

Job Stamp

04-0120F4
SFOBB SAS

Const. Calendar: 98
Project Work Day No.: 1308

Date	12/15/2009			
Inspectors	Start	06:30	Stop	11:20
Hours		12:00		13:10
Shift Hours		06:30		15:00

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	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	3								5			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 48°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-8(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_{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. 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.

- Began to grind off debris from the cable tie down upper bearing plates at W2W.

REC'D H32 JAN 05 #011680

dkm

44p.02

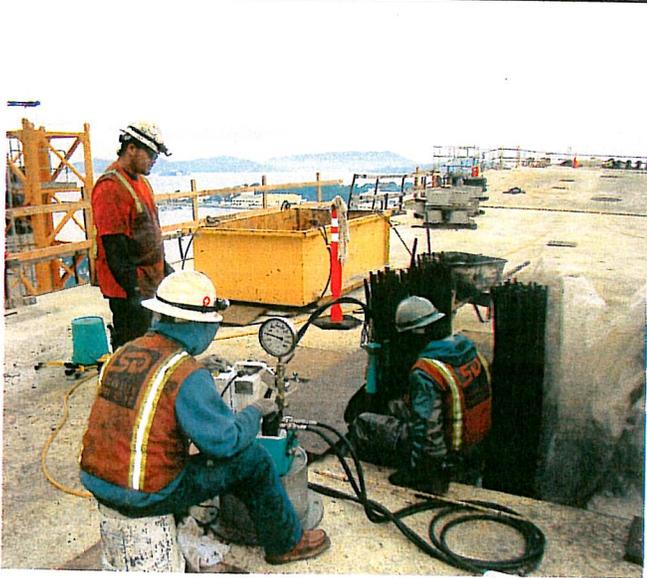
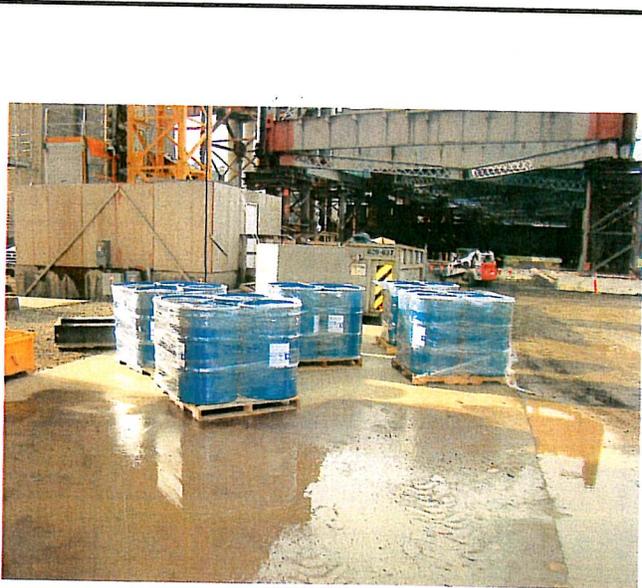
- Placed 2 cartridges of Hilti CS-500 Polyurea epoxy through the W2W upper anchorhead holes (3 total) down to the "grease cap" located 8 inches below the anchorhead. This epoxy will act as a seal to contain the grease injected near exposed strands in the the upper anchorhead.
- Cut the "live-end" strand tails of cable tie down tendons W-1, W-2, W-8, W-9, W-10 approximately 2 inches above the upper anchorhead. Also placed the upper grease caps over the anchorhead of these tendons.
- 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)

EA		04-0120F4	
Co-Rte-KP (PM)		SF-080-13.2/13.9 (8.2/8.7)	
Structure Rep.		Rick Morrow	
			
File Name:	Dec-15-2009 W2 Cap 001	File Name:	Dec-15-2009 W2 Cap 002
Date:	12-15-09	By Int:	M Bruce
Description: Sdi ironworkers stressing the last cable tie down strand 9.1 of E-8.		Description: Barrels of grease shipped onsite for injection near the upper and lower anchorheads of the cable tie down tendons. The grease to be used is "Red-I PTCable Grease" NLGI Grade #2.	

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



File Name:	Dec-15-2009 W2 Cap 005
Date:	12-15-09
By Int:	M Bruce

Description: Side view of the dead end anchorhead of cable tie down tendon E-9. It appears that all of the wedges have seated properly in the anchorhead. All 28 dead end anchorheads were checked to ensure that the wedges were seated prior to cutting any live end strand tails. The wedges were checked from the side view as well as from the bottom as seen in the next photo.

