

Job Stamp 04-0120F4 SFOBB SAS

Const. Calendar:	699			
Project Work Day No.:	909			
Date	11/11/2008			
Inspectors	Start	10:10	Stop	11:20
Hours		12:20		13:40
Shift Hours		07:00		15:30

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

**Weather:** Overcast with cool temperature – Hi 63°F Low 51°F (per weather.com forecast)

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

**ABF**

- Continued thermal control of the pour 4 concrete with the manifolds starting from the north going south reading the following; 50°F, 50°F/19psi, 52°F, and 52°F.
- Began to install "Short" vertical PT bars near the W2W Hinge K assemblies. Also fixed some of the ducts for these bars on the ground, see photo below.
- Resumed cleaning the pour 5 base slab.
- Resumed placing PVC pipes for the pour 5 thermal control.
- Resumed installing starter tie rods through the HP strongbacks.

**Office work:**

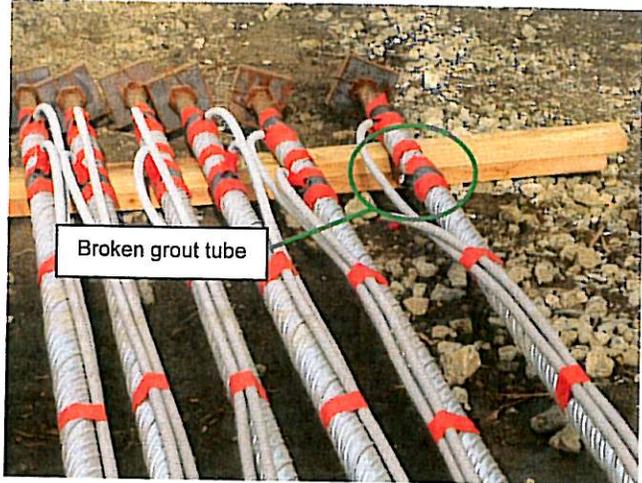
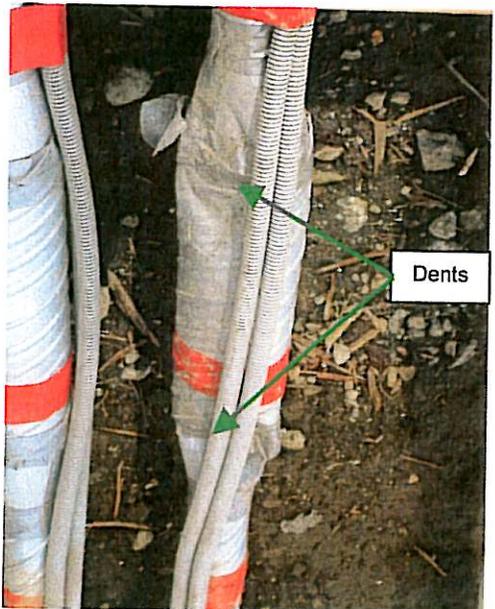
- Wrote todays diary.

**Inspector:**

Matt Bruce     *Matt Bruce*     Transportation Engineer (D)

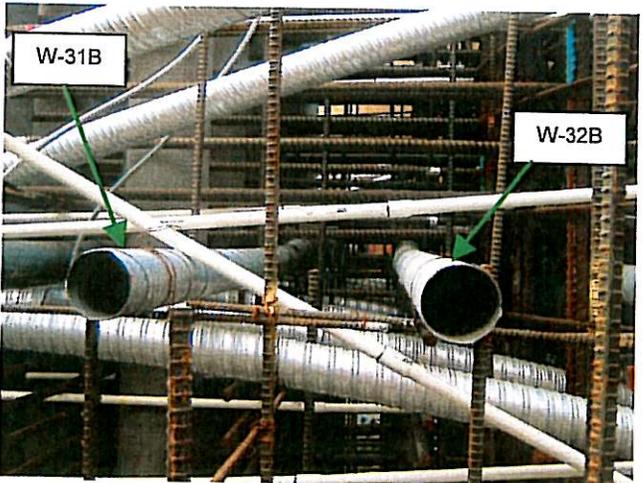
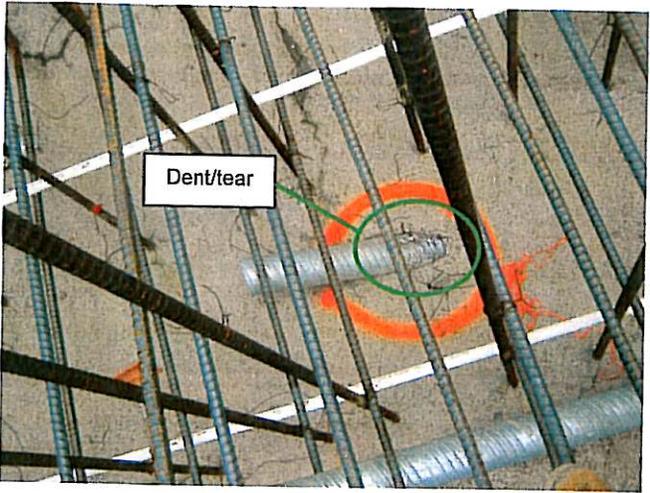
REC'D \*08 NOV-18 #007680

