

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:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-010244**Date Inspected:** 11-Nov-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) Assembly Area

Segment 1AE

This Quality Assurance (QA) Inspector witnessed final tension verification for Traveler Rail Bracket at Bike Path Side for Segment 1AE at Panel Point 10. Inspected 10% on a random basis and found the tension to be in general compliance.

Bolt sizes used were M22 x 120 RC Set# DHGM220008 and final torque required is 413 N-m.

Bolt sizes used were M20 x 160 RC Set# DHGM200006 and final torque required is 340 N-m.

Bolt sizes used were M22 x 130 RC Set# DHGM220055 and final torque required is 513 N-m.

Manual Torque wrench is been used with Sr. No. XO2 - 666.

WELDING INSPECTION REPORT

(Continued Page 2 of 4)

Segment 5CE to 6AE

This QA Inspector measured and recorded the dimension along with Mr. Manikandhan for Offset and Mis-alignment for the Closed U-Ribs 39 Nos. for Segment 5CE to 6AE (Field Weld) between PP 36 and PP 37. The U-Rib number starts from Cross Beam towards the Bike Path side from U-Rib No.1 to 39. The readings which were recorded are as following.

1. Left +4, Right +2
2. Left +4, Right +3
3. Left +5, Right +3
4. Left +5, Right +5
5. Left +6, Right +5
6. Left +3, Right +4
7. Left +5, Right +5
8. Left 0, Right +2
9. Left +4, Right +2
10. Left +3, Right +3
11. Left 0, Right 0
12. Left +1, Right +3
13. Left +1, Right +1
14. Left +1, Right +3
15. Left +3, Right +1
16. Left +3, Right 3
17. Left 3, Right 1
18. Left 0, Right 0
19. Left 0, Right -2

WELDING INSPECTION REPORT

(Continued Page 3 of 4)

20. Left -2, Right -2

21. Left -3, Right -3

22. Left -2, Right -5

23. Left -3, Right -2

24. Left -2, Right -5

25. Left-2, Right -2

26. Left -2, Right -2

27. Left 0, Right -3

28. Left 1, Right 0

29. Left 2, Right 2

30. Left 2, Right -1

31. Left 0, Right 2

32. Left 1, Right 3

33. Left -2, Right 0

34. Left 0, Right 0

35. Left 1, Right 0

36. Left 1, Right 0

37. Left 1, Right -1

38. Left 0, Right -1

39. Left -1, Right -2

Note: All the dimensions are in mm and 1meter Straight Edge has been utilized for measuring.

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

WELDING INSPECTION REPORT

(Continued Page 4 of 4)

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
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Reviewed By:	Carreon,Albert	QA Reviewer
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