

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-001546**Date Inspected:** 12-Feb-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:** OBG 3AW**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:

OBG 3AW

Performed joint base metal and abrasive blast inspection concurrently with Caltrans QA Rodney Patterson and Erik Prue and James Lumley. ZPMC and ABF QA/QC representatives were also present. Base metal surfaces of the "T" stiffener floor section of this segment were abrasive blasted and deficiencies marked for amendment and the repairs consisted of, weld slag, gouges and weld porosity was discovered and was covered with duct tape also discovered was a cracked weld by Caltrans QA Rodney Patterson and this was also masked with duct tape. ZPMC personnel were performing in process vacuum cleaning of spent abrasives. Locations beneath the "T" stiffeners which were welded together and had a weep hole beneath the top flange were noted to have rust evident throughout and additional re-work would be required to achieve SP-10 requirement. ZPMC personnel were performed required repairs and commenced doing so followed up by abrasive blast cleaning. Base metal surfaces were re-inspected and additional grinding of base metal defects was required, followed by abrasive blasting. Caltrans QA Lumley as well as ABF representatives and International Protective coatings technical representative all conducted the final inspection after base metal repairs had been performed and abrasive blasting completed. ZPMC QC personnel obtained 6 random profiles under the observation of Caltrans QA Lumley, profile ranges from 58um to 82um were observed and ZPMC QC also obtained and monitored the ambient conditions within the blast shop. Application of Interzinc 22 commenced utilizing air-spray method of application..

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Summary of Conversations:

Caltrans QA Lumley informed ZPMC representative that additional blasting would be required to re-establish the abrasive blast profile after the grinding and base metal repairs were amended. Caltrans QA Lumley also inquired with ZPMC personnel as to adding additional lighting during the application process to aid applicator visibility.

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:	Miller, Mark	QA Reviewer
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