STATE OF CALIFORNIA
0DEPARTMENT OF TRANSPORTATION

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

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 83
Project Work Day No.: 1293

Date 11/30/2009

Inspectors Hours	Start	6:00 AM	Stop	15:30
Shift Hours		06:00		15:30

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	REMARKS Contractor
1	1	General Foreman										8	Terry Cronk	ABF Trestle
2	1	Pile Driver										8	Jesse Johnsen	ABF Trestle
3	1	Pile Driver	8									8	Richie Yembo	ABF
4	1	Pile Driver										8	Kurt Chaisson	ABF Trestle
5	1	Pile Driver										8	Jamal Whitney	ABF Trestle
6	1	Pile Driver	8									8	Danny Schwartz	ABF
7	1	Laborer	8									8	Rigiberto Campos	ABF
8	1	Elevator Operator	8									8	Howard Schroyer	ABF
9	1	Crane Operator	8									8	Joe Shawn	ABF
10	1	Oiler/Apprentice	8									8	Ross Scott	ABF
		Sub-contractors SDI											See Matt's diary	SDI
	1	Crane LR 1300	8											ABF
	1	Lincoln Welding Machine 768-50-4005												ABF
	1	Lincoln Welding Machine 768-50-4009	8											ABF
	1	MQ Power Generator 220	8											ABF
	1	Ingersoll Rand Air Compressor	8											ABF
	1	Fork Lift	8											ABF
	1	Pick up	8											ABF
	1	Elevator	8											

Weather: Sunny with cool temperatures – Hi 60°F Low 40°F (per weather.com forecast), rains later.

REC'D H32 JAN-11 #011725

Description of Work by ABF and its Sub-contractors.

ABF

- ABF's Elevator Operator Howard started to perdorm the daily check of the Elevator at about 6:30 AM. He took the elevator to top.
    - Just before reaching the top, there was a big noise and electric sparks.
    - The elevator stopped working.
    - The operator got out safely.
    - The electric power to the area was shut off and locked by ABF personnel pending the arrival of electrician.
    - The elevator was out of service for rest of the day as repairs continued.
    - Power was re-routed and restored to other facilities at about 8 AM.

- ABF has almost completed to chip the concrete for the MEP utility opening southeast retaining wall at North Foundation Wall.
    - ABF continues to demo the concrete slab on the north side of the North Foundation Well.
- ABF is assisting SDI for post tensioning operation of strands on the north side vertical tie dwns.

SDI

- SDI has two crews on the job site.
    - The first crew is working on removing the strand pushing equipment from top of W2 to ground level.
    - SDI's Mike Schwager did not come today.
- SDI post-tensioned hole E-11 on 11/24/09 on E-Line and moved its stressing equipment to the north tie downs.
- SDI post-tensioned hole W-4 on 11/25/09.
- On 11/30/09, SDI post-tensioned holes W-11. They moved the stressing rams and pumps to E-Line and post-tensioned the strands for hole E-4, thus stressing strands for all 4 of 28 holes as of today.
    - The values were for SDI's hydraulic gauge were 1250 psi at 30% P-Jack and 4200 psi at 100 % P-Jack.
    - These were corresponding the CT's gauge at about 10 kips and 32.9 kips respectively.
    - The elongations from 30 % P-Jack to 100% P-Jack forces varied from 6.75 inches to 7.25 inches.
    - There was a relaxation of ½" each time after the force was released.

Additional Work at or outside of W2 site:

- CC Myers continues to dismantle the sidelined portion of the bridge.
- CC Myers is removing the foundations for the temporary bracings.

Inspector: Lalit Mathur, P.E.

L K Mathur Transportation Engineer (D)

Project Name: Bay Bridge - SAS
Structure: W2
Contractor: American Bridge / Fluor JV
Project Number: 04-0120F4
SDI Job #: 0506005

Schwager Davis Inc.
198 Hillsdale Avenue
San Jose, CA 95136
T: (408) 281-9300 F: (408) 281-9300

STRESSING REPORT

Sheet No.: 1

Stressing Personnel
1. B (OPERATOR)
2. JAMES
3. TODD
4.
5.

Assumed Values		
Ultimate strength of 0.6"	58.6	kips
Anchor set	0.375	inch
E-Modulus	28,500	ksi
Strand Area	0.217	sq.in.
Stress at Pjack	54.9%	% of GUTS

NOTES:
-Elongations are prior to release of stressing force.
-Length is from bearing plate to bearing plate.

Inspectors Name:			
Company:			
Stressing Equipment	1	2	3
Ram #:	6-9-1354		
Gauge #:	C-09-1344		
Gauge #:			
Notes:			

	Tendon ID	Strand ID	Date Installed in Duct	Pack Number / Heat Number	Actual Strand Area / Modulus	Pjack (kips)	Length (feet)	Date Stressed	30% Pjack Target Gauge Pressure (PSI)	30% Pjack Actual Gauge Pressure (PSI)	30% Pjack Measurement (in)	100% Pjack Target Gauge Pressure (PSI)	100% Pjack Actual Gauge Pressure (PSI)	100% Pjack Measurement (in)	*Actual Elongation (in)	Target Elongation (in)	Percent Difference
1	E-4	5.5			/	31.6	157.5	11/30	1250	9.4	49 3/4	4200	32.1	56 3/4 / 56 1/4	7 / 6 1/2	6.75	
2		5.6			/	31.6	157.5				50		37 1/4	37 1/4 / 37 3/4	7 1/4 / 6 3/4	6.75	
3		5.7			/	31.6	157.5				32 1/2			39 1/2 / 39	7 / 6 1/2	6.75	
4		5.8			/	31.6	157.5				33			40 / 39 1/2	7 / 6 1/2	6.75	
5		5.9			/	31.6	157.5				33			40 / 39 1/2		6.75	
6		5.4			/	31.6	157.5				31 1/2			38 1/2 / 38 1/2	7 1/8 / 6 5/8	6.75	
7		5.3			/	31.6	157.5				32			39 1/4 / 38 3/4	7 1/4 / 6 3/4	6.75	
8		5.2			/	31.6	157.5				31 3/4			38 3/4 / 38 1/4	7 / 6 1/2	6.75	
9		5.1			/	31.6	157.5				31 1/2			38 3/4 / 38 1/4	7 1/4 / 6 3/4	6.75	
10		6.1			/	31.6	157.5				31 1/4			38 1/4 / 37 3/4	7 / 6 1/2	6.75	
11		6.2			/	31.6	157.5				31 1/4			38 1/4 / 37 3/4	7 / 6 1/2	6.75	
12		6.3			/	31.6	157.5				31 3/4			38 3/4 / 38 1/4	7 / 6 1/2	6.75	
13		6.4			/	31.6	157.5				32			39 / 38 1/2	7 / 6 1/2	6.75	
14		6.5			/	31.6	157.5				32			39 / 38 1/2	7 / 6 1/2	6.75	
15		6.6			/	31.6	157.5				32			39 / 38 1/2	7 / 6 1/2	6.75	
16		6.7			/	31.6	157.5				32 1/2			39 1/2 / 39	7 / 6 1/2	6.75	
17		6.8			/	31.6	157.5				32 1/2			39 3/4 / 39 1/4	7 1/4 / 6 3/4	6.75	
18		4.8			/	31.6	157.5				32 3/4			39 3/4 / 39 1/4	7 / 6 1/2	6.75	
19		4.7			/	31.6	157.5				32 3/4			40 / 39 1/2	7 1/4 / 6 5/8	6.75	
20		4.6			/	31.6	157.5				32 3/4			39 7/8 / 39 3/8	7 1/4 / 6 5/8	6.75	
21		4.5			/	31.6	157.5				32 1/2			39 1/2 / 39	7 / 6 1/2	6.75	
22		4.4			/	31.6	157.5				32 1/2			39 1/2 / 39	7 / 6 1/2	6.75	

