Accountability and Transparency in Construction

IHEEP 2009
Terry Sullivan & Dave Carrow
Agenda

• Purpose
• Company Background
• The History of the Local Program
  – FHWA Findings
• Possible Solutions for Addressing Requirements
• Actions to Consider
• Q&A
Purpose – Why are we here?

• Discuss FHWA/DOT Requirements for Local Aid Projects
• Provide an opinion on significant risk areas associated with these Requirements for DOTs and their Local Governments
• Create awareness regarding existing solutions that address these areas
Background

• Contractor for American Association of State Highway & Transportation Officials (AASHTO)
• Info Tech developed software is used in 42 U.S. state DOTs, 125 local agencies, 2 Canadian provinces, hundreds of engineering firms, and by thousands of transportation contractors
• 30+ years in operation
• 11+ years in Internet Sealed Bidding
• Corporate HQ in Gainesville, Fla.
• Regional offices: Atlanta, DC, and Sacramento
• 180 professionals
What Value does Trns•port® Software Provide?

- Enables transportation agencies to:
  - Develop cost estimates for their projects
  - Organize their projects for advertisement
  - Advertise and receive bids electronically
  - Provide a forum for communication between prime contractors, subs and DBE firms
  - Analyze all bids for collusive behavior
  - Track and report on construction in the field
  - Generate change orders & contractor payments
Where are Info Tech’s customers?

- The Philippines
- State/Local Transportation Agencies & Consultants
Bid Express Usage

- In production (31)
- Implementing (4)
- Reviewing Proposals (3)

- States in production:
  - Washington

- States implementing: Kentucky, New York, Arkansas

- States reviewing proposals:
  - Nevada
Example: Bid Express (Electronic Bidding)

- 11 years of signed, sealed bidding via the Internet
- 31 state DOTs and 6 local agencies use Bid Express to advertise, post, and receive bids
- About 5,000 contractors use Bid Express to search for jobs and submit signed, sealed bids to agencies
- In 2008, more than 27,000 bids worth more than $103.5 billion were submitted via Bid Express
- Levels the playing field and is a tremendous cost savings to agencies and contractors
- Small Business Network focuses directly on DBEs
History of Local Program

- Pre mid ‘90’s
  - DOTs Inspected Local Projects
- Post mid ‘90’s
  - Locals were left on their own
Pre mid ‘90’s

• Most DOT’s did the CI on Local Projects
• DOT Project Engineer
• Consultant and/or DOT staff
• Followed DOT CI Requirements (MURK)
Post mid ‘90s

- Locals were made accountable for CI
- Most didn’t have Engineering Staff
- Most used Consultants
- Many Consultants followed MURK
- Some used a “watered down” version
- Records were inconsistent at best
An interesting read...

- Report released by the Federal Highway Administration entitled *The Administration of Federal-aid Projects by Local Public Agencies*

- In 2006, an executive review of 39 locally-administered projects by 35 different local agencies was completed to compile the report

- Review team concluded that, by and large, Federal funds were “not used effectively and efficiently in locally administered projects...”
Also noted in the report…

- “...Weaknesses were found in Local Program Agency processes associated with program management...contract award and construction contract administration.”
- “...construction quality was highly variable, and the quality and availability of records made it difficult to verify compliance.”
- “There is a risk to the agencies who are responsible and accountable for local Federal-aid projects that funds are being used inefficiently and ineffectively. In addition, there may be a risk of fraud, waste and abuse.”
Repercussions for DOTs

- Increased Financial Integrity Review and Evaluation (FIRE) Audits
- FAIN – Federal Aid Ineligibility Notification
What now?

- Agencies are looking for innovative ways to address these problems
- FHWA is showing particular interest in technological solutions
  - Client/server (installed) software
  - Web-based applications
  - Web-based services
- Solutions that are inclusive of all parties (for the agency, contractors, and consultants)
Appia – A Web Based Solution
What is Appia?

