

ADMINISTRATION TEAM MINUTES

Date: January 16, 2009
Time: 9:00 am
Place: Tacoma AGC Building

Attending:

✓	Mark Borton		Darrel McCallum	✓	Glenn Schneider
✓	Jerry Brais	✓	Craig McDaniel	✓	Mark Scoccolo
✓	Forrest Dill	✓	Tina Nelson		Dave Standahl
✓	Paul Gonseth	✓	Roger Palfenier		Andy Thompson
	Mike Hall		Mark Rohde		Greg Waugh
	Tim Hayner	✓	Anthony Sarhan		
✓	Dave Mariman				

Guests: Vance Aeschleman, *Granite Northwest Inc.* (for Andy Thompson)
Walt Isler, *Parker, Smith and Feek*, (425) 709-3728
W.R. Streator Johnson, *WSDOT Enterprise Risk Mgmt.*, (360) 704-6360

Opening Comments: The Team welcomed new member Anthony Sarhan, Construction, Pavements and Materials Engineer with FHWA. Anthony replaces Cathy Nicholas. A brief round of introductions followed.

The minutes of the last meeting were accepted without comment.

Additional opening comments were deferred in recognition of guests.

Old Business – Review of action items from last meeting

- Timely payment of change orders will be discussed at the Region Construction Conferences during the month of February.
- More discussion of weighing specs will be held once FHWA is again participating in the meetings.
- AGC Review of DRB members is on today's agenda.
- PMRS implementation is still to be scheduled for a future meeting.

Old Business –Owners and Contractor Protective Insurance (OCPI)

At the last meeting, Contractors indicated no negative consequences to a WSDOT proposal to delete OCPI from the specifications. Afterward, additional information

suggested benefits to keeping OCPI. Insurance experts were brought to the table to further discuss the proposal.

Streator Johnson from the WSDOT Enterprise Risk Management Office is preparing documentation on the potential deletion of OCP Insurance for executive consideration. WSDOT is in the minority among Owners by requiring OCPI, but state laws may play into how other contracts are formed. Requiring both OCPI and Commercial General Liability (CGL) Insurance may be a “belt and suspenders” (overkill) by WSDOT Risk Management. Additional Contractor input is requested.

Walt Isler, Account Executive at Parker, Smith and Feek provided insight into what OCPI does. Because the Owner has liability for any entity working on the Owner’s property, the contract provides that the Contractor purchase various insurance policies for the benefit of the Owner. OCPI was created because the CGL coverage did not used to be as robust as it is today. Now, the trend is to require that the Owner be named as an ‘additional insured’ on the CGL Insurance. The Owner should not need OCPI if named insured on the CGL, because it does result in double coverage.

A few of the differences between OCPI and CGL were discussed. OCPI covers only bodily injury and property damage, not professional liability or design problems. Fatalities, where there is no fault of the Owner or Contractor, would be covered [by OCPI] up to \$3 million. When that \$3 million is exhausted, the claimant may pursue damages from the Contractor. Losses attributed to OCPI may be assigned to the Contractor. In agencies that don’t require OCPI, the Owner is named as an additional insured. OCPI provides project specific coverage, whereas CGL coverage is applied to all of the contractors’ projects. This means that the \$3 million CGL coverage can be eroded by an incident on another project. Plant establishment periods extend the OCPI. Theoretically, these costs are passed on to the Owner. The ball-park premiums for OCPI are approximately \$2.00 to \$2.25 per \$1000 of awarded contract.

The Contractors’ perspective of OCPI is that it is a good thing because it could reduce some arguments between the Owner and Contractor. Issues arise only after the \$3 million is exhausted. Requiring OCPI and CGL Insurance provides a benefit to the state because it provides a larger insurance pool to pull from.

FHWA had no perspective to offer on the OCPI requirement because it is not common in other states. Local agencies would not be affected by any change to insurance requirements, because they used different insurance specs.

Action Item: Contractors are encouraged to submit any additional comments on this issue directly to Streator Johnson at johnsst@wsdot.wa.gov.

