

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 394
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 604
Form HC-10A (Rev. 6/80)	04-0120F4	Date	01/11/2008

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. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	48 - Bar Reinforcing Steel (Bridge)									IDLE OR DOWN	Name	Contractor
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	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										Raprasnussen, John	RSC

Weather: Partly Cloudy, calm, cold, wet ground, Hi 55 F Lo 48 F.

**Description of Operation:**

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

Daily for Regional Steel

RSC continue to work on transverse diaphragm reinforcement bars #25VTDO1, #29HVTO1 and #29HVTO2. See sheet 497S2 of 1204. Today they adjusted the elevation of the T-heads to impede into the 80 mm clearance already in place and installed addition bars. See photos below.

RSC continue to install hoops on the W2E placed at SE and SW columns.

RSC continues to pre-fabricate columns of hoops below in order to aid in the ease of placing bundles of hoops.

NOTES:

1. I discussed with Dave Russ (ABF) about safety issues regarding ironworkers not being tied off or having three-point connection when using the 20' ladder to assist in placing hoops around vertical bars. Dave indicated that RSC is performing proper safety measures on the ladder. Also we discussed utilizing plywood set on top of placed reinforcement to provide safer surface for walking on the rebar. Dave indicated that each time plywood is placed on top of rebar the ironworkers remove it because it is in the way of their work. See photos below of working ironworker on ladder.
2. A. Sanjines and D. Hirschfeld (TYLin) were on site today to discuss and observe vertical transverse diaphragm reinforcement. Discussed with A. Sanjines was the spacing of the transverse diaphragm bars (plans do not indicate spacing). RSC spaced the #25VTDO1 at 250 mm on center and the #29HVTO1 bars at 300 mm on center. By doing this the T-heads do not engage at all intersections of B4 longitudinal and transverse bars but do engage below B4 matt. A. Sanjines accepts the spacing of the bars and the embedded locations because the bars are engaging with the #43 transverse bars. In addition this spacing has increased the number of #25VTDO1 to 41 (plans call for 33) per row and 17 of the #29HVTO1 (plans call for 13) per row this was discussed with A. Sanjines the increased number of bars is accepted in this location however to limit increasing the number of bars through-out the W2. A. Sanjines has requested the percent of T-heads engaging at the intersection of B4 longitudinal/transverse bars after all have been placed.
3. Discussed with A. Sanjines #25B1LO1, 2 bars require a minimum 650 mm tail to tie into west exterior wall.
4. 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 1<sup>st</sup> 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 1<sup>st</sup> row 3<sup>rd</sup> coupler.~~

Inspector:

Pamela Gagnier



Trans Engineer (C)/Asst. Struct. Rep

Transverse diaphragm vertical reinforcement - embedded T-head



Placing transverse diaphragm vertical bars.



Photo Note 1: Ironworker tied off on column hoop.



