

dkm

Job Stamp

04-0120F4  
SFOBB SAS

Const. Calendar: 94  
Project Work Day No.: 1304

Date	12/11/2009			
Inspectors	Start	06:30	Stop	11:30
Hours		12:40		13:30
Shift Hours		06:30		15:00

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR - ABFJV, Sub SDI

EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.										REMARKS		
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	#37 Cable Tie -Down									IDLE OR DOWN	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, shipped offsite
	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: Mostly overcast, intermittent light rain with cool temperatures - Hi 487°F Low 39°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-8 (except row 5 and strand 4.1), W-1 (61 strands), and E-14 (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. There were times yet once again where the ironworkers were complacent 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 inidicator used was Caltrans No. 55096 and the T-bar was Caltrans No. 003056 to track the load. Laith assisted me with

46.02

monitoring the stressing operations today. See stressing reports and load calibration monitoring sheets for more details.

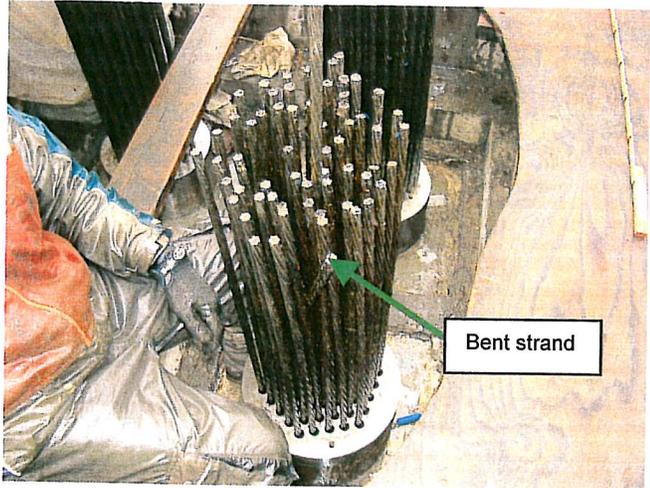
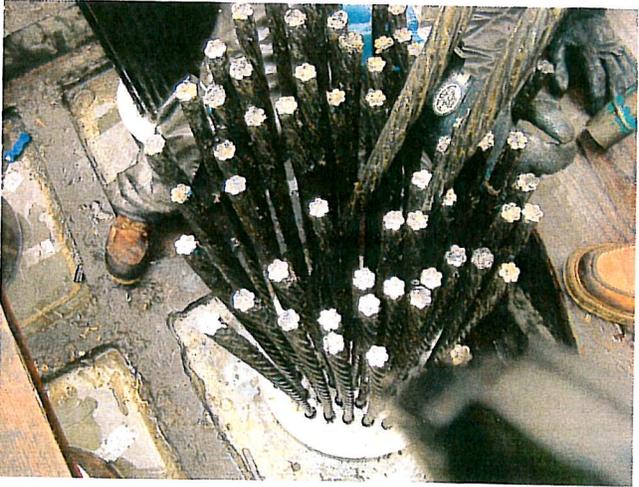
- Placed plastic over the cable tie down strand tails.

**Office work:**

- Continued compiling data and organizing other paperwork related to the cable tie down stressing operations.
- Wrote 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		
			
Date:	12-11-09	By Int:	M Bruce
Description: Prior to stressing cable tie down tendon E-14 it was observed that strand 4.3 was bent approximately 1/3 of the tail distance from the top of the anchorhead. This strand was stressed second after 5.5 due to the uncertainty of how this strand would react to stressing. Extreme care was exercised while stressing this particular strand and the elongation was acceptable.			
File Name:	Dec-11-2009 W2 Cap 002		
Date:	12-11-09	By Int:	M Bruce
Description: Anchorhead for E-14 was skewed from the theoretical perpendicular position of the anchorhead.			