AK-2

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
Form HC-10A (Rev. 6/80)

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 559
Project Work Day No.: 769
Date 06/24/2008

Inspectors Hours	Start	07:40	Stop	11:50
Shift Hours		07:00		15:30

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

Weather: Overcast, and smoky skies early in the morning, to partly overcast with mild temperature - Hi 77F Lo 53F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Continued to work on soffit/ceiling for pour 3 in the southeast quadrant.
- Began to prepare for erecting void area falsework bents (posts + cap beam) in the northeast quadrant.

RPS

- Continued to work on profiling transverse tendons through the column cages at W2E. ABF engineer Branden Bedwell completed his QC inspection according to the ironworkers. I proceeded with my QA inspection with the following comments:
  1.) At 8:05am my inspection began with checking the duct placement of the continuity tendons starting from E-22B to E-29B on the east support bars (located immediately outside the column cages). A few ducts had to be moved on the mark placed by ABF surveyors which was checked by Caltrans with no major discrepancies. For E-25B a #43 vertical bar (spray painted white) had to be "hogged" to the south to center the tendon. Similarily for E-28B a #25 vertical bar in the top pier slab region towards the second to last cable tie down pipe on the north had to be "hogged" to the south.
  2.) At 8:45am the ducts for E-22B to E-29B were centered over the marks on the east support bars.
  3.) Profiling through the cages then began with the following comments for each tendon in the chronological order in which they were inspected with the ironworkers.

E-29B	Minimal adjustment was required for this continuity tendon. The reason is that this tendon is located in the cable tie down region where there is less rebar hence congestion.
E-28B	Hogged 3 #25 vertical bars near the South Hinge K assembly.
E-27B	Hogged back inner diameter #43 vertical bar which had been previously painted white.
E-26B	Hogged back 2 #43 vertical bars in the crucible pattern. This was done in the NE-cage
E-25B	Hogged back 4 #43 vertical bars in the NW-cage. This was done to the first pair of inner and outer diameter bars south of the east/west crucible pattern.
E-24B	Tendon was acceptable in it's current position.
E-23B	Hogged back 4 #43 vertical bars in the NE-cage. This was done to the second and third pairs of bars starting from the north of the north/south crucible pattern.
E-22B	Put a spacer bar on the #25 inner hoop 6 rows up from the base slab concrete. This spacer bar was located at the north crucible of the NE-cage. Also had to hog back 2 outer diameter #43 vertical bars 3 pairs west of the north crucible. This pair of vertical bars was adjacent to the circular T-head marked 06/13 (1) in blue paint.

  4.) Began to profile CBT-26 which has some issues for TY-Lin designers to address in my opinion. It was at this moment when RPS foreman Bob Bognus directed Victor and Tim to stop profiling the ducts at 11:35am. He acted in an rude and unprofessional manner (yelling, trying to bully, patronize) at which point I walked away and told him to speak with my supervisor.

Additional Notes:

a.) Support bars have not been placed at 4' o.c. intervals as of yet.
b.) Profiling was done with ironworkers Tim Greenlee and Victor Quiroz.
c.) The ironworkers took a break at 10:00am to 10:20am.
d.) I told/showed the Schwager Davis PT-01 general notes approved in Submittal 150 ABF engineer Branden Bedwell and RPS foreman Bob Bognus.
e.) There were many instances where the ironworkers thought a duct couldn't be fixed but it was found that many could be fixed given the proper effort.

- Continued to adjust #25 hoops and place ducts in the W2W column cages.

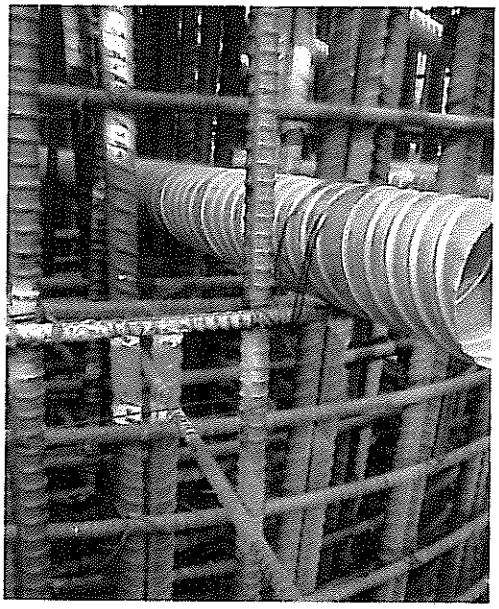
Office Work:

- Wrote todays diary.

Inspector:

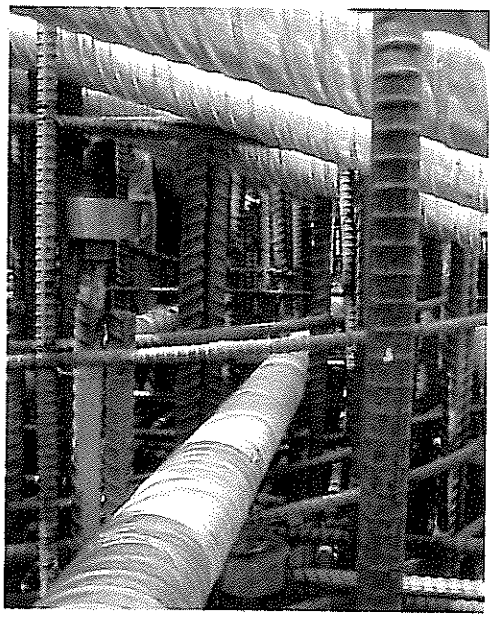
Matt Bruce Matt Bruce Transportation Engineer (D)

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



File Name:	June-24-2008 W2 Cap 002		
Date:	06-24-08	By Int:	M Bruce

Description: Photo of continuity tendon E-25B at the east support bars. A #16 support bar (painted orange) was placed in between the #43 vertical bars and tied to a #25 vertical bar to prevent the #43 vertical bar from moving.



