



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:26 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 554 Const Calendar Day: 746 Date: 20-Jun-2014 Friday
 Inspector Name: Feather, Bernard Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 09:00 am 10:00 pm Break: 03:00 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
 Track progress of FWS mechanical piping installation. Track ABF repair work along bike path. Misc MEP paperwork and write diaries.

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

Labor	Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: SMITH-EMERY SF									
	Certified Welding Ins	OTH	SALVADOR MERINO	4.00	0.00	0.00	4.00		<input type="checkbox"/>

Diary: Dispute
Bike Path Mechanical Expansion Loop 001 0-MPI-ELS.339
 Sal Marino performed welding QC on the repair of the bike path bottom panel at PP 128 per the direction given in RFI 3661. The repairs were required because in removing the temporary CCO 339 pipe supports, a crack was detected in the bike path bottom panel.

CCO-339 Bid Item: 001 0-MPI-ELS.339 Modify Piping at PP128
 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	FOR	JAMES STURGEON	3.00	0.00	0.00	3.00		<input type="checkbox"/>
	Ironworker	JNM	DONALD PLUMB	5.50	0.00	0.00	5.50		<input type="checkbox"/>
	Welder	APP	Reggie Humphry	5.50	0.00	0.00	5.50		<input type="checkbox"/>
	Ironworker	JNM	PAUL FAMBRINI	5.50	0.00	0.00	5.50		<input type="checkbox"/>

Diary: Dispute
Bike Path Mechanical Expansion Loop 001 0-MPI-ELS.339
 The ABF crew performed weld repair of the bike path bottom panel per the direction given in RFI 3661 at PP 128. The repairs were required because following the removal of the CCO 339 temporary pipe supports a crack was detected in the bike path panel.

Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Feather, Bernard Diary #: 554 Date: 20-Jun-2014 Friday

The crew used 2 crew trucks and a welding machine 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

Mobilization to and from the bridge will be covered under the CCO 367 work for this shift.

In addition to the equipment used in the performance of the shift's work, the crew used a light tower and a towed port-a-potty, which will be charged via monthly invoice under CCO 354.

CCO-367 Bid Item: 001 0-PCR-EFA.367 Pipe Interference with Cable Railing
 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	4.00	0.00	0.00	4.00		<input type="checkbox"/>

Diary: Dispute

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

The FWS crew, including Josh Johnson and Tim Esquivel, went on shift at Pier 7 at 2000 on June 20, 2014. The crew loaded their gear and mobilized to a closer of the #1 lane of the WB at PP 125.

The crew finished the work of relocating the 6" DIP to the north by drilling new holes in the PS-5 pipe support and then bolting the PS-3 base plates and clamps at the new location. Narciso B. indicated that this may have not resolved the problem because the pipe is still touching the posts at PP 122.5 and PP 123.

I also noted that the PS-3 top clamp is missing at PP 125.5. When I asked Narciso Biagi about this, he said that there are about 5 clamps that are missing or have been misplaced, and there are not extra clamps.

The crew completed the work at the horizontal curve then moved to CB 6, at PP 44 and began drilling new holes in the PS 5 adjacent to the cross beam gate. After completing two of the holes, they were given direction to stop work by ABF until issues with regard to who's is responsible for relocating the pipe is resolved. The crew went off shift at 0000 on the morning of June 21, 2014.

The crew used 2 crew trucks, the welding machine as a generator and small tools in performance of this operation.