

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 30-Nov-04  
 Time 10:11 AM

Dated: 30-Nov-2004

SUBMITTAL No: KFM-SUB-003348

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 - KFM NCR #59 (METS NCR #45) Response to Caltrans State Letter #5815**

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

**RESUBMITTAL/SUPPLEMENTAL REF:**

We are sending the following attached items:  Attached

Via Fax

- |                                       |   |   |
|---------------------------------------|---|---|
| <input type="checkbox"/> Drawing      | <input checked="" 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	30-Nov-04	1	USI Letter Dated 11/17/04		0	Pendina	1
02	30-Nov-04	1	Caltrans Letter # 5.03.1-005815		0	Pending	1
03	30-Nov-04	1	USI - KFM NCR #59 (METS #45) Closina Documents		0	Pendina	13

These are transmitted as checked below:

- |                                       |   |  |
|---------------------------------------|---|--|
| <input type="checkbox"/> For Approval | <input type="checkbox"/> 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 : 07-Dec-2004

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

Checked & Sent By:   
 Contract Admin/DCS Staff

# UNIVERSAL STRUCTURAL, INC.

# USI

UNIVERSAL STRUCTURAL, INC.

SUB OF HARDER MECHANICAL

November 17, 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# 59.11 1704)

Subject: Response to Caltrans State Letter # 5.03.01-005815  
KFM NCR 59

Mr. Hegarty & Mr. Bienek,

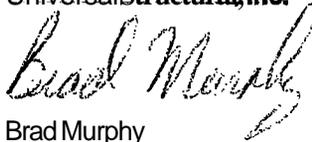
Universal Structural, Inc. received Caltrans State Letter # 5.03.01-005815, dated October 14, 2004. Caltrans stated that:

*"The Contractor has demonstrated inadequate material handling. Both Assembly 3A (wing plate pa50) and Assembly 1A (wing diaphragm pa58m) have been damaged during material handling. The Standard Specifications, Section 55-1.04 requires "In handling and shipping of the steel work, every care shall be taken to avoid bending, scraping or overstressing the pieces. All pieces bent or otherwise injured will be rejected."*

USI has taken corrective action with the employee responsible for this incident. He has been reprimanded and proper handling procedure training has been completed. Disposition of Assembly 3A, web plate Pa50 was brought back to proper dimensional tolerances, via Heat Straightening Request (HSR) 04-34, see attachments. Plate P161w on diaphragm assembly pa58 Girder 1A was brought back to proper dimensional tolerances, via HSR # 04-33 Rev. 1, along with Weld Repair Tracking Sheet No: 0123, see attachments. 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



HARDER MECHANICAL CONTRACTORS



## DEPARTMENT OF TRANSPORTATION

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



*Flex Your Power  
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October 14, 2004

KFM, a JV  
 220 Burma Road  
 Oakland, CA 94607

*KFM 59*

Contract: 04-012024  
**04-SF, Ala-80-13.9/14.3, 0.0/1.6**  
 SFOBB Skyway Project  
 State Letter # 5.03.1-005815

**Subject: USINCR No. 45: Inadequate Handling of Materials**

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

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

1. The Contractor has demonstrated inadequate material handling. Both Assembly **3A** (wing plate pa50) and Assembly 1A (wing diaphragm pa58m) have been damaged during material handling. The Standard Specifications, Section 55-1.04 requires "In handling and shipping of the steel work, every care shall be taken to avoid bending, scraping or overstressing the pieces. All pieces bent or **otherwise** injured will be rejected."

