

dk-y

Job Stamp <b>04-0120F4</b> <b>SFOBB SAS</b>
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Const. Calendar:	562			
Project Work Day No.:	772			
Date	06/27/2008			
Inspectors	Start	10:00	Stop	11:40
Hours				
Shift Hours		07:00		15:30

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

**Weather:** Smoky skies with mild temperature - Hi 79F Lo 56F (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 erecting void area falsework bents (posts + cap beam) in the northeast quadrant, a few posts were checked and found to be plumb in both directions.
- Erected sloping forms in the void area for the transverse diaphragm in the southwest quadrant.
- Mobilizing Liebherr crane to move underneath W2 falsework for temporary tower erection.

**RPS**

- Were not onsite today.

Field Meeting:

<b>Attendees:</b>	ABF – Jim Davidson, Michael Lewis RPS – Steve Dennison TY-Lin – James Duxbury, Andy Baumberger Caltrans – Gil Klebanov, David Chung, Lalit Mathur, Matt Bruce
<b>Scope:</b>	PT duct placement tolerances and acceptance criteria
<b>Discussion Summary:</b>	1.) James Duxbury said that the tolerance for the duct placement was acceptable to be $\pm 1"$ in the horizontal direction and maintain $\pm 1/4"$ for the elevations. 2.) James Duxbury didn't have any problems with proposal via an email by Jim Davidson regarding the average elevations of some transverse (CBT) tendons. 3.) I showed James Duxbury CBT-26 at the north end of the W2E-NW column cage being out of tolerance by approximately 1" in the horizontal direction. I also showed him the #43 vertical bars on the west side of the northwest cage painted white which were acceptable to cut per sheet 486S2. In order to maintain the 1/4" tolerance 4 #43 vertical bars would have to be cut. We agreed that this horizontal deviation was acceptable granted there was a smooth transition with no sudden breaks in the duct to not cut the bars. See my June 24 <sup>th</sup> diary for more details. 4.) James was content with my judgement in placing the ducts, however I will notify him or Alex Sanjines if there are any issues like the one mentioned above. 5.) I told Jim Davidson & Steve Dennison that my criteria for accepting the duct placement was that the proper elevations must be achieved, the duct needs to be straight as possible, no sudden breaks in the horizontal or vertical profile, moving bars was acceptable and necessary to profile ducts. 6.) I also had a private discussion with Steve Dennison regarding the behavior of Bob Bognus. I mentioned that Bob was resistant to the criteria mentioned above regarding duct placement. Steve said that he would talk to Bob regarding this issue.

**Office Work:**

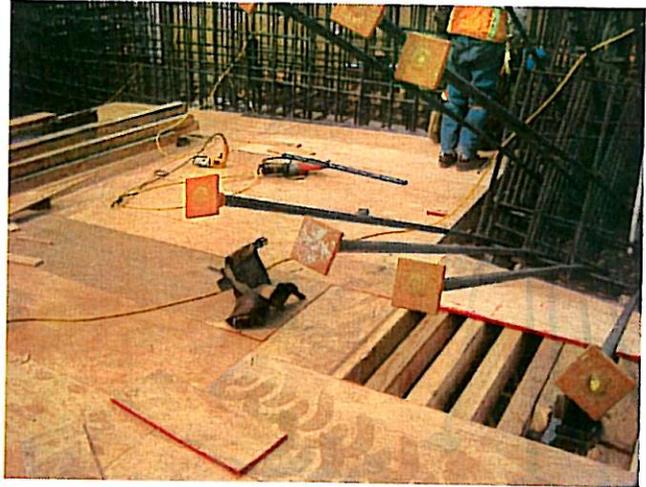
- Reviewed W2 post-tensioning plans, Submittal 150, and Dave Adams email to average grades for some of the transverse (CBT) tendons.
- Wrote today's diary.

**Inspector:**

Matt Bruce Matt Bruce Transportation Engineer (D)

REC'D 08 JUL 22 #005771

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



File Name: June-27-2008 W2 Cap 001

Date: 06-27-08 By Int: M Bruce

Description: Erecting void area falsework bents (posts + cap beam) in the northeast quadrant. As mentioned above a few posts were checked and found to be plumb in both directions.

File Name: June-27-2008 W2 Cap 002

Date: 06-27-08 By Int: M Bruce

Description: Work on soffit/ceiling for pour 3 in the southeast quadrant is almost complete. Carpenters are finishing laying the plywood down and installing sheet metal for the ceiling chamfer.