

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 386
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 596
Form HC-10A (Rev. 6/80)	04-0120F4	Date	01/03/2008

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

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV

EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.										REMARKS			
Equip. #	N O M E N	DESCRIPTION (Of Equipment or Labor)	48 - Bar Reinforcing Steel (Bridge)										IDLE OR DOWN	Name	Contractor
1	1	Superintendent	8											Gaige, Lance	RPS
2	1	Foreman	8											Van Brusselen, John	RPS
	1	Ironworker	8											Jobe, Jason	RPS
	1	Ironworker	8											Manzano, Jose	RPS
5	1	Ironworker	0											Lopez, Jorge	RPS
6	1	Ironworker	8											Greenlee, Tim	RPS
7	1	Ironworker	0											Rodriguez, Ernesto	RPS
8	1	Ironworker	8											Gomez, Daniel	RPS
9	1	Ironworker	8											Balderrama, Julio	RPS
10	1	Ironworker	0											Ortiz, Roberto	RPS
11	1	Ironworker	8											Mortenson, Kurt	RPS
12	1	Ironworker	0											Avarez, Hector	RPS
13	1	Ironworker	8											Vasquez, Reynaldo	RPS
14	1	Ironworker	8											Stockton, Luke	RPS
15	1	Ironworker	8											Quiroz, Victor	RPS
16	1	Ironworker	8											Raprasnussen, John	RPS

Weather: Cloudy, windy, rain showers pm, cold, wet ground, Hi 51 F Lo 45 F.

Description of Operation:

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

Daily for Regional Steel

RSC continues to place B1 transverse bars north and south pile caps short bars.

continues to place B1 transverse bars this includes T-head and continuance bars.

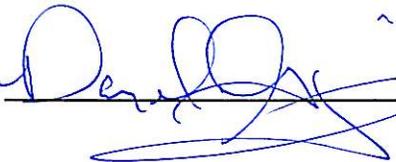
RSC torque B1 transverse splices at random locations. Jason Jobe performed the operation-using wrench numbered 2007/253082.

NOTES:

1. I observed a bad coupler (no gap between male/female fittings) today on the southeast slope in B1 transverse matt. I informed Lance Gaige with RSC. See attached photo.
2. I informed Lance Gaige RSC Superintendent that the splice couplers torqued for 2nd layer B4 are still in question with the Department because last week a number of couplers were found to be loose after being torqued.
3. I was off-site today between 9:30am to 12:00pm performing office duties.
4. Arrived on-site today at approximately 12:00pm with Gil Klebanov. We requested and observed Lance Gaige torque 4 couplers in the B1 transverse matt and 1 coupler in the B2 2nd layer B4 transverse matt. We tested the couplers for movement by drawing a scribe line on the male and female fittings. No movement was observed for any of the couplers. We also checked the alignment (approximately 3 locations in B1 transverse matt) of the #43 spliced bars at the coupler location using an ~10' string line evenly spaced over the coupler. The alignment was within tolerance of the Standard Specification Section 52-1.07.
5. See Seong-Hyeok Song and Matt Bruce's diaries for additional remarks and photos.
6. Transverse Layer Working Punch List:
 - Complete installation of longitudinal bars on north/south slopes.
 - Cut berry bar at southeast corner.
 - Install dobies at Nelson Stud MEP Embeds to provide clearance.
 - Tie up 1st B3 transverse bars in radius of #25VT04 bars.
 - Provide clearance between #25VT04 bars and jacking saddle block-out.
 - Adjust layout of #25VT04 bars.
 - Adjust berry bars from under couplers in B1 transverse matt.
 - Torque couplers for B2 transverse (3 bars along west side) matt.
 - Check clearance and dobies for B4 longitudinal/transverse matt.
 - Replace bad coupler (0 gap) in B1 transverse matt southeast slope 1st row 3rd coupler.

Inspector:

Pamela Gagnier

 Trans Engineer (C)/Asst. Struct. Rep

Note 1 photo:

