

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 99.28**WELDING INSPECTION REPORT****Resident Engineer:** Casey, William**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-026611**Date Inspected:** 02-Nov-2011**Project Name:** SAS Superstructure**OSM Arrival Time:** 800**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1630**Contractor:** Watson Bowman ACME**Location:** Buffalo, NY**CWI Name:** Reno Davis, John Crabtree**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** OBG**Summary of Items Observed:**

On this date, Quality Assurance Inspector (QAI) Kenneth Riley was present at the Watson Bowman Acme Corporation (WBA) facility, as requested, in Buffalo, New York to observe fabrication activities of the Seismic Expansion Joint Hinge A lanes for the San Francisco Oakland Bay Bridge (SFOBB) project.

This (QAI) Inspector met with Watson Bowman Acme Corporation (WBA) Quality Control (QCS) Supervisor John Miller and KTA-Tator (ABF Representative), Certified Welding Inspectors (CWI), Reno Davis Day Shift, and Mr. John Crabtree night shift. ABF Representatives are the Quality Control personnel for this location.

This QAI arrived at Watson Bowman Acme (WBA) and met with John Miller (WBA QC supervisor) and Kurt Schoenhals (Plant superintendent) and was informed that WBA would be working on the layout of the CA2 channels today. The welder Jayson Gray stated that he would be grinding all day the areas that would be accepting the welds to remove mill scale. Mr. Schoenhals also stated that Private Systems would be machining the remaining top plate (14 pcs) bull noses along with the 39.5mm bolt holes prior to their arrival at WBA. The 2 Top plates for CA2 channels are sitting idle with no bull nose machined, it was relayed that the Computerized Numeric Cutting (CNC) operator was not at work today and when he returns the machining would be accomplished. There is only one CNC operator for WBA. The WBA QC supervisor John Miller stated that during the welding process WBA would fit every other internal stiffener with a small tack weld so the Complete Joint Penetration (CJP) weld could be applied behind each missing Stiffener. After the weld had been applied then WBA would install the missing stiffeners and remove the remaining and apply the CJP joint within those locations also.

This QAI also spoke with QCM Greg Ross concerning the status of the top plates, he stated that the remaining 14 plates would arrive at Private System from Samuels to receive the 39.5mm bolt holes and bull nose today and the

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machining should start tomorrow. Also the support plates (item SEI112667SP1, 2 and 3) would be at Eagle Fabrication to receive the 19mm taper. This should also start tomorrow. This QAI will travel to both locations to observe this process. This QAI informed the QCM that he needs the Material Test Reports (MTR's) for all the new material.



Summary of Conversations:

Basic conversation, fundamental to completion of the tasks at hand, occurred between this QAI, ABF QC, and WBA personnel .

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Nina Choy 510-385-5910, who represents the Office of Structural Materials for your project.

Inspected By:	Riley, Ken	Quality Assurance Inspector
Reviewed By:	Levell, Bill	QA Reviewer
