

**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-000744**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 09-May-2008**Location:** Changxing Island, Shanghai, PRC**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Meetings attended	ISMR attended a check sample teleconference from 0730 to 0830 with Peter Dauterman, Gem-Yeu Ma, Mahlon Lindemuth and Rosme Aguilar in Sacramento. Gem-Yeu Ma provided an update of the present check sample progress and Rosme Aguilar discussed the results of OSM verification testing of Chinese laboratory test results. Plate material had been machined by Chinese laboratory SIIST into Charpy and tensile specimens to be tested at Caltrans (MTL) Materials Testing Laboratory in Sacramento. Caltrans MTL performed dimensional checks on the specimens and found that the nominal depth of the notches on the Charpy specimens did not meet the ASTM specification. The nominal depth measured was 0.076", but the specification requires 0.079" Mr. Aguilar stated that this was equivalent to a 1% difference in the cross-sectional area of the specimen. Gem-Yeu Ma stated that he had been to SIIST and witnessed measurements of the notch depth taken with an optical comparator. The technique used by Caltrans MTL to measure depth was with a digital depth gage (drop gage). Mr. Aguilar stated that Caltrans needed to get additional material from SIIST so that Caltrans could machine the specimens to the correct dimensions and perform the Charpy tests for comparison and that test specimens and techniques at the other Chinese Laboratory, SRIM, should also be checked. After the conference call, it was suggested that ISMR McReynolds and Mr. Gem-Yeu Ma visit SIIST and SRIM to get material for testing and to perform an internal audit of the Charpy specimen fabrication and testing methods.
2	Other important observations	ISMR walked the floor with Senior Bridge Engineer Scott Kennedy and Mr. Kennedy pointed out a weld that appeared to contain some peculiar geometry at weld SSD1-SA16 F/G-110 and 112A. These appear to be similar to the bolt reliefs that appear on some skin plate thickness transitions, but they were not as regularly shaped. ISMR stated that he would consult with ABF Engineers to determine the nature of these irregularities.

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# DAILY PROJECT JOURNAL

( Continued Page 2 of 2 )

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**Inspected By:** McReynolds,Robert

Quality Assurance Inspector

**Reviewed By:** Wahbeh,Mazen

QA Reviewer