

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: **Ingleside, Texas**

Date: 11-29-06

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

NCR #128

Submitting Contractor: **Kiewit Offshore Services (KOS)****Type of problem:**

Welding	<input checked="" type="checkbox"/>	Concrete	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>	
Welding:	<input type="checkbox"/>	Curing:	<input type="checkbox"/>	Procedural:	<input type="checkbox"/>	Bridge No.: #34-0006L/R
Joint fit-up:	<input checked="" type="checkbox"/>	Coating:	<input type="checkbox"/>	Other:	<input checked="" type="checkbox"/>	Component: #T1 Foundation Footing
Procedural:	<input type="checkbox"/>	Procedural:	<input type="checkbox"/>			

Description of Non-Conformance: Kiewit Offshore Services (KOS) production welding personnel proceeded to weld a complete joint penetration (CJP) weld with a gap exceeding the maximum of 2 mm that occurs between the steel backing angle that joins a pile sleeve and the top plate. This discrepancy takes place at two locations along the circumference of pile sleeve pa904 to top plate P4 and P12 that measures approximately 300 - 400 mm in length at each location. At the time of the Quality Assurance Inspectors random inspection KOS already deposited tack welds in the areas adjacent to the areas with an excessive gap.

Applicable reference: AWS D1.5 2002 section 3.13.5 states, "Steel backing shall be placed and held in intimate contact with the base metal. The maximum gap between steel backing and the base metal at the weld root shall be 2mm [1/16 in.], as shown in figure 3.2."

Who discovered the problem: Quality Assurance Inspector Gregory Bertlesman.

Name of individual from Contractor notified: KOS Quality Control Representative (QC) Mr. George Barnhill

Time and method of notification: Verbal with Mr. Barnhill at approximately 1100 hours on 11-28-2006

Name of Caltrans Engineer notified: Mark Vilcheck, Structure Representative

Time and method of notification: 0800 hrs, 30 November 2006, via telephone conversation

QC Inspector's Name: George Barnhill

Was the QC Inspector aware of problem: Yes

Contractor's proposal to correct the problem: Unknown

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, Ryan Smith (858) 232-6799 who represents the Office of Structural Materials for your project.

Inspected By: Gregory Bertlesman

Quality Assurance Inspector

Reviewed By: Robert Cuellar

Lead QA Inspector

005713 NOV 30 06
RECEIVED

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 14, 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. 05.003.01-002858

Subject: Response to Submittal No. 1210, Revision No. 00 (KOS Response to METS NCR 128 (KFM NCR 28))

Dear Lee,

The Department has reviewed Kiewit-FCI-Manson (KFM) Submittal No. 1210, Revision No. 00, dated January 8, 2007, which responded to the Department's Non-conformance Report (NCR) No. 128 (KFM NCR No. 28). The Department's Letter No. 2338, dated November 30, 2006, notified KFM of the NCR for Kiewit Offshore Services (KOS) dated November 29, 2006. The NCR was generated when QA observed that KOS proceeded to perform a CJP weld, between the steel backing angle that joins the pile sleeve and the top plate, with a gap exceeding 2mm maximum allowed by Section 3.13.5 of the AWS D1.5:2002.

The Department understands that the Contractor has corrected the backing bar at the north side of Pile Sleeve pa904 but was not able to correct the east side of Pile Sleeve pa904. However, the Department understands that the deviation in the backing bar is limited to the area of the backing bar furthest from the weld and the backing bar was fused at the root of the weld joint. In addition, the Contractor's ultrasonic testing results included in this Submittal indicate the weld joint is free of rejectable indications.

The Department hereby approves Submittal No. 1210, Revision No. 00, pursuant to Section 8-3.01, "Welding," of the Special Provisions. The NCR for KOS dated November 29, 2006, is considered to be resolved.

If you have any questions or need additional information, please contact Rafael Bolon at (510) 286-0308.

Sincerely,

Rafael Bolon
District Representative

For: Pedro J. Sanchez
Resident Engineer

cc: P. Sanchez
M. Woods
M. Vilcheck
R. Smith

file: 05.003.01, 09.006.03, 55.1210

Memorandum

*Flex your power!
Be energy efficient!*

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

COMPLETED

Date: February 2, 2007
File: 04-0120E4
E2/T1 Foundations

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

KFM SUBMITTAL 1210-00 –KIEWIT OFFSHORE SERVICES (KOS) RESPONSE
TO NONCONFORMANCE REPORTS 128

The Materials Engineering and Testing Service (METS) has reviewed the KFM Submittal 1210-00, dated January 8, 2007. In this submittal the Contractor is requesting to close the METS Nonconformance Report (NCR) 128, which documented the Contractor's Quality Control personnel accepting portions of a backing bar that were no longer held in intimate contact with the base metal.

In November 2006, METS discovered two locations (300-400mm length) in a complete joint penetration (CJP) weld (connecting pile sleeve pa904 to the top plate) where the backing bar was no longer in intimate contact with the base metal. The resulting gap between the backing bar and the base metal was larger than the 2mm allowed by AWS D1.5-2002, Section 3.13.5.

As indicated in the KOS letter dated December 28, 2006, the Contractor corrected the backing bar at one location (north side of Pile Sleeve pa904); however, the Contractor was not able to correct the second location (east side of Pile Sleeve pa904). Upon further review by the Contractor's Quality Control personnel and METS' onsite inspection staff, it was determined that the deviation in the backing bar was limited to the area of the backing bar furthest from the weld and the backing bar appeared to be fused at the root of the weld joint. Additionally, the Contractor's Ultrasonic Testing (UT) results (included in the submittal) indicate the weld joint to be free of rejectable indications at this location. METS considers NCR 128 to be resolved at this time.

Mark Vilcheck
February 2, 2007
Page 2

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