

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-016921**Date Inspected:** 26-Sep-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 10AE to Segment 10BE (Skin Flatness)

This QA Inspector performed Joint Inspection along with ABF QA Inspector to check the skin flatness between Segment 10AE to Segment 10BE between Panel Points (PP) 91 and PP 92 at the following locations:

The skin flatness was measured on North side (Cross Beam Side at B1 and B2 locations) and South side (Bike Path Side at B3 and B4 locations) at 100mm from the weld connecting Bottom Panel to Side Panel using 5000mm string line to verify overall flatness. The straight edges of 600mm and 630 mm of length were also used to measure the localized flatness.

The skin flatness was measured on North side (Cross Beam side at T1 location) and South side (Bike Path Side at T2 location) at 100mm from the weld connecting Deck Panel to Edge Panel using 5000mm string line to verify overall flatness. The straight edges of 600mm and 630 mm length were also used to measure the localized flatness.

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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.

Anchorage Bearing Stiffeners at Machine Shop # 1(for Lift 14- East and West)

This QA Inspector performed Dimension Control Inspection to check and measure the Anchorage Bearing Stiffeners at machine shop # 1. The following dimensional inspection was performed.

The scribe line distances of anchor rod were measured.

The offset were measured from scribe line.

The vertical spacing between the bearing stiffeners at four locations were measured.

The vertical offset between bearing stiffeners at two locations were measured.

The QA Inspector verified the surface condition met the mill to bear condition at MTB1, MTB2 and MTB3 locations.

The Anchorage Bearing Stiffeners piece marks are identified below.

-Anchorage Bearing Stiffeners identified as SA3422A and top plate piece mark identified as X5030A.

-Anchorage Bearing Stiffeners identified as SA3424B and top plate piece mark identified as X5030X.

-Anchorage Bearing Stiffeners identified as SA3355C and top plate piece mark identified as X4742M.

-Anchorage Bearing Stiffeners identified as SA3422H and top plate piece mark identified as X5030H.

-Anchorage Bearing Stiffeners identified as SA3355A and top plate piece mark identified as X4742K.

-Anchorage Bearing Stiffeners identified as SA3350E and top plate piece mark identified as X4737R.

-Anchorage Bearing Stiffeners identified as SA3347D and top plate piece mark identified as X4733D.

-Anchorage Bearing Stiffeners identified as SA3425H and top plate piece mark identified as X5025H.

-Anchorage Bearing Stiffeners identified as SA3437F and top plate piece mark identified as X5039F.

-Anchorage Bearing Stiffeners identified as SA3420C and top plate piece mark identified as X5026C.

-Anchorage Bearing Stiffeners identified as SA3424A and top plate piece mark identified as X5030W.

-Anchorage Bearing Stiffeners identified as SA3420A and top plate piece mark identified as X5026A.

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-Anchorage Bearing Stiffeners identified as SA3355H and top plate piece mark identified as X4742S.

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.

Segment 10BE (Lower Chevron Flatness Survey)

This QA Inspector performed Dimension Control Inspection along with ZPMC QC Mr. Zhang Hai Jung on the Splice plate installed at Lower Chevron from East and West side to ensure flatness is within the allowable tolerance before snug tightening the bolts for Segment 10BE at Panel Points (PP) 89, PP 90 and PP 91 at Cross Beam side, work point E4 and Bike Path side, work point E3.

The QA Inspector measured the Flatness using 1(One) Meter Straight Edge and the results appeared to be in general compliance with contract requirements.

Segment 10CE (Lower Chevron Flatness Survey)

This QA Inspector performed Dimension Control Inspection along with ZPMC QC Mr. Zhang Hai Jung on the Splice plate installed at Lower Chevron from East and West side to ensure flatness is within the allowable tolerance before snug tightening the bolts for Segment 10CE at Panel Points (PP) 92, PP 93 and PP 94 at Cross Beam side, work point E4 and Bike Path side, work point E3.

The QA Inspector measured the Flatness using 1(One) Meter Straight Edge and the results appeared to be in general compliance with contract requirements.

Segment 10CW (Lower Chevron Flatness Survey)

This QA Inspector performed Dimension Control Inspection along with ZPMC QC Mr. Hu Mei Gang on the Splice plate installed at Lower Chevron from East and West side to ensure flatness is within the allowable tolerance before snug tightening the bolts for Segment 10CW at Panel Points (PP) 92, PP 93 and PP 94 at Cross Beam side, work point W4 and Counter Weight side, work point W3.

The QA Inspector measured the Flatness using 1(One) Meter Straight Edge and the results appeared to be in general compliance with contract requirements.

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

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your project.

Inspected By:	Math,Manjunath	Quality Assurance Inspector
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Reviewed By:	Peterson,Art	QA Reviewer
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