

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-000277**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 11-Sep-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** 0 / 1**HSR's:** 1 / 2**NCR's:** 0 / 2

Item	Title	Detail
1	Heat Straightening Requests (HSRs)	HSR-002 77m Tower Mock-up Skin Plate B, Stiffener #2
2	Major component movement	<p>QA observed welding on the 77m Tower Mock-up: Begin repairs of Skin Plates A and E.</p> <p>QA observed welding on the 89m Tower Mock-up: Continue welding of Diaphragm SA13.</p> <p>QA observed welding on the 114m Tower Mock-up: Perform MT of Skin Plate butt welds, Continue welding of Skin Plate Stiffeners Repair of Skin Plate D CWR for butt joint crack.</p>
3	Meetings attended	<p>QA met with ABF and ZPMC at 1400 to discuss the schedule for the next two days:</p> <p>77m Tower Mock-up: Continue repair Skin A and E Stiffeners, Weld cover flanges on longitudinal stiffeners, Diaphragms are waiting for flanges.</p> <p>89m Tower Mock-up: Heat Straighten Diaphragms SA13 and P126 as necessary.</p> <p>114m Tower Mock-up tomorrow: Continue machining, fitting and welding of Skin Plate butt joints and stiffeners.</p>
4	Key conversations	<p>Caltrans met with ABF and ZPMC at 1330 to discuss issues related to fabrication:</p> <p>HSR-002 was approved as noted - missing weld joint number, weld map number and extent of NDT.</p> <p>ZPMC asked when UT testing of CJP welds was necessary after cutting of the access holes on the diaphragms. Caltrans explained the UT would be necessary only if the initial UT found acceptable class B or C discontinuities are located near the cut, as they may propagate from the cutting.</p>

