

2/2 m

Job Stamp  
04-0120F4  
SFOBB SAS

Const. Calendar: 85  
Project Work Day No.: 1295

Date: 12/02/2009  
 Inspectors Start 06:30 Stop 10:30  
 Hours 13:10 14:00  
 Shift Hours 06:30 15:00

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV, Sub SDI

HOURS - ITEM NO.											REMARKS		
EQUIPMENT AND/OR LABOR:			#37 Cable Tie -Down								IDLE OR DOWN	Name	Contractor
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)											
1	1	Ironworker Apprentice	8									Bounthaby Singharath	SDI
2	1	Ironworker Journeyman								8		James Carriker	SDI
3	1	Ironworker Journeyman								8		Todd Blackwell	SDI
4	1	Ironworker Journeyman	8									Dave Hollis	SDI
6-8-134	1	Monostrand jack, gauge "A", and pump	8										SDI
6-8-0014	1	Monostrand jack, gauge "A", and pump								8			SDI
412-10-7088	1	Forklift								8			SDI, Hertz
HPU-D-110-3K-02	1	Hydraulic Pushing Unit								8			SDI
	1	A Frame (600 Ton)								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
	1	Winch w/out motor								8			SDI
	1	Winch w/out motor								8			SDI
	1	Connex Box								8			SDI

**Weather:** Overcast in the morning with cool temperatures and sunny in the afternoon with mild temperatures – Hi 53°F Low 39°F (per weather.com forecast)

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

- ABF**
- Continued cleaning up concrete debris for the MEP utility opening located in the southeast retaining wall at W2W.
  - Placed the bottom grease caps of the cable tie down tendons in the foundations at W2W and W2E.
- SDI**
- Stressed the strands for cable tie down tendon E-12 (61 strands), E-10 (61 strands) and W-5 (rows 4 and 5) in the prescribed sequence in Submittal 85. SDI used monostrand jack number 6-8-134 and gauge 6-8-134A. Strand elongations were measured from 30%P<sub>jack</sub> to 100%P<sub>jack</sub>, and after anchor set with corresponding pressures of 1,250psi and 4,200psi for gauge 6-8-134A.

REC'D H32 JAN-05 #011668

46.02

The elongations for the most part were acceptable, however the ironworkers may have read the wrong number a few times while stressing E-12. It should be noted that Bounthaby and Dave have limited experience in stressing operations. Lalit assisted me with monitoring the stressing operations today. The strain indicator used was Caltrans No. 55096 and the T-bar was Caltrans No. 003056 to track the load. See stressing reports and load calibration monitoring sheets for more details.

- Placed plastic over the cable tie down strand tails.

**Office work:**

- Answered RFI 1982R00 regarding the OBG stiffner plate and closure pour rebar conflict. The response for the RFI was based off of the input from TY-Lin, however this issue will likely be resolved in the field.
- Responded to the questionnaire sent by Jeane Scherer for the repair work done on the fractured eyebar of the existing SFOBB east span found Labor day weekend. In addition to the questionnaire I sent her my diaries and photos from the repair work via email.
- Continued compiling data for the cable tie down stressing operations.
- 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:	Dec-02-2009 W2 Cap 004		
Date:	12-02-09	By Int:	M Bruce
Description: SDI ironworkers Bounthaby and Dave stressing strands with the monostrand ram for cable tie down tendon E-12.			
File Name:	Dec-02-2009 W2 Cap 007		
Date:	12-02-09	By Int:	M Bruce
Description: Strand tails (live end) of the cable tie down tendons at W2E. The strands were covered with plastic at the end of the day by the SDI ironworkers.			

*dkm*

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

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

Job Stamp  
04-0120F4  
SFOBB SAS

Const. Calendar: 84  
Project Work Day No.: 1294

Date: 12/01/2009  
 Inspectors Start 06:30 Stop 10:00  
 Hours 13:30 14:00  
 Shift Hours 06:30 15:00

ASSISTANT RESIDENT ENGINEER'S CONTRACTOR – ABFJV, Sub SDI

HOURS - ITEM NO.											REMARKS		
EQUIPMENT AND/OR LABOR:			#37 Cable Tie -Down								IDLE OR DOWN	Name	Contractor
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)											
1	1	Ironworker Apprentice	8									Bounthaby Singharath	SDI
2	1	Ironworker Journeyman	8									James Carriker	SDI
3	1	Ironworker Journeyman	8									Todd Blackwell	SDI
4	1	Ironworker Journeyman	8									Dave Hollis	SDI
6-8-134	1	Monostrand jack, gauge "A", and pump	8										SDI
6-8-0014	1	Monostrand jack, gauge "A", and pump								8			SDI
412-10-7088	1	Forklift								8			SDI, Hertz
HPU-D-110-3K-02	1	Hydraulic Pushing Unit								8			SDI
	1	A Frame (600 Ton)								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
	1	Winch w/out motor								8			SDI
	1	Winch w/out motor								8			SDI
	1	Connex Box								8			SDI

Weather: Sunny with mild to cool temperatures – Hi 62°F Low 39°F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Continued cleaning up concrete debris for the MEP utility opening located in the southeast retaining wall at W2W.

SDI

- Stressed the strands for cable tie down tendon E-5 (52 strands), W-10 (61 strands), W-3 (61 strands) in the prescribed sequence in Submittal 85. SDI used monostrand jack number 6-8-134 and gauge 6-8-134A. Strand elongations were measured from 30%P<sub>jack</sub> to 100%P<sub>jack</sub>, and after anchor set with corresponding pressures of 1,250psi and 4,200psi for gauge 6-8-134A.

The elongations for the most part were acceptable. Lalit assisted me with monitoring the stressing operations today. The strain inidcator used was Caltrans No. 55096 and the T-bar was Caltrans No. 003056 to track the load. See stressing reports and load calibration monitoring sheets for more details.

- Placed plastic over the cable tie down strand tails.

**Office work:**

- Answered RFI 1949R01 regarding the anchor rod inserts and temporary supports on the west face of the W2 cap beam. I consulted with Rob Kobal regarding contractor coordination with the 04-0120S4 project (YBITS). Basically the SAS schedule will dictate the ABF's rights to certain areas on the Yerba Buena Island.
- Reviewed RFI 1982R00 with Gil regarding the OBG stiffner plate and closure pour rebar conflict.
- 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:	Dec-01-2009 W2 Cap 001		
Date:	12-01-09	By Int:	M Bruce
Description: As I got into the truck assigned to me 7003478 this morning I noticed that there was a big dent in the driver side door. I didn't do this damage while operating the truck. As I walked through the parking lot I saw the vehicle shown above parked near the PIO. The car that is suspected of hitting/swiping the truck is this Blue Acura with a license plate number of 6CMF073.			
File Name:	Dec-01-2009 W2 Cap 002		
Date:	12-01-09	By Int:	M Bruce
Description: Damage done to the truck assigned to me 7003478. The dent matches the location on the Acura where the white paint marks are seen in the previous photo. There was no note left on the windshield of my truck.			