

2016 Statewide Asphalt Preconstruction Conference

March 2016

Embassy Suites Hotel



General Discussion

Outline

- Welcome
- General Discussion – John Taylor
- Panel Introduction
- Question and Answers - Panel

General Discussion

SCHEDULE OF LETTING DATES FOR 2016

JANUARY 12

FEBRUARY 9

MARCH 15

APRIL 12

MAY 17

JUNE 14

JULY 12

AUGUST 9

SEPTEMBER 13

OCTOBER 18

NOVEMBER 8

DECEMBER 6

All Lettings are held in DOH Conference Room 719 State Capitol Complex, Building Five, 1900 Kanawha Boulevard East, Charleston, West Virginia 25305.

General Discussion

ESTIMATE CUTOFF AND SUBMISSION DATES FOR 2016

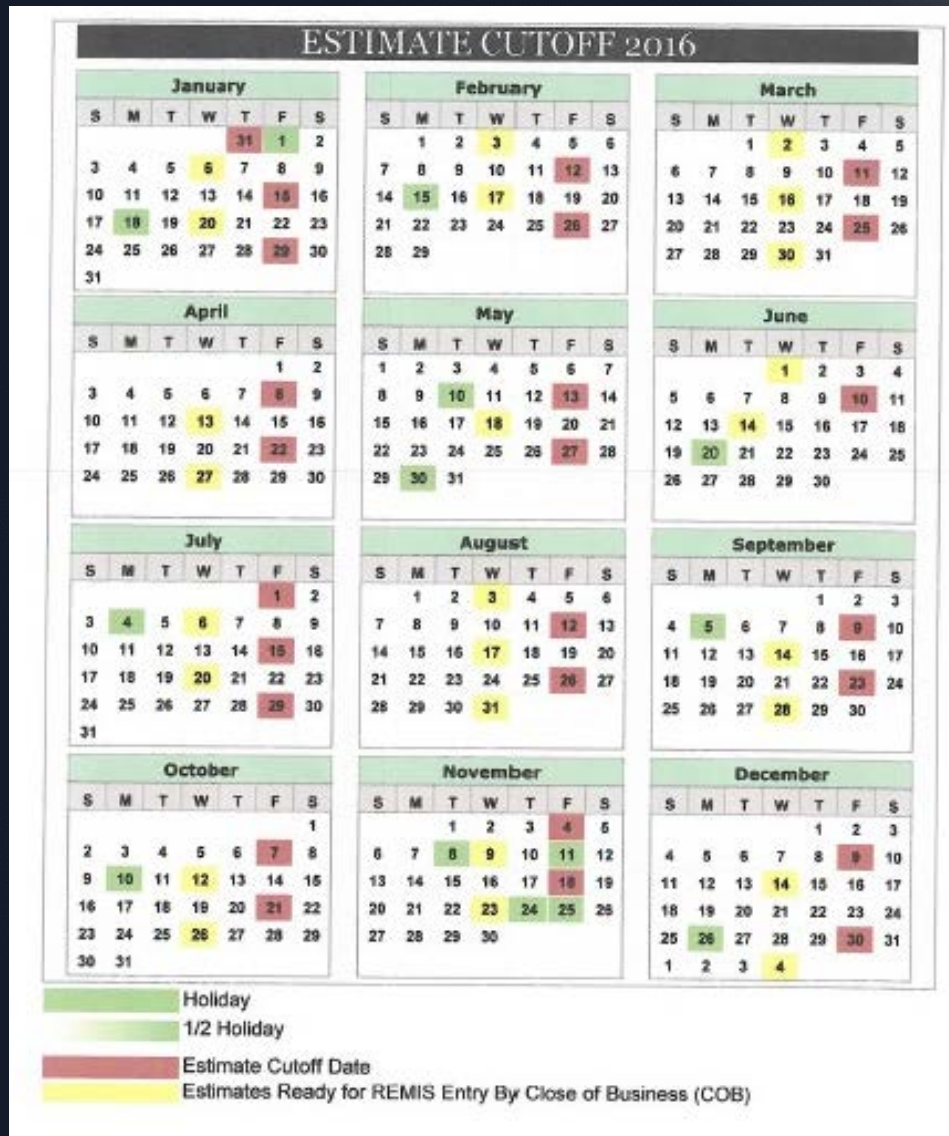
ESTIMATE CUTOFF DATE

December 31, 2015
January 15, 2016
January 29, 2016
February 12, 2016
February 26, 2016
March 11, 2016
March 25, 2016
April 8, 2016
April 22, 2016
May 13, 2016
May 27, 2016
June 10, 2016
July 1, 2016
July 15, 2016
July 29, 2016
August 12, 2016
August 26, 2016
September 9, 2016
September 23, 2016
October 7, 2016
October 21, 2016
November 4, 2016
November 18, 2016
December 9, 2016
December 30, 2016

READY TO BE ENTERED INTO REMIS BY CLOSE OF BUSINESS (COB)

January 6, 2016
January 20, 2016
February 3, 2016
February 17, 2016
March 2, 2016
March 16, 2016
March 30, 2016
April 13, 2016
April 27, 2016
May 18, 2016
June 1, 2016
June 14, 2016
July 6, 2016
July 20, 2016
August 3, 2016
August 17, 2016
August 31, 2016
September 14, 2016
September 28, 2016
October 12, 2016
October 26, 2016
November 9, 2016
November 23, 2016
December 14, 2016
January 4, 2017

General Discussion



General Discussion

PROJECT BIDS

- WVD0H has upgraded to this software which replaced expedite.
- Prime Contractors wanting to submit bids to WVD0H will have to acquire a new Digital ID thru Project Bids.
- To date approximately 220 digital ID's have been approved for WV Project Bids.
- To sign up please go to www.BIDX.com.

General Discussion

SITEMANAGER

- WVDOH is now accepting applications from PRIME CONTRACTORS to subscribe to SiteManager thru use of Citrix.
- Prime Contractors wanting to enroll in the program need to complete a couple of forms. The WVDOH will invoice the applicant at a later date (\$1,000.00 first year).
- WVDOH strongly suggests that only one applicant per Prime Contractor enroll at this time, become knowledgeable of the software, then decide on their own if other applicants is needed within their company.
