

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 #: 99.28**WELDING INSPECTION REPORT****Resident Engineer:** Siegenthaler, Peter**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-025289**Date Inspected:** 15-Jul-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**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**Summary of Items Observed:**

On this date Caltrans OSM Quality Assurance (QA) Inspector R. Hernandez was present during the time noted above and conducted observations relative to the work being performed.

The QA Inspector randomly observed the following work in progress:

South End Dock 14E

This inspector monitored the status and condition of segment 14E. Segment 14E was lifted on 07-13-11 during the afternoon by ZPMC's 2200 ton barge crane. During an attempt to lower the segment onto the ship, one of the 550 ton wenchs became inoperable. The segment has been suspended by its lifting lugs for over 24 hours. ZPMC personnel have moved the segment to the south end of their property in attempt to utilize a 4000 ton barge crane to assist in lowering the segment. ZPMC personnel have successfully attached the 4000 ton crane lifting cables to the lifting lug assembly on the anchorage plate side at E3 line near PP127.5, and have successfully removed the disabled crane hook block.

The following is a timeline summary of the activity involved in successfully lowering the disabled crane load:

7:30 – 3 of the main crane hook blocks on the 2200 ton barge crane in conjunction with one of the secondary crane hook blocks from the 4000 ton barge crane began lowering segment 14E at a rate of less than 100mm per minute.

11:35 – Segment 14E was successfully lowered onto pipe stands shimmed with wood blocks and covered in

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cordura fabric.

11:45 – This inspector entered Segment 14E to access if any damage occurred to the bolted connection areas between the longitudinal diaphragm and deck plates between panel point PP125~PP127 along E3 and E4 lines. See attached photos.

13:15 – This inspector exited the Segment.

14:00 – ZPMC personnel began erecting scaffolding out the segment.

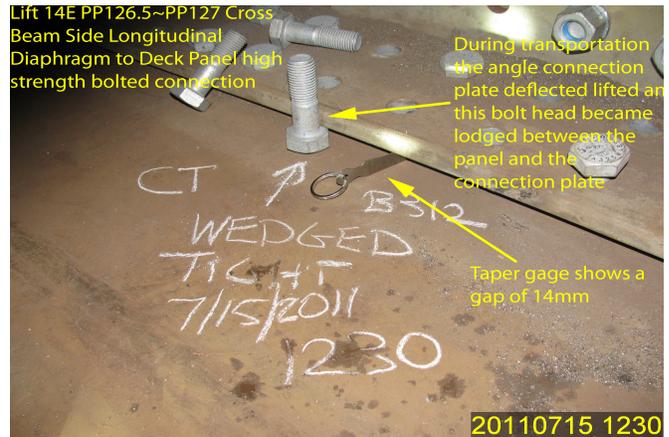
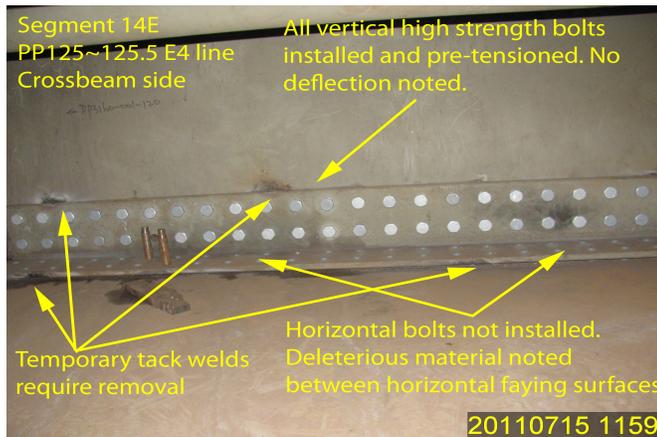
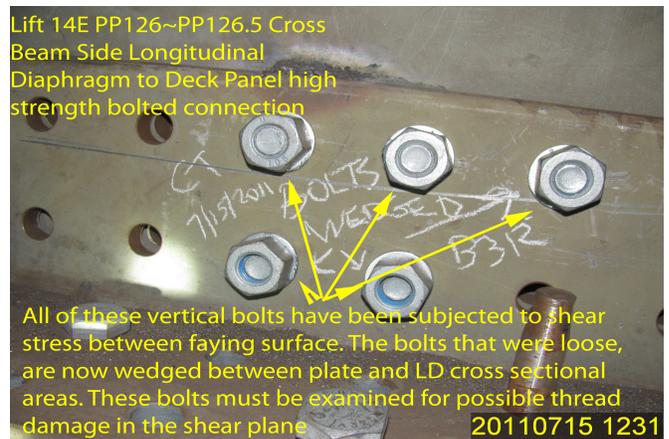
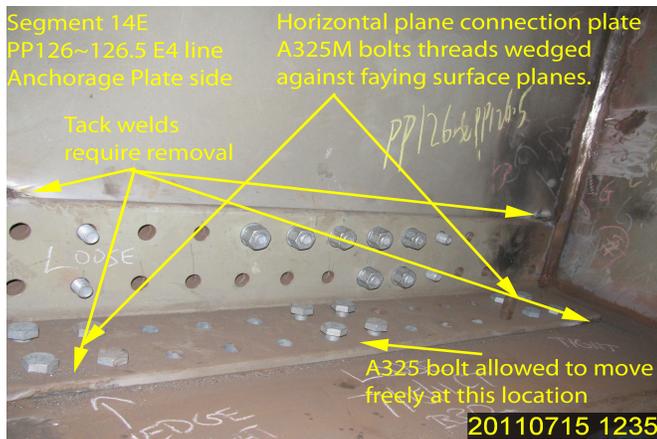
14:30 – ZPMC QC and ABF QA personnel arrived at the segment.

