

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 #: 04-0120R4Cty: SF Rte: 80 PM: 12.6,13.2File #: 59.25B**QUALITY ASSURANCE -- NON-CONFORMANCE REPORT****Location:** Tacoma, WA**Report No:** NCR-000012**Prime Contractor:** C.C. Myers**Date:** 13-Nov-2008**Submitting Contractor:** Jesse Engineering Co. (JEC) Tacoma Wa.**NCR #:** NCR-000012**Type of problem:**

Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006
Joint fit-up	Coating	Other	Component: Sub Section F31B
Procedural	Procedural	Descriptor:	

Reference Description: Critical Repair Welding without state approval**Description of Non-Conformance:**

The QA Inspector observed Jesse Engineering welding personnel performing Critical Weld Repairs (CWR) on the Inboard and Outboard Top and Bottom Flanges. The QA Inspector observed and documented the repairs at the following locations.

- 1) Inboard bottom flange #2 designated as a CWR. Welding was completed at this location.
- 2) Inboard bottom flange #3 designated as a CWR. The weld was excavated however no welding had been performed.
- 3) Inboard top flange #1 designated as CWR. Excavation had been completed however no welding was performed.
- 4) Inboard top flange #2 initially designated as a Non Critical Weld Repair was excavated to a depth .740 making it a CWR. No welding performed.
- 5) Inboard top flange #3 initially designated as Non Critical Weld Repair was excavated to a depth of .890 making it a CWR. Welding performed and was approximately 70% complete upon discovery.
- 6) Inboard top flange #4 designated as CWR. Welding performed and was approximately 70% complete upon discovery.
- 7) Inboard top flange #5 designated as CWR. Excavation had been completed however no welding was performed.

Applicable reference:

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

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Caltrans Standard Specifications 8-3.01

Who discovered the problem: QA Inspector, Mike Garcia

Name of individual from Contractor notified: QCM Ken Foster

Time and method of notification: 0900 verbal

Name of Caltrans Engineer notified: Caltrans Structures Representative, Karen Wang

Time and method of notification: 11-17-08 verbally

QC Inspector's Name: Ken Sutter

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 Jinesh Mehta, 1-951-840-0541, who represents the Office of Structural Materials for your project.

Inspected By: Garcia, Mike

QA Inspector

Reviewed By: Adame, Joe

Quality Assurance Inspector

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Contract #: 04-0120R4Cty: SF Rte: 80 PM: 12.6,13.2File #: xx.25A

QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION

Location: Tacoma, WA**Report No:** NCS-000002**Prime Contractor:** C.C. Myers**Date:** 16-Dec-2008**Submitting Contractor:** Jesse Engineering Co. (JEC) Tacoma Wa.**NCR #:** NCR-000012**Type of problem:**

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

Date the Non-Conformance Report was written: 13-Nov-2008**Description of Non-Conformance:**

The QA Inspector observed Jesse Engineering welding personnel performing Critical Weld Repairs (CWR) on the Inboard and Outboard Top and Bottom Flanges. The QA Inspector observed and documented the repairs at the following locations.

- 1) Inboard bottom flange #2 designated as a CWR. Welding was completed at this location.
- 2) Inboard bottom flange #3 designated as a CWR. The weld was excavated however no welding had been performed.
- 3) Inboard top flange #1 designated as CWR. Excavation had been completed however no welding was performed.
- 4) Inboard top flange #2 initially designated as a Non Critical Weld Repair was excavated to a depth .740 making it a CWR. No welding performed.
- 5) Inboard top flange #3 initially designated as Non Critical Weld Repair was excavated to a depth of .890 making it a CWR. Welding performed and was approximately 70% complete upon discovery.
- 6) Inboard top flange #4 designated as CWR. Welding performed and was approximately 70% complete upon discovery.
- 7) Inboard top flange #5 designated as CWR. Excavation had been completed however no welding was performed.

Contractor's proposal to correct the problem:

QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION

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Use as is, CWR was approved after the fact.

Corrective action taken:

JEC production had proceeded under the impression that non Fracture Critical Material (FCM) did not require Critical Weld Repair (CWR) approval. JEC QC instructed production that all CWRs required Caltrans approval and specific procedures must be adhered to. The member in question (F31B) was completed and shipped as built as the CWR procedure initiated and eventually completed by JEC production was subsequently reviewed and approved as JEC CWR 142993-01.

Did corrective action require Engineer's approval? **Yes** **No**

If so, name of Engineer providing approval: Jinesh Mehta

Date: 14-Nov-2008

Is Engineer's approval attached? **Yes** **No**

Comments:

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Inspected By: Henke,Clete

Quality Assurance Inspector

Reviewed By: Adame,Joe

QA Reviewer