NOTES: 2ND HOLE OF DAY
2ND HOLE

COMPLETED BY: LKH DATE: 11-30-09

* Actual Elongation = (100% Pjack Measurement - 30% Pjack Measurement) / 0.7

Project Name: Bay Bridge - SAS
Structure: W2
Contractor: American Bridge / Fluor JV
Project Number: 04-0120F4
SDI Job #: 0506005

Schwager Davis Inc.
198 Hillsdale Avenue
San Jose, CA 95136
T: (408) 281-9300 F: (408) 281-9300

STRESSING REPORT

Sheet No.: 2

Stressing Personnel
1. continue
2.
3.
4.
5.

Assumed Values		
Ultimate strength of 0.6"	58.6	kips
Anchor set	0.375	inch
E-Modulus	28,500	ksi
Strand Area	0.217	sq.in.
Stress at Pjack	54.9%	% of GUTS

NOTES:
-Elongations are prior to release of stressing force.
-Length is from bearing plate to bearing plate.

Inspectors Name:			
Company:			
Stressing Equipment	1	2	3
Ram #:			
Gauge #:			
Gauge #:			
Notes:			

	Tendon ID	Strand ID	Date Installed in Duct	Pack Number / Heat Number	Actual Strand Area / Modulus	Pjack (kips)	Length (feet)	Date Stressed	30% Pjack Target Gauge Pressure (PSI)	30% Pjack Actual Gauge Pressure (PSI)	30% Pjack Measurement (in)	100% Pjack Target Gauge Pressure (PSI)	100% Pjack Actual Gauge Pressure (PSI)	100% Pjack Measurement (in)	*Actual Elongation (in)	Target Elongation (in)	Percent Difference
1	E4	4.3			/	31.6	157.5		1250	1250	33	4200	4200	40 | 39½	7 | 6½	6.75	
2		4.2			/	31.6	157.5				32½			39½ | 39	7 | 6½	6.75	
3		4.1			/	31.6	157.5				32½			39¾ | 39¼	7¼ | 6¾	6.75	
4		7.1			/	31.6	157.5				31½			38½ | 38	7 | 6½	6.75	
5		7.2			/	31.6	157.5				31¼			38¼ | 38¾	7 | 6½	6.75	
6		7.3			/	31.6	157.5				31½			38½ | 38	7 | 6½	6.75	
7		7.4			/	31.6	157.5				31¾			38⅝ | 38⅛	6⅞ | 6⅜	6.75	
8		7.5			/	31.6	157.5				32			39 | 38½	7 | 6½	6.75	
9		7.6			/	31.6	157.5				32¼			39¼ | 38¾	7 | 6½	6.75	
10		7.7			/	31.6	157.5				32¾			39¾ | 39¼	7 | 6½	6.75	
11		3.7			/	31.6	157.5				32½			39½ | 39	7 | 6½	6.75	
12		3.6			/	31.6	157.5				32½			39½ | 39	7 | 6½	6.75	
13		3.5			/	31.6	157.5				30½			37½ | 37	7 | 6½	6.75	
14		3.4			/	31.6	157.5				32			39 | 38½	7 | 6½	6.75	
15		3.3			/	31.6	157.5				32¼			39½ | 39	7¼ | 6¾	6.75	
16		3.2			/	31.6	157.5				32½			39¼ | 38¾	6¾ | 6¼	6.75	
17		3.1			/	31.6	157.5				32½			39½ | 39	7 | 6½	6.75	
18		8.1			/	31.6	157.5				31½			38½ | 38	7 | 6½	6.75	
19		8.2			/	31.6	157.5				31½			38½ | 38	7 | 6½	6.75	
20		8.3			/	31.6	157.5				31¾			38⅝ | 38⅛	7⅛ | 6⅝	6.75	
21		8.4			/	31.6	157.5				32			39 | 38½	7 | 6½	6.75	
22		8.5			/	31.6	157.5				31¾			39 | 38½	7¼ | 6¾	6.75	

NOTES: 2ND HOLE OF DAY.

