

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 398
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 608
Form HC-10A (Rev. 6/80)	04-0120F4	Date	01/15/2008

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) Regional Steel										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	8									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									Rapasmussen, John	RSC
17	1	Ironworker	8									Leon, Moises	RSC

Weather: Sunny (am), foggy (pm), 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

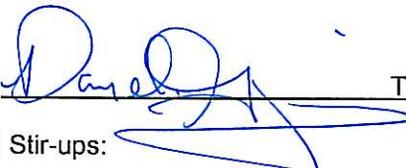
RSC continue installing hoops on the W2E placed at ENE column.
RSC adjusted elevations of horizontal post-tensioning ducts and installed the pre-fabricated flexi-duct with 5000mm radius. See Matt Bruce's diary for additional information.

RSC started installing vertical stirrups south side see sheet 497S19 of 1204. See photo below.

NOTES:

1. L. Gaige is requesting to lap splice the #25VO7 bars (sheet 497S10) due to misinterpretation of the contract drawings for which was fabricated with dimensions that allow the bars to rest at 200 mm below the PT block-outs rather than 80 mm. Lance is proposing to use the as fabricated bars by cutting off the lower horizontal leg and lap the vertical portion to the existing #25 longitudinal bars. Brandon Bedwell indicated A. Sanjines with TYLin has verbally accepted the lap splicing of the bars however, TYLin has requested RCS to submit an RFI including description and # of required splices for acceptance.
2. I witnessed L. Gaige check the torque on approximately 5 #43 B4 transverse bars in the east sloped section. I scribed a line and Lance performed the torque. No movement was observed on any of the couplers check. I informed R. Matin (Caltrans). ABF had QC engineers on site today to also check the torque on these couplers.
3. RSC replaced the #25B1LO1; I measured a minimum 700 mm tail tied to the adjacent bars. The horizontal tails are all the same length (no stagger), which provides approximately 2200 mm lap splice. This is acceptable because it is double the required 1100 mm splice length.
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 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

Installing Vertical Stir-ups: 



