

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 #: 70.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-005160**Date Inspected:** 08-Jan-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 830**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1930**Contractor:** Japan Steel Works**Location:** Muroran, Japan**CWI Name:** Chung Kuan**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:** Tower, Jacking and Deviation Saddles**Summary of Items Observed:**

Steel Structure Welding Shop:

T1-3 Tower Saddle Steel Structure: The welding for T1-3 tower saddle steel structure has been completed on night shift. Caltrans Quality Assurance Inspector (QAI) representative observed Japan Steel Works (JSW) welders performed grinding process on numerous areas identified by CWI Mr. Kuan that will require additional work due to weld profile exceeding AWS code limitations. All of the weld for T1-3 steel structure will be schedule to MT test after grinding process finish. Base on Caltrans observation, no discrepancies were noted.

T1-1 Tower Saddle Casting and Steel Structure joint section: Caltrans QA Inspector representative observed JSW welders performed back gouging on all the root passes of T1-1 joint section. The root passes for T1-1 have been completed on night shift last night. All the back gouging areas will perform grinding and additional MT test evaluate on CJP joint re bevel surface. Base on Caltrans observation, no discrepancies were noted.

Casting Shop:

T1-2 Tower Saddle Casting: Caltrans QAI observed Nikko Inspection Service (NIS) NDT level II technician and an assistant performed Wet MT test on rib side of T1-2 tower saddle casing portion. The casting test surfaces have been machined and sand blasting prior MT test. The power source of MT testing is used electromagnetic yoke with Alternating Current (AC) made by Magnaflux; model number CT-M1. The detection media is used wet red suspension particles mixed with water. A flaw indicator used to check the magnetic field direction and to ensure adequate field strength during MT testing. The test saddle appeared to be approximately 30% complete at this time and no relative indication was found on the test surface. The wet MT test has been completed and will schedule to UT test.

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W2E3 and W2W3 West Deviation Saddle casting: Caltrans QAI observed two JSW workers perform grinding process on exterior rough surface of rib sides for W2E3 and W2W3 west deviation saddles after arc-gouging. Grinding process is to remove all the excess metal, oxide film and slag caused by gouging. The purpose for grinding is to prepare for NDT testing. Base on Caltrans observation, no discrepancies were noted.

Summary of Conversations:

As noted within the 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 Nina Choy (510)385-5910, who represents the Office of Structural Materials for your project.

Inspected By:	Pau,Wai	Quality Assurance Inspector
Reviewed By:	Lanz,Joe	QA Reviewer