This NCR will be tracked **as** USI NCR No. 45. USI ~~was~~ verbally notified of this NCR by Caltrans' METS on 10/08/04. 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) 622-510

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, Inc

## HEAT STRAIGHTENING REQUEST

<b>Sept 29, 2004</b>	Ralph Seeley	Production	04-34
<b>JOB NUMBER:</b>	<b>JOB NAME:</b>	DRAWING	CODE/SPECIFICATION
23932	SFOBB	50 Girder 3A	AWS D1.5
<b>NONCONFORMANCE:</b>			
Web PL Pa 50 has a dent 380mm long by 150mm deep in the top of the web. 8mm max distortion. This problem was caused during handling when the piece was rolled over in the welding process.			
<b>QA MANAGER C. Amonson</b>		<b>DATE: 9/29/04</b>	
<b>RECOMMENDED DISPOSITION.</b>			
Areas distorted 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.			
Heat lengths will be 200mm long. Placement shown on attached sketch.			
<b>QA MANAGER</b>	<b>DATE</b>	<b>PROJECT MANAGER</b>	<b>DATE</b>
C. Amonson	9/29/04	Brad Young	9/29/04
<b>PLANT MANAGER</b>	<b>DATE</b>	<b>KFM/QA MANAGER</b>	<b>DATE</b>
Ralph Seeley	9/29/04	Rich Bienek	
<b>DISPOSITION COMPLETED:</b>			
<b>PLANT MANAGER</b>	<b>DATE</b>	<b>CUSTOMER</b>	<b>DATE</b>
Ralph Seeley			

OK TO PROCEED PER CT/QA ON 10-11-04  
 RB/10-12-04

RB'D  
 9-29-04  
 CS

MT THE HEATED AREAS  
 ADDITIONAL VERBAL FROM CT/QA  
 RB/10-12-04

**DEPARTMENT OF TRANSPORTATION**

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



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October 18, 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 # 5.03.1-005848

**Subject: Response to KFM-SUB-002968R00: USI Heat Straightening Request 04-34**

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

The Engineer **has** reviewed **KFM-SUB-002968R00: USI Heat Straightening Request 04-34** regarding the request to repair web plate, pa50. The damaged web plate, pa50 is hereby rejected in accordance with Section **55-1.04** of the Standard Specifications **until** such time as the Contractor can demonstrate it conforms to the contract requirements. The Contractor should nondestructively test the web plate along the axes of bending in order to confirm additional damage **has** not occurred. After performing the nondestructive testing, the State QA inspector will observe the applications of heat in accordance **with** the subject submittal. The Engineer **has** concerns regarding the Contractor's ability to adequately handle material **as** noted in State Letter **No. 5815**.

