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STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Form HC-10A (Rev. 6/80)

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar Day No. 476
Project Work Day No. 686
Date **04/04/2008**
Shift Hours Start 0700 Stop 15:30
Inspector Shift 6:30 AM to 3:00 PM

Assistant Structures Representative **CONTRACTOR – ABFJV**

EQUIPMENT AND/OR LABOR:

Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	HOURS - ITEM NO.									IDLE OR DOWN	REMARKS Name	Contractor
	1	Pile driver - Foreman	8										Leo Vega	ABF
	2	Pile Driver – Journeyman	8										Ed Mendoza	
	3	Pile Driver – Journeyman	8										Paul Ekstrom	
	4	Pile Driver – Journeyman	8										Richard Yambao	
	5	Pile Driver – Journeyman	8										Henry Wheat	
	6	Operator	8										Tim Campbell	
	7	Oiler	8										Mel Thompson	
4100	1	Crane	8										**Manitowac**	

- I spoke to R. Erskin in regards to our survey problem and asked him to either loan us a new Total Station or do the surveying for us. He said that he can not do the former but as far as the latter option was concerned, he said that he would talk to me on Moday morning. Subsequently, I talked to Gil and told him about the situation, which he was already aware of and he told me to wait for Rick's response on Monday and then he would make a decision as to whether or not he needs to ask for an outside help on securing a Total Station.

- At Birth 7, the ABF crew continued with the making of the walkways and welding of attachments to the Ring stiffener for the plywood (walkways.) The welding on the connection between the 2 HSS 10x10x1/2" (**detail 1JP** of the falsework) is continuing for the second of two bracings. Aaron told me that Eric Emery of the Smith Emery MT'd the 5/16" fillet welds on the same joint for the 1st of the two bracings. This is the section (**detail 1JP**) that ABF had to use a come-along for the closing of the 1" gap between the ½"x11"x1'-10" PL connection the shorter HSS to the longer one for the 1st of the two bracings.

- The survey results on the two bracings was submitted to us by ABF and it is evident that the bracings are not square. Aaron & I discussed this matter with Mark MacDonald and expressed concerns over the potential problem it presents onces ABF attempts placing the middle bracing. We also suggested that they make a trial run on the ground prior to erection in the field. Mark was confident that it will work out in the field and he did not see that as a concern or a problem what-so-ever.

Inspector:

Saman Soheili Trans Engineer (D)/Asst. Struct. Rep

REC'D '08 APR-24 #004335