

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 #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-002549**Date Inspected:** 13-May-2008**Project Name:** SAS Superstructure**OSM Arrival Time:** 1330**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 2230**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** Mr. Sha Czi**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 and OBG Fabrication**Summary of Items Observed:**

Orthotropic Box Girder (OBG) Fabrication:

Caltrans Quality Assurance (QA) Inspector, Mr. Paul Dawson, arrived on site at the Zhenhua Port Machinery Company (ZPMC) facility at Changxing Island, in Shanghai, China, for the purpose of monitoring welding and fabrication of the San Francisco / Oakland Bay Bridge (SFOBB) components. The QA Inspector observed the following:

CWI Inspector: Sha Czi

Orthotropic Box Girder (OBG) Fabrication:

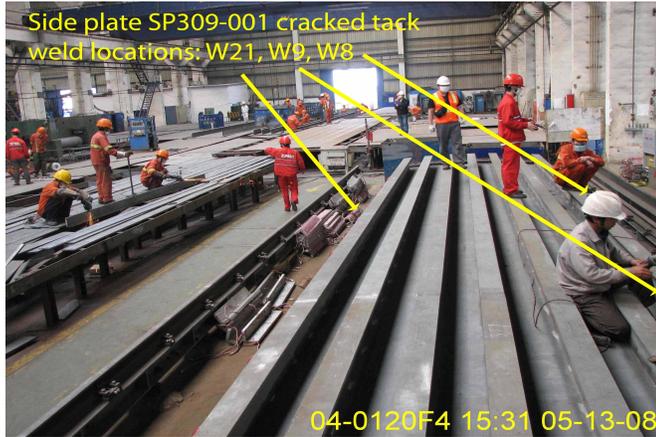
Bay 7

The QA Inspector was informed that ZPMC personnel have identified side plate SP309-001-008 weld 8, weld 9 and weld 21 each have a cracked tack weld and that ZPMC intends to grind out the cracked tack material and perform a visual and magnetic particle inspection of the three weld removal areas. Weld #8 crack location is at approximately 600 mm from the end of the weld and a magnetic particle inspection reveals after approximately a 2mm depth into the base material was made the crack appears to have been eliminated. The QA Inspector also performed a visual and magnetic particle inspection of this crack removal area and items observed appear to comply with project specifications. Weld #9 crack location is at approximately 10250 mm from the end of the weld and a magnetic particle inspection reveals after approximately a 2.5 mm depth into the base material was made the crack appears to have been eliminated. The QA Inspector also performed a visual and magnetic particle

WELDING INSPECTION REPORT

(Continued Page 2 of 2)

inspection of this crack removal area and items observed appear to comply with project specifications. Weld #21 crack location is at approximately 600 mm from the end of the weld and a magnetic particle inspection reveals after approximately a 2 mm depth into the base material was made the crack appears to have been eliminated. The QA Inspector also performed a visual and magnetic particle inspection of this crack removal area and items observed appear to comply with project specifications. Below are photographs showing additional information concerning these crack removals.



Summary of Conversations:

See above.

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 Patrick Lowry (858) 344-2712, who represents the Office of Structural Materials for your project.

Inspected By: Dawson,Paul

Quality Assurance Inspector

Reviewed By: Carreon,Albert

QA Reviewer