It was noted that when WSDOT tenders claims to the Contractor, they are also sent to the insurance provider, precluding the Contractor’s ability to just pay the claim. What happened to the process this Team discussed several years ago, where the Contractors are

given an opportunity to allow or deny the claim? It was added to the 2004 Standard Specifications as an amendment to Section 1-07.14 Responsibility for Damage.

Miscellaneous Business

- **Stimulus Projects** - Craig distributed a document titled “Washington Jobs Now” that contains a list of proposed state funded “stimulus” projects (attached). This is the WSDOT list. The Governor’s list is different, and the federal stimulus package changes daily.

How will stimulus projects be streamlined to facilitate faster delivery? FHWA indicated that standard operating procedures still apply. The NEPA process must be completed. FHWA is looking at other risks, such as requiring right-of-way clearance, but Congress must act before any guidance can be provided. Don’t expect any breaks on DBE participation requirements. DBE participation goals are set by WSDOT, not FHWA

Design-Build pavers and pavement rehab projects may become a reality. The advantage is faster delivery; the disadvantage is that it shifts a lot of risk to Contractors. The RFQ/RFP process takes months and would need to be abbreviated. Federal regulations allow a one-stage process. Design-Build provisions are not yet approved by FHWA, so federally funded D-B projects cannot yet happen, but WSDOT is making progress toward obtaining approval.

- **Bidder Responsibility** – Tina announced that APWA is working on a rewrite of Section 1-02.14 – Disqualification of Bidders, for local agency use. Contractor participation is requested for an April 7 workshop on this specification. This is needed because some local agencies have been formulating subjective supplemental criteria on bidder responsibility. RCW 39.04.350 requires bidders to meet certain responsibility criteria, and allows agencies to adopt supplemental responsibility criteria. The current [APWA] opinion is that all of the requirements of Section 1-02.14 are supplemental to RCW 39.04.350.

Action Item: The APWA workshop invitation will be extended to the other AGC Teams through these minutes.

- **Rock Scaling** – Lately, WSDOT has been challenged regarding the experience requirements for rock scalers included in rockfall mitigation projects. These requirements are perceived as amounting to additional prequalification.

Action Item – WSDOT will survey Contractors regarding whether this is a proper contracting method, and will share our direction when known.

- **Force Account** – it was noted that the Supplemental Equipment Rental Agreement for force account fuel costs has expired. New rates are expected from Primedia in

the near future. These should probably be compared to current fuel costs and evaluated to determine whether another adjustment is appropriate.

- Electronic Bidding – WSDOT is moving forward with electronic bidding. Ken Walker, WSDOT Contract Ad & Award Manager, has asked to attend the next meeting to present information and gather feedback.

Old Business - Apprenticeship to Date

Craig distributed a summary of Apprentice utilization to date (attached). WSDOT is now reporting this data to the Department of General Administration (GA). FHWA has expressed concern over the impacts of Apprenticeship on federal Training and DBE programs. However, the numbers indicate that minority and females (which are the focus of the federal Training program) have benefitted greatly from the Apprenticeship program. WSDOT is seeing that the programs can co-exist, and may propose that some programs can be combined.

King County reports good success with their program. They are not applying it to federally funded projects. Some payments have been withheld to stimulate compliance. Jerry was not sure if liquidated damages have been assessed on any projects.

Contractors provided their perspective on the Apprenticeship program. Large projects provide a variety of opportunities for apprentices, and are not very problematic. However, there are plenty of trades that do not have Apprenticeship programs established, and Contractors struggle with these. Granite Construction is working on implementing a flagger-to-TCS Apprentice program. Management of subcontractor Apprenticeship efforts is reported to be a challenge.

WSDOT did not evaluate other states' Apprenticeship programs when developing the specifications, because the statute that requires the program is extremely prescriptive and left very little flexibility.

WSDOT is seeking more structured feedback from Contractors about where the program is not working. The program is not intended to just generate paperwork (it's about putting people to work), but there is need for more than anecdotal evidence to support changes. There have been no Good Faith Efforts or other data to indicate where apprentices are not available or what types of work cannot support apprenticeship goals. This type of information needs to be fed back to the advisory Committee if adjustments are to be considered. The January Committee meeting may be cancelled because there are no proposed adjustments to evaluate.