- To inquire for access please just email John.E.Taylor@wv.gov and Douglas.L.Clark@wv.gov.

Questions and Answers

Questions and Answers

Question 1.

Regarding the newly proposed changes in striping widths, 663.3.2- Lane Line and Centerline: Throughout the state most all existing double yellow centerlines are configured with a 4" line, a 4" space, and 4" line.

Questions and Answers

Question 1A.

On district wide striping contracts, how does the state want the contractor to address overlaying a 4" line and spacing with a 6" line and space? The spacing in-between the two lines is area that effects the retracing.

ANSWER 1A

The contractor should keep the existing 4 in space on existing line and trace with the added width to the outside of the existing line.

Questions and Answers

Question 1B.

On resurfacing projects, how does State want the Contractor to tie-in to existing 4" configurations?

ANSWER 1B

There is no tie-in, they just butt together.



Questions and Answers

Question 1C.

In many plan sheets the wording states a lane width. For example, pavement or lane widths shall be 12'.....Is the width of the paint included as part of the lane width?

ANSWER 1C

Yes.

Questions and Answers

Question 2.

663.4 Pavement Preparation - Premarking, Coding-
-The 50 degree ambient air temperature creates challenges with night and late season projects. On resurfacing projects the fresh asphalt has some heat in it, but bridge projects being done at night pose a challenge due to time constraints and the penalties assessed. Night work, temperature requirements, and late season projects are challenges for application standards and any deviation can void the warranty. Can pavement markings be applied during the day when ambient temperatures are higher and not be penalized?

ANSWER 2

There are products on the market made for use in colder temperature applications. It is up to the contractor to use the materials they need for the given temperature and time of year the application takes place.

ANSWER 2

(Continued)

There is a revision to the Type II paint standard specifications currently submitted to the specification committee for consideration which requires the Contractor to utilize a material suitable for the ambient temps at the time of application, and specifies that the contractor is expected to apply Type II material at temps as low as 35 degrees.

Questions and Answers

Question 3.

