

**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-001304**Date Inspected:** 22-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:** Office, Cross Beam #1, Miscellaneous Metal,**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:

**Office**

Review and sign ZPMC project documentation, report writing and project file organization.

**Cross Beam #1**

Inspect external Finish coated surfaces and photo-documented. External surfaces exhibited good spectral reflectance and uniform finish, Dry Film Thickness (DFT) range was observed at 220-335 um and some localized areas in excess of 400um on the Bottom Plate were noted.

**Cross Beam #2**

In process relocation back into paint shop for repairs to Finish coated surfaces on the vertical sides which were previously determined to be unacceptable by Caltrans Engineer Bill Howe and Caltrans QA Lumley due to excessive "flashing and lapping" of Finish coated areas. This was transported in the rain and the Top surface has "ponding" water upon it. Caltrans QA Lumley informed ABF QA Bill Oak to ensure that the water on the top surface be removed prior to application of any coatings.

**Miscellaneous Metal**

Base metal surfaces of approximately 80 pieces of Splice plates were abrasive blasted to an SSPC SP-10 condition and Interzinc 22 applied.

**Transport Ship**

Caltrans QA Lumley checked bridge components loaded upon transport ship to ascertain if ZPMC was in process

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## SOURCE INSPECTION REPORT

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of any application of coatings, due to unsatisfactory ambient conditions in coating anything outside environmentally controlled paint-shops as it was raining today. Lift 3 East, Lift 4 East internal areas were viewed and no coating application was being performed.

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 inspections and consultation.

### **Summary of Conversations:**

Caltrans QA Lumley was present when ABF Bill Oak directed ZPMC QC Don Yao Fei to ensure all water was removed from top plate of Cross Beam #2 prior to re-application of Finish coat and ensure all surfaces to be coated were dry.

### **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
<b>Reviewed By:</b>	Carreon,Albert	QA Reviewer

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