



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 07-Jan-05
 Time 2:20 PM

Dated: 07-Jan-2005
 To: Doug Coe
 Caltrans-Skyway Project
 345 Burma Road
 Oakland CA 94607
 Phone: Fax:

SUBMITTAL No: KFM-SUB-002852 Rev: 01
 Co/Job # 3643726
 Contract # 04-012024
 Sub/Supplier: USI
 Sub/Supplier No:

Subject: USI - Documents Clearing USI WM NCR #36

Special Provis. (SP) REF: 083.01
 Standard Spec. (SS) REF:

RESUBMITTAL/SUPPLEMENTAL REF:

We are sending the following attached items: Attached

Via Fax

- Drawing
- Plans
- Samples
- Certificates of Compliance
- Payroll
- Specs
- Change Order
- Schedule
- Prog. Pmt
- Calculations
- copy of Letter
- Invoice

Item	Date	Copies	Description	Drawing No	Rev	Status	Pages
01	06-Jan-05	1	Letter of Transmittal #216		0	Pending	1
02	28-Dec-04	1	USI - Documents Clearing USI KFM NCR #36		0	Pending	23

These are transmitted as checked below:

- For Approval
- For Review/comment
- Return For Correction
- For Your Use
- As Requested
- For Information

Remarks:

CC:

Please review & approve by : 14-Jan-2005

Submitted By: Rich Bienek
 (KFM Staff Member - Originator of Transmittal)

Checked & Sent By: Contract Admin/DCS Staff

Universal Structural, Inc.

a subsidiary of

HARDER MECHANICAL CONTRACTORS, INC.

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

P.O. Box 1030, Vancouver, WA. 98666

Phone: Vancouver (360) 695-1261 - Portland (503) 227-2419

Fax: (360) 696-3590

OF TRANSMITTAL

NO: 216

DATE: January 6, 2005

PROJECT: SFOBB Skyway Structure

JOB NO.: 23932

ATTENTION: Paul Hegarty /
Rich Bienek

TO: KFM

220 Burma Road
Oakland, CA 94607

WE ARE SENDING YOU

- | | | | |
|---|---------------------------------------|---------------------------------------|---|
| <input type="checkbox"/> Shop Drawings | <input type="checkbox"/> ATTACHED | <input type="checkbox"/> Prints | <input checked="" type="checkbox"/> NCR Responses |
| <input type="checkbox"/> copy of letter | <input type="checkbox"/> Change order | <input type="checkbox"/> Change order | <input type="checkbox"/> Samples |
| | | <input type="checkbox"/> Plans | 17 Specifications |

COPIES	ITEM	DESCRIPTION/ REMARKS																
1 Original	NCR Response	Universal Structural, Inc. NCR LTR# 10R1.010605, KFM NCR # 10R1																
1 Original	NCR Response	Universal Structural, Inc. NCR LTR# 36R1.122804, KFM NCR # 36R1																
<div data-bbox="619 995 1148 1357" data-label="Form"> <table border="1"> <tr> <td colspan="2" style="text-align: center;">SKYWAY-BAY BRIDGE PROJECT</td> </tr> <tr> <td colspan="2" style="text-align: center;"><small>KIEWIT / FCI / MANSON, A JV</small></td> </tr> <tr> <td>DATE: 1-7-05</td> <td>CO/IOB 36A 3726</td> </tr> <tr> <td>ROUTED BY:</td> <td>NO: 04-012024</td> </tr> <tr> <td>TO: RICH BIENEK</td> <td>SPECIAL NOTES:</td> </tr> <tr> <td colspan="2" style="text-align: center;">INTERNAL KFM COPIES TO:</td> </tr> <tr> <td colspan="2" style="text-align: center;">EXTERNAL COPIES TO:</td> </tr> <tr> <td colspan="2">SCANNED: Y N FILED TO:</td> </tr> </table> </div>			SKYWAY-BAY BRIDGE PROJECT		<small>KIEWIT / FCI / MANSON, A JV</small>		DATE: 1-7-05	CO/IOB 36A 3726	ROUTED BY:	NO: 04-012024	TO: RICH BIENEK	SPECIAL NOTES:	INTERNAL KFM COPIES TO:		EXTERNAL COPIES TO:		SCANNED: Y N FILED TO:	
SKYWAY-BAY BRIDGE PROJECT																		
<small>KIEWIT / FCI / MANSON, A JV</small>																		
DATE: 1-7-05	CO/IOB 36A 3726																	
ROUTED BY:	NO: 04-012024																	
TO: RICH BIENEK	SPECIAL NOTES:																	
INTERNAL KFM COPIES TO:																		
EXTERNAL COPIES TO:																		
SCANNED: Y N FILED TO:																		

THESE ARE TRANSMITTED AS CHECKED BELOW

- For Approval
 For your use
 As Requested
 FOR BIDS DUE

REMARKS: Mr. Hegarty & Mr. Bienek,
Universal Structural, Inc. (USI) is in receipt of the above mentioned Caltrans State Letter's and the following attachments: with individual cover letters is USI's record of subseautent action taken.

Copy To:

Signed:

Brad Murphy
Brad Murphy

If enclosures are not as noted, kindly notify us at once.



UNIVERSAL STRUCTURAL, INC.

604 S E Victory Ave
Vancouver, WA 98661

PO Box 1030
Vancouver, WA 98666

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

December 28, 2004

Kiewit / FCI / Manson, JV (WM)
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# 36R1.122804)

Subject: Responseto Caltrans State Letter # 5.03.01-006055, DTD 11/09/2004
KFM NCR # 36R1

Mr. Hegarty & Mr. Bienek,

Universal Structural, Inc. received Caltrans State Letter # 5.03.01-006055, dated November 09, 2004. Caltrans stated that:

"The Engineer has reviewed KFM-SUB-002852R00: USINCR #36 (METS #22). Nonconformance report #22 is not resolved. KFM's approved fabrication procedures requires....."

After further review; please see the following information:

- Copy of Caltrans State Letter # 5.03.1-006055

Diaphragm Assembly pa56

Copy of Dimensional Check Set 1 drawing 56

Copy of Dimensional Check Set 2 drawing 5,

Copy of USI Internal NON-CONFORMANCE REPORT No.: 22

Copy of HEAT STRAIGHTENING REQUEST 04-16

Copy of Caltrans State Letter, #5.03.1-004600, approving Heat Straightening

Copy of Distortion Repair Procedure, with Deviation from square dimensions, P161Y

Copy of Distortion Repair Procedure, with Deviation from square dimensions, P161ab

Copy of Distortion Repair Procedure, with Deviation from square dimensions, P161b

Copy of Distortion Repair Procedure, with Deviation from square dimensions, P161g,
1st from left

Copy of Distortion Repair Procedure, with Deviation from square dimensions, P161g,
2nd from left

Copy of Distortion Repair Procedure, with Deviation from square dimensions, P161g,
3rd from left

Copy of Distortion Repair Procedure, with Deviation from square dimensions, P161g,
5th from left

Copy of Distortion Repair Procedure, with Deviation from square dimensions, P161g,
6" from left



Category III

A Subsidiary of
HARDER MECHANICAL CONTRACTORS



Copy of Distortion Repair Procedure, ~~with~~ Deviation from square dimensions, P161g,
7th from **left**
Copy of Distortion Repair Procedure, with Deviation from square dimensions, P161k
Copy of Ultrasonic Test Report
Copy of Caltrans State Letter, #5.03.1-006319, resolving HSR 04-16

Diaphragm Assembly pa85

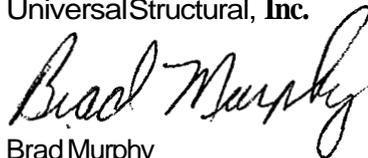
Copy of Dimensional Check Set 1 drawing 85
Copy of Dimensional Check Set 2 drawing 85
Copy of **USI** Internal NCR#2

In conclusion, **USI** is making every effort to correct any previous "dimensional" control documentation problems and continues to monitor and up-date our procedures. **USI** realizes there were many dimensions that were not properly documented, but please realize **USI** continues to accommodate any **and all** METS/Caltrans **concerns and** requirements, as seen by the copies attached. Since the above NCR was written, there have been several Fabrication Plan Revisions, including instigating a "traveler" documentation program.

