

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-011146**Date Inspected:** 20-Dec-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**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:** Tower**Summary of Items Observed:**

On this date Caltrans OSM Quality Assurance (QA) Inspector Mr. Wai Pau, was present during the times noted above for observations relative to the work being performed.

East tower lift#4:- Caltrans QA Inspector observed ten welders performed fit up and SMAW tack weld process on CJP weld for corner square diagonal stiffener that connected skin plate C to D. The welding located at elevation 114m to 146.28m. The minimum preheat and maximum interpass temperature requirements for tack weld are 110C degree and 230 C degree. The FCAW was monitored and recorded by ZPMC and ABF QC inspector. Based on Caltrans QAI observations, no discrepancies were noted.

North Tower Lift #4:- Caltrans QA inspector observed four ZPMC welding operators performed semi-automatic SAW on outer corner longitudinal seam weld # NSTL4-3B/L-5A and NSTL4-3B/L-3A that connected skin plate A and skin plate B of north tower lift #4. The weld designed is a double -V-groove with welding conducted in the in flat position (1G). The minimum preheat and maximum interpass temperature requirements for SAW longitudinal seam weld are 110C degree and 230 C degree. The semi-automatic SAW was monitored and recorded by ZPMC and ABF QC inspector. Based on Caltrans QAI observations, no discrepancies were noted.

South Tower Lift #4:- Caltrans QA Inspector observed a welder performed SMAW repair process on six spots inner corner longitudinal seam weld that connected skin plate A to B and B to C. The SMAW repair weld have been repair by ZPMC UT test and located between elevation 114m to 148.2m diaphragm section. The SMAW repair welding was monitored and recorded by ZPMC and ABF QC inspector. Based on Caltrans QA inspector observations, no discrepancies were noted.

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South tower lift #2 plates: - Caltrans QA inspector performed final dry MT inspection on CJP welds of exterior steel plate for skin B, D and E of south tower lift #2. The steel plate welds ID are camps-a-2a/b-8~22. The welds for dry MT inspection have been accepted by ZPMC and ABF prior Caltrans QA inspection. Base on Caltrans MT inspection, the welds appeared to be in compliance with requirements of AWS D1.5 2002 and Caltrans contract documents.

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

Summary of Conversations:

As notes within 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 Serge Sinevod 13482570045 , who represents the Office of Structural Materials for your project.

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