STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Form HC-10A (Rev. 6/80)

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 674
Project Work Day No.: 874
Date 10/17/2008

Inspectors Hours	Start	08:00	Stop	14:20
Shift Hours		07:00		16:30

ASSISTANT RESIDENT ENGINEER'S **CONTRACTOR – ABFJV, Subs CMC-RS**

Weather: Sunny with warm temperature – Hi 86°F Low 53°F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Continued to fabricate dead-end sleeve pipes for CBT-1,3, 5, and 7 on the north end of the cap beam.
- Continued placing tie-rods in the pour 4 area.
- Continued placement of PVC water-cooling pipes in the pour 4 area from the sloped void forms to the deviation saddle.
- Cleaned debris from the pour 4 base slab.
- Surveyors assisted CMC-RS ironworkers with layout of transverse tendons CBT-16 through CBT-22.
- Continued placing shear keys, trumpets, and washers for the #19 formsavers at the W2W east bulkhead.
- Placed trumpets for CBT-9 through 15 at the north end of the cap beam near W2W.
- Erected CBT-16 through CBT-22 blockout forms on the north end of the cap beam near W2W.
- Erected west face vertical forms near the W2W deviation saddle.

CMC-RS

- Continued to place the #25 horizontal ties in the pour 4 area from the sloped void forms to the deviation saddle forms.
- Continued to install ducts for continuity tendons E-30B to E-38B on the east side of the cap beam with the assistance of ABF surveyors.
- Continued to install temperature steel at miscellaneous blockouts in the pour 4 area.
- Continued to install #36 exterior bars at the east bulkhead and #36 interior bars at the west wall.
- Continued to install #19 formsavers at the east bulkhead.
- Continued to place rigid ducts and X-strong pipes between the Hinge K assemblies and near the deviation saddle for CBT-1 through CBT-8.
- Began to address some items on my punchlist.

Office and miscellaneous work:

- Wrote yesterdays diary and began writing todays diary.
- Continued to compile pour 4 punchlist items.

Inspector:

Matt Bruce Matt Bruce Transportation Engineer (D)

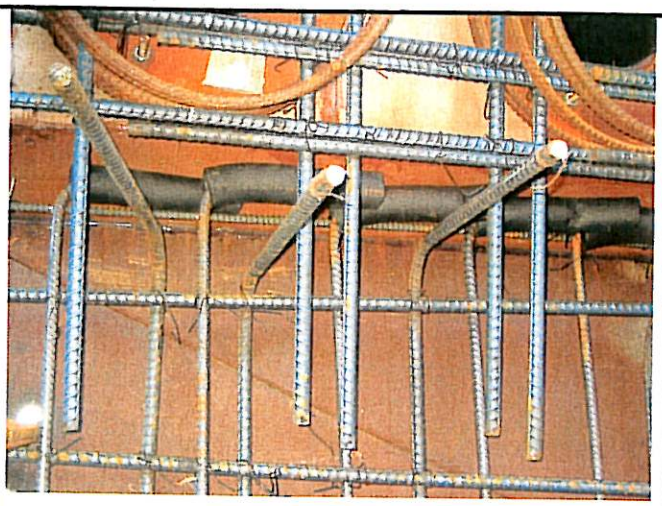
EA	04-0120F4
Co-Rte-KP (PM)	SF-080-13.2/13.9 (8.2/8.7)
Structure Rep.	Rick Morrow

File Name:	Oct-17-2008 W2 Cap 004		
Date:	10-17-08	By Int:	M Bruce

Description: Stack of rigid ducts on the ground, which are coated with dirt on the outside and inside of duct. Both foreman Nigel Lohse and Tim Greenlee were informed about this issue before the ducts were flown to the top of cap beam.

File Name:	Oct-17-2008 W2 Cap 008		
Date:	10-17-08	By Int:	M Bruce

Description: Duct placement of continuity tendon E-34B coming out of the SE column cage where there is a dramatic change in the horizontal profile. Per submittal 150 this tendon is supposed to be straight. RS foreman Tim Greenlee was informed about this issue.