COMPLETED BY: LKM DATE: 11-30-09

* Actual Elongation = (100% Pjack Measurement - 30% Pjack Measurement) / 0.7

Project Name: Bay Bridge - SAS
Structure: W2
Contractor: American Bridge / Fluor JV
Project Number: 04-0120F4
SDI Job #: 0506005

Schwager Davis Inc.
198 Hillsdale Avenue
San Jose, CA 95136
T: (408) 281-9300 F: (408) 281-9300

STRESSING REPORT

Sheet No.: 3

Stressing Personnel
1. _____
2. Continue
3. _____
4. _____
5. _____

Assumed Values

Ultimate strength of 0.6"	58.6	kips
Anchor set	0.375	inch
E-Modulus	28,500	ksi
Strand Area	0.217	sq.in.
Stress at Pjack	54.9%	% of GUTS

NOTES:
-Elongations are prior to release of stressing force.
-Length is from bearing plate to bearing plate.

Inspectors Name:			
Company:			
Stressing Equipment	1	2	3
Ram #:			
Gauge #:			
Gauge #:			
Notes:			

	Tendon ID	Strand ID	Date Installed in Duct	Pack Number / Heat Number	Actual Strand Area / Modulus	Pjack (kips)	Length (feet)	Date Stressed	30% Pjack Target Gauge Pressure (PSI)	30% Pjack Actual Gauge Pressure (PSI)	30% Pjack Measurement (in)	100% Pjack Target Gauge Pressure (PSI)	100% Pjack Actual Gauge Pressure (PSI)	100% Pjack Measurement (in)	*Actual Elongation (in)	Target Elongation (in)	Percent Difference
1	E-4	8.6			/	31.6	157.5		1250	1250	32	4200	4200	39 1/4 | 38 1/4	7 1/4 | 6 3/4	6.75	
2		2.6			/	31.6	157.5				32 1/2			39 1/2 | 39	7 | 6 1/2	6.75	
3		2.5			/	31.6	157.5				33			40 | 39 1/2	7 | 6 1/2	6.75	
4		2.4			/	31.6	157.5				32 1/4			39 1/4 | 38 1/4	7 | 6 1/2	6.75	
5		2.3			/	31.6	157.5				32 1/2			39 1/2 | 39	7 | 6 1/2	6.75	
6		2.2			/	31.6	157.5				32 1/2			39 1/2 | 39	7 | 6 1/2	6.75	
7		2.1			/	31.6	157.5				32 1/2			39 1/2 | 39	7 | 6 1/2	6.75	
8		9.1			/	31.6	157.5				39 1/2			38 1/2 | 38	7 | 6 1/2	6.75	
9		9.2			/	31.6	157.5				31 1/2			38 3/4 | 38 1/4	7 1/4 | 6 3/4	6.75	
10		9.3			/	31.6	157.5				31 1/2			38 3/8 | 38 1/4	7 1/8 | 6 3/4	6.75	
11		9.4			/	31.6	157.5				31 3/4			38 3/4 | 38 1/4	7 | 6 1/2	6.75	
12		9.5			/	31.6	157.5				32 1/2			39 1/2 | 39	7 | 6 1/2	6.75	
13		1.5			/	31.6	157.5				33 1/2			40 1/2 | 40	7 | 6 1/2	6.75	
14		1.4			/	31.6	157.5				33			40 3/8 | 39 3/8	7 1/8 | 6 3/8	6.75	
15		1.3			/	31.6	157.5				33 1/4			40 1/4 | 39 3/4	7 1/8 | 6 1/2	6.75	
16		1.2			/	31.6	157.5				32 1/2			39 5/8 | 39 3/8	7 1/8 | 6 5/8	6.75	
17		1.1			/	31.6	157.5				33			40 | 39 1/2	7 | 6 1/2	6.75	
18					/	31.6	157.5									6.75	
19					/	31.6	157.5									6.75	
20					/	31.6	157.5									6.75	
21					/	31.6	157.5									6.75	
22					/	31.6	157.5									6.75	