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

cc: Brad Young - USI
file

DEPARTMENT OF TRANSPORTATION

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



*Flex Your Power
Be Energy Efficient!*

November 09, 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 # 5.03.1-006055

Subject: Response to KFM-SUB-002852R00: USI NCR #36 (METS #22)

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

The Engineer has reviewed KFM-SUB-002852R00: USI NCR #36 (METS #22). Non-conformance report #22 is not resolved at this time. KFM's approved fabrication procedures require dimensional checks to be recorded. The recording of dimensional checks was discussed at a joint review meeting with KFM and USI on 4/19/04 and 4/20/04. As a result, KFM-SUB-000392R8 of the fabrication procedures added the recording of dimensional checks in multiple sections. With respect to pa56 and pa85, Section III, Subparagraph E, Step 6 of the approved fabrication procedures (page 20 of **109**) states, "Have the Dimensional Checker check and *record* dimensions and out of tolerance distortion (per the TSDT sheet) required on the "Checker Set # 1." After the stiffeners are welded to the diaphragms (steps **14** and **15**), step 17 of the procedures require, "the Dimensional Checker check and *record* dimensions and out of tolerance distortion (per the TSDT sheet) required on the "Checker Set #2." **As** previously communicated in State Letter #5986, the Engineer remains concerned KFM is not following their approved fabrication procedures and recording dimensional checks.

State Letter #46 17 incorrectly references "Dimensional Drawing Set #1." This letter should be amended to read "Checker Set #2" as required in step 17 described above.

Should you have any questions, please contact Patrick Lowry at **(858) 344-2712** or David Wu at (510) 622-5**104**.

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

UNIVERSAL STRUCTURAL NON-CONFORMANCE REPORT



Date: 5-12-04
 Initiator: Ken Estab
 Job Number: 23932
 NCR No.: 22

Copies to: Step 1 - Plant Manager Superintendent
 Step 2 - OQC Manager Department Head General Manager Project Manager

Step 1 - Details of Non-conformance:
Diaphragm Pa.56 F/S - 10 stiffeners out of tolerance due to weld distortion, as noted on attached pages.

Responsible Department: _____ Department Supervisor _____

Step 2 - Corrective Action: Engineer approval required: yes no
Restrain & apply heat to straighten.

Signed: & Bob Date: 5-12-04

Step 3 - Corrective Action to prevent re-occurrence:
increase restraint when welding 2nd side
COMPLETE 5-18-04

Signed: _____ Date: _____

Step 4 - Corrective Action Approval:
 Approved: _____
 Not Approved, further corrective action required: _____

IR #22

Universal Structural, Inc
HEAT STRAIGHTENING REQUEST

DATE: May 13, 2004	INITIATOR Ralph Seeley	DEPARTMENT: Production	HSR NUMBER: 04-16
JOB NUMBER: 23932	JOB NAME: SFOBB	DRAWING 56	CODE/SPECIFICATION AWS D1.5
NONCONFORMANCE: Ten (10) stiffeners on diaphragm pa56 far side and near side , are out of square due to welding distortion as indicated on the attached sketches.			
QA MANAGER. C. Amonson		DATE: 5/4/04	
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 the stiffener side of the joint and 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. See the attached sketch for further details.			
QA MANAGER C. Amonson	DATE 5/4/04	PROJECT MANAGER Brad Young	DATE 5/4/04
PLANT MANAGER Ralph Seeley	DATE 5/4/04	KFM/QA MANAGER Rich Bienek	DATE
DISPOSITION COMPLETED: Stiffeners in volved area straightened to within tolerance per Ken Esteb Ed Malin 5/18/04			
PLANT MANAGER Ralph Seeley	DATE	CUSTOMER	DATE
FINAL REVIEW			DATE

OK PER DAVE McCLARY (CT), ONE PROGRESSION. CB/5-14-04/0945

RECEIVED
MAY 13 2004
BY: J. Mill

BL PH
6/2/04

DEPARTMENT OF TRANSPORTATION

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



Flex Your Power
Be Energy Efficient!

June 2, 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 # 5.03.1-004600

Subject: Response to KFM-SUB-002328R00: USI - Heat Straightening Request 04-16 for Piece #56

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

The State has reviewed KFM-SUB-002328R00: USI - Heat Straightening Request 04-16 for Piece #56 regarding the request to heat straighten stiffeners on diaphragm pa56. The subject submittal is approved as noted. The State will allow USI to apply one progression of heat in accordance with USI's "Typical T-Joint Weld Distortion Repair Procedure" to the following pieces: p161y, p161ab, p161b, p161g (1st from left), p161g (2nd from left), p161g (3rd from left), p161g (5th from left), p161g (6th from left), p161g (7th from left), p161k. 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.

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

Sincerely,

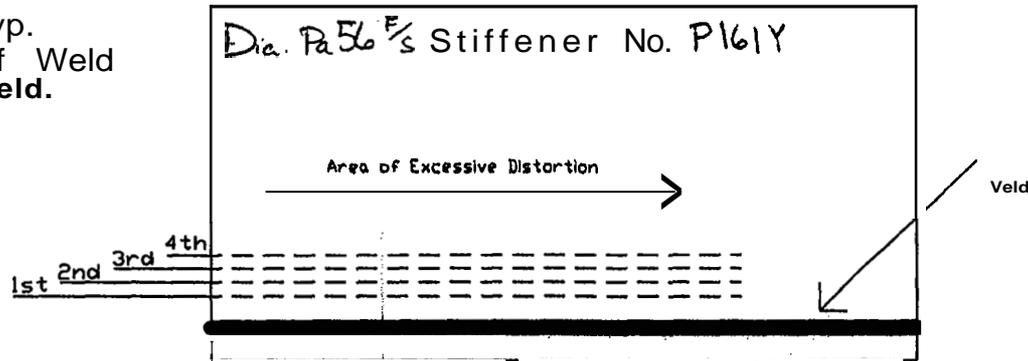
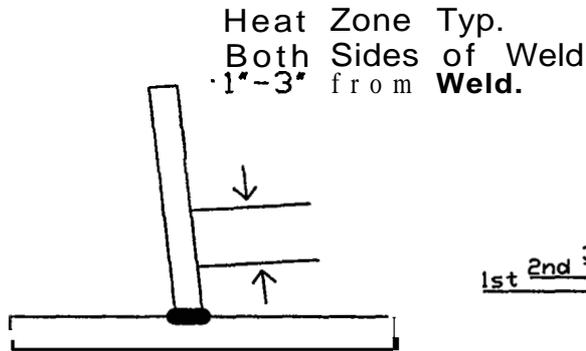
David Wu
Senior Bridge Engineer

