

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar Day No. 513
Project Work Day No. 723
Date 05/09/2008
Shift Hours Start 0630 Stop 15:00
Inspector Shift 7:30 AM to 4:30 PM

Assistant Structures Representative **CONTRACTOR – ABFJV**

EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.										IDLE OR DOWN	REMARKS	
Equip. #	NO. OF MEN	DESCRIPTION (Of Equipment or Labor)												Name
	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			

- At Pier E2, the ABF crew made another attempt at placing the falsework post #5, the 6th falsework post to-date. The work was done without encountering any problems. However, at the top of the pipe, one could see that the pipe is leaning to the West. There seems to be an inherent problem with the workmanship of this pipe. This matter shall be discussed at our next Owners Meeting to determine ABF's plan in regards to this problem. This is the same pipe that they had to extricate yesterday when this problem was first noticed.
- I spoke to James Duxberry this morning in regards to **RFIs 1340, 1345, & 1346**. He said that the response to RFI 1340, Pier E2 Safety Railing Anchor Bolts, is already in the PMIV and the response to the other two RFIs will be sent today. In regards to RFI 1340, he said that he had referred the Contractor to the Standard Details. In regards to RFI 1345, he did not have any problem with increasing the size of the blister, but said that he warned ABF to maintain 50mm clear distance to Pier Shaft. Finally, In response to RFI 1346, he was open to the Contractor's proposal to replace the studs with couplers. I asked him that if he had specified stainless steel. He replied that he had not but will add this language to his response. He said that Contractor's response in regards to the number of landings should have been self evident as there are two bridges and each has two landings. The fact that "symmetry" or "typical" is not used does not imply that the other bridge does not have landings.

Inspector: Sam Soheil
Saman Soheil _____ Trans Engineer (D)/Asst. Struct. Rep. _____