

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar Day No. 480
Project Work Day No. 690
Date 04/10/2008
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:			HOURS - ITEM NO.								REMARKS			
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	1	2	3	4	5	6	7	8	9	10	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	

- Today, D. Bradd, CT survey crew & I headed out to E2 to verify the ABF's coordinates on the falsework points. The instrument was set up on Control Point #29 with the back sight set up on point #28. The first point shot was post #12, a distance of about 5 meters away. There was a 5 mm discrepancy in distance when shooting this point (calculated & theoretical.) Following the completion of work the results were reported by Rick and D. Bradd tabulated the results. These shots compared well with those done by ABF. The largest discrepancies were at post #1 & #2 with 12 & 8 mm difference on the Eastings, respectively. Attached is a copy of raw dat produced by R. Erskin for today's work. Additionally, a spreadsheet is included that compares the data gathered by R. Erskin to the design information (theoretical coordinates.)
- The 12 falsework piles were coming in to the harbor as we were on Pier E2 for the shooting of the falsework posts this morning.
- Later in the day, Gil asked us about the accuracy of the survey control points given to us by ABF & mentioned that he does not trust these points until a verification is done by our surveyors. I reminded him that when we spoke to Rick yesterday, we told him to run his survey of the 12 posts assuming the ABF's 4 control points on the pier E2 were accurate. Rick had mentioned, I added, that he will not verify the control points' accuracy for he knows for a fact that ABF's monuments are different than CT's and any verification will cause a huge debate on this issue. Gil opted to call CJ, Rick's boss to convince her that verification of these points would be necessary and request her to conduct this verification for us.

Following a 20 minute conversation, CJ who was adamant against this verification, signed off by saying that she would talk to Rick and would get back to Gil. She mentioned that in a high level conversation with the Structure/Construction bosses, she was told that the Distict surveyors are not to do survey for the Structure construction. She also mentioned that conducting this verification will not resolve the issue even if CT proves the Cotrol Points are wrong. She asked Gil if the Control Points are proven to be wrong will Structures would do anything to rectify the situation and if not, there is no reason for going through with this exercise.

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I spoke to Rick in regards to this matter and he reiterated CJ's sentiment and that this would be an exercise in futility as it would not have any bearing on the Project and he knows already that CT & ABF are a few inches off on the coordinates for the survey monuments. He said that ABF has tied everything to the monument on Treasure Island and did not tie it to the mole. CT on the other hand, had tied everything to a monument on the mole for all the survey work they conducted on the Skyway or E2/T1.

- Gil asked me to check the EL. On the falsework posts and compare my calculations to ABF's;
- Mark Vilcheck asked me to tabulate the result of the Structural Painting we did at T1;
- Continued with the review of the Special Provisions and the Contract Plans;

Inspector:



Saman Soheili

Trans Engineer (D)/Asst. Struct. Rep

Column #	Design			Measured 4-10-08 (R. Erskine)			Delta	
	Northing	Eastng	Elevation @ top	Northing	Eastng	Elevation @ Deck	Northing	Eastng
1	647834.155	1836674.974	37.036	647834.155	1836674.973	3.064	0.000	0.001
2	647839.004	1836681.997	37.036	647839.003	1836681.985	3.067	0.001	0.012
3	647824.122	1836681.902	36.792	647824.124	1836681.894	3.146	-0.002	0.008
4	647828.972	1836688.925	36.792	647828.975	1836688.920	3.149	-0.003	0.005
5	647814.592	1836688.484	36.561	647814.591	1836688.479	2.726	0.001	0.005
6	647819.441	1836695.506	36.561	647819.435	1836695.507	2.725	0.006	-0.001
7	647805.062	1836695.065	36.329	647805.057	1836695.060	2.724	0.004	0.005
8	647809.911	1836702.087	36.329	647809.912	1836702.088	2.730	-0.001	-0.001
9	647795.531	1836701.646	36.098	647795.530	1836701.651	3.134	0.001	-0.005
10	647800.381	1836708.669	36.098	647800.383	1836708.665	3.135	-0.003	0.004
11	647785.499	1836708.574	35.854	647785.495	1836708.571	3.063	0.004	0.003
12	647790.348	1836715.597	35.854	647790.347	1836715.592	3.065	0.001	0.005

Points

Project : e2

User name	s113745	Date & Time	11:07:41 AM 04/10/2008
Coordinate System	Default	Zone	Default
Project Datum	WGS 1984		
Vertical Datum		Geoid Model	Not selected
Coordinate Units	Meters		
Distance Units	Meters		
Height Units	Meters		

Point listing

Name	Northing	Easting	Elevation	Feature Code
28	647842.371	1836688.921	2.965	130 SUHV
29	647795.659	1836721.236	2.986	130 SUHV
30	647782.954	1836702.180	2.988	130 SUHV
31	647829.106	1836670.300	2.995	130 SUHV
12	647790.347	1836715.592	3.065	130 SUHV
13	647785.496	1836708.572	3.063	130 SUHV
10	647800.383	1836708.665	3.135	130 SUHV
7	647805.057	1836695.060	2.724	130 SUHV
8	647809.912	1836702.088	2.730	130 SUHV
5	647814.591	1836688.479	2.726	130 SUHV
6	647819.435	1836695.507	2.725	130 SUHV
3	647824.124	1836681.894	3.146	130 SUHV
4	647828.975	1836688.920	3.149	130 SUHV
2	647839.003	1836681.985	3.067	130 SUHV
11	647785.495	1836708.571	3.063	130 SUHV
9	647795.530	1836701.651	3.134	130 SUHV
1	647834.155	1836674.973	3.064	130 SUHV
4000	647791.999	1836705.949	4.000	132 SUV

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