

Job Stamp  
**04-0120F4**  
**SFOBB SAS**

Const. Calendar Day No. 531  
Project Work Day No. 741  
Date **05/27/2008**  
Shift Hours Start 0630 Stop 15:00  
Inspector Shift 7:30 AM to 5:00 PM

Assistant Structures Representative **CONTRACTOR – ABFJV**

HOURS - ITEM NO.												REMARKS		
Equip. #	NO	DESCRIPTION (Of Equipment or Labor)	8	9	10	11	12	13	14	15	16			Name
EQUIPMENT AND/OR LABOR:														
	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									Edward Mendoza		
	6	Operator	8									Kevin Fitzgerald		
	7	Oiler	8									Kevin Alger		
4100	1	Crane "Ringer"	8									Manitowac		
MQ Power 25	1	Generator	8							x				
Vantage 500	1	Welding Machine	8											
P185R	1	Compressor									x	Ingersoll Rand		
481-93-4002	1	Man-lift	8									Hertz Rental – Genie S-125		
972279-549		Grout Mixer									x			

- At E2: Mark Baker inspected the 5/16" fillet welds on the South side of the pier on the lower tier of the bracing frame, but the ABF's Qc, Erik of the Smith Emery continued with the MT of all welds. Mark agreed that all the welds that he inspected had the required weldment and that they were 6" long on top and bottom. His major concern was with the welds where the Contractor had shaved off about 2" of the knife plates and welded a 12" plate connecting the stiffener rings to the knife plates. As I had indicated previously in my diaries, at these locations the welds seemed rough even looking at them from the top of the footing. Mark said that ABF needs to grind these as I had mentioned that a few days earlier to Ben. With the spacing (root gap) already excessively large (2"-3") and the weldment jagged, once the welds cool they tend to pull. This combination of large gap, jagged edges, and pulling of the weld could result in the cracking of the welds.
- Speaking to Ben, I was told that the shipment of the 36x302 cap beams/carrier beams in addition to the upper bracing elements will arrive on Friday. There is no work to be done at this locatin (E2 footing) until the cap beams arrive at the site and the assembly of the stringers and the upper bracing system is complete.

- I continued with the review and downloading of the RFIs pertinent to the E2 x-beam through the PMIV. I am making copies available to Massoud as well. The submittals will be reviewed once I complete organizing these RFIs in a binder.
- Overtime Hours: 1
- The following photos were taken today at Pier E2 while ABF was wrapping-up all the lower bracing work at this location at the conclusion of the day:



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