Action Item: Contractors are requested to provide the Department with ongoing information to support needed adjustments in the Apprentice utilization requirements.

New Business – AGC Review of DRB Members

Third party members have been evaluated and accepted by WSDOT Consultant Services. A list of names was distributed. A brief discussion of that evaluation and the utility of DRB's in WSDOT contracts followed. The next step in the process involves a review by AGC. Van Collins will carry this forward to the Lead Team and other subteams, including this one.

New Business – Continued Use of Price Adjustment Clauses

Is it time to evaluate the effectiveness of WSDOT price adjustment clauses? Has the market stabilized? Some improvements have been suggested to these specs.

The Asphalt Cost Adjustment spec was recently revised to lower the trigger threshold, to provide reference [index] costs twice as frequently, and to be applied to all projects with HMA (instead of only multi-season projects).

The AGC Structures Team has proposed that the Steel Cost Adjustment spec provide a method to “opt-out.” The written guidance from FHWA Technical Advisory T5080.3 states that Adjustment clauses should not be optional, but there is rumor of more recent guidance that allows it.

Member of this Team have suggested that the fuel consumption factors in the Fuel Cost Adjustment spec may or may not be correct. We don't really know, because all of the factors are based on a 1974 AASHTO study [editors note: study was actually conducted by the Transportation Research Board], and no more current data is available. However, that data appears to be the standard that is used consistently among agencies that base their fuel adjustments off of fuel consumption rates.

In reviewing proposed specifications, FHWA focuses on whether the specs adequately address the risk, and are being applied consistently.

Local agencies did not have much perspective to offer on these provisions because they are seldom used. Contractors indicated that subcontractor management is an issue. Because the risk is passed-through to subs, the proposal to opt-out of the Fuel Cost Adjustment may not be desirable. Optional Steel and Asphalt Adjustments can be fair to subs, but not Fuel.

Action Item: The Team accepts this topic for future work. Other agencies provisions should be evaluated for best practices. Mark S. volunteered to contact Florida to see how they do it.

New Business – Future Work

The Team briefly discussed electronic contract management and where WSDOT is headed with the Project Management Reporting System (PMRS). “Constructware” works well for Atkinson in their Design-Build work. WSDOT has already selected Primavera Contract Manager as their contract administration tool.

Since the Team had already been inquiring about WSDOT electronic contract management efforts, it was decided to elevate 'Round Tuit' item #4 – Web Based Construction Management to active status and combine it with the PMRS discussion. PMRS is also related to recent discussion regarding cost loaded schedules. This will be scheduled for the March meeting.

Action Item: Dave Mariman will contact WSDOT Project Control and Reporting and schedule the right people to attend and discuss PMRS implementation at the March meeting.

Work will continue on the Weighing specifications once FHWA participation resumes at the April meeting. WSDOT will meet with FHWA between now and April 17 to prime the pump for this discussion.

Action Item: Dave Mariman will brief Anthony Sarhan on the proposed changes to the weighing specs before April 17.

'Round Tuit' item #1, Bid item for On-site overhead, is still a popular topic.

The meeting adjourned at 11:30 am.

Future Meetings: Feb. 20, Mar. 20, Apr. 17, May 15

Team's "Round Tuit" List

1. Bid Item for On-site Overhead
2. Joint Training—Documentation
3. Payroll, Wage Administration procedures
4. DBE Good Faith Efforts – inconsistent evaluation
5. AFAD flagger backup

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Washington Jobs Now

Gov. Gregoire's Washington Jobs Now plan will jump-start Washington's economy through targeted investments in job creation and other economic supports. Along with anticipated federal action, these state investments provide a short-term economic boost while laying the groundwork for Washington's future. The proposed investments use funds in Gov. Gregoire's existing budget proposal and accelerate existing projects. The total value of the state package is \$1.2 billion.

Transportation

Gov. Gregoire proposes \$390 million in transportation projects that are "shovel ready." These projects solve critical transportation needs and create high-quality jobs in the Washington economy. They also send a strong signal to Washington employers and consumers that Washington is on the move despite the difficult economic climate.

