

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-000486**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 14-Nov-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** 0 / 27**HSR's:** 0 / 10**NCR's:** 0 / 12

Item	Title	Detail
1	Major component movement	<p>OBG Production:</p> <p>Fitting and welding T-Stiffeners to OBG Bottom Plates, Fitting and welding floorbeams, Drilling and cutting T-Stiffeners.</p> <p>77m Tower Mock-up: QC and QA performed MT of the Flange to Diaphragm weld.</p> <p>89m Tower Mock-up: Welding stiffener plates between diaphragms, Performing weld repairs on Longitudinal Stiffener to Skin Plate</p> <p>114m Tower Mock-up: Performing weld repairs on Longitudinal Stiffener to Skin Plate, Weld Longitudinal Stiffener to interior splice plates.</p> <p>Deck Plate Mock-up: Welding Closed-ribs to both deck panels</p>
2	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 if the Closed-rib Weld Trail was accepted by ABF and Caltrans. ABF Fabrication Manager David Williams explained the Caltrans and ABF discussed the Weld Trial this morning and are currently evaluating areas with suspected overlap together. A team of 3 people from ABF and 3 people from Caltrans performing the evaluation. Further discussions will take place after the evaluation is complete. Mechanical testing of some areas may be required based upon the results. UT of these welds would be the next step prior to mechanical testing. However, the UT procedure is still under development. ABF has received the new calibration blocks from the EDM company and are currently reviewing the blocks to ensure accuracy.</p>

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Three sets have been manufactured so that ABF, ZPMC and Caltrans will all have the same type of blocks.

ABF stated that the Deck Plate Mock-up looked good, but the visual inspection is not complete. ZPMC has completed their visual inspection and forwarded these results to ABF for review. Leak testing was suspended today. ZPMC is still waiting on caulk, but is also submitting an RFI to weld the area around the PJP to prevent any leakage during the pressure test. ZPMC asked if weld repairs were allowed to the Deck Plate Mock-up. Caltrans looked up the section on Mock-ups in the Special Provisions regarding the Deck Plate Mock-up which states “No repairs are allowed...” (page 313). ZPMC asked if they were allowed to grind the PJP welds in order to fit the diaphragms. This will be discussed as well as if ZPMC may proceed with the fitting of the diaphragms to the closed-rib panel during the Owners meeting tomorrow. Caltrans may want to UT this area prior to filling using the new calibration standards that ABF has just received.

3	Key conversations	ABF representative John Hamer spoke with QA about the welding of the Tower Strut connection plates related to CWR-27. Mr. Hamer stated that 2 connection plates out of the 6 required for the 89m Tower Mock-up were welded at this time. Mr. Hamer stated connection plates have been UT tested and the other plate had no rejects (the one addressed in CWR-27 had one rejectable discontinuity with a length greater than 10% of the weld length). Mr. Hamer also had observed the in process welds and did not observe anything that would make the weld difficult. Mr. Hamer stated the he thinks the length of weld rejected was due to welder error.
4	Other important observations	Caltrans and ABF Fabrication Manager observed the shapes that ZPMC has identified with traceability issues. Some of the material is still bundled and has mill identification. ABF, ZPMC and Caltrans will need to inspect the material to separate the material with traceability from the material with questionable traceability.
5	Quality Assurance Inspectors per shift	4 Day Shift (Acuna, McClendon, Viars on Island – Dixon at Lab in Shanghai) 3 Swing Shift (Berger, Franco, Smith) 2 Graveyard Shift (Hasler, Jobes)

Inspected By: McClary, David

Quality Assurance Inspector

Reviewed By: Lowry, Patrick

QA Reviewer
