

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-000545**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 12-Dec-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Major component movement	<p>OBG Production:</p> <p>Welding floorbeams, Slicing T-Stiffeners.</p> <p>77m Tower Mock-up: No welding observed.</p> <p>89m Tower Mock-up: Welding corner connection plates.</p> <p>114m Tower Mock-up: Welding Skin Plates to temporary diaphragm.</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 addressed the RT of the OBG Bottom Plates (6). The initial RT was performed without the welds being ground flush and now the T-stiffeners have been tack welded in place. ZPMC would like to weld these stiffeners and then perform the RT because they are worried about cracking the tack welds if they flip the plate. Caltrans has no issues with this proposal. ZPMC asked if they can begin cutting Closed-ribs. Neither ABF nor Caltrans have any issues with ZPMC proceeding. ZPMC acknowledged that they are proceeding at their own risk, since the Closed-rib Weld Trial is not approved.</p> <p>ZPMC asked if there was any inspection Caltrans needs to perform on the bent floorbeam flanges. Caltrans stated there were no Caltrans inspections necessary prior to ZPMC proceeding.</p> <p>ABF and ZPMC will begin cutting macro samples from Weld Joints 1 and 2 of the Closed-rib Weld Trial. ZPMC asked if there were any issues with the other weld trial macro etches performed. ABF stated that the samples need to be polished and etched better in order to measure the LOP.</p>

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ABF showed Caltrans a draft RFI regarding have -Z verses -Z25 noted on the material order (this signifies reduction of area requirements for materials requiring through thickness properties). Caltrans stated there would be no issue with this as long as the percentage reduction of area was reported on the MTR's as required by the specifications.

ABF stated there was more plate coming from Wu Yung Steel Mill without the grain size reported on the MTR's. Caltrans asked if ABF could get an estimate of the quantity and address this in the owners meeting tomorrow. ABF stated that ZPMC is considering using a paint manufacturer in China and asked if Caltrans had a lab in China to test the paint. Caltrans stated that no lab is currently contracted to perform this testing in China and that the samples are require to be sent to the lab in Sacramento for testing. A change to this requirement would most likely require a RFI and possible CCO.

ZPMC asked about the HSR's currently being reviewed by Caltrans. Caltrans has issues with these HSR's because the distortion control procedures were not followed. ABF stated that ZPMC decided the distortion control methods in the fabrication procedures were not necessary. Caltrans asked if either ZPMC or ABF have issued NCR's for not following the Fabrication Procedures. Neither ZPMC or ABF have done this.

Inspected By: McClary,David

Quality Assurance Inspector

Reviewed By: Lowry,Patrick

QA Reviewer