File Name:	Dec-15-2009 W2 Cap 008
Date:	12-15-09
By Int:	M Bruce

Description: Looking up at the dead end anchorhead of cable tie down tendon E-9. This was done for all 28 dead end anchorheads. There were no major issues with the wedges or strands. However it should be noted that water was dripping from some dead end wedges/strand tails/anchorheads. This water was presumably coming from up top where it has yet to be fully sealed.



File Name:	Dec-15-2009 W2 Cap 010
Date:	12-15-09
By Int:	M Bruce

Description: Epoxy used to seal the grease box located below the upper anchorhead of the cable tie downs. The epoxy used was Hilti CS-500 Polyurea. The epoxy was heated in the tool box prior to placement to make the material more viscous to flow better on the grease box surface.



File Name:	Dec-15-2009 W2 Cap 014
Date:	12-15-09
By Int:	M Bruce

Description: SDI ironworkers injecting epoxy through the upper anchorhead to the "grease box" and cutting "live-end" strand tails for cable tie down tendon W-9.

CONFINED SPACE ENTRY CHECKLIST

PM-S-0040B (REV. 5/1998)

NOTE: THE ENTRY SUPERVISOR INITIALS ITEMS 1-3 AND 5-7. ENTER SPACE ONLY AFTER THE PROCEDURES LISTED BELOW HAVE BEEN COMPLETED.

1. Review Code of Safe Practices for entry and work in confined spaces. INITIAL
AKM
2. Review emergency/rescue procedures. Ensure emergency rescue equipment/personnel are available for removing disabled worker from space. AKM
3. Assure that confined space has adequate ventilation. NKM

4. Atmospheric testing	ENTRANCE		INSIDE	
	METER READING	INITIAL	METER READING	INITIAL
% Oxygen	20.9	MB	20.9	MB
Combustibles (% Lower Explosive Limit - LEL)	0	MB	0	MB
Carbon Monoxide	0	MB	0	MB
Hydrogen Sulfide	0	MB	0	MB

NOTE: If the atmosphere tests hazardous - STOP - DO NOT ENTER; contact entry supervisor. Hazardous is defined as oxygen level below 19.5%, or a combustible gas content greater than 1% LEL, or carbon monoxide greater than 25 ppm, or hydrogen sulfide greater than 10 ppm.

5. Suitable lighting provided in work area. INITIAL
AKM
6. Effective means of providing continuous communication between standby person and worker(s) in confined space. AKM
7. Assure that atmosphere will be tested during work within confined space. AKM
NOTE: If atmosphere becomes hazardous, all workers shall STOP WORK and LEAVE CONFINED SPACE IMMEDIATELY - DO NOT RE-ENTER; contact entry supervisor.

I have determined to my satisfaction that the above procedures have been completed and it is safe to enter and work in this confined space.

ENTRY SUPERVISOR'S SIGNATURE
 LOOKOUT PERSON/ATTENDANT'S SIGNATURE
 INITIALS OF OTHER WORKERS/ENTRANTS ENTERING CONFINED SPACE

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION CONFINED SPACE ENTRY CHECKLIST

PM-S-0040A (REV. 5/1998)

FORM AUTHORIZED FOR ONE SHIFT ONLY
 NEW FORM MUST BE COMPLETED FOR EACH SUBSEQUENT SHIFT

This form must be readily available at the confined space during the time work is in progress. After work is completed, give to your supervisor for retention.

DESCRIBE WORK TO BE DONE
INSPECT CABLE TIE DOWN STRINGS

DATE AUTHORIZED 12/15/09 TIME AUTHORIZED FROM 10:00 AM TO 3:30 PM

LOCATION OF CONFINED SPACE
WZ FOUNDATIONS

LOCATION OF WORK WITHIN CONFINED SPACE (DRAW SKETCH BELOW, ESTIMATE AND SHOW DISTANCE AND DIRECTION FROM WORK ACCESS)

PRE-WORK APPROVAL	CREW SUPERVISOR'S SIGNATURE <u>Gill Kalarosa</u>	DATE (Must be signed on date of issue) <u>12/15/2009</u>
CONFINED SPACE ENTRY APPROVAL	ENTRY SUPERVISOR'S SIGNATURE <u>AKM</u>	DATE (Must be signed on date of issue) <u>12-15-09</u>

EMPLOYEES AUTHORIZED TO ENTER CONFINED SPACE	
ENTRY SUPERVISOR	<u>LALIT MATHUR</u>
LOOKOUT PERSON/ATTENDANT	<u>LALIT MATHUR</u>
ENTRANTS	<u>MATT BRUCE</u>

CHECKLIST ON OTHER SIDE MUST BE COMPLETED BEFORE ENTRY