

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 364
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 374 574
Form HC-10A (Rev. 6/80)	04-0120F4	Date	12/12/2007

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

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV

HOURS - ITEM NO.												REMARKS		
EQUIPMENT AND/OR LABOR:			48 – Bar Reinforcing Steel (Bridge)								IDLE OR DOWN	Name Contractor		
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)										Name	Contractor	
		Regional Steel												
1	1	Superintendent	8									Gaige, Lance	RPS	
2	1	Foreman	8									Van Brusselen, John	RPS	
	1	Ironworker	SL									Jobe, Jason	RPS	
	1	Ironworker	8									Manzano, Jose	RPS	
5	1	Ironworker	0									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: Partly cloudy, windy, cold, damp ground, Hi 54 F Lo 47 F.

Description of Operation:

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

Daily for Regional Steel

RPS still 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 continue to place #43 (T-head, couplers and dead-end) rebar and hand tightened couplers for B4 transverse bars first layer.

RPS finished all but one punch list item for B4 Longitudinal bars (see diary 12/11/07). Still require RPS to adjust clearance #25VT04 bars at deviation saddle block-out.

NOTE:

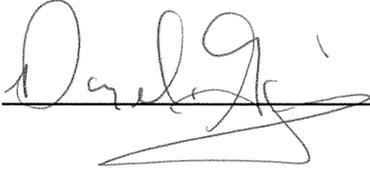
1. I was off-site between 7:30am to 10:00am to attend weekly concrete meeting with ABF.
2. RPS fabricated #43 bars on east slope to have couplers within Region 4 "no splice zone". This issue has been discussed with Caltrans and I am waiting a decision as to accepting couplers within this zone.
3. Discussed with Alex (TYLin) the issue from yesterday regarding the #43 T-heads fabrication which do not provide sufficient clearance (80mm) both vertically and horizontally at cable tie-down pipes. Currently approximately

40mm of horizontal clearance is possible and 0mm of vertical clearance. Alex requests the bar is placed such that available clearance is evenly distributed between both T-heads and a 1" dobe be place under the T-head sitting on cable tie-down plate. I discussed this with Lance (RSP) and he agreed to perform requirements.

4. Observed ABF's independent welding inspector on site today to inspect falsework welds.
5. RSP had one truck of #43 double T-heads bars, #43 single T-head bars and #43 T-head couplers for B4 transverse. Lalit collected orange tag for load.
6. Lance (RSP) is requesting to torque #43 couplers tomorrow at RSP's own risk using personnel who have passed testing requirements, is on the recent qualification submittal (submitted 12/10/07) but RSP is waiting on Caltrans approval of submittal. I discussed with Gil Klebanov he will allow RSP to perform torquing at their risk and I will observe, identify and mark each coupler.
7. Inspector worked 1.0 hours overtime writing daily diary.
8. See Seong-Hyeok Song and Matt Bruce's diaries for additional remarks and photos.

Inspector:

Pamela Gagnier



Trans Engineer (C)/Asst. Struct. Rep