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



File Name: Nov-11-2008 W2 Cap 001  
 Date: 11-11-08 By Int: M Bruce  
 Description: Short vertical PT bars mobilized on the ground, which had dents near the coupler. ABF pildrivers were seen repairing the dents to one vertical bar prior to placing in between the W2W Hinge K assemblies.

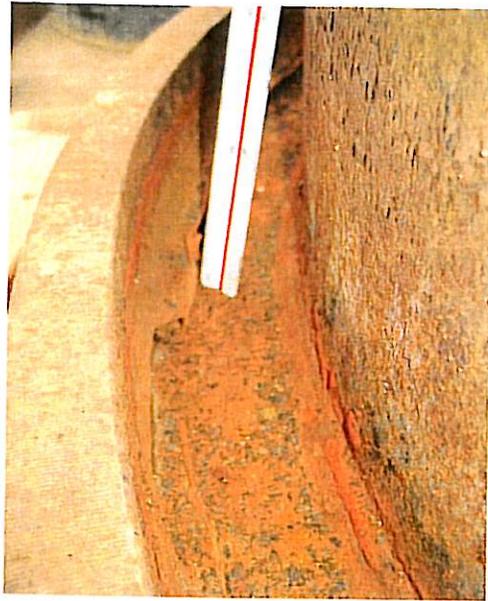
File Name: Nov-11-2008 W2 Cap 002  
 Date: 11-11-08 By Int: M Bruce  
 Description: Broken grout tubes were found on the short vertical PT bar assembly.



File Name: Nov-11-2008 W2 Cap 004  
 Date: 11-11-08 By Int: M Bruce  
 Description: Photo of CBT-20, which has a major dent and tear near the face of concrete. ABF and or RS have presumably identified this duct to be fixed denoted by the orange spray paint.

File Name: Nov-11-2008 W2 Cap 007  
 Date: 11-11-08 By Int: M Bruce  
 Description: Continuity tendons W-30B through W-37B need to be straightened out in the column cages. RS has been notified of this issue several times. The X-strong pipes are the culprit of the problem coupled by the column cage rebar. This item was on the pour 4 punchlist for E-30B to E-37B that is similar.

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

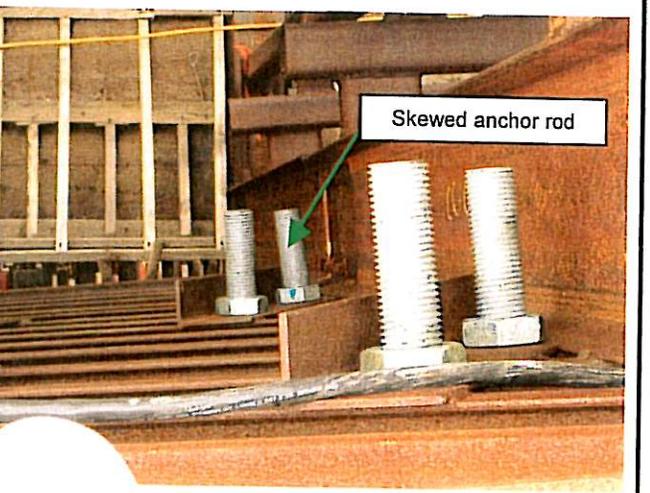


File Name:	Nov-11-2008 W2 Cap 008
Date:	11-11-08
By Int:	M Bruce

Description: It appeared that the falsework settled after pour 4 looking at a sandjack located near the woodshop. A settlement of 1/4" has been recorded thus far.

File Name:	Nov-11-2008 W2 Cap 012
Date:	11-11-08
By Int:	M Bruce

Description: Random deviation saddle anchor rods were measured at 485mm from the grout pad and the bottom of the anchor plate as seen in the photo above. A measurement of 390mm was measured from the steel forms to the end of the rod on the front side.



File Name:	Nov-11-2008 W2 Cap 016
Date:	11-11-08
By Int:	M Bruce

Description: Skewed anchor rods were found mostly at Panel CC. As a result the distance from the grout pad was shortened by roughly 30mm to the bottom of the anchor plate.

File Name:	Nov-11-2008 W2 Cap 018
Date:	11-11-08
By Int:	M Bruce

Description: The front side of the anchor rod seen in the previous photo. It appears that some of the templates on the steel deviation saddle forms don't "lock" in the anchor rods sufficiently therefore some movement may occur.