akm

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 86
Project Work Day No.: 1296

Date 12/03/2009

Inspectors Hours Start 06:30 Stop 11:10
Shift Hours 06:30 15:00

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV, Sub SDI

EQUIPMENT AND/OR LABOR:

Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	HOURS - ITEM NO. #37 Cable Tie -Down									IDLE OR DOWN	REMARKS Name	Contractor
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 55°F Low 41°F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Miscellaneous cleanup and tasks around the W2 cap beam.

SDI

- Stressed the strands for cable tie down tendon W-5 (every row except 4 and 5), W-12 (61 strands), E-3 (61 strands), and E-9 (row 5 only) 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_{jack} to 100%P_{jack}, and after anchor set with corresponding pressures of 1,250psi and 4,200psi for gauge 6-8-134A.

46.02

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.

Ed Ung and Eric Jacobsen from Electronics and Instrumentation were onsite today to assist with setting up the P3 Vishay strain indicator to track the load of jack 6-8-134. It was found that the gauge factor is different for the P3 unit as we were using the numerical display number for the P3500 to "back-solve" for the P3 gauge factor number. The scale on the P3 was "maxed-out" and operating this unit wasn't as efficient as the P3500.

Basically the gauge factor and numerical display numbers are determined by a mV/V constant which are based off of a predetermined load/pressure/strain. At this time it appears that the P3500 is the best unit for tracking the load with prestressing jacks. The P3 unit assigned to our project (Brian Boal) could be used for actual strain and loading on structural members of the OBG during erection. The gauge factor used for the P3 unit to accomplish such a task depend upon the numbers given by the manufacturer for the strain gauges.

- Placed plastic over the cable tie down strand tails.

Office work:

- Continued compiling data and organizing other paperwork related to the cable tie down stressing operations.
- Wrote todays diary.

Inspector:

Matt Bruce Matt Bruce Transportation Engineer (D)