For: Mr. Douglas Coe
Resident Engineer

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

file: 5.03.1, 9.06.8

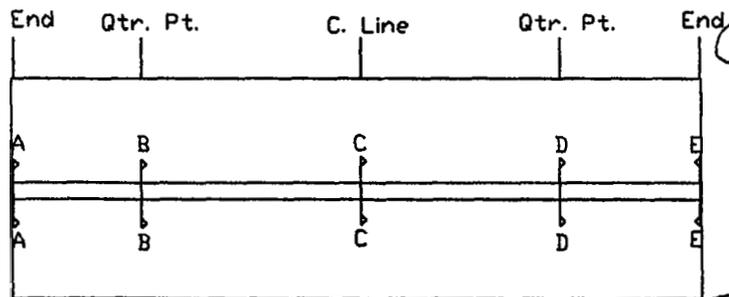
TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE.



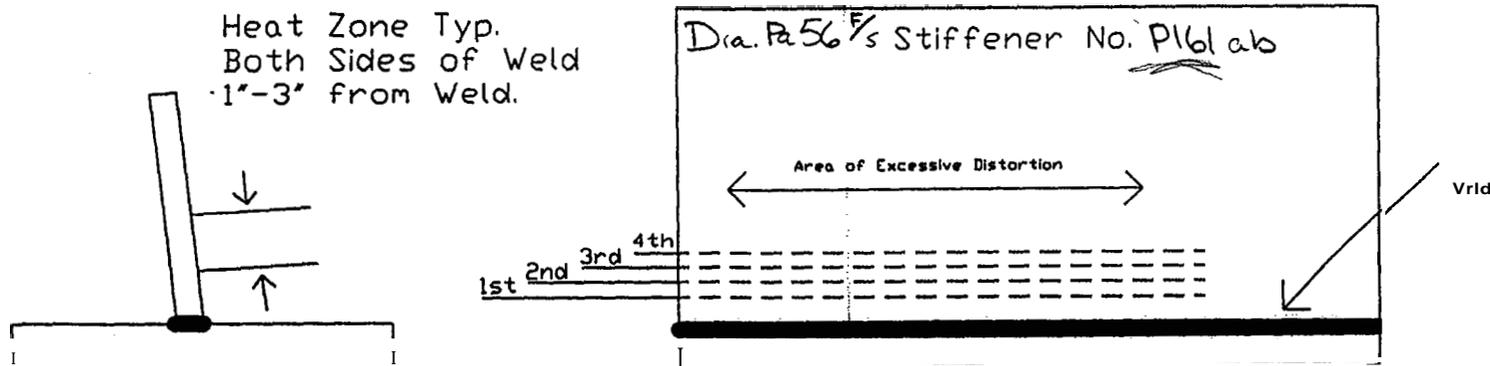
1. Line heats to **be** applied to full length of weld where excessive distortion is present
2. First line heat shall be placed nearest to the weld and progress away from the previous line of heat.
3. Each line heat **will** be applied to the stiffener side parallel to the weld and allowed to cool. Check Drior to application of next progress heats.

4. Our goal **is** to act eve acceptability in four progressions.
5. All deviations discovered in previous applications will be imptemented in conjunction with fabrication plan rev. 9. Deviations found in this NCR will be reviewed for **possible** corrections in the fabrication plan for future operations.

		SECTION	DEVIATION FROM SQUARE					
End	Qtr. Pt.		Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
		Left end of Horizontal Stiffener						
		A-A	0mm					
		B-B						
		C-C	12 mm					
		D-D						
		E-E	8 mm					
		Right end of Horizontal Stiffener						



TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE.



1. Line heats to be applied to full length of weld where excessive distortion is present
2. First line heat shall be placed nearest to the weld and progress away from the previous line of heat.

3. Each line heat will be applied to the stiffener side parallel to the weld and allowed to cool. Check prior to application of next progress heats.

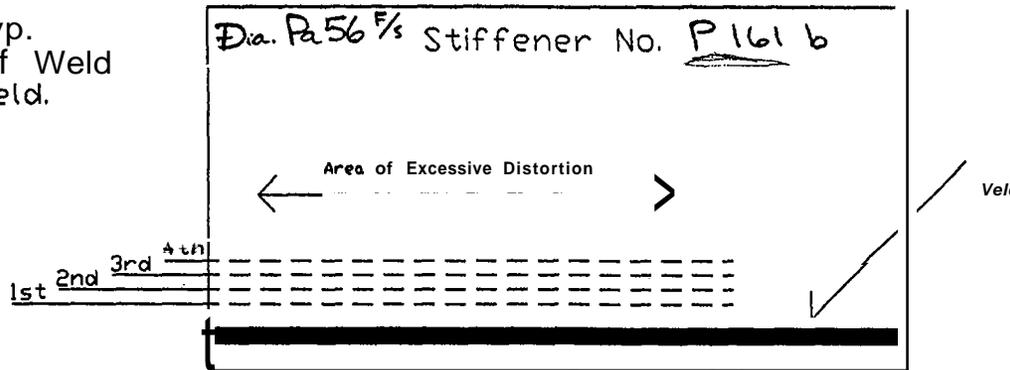
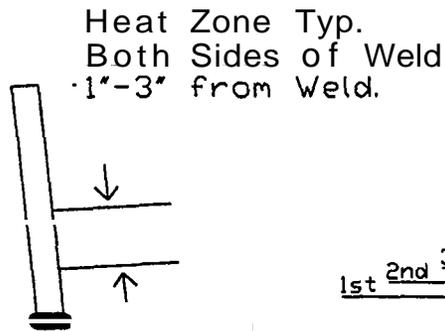
4. Our goal is to achieve acceptability in four progressions,
5. All deviations discovered in previous applications will be implemented in conjunction with fabrication plan rev. 9. Deviations found in this NCR will be reviewed for possible corrections in the fabrication plan for future operations.

SECTION

DEVIATION FROM SQUARE

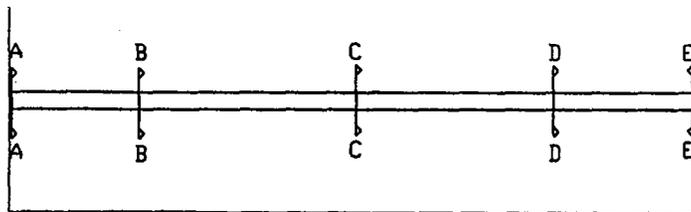
SECTION	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A	4mm					
B-B						
C-C	13mm					
D-D						
E-E	10mm					

TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE.



1. Line heats to **be** applied to full length of weld where excessive distortion is present
2. First line heat shall be placed nearest to the weld and progress away from the previous line of heat.
3. Each line heat will be applied to the stiffener side parallel to the weld and allowed to cool, Check prior to application of next progress heats.

