STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 994
Project Work Day No.: 1204

Date 09/02/2009

Inspectors Hours: Start 08:40 Stop 13:40
Shift Hours: 07:00 15:30

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV, Subs SDI

EQUIPMENT AND/OR LABOR:

Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	HOURS - ITEM NO. #34 Prestressing Cast-In-Place Concrete (Pier W2)	#37 Cable Tie -Down								IDLE OR DOWN	REMARKS Name	Contractor
1	1	Ironworker Superintendent	4	4									Ralph Craig	SDI
2	1	Ironworker Journeyman										8	James Carriker	SDI
3	1	Ironworker Apprentice		8									Bounthaby Singharath	SDI
4	1	Ironworker Foreman	8										Erin Jones	SDI
5	1	Ironworker Journeyman	8										Randy Hill Jr.	SDI
6	1	Ironworker Apprentice	8										Will Hobbs	SDI
18-696	1	Pipe Fusing Jig	Shipped Offsite											SDI, McElroy
412-10-7088	1	Forklift	8											SDI, Hertz
CH600-8-105	1	Hydraulic Ram (Strand)	8											SDI
549-20-4007	1	MQ Power Mobile Generator	8											ABF
HPU-D-110-3K-02	1	Hydraulic Pushing Unit										8		SDI
SDI-HPU-D-110-3K	1	Hydraulic Pushing Unit										8		SDI
HPU-E-20-10K-03	1	A Frame	8											SDI
	1	A Frame (600 Ton)										8		SDI
SPH.60.3K.06	1	Strand Pushing Guide										8		SDI
SPH-60-3K-04	1	Strand Pushing Guide										8		SDI
	1	Strand Pack Spool Jig										8		SDI
	1	Winch w/combustible motor										8		SDI
	2	Winch w/out motor										8		SDI
	1	Connex Box										8		SDI

Weather: Partly overcast with mild temperature – Hi 86°F Low 61°F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Continued to construct fencing for directing the people who will be viewing the South South Detour operations. This is CCO work which the District engineers in our office will be tracking.
- Continued to remove the formwork in the southeast quadrant of the W2 cap beam void area, see David Bradd and Lalit's diaries for details as this is force account work.
- Began to weld stiffner plates to the north support stringer W36x300 beam with triangular supports.

RECD H31 OCT-13 H01:12:25

SDI

- Continued to install the upper dresser couplers on the cable tie down HDPE pipe sheathing which attaches to the bottom end of the top pier slabs.
- Cut the bottom strand tails of the W2W vertical PT tendons approximately 4" below the anchor head and installed wedges in the bottom anchorhead, see photo below.
- Stressed all of the W2W vertical PT tendons to P_{jack} force of 528.3 kips, see photos below. The elongations were on the high side of the 80% theoretical value. The dead end wedges likely moved after the flag was set at P_{jack} at 20%, therefore contributing to higher values for elongation. The jacking load was monitored with the 59432 strain indicator on tendons VT-1W and VT-11W. The gage factor obtained in the field was 0.877 (0.873 value from METS) and the N.D. number was 8982 (8984 value from METS). Overall the actual P_{jack} force was close to the theoretical for all of the strand stressed.
- Moved equipment on top of the W2 cap beam to make room for the viewing area for the South South Detour Labor Day operations.

Office Work:

- Myself, Gil, Lalit, and Dave showed up to ABF confined space training at 7:00am. We waited until 07:30am for them to give the presentation. Since it didn't appear that they were going to give the presentation any time soon we left and told them that we would attend another day when they are prepared.
- Reviewed elongations and pertinent documents related to stressing the vertical PT tendons. Also I received via email the certificate of compliance for the strand packs #8685 and #8149 from Mike Schwager.

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:	Sept-02-2009 W2 Cap 002		
Date:	09-02-09	By Int:	M Bruce

Description: Strand tails cut approximately 4" below the anchorhead at the W2W vertical PT tendons. There was one recycle stroke of the jack to suck in or pull up the bottom anchorhead to the bearing plate. I didn't want to look in the recess during or after stressing for safety reasons. However I took a video of the anchorhead being pulled up during stressing. It appears that the anchorhead engaged the bearing plate. Also it was difficult to check for strand slip.

File Name:	Sept-02-2009 W2 Cap 011		
Date:	09-02-09	By Int:	M Bruce

Description: Strands eccentrically positioned in the ram hole pattern. This was done because of the conflicts with placing the ram near the rebar dowels, embedded lifting rods, etc.

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

File Name:	Sept-02-2009 W2 Cap 013		
Date:	09-02-09	By Int:	M Bruce

Description: Placing the ram over strands for a W2W vertical PT tendon using the forklift.

File Name:	Sept-02-2009 W2 Cap 014		
Date:	09-02-09	By Int:	M Bruce

Description: The ram wasn't always perfectly plumb as a result of the eccentric strand placement through the ram, and some of the anchoreheads resting on the bearing plates. ABF installed the bearing plates prior to concrete placement and were made aware of them not being perfectly plumb. It appears that there were no problems as a result of this occurrence.

File Name:	Sept-02-2009 W2 Cap 015		
Date:	09-02-09	By Int:	M Bruce

Description: Ram placement to stress a W2W vertical PT tendon.

File Name:	Sept-02-2009 W2 Cap 016		
Date:	09-02-09	By Int:	M Bruce

Description: SDI ironworkers placing the ram over the strand.