

Job Stamp 04-0120F4 SFOBB SAS
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Const. Calendar:	650			
Project Work Day No.:	850			
Date	09/23/2008			
Inspectors	Start	10:40	Stop	13:30
Hours				
Shift Hours		07:00		15:30

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

**Weather:** Sunny with mild to warm temperature – Hi 83°F Low 57°F (per weather.com forecast)

**Description of Operations @ W2 Cap Beam:**

**ABF**

- Continued to strip the pour 3 north blockout forms and clean debris.
- Continued to place washers from the #19 formsaver at the W2E east bulkhead.
- Began to place polystyrene shear key blockout for the east bulkhead construction joint between the OBG and the W2 cap beam, see photo below.

**RPS**

- Completed grinding the mushroomheads of the #43 transverse bars on the north end of pour 3. The ironworkers left the jobsite at 12:00pm.

**Surveying work:**

- Conducted a differential level run for the control points JA-1000, JA-1001, ABF-5070, ABF-5071, CT-1, TWL-270 at the W2 cap beam with assistance of Damon Brown. CT-1 was a benchmark set by David Chung and myself. This benchmark is located on a screw (painted green) fixed to a bearing plate on the W2E cable tie down guide pipes July 10<sup>th</sup> using ABF control point 5033.

For the level run Towill's assigned elevation of 54.129m was used for TWL-270. As a result the ABF points JA-1000, JA-1001, and CT-1 were off -13mm consistently. When ABF's elevation of 54.142m at TWL-270 is used the elevations were close to the values that ABF has assigned to these points. Surveyor James Allen got an elevation of 55.905m for JA-1000 and 56.749m for JA-1001 on Friday using ABF's elevation at TWL-270 of 54.142m.

The misclosure from my differential level run was -5mm. I showed my results to ABF Survey party chief Dave Adams and discussed the discrepancies between Towill's and ABF's elevations. The following was discussed in my conversation with Dave:

- a.) Towill used the total station to set the elevation for TWL-270.
- b.) ABF used the space frame of the elevator to tape up the distance to assist the level run from the ground.
- c.) ABF and Phil Latasa agreed to the elevation assigned to TWL-513. This was the point from the ground used to generate the 54.142m elevation for TWL-270.

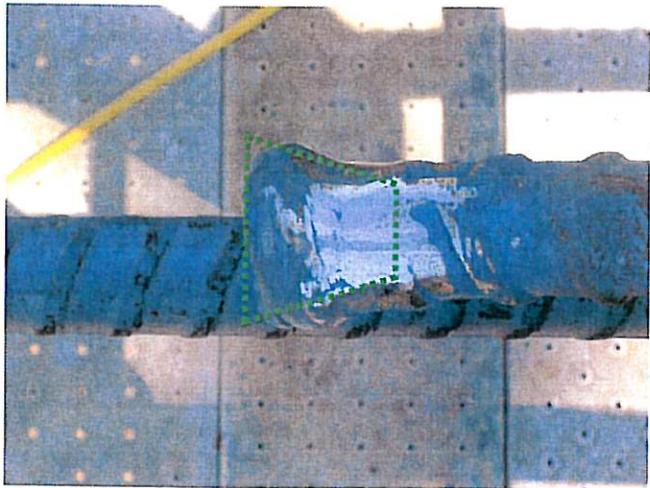
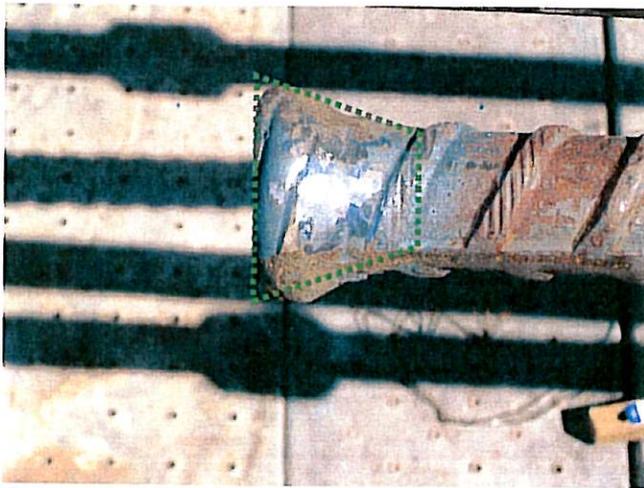
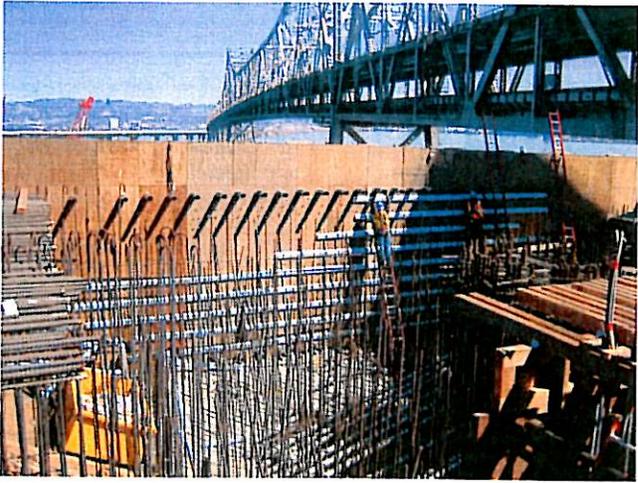
**Office work:**

- Analyzed differential level run results.
- Gathered pressure cells to be calibrated at the Instrumentation Lab in Sacramento.
- Wrote today's diary.

**Inspector:**

Matt Bruce Matt Bruce Transportation Engineer (D)

REC'D '08 OCT-07 #006960

EA	04-0120F4		
Co-Rte-KP (PM)	SF-080-13.2/13.9 (8.2/8.7)		
Structure Rep.	Rick Morrow		
			
File Name:	Sept-23-2008 W2 Cap 004		
Date:	09-23-08	By Int:	M Bruce
Description: Grinded mushroomhead of a #43 transverse bar on the north end of pour 3. The wedged portion of the mushroomhead is deformed and there appears to have been a lot of grinding done by the ironworkers.			
File Name:	Sept-23-2008 W2 Cap 005		
Date:	09-23-08	By Int:	M Bruce
Description: There is less deformation and grinding seen on this bar compared to photo 004.			
			
File Name:	Sept-23-2008 W2 Cap 006		
Date:	09-23-08	By Int:	M Bruce
Description: A mushroomhead which appears to be significantly better than the previous photos.			
File Name:	Sept-23-2008 W2 Cap 009		
Date:	09-23-08	By Int:	M Bruce
Description: Placement of E-1A through E-42A trumpets, #19 formsaver washers, and polystyrene shear keys at the W2E east bulkhead.			