

**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.yy**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000245**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 29-Aug-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Meetings attended	Met with Keith Davenport and discussed the outcome of P7 meeting between Patrick Lowery and Brian Boal. Brian discussed with ABF (Mr. Ron Crockett) the required project specification for providing fine grain testing. ABF agreed to the required testing. In addition, Caltrans will perform an additional QA verification on the check-samples. ABF will be performing the required testing and adding the results to the MTR's. The next step is to further discuss the testing with ABF (China) and ZPMC.
2	Key conversations	<p>Pete Furgeson with ABF escorted both Keith Davenport and myself on a shop visit. The shop visit consisted of visiting the OBG shop, the Tower fabrication, and progress on the construction of the new tower facility. The following summarizes the discussions during each portion;</p> <p><b>OBG Shop:</b>            ABF/ZMPC is in progress of performing PJP weld trials. Pete shared with us the progress thus far of the testing. The welding sequence consist of preparing the bevel of the U-rips utilizing a nippler, then light grinding in order to remove rust prior to tacking the U-rips to the deck plate. The panels consist of five U-rips. Then approximately 60 mm long tack welds deposited via GMAW at spacing of approximately 600 mm on all five U-rips. Followed the tack welds the root pass is placed. Then root pass is ground in areas over the tack welds in order to correct for the over deposited weld metal over the tacks. Finally the cover SAW pass is placed. Peter shared with us some macro's that did not appear to meet the required weld profile, but he informed us that the other results are much better.</p> <p><b>Tower Shop</b>            ABF/ZMPC is in progress of 77 m mock-up fabrication, and cutting plated for 114 m mock-up. The 77 m mock-up consist of welding skin plate A, positioning and tacking stiffeners on skin plate D. Fitting and placing control lines on skin plate B. Milling and fitting of plate E, and fitting</p>

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stiffeners on plate C. In addition, both Keith and I noticed two large rings about 10 m in diameter with internal cut-out of the tower profile. Both of us think that these rings will be used as a fitting templates. Pictures of these rings will be provided in the weekly summary.

New Tower Facility:

The construction progress seem to be well on schedule. Peter informed us that ABF will be moving their offices in about a month.

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3 Meetings attended

Attended the 2:00 pm daily meeting with ZPMC and ABF. ZPMC informed us with the fabrication schedule for 77 m tower mock-up. ZPMC will be starting the 24-hour schedule tonight. Then we discussed the NCR written by ABF QC on achieving pre-heat prior to tack welding. ZPMC questioned the method used by both ABF and Caltrans. Both Keith and Mazen asked how ZPMC QC inspectors are measuring the pre-heat. It was apparent that ZPMC QC inspectors were checking the pre-heat adjacent to the tack welds only. METS explained to ZPMC the need of soaking time and proper method of checking pre-heat. In addition, METS stressed the need to achieving the required pre-heat prior to welding on the tower thick plates. ABF QC agreed and informed us of the NCR written by them.

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**Inspected By:** Wahbeh,Mazen

Quality Assurance Inspector

**Reviewed By:** Wahbeh,Mazen

QA Reviewer

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