STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Form HC-10A (Rev. 6/80)

Job Stamp				
04-0120F4	Const. Calendar:	453		
SFOBB SAS	Project Work Day No.: 663			
	Date	03/10/2008		
	Inspectors Hours	Start 09:30	Stop	10:50
	Shift Hours	07:00		15:30

ASSISTANT RESIDENT ENGINEER'S **CONTRACTOR – ABFJV, Sub RPS**

Weather: Sunny with mild to warm temperature - Hi 68 F Lo 48 F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Continued to prepare vertical HP and double channel strongbacks for the east and west forms.
- Erected gang forms for the longitudinal diaphragm on the northeast side of the cap beam, see picture below.
- Fabrication of continuity tendon blockout forms.
- Miscellaneous clean-up and material mobilization.
- Sandblasting construction joint on the north side and cleanup.

Attended a field meeting with Lalit Mathur, Ron Matin, Ken Beede, Pamela Gagnier, and David Chung regarding the south construction joint preparation. ABF superintendent Steve Marko was verbally told that the construction joint is acceptable, however the excess concrete found on the rebar after sandblasting was not acceptable.

RPS

- Were not onsite today and they are scheduled to return mid March.

Office Work:

- Attended weekly staff (Temp. Towers and Caps) meeting at 8:00am.
- Reviewed submittal ABF-000618R00: Macalloy High Strength Rod Installation Plan.
- Wrote todays diary.

Inspector:

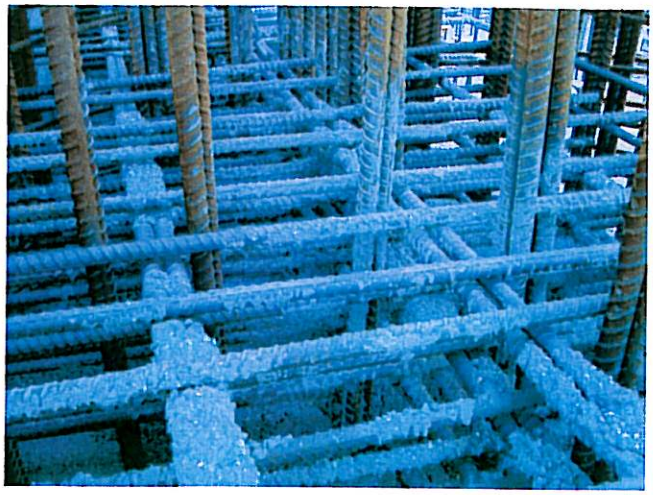
Matt Bruce Matt Bruce Transportation Engineer (D)

REC'D '08 APR-05 #004089

EA	04-0120F4
Co-Rte-KP (PM)	SF-080-13.2/13.9 (8.2/8.7)
Structure Rep.	Rick Morrow

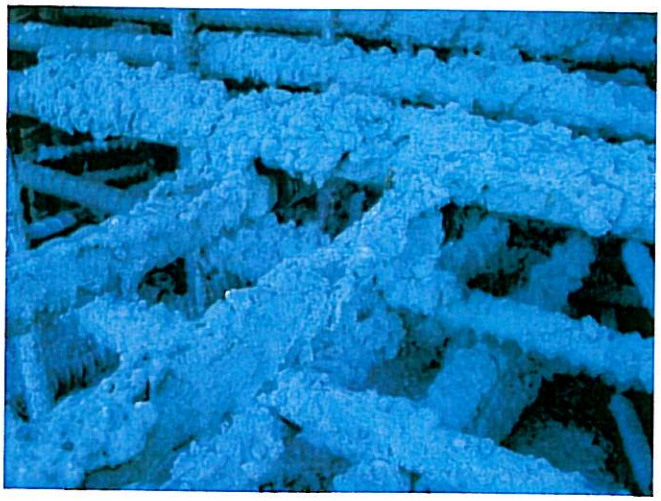
File Name:	DSC00869		
Date:	03-10-08	By Int:	D Chung

Description: Gang form panel erected in the northeast for the longitudinal diaphragm.



File Name:	DSC00870		
Date:	03-10-08	By Int:	D Chung

Description: Excess concrete on L and T-bars near W2E rebar cages after ABF finished with sandblasting.



File Name:	DSC00870		
Date:	03-10-08	By Int:	D Chung

Description: ABF superintendent Steve Marko was notified that concrete shown in the picture above is unacceptable per the Standard Specifications section 52-1.05.

File Name:	DSC00870		
Date:	03-10-08	By Int:	D Chung

Description: Caltrans engineers proved that the excess concrete could be removed from the reinforcement. A hammer and T-Head bar with a pointed end was used to chip off the concrete in areas where it was difficult to swing a hammer. It took a few minutes to chip off the concrete.