

**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-001551**Date Inspected:** 25-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 3BE**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 3BE**

Began abrasive blasting on this segment at approximately 0930. Received phone call directing myself to leave this morning and attend to nightshift. 0700-1000

Returned to work at 1900. Attended joint three party inspection of base metal surfaces abrasive blasted on the internal and external surfaces. Typical fabrication defects were observed and being marked for remediation by ABF Peter Shaw and ZPMC QC personnel. Also marking areas for base metal repairs were Caltrans QA Larry Viars and Caltrans QA Lumley. Typical base metal repairs were visible arc strikes, as well as burrs and fins and some laminations. ZPMC personnel grinding affected areas then reblasting to re-establish profiles. Three inspections were performed on this segment for the same base metal repairs which were incomplete each time an inspection was requested, areas were remarked and the process repeated each time. Porosity was taped over with duct tape. Profiles ranged from 68-84um. The third and final inspection revealed the same condition still existed within the internal areas of the segment. At the request of the production manager for ZPMC the areas were covered with duct tape and masked over and Interzinc 22 application commenced.

Caltrans QA Lumley observed in process spray application of Interzinc 22 to external and internal surfaces. Airless spray methods were used for external surfaces and airspray was used for internal surfaces. Internal base metal surfaces were also supplemented by roller application on welds, edges, and the bottom flanges of the "T" stiffeners of the floor area.

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# SOURCE INSPECTION REPORT

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**Summary of Conversations:**

ZPMC Production Manager requested that Caltrans QA mask fabrication defects with duct tape for future repairs and amendment Caltrans QA Lumley and Viars complied with the request.

**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.

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<b>Inspected By:</b>	Lumley,James	Quality Assurance Inspector
<b>Reviewed By:</b>	Miller,Mark	QA Reviewer

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