

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-028969
Date Inspected: 11-Jan-2013

Project Name: SAS Superstructure
Prime Contractor: American Bridge/Fluor Enterprises, a JV
Contractor: American Bridge/Fluor Enterprises, a JV

OSM Arrival Time: 700
OSM Departure Time: 1730
Location: Job Site

CWI Name:	Steve Jensen	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:	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 location Y=3600 to Y=3950 due to UT detected defects. The ABF personnel have resumed the exploratory excavation from 48mm deep where they left off yesterday. The personnel were noted using only the disc grinder in every 1mm increments of excavation. ABF QC Steve Jensen was observed performing Magnetic Particle Testing (MT) on the following various depths with indications stated below. 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 53mm with indications as noted below. The shift was completed up to this depth of excavation.

The starting depth of excavation on this date was a continuation from the previous shift. The results of the exploratory excavations are as follows;

1. 48mm in depth – one 58mm long linear indication at Y=3790mm, X=15mm was noted.
2. 49mm in depth –one 55mm long linear indication at Y=3790mm, X=15mm was noted.
3. 50mm in depth – one 53mm long linear indication at Y=3795mm, X=15mm was noted, one 5mm long transverse indication at Y=3670mm and one 5mm transverse indication at 3700mm.

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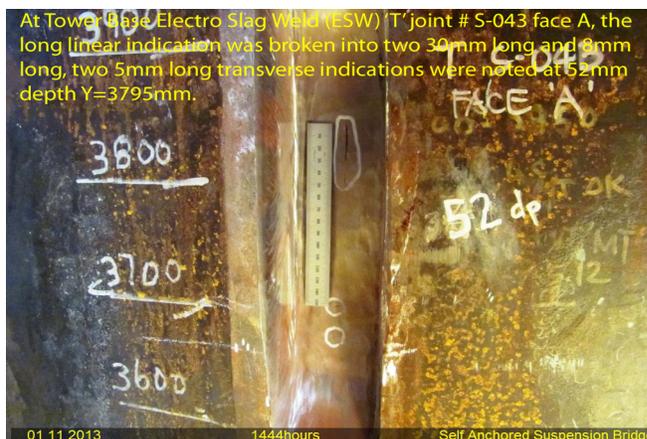
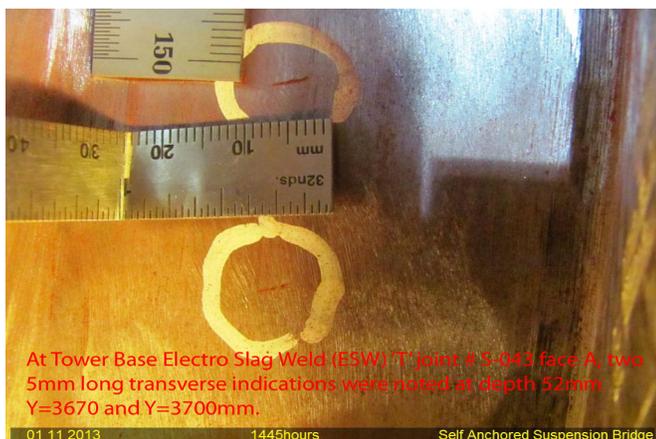
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4. 51mm in depth – one 50mm long linear indication at Y=3795mm, X=15mm was noted, one 5mm long transverse indication at Y=3650mm and one 5mm transverse indication at 3700mm.

5. 52mm in depth – the long 50mm linear indication at Y=3795mm is now broken into two indications which is separated by approximately 10mm. One was 30mm long while the other was 8mm long., one 5mm long transverse indication at Y=3650mm and one 5mm transverse indication at 3700mm still exist.

4. 53mm in depth – the two broken linear indications are now approximately 15mm apart and one was 28mm long at Y=3800mm while the other was 4mm long at Y=3670. One 5mm long transverse indication at Y=3650mm and one 5mm transverse indication at 3700mm still exist.

The exploratory excavations at this location will be continued on the following shift.



Summary of Conversations:

No significant conversation occurred 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

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Materials for your project.

Inspected By: Lizardo, Joselito

Quality Assurance Inspector

Reviewed By: Reyes, Danny

QA Reviewer