TE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 392
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 602
Form HC-10A (Rev. 6/80)	04-0120F4	Date	**01/09/2008**

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

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	RSC
	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	0										Mortenson, Kurt	RSC
12	1	Ironworker	8										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										Raprasmussen, John	RSC

Weather: Partly Cloudy, windy, cold, wet ground, Hi 53 F Lo 45 F.

Description of Operation:

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

Daily for Regional Steel

RSC removed hairpins installed yesterday that are the wrong length.
RSC started to place L & T bars in the south side column region (W2E). Approximately 125 L-bars and 85 T-bars were placed. See sheets 497S21R1 thru 497S23R1 of 1204.
RSC continues to pre-fabricate columns of hoops below [illegible] in the case of placing bundles of hoops.

WEEKLY OF EDAD # [illegible]

RSC continue placing #19 skin rebar at the north end. See sheet 497S12 and 497S13 of 1204.
RSC continued to place east face interior skin bars #25V11. See sheets 497S15 thru 497S17.
RSC tied up 1st B3 transverse bar in radius of #25VT04 bars and adjusted layout of #25VT04 bars and provided
r er clearance between the jacking saddle and #25VT04 bars per punch list request.

NOTES:

1. I was off site between 7:30am to 11:00am.
2. S.H. Song observed the L & T bars placed in the W2E column region started on the 4th hoop up rather than the 3rd hoop per plan due to existing field conditions. See sheet 497S21R1. Discussed this with A. Sanjines (TYLin) he is not oppose to starting on the 4th hoop provided the hoops and L & T bars are evenly space and the correct number of bars are installed.
3. RSC requested clarification on the spacing on the skin reinforcement at the sloped areas. Per A. Sanjines the spacing along the W2 ends is vertical 250 mm spacing from forms.
4. I observed today the #25B1LO1; L02 bars at west face are approximately 250 mm short. See Sheet 482R1 and 495R2 of 1204 and see photo below.
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:

F ela Gagnier _____ Trans Engineer (C)/Asst. Struct. Rep
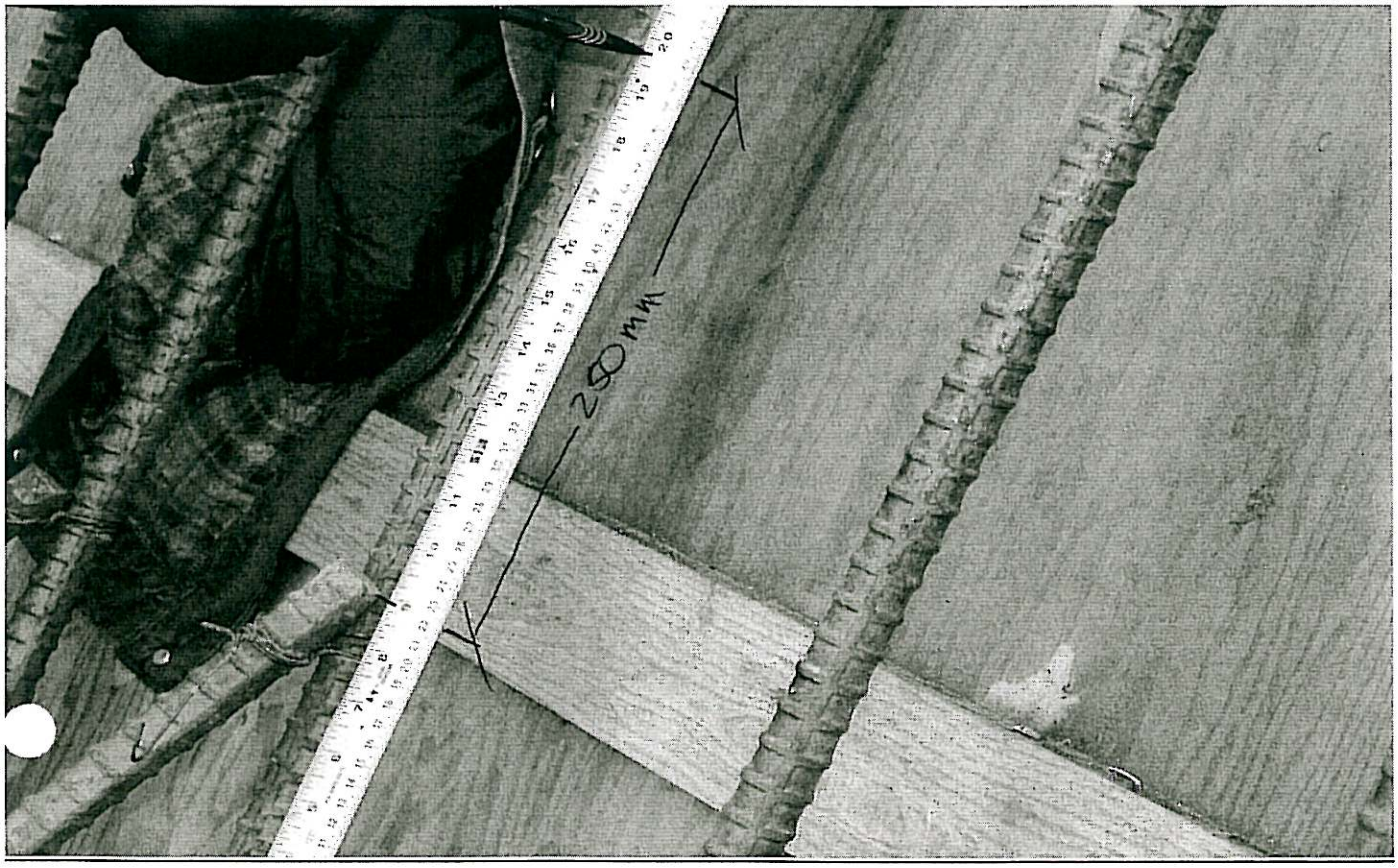
Photo Note 4: