

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:** Siegenthaler, Peter**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-026179**Date Inspected:** 05-Aug-2011**Project Name:** SAS Superstructure**OSM Arrival Time:** 1900**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 700**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 Components	

Summary of Items Observed:

On this date Caltrans OSM Quality Assurance Inspector (QA Inspector) George Goulet was present during the times noted above for observations relative to the work being performed.

Vessel Zhenghua #19

This QA Inspector randomly observed the following on the Vessel Zhenghua #19:

ZPMC workers were observed performing what appeared to be initial tightening and then final tightening of ASTM A325M bolt sets using a pneumatic impact wrench at OBG Segment 14W, south (crossbeam) side, outer side of longitudinal diaphragm to horizontal plate approximately 1M below the deck plate, panel points 126~127. The bolt sets and adjacent steel being bolted showed no turn-of-nut initial tightening markings. ZPMC workers appeared to be performing final tightening from a loose condition omitting the initial tightening operation. The ZPMC workers had been leaving the Pneumatic impact wrench operating on each bolt set for 10 to 12 seconds that had been only hand tight immediately before, then moving to the next hand tight bolt set. After this QA Inspector reminded the ZPMC workers of the proper procedure of first performing initial tightening to all the bolt sets in the connection, the ZPMC workers began performing the proper procedure.

ZPMC workers were observed placing ASTM A325M bolt sets in OBG Segment 13AE, south (bikepath) side, traveler rail brackets to side plate, at panel point 119. The ZPMC workers were only observed performing fit-up of the brackets to the side plate. No bolt tightening was observed.

ZPMC workers were observed performing touch-up painting using rollers inside OBG Segment 13BW, bottom

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plate and bottom plate stiffeners, middle section and north (counterweight) side. Other ZPMC workers were observed cleaning debris from the bottom plate ahead of the touch-up painting operation.

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

Summary of Conversations:

As noted above.

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, 150-0042-2372, who represents the Office of Structural Materials for your project.

Inspected By:	Goulet,George	Quality Assurance Inspector
Reviewed By:	Riley,Ken	QA Reviewer