663.5.2 Temporary & Permanent White or Yellow Traffic Paint--On occasion the plans indicate a temporary striping width of 4" and a permanent width of 6". The specifications want the temporary width to equal the permanent width. When the plans have this discrepancy, what action does the department want?

ANSWER 3

All temporary lines should be the same width as the permanent line. Without a full temporary width you will have early wear of the permanent line where there is not any temporary lines underneath. This should be clearly detailed in the plans. If it is not, please let us know through the appropriate procedures.

Questions and Answers

Question 4.

663 Contractors Warranty---. Districts on many occasions have the contractor restripe projects after the snow plow removes the paint and indicates paint failed. Due to the outdated 1 year warranty specification, this increases cost for the DOH. The 1 year spec was originally for oil based paint which did last longer. Several factors will make this specification difficult to meet, including geographical region, (Continue)

Questions and Answers

Question 4. (Continued)

temperate/climate, maintenance practices, rubberized crack filler along longitudinal joints and snow removal techniques are a few examples. What is the date for striping to have a passing Retroreflectivity reading? It will be beneficial for the group if the department would discuss the changes and expectations for the new warranty paint spec

ANSWER 4

Type II paint is a 1 year paint. The Type II is to be striped annually and that is why there was 1 year language. The language had nothing to do with waterborne vs Solvent. However, the language is being changed for Type II in a standard spec revision currently being reviewed by the spec committee and Type II markings will only be required to meet the warranty requirements through 10/31. Any Type II applied after 10/31 will have to meet the initial reflectivity and color once applied with no longevity period specified.

Questions and Answers

Question 5.

663.5.9.1 Type P-2 Installation--How does the DOH want the layout of RPM on two lane-two way (double yellow centerline) roads, taking into consideration the changes in paint width and RPM not going on the center joint?

ANSWER 5

A specification revision is in the works to address this issue.

Questions and Answers

Question 6.

Contractors should be responsible to document locations of existing pavement markings (which they are now but in addition...) with proof of documentation given to project supervisor prior to any work being performed that will obscure the original markings. This would aide tremendously in reestablishing temp or perm markings.

ANSWER 6

The districts agree that this is an issue. We need to make sure the contractor provides this information to the appropriate DOH personnel in a timely manner.

Questions and Answers

Question 7.

Please clarify the Department's position in paying flagging hours for setting up and taking down traffic control devices by a contractor without flaggers being on the roadway flagging.

ANSWER 7

No, you do not get paid for this. Section 636.23.14 states: "Flagger shall include the cost of furnishing, installing, maintaining and moving of the 'Advance Flagger' signs along with the actual flagging of traffic. The flaggers shall be paid for the actual authorized time controlling traffic and up to 30 minutes travel from a previous assignment."

Questions and Answers

Question 8.

Please clarify the Department's position in paying flagging hours for show up time by a DBE Subcontractor if no work is performed on the project due to inclement weather.

ANSWER 8

Similar to above, the specifications state: "The flaggers shall be paid for the actual authorized time controlling traffic and up to 30 minutes travel from a previous assignment." Therefore, no payment is made for show-up time.

Questions and Answers

Question 9.

Please clarify the Department's position in payment of the pilot truck item if the contractor's work operations are ceased with only a couple hours of work on the project. (Can a 1/2 day or partial day payment be made for the pilot truck?)

ANSWER 9

No, as currently written you get paid a day for use...

It doesn't matter if it's 2 hours or 12 hours.

Questions and Answers

Question 10.

Pilot Truck – Is pro-rating of the daily rate allowable?

ANSWER 10

No, pro-rating the daily rate of a pilot truck is not allowed.

Questions and Answers

Question 11.

Would it be permissible to have more than one sub-contract flagging company approved for one project? Many times, the approved subcontract flagger has not been available when work is ready to start. This delays the project while getting a new sub-contract flagger approved.

ANSWER 11

Yes, this would be permissible. However, the policy and procedures would still need to be followed.

Questions and Answers

Question 12.

Having issues with some contractors overloading a project with flaggers. Contractor is made aware that flagger numbers are excessive but they continue to use them even if told they will not be paid for all of them. After job is complete they file a claim/complaint that they have not been paid for all flagger hours and use reason of travelling public safety and that if we don't pay we are going to cause an unsafe work area. Could some clarification be given on the Division's authority to direct numbers of flaggers on projects?

