

Job Stamp  
04-0120F4  
SFOBB SAS

Const. Calendar Day No. 512  
Project Work Day No. 722  
Date 05/08/2008  
Shift Hours Start 0630 Stop 15:00  
Inspector Shift 6:30 AM to 4:30 PM

Assistant Structures Representative **CONTRACTOR – ABFJV**

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.										REMARKS			
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)													Name	Contractor
	1	Pile driver – Foreman	8												Ben Neal	ABF
	2	Pile Driver – Journeyman	8												Alan Briney	
	3	Pile Driver – Journeyman	8												Luke Paulk	
	4	Pile Driver – Journeyman	8												Jason Matlock	
	5	Pile Driver – Journeyman	8												Richard Yambao	
	6	Pile Driver – Journeyman	8												Edward Mendoza	
	7	Operator	8												Kevin Fitzgerald	
	8	Oiler	8												Kevin Alger	
4100	1	Crane "Ringer"	8												Manitowac	
MQ Power 25	1	Generator	8													
Vantage 500	1	Welding Machine											x			
P185R	1	Compressor											x		Ingersoll Rand	
481-93-4002	1	Man-lift	8												Hertz Rental – Genie S-125	
972279-549		Grout Mixer											x			

- Reviewed RFI 1340, Pier E2 Safety Railing Anchor Bolts. Plan sheets 915 & 916, as stated in this RFI by ABF, do not show any details for the attachment of the railings to the concrete cap. I believe the details should be coming from the designer and not myself. I will discuss this with Gil as what my role would be in providing a detail.
- Reviewed RFI 1346, E2 Traveler Anchor Rods, where ABF is asking to replace the method of attachment of the landing to the concrete face by eliminating the 20mm anchor rods and the studs and replacing them with female rod coupler. They also mention that it is not known whether or not the two landings that are referenced to "W" line are the only landings the designer has in mind or there are landings with respect to the "E" line as well.

I believe the first request is acceptable except the female rod coupler may need to be stainless steel. As for the second question, the designer is the ONLY one that knows what they had in mind. However, I do believe that a traveler with respect to the "E" line was not intended by the designer.

- I was at E2 at around 9:00 AM when the fifth pipe was placed-namely falsework pipe #6. The SWPPP folks were out on the footing in full force as was the case yesterday to see if ABF is in compliance with all the items that needed to be addressed. Shortly following the installation of this pipe, the fin plates were being welded to the

stiffener ring. The operation was carried out without a hitch or a glitch as the work continues steadily on Pier E2. Speaking to the SWPPP folks, I found out that all the issues that they had raised have been addressed by ABF and they are in full compliance on the SWPPP matters.

- Aaron who went back out one more time towards the end of the day, told me that ABF attempted to place the 6<sup>th</sup> pipe (falsework pipe #5) and the surveyors realized that there was serious bend in the pipe. They picked the pipe back out to determine the cause of the problem. We will have to do our own investigation on this matter as well.

Inspector:



Saman Soheili \_\_\_\_\_ \_Trans Engineer (D)/Asst. Struct. Rep\_