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STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

File: 46.

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Assistant Resident Engineer

SFOBB East-Span
Seismic Retrofit
Project (SAS)

Report

Robert Kobal

Week of 2012-03-12

SAS Bridge Travelers/Skyway cleanup

Mon 2012-03-12

Attended general staff meeting.

Attended ABF/CT senior staff meeting.

Attended Champions meeting.

Discussed an email 11-18-2011 from TYLin concerning the Skyway bikepath grating with Ade Akinsanya. I told him that if he wants something done with the points noted in the email that design revisions would be required and I would need direction from him.

Reviewed submittal 1260R14 outgoing letter.

Reviewed revised drawings for CCO183S1 from TYLin, approved them for ATP.

Reviewed revised contract plan sheets for CCO217S1.

Tue 2012-03-13

Cancelled Skyway cleanup meeting,

I traveled to R&B Coatings with Nicolai Hvass, Andy Rogerson, and Mark MacDonald to review the painted railing and blast cleaning test panels. The consensus theory by R&B and METS is that during the Skyway fabrication, the handrail knee light rail and bottom rail were galvanized pieces that got galvanized a second time as part of the whole rail assembly. The bond between the two layers of galvanizing was not as strong so when R&B whip blasted to prep for paint, the galvanizing started flaking off but was not completely removed or feathered edged. We looked at two panels that were wheel abraded, this did an almost complete job of removing the existing galvanizing. It was agreed that a little more localized work would be required if this method were used. We looked at a panel that had been whip (sweep) blasted, not as much of the galvanizing was removed, however it was acknowledged that the blasting had only been for 0.5 hour and that more time was needed. The advantage with this method is that the blast stream could be more controlled thus the galvanizing of the grill could possibly be preserved such that paint application concerns (paint cracking at non rounded corners of the steel bars) could be mitigated. We discussed painting, that a zinc primer paint could be used with either method, but if the whip blasting were used, the zinc primer would not be needed if the grill were blasted just enough to remove the finish paint but then masked while the main tubing was blasted more thoroughly to remove the existing galvanizing and then organic zinc primered. An intermediate layer of Carbomastic would be applied over both surfaces followed by the finish paint. We also discussed options for re-galvanizing, with and without the grill. Either way, the Contractor believes there is a some extra work over the original CCO scope in the blasting and the priming painting/galvanizing. CT to assemble the preferred options and advise the Contractor.

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Reviewed revised draft contract plan sheets for CCO217S1 with Mark MacDonald who said he was satisfied with the revisions. TYLin will send the formal plans to CT today.

Discussed Skyway bikepath leak testing with TYLin and METS, see meeting notes attached. Nicolai and I went out to the bridge to check that the two panels had no water in them, we will return after the current series of rain storms are over (forecasted to be next week) to see if more water has entered.

Wed 2012-03-14

Attended SAS senior staff meeting.

Bill Casey asked that I have the exterior galvanized pipe on travelers painted. Discussed briefly with Clive Endress, we will discuss again tomorrow.

Nicolai provided the two written options for divider rail painting/re-galvanizing. In discussion with Bill Casey, it was decided to go only with option 2, sweep blasting with zinc primer painting, because it was felt that re-galvanizing adds to the complexity of the rework, with unknown potential additional issues. There is some need to move quickly with getting completed handrail panels back to the bridge because the Contractor's Skyway crew is coming available and needs materials to stay busy. The Contractor has indicated in the recent past that if the crew is not kept busy, it will be absorbed into other work and/or laid off, making it difficult to get the crew restarted at a later time. I asked ABF to start work on option 2 and provide a price for what they think is extra work. CCO number TBD.

Chris Bausone sent an email indicating that Westmont is back to thinking about shipping the Travelers via barge.

I asked Chris to send me the formal version of the traveler testing plan ASAP to give me time for review before we need it.

Reviewed monthly estimate pay request.

CCO 217S1 was ATP'd to the contractor.

Tony Anziano assigned me to lead the planning for future crowd control and bridge security.

Thur 2012-03-15

Attended Safety meeting.

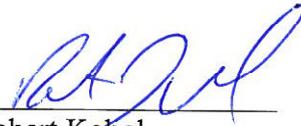
Discussed painting of traveler air lines with Clive Endress. I explained some of the challenges that will occur with a blanket direction to paint the piping, including, masking of current painted structure, rubber pipe mounts, numerous pneumatic valves and vent silencers, air tubing, actuators with marine grade epoxy coating, various moving parts, and some stainless steel materials. Note that the plywood deck underside cannot be painted per previous direction (CCO24). He wants as much painted as possible. CCO number TBD.

Prepared for and lead the traveler meeting- see meeting notes.

Reviewed approval letters for traveler weld report submittals.

Friday 2012-03-16

Vacation Leave



Robert Kobal
Senior TE