

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:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-010413**Date Inspected:** 12-Nov-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:****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 Segment**Summary of Items Observed:**

On this date Caltrans OSM Quality Assurance (QA) Inspector, M. Manikandan was present during the time noted above for observations relative to the work being performed.

OBG # TRIAL ASSEMBLY YARD

This QA inspector performed dimensional check along with ABF on T-Rib for below segment. Reports forwarded to team leader for further action.

5BE (PP32-PP32.5)

5BW (PP32-PP32.5)

OBG # TRIAL ASSEMBLY YARD (5BE)

This (QA) inspector participated in a joint survey of bolted T-rib stiffeners splice plate flatness at the side panel of OBG Segment 5BE (crossbeam side). The measured offset survey data was taken on the splice plates utilizing a 1 meter straight edge after the bolted T-Rib stiffeners at PP32-PP32.5, PP33-PP33.5 & PP33.5-PP34. It was noted that some of these mechanically connected splices with surfaces intended to be parallel planes have offset greater than 2mm. Please refer to the survey data below.

5BE (PP32 to PP32.5)

T-Rib (Survey Points)* 1 2 3 4 5 6 7 8 9 10

Offset (mm) 0 1.5 1.5 3 3.5 4 2.5 3 3.5 4

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T-Rib (Survey Points)* 11 12 13 14 15 16 17 18 19
Offset (mm) 4.5 4 5.0 3.5 3.5 4 4 2.5 2.5

5BE (PP33 to PP33.5)

T-Rib (Survey Points)* 1 2 3 4 5 6 7 8 9 10

Offset (mm) 0 1 0 0 0 2.5 2.5 1 1

T-Rib (Survey Points)* 11 12 13 14 15 16 17 18 19

Offset (mm) - 2.5 1.5 2 3 1 2 2.5 0

5BE (PP33.5 to PP34)

T-Rib (Survey Points)* 1 2 3 4 5 6 7 8 9 10 Offset (mm) 1 2 2 3 3 2.5 3 3.5 3 3.5

T-Rib (Survey Points)* 11 12 13 14 15 16 17 18 19

Offset (mm) 4 3.5 2.5 2.5 2.5 2.5 3.5 2 4

*T-Rib (Survey Points) Numbering 1 to 19 is from the bottom towards the top of side panel.

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

Summary of Conversations:

The incident report is issued for the above mentioned dimensional discrepancy observed in 5BE. And prior to issue it was informed to ZPMC QC and ABF QA.

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 , who represents the Office of Structural Materials for your project.

Inspected By: Manikandan,Murugan

Quality Assurance Inspector

Reviewed By: Miller,Mark

QA Reviewer