

04-0120F4
04-SF, ALA-80-
12.2/14.3, 0.0/2.7

Assistant Resident Engineer
Report

SFOBB East-Span
Seismic Retrofit
Project (SAS)

Robert Kobal

Week of 2012-10-22

SAS Bridge Travelers/Skyway cleanup

Mon 2012-10-22

In LA to observe traveler transport from Westmont to the Port of Long Beach. Sunday night/Monday morning the bikepath traveler was transported from the Westmont yard to the Port of Long Beach.

During the day it was determined that a portion of the railing on the E2/E3 travelers sticks up 6-9 inches above the permit specified height. Although these travelers are not as high as the SAS travelers and the route is the same, to amend the permit would delay the transport dates and so Westmont chose to cut the railings off completely and will re-weld them on the traveler at the Port per the original design details. The Port agreed that all Westmont work that is to take place while the travelers rest on the transport trailers can be done with the Westmont work force. Lifting the travelers off of the trailers and any subsequent work must be performed by Longshoremen workers.

Tue 2012-10-23

Monday night/Tuesday morning the SAS-EB traveler was transported from the Westmont yard to the Port of Long Beach.

During the day Westmont reinstalled elevating platform stairs at the Port.

Wed 2012-10-24

Tuesday night/Wednesday morning the E2/E3-WB traveler was transported from the Westmont yard to the Port of Long Beach.

During the day Westmont reinstalled elevating platform stairs and handrails at the Port and loaded the Westbound travelers onto the trailers at the Westmont yard. During the lifting the travelers were weighed.

I observed that the bikepath and SAS travelers had been loaded onto the barge. The travelers were supported only on the suspension points, as had been discussed in the transport planning. There was no additional cribbing to support the cantilevered ends of the travelers. With minimal effort it was easy to cause the cantilevers to bounce and the oscillations took a long time to stop. I discussed the matter with Foss personnel Paul Hendricks (Foss Maritime Co.) and Paul Larson (maritime surveyor) who were onsite, they agreed that the rigging appeared to need some additional support, but deferred to the lashing designer, Dave Dumont. I eventually reached Dave by phone and discussed the design, he agreed on the need and informed me that the supports for the SAS travelers would need to be steel posts welded to the barge deck due to the height. I discussed the issue with Ida Goldenberg and Chris Bausone, who agreed to implement.

Thur 2012-10-25

Wednesday night/Thursday morning the E2/E3-EB traveler was transported from the Westmont yard to the Port of Long Beach. During the move, the transport trailer had a problem causing the load to shift and list to one side. The transport was halted, two cranes were brought out and the trailer was traded out with a working trailer. By the time this was completed, it was too late to complete the move so the trailer was driven to a local yard owned by Bragg, to be moved at a later time. I looked at the traveler for signs of distortion and could not see any. Nathan Odell of METS took some measurements to confirm that there was no distortion. See the attachments to this diary for Nathan's email to me with the measurements, some photos, as well as a report from Heavy Transport emailed to me by ABF which details the incident.

Later in the day I returned home.

Friday 2012-10-26

Thursday night/ Friday morning the E2/E3-EB traveler and the SAS- WB were transported to the Port of Long Beach. Westmont/Bragg were able to secure additional police escorts to permit the transport of both trailers from different locations to the Port.

Robert Kobal
Senior TE



Nathan Odell
<nodell@sasbridge.com>
10/25/2012 02:19 PM

To Robert Kobal <robert_kobal@dot.ca.gov>, <rjkobal@earthlink.net>
cc <mwahbeh@altavistasolutions.com>, Nick Hvass <nhvass@sasbridge.com>, Aaron Prchlik <aprchlik@sasbridge.com>, Thuc Tran
bcc

Subject Transport of E2/E3-EB - Failed Trailer_25OCT2012

History:  This message has been replied to and forwarded.

