KFM
KIEWIT / FCI / MANSON, A JV

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 12-Jan-05
Time 4:35 PM

Dated: 12-Jan-2005

SUBMITTAL No: KFM-SUB-003639 Rev: 00

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

Co/Job # 3643726
Contract # 04012024
Sub/Supplier: USI
Sub/Supplier No:

Subject: USI - Documents Clearing USI W M NCR #65 (METS#51)

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 ☐ 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	12-Jan-05	1	Letter of Transmittal #189		0	Pending	1
02	12-Jan-05	1	USI - Documents Clearing USI KFM NCR #65 (METS#51)		0	Pending	47

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 : 19-Jan-2005

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

Checked & Sent By: SBURIS
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

LETTER OF TRANSMITTAL

NO: 189

DATE December 17,2004
PROJECT: SFOBB Skyway Structure
JOB NO.: 23932
ATTENTION: Paul Hegarty / Rich Bienek

TO: KFM
220 Burma Road
Oakland, CA

WE ARE SENDING YOU

☐ ATTACHED ☐ NCR Responses

☐ Shop Drawings ☐ Prints ☐ Prints ☐ Samples
☐ Copy of letter ☐ Change order ☐ Change order ☐ Plans ☐ Specifications

COPIES	ITEM	DESCRIPTION / REMARKS
1 Original	NCR Response	Caltrans State Letter # 5.03.01-006176, KFM NCR # 74
1 Original	NCR Response	Caltrans State Letter # 5.03.01-004893, KFM NCR # 47
1 Original	NCR Response	Caltrans State Letter # 5.03.01-005900, KFM NCR # 65

SKYWAY BAY BRIDGE PROJECT
KIEWIT / FCI / MANSON, A JV
DATE: 12-20-04 CO/JOB 364-3726
ROUTED BY: NO 04-012024
TO: RICH BIENEK SPECIAL NOTES:
INTERNAL KFM COPIES TO:
EXTERNAL COPIES TO:
SCANNED: Y N FILED TO:

☐ For Approval ☑ For your use ☐ As Requested ☐ FOR BIDS DUE

Copy To:

Signed: Brad Murphy
Brad Murphy cc:SC

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

UNIVERSAL STRUCTURAL, INC.

604 S E Victory Ave • P O Box 1030 • Vancouver (360) 695-1261
Vancouver, WA 98661 • Vancouver, WA 98666 • Portland (503) 227-2419
FAX (360) 696-3590

December 16,2004

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# 65.121604)

Subject: Response to Caltrans State Letter# 5.03.1-005900
KFM NCR # 65

Mr. Hegarty & Mr. Bienek,

Universal Structural, Inc. received Caltrans State Letter # 5.03.1-005900, dated October 25, 2004, Caltrans stated that:
"KFM's QCM ***and onsite representatives allowed USI to deviate from the approved fabrication procedures without the Engineer's approval. During the fabrication of soffit plate's pa19 and pa20, the Contractor did not complete steps 15 and 20 of fhe Fabrication Procedures, Section III, subparagraph J."***

USI realizes that on-site Caltrans Representative were confused with USI's method of documenting measurements for the panels listed above. Attached are copies of USI's documentation for steps 15 and 20 of the Fabrication Procedure. Recently USI has implemented a Shop Traveler to ease any confusion in our documentation. 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

Category III

A Subsidiary of
HARDER MECHANICAL CONTRACTORS

BLPH
10/26/04

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY
ARNOLD SCHWARZENEGGER, Governor

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

RECEIVED
OCT 27 2004
By

Flex Your Power
Be Energy Efficient!

October 25,2004

KFM NCR 65

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 # 5.03.1-005900

Subject: KFM/USI NCR No. 51: Deviating from Approved Fabrication Procedures (Fabrication of soffit plates pal 9 and pa20)

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

This Non-Conformance Report (NCR) is issued by the State to KFM for the following reason:

1. KFM's QCM and onsite representatives allowed USI to deviate from the approved fabrication procedures without the Engineer's approval. During the fabrication of soffit plates pa19 and pa20, the Contractor did not complete steps 15 and 20 of the Fabrication Procedures, Section III, Subparagraph J.

This NCR will be tracked as KFM/USI NCR No. 51. KFM was verbally notified of this NCR by Caltrans' METS on 10/19/04. 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

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

GIRDER 3A

pa 49 - FIT-UP Com? CHECK 5 DONE 10-13-04
pa 23 - FIT-UP NOT Com? CHECK 5 DONE 10-7-04
pa 19 - FIT-UP NOT Com? CHECK 5 DONE 10-19-04
pa 27 - FIT-UP NOT Com? CHECK 5 DONE 9-28-04
pa 50 - FIT-UP NOT Com? CHECK 5 DONE 10-13-04

GIRDER 4A

pa 51 - FIT-UP NOT Com? CHECK 5 NOT Com?
pa 24 - FIT-UP NOT Com? CHECK 5 DONE 10-14-04
pa 20 - FIT-UP NOT Com? CHECK 5 DONE 10-13-04
pa 28 - FIT-UP NOT Com? CHECK 5 DONE 10-18-04
pa 52 - FIT-UP NOT Com? CHECK 5 DONE 10-7-04

GIRDER 3A

CODE____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: Nov 9, 2004

Initiator: George Mason

Job Number: 23932

IRNo.: 123

UNIVERSAL STRUCTURAL, INC.
SUB OF HARDER MECHANICAL

Codes to: Step 1 - OPlant Manager OSuperintendent
Step 2 - ☐QC Manager ODepartment Head OGeneral Manager OProject Manager

Step 1 - Details of Incident:
Deck R Pa 9 has weld distortion due to welding open rib stiffeners
(see attached sketch)

Responsible Department:_____ Department Supenrisor_____

Step 2 - Corrective Action: Engineer approval required: yes no

Signed: _____ Date: _____

Step 3 - Corrective Action to Drevent re-occurrence:

Signed: _____ Date: _____

Step 4 - Corrective Action Approval:

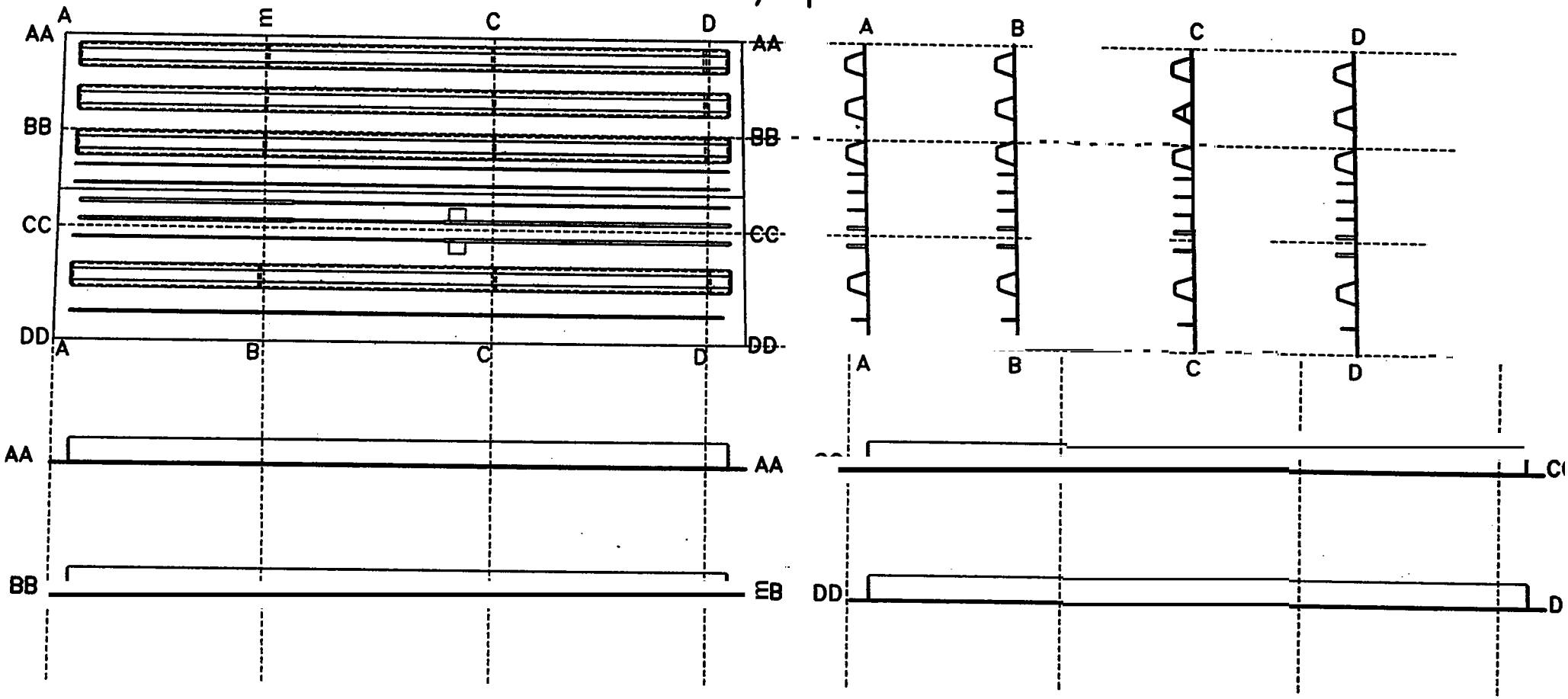
Approved: _____

Not Approved, further corrective action required: _____

Dimensions will be posted after final stiffener is welded

Deck Plate Assembly pg 9

Surveyor: _____ Date: _____



CODE ___

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 10-25-04

Initiator: Jon P. Smitherman

Job Number: 23932

IR No.: 118

Copies to: Step 1 - ☒Plant Manager OSuperintendent
Step 2 - ☐QC Manager ☐Department Head OGeneral Manager ☐Project Manager

Step 1 - Details of Incident:

DECK PLATE ASSEMBLY PA9 ON GIRDER 3A HAS WELD DISTORTION - SEE ATTACHED SKETCH

Responsible Department:_____ Department Supervisor_____

Step 2 - Corrective Action: Engineer approval required: yes no

Signed: J. P. Smitherman Date: 10-25-04

Step 3 - Corrective Action to Prevent ccurren

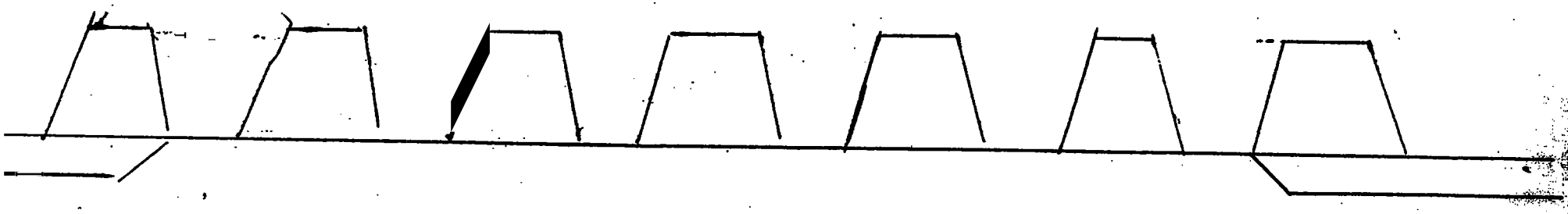
Signed: _____ Date: _____

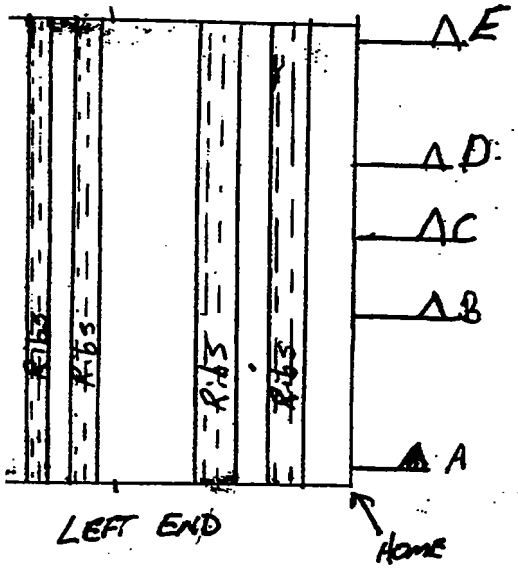
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

distortion due to welding ribs





PA9 GIRDER 3A

SECTION	DEVIATION FROM Zero					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A	25 / 16					
B-B	31 / 14					
C-C	N/A / N/A					
D-D	31 / 15					
E-E	20 / 14					

CODE____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 11-9-04

Initiator: Jon P. Smitherman

Job Number: 23932

IR No.: 125

UNIVERSAL STRUCTURAL, INC.
SUB of HARDER MECHANICAL

Copies to: Step 1 - ☒Plant Manager OSuperintendent
Step 2 - ☐QC Manager ☐Department Head OGeneral Manager ☐Project Manager

Step 1 - Details of Incident:

DECK PLATE 10 HAS WELD DISTORTION AFTER WELDING SPLICES. SEE ATTACHED SKETCH. THESE DIMENSIONS ARE WITHOUT THE AID OF WEIGHTS OR CLAMPS TO THE PLATE.

Responsible Department:_____ Department Supewisor_____

Step 2 - Corrective Action: Engineer approval required: yes no

Signed: J.P. Smith Date: 11-9-04

Step 3 - Corrective A to prevent :

Signed:_____ Date:_____

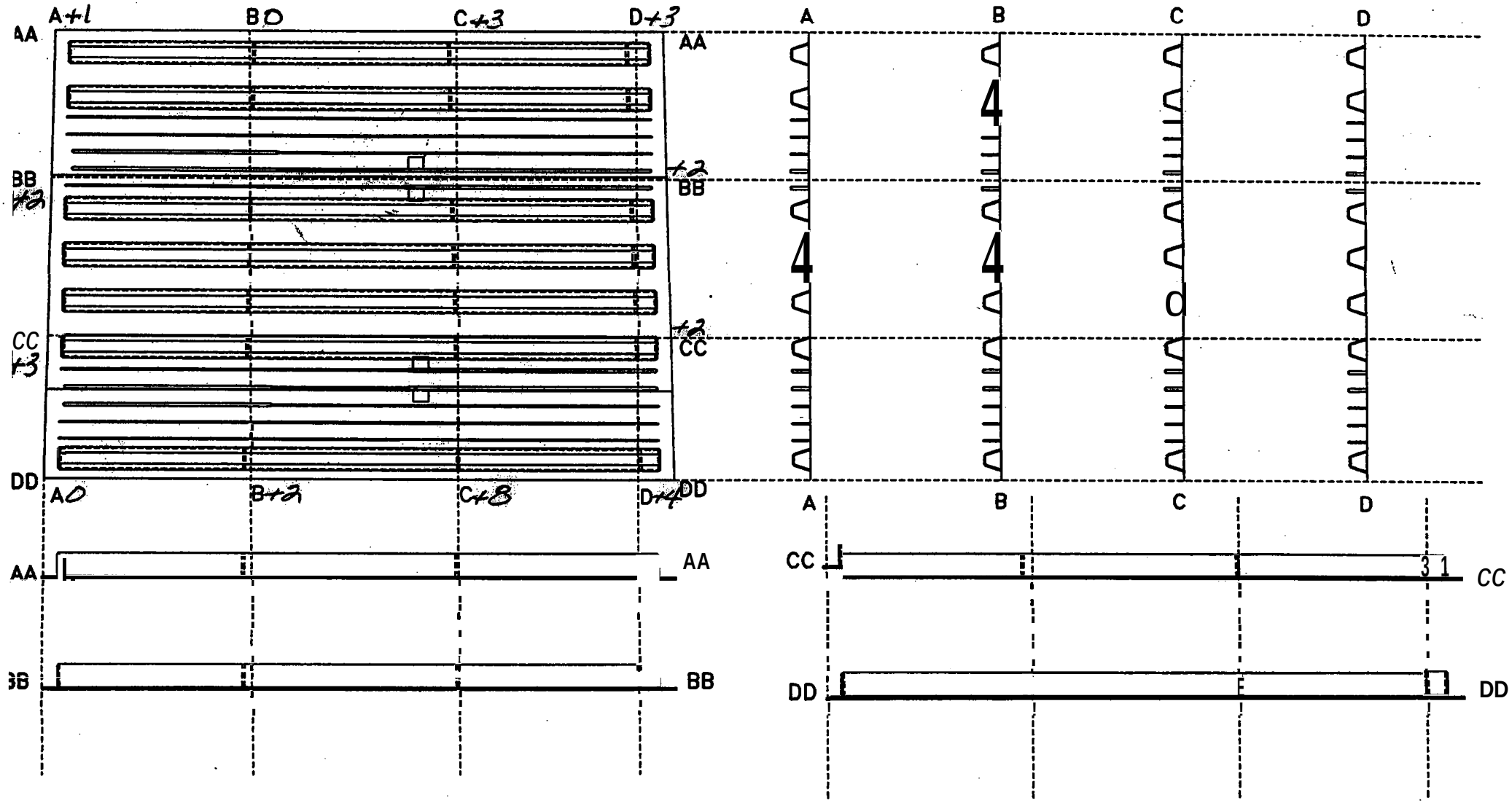
Step 4 - Corrective Action Approval:

Approved:_____

Not Approved, further corrective action required: _____

Deck Plate Assembly Pa10

Surveyor: [illegible] Date: 11-9-04



CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

"Date: Nov 15, 2004

Initiator: George Mason

Job Number: 23932

IR No.: 129

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

Step 1 - Details of Incident:

Girder 3A
Deck Pl 11a

Deck Plate 11a has weld distortion at the Butt splice. See accompanying sketch.

Responsible Department: _____ Department Supervisor _____

Step 2 - corrective Action: Engineer approval required: yes no

Signed: George Mason Date: Nov 15, 2004

Step 3 - Corrective Action to Prevent re-occurrence:

Signed: _____ Date: _____

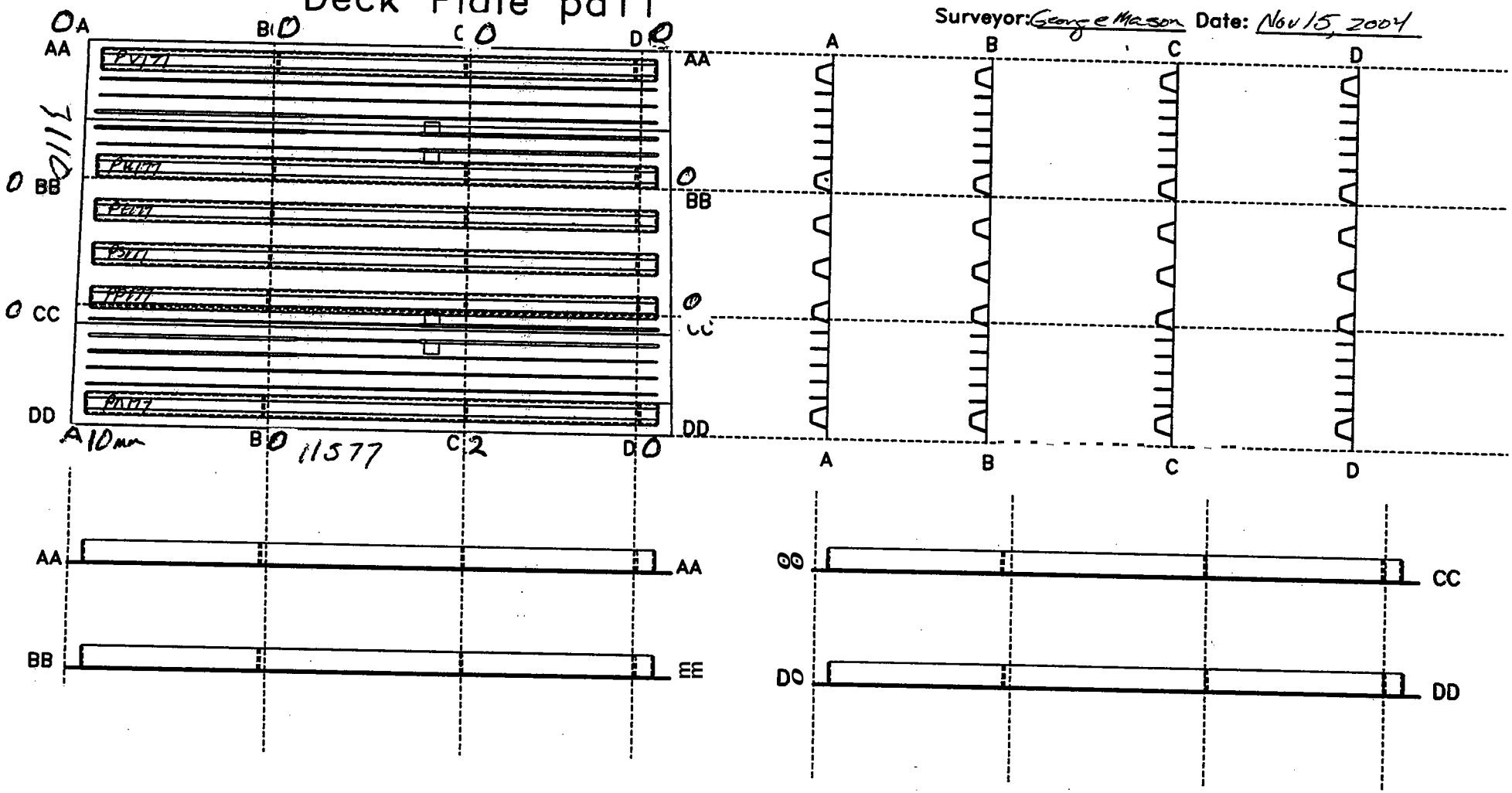
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

Deck Plate pa11

Surveyor: George Mason Date: Nov 15, 2004



Home

CODE ____

UNIVERSAL **STRUCTURAL** INCIDENT REPORT

Date: 11-4-04

Initiator: George Mason

Job Number: 23932

IRNo.: 121

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

Step 1 - Details of Incident:

Deck R Pa 12 is Not Flat See attached Drwgs.
i. The numbers on drwg begining with 400 represent the heights as recordeel with a Lazor Level. These numbers were shot in while the bunking was still under it. When we removed the bunking it Laid flat in the Longitudinal direction. This with only the closed ribs welded.

