



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 #: 1268 Const Calendar Day: 841 Date: 23-Sep-2014 Tuesday

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 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 and cleanup at TR's 18 & 19. 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 (~0800~1330 ~ 5 hrs), Laborer Carlos (Pedro) Garcia (0700~1330 ~ 6 hrs), Operator Justin Garrett (0700~1000 ~2/3 time and ~1330~1430 for ~ 3 hrs on CCO), Operator Neil Caldwell (few minutes – less than half hour), Ironworker Foreman Obra Paulk (0700~1000 ~2/3 time and ~1330~1430 for ~ 3 hrs on CCO), and Ironworker Jonathan Canites (0700~1000 ~2/3 time and ~1330~1430 for ~ 3 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 with help from an operator starts work at the sandbags to re-palletize them and wrap with shipping plastic. They are joined by the ironworkers for a portion of this work. The pallets with the sandbags need to be in a shippable arrangement for disposal. 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.

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 took their first pallet of sandbags yesterday. Today, they take the remaining 6 pallets one at a time in a pickup truck between 0700 and 1200. ABF loads each pallet into their pickup truck with a forklift when the pickup truck returns to the area.

Yesterday, most of the pallets of sandbags were re-palletized and wrapped with shipping plastic for delivery to a location (Waste Management in San Leandro) that would accept for free the pallets of sandbags with all the packaging. After taking 3 truck loads with 50 pallets of sandbags, which is about a

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third of the sandbags/pallets on site, Waste Management tells ABF this morning that they will not take any more of this material. We expected about another 5 to 6 truckloads with pallets of sandbags being necessary to dispose of all of the remaining sandbags on site. ABF cancels the Mike O'Brien truck scheduled for today for the delivery of the sandbags to San Leandro. ABF will work on finding an alternate disposal site and arrangement for the remaining sandbags. With work on re-palletizing the sandbags almost completed yesterday, this operation is continued today to get the area cleaned up from all the broken sandbags.

By ~0900, all the sandbags are re-palletized. There are 85 pallets of sandbags that remain on site, with an unknown future disposal location. The number of sandbags per pallet varies – some are not stacked high and others are stacked high. The laborers still spend several more hours at this location sweeping and shoveling excess sand from the ground and place it in the Waste Management recycle container – this container has a disposal fee associated with removal from the jobsite. This recycle container was not full from previous days' work, but it is full by the end of today's cleanup work.

Because ABF was running short on rolls of shipping plastic (18"x1500' shrink wrap rolls), they ordered more rolls yesterday. They received 8 rolls yesterday morning, and ordered 12 more rolls in the afternoon, but those did not arrive yesterday afternoon. In the morning today, those 12 rolls ordered yesterday arrive on site. ABF then orders 8 more rolls today – these do not arrive until the afternoon today when the sandbag re-palletizing operation is complete, but these 8 rolls are to replace ABF's rolls that were used yesterday morning for the re-palletizing operation prior to ordering new rolls of shrink wrap for this CCO work.

The ironworkers and operator starting ~0930, working only to the 10am break, and finishing later in the afternoon, work on other test rig dismantling operations at TR's 18 & 19. Jacking rods remain in each of these 2 test rigs, with a nut on the north end and a coupler on the south end. The nuts are not easily removed because of damaged threads, so the couplers are removed so that the rods can be extracted from the test rigs. In the morning, the rods are pushed to the south and the couplers are removed. In the afternoon, the rods are removed from the test rigs by pulling them to the north without removing the nuts near the damaged threads. The rods (with nuts staying on them) and the couplers are moved to the warehouse and stored in the CT fenced in portion of the warehouse.

The two pairs of 300-ton jacks from TR's 18 & 19 are taken to the warehouse in the afternoon along with the hydraulic pump that has been at the test rig site. The 40 kW generator necessary to power the hydraulic pump has been sold and no portable generators are available on site that are appropriate to power the pump. Using an appropriate outlet in the warehouse in the welding bay, the hydraulic pump is used to retract the pistons of the two pairs of 300-ton jacks. Then the four jacks are stored in the CT fenced in portion of the warehouse. The hydraulic pump is stored in the warehouse with other ABF equipment.

A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area, then is removed from the test rig site, and then is used briefly at the warehouse to retract the 300-ton jacks. 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) and Hyster 80 Forklift (ABF ID 002306) are used at various times.

The agreed extra work with ABF is as follows:

Laborer Foreman Ignacio (Nacho) Garcia - 5 hrs

Laborer Carlos (Pedro) Garcia - 6 hrs

Operator Justin Garrett - 3 hrs

Ironworker Foreman Obra Paulk - 3 hrs

Ironworker Jonathan Canites - 3 hrs

Kubota Cart - 5 hrs

Extendable Forklift - 1 hrs

Hyster 80 Forklift - 3 hrs

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



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