

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 #: 1.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-011860**Date Inspected:** 03-Feb-2010**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1100**Contractor:** American Bridge/Fluor Enterprises, a JV**Location:** Job Site, Pier 7

CWI Name:	Mike Johnson		
Inspected CWI report:	Yes	No	N/A
Electrode to specification:	Yes	No	N/A
Qualified Welders:	Yes	No	N/A
Approved Drawings:	Yes	No	N/A

CWI Present:	Yes	No	
Rod Oven in Use:	Yes	No	N/A
Weld Procedures Followed:	Yes	No	N/A
Verified Joint Fit-up:	Yes	No	N/A
Approved WPS:	Yes	No	N/A
Delayed / Cancelled:	Yes	No	N/A
Component:	OBG Lifts 2E & 3E		

Bridge No: 34-0006**Summary of Items Observed:**

METS QA inspector, Robert Mertz was present to perform part of the post-arrival inspections required by the special provisions on the inside of OBG Lift 2E and 3E.

OBG Lift 2E: Review started on the inside at PP13 up to and including west side of PP16, from north to south ends, and top to bottom and no visible shipping or handling damage observed by me. QA Mertz observed two (2) locations on the floorbeam web that were bowed slightly and these areas were shown to METS John Kinsey.

1: PP13 - approx. 3 meters from the longitudinal shear plate but could not access it on the outside to measure the deviation from flatness. The bow was inwards towards the inside. This appears to possibly be in an area between welded stiffeners on the outside of the floorbeam.

2: PP15 (West side) approx. 4.5 meters from the side plate that measured approx. 10-11 mm of deviation from flat. It also appears as if this was located between two (2) stiffeners welded on the east side of the floorbeam.

No other visible or notable discrepancies observed on Lift 2E.

OBG Lift 3E: Review started on the inside at PP19 up to and including west side of PP21, from north to south ends, and top to bottom and no visible or notable shipping or handling damage observed.

Summary of Conversations:

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QA Mertz informed METS SMR, Anthony Mullen of the results of the visual inspections.

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 Tony Mullen 510-414-6905, who represents the Office of Structural Materials for your project.

Inspected By:	Mertz,Robert	Quality Assurance Inspector
Reviewed By:	Mullen,Tony	QA Reviewer
