

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-016713**Date Inspected:** 19-Aug-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:	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:	Orthotropic Box Girder (OBG)	

Summary of Items Observed:

On this day CALTRANS OSM Quality Assurance (QA) Inspector Manoj Prabhune was present during the times noted above for observations relative to the fabrication of the SAS Superstructure being performed by Zhenhua Port Machinery Company (ZPMC) at Changxing Island in Shanghai, China. QA observed and/or found the following:

This QA Inspector randomly observed the following work in progress:

OBG # TRIAL ASSEMBLY YARD

Segment # 9DW

This Quality Assurance (QA) received ZPMC inspection notification sheet 00457 to perform final tension verification for FL3 location Panel point 80 to 80.5, PP81 to PP81.5, PP81.5 to 82 for Segment 9DW. Inspected 10% on a random basis and found the tension to be in general compliance.

Bolt sizes used were M22 x 65 DHGM220002 and final torque required was 513 N-m.

Bolt sizes used were M22 x 65 DHGM220091 and final torque required was 460 N-m.

Manual Torque wrench was been used with Sr. No. XO2-776

Segment # 9AE ~ 9BE

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This Quality Assurance (QA) received ZPMC inspection notification sheet 00457 to perform final tension verification for T-rib to T-rib (Bike path side & Cross Beam Side) & Bottom Panel at Panel point 73 & 74 for Segment 9AE ~ 9BE. Inspected 10% on a random basis and found the tension to be in general compliance.

Bolt sizes used were M22 x 65 DHGM220105 and final torque required was 380 N-m.

Bolt sizes used were M22 x 70 DHGM220028 and final torque required was 440 N-m.

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

Note: Except BK Side T-rib 3rd, 4th, 15th, 16th, 17th, and CB Side 4th, 5th, 6th.

Segment # 9CW ~ 9EW

This Quality Assurance (QA) received ZPMC inspection notification sheet 00457 to perform final tension verification for Lower Chevron (X3D) from Bike path side & Cross Beam Side at Panel point 73 & 74 for Segment 9CW ~ 9EW. Inspected 10% on a random basis and found the tension to be in general compliance.

Bolt sizes used were M22 x 65 DHGM220105 and final torque required was 690 N-m.

Bolt sizes used were M22 x 75 DHGM220034 and final torque required was 453 N-m.

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

Segment # 9AE ~9BE

This Quality Assurance (QA) received ZPMC inspection notification sheet 00457 to perform final tension verification for Longitudinal Diaphragm to Longitudinal Diaphragm from Bike path side & Cross Beam Side at Panel point 73 & 74 for Segment 9AE ~ 9BE. Inspected 10% on a random basis and found the tension to be in general compliance.

Bolt sizes used were M24 x 70 DHGM240075 and final torque required was 680 N-m.

Bolt sizes used were M24 x 95 DHGM240021 and final torque required was 540 N-m.

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

Segment # 9CE

This QA Inspector performed Inspection against the Punch List Sr. No. 336, for the Incident Report 1410 Dated 06-21-10 raised against. Piece mark of affected member is identified as BP126A (PL770A) on sheet SEG54A of the approved shop drawings, the thickness of the affected member is 20mm. maximum allowable distortion by material thickness over a length of 630mm is 5mm. The maximum distortion recorded was 12mm over a length of 630.

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This QA Inspector performed Inspection and Confirmed 4mm only after rectification that ZPMC has fixed the issue.

Segment # 9AE, 9CE and 9DE

This Quality Assurance (QA) received ZPMC inspection notification sheet 06433 to perform Visual Testing (VT) and Gap inspection on Suspender Bracket to Deck panel at Panel Point (PP) 72, PP78 and PP82Bike path Side.

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

Summary of Conversations:

Only general conversation was held between QA and QC concerning this project.

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 phone: 15000422372, who represents the Office of Structural Materials for your project.

Inspected By:	Prabhune,Manoj	Quality Assurance Inspector
Reviewed By:	Patterson,Rodney	QA Reviewer
