

2013 Statewide Asphalt Preconstruction Conference Notes

February 20th, 2013

Embassy Suites Hotel



Lettings

(See schedule on next slide)

- Are moving to once per month rather than twice
- Other states have went this route and it seems to be working well
- There will be opportunities for special lettings throughout the year - we will be adding these, as needed

2013 Letting Schedule

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

SCHEDULE OF LETTING DATES FOR 2013

JANUARY 15

FEBRUARY 5

MARCH 12

APRIL 16

MAY 14

JUNE 11

JULY 9

AUGUST 6

SEPTEMBER 10

OCTOBER 8

NOVEMBER 5

DECEMBER 3

All Lettings are held in DOH Conference Room A-122, State Capitol Complex, Building Five, 1900 Kanawha Boulevard East, Charleston, West Virginia 25305.

Bid Express

- Question and Answer System : Info Tech is a software firm that manages Bid Express. WVDOH and Contractors Association brought representatives from Info Tech to go over the Small Business Network - we liked the Q&A and so did the contractors
- Special provision and policy - 90 percent complete - will go to the question and answers - only way to ask is through BidExpress website - the policy contains rules about how we are going to answer - once answered, the question and answer will publicized on the bid express website - don't have to be member to use website
- Why are we proceeding this way? Sometimes we are asked same question several times - this is a way to streamline the process and it opens everything to everyone - information purposes only
- If any change to contract, we will issue an addendum and then place it in BidExpress
- WVDOH plans to test another feature whereby we would post electronically the contract and bond on BidExpress - once awarded, contractor can go to website and download from there - may be asking some contractors to help us test this feature - look for later part of year

Quality Control Plans

- Please remember to submit these in a timely manner. We MUST have them prior to work being performed. We are still seeing them being approved after the work has started or is finished. Payment may be withheld unless this changes.
- QC plans should not be lumped together, they should be submitted separately
- A master QC plan CAN be submitted for state projects, federal projects require their own project specific QC plan

SiteManager

- We will be using SiteManager on all projects this year.
- POs will be done as they have been in the past.
- Another program going to come out in couple years - ERP - massive program - this will combine financial and other systems into one - SiteManager already interfaces with ERP in other states as it is an AASHTOware program
- Have been fully implemented in SiteManager Construction since May 2012 - going to start a couple of projects in SiteManager Materials - getting ready to start that process
- AASHTOware updates SiteManager twice per year - we haven't updated since started - in March 2013 we will test newest version - hopefully upgrade by end of 2013 - AASHTOware going to web based version in future - this will NOT effect contractors

Materials Certs / Lab Numbers / Test Results

- Need to final items as we go - be sure to have authorization #, lab #, and item # on invoices
- Test Results need to be submitted in timely manner and follow what's in QC plan
- In SiteManager Materials, payment is based upon whether we have taken a test sample - not whether it passes or fails - if haven't taken a sample, then there will be a discrepancy on DOH estimate when send out - can override and pay but DOH policy only allows for 45 days - make sure we get test results in or system is going to pull your money back off your estimate

Estimate Calendar Dates

(See calendar on next slide)

- Nothing has really changed
- Trying to run every two weeks -
shows about 25 payments in year -
there is a lag at the end of the year

2013 Estimate Date Calendar

2013

January							February							March							April								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
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6	7	8	9	10	11	12	3	4	5	6	7	8	9	3	4	5	6	7	8	9	7	8	9	10	11	12	13		
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May							June							July							August								
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12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17		
19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24		
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September							October							November							December								
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29	30						27	28	29	30	31			24	25	26	27	28	29	30	29	30	31						

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ESTIMATE CUTOFF AND SUBMISSION DATES FOR 2013 ALL CONSTRUCTION PROJECTS

