

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-001310**Date Inspected:** 29-Sep-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 2030**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, Lift 2 East, Lift 3 West, Lift 4 West, M**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

Personnel had welding inspection meeting in office to review criteria for transverse cracks and UT requirements.

Office

Meeting called by Caltrans Engineer Bill Howe to discuss Inspection notification for nightshift activities and reasonable timeliness of notifications. ABF Bill Oak and ZPMC Lu Jiang Wo present as well. ZPMC concerned about Caltrans ability to cover all aspects and times for inspections throughout entire work period be it day or night. ZPMC Lu Jiang Wo stated ample notification will be delivered via email to representative parties at least 10 hours prior to desired inspection.

Miscellaneous Metal

Repairs to approximately 92 pieces of splice plates from trial assembly area were re-abrasive blasted to remove damaged previously applied coating. Surfaces were abrasive blasted to base metal and an SSPC SP-10 condition and Interzinc 22 re-applied.

Tower Sub-Assembly

Double Diaphragm code # WSD1-127M was given a pre-blast inspection to identify fabrication defects prior to full SSPC SP-10. ABF CWI identified areas for grinding and re-work.

ABF Satellite Office

Review and sign backlog of Notices of Inspection and ZPMC QC reports.

SOURCE INSPECTION REPORT

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Lift 4 East

Internal repairs and cleaning operations on Bottom and Side Plates and “T” stiffener areas as directed by ZPMC QC representatives and foreman. Touch up and repairs were performed and Interzinc 22 and Interzinc 52 were being applied to affected areas. Panel Point 25-28 were checked and found to be incomplete by ABF QA/QC and Caltrans QA Lumley.

Lift 2 East

Internal access scaffolding being removed, damages incurred to floor areas of Bottom and Side Plates.

Lift 3 West

Minor area being re-abrasive blasted to Base metal and an SSPC SP-10 condition of approximately 1.5 SF’ adjacent to Longitudinal Diaphragm at Panel Point #19. Also performed blast inspection on internal Bottom and Side plate “T” stiffeners and Longitudinal Diaphragms from Panel Point 22-24 to remove “Rust Stain” from undercoated surfaces and repair corroded areas. Blasted areas were non-compliant and re-work was required, ZPMC attempted to perform repairs via “grinding” Caltrans QA Lumley informed ZPMC QC that grinding was unacceptable and re-abrasive blasting was required per the Special Provisions. ZPMC then covered both ends of the Lift with tarpaulins and introduced dehumidification to internal areas to maintain ambient conditions within the internal areas of the “Lift” and re-abrasive blasted the affected areas and re-applied Interzinc 22.

Lift 4 West

ZPMC covered both ends of the Lift with tarpaulins and introduced dehumidification to internal areas to maintain ambient conditions within the internal areas of the “Lift” to resume touch up and repairs to Bottom Plate and Side Plates “T” stiffeners and Upper Corner Units.

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:

Note: A telephone call was received from ABF QA Zhou Qusong informing Caltrans QA Lumley that the “Final” Inspection on the internal of Lift 4 West would be cancelled from 21:00 hours if ZPMC was unable to get a “Final Acceptance” from Caltrans QA Lumley. Caltrans QA Lumley informed ABF QA Zhou Qusong that ultimately it was ZPMC’s responsibility to ensure all work was in compliance with the Specification, ZPMC then cancelled subsequent 21:00 hours inspection which Caltrans QA Lumley stayed late to attend this call came at approximately 20:00. ZPMC re-scheduled inspection for 09-30-09 in morning per verbal from ABF Zou Qusong phone call.

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.

Inspected By:	Lumley,James	Quality Assurance Inspector
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Reviewed By:	Carreon,Albert	QA Reviewer
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