Responsible Department: _____ Department Supervisor _____

Step 2 - Corrective Action: Engineer approval required: yes no

Signed: George Mason Date: 11-4-04

Step 3 - Corrective Action to Drevent reloccurrence:

Signed: _____ Date: _____

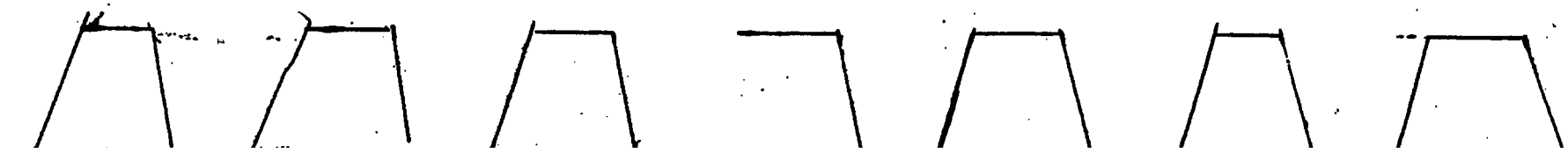
Step 4 - Corrective Action Approval:

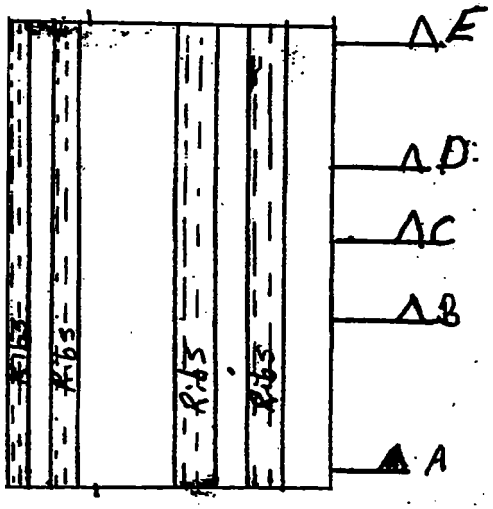
Approved: _____

Not Approved, further corrective action required: _____

%&&
3A

a.





PAID

SECTION	DEVIATION FROM Zero					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A	7 / 14					
B-B	18 / 8					
C-C	20 / 7					
D-D	12 / 10					
E-E	19 / 5					

CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: October 19, 2004

Initiator: George Mason

Job Number: 23932

IRNo.: 116

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

Step 1 - Details of Incident:

On Girder 3A, soffit pal 9, we have weld weld distortion. (See attached sketch) The first sketch shows the location, the second sketch shows the amount of deviation. The deviation occurs from where the web plates attach to the soffit outward.

Responsible Department: _____ Department Supervisor _____

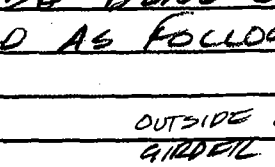
Step 2 - Corrective Action: Engineer approval required: yes (no)

SUPPORT WELD WITH BEAMS UNDER DEFLECTION AREA AND CLAMP.

Signed: George Mason Date: 10-19-04

Step 3 - Corrective Action to prevent re-occurrence:

THIS NEEDS TO BE DONE ON 4A GIRDER ALSO AND CHANGE WELD AS FOLLOWS:

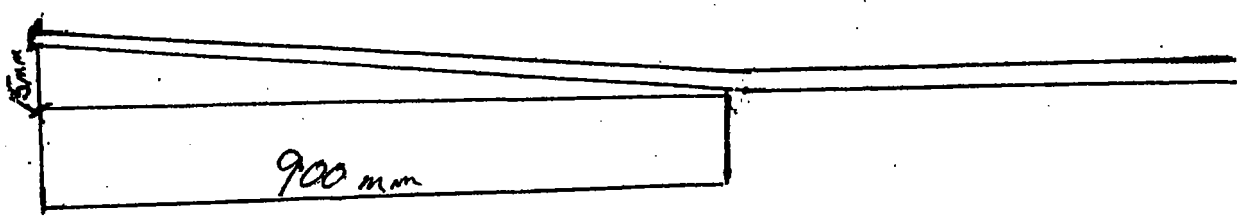


Signed: [illegible] Date: 10/19/04

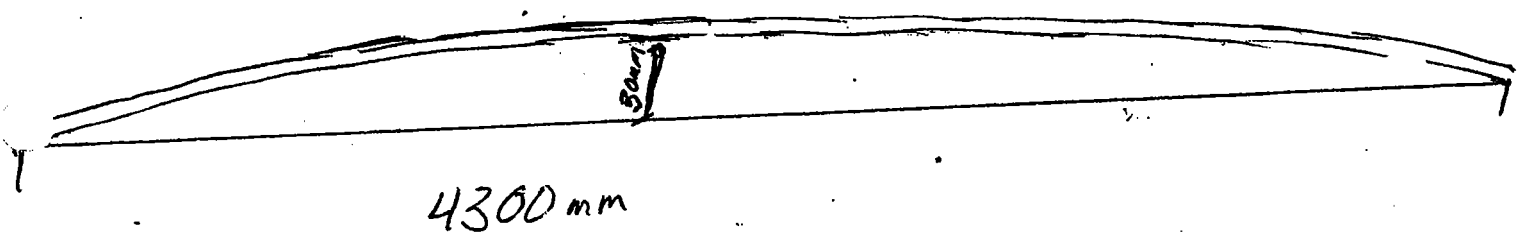
Step 4 - Corrective Action Approval:

Approved: _____

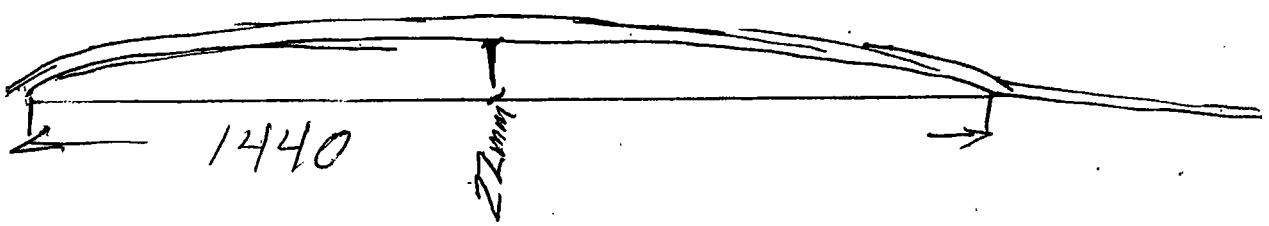
Not Approved, further corrective action required: _____