- Web-based program for construction program management/administration for local agencies and consulting firms
- Automates and integrates:
  - Project definition and cost estimation
  - Advertising and bidding
  - Contract award decisions
  - Construction management/administration and inspection
  - Program and project level reporting and analysis
Appia – continued

• Modular – Only use functionality you need
• Limited resource friendly
  – Hosted Service – No IT requirements
  – Minimal training needed
  – License includes new releases
  – Unlimited support (included in license fee)
• Configurable settings and business rules
• Business drives the technology – NOT the other way around!
The Appia project lifecycle

- New Project
- Advertised
- Bids Opened
- Awarded
- Under Construction
- Completed
NY Locals’ use of Info Tech CI Software

- Began w/FieldManager 2003
- Did Pilots 2004 & 2005
- FM accepted by FHWA & DOT
- First Appia Construction 2008
- Appia Construction accepted by FHWA & DOT Spring 2009
NY Locals’ use of Info Tech CI Software

- Consultants using Appia Construction in 5 Regions on Local Projects
- NYSDOT Region and Main Office staff monitor Local Projects from their desk
- FHWA also has access to all Projects
- All audits of projects using FM or Appia Construction have been satisfactory
New York LAP Administration

Appia Hosted Server

Firewall

Existing

NYSDOT Main Office

FHWA Regional Office

Web-based: No software required!

Consultant Offices

City Offices

County Offices

Internet

NYSDOT Regions

- Projects
- PS&E Estimates
- Bid Tabs
- Awards

- Daily Reports
- Material Certs
- Change Orders

- Pay Estimates
- Funding
- Dashboard

NYSDOT

Administration

• Item List
• Bid Tabs
• Projects
• PS&E
• Mods
• Payments
• Status

Internet

County Offices

City Offices

Consultant Offices

NYSDOT Main Office

FHWA Regional Office

Web-based: No software required!
Info Tech Construction Products ROI

• Accountability
• Source Data entry
• Standardization
• Elimination of redundant entries in Daily Diary
• Material Tracking and calculation of insufficiencies at Estimate time
• Timely and accurate contractor estimates
Info Tech Construction Products ROI

- Search/find capabilities – Daily, at Audit time and at Claim time
- Item Balancing – when doing Change Orders during Project and at Final
- Readily available reporting such as the item history to date
- Usage calculation on stockpiles
Top to Bottom Utilization of CI Products

• Inspector
  – Easy to enter inspection reporting
  – Can be done at home or office due to web-based program

• Resident Engineers
  – Easy to review inspection reports
  – No data entry errors after approval of quantities
  – Less time to prepare estimates
Top to Bottom Utilization of CI Products

• Records Specialist
  – Easy to process estimates
  – Can be done without much input from field office other than period end date

• Manager
  – Have real time cost projections of construction costs and progress rather than monthly estimates
  – Can look at “Composite Project Costs” in real time and can predict a budgetary problem quicker
Appia - Construction

- Source Data Entry at the IR
- Daily Diaries
- Material Certification with filtered payments
- Progress Payments
- Tracks Multiple Funding Sources
- Change Order Administration
- Item Balancing for Processing the Final
- Real-time project access
New project

Active Projects
All Project Lifecycles

Summary
Archived
Reference Data
System Mgt

Find Project:

- New (4 Projects)
- Advertised (2 Projects)
- Bids Opened (2 Projects)
- Awarded (2 Projects)
- Under Construction (9 Projects)
- Completed (0 Projects)

Intuitive project phasing

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### Project List

#### Under Construction (5 Projects)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Description</th>
<th>Paid To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>B92531</td>
<td>The replacement of the Old Mill Bridge over the Whoskill Creek in Saratoga County, NY</td>
<td>$373,431.68</td>
</tr>
<tr>
<td>B92531A</td>
<td>The Replacement of the Old Mill Bridge over the Whoskill Creek in Saratoga County, NY</td>
<td>$0.00</td>
</tr>
<tr>
<td>B92531E1</td>
<td>The replacement of the Old Mill Bridge over the Whoskill Creek in Saratoga County, NY</td>
<td>$72,391.70</td>
</tr>
<tr>
<td>Mystery Village</td>
<td>Reconstruction of 2 village streets, and installation of waterline, sewer.</td>
<td>$0.00</td>
</tr>
<tr>
<td>Test Project</td>
<td>Bridge over the Wardskill Creek</td>
<td>$156,276.00</td>
</tr>
</tbody>
</table>
Daily Reporting
SJSU Daily Report
B92531E1 - The replacement of the Old Mill Bridge over the Whoskill Creek in Saratoga County, NY

