

dkm

Job Stamp

04-0120F4  
SFOBB SAS

Const. Calendar: 97  
Project Work Day No.: 1307

Date	12/14/2009			
Inspectors	Start	06:30	Stop	11:20
Hours		12:40		13:30
Shift Hours		06:30		15:00

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV, Subs SDI and CMC-RS

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)											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
4	1	Ironworker Apprentice	8										Samnang San	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
	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: Partly overcast with mild to cool temperatures – Hi 55°F Low 45°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 E-1(61 strands), W-14 (61 strands) and W-7 (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. Lalit assisted me with monitoring the stressing operations today. See stressing reports and load calibration monitoring sheets for more details.

REC'D 132 JAN 05 #011679

46.02

- Vacuumed the standing water on the cable tie down upper bearing plates at W2E and W2W.
- Placed plastic over the cable tie down strand tails.

#### CMC-RS

- See Lalit's diary for details regarding labor, equipment, and operations.

#### 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)