

**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 #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000417**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 31-Oct-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** 7 / 28**HSR's:** 0 / 10**NCR's:** 0 / 11

Item	Title	Detail
1	Critical Weld Repairs (CWRs)	<p>CWR-019 89m Tower Mock-up Strut mp517-2 remove and replace incorrect weld metal</p> <p>CWR-020 89m Tower Mock-up Strut mp517-4 remove and replace incorrect weld metal</p> <p>CWR-021 89m Tower Mock-up Strut mp517-1 remove and replace incorrect weld metal</p> <p>CWR-022 89m Tower Mock-up Strut mp517-3 remove and replace incorrect weld metal</p> <p>CWR-023 89m Tower Mock-up Strut mp516-1 remove and replace incorrect weld metal</p> <p>CWR-024 89m Tower Mock-up Strut mp516-2 remove and replace incorrect weld metal</p> <p>CWR-025 89m Tower Mock-up Diaphragm SA13-1 diaphragm to flange base metal repair.</p>
2	Major component movement	<p>OBG Production:</p> <p>Continue cutting floor beams and W beams.</p> <p>77m Tower Mock-up:</p> <p>Welding butt splice on diaphragm flanges.</p> <p>89m Tower Mock-up:</p> <p>Tack welding stiffener plates between diaphragms,            Welding Skin Plate D splices,            Welding stiffener plate butt splices,            Welding internal corner splice plate.</p> <p>114m Tower Mock-up:</p> <p>No welding observed.</p> <p>Closed-rib Weld Trial:</p>

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3	Meetings attended	<p>QA verified tack weld length and spacing for Weld Trial #2.</p> <p>Caltrans met with ABF and ZPMC at 1300 to discuss issues and the schedule for the next three days.</p> <p>ZPMC notified Caltrans of upcoming dimensional Hold Points on the T-Stiffeners. Caltrans would like to see some of the dimensioning but told ZPMC they should not wait for Caltrans to perform their checks and proceed with production. Caltrans stated this was considered an internal hold point.</p> <p>ZPMC notified ABF and Caltrans that the 24 hour shifts will start on Monday, November 05, 2007 rather than Friday as originally planned. ZPMC is still identifying channel and angle that may have traceability issues. ABF and Caltrans to address this during the issues meeting tomorrow. ZPMC stated they were working with the Mill personnel to use the length and size of material in an attempt to regain traceability.</p> <p>ABF stated that they were submitting an RFI to eliminate the RT on certain heavy members that cannot be performed with the X-ray tubes ZPMC currently has on site.</p>
4	Key conversations	<p>Caltrans Level III's David McClary and John Kinsey met with ABF Level III Steve Lawton and ZPMC Level III Steven Kang to discuss the progress on the Closed-rib PJP UT procedure. The group discussed the technical issues related to testing the Closed-rib welds. Mr. Kinsey conveyed the lessons learned from previous projects and what approaches Caltrans has seen the most success with. Both ABF and ZPMC agreed that the first leg amplitude based procedure appeared promising and stated they would concentrate their development in that area. Caltrans reiterated that both Mr. McClary and Mr. Kinsey are available to aid in the development.</p>
5	Other important observations	<p>ZPMC conducting internal trials on the Stiffener to Skin Plate welds for the Tower.</p>
6	Quality Assurance Inspectors per shift	<p>6 Day Shift (Acuna, Brannon, Hasler, Hernandez, McClendon, Viars) 4 Swing Shift (Berger, Dixon, Franco, Smith)</p>
7	Logistics	<p>ZPMC to begin 24 hour shifts on Monday, November 05, 2007.</p>

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**Inspected By:** McClary,David

Quality Assurance Inspector

**Reviewed By:** Lowry,Patrick

QA Reviewer