

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-007652**Date Inspected:** 25-Jun-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** Wu Zhi Cheng**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 Segments**Summary of Items Observed:**

On this date Caltrans OSM Quality Assurance (QA) Inspector, Dan Hernandez was present during the times noted above to observe the fit up, welding and related activities associated with the fabrication of the San Francisco Oakland Bay Self Anchored Suspension Bridge at Zhenhua Port Machinery Company (ZPMC) facility on Changxing Island.

OBG Trial Assembly Yard

This QA Inspector observed approximately 150mm in length of base material of deck plate was damaged during carbon air arc gouging for Complete Joint Penetration weld at ends of diverter plates, remainder of diverter plate is fillet welded to the deck plate. Depth of gouged areas was measured up to approximately 4mm by QA Inspector after grinding. Base material damage was observed on the following segments- 4AE 1 location, 4BE 1 location, 2AW 2 locations, 2BW 4 locations, 3AW 1 location, 3BW 1 location, 4AW 1 location, 4BW 2 locations, 5AW 4 locations, 5BW 4 locations, 21 locations in total. Photos are typical for the 21 locations.

This QA Inspector observed the following:

Segment 3BW

Longitudinal Diaphragm at Panel Points 22 and 23 counter weight side was removed.

Back gouging of the root pass on the bottom plate to side plate Complete Joint Penetration (CJP) splice weld at

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panel points 22 and 23 counter weight side.

Segment 4AW

Buttering on removed Longitudinal Diaphragm at the Longitudinal Diaphragm to Bottom Plate fillet weld connection using the Flux Cored Arc Welding (FCAW) process following WPS-345-FCAW-1G-(1F)-Repair.

ZPMC Quality Control (QC) Inspector is identified as Zhang Hai Tao. QA Inspector observed QC Inspectors verify welding parameters. The welding variables recorded by QC appeared to comply with the Applicable WPS.

Segment 1AE

Heat Straightening at DP737-001-043, 044 and DP736-001-024, 025 following Heat Straightening Report HSR1 (B)-6993.

Unless otherwise noted, all work observed on this date appeared to generally comply with applicable contract documents.

Summary of Conversations:

No relevant conversations.

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 Eric Tsang, 150-0042-2372 , who represents the Office of Structural Materials for your project.

Inspected By:	Hernandez,Dan	Quality Assurance Inspector
Reviewed By:	Carreon,Albert	QA Reviewer