Keeping Washington's travelers safe, and moving people and freight forward, continue to be Gov. Gregoire's top transportation priorities. Washington's freight systems support 1 million jobs in freight-dependent industry sectors that produce more than \$434 billion in gross business income across the country.

By combining this historic 2003 and 2005 transportation packages with the Washington Jobs Now plan, we will provide nearly 20,000 jobs in the next two years.

Projects

I-405 Braided Ramps Interchange Improvement (\$277,000,000)

This project relieves congestion in the vicinity of the I-405/SR 520 Interchange caused by the weave between the eastbound SR 520 offramp to 124th Avenue and the onramp from northbound I-405 to eastbound SR 520. Improves vertical clearance at the NE 12th Street crossing. The reduced congestion will result in a decrease in the number of collisions.

North Spokane Corridor (\$15,000,000)

This investment continues work on the North Spokane Corridor, including grading of the southbound alignment from Freya to Parksmith and the construction of the Lincoln and Gerlach bridges.

Chip Seal Pavements (\$6,000,000)

Chip seal pavements are appropriate for roads that carry fewer than 5,000 vehicles and/or 200 trucks per day. Chip seal roads typically have six to eight years of performance life and are the least expensive type of pavement to preserve. State stimulus chip seal pavement preservation projects are:

- SR 14/Cliffs Road to Chamberlain/Goodnoe Road
- SR 103/177th Street to Bay Street
- SR 155/Omak eastward
- SR 243/Mattawa vicinity

- SR 262/Potholes Reservoir area

Hot Mix Asphalt Pavements (\$33,000,000)

Hot mix asphalt is used on roads with higher traffic volumes. The average life of asphalt roads is 16.5 years in Western Washington and 11.3 years in Eastern Washington due to seasonal temperatures (statewide average 14.7 years). State stimulus asphalt preservation projects to address pavement due for replacement are:

- US 195/Idaho State Line to Colton - Paving
- US 395/Loon Lake to Immel Road - Paving
- SR 282/Ephrata South - Paving
- SR 17/Grant County Airport North - Paving
- US 2/Jct SR 211 to Newport - Paving
- US 395/Spokane Co. Line to Loon Lake - Paving

Portland Concrete Cement (\$59,000,000)

Concrete pavements last between 25 and 45 years. It is used on the most heavily traveled interstates and is typically the most expensive pavement to preserve. State stimulus projects concrete preservation are:

- I-5/Martin Way to 48th Street - Concrete Rehab
- I-82/Granger to W. Grandview Westbound - Dowel Bar Retrofit/Concrete Rehab
- I-90/Snoqualmie Summit to Hyak Westbound - Dowel Bar Retrofit/Concrete Rehab
- US 195/Hatch Road to Junction I-90 - Northbound - Dowel Bar Retrofit
- I-5/SR 532 vicinity to Starbird Road vicinity - Concrete Rehab
- I-5/North Kelso to Castle Rock - Stage 2 - Concrete Rehab
- I-90/E Easton Road Interchange vicinity to Bullfrog Road Interchange Westbound - Concrete Rehab

Funding

Gov. Gregoire's budget recommendation reduced funding for other department priorities that did not support job creation in the private sector. She also shifted funds from some projects that have been delayed.

When will they be built?

The transportation projects will all go to bid by the end of April. We looked for projects that could get started this construction season. We will help make sure these projects can get through the permitting process and start working this season.

Green projects?

A "green" transportation project is one that either:

- Contributes to reducing emissions;
- Is delivered in a cost-effective and sustainable approach;

- or has a small footprint or low impact on the environment when compared to other options.

As an example, the I-405 braided ramps reduce congestion in the vicinity of 405 and SR 520 and incorporates various information technology elements such as ramp meters that will result in greater free flow traffic.

The black pavement preservation work on the list is delivered in a lowest life cycle cost approach – maximizing the life received from the overlay in a cost effective way.

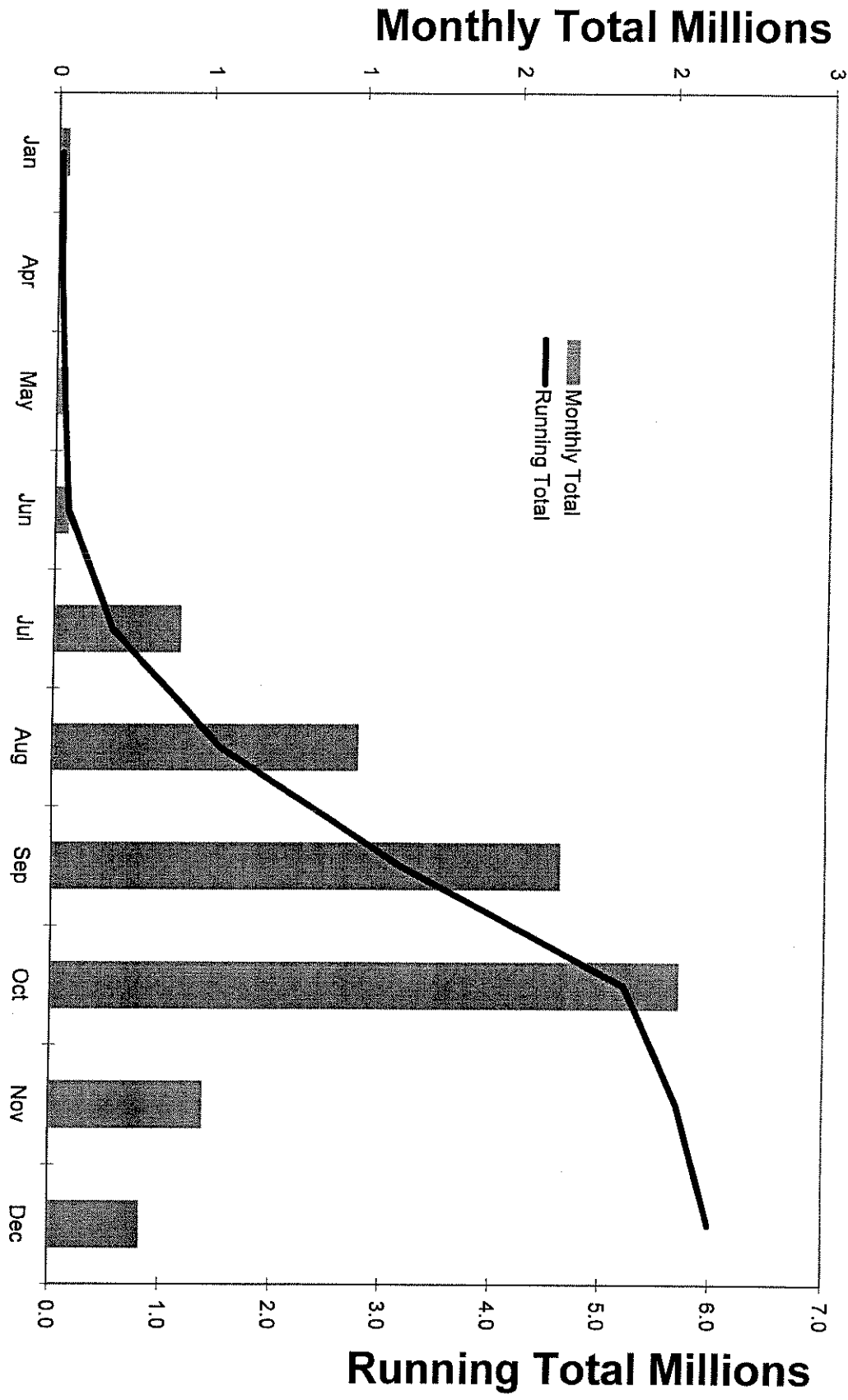
The white pavement projects include a large amount retrofitting to extend the life of the concrete in a cost effective way.