Rob,

As we discussed, I'm passing along a few photos from the scene of the failed trailer for E2/E3-EB, Studebaker Rd, Cerritos, CA:

Orientation of Traveler after trailer failure: IMG_3373

Condition of failed trailer: IMG_3368 - 3370

Crane setup: IMG_3374

Lifting Traveler from trailer: IMG_3375, 3376, 3381,

Replacing trailer: IMG_3383

E2/E3-EB temporarily stored at the Bragg Crane equipment yard, 6251 N. Paramount Blvd, Long Beach, CA: IMG_3384

Condition of Traveler

After inspection and measurements, it appeared that there was very little distortion to the Traveler frame, despite issues with the trailer. The east side of the traveler was roughly 30 inches higher than the west side, consistent throughout the full length.

Measurements to evaluate the orientation of the structure [to investigate potential distortion] were taken from the roadway surface to the bottom of the intermediate vertical members of the north and south supports - depicted in IMAG0842_a. The recorded measurements are provided below:

SW: 47"

NW: 44.5"

SE: 77.5"

NE: 75"

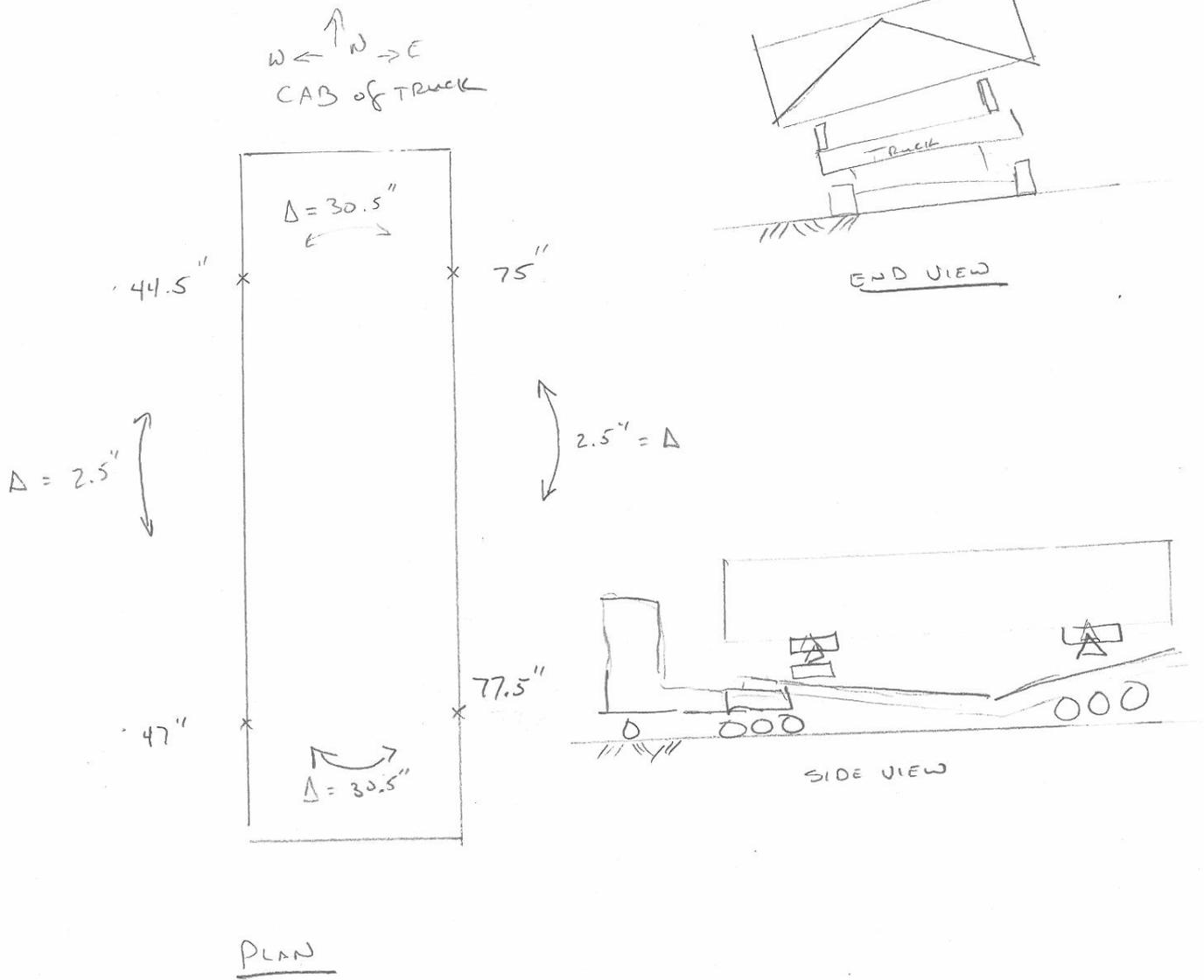
Please let me know if you have any questions.

