

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 #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-004268**Date Inspected:** 13-Oct-2008**Project Name:** SAS Superstructure**OSM Arrival Time:** 1400**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 2300**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai China**CWI Name:** Liu Yang**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:** OBG/ Tower**Summary of Items Observed:**

MT inspection Verification

This QA inspector received notification from ZPMC QC department that tower Skin plate SSD1-SA18-1, 42, 43, 39, 46, 47, 51 and 50 for Skin B Gusset plates was ready for the Caltrans QA verification. This QA inspector arrived in tower shop 1 and observed that ZPMC had completed the VT and MT for these weldments and accepted by signing in the designated areas for inspections. This QA Inspector measured the weldments which were PJP weld with a 19mm reinforcing fillet weld as detailed under WT9 for SAS weld details and found these weldments appeared to be undersized in the throat areas from 2mm up to 5mm. This QA Inspector had ZPMC and ABF personnel onsite and informed them of the findings. ZPMC agreed with this QA inspectors finding and stated through a translator that they would add weld metal and re-MT and VT the weldments. Once acceptable they will submit a NDT request to Caltrans QA for review. ABF personnel Mike Williams was informed of these findings and was told that the weldments were being turned back over to the contractor due to weldments not in conformance with contract documents. Additional MT was performed in OBG bay 4 for the strut mock up (Shear link) on the 89M elevations. This QA inspector observed that ZPMC had completed the CJP weldments for the top and bottom flanges along with the web plate the designated weld numbers are MUSB-MA26- 9 a/b, 8 a/b and 7a/b. ZPMC had completed the MT required for these weldments and accepted the welds as stated on the steel for accept. This QA inspector performed 10% MT review of these locations and found them to be within compliance of the contract documentation at the time of the QA review. A TL-6028 will be generated for these locations. Caltrans QA received a NDT notification from ZPMC for weld SSD1-SA171 A/D-1~2, SSD1-SA171 C/D 3~4, 9, 10, 19~26 in tower shop 1 for skin C and SP341-001-13~24, SP155-001-13~24 and SP314-001-15~28 for OBG bay 4. This QA inspector located the above components and found that ZPMC had not performed their MT inspection at the time of this observation. The components in OBG Bay 4 were to be started by 2100 hrs as stated

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by CWI Wu Ming Kai.

OBG Bay 1

The Caltrans QA observed ZPMC has approximately thirty (30) to forty (40) workers performing various functions relative to the fabrication of the OBG Deck Panels. These functions include; closed rib milling, PJP weld joint beveling, drilling thru holes, press forming, closed rib splice welding, closed rib diaphragm fit-up and FCAW welding of splices, closed rib to deck plate fit-up and tack welding and the PJP welding of closed ribs to deck plates. Deck Plates at the gantry stations were, Gantry-1, - Caltrans QA observed deck panel DP393-001 had been tack welded and ZPMC was in process with the MT of the tack weld areas. Gantry-2, - Caltrans QA observed deck panel DP121-001 was in process with the SAW welding but had not completed it at the time of observations. Tack weld table had DP575-001 in process for fit-up and tack welding of the closed ribs to deck plate.

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 Josh Ishibashi, 1-376-471-0411, who represents the Office of Structural Materials for your project.

Inspected By:	Riley, Ken	Quality Assurance Inspector
Reviewed By:	Carreon, Albert	QA Reviewer
