

**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 #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000484**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	Nonconformance Reports (NCRs)	NCR-0014 Fabricating SPCM material prior to check sampling.
2	Major component movement	<p>OBG Production:</p> <p>Fitting and welding T-Stiffeners to OBG Bottom Plates (notified of cracks on the tack welds),</p> <p>Welding floorbeams.</p> <p>77m Tower Mock-up:</p> <p>Performing weld repairs to skin plate A,</p> <p>Welding stiffener plates between diaphragms.</p> <p>89m Tower Mock-up:</p> <p>Welding Web connection plate to Longitudinal Stiffeners,</p> <p>Welding Longitudinal Stiffener to Skin Plate.</p> <p>114m Tower Mock-up:</p> <p>Weld Longitudinal Stiffener to interior splice plates.</p> <p>Deck Plate Mock-up:</p> <p>Preparing splice.</p> <p>2nd OBG Weld Trial:</p> <p>ABF and Caltrans identified samples for cutting to represent areas with rejectable overlap, marginal overlap and acceptable convexity.</p>
3	Meetings attended	<p>Caltrans met with ABF and ZPMC at 1300 to discuss issues and the schedule for the next three days.</p> <p>ZPMC asked the NDT requirements for butt splices in the OBG skin plate T-stiffeners. Caltrans stated this may be covered in an RFI regarding the splices and would check on the requirements.</p> <p>ZPMC asked if they could use a different root opening and angle from that used on the PQR test. Caltrans explained that for PQR's performed using</p>

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# DAILY PROJECT JOURNAL

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Figure 5.1 (Standard Joints), that WPS's may be written for any AWS D1.5 Figure 2.4 or 2.5 joint detail without further qualification for the same process and position tested.

Caltrans is currently verifying material batches 38 and 39. Batch 40 is under review by ABF. ZPMC stated their production critically needs these plates. ABF and ZPMC will try to expedite the submittal to Caltrans. Caltrans asked if there were other plates for Lift 3 of the OBG that have not been received that will be needed soon. ZPMC has a list and will try to identify and submit in a batch to minimize the "last minute" receiving. ZPMC stated that it takes a significant amount of time for ABF to review the check sample lists. ABF Fabrication Manager David Williams stated he would look into the situation and see how they can expedite the process. ZPMC stated they may begin submitting the check sample list at the same time the material is received. ZPMC identified 2-22mm plates (2 other plates still in their yard) and 1-30mm plate (the only plate of this heat) that were fabricated prior to check sampling. The 22mm plates are the same heat number and the 30mm plate is a separate heat number. Caltrans asked if ZPMC has prepared the paperwork for sampling the 22mm plate still in the yard. ZPMC has not yet prepared this paperwork. Caltrans stated they would like to identify the remaining material left from the 30mm plate as this was urgent for Caltrans to be able to accept the production components. Caltrans informed ABF and ZPMC that a Non-Conformance Report (NCR) was being issued to document the issue and materials. Caltrans asked who from ZPMC was in charge of determining what material may be used for specific components. ZPMC did not answer this question, but stated the Mr. Zhou (QC) has the list of what material is used for a particular component and is consulted before any material is used to ensure the material has been received and check sampled prior to use. Mr. Williams stated he would set up a meeting regarding the check sampling. Caltrans informed ZPMC that prior to the identification of overlap samples on the 2nd Closed-rib Weld Trial, ZPMC had begun cutting a sample out. Caltrans reminded ZPMC that the Weld Trial was not complete until the NDT and full selection of macro-etch specimen were identified, and any further cutting of the panel could prevent Caltrans from being able to test and accept the trial.

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4 Quality Assurance Inspectors per shift 4 Day Shift (Acuna, Hernandez, McClendon, Viars)  
3 Swing Shift (Berger, Dixon, Croff)  
2 Graveyard Shift (Franco, Jobes)

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**Inspected By:** McClary, David

Quality Assurance Inspector

**Reviewed By:** Lowry, Patrick

QA Reviewer

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