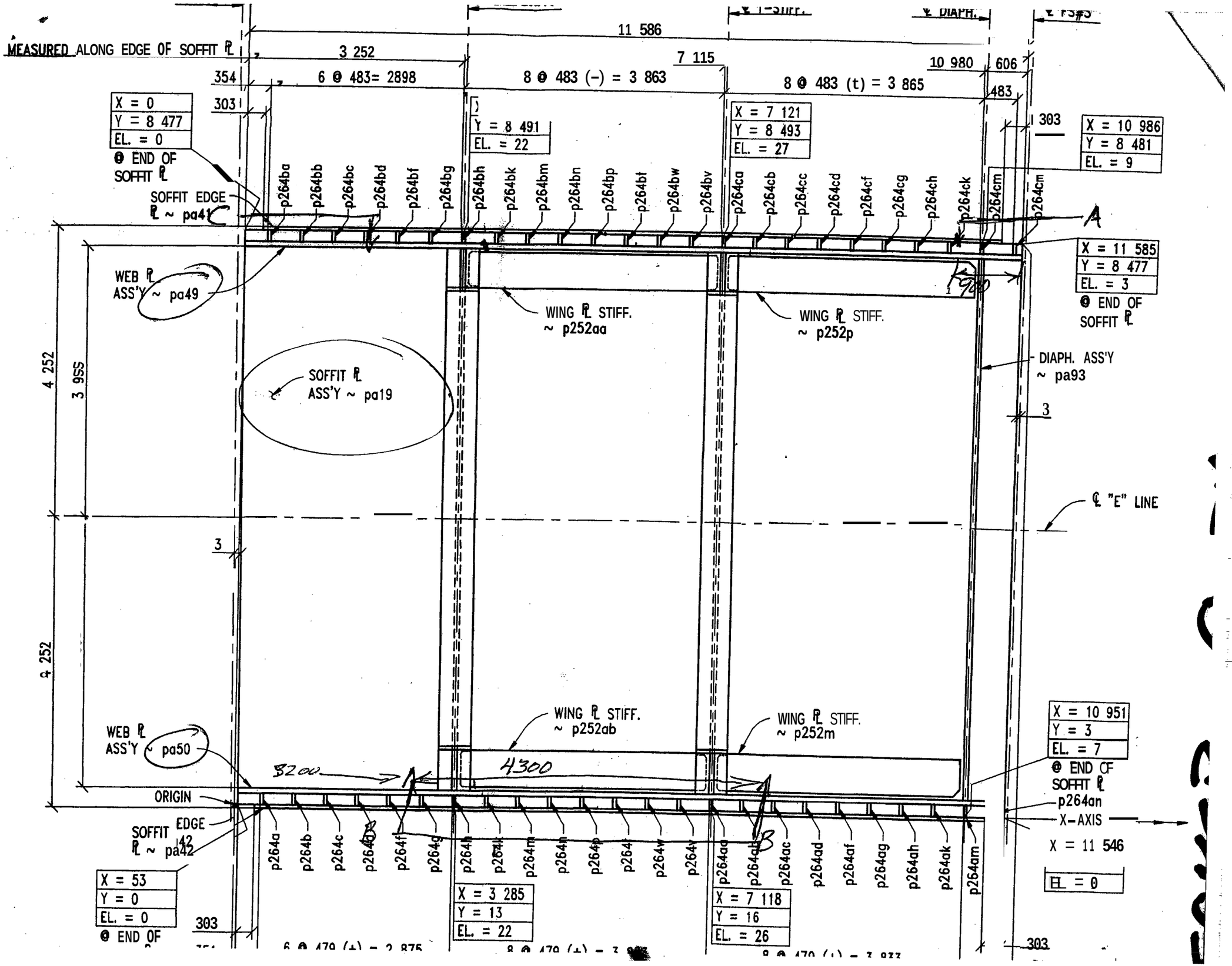
Section A



Section B



Section C


MEASURED ALONG EDGE OF SOFFIT ℞
11 586
3 252
7 115
10 980
606
354
6 @ 483= 2898
8 @ 483 (-) = 3 863
8 @ 483 (t) = 3 865
483
303
X = 0
Y = 8 477
EL. = 0
@ END OF SOFFIT ℞
Y = 8 491
EL. = 22
X = 7 121
Y = 8 493
EL. = 27
X = 10 986
Y = 8 481
EL. = 9
SOFFIT EDGE ℞ ~ pa41
p264ba
p264bb
p264bc
p264bd
p264bf
p264bg
p264bh
p264bk
p264bm
p264bn
p264bp
p264bt
p264bw
p264bv
p264ca
p264cb
p264cc
p264cd
p264cf
p264cg
p264ch
p264ck
p264cm
A
X = 11 585
Y = 8 477
EL. = 3
@ END OF SOFFIT ℞
WEB ℞ ASS'Y ~ pa49
WING ℞ STIFF. ~ p252aa
WING ℞ STIFF. ~ p252p
DIAPH. ASS'Y ~ pa93
SOFFIT ℞ ASS'Y ~ pa19
4 252
3 955
3
℄ "E" LINE
WEB ℞ ASS'Y ~ pa50
WING ℞ STIFF. ~ p252ab
WING ℞ STIFF. ~ p252m
3200
4300
X = 10 951
Y = 3
EL. = 7
@ END OF SOFFIT ℞
p264an
X-AXIS
X = 11 546
EL = 0
ORIGIN
SOFFIT EDGE ℞ ~ pa42
p264a
p264b
p264c
p264d
p264f
p264g
p264h
p264k
p264m
p264n
p264p
p264t
p264w
p264v
p264aa
p264ab
p264ac
p264ad
p264af
p264ag
p264ah
p264ak
p264am
X = 53
Y = 0
EL. = 0
@ END OF
X = 3 285
Y = 13
EL. = 22
X = 7 118
Y = 16
EL. = 26
303

CODE ____

UNIVERSAL STRUCTURAL
)E] REPORT

Date: 10-6-04

Initiator: George Mason

Job Number: 23932

IRNo.: 110

Copies to: Step 1 - OPlant Manager OSuperintendent
Step 2 - □QC Manager ODepartment Head OGeneral Manager OProject Manager

Step 1 - Details of Incident:

Girder 3A

Pa19 has weld distortion. (See attached sketch)

Responsible Department: _____ Department Supervisor _____

Step 2 - Corrective Action: Engineer approval required: [redacted] no

~~Apply heat as recommend in heat straightening procedure.~~
THIS WAS REVIEWED BY SHOP SUPERINTENDENT AND PLANT MANAGER THAT DIAPHRAMS AND STIFFENERS WILL HOLD PLATE IN POSITION WITHOUT ANY HEAT APPLICATION.

Signed: George Mason Date: 10-6-04

Step 3 - Corrective Action to prevent re-occurrence:

ALL FUTURE PANELS WILL NOT REQUIRE CLAMPS TO BE REMOVED. MEASUREMENTS WILL BE TAKEN WITH CLAMPS IN PLACE. DIAPHRAMS AND STIFFENERS HAVE PROVIDED ADEQUATE SUPPORT TO RETAIN REQUIRED TOLERANCE.

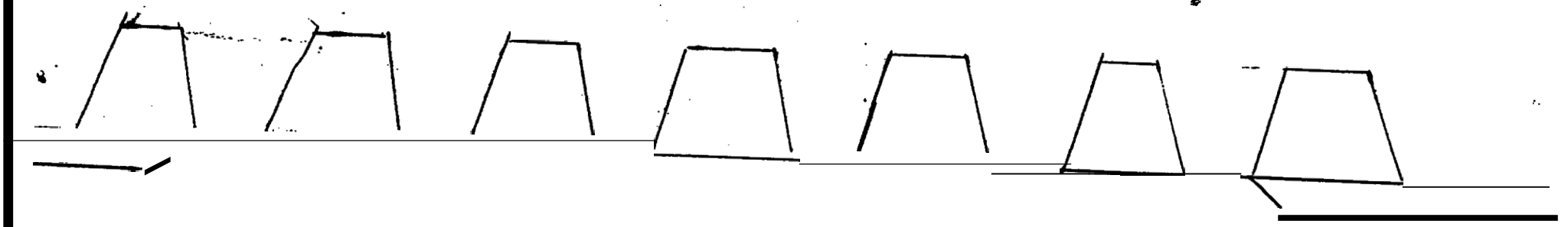
Signed: [illegible] Date: 10/7/04

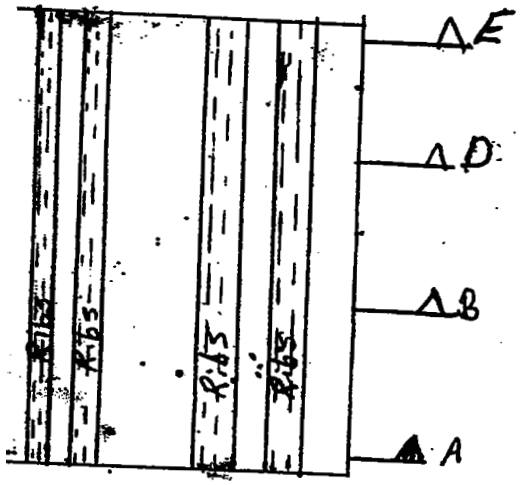
Step 4 - Corrective Action Approval:

Approved: [illegible]

Not Approved, further corrective action required: _____

weld distortion due to welding ribs





PA19

SECTION	DEVIATION FROM SQUARE					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A	17 / 22					
B-B	29 / 27					
D-D	29 / 29					
E-E	23 / 21					

CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: Nov 4, 2004

Initiator: George Mason

Job Number: U23932

IR No.: 120

UNIVERSAL STRUCTURAL, INC.
SUB of HARDER MECHANICAL

Copies to: Step 1 - OPlant Manager ☐Superintendent
Step 2 - OQC Manager ☐Department Head OGeneral Manager OProject Manager

Girder 3A
Pa23
Ving R

Step 1 - Details of Incident:
Dimensions pulled with a Lazer Level on Nov 4 (See attached Dwg)

Responsible Department:_____ Department Supervisor_____

Step 2 - Corrective Action: Engineer approval required: yes no

THE OUTSIDE MEASUREMENTS ON AA-AA INDICATE 9mm & 7mm TOO HIGH THESE ENDS AT UNWELDED TO JOIN ADJACENT GIRDERS. THIS WILL FIT OUT WITHOUT ANY PROBLEM DECK PLATE FITTING WILL ALSO ASSURE PROPER LINE-UP.

Signed: George Mason Date: Nov 4, 2004

Step 3 - Corrective Action to prevent re-occurrence:

CHANGE WELDING TO GO FROM BOTTOM-UP INSTEAD OF TOP TO BOTTOM.

Signed: [illegible] Date: 11/04/04

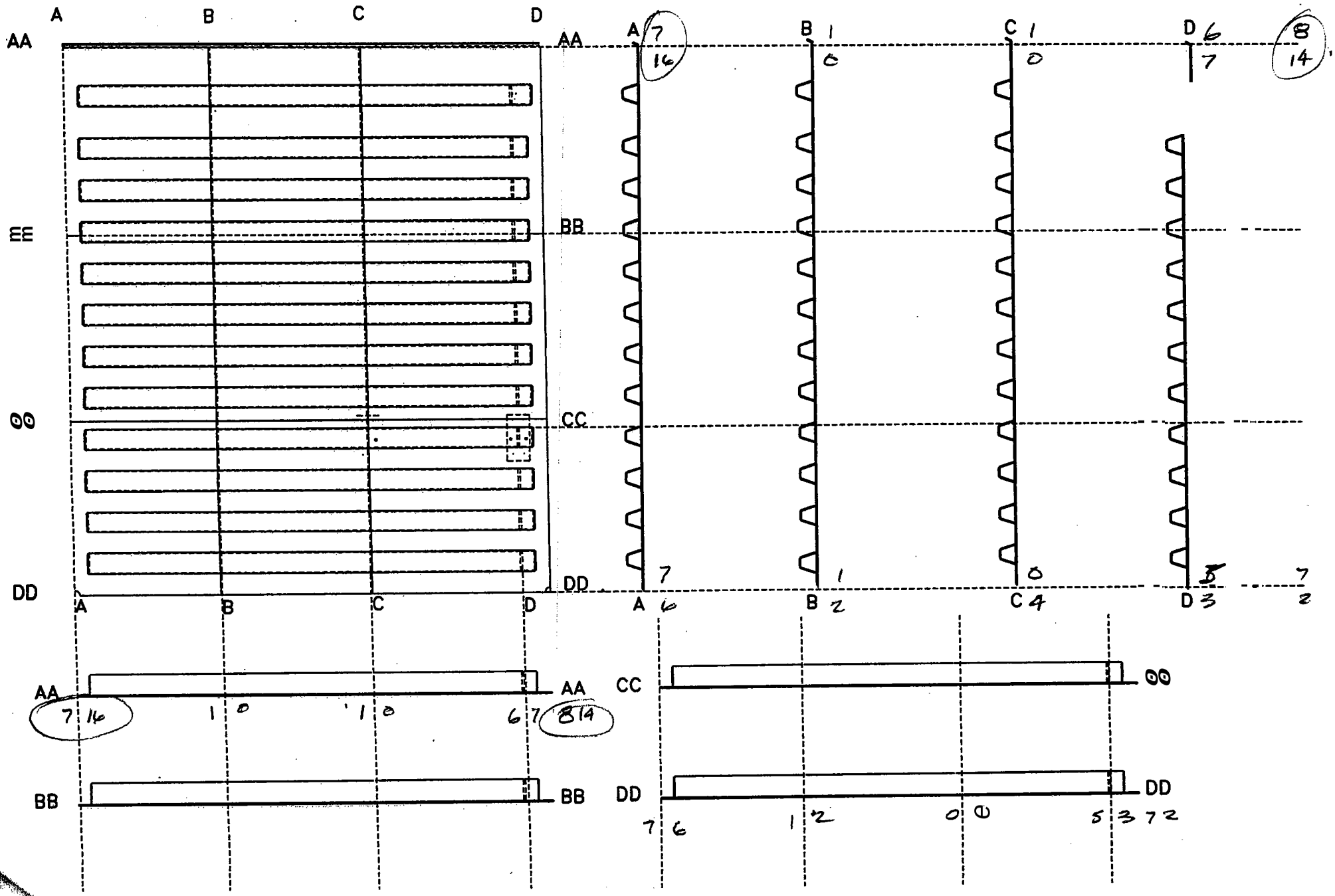
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