ANSWER 12

When flaggers are required at locations as a result of operations considered reasonable and necessary by the Engineer to complete the project, payment will be made (636.11)

There should be cooperation between Engineer-Contractor on this; if not follow proper channels to answer.

Questions and Answers

Question 13.

Why is the bottom of the trench required to be tested on some road widening projects? The note that requires this testing states that any unsuitable material found in the bottom of the trench "it shall be removed as directed by the engineer" and that this material "will be replaced with suitable material as approved by the engineer." It also states that this "suitable material approved by the engineer" will be "incidental to item 207001-001, unclassified excavation." However, the unit bid price for unclassified excavation on road widening projects where this note is found will not be a price that would cover the cost of "suitable material". More specifically, the unit bid price for unclassified excavation on a road widening project may not be enough to cover the cost of the suitable material. Could a bid item for a suitable material be included in the project to cover the cost of replacing any unsuitable material if any is found? And back to the original question, if unsuitable material is "never found" then why test the material at all?

ANSWER 13

The bottom of the trench should be required to be tested on all projects to ensure a quality product. We will investigate the nature of the plan note and the necessity of an additional item for unsuitable material. In the meantime, if this type of plan note arises, ask questions through the BidX feature.

Questions and Answers

Question 14.

Is compaction testing of patch & level and scratch courses required?

ANSWER 14

Yes. Section 401.7.3 states:

“When asphalt is placed in areas that require a non-uniform thickness or is tapered to a thin edge, the method of acceptance testing shall be determined by the Engineer. Acceptance testing is not required on areas in which a full size roller is restricted from properly compacting the mat. These areas shall be compacted to the satisfaction of the Engineer.”

Questions and Answers

Question 15.

Has the WVDOT considered non-nuclear compaction gauges? If so, what is the possibility of non-nuclear gauges being approved? If not, why have non-nuclear gauges not been considered?

ANSWER 15

We currently do not accept data from non-nuclear gauges. Of course, if the contractor would like to use non-nuclear gauges for their own QC, that is perfectly acceptable, if it is included in the QC plan. They have been considered, and we are always on the lookout for any alternative technology to make things easier and more cost-effective for the state.

Questions and Answers

Question 16.

Why is 58-28 asphalt still being used in District 8? Has any study been done to show if the extra expense is worth it?

ANSWER 16

It gets colder there which can lead to thermal cracking in pavements.

Additionally, according to LTPPBind, that is the required grade. We feel that the benefit of the PG 58-28 binder grade in these areas outweighs the price difference, which after reviewing 2015 bid prices, it seems that the price difference is not significant.

Questions and Answers

Question 17.

When a mix is verified, why is a new roller pass required if the existing roller pass would still pass with the new target numbers?

ANSWER 17

MP 401.05.20 does not state that a new roller pass is required for the specific project.

Questions and Answers

Question 18.

After verifying your mix, which ac content is used-- the mix design target or the verified target to compute PWL bonuses or penalties?

ANSWER 18

Verified target.

Questions and Answers

Question 19.

We are having problems with the removal of signs upon completion of the work. Can we look into modifying the spec book to only pay 50% of the Traffic Control Devices and then pay the remaining 50% upon removal?

ANSWER 19

The Department is aware of this problem and is currently looking at making a revision to the Specifications.

The Department could use some help from the contracting industry in addressing this issue.

Questions and Answers

Question 20.

A topic for discussion. Are contracts lately coming with too much signage? There seems to be a point where too many signs on a job is as confusing as not enough. What are everyone's thoughts on this?

ANSWER 20

Please note previous question.

There is no big changes in signing recently in construction projects. The signing is done in conformance with the Work Zone Traffic Control Manual and no changes have been made in the last 15 years regarding the number of signs.

Questions and Answers

Question 21.

What is the procedure when the contractor disputes the WVD0H test results on PWL projects?

