



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 321 Const Calendar Day: 448 Date: 26-Aug-2013 Monday
 Inspector Name: Feather, Bernard Title: Transportation Engineer
 Inspection Type: Intermittent
 Shift Hours: 08:00 am 07:00 pm Break: 01:00 Over Time: 01:00
 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 Clear/Warm; Windy PM

Working Day If no, explain:

Diary: Dispute
General Comments
 Bill Casey staff meeting 0800-0900. Track progress of IERBYS contaminated soil removal. Track progress of FWS installation of mechanical piping. Discuss punchlist with FWS foreman Naciso Biagi. Misc MEP paperwork and write diaries.

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

Diary: Dispute
6" DIP/cable rail post interference 121 0-000-000.121
 Per the directions given in the response to RFI 3415, the Contractor was directed to modify the cross beam gates where there were interferences between the gate and the PS-3 pipe supports for the 6" CCSF Reclaimed Water Lines.
 Instead of modifying the gates, the Contractor reotated the PS-3 clamps such that the high point of the clamp is no longer touching the gate.
 The PB mechanical designers were informed of this. They had no problem with this solution in the short run, but indicated that for the long run, the gate will still have to be modified because while the gates can now close, they are still hitting the pipe support clamps.

04-0120F4 Bid Item: 122 0-000-000.122 CCSF SEWER FORCE MAIN (10 NPS)
 F.W. SPENCER AND SON, INC

Diary: Dispute
10" DIP installation 122 0-000-000.122
 At 0750, Bill O'Sullivan left a voice mail to inform me that they would be pouring the PS-12 thrust blocks at 1100 and asked if the mix design was approved. I left a message with PB, and after receiving no response by 0900, I approved the design (PB required at 28 day strength of 25MPa, the proposed design had that strength). PB later approved the design.
 Bill also said that they had adjusted the 10" pipe west of the tower such that the thrust collar at the PS-12 at PP 28 was now centered in the pipe support. However, due to thermal contraction, it was no longer

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Inspector Name: Feather, Bernard

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Date: 26-Aug-2013 Monday

Tower Piping 001 0-MSI-EFA.187

Dave Law and Josh Johnson worked from 1100 to 1500 installing caps on the 1" DW utility outlets per the directions given in the response to RFI 2953.

Tom Colombo assisted for one hour as field foreman.

CCO-321 Bid Item: 001 0-BDW-EFA.321 IERBYS Building Work

CONCO PUMPING

Diary:

Dispute

IERBYS Site work 001 0-BDW-EFA.321

Proxy for CCO 335 until information from that CCO is in PMIV.

At 0915, I went to the IERBYS site and discussed the contaminated soil removal with Dave Del'Osso and Chris Bledsoe. They said there was more spoils than anticipated and since it was wet soil, they couldn't carry as much volume in the truck (truck load is measured by weight). They had started at about 0500, but there was still about 6 truck loads left to be hauled. Dave D. said he was looking for more trucks, but didn't know if he could all the spoils out today.

CONCO wanted all the spoils out today because they wanted to start forming sidewalk around the bike parking area. However, Dave D. indicated that if they started forming the sidewalk, his trucks and loaders did not have enough room to maneuver. CONCO later agreed to hold off forming the sidewalk until the soil was gone.

Dave D. mentioned that the frontage road was very dirty with the mud and muck generated by digging the CIDH piles. He wanted to make it clear that this wasn't due to his operations, but rather, due to the muck spilling out of the backhole bucket as it was moved from the site work to the stock pile area. I informed ABFjv, Miles Miller, of this and he said it would be handled.

At the end of the day, I returned to the site. There was still approximately 2 to 3 loads of spoils left. The road had not been cleaned of the lead contaminated soils.

ABF requested to change the plant from which the HMA will be produced from a plant in Pleasanton to Hanson Asphalt in Berkeley, and submitted a new mix design. The design is the same as the prior mix except the following:

- The Berkeley mix contains no liquid anti-strip
- Berkeley mix contains no recycled aggregate (not required)
- Berkeley mix contains .3% more asphalt binder
- Berkeley mix has a different aggregate gradation (still meets spec)

The Forms 3511 and 3512 for this new design had contradictory information and there was no 3515. I worked with Leigh Barnes, CT Concord Labs to resolve the problems to allow the parking lot and plaza to be laid on 8/28.

Mix design L100035 was submitted to the Department for approval at the end of day.