

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

File: 46.

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12.2/14.3, 0.0/2.7

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Assistant Resident Engineer

Report

SFOBB East-Span
Seismic Retrofit
Project (SAS)

Robert Kobal

Week of 2013-5-20

SAS Bridge Travelers/Skyway cleanup

Mon 2013-5-20

Attended general staff meeting.

Attended ABF/CT senior staff meeting.

Attended Champions meeting.

Worked on RFI 2610R5 (E2/E3-EB elevating platform shims), Traveler/crossbeam conflict issue (to be RFI 3311) and RFI 3296 (E2/E3-WB elevating handrail conflict).

I worked on the monthly pay estimate. I reviewed ABF's paint work on the Skyway bikepath and requested further touch up. ABF has not yet done the traveler work- cco 178. I reminded Andre Markarian of this who stated that he would get Certified working on it.

Tue 2013-5-21

Attended corridor coordination meeting

Responded to RFI 2610R5 (E2/E3-EB elevating platform shims), worked on RFI 3296 (E2/E3-WB elevating handrail conflict), RFI3308 (heat straightening process for skyway traveler rails), RFI 3309(E2/E3-WB repair elevating handrail cut for erection), RFI 3311, and RFI 3313 (bikepath stud cap painting).

Met with Design and Maintenance to discuss traveler issues, see meeting notes attached.

Wed 2013-5-22

Attended SAS senior staff meeting.

Worked on RFIs

Met with METS to discuss the upcoming water in the bikepath leak investigation.

Met with Ankur Singh to discuss current status of traveler testing.

Thur 2013-5-23

Attended respirator training

Met with Andrew and dan traveler to discuss traveler RFI reponse status

Responded to RFI3308 (heat straightening process for skyway traveler rails).

Directed ABF to fix the skyway bikepath traveler rail where it was misaligned (CCO 322) and also directed the location of drilling in the last two bikepath panel soffits to remove water (CCO 217).

Friday 2013-5-24

Responded to RFI 3296 (E2/E3-WB elevating handrail conflict), worked on RFI 3313.

Observed that ABF has done primer paint on the traveler framing (CCO 179) but only on one side. Informed Andre Markarian that all sides of the framing need to be painted.

Robert Kobal
Senior TE

Kobal, Robert J@DOT

Subject: SAS traveler issues
Location: SAS main conference room

Start: Tue 5/21/2013 10:30 AM
End: Tue 5/21/2013 11:30 AM

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: Kobal, Robert J@DOT
Required Attendees: Andrew Baumberger; Gulli, Michael@DOT; Liu, Yongxin@DOT; Annis, Dave C@DOT; Herrera, Carlos A@DOT; Woods, Mark P@DOT; John Otter; Zanetich, Bill N@DOT
Optional Attendees: James.Duxbury@tylin.com

Meeting agenda

What is the preferred solution to travelers handrail conflict with cross beam traveler rail (informational note: Bill Casey is suggesting that we remove the conflicting portion of the crossbeam traveler rails)

If you wish to go out to the field and see the travelers, please bring your harness- I have only a couple of spares.

I'd also like to have a quick discussion with this group concerning spare parts and traveler speeds. Some of the parts, now in State possession, have gone missing, so what spare parts are worth reordering? I think there will be some difference in actual vs design specified speeds, I want to get a sense of customer need.

Kobal, Robert J@DOT

From: Kobal, Robert J@DOT
Sent: Tuesday, May 21, 2013 3:22 PM
To: Andrew Baumberger; John Otter; Annis, Dave C@DOT; Gulli, Michael@DOT; turner@wai.com
Cc: Liu, Yongxin@DOT; Zanetich, Bill N@DOT
Subject: 5/21/13 Traveler meeting notes

) ATTENDEES
NOT ATTENDING

5/21/13 Traveler meeting notes:

1. Both Westbound travelers have a conflict between the south elevating platform handrail and the crossbeam maintenance access rails. Both travelers cannot get past the crossbeams.
 - a. Resolution: cut the access rails to clear the traveler and remove the affected rail mounts. If possible, install padeye bolts in the abandoned holes(need to investigate if a structural bolt is required)- Action: TYLin to draft plan sheets for cco 322. Rob to work with Andrew to determine a dimension.
2. Traveler speeds: Maintenance wants the travelers to have sufficient torque to travel uphill at a reasonable speed with load. This means that downhill speeds will be higher than specified in the contract (30 fpm). John Otter stated that the motors do not excessively coast as on other bridges. The brakes stop the traveler effectively but should be throttled to apply more gradually. Therefore, downhill speeds in excess of 40 feet per minute are acceptable.
 - a. Action: Rob to adjust trolley speeds and brake activation rate during traveler setup.
3. Spare parts: It is not necessary to order more spare parts for parts that are off the shelf items, as long as Maintenance is provided with a list with manufacturer information.
 - a. Action: All mechanical and pneumatic parts will be included in the traveler maintenance manual per spec.
4. Secondary suspension: The dead load weight of the traveler (not including live load) approaches and in some cases slightly exceeds the provided chain hoists. For purposes of transferring trolley trains on the E2/E3 travelers, the current hoists may be adequate given built in safety factors and the procedural step that one suspension arm should always be connected. However, for the future trolley maintenance configuration, the current hoist plan needs to be evaluated. There may be some improved hoisting tools as well.
 - a. Action: TYLin (John) to advise on need for revised hoists and recommend easier to use hoists if available.
5. Skew indicator plates: SAS traveler skews to be limited to 8% (all brakes engage) due to suspension arms contacting the entrapment at just over 10% skew. However the travelers will need to be skewed up to 10% at pier E2, dependent on revised design of the pier. The limit switch can be manually overridden, the indicator plate will be crosshatched from 8% to 10% in the corresponding direction only to reflect.
 - a. Action: Rob to have the indicator plates repainted accordingly- per CCO 232S1
6. E2/E3 traveler Skyway trolley train upper suspension arm void space: to fill the void space in the upper suspension arm around pin P3, Design recommends using a spray polyurethane foam to fill the space and temporarily inserting a greased pin through the pin hole until the foam cures.
 - a. Action: Rob to direct the contractor as part of CCO 322.

5/22

with ~~with~~

~~with~~

~~NEWSPAPER ARTICLE~~

WATER IN BICEPATH WITH

SNAKE MACHINE

2" ± IN AND OUT ← DISKS FOR ANALYSIS.

VACUUM OUT TO ENSURE FULL SNAKE

THEN REVERSE TO PRESSURE

THIRD HOLE TO PUT PRESSURE GAGGLE

↳ USE CURRENT DRAIN HOLE

3-4 HOURS HANG TIME.

→ NEXT WEEK

JUNE 10, 11

NEED TO MEET W/ MANAGERS + CONTRACTOR

- LUBRICANT

- MOCKUPS NEXT WEEK OR WEEK AFTER

→ NEED PEOPLE TO STAFF TEST

LOCATIONS TO DRILL

PAVEL 1427 YR

1209 SR

CURRENT HOLES

SURFACE PREP - SPH

2 COATS ORGANIC ZINC

↓ FINISH PAINT - BROADCAST SAND

BRUSH SAND AFTER 24 HRS

