

Job Stamp 04-0120F4 SFOBB SAS

Const. Calendar:	612			
Project Work Day No.:	822			
Date	08/16/2008			
Inspectors	Start	06:00	Stop	10:00
Hours				
Shift Hours		06:00		10:00

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

Weather: Overcast in the early morning with cool temperature to partly overcast and cool temperature mid-morning - Hi 79F Lo 58F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Were onsite to assist the ironworkers with operations for the day, see Lalit's diary for labor and equipment.

RPS

- Tim Greenlee was the ironworker who torqued the remaining 20 couplers using the certified torque wrench 2007/253086. The ultimate butt splices were torqued from the last coupler going from the west face of the W2 cap beam progressing towards the east face. 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 completed.
- Began to raise the top mat 2x7 43L1T01*, 2x4 43L1T02*, 2x12 43L1T04*, and 2x3 43L1T06* bars on the west end of the W2 cap beam, see photo below for details.
- The ironworkers placed #16 vertical rebar in the southeast jacking saddle block which has excessive cover of approximately 200mm on the south side, see photo below.
- Continued to place 25L1L01 through 25L1L07 longitudinal bars 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. The ironworkers were notified several times to engage the T-head portion of the #25 vertical hairpin with the #43 transverse bar and the #25 longitudinal bar at the bottom of the mat. They claimed that they couldn't engage some of these bars in certain cases. One of the #25 vertical hairpins measured 1855mm from the bottom of the hook to the top of the T-head, hook diameter was 25mm, and the T-head thickness was 20mm.
- Cut vertical dowels protruding through the top of the rebar in the pour 3 limits.
- Began to place vertical #25 hooked bar splices in the east wall and east end of the longitudinal diaphragm per RFI 1437R00.
- Placed #19 vertical "C" bar splices for both the north and south manhole, see sheet 497S24R1 for details.

Note: I observed and inspected the ironworkers operations from 6:00am to 10:00am. Lalit's hours were from 6:50am to 10:50am, and Damon and Pamela worked from approximately 10:30am till the end of the ironworkers shift at 2:00pm.

Inspector:

Matt Bruce *Matt Bruce* Transportation Engineer (D)

REC'D *08 SEP 06 #006521

EA	04-0120F4		
Co-Rte-KP (PM)	SF-080-13.2/13.9 (8.2/8.7)		
Structure Rep.	Rick Morrow		
			
Date:	08-16-08	By Int:	M Bruce
Description: The ironworkers placed #16 vertical rebar in the southeast jacking saddle block which has excessive cover of approximately 200mm on the south side.			
Date:	08-16-08	By Int:	M Bruce
Description: Overview of the ironworkers operations for the day. In this picture the crane is raising the #43 transverse bars on the left and #25 vertical hairpin placement is also seen.			