

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-002275**Date Inspected:** 24-Nov-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:** Coating Inspection**Bridge No:** 34-0006**Component:** office, Cross Beams 1, 2 & 3, Lift 3 West, Lift**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.

Lift 2 West

Bottom Plate area was Power-tool cleaned by ZPMC to attempt to undercoat with Interzinc 22 for Wind Vortex Plate installation. Surface was non compliant with contract documents for surface preparation for Inorganic zinc rich coating application. Caltrans QA Lumley informed ZPMC personnel SSPC SP-10 required for application of Inorganic Zinc for Faying surfaces.

Lift 3 West

Final inspection performed on the internal undercoated surfaces of the Cross Beam termination and FL-3 Beams and the Cross Beam Bottom Plate. Undercoated surfaces were found to be in general compliance with the contract documents. ZPMC to complete caulking of the crevice seams at the FL-3 to Bottom Plate connections.

Lift 4 West

Final inspection performed on the internal undercoated surfaces of the Cross Beam termination and FL-3 Beams and the Cross Beam Bottom Plate. Undercoated surfaces were found to be in general compliance with the contract documents. ZPMC to complete caulking of the crevice seams at the FL-3 to Bottom Plate connections.

East Tower Lift #1

Internal stiffeners to be installed were washed and de-greased in accordance with SSPC SP-1 in preparation of

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abrasive blasting operations. This work is taking place inside the Tower Shaft at 0-2M.

OBG 7DE

Internal and external surfaces were washed and de-greased in accordance with SSPC SP-1 in preparation of abrasive blasting operations.

Cross Beams 1,2,&3

Boarded tugboat and went aboard Transport Ship #17 to ascertain and repair damaged areas of the three cross beams remaining aboard ship. Damaged areas from Non Destructive Testing of welds and repairs to the Side plates top and bottom were to be performed. Caltrans QA discussed repairs in accordance with SSPC Guide 14 for repairs to damaged previously applied coating and then follow up with finish coat re-application after undercoated areas were re-inspected. There was additional damages incurred outside the weld repair areas and scratches and mars evident on the previously applied Finish coat. Also noted and observed were deckhands working aboard the ship de-scaling the ship decks and fines were blowing about the ship and "staining" previously Finish coated surfaces of SAS Bridge Sub- Assemblies such as Counterweight components Suspender Brackets and Bikeway Cantilever Brackets as well as the three Cross Beams. Also observed and pointed out to ABF QA Bill Oak and ZPMC QC Dong Yaofei was the unprotected areas of all the Counterweight components which were previously Finish coated and deemed to be in general compliance with the contract documents by Caltrans Engineer Bill Howe were unprotected and uncovered as the previously applied "Plastic Sheet" material had failed to remain intact on the covered components. These were previously taped up with 2" wide cellophane tape.

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:

Caltrans QA Lumley inquired with ABF QA Bill Oak as to why no Notice of Inspections were sent by ZPMC for any work/repairs associated with Lift 4 East since loaded upon the ship.

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:	Peterson,Art	QA Reviewer