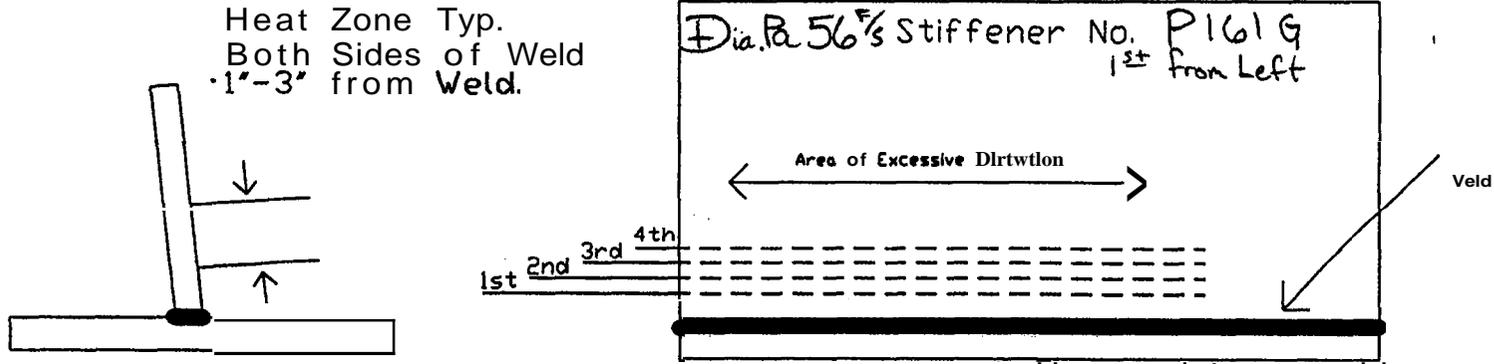
4. Our goal is to achieve acceptability in four progressions,
5. All deviations discovered in previous applications will be implemented in conjunction with fabrication plan rev. 9. Deviations found in this NCR will be reviewed for possible corrections in the fabrication plan for future operations.



SECTION	DEVIATION FROM SQUARE			
A-A	4mm			
B-B				
C-C	4mm			
D-D				
E-E	7mm			

Right End of Horizontal Stiffener

TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE.



Heat Zone Typ.
Both Sides of Weld
1"-3" from Weld.

Dia. R 56" Stiffener No. P1619
1st from Left

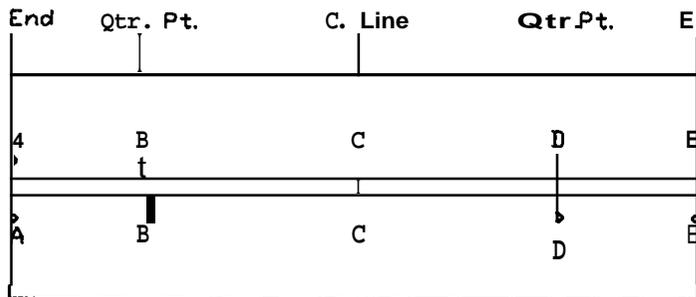
Area of Excessive Distortion

1st 2nd 3rd 4th

Weld

1. Line heats to **be** applied to full length of weld where excessive distortion is present
2. First line heat shall be placed nearest to the weld and progress away from the previous line of heat.
3. Each line heat will be applied to the stiffener side parallel to the weld and allowed to cool. Check prior to application of next progress heats.

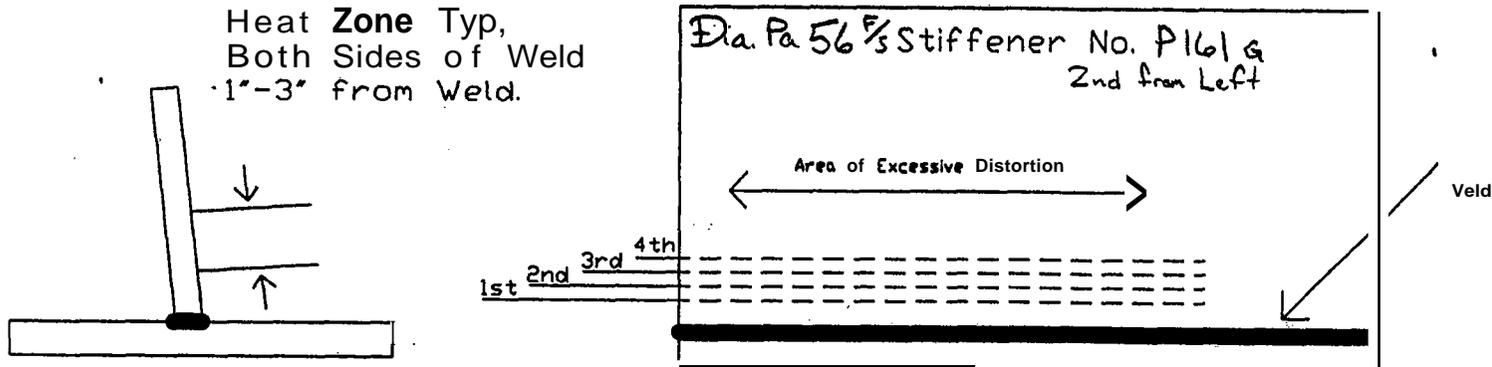
4. Our goal is to achieve acceptability in four progressions.
5. All deviations discovered in previous applications will **be** implemented in conjunction with fabrication plan rev. 9. Deviations found in this NCR will **be** reviewed for possible corrections in the fabrication plan for future operations.



SECTION	DEVIATION FROM SQUARE					
	Original Check	1 st Heat	2 nd Heat	3 rd Heat	4 th Heat	5 th Heat
<i>Bottom of vert. stiffener</i> A-A	7mm					
B-B						
C-C	4mm					
D-D						
E-E	2mm					

