

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 1.28**WELDING INSPECTION REPORT****Resident Engineer:** Casey, William**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-028856**Date Inspected:** 12-Dec-2012**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1730**Contractor:** American Bridge/Fluor Enterprises, a JV**Location:** Job Site

CWI Name:	Jesse Cayabyab		
Inspected CWI report:	Yes	No	N/A
Electrode to specification:	Yes	No	N/A
Qualified Welders:	Yes	No	N/A
Approved Drawings:	Yes	No	N/A

CWI Present:	Yes	No	
Rod Oven in Use:	Yes	No	N/A
Weld Procedures Followed:	Yes	No	N/A
Verified Joint Fit-up:	Yes	No	N/A
Approved WPS:	Yes	No	N/A
Delayed / Cancelled:	Yes	No	N/A

Bridge No: 34-0006**Component:** SAS Tower**Summary of Items Observed:**

Caltrans Office of Structural Material (OSM) Quality Assurance Inspector (QAI) Joselito Lizardo was present at the Self Anchored Suspension (SAS) job site as requested to perform observations on the welding of components for the San Francisco Oakland Bay Bridge (SFOBB) Project.

At Tower Base Electro Slag Weld (ESW) 'T' weld joint #S-043 face A, ABF personnel was observed continuing to perform exploratory excavation on welded ESW at locations Y=2100, Y=2110 and Y=2130mm due to UT detected defects. ABF personnel have started the exploratory excavation from 0mm deep. Prior to the excavation, ABF QC Jesse Cayabyab performed UT and confirmed the existence of the defects. Fellow QA William Clifford also performed the UT on the same defects and verified the existence of such defects. ABF personnel were noted using only the disc grinder in every 1mm increments of excavation. ABF QC Jesse Cayabyab was observed performing Magnetic Particle Testing (MT) on the following various depths with no significant indication noted so far. This QA also performed the same test and noted same result. During the shift, the ABF personnel continued the excavation in 1mm increments using the same method of test and verification up to 7mm with no indication noted. The shift was completed up to this depth of excavation.

The starting depth of excavation on this date was from zero. The results of the exploratory excavations are as follows;

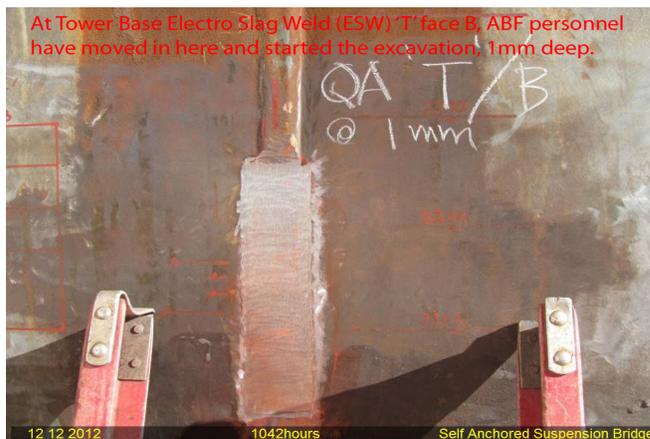
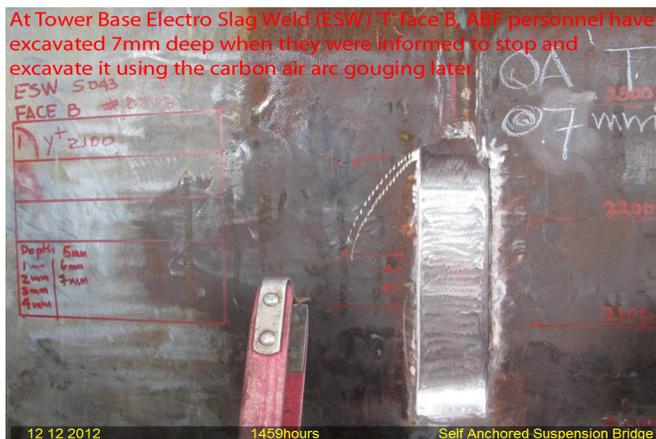
1. 1mm in depth – no significant indication noted.
2. 2mm in depth – no significant indication noted.
3. 3mm in depth – no significant indication noted.

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4. 4mm in depth – no significant indication noted.
5. 5mm in depth – no significant indication noted.
6. 6mm in depth – no significant indication noted.
7. 7mm in depth – no significant indication noted.

According to ABF QC Jesse Cayabyab, ABF will stop excavating the UT detected defects mentioned above into 1mm increments but instead excavate using the carbon air arc gouging and repair the defects accordingly. This was the instruction forwarded to him by ABF QC Bill Norris.



Summary of Conversations:

No significant conversation today.

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 SMR Gary Thomas (916) 764-6027, who represents the Office of Structural Materials for your project.

Inspected By: Lizardo, Joselito

Quality Assurance Inspector

Reviewed By: Reyes, Danny

QA Reviewer
