STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 93
Project Work Day No.: 1303

Date 12/10/2009

Inspectors Hours	Start	06:30	Stop	11:30
		12:40		13:30
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 Superintendent	8										Ralph Craig	SDI
2	1	Ironworker Apprentice	8										Bounthaby Singharath	SDI
3	1	Ironworker Journeyman	8										Dave Hollis	SDI
6-8-134	1	Monostrand jack, gauge "A", and pump	8									8		SDI
6-8-0014	1	Monostrand jack, gauge "A", and pump										8		SDI
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: Clear in the morning to overcast in the late morning to afternoon with extremely cold temperatures – Hi 47°F Low 30°F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

ABF

- Miscellaneous tasks around the W2 cap beam.

SDI

- Stressed the strands for cable tie down tendon W-2 (every row except 5 and strands 4.1 to 4.6), E-13 (61 strands), E-7(61 strands), and W-8 (row 5 and strand 4.1) 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.

  The elongations for the most part were acceptable. Once again the ironworkers were complacent at times or had a difficult time measuring. The reason for the error in measurement is that its difficult to place the stick tape on the monostrand ram nose due to all of the strand tails. The strain inidcator used was Caltrans No.

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46.02

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 1982R01 regarding the OBG and closure pour rebar conflict. Basically ABF's proposal to modify the rebar was acceptable per TY-Lin.
- 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)

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

File Name:	Dec-10-2009 W2 Cap 002		
Date:	12-10-09	By Int:	M Bruce

Description: Stressing strands for cable tie down tendon W-2.

File Name:	Dec-10-2009 W2 Cap 003		
Date:	12-10-09	By Int:	M Bruce

Description: Top of the W2 cap beam as stressing the cable tie down tendons is the only operation in progress at this location.