

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 #: 74.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-015550**Date Inspected:** 25-Jun-2010**Project Name:** SAS Superstructure**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Contractor:** Goodwin Steel, UK**OSM Arrival Time:** 745**OSM Departure Time:** 1700**Location:** Trentham, UK**CWI Name:****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:** Cable Band**Summary of Items Observed:**

The following report is based on METS observations at Goodwin International, Trentham, UK on this date:

The QA inspector received a copy of the Goodwin Steel Castings "Weld Excavation Map" for casting GG29432-5, B8-1-M. The Weld Excavation Map was reviewed for accuracy and compliance with contract documents. This second repair cycle is a minor repair and does not require post weld heat treatment. Caltrans Lot Number B243-180-10 was assigned for tracking purposes. This document has been recalled.

The QA inspector received a copy of the Goodwin Steel Castings "Weld Excavation Map" for casting GG29433-6, B8-1-F. The Weld Excavation Map was reviewed for accuracy and compliance with contract documents. This fourth repair cycle is a minor repair and does not require post weld heat treatment. Caltrans Lot Number B243-181-10 was assigned for tracking purposes.

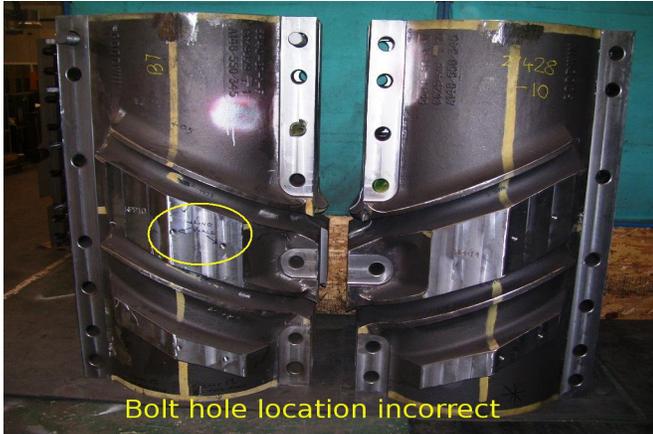
The QA inspector received a copy of the Goodwin Steel Castings GG29419-1 R4 and and GG29419-6 R3. The areas to be repaired on the castings were compared to the areas specified to be repaired on the Weld Excavation Maps. The weld excavation maps indicate that these are minor repairs and the areas marked out for repair are major repairs. Discussion with Mr. C. Ellis indicates that he is aware that these are major repairs and also that personnel at the foundry are aware of this discrepancy. These repairs are to be made to the 75 mm radius at the top of the castings. Mr. Ellis indicates that the weld map and repairs will be reevaluated.

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The QA Inspector observed casting GG29443-2, 5540-B11-2-F being welded. The welder Mr. W. Whyte welding at 26.0 Volts and 200 Amps. The heat input was observed to be between 0.9 and .95 KJ which is within the allowable heat input of .6 to .95 KJ. The travel speed was between 328 and 340 mm per minute which is within the allowable range on the WPS. The casting was preheated to greater than 160 degrees C. in the area being welded. This was verified by use of a 177 temperature indicating crayon. Gas flow rate was observed to be 14 liters per minute.

The bolt holes in the stanchion pads for casting GG429-1, 5540-B7-1-F appears to have been drilled in the wrong location.



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 Nina Choy (510) 385-5910, who represents the Office of Structural Materials for your project.

Inspected By:	Riegler,Randy	Quality Assurance Inspector
Reviewed By:	Edmondson,Fred	QA Reviewer