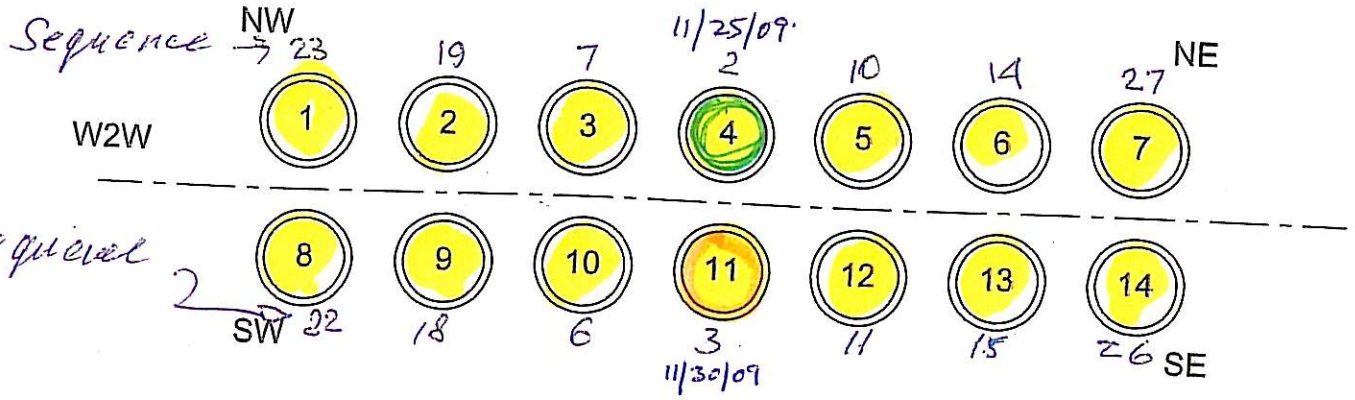
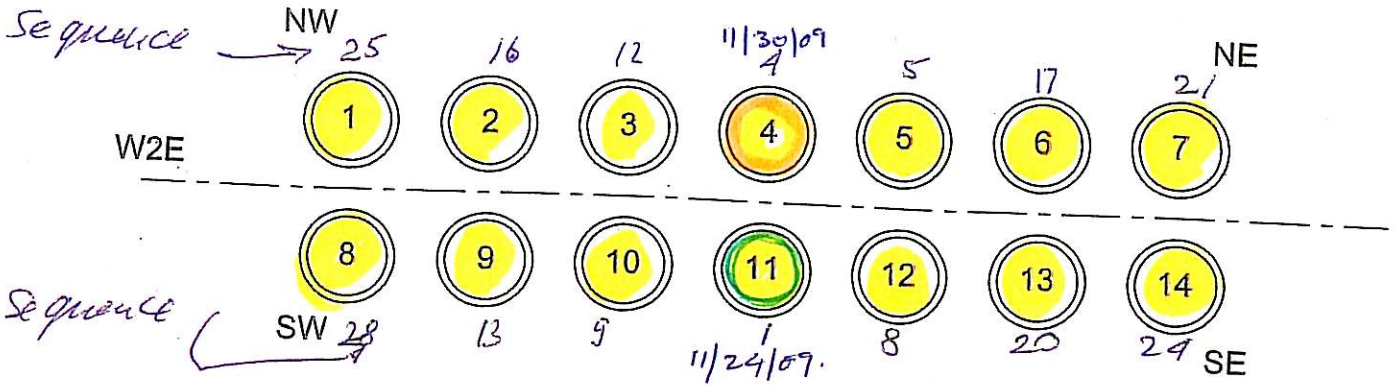
NOTES: 2ND HOLE OF THE DAY

COMPLETED BY: LKM DATE: 11-30-09

* Actual Elongation = (100% Pjack Measurement - 30% Pjack Measurement) / 0.7

11/30/09

PREV. DONE.

DONE TODAY

SAS TIE DOWN TENDON ID