

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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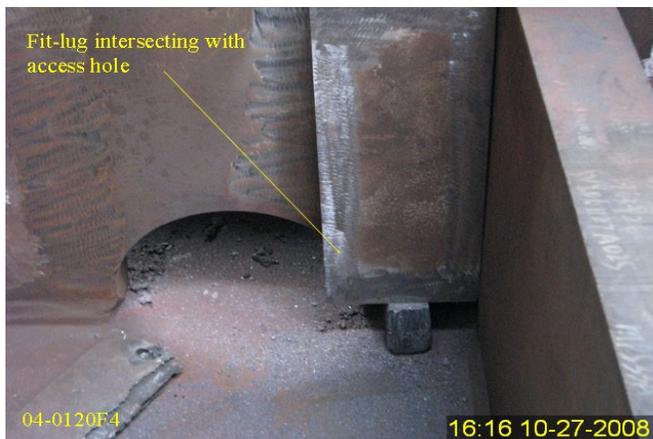
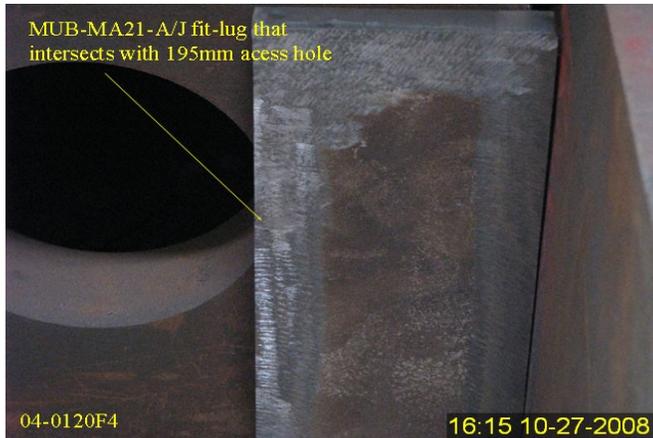
Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-004336**Date Inspected:** 27-Oct-2008**Project Name:** SAS Superstructure**OSM Arrival Time:** 1400**Prime 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:** Zhu Zhong Hai**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**Summary of Items Observed:**

Caltrans QA Inspector observed that ZPMC had removed the fit lugs on skin plate "C" at 3 location identified as MUB-MA21 A/J also removed from this location was the 3 diaphragm to stiffener PJP welds. These welds will now become part of the fit-lug trial for 6 locations as outlined in the ABF letter dated Oct, 14, 2008. These areas were ground and MT inspection was performed by ZPMC with acceptable results as seen by this QA inspector were ZPMC had written "ACC" at each weld location. The new fit lugs are 150mm wide X 370mm long X 30mm thick. The fillet weld size to be applied will be 22mm which is larger than the previous 15mm per the drawings. There are 2 locations for the fit-lug where access holes and radius will be encountered and the full length of the weld will not be achievable ABF will contact Caltrans tomorrow on this issue to see if they can radius the fit lug and possibly shorten the welds. Later in the shift it was observed by Caltrans QA Inspector that ZPMC has fit (two) 2 fit lugs at the MUB-MA21 A/J locations using "dogs" to hold in place the welding process used was SMAW. The opposite side of the 89M mock-up where the weld trials will continue is also at skin C for the MUB-MA21 G/J locations were as the fit-lugs and PJP (stiffener to diaphragm) are located directly across from the current locations on MUB-MA21-A/J side. After the fit-up of the fit lugs, ZPMC has informed this QA inspector that they would be proceeding with welding tomorrow possibly on day shift 10/28/08. See digital photos below for MUB-MA21 A/J skin C locations.

** Note ZPMC has not identified the actual weld numbers due to the diaphragm to stiffener welds are only a single PJP weldment and the fit lug will require 2 weld numbers. It was suggested that ZPMC use the current numbering system but add the A and B behind them to identify either stiffener to fit-lug or diaphragm to fit-lug.

WELDING INSPECTION REPORT

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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