Wing Plate Pa23

Surveyor: GEORGE Date: 11/4/04



CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 11-9-04

Initiator: George Mason

Job Number: 23932

IRNo.: 124

Codes to: Step 1 - OPlant Manager OSuperintendent
Step 2 - ☐QC Manager ODepartment Head OGeneral Manager OProject Manager

Step 1 - Details of Incident:

Pa27 wing PL has been shot in with the Lazer Level. Elevations vary from elevations given on Drwg 27A/C rev3. See attached sheet

Responsible Department: _____ Department Supervisor _____

Step 2 - Corrective Action: Engineer approval required: yes no

Signed: George Mason Date: 11-9-04

Step 3 - Corrective Action to Prevent re-occurrence:

Signed: _____ Date: _____

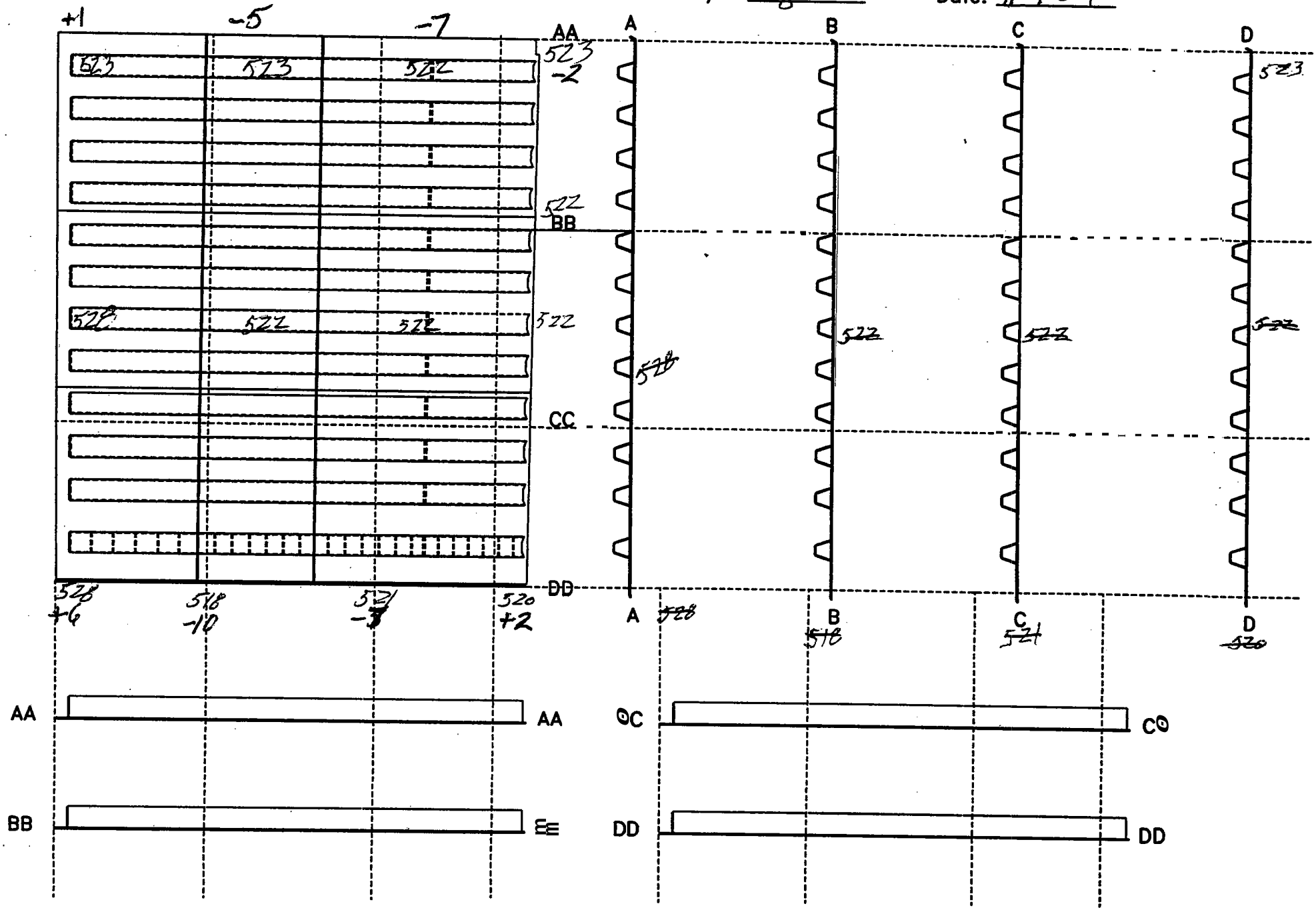
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

Wing Plate Pa27

Surveyor: George Mason Date: 11-9-04



CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 9-27-04

Initiator: George Mason

Job Number: 23932

IR No.: 95

UNIVERSAL STRUCTURAL, INC.
SUB of HARDER MECHANICAL

Copies to: Step 1 - OPlant Manager OSuperintendent
Step 2 - OQC Manager ODepartment Head OGeneral Manager OProject Manager

Step 1 - Details of Incident:

Wing & Pa27 Girder 3A

Welding the ribs to the Pa27 caused distortion at the outside rib (see attached sketch)

Responsible Department: _____ Department Supenrisor _____

Step 2 - Corrective Action: Engineer approval required: (yes) (no)

~~Apply heat as recommended in heat straightening repair procedure~~
THE PLANT MANAGER HAS REVIEWED THIS DISTORTION AND HAS FOUND THAT IT WILL BE WITHIN TOLERANCE AFTER FITING DIAPHRAMS, T-STIFFENERS AND GUSSETS HAS BEEN PERFORMED

Signed: George Mason Date: 9-28-04

Step 3 - Corrective Action to prevent re-occurrence:

NONE REQUIRED

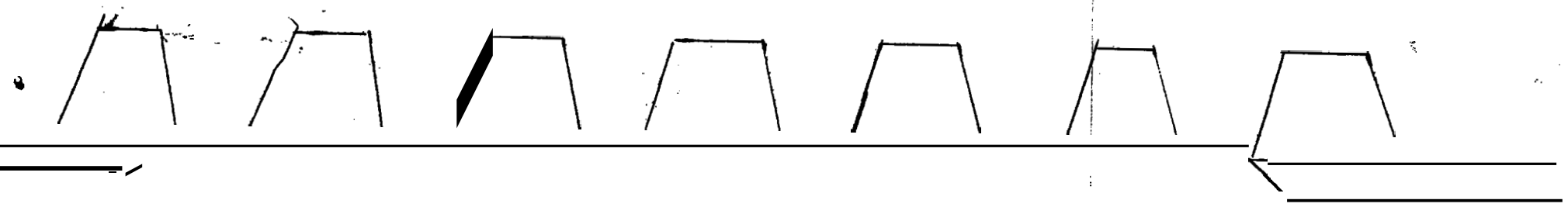
Signed: _____ Date: _____

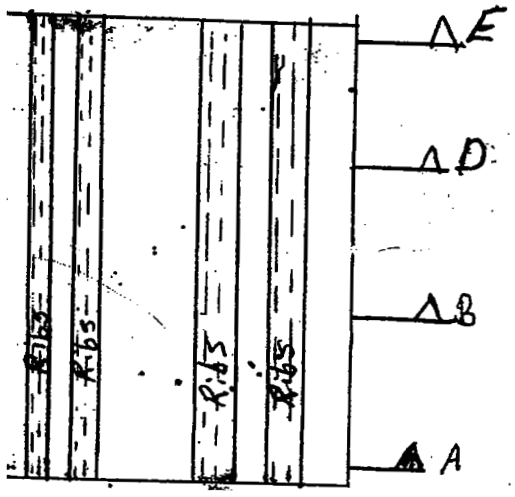
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

wall distortion due to welding ribs — Pa 27





SECTION	DEVIATION FROM SQUARE					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A	18 / 21					
B-B	20 / 20					
D-D	20 / 19					
E-E	21 / 17					

CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 10-15-04

Initiator: George Mason

Job Number: 23932

IR No.: 113

Codes to: Step 1 - OPlant Manager OSuperintendent
Step 2 - OQC Manager ODepartment Head OGeneral Manager OProject Manager

Step 1 - Details of Incident:

web Pa 49 has weld distortion. (see attached sketch)

Responsible Department: _____ Department Supervisor _____

Step 2 - Corrective Action: Engineer approval required: yes (no)

THE PLANT MANAGER HAS REVIEWED THIS PROBLEM AND FINDS THAT THE DISTORTION WILL NO LONGER BE OUT OF TOLERANCE WHEN THE WEB IS AT TO THE SOFFIT.

