STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 755
Project Work Day No.: 965
Date 01/06/2009

Inspectors	Start	09:40	Stop	11:20
Hours		12:00		14:30
Shift Hours		07:00		15:30

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

Weather: Overcast with cool temperature – Hi 57°F Low 43°F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Continued to sandblast the pour 5 construction joint on the north end of the cap beam.
- Began to prepare vertical PT ducts near the deviation saddle for trumpet/bearing plate installation.
- Continued to install the blockout forms for the seismic joint at the west end of the cap beam.
- Began to install bolts for the upper bikepath attachment on the east end of the cap beam.
- Began to clean the pour 4 construction joint of debris from the work for pour 6 south.
- Resumed adjusting the bearing plates for the long vertical PT bars to the proper elevation.
- Surveyors assisted the ironworkers with laying out the #43 transverse rebar near the east bulkhead.

CMC-RS

- Continued to place #43 transverse rebar with couplers from the east bulkhead to the cable tie down pipes/bearing plates. Also began to torque some of the couplers, see Pamela's diary for details.

Surveying work:

- Shot the end of the deviation saddle anchor rods and points on the formwork with the assistance of David Chung for the following: A1, A14, 18032, 18033, A16, A27, A17, A26, A19, A24, A21, A22, 18034, 18035, and A10. These points were all located on Panel A at W2E and the remaining anchor rods couldn't be shot due to formwork blocking line of sight. When ABF did the survey they set working/control points on the formwork to shoot the remaining anchor rods. These working points were extremely close to the anchor rods with a significantly longer backsight to TWL-270. Therefore due to equipment restrictions and accuracy of surveying at a close distance the remaining anchor rods will not be shot until the forms are removed. Regardless of using the total station the anchor rod spacing should be measured with a steel tape once the forms are removed or a template should be constructed.

Office work:

- Began to compile and analyze surveying data.
- Wrote todays diary.

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:	Jan-6-2009 W2 Cap 001		
Date:	01-06-09	By Int:	M Bruce

Description: Short vertical PT bars with grout tubes at the seismic joint blockout forms.

File Name:	Jan-6-2009 W2 Cap 003		
Date:	01-06-09	By Int:	M Bruce

Description: Pour 6 south progress to date as the ironworkers are seen placing #43 transverse bars.