Asphalt Cost Adjustment Paid

Contract Number	Contract Title	Execution Date	Item	Amount Paid
007217	1-90, 2-WAY TRANSIT & HOV OPERATIONS STAGE 1	3/8/07	ASPHALT COST PRICE ADJUSTMENT	\$0
007226	SR 20 SPUR TO SR 536 VIC PAVING - ALSO THOMPSON RO	1/3/07	ASPHALT COST PRICE ADJUSTMENT	\$0
007232	SR 20, SIDNEY ST VIC TO SCENIC HEIGHTS SAFETY AND	1/12/07	ASPHALT COST PRICE ADJUSTMENT	\$58,786
007240	SR 509 SLAYDEN RD TO SW 185TH ST PAVING PAVING	2/22/07	ASPHALT COST PRICE ADJUSTMENT	\$0
007242	SR 20, FREDONIA I-5 WIDENING STAGE 1 STAGE 1	3/7/07	ASPHALT COST PRICE ADJUSTMENT	\$36,662
007259	I-5, SR 502 INTERCHANGE	3/8/07	ASPHALT COST PRICE ADJUSTMENT	\$582,691
007267	SR 9, SCHLOMAN RD TO 258TH NE AND 268TH ST NE INTE	4/12/07	ASPHALT COST PRICE ADJUSTMENT	\$274,458
007272	SR 520, WEST LAKE SAMMAMISH PARKWAY FLYOVER RAMP	4/5/07	ASPHALT COST PRICE ADJUSTMENT	\$0
007273	SR 539, HORTON RD TO 10 MILE ROAD WIDEN TO FIVE LA	5/8/07	ASPHALT COST PRICE ADJUSTMENT	\$800,311
007278	SR 395, FREYA TO FAIRVIEW, GRADING AND STRUCTURES	4/27/07	ASPHALT COST PRICE ADJUSTMENT	\$263,215
007281	SR 395, FREYA TO FARWELL RD, PAVING PCCP PAVING	5/23/07	ASPHALT COST PRICE ADJUSTMENT	\$678,746
007283	I-405, 112TH AVE SE TO SE 8TH - NEW LANES WIDENING	3/13/07	CO#32, ASPHALT COST PRICE ADJUSTMENT	\$235,341
007285	I-405, I-5 TO SR 169 STAGE 1 - WIDENING	7/2/07	CO #28, ASPHALT COST PRICE ADJUSTMENT	\$0
007324	I-5, RUSH ROAD TO 13TH STREET	6/13/07	ASPHALT COST PRICE ADJUSTMENT	\$1,137,172
007343	BREMERTON TRANSP CENTER ACCESS IMPROVE	6/13/07	ASPHALT COST PRICE ADJUSTMENT	\$14,189
007350	SR 518, SR 509 TO I-5/I-405 - WIDENING	7/1/07	ASPHALT COST PRICE ADJUSTMENT	\$117,625
007358	SR 20, SAFETY IMPROVE QUIET COVE RD STG 1	7/16/07	ASPHALT COST PRICE ADJUSTMENT	\$49,389
007413	US 395, US 395/NSC-BNSF RR TUNNEL	12/14/07	ASPHALT COST PRICE ADJUSTMENT	\$0
007417	NE 10TH ST BRIDGE CROSSING, STAGE 2	12/17/07	ASPHALT COST PRICE ADJUSTMENT	\$0
007431	SR522, U/W BOTHELL CASCADIA SOUTH ACCESS	2/8/08	ASPHALT COST PRICE ADJUSTMENT	\$220,867
007465	I-5 GRAND MOUND-MAYTOWN STG 1-ADD LANES	4/7/08	ASPHALT COST PRICE ADJUSTMENT	\$499,679
007469	10-MILE RD TO SR 546 WIDEN STAGE 1	3/3/08	ASPHALT COST PRICE ADJUSTMENT	\$50,569
007474	US 12, FRENCHTOWN TO WALLA2, ADD LANES	2/13/08	ASPHALT COST PRICE ADJUSTMENT	\$46,823
007479	176TH ST SE TO MARSH RD I/S WIDEN TO MARSH ROAD I/	3/14/08	ASPHALT COST PRICE ADJUSTMENT	\$279,923