Report Date: 09/09/2009
Prime Contractor: Chad Schaefer Bridges, Inc.
Status: Pending Approval
Created By: Ward Zerbe at 09/11/2009 08:21 AM
Checked By: Pamela Barry at 09/11/2009 08:22 AM
Weather: Cloudy/Showers
Temperature: 14 to 25 degrees

Remarks:
1. Prime - Contractor placing select structure fill at the west abutment. Material is from the Craig pit that has not yet been approved for soundness. Compaction has also yet to be accepted pending comparison of density values with proctor lab results. Payment pending test results. Atlantic Testing on the project taking density readings.
2. Prime - Contractor completed removal of existing substructure at the west abutment. Field measured dimensions agree with measurements used in the original estimate. I checked the computation of same and agree with the quantity. Final quantity west abutment is 41.31 CM - 31.31 CM (Paul IDR 7/23/2008) = 20.00 CM remaining this IDR. See attached computations. Contractor placed one section of concrete barrier upstream in the creek at the west abutment to deflect stream to facilitate stabilizing of the turbidity curtain. West abutment is ready for heavy stone placement on Monday morning.
Note: Lenory Ball instructed me to inspect the gradation for the heavy stone fill at the Clockville quarry and that the pit is an acceptable source for stone. Inspection of stone for gradation done 8/12/2008

A-Operation
Select Structure Fill - West Abut.

Summary:
Remove existing substructure

Done
## Personnel

<table>
<thead>
<tr>
<th>Worker Type</th>
<th>Count</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laborers</td>
<td>1</td>
<td>$8.00</td>
</tr>
<tr>
<td>Operator</td>
<td>1</td>
<td>$8.00</td>
</tr>
<tr>
<td>Superintendent</td>
<td>1</td>
<td>$8.00</td>
</tr>
</tbody>
</table>

Crew: Prime Contractor: Chad Schafer Bridges, Inc.

## Equipment

<table>
<thead>
<tr>
<th>Description</th>
<th>Active</th>
<th>Idle</th>
<th>Comments</th>
<th>Contractor</th>
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</thead>
<tbody>
<tr>
<td>Utility Truck</td>
<td>0</td>
<td>0</td>
<td>Sub</td>
<td>SIX-S, INC.</td>
</tr>
<tr>
<td>Pics</td>
<td>0</td>
<td>0</td>
<td>Sub</td>
<td>SIX-S, INC.</td>
</tr>
<tr>
<td>Generator</td>
<td>0</td>
<td>0</td>
<td>Sub</td>
<td>SIX-S, INC.</td>
</tr>
<tr>
<td>Vac system</td>
<td>0</td>
<td>0</td>
<td>Sub</td>
<td>SIX-S, INC.</td>
</tr>
<tr>
<td>Crane/Pile driver</td>
<td>0</td>
<td>0</td>
<td>Prime</td>
<td>Chad Schafer Bridges, Inc.</td>
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<tr>
<td>Chev 4X4 Pickup</td>
<td>1 (8 hours)</td>
<td>0</td>
<td>Prime</td>
<td>Chad Schafer Bridges, Inc.</td>
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</table>
# Equipment Tracking

