

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-002433**Date Inspected:** 25-Mar-2010**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:** Don Walton**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:** Sub-Assemblies, OBG 9AW, Lift 6 East**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:

Sub-Assemblies

ZPMC requested a "Final" finish coating inspection on Suspender Brackets: SB36E, SB40E, SB44E, SB46E, SB36W were determined to be in general compliance by Caltrans Engineer Aaron Prchlik, Suspender Bracket SB38E exhibited excessive Dry Film Thickness (DFT) and was determined fit for use in accordance with "Blue Tag" protocols.

Lift 6 East

Internal surfaces which ZPMC applied Interzinc 22 over dirt and non-compliant surfaces and also which was applied under non-compliant ambient conditions as noted in Incident Report submitted by Caltrans QA Lumley from Panel Points 41-43 floor area of the bottom plate was removed via solvent cleaning and scraping the applied non-compliant coating from the surfaces, this amends the Incident Report as the applied coating has been removed and verified by Caltrans QA Lumley.

OBG 9AW

Base metal surface of the Upper "U" rib Stiffeners, Upper Corner Unit assemblies and FL-2-1 Beams and Upper Chevron Assemblies were abrasive blasted for VT inspection of welds and base metal defects. Base metal defects amended by grinding and weld issues MT performed and were mapped accordingly by Caltrans QA CWI personnel. Chloride values were observed to be 20 & 20µs/cm and subsequent re-abrasive blasting followed until base metal surfaces were in compliance with requirements meeting an SSPC SP-10 condition and Interzinc 22

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undercoat applied. Profile amplitude was 62-70µm.

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:

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
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Reviewed By:	Peterson,Art	QA Reviewer
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