

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:** Siegenthaler, Peter**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-019422**Date Inspected:** 19-Jan-2011**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:** Qiu Wen.**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 components.**Summary of Items Observed:**

On this day CALTRANS OSM Quality Assurance Inspector (QA) Mr. Shailesh Wadkar was present during the times noted above for observations relative to the fabrication of the Self Anchored Suspension (SAS) Superstructure being performed by Zhenhua Port Machinery Company (ZPMC) at Changxing Island, in Shanghai, China. QA Inspector observed and/or found the following:

Bay 14:

This QA Inspector observed the following work in progress:

OBG Seg 14W:

During random inprocess visual inspection, this QA Inspector observed that the root gap between the Floor Beams (FB3323A & FB3349A) and I-ribs on Bottom Panel (BP3092A) at Panel Point (PP) 126.5, is in excess of 5mm. As per drawing, the below mentioned welds are supposed to be welded as fillet welds. However, due to excess root gap, these welds now need to be welded as complete joint penetration (CJP) welds. Root gap observed are as mentioned below for the respective weld nos:

- For FB3323A and I-ribs on BP3092A.

1) Seg3020N-143/144, 145/146 & 149/150 – 11mm

2) Seg3020N-147/148, 151/152 & 153/154 – 12mm.

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3) Seg3020N- 155/156, 157/158 & 159/160 – 5mm.

- For FB3349A and I-ribs on BP3092A.

1) Seg3020P-191/192 & 193/194 – 10mm.

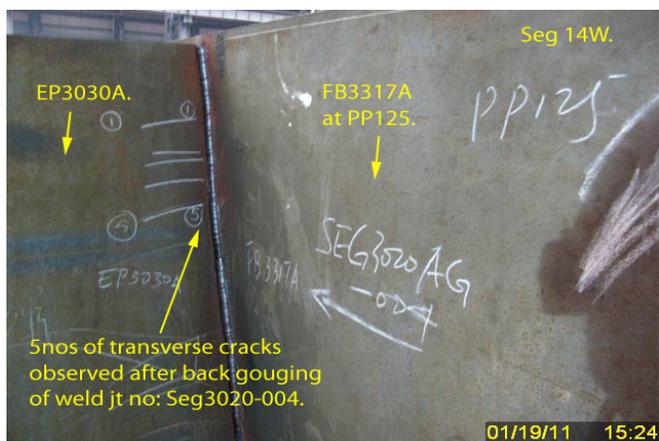
2) Seg3020P-195/196, 197/198 to 205/206 – 6mm.

See attached photos for further details.

During inprocess visual inspection, this QA Inspector observed that on FB3349 (on PP126.5), R25 cope hole is not provided. This is informed to ZPMC QC, identified as Zhu Lin. See attached photos for further details.

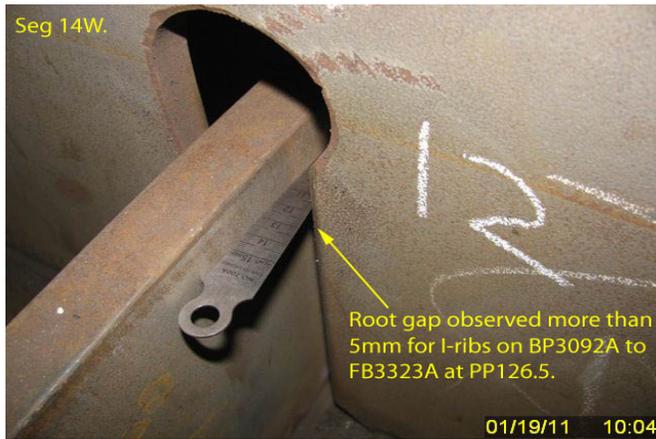
During random inprocess visual inspection, this QA Inspector observed ZPMC personnel performing back gouging on weld nos: Seg3020AG-004 and 005. However, during visual inspection of these welds after back gouging, this QA Inspector observed transverse cracks (7nos on weld jt no: Seg3020AG-005 and 5nos on weld jt no: Seg3020AG-004). These were also confirmed by performing MT on it. This was informed to ZPMC QC, identified as Zhu Lin and ABF QA, Kasi Wang and CT Lead QA Inspector. Mt will be done after grinding at these locations (before welding). See attached photos for further details.

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



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Summary of Conversations:

No significant conversations were reported on this date.

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; phone: 15000422372., who represents the Office of Structural Materials for your project.

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Inspected By:	Wadkar,Sailesh	Quality Assurance Inspector
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Reviewed By:	Peterson,Art	QA Reviewer
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