

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-005822**Date Inspected:** 16-Mar-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1830**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**Location:****CWI Name:** ZPMC and ABF**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:** SAS tower**Summary of Items Observed:****Bay #10 South and North Tower Shop**

South Tower Lift #1:- Caltrans QA Inspector performed a final VT inspection on the fillet welds of fit lugs. The fit lug is connected the interior diaphragm to stiffener of skin plate. Those fit lugs location at 9m elevation interior diaphragm of skin plate D and E of south tower lift #1. The fit lugs number is D1 thru D4 and E1 thru E7. All the fillet welds have been accepted by ZPMC and ABF QC prior Caltrans QA inspection. The fillet welds on the fit lugs appeared to be in compliance with requirements of AWS D1.5 2002 and Caltrans contract documents.

South Tower Lift #2:- The south tower lift 2 component does not have welding and inspection on day shift due to the component rotated to request skin plate for welding.

North Tower Lift #2:- Caltrans QA Inspector observed five ZPMC workers in process fit up for temporary diaphragm on skin plate A of north tower lift 2. After the diaphragm has been secured, a numerous temporary supply angle bars have been welded attach to the diaphragm. Base on Caltrans observation, no discrepancies were noted.

Bay #11 East and West Tower Shop

East Tower Lift #1:- Caltrans QA Inspector observed a ZPMC welder in process of FCAW repair welding on the longitudinal seam weld between inner corner skin plate A and skin plate E. The repair weld areas located at elevation 3.125m to 9m interior diaphragm and the repair weld number is ESD1-A167B/H123A/123B. The repair weld areas has been grinded and per heat to 160C degree prior FCAW welding. Base on Caltrans observation, no discrepancies were noted.

East Tower Lift #1:- Caltrans QA Inspector observed two ZPMC welders in process of FCAW repair welding on the longitudinal seam weld between inner corner skin plate A and skin plate E. The repair weld areas located at

WELDING INSPECTION REPORT

(Continued Page 2 of 2)

elevation 18m to 23m interior diaphragm and the repair weld number is ESD1-A165C/J-264 A/B. The repair weld areas has been grinded and per heat to 160C degree prior FCAW welding. Base on Caltrans observation, no discrepancies were noted.

East Tower Lift #1:- Caltrans QA Inspector observed two ZPMC welders performed FCAW fillet weld process on the fit lugs. The fit lugs are located at elevation 13m interior diaphragm of skin plate C. The fillet weld areas have been per heat to 110C degree prior FCAW welding. Total four fit lugs number C1, C3, C6 and C9 have been completed day shift. Base on Caltrans observation, no discrepancies were noted.

West Tower Lift #2:- Caltrans QA Inspector observed four ZPMC welders in process fit up and SMAW tack welding on skin plate E of west tower lift 2. A numerous temporary tack welds have been welded attach to the skin plate E and skin plate A after the skin plate E has been secured. Base on Caltrans observation, no discrepancies were noted.

Summary of Conversations:

As noted within the report 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 , who represents the Office of Structural Materials for your project.

Inspected By:	Pau,Wai	Quality Assurance Inspector
Reviewed By:	Clifford,William	QA Reviewer