CUTOFF DATE	DATE DUE FROM PROJECT TO DISTRICT	REMIS ENTRY AND SUBMIT TO BF BY
January 11, 2013	January 15, 2013	January 18, 2013
January 25, 2013	January 29, 2013	February 1, 2013
February 8, 2013	February 12, 2013	February 15, 2013
February 22, 2013	February 26, 2013	March 1, 2013
March 8, 2013	March 12, 2013	March 15, 2013
March 22, 2013	March 26, 2013	March 29, 2013
April 5, 2013	April 9, 2013	April 12, 2013
April 19, 2013	April 23, 2013	April 26, 2013
May 3, 2013	May 7, 2013	May 10, 2013
May 17, 2013	May 21, 2013	May 24, 2013
May 31, 2013	June 4, 2013	June 7, 2013
June 14, 2013	June 18, 2013	June 21, 2013
June 28, 2013	July 2, 2013	July 5, 2013
July 12, 2013	July 16, 2013	July 19, 2013
July 26, 2012	July 30, 2013	August 2, 2013
August 9, 2013	August 13, 2013	August 16, 2013
August 23, 2013	August 27, 2013	August 30, 2013
September 6, 2013	September 10, 2013	September 13, 2013
September 20, 2013	September 24, 2013	September 27, 2013
October 11, 2013	October 16, 2013	October 18, 2013
October 25, 2013	October 29, 2013	November 1, 2013
November 8, 2013	November 13, 2013	November 15, 2013
November 29, 2013	December 4, 2013	December 6, 2013
December 13, 2013	December 18, 2013	December 20, 2013
December 31, 2013	January 3, 2014	January 7, 2014

Project Finalization

- Need to final projects faster, complete punchlist quickly - DOH will start contacting after 30 days of idle/no work on punchlist to inquire as to intent and bonding company will be carbon copied
- Remember - final as you go - everything is tracked in SiteManager and open for the world to see

B & O Taxes

- Need to pay in a timely manner
- Need release or proof of payment (canceled check and calculations on how arrived at that amount)
- We have to have in order to final out jobs

Safety

- Please remember safety when you are on the jobsite - we are using lots of hot (and warm) materials and need to watch out for each other - a lot of equipment moving and noise
- Make sure you have all of your traffic control devices installed properly, signs in place, legible, and unobstructed, functioning properly
- Flaggers should be alert, no sitting, wearing appropriate attire (vests), using paddles that are legible, unobstructed view of them both day and night.
- Want to remind everyone, both DOH and industry, that the DOH will NOT be paying for flaggers holding paddles (slow) next to equipment on the four lane projects. May be some special projects that allow, but policy says no - has to be outlined in plans at time of bid

ADA Memorandum

(See the memo on the next slide)

- Guidelines on sidewalks - if paving and sidewalks not up to standard should be items in contract to bring up to standard
- If there are not items in the contract, inform the Contracts Section (if prior to bid) and District (if after Letting) so that they can be added to job
- Make sure that sidewalks are accessible for everyone - won't actually be replacing entire sidewalk, just taking care of curb drops

ADA Memorandum



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

September 27, 2012

MEMORANDUM

TO: All District Engineers/Managers
All Division Directors

FROM: Marvin G. Murphy, P. E., P. S. *MGM*
State Highway Engineer

SUBJECT: SIDEWALK GUIDELINES

Effective immediately, this memorandum shall serve as interim guidelines until Engineering Division DD-817, Minor Preventive Maintenance, and DD-811, Curb Ramps and Sidewalks, are revised. These guidelines shall apply to all new construction projects and resurfacing projects.

Interim Implementation for Curb Ramps Only

The replacement or addition of curb ramps to satisfy the following policy shall be accomplished by an addendum or change order for any project advertised after October 1, 2012. Any project that has been let or awarded and construction in the area of the curb ramps is anticipated to occur after April 1, 2013, the replacement or addition of curb ramps shall be added by a change order.