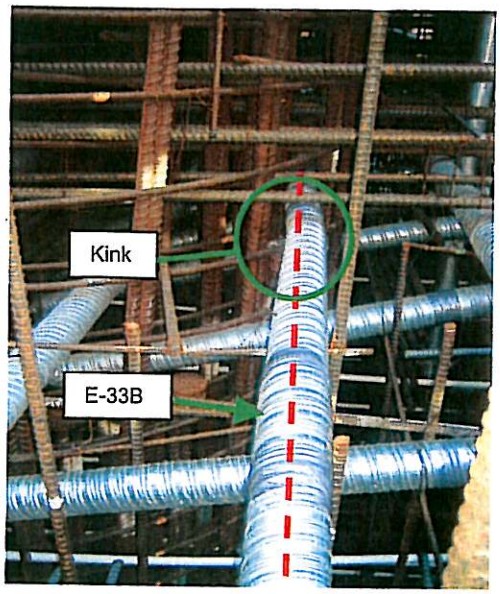
File Name:	Oct-17-2008 W2 Cap 009		
Date:	10-17-08	By Int:	M Bruce

Description: Placement of the #16 temperature steel at the CBT-9 through CBT-15 blockout at the south end of the cap beam near W2E.

File Name:	Oct-17-2008 W2 Cap 010		
Date:	10-17-08	By Int:	M Bruce

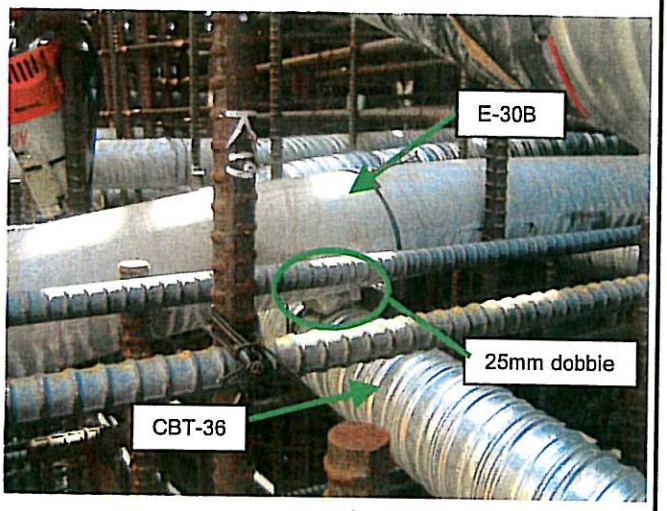
Description: Photo of #25 horizontal ties near Panel B of the W2E deviation saddle. These bars should engage the vertical bars near the deviation saddle. RS foreman Tim Greenlee was notified about this issue.

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



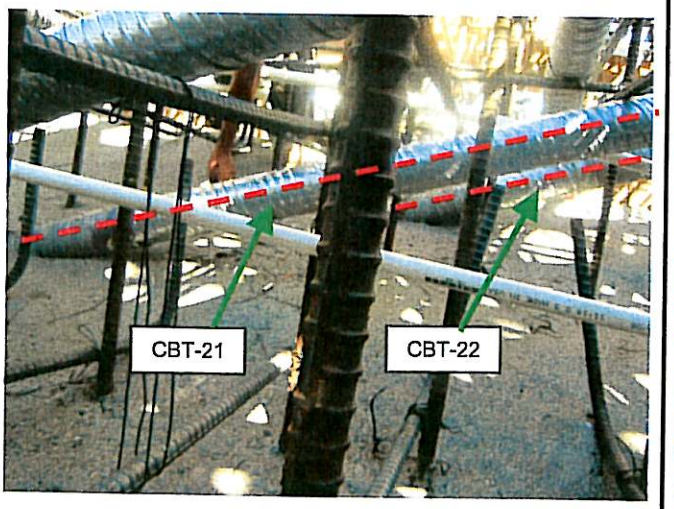
File Name:	Oct-17-2008 W2 Cap 013		
Date:	10-17-08	By Int:	M Bruce

Description: Duct placement of continuity tendon E-33B where there is a dramatic change in the horizontal profile. Per submittal 150 this tendon veers towards the north. RS foreman Tim Greenlee was informed about this issue.



File Name:	Oct-17-2008 W2 Cap 016		
Date:	10-17-08	By Int:	M Bruce

Description: A 25mm dobbie was placed in between CBT-36 flexi-duct and E-30B X-strong pipe to provide enough clearance for the concrete to encase both ducts.



File Name:	Oct-17-2008 W2 Cap 021		
Date:	10-17-08	By Int:	M Bruce

Description: The ironworkers reprofiled CBT-21/22 coming out of concrete, which were shaped like an "S" yesterday. An inside coupler was used to join the ducts instead of an outside coupler. The dashed red line indicates the theoretical tendon profile.

File Name:	Oct-17-2008 W2 Cap 024		
Date:	10-17-08	By Int:	M Bruce

Description: Placement of CBT-1 through CBT-8 near the deviation saddle looking west.