

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:** Siegenthaler, Peter**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-022572**Date Inspected:** 06-Apr-2011**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 Zhu Zhong Hai**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 Mr. 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) at Trial Assembly Areas

Traveler Rails at Bay # 10

This QA Inspector performed Dimension Control Inspection on the Traveler Rail 37TR1-001 for the following measurements and observed measured dimension in compliance contact document. Inspection was performed against the Inspection Notification # 008746 dated April 06, 2011 at Bay # 10.

Traveler Rails Thickness at typical section.

Traveler Rails Flange width at typical section.

Traveler Rails Depth at typical section.

Traveler Rails Flange curl at typical section.

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Traveler Rails Traveler Rail length.

Traveler Rails Sweep.

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. The result of the inspection was informed to ZPMC QC Mr. Sun Zi Wang, ABF QA Mr. Yang Yi Heng and Caltrans Lead Inspector Mr. Mark Miller.

Please reference the pictures attached for more comprehensive details.

Segment 13AW (Edge Beam Stiffener)

This QA Inspector observed the in-process welding by Shielded Metal Arc Welding (SMAW) process on a Completed Joint Penetration (CJP) weld. The weld joint was designated as Seg3013P-2042. The welder identification was 048696 and observed welding in the 3G (Vertical) position using approved Welding Procedure Specification WPS-B-P-2213-B-U2-FCM-1. The piece mark was identified as the weld connecting the Floor Beam to Edge Panel at work point W2, Counter weight side at PP 118.

Segment 13AW (Deck Panel to Corner Assembly)

This QA Inspector observed the in-process welding by Shielded Metal Arc Welding (SMAW) process on a Completed Joint Penetration (CJP) weld. The weld joint was designated as Seg3013-012. The welder identification was 067609 and observed welding in the 4G (Overhead) position using approved Welding Procedure Specification WPS-B-P-2214-B-U2-FCM-1. The piece mark was identified as the weld connecting the Deck Panel to Corner Assembly between PP 119(-1500) towards PP 119, Cross Beam side.

Please reference the pictures attached for more comprehensive details.

Segment 13AW (Floor Beam to Side Panel)

This QA Inspector observed the repair welding by Shielded Metal Arc Welding (SMAW) process on a Completed Joint Penetration (CJP) weld. The weld joint was designated as Seg3013AD-003. The welder identification was 047864 and observed welding in the 3G (Vertical) position using approved Welding Procedure Specification WPS-345-SMAW-3G (3F)-FCM-Repair-1. The piece mark was identified as the weld connecting the Floor Beam to Side Panel, near work point W14. ZPMC performed repair welding in accordance with Welding Repair Report BWR-20534.

Please reference the pictures attached for more comprehensive details.

Segment 13AE (K-Plate to K-Plate Stiffener)

This QA Inspector observed the repair welding by Shielded Metal Arc Welding (SMAW) process on a Completed Joint Penetration (CJP) weld. The weld joint was designated as KP3002-001-011. The welder identification was 200113 and observed welding in the 2G (Horizontal) position using approved Welding Procedure Specification

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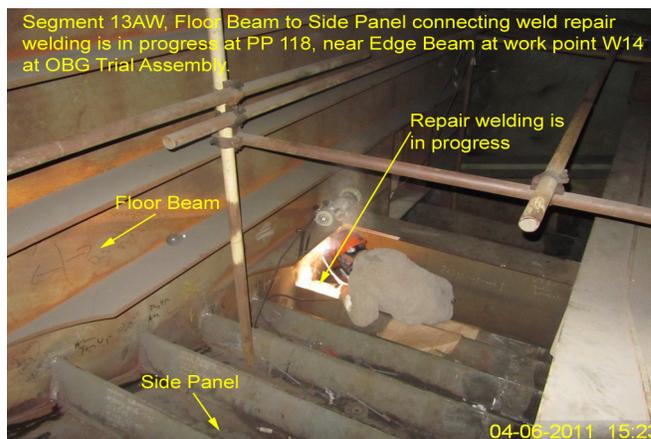
WPS-345-SMAW-2G(2F)-FCM-Repair-1. The piece mark was identified as the weld connecting the K-Plate stiffener to K-Plate, Bike Path side. ZPMC performed repair welding in accordance with Welding Repair Report BWR-20594 at PP 118.

Please reference the pictures attached for more comprehensive details.

Segment 13AE (K-Plate to K-Plate Stiffener)

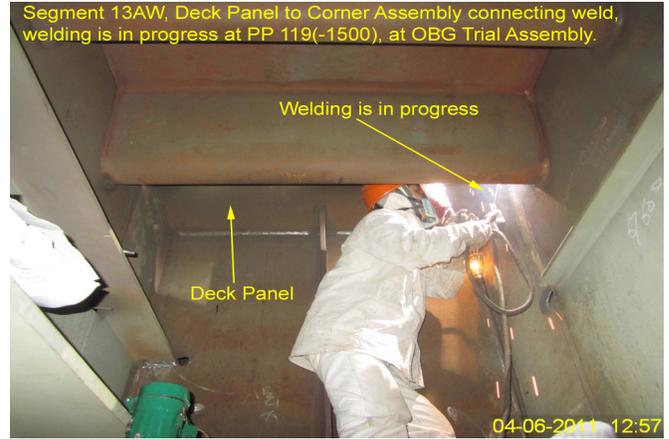
This QA Inspector observed the repair welding by Shielded Metal Arc Welding (SMAW) process on a Completed Joint Penetration (CJP) weld. The weld joint was designated as Seg3007AH-167. The welder identification was 066416 and observed welding in the 2G (Horizontal) position using approved Welding Procedure Specification WPS-345-SMAW-2G(2F)-FCM-Repair-1. The piece mark was identified as the weld connecting the K-Plate stiffener to K-Plate, Bike Path side. ZPMC performed repair welding in accordance with Welding Repair Report BWR-20568 at PP 119(-1500).

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 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 15000422372, who represents the Office of Structural Materials for your project.

Inspected By: Math,Manjunath

Quality Assurance Inspector

Reviewed By: Miller,Mark

QA Reviewer