ANSWER 21

If the project has a special provision for 105 Dispute Resolution Board, use that. Otherwise, we realize this can be an issue and have instructed our forces to work with industry to resolve such disputes. We are currently working on inserting language into the specification to deal with this issue. However, we have always been able to work through any disputes with minimal bloodshed and will continue to work cooperatively with our industry partners.

Questions and Answers

Question 22.

I'd like to see the Division complete a smoothness test before and after ALL our paving projects, and if the contractor doesn't achieve a certain % increase in smoothness, a monetary penalty is imposed to the contractor, and it could be deducted from their final estimate. NO payment for achieving a "Passing" number, as that is the whole goal for the most part of a paving project and I don't see why we should pay them for doing their job correctly. They bid the project to do it right. Simply penalize them for adding bumps and humps where there wasn't any, as well as some of those awful construction joints we get. Many times, it isn't hard to feel where a project begins and ends. Why can't that be done?

ANSWER 22

Districts can request smoothness testing prior to any design for any project. Please contact MCS&T Division. Currently, smoothness testing after the fact is only required on federal projects as per the Special Provision for Section 720. If one feels this specification is no longer meeting the needs of the Division, they can champion the specification change and submit to the Specification Engineer and work said changes through the standard procedures of making specification changes.

Questions and Answers

Question 23.

Have there been any oscillating rollers used on PWL work and if so what were the results?

ANSWER 23

Currently, we are not aware of any use of oscillating rollers used on PWL projects in WV. After reviewing Special Provision 401 section 401.9.10, we feel that an oscillating roller would meet the requirements stated therein. As with current guidance, we try to stay out of contractors' means and methods and welcome any chance to use alternative technologies to improve our construction processes. We are currently working on an intelligent compaction specification that we hope will further reduce our means and methods requirements.

Questions and Answers

Question 24A.

What are current RAP percentages being used in the mixes?

ANSWER 24A

In the standard 401 we can go up to 15% without a binder grade adjustment. With an appropriate binder grade adjustment, we can go higher.

Questions and Answers

Question 24B.

Are there any future plans of increasing or decreasing these percentages? If so, are there any plans of additional care in handling, separation, cleaning, crushing, or testing for this material?

ANSWER 24 B

Recently, we have started to allow use of more RAP in mixes: up to 25% in Base, and 20% in Surface Mixes. The Surface Mix increase is on a project by project basis. This increased RAP percentage currently requires fractionation of the RAP prior to production. During 2015 paving season, no 20% RAP Surface Mixes projects.

Questions and Answers

Question 25A.

What are the results of the use of trackless tuck or its alternatives?

ANSWER 25A

When properly applied, we have been happy with the use of non-tracking tack.

Questions and Answers

Question 25B.

Are there any upcoming jobs using these products?

ANSWER 25B

There are indeed upcoming projects using non-tracking tack. For example, District 3 uses it extensively, and our HPT0 requires non-tracking tack or hot applied PG binder.

Questions and Answers

Question 25C.

What are the special considerations when using?

ANSWER 25C

When not properly applied, we do see some problems. Proper application and allowing for a proper break are key. Currently, there is not a DD for designers to determine when to use non-tracking tack. Use is on a case-by-case basis.

Questions and Answers

Question 25D.

Are there any other products which have been tested? If so, what were their results?

ANSWER 25D

Yes, we are constantly evaluating new products. Please refer to the MSC&T website for new product approval information.

Questions and Answers

Question 26A.

Some states spray tack directly in front of the asphalt being applied and some have it mounted to the paver. Is waiting for tack to break as important as stated?

ANSWER 26A

Spray Pavers would be great to use. These typically shoot straight PG binder, rather than an emulsion, so in that case, it does not need to break. We would need contractors that would be willing to buy and use these pavers. However, waiting for the tack to break is as important as stated.

Questions and Answers

Question 26B.

Is uniformity of the coat more important?

ANSWER 26B

Both are equally very important.

Questions and Answers

Question 27.

Superpave mix gyration levels – some states are considering, or have moved to the use of one gyration level... Virginia, for example, uses 65. Is WV considering a one size fits all approach?

ANSWER 27

We are aware of things like this but are not currently planning on adopting this. Would need to consider performance, e.g., rutting potential.

Questions and Answers

Question 28.

