AGC Associated General Contractors of Washington / WSDOT

ADMINISTRATION TEAM
M I N U T E S

Date: September 17, 2004
Time: 9:00 am
Place: Tacoma AGC Building

Attending							
	Cathy Arnold	✓	Mike Hall		Mark Rohde	✓
	Jerry Brais	✓	Ann Hegstrom		Mark Scoccolo	✓
	Forrest Dill		Ron Howard	✓	Greg Waugh	✓
	Doug Ficco		Dave Jones	✓	Tom Zamzow	✓
	Bob Glenn	✓	Tina Nelson	✓		
	Paul Gonseth	✓	Cathy Nicholas	✓		

Opening

The minutes of the June 11th meeting were approved.

Ron announced that Dave Banke, Carl Jonasson and Cathy Arnold have all resigned from the team during the summer. Ron introduced Mark Borth, of Mowat Construction, and Dave Standahl, from WSDOT's Northwest Region. Mark and Dave will be proposed for membership at the next Lead Team meeting.

Ron noted that Doug Ficco has changed jobs, from Construction Administration in Southwest Region to a position managing the new Columbia River Crossing at Vancouver/Portland. Doug's status on this team will be determined before the next meeting.

Roundtable

Mark Scoccolo says that SCI has two WSDOT projects this year. One is a siphon pipe under I-5 at 288th Street and the other is an intersection job on SR 520 at Redmond Way. On the private side, the company is working on the Firefighters Joint Training Facility in Seattle, a railroad station in Kent and a substation for Puget Sound Energy. The company is happily busy.

Jerry Brais says things are slow in King County. They will be advertising a project on Des Moines Way in a couple of weeks.

Mark Rohde notes that CBI had no WSDOT prime work this season for the first time in years. He hopes there will be a return to his kind of work on bridge decks and pavements soon. He has found work in Idaho and California, has bridge re-hab for the City of Tukwila and a variety of subcontract work.

Roundtable (cont)

Tina Nelson remarked on the ongoing work outside the door on Pacific Avenue. She says the project has gone very well. She says that the D Street overpass job is now looking at a Spring '05 Ad date. Tina is chair of the 1-99 committee that is working on GSP's for local agencies to allow flexibility in Division 1 actions. She has been exploring a local agency add-on to WSDOT tech training and is looking to join APWA workshops in training and information.

Mark Borth reported that Mowat has a number of projects working toward completion before this winter. Most of these have been very successful. Ongoing work exists in Alaska and on the 2nd Street Bridge in Mount Vernon. Mowat made a strong try for the big Sound Transit tunnel job, but ended up second bidder.

Paul Gonseth says that his office just finished up the Elk Heights project on I-90 near CleElum. This was a nickel job that turned out well. The Region is also finishing up the Ryegrass project at Vantage and is promising an opening before winter. The Yakima River bridge in Richland is behind schedule, with demolition problems. Look for big jobs next year: the next link in SR 12 east of the Tri-Cities (Nov), SR 240 in Pasco (Dec) and a project on SR 24, Yakima to Moxee (Feb).

Greg Waugh says that Kuney is running out of work. The LaGrande, Oregon job and the North-South Freeway bridges in Spokane should both finish this winter. The Portland job on the St. John's Bridge is a couple weeks ahead of schedule and should finish up next summer. There has been an extended duration due to the addition of 89 suspender cables. Kuney is bidding Design-Build work in Corvallis, Oregon and on the Everett I-5 job as partner with Mowat and Jacobs.

Cathy Nicholas discussed the Federal Highway Funding Reauthorization. The Congress is still fussing over the dollars and the terms. Looks like it may end up being a one-year extension. In the meantime, the current extension expires September 24th and an additional extension will be needed.

Cathy Arnold reports from Seattle, that Northwest Region will be coming out with a few nickel jobs, notably SR 9 and SR 522. A big job is the Pierce County Line to Tukwila HOV extension and Cathy is really looking forward to a little project to replace the pavement between James Street and Olive Way on I-5 in downtown Seattle.

Tom Zamzow reports that Wilder is closing up a number of projects around Western Washington. They are also bidding the Everett HOV Design-Build job. Tom wants the team to look at the time involved in mix design for Superpave Hot Mix Asphalt. Typical completion times do not allow sufficient time to accomplish the design and do the work. The team agreed to add this subject to the current schedule topic.

