

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



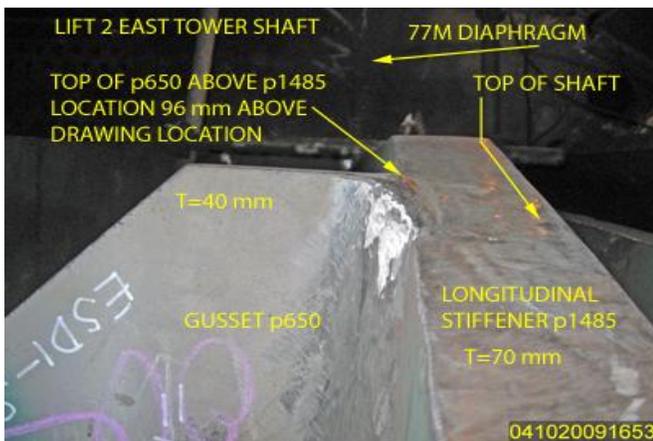
Bay Area Branch  
690 Walnut Ave. St. 150  
Vallejo, CA 94592-1133  
(707) 649-5453  
(707) 649-5493

Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.25B**QUALITY ASSURANCE -- NON-CONFORMANCE REPORT****Location:** Changxing Island, Shanghai, PRC**Report No:** NCR-000250**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 10-Apr-2009**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**NCR #:** ZPMC-0224**Type of problem:**

<b>Welding</b>	<b>Concrete</b>	<b>Other</b>	
<b>Welding</b>	<b>Curing</b>	<b>Procedural</b>	<b>Bridge No:</b> 34-0006
<b>Joint fit-up</b>	<b>Coating</b>	<b>Other</b>	<b>Component:</b> East Shaft, Lift 2, Skin E
<b>Procedural</b>	<b>Procedural</b>	<b>Description:</b> Gusset Plate p650	

**Reference Description:** East Shaft, Lift 2, Skin E Gusset Plate p650 welded at incorrect location**Description of Non-Conformance:**

During a Final Visual Inspection per ZPMC NDT Inspection Notification Sheet 002605, QA observed that Gusset Plate p650 appeared to be in the wrong location. P650 is welded to Longitudinal Stiffener p1485 and Skin Plate E between the 77 m and 80.75 m Diaphragms in East Tower, Lift 2. The location specified in the shop drawings is 29540.4 mm from the bottom of p1485. The as-welded location is 29636 mm.

**Applicable reference:**

Shop Drawing ESD1-SA298A/G

**Who discovered the problem:** Charlie Franco**Name of individual from Contractor notified:** Mr. Xing**Time and method of notification:** Verbal, 16:45**Name of Caltrans Engineer notified:** Jim Reid**Time and method of notification:** Verbal, 13:30**QC Inspector's Name:**

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## QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

( Continued Page 2 of 2 )

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**Was QC Inspector aware of the problem:**                      **Yes**    **No**

**Contractor's proposal to correct the problem:**

**Comments:**

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Serge Sinevod, 134-8257-0045, who represents the Office of Structural Materials for your project.

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<b>Inspected By:</b>	Sinevod,Serge	ASMR
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<b>Reviewed By:</b>	Wahbeh,Mazen	SMR
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## NCR PROPOSED RESOLUTION

**To:** CALTRANS - SAS Superstructure  
333 Burma Road  
Oakland CA 94607

**Attention:** Pursell, Gary  
Resident Engineer

**Ref:** 05.03.06-000217

**Subject:** NCR No. ZPMC-0224

**Dated:** 20-May-2009

**Contract No.:** 04-0120F4  
04-SF-80-13.2 / 13.9

**Job Name:** SAS Superstructure

**Document No.:** ABF-NPR-000212 Rev: 00

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### Contractor's Proposed Resolution:

**Reference Resolution:** ZPMC concurs the gusset plate is missed placed. ZPMC has issued an RFI to leave the gusset plate as is and this has been accepted.

ZPMC concurs the gusset plate is missed placed. ZPMC has issued an RFI to leave the gusset plate as is and this has been accepted. ZPMC requests closure of this NCR. See attached information. Also note this is a one time occurrence.

### Submitted by:

**Attachment(s):** ABF-NPR-000212R00;

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### Caltrans' comments:

**Status:** CLO

**Date:** 25-May-2009

The proposed resolution is acceptable. The Request for Information (RFI-1723) regarding the location of this gusset plate was approved. The Department concurs that Non-Conformance ZPMC-0224 is closed.

**Submitted by:** Wright, Doug

**Date:** 25-May-2009

**Attachment(s):**



No. T-026

## LETTER OF RESPONSE

**TO: American Bridge/Flour JV**

**DATE: 2009-5-14**

**REGARDING: NCR-250 (ZPMC-224)**

ZPMC received NCR-250(ZPMC-224), it mentioned that the Gusset Plate p650 appeared to be in the wrong location on the east tower lift 2 shaft

ZPMC had verified and acknowledged this problem. ZPMC have already issued the RFI to the AB/F engineer .And the the response is acceptable to leave the gusset plate at the wrong position.

