

Job Stamp 04-0120F4 SFOBB SAS

Const. Calendar:	639			
Project Work Day No.:	839			
Date	09/12/2008			
Inspectors	Start	09:50	Stop	10:50
Hours		12:40		13:40
Shift Hours		07:00		15:30

ASSISTANT RESIDENT ENGINEER'S **CONTRACTOR – ABFJV**

Weather: Overcast with mild temperature in the morning and partly overcast to sunny in the afternoon with mild temperature – Hi 73°F Low 55°F (per weather.com forecast)

ABF

- Began to prepare the steel deviation saddle forms for the dead-end transverse sleeve assembly for CBT-4 and CBT-8 at W2E, see photo below.
- Continued to construct steps to be installed from the W2 falsework soffit to the Temporary Tower walkways on the north end.
- Began to install tie-rods in the corners of the east vertical bulkhead forms.
- Continued to fill in the voids with plywood on the east walkways from the vertical forms with strongbacks to the existing walkway.
- Completed grouting the PVC water-cooling pipes used for thermal control in pour 3 today, see Lalit's diary for more details as he observed the operation.
- Began to install the remaining (14 today) 50mm ϕ ASTM A354 Grade BC anchor rods with spherical nut and washer plate in Panel A of the deviation saddle at W2E, see photos below for details.
- Surveyors began to establish control for the brass caps placed in the median.
- The following is excerpts from my conversations with ABF foreman Nigel Lohse and Survey Party Chief Dave Adams today:
 - When I asked Nigel about checking the W2E vertical bars he told me that the surveyors said it was acceptable. However when I asked Dave about the spacing of the vertical bars, Dave confirmed that the Y-offset for a few rows was off by 50mm to 75mm for the vertical bars at W2E. Dave didn't know whether or not this deviation from the theoretical was acceptable and then I informed him of the ± 25 mm tolerance given by TY-Lin designer James Duxbury.
 - Nigel told me that he didn't mind moving any vertical bars out of tolerance Monday since some of the crew would be available.
 - Nigel also informed me that the surveyors were checking the vertical bars at W2W today.
 - Dave also said he would check his numbers regarding the deflection of the falsework cap beams after pour 3. David Bradd got deflections of 25mm and 50mm in one spot.
 - I expressed my concern to Nigel and Dave regarding the orientation of the CBT-4 and CBT-8 pipes before welding it to the deviation saddle steel forms.

Office work:

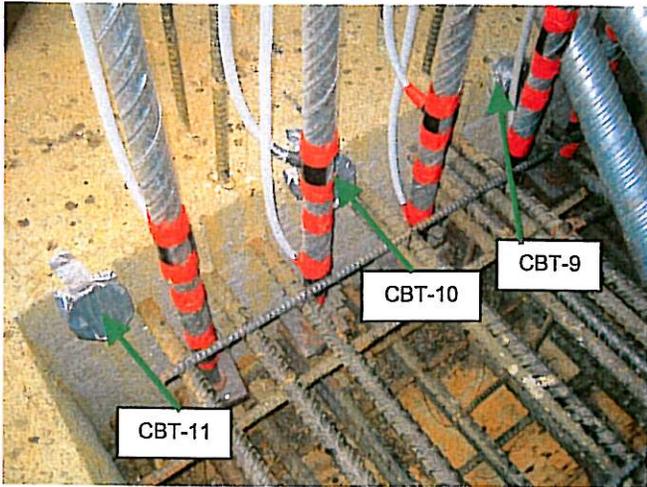
- Wrote today's diary.

Inspector:

Matt Bruce *Matt Bruce* Transportation Engineer (D)

REC'D *08 OCT-07 #006953

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

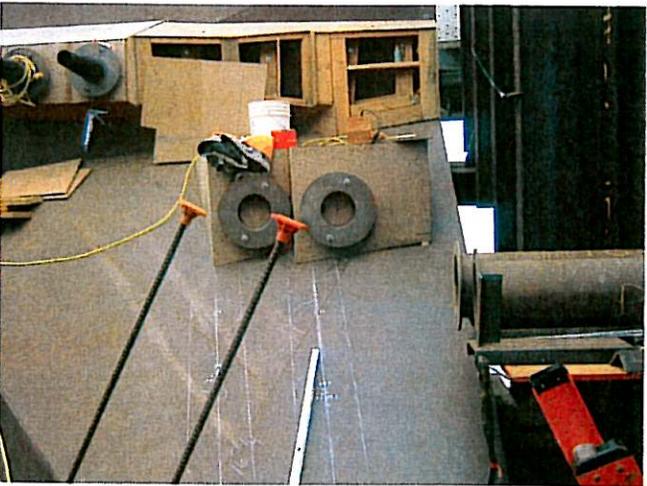


File Name:	Sept-12-2008 W2 Cap 006
Date:	09-12-08
By Int:	M Bruce

Description: CBT-9, 10, and 11 at the south end of the vertical bar construction joint at W2W. ABF foreman Nigel Lohse has been informed that these ducts need to be profiled again before concrete placement in this blockout.

File Name:	Sept-12-2008 W2 Cap 008
Date:	09-12-08
By Int:	M Bruce

Description: Installation of 14 50mm ϕ ASTM A354 Grade BC anchor rods with spherical nut and washer plate in Panel A of the deviation saddle at W2E.



File Name:	Sept-12-2008 W2 Cap 009
Date:	09-12-08
By Int:	M Bruce

Description: Prep work done on the steel deviation saddle forms for the dead-end transverse sleeve assembly for CBT-4 and CBT-8 at W2E.

File Name:	Sept-12-2008 W2 Cap 012
Date:	09-12-08
By Int:	M Bruce

Description: Deviation saddle anchor rod that measured 485mm from the grout pad to the bottom of the anchor plate.