

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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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-015918**Date Inspected:** 26-Jul-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:	N/a	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:

Voyage 4

This QA Inspector observed that the ZPMC Ship Zhenhua # 19 sailed out from Jetty # 5 en-route to Yerba Buena Island, California, USA at 13:30 Hrs (local time). Ship is en-route to USA for delivering Lift 7(East), Lift 7 West), Lift 8 (East), Lift 8 (West), Cross Beam (CB) # 7, 8, 9 and 10.

Please reference the pictures attached for more comprehensive details.

Segment 9AE to 9BE

This QA Inspector performed Dimension Control Inspection on the Transverse Splice T-Ribs to T-Ribs for the Segment 9CE to Segment 9DE between Panel Point (PP) 79 to PP 80 at the following locations:

Work Point E1 towards Work Point E3 (Side Panel Bike Path Side) total 19 T-Ribs.

Work Point E3 towards Work Point E4 (Bottom Panel) total 18 T-Ribs.

Work Point E4 towards Work Point E6 (Side Panel Cross Beam Side) total 19 T-Ribs.

The QA Inspector measured the Vertical Offset using 1(One) Meter Straight Edge and measured the Horizontal Offset on the web using a Bridge Cam gauge.

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The measurements were recorded in the Dimension Control Plan (DCP) on a separate form and submitted to the Lead Inspector and Engineer for review and disposition.

Segment 7BW (FL3 to Bottom Plate)

This QA Inspector witnessed the final bolt tension verification on bolts connecting the FL3 Flange to the Bottom Plate at Panel Points (PP) 50 for Segment 7BW. The FL3 flange and Bottom Plate was damaged while loading on the ZPMC Ship Zhenhua # 19 thus (3 column x 24 rows) bolts were replaced. The QA Inspector verified the bolt tension on a random basis and the results appeared to be in general compliance. The Inspection was performed against Notification No. 00440.

The bolt sizes used were M24 x 60 RC Lot # DHGM240014 and the final torque value established was 567 N-m.

The manual torque wrench used to verify tension was S/N X02-666. Please reference the pictures attached for more comprehensive details.

Segment 8AE

This QA Inspector witnessed the final bolt tension verification on bolts connecting the Handrail to Fiber Glass Grating between Panel Points (PP) 62 and PP 63 for Segment 8AE at Bottom Panel and Side Panel Cross Beam at FL3 area. The QA Inspector verified the bolt tension on a random basis and the results appeared to be in general compliance. The Inspection was performed against Notification No. 00440.

The bolt sizes used were M16 x 95 RC Lot # DHGM160036 and the final torque value established was Snug Tight.

A spanner wrench was used to verify the snug tight condition. Please reference the pictures attached for more comprehensive details.

Segment 8CE

This QA Inspector witnessed the final bolt tension verification on bolts connecting the Handrail to Fiber Glass Grating between Panel Points (PP) 68 and PP 69 for Segment 8CE at Bottom Panel and Side Panel Cross Beam at FL3 area. The QA Inspector verified the bolt tension on a random basis and the results appeared to be in general compliance. The Inspection was performed against Notification No. 00440.

The bolt sizes used were M16 x 95 RC Lot # DHGM160036 and the final torque value established was Snug Tight.

A spanner wrench was used to verify the snug tight condition. Please reference the pictures attached for more comprehensive details.

Segment 8AW

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This QA Inspector witnessed the final bolt tension verification on bolts connecting the Handrail to Fiber Glass Grating between Panel Points (PP) 62 and PP 63 for Segment 8AW at Bottom Panel and Side Panel Cross Beam at FL3 area. The QA Inspector verified the bolt tension on a random basis and the results appeared to be in general compliance. The Inspection was performed against Notification No. 00440.

The bolt sizes used were M16 x 95 RC Lot # DHGM160036 and the final torque value established was Snug Tight.

A spanner wrench was used to verify the snug tight condition.

