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SFOBB East-Span
Seismic Retrofit
Project (SAS)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Assistant Resident Engineer

Report

Robert Kobal

Week of 2012-12-3

File: 46.

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SAS Bridge Travelers/Skyway cleanup

Mon 2012-12-3

Attended general staff meeting.

Attended ABF/CT senior staff meeting.

Attended Champions meeting.

TYLin provided plan sheets for CCO 272, which I approved to send to the contractor.

Tue 2012-12-4

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

Met with Stan Ku and Chris Bausone to discuss traveler paperwork closeout. See attached notes.

ABF has asked eliminate portions of CCO 217S1 from their scope of work. They do not want to do the nonskid painting or the polyester concrete. Eliminating some of this work actually make it more difficult to get the work complete because it requires other contractors to intermingle with ABF work. I received different directions and requests from Bill Casey, Bob Kick, Mark MacDonald, and Jennifer Ji. I explained the work to Bob Kick and asked him to clarify what he wanted to eliminate.

Wed 2012-12-5

Attended SAS senior staff meeting.

Discussed Westmont traveler mill certifications with Barb McDowell.

Worked on moving my office to a new office.

Thur 2012-12-6

Attended Safety meeting.

Prepared for and lead the Traveler meeting- see meeting notes. ABF requested certain clarifications to the cco 272 drawings, I passed the request on to TYLin.

Received new details for the SAS cable gate from Clive Endress. He is seeking additional aesthetic features and has been working with TYLin on the details. I asked PB to revise the simulations with the new details, in keeping with previous meeting direction to provide simulations for the group.

I was informed that the Design JV(Moffat Nichol) had not worked on the requested OTD handrail alignment fixes and that no one from the YBITS contract was pursuing the matter as earlier agreed. I again asked Jal Birdy (Moffat Nichol) to provide suggested fixes as earlier discussed.

Worked on moving my office to a new office.

Friday 2012-12-7

Attended OBG staff meeting.

Worked on moving my office to a new office.

Observed Chris Bausone checking traveler weights using hydraulic jacks. The results were inconclusive because the jacks did not contain sufficient precision to clarify discrepancies in the traveler weights as earlier provided by Westmont. Chris will submit the current weights from Westmont.



Robert Kobal
Senior TE

Traveler Team Focus-Meeting Tuesday, December 4, 2012, 1pm

GENERAL DISCUSSION TOPIC:

PROJECT PAPERWORK CLOSEOUT – TRAVELER SCAFFOLD BID ITEMS 99 & 100

APPLICABLE SPECIFICATIONS:

Special Provisions Section 5-1.01, WORKING DRAWINGS (as amended by CCO#???)

Special Provisions Section 10-1.63, TRAVELER SCAFFOLDS

Standard Specifications Section 5-1.02, PLANS AND WORKING DRAWINGS

Standard Specifications Section 6-1.01, SOURCE OF SUPPLY AND QUALITY OF MATERIALS

Standard Specifications Section 6-1.07, CERTIFICATES OF COMPLIANCE

Standard Specifications Section 55-1.02, DRAWINGS

Standard Specifications Section 55-1.03, INSPECTION

SPECIFIC DISCUSSION TOPICS:

1) MTR's: ABF & WMI has understanding that requirement of SS Section 55-1.03 to provide MTR's has been fulfilled. Refer to ABF-CAL-TRN-007253, dated 15-NOV-2012. CT to confirm.

Discussion Note1: Rob Kobal said there are still a few issues that need to get cleared up and Barb McDowell will advise on them.

2)COC's: ABF & WMI are fulfilling the requirement with each shipment. CT to confirm.

Discussion Note2: no significant comments were made

3) As-Built Dwgs: ABF has understanding a) that records for "As-Built" dwgs (aka "As-Fabricated" dwgs) will be taken from the PMIV library, and b) that AAN dwgs do not require re-submittal simply to incorporate review notes, and c) that drawings for items with as-fabricated details not accounted for by WMI-drawn details or review notes must be submitted for approval. CT to confirm.

Discussion Note3.1: Stanley Ku said if drawing in Project Records is APPROVED, and no changes were made to the fabrication or detailing, then no resubmittal is required.

Discussion Note3.2: Stanley Ku said if drawing in Project Records is APPROVED AS NOTED, and no changes were made to the fabrication, it must be revised to incorporate review notes and resubmitted.

Discussion Note3.3: Stanley Ku said if drawing in Project Records represents an item for which fabrication or detailing changed, it must be revised and resubmitted.

Discussion Note3.4: Chris Bausone said he would send WMI a list of the drawings and their status as per current Project Records.

4)As-Built Dwgs Revision Number: Use WMI internal revision numbers or keep revision numbers coinciding (or following from) with current project records? CT to advise.

Discussion Note4: Agreement was to use any revision number after the most recent in current Project Records

Traveler Team Focus-Meeting Tuesday, December 4, 2012, 1pm

5) Mechanical/Pneumatic System Dwg: Final schematics sufficient for the “piping and control diagrams” requirements? CT to advise

Discussion Note5: It was agreed that final schematics will fulfill the “piping and control diagrams” requirement from the Special Provisions

6) Mechanical/Pneumatic Layout Dwg: WMI “conceptual” dwgs ok to be considered as final? WMI to explain and CT to advise.

Discussion Note6.1: Ida Goldenberg clarified that her reference to “conceptual” dwgs simply meant that all piping, tubing, valves, etc on the traveler scaffold may not be in the exact location shown on WMI mechanical/pneumatic system equipment layouts. It was agreed that will be ok.

Discussion Note6.2: Ida Goldenberg explained that layout drawings were not made for SAS-WB Traveler Scaffold because it is nearly a mirror image of the SAS-EB layout. She asked if it will be ok to add note on SAS-EB layouts indicating that the layout for SAS-WB is a mirror image. Rob Kobal said that will be ok but clarified that it must show a line about which the images are mirrored.

7) Product Data and O&M Manuals: Dwg Size to be included in O&M manuals? Copy color for Product Data? Clean document copies or copy of designer stamped copies of copies? Trouble shooting and preventative maintenance for components only, no troubleshooting guide for traveler system as a whole? CT to advise.

Discussion Note7.1: Ida Goldenberg asked what cost should be listed for Item E, since cost changes frequently. It was agreed that it should be the cost at such time WMI made the purchase.

Discussion Note7.2: It was agreed that shop drawing size for the manual shall be Size B (11”x17”).

Discussion Note7.3: It was agreed that color copies are preferred but not required.

Discussion Note7.4: Rob Kobal and Stanley Ku said the manual shall include stamped APPROVED shop drawings and product data.

Discussion Note7.4: Ida Goldenberg explained that troubleshooting information will be limited to that provided by equipment and part manufacturers for individual equipment or parts. There will not be a section for troubleshooting a Traveler Scaffold. Chris Bausone supported this idea and suggested that CT personnel make their own troubleshooting guide after they gain the necessary experience that can only come from repetitive use or research and development. CT made no agreement or rebuttal.