

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



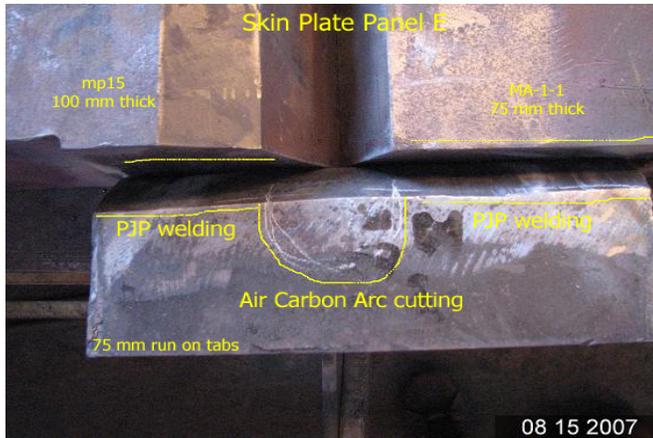
Bay Area Branch
690 Walnut Ave. St. 150
Vallejo, CA 94592-1133
(707) 649-5453
(707) 649-5493

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-000368**Date Inspected:** 15-Aug-2007**Project Name:** SAS Superstructure**OSM Arrival Time:** 800**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1530**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** Xu Lefeng**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:** N/A**Summary of Items Observed:**

The CALTRANS Quality Assurance (QA) Inspector, Alfredo Acuna was present for the fabrication of the Mock-up 77 meters elevation scheduled for this project at the ZPMC facility in Shanghai, China for the San Francisco Oakland Bay Self Anchored Suspension Bridge. ZPMC started the installation of the run on tabs to the end of the double V groove joint for the partial penetration joint (PJP) at the skin plate panel E. The QA inspector observed that the first run on tab was a beveled approximately 20 mm of depth of preparation, and 40 ° bevel angle between the run on tab and the end of the skin plate panel E butt joint. See photo below. The QA inspector had a conversation with the ABF QA inspector Dustin Brungardt. The QA inspector questioned Mr. Brungardt as to what the purpose of the beveled groove on the run on, run off tabs were and also as to why they were positioned transverse to the skin plate splice groove weld. Mr. Brungardt questioned ZPMC. Mr. Brungardt did not have clear answer from ZPMC until Task Leader Dave McClary arrived to site. Mr. McClary questioned ZPMC in regards to the purpose of beveling the run on tabs with 20 to 30 mm of the preparation perpendicular to the weld axis. ZPMC representatives relayed that ZPMC was using a run on tabs with bevel angle and 20-30 mm depth of preparation for welding PJP to the skin plate. ZPMC added that when ZPMC welded ABF mock-ups they found cracks at the end of the joint; and by jointing the run on tabs with a partial penetration weld to the end of the skin plate, ZPMC would reduce the risk of cracking at the run on areas. The QA inspector conveyed to Mr. Brungardt the purpose of ZPMC beveling the run on tabs. Mr. Brungardt relayed to the QA inspector that he would bring to the attention of his supervisors the method that ZPMC was using to install the run on tabs. At the end of the QA shift ABF and ZPMC had not agreed on the run on tabs installation. ABF stopped ZPMC from welding the run on tabs while ZPMC and ABF were discussing.

WELDING INSPECTION REPORT

(Continued Page 2 of 2)



Summary of Conversations:

As noted 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 Mazen Wahbeh, (818) 292-0659, who represents the Office of Structural Materials for your project.

Inspected By:	Acuna,Alfredo	Quality Assurance Inspector
Reviewed By:	Cuellar,Robert	QA Reviewer
