

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch  
690 Walnut Ave. St. 150  
Vallejo, CA 94592-1133  
(707) 649-5453  
(707) 649-5493

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-001334**Date Inspected:** 10-Oct-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, OBG 6AE, Suspender Brackets, Bike**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**

Attend to report writing and organizing project documentation.

**OBG 6AE**

Pre-blast inspection for VT inspection and fabrication defect amendment prior to complete SSPC SP-10 blasting, typical grinding operations being performed on external surfaces. Caltrans CWI Tim McClendon performed VT inspection and mapped areas accordingly.

**Suspender Brackets**

Suspender Bracket code SB26E & SB20E were re-abrasive blasted to remove previously applied damaged coatings, of undercoat and topcoat. Surfaces were abrasive blasted to base metal and an SSPC SP-10 condition and Interzinc 22 was re-applied to the entire external surface areas including the faying surfaces. Two inspections were required until SP-10 condition was compliant. Caltrans QA Lumley inquired as to the removal of the affixed shim plates which were still in place and how to ensure grit was not trapped between and how over-blast repairs were performed and repaired with Shim plates still affixed to the faying surfaces. ZPMC QC Don Yao Fei informed they would remove the Shim plates to remove trapped grit and repair over-blast damaged areas.

**Bikeway Bracket**

Repairs were performed to previously top-coated surfaces by completely removing the previously applied coatings by abrasive blasting to base metal and an SSPC SP-10 condition and Interzinc 22 re-applied. Bikeway bracket

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## SOURCE INSPECTION REPORT

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code BK002-001 was repaired and two inspections were performed prior to compliance with SSPC SP-10.

### Lift 3 East

ZPMC requested a “Final” inspection of the Cross Beam termination and FL-3 Beams. Caltrans QA Lumley was transported to Ship #17 which was moored in the river and Inspection revealed that ZPMC personnel had performed excessive sanding of previously applied Interzinc 22 thus removing the coating and creating Low Dry Film Thickness (DFT).

### Lift 4 East

ZPMC requested a “Final” inspection of the Cross Beam termination and FL-3 Beams. Caltrans QA Lumley was transported to Ship #17 which was moored in the river and Inspection revealed that ZPMC personnel had performed excessive sanding of previously applied Interzinc 22 thus removing the coating and creating Low Dry Film Thickness (DFT).

### Lift 2 West

ZPMC requested inspection for affixed Traveler Rail Brackets prior to “mist” coat application. ZPMC cancelled subsequent inspection after Caltrans QA Lumley arrived at location.

### Lift 2 East

Internal floor areas were repaired from damages incurred after Trial Assembly Bottom Plate “T” stiffeners and Side Plate “T” stiffeners were repaired to remove Rust Stained coatings and damages via abrasive blasting. Areas repaired were Panel Point #14-15 and Interzinc 22 re-applied.

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:

No relevant conversations 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, (858) 699-7549, 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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