So ZPMC request to close this NCR and here provided the RFI about this problem, hoped Caltrans can take a review and close NCR ZPMC-224.

**ATTACHMENT:**

The ABF-RFI-001723R00

*Li Xinyang*

*09. 5. 13*

常回真



DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge  
333 Burma Road  
Oakland CA 94607  
Tel: Fax:

**NON-CONFORMANCE REPORT TRANSMITTAL**

To: AMERICAN BRIDGE/FLUOR, A JV Date: 29-Apr-2009  
375 BURMA ROAD Contract No: 04-0120F4  
OAKLAND CA 95607 04-SF-80-13.2 / 13.9  
Dear: Mr. Charles Kanapicki Job Name: SAS Superstructure  
Attention: Mr. Thomas Nilsson Project/Fabrication Manager Document No: 05.03.06-000217  
Subject: NCR No. ZPMC-0224

Reference Description: Incorrect Location / Kink-Gusset Plate / Tower East Shaft Lift 2,

The attached Non-Conformance Report describes an occurrence where the contractor did not comply with a requirement of the contract document as indicated below:

- Material or Workmanship not in conformance with contract documents.
- Quality Control (QC) not performed in conformance with contract documents.
- Recurring QC issue that constitutes a systematic problem in quality control.
- Non-Conformance Resolved.

Material Location: Tower Lift: 02

**Remarks:**

During a Final Visual Inspection per ZPMC NDT Inspection Notification Sheet 002605, QA observed that Gusset Plate p650 appeared to be in the wrong location. P650 is welded to Longitudinal Stiffener p1485 and Skin Plate E between the 77 m and 80.75 m Diaphragms in East Tower, Lift 2. The location specified in the shop drawings is 29540.4 mm from the bottom of p1485. The as-welded location is 29636 mm.

**Action Required and/or Action Taken:**

ABF-RFI-001723R00 was submitted to address the incident addressed in this NCR (ZPMC-0224). The RFI however does not explicitly address the location of the kink/gusset plate (p650). As this information is required for the Engineer's review it must be included in the follow up FCN to the RFI as part of the proposed resolution for the identified non-conformance.

In addition to the material/workmanship non-conformance, propose a resolution that addresses the apparent failure of Quality Control to identify the non-conformance with the plans and working drawings. Provide documentation of the steps that have been or will be taken by the Quality Control Manager to prevent future occurrences.

Transmitted by: Scott Kennedy Sr. Bridge Engineer  
Attachments: ZPMC-0224

cc: Rick Morrow, Gary Pursell, Mark Woods, Jason Tom, Judy Li  
File: 05.03.06

02.02:15.04  
NCT 05.03.06-000217,NCT

Received  
NCT-000217 29 Apr 09 Page 1 of 1

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 DIVISION OF ENGINEERING SERVICES  
 Office of Structural Materials  
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Contract #: 04-0120F4  
 Cty: SF/ALA Rte: 80 PM: 13.2/13.9  
 File #: 69.25B

**QUALITY ASSURANCE -- NON-CONFORMANCE REPORT**

**Location:** Changxing Island, Shanghai, PRC

**Report No:** NCR-000250

**Prime Contractor:** American Bridge/Fluor Enterprises, a JV

**Date:** 10-Apr-2009

**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island

**NCR #:** ZPMC-0224

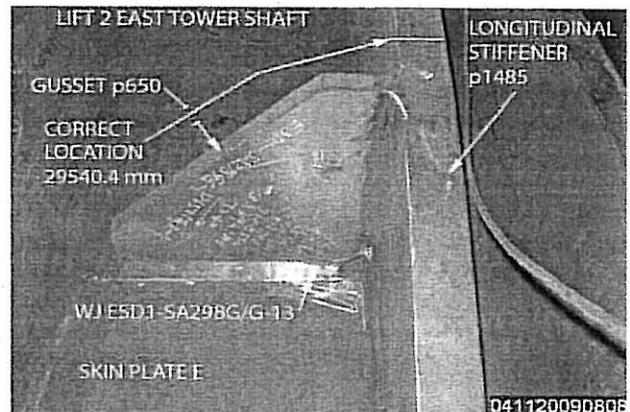
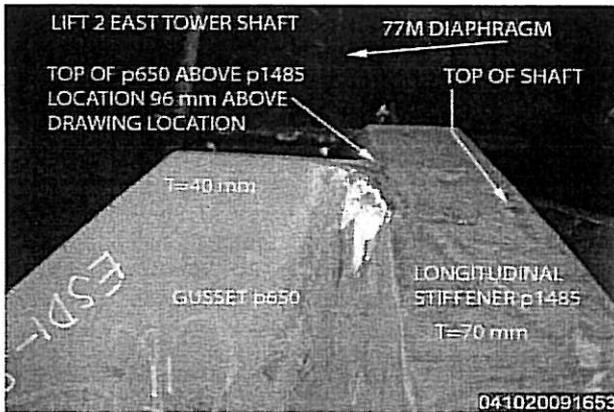
**Type of problem:**