## Daily Report: B92531E1

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Hours</th>
<th>Status</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric welder</td>
<td>0</td>
<td>0</td>
<td>Prime</td>
<td>Chad Schafer Bridges, Inc.</td>
</tr>
<tr>
<td>Generator</td>
<td>0</td>
<td>0</td>
<td>Prime</td>
<td>Chad Schafer Bridges, Inc.</td>
</tr>
<tr>
<td>Loader Cat 18G</td>
<td>1 (8 hours)</td>
<td>0</td>
<td>Prime</td>
<td>Chad Schafer Bridges, Inc.</td>
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<tr>
<td>Pile Driving Hammer</td>
<td>0</td>
<td>0</td>
<td>Prime</td>
<td>Chad Schafer Bridges, Inc.</td>
</tr>
<tr>
<td>Skill Saw</td>
<td>0</td>
<td>0</td>
<td>Prime</td>
<td>Chad Schafer Bridges, Inc.</td>
</tr>
<tr>
<td>Track Hoe Kobelco</td>
<td>1 (8 hours)</td>
<td>0</td>
<td>Prime</td>
<td>Chad Schafer Bridges, Inc.</td>
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</table>

(12 Equipment Records)

### Item Postings
Item Postings

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Quantity Placed</th>
<th>Posted Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section: 1 - Bridge Replacement</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>202.19M</td>
<td>CM</td>
<td>$100,000</td>
<td>10.00</td>
<td>$1,000.00</td>
</tr>
</tbody>
</table>

Funding Details

| Fiscal Shares | 10.00 | $1,000.00 |

Total Posted Amount: $1,000.00

Trench Hoe Kobelco 1 (8 hours) 0 Prime
Cladh Schafer Bridges, Inc.

(52 Equipment Records)
SJSU Daily Diary

B92531 - The replacement of the Old Mill Bridge over the Whoskill Creek in Saratoga County, NY

Inspectors: Pamela Barry (Final) Ward Zerbe (Final)

Report Date: 11/20/2008
Project Manager: Lenny Ball
Prime Contractor: Chad Schafer Bridges, Inc.

Remarks:
Results from Compaction tests for some tests were unsatisfactory. The testing results were received today. I will contact the Contractor and testing firm and discuss remedial action. Substructure removal completed on East Abutment today.

M&PT: All traffic maintained satisfactory. Detour was checked in the Am and PM, all signs in place and OK.

Pamela Barry:
Lt Rain AM, Partly Cloudy PM (13 to 20 degrees)
Pamela Barry:
Lt RamAM. Partly Cloudy PM (13 to 20 degrees)

1. Prime - Contractor completed removal of the remaining portion of the east abutment existing substructure. See attached item 202.19 work up. Final quantity is 46.77 CM - 26.77 CM paid on IDR 7/28 = 20.00 CM due on this IDR. On IDR 7/24 a quantity of 15.24 CM was mistakenly paid as item 202.19 that should have been item 209.13, silt fence. That quantity will be removed on this IDR. The silt fence item was eventually paid for on IDR 8/8.

2. Item 203.03 - An error was discovered by field manager for the computation of item 203.03 on IDR 8/4. See revised computations on sheet 4 of 6 in the original work up. Revised final is 91.13 CM - 86.13 CM paid on IDR 8/4 = 5.00 CM due on this IDR.

Ward Zerbe:
Clear (18 to 29 degrees)

Prime Contractor began excavating for and placing heavy stone for the key way at the West Abutment. Stone from approved Callinan quarry at Clockville. Stone placed on approved geotextile bedding. Item 206.02 & 620.05 = 10.40M X 1.8CM/M = 18.72CM. Item 207.10 = 10.40M X 3.06SM/M = 31.82SM. See attached sheet for excavation and geotextile factors.
Prime Contractor: 16555 9701 - completed grinding and corrective work to pour#1 ease and west abutments. The remaining retainage will be paid this IDR East = 1.77cm & west = 2.04CM

Note: Materials received Item 207.10 - Geotextile bedding - 334SM. Carthage Mills 6%

Personnel

<table>
<thead>
<tr>
<th>Inspector: Pamela Barry</th>
<th>Crew: Crew #1</th>
<th>Contractor: Chad Schafer Bridges, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Worker Type</td>
<td>Count</td>
<td>Hours</td>
</tr>
<tr>
<td>Superintendent</td>
<td>1</td>
<td>8.00</td>
</tr>
<tr>
<td>Laborers</td>
<td>1</td>
<td>8.00</td>
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</table>
### Pay Estimates

