

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 390
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 600
Form HC-10A (Rev. 6/80)	04-0120F4	Date	01/07/2008

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

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR - ABFJV

HOURS - ITEM NO.

EQUIPMENT AND/OR LABOR:			48 - Bar Reinforcing Steel (Bridge)									IDLE OR DOWN	REMARKS		
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)											Name	Contractor	
		Regional Steel													
1	1	Superintendent	8										Gaige, Lance	RSC	
2	1	Foreman	8										Van Brusselen, John	RSC	
3	1	Ironworker	8										Jobe, Jason	RSC	
4	1	Ironworker	8										Manzano, Jose	RSC	
5	1	Ironworker	0										Lopez, Jorge	RSC	
6	1	Ironworker	8										Greenlee, Tim	RSC	
7	1	Ironworker	8										Rodriguez, Ernesto	RSC	
8	1	Ironworker	8										Gomez, Daniel	RSC	
9	1	Ironworker	8										Balderrama, Julio	RSC	
10	1	Ironworker	0										Ortiz, Roberto	RSC	
11	1	Ironworker	8										Mortenson, Kurt	RSC	
12	1	Ironworker	4										Bell, Joe	RSC	
13	1	Ironworker	8										Vasquez, Reynaldo	RSC	
14	1	Ironworker	0										Stockton, Luke	RSC	
15	1	Ironworker	8										Quiroz, Victor	RSC	
16	1	Ironworker	8										Rapasmussen, John	RSC	

Weather: Partly Cloudy, windy, cold, wet ground, Hi 53 F Lo 40 F.

Description of Operation:

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

Daily for Regional Steel

RSC started placing B1 Longitudinal Bars (vertical & Horizontal) - #25B1L01 and #25B1L02. See sheets 482R1 and 482R1 of 1204.

RSC continues to place hoops around columns at W2E north side and several hoops for the south side columns.

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

RSC fabricated frame for east face interior skin bars #25V11. See sheets 497S15 thru 497S17.

NOTES:

1. I observed there isn't a scatter for ultimate butt welds between the inner and outer hoops. Spoke with G. Klebanov regarding this issue he agrees because hoops are in different plan then is OK.
2. S.H. Song observed a gap between the vertical column bars and the hoops as much as 127mm in many locations. Discussed this with G. Klebanov and the decision is to monitor the hoops vs vertical bars as they are placed and see if the gap closes. If not then RSC will have to close the gap by tying vertical bars to hoops. See photo below.
3. T-headed bars in the B1 transverse matt are approximately 305 mm to long. I allowed RSC to extend the bars along side of the cable tie-down pipe provided they maintain clearance between the pipes and rebars.
4. See Seong-Hyeok Song and Matt Bruce's diaries for additional remarks and photos.
5. 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

Photo Note 1:

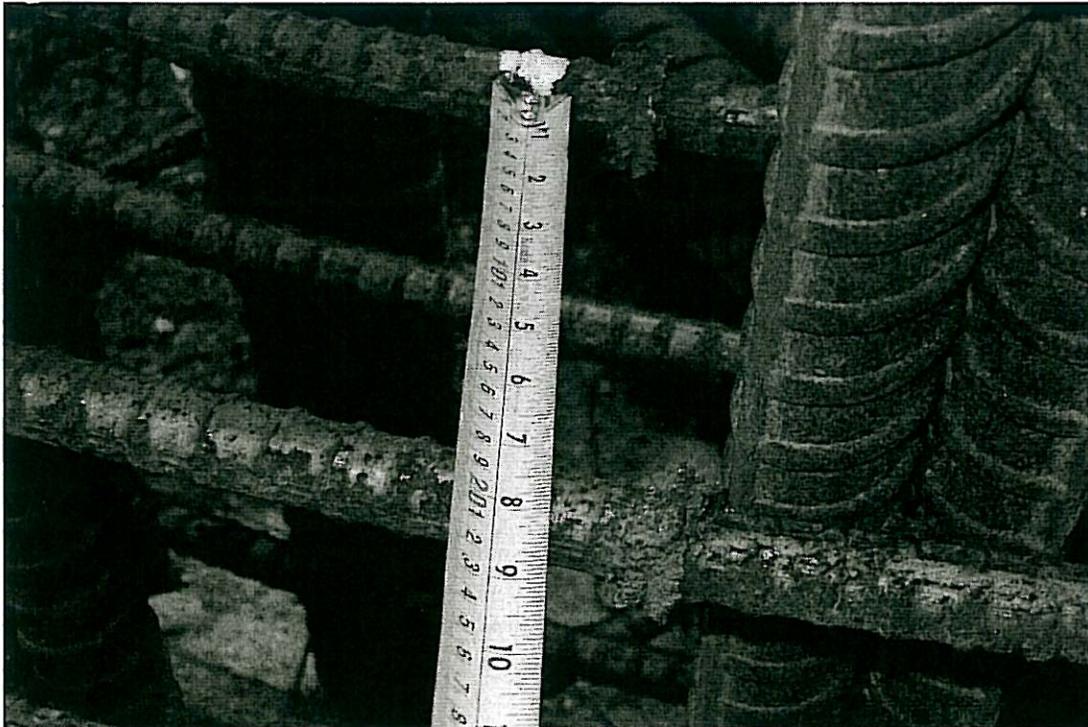


Photo Note 2:

