

**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-000705**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 07-Mar-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 T-stiffeners to side plates,            Performing Critical Weld Repairs on T-stiffeners,            Fitting and welding stiffeners to floor beams,            Machining, beveling and bending closed-ribs,            Fitting closed-ribs to deck panels,            ZPMC performed closed-rib welding on 2 PMT test for Gantries 1 and 2,            and DP026-002, DP078-001, DP029-001 and DP069-001. Deck Plates            DP029-001 and DP069-001 were started on 3-5-08, but had experience            mechanical problems with Gantry 2 prior to completion.</p> <p>Tower Production:</p> <p>Cutting Skin Plates            Heat straightening diaphragm plates,            Fit-up and welding diaphragm plates. QA has observed issues with being            able to achieve and maintain the required pre-heat uniformly on the joints.</p> <p>77m Tower Mock-up:</p> <p>Grinding of welds identified with cracks to determine if they are surface or            have depth requiring a CWR.</p> <p>89m Tower Mock-up:</p> <p>QA observed a root crack on the CJP joint from the diaphragm infill plate to            Skin Plate A.            Performing Critical Weld Repairs.</p> <p>114m Tower Mock-up:</p> <p>Installing bolts in the splice connection.</p>
2	Meetings attended	Caltrans met with ABF and ZPMC at 1300 to discuss issues related to fabrication:

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## DAILY PROJECT JOURNAL

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ABF has received a list of materials regarding the traceability of rolled shapes. This was forwarded to Caltrans yesterday. ZPMC would like to sample some shapes today so that they can fabricate components out of this material prior to receiving the test results. ABF's Gang Jiao stated these shapes would be used in bolted connections for the center floor beam connection. Caltrans asked why these are so critical that they cannot wait for the test results. ABF Engineer Gang Jiao explained that this is part of the temporary fabrication to fit members and match drill as part of the Fabrication Procedures. This will be done with temporary bolts. Caltrans asked how traceability to each piece will be maintained. ABF stated they would develop a system to provide this traceability and give this to Caltrans in writing.

ZPMC stated they will begin hot bending of Tower Diaphragm Flanges starting tomorrow.

ZPMC stated they will continue working both shifts on the OBG. Caltrans suggested that this time while they are currently not welding closed-ribs on the second shift would be a good time to qualify the closed-rib gantry welders by performing PMT tests.

Caltrans stated that QA UT of the closed-rib panels has produced concern that QC UT may be getting far behind and potential issue with tack welds and weld Lack of Penetration will not be identified for correction. Caltrans also pointed out the requirements to continue 100% testing of tack welds until less than 1 in 10 are rejected. ZPMC did not think this was an issue since the tack welds on the first two panels (DP015-001 and DP058-001) did not have less than 70% penetration. Caltrans point out that the specification requires a minimum of 80% penetration. The criteria allowing 80-70% penetration for less than 5% of the weld length only applied to the Weld Trial and Deck Plate Mock-up. ZPMC did not understand why this was the case and asked why the criteria for the Weld Trials would be different than from production. Caltrans showed ABF and ZPMC the portion of the Special Provisions that details the penetration requirements. ABF Fabrication Manager David William stated that he understood and agreed with the 80% penetration requirement for production welds.

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**Inspected By:** McClary,David

Quality Assurance Inspector

**Reviewed By:** Lowry,Patrick

QA Reviewer

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