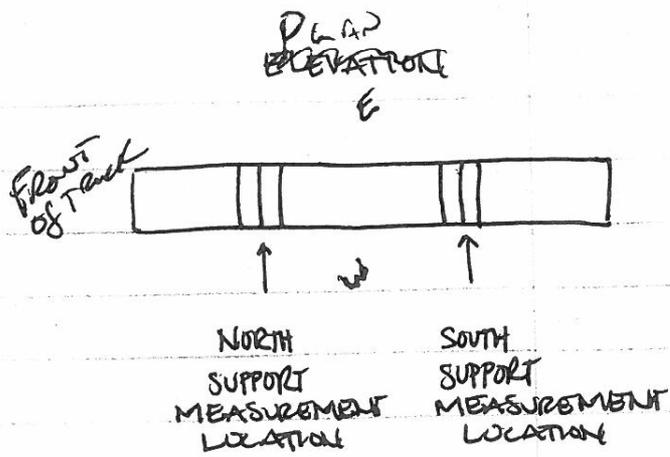
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Nathan Odell | ASMR
Office of Structural Materials
C: (510) 499-9938
nodell@sasbridge.com

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MEASUREMENTS: VERTICAL DIST. PAVEMENT TO BOTTOM OF
THE VERTICAL MEMBER

SOUTHWEST: 47"

NORTHWEST: 49 1/2"

