

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-017124**Date Inspected:** 01-Oct-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)**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:

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

Suspender Brackets (Faying Surface Gap Measurements)

This Quality Assurance (QA) Inspector verified and measured the gap between the faying surfaces of Deck Panel Corner Assembly to Suspender Bracket (SB) flange at the pre-installation stage along with ZPMC QC Inspector Mr. Shen Jian Bo and observed the gap to be in general compliance with contact requirements. Inspection was performed against the Notification No. 00017 Dated Oct 01, 2010.

The following Suspender Brackets were inspected.

SB86W installed at Segment 10AW at PP 86, Counter Weight side.

SB88W installed at Segment 10AW at PP 88, Counter Weight side.

SB90W installed at Segment 10BW at PP 90, Counter Weight side.

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The gap measurements were recorded within the allowable tolerance and informed to the Lead Inspector and filled out the inspection notification. Please reference the pictures attached for more comprehensive details.

Segment 10BE to Segment 10CE (Transverse Splice T-Ribs)

This QA Inspector performed Dimension Control Inspection along with ABF QA personnel on the Transverse Splice T-Ribs to T-Ribs for the Segment 10BE to Segment 10CE between Panel Points (PP) 91 to PP 92 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.

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 10CE to Segment 11AE (Transverse Splice T-Ribs)

This QA Inspector performed Dimension Control Inspection along with ABF QA personnel on the Transverse Splice T-Ribs to T-Ribs for the Segment 10CE to Segment 11AE between Panel Points (PP) 94 to PP 95 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.

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 10BW to Segment 10CW (Transverse Splice T-Ribs)

This QA Inspector performed Dimension Control Inspection along with ABF QA personnel on the Transverse Splice T-Ribs to T-Ribs for the Segment 10BW to Segment 10CW between Panel Points (PP) 91 to PP 92 at the

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following locations after heat straightening.

Work Point W3 towards Work Point W1 (Side Panel Counter Weight Side) total 2 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.

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 10CW to Segment 11AW (Transverse Splice T-Ribs)

This QA Inspector performed Dimension Control Inspection along with ABF QA personnel on the Transverse Splice T-Ribs to T-Ribs for the Segment 10CW to Segment 11AW between Panel Points (PP) 94 to PP 95 at the following locations after heat straightening.

Work Point W6 towards Work Point W4 (Side Panel Cross Beam Side) total 6 T-Ribs.

Work Point W3 towards Work Point W1 (Side Panel Counter Weight Side) total 2 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.

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 10AE to Segment 10BE (Longitudinal Diaphragm to Longitudinal Diaphragm)

This QA Inspector performed Dimension Control Inspection along with ABF QA Inspector on the Longitudinal Diaphragm to Longitudinal Diaphragm at Work Point E3 (Bike Path side) and at Work Point E4 (Cross Beam side) for the Segment 10AE to Segment 10BE between Panel Points (PP) 88 to PP 89 at the following locations:

The offset was measured at 5 (five) different locations in which 2 (Two) locations were at Flange area and 3 (Three) locations were at Web area. The QA Inspector measured the Offset using 1(One) Meter Straight Edge.

The Sweep was measured at 100 mm from both sides of the Floor Beam and 800mm from both sides of floor Beam and at Center (Total 5 Locations) using string line.

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 10CE to Segment 11AE (Root Gap and Offset)

This QA Inspector performed Dimension Control Inspection along with Caltrans QA Mr. Manoj Prabhune for

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measuring root gap and offset at the Transverse Splice for the Segment 10CE to Segment 11AE between Panel Points (PP) 94 to PP 95 at the following locations:

Work Point E2 towards Work Point E1 (Edge Panel Bike Path Side).

Work Point E1 towards Work Point E3 (Side Panel Bike Path Side).

Work Point E3 towards Work Point E4 (Bottom Panel).

Work Point E4 towards Work Point E6 (Side Panel Cross Beam Side).

Work Point E6 towards Work Point E5 (Edge Panel Cross Beam Side).

Work Point E5 towards Work Point E2 (Deck Panel).

The QA Inspector measured the root gap using 1(One) taper gauge and measured the offset using a bridge cam gauge.

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 11AW to Segment 11BW (Root Gap and Offset)

This QA Inspector performed Dimension Control Inspection on Sep 27, 2010 and Oct 01, 2010 for measuring root gap and offset at the Transverse Splice for the Segment 11AW to Segment 11BW between Panel Points (PP) 97 to PP 98 at the following locations:

Work Point W5 towards Work Point W6 (Edge Panel Cross Beam Side).

Work Point W6 towards Work Point W4 (Side Panel Cross Beam Side).

Work Point W4 towards Work Point W3 (Bottom Panel).

Work Point W3 towards Work Point W1 (Side Panel Counter Weight Side).

Work Point W1 towards Work Point W2 (Edge Panel Counter Weight Side).

Work Point W2 towards Work Point W5 (Deck Panel).

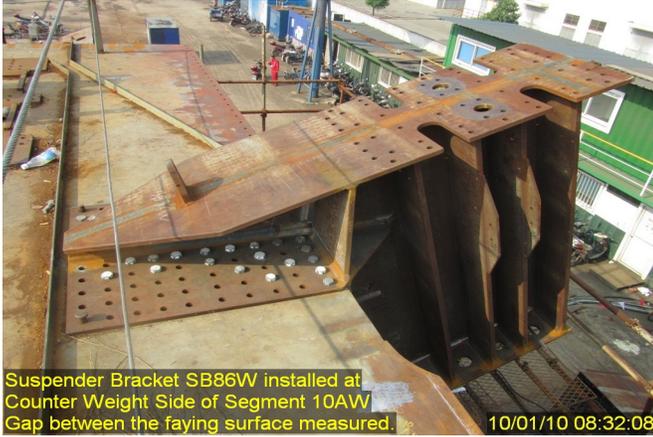
The QA Inspector measured the root gap using 1(One) taper gauge and measured the offset using a bridge cam gauge.

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.

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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 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