

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-000551**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 14-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: Welding floorbeams, Repairing T-Stiffeners to OBG Skin Plates fillet welds.</p> <p>77m Tower Mock-up: No welding observed.</p> <p>89m Tower Mock-up: Welding Shear Link web to bottom flange, Installing double plates.</p> <p>114m Tower Mock-up: QC and QA performing UT of Interior Splice Plates, Welding Skin Plate to Skin Plate corner welds.</p> <p>Closed-rib Weld Trial: ABF evaluating macro-etch samples from Weld Joints 3 through 10. ZPMC cutting and polishing samples from Weld Joints 1 and 2.</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 discussed qualification of weld details WD90N, P, T and V, which consist of Skewed-T CJP joints with angles between 31 and 33 degrees. ZPMC had some sketches showing the joints being mock-up in a butt joint configuration and were asking for additional guidance. Caltrans suggested it may be better to simulate the actual Skewed-T joint and perform UT and Macro-etch testing. Caltrans will check on details of this qualification. The preliminary plan is to use a 400mm x 460mm base plate and a 400mm x 230mm angled plate. ZPMC will confirm the maximum thickness to be used in production and the SPCM / Non-SPCM status. Caltrans and ABF will check to see if there has been an RFI to address this issue.</p>

DAILY PROJECT JOURNAL

(Continued Page 2 of 2)

ZPMC asked about the HSR's for the floorbeams where the distortion control measures in the Fabrication Procedures were not followed. ZPMC stated that they have issued internal non-conformance reports. Caltrans ABF Engineer Gang Jiao has informed Caltrans that there were proposals to change the Fabrication Procedures. Caltrans suggested that the best way to address the issue would be to agree to these "red-line" changes and re-submit the HSR's accordingly.

ABF informed Caltrans that they met earlier today with the material suppliers for the rolled shops with questionable traceability. ABF stated that the angles were too large to fit in a 40ft container and were cut to fit. Also some of the larger angle were stacked and marked on the top angle only.

When ZPMC received and marked the angles the piece with the mill marking may have been concealed within the restacking of the material. ABF asked if a meeting with the supplier would help to give Caltrans the confidence to accept this angle. Caltrans stated this may be helpful. ABF and ZPMC will try to arrange a meeting for next week if possible.

Caltrans stated that Pier 7 was informed by Bob Kicke that an ABF Engineer on site had been tasked to change some joint details on the Tower Mock-up. ABF Fabrication Manager David Williams stated that Soon Yu has been tasked with this work.

ABF asked ZPMC how soon they would be available to verify the HPS 495W that failed was identified and segregated from acceptable material. Caltrans asked when ABF and ZPMC would perform some kind of protective coating on the base plate template. ABF stated they were told by SMR Ryan Smith to hold off on any painting for the time being. ABF is currently waiting for direction from Caltrans.

3	Other important observations	ZPMC is performing internal trials with the second closed-rib welding gantry.
---	------------------------------	---

Inspected By:	McClary,David	Quality Assurance Inspector
Reviewed By:	Lowry,Patrick	QA Reviewer
