

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 13.4/13.8File # 20.25B**QUALITY ASSURANCE - NONCONFORMANCE REPORT****Location:** Trans Bay Steel (TBS) 1025 Kaiser Road Napa, CA**Date:** 10-30-2006**Prime Contractor:** Keiwit, FCI, Manson, (KFM)- Joint Venture**NCR #124****Submitting Contractor:** Trans Bay Steel (TBS)**Type of problem:****Welding** **Concrete** **Other** **Welding:** **Curing:** **Procedural:** **Bridge No.** 34-0006**Joint fit-up:** **Coating:** **Other:** **Component:** CIDH Steel Pile Casing T1-5**Procedural:** **Procedural:**

Description of Non-Conformance: Trans Bay Steel completed fabrication welding of the T1-5 steel pile casing girth seam No. 8 and the girth weld alignment (radial alignment) appears to be in excess of the maximum radial offset permitted by the contract documents.

Measurements were observed and recorded as follows: Two localized areas were identified with an offset in excess of 6mm; area #1 between "Y" locations 3755mm to 4245mm (490mm total length with a maximum radial offset measured to be 10mm) and area #2 between "Y" locations 4605mm and 4975mm (370mm total length with a maximum radial offset measured to be 9mm). An acceptable area of GS-8 with a total length of 360mm separated the two localized areas described above. See photo below. The contract documents allow one localized area with a maximum offset of 10mm provided the localized area is under 8T in length and filler metal should be added to provide a 4 to 1 transition. AWS D1.1 2002 allows the one localized area with the approval of the engineer and API Specification 2B contains the same language but does not require approval of the engineer.

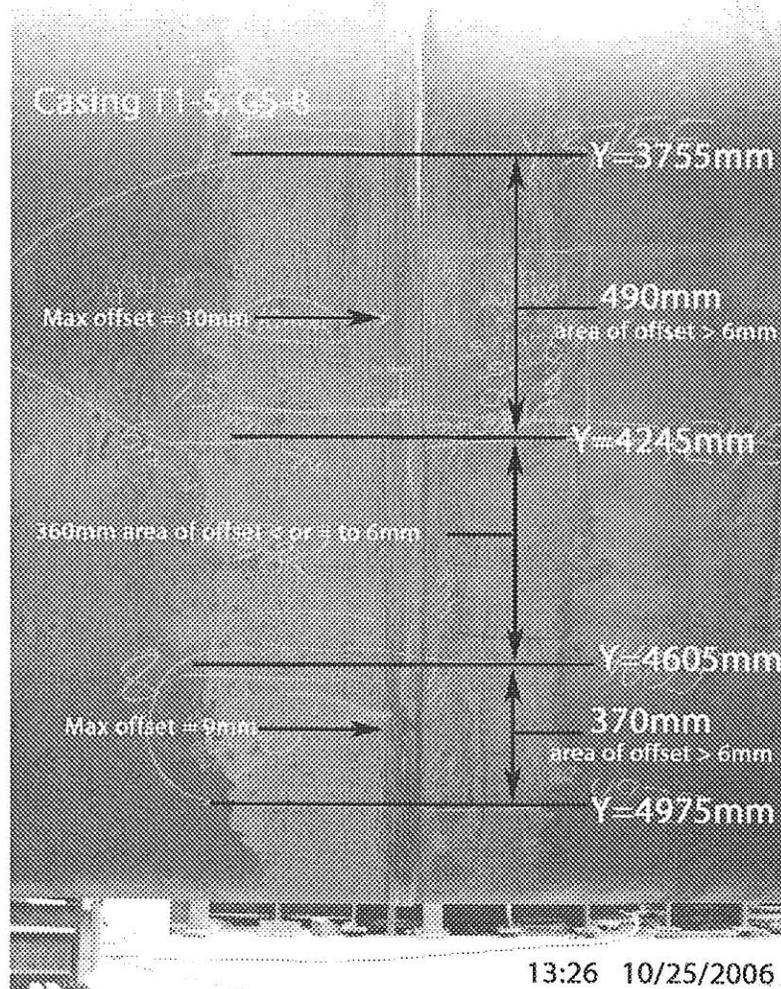
On 10/25/06, after the offset of GS-8 was determined by the QA inspector to be in excess of the maximum radial offset permitted by the contract specifications, the TBS quality control manager Mr. Bill Kroplin and TBS general manager Mr. Bill Kavicky were notified verbally by the quality assurance area lead inspector and OSM representative Mr. James Cochran.

