

Job Stamp

04-0120F4
SFOBB SAS

Const. Calendar: 890  
Project Work Day No.: 1100

Date	05/21/2009			
Inspectors	Start	11:00	Stop	12:00
Hours		14:00		14:50
Shift Hours		07:00		15:30

*AKM*

ASSISTANT RESIDENT ENGINEER'S

**CONTRACTOR – ABFJV, subs SDI and AWJ**

**Weather:** Sunny with mild temperatures – Hi 76°F Low 52°F (per weather.com forecast)

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

**ABF**

- Ironworkers began to disassemble the stairs on the east end of the W2E caisson.
- Assisted American Water Jetting with their operation by supplying and discharging water when needed.
- Continued to form the north end of the CBT-23, 24, and 28 to 36 post-tensioning blockouts.
- Began to remove the foam on the blockout rebar near the CBT-16 to 36 tendons.
- Began to place strand on the top of the cap beam to be used for the strand jacks, see photo below.
- Welded bearing plates and double channels supporting the embedded rods to the strand jack support beam.
- Began to mobilize the strand jack spreader plates on the northwest and southwest corners of the cap beam. Also began cutting holes in the soffit to facilitate the access of the braided steel slings.

**AWJ**

- Removed/cleaned out the concrete in the ducts of continuity tendons E-10B and E-11B from the east end of the cap beam. See photos below for more details in addition to Lalit's diary for labor and equipment.

**Description of Operations @ SDI Laboratory:**

**SDI**

- Continued to calibrate Enerpac 400 ton ram/gauges per the procedure specified in SDI-WP001-R1 to 800kips. See Ajay Sehgal's diary for additional details related to this operation.

My objective while onsite was to discuss the calibration of rams with Aaron McCrory from METS. He said they were planning to use a Caltrans load cell to verify SDI's load cell (calibrated at the University of Washington). They were not going to prescribe a gauge factor number for the Enerpac rams. However METS normally sets the gauge factor number with the P-3500 strain indicator and a given ram the same way I did it the other day.

On another note Aaron said that he prefers to set the theoretical gauge factor number on the P-3500 in the field and just document the ND number.

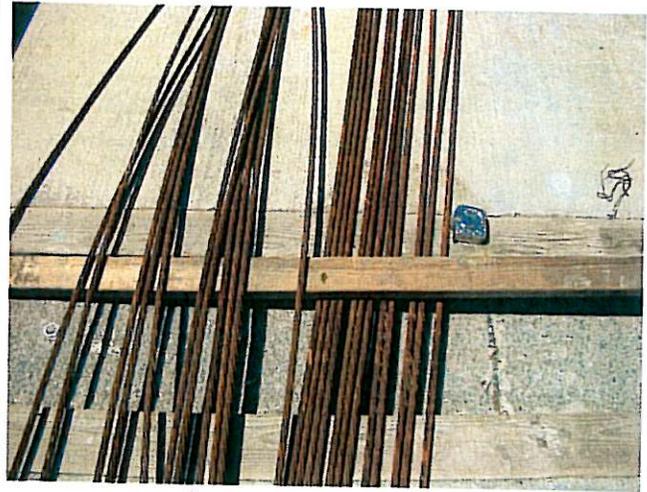
**Office and miscellaneous work:**

- Attended biweekly SAS safety tailgate and staff meetings at 8:00am.
- Wrote today's 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

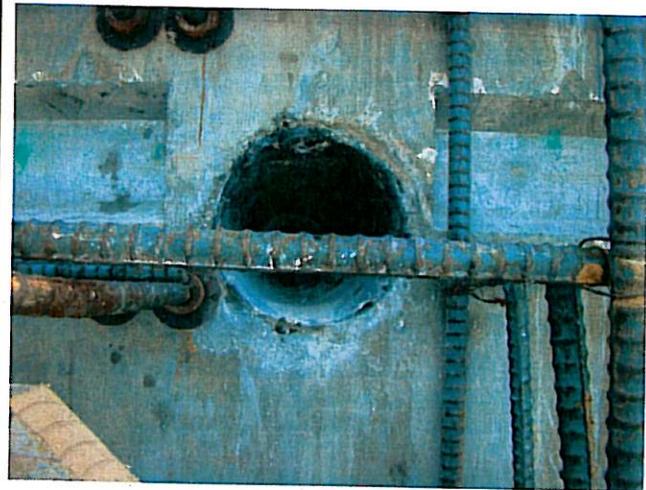


File Name:	May-21-2009 W2 Cap 001
Date:	05-21-09
By Int:	M Bruce

Description: ABF piledrivers positioning a spreader plate and braided slings near the southwest strand jack.

File Name:	May-21-2009 W2 Cap 004
Date:	05-21-09
By Int:	M Bruce

Description: Rusted strand to be used for supporting the soffit beams (caps and stringers). Even though the strands were rusty I didn't find any pitting but still feel uncomfortable with using these strands. I asked ABF foreman Terry Cronk about the age of these strands and all he told me that they were used at E2. He also mentioned that he wasn't comfortable using them and that the Bigge representative would make the call.



File Name:	May-21-2009 W2 Cap 011
Date:	05-21-09
By Int:	M Bruce

Description: Concrete chunks removed from the E-10B to E-11B ducts. These chunks were predominantly cement with very little aggregate. I spoke with AWJ foreman Doug Zeier and he told me that the concrete was lodged roughly 30ft in the two ducts. Also that a camera (footage wasn't recorded) was run through the length of the duct.

File Name:	May-21-2009 W2 Cap 012
Date:	05-21-09
By Int:	M Bruce

Description: Continuity tendon E-10B looking from the east end. I could see to the other end of the cap. Also note the closure pour rebar in conflict with the inflatable mandrels to be placed.