

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch  
690 Walnut Ave. St. 150  
Vallejo, CA 94592-1133  
(707) 649-5453  
(707) 649-5493

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-000473**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 20-Nov-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** 0 / 27**HSR's:** 0 / 10**NCR's:** 1 / 14

Item	Title	Detail
1	Meetings attended	<p>At 0900 hours I attended the Weekly SAS Update conference call and the following items were discussed: 1) Closed Rib UT Procedure status: ABF/ZPMC has received calibration blocks 14-NOV-07, Caltrans to receive a set this week, METS estimates the best case will be three weeks for approval of the procedure 2) Closed Rib Weld Trial Status: Welding completed for second weld trial on 01-Nov-07, ABF and CT have been in discussion regarding the discrepancy of overlap versus excessive convexity, CT and ABF to meet this morning to select samples to be macro-etched which will be used to answer the question of overlap or convexity, CT is currently analyzing the data to check for correlation between welding variables and defect location 3) Fabrication of OBG Deck Panel Mock-Up: ZPMC started fabrication of the deck panel mock-up on 06-Nov-07, the closed ribs and diaphragms have been welded, the ABF schedule shows completion of deck panel mock-up by 22-Nov-07; however, welding of deck panel for mock-up must be done within the parameters of the approved weld trials and ZPMC is currently fabricating OBG mock-up in parallel with closed rib weld trials 4) OBG Fabrication: ZPMC performing welding to T-stiffeners to bottom and side plates and splicing floor beam plates 5) Tower Mock-Up fabrication: Last week (05-NOV-07), ABF allowed ZPMC to resume welding of longitudinal (vertical) stiffeners to the 89-m mock-up and proceed to make repairs to the 77-m and 114-m mock-ups. Although ABF believes they have resolved the welding issue, the new procedure removed some of the distortion control measures previously used, ZPMC continues to work on the diaphragms for 77-m and 89-m tower mock-ups, The 89-m diaphragm assembly has been sent to the machine shop which Team China will observe this week, ABF has requested to begin fabrication on the diaphragms and skin plate butt welds. 6) Tower Fabrication: ABF has submitted a letter requesting to begin production welding on the tower diaphragm and skin plate butt welds, the Department will respond with a letter allowing this to proceed as soon as the shop</p>

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## DAILY PROJECT JOURNAL

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drawings and dimensional/distortional control plans are approved.

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2 Meetings attended

At 1000 hours I attended a meeting to select of samples from the OBG weld trials for macro-etching. In attendance to this meeting were: Peter Ferguson, Art Peterson, Craig Knops, David McClary, and Allistair Melville. At the time we arrived, we discovered that ZPMC had prematurely cut a section of weld #1. Although this was not what the group had previously agreed regarding the selection of samples, METS agreed to use this cut section and another one from weld #7 to evaluate multiple scenarios where METS and ABF disagree regarding weld overlap. ZPMC will cut the plates today and will notify the Department when they have been macro-etched.

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3 Key conversations

I met with Dave Williams (ABF) to discuss and sign a field change for the bevel angle on the deck plate mock-up, deck to deck splice. The approved weld detail had been modified by METS to a groove angle of 30-degrees; however, the fabrication plan showed 45-degrees. The fabrication plan was modified to reflect 30-degrees.

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4 Key conversations

I met with Dave Williams and John Hamer to discuss the tracking of changes to the Fabrication and Welding Sequence plans for the Tower mock-ups. Mr. Williams stated they do not formally track these changes at the moment; however, he understood the necessity to develop a plan to do so. METS discussed the use of a working copy of the fabrication and welding sequence plans in conjunction with the FCN's in order to keep work moving, while getting agreement from both ABF/ZPMC and Caltrans. Furthermore, it was discussed that the modifications, regarding the welding of the longitudinal stiffeners to the skin plates, have not been revised in their fabrication and welding sequence plans. METS expressed that this needed to be documented in their procedure and signed off by both ABF and CT as discussed above.

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**Inspected By:** Smith,Ryan

Quality Assurance Inspector

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**Reviewed By:** Wahbeh,Mazen

QA Reviewer