Existing Sidewalks

Resurfacing projects are considered an alteration by the Department of Justice (DOJ) and will require all existing curb ramps within the resurfacing project to meet the 2010 Americans with Disabilities Act (ADA) Standards for accessible design. This will require installing curbs ramps where presently a curb ramp does not exist to make the sidewalk ADA accessible. Existing sidewalks shall be evaluated for ADA Compliance using the DOJ 2010 ADA Standards for Accessible Design. The 2010 ADA Standards for Accessible Design consists of the 28 CFR Part 35.151 from the Code of Federal Regulation combined with the 2004 ADA Accessibility Guidelines.

For sidewalks located outside of a municipality, the District/Division shall evaluate and fully document the entire sidewalk within the resurfacing project limits for ADA Compliance. A cost estimate for the renovation and a copy of the ADA evaluation shall be forwarded for review to the District/Division ADA Coordinator. The WVDOH is currently working on an ADA Transition Plan to bring all WVDOH sidewalks up to ADA Compliance. To assist in this effort, consideration

E.E.O./AFFIRMATIVE ACTION EMPLOYER

Sidewalk Guidelines
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shall be given by the District/Division at the time of the resurfacing project to incorporate the sidewalk renovations into the resurfacing project. The District/Division may request, through the District ADA Coordinator, that due to the extent of the scope, the sidewalk renovations not be incorporated into the resurfacing project, and be included in the WVDOH ADA Transition Plan. The ADA Coordinator shall obtain approval for this request from the State Highway Engineer. Regardless when the sidewalks are renovated, curb ramp work to make the sidewalk ADA Compliant is required to be incorporated into the resurfacing project.

For sidewalks located on the WVDOH Right of Way within a municipality responsible for the maintenance of the sidewalks, the District/Division ADA Coordinator shall inform the municipality that the existing sidewalks need to be evaluated for ADA compliance. Any sidewalk found to be non-compliant needs to be added to municipality's ADA Transition Plan. Curb ramp work to make the sidewalk ADA Compliant is required to be incorporated into the resurfacing project regardless of the maintenance responsibility for the sidewalks.

New Sidewalks and Replacement of Existing Sidewalks

The Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG), dated July 26, 2011, should be considered as minimum criteria for the design of any new sidewalk or the replacement of an existing sidewalk. Currently, PROWAG is still in the rule making process and the 2010 ADA Standards for Accessible Design is being enforced by the Department of Justice. Therefore, new sidewalks shall also be checked for compliance with the 2010 ADA Standards for Accessible Design.

An ADA Exceptions Justification Report in DD-811 shall be submitted to the District/Division ADA Coordinator for review and comments for any exception to the ADA requirements in 2010 ADA Standards for Accessible Design. Although an ADA exception is granted for a requirement being technically infeasible to meet, the requirement shall be met to the maximum extent feasible. The District/Division ADA Coordinator shall maintain a copy of all ADA Exceptions Justification Reports and ADA evaluations of sidewalks for future reference. A copy of this documentation shall be sent to the following address:

West Virginia Division of Highways
EEO Division ADA Coordinator
1900 Kanawha Boulevard, East
Building 5, Room 948
Charleston, West Virginia 25305

Should you have any questions or require additional information, please contact Mr. Robert L. Douglas, P. E., WVDOH ADA Coordinator, by telephone at (304) 558-9690, or by e-mail at Robert.L.Douglas@wv.gov.

MGM:Bc

cc: Federal Highway Administration

Purchase Order Paving

- Not a lot of big changes
- Bid opening scheduled March 6, 2013
- warm mix removed
- Reminder that anyone bidding needs to make sure they are registered with the Secretary of States Office - they are checking that on PO's - a little more stringent this year than in the past

Question 1

Are we really gaining anything with safety edge on thin overlays?

Answer 1

We feel it is probably too early to tell. We have used it in several locations. Some of them were very specific high run-off-the road rate accident areas.

Its performance most likely depends on how it is being done in the field. If it is being applied correctly then we should be providing a much safer road.