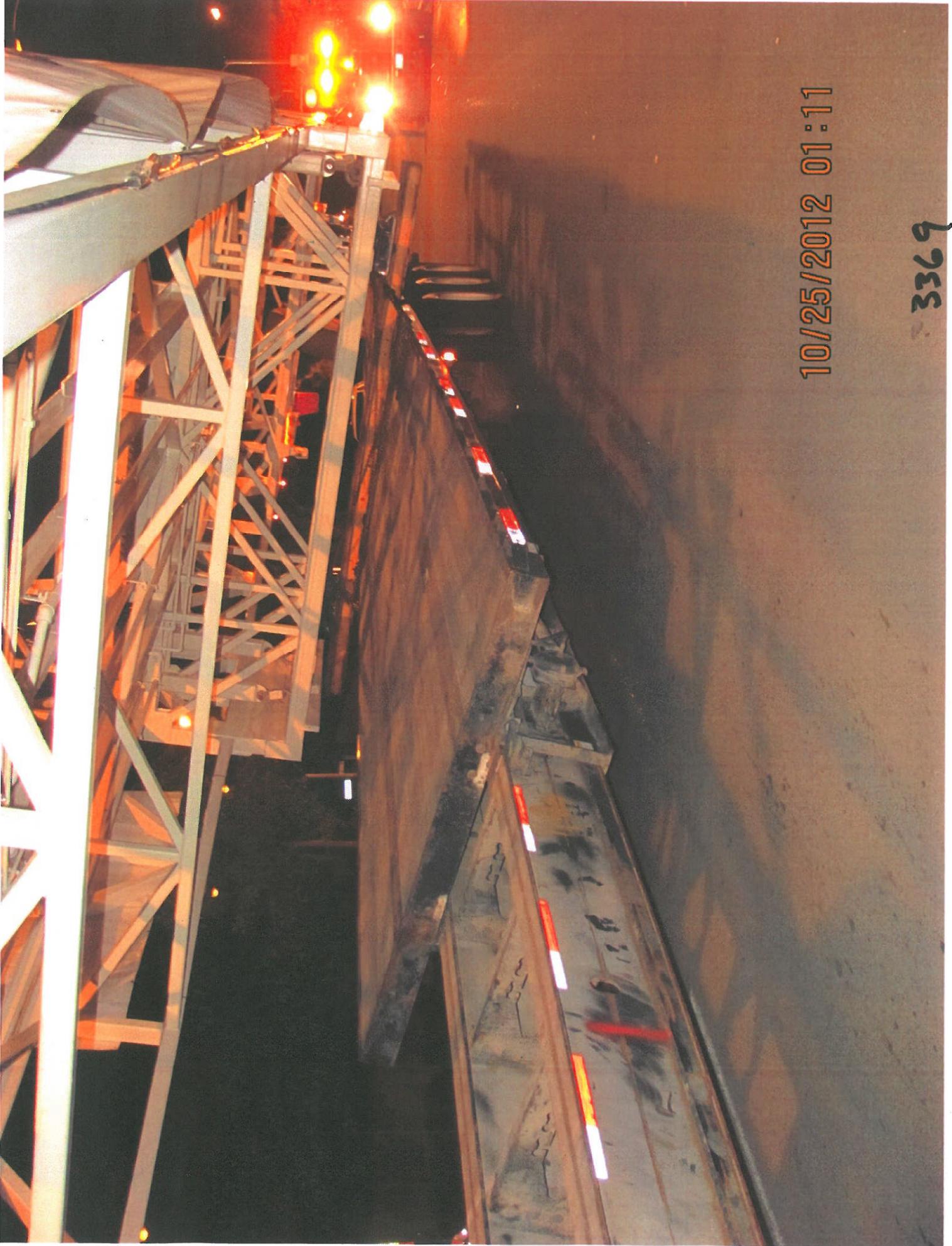
NORTHEAST: 75"

SOUTHEAST: 71 1/2"