Roundtable (cont)

Bob Glenn described work on WAPA/WSDOT joint training for this winter and noted that there will be discussion of the mix design timing problem mentioned by Tom. He noted that Lakeside has 12 divisions. His area is Aberdeen and the coastal counties. Bob noted that there seems to be a trend toward a single supplier of paving oil in the Puget Sound region. This could have a drastic effect on prices. Bob told an amusing story of local politics in Pacific County and how a Lakeside low bid was rejected when the local favorite company was second by only $12.

Dave Jones reported that his Prompt Pay task force is nearing completion of their work and that a final report including findings and recommendations will be forthcoming this Fall. He presented a sealed box which could contain sign structure fittings. All materials documentation for fittings sealed into such a box will be completed and, if the inspector in the field can verify a sealed box, all documentation requirements will be fulfilled. If the contractor opens the box before the inspector sees it, however, all bets are off and materials documentation will be needed again. Dave described his work on access to Federal Interstate R/W and for traffic access to Interstate highways. He has prepared provisions that would allow contractors to enter the R/W through the fence, that would prevent access to the roadway by other than legal movements (standard) and will allow traffic access on specific jobs with FHWA approval (GSP—selected projects). Dave handed out copies of the provisions and requested comments from team members.

Dave Standahl introduced himself and noted that he has recently been reassigned from Project Engineer to Northwest Region special projects.

Ron Howard reported that the Traffic Control specs became part of the Standards on August 2nd and that he has spent the month of August traveling the State to present the new provisions to Design, Construction and Traffic personnel in WSDOT. Ron also described recent difficulties with environmental permit violations and outlined short-term and long-term DOT strategies to overcome the difficulties.

Old Business Progress Schedules

Ron presented the final draft rewrite of Section 1-08.3. There was little discussion and the spec was accepted by consensus.

Paul Gonseth presented a provision that would become a GSP replacing part of Section 1-08.3 on smaller, simpler jobs that could be managed with a bar chart schedule. There was extensive discussion, including the following points:

Old Business (cont) Progress Schedules

- The last 1 ½ sentences, related to CPM features should be eliminated.
- Use of the GSP can be approved by the Region, but not necessarily the Region Administrator. Cross out "Administrator" in the instructions to designers.
- Instead of replacing the second paragraph, the spec should replace the first two paragraphs.

Paul agreed to redraft the provision for review at next month's meeting.

Greg Waugh and Paul Gonseth began a discussion of Section 1-08.5. The first subject was the paragraph about working days between Christmas and New Years'. The group had some division over whether these should be non-working days or unworkable days and under what conditions. There was a sentiment that, if the Contractor chose to work, there should be time charges, or at least some compensation for the Owner's inspection costs. There was no resolution of this topic. There was a lively discussion of the term "other conditions" as a reason for unworkable days. One school of thought was to drop this, as these should be evaluated as time extensions, instead. Others felt this was a good tool for resolution of minor time problems on many jobs and should not be dropped because of a few problem jobs. There was no resolution of this topic, either.

Future Meetings
October 15th, 2004 @ Tacoma AGC (9:00 am)
November 12th, 2004 @ Tacoma AGC (9:00 am)
January 14th, 2005 @ Tacoma AGC--Boardroom (9:00 am)

Assignment List

Who	What	By When
Sponsors	Prepare to Lead Team thru Subject Area	Oct 15th
All members	Provide Input to Sponsors	ASAP
Paul	Revised Text for 1-08.3 Alt (Simple Bar Chart)	Oct 15th

Team's "Round Tuit" List

1. Traffic Control Provisions
2. Progress Schedules
   Short-term Scheduling
   Section 1-08.8, p5.c—Extensions for Quantity Overruns?
3. Re-visit NCHRP 350 and Standard Specifications of Traffic Signs
4. Insurance Cost/ Reimbursement
5. Tort Claims Liability/Accident Reports
6. Bid Item for On-site Overhead
7. Disputes Review Boards
8. Joint Training—Documentation
9. Payroll, Wage Administration procedures
10. Materials on Hand provisions
11. Web-Based Construction Management

Attachments
Dave Jones' R/W & Traffic Access Draft Specs
Accepted Section 1-08.3
Paul Gonseth's 1-08.3(alt) Bar Chart Spec

1-07.16 Protection and Restoration of Property

1-07.16(1) Private/Public Property

The contractor shall not use contracting agency owned or controlled property other than that directly affected by the contract work without the approval of the Engineer. If such approval is granted by the Engineer, the contractor shall then vacate the area when ordered to do so by the Engineer. Approval to temporarily use the property shall not create any entitlement to further use or to compensation for any conditions or requirements imposed.