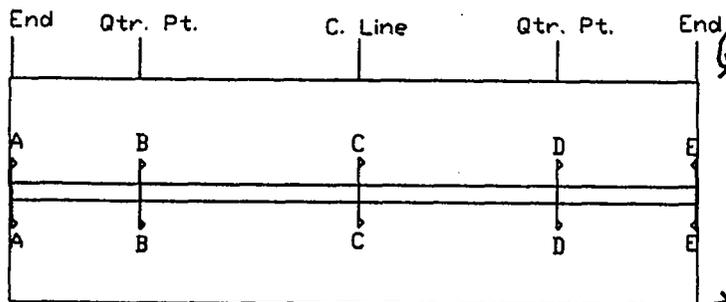
Top of vertical stiffener

TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE,



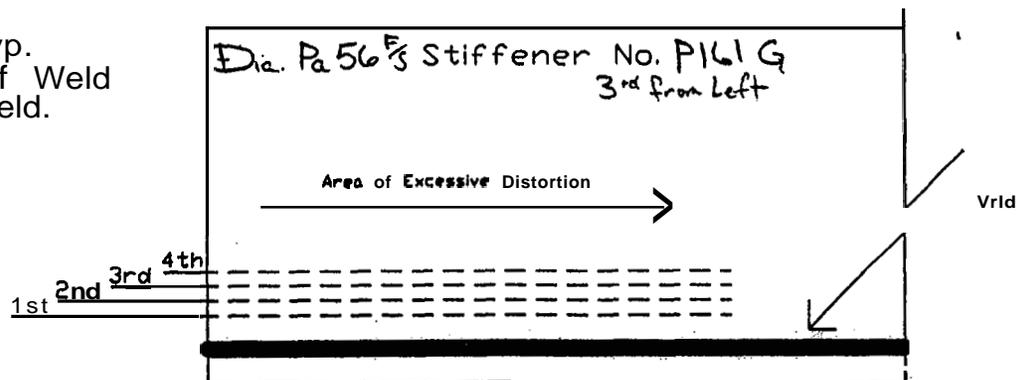
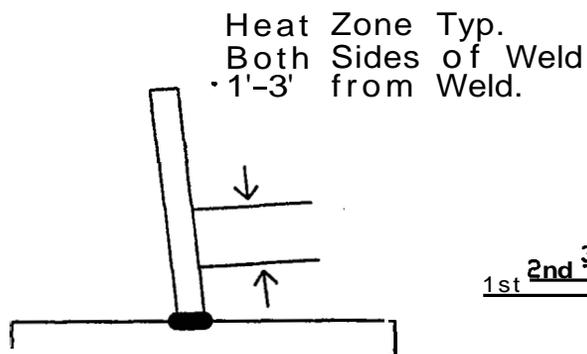
1. Line heats to be applied to full length of weld where excessive distortion is present
2. First line heat shall be placed nearest to the weld and progress away from the previous line of heat.
3. Each line heat will be applied to the stiffener side parallel to the weld and allowed to cool, Check Drior to application of next progress heats.

4. Our goal is to achieve acceptability in four progressions.
5. All deviations discovered in previous applications will be implemented in conjunction with fabrication plan rev. 9. Deviations, found in this NCR will be reviewed for possible corrections in the fabrication plan for future operations.



SECTION	DEVIATION FROM SQUARE					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A <i>Bottom of vert. stiffener</i>	8mm					
B-B						
C-C	8mm					
D-D						
E-E <i>Top of Vertical stiffener</i>	3mm					

TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE.



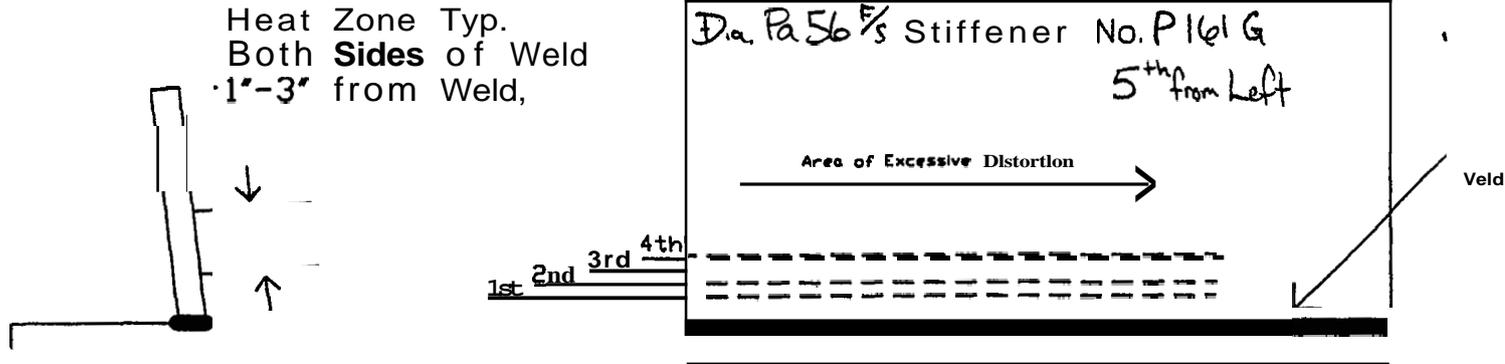
1. Line heats to be applied to full length of weld where excessive distortion is present
2. First line heat shall be placed nearest to the weld and progress away from the previous line of heat.
3. Each line heat will be applied to the stiffener side parallel to the weld and allowed to cool. Check Drior

4. Our goal is to achieve acceptability in four progressions.
5. All deviations discovered in previous applications will be implemented in conjunction with fabrication plan rev. 9. Deviations found in this NCR will be reviewed for possible corrections in the fabrication plan for future operations.

					SECTION	DEVIATION FROM SQUARE					
End	Qtr. Pt.	C. Line	QtrPt.	End		Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
					<i>Bottom of vert stiffener</i> A-A	7mm					
					B-B						
					C-C	6mm					
					D-D						
					E-E	0mm					

Tot. Stiffener

TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE.

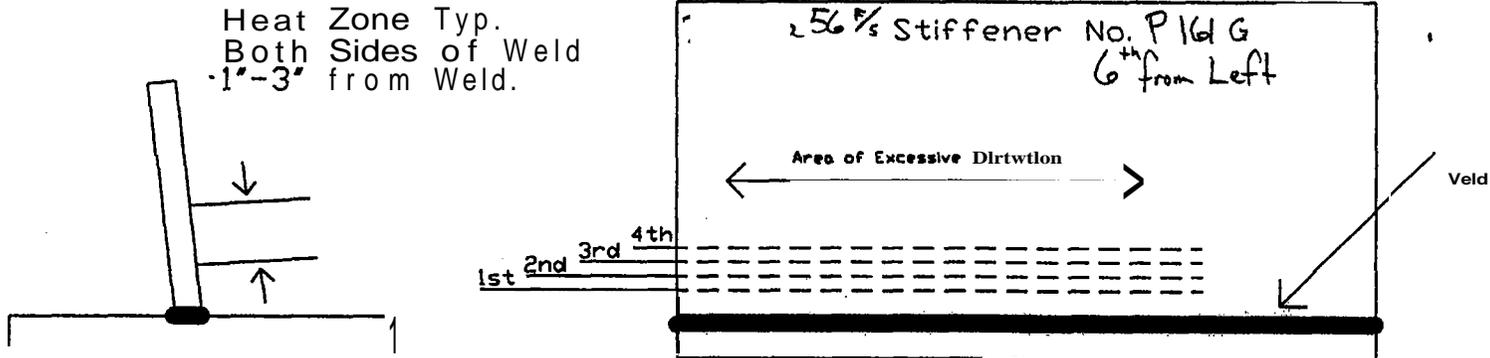


fabrication

to application of next progress heats.

SECTION	DEVIATION FROM SQUARE					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A <i>Bottom of vert. stiffener</i>	8mm					
B-B						
C-C	3mm					
D-D						
<i>Top of vertical stiffener</i>						

TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE.