- Welding  Concrete  Other   
 Welding  Curing  Procedural  **Bridge No:** 34-0006  
 Joint fit-up  Coating  Other  **Component:** East Shaft, Lift 2, Skin E  
 Procedural  Procedural  **Description:** Gusset Plate p650

**Reference Description:** East Shaft, Lift 2, Skin E Gusset Plate p650 welded at incorrect location

**Description of Non-Conformance:**

During a Final Visual Inspection per ZPMC NDT Inspection Notification Sheet 002605, QA observed that Gusset Plate p650 appeared to be in the wrong location. P650 is welded to Longitudinal Stiffener p1485 and Skin Plate E between the 77 m and 80.75 m Diaphragms in East Tower, Lift 2. The location specified in the shop drawings is 29540.4 mm from the bottom of p1485. The as-welded location is 29636 mm.



**Applicable reference:**

Shop Drawing ESD1-SA298A/G

**Who discovered the problem:** Charlie Franco

**Name of individual from Contractor notified:** Mr. Xing

**Time and method of notification:** Verbal, 16:45

**Name of Caltrans Engineer notified:** Jim Reid

**Time and method of notification:** Verbal, 13:30

**QC Inspector's Name:**

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## QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

( Continued Page 2 of 2 )

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Was QC Inspector aware of the problem:       Yes  No

Contractor's proposal to correct the problem:

**Comments:**

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Serge Sinevod, 134-8257-0045, who represents the Office of Structural Materials for your project.

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**Inspected By:**      Sinevod,Serge      ASMR

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**Reviewed By:**      Wahbeh,Mazen      SMR

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## REQUEST FOR INFORMATION (RFI)

RFI No.: ABF-RFI-001723R00      Submitted By: Levine, Sabrina      Pages: 1  
 RFI Date: 14-April-2009      Contact Name: Jin, Shi      Phone No. \_\_\_\_\_  
 Pages Attached: 0

<b>Subject:</b> Tower Lift 2 East Shaft Longitudinal Stiffener E2 Transition Elevation	
<b>References:</b> Contract Drawing 535/1204	
<b>Sub/Sup:</b> ZPM	<b>Sub RFI #:</b> RFI-ZPM-000650R00
<b>Response Required by:</b> 21-April-2009	<b>Response affects critical path activity?</b> Yes

**Description:**

Please be informed that Tower Lift 2 East Shaft Longitudinal Stiffener E2 has been fabricated/welded with Transition at EL79.950, 90mm higher than the Transition EL79.860 as specified on the Table 1 of Contract Drawing 535/1204 and also the shop drawing.

Please confirm if this is acceptable.

**Contractor Disposition:**

This RFI is being submitted for:  
 The Cost and Time Impact from this RFI is: Not selected

**Response:** \_\_\_\_\_ **Agreed Ext. Due Date:** \_\_\_\_\_  
 Pages: 1  
 Pages Attached: \_\_\_\_\_

It is acceptable to leave the fabricated kink in Stiffener E2 as-built 90mm higher than per plan provided the End PL elevation is consistent with approved shop drawing. Submit the affected drawings via the FCN process

**Administrative Action:**

This response resolves the RFI. Submit affected shop drawings via the FCN process.

<b>Date:</b> 20-April-2009	<b>Respondent:</b> Awal, Mohammad	<b>Phone No.:</b> _____
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: xx.25A**QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION****Location:** Changxing Island, Shanghai, PRC**Report No:** NCS-000219**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 20-Apr-2008**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0224**Type of problem:**

<b>Welding</b>	<b>Concrete</b>	<b>Other</b>	
<b>Welding</b>	<b>Curing</b>	<b>Procedural</b>	<b>Bridge No:</b> 34-0006
<b>Joint fit-up</b>	<b>Coating</b>	<b>Other</b>	<b>Component:</b>
<b>Procedural</b>	<b>Procedural</b>	<b>Description:</b>	

**Date the Non-Conformance Report was written:** 10-Apr-2009**Description of Non-Conformance:**

During a Final Visual Inspection per ZPMC NDT Inspection Notification Sheet 002605, QA observed that Kink Plate p650 appeared to be in the wrong location. P650 is welded to Longitudinal Stiffener p1485 and Skin Plate E between the 77 m and 80.75 m Diaphragms in East Tower, Lift 2. The elevation specified in the shop drawings is 29540.4 mm. The as-built elevation is 29636 mm.

**Contractor's proposal to correct the problem:**

Submit RFI requesting to leave Kink Plate p650 at the as-built elevation.

**Corrective action taken:**

As stated in ABF-RFI-001723R00, it is acceptable to leave Kink Plate p650 at the as-built elevation.

**Did corrective action require Engineer's approval?** Yes No**If so, name of Engineer providing approval:****Date:****Is Engineer's approval attached?** Yes No**Comments:**

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact 134-8257-0045, who represents the Office of Structural Materials for your project.

**Inspected By:** Sinevod, Serge

Quality Assurance Inspector

**Reviewed By:** Wahbeh, Mazen

QA Reviewer