



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:48 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1267 Const Calendar Day: 840 Date: 22-Sep-2014 Monday
Inspector Name: Brignano, Bob Title: Transportation Engineer
Inspection Type:
Shift Hours: Break: Over Time:
Federal ID:
Location:
Reviewer: Schmitt, Alex 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 some early am overcast, then clear

Working Day [checked] If no, explain:

Diary:

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



The Townsend Test (Test IV) is complete and cleanup is in progress.

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314. ABF shipping and receiving staff Juan Zapien is coordinating the work today for the removal of the sandbags from the jobsite.

There is work in the field for sandbag removal. Crews at the Pier 7 warehouse are working an 8-hour shift 0700 through 1530. Working on the CCO operation today are Laborer Foreman Ignacio (Nacho) Garcia (~0800~1000 & ~1430~1530 ~ 3 hrs), Laborer Carlos (Pedro) Garcia (0700-1530 - 8 hrs), Operator Justin Garrett (~0800~1530, with about an hour in between on other operations, for ~ 6 hrs on CCO), Operator Neil Caldwell (~0800~1530, with about an hour in between on other operations, for ~ 6 hrs on CCO), Ironworker Foreman Obra Paulk (~0800~1530, with about an hour in between on other operations, for ~ 6 hrs on CCO), and Ironworker Jonathan Canites (~0800~1530, with about an hour in between on other operations, for ~ 6 hrs on CCO). The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary.

First thing in the morning, a laborer starts work at the sandbags to re-palletize them and wrap with shipping plastic. This work was started last week on Friday 9/19/2014. The pallets will be taken by Mike O'Brien Trucking to Waste Management's facility in San Leandro where they will accept for free the pallets of sandbags with all the packaging. The pallets with the sandbags need to be in a shippable arrangement. ABF restacks pallets of sandbags because some are stacked too high. They take sandbags from pallets that are stacked too high and place them on new pallets or on pallets that don't have many sandbags. They add shipping plastic to the pallets stacked with sandbags so that they will hold together better. They also dump several broken sandbags in a Waste Management recycle container - this container has a disposal fee associated with removal from the jobsite. The sand is put in the recycle container while the sandbag covers are put in a waste skip box to be put in the regular trash dumpster.

Prior to this morning's work, a trailer was dropped by Mike O'Brien trucking near the sandbags. About 0800, operators and ironworkers arrive and use forklifts to start loading the trailer. A Mike O'Brien truck arrives ~0830 with a second trailer. By ~0900, ABF is done loading the first trailer and starts loading the second trailer. The Mike O'Brien truck driver secures the load on the first trailer (tie-down straps) and leaves ~0915 with 16 pallets of sandbags.

The second trailer is loaded with another 16 pallets of sandbags. With two trailers loaded, with one of the



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two trailers on a trip with the one truck for disposal in San Leandro, the operators and ironworkers assist the laborers with re-palletizing the remaining sandbags. This is primarily moving the already stacked pallets of sandbags around to get better access for wrapping them with shipping plastic that will hold all the stacked sandbags together for the trip. Note that ABF is running short on rolls of shipping plastic (18"x1500' shrink wrap rolls), so they order more rolls. In the morning, ABF orders 8 more rolls that arrive later in the morning. In the afternoon, ABF orders 12 more rolls but they do not arrive today (will arrive tomorrow morning).

Interfering with access to the sandbags in the area south of the test rigs are various test rig components, including steel traffic plates, wedged steel plates, end plates, jacking beams, and guide angles. In order to get better access to the sandbags, and to put these parts in their final intended storage location, the operators use the forklifts to move them to the test rig area. The end plates, jacking beams, and guide angles are moved to between the slabs for TR's 5-11 (note TR's 10 & 11 were later renumbered for later phases to 12 & 13 and 18 & 19). The steel traffic plates and wedged steel plates remain in place for now, with moving the other items being all that is needed for access at this time.

The Mike O'Brien truck returns ~1130 from the San Leandro where the first trailer full of sandbags was disposed. The Mike O'Brien truck driver drops the empty trailer and secures the load on the second trailer (tie-down straps), leaving for disposal in San Leandro ~1200.

ABF loads the third trailer with another 18 pallets of sandbags. ABF also uses the extendable forklift with a bucket attachment instead of the forks attachment to scrape up loose sand from the ground in the area where the sandbags are being re-palletized, dumping that sand in a Waste Management recycle container – this container has a disposal fee associated with removal from the jobsite and it was half filled up last week by the laborers when they started the re-palletizing operation. By the end of the shift, this container is approximately 3/4 full.

Note that in coordination meetings, adjacent contractors were told that pallets of sandbags were available for their use. The YBITS-2 contractor a few days ago picked out 7 pallets with intact sandbags and labeled them for their use. YBITS-2 personnel in a pickup truck arrive ~1345 to take their first pallet of sandbags. ABF loads this pallet into their pickup truck with a forklift. This is all that the YBITS-2 contractor takes today and they plan to get the other pallets tomorrow.

The Mike O'Brien truck returns ~1400 from the San Leandro where the second trailer full of sandbags was disposed. The Mike O'Brien truck driver drops the empty trailer and secures the load on the third trailer (tie-down straps), leaving for disposal in San Leandro ~1430.

Near the end of the shift, ABF loads the fourth trailer with another 16 pallets of sandbags. The Mike O'Brien truck does not return to the jobsite after disposing of the third trailer full of sandbags at the Waste Management facility in San Leandro.

The progress today on sandbag disposal is:  
First trailer with 16 pallets of sandbags disposed offsite.  
Second trailer with 16 pallets of sandbags disposed offsite.  
Third trailer with 18 pallets of sandbags disposed offsite.  
Fourth trailer with 16 pallets of sandbags loaded but still on site.  
Many other pallets of sandbags re-palletized.  
Some pallets remain to be re-palletized.

A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. Two (2) Kubota Carts are used by the Laborers and a third Kubota Cart is used by the ironworkers. A Gradall 544D Extendable Forklift (ABF ID 002005), Hyster 80 Forklift (ABF ID 002306), and Hoist P360 Forklift (ABF ID 002131) are all used at various times.

The agreed extra work with ABF is as follows:  
Laborer Foreman Ignacio (Nacho) Garcia - 3 hrs



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Laborer Carlos (Pedro) Garcia - 8 hrs

Operator Justin Garrett - 6 hrs

Operator Neil Caldwell - 6 hrs

Ironworker Foreman Obra Paulk - 6 hrs

Ironworker Jonathan Canites - 6 hrs

Kubota Cart - 8 hrs

Extendable Forklift - 2 hrs

Hyster 80 Forklift - 6 hrs

Hoist P360 Forklift - 4 hrs

See the attached Extra Work Order - Signed with ABF for CCO 314 work