The Contractor shall protect private or public property on or in the vicinity of the work site. The Contractor shall ensure that it is not removed, damaged, destroyed, or prevented from being used unless the contract so specifies.

Property includes land, utilities, trees, landscaping, improvements legally on the right-of-way, markers, monuments, buildings, structures, pipe, conduit, sewer or water lines, signs, and other property of all description whether shown on the plans or not.

If the Engineer orders , or if otherwise necessary, the Contractor shall install protection, acceptable to the Engineer, for property such as that listed in the previous paragraph. The Contractor is responsible for locating and protecting all property that is subject to damage by the construction operation.

If the Contractor (or agents/employees of the Contractor) damage, destroy, or interfere with the use of such property, the Contractor shall restore it to original condition. The Contractor shall also halt any interference with the property's use. If the Contractor refuses or does not respond immediately, the Engineer may have such property restored by other means and subtract the cost from money that will be or is due the Contractor.

The Contractor may access the worksite from adjacent properties. The Contractor shall not use or allow others to use this access to merge with public traffic. During non-working hours, the Contractor shall provide a physical barrier that is either locked or physically unable to be moved without equipment. No existing structures shall be breached. Existing fencing may be breached. The Contractor shall control or prevent animals and persons not involved in the contract work from entering the worksite to the same degree that they were controlled before the fence was breached. The Contractor shall effectively control airborne particulates that are generated by use of the access. The location and use of the access shall not adversely affect wetlands or sensitive areas in any manner. The Contractor shall be responsible for obtaining all haul road agreements, permits and/or easements associated with the access. The Contractor shall replace any fence or structure, repair any damage and restore the site to its original state when the access is no longer needed. The Contractor shall bear all costs associated with this worksite access.

1-07.16(3) Fences, Mailboxes, Incidentals

The Contractor shall maintain any temporary fencing to discourage pedestrians from entering the worksite and to preserve livestock, crops, or property when working through or adjacent to private property. The Contractor is liable for all damages resulting from not complying with this requirement.

The usefulness of existing mail or paper boxes shall not be impaired. If the contract anticipates removing and reinstalling the mail or paper boxes, the provisions of Section 8-18 will apply. If the mail or paper boxes are rendered useless solely by acts (or inaction) of the Contractor or for the convenience of the Contractor, the work shall be performed as provided in Section 8-18 at the Contractor's expense.

Amendment to Standard Specification

1-07.23 Public Convenience and Safety

1-07.23(1) Construction Under Traffic

The Contractor shall conduct all operations with the least possible obstruction and inconvenience to the public. The Contractor shall have under construction no greater length or amount of work than can be prosecuted properly with due regards to the rights of the public. To the extent possible, the Contractor shall finish each section before beginning work on the next.

The Contractor shall enter interstate highways only through legal movements from existing roads, streets, and through other access points specifically allowed by the contract documents.

To disrupt public traffic as little as possible, the Contractor shall permit traffic to pass through the work with the least possible inconvenience or delay. The Contractor shall maintain existing roads and streets within the project limits, keeping them open, and in good, clean, safe condition at all times. Deficiencies caused by the Contractor's operations shall be repaired at the Contractor's expense. Deficiencies not caused by the Contractor's operations shall be repaired by the Contractor, when ordered by the Engineer, at the Contracting Agency's expense. The Contractor shall also maintain roads and streets adjacent to the project limits when affected by the Contractor's operations. Snow and ice control will be performed by the Contracting Agency on all projects. Cleanup of snow and ice control debris will be at the Contracting Agency's expense. The Contractor shall perform the following:

Proposed General Special Provision

The portion of Section 1-07.16(1) that prohibits the merging of construction vehicles with public traffic from an access gained through adjacent properties is rescinded, provided the contractor's submittal is approved as required below.

Section 1-07.23(1) is supplemented with the following

Access for Construction

The Contractor may enter and leave the traveled way, auxiliary lanes or shoulders at approved locations other than established legal movements. To obtain approval of such an access location, the Contractor shall submit a request to the Engineer. The Contractor's request shall be submitted to the Engineer at least 30 calendar days prior to the time the use of the access will be required. This submittal shall include a vicinity map indicating the stationing and offset to the centerline of the access, distances from existing access points and a traffic control plan conforming with the requirements specified in Section 1-10.2(2). The access shall meet the following requirements:

