



### SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:31 AM

## Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 531 Const Calendar Day: 743 Date: 17-Jun-2014 Tuesday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 08:00 am 02:30 am Break: 09:00 Over Time: 01:30

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 clear

Working Day  If no, explain:

<b>Diary:</b>	Dispute
<b>General Comments</b>	<input type="checkbox"/>
MEP staff meeting 0830-0900. Mecahnical contractor's coordination meeting 1000-1100. Track progress of FWS CCO 367 work at the horizontal curve of the WB bridge (PP 120-125.5, IB barrier) from 2000 on 6/17/2014 to 0300 on 6/18/2014.	

<b>CCO-187</b>	<b>Bid Item: 001</b>	<b>0-MSI-EFA.187</b>	<b>MEP/Structural Interferences</b>	
F.W. SPENCER AND SON, INC				
<b>Diary:</b>				Dispute
<b>Material Inspection</b>	<b>001</b>	<b>0-MSI-EFA.187</b>		<input type="checkbox"/>
2 fabricated PS-3 collars, for the additional pipe supports for the 12 " CCSF Water Main were delivered to the site today, with COCs and mill certs. The material was inspected and release.				
This material was required per the direction given in the response to RFI 3617.				

<b>CCO-354</b>	<b>Bid Item: 001</b>	<b>0-FWS-ELS.354</b>	<b>CIC - Mechanical Impacts - F.W. Spencer</b>	
F.W. SPENCER AND SON, INC				
<b>Diary:</b>				Dispute
<b>Mechaincial Piping Installation</b>	<b>001</b>	<b>0-FWS-ELS.354</b>		<input type="checkbox"/>
Mobilization to and from the bridge will be paid under the CCO 367 work for this shift.				
In addition to the equipment used in the performance of the work, the crew used a light tower, and a towed port-a-potty which will be paid under CCO 354 via monthly invoice.				

<b>CCO-367</b>	<b>Bid Item: 001</b>	<b>0-PCR-EFA.367</b>	<b>Pipe Interference with Cable Railing</b>					
F.W. SPENCER AND SON, INC								
<b>Labor</b>								
<b>Trade</b>	<b>Class</b>	<b>Name</b>	<b>RT Hrs</b>	<b>OT Hrs</b>	<b>DT Hrs</b>	<b>Total</b>	<b>Remarks</b>	<b>Dispute</b>
<b>Contractor:</b> 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"/>

## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Feather, Bernard

Diary #: 531

Date: 17-Jun-2014 Tuesday

### Diary:

Dispute

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

At 2000, the FWS crew, including Josh Johnson and Tim Esquivel, went on shift at Pier 7 to began mobilization to the bridge. At 2100, the crew was in the night closure of the #1 lane of the WB bridge, and began setting up for the night's work. At 2125, the crew began working on the PS-5 at approximate PP 120.5. The plan was to drill small pilot holes at the locations marked the previous nights, enlarge the holes using progressively larger drill bits, rout out the holes, then used a dremel tool to clean out the hole to match the bolt.

After a false start, the crew began drilling the first pilot hole at 2200. By 2355, the 4 holes for the PS-3 base plate were complete. Tim E. and Narciso B. moved the equipment to approximate PP 121 to began drilling that PS-5. Josh Johnson worked on the PS-3 at PP 120.5 to install the bolts. He asked the torque of the bolts. I informed him that if they drill a separate hole, the snug tight requirements apply. The bolts only have to be torque to 12 kips, per the RCSC, if the holes are slotted. I also requested that the metal shavings around the PS-5 be swept away such that they don't stain the paint. In addition, the new bolt holes have to be painted with cold galv. Paint.

Starting at 0000 on 6/18/2014, the crew began working on the PS-5 at PP 121. By 0030, 4 pilot holes had been drilled. At 0100 the crew took their break after finishing several iterations of the larger bits. At 0130, the crew had finished the drilled holes and began routing out the holes. I left the bridge at 0200. Before I left, Narciso Biagi estimated that they will have finished this PS-5 and will began the pilot holes on the PS-5 at PP 121.5 before they mobilized back to the yard at 0230.

The crew used three crew trucks, a 2.5 HP generator, a 70 amp welding machine, and small tools in the performance of this work.

Consumables include several drill bits and router bit. The crew also burned out a dremel tool during this night's work.