Does the DOH have any plans to incorporate a performance test (APA rut tester/Hamburg or other) into the mix approval process?

ANSWER 28

Yes, we are always looking at ways to improve our mix designs and testing. For example, we are looking into skid resistant properties of mixtures.

Questions and Answers

Question 29.

Widening.....Yes, still an issue! We still see widening ranging from 6 inches to two feet. A 2 foot minimum would give you the best job, especially when using base 1 in lieu of stone.

ANSWER 29

In 2012, 2013, and 2015 this issue was addressed at this conference with this answer:

"It is recommended a minimum width of 1ft per side. If you become aware of any projects being Advertised / Let that do not meet that minimum width requirement then please contact us ..."

ANSWER 29

We have covered this many times in previous years. Please refer to the pavement widening memo for more information. A lot of this can be avoided by reviewing plans prior to bidding and letting people know of issues so they can be resolved.

ANSWER 29

The Paved Shoulder Memo dated March 21, 2007 is still in effect and can be found at:

<http://www.transportation.wv.gov/highways/engineering/Documents/Pavedshoulder.pdf>

ANSWER 29

If the Pavement Memo is not being followed, it needs to be brought to our attention. However it must also be stressed that WV faces very unique situations as far as terrain, types of roadways, etc. Each District may feel the memo needs to be applied uniquely as the situation merits.

Questions and Answers

Question 30.

Tack application rates – we still need some common sense when it's obvious that the application rate is too high. More is not always better!

ANSWER 30

Like question 29, this question has been asked and answered before.

ANSWER 30

In 2015, we answered:

Please note...the rates shown in the table within the specification are NOT REQUIRED RATES. They are suggested rates for guidance. Are districts requiring those rates?

If we are establishing full coverage and material is setting and breaking good, you probably have a good rate. Very oxidized, porous, open surfaces are going to absorb tack and likely result in more material as compared to a more sound surface.

ANSWER 30

Therefore, Section 408 allows the use of common sense for application rates. That being said, truck calibration can play a big issue here. Additionally, better uniformity of application may resolve this issue.

Questions and Answers

Question 31.

We now have three options for milling: regular, fine, and micro. Some discussion on applicability of each might be helpful. We sometimes see the wrong milling type specified.

ANSWER 31

These are all being integrated into the same specification. Additionally, we plan to work with Engineering to add verbiage to the Design Directives to give guidance as to applicability of each.

Questions and Answers

Question 32A.

Please clarify if the contractor is eligible for a time extension for the mix design approval?

ANSWER 32A

Failure to plan ahead does not constitute an emergency on the Division's part. Currently, section 401 in the specifications requires a mix design approval prior to paving. However, it does not specify an approval time. The contractor is not eligible for a time extension for the mix design approval. There is already a vast catalog of approved mix designs available for use. It would be beneficial to all parties to submit a mix design for approval early on. So clearly, if time is an issue, it would be beneficial to use an already approved mix design.

Questions and Answers

Question 32B.

Please clarify if the contractor is eligible for a time extension if they pull off the project to perform Purchase Order Work?

ANSWER 32B

No, a contractor is not eligible for a time extension if they pull off the project to perform Purchase Order Work.

Questions and Answers

Question 32C.

Also clarify if the contractor is eligible for a time extension due to inclement weather on the project if the contractor is not on site at their option.

ANSWER 32C

No, as per the specifications, the contractor must be on site to be eligible for a weather delay.

Questions and Answers

Question 33A.

Has anyone tried tacking shoulder stone? If so, what were the results?

ANSWER 33A

Yes. The results were good.

Questions and Answers

Question 33B.

Is there anything disallowing this process?

ANSWER 33B

At this time we are not aware of anything disallowing this. However, we caution that there should be proper details with pay items for this type of work.

Questions and Answers

Question 34.

When a project calls for shoulder widening, not enough material is allotted to rebuild shoulders. Need to use base in some places to properly correct shoulder deterioration.

ANSWER 34

Some districts are including base items for this purpose. If there is a need for this on a project, the project manager should be notified to include this during the project development phase.

Questions and Answers

Question 35.

What is the status now on state prevailing wages and wage rates for state funded projects?