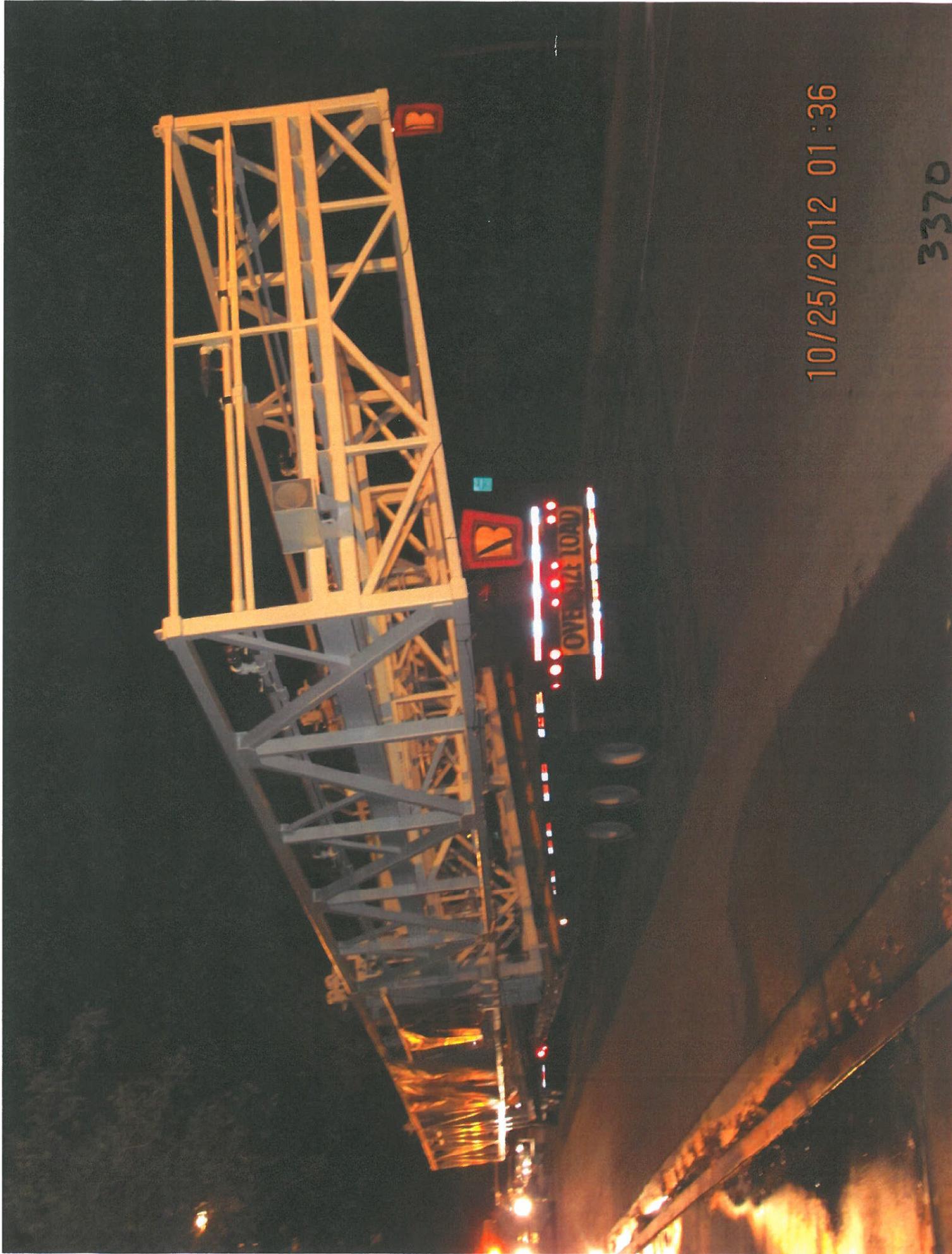
10/25/2012 02:01

3370



10/25/2012 01:11

3369



10/25/2012 01:36

3370



Measurement at SW
location

ImAG0842 - A.3P6



24 (800) 944-5628
Fax (562) 964-2469
6251 Paramount Blvd.
Long Beach, CA 90805

October 26, 2012

Westmont Industries

Attention: Ray Meier

Re: Incident on Wednesday October 24, 2012

On Wednesday October 24, 2012 Heavy Transport departed Westmont Industries, Santa Fe Springs, CA. at 10:00 pm with a Bridge Traveler Section heading to Pier D in Long Beach, CA. on a 90' stretch flatbed trailer # 20604 the load was permitted and was accompanied with a Los Angeles County Inspector, 5 California Highway Patrol officers, 2 pilot cars, 1 Supervisor and 2 bucket trucks all contracted by Heavy Transport, and a crew of Cal Trans camera men and inspectors.

While the load maneuvered the route designated on the permit at around 11:45 pm the rear pilot car and driver noticed the trailer was beginning to lean to the driver's side of the trailer. The entire group stopped on Studebaker Road, heading north bound on the wrong side of the road (to avoid hitting low trees) about 200 yards south of South Street. It became apparent to our supervisor that the frame rail on the trailer was not going to be stable enough to finish the trip, the CHP blocked the North bound traffic on Studebaker Rd. from South Street to Delamo Blvd. for safety. Jeff Thompson our supervisor called me (Bob Weyers, General Manager of Heavy transport) at 12:00 am I met Jeff Thompson at our Long Beach yard (2 miles from where the truck was sitting) I called Greg Nichols Operations Manager of Bragg Crane Service and we ordered two 40 ton truck cranes with Rigging and spreader Bars, and had a new 80' stretch trailer picked up from our yard to reload. Both cranes and the new trailer arrived onsite (Studebaker Rd.) just before 2:00 am, Nate the QA person who had been following the loads nightly watched and directed us to insure we were hooking the cranes up in a manner that they were loaded in Westmont's yard the day prior. The load was safely lifted evenly on both ends and was placed on a new trailer. The load was secured and prepped to run by 3:30 am, the CHP and County Inspector decided we would be rushed to be off the road in Long Beach prior to the 5:00 am Curfew so they approved us running 1 block off route to park the load in the driveway of our yard located at 6251 Paramount Blvd. Long Beach, CA. we arrived at our yard and cut the crew loose at 4:00 am. By 10:00 am our permitting department had re-ordered the needed permits from our yard to the delivery site, talked to the CHP Variance coordinator to set up a second CHP detail for Thursday night as to not impede the planned delivery of the final Traveler Section from Santa Fe Springs, and set up a CVSA Inspection for the Trailer again by the CHP. All of this was done prior to 12:00 pm.

