

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-008757**Date Inspected:** 25-Jul-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 645**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1845**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**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 Trail Assembly**Summary of Items Observed:**

On this date Caltrans OSM Quality Assurance (QA) Inspector, 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) Trial Assembly Areas

2AW to 2AW

This Quality Assurance (QA) Inspector witnessed final tension verification for U-Rib to U-Rib for Segment 2AW to 2AW between PP 13.5 to 14. Inspected 10% on a random basis and found the tension to be in general compliance. Except 4 of U-Ribs as ZPMC has not installed the heavy thickness Splice Plates and not ready for inspection the U-Ribs as per dimension control plan and locations 2nd U-Rib (Left side 8mm); 4th U-Rib (Left 5mm); 17th U-Rib (Right 6mm) and 21st U-Rib (Left 5) numbering reference 1st to 39th start from counter weight side to cross beam side. Bolt sizes used are M22x2.5x65 RC Set No. DHGM220021 and final Torque required is 543 N-m. Manual Torque wrench is been used with Sr. No. X02-584 with calibration due date as 2009.06.26.

3AW to 3BW

This Quality Assurance (QA) Inspector witnessed final tension verification for U-Rib to U-Rib for Segment 3AW to 3BW between PP 22 and 23. Inspected 10% on a random basis and found the tension to be in general

WELDING INSPECTION REPORT

(Continued Page 2 of 3)

compliance for the 39th U-Rib numbering reference 1st to 39th start from counter weight side to cross beam side only. Noticed 4mm Splice Plate was wrong earlier and is been rectified by ZPMC and will be offered for inspection in later time. Bolt sizes used are M22x2.5x65 RC Set No. DHGM220021 and final Torque required is 543 N-m. Manual Torque wrench is been used with Sr. No. X02-584 with calibration due date as 2009.06.26.

2AW to 2BW

This Quality Assurance (QA) Inspector witnessed final tension verification for U-Rib to U-Rib for Segment 2AW to 2BW between PP 16 and 17. Inspected 10% on a random basis and found the tension to be in general compliance only for the 21st and 34th U-Rib numbering reference 1st to 39th start from counter weight side to cross beam side only. Noticed 4mm splice plate was been wrong installed and will be offered for inspection on the later time. Bolt sizes used are M22x2.5x65 RC Set No. DHGM220021 and final Torque required is 543 N-m; M22x80 RC Set No. DHGM220012 and final Torque required is 427 N-m and M22x85 RC Set No. DHGM220047 and final Torque required is 427 N-m. Manual Torque wrench is been used with Sr. No. X02-584 with calibration due date as 2009.06.26.

Segment 3AW

This Quality Assurance (QA) Inspector observed Bike Path BK002-001 36K and BK 003-001-36K steel distortion for cantilever assembly was caused due from the heat straightening. The distorted area of the steel cut out and replacement was in progress next to 5AE.

Segment 4BW

This Quality Assurance (QA) Inspector observed bottom panel hold back area welds grinding was in progress to remove visual discontinuities and weld weld profile correction is in progress for T-Rib Bottom Panels.

Segment 3AW

This Quality Assurance (QA) Inspector observed Bike Path BK002-001 36K and BK 003-001-36K steel distortion was caused due to heat straightening for the distorted area steel cut and replacement was progress.

CB4

This Quality Assurance (QA) Inspector observed CB4 west bound side top stiffener external side carbon arc gouging in progress to perform the repair.

3AW

This Quality Assurance (QA) Inspector observed Bottom Panel and Side Panel web area of T-Rib welding rounding off in progress at PP 19.

2BW

WELDING INSPECTION REPORT

(Continued Page 3 of 3)

This Quality Assurance (QA) Inspector observed Longitudinal Diaphragm Cross Beam side grinding for tack welding was in progress to facilitate the welding at PP 18.

1AW to 1BW

This Quality Assurance (QA) Inspector observed heat straightening for Longitudinal Shear Plate is in progress between PP 10 and 10.5.

1AW to 1BW

This Quality Assurance (QA) Inspector observed cleaning is progress for Lower Chevron internal side and ABF inspection being performed simultaneously for north and south side from PP 8.5 to PP12.

4AE

This Quality Assurance (QA) Inspector observed Deck Panel Diaphragm to Floor Beam flange excavated weld for repair welding that was in progress at PP 24 and 25.

4AW

This Quality Assurance (QA) Inspector observed correcting weld profile for Web for T-Rib is n progress for Side Panel and Bottom Panel at PP 24.

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 , who represents the Office of Structural Materials for your project.

Inspected By:	Math,Manjunath	Quality Assurance Inspector
Reviewed By:	Carreon,Albert	QA Reviewer