File Name:	June-24-2008 W2 Cap 005		
Date:	06-24-08	By Int:	M Bruce

Description: Photo of continuity tendon E-23B where 4 #43 vertical bars in the NE-cage were hogged back. This was done with a come-along to move and then secure the bars from moving.

EA	04-0120F4
Co-Rte-KP (PM)	SF-080-13.2/13.9 (8.2/8.7)
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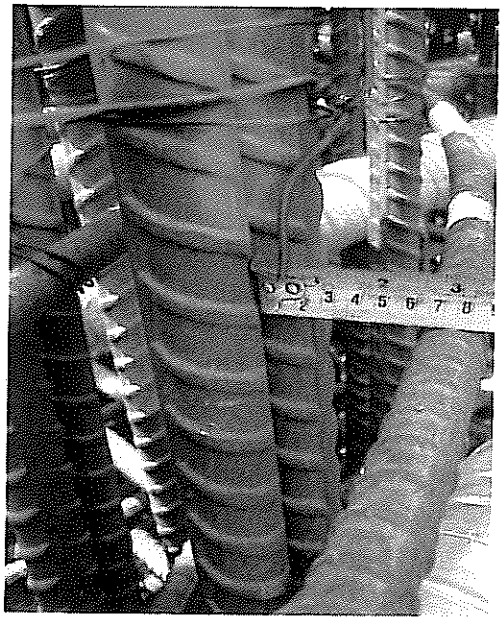
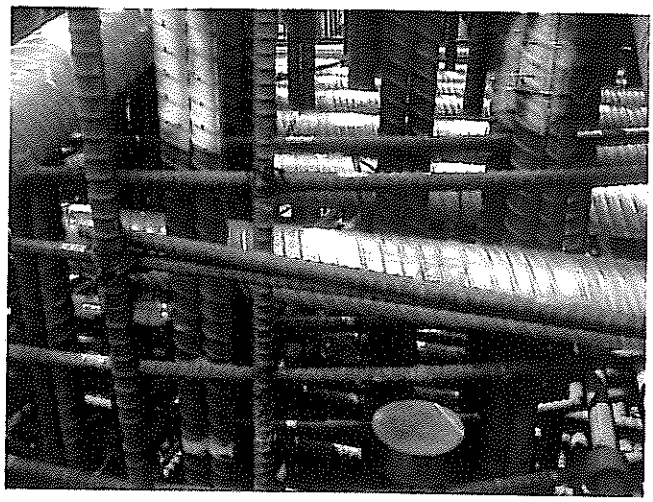


File Name:	June-24-2008 W2 Cap 007		
Date:	06-24-08	By Int:	M Bruce

Description: Photo taken of E-22B where 2 outer diameter #43 vertical bars 3 were hogged back 65mm to enable a smooth profile of the tendon through the NE-cage.

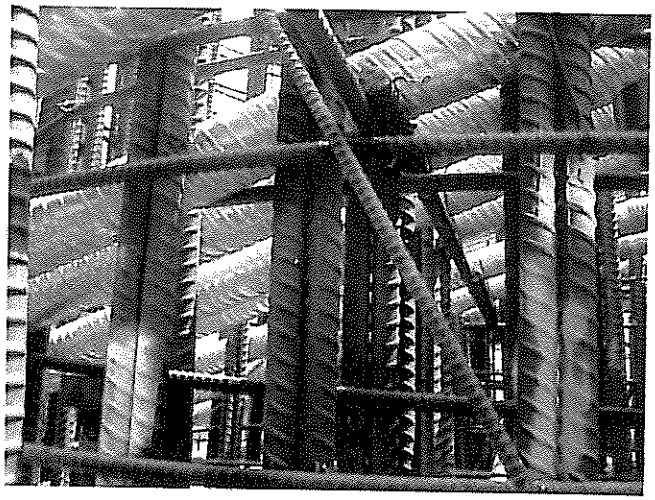


File Name:	June-24-2008 W2 Cap 008		
Date:	06-24-08	By Int:	M Bruce

Description: Work done in the NE cage for tendon E-22B. The spacer bar can be seen on the left painted orange on the #25 inner hoop 6 rows up from the base slab concrete. The pair of #43 vertical bars (seen in picture to the left as well) was adjacent to the circular T-head marked 06/13 (1) in blue paint.

File Name:	June-24-2008 W2 Cap 009		
Date:	06-24-08	By Int:	M Bruce

Description: CBT 26 is out of tolerance approximately by 25mm to the east. The spacing between CBT-14 and CBT-26 is 300mm. CBT-14 is straight and for the most part has a smooth profile. The ironworkers attempted to move CBT-26 with no success. The most probable solution to move the duct is to cut more #43 vertical bars. TY-Lin will be consulted for this situation.



File Name:	June-24-2008 W2 Cap 010		
Date:	06-24-08	By Int:	M Bruce

Description: CBT-26 is the first duct in between the outer and inner diameters of the #43 vertical bars. Two pairs (spray painted white) have been called out on plan sheet 486S2 to be cut for the transverse tendon.