

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 #: 13.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-014474**Date Inspected:** 20-May-2010**Project Name:** SAS Superstructure**OSM Arrival Time:** 1000**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1830**Contractor:** Oregon Iron Works Clackamas, Or.**Location:** Clackamas, OR

CWI Name:	M. Gregson, J. Salazar, G. Mundt	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:** Hinge K Pipe Beams**Summary of Items Observed:**

The Quality Assurance Inspector Sean Vance arrived on site at Oregon Iron Works, Inc (OIW) in Clackamas, OR, to randomly observe the in process welding of the Hinge K Pipe Beam assemblies. The QA Inspector arrived on site to randomly observe the OIW Quality Control (QC) Inspectors in process and completed visual and nondestructive testing. Upon the arrival of the QA Inspector the following observations were made:

Hinge-K Pipe Beam Assembly 101A-4:

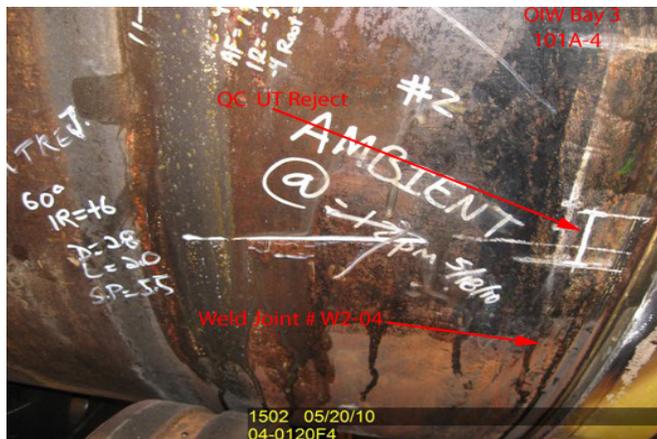
See Summary of Conversations below.

Hinge-K Pipe Beam Assembly 102A-3:

The QA Inspector observed that WID # B62 (Marcus Belgarde) had previously completed the Partial Joint Penetration (PJP) # W2-20 and was currently grinding on the completed weld joint cap. The QA Inspector observed that this weld joint was designated as a partial penetration (AWS D1.5 TC-P4-S), a 110 Base plate to a 106 HPS 485 W stiffener. The QA Inspector noted observed that the grinding was being performed on excessive reinforcement which exceeded 3 mm and that Mr. Belgarde was intermittently checking the areas which were ground, utilizing a bridge cam gauge. The QA Inspector observed that OIW QC Inspector Jose Salazar was present. QC Inspector Salazar explained to the QA Inspector that once the grinding is complete, that he will perform a final Visual inspection on the weld joint. QC Inspector Salazar explained that the Visual Testing will probably not be performed on this shift and the QA Inspector observed that Mr. Belgarde continued grinding throughout the shift.

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Summary of Conversations:

Lead QA Inspector Joe Adame informed the QA Inspector that OIW production had started the non-critical weld repair # 2 (# 2244-10-04), earlier in the a.m. shift. The QA Inspector noted that this was the non-critical weld repair in which the incorrect filler metal, E8X had been utilized for the repair and which OIW will excavate out and re-repair, utilizing the correct E9X filler metal. QA Inspector Adame explained that during the pre-heating, OIW decided to perform Ultrasonic Weld Inspection on the area, to potentially locate defects in the existing non-critical repair, which otherwise might not be excavated out during the removal of the incorrect filler metal. The QA Inspector later observed that the assembly was now idle, pending the area to cool back down to ambient temperature, prior to an OIW QC Inspector performing the UT.

The QA Inspector later observed on swing shift that OIW QC Inspector Rob Walters had performed the UT and had found a rejectable indication in the repair area and had marked the UT information on the part next to the Weld Joint. The QA Inspector observed that Mr. Walters had discovered a + 6 Class B indication, approximately 50 mm long and 70 mm deep, utilizing a 60 degree testing angle. The QA Inspector observed that Mr. Walters had marked a line on the outside of the weld joint in yellow paint marker, where the defect was located. See attached picture.

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 Mohammad Fatemi (916) 813-3677, who represents the Office of Structural Materials for your project.

Inspected By:	Vance,Sean	Quality Assurance Inspector
Reviewed By:	Adame,Joe	QA Reviewer
