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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 2012-09-03

**SAS Bridge Travelers/Skyway cleanup**

**Mon 2012-09-3**

holiday

**Tue 2012-09-4**

Attended corridor coordination meeting

Prepared for and lead the Skyway cleanup meeting, see meeting minutes.

Worked on traveler RFIs.

Prepared for meeting with CHP tomorrow.

CJ Vandergriff informed me that CT surveys is laying out control points and will start the bikepath elevation scan survey.

**Wed 2012-09-5**

Attended SAS senior staff meeting.

Met with CHP (Dane Lobb, Kevin Knopf, and various others), Saeed, Jan Vanderstool, Ben Edelati, and Ramses Sargiss to discuss camera placement. We discussed camera capability, locations and then went to the field to show sites. Saeed is withdrawing any plans to down scope the cameras so we need to proceed to TBPOC with the full \$26M funding authorization. CHP is questioning if the camera system is the right system. Their questions were answered, action items:

Set up a demonstration with Bosch vendor to show CHP the software capability (Saeed).

Install a new IR camera into the current BASE network somewhere to demonstrate capability (Ben)

Discuss additional sensor triggers to supplement the BASE camera triggers (Dane to discuss need internally, inform CT, Jan add to scope if requested)

Bill Casey informed me that Thuc is not available for testing at Westmont, instead I will go on Friday to test elevating platforms.

**Thur 2012-09-6**

Attended Safety meeting.

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

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Worked on BASE cameras.

**Friday 2012-09-7**

Traveled to Westmont (and returned) to test elevating platforms.

I confirmed that E2/E3- WB north elevating platform does not come down onto its rests (RFI 2978) and verified the actuator conflict with the floor beam on E2/E3-EB south.

E2/E3-WB south and SAS -WB south platforms both land on the platform rests well before the actuators bottom out. E2/E3-WB south actuators can retract an additional 2- 3/16", I did not measure the other platform actuators due to the time required to disassemble, but Westmont thought it was greater than 1" retraction of the actuator. We did however run the actuators to see when they would stall out at 70psi, I stopped this effort at 3/4" vertical deflection of the elevating platform. At 40 psi the motors stalled at 1/4" deflection.

I measured the relevant dimensions of the rests and the actuators, they match contract plan dimensions except that I can see that the side trusses of the traveler at the affected ends still have some camber, but not enough to explain the discrepancy. John Otter's original specification permitted 6 mm (1/4") retraction of the actuator screw, he permitted 9mm - deflection of the elevating platform on SAS -EB. We can remove the current 0.5" landing plate- recess it into the support post, but that appears to be the only easy structural change to make. I will discuss with design.

  
Robert Kobal  
Senior TE