It should not be used for thin overlays and I think the DD says so, however this criteria may need to be increased to 1.5 inches.

We wanted to try and do some follow-up field reviews for structural performance as well but we have not been able to follow up yet. If this is just as safe, we will allow in order to increase the miles paved on roads.

Question 2

We need more uniformity in the design of resurfacing projects district to district. Ex: shoulders, width of both paved and stone, use of rubber tire roller, etc.

Answer 2

Agreed. Uniformity is good as long as we reserve the flexibility to address the unique needs of an individual project when the need arises.

However, we may need a Task Force to possibly create a new DD for small paving projects that detail criteria and how to present it. We realize there are unique needs to projects but some things need to be uniform so that the expectations are understood

We may need the task force to develop a DD for small projects

If there are specific needs, we would like to know - everyone has differing opinions on what is actually needed for a specific project.

Question 3

We need more uniformity in the general notes each district adds to resurfacing projects.

Answer 3

Agreed. We should only be using notes to inform, not change the specifications. Sounds like we may need some additional training for our designers and others involved to address the issue with uniformity. Evidently we are experiencing a lot of differences amongst our districts.

Question 4

We need to look at more sma type mixes for high traffic intersections like the Macy's project had.

Answer 4

We agree that SMA is a mix that we could really use. Many of our roads in WV would benefit from the structural support of SMA. We are currently making a lot of changes to the asphalt specifications. We would like to include SMA but have not had time to give it our attention. We are aware of it's use in other states (has been presented at TRB, SASHTO, etc.). This is something we want to do but we have had to channel our resources to other priorities. We will, however, look at SMA in the near future.

The open-graded aggregate structure combined with the polymer modified binder with fibers provides a deformation resistant, durable surfacing material, suitable for heavily trafficked roads, which are plentiful in WV. Because of the present changes being made in asphalt specifications it has been borderline tumultuous, and we have not had the opportunity to pursue more SMA. Unfortunately, we may not get to it in 2013.

Question 5

We need to enforce the specifications more uniformly from district to district. (We had an example of a final change order for Site Manager from Dave Douglas, and I was looking at the overrun and underrun reasons. I noticed that under traffic control they said the contractor did not install the low shoulder, uneven lane, and do not pass signs and thus the underrun. I guess there could have been a good reason for this but none was listed. Are districts just doing things like this at their discretion. Another reason said the lights were not working and the contractor did not repair them when asked. Maybe they withheld payment because of this but was safety sacrificed?

Answer 5

Uniformity in the enforcement of specifications between our districts is always our goal. We try to ensure the specifications are enforced/interpreted the same in every district but if we don't know of an issue, we can't fix it. Please let the Construction Engineer and/or Regional Engineer know of the issue, so that it may be addressed. Part of our Regional Engineer's job is to help with uniformity around the State. If we don't know that there's an issue, we can't get it fixed. Please keep them informed.

As for payment on the mentioned items, no one should vary/deviate from the Traffic Control plan unless they are willing to deal with the consequences that may occur from doing so. All traffic control items should be installed as planned unless conditions dictate otherwise. If there is no reason to deviate, you shouldn't. If all items are properly installed and in working order then they should be paid for. We do realize that lights can burn out and will need replaced. Our folks allow a reasonable amount of time to fix them before they do not pay. What is reasonable? That depends on the area you are in, the busier the less time you have because the need is greater, while the opposite is true.

Question 6

We need to update our standard details books. One example, there is generally an item to pay for buffer end sections in most plans. Some districts pay and some don't. The standard details sheet GR1 says under the notes section that the cost of the terminal section buffer end shall be included in the cost of the guardrail.

Answer 6

We do need to update some of our standard details and we try to continually do so. We also need to educate our folks as to what is in them and how they apply. However, much of it is getting lost as its only being updated online and the proper updates are not being listed in all plans and proposals for which versions apply. We do realized that there is a disconnect between what's posted online and what makes it into the plans.

