

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 #: 04-0120L4Cty: SF/ALA Rte: 80 PM: 1.6/2.7File #: 1.25B**QUALITY ASSURANCE -- NON-CONFORMANCE REPORT****Location:** Job Site**Report No:** NCR-000079**Prime Contractor:** MCM Construction, Inc.**Date:** 26-Apr-2008**Submitting Contractor:** MCM Construction, Inc.**NCR #:** NCR-000079**Type of problem:**

Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006
Joint fit-up	Coating	Other	Component: 1.8M CISS pile, weld to shear ring assembly
Procedural	Procedural	Description:	CJP welded with non-conforming joint fit-up

Reference Description:**Description of Non-Conformance:**

On 4.25.2008, the QA Inspector observed that fit-up of the shear ring located at E17L pile #3, weld #4 was not acceptable. Upon arrival today, the QA Inspector noted that E17L P3W4 has been partially welded. The QA Inspector noted that QC Inspector Hank Porter accepted the fit-up of this joint on 4.25.2008. There is a 5mm gap between the backing bar and the pile casing. This gap exceeds approved WPS requirements and is visible for approximately 200mm from the bottom of the shear ring. At the time of these observations, the QC Inspector replied that the fit-up was acceptable. The QA Inspector showed the QC Inspector the 5mm backing bar gap that is visible from behind the weld. The QA Inspector Ricardo Medina confirmed that no butter welding or MT was conducted during the shift when this welding occurred.

Applicable reference:

Contract Special Provisions, section 8-3.01, Welding.

Approved WPS MCM-FCAWG-003G

Who discovered the problem: Caltrans QA Inspector Scott Croff**Name of individual from Contractor notified:** QC Manager Chris Smith**Time and method of notification:** 1530 hours, verbal, 4.26.2008**Name of Caltrans Engineer notified:** Caltrans Assistant Structures Representative Mark Baker**Time and method of notification:** 1900 hours, telephone, 4.26.2008**QC Inspector's Name:** Hank Porter**Was QC Inspector aware of the problem:** Yes No**Contractor's proposal to correct the problem:**

Unknown

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 Mohammad Fatemi, who represents the Office of Structural Materials for your project.

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

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Inspected By: Croff,Scott

QA Inspector

Reviewed By: Levell,Bill

QA

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Contract #: 04-0120L4Cty: SF/ALA Rte: 80 PM: 1.6/2.7File #: xx.25A**QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION****Location:** Job Site**Report No:** NCS-000073**Prime Contractor:** MCM Construction, Inc.**Date:** 28-May-2008**Submitting Contractor:** MCM Construction, Inc.**NCR #:** NCR-000079**Type of problem:**

Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006
Joint fit-up	Coating	Other	Component:
Procedural	Procedural	Descriptor:	

Date the Non-Conformance Report was written: 26-Apr-2008**Description of Non-Conformance:**

On 4.25.2008, the QA Inspector observed that fit-up of the shear ring located at E17L pile #3, weld #4 was not acceptable. Upon arrival today, the QA Inspector noted that E17L P3W4 has been partially welded. The QA Inspector noted that QC Inspector Hank Porter accepted the fit-up of this joint on 4.25.2008. There is a 5mm gap between the backing bar and the pile casing. This gap exceeds approved WPS requirements and is visible for approximately 200mm from the bottom of the shear ring. At the time of these observations, the QC Inspector replied that the fit-up was acceptable. The QA Inspector showed the QC Inspector the 5mm backing bar gap that is visible from behind the weld. The QA Inspector Ricardo Medina confirmed that no butter welding or MT was conducted during the shift when this welding occurred.

Contractor's proposal to correct the problem:

The gap was buttered and magnetic particle tested (MT) tested by the contractors QC.

Corrective action taken:

The gap was buttered and magnetic particle testing was performed prior to the joint being welded out. MCM will make an effort to notify QA when resolving these type of issues.

Did corrective action require Engineer's approval? Yes No**If so, name of Engineer providing approval:****Date:****Is Engineer's approval attached?** Yes No Reference MCM-SUB-000563 rev.0 and Caltrans State Letter # 05.**Comments:**

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Inspected By: Levell, Bill Quality Assurance Inspector**Reviewed By:** Fatemi, Mohammad QA Reviewer