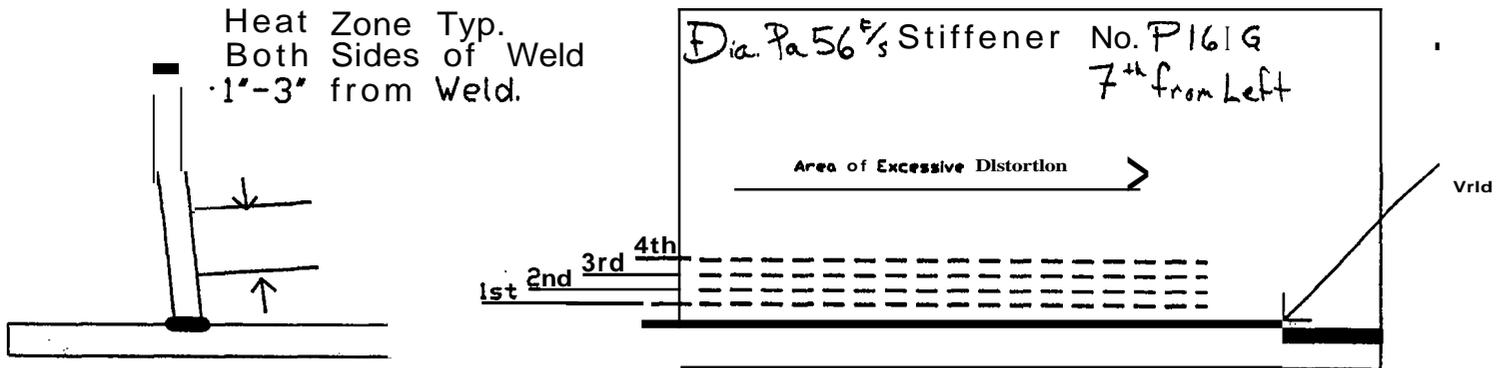


fabrication

					SECTION	DEVIATION FROM SQUARE					
End	Qtr. Pt.	C. Line	Qtr. Pt.	End		Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
					<i>Bottom of vert. stiffener</i> A-A	9 mm					
A	B	C	D	E	B-B						
A	B	C	D	E	C-C	8 mm					
					D-D						
					E-E	3 mm					

Top of vertical stiffener

TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE.



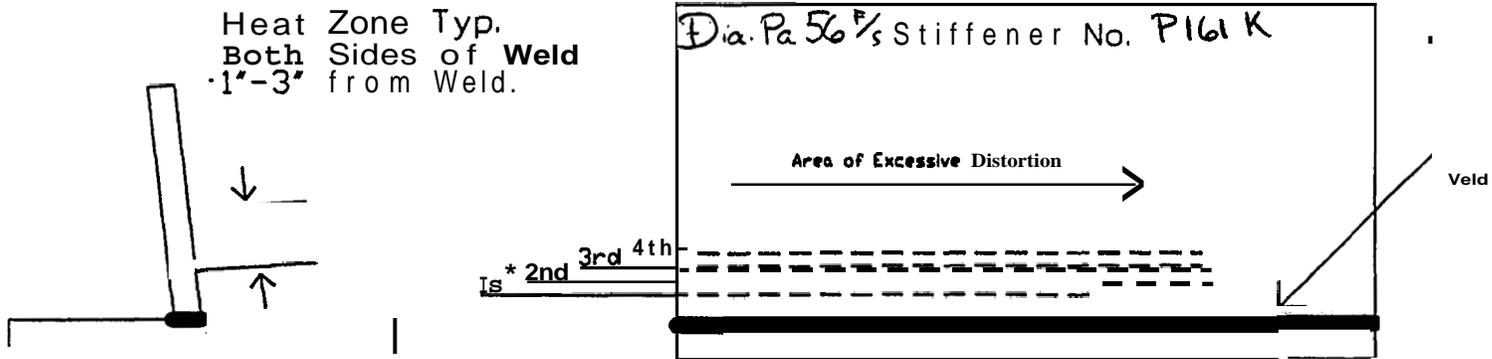
fabrication

					SQUARE					
End	Qtr. Pt.	C. Line	Qtr. Pt.	End	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
					11 mm					
A	B	C	D	E						
A	B	C	D	E	10 mm					
					2 mm					

Bottom of vert. stiffener

Top of vertical stiffener

TYPICAL T-JOINT WELD
DISTORTION REPAIR PROCEDURE,



					SECTION	DEVIATION FROM SQUARE					
End	Qtr. Pt.	C. Line	Qtr. Pt.	End		Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
					<i>Bottom of vert. stiffener</i> A-A	2mm					
					B-B						
					C-C	8mm					
					D-D						
					E-E	1mm					

Top of vertical stiffener

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 # 5.03.1-006319

Subject: Response to KFM-SUB-002328R01: USI Documents Clearing Heat Straightening Request 04-16 for Piece #56

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

The Engineer has reviewed KFM-SUB-002328R01: USI Documents Clearing Heat Straightening Request 04-16 for Piece #56. The Engineer takes no exception to the subject submittal and agrees heat straightening request 04-16 is resolved

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

Sincerely,

A handwritten signature in cursive script that reads "David Wu".