- The access location shall have traffic control in place as per an approved site-specific plan in accordance with the MUTCD Part VI and any Washington State Modifications when in use. Unauthorized use of the access from adjacent property is to be prohibited by the use of signing and/or flaggers as conditions warrant.
- The continuity of the existing drainage system shall be maintained through the access site.
- Air borne particulates created as a result of using the access shall be effectively controlled.
- The access location shall not adversely affect wetlands or other sensitive areas.
- No merging of construction vehicles with public traffic shall occur within 1.5 mile of an existing ramp merging point.
- Any merging will be on a tangent section and on the approach side of any crest vertical curve.
- Access to and from the worksite adjacent to a multi-lane facility will only be allowed to and from the outside lane when that lane has been closed. Short-duration shoulder stops in the construction zone, utilizing light vehicles properly equipped with warning flashers, will be allowed without a lane closure.
- No existing median crossing shall be used or new median crossing constructed within 1.5 miles of a ramp merging point.

At the completion of the project, the Contractor shall restore the area of the access site to its original, pre-contract, condition. Any damage to the traveled way, shoulders, auxiliary lanes, side slopes or other items caused by the access shall be repaired. All work to comply with this provision or to build, maintain, provide erosion control, control airborne particulates, ensure that drainage continues through the access site, provide traffic control when necessary, remove the temporary access and restore the surrounding area when no longer required for use are the responsibility of the Contractor. The Contractor shall include all related costs in the bid prices of the contract.

AGC/WSDOT ADMIN TEAM

Final Draft Specification

1-08.3 Progress Schedule

No later than seven calendar days after the date the contract is executed, the Contractor shall communicate with the Project Engineer to describe work planned to be performed during the first stages of the project until the time that the progress schedule has been submitted and reviewed. Where the first stages are complex or extensive, the Project Engineer may require that the preliminary schedule information be submitted in written form, including a description of the activities, the duration of each and the relationship to other early activities.

The Contractor shall submit a progress schedule to the Project Engineer no later than thirty calendar days after the date the contract is executed. Upon request by the Contractor, the Project Engineer may approve an extension of this time up to an additional thirty calendar days provided the project is of long enough duration and of sufficient complexity to warrant additional schedule preparation time. This schedule and any replacement schedule shall show physical completion of all work within the specified contract time and shall show the planned order of work, which shall correspond to any order of work requirements included in the contract documents. The schedule shall be developed by the Critical Path Method. Durations shall be in working days as defined in Section 1-08.5 or as modified in the Special Provisions. The schedule shall display all activities necessary to complete the work. Activities shall be defined in small enough durations that the work can be described in recognizable detail. The individual activity durations shall be reasonable for the included work. The inter-relationship of all activities shall be shown in a logical sequence that discloses all predecessor and successor activities for each. Restraints, in addition to dummy activities, may be utilized, but may not serve to change the logic of the network or the critical path. If the schedule is submitted using a methodology other than a network diagram (arrow or precedence), the method used shall either clearly display or be accompanied by a list of information typically used in network diagram methodology. When required by the Project Engineer, any or all of the information noted below shall be provided with the schedule submittal:

Critical Path defined
Activity description
Event description
Duration of activity
Other activities preceding each activity
Other activities succeeding each activity
Early Start (ES) and Finish (EF) for each activity
Late Start (LS) and Finish (LF) for each activity
Total (TF) and Free (FF) float for each activity
Dummy activities

General Special Provision (GSP)

Allow Bar Graph Schedule on simpler jobs.

(Instructions to Designers)

At the discretion of the Region Administrator **(?)**, use on less complex projects (those with few concurrent activities that are critical to subsequent activities) where progress schedules may be submitted using bar graph or similar type methods.

(March 13, 1995)
Progress Schedule
The second paragraph of Section 1-08.3 is revised to read as follows:

> The Contractor shall submit a progress schedule to the Project Engineer no later than the first working day as defined in Section 1-08.5. This schedule and any replacement schedule shall show physical completion of all work within the specified contract time and shall show the planned order of work, which shall correspond to any order of work requirements included in the contract documents. The schedule shall be developed by a critical path, bar graph, or similar type method. Durations shall be in working days as defined in Section 1-08.5 or as modified in the Special Provisions. The schedule shall display all activities necessary to complete the work. Activities shall be defined in small enough durations that the work can be described in recognizable detail. The individual activity durations shall be reasonable for the included work. The inter-relationship of all activities shall be shown in a logical sequence that discloses all predecessor and successor activities for each. When required by the Project Engineer, any or all of the information noted below shall be provided with the schedule submittal:
>
> Critical Path defined
> Activity description
> Event description
> Duration of activity
> Other activities preceding each activity
> Other activities succeeding each activity