

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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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-001421**Date Inspected:** 06-Aug-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:** Miscellaneous Metal, Lift 4 East, Lift 4 West**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:

Miscellaneous Metal

Base metal surfaces of approximately 500 pieces of Splice plates and Fill plates from 08-05-09 rejected items were re-abrasive blasted to an SSPC SP-10 condition and Interzinc 22 applied. Profile amplitude was 72-82um.

Lift 4 West

Re-blasting occurred of the weld seam and other localized damages incurred from Heat affected zones and Trial Assembly work processes. Abrasive blasting occurred along the external Counterweight attachment area, Side plate weld seam, and Bottom plate weld seam, initial blast was rejected and did not SSPC SP-10, surfaces were re-blasted and repaired and base metal surfaces were compliant with SSPC SP-10 and Interzinc 22 re-applied. Profile amplitude was 74-80um.

Lift 4 East**Lift 4 East**

Coating repairs to affixed Traveler Rail brackets on the East Side Plate. Surfaces were abrasive blasted to an SSPC SP-10 condition and Interzinc 22 re-applied. Profile amplitude was 56-58 um. Five brackets were repaired at this location. ZPMC personnel were also sanding external East Side Plate for future re-application of Interzinc 979. International Protective Coatings technical service representative also marked areas for re-blasting on top plate for re-work and re-blasting and re-application of Interzinc 22.

Note; All inspections were performed jointly with ABF & ZPMC QA/QC representatives and Caltrans QA Lumley. International Protective Coatings technical service representative Mr. Peng Zili also attended inspections

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and was available for 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) 699-9549, who represents the Office of Structural Materials for your project.

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