007484	FREDONIA TO I-5, WIDEN STAGE 2 STAGE 2	3/24/08	ASPHALT COST PRICE ADJUSTMENT	\$689,359
007522	I-205, MILL PLAIN I/C TO NE 18TH ST - STAGE 1	5/19/08	ASPHALT COST PRICE ADJUSTMENT	\$34,248
007522	QUIET COVE RD TO SR 20 SPUR STAGE 2	5/26/08	ASPHALT COST PRICE ADJUSTMENT	\$31,444
007537	SR 704 CROSS-BASE HIGHWAY, SPANAWAY LOOP TO SR 7	7/7/08	ASPHALT COST PRICE ADJUSTMENT	\$46,532
007550	BURLEY OLALLA INTERCHANGE	7/7/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007553	SR 900, SE 78TH ST VIC TO NEWPORT WAY VIC AND I-90	7/14/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007575	SR 99, ALASKAN WAY VIADUCT- REPLACEMENT S MASS ST	7/28/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007577	PURDY CREEK BRIDGE - REPLACEMENT	7/9/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007587	SR 6, S FORK CHEHALIS RIV BR REPLACEMENT	8/13/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007594	I-5/SR16 NALLEY VALLEY I/C	10/21/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007610	US 395, NSC - US 2 LOWERING	11/13/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007616	SR 26, PALOUSE RIVER BR - DECK REPAIR	11/13/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007619	SR 395, COLUMBIA DR TO SR 240- REBUILD INTERCHANGE	12/12/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007621	I-5, BAKERVIEW RD TO NOOKSACK R BRIDGE- PAVEMENT R	11/25/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007622	I-90, RICHARDS RD TO WINERY RD VIC SEISMIC RETROF	12/2/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007623	I-5, BOEING ACCESS RD VIC TO KING/ SNOWMISH CO LI	12/4/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007625	WEST VIEW SCHOOL NOISE WALL	12/29/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007629	I-5 TO 12TH AVE S SEISMIC RETROFIT	12/17/08	ASPHALT COST PRICE ADJUSTMENT	\$0
007630	I-5, ARLINGTON CITY LIMIT VIC TO STILLAGUAMISH RIV		ASPHALT COST PRICE ADJUSTMENT	\$0
007631	172ND ST NE (SR 531) INTERCHANGE MODIFICATION		ASPHALT COST PRICE ADJUSTMENT	\$0
007632	MEDICAL LAKE RD BR - BRIDGE DECK REPAIR		ASPHALT COST PRICE ADJUSTMENT	\$0
007639	MARTIN RD VIC TO THUNDER CREEK REALIGNMENT AND WID		ASPHALT COST PRICE ADJUSTMENT	\$0
007647	GUARDRAIL RETROFIT - SAFETY		ASPHALT COST PRICE ADJUSTMENT	\$0
007655	SOUTHBOUND OFF RAMP TURN POCKET		ASPHALT COST PRICE ADJUSTMENT	\$0

