

DEPARTMENT OF TRANSPORTATIONDIVISION OF ENGINEERING SERVICES
MATERIALS ENGINEERING AND TESTING 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

FAX: (707) 649-5493



Contract #: 04-0120E4

Cty SF Rte 80 PM 13.4/13.8

File # 45 .25 B

QUALITY ASSURANCE - NONCONFORMANCE REPORT

Location: Kiewit Offshore Services (KOS)

Date: April 17, 2006

Prime Contractor: Kiewit/FCI/Manson (KFM) – Joint Venture

NCR #078

Submitting Contractor: KOS

Type of problem:

Welding **Concrete** **Other** **Heat Straightening Procedure**
Welding: **Curing:** **Procedural:** **Bridge No.:** 34-0006L/R
Joint fit-up: **Coating:** **Other:** **Component:** T-1 Footing/Bottom Plate
 Assembly joining piece #'s P37B & P38B
Procedural: **Procedural:**

Description of Non-Conformance: Kiewit Offshore Services (KOS) performed grit blasting on the backgouged area of the bottom plate complete joint penetration (CJP) weld (Weld #18). Grit blasting is not an approved procedure in accordance with the contract Special Provisions. Additionally, a Caltrans Quality Assurance Inspector observed areas where the air carbon arc gouging and the grit blasting left areas that were not bright metal prior to applying a flux cored arc welding (FCAW) root pass.

**Applicable reference:** Special Provisions, Shop Welding, Design Details, Section E, Pg. 217**Who discovered the problem:** Caltrans Quality Assurance Inspector Gregory Bertlesman**Name of individual from Contractor notified:** George Barnhill, KOS Quality Control Representative**Time and method of notification:** Verbal with George Barnhill on April 17, 2006 at approximately 1600 hours

QUALITY ASSURANCE - NONCONFORMANCE REPORT

(Continued, Page 2 of 2)

Name of Caltrans Engineer notified: Mark Vilcheck, Structure Representative

Time and method of notification: April 18, 2006 at 1130 hours via verbal notification

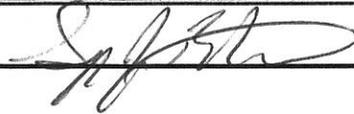
QC Inspector's Name: Eloy Gonzales

Was the QC Inspector aware of problem: Yes

Contractor's proposal to correct the problem: Unknown as of this time.

Comments: This report is for the purpose of determining general 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 Patryk Pich (858)-699-0514 who represents the Office of Structural Materials for your project.

Inspected By: Gregory Bertlesman



Quality Assurance Inspector

Reviewed By: Mahlon Lindenmuth



Lead QA Inspector

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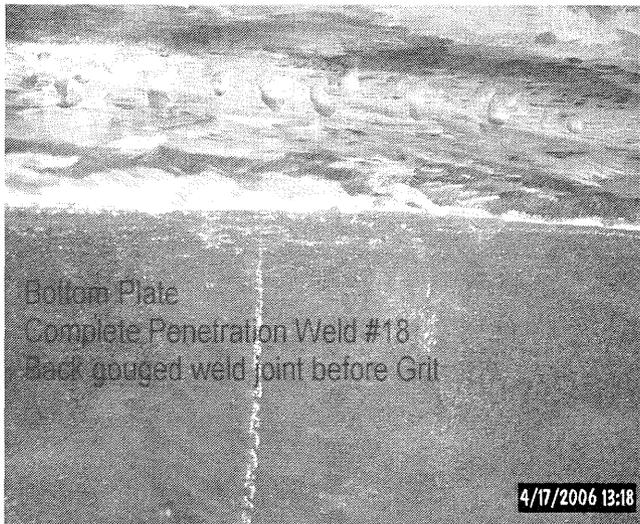
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Welding	<input checked="" type="checkbox"/>	Concrete	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>	Heat Straightening Procedure
Welding:	<input type="checkbox"/>	Curing:	<input type="checkbox"/>	Procedural:	<input type="checkbox"/>	Bridge No.: <u>34-0006L/R</u>
Joint fit-up:	<input type="checkbox"/>	Coating:	<input type="checkbox"/>	Other:	<input type="checkbox"/>	Component: T-1 Footing/Bottom Plate Assembly joining piece #'s P37B & P38B
Procedural:	<input type="checkbox"/>	Procedural:	<input type="checkbox"/>			

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Inspected By: Gregory Bertlesman

Quality Assurance Inspector

Reviewed By: Mahlon Lindenmuth

Lead QA Inspector

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 286-0538, (510) 286-0550 fax



Kiewit-FCI-Manson, JV
220 Burma Rd.
Oakland, CA 94607

February 2, 2007

Attn: Mr. Lee Zink
Project Director

Contract No. 04-0120E4
04-SF-80-13.4, 13.8
SAS T1 & E2 Foundations
SFOBB-ESSSP

Letter No. 05.003.01-002771

Subject: Response to Submittal No. 1219, Revision Nos. 00 and 01 (KOS Response to NCR Generated by State Letter No. 1066)

Dear Lee,

The Department has reviewed Kiewit-FCI-Manson (KFM) Submittal No. 1219, Revision Nos. 00 and 01, dated January 15, 2007, and January 26, 2007, respectively. The Submittals responded to the Department's Letter No. 1066, dated April 26, 2006, which notified KFM of a Non-conformance Report (NCR) at Kiewit Offshore Services (KOS) in Ingleside, Texas, on April 17, 2006. The Department hereby approves Submittal No. 1209, Revision Nos. 00 and 01, pursuant to Section 8-3.01, "Welding," of the Special Provisions. The NCR for KOS dated April 17, 2006, is considered to be resolved.

If you have any questions or need additional information, please contact Mark Vilcheck at (510) 286-0526.

Sincerely,

Mark Vilcheck
Structure Representative

For: Pedro J. Sanchez
Resident Engineer

cc: P. Sanchez
M. Woods
R. Smith

file: 05.003.01, 09.006.03, 55.1219

Memorandum

*Flex your power!
Be energy efficient!*

To: MARK VILCHECK
Structure Representative
333 Burma Road
Oakland, CA 94607

Date: January 30, 2007
File: 04-0120E4
E2/T1 Foundations

COMPLETED

From: RYAN T. SMITH
Structural Materials Representative
Quality Assurance and Source Inspection Branch
Office of Structural Materials

KFM SUBMITTALS 1219-00 & 1219-01 – KIEWIT OFFSHORE SERVICES (KOS)
RESPONSE TO NONCONFORMANCE REPORTS 078

The Office of Structural Materials (OSM) has reviewed the KFM Submittal 1219-00, dated January 15, 2007. In this submittal the Contractor is requesting to close the METS Nonconformance Report (NCR) 078, regarding the Contractor's use of grit blasting as an alternative method for cleaning back gouged welds on the T1 base plate.

The AWS D1.5-2002 Code Section 3.2.6 requires that carbon arc gouged surfaces be ground to bright metal before depositing subsequent weld metal. In April 2006, METS Quality Assurance (QA) inspectors documented that the Contractor was proceeding to clean welds with grit blasting in lieu of grinding. As stated in the response dated January 11, 2007, the Contractor was informed by METS that grit blasting was not an approved method for cleaning back gouged surfaces and did not continue grit blasting. However, METS disagrees with the Contractor's statement that the back gouged area of weld joint #18 was ground to bright metal before proceeding with the subsequent weld passes. METS understands that the root pass was deposited in the flat position and the back gouging was performed from the opposite side in the overhead position before the grit blasting occurred. The Contractor did not grind this weld before proceeding with depositing the subsequent weld passes.

In accordance with discussions between the Contractor and the Department regarding the resolution to the issue, the Contractor agreed to examine 100% of the weld with Ultrasonic Testing (UT) in order to verify that no rejectable indications were left in the weld. The UT Test Report contained in the KFM-SUB-1219R00 does not indicate that 100% UT was performed on weld joint #18. However, METS understands that the joint

Mark Vilcheck
January 19, 2007
Page 2

was reexamined on January 26, 2007 and 100% of the weld was verified by the Contractor's Quality Control Technician (KFM-SUB-1219R01).

Based on the comments above, METS considers NCR 119 to be closed at this time.

If you have any questions, or would like to discuss the issues, please call me at (858) 232-6799.

cc: Rafael Bolon
Tom Shimada
Patryk Pich
Robert Cuellar