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

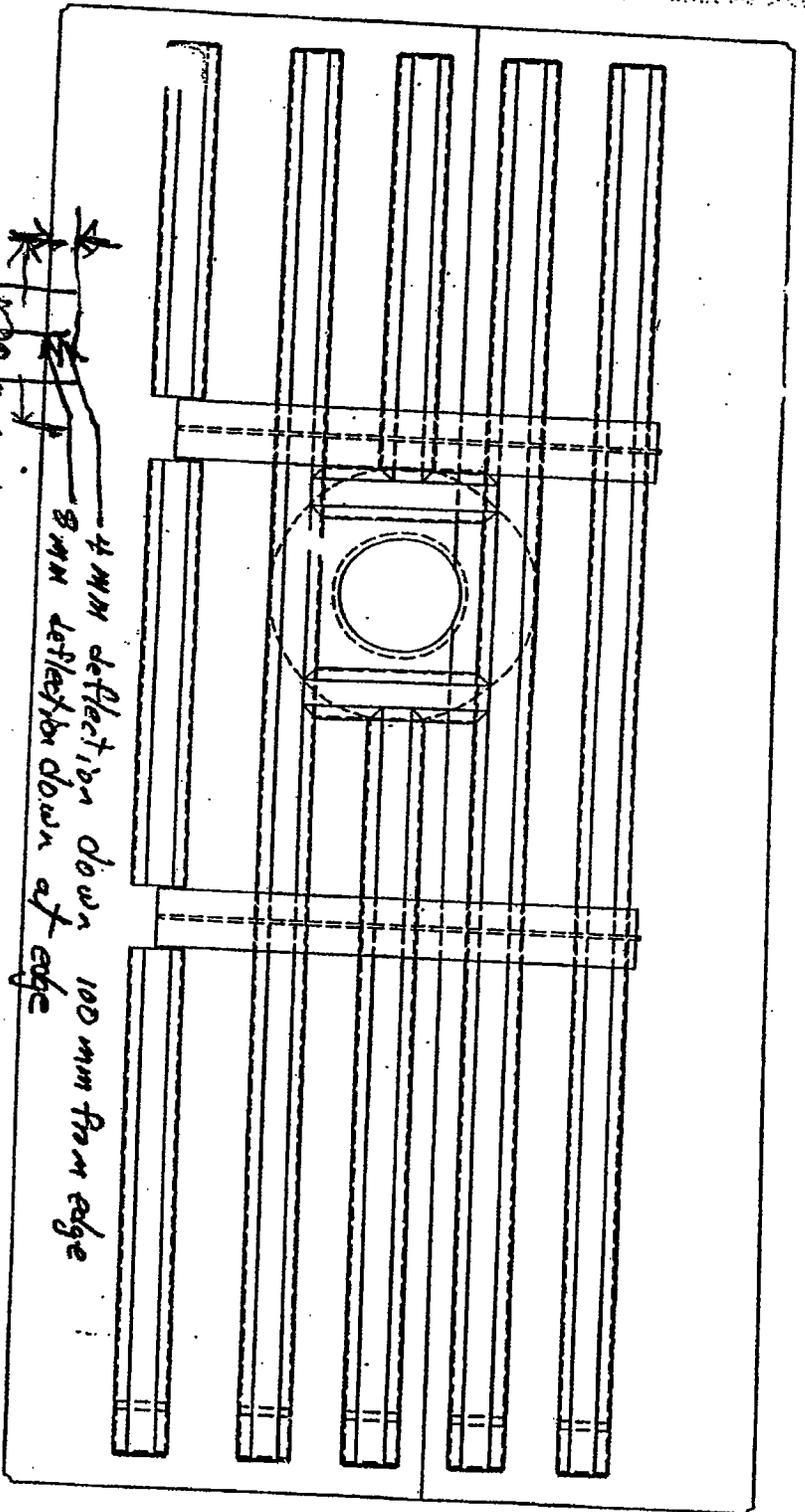
Sincerely,

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

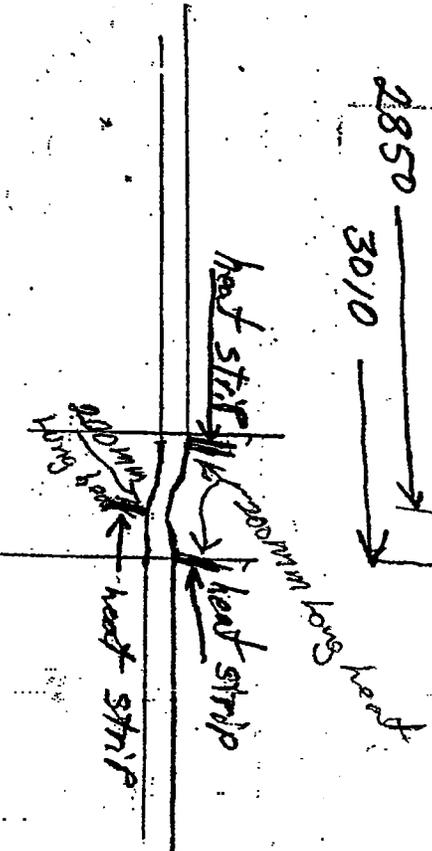
file: 5.03.1, 9.06.8



1500mm long area  
Flat within 2mm after heat

Heat Straightening Comp.  
Q.C. notified to Mag.  
affected area. K. E

10-12-04





I.R. # 88

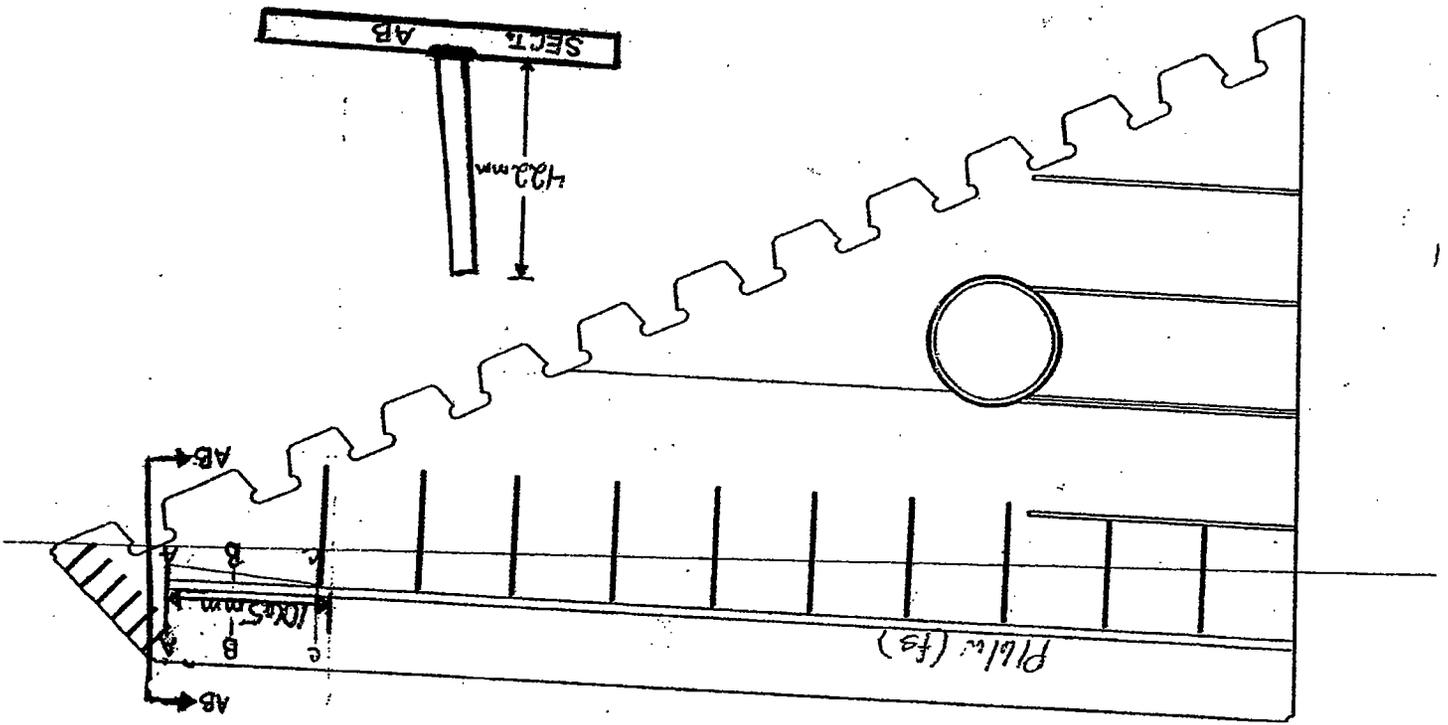
## Universal Structural, Inc HEAT STRAIGHTENING REQUEST

<b>DATE:</b>	<b>INITIATOR</b>	<b>DEPARTMENT:</b>	<b>HSR NUMBER:</b>
Oct 6, 2004	Ralph Seeley	Production	04-33 Rev.1
<b>JOB NUMBER</b>	<b>JOB NAME:</b>	<b>DRAWING</b>	<b>CODE/SPECIFICATION</b>
23932	SFOBB	58	AWS D1.5
<b>NONCONFORMANCE:</b> Plate P161w on diaphragm assembly pa58 Girder 1A, is bent from the last p161g stiffener to the end. I deviates 28mm from straight at the end. The plate was bent while being rolled in the welding process. A supervisors meeting has been held to review the rigging technique.			
<b>QA MANAGER K. Stephenson</b>		<b>DATE: 10/6/04</b>	
<b>RECOMMENDED DISPOSITION:</b> Areas out of tolerance shall be straightened by application of a limited amount of localized heat with minimal mechanical assistance. The temperature of heated areas shall not exceed 1 100 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			
<b>QA MANAGER</b> K. Stephenson	<b>DATE</b> 10/6/04	<b>PROJECT MANAGER</b> Brad Young	<b>DATE</b> 10/6/04
<b>PLANT MANAGER</b> Ralph	<b>DATE</b> 10/6/04	<b>KFM/QA MANAGER</b> Rich Bierek	<b>DATE</b>
<b>PLANT W A G E R</b> Ralph Seeley		<b>CUSTOMER</b>	<b>DATE</b>

