



P.O. BOX 23223 Oakland, CA 94623
 Phone (510) 419-0120 / Fax (510) 839-0666

LETTER OF SUBMITTAL
KFM Skyway Project # 04-012024

Run Date 27-Oct-04
 Time 8:47 AM

Dated: 26-Oct-2004

SUBMITTAL No: KFM-SUB-002144

Rev: 02

To: **Doug Coe**
 Caltrans-Skyway Project
 345 Burma Road
 Oakland CA 94607
 Phone: Fax:

Co/Job # 364-3726
 Contract # 04-012024
 Sub/Supplier: USI
 Sub/Supplier No:

Subject: USI - KFM NCR #28R1 (USI NCR #04-25 Rev.1) Response to CTL - 4439

Special Provis. (SP) REF: 08-3.01
 Standard Spec. (SS) REF:

RESUBMITTAL/SUPPLEMENTAL REF:

We are sending the following attached items: Attached

Via Fax

Drawing

Plans

Prog. Pmt

Samples

Certificates of Compliance

Calculations

Payroll

Specs

Copy of Letter

Change Order

Schedule

Invoice

Item	Date	Copies	Description	Drawing No	Rev	Status	Pages
01	20-Oct-04	1	USI - NCR LTR# 28R1.102004		1	Pending	1
02	26-Oct-04	1	State Letter # 5.03.1-004439		0	Pending	1
03	26-Oct-04	1	USI - NCR #04-25 Rev. 1		0	Pending	4

These are transmitted as checked below:

For Approval

For Review/comment

Return For Correction

For Your Use

As Requested

For Information

Remarks:

Attached USI's UT Report closes USI-NCR 04-25 Rev. 1

CC:

Please review / approve by : 02-Nov-2004

Submitted By: **Rich Bienek**

(KFM Staff Member - Originator of Transmittal)

Checked & Sent By:

SJBurke

Contract Admin/DCS Staff



UNIVERSAL STRUCTURAL, INC.

604 S.E. Victory Ave.
Vancouver, WA 98661

P.O. Box 1030
Vancouver, WA 98666

Vancouver (360) 695-1261
Portland (503) 227-2419
FAX (360) 696-3590

October 20, 2004

Kiewit / FCI / Manson, JV (KFM)
220 Burma Road
Oakland, CA 94607
Phone: (510) 419-0120
Fax: (510) 839-0666

Attention: Paul Hegarty / Rich Bienek

Reference: SFOBB Skyway Project
USI #23932 (NCR LTR# 28r1.102004)

Subject: Response to Caltrans State Letter # 5.03.01-004244
KFM NCR #28r1

Mr. Hegarty & Mr. Bienek,

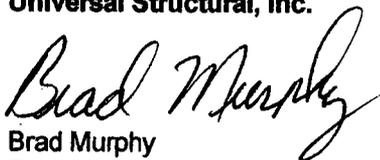
Universal Structural, Inc. received Caltrans State Letter # 5.03.01-004439, dated May 11, 2004. Caltrans stated that:

"The State has reviewed KFM-SUB-002144R01R01: USI NCR 04-25 Rev.1 – Dimensions regarding the request to heat straighten weld distortion in the butt weld in wing plate diaphragm pa87. The State will allow USI to apply one progression of heat in accordance with USI's "Typical Butt Weld Distortion Repair Procedure" included with this submittal. Heat straightening should occur in the presence of a State QA inspector. After the first progression of heat is applied, the measurements of the affected dimensions should be communicated to the State QA inspector on the shop floor. At this time, the State may approve the second progression of heat in accordance with the "Typical Butt Weld Distortion Repair Procedure." Subsequently, non-destructive testing (NDT) shall be performed in accordance with AWS D1.5 Section 6.7.3."

Please see the following attachments and subsequent follow up copy of USI's "non-destructive testing (NDT)" Report. Please notify Caltrans and request a letter to close this NCR.

If you have any questions or need further clarification, please contact me at your earliest possible convenience.

Sincerely,
Universal Structural, Inc.


Brad Murphy
Sales Manager



Category III

Brad Young - USI
file

A Subsidiary of
HARDER MECHANICAL CONTRACTORS



DEPARTMENT OF TRANSPORTATION

SFOBB - Skyway Project
345 Burma Road
Oakland, CA 94607
Facsimile Number: (510) 622-5165



Flex Your Power
Be Energy Efficient!

May 11, 2004

KFM, a JV
220 Burma Road
Oakland, CA 94607

282

Contract: 04-012024
04-SF, Ala-80-13.9/14.3, 0.0/1.6
SFOBB Skyway Project
State Letter # 5.03.1-004439

Subject: Response to KFM-SUB-002144R01: USI NCR 04-25 Rev.1 - Dimensions

Dear Mr. Skoro,
Attention: Mr. Rich Bienek,

The State has reviewed KFM-SUB-002144R01: USI NCR 04-25 Rev.1 - Dimensions regarding the request to heat straighten weld distortion in the butt weld in wing plate diaphragm pa87. The State will allow USI to apply one progression of heat in accordance with USI's "Typical Butt Weld Distortion Repair Procedure" included with this submittal. Heat straightening should occur in the presence of a State QA inspector. After the first progression of heat is applied, the measurements of the affected dimensions should be communicated to the State QA inspector on the shop floor. At this time, the State may approve the second progression of heat in accordance with the "Typical Butt Weld Distortion Repair Procedure." Subsequently, non-destructive testing (NDT) shall be performed in accordance with AWS D1.5 Section 6.7.3.