\$6,195,764

Asphalt Cost Adjustment Dollars Paid



Fuel Adjustment Paid to Date

Contract Number	Contract Title	Execution Date	Item description	Fuel Adjustment Estimate	Contract Estimate	Fuel Adjustment Paid
007030	SR 202, SR 520 TO SAHALEE WAY WIDENING & CHANNELLIZ	1/6/06	FUEL COST ADJUSTMENT	\$75,000	\$37,459,208	\$51,980
007264	I 90, EASTBOUND RAMP TO SR 202 ROUNDABOUT	3/8/07	FUEL COST ADJUSTMENT	\$0	\$1,143,525	\$0
007267	SR 9, SCHLOMAN RD TO 258TH NE AND 268TH ST NE INTE	4/12/07	FUEL COST ADJUSTMENT	\$104,300	\$10,542,251	\$126,837
007272	SR 520, WEST LAKE SAMMAMISH PARKWAY FLYOVER RAMP	4/5/07	FUEL COST ADJUSTMENT	\$6,100	\$10,849,265	\$29,983
007273	SR 539, HORTON RD TO 10 MILE ROAD WIDEN TO FIVE LA	5/8/07	FUEL COST ADJUSTMENT	\$328,437	\$28,593,940	\$415,312
007278	SR 395, FREYA TO FAIRVIEW, GRADING AND STRUCTURES	4/27/07	CO #4 - FUEL COST ADJUSTMENT	\$0	\$16,061,245	\$155,286
007281	SR 395, FREYA TO FARWELL RD, PAVING PCGP PAVING	4/27/07	FUEL COST ADJUSTMENT	\$0	\$16,061,245	\$0
007343	BREMERTON TRANSP CENTER ACCESS IMPROVE	5/23/07	FUEL COST ADJUSTMENT	\$1	\$18,888,309	\$280,285
007350	SR 518, SR 509 TO I-5/I-405 - WIDENING	6/13/07	FUEL COST ADJUSTMENT	\$66,500	\$28,724,619	\$112,313
007358	SR 20, SAFETY IMPROVE QUIET COVE RD STG 1	7/11/07	FUEL COST ADJUSTMENT	\$44,310	\$26,625,175	\$47,176
007413	SR 395, US 395/NSC-BNSF RR TUNNEL	7/16/07	FUEL COST ADJUSTMENT	\$13,170	\$5,613,363	\$34,857
007417	NE 10TH ST BRIDGE CROSSING, STAGE 2	12/14/07	FUEL COST ADJUSTMENT	\$154,500	\$24,816,389	\$145,637
007431	SR522, U/W BOTHELL CASCADIA SOUTH ACCESS	12/17/07	FUEL COST ADJUSTMENT	\$24,200	\$15,540,016	\$8,556
007465	I-5 GRAND MOUND-MAYTOWN STG 1-ADD LANES	2/8/08	FUEL COST ADJUSTMENT	\$184,000	\$31,307,541	\$54,672
007469	10-MILE RD TO SR 546 WIDEN STAGE 1	4/7/08	FUEL COST ADJUSTMENT	\$842,450	\$68,294,766	\$172,791
007474	US 12, FRENCHTOWN TO WALLA2, ADD LANES	3/3/08	FUEL COST ADJUSTMENT	\$250,000	\$55,228,985	\$84,960
007479	176TH ST SE TO MARSH RD I/S WIDEN TO MARSH ROAD I/	2/13/08	FUEL COST ADJUSTMENT	\$739,478	\$43,457,428	\$338,993
007532	QUIET COVE RD TO SR 20 SPUR STAGE 2	3/14/08	FUEL COST ADJUSTMENT	\$198,200	\$25,270,756	\$107,284
007550	BURLEY OLALLA INTERCHANGE	5/26/08	FUEL COST ADJUSTMENT	\$57,870	\$12,379,597	-\$4,297
007553	SR 900, SE 78TH ST VIC TO NEWPORT WAY VIC AND I-90	7/7/08	FUEL COST ADJUSTMENT	\$253,200	\$19,035,469	-\$93,812
007575	SR 99, ALASKAN WAY VIAUCT- REPLACEMENT S MASS ST	7/14/08	FUEL COST ADJUSTMENT	\$107,809	\$22,596,894	\$0
007577	PURDY CREEK BRIDGE - REPLACEMENT	7/28/08	FUEL COST ADJUSTMENT	\$11,000	\$16,039,797	\$0
007587	SR 6, S FORK CHEHALIS RIV BR REPLACEMENT	7/9/08	FUEL COST ADJUSTMENT	\$24,600	\$9,601,977	-\$10,551
007594	I-5/SR16 NALLEY VALLEY I/C	8/13/08	FUEL COST ADJUSTMENT	\$35,000	\$9,244,392	-\$9,865
007610	US 395, NSC - US 2 LOWERING	10/21/08	FUEL COST ADJUSTMENT	\$1,102,600	\$59,824,266	\$0
007622	I-90, RICHARDS RD TO WINERY RD VIC SEISMIC RETROF	11/13/08	FUEL COST ADJUSTMENT	\$884,100	\$59,750,499	\$0
007631	172ND ST NE (SR 531) INTERCHANGE MODIFICATION	12/2/08	FUEL COST ADJUSTMENT	\$5,787	\$7,205,139	\$0
			FUEL COST ADJUSTMENT	\$155,000	\$21,408,553	\$0
				\$5,667,612	\$781,564,606	\$2,048,398

Fuel Cost Adjustment Dollars Paid