14:30 – ZPMC electrician began hooking up power to energize electrical boxes at or in segment 14E.

15:00 – ZPMC labor personnel began arriving at the segment.

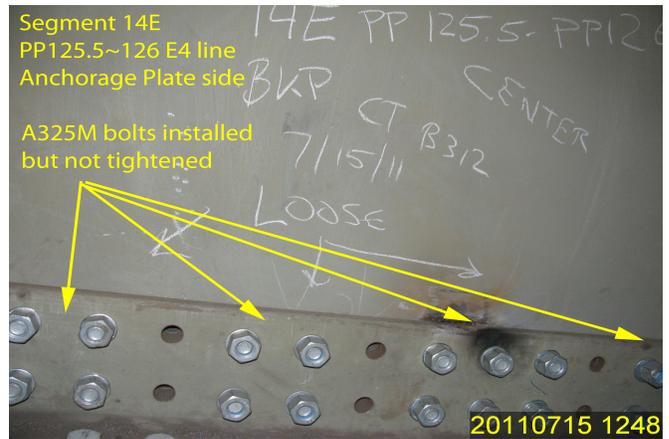
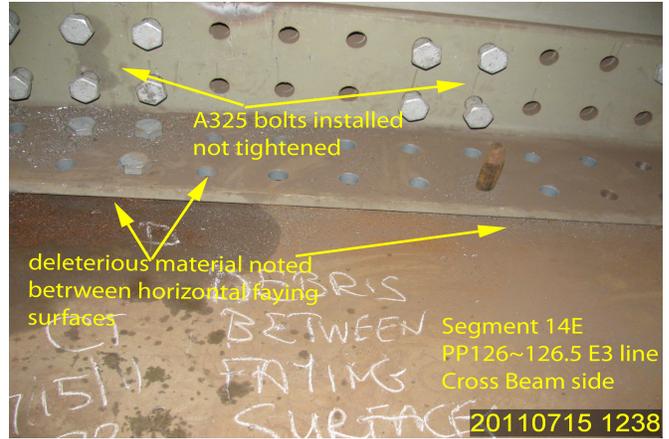
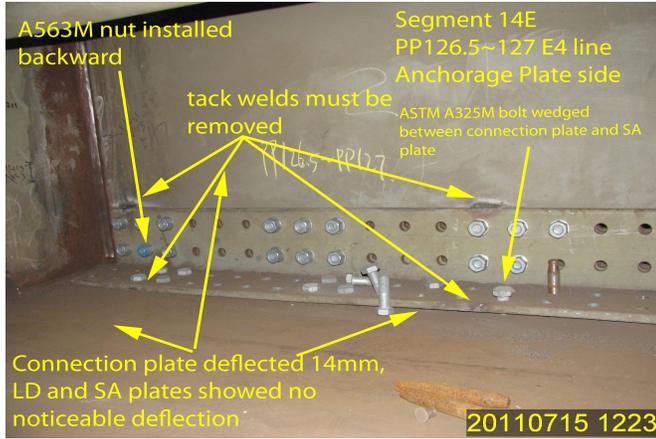
16:00 – CT QA swing shift personnel relieved this QA inspector.

Unless otherwise noted above all items observed on this day appeared to be in general compliance with the applicable contract documents



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Summary of Conversations:

Pertinent conversations are included in the body of the report.

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 1500-0042-02372, who represents the Office of Structural Materials for your project.

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Inspected By:	Hernandez,Rene	Quality Assurance Inspector
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Reviewed By:	Hall,Steven	QA Reviewer
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