ANSWER 35

House Bill 4005, repealing the prevailing wage requirements was passed and should become effective May 2016. This means that, effective May 2016 there will be no prevailing wage requirements on state funded projects.

ANSWER 35

Wage rates for jobs awarded before May 2016:

- Wage rates can be found on the Secretary of States web site for jobs that have award amounts of more than \$500,000.
- There are no prevailing rate requirements on jobs that have award amounts of \$500,000 or less.

Questions and Answers

Question 36.

If a contractor bids a penny for any item of work, kick them out!! Isn't that an irregular bid?

ANSWER 36

A penny bid does not necessarily constitute an irregular bid. The award committee looks at a number of factors before making judgement as to whether to award, reject, re-advertise, hold for further evaluation, etc.

ANSWER 36

These factors include:

1. Comparison of the bids against the engineer's estimate
2. Number of bids submitted
3. Distribution or range of bids received
4. Identity and geographic location of the bidders
5. Potential for savings if the project is re-advertised

ANSWER 36

6. Bid prices for the project under review versus bid prices for similar projects in the same letting
7. Urgency of the project
8. Current market conditions/workload
9. Any unbalancing of bids
10. Which unit bid prices differ significantly from the estimate, and from other bids
11. If there is a justification for the difference
12. Any other factors the contracting agency has determined to be important.

Questions and Answers

Question 37.

Please clarify the Department's position on the assessment of liquidated damages if the contractor fails to submit a time extension request in a timely manner in accordance with the specifications or the time extension request is not received until after the project is complete and liquidated damages have been assessed in SiteManager.

ANSWER 37

The Department's position is to follow the specifications.

ANSWER 37

Section 108.6.2 states: "If the Contractor finds it impossible for reasons beyond his control to complete an activity or the work within the Contract time as specified or as extended according to the provisions of this Section, the Contractor shall notify the Engineer, in writing, within seven (7) calendar days of the Contractor becoming aware..."

ANSWER 37

[continued]

"If notification is not given by the Contractor within the prescribed time of the Contractor becoming aware of any delay, or if, having given notification as provided herein, the Contractor does not afford the Engineer proper facilities for keeping strict account of actual costs and loss of time, the Contractor waives any claim for additional compensation and Contract time extension."

Questions and Answers

Question 38.

Please clarify the Department's position/policy if the contractor contests the final pay quantities and this issue can't be resolved by the District Construction Engineer or the Regional Construction Engineer so that the project can be finalized.

ANSWER 38

The Department's position/policy is to follow Section 109.8 of the Specifications. The Department is only aware of a small number of these issues since implementing SiteManager and therefore considers this to be a non-issue.

Questions and Answers

Question 39.

It would be helpful if the WVDOT could verify somewhere in the proposal the % of the project within specified city limits, for B&O tax purposes.

ANSWER 39

The Department is aware of many issues with the B&O taxes and have attempted to make changes to improve the situation. However, we have made no progress and do not have the resources to change this particular issue.

Questions and Answers

Question 40.

It would benefit everyone if the DOH could develop a way to expedite Change Orders and Final Quantities. Is Site Manager helping and will contractor access to Site Manager also help?

ANSWER 40

Yes, the D0H is always looking for ways to improve this process. SiteManager has helped and the imminent contractor access will also help.

Questions and Answers

Question 41.

I would like to see DOT Daily Pay Diaries available via the internet {like ODOT}

ANSWER 41

When contractors turn in applications for Citrix and pay the fee, access will be provided to SiteManager, then they will be able to see everything.

Questions and Answers

Question 42.

Would like a better control at the District level to control completion dates; We feel that pushing our completion dates to late October is allowing for inferior paving projects (Cold in Place, Wearing 3, Micro seal projects, ultra-thin overlay, and thin overlays)

ANSWER 42

During the development process the completion date should be discussed with the Regional Construction Engineer. If there is a circumstance that requires an earlier completion date, it can be evaluated.

Questions and Answers

Question 43.

Increase in seeing consequences of the time lag between designs of projects to actual construction. (i.e. worsened surface conditions, differing traffic control layouts for time of design, etc) Could projects be “refreshed” if they have sat on the shelf for some time before going out to contract?

