

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 #: 1.28**WELDING INSPECTION REPORT****Resident Engineer:** Siegenthaler, Peter**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-020902**Date Inspected:** 16-Feb-2011**Project Name:** SAS Superstructure**OSM Arrival Time:** 630**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1500**Contractor:** American Bridge/Fluor Enterprises, a JV**Location:** Job Site**CWI Name:** See below**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 OBG**Summary of Items Observed:**

The Quality Assurance (QA) Inspector, Rick Bettencourt was on site at the job site between the times noted above. The QA Inspector was on site to randomly observe the in process welding and inspection of the weld joints identified as 3W-pp22-W3-1 & 4, 5W-pp35-W4-2 & 3, 6E-pp40-E4-1, 2, 3, 4, the following items were observed:

3W-pp22-W3-1 & 4

The QA Inspector randomly observed the ABF welder identified as Darcel Jackson utilizing a burr bit grinder to excavate ultrasonic testing rejections in the above identified weld joints. The QA Inspector randomly observed and noted both of the above identified weld joints or lifting lug hole restorations had two UT rejects in them. The QA Inspector observed the ABF welder begin the excavations in lifting lug hole #1. The QA Inspector noted no welding was observed by the QA Inspector on this date at the above identified location.

5W-pp35-W4-2 & 3

The QA Inspector randomly observed the ABF welder identified as Mike Jimenez performing carbon arc gouging of the above identified weld joints. The QA Inspector randomly observed the welder utilize a grinding disc and a burr bit grinder to grind and blend the back gouged weld joints to a weldable profile. The QA Inspector noted no welding was performed on the QA Inspectors shift only carbon arc gouging and grinding.

6E-pp40-E4-1, 2, 3, 4

The QA Inspector randomly observed the ABF welder Salvador Sandoval performing carbon arc gouging and back grinding of the above identified weld joints. The QA inspector randomly observed the ABF welder grind the

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back gouged weld joints to bright metal. The QA Inspector randomly observed the back gouged weld joints and noted they appeared to be in general compliance with the contract requirements. The QA Inspector randomly observed the SE QC Inspector Tony Sherwood perform magnetic particle testing of the back gouged weld joint and noted no relevant indications were present at the time of the testing. The QA Inspector randomly observed the ABF welder continue welding the in process lift lug hole restoration of the lifting lug hole identified as #3. The QA Inspector noted the weld joint was approximately 70% complete at the time of the SMAW 4G back weld. The QA Inspector randomly observed the ABF welder continue the SMAW fill pass. The QA Inspector randomly observed the SMAW parameters were 1/8" E7018 low hydrogen electrodes with 125 Amps. The QA Inspector noted the parameters appeared to be in general compliance with ABF-WPS-1070A R1. The QA Inspector randomly observed the ABF welder did complete the above identified lifting lug hole on this date. The QA Inspector noted the weld reinforcement was ground flush on the QA Inspectors shift. The QA Inspector observed the grinding did appear to comply with the contract requirements for the lifting lug hole identified as #3.

The QA Inspector spent the remainder of the shift walking the top deck inside and out of the East and West bridge decks. The QA Inspector took field notes of the status of the production welding, and or NDT of the lifting lug deck hole restorations. The QA Inspector later transferred the data collected in the field to on site excel spread sheets or tracking logs for future references.

Summary of Conversations:

The QA Inspector spoke with the ABF representative John Callaghan about the issue at 9W/10W where possible welding was performed under the top deck plate for a grind thru repair. Mr. Callaghan informed the QA Inspector he was unable to tell if the welding was performed for the grind thru repair or if it is welding that was performed at the end of the backing bar transition. The QA Inspector observed the area and noted it was difficult to determine weather the welding was associated with the backing bar transition. Mr. Callaghan informed the QA Inspector the weld in question had been removed by grinding and magnetic particle testing was performed. Mr. Callaghan added if in fact the ABF welder performed welding under the top deck plate against the steel backing without approval he would be fired.

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:	Bettencourt,Rick	Quality Assurance Inspector
Reviewed By:	Levell,Bill	QA Reviewer
