

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-017336**Date Inspected:** 12-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

Segment 12AE (Green Tag DCP)

This QA Inspector performed Green Tag Dimension Control Inspection along with Caltrans QA Inspector Mr. Shailesh Wadkar for the Segment 12AE from Panel Point (PP) 108.75 to PP 112.5 at the following locations:

The Floor Beam (FB) flatness was verified and measured from the East and West side of the FB at Panel Points (PP) 109, PP 110, PP 111 and PP 112 at Cross Beam and Bike Path side. The QA Inspector measured the flatness using 1500mm Straight Edge.

The Deck Panel to the Deck Panel Diaphragm plate plumbness and flatness were verified and measured from east and west side of the Deck Panel Diaphragm at Panel Points (PP) 109, PP 110, PP 111, PP 111.5, PP 112 and PP 112.5. The QA Inspector measured the plumbness using carpenter square and performed a flatness check using 710mm Straight Edge.

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The vertical offset and horizontal offset were verified and measured from Work Point E4 towards Work Point E6 at Side Panel (SP) at FL3 location Cross Beam (CB) Side, T-Ribs to T-Ribs at Panel Points (PP) 110, PP 111 and PP 112. The QA Inspector measured the Vertical Offset on the T-Rib flange using 1(One) Meter Straight Edge and measured the Horizontal Offset on the web using a Bridge Cam gauge.

The skin flatness was verified and measured across the longitudinal butt weld at Side Panel (SP) to Corner Assembly (CA) at the Cross Beam (CB) and Bike Path (BK) side from Panel Point (PP) 108.75 to PP 112.5. The QA Inspector measured the skin flatness using 600mm straight edge.

The skin flatness was verified and measured across the longitudinal butt weld at Deck Panel (DP) to Corner Assembly (CA) at the Cross Beam (CB) and Bike Path (BK) side from Panel Point (PP) 108.75 to PP 112.5. The QA Inspector measured the skin flatness using 600mm straight edge.

The diameter of the cope holes at the Corner Assembly (CA) were verified and measured at Panel Points (PP) 109, PP 109.5, PP 110, PP 110.5, PP 111, PP 111.5, PP 112 and PP 112.5 at the Cross Beam (CB) and Bike Path (BK) side. The QA Inspector measured the diameter of the cope holes using a 150mm steel ruler.

The protrusion of the Deck Panel (DP) stiffener inside cope holes area at the Corner Assembly (CA) were verified and measured at the Panel Points (PP) 109, PP 109.5, PP 110, PP 110.5, PP 111, PP 111.5, PP 112 and PP 112.5 at the Cross Beam (CB) and Bike Path (BK) side. The QA Inspector measured the protrusion of stiffener using a 150mm steel ruler.

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.

Bike Path Support (at OBG Trail Assembly)

This QA Inspector performed Dimension Inspection to check and measure various items of the Bike Path support at Orthotropic Box Girder (OBG) and the following items were inspected.

Bike Path type identified as BK1A.

1. Overall length of support (end of cantilever to edge panel contact flange) at east and west side.
2. Distance from end of cantilever to nearest anchor bolt at east and west side.
3. Longitudinal center to center spacing between anchor bolts at east and west side
4. Transverse center to center spacing between anchor bolts at east and west side.

The inspected Bike Path supports identified as below.

BK001-044 at PP 87 for Segment 10AE
BK001-045 at PP 89 for Segment 10BE
BK001-046 at PP 91 for Segment 10BE
BK001-047 at PP 93 for Segment 10CE

The measurements were recorded in the Dimension Control Plan (DCP) on a separate form and submitted to the

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Lead Inspector and Engineer for review and disposition.

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
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Reviewed By:	Peterson,Art	QA Reviewer
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