ANSWER 43

Yes, Contract Administration only puts out the contracts they are given. If they need to be refreshed this needs to be worked out with the project manager before the PS&E package is submitted.

Questions and Answers

Question 44.

When prime contractors get estimates, the fuel and asphalt adjustments are very confusing. The primes do not know which adjustments go with each item and which contractor is responsible for which adjustment. Here is an example. How is the prime to know which sub to deduct which adjustments from in this instance? We performed the paving as a sub on the job 2 different times. We are responsible for the asphalt adjustments and some fuel adjustments but nothing shows what we should be charged when there are multiple adjustments on an estimate for multiple items.

ANSWER 44

WVD0H only pays the Prime Contractor and will not get involved in applying adjustments to Subcontractors. However, WVD0H has a report application in SiteManager which includes a report called "ADJUSTMENTS BY LINE NUMBER" that would greatly assist the Prime in determining each adjustment. The path to the report is: Construction > Estimate Reports > Adjustments By Line Number.

Questions and Answers

Question 45.

Would it increase surface smoothness and/or layer adhesion to change the milling depth to slightly penetrate the base layer? The reason for the question is because milling depth is generally designed at the same depth as the last lift thickness. When the surface is milled there is generally some scabbing that occurs because of this. Would changing the milling depth to something other than the last lift thickness alleviate this issue? Would there be benefits or problems if this is done?

ANSWER 45

We agree this could be an issue and are open for suggestions from industry.

Questions and Answers

Question 46.

Why are we using safety edge on lift thicknesses which after rolling safety edge no longer exists?

ANSWER 46

DD 650 for Safety Edge states:

"Safety Edge is for pavement overlays 1.5 inches or greater (scratch excluded)."

It also states:

"Safety Edge will not be placed if total overlay thickness is less than 1.5 inches."

Questions and Answers

Question 47.

Sometimes communication between flaggers can become sub-par. There are many different factors which cause this to happen. Can we specify CB radios be used by flaggers at all times? Section 636.11 of the 2010 specifications manual states that wireless two-way communication shall be provided to the flaggers when they are out of sight of each other. Because of this statement two-way walkies are what is used, but in some cases these are not effective.

ANSWER 47

Section 636.11 of the Specifications states:

“Wireless two-way communication shall be provided to the flaggers when they are out of sight of each other.”

If the two-way communication is not effective, then the contractor is in violation of the specifications as they are not ensuring the safety of the traveling public.

Questions and Answers

Question 48.

We see widening and base failures set up with the depth of cut deeper than the invert of the ditch line. This creates a soft spot and future problems. I would appreciate your thoughts. Again, a lift of asphalt performs better than stone in this application.

ANSWER 48

The project should strive to create a positive drainage situation. These type of issues should be considered during the project development phase.

Questions and Answers

Question 49.

Can you again address your policy on use of RAP for shoulder stone as a substitute for Class 10. And please review the testing procedures for this material (gradation and compaction).

ANSWER 49

Special Provision 307 states that

“Recycled Asphalt Pavement may be substituted for Class 10 Shoulder Stone material where edge line pavement markings exist or are installed.”

This provision goes on to state:

“Material testing will be waived, however the top size gradation shall not exceed 1 ½ inches...”

Questions and Answers

Question 50.

It would be helpful if someone could review resurfacing projects prior to submittal for advertisement to ensure all items of work coincide and are balanced. For example, the number of pilot truck days and flagger hours should be more in line with actual construction time periods. This is also true for material quantities, for example, P&L should be based on road conditions and not automatically set up a certain percentage of overlay material.

ANSWER 50

Yes, we agree it is an issue and are trying to do a better job of reviewing projects. If contractors feel there is an issue when a project is out to bid, they can ask the question on BidX.

Questions and Answers

Question 51.

When will the department begin advertising state and FA paving projects?

ANSWER 51

Contract Administration advertises projects as soon as they become eligible to be advertised. Contract Administration does not hold any projects.

Thank you for Attending

- To obtain a copy of this presentation place your name and email address on the sign in sheets at the registration table.
- Asphalt Paving Conference will begin at 10:00am.