

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-015413**Date Inspected:** 27-Jun-2010**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:	Li Yang and Wu Zhi Cheng	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 Trial Assembly	

Summary of Items Observed:

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

This QA Inspector randomly observed the following work in progress:

Orthotropic Box Girder (OBG) Trial Assembly Areas

Segment 8AW

This QA Inspector performed Visual and Dimensional Control Inspection for the FL1/FL3 Floor Beam Vertical Stiffener to Longitudinal Diaphragm Flange weld termination radius after repairing and observed smoothness is within acceptable limit for Segment 8AW Panel Point (PP) 61W at W4 location, PP 63E at W3 location and PP 64E at W4 location and dimension measured for all of them ranging between R25 to R50.

Segment 8BW

This QA Inspector performed Visual and Dimensional Control Inspection for the FL1/FL3 Floor Beam Vertical Stiffener to Longitudinal Diaphragm Flange weld termination radius after repairing and observed smoothness is within acceptable limit for Segment 8BW at Panel Point (PP) 67E at W4 location, dimension measured ranging between R25 to R50.

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Segment 9AE to 9BE

This QA Inspector observed welding by Shielded Metal Arc Welding (SMAW) in progress of a Complete Joint Penetration (CJP) weld joint. The Weld joint is designated as DP698-001-019~021. The welder number is identified as 053753 and was observed welding in the 3G (Vertical) position using approved Welding Procedure Specification WPS-B-T-3213-B-U3b. PMCK identified as Deck Panel I-Ribs Cross Beam side.

Segment 9AE to 9BE

This QA Inspector observed welding by Shielded Metal Arc Welding (SMAW) in progress of a Complete Joint Penetration (CJP) weld joint. The Weld joint is designated as DP711-001-019~021. The welder number is identified as 054467 and was observed welding in the 3G (Vertical) position using approved Welding Procedure Specification WPS-B-T-3213-B-U3b. PMCK identified as Deck Panel I-Ribs Bike Path side.

Segment 9AE to 9BE

This QA Inspector observed welding by Flux Cored Arc Welding (FCAW) in progress of a Complete Joint Penetration (CJP) weld joint. The Weld joint is designated as SP373-001-044~055. The welder number is identified as 222396 and was observed welding in the 3G (Vertical) position using approved Welding Procedure Specification WPS-B-T-2233-B-U2-F. PMCK identified as T-Ribs Bike Path side.

Segment 9AE to 9BE

This QA Inspector observed welding by Flux Cored Arc Welding (FCAW) in progress of a Complete Joint Penetration (CJP) weld joint. The Weld joint is designated as SP319-001-044~055. The welder number is identified as 220063 and was observed welding in the 3G (Vertical) position using approved Welding Procedure Specification WPS-B-T-2233-B-U2-F. PMCK identified as T-Ribs Bike Path side.

Segment 9AE to 9BE

This QA Inspector observed welding by Flux Cored Arc Welding (FCAW) in progress of a Complete Joint Penetration (CJP) weld joint. The Weld joint is designated as SP346-001-044~055. The welder number is identified as 222396 and was observed welding in the 3G (Vertical) position using approved Welding Procedure Specification WPS-B-T-2233-B-U2-F. PMCK identified as T-Ribs Bike Path side.

Segment 9BE

This QA Inspector observed welding by Shielded Metal Arc Welding (SMAW) in progress of a Fillet Weld Joint. The Weld joint is designated as DP697-001-13~18. The welder number is identified as 067752 and was observed welding in the 4G (Overhead) position using approved Welding Procedure Specification WPS-B-T-4114-1. PMCK identified as Deck Panel I-Ribs hold back area Cross Beam Side.

Segment 9CE

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This QA Inspector observed welding by Shielded Metal Arc Welding (SMAW) in progress of a Fillet Weld Joint. The Weld joint is designated as DP711-001-007~012. The welder number is identified as 067904 and was observed welding in the 4G (Overhead) position using approved Welding Procedure Specification WPS-B-T-4114-1. PMCK identified as Deck Panel I-Ribs hold Bike Path Side.

Segment 9BE

This QA Inspector observed welding by Shielded Metal Arc Welding (SMAW) in progress of a Fillet Weld Joint. The Weld joint is designated as DP710-001-13~18. The welder number is identified as 067904 and was observed welding in the 4G (Overhead) position using approved Welding Procedure Specification WPS-B-T-4114-1. PMCK identified as Deck Panel I-Ribs hold back area Bike Path Side.

Segment 9CE

This QA Inspector observed welding by Shielded Metal Arc Welding (SMAW) in progress of a Fillet Weld Joint. The Weld joint is designated as DP698-001-007~012. The welder number is identified as 067752 and was observed welding in the 4G (Overhead) position using approved Welding Procedure Specification WPS-B-T-4114-1. PMCK identified as Deck Panel I-Ribs hold Cross Beam Side.

Segment 9BE

This QA Inspector observed Bottom Plate installation is in progress at the FL3 location for Segment 9BE between Panel Point (PP) 74, PP 75 and PP 76.

Segment 8BE to 8CE

This QA Inspector observed during random visual Inspection that ZPMC personnel Installed the Retro-fit plates between the Side Panel T-Ribs for the Segment 8BE to 8CE between Panel Point 67 and PP 68 Cross Beam Side. The Installed of the Retro-fit Flange to T-Rib Web match drilling in been performed against the ZPMC Doc. No. GGL-MQ-1666. The Retro-fit is Installed as the Skin Flatness at location recorded at B1=1 0mm, B1-1=6mm and B2=6mm.

Please refer the pictures attached for more comprehensive details.

Segment 8AE to 8BE

This QA Inspector observed during random visual Inspection that ZPMC personnel Installed the Retro-fit plates between the Side Panel T-Ribs for the Segment 8AE to 8BE between Panel Point 64 and PP 65 Cross Beam Side. The Installed of the Retro-fit Flange to T-Rib Web match drilling is been performed against the ZPMC Doc. No. GGL-MQ-1666. The Retro-fit is Installed as the Skin Flatness at location recorded at B1=6mm and B2=9mm.

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 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 T Sang 1500-0042-2372, who represents the Office of Structural Materials for your project.

Inspected By: Math,Manjunath

Quality Assurance Inspector

Reviewed By: Carreon,Albert

QA Reviewer