The State also requests future submittals include additional information concerning the overall deviation from flatness. In addition to the deviation from flatness measured across the 1524 mm length at localized areas of distortion, the State requests the deviation from flatness measured across the total edge-to-edge distance perpendicular to the weld.

Should you have any questions, please contact David Wu at (510) 622-5104.

Sincerely,

David Wu
Senior Bridge Engineer

For: Mr. Douglas Coe
Resident Engineer

SKYWAY-BAY BRIDGE PROJECT	
KIEWIT/FCI/MANSOUR A JV	
DATE: MAY 13, 2004	CD JOB: 04-3726
ROUTED BY: SBU	NO. 04-3726-24
TO: R. Bienek	SPEC. 401-10
INTERNAL KFM COPIES TO	
CA	
EXTERNAL COPIES TO	
USI	
SCANNED: (Y) N	FILED TO: SUB 282R1

cc: D. Coe, I. Khinsann, V. Iyer, D. Wu, S. Abbas, B. Chew, H. El-Natur, P. Lowry, I. Kwong
file: 5.03.1, 9.07.8

#13

Universal Structural, Inc NONCONFORMANCE REPORT

DATE: March 30, 2004 April 26, 2004 Rev1	INITIATOR Ralph Seeley	DEPARTMENT: Production	NCR NUMBER: 04-25 Rev. 1
JOB NUMBER: 23932	JOB NAME: SFOBB	DRAWING 87	CODE/SPECIFICATION AWS D1.5

NONCONFORMANCE:
Wing plate diaphragm pa87 has excessive weld distortion in the butt weld. From the left end looking at the shop drawing, the end is 20 mm out of flat tapering to 13 mm at the left side of the doubler plate. From the right side of the doubler plate, the weld is 10 mm out of flat tapering to 8 mm at the other end.

Revision 1,
As requested, a sketch needs to be supplied to indication location of excessive distortion.

QA MANAGER Chris Amonson DATE: 3/30/04

RECOMMENDED DISPOSITION:
Areas distorted by welding shall be straightened by application of a limited amount of localized heat with minimal mechanical assistance. The temperature of heated areas shall not exceed 1100 degrees F. (600 degrees C.).
All application of heat to base metal shall be controlled by using Temp Sticks or Thermocouples to assure that heat does not exceed allowable. Weld joints are to be heated on both sides, parallel to the weld. This line heat will be located approximately 1 to 3 inches from the weld joint on the outside of the surface that is distorted.

Revision 1,
Please find the attached sketch for location and amounts of distortion

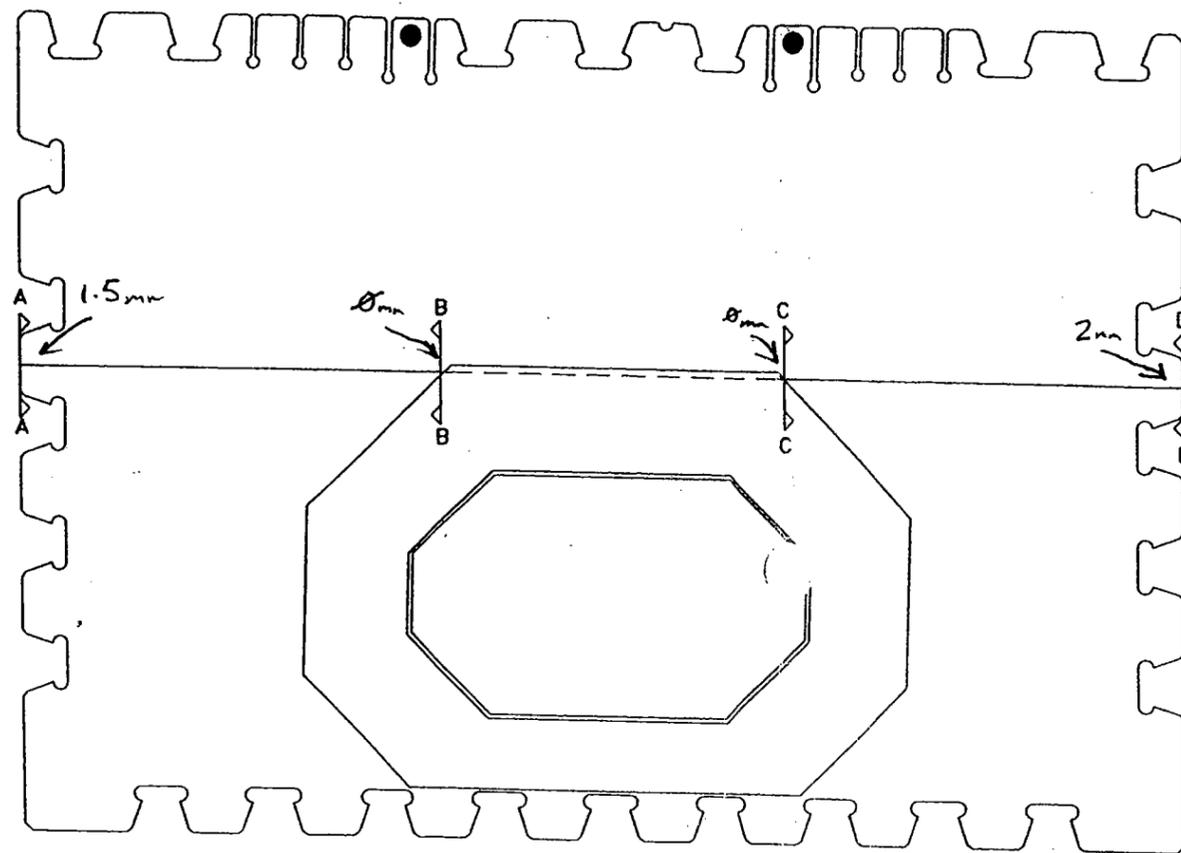
Caltrains requires witnessing the repair and will only allow one heat progression.
Record results after line heats are cooled.

