

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-026224**Date Inspected:** 04-Sep-2011**Project Name:** SAS Superstructure**OSM Arrival Time:** 1200**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 2200**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC) Chanxing Island**Location:** Shanghai, China

CWI Name: Guo Xing Hui
Inspected CWI report: Yes No N/A
Electrode to specification: Yes No N/A
Qualified Welders: Yes No N/A
Approved Drawings: Yes No N/A

CWI Present: Yes No
Rod Oven in Use: Yes No N/A
Weld Procedures Followed: Yes No N/A
Verified Joint Fit-up: Yes No N/A
Approved WPS: Yes No N/A
Delayed / Cancelled: Yes No N/A

Bridge No: 34-0006**Component:** Bike Path, Traveler Rail**Summary of Items Observed:**

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

Bay 19

This Caltrans QA inspector received ZPMC non-destructive test (NDT) notification number 09956 from ZPMC for Bay 19. This QA inspector performed magnetic particle testing (MT) verification of welds after ZPMC had performed their MT inspection. The segment is identified as Bike Path. The weld designations reviewed are as follows.

BK9003A8-001-006, 012, 049, 050, 052~055, 057~060, 067, 068

BK9003A10-001-033, 034

BK9003A6-001-120~139, 150~153, 158, 159, 166, 167, 172~175, 182~191, 198~201, 204~209

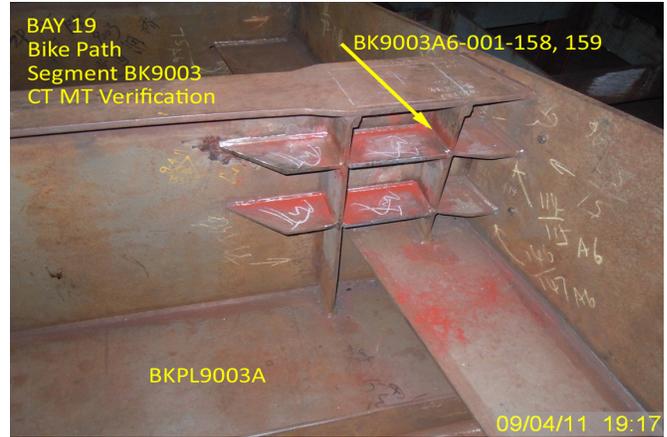
Bay 9

Heat straightening of Traveler Rail 3017TR1 under approved Heat Straightening procedure HSR 10426. The in process temperature was observed as 250°C. The ZPMC QC was identified as Zhu Zhong Jie. The approved HSR procedure stated that a maximum temperature of 650°C with 1-3 numbers of applications was allowed. The distortion that was previously measured and recorded on the HSR was Maximum 5 mm.

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



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

Inspected By: Combs,Dennis

Quality Assurance Inspector

Reviewed By: Riley,Ken

QA Reviewer