Signed: A-O Mason Date: Oct 15, 2004

Step 3 - Corrective Action to prevent reloccurrence:

NONE REQUIRED

Signed: [illegible] Date: 10/19/04

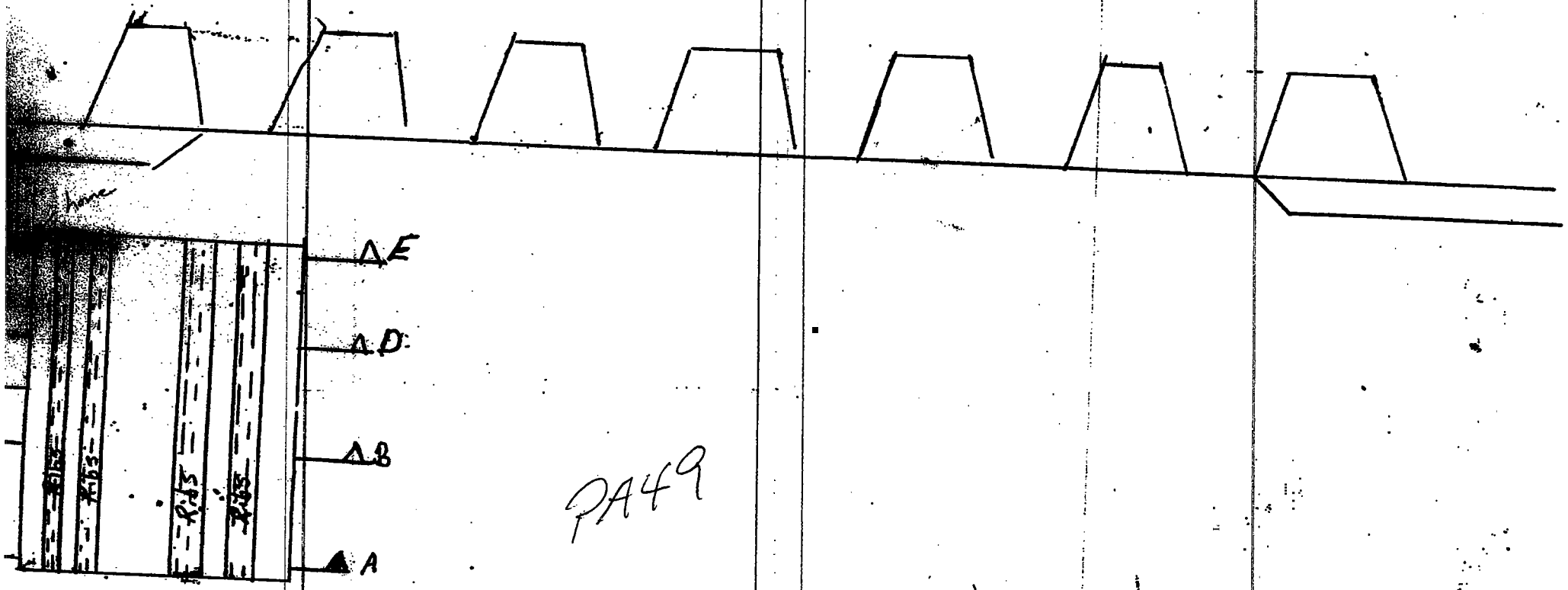
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

Weld distortion due to welding rib

Pa 49



PA49

SECTION	DEVIATION FROM SQUARE						
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat	
A-A	7 / 7						
B-B	6 / 6						
	– / –						
D-D	8 / 13						
E-E	7 / 13						

CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 07-30-04
Initiator: K. C.
Job Number: 23932
IR No.: [redacted] 36

UNIVERSAL STRUCTURAL, INC.
SUB of HARDER MECHANICAL

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

Step 1 - Details of Incident:

Pa 49 – web splice between P49a + P49b is distorted, but Not out of tolerance. We wish to heat straighten it for ease of fitting and quality of final product.

Responsible Department:_____ Department Supervisor_____

Step 2 - Corrective Action: Engineer approval required: yes (no)

We will have QA witness out heating. One heat progression Full length. 1" offset from weld. to bottom of web.
Heating Complete – web ready for fitting Ribs.

Signed: Ken Estes Date: 7-30-04

Step 3 - Corrective Action to prevent re-occurrence:

Signed: _____ Date: _____

Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 10·15·04

Initiator: Jon P. Smithermann

Job Number: 23932

IRNo.: 114

UNIVERSAL STRUCTURAL, INC.
SUB of HARDER MECHANICAL

Copies to: Step 1 - ☒Plant Manager OSuperintendent
Step 2 - OQC Manager ODepartment Head OGeneral Manager OProject Manager

Step 1 - Details of Incident:

WEB PLATE ASSEMBLY 23950 on GIRDER 34 HAS WELD DISTORTION - SEE ATTACHED SKETCH

Responsible Department: _____ Department Supervisor _____

Step 2 - Corrective Action: Engineer approval required: yes (no)

PLANT MANAGER HAS REVIEWED THIS PROBLEM AND CONCLUDES THAT THE DISTORTION WILL NOT BE OUT OF TOLERANCE WHEN THE WEB IS FIT TO THE SOFFIT.

Signed: Jon P. Smithermann Date: 10·15·04

Step 3 - Corrective Action to prevent re-occurrence:

NONE REQUIRED

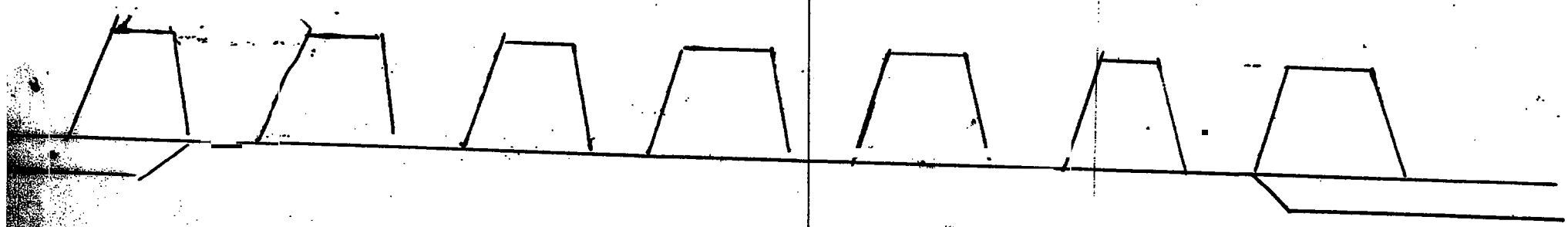
Signed: [illegible] Date: 10/19/04

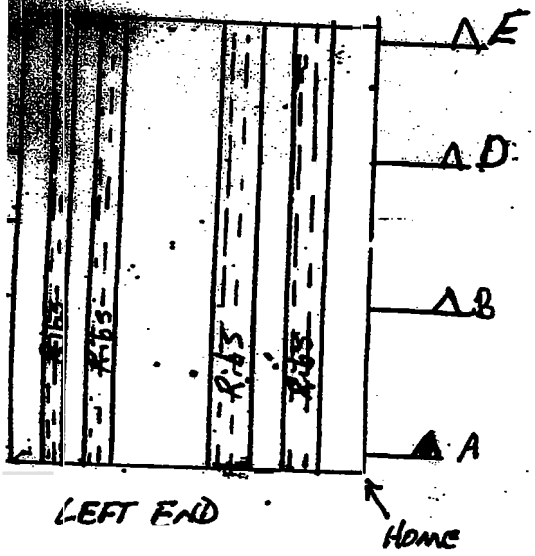
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

ld distortion due to welding rib:





PA 50 GIRDER 3A

SECTION	DEVIATION FROM SQUARE					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A	2 / 10					
B-B	6 / 8					
	/					
D-D	3 / 7					
E-E	7 / 10					

0434

CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 9-29-04
Initiator: Ken Esteb
Job Number: 23932
IR No.: 38 Rev. 1

UNIVERSAL STRUCTURAL, INC.
SUB of HARDER MECHANICAL

Codes to: Step 1 - OPlant Manager OSuperintendent
Step 2 - OQC Manager ODepartment Head OGeneral Manager OProject Manager

Step 1 - Details of Incident:

Web Pl. Pa50 There is a dent 380mm long by 150mm deep in top of web. 8mm max distortion. Per attached drg.

Responsible Department:_____ Department Supervisor_____

Step 2 - Corrective Action: Engineer approval required: (yes) no

Restrain affected area + apply 3# strip heats as per attached sketch.

Comp. 10-12-04

Signed: Kenneth D. Esteb Date: 9-29-04

Step 3 - Corrective Action *to* prevent re-occurrence:

Signed: _____ Date: _____

Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

CODE ___

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 7/31/04

Initiator: George Mason

Job Number: 23932

IR No.: 38

UNIVERSAL STRUCTURAL, INC.
SUB of HARDER MECHANICAL

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

Step 1 - Details of Incident:

On Web PL Pa50; there is a dent 845 mm long by 250 mm deep on the top edge of the web PL. It is 13 mm maximum deviation from Straight It extends from 2625 from the left end to 3470 from the left end with the worst part being; from 2730 - 3030 mm. See attached sketch. This is a web For Girder #3

Responsible Department: _____ Department Supervisor _____

Step 2 - Corrective Action: Engineer approval required: yes no

Apply Heat and/or Mechanical Assistance in affected area to Bring Within Tolerance

Signed: [signature] Date: 9/29/04

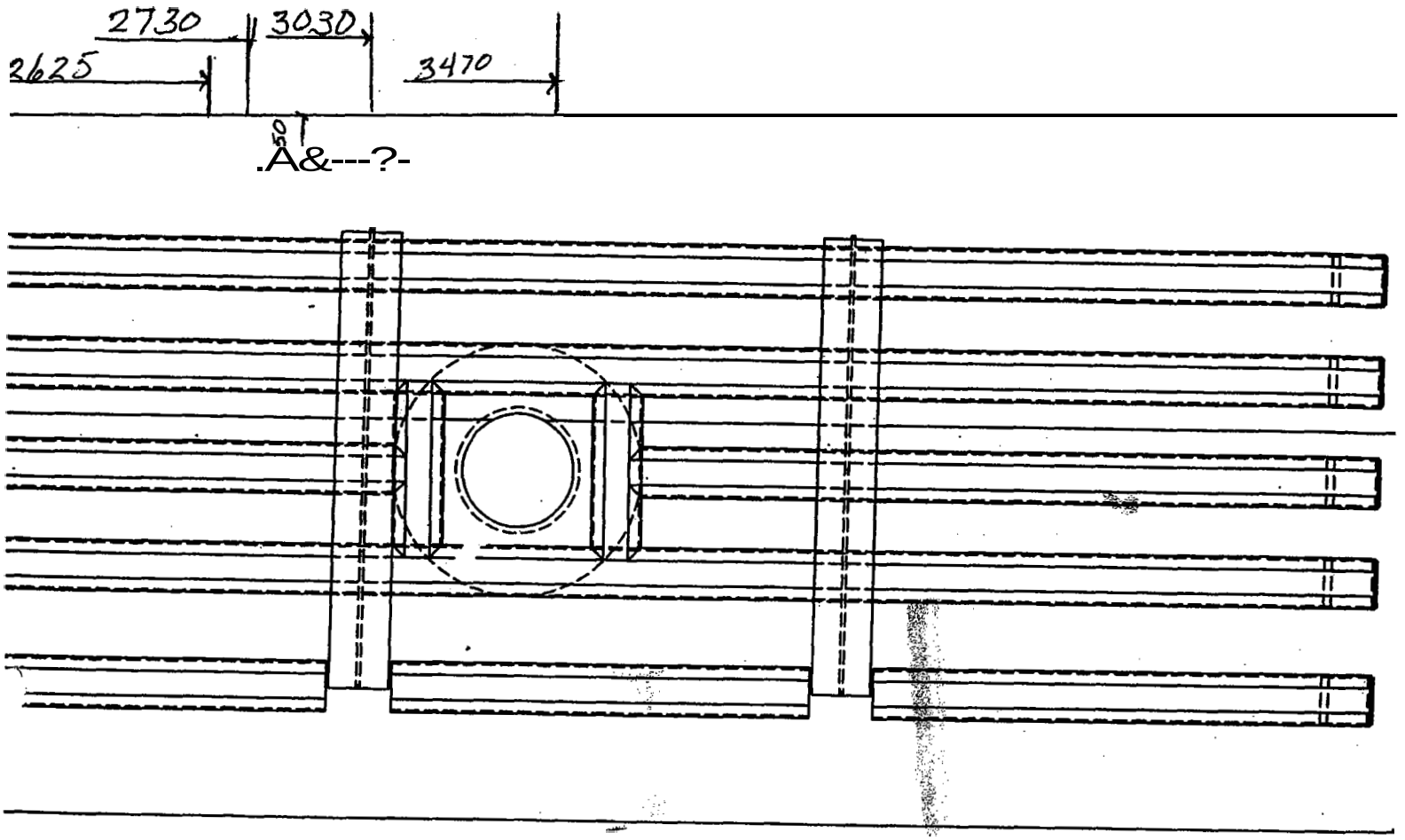
Step 3 - Corrective Action to prevent re-occurrence:

Signed: _____ Date: _____

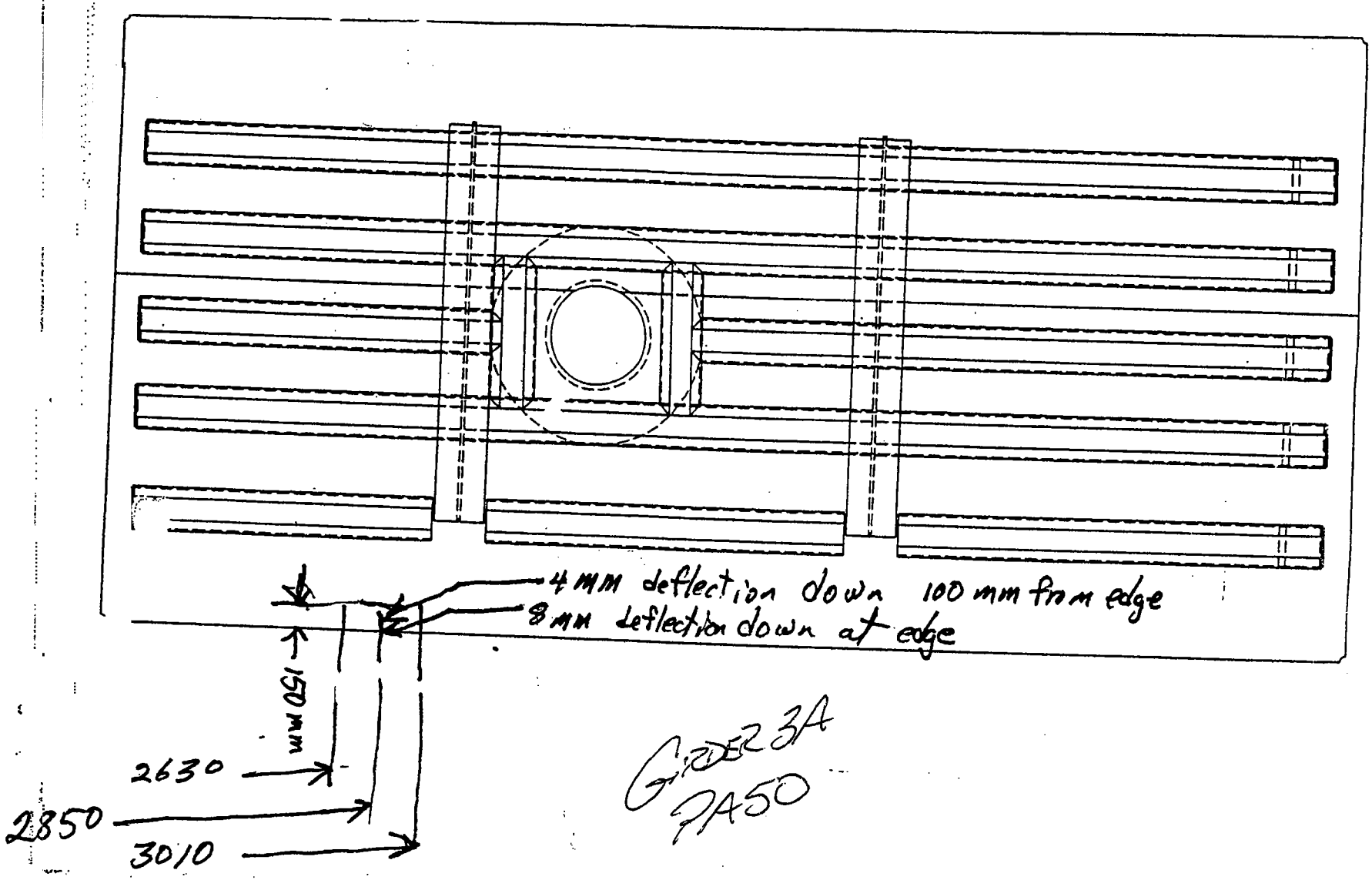
Step 4 - Corrective Action Approval:

Approved: _____

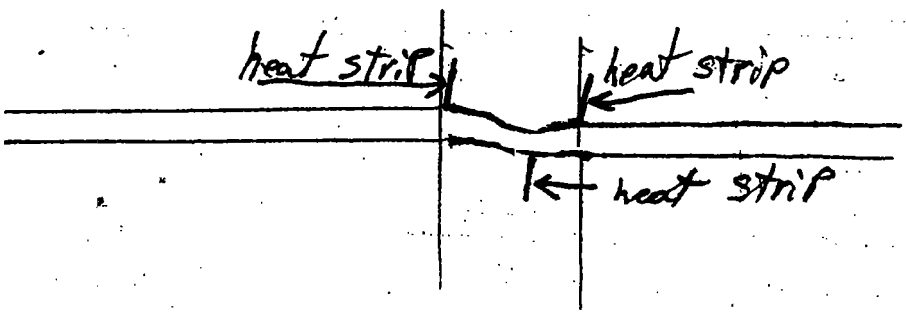
Not Approved, further corrective action required: _____



GIRDER 3A
PA 50



GIRDER 3A
PA50



GIRDER 4A

CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: Oct. 14, 2004
Initiator: George Mason
Job Number: 23932
IR No.: 112

Copies to: Step 1 - OPlant Manager OSuperintendent
Step 2 - ☐QC Manager ODepartment Head OGeneral Manager ☐Project Manager

Girder 4A

Step 1 - Details of Incident:
Pc 24 has weld distortion, (See attached sketch)

Responsible Department:_____ Department Supervisor_____

Step 2 - Corrective Action: Engineer approval required: yes (no)
THIS WAS REVIEWED BY THE PLANT MANAGER AND FOUND THAT THE OUT-OF-TOLERANCE WILL BE ELIMINATED AFTER FITTING DIAPHRAMS, T-STIFFENERS AND GUSSETS HAVE BEEN PERFORMED

Signed: George Mason Date: Oct 14, 2004

Step 3 - Corrective Action to prevent reloccurrence:
None Required

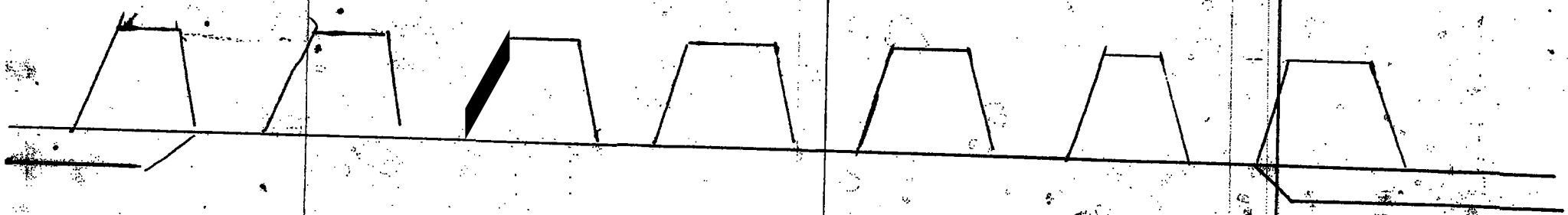
Signed: [illegible] Date: 10/19/04

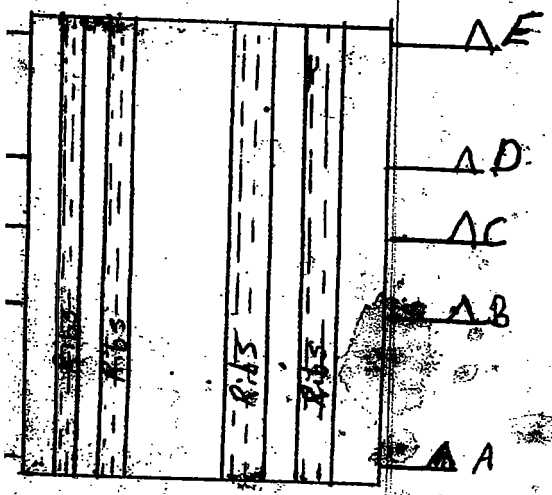
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

Id distortion due to welding ribs





Pa24

SECTION	DEVIATION FROM SQUARE					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A	10 / 10					
B-B	12 / 12					
C-C	14 / 13					
D-D	14 / 14					
E-E	8 / 12					

CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

'Date: Oct 22 2004

Initiator: George Mason

Job Number: 23932

IR No.: 117

Codes to: Step 1 - OPlant Manager ☐Superintendent
Step 2 - ☐QC Manager ODepartment Head OGeneral Manager ☐Project Manager

Step 1 - Details of Incident:

Girder 4A, Soffit plate pa20 has weld distortion. (See accompanying sketch)

Responsible Department: _____ Department Supervisor _____

Step 2 - Corrective Action: Engineer approval required: yes (no)

This was reviewed by the Plant engr and found that the out of tolerance will be eliminated after fitting diaphragms, stiffeners, and gussets have been performed.

Signed: George Mason Date: Oct 23, 2004

Step 3 - Corrective Action to prevent re-occurrence.