OK TO PROCESS PER CT/QA ON 10-11-04  
RB/10-12-04

RE'D  
10-6-04  
RS

OK	OK	G-C
OK	OK	B-B
3.5mm	Ø8	A-A
original 1st check Heat		SECTION FROM SQUARE SECT. AB



## DEPARTMENT OF TRANSPORTATION

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



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BLPH  
10/6/04

October 05, 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 # 5.031-005730

**Subject: Response to KFM-SUB-002912R00: USI Heat Straightening Request 04-33**

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

The Engineer has reviewed **KFM-SUB-002912R00: USI Heat Straightening Request 04-33** regarding requests to heat straighten stiffener, p161w on diaphragm pa58. The subject submittal is not approved. The material appears to be plastically deformed and may have been damaged during handling. The Engineer requests the Contractor investigate the cause of the plastic deformation. A review of the details regarding the deformation is necessary before any repair procedures can be evaluated.

Additionally, as stated in State Letter No. 4444, the Engineer will consider requests to heat straighten upon receipt of the following information:

1. Sketch of each piece showing where the heat will be applied.
2. Estimate of the number of applications of heat to bring the material into conformance.
3. Explanation of how Fabrication Procedures will be modified and improved,

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, 9.06.8

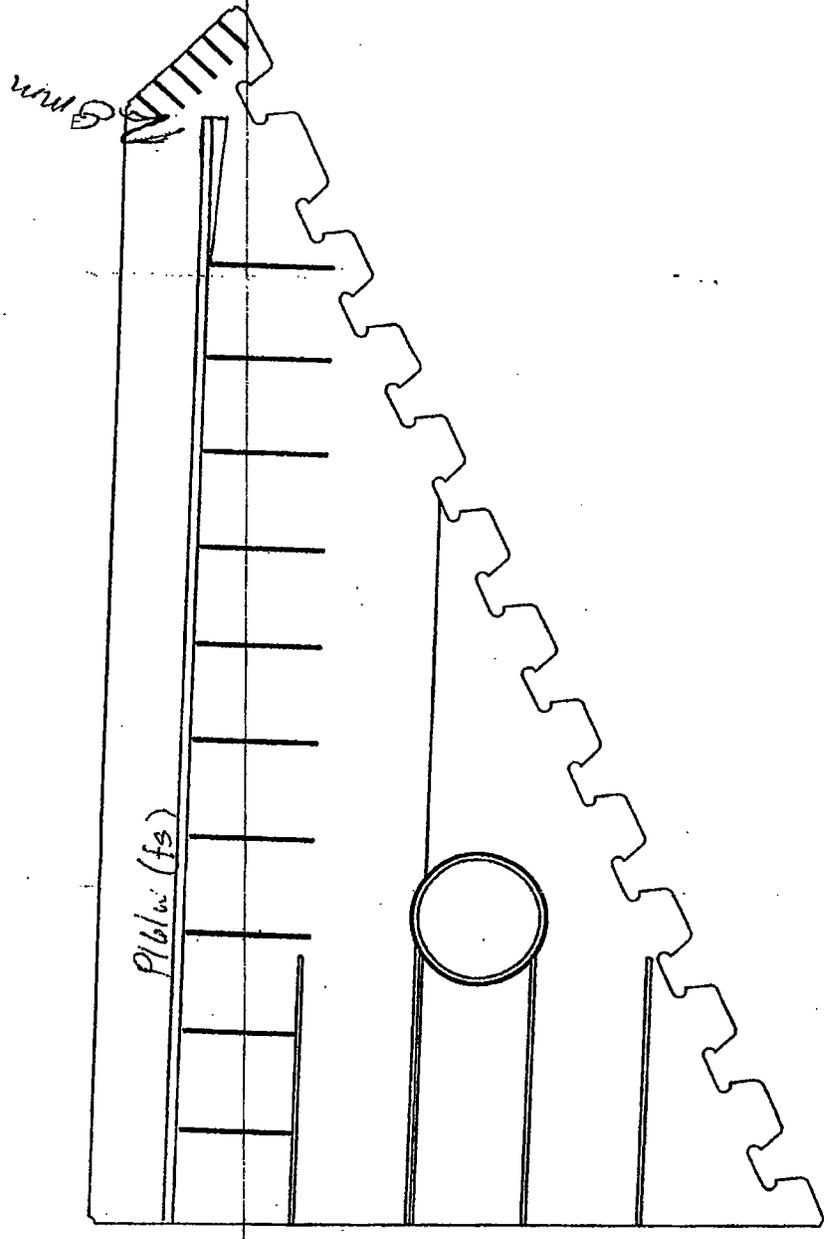
IR#88

Universal Structural, Inc  
Heat Straighten Request

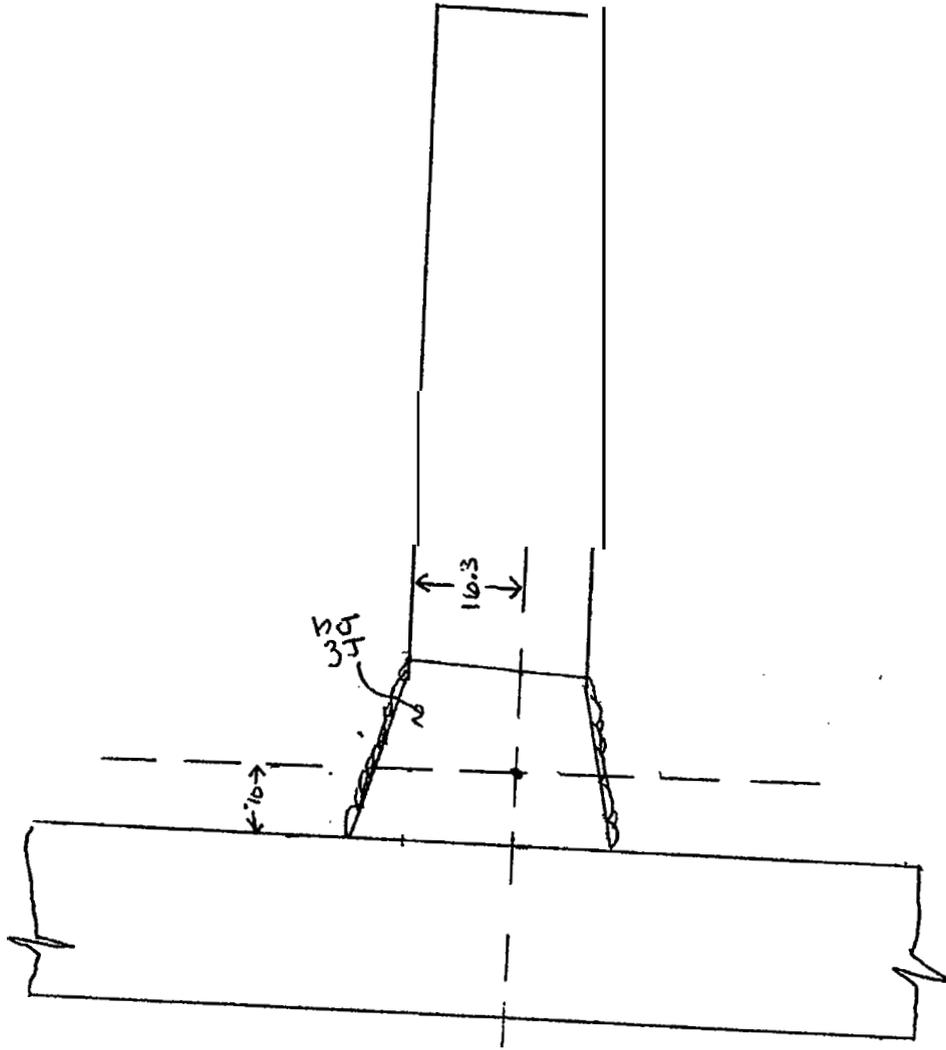
DATE: <b>Sept 21, 2004</b>	INITIATOR <b>Ralph Seeley</b>	DEPARTMENT: Production	HSR NUMBER: <b>04-33</b>
JOB NUMBER: <b>23932</b>	JOB NAME: <b>SFOBB</b>	DRAWING 58	CODE/SPECIFICATION AWS D1.5
<b>NONCONFORMANCE:</b> Plate P161w on diaphragm assembly pa58 Girder 1, is bent from the last p161g stiffener to the end. It deviates 28mm from straight at the end. <b>BENT BEING ROLLED</b> <del>stiffener</del>			
QA MANAGER C. Amonson		DATE: 5/4/04	
<b>RECOMMENDED DISPOSITION:</b> Areas distorted 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 Thennocouples 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.			
QAMANAGER C. Amonson	DATE 9/21/04	PROJECT W A G E R Brad Young	DATE 9/21/04
PLANT MANAGER Ralph Seeley	DATE 9/21/04	KFM/QA MANAGER Rich Bienek	DATE
PLANT MANAGER Ralph Seeley	DATE	CUSTOMER	DATE

