

Job Stamp

04-0120F4
SFOBB SAS

Const. Calendar: 87

Project Work Day No.: 1297

Date: 12/04/2009

Inspectors	Start	10:00	Stop	13:40
Hours				
Shift Hours		07:00		15:30

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV, Sub SDI

**HOURS - ITEM NO.**

EQUIPMENT AND/OR LABOR:			#37 Cable Tie - Down								IDLE OR DOWN	REMARKS	
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)										Name	Contractor
1	1	Ironworker Superintendent	4								4	Ralph Craig	SDI
2	1	Ironworker Apprentice	4								4	Bounthaby Singharath	SDI
3	1	Ironworker Journeyman	4								4	Dave Hollis	SDI
6-8-134	1	Monostrand jack, gauge "A", and pump	4								4		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 54°F Low 39°F (per weather.com forecast)

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

**ABF**

- Miscellaneous cleanup and tasks around the W2 cap beam.
- Mobilized SDI's connex box that was on the top of the W2 cap beam to the ground on the southeast side of the cap beam at YBI.

**SDI**

- Stressed the strands for cable tie down tendon E-9 (every row except 5), and W-6 (strands 5.4, 5.5, 5.6, 5.7, 5.8, and 5.9) 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 #011672

Diary Dec 4 2009.doc

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AKM

The elongations for the most part were acceptable. 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. I was adamant about the strand tails being covered with additional plastic and on the downslope concrete to mitigate ponding near the bearing plates. Also miscellaneous materials were used as weights to hold down the plastic due to the anticipated rain and high winds forecasted for the next few days.
- Began to fabricate plastic pipes, plastic tubes, and fittings to be used to inject epoxy in the "grease-box" located 8" from the upper anchorhead of the cable tie down tendons. It appears that SDI plans on using a Hilti epoxy to seal the grease box prior to injecting grease.
- The SDI ironworkers arrived onsite at 10:00am due to stressing another bridge during the morning hours.

**Office work:**

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

**Inspector:**

Matt Bruce Matt Bruce Transportation Engineer (D)