

Job Stamp 04-0120F4 SFOBB SAS

Const. Calendar:	643			
Project Work Day No.:	843			
Date	09/16/2008			
Inspectors	Start	08:50	Stop	10:10
Hours		12:10		13:40
Shift Hours		07:00		15:30

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

Weather: Overcast with mild temperature in the morning and sunny in the afternoon with mild temperature – Hi 73°F Low 54°F (per weather.com forecast)

ABF

- Continued to prepare the steel deviation saddle forms for the dead-end transverse sleeve assembly for CBT-4 and CBT-8 at W2E.
- Began to install blockouts for E-13B upwards to E-1B on the west wall.
- Resumed stripping the pour 3 north breakout forms.
- Surveyors continued to check vertical bars in between the W2E Hinge K assemblies as piledrivers made adjustments to the 4"x6" templates.
- Began adjusting 4"x6" templates supporting the vertical bars at W2E. Discussed the issue with Branden Bedwell, Nigel Lohse, and James Adams regarding the placement of the vertical bars in the field. I basically told them to do the best they can to get the vertical bars within the $\pm 25\text{mm}$ tolerance given by TY-Lin designer James Duxbury. Ron Matin and myself talked to TY-Lin designer Alex Sanjines regarding the current placement of the vertical bars. Alex said that the spacing of the vertical rods submitted via email by Jim Davidson didn't concern him. What did concern him was being able to stress the bars at the top where the plate of the outer perimeter vertical bars (VB-3 to VB-9, VB-18, 27, 36, 45, 54, 63, 72, 81, 90, 99, 108, 117, VB-120 to VB-126) is too close or infringing upon the breakout.

Office work:

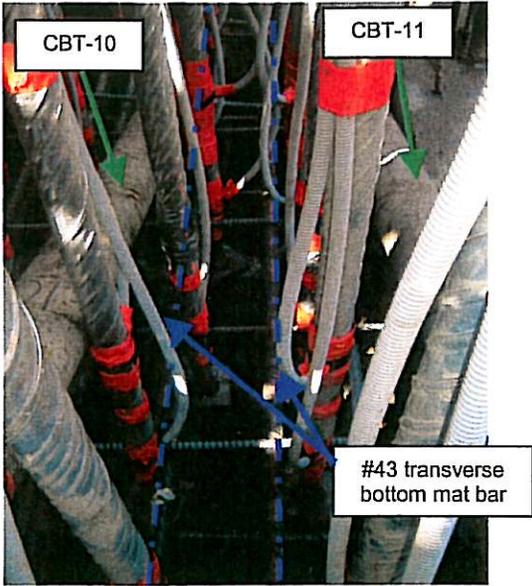
- Wrote today's diary.

Inspector:

Matt Bruce Matt Bruce Transportation Engineer (D)

REC'D '08 OCT-07 #006955

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

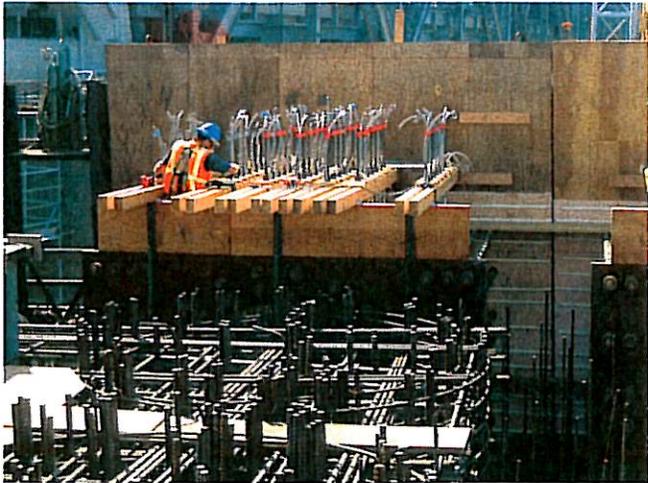


File Name:	Sept-16-2008 W2 Cap 003
Date:	09-16-08
By Int:	M Bruce

File Name:	Sept-16-2008 W2 Cap 005
Date:	09-16-08
By Int:	M Bruce

Description: The worst case placement of vertical bars (out of tolerance $\pm 40\text{mm}$) is due to #43 transverse bar placement and the X-strong pipes for CBT-9, 10, and 11 at W2E. Some of the vertical PT bars (VB-71, 80, 89, 98, 107, 116, 125) alternate over the #43 transverse bar, which is directly in line with the theoretical location of the vertical PT bars.

Description: Photo of the CBT-4 and CBT-8 pipe placement and the deviation saddle anchor rod installation at W2E.



File Name:	Sept-16-2008 W2 Cap 007
Date:	09-16-08
By Int:	M Bruce

Description: Piledriver seen adjusting the 4"x6" templates at W2E to attempt to bring the spacing of vertical bars within the $\pm 25\text{mm}$ tolerance in the North/South or Y-direction.