SUPERVISERS MEETING HELD  
TO REVIEW RIGGING TECHNIQUES

REJECT 9/23







10-26-04



# Universal Structural, Inc.

San Francisco-Oakland Bay Bridge Project - USI J/N 23932 - Contract 04-012024

Weld Repair Tracking Sheet No: 0123

INITIAL WELD STATUS			
Date:	<u>10/26/04</u>	QC:	<u>Chris Gaines</u>
Structure:	<u>Girder 1</u>	Part:	<u>PA58</u> PC MK(s): <u>N/A</u>
Weld No:	<u>49</u>	WPS:	<u>FCAW</u> WID: <u>17/23</u>
Method of Rejection:	<input type="checkbox"/> VT <input type="checkbox"/> PT <input type="checkbox"/> MT <input checked="" type="checkbox"/> UT <input type="checkbox"/> RT <input type="checkbox"/> Other*:		
* = If "Other", Explain: _____			
Reject Length:	<u>35</u>	Weld Length:	<u>329</u> Reject % : <u>10.6%</u>
Cavity Length:	_____	Weld Length:	_____ Repair % : _____
Critical:	<input type="checkbox"/>	CWR No:	_____ Non-Critical: <input checked="" type="checkbox"/>
Caltrans State Letter No:	_____		

FIRST REPAIR WELD STATUS			
Date:	_____	QC:	_____
Weld No:	_____	WPS:	_____ WID: _____
Accepted or Rejected: _____			
Method of Acc/Rej:	<input type="checkbox"/> VT <input type="checkbox"/> PT <input type="checkbox"/> MT <input type="checkbox"/> UT <input type="checkbox"/> RT <input type="checkbox"/> Other*:		
* = If "Other", Explain: _____			
Critical:	<input type="checkbox"/>	CWR No:	_____ Non-Critical: <input type="checkbox"/>
Caltrans State Letter No:	_____		

SECOND REPAIR WELD STATUS			
Date:	_____	QC:	_____
Weld No:	_____	WPS:	_____ WID: _____
Accepted or Rejected: _____			
Method of Acc/Rej:	<input type="checkbox"/> VT <input type="checkbox"/> PT <input type="checkbox"/> MT <input type="checkbox"/> UT <input type="checkbox"/> RT <input type="checkbox"/> Other*:		
* = If "Other", Explain: _____			
Critical:	<input type="checkbox"/>	CWR No:	_____ Non-Critical: <input type="checkbox"/>
Caltrans State Letter No:	_____		



**DEPARTMENT OF TRANSPORTATION**

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



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December 21, 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 # 5.03.1-006412*

*Subject: Response to KFM-SUB-003348R00: USI KFM NCR #59 (METS NCR #45) Response to Caltrans State Letter #5815*

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

The Engineer has reviewed KFM-SUB-003348R00: USI KFM NCR #59 (METS NCR #45) Response to Caltrans State Letter #5815. The Engineer agrees the Contractor has sufficiently addressed this NCR. As a result, USI NCR No. 45 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