STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

| Job Stamp | | | | |
|---|---|---|---|---|
| 04-0120F4 | Const. Calendar: | 671 | | |
| SFOBB SAS | Project Work Day No.: 871 | | | |
| | Date | 10/14/2008 | | |
| | Inspectors Hours | Start 08:40 | Stop | 15:10 |
| | Shift Hours | 07:00 | | 15:30 |

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

**Weather:** Sunny with mild to warm temperature – Hi 79°F Low 54°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.
- Resumed placing tie-rods in the pour 4 area.
- Resumed placement of PVC water-cooling pipes in the pour 4 area from the sloped void forms to the deviation saddles. The piledrivers are following the ironworkers after the #25 horizontal ties have been placed. The piledrivers inquired if it was acceptable to tie the PVC pipes to the ducts. I told them to avoid tying the PVC pipes to the ducts and utilize the rebar as much as possible.
- Deviation saddle anchor rod and bearing plate installation at W2W is complete.
- Cleaned debris from the pour 4/5 base slab, and the north pour 3 construction joint.
- Surveyors setting points for CBT-9 to 15 at the north end of the cap beam near W2W.
- Surveyors assisted CMC-RS ironworkers with layout of continuity tendons E-12B to E-29B.
- I told ABF foreman Nigel Lohse that some of the trumpets at the W2E east bulkhead are loose and some trumpets have a substantial gap in between the forms.

## 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-12B to E-29B with the assistance of ABF surveyors.
- Continued placing X-strong pipes, flexi-duct, and rigid duct for CBT-1 through CBT-8 at the south end of the pour 3 construction joint in the west wall.
- Told CMC-RS foreman Tim Greenlee to correct the spirals (proper pitch, first 2 turns tied, placed concentrically) for CBT-25 to CBT-36 at the south end of the cap beam near W2E. Tim inquired about the spiral placement for the continuity tendons close to CBT-1 to 8 near the south construction joint. I told him to maintain the profile of the duct (mostly X-strong which has a larger diameter) and try and space the pitch accordingly between the CBT-1 to 8 ducts and pipe. It was difficult for the ironworkers to place the spirals in this area. Also I personally tried to install a spiral and it was extremely difficult to move though the ducts. ABF engineer Branden Bedwell was present while I explained to Tim the solution of placing spirals in this area.

**Surveying work:**

- Shot 4 offset points to check CBT-1 through CBT-8 between the south pour 3 construction joint to the north W2E Hinge K assembly. Two offset points were 9 and 10 which have the same Y-offset for CBT-1, 2, 4, 5, 6, and 8. The Y-Offset set by ABF surveyors for point 9 was off 14mm and 1mm for point 10. From these offsets the elevations and location of the X-strong pipes can be checked.

**Inspector:**

Matt Bruce Matt Bruce Transportation Engineer (D)

REC'D '08 OCT-29 #007381