

**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-000516**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 05-Dec-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Key conversations	<p>7:00 Significant discussion</p> <p>Sun, from ABF, showed me a copy of ABF's Shear-link shop drawings which had been marked up to designate as SPCM those areas of the Tower mock-up shear link assembly, those areas of the mockup shear link assembly, which had not yet been welded. I indicated that Caltrans would prefer for the shop drawings to be corrected entirely – that the SPCM designation should be applied to all those welds which the design drawing indicate as SPCM. (I suggested that this would avoid confusion down the road as to why only some of the welds were in-fact corrected to be SPCM.) 10 minutes later, I had the same discussion with Bob Kick of ABF. Later in the day, Caltrans and ABF management discussed these drawings and the SPCM issue in a separate meeting.</p>
2	Meetings attended	<p>13:00 Daily Meeting:</p> <p>ZPMC raised the following issues:</p> <p>How small of a repair requires a CWR request and approval from the Engineer?</p> <ul style="list-style-type: none"> <li>- It was decided that the WQCP be reviewed to see if this is defined and if ABF/ZPMC wants to submit an addendum.</li> <li>- ZPMC would like something in writing from Caltrans listing what material has been accepted. Dave McClary indicated that normally we do not do this, however, we would discuss this internally.</li> </ul> <p>Caltrans raised the following issues:</p> <ul style="list-style-type: none"> <li>- The changing of the numbering of the OBG floor beam assemblies has implications regarding past reporting and regarding traceability as we move forward.</li> <li>- Would it be possible for Caltrans to receive weld quality data electronically? This would help us to have a more real-time picture where we are at – for example with the weld quality of the skin plate stiffeners.</li> </ul>

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## DAILY PROJECT JOURNAL

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ABF indicated that ZPMC would probably be normalizing several W18-46 (English) shapes. Neither Caltrans, nor ABF have accepted these materials yet.

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<b>Inspected By:</b>	Dautermann, Peter
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Quality Assurance Inspector
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<b>Reviewed By:</b>	Lowry, Patrick
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QA Reviewer
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