#### Payments

<table>
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<tr>
<th>End Date</th>
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<th>Payment</th>
<th>To Date</th>
<th>% Complete</th>
<th>No.</th>
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<tbody>
<tr>
<td>09/25/2008</td>
<td>Draft</td>
<td>-$43,908.00</td>
<td>$329,523.68</td>
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<td>4</td>
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<tr>
<td>12/29/2008</td>
<td>Paid</td>
<td>$230,080.00</td>
<td>$373,431.68</td>
<td>80%</td>
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<tr>
<td>11/19/2008</td>
<td>Paid</td>
<td>$54,053.98</td>
<td>$137,345.68</td>
<td>33%</td>
<td>2</td>
</tr>
<tr>
<td>11/12/2008</td>
<td>Paid</td>
<td>$72,391.70</td>
<td>$72,391.70</td>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>

#### Attachments

#### Subcontractors

#### Funding
Payment History & Reports

Primo Contractor: Chud Schafel Bridges, Inc.

Retainage
Retain 0% of each payment.
Cap Retainage at 5% of Current Project Amount.

Remarks

<table>
<thead>
<tr>
<th>Payment Summary</th>
<th>Previous</th>
<th>Current</th>
<th>To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Credits</td>
<td>$137,345.68</td>
<td>$236,086.00</td>
<td>$373,431.68</td>
</tr>
<tr>
<td>Authorized Work</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Stoppile Advancement</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
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<tr>
<td>Reductions</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
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<tr>
<td>Stockpile Recovery</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
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<tr>
<td>Retainage</td>
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<td>$0.00</td>
<td>$0.00</td>
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<tr>
<td>Liquidated damages</td>
<td>$0.00</td>
<td>$0.00</td>
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<tr>
<td>Payment</td>
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<tr>
<td>Adjustment</td>
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<tr>
<td>Totals</td>
<td>$137,345.68</td>
<td>$236,086.00</td>
<td>$373,431.68</td>
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</tbody>
</table>

Work Performed Details
Retainage Details
**SJSU**

**Detailed Payment**

**B92531** - The replacement of the Old Mill Bridge over the Whoosh Creek in Saratoga County, NY

<table>
<thead>
<tr>
<th>Payment Number:</th>
<th>3</th>
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</thead>
<tbody>
<tr>
<td>Pay Period:</td>
<td>11/20/2008 to 12/28/2008</td>
</tr>
<tr>
<td>Authorized Amount:</td>
<td>$594,056.75</td>
</tr>
<tr>
<td>Prime Contractor:</td>
<td>Chad Schuler Bridges, Inc.</td>
</tr>
<tr>
<td>Payment Status:</td>
<td>Paid</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Current Paid Quantity</th>
<th>Previous Paid Quantity</th>
<th>Total Quantity</th>
<th>Total Quantity Paid To Date</th>
<th>Current Payment Amount</th>
<th>Total Amount Paid To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section - 1 Bridge Replacement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20165M</td>
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<td>2031100M</td>
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<td>$175.00</td>
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*Section Total: $130,000.00*
# Time Charges

## Treatment and Disposal of Asbestos and Lead-Based Paint Waste

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<tr>
<th>LS</th>
<th>$200,000.00</th>
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<th>0.00</th>
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<th>$0.00</th>
<th>$0.00</th>
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<tbody>
<tr>
<td><strong>Total Payments:</strong></td>
<td>$236,065.00</td>
<td><strong>$373,431.68</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
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## Time Charges

<table>
<thead>
<tr>
<th>Time Limit</th>
<th>Original Deadline</th>
<th>Authorized Deadline</th>
<th>Charges This Period</th>
<th>Days Completed to Date</th>
<th>Days Remaining to Date</th>
<th>Damages to Date</th>
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</thead>
<tbody>
<tr>
<td>Overall Project Time</td>
<td>180 Days</td>
<td>120 Days</td>
<td>30 Days</td>
<td>52 Days</td>
<td>128 Days</td>
<td>$0.00</td>
</tr>
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</table>

