

Independent Assurance

Required of Suppliers to Transportation Projects prior to beginning work

(Add to a project specification or in special provisions to a State specification)

Suppliers of products and services to Transportation Projects shall be evaluated to verify their capabilities prior to furnishing products meeting contract requirements. Suppliers subject to this evaluation include: steel fabricators of all types of bridges; high load multi-rotation bearing manufacturers; modular expansion joint manufacturers; high mast lighting manufacturers; ancillary component fabricators; painting contractors; and galvanizers.

This portion of the evaluation will be based on audits (that may or may not include sampling inspections) performed by a qualified third party Assessment Firm who will review management, contract review, purchasing, detailing processes, material, facility and shop practice conformity to contract requirements, the supplier's documented quality plan, quality assurance/control, corrective action, control of nonconformances, employee capabilities, material accountability, and other pertinent attributes. The audits required herein do not replace audits performed by AISC, SSPC, or other nonprofit organizations or institutes to maintain certification or accreditation; and audits performed by AISC, SSPC, or other nonprofit organizations or institutes to maintain certification or accreditation do not satisfy the audits required herein.

To supply product for a Transportation Project, the Supplier must be qualified by this program or become qualified before fabrication/manufacturing begins. The Supplier will allow access to their facility and personnel in a manner sufficient to allow thorough evaluation of the areas listed above. If an independent audit has not been completed within the specified time, Payment Adjustments of \$2,400/week or any partial week, for the first four weeks and \$6,000/week or any partial week, thereafter shall apply until so completed.

Nonconformances discovered by the independent audit before the start of fabrication must be addressed by documented corrective actions within 15 days of the close of the audit. Information will be submitted to the Engineer by this deadline. The corrective action must be implemented within 30 days of the close of the audit or in time to address the need for a project critical event as assessed by the Engineer. Evidence of the correction of these deficiencies in the form of procedures, records, photos or other appropriate information will be submitted to the Engineer by this deadline. Successful closure of the corrective action is necessary before fabrication/manufacturing can begin on a Transportation Project.

If any deficiencies identified by the independent audit have not been corrected within the specified time, Payment Adjustments of \$6,000/week (or partial week), for the first four weeks and \$12,000/week (or partial week) thereafter, shall apply until corrected.