be centered over the roller. When they cut into the roller, they learned that it was hollow, which effectively nullified this effort.

ABFJV can proceed with removing the PS-23 pipe support channels from the top of Crossbeam 19 and will reweld them centered under the 10" DIP.

Alternatively, I investigated what it would cost to have a solid roller made. The cost is \$1845 for one roller and 2-3 week lead time. This may seem a little high. However, compare this to the cost of sending crews to cut, reweld, inspect, prime and paint. Keep in mind there will be a small amount of time to cut the new roller to the correct size in the field and repair the galvanization coating. The cost to fabricate a new roller may be worth it.

Please advise if ABFJV should proceed with fabricating a new roller or proceed with relocating the PS-23 pipe support.

CCO-339 Bid Item: 001 0-MPI-ELS.339 Modify Piping at PP128

CERTIFIED COATINGS COMPANY

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: CERTIFIED COATINGS COMPANY								
Painter	APP	Victor Ruiz	3.00	0.00	0.00	3.00		<input type="checkbox"/>
Painter	JNM	DANIEL DUIAN	3.00	0.00	0.00	3.00		<input type="checkbox"/>

Diary:

Bike Path Mechanical 001 0-MPI-ELS.339
Expansion Loop

Victor Ruiz and Danial Duian spent 3 hours performing spot paint repair of the CCO 339 PS-6 pipe support welds.

CCO-339 Bid Item: 001 0-MPI-ELS.339 Modify Piping at PP128

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								
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:

Bike Path Mechanical 001 0-MPI-ELS.339
Expansion Loop

The FWS crew from a night closure of the #5 lane of the EB bridge. The crew, including Josh Johnson

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and Tim Esquivel, arrived at Pier 7 at 2000 began working in their yard drilling additional holes in the PS-33 and PS-34 cross beam PTFE per the response to RFI 3394. The lane closure was established at 2300 and the crew mobilized to the bridge. They transferred the PS-33 and PS-34 cross beams down to the SAS bikepath traveler, bolted them into place and began removing the temporary pipe supports until they went off shift and demobilized from the bridge at 0300 on 5/30/2014.

The crew used 3 crew trucks, and a welding machine and generator in performance of this work.

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

The mobilization to and from the bridge will be covered under CCO 339 for this night's shift.

In addition to the equipment used in the performance of the work, the crew used a rented light tower and a port-a-potty on a trailer which will be paid under CCO 354 via monthly invoice.

CCO-365 Bid Item: 001 0-CIC-EFA.365 CIC - Dehumidification System

F.W. SPENCER AND SON, INC

Diary:

Dispute

Dehumidification System 001 0-CIC-EFA.365

Testing

Charles Bailey and I spent approximately 45 minutes to mobilize to the tower head from the base of W2 to perform testing and approximately 30 minutes to return to cross beam CB-1. From there, it took approximately 30 minutes to mobilize to and from the west loop dehumidification platform to perform testing of that unit

Steve Gwizdak, Ignascio Aranda, and Josh Klotovich spent 1/2 hours accessing the east anchorage, WB splay chamber, and 1/2 hour to return to the base of W2 following the installation of the reactivation air ductwork terminations.