

Madeline Walkington

From: Madeline Walkington
Sent: Thursday, 1 September 2022 8:28 PM
To: Katie ODonoghue
Cc: Richard Morrison
Subject: RE: Lessons Learned - Girder QA and Close Out

Hi Katie,

See my summary of lessons learnt below:

- Girders can be landed after 7 days (quote Wayne Roberts) - Administrators to discuss this with E&T for the benefit of future projects. Designers to provide expected 'hogging' at 7, 14, 21 days to allow confirmation of trending at earlier dates. Designers to provide their calculations on how the girders have been designed to trend if expecting the contractor to provide advice based on hogs for pedestal pouring.
- 'Girder age' to be predicted and discussed at commencement of casting. Noting risks due to wet weather etc. Designers to provide early advice on going over so as not to delay contract works later. Noting our original request to go over was rejected and then when we do it was reviewed and accepted. What constitutes this? Important for contractor to understand in order to juggle casting/program.
- Global NCRs to be set up 'per span' for easy close out; similar for QA
- Pre-manufacture: hold a meeting with E&T, administrator, inspector etc to classify what negates an NCR and what can be covered under the pre-submitted standard repairs covered under MRTS70 - Surface dressing & concrete repair procedure/and or repaired without recording. Wayne was clear that not all defects picked up by Alasdair should have been such an issue;
- Pre-organise E&T to do a 'walk through' following manufacture of 'each span.' This way any issues/concerns the site/admin team have on quality can be run through E&T before progressively.
- Stacking of girder requirements need to allow bearing plates to be accessible.
- There is a hold point/witness point on the first member of each type only. These should be attended by site and admin - where a thorough walk through/check of items can be made. This should capture most items critical to the manufacture of the member types. Regarding minor NCRs when stripping etc - the need to 'capture' these after each strip is excessive. Instead focus on an NCR capture at the completion of each span. This provide ENCO enough time to investigate the extent of the defect (i.e. break out) and prepare a rectification. If they fall under the 'global' NCR - again these can be updated at the end of each span. 'Daily' is unrealistic and increases the chance of 'capturing' to fail. If the administrator is going to have someone there 24/7 (from 4am) then they should consider being more collaborative with the contractor. I could have easily updated QA/NCRs daily had Alasdair's inspection records been sent through daily (as it was to admin). What was the expectation from the admin for BMD to be there - 24/7 (from 4am)? Are they willing to add in into the contract and pay \$\$\$s for the extra resource.
- QA issues that had any real impact: Coupler one potentially yes - resolved in a team effort (minus administer) and resolved. Timing of casting - yes: out of our control and likely to get worse. Our communication and relationship with ENCO was good so I can imagine this would have been so much worse if it wasn't. QA recording - ENCO's system is ancient but they have advised they're using a new system. Unfortunately this was too new for us to see its affect and still in teething/learning stage for them. Hopefully this will make it easier for future projects. Defect close out - ENCO are clearly stretched and moving forward we should discuss getting our own Defects crew in to rectify. Issue is moving the girders around to allow this and this is a space issue (we saw the inefficiency with Niepe trying to do their work). Unfortunately site/admin need to understand these constraints and the admin may need to consider providing a 'variation' to delivery and store on site so this can be relieved. Otherwise site to ensure admin are well aware of this being a constraint.

Cheers,



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The BMD Group acknowledges the Traditional Owners of the lands in which we operate and pay respect to Elders past, present and emerging.

Learn more about our [Reconciliation Action Plan](#).

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From: Katie ODonoghue <Katie.ODonoghue@bmd.com.au>

Sent: Thursday, 1 September 2022 4:27 PM

To: Madeline Walkington <Madeline.Walkington@bmd.com.au>; Richard Morrison <Richard.Morrison@bmd.com.au>

Subject: Lessons Learned - Girder QA and Close Out

Hi Team,

We will be holding a discussion with CA on Monday to discuss lessons learned out of the girder QA.

Can you please shoot through any lessons learned you have for both sides so I can table them please.

Thanks a million,



Katie ODonoghue
Senior Project Engineer
BMD Constructions



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PROJECT NO ACA_BM01
PROJECT ACA_BM01
COMPANY Acciona

PHONE 0406 359 802
FAX
REF CARACA-BMD#0004

Corrective Action Request

STATUS OPEN

ISSUED 1-JUN-23 11:01 AM		DUE 12-JUN-23 10:55 AM	
AUTHOR Allan Stopford	COMPANY Acciona	PHONE 0406 359 802	MOBILE
COLLABORATORS ACTION Mervyn Stelinovic Vaughan Augard	BMD BMD		0417 546056
INFO Afshin Mofidi Anderson Gonzalez Jasper Neil Collis Nick Ayres	Acciona Acciona Acciona Acciona	0403548743 0407 991 387 0427051549	 0427051549

BMD - NCR#0222 - UQ Lakes - 19/04/2023 - Stage 1 Pavements - Lightly Bound Straight edge and level

CAR TYPE Suggested Improvement
RELATED REFERENCES

Comment

NCR#0222 Proposed Corrective Action requires a CAR to be raised in relation to the application of MRTS10, MRTS39 & MRTS40 requirements.
As such BMD are requested to conduct a Lessons Learnt in relation to the reworks completed at UQ as part of continual improvement for the other areas requiring these requirements.

This has been tabled in the weekly BMD Quality meetings for action prior to other associated works in the other areas.

Regards Allan

COMMENTS [show changes](#)

Mervyn Stelinovic (BMD-MS)

1-JUN-23 11:04 AM

OPEN

The document has been viewed

Allan Stopford (ACA-AS1)

1-JUN-23 11:01 AM

OPEN

BMD - NCR#0222 - UQ Lakes - 19/04/2023 - Stage 1 Pavements - Lightly Bound Straight edge and level issued to BMD

LINKED

REF	ACTION	DATE	TITLE
NCR#0222	ACA-MS	19-APR-23	UQ Lakes - 19/04/2023 - Stage 1 Pavements - Lightly Bound Straight edge and level

STATUS
ENG RECTIFICATION

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Craig Stephens

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4239 - Deception Bay

5/07/2022

Madeline Walkington

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24/05/2022

Craig Stephens

RE: DBay Gantry install

Size: 13 MB

Morning Maddy, Please

4239 - Deception Bay

24/05/2022

Madeline Walkington

Maddy Walkington - Project Tim...

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23/05/2022

Madeline Walkington

FW: Signatures

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See below Madeline

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12/05/2022

Madeline Walkington

RE: Signatures

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Madeline Walkington

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11/05/2022

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Madeline Walkington

Accepted: Bridge Demolition Lessons

When Friday, 13 May 2022 9:00 AM-10:00 AM (U

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