

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-008446**Date Inspected:** 27-Jun-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 645**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1845**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** Li Zhi Jiang**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 date Caltrans OSM Quality Assurance (QA) Inspector, Hiranch Patel, was present during the times noted above for observations relative to the work being performed.

Bay#2 Segment 1AAE

Caltrans Quality Assurance Inspector observed on Segment 1AAW and 1AAE removing of interior stiffeners by carbon arc gouging and oxiflame cutting to straighten the edge plates. The edge plate in both segments was distorted because of welding and cutting operations. The interior stiffeners weld # designated is as follow.

Segment 1AAE

Seg2F-001

Seg2F-002

Seg2F-003

Seg2F-004

Seg2F-005

Seg2F-006

Seg2F-022

Seg2F-023

Seg2F-024

Seg2F-025

Seg2E-083

Seg2E-124

Seg2E-185

WELDING INSPECTION REPORT

(Continued Page 2 of 2)

Seg2E-215

Segment 1AAW

Seg1F-001

Seg1F-002

Seg1F-003

Seg1F-004

Seg1F-005

Seg1F-006

Seg1F-022

Seg1F-023

Seg1F-024

Seg1F-025

Seg1E-124

Seg1E-083

Seg1E-185

Seg1E-215

Caltrans Quality Assurance Inspector observed on Segment 1AAW and 1AAE, heat straightening performed at locations A00 and A41 by ZPMC. The method of heat straightening does not comply with approved HSR procedure, submitted by ZPMC. Because of distortion in plates at locations A00 and A41, ZPMC cold straightened the plate by the use of a jack and temporary stiffeners, no heat was applied. The plate numbers on which straightening required is as below. Burnt marks visible on outside of segment are from the removal of interior stiffeners by carbon arc gouging and not from heat straightening.

1AAE- Plate# PL1472A/1472B.

1AAW-Plate#PL1472A/1472B. This QA inspector generated a TL 015 incident report on this date

Unless otherwise noted, all 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:	Patel,Hiranch	Quality Assurance Inspector
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Reviewed By:	Prue,Erik	QA Reviewer
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