Question 7

Some district pay for guardrail removal and some don't when they are replacing the existing rail with new. What is right? It has always been policy to include the removal cost in the replacement cost of new rail. If we are removing rail and not replacing it then we pay for removal. Again we need some uniformity.

Answer 7

We agree and will look further into the matter. Where in the specification does it say that guardrail removal is incidental to installing new guardrail? Unless there is a plan note stating that, it's not. Also, there is a guardrail removal item. We need to look at how that's being applied out there and what should be done.

Question 8

Can you give us an update on SiteManager, including status of both construction and materials? And when can a contractor become active in the system?

Answer 8

SiteManager Construction is and has for the most part been fully implemented since May 2012. The intent of the DOH was to get a product in use as fast as possible with an off the shelf product from AASHTO. The DOH did not want to customize any aspects so as to always be able to upgrade with ease to higher versions of SiteManager. SiteManager is an AASHTO product which means its owned and programmed at the discretion of the States that pay into the AASHTOWare process. To further expand on SiteManager Construction, the DOH receives feedback from its own users to tweak the system and policies we have in place. SiteManager Materials is a little behind schedule as far as implementing within the Districts. The DOH is currently scheduling on a project by project basis for beginning SiteManager Materials. Several Districts have already been trained in its use and once we get rolling with a few projects and everyone can see it in "LIVE PRODUCTION" then we expect it to expand rapidly. Our overall goal was to be fully implemented in SiteManager Materials by June 2013 but we may have to push that out to December 2013. We currently use SiteManager Version 3.10a and AASHTOWare is getting ready to release version 3.14a. The DOH is trying to become one of two States to test this version and if testing goes as planned we will upgrade to this version. AASHTOWare upgrades SiteManager about twice per year and this version of SiteManager (version 3.14) may be the last until it gets programmed as a web based version! For SiteManager Materials, we have been trying to work a couple of small projects through it with some slow success. We are continuing to address the inputs needed to make the system work. We have been working on items such as materials going to the wrong labs, associating QC plans, cleaning up wrong associations, permission issues, addressing the new Senior Level Technicians regarding review of tests, handling sampling of Approved List items on the project, and a couple of others.

As far as getting Contractors to become active, we have had meetings discussing this very need. What the DOH has planned is to get fully implemented in SiteManager Construction and SiteManager Materials, then proceed with getting the FHWA access. We are currently working with FHWA to allow them access to the system. Once that is complete we plan to work with a couple of contractors to attempt to grant access to the system for them and their sureties.

What is slowing us down a little bit here is working with our OT (Office of Technology) procedures to allow outside entity's to access our servers.

Question 9

Also on SiteManager---We still cannot get all the "to date" quantities on the estimates. We are still only getting "period" quantities. Can we get a report, like we used to get, that shows pay quantities this estimate and total paid quantities to date?

Answer 9

Yes, you can get a report that looks very similar to “old” estimates. If the project supervisor does not know how to print the report, please have them contact their regional finalization coordinator for assistance.

SiteManager was the best choice in the programs we had to choose from. Please bear with us as we work to address any issues with the program. If you have questions and/or issues with SiteManager, please contact us and we will try and address your concern.

Question 10

Pavement Widening is still an issue, especially in terms of a minimum width.

Answer 10

Every year we discuss this topic and we attempt to adhere to a 1 foot minimum width policy. If you see a project with a pavement or shoulder widening less than 1 foot in width please contact our Contracts Section of Contract Administration, so that they may inform the designer of the possible error. This holds true for any issue in a project.

Additional Question: Is this one foot per side?

Answer: Yes

Question 11

We are still seeing 1 inch pavement overlays. Has your policy changed?

