

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-001428**Date Inspected:** 28-May-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 1900**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 700**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:** East Tower Lift#1, OBG 3AE/3BE Weld Seam**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

Cable suspender brackets were re-blasted to remove applied Interzinc 22 to base metal. This was due to the failure of ZPMC to request re-inspection of previously rejected abrasive blast on 05-27-09. ZPMC applied coating with no follow up inspection performed by Caltrans QA Lumley nor ABF QA representatives. ABF QA Bill Oak directed ZPMC to remove and replace the coating. SSPC SP-10 was achieved and Interzinc 22 re-applied.

East Tower Lift #1

Interior base metal surfaces were abrasive blasted and SSPC SP-10 not achieved, arc strikes were noted and marked for grinding and MT, as well as burrs sharp edges, and gouges for grinding operations. MT was performed after grinding by ZPMC and verified by Caltrans QA Baskar Govindarajan. Re-blasting occurred and re-inspection and Interzinc 22 was applied to base metal surfaces after SSPC SP-10 was achieved. Profile amplitude was 54-78um. Also repair areas of confined space locations of double diaphragms 43M, 38M, & 33M were coated with Interzinc 22.

OBG 4AW&4BW

ZPMC requested to apply topcoat Interfine 979 to exterior surfaces of these two segments. Surface cleanliness was rejected by ABF QA Bill Oak. ZPMC later cancelled further inspection of said areas due to timeframe and contamination by insects as was exhibited on previous evening's application of OBG 4AE&4BE on 05-27-09.

OBG 3BE & 3AE

SOURCE INSPECTION REPORT

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Weld seam interior top “U” rib stiffeners and vertical diaphragm base metal surfaces were re-abrasive blasted to SSPC SP-10 condition and interzinc 22 applied. This work was redone due to maximum surface temperature exceeded during dayshift operations as well as exceeded the eight (8) hour abrasive blast application window per contract requirements.

Note: All inspections were performed jointly with ZPMC & ABF QA/QC representatives and Caltrans QA Lumley. International Protective Coatings technical service representative Alpha Chen was also available.

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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
