STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 847
Project Work Day No.: 1057

Date	04/08/2009		
Inspectors	Start	08:20	Stop 11:30
Hours		12:40	15:20
Shift Hours		07:00	15:30

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

Weather: Overcast with cool temperature – Hi 61°F Low 48°F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Continued bushing the concrete surfaces for transverse tendon blockouts CBT-23 and 24 on the south end of the cap beam. Also resumed bushing on the concrete surface of Panel C of the W2E deviation saddle.
- ABF piledrivers continued to reassemble scaffolds with more safety measures implemented (i.e. toe boards, bolted connections, etc) which will be moved with the crane along the falsework soffit for ABF, CMC-RS, Conco, and SDI.
- ABF ironworkers began to assemble additional scaffolds to be placed on the north and south ends of the falsework soffit to facilitate SDI post-tensioning transverse tendons CBT-11 to CBT-22.
- Resumed removing the polystyrene shear key blockouts at the east W2W construction joint.
- Began to remove vertical strongbacks (double channels and tubing) on the west end of the cap beam starting at the W2W North Hinge K assembly.
- Continued to place new steel posts, 2"x4" handrail, and toe boards around the top of the cap beam.
- Resumed stripping the sloped forms (pour 1 base slab) on the east end of the cap beam.
- Resumed cleaning the ducts of transverse tendons CBT-23 to 32 by using pressurized air applied from the north end (higher in elevation). Before lunch ABF pilerdivers attempted to clean CBT-24 however no air pressure was felt at the south end. The piledrivers had to modify the gasket connection by using timber wedges and using a foam buffer to seal the plywood with the concrete face. For every duct, water came out of the south end under a pressure ~100psi. After an estimated 20 gallons was released for 10 seconds the air pressure was held for 5 minutes regardless after the intial water came out. In some cases water trickled out after the intial rush of water. Before the air pressure was released the air was felt to ensure that it was dry.

CMC-RS

- Continued to place male portion of the #19 hairpins hooked bars at the W2E construction joint with the OBG. Began to torque the male end of the #19 hairpin coupler to the specified value by the manufacturer, see Pamela's diary for additional details and labor.

Office work:

- Wrote todays diary.

Inspector:

Matt Bruce Matt Bruce Transportation Engineer (D)

REC'D *09 APR-22 #009377

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

File Name:	Apr-08-2009 W2 Cap 007		
Date:	04-08-09	By Int:	M Bruce

Description: Placement of the #19 couplers at the W2E construction joint looking northwest.

File Name:	Apr-08-2009 W2 Cap 008		
Date:	04-08-09	By Int:	M Bruce

Description: Water coming out of the transverse tendon duct CBT-23 at the south end. It took approximately 10 seconds to spray 20 gallons of water out of each duct. Air pressure was applied until the air inside the duct felt "dry" and for 5 minutes regardless of the moisture content in the air.