Answer 11

This issue was also brought up and addressed last year - we can still place one-inch overlays from a true pavement preservation (pp) perspective. In fact, industry is working on and promoting an ultra-thin overlay as a pp treatment and we have no problem. However, we all need to understand that they have different construction considerations. Ultra-thin has a method specific process for compaction due to it being on the order of $\frac{1}{2}$ to $\frac{3}{4}$ inch, whereas a one-inch overlay is going to be subject to volumetric considerations. As a result, proper density is going to be needed and we need to be very careful when any of these treatments are placed due to climatic effects on the construction. This ties back into DD's, the Pavement Designers Conference, etc. We need to have more training to ensure that our folks are using the right treatment in the right areas.

Question 12

The WVDOH decision to not pay for flaggers on interstate projects is concerning, as it could impact the safety of the travelling public and workers. Can you relook at that issue?

Answer 12

In all of the meetings I have been in, Secretary Mattox has expressed his opinion that these flaggers are not needed. The DOH has elected to not pay for the use of these flaggers. However, if a contractor wishes to use them for their own safety, they may do so at their own cost. The reasoning behind this is that we do not pay for other safety devices used by the contractor such as vests, flashing lights on vehicles, nighttime lighting, hardhats, etc., but industry still uses them. If industry still feels it is needed then they need to use them and put that cost in other items on the project.

Question 13

We have several jobs that are not current in terms of getting paid for all quantities. What can be done to get paid promptly and for the correct quantities?

Answer 13

Please work through the chain of command, start at the project level then move to the district. If the issue is still not resolved then you need to contact the Regional Construction Engineer and have them look into it. Items should be paid when completed unless agreed upon prior. However, some contractors want to be paid for half completed work - for example put a box culvert in but no backfill, then expect to be paid - should only be paid partial. To be paid 100%, you must complete everything included in that item that is required to be performed.

Question 14

Can you review the new policy on Warm Mix Asphalt (WMA) so that everyone is on the same page?

Answer 14

(See the memo on the next slide)

Sure, we can read the memo dated January 3, 2013 to the attendees. It explains how to address projects in each of the three stages described.

We have been using Warm Mix since Fall 2009

Warm Mix Asphalt Memorandum



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

January 3, 2012

MEMORANDUM

TO: District Engineers/Managers
District Construction/Design Engineers
Engineering Division
Maintenance Division

FROM: Stephen T. Rumbaugh, P.E. *STR*
Acting Deputy State Highway Engineer –
Construction and Development

SUBJECT: WARM MIX ASPHALT

The Division has seen a recent increase in the use of Warm Mix Asphalt. Warm Mix Asphalt (WMA) is the generic term for a variety of technologies that allow producers of Hot Mix Asphalt (HMA) pavement material to lower temperatures at which the material is mixed and placed on the road. The Division has allowed its use since the publication of the 2010 Standard Specifications Roads and Bridges (see Section 401.4.2.1) via a water injection method described there-in. WMA has also been a part of FHWA's Every Day Counts initiative.

WMA technology has proved to offer various benefits to the paving industry such as extending the paving season, improved asphalt compaction, greater haul lengths and improve working conditions by reducing exposure to fuel emissions, fumes, and odors.

As a result of our experiences and aforementioned benefits, effective on all existing Contracts, the Division will allow the Contractor to substitute a WMA mix in lieu of any HMA item.

This substitution will be documented via a Change Order using existing WMA item numbers and meeting the requirements of Section 401.4.2.1. No price reduction will be deemed necessary due to the benefits described above.

WARM MIX ASPHALT
Page 2
January 3, 2013

It should be noted that for the 2013 Paving season, any projects currently advertised and for those yet to be advertised will have an addendum noting this policy change via Special Provision and will require all the applicable alternate WMA items added accordingly.

Should you require additional information, please feel free to contact Ron Stanevich at 304.558.9556.

STR:ms

Question 15

If a job tracked in Site Manager under runs an item, does that require a change order? Why the additional paperwork when no money changes hands? It requires work by the state and contractor and slows down the process.

