

Job Stamp 04-0120F4 SFOBB SAS

Const. Calendar:	610			
Project Work Day No.:	820			
Date	08/14/2008			
Inspectors	Start	08:30	Stop	11:20
Hours		12:40		15:20
Shift Hours		07:00		15:30

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

Weather: Sunny with mild temperature and westerly breezes - Hi 84F Lo 59F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Continued to test water cooling system PVC pipes at the north bulkhead for pour 3.
- 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.
- Continued to clean the soffit and the pour 2 construction joint for pour 3 scheduled next Thursday.
- Constructed jacking saddle erection rods template which were authorized to be placed in the concrete per RFI 1381. Calculations have not yet been submitted for these embedded rods to my knowledge to date.

RPS

- Completed mushroomheading the #43 bars in the horizontal position with the male coupler for the ultimate butt splice already on the bar. General Foreman Bob Bogneas heated the bar and ran the hydraulic pump while Tim Greenlee placed the jack on the bar. See Lalit and Damon's diary and photo below for details on the mushroomheading operation the samples selected for QC/QA testing.
- Continued to place 43L1T01* through 43L1T06* (bottom transverse bar) within and past the pour 3 limits. I mentioned to RPS foreman Tim Greenlee and ABF surveyor James Allen about the 191mm distance from the top of concrete to the bottom of the #43 transverse bar bundle. Tim Greenlee was the ironworker who torqued 58 couplers using the certified torque wrench 2007/253086. Lalit witnessed the first 41 ultimate butt splices torqued which began from the east forms progressing towards the west. There were no couplers in the area in between the manhole and 20 bars from the west forms. I witnessed the remaining 17 ultimate butt splices torqued at 400N-m and had to remind Tim that the two clicking sounds must be heard when the proper torque was achieved.
- Began placing the 43L1T01* through 43L1T06* (top transverse bar) within and past the pour 3 limits in the northeast quadrant. When I left the jobsite the top #43 transverse bars weren't torqued. Ron Martin was working overtime today to observe the ironworkers operations.
- Placed the 4.00m long #29 spliced bars (per RFI 1464R00) to the 43L5T01 through 43L5T11 transverse bars at the north and south construction joints of pour 3.

Office Work:

- Wrote today's diary.

Inspector:

Matt Bruce Matt Bruce Transportation Engineer (D)

REC'D '08 SEP-06 #006519

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



File Name:	Aug-14-2008 W2 Cap 002
Date:	08-14-08
By Int:	M Bruce

Description: Photo of the jacking saddle erection rods template. The dimensions of the rod, plates, stop-type coupler, rod spacing match RFI 1381R00. However it is unclear whether or not there is enough of the rod sticking out of the concrete to fix the W-flange steel beam.

File Name:	Aug-14-2008 W2 Cap 006
Date:	08-14-08
By Int:	M Bruce

Description: Photo of the 4 samples selected for the #43 transverse bars used for QA sampling. The length of the samples was approximately 4.00m long before being shipped to Sacramento testing lab today.



File Name:	Aug-14-2008 W2 Cap 008
Date:	08-14-08
By Int:	M Bruce

Description: Progress of #43 transverse bar placement within the pour 3 limits.

File Name:	Aug-14-2008 W2 Cap 009
Date:	08-14-08
By Int:	M Bruce

Description: Water cooling system hoses being connected to the PVC pipes on the north bulkhead.