

From: Pierce, Steve
Sent: Monday, November 19, 2012 3:41 PM
To: Vedder, Tracy (TracyV@komotv.com); Garza, Sarah (sgarza@komotv.com)
Cc: Pelley, Suanne (Consultant)
Subject: FW: 3 latest responses to KOMO from WSDOT

Tracy: Here are responses to three of your latest inquiries.

Steve

From: "Vedder, Tracy" <TracyV@komotv.com>
Date: November 15, 2012 12:46:34 PM PST
To: "Pierce, Steve" <PierceSt@wsdot.wa.gov>
Cc: "Vedder, Tracy" <TracyV@komotv.com>, "Garza, Sarah" <sgarza@komotv.com>
Subject: RE: Anyone from WSDOT?

I understand WSDOT does not require that contractors hire Certified Inspectors to perform their Quality Assurance – or at least has not in the 520 Project. Can you tell me if that is true and if so, why?

Tracy Vedder

WSDOT RESPONSE:

WSDOT's SR 520 construction contracts include multiple requirements for Quality Assurance (QA) managers and other Quality Assurance staff. On the pontoon construction project, the construction QA manager must have at least six years, 10 years preferred, of recent experience overseeing inspection and materials testing on heavy civil construction projects and on concrete structures.

There are additional quality assurance roles that require certification, experience, or both. These roles include Materials Approval Engineer, Quality Testing Supervisor and Electrical Inspector.

The pontoon construction project quality assurance team is supported by QA Testing Technicians and QA Inspection Technicians. Per the contract, "QA staff shall be trained in the applicable procedures for inspection of work, geotechnical and environmental monitoring, and material sampling and testing. The professional training and experience of the QA staff (including biologists, hydrologists, and geotechnical engineers) shall be commensurate with the scope, complexity, and nature of the activity to be inspected, monitored, or tested."

More details on quality assurance requirements are included in the attached chapter from the Pontoon Construction Project RFP.

From: Vedder, Tracy [<mailto:TracyV@komotv.com>]
Sent: Thursday, November 15, 2012 4:48 PM
To: Pierce, Steve
Cc: Vedder, Tracy; Garza, Sarah
Subject: Additional Question from KOMO TV

We have also discovered some references in the public records to cracking found in the second cycle of pontoons. Can you tell me how extensive this is and if any panels, pre-cast or otherwise, have been rejected due to extensive cracking? Also, why are we seeing this extensive cracking if the problems from cycle one have been fixed?

Tracy Vedder

WSDOT RESPONSE:

- There have been some cracks in cycle 2. These non-structural cracks will be repaired per contract requirements.
- No structural cracks have been observed or mapped in any of the exterior side walls of Q, R or S that have been poured to date. Note: We can only view the inside of the exterior walls since the outside exterior wall forms stay in place until the top slabs are poured. Inspections of the outside of the exterior walls will be conducted after the top slabs are poured and the forms are removed.
- One interior precast wall in pontoon Q has approximately 35 linear feet of structural cracks but it's not exposed to the water outside. This crack will be repaired according to contract requirements. The structural crack mapped so far is in a closure pour and is approximately 2 feet long. It will also be repaired per contract requirements.

From: "Vedder, Tracy" <TracyV@komotv.com>

Date: November 15, 2012 5:12:48 PM PST

To: <PierceSt@wsdot.wa.gov>, <Tom.Janssen@kiewit.com>

Cc: "Vedder, Tracy" <TracyV@komotv.com>, "Garza, Sarah" <sgarza@komotv.com>

Subject: ADDITIONAL KOMO QUESTION

A performance audit conducted late summer/early fall 2012 by WSDOT on the SR 520 Pontoon Construction Project provides a critical review of construction problems regarding the pontoons. Many of the same issues we outlined earlier for you as identified by a former Quality Assurance Inspector. These are very specific issues related to Kiewit not following contract requirements, identifying numerous NCR's and NCI's related to cold weather and thermal control issues that were never corrected despite their recurrent and repetitive nature.

The audit outlines a pattern of noncompliance on the part of Kiewit, failure to correct the problem by Kiewit, and a failure on the part of WSDOT to hold Kiewit accountable.

What are WSDOT and Kiewit doing to address these issues?

Tracy Vedder

WSDOT RESPONSE:

As a result of cracking and spalling issues related to cycle 1, WSDOT began several efforts to ensure that the first cycle of pontoons was adequate and corrections could be made to prevent reoccurrence of these issues during subsequent cycles on pontoons. These efforts included an expert review panel of outside experts and conducting a construction performance audit. The expert review panel was asked to ensure that the repairs made in cycle 1 were sufficient, and to ensure improvements to subsequent

cycles. The internal audit identifies deficiencies in the *process* of reviewing and documenting construction refinements. The audit does not speak to the quality of the finished product.

The performance audit on the construction and administration of the contract was conducted by the WSDOT Construction Office based at headquarters. The audit examined procedures to ensure compliance with the pontoon construction project contract and WSDOT policy. While there were a number of process issues identified, the audit does not raise new issues about quality of the pontoons. The spalling and cracking had already been identified by WSDOT and quantified to ensure that all repairs could be made per contract requirements. As noted by the expert review panel and the WSDOT internal audit, stricter adherence to the thermal control and cold weather plans may have resulted in fewer shrinkage cracks.

WSDOT is confident that by addressing the recommendations of the expert review panel and correcting any process shortcomings identified by WSDOT's audit, there will be improvements in cycle 2 and beyond. In particular, the pontoon construction office will focus on the timely resolution of questions or requests from the contractor to ensure that all parties agree to solutions in the field and that the solutions are properly documented.