STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 611
Project Work Day No.: 821

Date	08/15/2008			
Inspectors	Start	10:00	Stop	11:20
Hours		12:40		16:30
Shift Hours		07:00		17:30

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

Weather: Sunny with mild temperature and westerly breezes - Hi 81F Lo 59F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Continued to connect water cooling system hoses to the PVC pipes at the north bulkhead for pour 3 and the manifolds in the northwest quadrant void area sloped forms.
- Began to route in-take and out-take PVC pipes from the top of the W2 formwork down to the manifolds on the northwest void area sloped forms.
- Continued to clean the soffit and the pour 2 construction joint for pour 3 scheduled next Thursday.
- Placed plywood on the #43 transverse tails presumably for access the day of the concrete pour.

RPS

- The ironworkers were in training conducted by ABF from the beginning of their shift until 10:00am.
- Continued to place 43L1T01* through 43L1T07* (top transverse bar) within and past the pour 3 limits. Tim Greenlee was the ironworker who torqued the top 38 couplers using the certified torque wrench 2007/253086. The ultimate butt splices were torqued from the east face of the W2 cap beam progrossing towards the west forms. There were no couplers in the area in between the manhole and 20 bars from the west forms. The torque wrench was set at 400N-m and two clicking sounds were heard when the proper torque was achieved. Couplers were spray painted yellow when the proper torque was achieved.
- Placed 1-36L4T21 interior bar on the east face of the west wall after I mentioned to the ironworkers the bar was missing.
- Retied 2 #32HV08 bars in the jacking saddle that were leaning towards the west side of the W2 cap beam.
- The ironworkers still need to place some rebar in the southeast jacking saddle block which has excessive cover of approximately 200mm on the south side. Pamela and myself mentioned this issue to RPS foreman Tim Greenlee and ABF engineer Branden Bedwell.
- Began to place 25L1L01 longitudinal bar splices in the northeast quadrant and the #25 vertical hairpins (hook on one end and a T-head on the other end), see sheets 475R1, 476R1, and 481R1 for details.

  Note: Today was my day to observe and inspect the ironworkers operations during the overtime hours which ended at 4:40pm.

Surveying Work:

- Completed shooting the pour 3 perimeter elevations on the north bulkhead, west/east pour strips with Damon Brown. The remaining points were within ½" of the theoretical values.

Office Work:

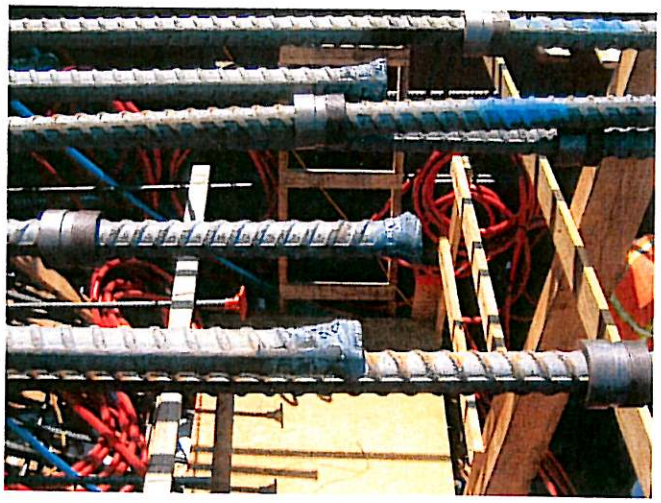
- Wrote todays diary.

Inspector:

Matt Bruce Matt Bruce Transportation Engineer (D)

REC'D '08 SEP-06 #006520

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

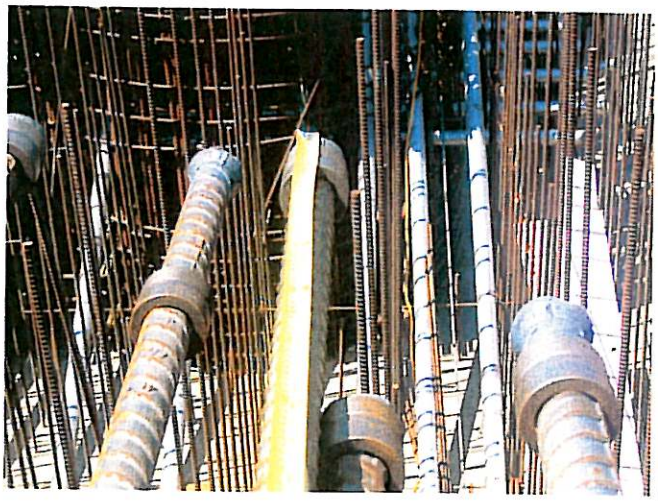


File Name:	Aug-15-2008 W2 Cap 012		
Date:	08-15-08	By Int:	M Bruce

Description: A few mushroomheads completed the previous day, which appear to be unacceptable. Pamela informed RPS foremen Bob Bogneas and Tim Greenlee that these bars might have to be mushroomheaded again.

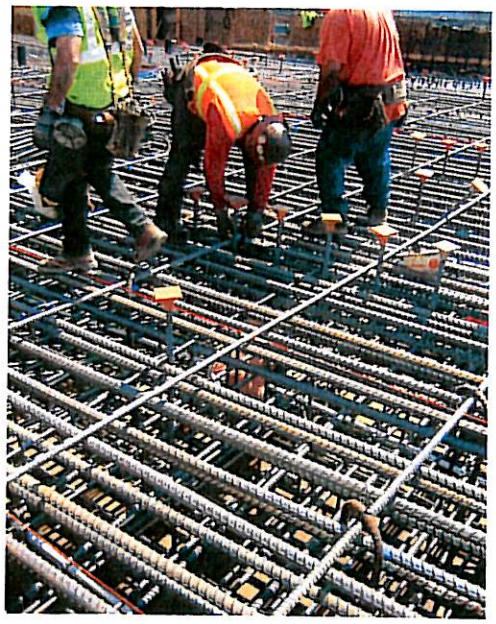
File Name:	Aug-15-2008 W2 Cap 015		
Date:	08-15-08	By Int:	M Bruce

Description: Staggered butt splice length of 370mm which is less than the specified length in the Special Provisions section 52-1.08 of 600mm.



File Name:	Aug-15-2008 W2 Cap 017		
Date:	08-15-08	By Int:	M Bruce

Description: Ultimate butt splices adjacent to each other on both the top and bottom. In addition to the photo above and this one, there were 5 cases where the staggered distance between ultimate butt splices was less than 600mm.



File Name:	Aug-15-2008 W2 Cap 021		
Date:	08-15-08	By Int:	M Bruce

Description: Installation of the #25 vertical hairpins in the pour 3 top slab northeast quadrant. One ironworker was in the rebar trying to make sure that the T-head engaged the #25 longitudinal bar and the #43 transverse bar at the intersection of these bars.