Answer 15

Eventually, any and all items that either overrun or underrun will require a change order. This is required to “zero out” the financial end of the project. With the impending move to the ERP system, changes such as this have to be made. Since we switched project record systems, it just made sense to go ahead and make this change now, rather than later. Total finances have to equal exactly what is paid to the contractor.

Question 16

Will scratch ever be bid by the Square Yard, under any circumstances?

Answer 16

Yes, and our people have been told to do so on select projects when applying as a uniform layer in the plans. If it needs to be added via change order, then it will be on a spot by spot basis and paid by the ton.

Question 17

I have many questions and issues regarding the proposed 401 Pilot Project provisions..... until we see the related Material Procedures (MP's), I cannot adequately address them at this time.

Answer 17

Those should be circulating and generating comments now. Materials Control, Soils and Testing Division, along with Ron Stanevich, our Specifications Engineer, will be sitting down with industry very soon to discuss those MP's and specifications in order to reach a consensus before applying to projects. We have circulated those MP's to industry - Pat (Parsons) does have copies. They are still changing and, actually, FHWA gave more recommendations yesterday. We are currently looking at potential dates to sit down with the correct people in order to discuss industries' concerns. Please note that this is something that is new to our folks as well. We do have a thorough plan in place that involves central divisions hammering things out and then setting up times for training on these new specifications. For those participating in the following conference, there will be a presentation given by Aaron Gillispie and Tom Medvick.

For DOH folks, the upcoming Contract Administration/Materials Conference (March 6-8, 2013) will have a breakout session on this topic along with a presentation during the general session from 10:00 a.m. to 11:30 a.m. on Wednesday, March 6, 2013.

We will also be meeting with resurfacing coordinators, construction engineers, materials supervisors, etc. to provide this information. At the end of March 2013 (25-29) we plan to bring our folks in to our MCS&T Division to provide specific training.

Our Central Office state will be heavily involved in the first phase which will consist of interstates/expressways only. This has been joint effort with industry.

Question 18

The DBE goals on resurfacing projects force contractors in many cases to use the striping and pavement marking items to meet the goal, thus making it hard or impossible for a non-DBE subcontractor to get any work on federal aid projects.

Answer 18

There is a limited number of items that the contractor has to use to meet goals such as, guardrail and pipe and we look at those things to determine said goals. In order to meet our annual goal we have to set goals. We do try to set reasonable goals - there are always other items that can be used; however, the contractor chooses to use certain items for a number of reasons. There are typically always other items. We do understand that sometimes there might be an impact on non- DBE subcontractors but we are always trying to find a way to address that issue. There are numerous ways a contractor can meet those goals.

Question 19

What updates to Bid Express will we be seeing this season?

Answer 19

Very soon, all projects advertised by the DOH for bidding via the Bid Express website at <http://www.bidx.com> will require questions to be asked using the Question and Answer feature link displayed in the “Also Available” section of the proposal page. Questions received via telephone, email or other mechanisms shall not be answered and will otherwise be considered void. Everyone will have the opportunity to ask a question and read through questions that have already been answered. Please note that individuals do not have to be a member of Bid Express to ask a question or read through questions that have already been answered. Question and Answers are for “INFORMATIONAL PURPOSES ONLY” and shall not be intended as an alternative to the addendum process. Any individual that communicates directly to DOH personnel concerning an advertised project will be directed to the Question and Answer feature on the Bid Express website at <http://www.bidx.com>. No DOH personnel shall communicate any issues concerning an advertised project with anyone outside of the Agency. After this procedure is implemented, we are looking into a feature whereby we can add Contract and bond to Bid Express and the awarded Contractor would only have to go there to retrieve their documents. This is in its early stages and testing has yet to begin. I imagine we may call upon some Contractors to help with this testing.

Question 20

What is going on with use of warranties?

