

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
690 Walnut Ave. St. 150
Vallejo, CA 94592-1133
(707) 649-5453
(707) 649-5493

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-007053**Date Inspected:** 03-Jun-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 1300**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 2130**Contractor:** Japan Steel Works**Location:** Muroran, Japan**CWI Name:** Makhmud Ashadi**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:**

On this date, 6/03/09, Caltrans OSM Quality Assurance Inspector (QAI) Mike Brcic was present during the times noted above for observations relative to the work being performed on cast sections and their associated built up plate sections in the Fabrication shop #4 and Foundry at Japan Steel Works, Muroran, Hokkaido, Japan.

WEST DEVIATION SADDLES

W2E2 - While resting idle in the Fabrication shop, QA Inspector noted a mismatch of cast rib to plate rib exceeding 3mm, (paragraph 3.3.3 of AWS D1.5 2002 and page 326, Shop Welding, paragraph G.2. of Special Provisions), QAI immediately informed QC CWI Mr. Chung Fu Kuan, who agreed there to be a mismatch that potentially exceeded AWS criteria. Further evaluation resulted in a rough dimension of 5mm. On site SMR Mr. Jay Dorst has been notified, awaiting disposition (see attached photos).

W2E3 - Built up Saddle section is sitting idle in Fabrication Shop #4. Photographed final excavation of repair to Joint E3S-2U. JSW is submitting an ECS for repair approval.

W2W1 - Saddle section is having weld joints having reinforcement ground in Fabrication Shop #4.

W2W2 - Saddle Cast section is having locations identified for stay bars spanning the trough, buttered per SJ3012-1-2. Process in use by welder D.Kito 08-5175 was SMAW 5mm E7016 electrode in a vertical position. Built up plate portion is in Machine Shop #2 for layout before groove preparation. Location of W2W2 casting is Fabrication Shop #4.

W2W3 - Saddle Casting is idle in foundry. Built up plate portion is being joint welded by Y.Maeyama 94-5234, M.Kashiwada 08-2008 and T.Inoue 08-5163 welding joints W3Y-4L-1, W3Y-9L, W3Y-10L respectively. Method employed is FCAW TM95 1.6mm consumable wire utilizing procedure SJ-3011-2 and parameters were

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periodically checked by CWI QC Inspector Mr. Makhmud Ashadi.

TOWER SADDLES

T1-2 - JSW personnel were actively erecting staging around newly relocated saddle, Day shift CWI Mr. Chung Fu Kuan informed QA Inspector no welding would take place due to need of preheat temperatures.

T1-3 - Saddle, having now been joined to its built up section, was sent for Intermediate Stress Relieving.

EAST DEVIATION SADDLES

E2E1 - Saddle casting is having excavations, on ID'd side of the casting, MT'd and PT'd to assure removal of all of the indication(s) (the Foundry). Splay cover plate section has had joint (pc mk 24-3 to baseplate 24-1) Magnetic Particle and Ultrasonic Tested by R.Kumagai #132.

E2W1 - While located in the Foundry, casting is awaiting ECS to begin weld repairs. In Fabrication Shop #4, Carbon Arc process is employed by a JSW individual to remove run off tabs at ends of Full Penetration weld of joint created at 24-1 and 24-3.

West Jacking Saddle has one JSW personnel actively shaping by way of Carbon Arc.

Unless otherwise noted, all observations reported on this date appeared to be in general compliance with applicable contract documents.



Summary of Conversations:

No significant conversations to report on this day.

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, 1(510)385-5910, who represents the Office of Structural Materials for your project.

Inspected By: Brcic, Michael

Quality Assurance Inspector

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Reviewed By: Peterson, Art

QA Reviewer