

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-015096**Date Inspected:** 24-Jun-2010**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1530**Contractor:** Oregon Iron Works Clackamas, Or.**Location:** Clackamas, OR**CWI Name:****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**Summary of Items Observed:**

On this date, Caltrans Quality Assurance Lead Inspector (QA) Joe Adame was present at Oregon Iron Works, Inc. (OIW) to perform observations relative to the fabrication of the Hinge K Pipe Beams and related activities. The following was documented:

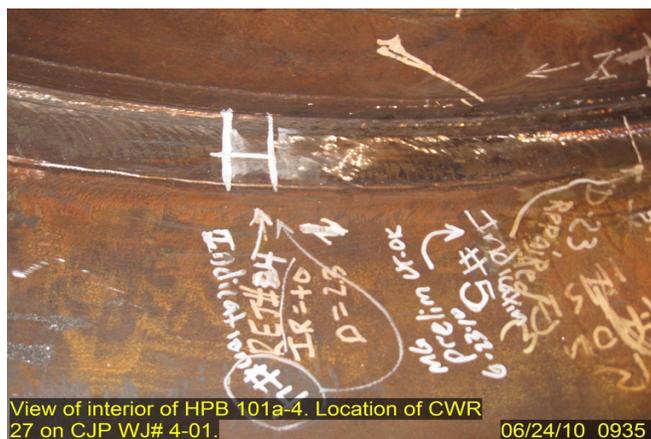
The QA Inspector was present as requested at OIW in Vancouver, WA to perform a paint inspection of Spare Fuse Assy 120a-7. The QA Inspector met with OIW NACE Inspector Mike Clark and OIW (QC) Quality Control Inspector Steve Barnett. The QA Inspector had previously performed paint inspections on the primer to this Fuse. Due to machining and additional processing OIW project management decided that additional paint touch up repairs would be necessary after the Fuse is completed with fabrication. The QA Inspector was present to verify that the areas had been addressed. The OIW NACE Inspector stated that he had visually inspected the surface and verified dry film thickness (DFT) of the Carbozinc 11hs to ensure that it complied with the project requirements. The QA Inspector also performed a visual observation of the spare Fuse interior and performed verification on dry film thickness (DFT's) with a Defelsko PosiTector 6000 digital paint meter. The QA Inspector observed average paint thickness readings of the primer on the interior at 4.6 to 5.2 mls on the Fuse. The paint thickness appeared to be within the range of 90um to 150um as described in the project special provisions. Mr. Clark and the QA Inspector had a discussion regarding the cosmetic appearance of areas on the interior of the Fuse. Mr. Clark stated that since this Fuse and others have set in OIW's storage yard the zinc coating had spots with dust and moisture stains that are not damaging to the coating. Mr. Clark expressed that he could have production work additional man-hours to make the Fuse cosmetically more appealing but the integrity of the coating is not affected at all. The NACE III Inspector concluded by stating that this particular zinc coating if applied as OIW has done, is very affective in repelling the elements and protecting the substrate material.

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The QA Inspector returned to OIW Clackamas to observe remaining work being performed on Hinge K Pipe Beam (HPB) Assy 101a-4. The QA Inspector was informed by OIW QC Inspector Mike Gregson that OIW would be submitting a Critical Weld Repair request (CWR #27) to perform a 3rd time repair to remove a rejectable indication on the forging to base CJP butt weld (WJ# 4-01). OIW attempted two non-critical weld repairs on this location with unsuccessful results. Mr. Gregson also stated that preliminary UT testing on three additional non-critical weld repairs were performed and he did not discover rejects. The QA Inspector observed that OIW QC Inspector Jose Salazar was performing VT on exterior PJP welds of the forging base. Mr. Salazar stated that he has high weld reinforcement on areas of the weld surface that will require additional grinding.

The QA Inspector met with OIW Project Manager Bill Pender to discuss current issues or project concerns. Mr. Pender stated that OIW QCM Tom Tomovick is currently drafting the request for Critical Weld Repair #27. Mr. Pender also stated that he will ensure that the QCM provides QA METS rep Robert Mertz and SMR Mohammad Fatemi with an informal copy to perform a courtesy review. Mr. Pender expressed that he would appreciate a verbal approval to proceed with the work as soon as possible. The QA Inspector also discussed a situation regarding the expiration of the primer used to paint the spare Fuses and the HPB's. Mr. Pender stated that he was aware of the situation and will discuss it with the OIW paint dept. Mr. Pender informed the QA Inspector that he would possibly be drafting a letter to seek approval to continue with the primer.(Attached photos from this observation.)



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Summary of Conversations:

As noted in the contents of this report.

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:	Adame,Joe	Quality Assurance Inspector
Reviewed By:	Mertz,Robert	QA Reviewer