Answer 20

All projects under warranty are being monitored per the conditions of the contract. We started off with three projects, the first being US 33, between Spencer and Ripley. These were back to back projects and three different treatment strategies were used and compared to one another. We typically looked at wearing, microsurfacing, and thin lift high performance polymer overlay. They are still in service and are monitored each year.

The largest of the three projects was the one on I-79 with a nine year warranty. We are still in early stages and all four projects are ongoing and we are monitoring them per the terms of the contract. There was a special provision in those contracts - criteria where we have to look at each job to ensure that they are meeting the criteria each year.

Warranties are for the future - a form of contracting that is being explored and used. With the performance, you are going to see more of that as more risks are being placed on the contractors side. We do expect to pay with the way things are moving.

We currently don't have any warranty projects scheduled at this time or for this year.

Additional Question: Those warranty jobs are approximately three times the price of a normal job. If the materials are designed for a ten year cycle, why would we pay ten times the prices per mile to pay for warranty versus one third cost in traditional contracting strategies?

Answer: Any time that you are dealing with future happenings, it's a game of wait and see, but you can make predictions. I will say that you are pretty accurate on numbers. We specifically looked at interstates with this criteria and looked with normal overlays, specifically looking at how long during the life of the project would it take to drop below criteria (looking at a two and one half to three year cycle). The overlay on concrete would have seen in three winters. We looked at many jobs and found that they were dropping below that criteria. This in turn means that the general public would see us drop below what was asked for. This is not an exact science - at 9 years if the road still is meeting the criteria, we can expect 15 years of life which is what we should be designing anyway. With the warranty jobs we can extend our initial investments further. We can project extra costs upfront, but are getting more than three times the life if the criteria does what we think it should.

Question 21

When a job has federal highway money in it that the project has to be tested using the Lot-by-Lot method, regardless of the type of road and traffic. Can that be correct? That would mean that a two lane (or narrower) back county road that has federal money in it would have to be treated (tested) like an APD or NHS road.

Answer 21

I assume that the question is in regard to compaction testing, Lot-by-Lot Compaction testing vs. Roller Pass method. The answer in the 2010 Standard Specifications is that regardless of federal funding:

Page 209 Section 401.7.3 - Compaction: Acceptance testing for compaction shall be performed in accordance with either the Lot-by-Lot method described in Section 401.7.3.1 or the rollerpass procedure described in MP 401.05.20, based on the total new pavement thickness and the lift thickness provided in Table 401.7.3A.

In the 2012 supplemental - 401.7.3, it specifically notes that work on Interstates and Expressways, APD Routes, or any NHS Route shall be Lot by Lot. For everything else, table still applies.

Our intent was to ensure that routes not included in 2010 were included in 2012, thus the NHS routes - we do realize this needs a little more work and we are going to take a look at that.

Question 22

Policy on shoulder and ditching. How are we paying?

Answer 22

You should be following what it says in the specification - it covers one side for ditches. The payment item tells you how it should be paid and what should be done. Prior to 2010 the spec included both sides, it changed after that to each side as measured.

Question 23

What about driveways and entranceways?
We are deducting that length but paid in full.

Answer 23

In the specification, you should only be paying for the linear miles (kilometers) measured. Any additional work beyond the scope of the original plans but authorized by the DOH should be measured and paid for at the unit bid price. So, in short, you should only be paying for areas where the contractor performs work.

Question 24

There have been several questions from producers and bidders on Purchase Order (PO) contracts - availability of index.

Answer 24

Both PO's and contracts will be based on the March 1 index. The DOH will be sending out a reminder to liquid AC providers to remind them of how critical time is. We anticipate the index to be out on or before March 1, 2013.

Question/Answer 25

Comment on Warranty Question

I don't doubt the premium paid for a nine year warranty, but I believe the DOH got more than a ten or 15 year lifetime. What the DOH has gotten with this solution is a new perpetual pavement. You are getting quite a deal in the long run - won't be going in and out constantly like with other thin overlays.