Segment 8CW

This QA Inspector witnessed the final bolt tension verification on bolts connecting the Handrail to Fiber Glass Grating between Panel Points (PP) 68 and PP 69 for Segment 8CW at Bottom Panel and Side Panel Cross Beam at FL3 area. The QA Inspector verified the bolt tension on a random basis and the results appeared to be in general compliance. The Inspection was performed against Notification No. 00440.

The bolt sizes used were M16 x 95 RC Lot # DHGM160036 and the final torque value established was Snug Tight.

A spanner wrench was used to verify the snug tight condition.

Segment 8AW

This QA Inspector witnessed the final bolt tension verification on bolts connecting the Handrail to Fiber Glass Grating between Panel Points (PP) 63 and PP 64 for Segment 8AW at Bottom Panel on catwalk structure. The QA Inspector verified the bolt tension on a random basis and the results appeared to be in general compliance. The Inspection was performed against Notification No. 00440.

The bolt sizes used were M16 x 95 RC Lot # DHGM160036 and the final torque value established was Snug Tight.

A spanner wrench was used to verify the snug tight condition.

Segment 8CW

This QA Inspector witnessed the final bolt tension verification on bolts connecting the Handrail to Fiber Glass Grating between Panel Points (PP) 68 and PP 69 for Segment 8CW at Bottom Panel on catwalk structure. The QA Inspector verified the bolt tension on a random basis and the results appeared to be in general compliance. The Inspection was performed against Notification No. 00440.

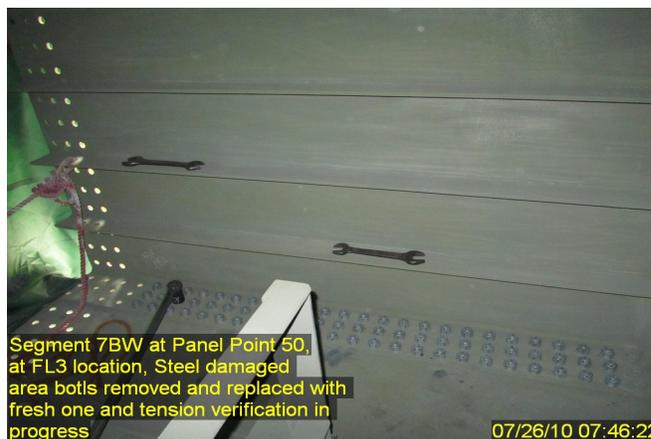
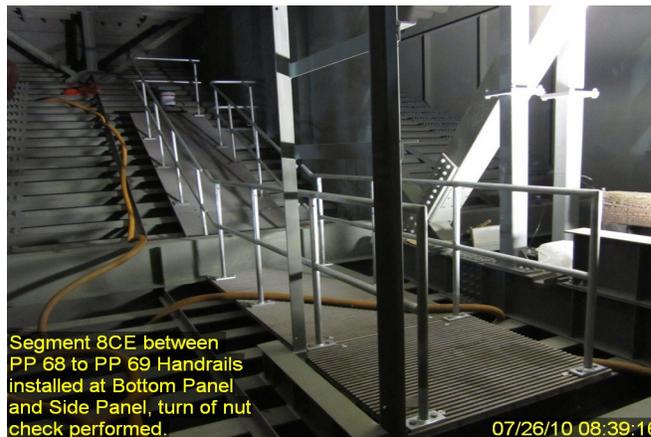
The bolt sizes used were M16 x 95 RC Lot # DHGM160036 and the final torque value established was Snug Tight.

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A spanner wrench was used to verify the snug tight condition. Please reference the pictures attached for more comprehensive details.

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



Summary of Conversations:

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No relevant 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 150000422372, who represents the Office of Structural Materials for your project.

Inspected By:	Math,Manjunath	Quality Assurance Inspector
Reviewed By:	Peterson,Art	QA Reviewer