Applicable reference: AWS D1.1 2002; section 5.22 and API Specification 2B; section 5.5**Who discovered the problem:** Quality Assurance inspector Joe Lanz.**Name of individual from Contractor notified:** Quality Control Manager Mr. Bill Kroplin.**Time and method of notification:** 10/24/06, verbally.**Name of Caltrans Engineer notified:** Mark Vilcheck, Structure Representative**Time and method of notification:** October 27, 2006 at approximately 1400 hours**QC Inspector's Name:** Bill Kroplin.**Was the QC Inspector aware of problem:** No

QUALITY ASSURANCE - NONCONFORMANCE REPORT

(Continued, Page 2 of 2)

Contractor's proposal to correct the problem: On 10/25/06, TBS General Manager Mr. Bill Kavicky stated to the area lead Quality Assurance Inspector and OSM representative Mr. James Cochran, that TBS considers API specification 2B to be the applicable document. Mr. Kavicky stated that TBS does not need to submit an RFI to request approval of the engineer. Mr. Kavicky stated that TBS will remove 3mm of the base metal adjacent to the girth weld at area #2 which will bring the area #2 offset into compliance with the contract specifications. Mr. Kavicky stated that area #1 will then be in compliance with the 8T length requirement and will also be in compliance with API specification 2B.



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: Bert Madison

BEM

Quality Assurance Inspector

Reviewed By: James Cochran

JC

Lead QA Reviewer

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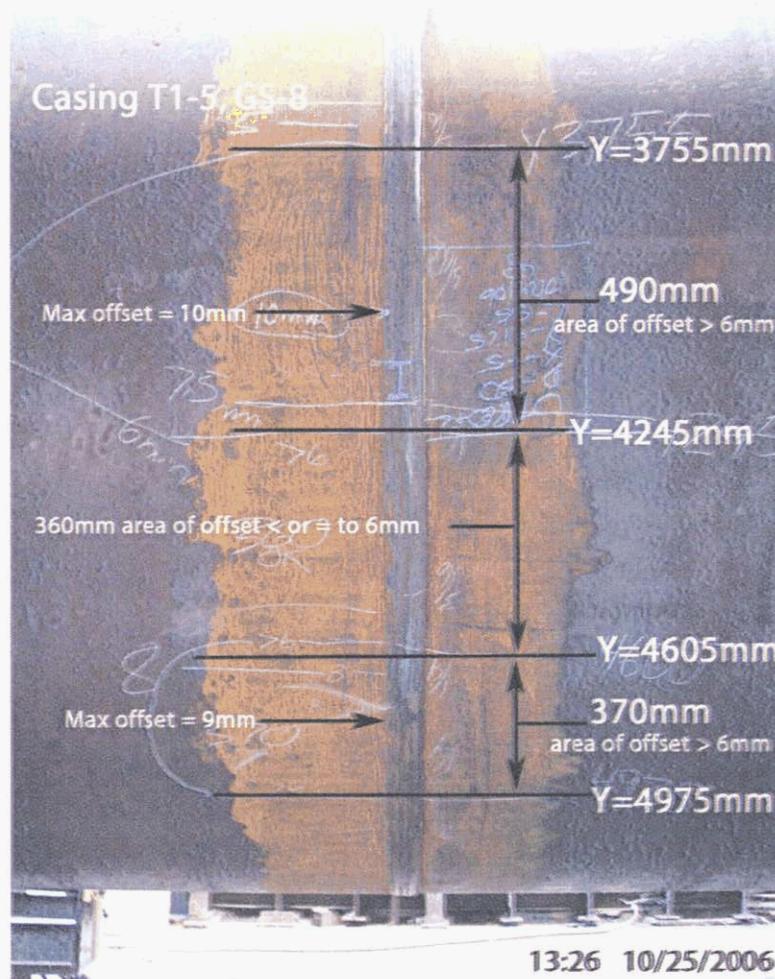
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RECEIVED

QUALITY ASSURANCE - NONCONFORMANCE REPORT

(Continued, Page 2 of 2)

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005537 NOV-89

RECEIVED

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Inspected By: Bert Madison

Quality Assurance Inspector

Reviewed By: James Cochran

Lead QA Reviewer

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

Attn: Mr. Chris Webb
Welding Quality Control Manager

November 14 2006

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

Letter No. 05.003.01-002222

Subject: NCR - Trans Bay Steel, 10/30/06 (Girth Seam Alignment with Excessive Radial Offset)

Dear Chris,

The Department issued a Non-conformance Report (NCR) at Trans Bay Steel (TBS) in Napa, California, on October 30, 2006. The NCR was generated when QA observed that the T1-5 steel pile casing girth seam No. 8 and the girth weld radial alignment was in excess of the maximum radial offset permitted by the AWS D1.1:2002 and the API Specification 2B (1996). Two localized areas were identified with an offset in excess of 6mm; the first area was 490 mm in total length, with a maximum radial offset measured to be 11 mm; the second area was 370 mm in total length, with a maximum radial offset measured to be 9mm. QA verbally notified Mr. Bill Kroplin, TBS QC Manager, of this non-conformance on October 24, 2006.

The Department understands that the weld joining the members at girth seam No. 8 was transitioned at a 4:1 taper to adjust for the misalignment. This NCR is considered to be resolved and there is no further action required related to this issue. However, please take care to avoid such misalignment of girth seams in future work.

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