I am fully aware that I am not an engineer, what I can say is that the trailer leaned evenly the entire length of the trailer, never did the piece twist or flex more than normal transport of a piece this size would be subject to. Luckily you have multiple pictures to show this with the film crew with us. I was onsite for the lift and transfer to the new trailer and for the final delivery from our yard to the port. While lifting the Traveler section up with the 2 cranes the trailer immediately came up with the load and once it was straight we unlashd our chains the piece was lifted straight up and the



Member of the Specialized Carriers & Rigging Association





24 (800) 944-5628
Fax (562) 984-2469
6251 Paramount Blvd.
Long Beach, CA 90805

New trailer was backed under the load, the Traveler set back down on the new trailer and in no way was it tweaked or bent.

The original trailer #20604 is currently be inspected by our shop, they have not determined what the issue is on the trailer but it has been red tagged pending investigation and possible repairs. I am sorry for any inconvenience or delays this may have caused anyone but am proud of the Bragg and Heavy Transport crew and the way they resolved and recovered from an unfortunate issue, I am also happy to say there were no injuries and all 9 loads were delivered prior to 3:00 am Friday October 26, 2012.

To answer one of the statements posed by Mr. Chris Bausone, in an e-mail sent October 26, 2012 @ 9:03 am: "The issue with the trailer" and advertising failure.

As I said in my last paragraph, I am happy to know I work for a company like the Bragg Companies, the levels are amazing, this trailer, a piece of equipment had an issue as unfortunate as they are they happen, but we did not quit, we did not call for help, we did not give up, we did not point fingers, we assessed the problem came up with a plan and within 4 hours the load had been transferred and safely parked, our crew work diligently to insure the safe transit of these loads and we hope to continue doing the same on future projects. And as for the sign and phone number, we hope they do call and if they saw the reaction time and care that was taken we hope they would also see the professionalism. As for the second part the original trailer, yes it would have been great unfortunately the state of CA. and Caltrans did not approve the rear overhang, but again this is a piece of equipment and unfortunately I cannot promise that it would not have had issue either.

If I can answer any additional questions please let me know

Bob Weyers
General Manager, Heavy Transport, Inc.
(562) 984-2448



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Chris Bausone
<cbausone@abfjv.com>

11/01/2012 01:03 PM

To 'Brian Petersen' <bpetersen@abfjv.com>, <mamacdonald@abfjv.com>, 'Bob Kick' <rkick@abfjv.com>, 'Robert Kobal' <robert_kobal@dot.ca.gov>, 'Nicolai Hvass'

cc

bcc

Subject FW: Westmont

fyi

From: Ida Goldenberg [mailto:idag@westmont.com]
Sent: Thursday, November 01, 2012 10:34 AM
To: Chris Bausone
Subject: FW: Westmont

From: Reese, Kevin [mailto:kevin.reese@heavy-trans.com]
Sent: Friday, October 26, 2012 2:36 PM
To: Ray Meier; Ida Goldenberg; Weyers, Bobby
Subject: Fw: westmont

Ray, Ida

Please find the attached. I have not had a chance to look at the formal Caltrans request that you sent, but we will do so on monday.