Signed: _____ Date: _____

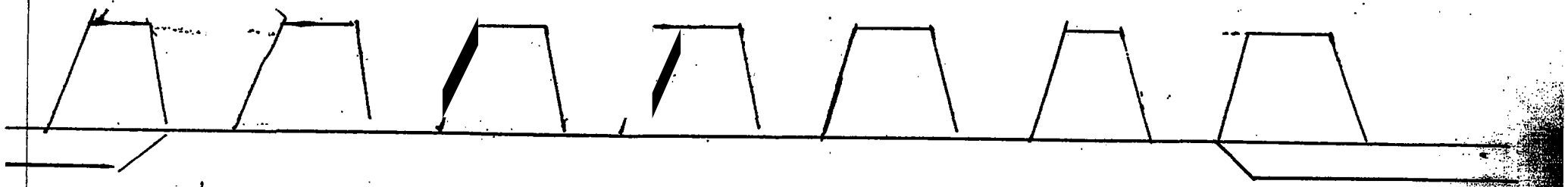
Step 4 - Corrective Action Approval:

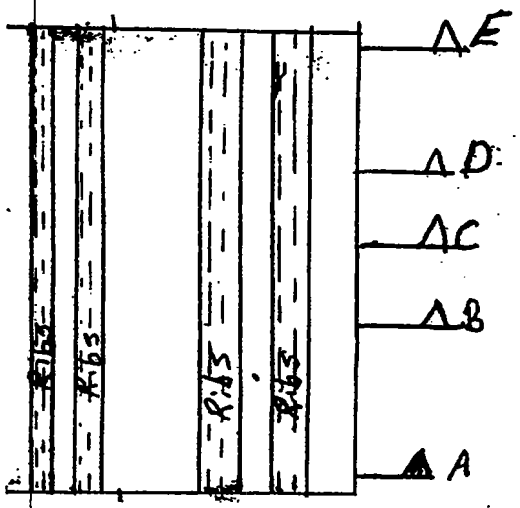
Approved: _____

Not Approved, further corrective action required: _____

distortion due to welding ribs

Pa20





SECTION	DEVIATION FROM Zero					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A	5 / 5					
B-B	2 / 4					
C-C	0 / 0					
D-D	0 / 0					
E-E	11 / 3½					

CODE ____

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 11-16-04
Initiator: George Mason
Job Number: 23932
IR No.: 130

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

Step 1 - Details of Incident:

Girder 4A

P28 is not flat. The accompanying chart illustrates the difference. The upper number represents the numbers in comparison with the bunking diagram. The lower number represents the actual number above zero

Responsible Department: _____ Department Supewisor _____

Step 2 - Corrective Action: Engineer approval required: yes no

Signed: George Mason Date: Nov 16, 2004

Step 3 - Corrective Action to prevent re-occurrence:

Signed: _____ Date: _____

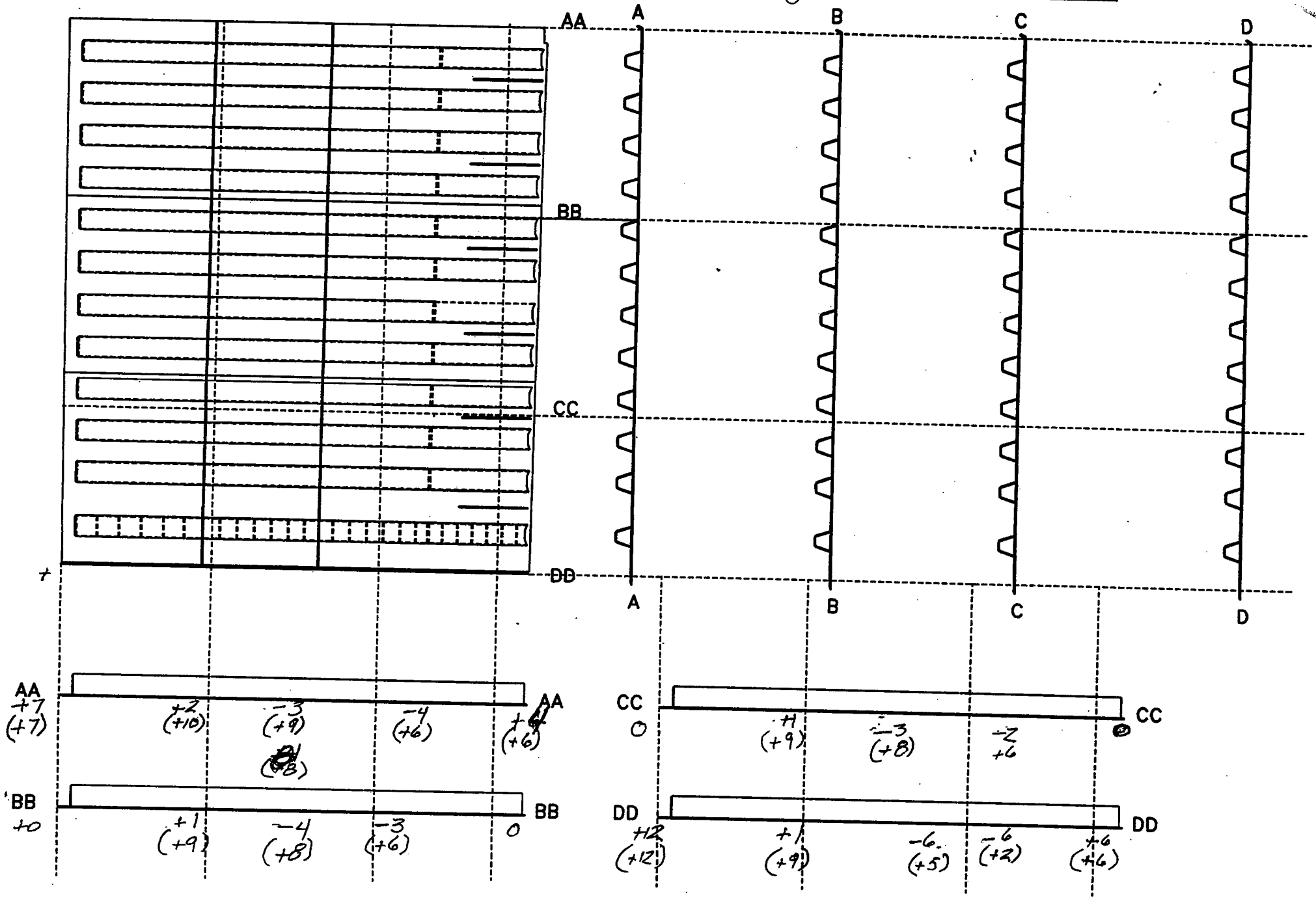
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required. _____

Wing Plate Pa28

Surveyor: George Mason Date: 11-16-04



CODE___

UNIVERSAL STRUCTURAL INCIDENT REPORT

Date: 10·18·04
Initiator: Jon P. Smithermann
Job Number: 23937
IR No.: 115

UNIVERSAL STRUCTURAL, INC.
SUB OF HARDER MECHANICAL

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

Step 1 - Details of Incident:

WING PLATE ASSEMBLY PA2B on GIRDER 4A HAS WELD DISTORTION - SEE ATTACHED SKETCH

Responsible Department:_____ Department Supewisor_____

Step 2 - Corrective Action: Engineer approval required: yes (no)

THIS ISSUE WAS REVIEWED BY THE PLANT MGR. AND FOUND THAT THE OUT-OF-TOLERANCE WILL BE ELINNINATED AFTER FIT UP OF DIAPHRAMS, T-STIFFENERS AND GUSSETS HAS BEEN PERFORMED.

Signed: [signature] Date: 10·18·04

Step 3 - Corrective Action to prevent re-occurrence:

NONE REQUIRED

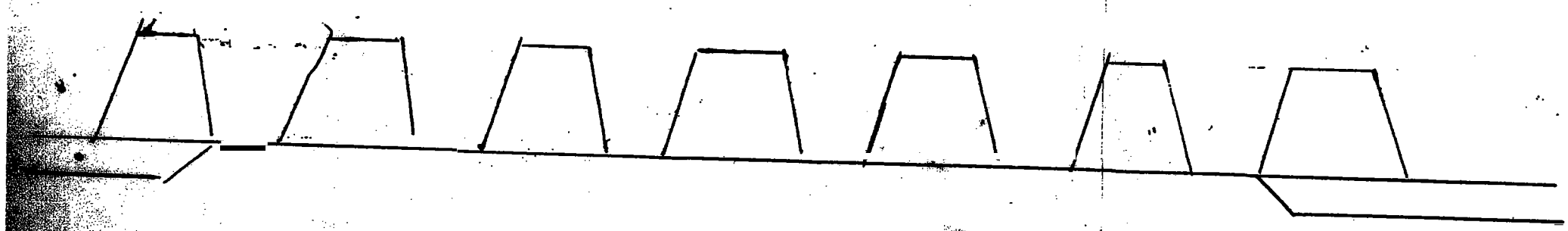
Signed: [signature] Date: 10/19/04

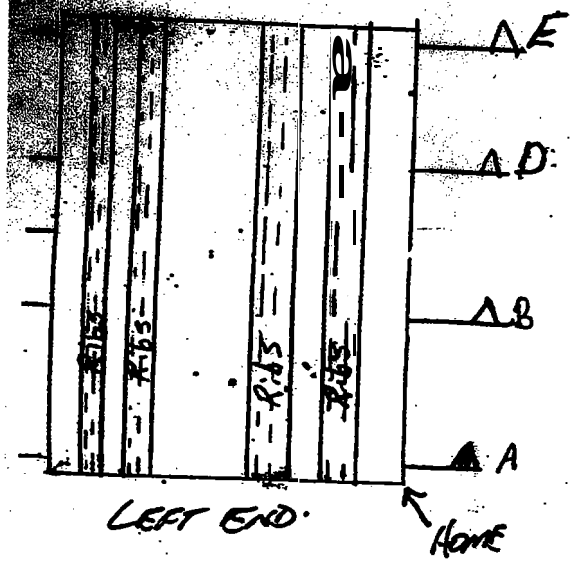
Step 4 - Corrective Action Approval:

Approved: _____

Not Approved, further corrective action required: _____

ld distortion due to welding ribs





PA28 GIRDER 4A

SECTION	DEVIATION FROM SQUARE					
	Original Check	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat
A-A	14 / 9					
B-B	20 / 20					
	25 / 21					
D-D	20 / 18					
E-E	11 / 10					

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 # 5.03.1-006856

Subject: Response to KFM-SUB-003639R00: USI Documents Clearing USI KFM NCR #65 (METS #51)

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

The Engineer has reviewed KFM-SUB-003639R00: USI Documents Clearing USI KFM NCR #65 (METS #51). The Engineer takes exception to the Contractor's position that the dimensional checks were completed in accordance with the approved fabrication procedures at the time of the NCR. However, the Engineer is satisfied the Contractor has resolved the issue in KFM-SUB-391R13. USI NCR No. 51 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