**Summary**

- **Current Approved Work:** $236,065.00
- **Approved Work To Date:** $373,431.68
- **Stockpile Advancement:** $0.00
- **Stockpile Advancement To Date:** $0.00
- **Current Retainage:** $0.00
- **Retainage To Date:** $0.00
- **Stockpile Recovery:** $0.00
- **Stockpile Recovery To Date:** $0.00
- **Current Liquidated Damages:** $0.00
- **Liquidated Damages To Date:** $0.00
- **Current Adjustment:** $0.00
- **Adjustment To Date:** $0.00
- **Current Payment:** $236,065.00
- **Payments To Date:** $373,431.68
## Work Performed Details

### Section 1 - Bridge Replacement

<table>
<thead>
<tr>
<th>Item</th>
<th>Authorized</th>
<th>Previous</th>
<th>Current</th>
<th>Overage</th>
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</thead>
<tbody>
<tr>
<td>202.19M REMOVAL OF SUBSTRUCTURES</td>
<td>8,900.00</td>
<td>8,332.00</td>
<td>475.00</td>
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<td>3,014.55</td>
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<td>1,705.00</td>
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<tr>
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<td>4,625.00</td>
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<tr>
<td>206.02M TRENCH AND CULVERT EXCAVATION</td>
<td>5,250.00</td>
<td>0.00</td>
<td>1,123.20</td>
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</tr>
</tbody>
</table>
| 207.10M GEOTEXILE BEDDING | 2,160.00 | 0.00 | 158.10 | ✓
| 209.13M SILT FENCE - TEMPORARY | 679.00 | 70.00 | 0.00 | ✓
| 209.1501-24M TURBIDITY CURTAIN | 2,640.00 | 0.00 | 0.00 | ✓
| 551.1003M STEEL BEARING PILES | 17,766.00 | 0.00 | 0.00 | ✓
| 553.020001M COFFERDAMS (TYPE 2) | 5,000.00 | 3,750.00 | 1,250.00 | |
| 555.9701-16M CONCRETE FOR STRUCTURES CLASS HP (REINFORCEMENT INCLUDED AND NO BAR LIST IN PLANS) | 54,240.00 | 41,146.00 | 12,132.00 | |
| 557.0560M SUPERSTRUCTURE SLAB WITH INTEGRAL WEARING SURFACE - BOTTOM FORMWORK NOT REQUIRED - TYPE 9 FRICTION | 61,282.00 | 0.00 | 41,048.00 | |

*Insufficient Materials*
<table>
<thead>
<tr>
<th>Item</th>
<th>Authorized</th>
<th>Previous</th>
<th>Current</th>
<th>Overages</th>
<th>Insufficient Materials</th>
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<tr>
<td>202.10M</td>
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<td>REMOVAL OF SUBSTRUCTURES</td>
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<td>203.02M</td>
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<td>203.04M</td>
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<td>SELECT STRUCTURE FILL</td>
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<tr>
<td>206.01M</td>
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<td>185.00</td>
<td>0.00</td>
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<td>206.02M</td>
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<td>TRENCH AND CULVERT EXCAVATION</td>
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<td>GEOTEXTILE BEDDING</td>
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<td>SILT FENCE - TEMPORARY</td>
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<tr>
<td>209.1901 - 24M</td>
<td>66.00</td>
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<tr>
<td>TURBIDITY CURTAIN</td>
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<td></td>
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<tr>
<td>551.1003M</td>
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<td>0.00</td>
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<tr>
<td>STEEL BEARING PILES</td>
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<td></td>
<td></td>
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<tr>
<td>553.020091M</td>
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<td>1.50</td>
<td>0.50</td>
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<td>COFFERDAMS (TYPE 2)</td>
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</tr>
<tr>
<td>555.9701 - 10M</td>
<td>45.20</td>
<td>34.29</td>
<td>10.11</td>
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<tr>
<td>CONCRETE FOR STRUCTURES CLASS HP (REINFORCEMENT INCLUDED AND NO BAR LIST IN PLANS)</td>
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<tr>
<td>557.05009M</td>
<td>183.16</td>
<td>0.00</td>
<td>148.00</td>
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<td>SUPERSTRUCTURE SLAB WITH INTEGRAL WEARING SURFACE - BOTTOM FORMWORK NOT REQUIRED - TYPE 9 FRICTION</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
SJSU

Insufficient Materials

B92531

Description: The replacement of the Old Mill Bridge over the Whoskill Creek in Saratoga County, NY

Location: Saratoga County, NY

Authorized Project Amount: $594,056.75

Prime Contractor: Chad Schafer Bridges, Inc.