I again spoke with Nate (QA on the project) this afternoon at the port, and he said that it is in his report that he does not feel any damage occurred to the section based on the trailer lean from his involvement on site and evaluation of the unit. It stayed level and even.

We will talk next week.

Thank you,
Kevin Reese
Heavy Transport
Operations Manager
562-208-8120 - C

From: Weyers, Bobby
To: Reese, Kevin
Sent: Fri Oct 26 10:39:05 2012
Subject: westmont

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

Information from ESET NOD32 Antivirus, version of virus signature database 7650
(20121101) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

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This message has been scanned for viruses and dangerous content by MailScanner, and is believed to be clean.

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This message has been scanned for viruses and dangerous content by MailScanner, and is



believed to be clean. westmont.doc

----- Message from Chris Bausone <cbausone@abfjv.com> on Fri, 26 Oct 2012 08:52:38 -0800 -----

To: 'Ray Meier' <raym@westmont.com>, 'Ida Goldenberg' <idag@westmont.com>

cc: <kevin.reese@heavy-transport.com>, <subsefile@abfjv.com>

Subject: trailer failure incident report

ABF is requesting a written incident report for what failed with the trailer and what may have caused it. Please request a written incident report from Heavy Transport. - Chris

From: Chris Bausone [mailto:cbausone@abfjv.com]

Sent: Friday, October 26, 2012 9:03 AM

To: 'Ray Meier'; 'Ida Goldenberg'

Subject: FW: Traveler stands

Will one or both of you please call me. I want to get your side of the story on "the issues with the trailer". So far I have CT side of story and some photos. I attached the one that struck me as an advertising failure. Imagine the rude awakening the residents of that house may have had and then looking out a front window to see this scene with HT's phone number begging to be called. The other two attachments show the trailer that Heavy Transport said they would be using for E2/E3 travelers. I wonder why it changed. My hunch is that this incident would not have happened with the other trailer.

CT has a bit of concern about the traveler. ABF is trying to figure out if we should be concerned and we think a closer inspection might should be done before it gets shipped. Anyway, please call to discuss the incident. - chris

From: Ida Goldenberg [mailto:idag@westmont.com]

Sent: Thursday, October 25, 2012 3:19 PM

To: Robert Kobal

Cc: Chris Bausone

Subject: FW: Traveler stands

Amen!

From: Reese, Kevin [<mailto:kevin.reese@heavy-trans.com>]
Sent: Thursday, October 25, 2012 3:18 PM
To: Tim Beyer; Ida Goldenberg; Ray Meier
Cc: Klaudio Biazevich; Paul Hendriks; Mark Grosshans
Subject: RE: Traveler stands

We are set for both loads tonight. The E2/E3 will be leaving our yard at 10 PM and going to the port and all is in line for SAS out of Westmont at 10 AM.

Thanks and any questions, please let me know.

Kevin Reese

Operations Manager
562-208-8120 – cell
562-984-2457 – office
Kevin.reese@heavy-trans.com

From: Tim Beyer [<mailto:tim@foss.com>]
Sent: Thursday, October 25, 2012 10:24 AM
To: Reese, Kevin; 'idag@westmont.com'; 'raym@westmont.com'
Cc: Klaudio Biazevich; Paul Hendriks; Mark Grosshans
Subject: RE: Traveler stands

Kevin,

Please advise status if this will affect our final load out tomorrow. We will need to call off gangs in next few hours to avoid charges, if we must delay until remedied. Possibly we can load the other two first and lash assuming this final piece makes it in by noon on Friday, if they will allow permits?

Regards,

Tim

From: Reese, Kevin [<mailto:kevin.reese@heavy-trans.com>]
Sent: Thursday, October 25, 2012 5:42 AM
To: Tim Beyer; 'idag@westmont.com'; 'raym@westmont.com'
Subject: Re: Traveler stands

We had issues with the trailer last night and the load is parked at our yard in long beach. Will have more info later this morning

Thanks
Kevin Reese
Heavy Transport
Operations Manager
562-208-8120 - C