STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 363
PARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. ~~373~~ 573
Form HC-10A (Rev. 6/80)	04-0120F4	Date	**12/11/2007**

Inspectors Hours	Start	0630	Stop	1500
Shift Hours	Start	0630	Stop	1200

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV

EQUIPMENT AND/OR LABOR:

Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor) Regional Steel	HOURS - ITEM NO. 48 – Bar Reinforcing Steel (Bridge)									IDLE OR DOWN	REMARKS Name	Contractor
1	1	Superintendent	8										Gaige, Lance	RPS
2	1	Foreman	8										Van Brusselen, John	RPS
	1	Ironworker	SL										Jobe, Jason	RPS
	1	Ironworker	8										Manzana, Jose	RPS
5	1	Ironworker	8										Lopez, Jorge	RPS
6	1	Ironworker	8										Greene, Tim	RPS
7	1	Ironworker	8										Rodriguez, Ernesto	RPS
8	1	Ironworker	8										Gomez, Daniel	RPS
9	1	Ironworker	8										Balderrama, Julio	RPS

Weather: Clear Sunny, windy, cold, damp ground, Hi 60 F Lo 51 F.

Description of Operation:

See Lalit Mathur's diary for ABF labor, equipment and comments.

Daily for Regional Steel
RPS cannot perform coupler splicing today because qualified personnel (Jason Jobe) is out sick today. RPS has submitted to Caltrans additional qualifications for on-site personnel on 12/10/07 waiting for approval.
RPS lifted from truck beds to top of falsework #43 black rebar for the transverse B4 mat.
RPS placed #43 (T-head, couplers and dead-end) rebar and hand tightened couplers B4 transverse bars first layer.
RPS continued to perform some punch list items (see list below).

NOTE:
1. I was off-site between 8:30am to 11:00am to determine QA rebar testing requirements. I spoke with Barbara McDowell and then Ron Matin both with Caltrans. Basically RSP has not submitted or provided the proper (agreed upon) documentation for the bars delivered to the site.
2. Observed a descrepancy in the plan sheets 69R2, 69S1 and 72R1. See attached plan sheets. Discussed this issue with Ron Matin (Caltrans) we agree sheet 69S1 is the correct lay-out for the continuse and dead-end bars.
3. RPS cut misc #25 vertical bars from the pier cap that conflicted with #43 bar placement. See Matt Bruce's diary for photos and locations.

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4. RPS fabricated #43 bars on east slope to have couplers within Region 4 "no splice zone". This issue has been discussed with Caltrans and I am waiting a decision as to accepting couplers within this zone.
5. I observed the #43 T-heads fabrication do not provide sufficient clearance (80mm) both horizontally and vertically at cable tie-down pipes (see attached photo). Pointed out issue to Lance (RSP), Mark (ABF) and discussed with Ron Matin (Caltrans). Ron and I agreed to discuss with designers tomorrow.
   Inspector worked 1.5 hours overtime writing daily diary, fueling Caltrans truck and providing transportation for Seong-Heony Song to and from office to job-site.
7. See Seong-Hyeok Song and Matt Bruce's diaries for additonal remarks and photos.
8. B4 Longitudinal Punch List:
   - Install/replace additional vertical bars on west side one at Jacking Saddle and 2 along Deviation Saddle (tails are to short to splice).
   - Adjust clearance #25VT04 bars at deviation saddle block-out.
   - Check spacing and stagger.
   - Provide dobe's for bearing bars on pier cap.
   - Fix stagger in soffit bars in front of west ladder.

Inspector:

Pamela Gagnier _____ Trans Engineer (C)/Asst. Struct. Rep