

**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 #: 69.15**SOURCE INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** SIR-001298**Date Inspected:** 16-Sep-2009**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:** Changxing Dao, Shanghai**Quality Control Contact:** William(Bill) Oak**Quality Control Present:** Yes No**Material transfer:** Yes No N/A**Sampled Items:** Yes No N/A**Stock Transfer:** Yes No N/A**OK to Cut:** Yes No N/A**Rebar Test Witness:** Yes No N/A**Delayed/Cancelled:** Yes No N/A**Other:** Coatings Inspection**Bridge No:** 34-0006**Component:** Lift 4 East, Lift 3 East, Lift 2 East**Bid Item:** 77, 78, 79**Lot No:** B265**Summary of Items Observed:**

On this date Caltrans Office of Structural Materials (OSM) Quality Assurance (QA) NACE III coating inspector, Mr. James Lumley arrived on site at the Zhenhua Port Machinery Company (ZPMC) facility at Changxing Island in Shanghai, China. The purpose of the coating inspections are to monitor the surface preparation and coating applications for the SAS Bay Bridge project. This QA NACE III coating inspector observed the following:

Lift 4 East

Follow-up Inspection of the entire East side plate area of excessive Dry Film Thickness (DFT) and non-uniform appearance. Also during blasting operations the Suspender Bracket was abrasive blasted concurrent with the repairs as well. During this inspection it was observed that the exposed bolts of the Suspender Bracket were coated with Interzinc 52 and the remaining surface area was coated with Interzinc 22 including the entire side plate, the dry-spray has yet to be removed from the external repaired surfaces. Note: Existing Topcoat sustained flame damages on the FL-3 side and also inside Cross Beam attachment area on Interzinc 22 coated areas.

Lift 3 East

Internal surfaces are still in process of Interzinc 22 repairs. Repairs consisting of abrasive blasting to remove rust staining from coated surfaces and re-application of Interzinc 22 to affected areas of floor areas on side plates and bottom plate.

Lift 2 East

Internal surfaces of the weld repair areas on the Upper Floor Beam longitudinal stiffeners and adjacent mud cracked areas were abrasive blasted to base metal and an SSPC SP-10 condition and Interzinc 22 re-applied. Profile amplitude was 78-84um. Panel Points # 13, 13.5, 14, and 15 were repaired.

Note: All inspections were performed jointly with ABF & ZPMC QA/QC representatives and Caltrans QA Lumley when achievable. International Protective Coatings technical service representative were available for

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# SOURCE INSPECTION REPORT

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inspections and consultation.

## **Summary of Conversations:**

No relevant conversations on this day.

## **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. (858) 699-9549, who represents the Office of Structural Materials for your project.

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<b>Inspected By:</b>	Lumley,James	Quality Assurance Inspector
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<b>Reviewed By:</b>	Carreon,Albert	QA Reviewer
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