Insufficient Materials
## Insufficient Materials

<table>
<thead>
<tr>
<th>Material</th>
<th>Unit</th>
<th>Quantity Approved</th>
<th>Quantity Used</th>
<th>Insufficient Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crushed Stone (In place measure) (M207-01)</td>
<td>CM</td>
<td>0.00</td>
<td>49.60</td>
<td>49.60</td>
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<tr>
<td>Geotextile Bedding (M205-01)</td>
<td>SM</td>
<td>0.00</td>
<td>147.28</td>
<td>147.28</td>
</tr>
<tr>
<td>Rubber - Impregnated Woven Cotton Fabric (M563-02)</td>
<td>EA</td>
<td>0.00</td>
<td>28.00</td>
<td>28.00</td>
</tr>
<tr>
<td>Silt Fence - Temporary (M209-02)</td>
<td>M</td>
<td>10.00</td>
<td>51.63</td>
<td>41.63</td>
</tr>
<tr>
<td>Steel Bearing Piles (M551-01)</td>
<td>M</td>
<td>0.00</td>
<td>600.60</td>
<td>600.60</td>
</tr>
<tr>
<td>Stone Filling (Heavy) (M609-01)</td>
<td>CM</td>
<td>0.00</td>
<td>74.88</td>
<td>74.88</td>
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<tr>
<td>Turbidity Curtain - Temporary - Special (M408-02)</td>
<td>M</td>
<td>0.00</td>
<td>31.50</td>
<td>31.50</td>
</tr>
</tbody>
</table>
Select Search Options

- **Status:**
  - Any Status

- **Daily Report Remarks:**
  - Text field

- **Item:**
  - Text field

- **Inspector:**
  - Text field

- **Posting Remarks:**
  - Text field

- **Posting Location:**
  - Text field

- **Posting Fund Packages:**
  - Text field

- **Start Date:**
  - 11/07/2008

- **End Date:**
  - 09/17/2009

**Results**

<table>
<thead>
<tr>
<th>Date</th>
<th>Inspector</th>
<th>Status</th>
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<tbody>
<tr>
<td>11/08/2008</td>
<td>Ward Zerbe</td>
<td>Final</td>
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<tr>
<td>11/11/2008</td>
<td>Ward Zerbe</td>
<td>Final</td>
</tr>
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</table>

(2 Daily Reports)
5. PM call @ 11:00am and said the shoe substitution is OK. Pile must be full length with no splices in the estimated length. No word yet on approved dynamic testing.


7. Contractor installed turbidity curtain as per plan on the east and west edges of the stream, item 24209.1501 - 24M east and 39M west, total of 63 M.

8. Contractor placed 0.20M crushed stone in undercut at west abutment as per plan. See attached comp sheet.

9. Certified NYS welder attaching approved pile shoes as per NYSSM. See attached.

10. Complete structure excavation for west abutment and partial substructure removal. Checked substructure removal calculations in the original work up. OK. See attached comp Sheet for structure excavation.

Note: The test pile used for dynamic testing reached the 1125 KN capacity at approx 6.4M down. Pile #2 reached a hard driving level also at 6.1M then broke free and was driven to refusal @ 7.4M. Piles 3-7 exhibited the same behavior and eventually were driven to refusal @ 7.3M +/- Set back on pile #1 and drove to 7.6M refusal.

