

**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-000679**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 27-Feb-2008**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>Fitting and welding stiffeners to floor beams, Machining, beveling and bending closed-ribs, Fitting closed-ribs to deck panels, ZPMC performed welding of PMT #14 and Deck Panel DP-031-001. The PMT was welded one rib at time rather than welding the three ribs simultaneously. ZPMC's QC rejected the PMT visually, but not until after the welding described below had already taken place. The welding gantry stopped moving approximately 1.8m from the end of the deck panel, but the SAW heads continued to weld. This resulted in a pool of weld metal being deposited on the deck adjacent and connected to the PJP weld.</p> <p>Tower Production:</p> <p>Cutting and heat straightening diaphragm plates.</p> <p>77m Tower Mock-up:</p> <p>No work observed.</p> <p>89m Tower Mock-up:</p> <p>Grinding of weld profiles.</p> <p>114m Tower Mock-up:</p> <p>No work observed.</p>
2	Meetings attended	<p>Caltrans, ABF and ZPMC met at 1300 to inform the contractor of recent NCR's issued and to discuss issues.</p> <p>Caltrans inquired about the status of the 5 floorbeams that have had the cracks repaired on one side and have been flipped over. Caltrans asked if the other side has been MT inspected. ZPMC stated this has not been performed yet.</p> <p>Caltrans asked if ZPMC had details of the elevated pre-heat they proposed</p>

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to use as a preventative action for future floorbeam panels. The use of elevated pre-heat was stated in the approved as noted CWR's, but no follow-up documentation of what the elevated temperatures are has been submitted. ZPMC did not have this information and stated they would check.

Caltrans inquired about the status of the rolled shapes with questionable traceability. ABF stated that they have received a list from ZPMC which separated the materials into category 1, 2 and 3 (referencing traceability in accordance with ABF's correspondence to ZPMC), and are currently reviewing the list.

The weekly welding reports were discussed and the tracking of welder performance was addressed. ABF stated that the welding foremen were involved with assessing the performance of their welders since there are many variables which affect rejection rates. Caltrans asked if there are separate foremen for each labor subcontract, how many there are and how communication between ZPMC and the contract foremen was conducted. ZPMC stated that currently there are only 5 labor subcontractors on the project and that each has a foreman per shift. ZPMC stated that it was QC and Productions responsibility for maintaining communication with the respective labor group foreman and that the assurance of contract compliance and tracking was QC's responsibility.

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3	Key conversations	QA spoke with ABF QCM Steve Lawton regarding movement of the completed Deck Panels. ZPMC has been moving Deck Panels for storage outside that have not had the QC or QA inspections complete. ZPMC's quality control has not completed the UT of the panels outside and no data has been submitted as to the disposition of the visual inspection.
4	Other important observations	Caltrans, ABF and ZPMC met and performed joint inspection of Deck Plate DP-064-001. There appeared to be agreement among the group regarding the discontinuities present.  QA rejected the PMT from yesterday, 2-26-08, due to LOP detected by UT. ZPMC had performed UT and accepted the panel.
5	Logistics	ZPMC has still not restored the 0630 and 2230/2300 ferries. This restricts the method of shift coverage available and results in no overlap between the 2nd and 3rd shifts.

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**Inspected By:** McClary, David

Quality Assurance Inspector

**Reviewed By:** Lowry, Patrick

QA Reviewer