

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar Day No. 518
Project Work Day No. 728
Date **05/14/2008**
Shift Hours Start 0630 Stop 15:00
Inspector Shift 7:30 AM to 5:30 PM

Assistant Structures Representative **CONTRACTOR – ABFJV**

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

The Owner's Meeting

- 1) Grouting of the cooling pipe at Pier W2 was discussed;
 - 2) RFI 1316, Hole for Bearing & Shear Key Rods @ E2 X-beam is answered by T. Y. Lin;
 - 3) Discussed the out-of plumb falsework pipes at E2W, where pipes 2 & 4 are leaning opposite each other creating eccentricity and pipe #5 having a bend at the top of the pile. Jim said that he is not too concerned, but after our persistence, agreed to take a closer look at this problem.
 - 4) I reminded Jim of a conversation we had two weeks ago in regards to the MT of the welds between the Fin Plates & the stiffener Rings. He said that he is planning on conducting those tests. Mark MacDonald told us that if we are to inspect those welds, we should give them a heads up (foreman) so they can make the Man-basket available and it shall be done soon enough before the stringers are erected;
- At T. Y. Lin's office, I discussed a seeming discrepancy on Plan sheet 511R1 with Alex. Whereas in the table at the top of the sheet under the heading "Non-splice Plastic Zone 2" the spacing of #25 hoops is to be a maximum

of 900mm, note 4 indicates that this spacing shall be 175mm. Alex said that the 900mm is the spacing for the spacer hoops which are on the inside of the column cage.

- At E2, the crew was in the process of adjusting the bracing frame that was erected yesterday around the E2E column. It was a very slow process. For the 3 hours that Aaron/David & I spent there between 9:00 to 12:00, this was the only operation taking place at this location.
- At the office, I reviewed the Plans and RFI 1316, reviewed Aaron & Massoud's diaries, downloaded various submittals (689, 692, 693...) and began reviewing them;
- Based on a conversation I had with R. Erskin yesterday, he came back & told me that although CJ does not see any reason for conducting this verification of the ABF's Control Points, he would do the task using CT's coordinates. I told him that I will have his Survey Request Ready for him right after lunch. He responded that he would conduct his task tomorrow. I called Gil & let him know of the latest development and that Rick has been misunderstood all along thinking that we wanted them to verify the Control Points (28, 29, 30, & 31 on E2) using ABF's coordinated of Datum and not CT's. With this misunderstanding resolved, I added, he is willing to run this verification exercise. Gil liked the decision.

Overtime Hours: 1 1/2

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