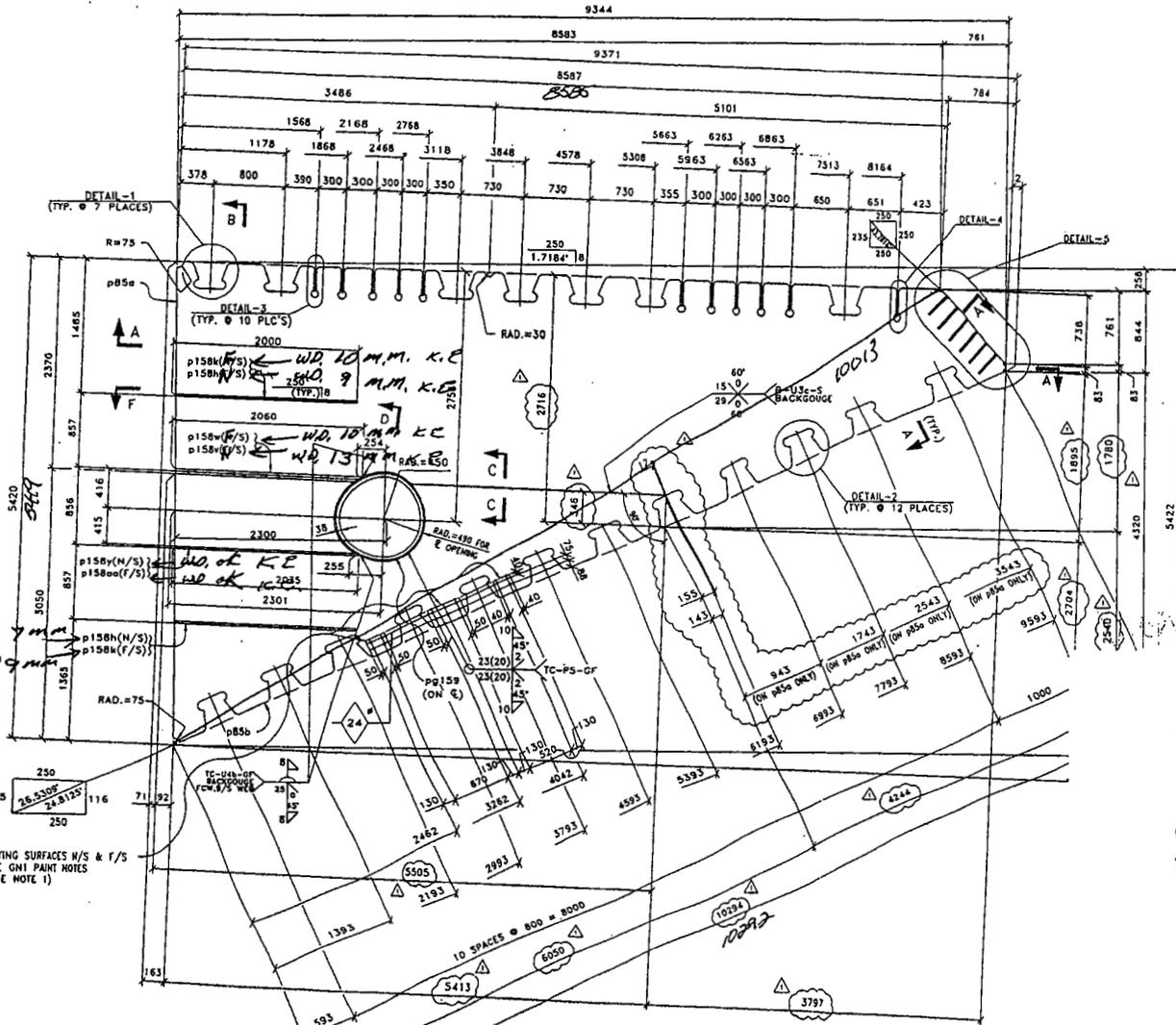
David Wu
Senior Bridge Engineer

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, 9.06.8

E:\USER\ROBERTO GATEKEEPER\BAY BRIDGE SKYWAY 'E' LINE\REVISED\4581A\00085A_LDWG 10-2-03 10:50:30 AM EST



CHECK #1 of ~~Weld~~
 CHECK #2 Comp. JPS (NCR #2 - DISCREPANCY AT SPICE 5 FEET)
 CHECK #3 of JPS
 CHECK #4 of JPS - STIFFENERS & RING

APPROVED FOR FABRICATION
 FEB 25 2004

Check #1 - (Verify fit-up prior to welding butt welds.)
 Inspector George Mason Date 3-2-04
 Accept Reject NCR#(s) _____

Check #2 - Record overall dimensions, crosschecks and any out of tolerance flatness.
 Inspector Jon Smitherman Date 3-17-04
 Accept Reject NCR#(s) 4-27-04

ONE ~ DIAPHRAGM ASSEMBLY ~ p085

NOTE:
 1) THIS DRAWING TO BE USED AT ASSEMBLY STAGE TO LAYOUT FAYING SURFACES.

SHEET TITLE: DIAPHRAGM ASSEMBLY ~ p085		MATERIAL SPEC.	
PROJECT: SKYWAY STRUCTURES - CONTRACT NO. 04-012021		A709M-GR.345F2 U/W	
TRANSITION SPAN - BRIDGE NO. 34-0006 L/R		ERECTION DWG.	
DISTRICT 04, ROUTE 80 : KILOMETER POST 13.9/14.3,0.0/1.6		REF. DWG.	
SAN FRANCISCO / ALAMEDA COUNTY			
CUSTOMER: KFM / A JV.			
DRAWN BY: DML	DATE: 3/14/02	JOB NO.	SHEET NO.
CHECKED BY: H	DATE: 11/30/02	25932	85 A/B

UNIVERSAL STRUCTURAL NON-CONFORMANCE REPORT

Date: 2/18/04
 Initiator: E.M.
 Job Number: 23932
 NCR No.: 2



Copies to: Step 1 - Plant Manager Superintendent
 Step 2 - QC Manager Department Head General Manager Project Manager

Step 1 - Details of Non-conformance:
wing diaphragm Pa 85 weld distortion in Butt splice
variation is between 5 + 8 m.m. either side of
access Penetration.

Responsible Department: _____ Department Supervisor _____
Step 2 - Corrective Action: Engineer approval required: yes no
APPCY controlled Heat to Flatten PC

Signed: _____ Date: _____

Step 3 - Corrective Action to prevent re-occurrence:

Signed: _____ Date: _____

Step 4 - Corrective Action Approval:
 Approved: _____
 Not Approved, further corrective action required: _____



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 14-Sep-04
 Time 9:23AM

Dated: 14-Sep-2004

SUBMITTAL No: KFM-SUB-002852

Rev: 00

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 - NCR #36 (METS #22) Response to the following Caltrans State
 Letter#: 5.03.01-004617, DTD 5-28-04

Special Provis. (SP) REF: 08-3.01
 Standard Spec. (55) REF:

RESUBMITTAUSUPPLEMENTAL REF:

We are sending the following attached items: Attached

Via Fax

- | | | |
|---------------------------------------|---|---|
| <input type="checkbox"/> Drawing | <input type="checkbox"/> Plans | <input type="checkbox"/> Prog. Pmt |
| <input type="checkbox"/> Samples | <input type="checkbox"/> Certificates of compliance | <input type="checkbox"/> Calculations |
| <input type="checkbox"/> Payroll | <input type="checkbox"/> Specs | <input type="checkbox"/> Copy of Letter |
| <input type="checkbox"/> Change Order | <input type="checkbox"/> Schedule | <input type="checkbox"/> Invoice |

Item	Date	Copies	Description	Drawing No	Rev	Status	Pages
01	03-Aug-04		Cover Page		0	Pending	
02	03-Aug-04		NCR #36 (METS #22) Response to the following Caltrans State Letter#: 5.03.01-004617, DTD 5-28-04		0	Pending	

These are transmitted as checked below:

- | | | |
|---------------------------------------|--|--|
| <input type="checkbox"/> For Approval | <input type="radio"/> For Review/comment | <input type="checkbox"/> Return For Correction |
| <input type="checkbox"/> For Your Use | <input type="checkbox"/> As Requested | <input type="checkbox"/> For Information |

Remarks:

CC:

Please review / approve by : 20-Sep-2004

Submitted By: Rich Bienek
 (KFM Staff Member-Originator of Transmittal)

Checked & Sent By: _____
 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

August 12, 2004

Kiewit / FCIManson, 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# 36.081204)

Subject: Response to Caltrans State Letter# 5.03.01-004617, DTD 0512812004

Mr. Hegarty & Mr. Bienek,

Universal Structural, Inc. received Caltrans State Letter # 5.03.01-004617, dated May 28, 2004. Caltrans stated that:

"Heat straightening requests have been received for piece #pa56 north and south (which should read near and far side) and pa85b north and south (which should read near and far side). The out of square dimensions were not recorded on the "Dimensional Drawing Set #1" as required in the Contractor's fabrication procedure (KFM-SUB-000391ROB, page 4 and 5 of 109)."

Please see the attached copy of Dimensional Drawing Set #1 for pa56 and Dimensional Drawing Set #1 for pa85b. As stated in USI Fabrication Procedure, page 4 and 5 of 109 (see "highlighted" copy), all dimensional checks were verified. NCR was issued and then crossed out with date of repair. 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,
J. Yoong
Universal Structural, Inc.