QA MANAGER Chris Amonson	DATE 3/30/04	PROJECT MANAGER Brad Young	DATE 3/30/04
PLANT MANAGER Ralph Seeley	DATE 3/30/04	KFM/QA MANAGER Rich Bienek	DATE

DISPOSITON COMPLETED

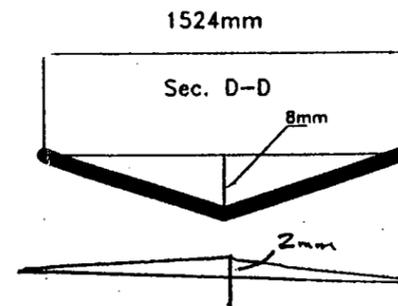
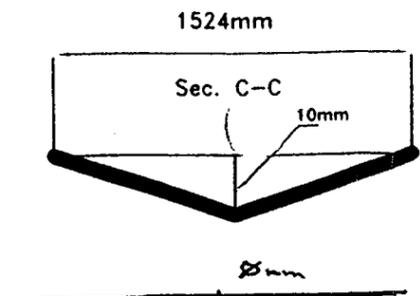
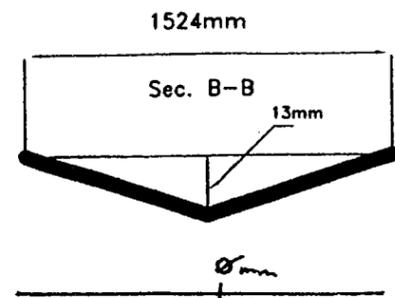
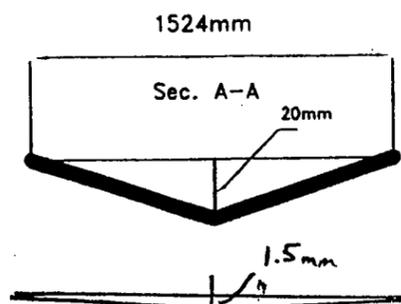
Complete

QC	DATE	CUSTOMER	DATE
FINAL REVIEW <i>[Signature]</i>			DATE 7/28/04



DIAPHRAGM "pa87"

Sophit Diaphragm



1st Progression

DEPARTMENT OF TRANSPORTATION

SFOBB – Skyway Project
345 Burma Road
Oakland, CA 94607
Facsimile Number: (510) 622-5165



*Flex Your Power
Be Energy Efficient!*

December 13, 2004

KFM, a JV
220 Burma Road
Oakland, CA 94607

Contract: 04-012024
04-SF, Ala-80-13.9/14.3, 0.0/1.6
SFOBB Skyway Project
State Letter # 5.03.1-006247

*Subject: Response to KFM-SUB-002144R02: USI KFM NCR #28R1 (USI NCR #04-25 Rev.1)
Response to CTL 4439*

Dear Mr. Skoro,
Attention: Mr. Rich Bienek,

The Engineer has reviewed KFM-SUB-002144R02: USI KFM NCR #28R1 (USI NCR #04-25 Rev.1) Response to CTL. The Engineer takes no exception to the subject submittal and agrees the Contractor has sufficiently addressed this NCR. As a result, USI NCR 04-25 Rev.1 is resolved.

Should you have any questions, please contact David Wu at (510) 622-5104 or Patrick Lowry at (858) 344-2712.

Sincerely,

<<< ORIGINAL SIGNED >>>

David Wu
Senior Bridge Engineer

For: Mr. Douglas Coe
Resident Engineer

cc: D. Coe, I. Khinsann, V. Iyer, D. Wu, S. Abbas, B. Chew, H. El-Natur, P. Lowry, I. Kwong

file: 5.03.1, 9.07.8