

**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-000739**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 02-May-2008**Location:** Changxing Island, Shanghai, PRC**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Nonconformance Reports (NCRs)	ISMR met with Caltrans Senior Bridge Engineers Scott Kennedy and Ching Chao to discuss NCR closures. There were approximately 15 NCR Responses discussed. Discussion also included the subject of what method would be used to address the NCR Response since ISMR had received hard copies of the NCR Responses and the Caltrans Construction Engineers had also been actioned in PMIV regarding many of these. It was proposed that the ISMR would create TC-20's to disposition each NCR Response hard copy and provide the Caltrans Construction Engineers with a reference to the TC-20 to include in their PMIV action. The agreed upon status of the NCR's were as follows; ZPMC- 0067 (reject), 0087 (accept), 0089 (accept), 0060 (accept), 0072 (accept), 0055 (accept), 0045 (reject), 0057 (discussion to be continued).
2	Meetings attended	ISMR met with ABF Nate Lindell and ISMR's Peter Dauterman and Ady Velasco regarding Weekly Weld Reports (WWR). Mr. Lindell noted that he had provided the plate ID# in his WWR's and inquired whether Caltrans also needed generic plate numbers as called out on fabrication drawings, such as pXXX. Caltrans affirmed that this information would be beneficial and Mr. Lindell agreed to add this to the WWR. Mr. Lindell also agreed to get weld maps for Tower Lift 1 to Caltrans.
3	Key conversations	ISMR discussed 77m macros with Dr. Mazen Wahbeh, John Kinsey and Dave McClary and agreed that additional measurements were required on the 77m macros because the inspector had reported weld throat, but that Caltrans needed to measure the Effective Weld Size instead. It was also agreed that additional higher magnification photos would be required to more clearly document weld defects.

**Inspected By:** McReynolds, Robert

Quality Assurance Inspector

**Reviewed By:** Wahbeh, Mazen

QA Reviewer