

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
690 Walnut Ave. St. 150
Vallejo, CA 94592-1133
(707) 649-5453
(707) 649-5493

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-011713**Date Inspected:** 29-Jan-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), 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

Segment 6BE to 6CE

This QA Inspector performed Joint Inspection with ABF Survey Team for the Longitudinal Diaphragm to Longitudinal Diaphragm E4 location (Cross Beam side) for Segment 6BE to 6CE (Shop Segment Splice) between Panel Point (PP) 43 and PP 44. The measured readings were fed in spread sheet, generated the report and submitted to the Task Leader and Engineer for review.

Segment 7AE to 7BE (U-Ribs) Joint Survey

This QA Inspector along with Caltrans QA Manikandan performed Joint Inspection with ABF Survey Team for the U-Ribs to U-Ribs (Total 39 nos.) for Segment 7AE to 7BE (Shop Segment Splice) between Panel Point (PP) 49 and PP 50. The measured readings were fed in spread sheet, generated the report and submitted to the Task Leader and Engineer for review.

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Segment 6BW to 6CW

This QA Inspector performed Individual Survey Inspection along with Manoj Prabhune for the Longitudinal Diaphragm to Longitudinal Diaphragm W4 location (Cross Beam side) and W3 location (Counter Weight side) for Segment 6BW to 6CW (Shop Segment Splice) between Panel Point (PP) 43 and PP 44. The measured readings were fed in spread sheet, generated the report and submitted to the Task Leader and Engineer for review.

Segment 8CE

This QA Inspector performed Individual Survey Inspection along with Manoj Prabhune for the Longitudinal Diaphragm E3 location (Bike Path Side) for Segment 8CE between Panel Point (PP) 67 to PP 68. The measured readings were fed in spread sheet and submitted to the Task Leader and Engineer for review.

Segment 8CE

This QA Inspector performed Individual Survey Inspection along with Manoj Prabhune for the Side Panel T-Ribs to T-Ribs for Cross Beam side for Segment 8CE between Panel Point (PP) 69 to PP 70. The measured readings at location 5th, 13th, 14th, 15th, 16th, 17th, 18th and 19th are exceeding the requirement thus added those location in the punch list for further necessary action.

Signed Off Green Tag's

This Quality Assurance (QA) Inspector witnessed final tension verification for following depicted locations. Inspected 10% on a random basis and found the tension to be in general compliance and thus signed off the Green Tags.

At Segment 6CE at Panel Point (PP) 45.5 to PP 46 for T-Stiffener splice (Interior South SP at CB location – Except 1st, 2nd, 6th and 7th from the top stiffener) Size used was M22 x 65 RC Set# DHGM220033 and final torque required was 470 N-m respectively and Green Tag No. 554.

At Segment 6CE at Panel Point (PP) 45 to PP 45.5 for T-Stiffener splice (Interior South SP at CB location – Except 11th from the top stiffener) bolt size used was M22 x 65 RC Set# DHGM220033 and final torque required was 470 N-m respectively and Green Tag No. 559.

At Segment 6CW at Panel Point (PP) 44, 45, 46 and PP 47 for FB to SP clips (North and South) bolt size used was M16 x 45 RC Set# DHGM160001 and final torque required was 210 N-m respectively and Green Tag No. 560.

At Segment 6CW at Panel Point (PP) 44, 45, 46 and PP 47 for FB to SP clips (North and South) bolt size used was M16 x 65 RC Set# DHGM160006 and final torque required was 180 N-m respectively and Green Tag No. 561.

At Segment 6CW at Panel Point (PP) 44, 45 and 46 for FB to SP clips (South) bolt size used was M16 x 50 RC Set# DHGM160003 and final torque required was 200 N-m respectively and Green Tag No. 562.

At Segment 6CW at Panel Point (PP) 44, 45, 46 and PP 47 for FB to BP clips bolt size used was M16 x 45 RC

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Set# DHGM160001 and final torque required was 210 N-m respectively and Green Tag No. 563.

At Segment 6CW at Panel Point (PP) 44, 45, 46 and PP 47 for FB to BP clips bolt size used was M16 x 65 RC Set# DHGM160006 and final torque required was 180 N-m respectively and Green Tag No. 564.

At Segment 6CE at Panel Point (PP) 44, 45, 46 and PP 47 for Lower Chevron Brace (North and South- Expect shim location over 3mm thick) bolt size used was M22 x 70 RC Set# DHGM220004 and final torque required was 453 N-m respectively and Green Tag No. 565.

At Segment 6CE at Panel Point (PP) 44, 45, 46 and PP 47 for Lower Chevron Brace – Tube location with shim over 3mm thick size used was M22 x 75 RC Set# DHGM220005 and final torque required was 473 N-m respectively and Green Tag No. 566.

At Segment 6CE at Panel Point (PP) 44, 45, 46 and PP 47 for Lower Chevron Brace (North and South) – I – beam location bolt size used was M22 x 80 RC Set# DHGM220050 and final torque required was 567 N-m respectively and Green Tag No. 567.

At Segment 6CE at Panel Point (PP) 44, 45, 46 and PP 47 for Upper Chevron Brace (North and South) location bolt size used was M22 x 70 RC Set# DHGM220004 and final torque required was 453 N-m respectively and Green Tag No. 568.

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 T Sang 1500-0042-2372, who represents the Office of Structural Materials for your project.

Inspected By:	Math,Manjunath	Quality Assurance Inspector
Reviewed By:	Miller,Mark	QA Reviewer