**A-Operation Summary:**
- Silt Fence
- Concrete barrier
- Turbidity curtain

**Checked By:** L. Ball 11/8/08

**Personnel**

<table>
<thead>
<tr>
<th>Crew: Default Crew</th>
<th>Contractor: Chad Schafer Bridges, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Worker Type</td>
<td>Number</td>
</tr>
</tbody>
</table>

Done
# Projects Under Construction

## Snapshot of entire portfolio

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Awarded Amount</th>
<th>Authorized Amount</th>
<th>Percent Complete</th>
<th>Number of Payments</th>
<th>Total Paid</th>
<th>Number of Approved Change Orders</th>
<th>Approved Change Order</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA 12345</td>
<td>$834,740.00</td>
<td>$931,740.00</td>
<td>0.00%</td>
<td>1</td>
<td>$0.00</td>
<td>1</td>
<td>$97,000.00</td>
<td>11.62%</td>
</tr>
<tr>
<td>CA1234</td>
<td>$118,240.00</td>
<td>$206,440.00</td>
<td>0.00%</td>
<td>1</td>
<td>$0.00</td>
<td>1</td>
<td>$88,200.00</td>
<td>74.59%</td>
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<tr>
<td>Dallas Commerce Stree</td>
<td>$841,268.00</td>
<td>$858,063.50</td>
<td>16.61%</td>
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<td>$142,560.00</td>
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<td>$16,797.50</td>
<td>2%</td>
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<td>Dallas Main Street</td>
<td>$133,000.00</td>
<td>$143,120.00</td>
<td>12.61%</td>
<td>1</td>
<td>$18,050.00</td>
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<td>$10,120.00</td>
<td>7.61%</td>
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<tr>
<td>Dallas Reconstruction</td>
<td>$816,230.00</td>
<td>$906,230.00</td>
<td>15.59%</td>
<td>1</td>
<td>$141,300.00</td>
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<td>$90,000.00</td>
<td>11.03%</td>
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<tr>
<td>San Diego 1234</td>
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<td>0%</td>
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<tr>
<td>San Diego 54321</td>
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<td>$471,400.00</td>
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<td>$0.00</td>
<td>1</td>
<td>$31,530.00</td>
<td>7.17%</td>
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</tbody>
</table>
Executive Dashboard
Projects at a Glance

Active Projects

- 4 New
- 2 Advertised
- 2 Let, Bids Opened
- 2 Awarded
- 9 Under Construction

Status of Construction Projects

- 4 Problem
- 2 At Risk
- 3 Within Expectations
Details of “Problem” & “At Risk” Projects

Problem and At Risk Projects (6 Projects)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Description</th>
<th>Awarded Amount</th>
<th>Approved Change Orders</th>
<th>Pending Change Orders</th>
<th>Percent Change</th>
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</thead>
<tbody>
<tr>
<td>CA 12345</td>
<td>2 in. resurfacing project covering .5 miles downtown.</td>
<td>$834,740.00</td>
<td>$97,000.00</td>
<td>$0.00</td>
<td>11.62%</td>
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<tr>
<td>CA1234</td>
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<td>$118,240.00</td>
<td>$1,250,063,200.00</td>
<td>$0.00</td>
<td>1,057,225.30%</td>
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<tr>
<td>Dallas Main Street</td>
<td>Add additional lanes to airport south exit.</td>
<td>$133,000.00</td>
<td>$10,120.00</td>
<td>$0.00</td>
<td>7.61%</td>
</tr>
<tr>
<td>Dallas Reconstruct</td>
<td>Add additional lanes to airport south exit.</td>
<td>$816,230.00</td>
<td>$90,000.00</td>
<td>$0.00</td>
<td>11.03%</td>
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<tr>
<td>San Diego 54321</td>
<td>Add additional lanes to airport south exit.</td>
<td>$439,870.00</td>
<td>$31,530.00</td>
<td>$0.00</td>
<td>7.17%</td>
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<td>Tx12345</td>
<td>Resurface Elm Street from 200 block to 800 block.</td>
<td>$3,526,232.00</td>
<td>$818,500.00</td>
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Summary - Appia

- Appia is an enterprise system that intuitively addresses each phase of the construction management process.
- It is scalable enough to meet the needs of any organization’s items-based projects.
- Info Tech works very closely with its’ customer base to ensure solution meets the needs.
I Have A Question