J. Yoong,
Estimator/Project Manager

cc: file



A Subsidiary of
HARDER MECHANICAL CONTRACTORS



FABRICATION PROCEDURE
SFOBB SKYWAY
CONTRACT N0-04-012021

GENERAL OVERVIEW AND FABRICATION SEQUENCE

It is the plan of Universal Structural, Inc. to fabricate the Orthotropic Steel Girder for the E-Line first followed by the W-line. Due to shop space constraints we will fabricate each Transition Span in 4 sections. These transverse splice locations are identified on the shop drawings as FS#1, FS#2 and FS#3. These sections will be prime-painted and then transported in to our assembly yard. At the assembly yard the 4 sections will be banded, assembled in to one unit and welded. After final painting and acceptance by the owner these sections are then ready for shipment to the job site. This procedure should be used in conjunction with Universal Structural, Inc. shop drawings. The support and installation of the Pipe Beam and also any final lifting requirements are not in Universal Structural, Inc. scope of work. It is our understanding that these items will be covered in the erection procedure submitted by KFM. Dimensional tolerances will be verified through the following Inspection Procedure.

I. DIMENSIONAL CHECKING & NDE:

Dimensional checks and NDE will be performed at times described below and throughout the Fabrication Procedure.

In general, dimensional checks will be made on lay-out prior to welding, after fit-up and again after welding has been completed by the shop Dimensional Checker and Shop Supervisors utilizing the acceptance criteria in the attached "TRANSITION SPAN DIMENSIONAL TOLERANCES" (TSDT) sheet.

Individual dimensional checks to be performed:

- Check #1. Verify fit-up prior to welding butt welds.
- Check #2. Record overall dimensions, crosschecks and any out of tolerance flatness.
- Check #3. Verify Layout
- Check #4. Verify fit-up.
- Check #5. Record all dimensions (based on centerlines) for each side. Out of tolerance distortion will be recorded using the in-house NCR.

Note: All the above inspections will be recorded on the Dimensional Check Sets (defined below) with the inspection number (noted above), inspector initials and any NCR that may have been issued. All NCRs must be crossed out and dated when repairs are completed.

APPROVED FOR
FABRICATION

7/1/04

Dimensional checks that are required to be recorded will be done so on the Dimensional Checker Drawing Set #1 and Dimensional Checker Drawing Set #2 that will be maintained in the template room. Dimensional Set #1 will consist of distortion measurements, overall dimensions prior to flat plate welding, cross check, heat distortion measurements and special inspections required for Hinge Pipe Diaphragms as specified by the Plant Manager. Dimensional Set #2 will consist of final measurements after welding and special inspections required for the Hinge Pipe Diaphragms as specified by the Plant Manager.

These dimensions will be checked at stages of fabrication as defined in the following Fabrication Procedure. This method will be used for checking all parts at times described in the Fabrication Procedure. The Plant Manager will review all dimensional checks for potential corrective action. For the Hinge Pipe Beam Diaphragms, survey of the individual girder segments, and of the final girders, additional supplemental drawings will be used to document dimensions (See attached HINGE PIPE BEAM DIAPHRAGM DIMENSIONAL CHECK SHEETS, GIRDER IA DIMENSIONAL CHECK SHEETS, and EAST GIRDER DIMENSIONAL CHECK SHEETS).

Final acceptance of each major assembly and the final shipping piece will be performed by the Shop Supervisor and recorded on the green tag that will be detached upon acceptance from the piece and recorded on the Task Reporting system in the Template Room. This inspection will include overall dimensions, flatness and any dimensions that could be affected by heat distortion. All dimensional checks that are out of tolerance per the TSDT sheet will be indicated on the piece or tagged with the yellow non-conformance tag and communicated to plant supervision through an internal non-conformance report (Internal NCR- See Attached). Any issues that require customer acceptance will be brought to the attention of the QC Manager, Plant Manager and/or Project Manager for disposition. Measurements will be performed using calibrated steel tapes, string & wire line, plumb bob, bubble level, framing square, laser level, theodolite, and/or total station.

After completion of welding, NDE inspections will be completed by qualified shop welding inspectors (QC) and recorded on the weld inspection report in addition to any required NDE reports (See WQCP). The NDE required will be performed per the NDES sheet. Final acceptance will be the responsibility of QC and will be communicated to Caltrans via a "Certificate of Compliance".

Checks will be made as follows and as described in the "SUB-ASSEMBLY FABRICATION PROCEDURE", "GIRDER ASSEMBLY PROCEDURE", "GIRDER FINAL ASSEMBLY", "CLOSED RIB FORMING PROCEDURE", "PIPE SLEEVE INSTALLATION PROCEDURE", and "BUNKING PROCEDURE":

APPROVED FOR
FABRICATION

'JUL 01 2004



Flex Your Power
Be Energy Efficient!

DEPARTMENT OF TRANSPORTATION

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

May 28, 2004

KFM, aN
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# 5.03.1-004617

Subject: USI NCR 22: Failure to Follow Submitted Fabrication Procedures (pa56 north and south, pa85b north and south)

Dear Mr. Skoro,
Attention: Paul Hegarty,

This Non-Conformance Report (NCR) is issued by the State to KFM as a result of your subcontractor, USI, for the following reason:

- Heat straightening requests have been received for piece #pa56 north and south and pa85b north and south. The out of square dimensions were not recorded on the "Dimensional Drawing Set #1" as required in the Contractor's fabrication procedure (KFM-SUB-000391R08, page 4 and 5 of 109).

This NCR will be tracked as USI NCR No. 22. USI was verbally notified of this NCR by Caltrans' METS on 05/24/04. Please review and address how you plan to resolve this NCR and bring your work back into compliance with our contract.

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

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

DEPARTMENT OF TRANSPORTATION

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



*Flex Your Power
Be Energy Efficient!*

November 09, 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 # 5.03.1-006055

Subject: Response to KFM-SUB-002852R00: USI NCR #36 (METS #22)

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

The Engineer has reviewed KFM-SUB-002852R00: USI NCR #36 (METS #22). Non-conformance report #22 is not resolved at this time. KFM's approved fabrication procedures require dimensional checks to be recorded. The recording of dimensional checks was discussed at a joint review meeting with KFM and USI on 4/19/04 and 4/20/04. As a result, KFM-SUB-000392R8 of the fabrication procedures added the recording of dimensional checks in multiple sections. With respect to pa56 and pa85, Section III, Sub-paragraph E, Step 6 of the approved fabrication procedures (page 20 of 109) states, "Have the Dimensional Checker check *and record* dimensions and out of tolerance distortion (per the TSDT sheet) required on the "Checker Set #1." After the stiffeners are welded to the diaphragms (steps 14 and 15), step 17 of the procedures require, "the Dimensional Checker check *and record* dimensions and out of tolerance distortion (per the TSDT sheet) required on the "Checker Set #2." As previously communicated in State Letter #5986, the Engineer remains concerned KFM is not following their approved fabrication procedures and recording dimensional checks.

State Letter #4617 incorrectly references "Dimensional Drawing Set #1." This letter should be amended to read "Checker Set #2" as required in step 17 described above.

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

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

DEPARTMENT OF TRANSPORTATION

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



*Flex Your Power
Be Energy Efficient!*

February 11, 2005

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 # 5.03.1-006852

Subject: Response to KFM-SUB-002852R01: USI Documents Clearing USI KFM NCR #36

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

The Engineer has reviewed KFM-SUB-002852R01: USI Documents Clearing USI KFM NCR #36. The Engineer agrees the Contractor has sufficiently addressed this NCR. As a result, USI NCR No. 22 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