

Georgia's Infrastructure Ranks Second Best in the Nation



Georgia's transportation infrastructure ranks second best in the nation among U.S. states, according to a report published by MSN Money.

In the report titled, "States that are falling apart," Georgia ranks

No. 49 overall, from best (No. 50, Florida) to worst (No. 1, Rhode Island) based on upkeep, maintenance and highway expenses per driver.

In the category of roads in poor condition, Georgia ranks fifth lowest in the nation at 1.9 percent; in the deficient bridges category, Georgia ranks seventh lowest at 4.7 percent; and in the category of dams at high hazard risk, Georgia ranks 15th lowest at 11 percent, according to statistics compiled by the organization.

Another factor that contributed to Georgia's impressive ranking was the state's highway spending per driver, which totaled \$254 — the third lowest amount among all 50 states.

"In terms of transportation infrastructure, we aim to be the best in the nation," said Georgia Department of Transportation (GDOT) Commissioner Russell R. McMurry, P.E. "Thanks to funding levels more consistent with our needs in recent years, Georgia has made significant investments to upgrade and maintain our transportation network. With ongoing maintenance needs and Georgia's booming population, we must work hard to retain these impressive rankings. Given the resources, GDOT will continue to make strides in offering the smartest and most effective transportation solutions for our residents."

To Read More: <https://us13.campaign-archive.com/?u=80dbe14272ec0b5e1a1bf5b4e&id=a09ce26d13>

GDOT Awards \$89 Million in Construction Contracts for March

Georgia DOT has awarded 29 construction contracts for statewide transportation projects totaling \$89,369,686. The projects included in the award were advertised on February 22, bids were received on March 22, and contracts were awarded to the lowest qualified bidders on April 5.

The largest single investment is a \$16.8 million contract to resurface 15.1 miles of roadway on I-75/State Route 401 from State Route 36 to State Route 155. The project, extends across Butts, Henry and Spalding counties, was awarded to C.W. Matthews Contracting Co., Inc. and E.R. Snell Contractors, Inc. The second largest project was a \$15.2 million contract to resurface 9.52 miles of roadway on I-20/State Route 402 from west of Sweetwater Creek to west of State Route 5. This contract was also awarded to C.W. Matthews Contracting Co., Inc. and E.R. Snell Contractors, Inc. Both contracts, along with 22 other resurfacing contracts, represent 93 percent of the awarded funds.

Safety contracts represent five percent of the awarded funds, or \$4.4 million. A \$2.3 million contract was awarded to upgrade 26.48 miles of pavement markings on I-16/State Route 404 from east of State Route 29 to the Candler County line in southeast Georgia. This project will take place in both Emanuel and Treutlen counties. The remaining two percent or \$1.93 million of the awarded funds is for a single construction project to widen and reconstruct 1.32 miles of passing lanes on US 27/State Route 1 at Mulberry Creek to north of Hudson Mill Rd. This project will take place in Harris County.

To Read More: <https://us13.campaign-archive.com/?u=80dbe14272ec0b5e1a1bf5b4e&id=cae8358703>

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About the Program

The Construction Estimating Institute (CEI) works with GDOT as the statewide provider of the federally fund Disadvantaged Business Enterprises (DBE) Supportive Services Program.

Our goal is to increase the number of certified DBEs participating in highway and bridge construction, as well as assist DBEs in growing and eventually becoming self-sufficient.

Additionally, CEI provides supportive services by assisting prime contractors and consultants with identifying DBEs for subcontracting opportunities on priority projects.

5 Tips for Eliminating Rework

How to fix the recurring problems plaguing your projects



In 2012, Navigant Construction Forum of Navigant Consulting Inc. reviewed 15 studies—homing in on 19 projects discussed in those studies—to

quantify the true price of rework in construction. The report defines rework as “activities that have to be done more than once in the field, or activities which remove work previously installed as part of the project—regardless of source—where no change order has been issued and no change of scope has been identified by the owner.”

The responses of contractors interviewed in the studies allowed researchers to peg the direct cost of rework at almost 6 percent of the total contract amount, with indirect costs of 5.5 percent. Fortunately, contractors have a good chance of improving profitability by reducing or eliminating rework. But these tasks don’t come without their challenges.

The first seeds of rework typically hide in your construction processes. Incomplete or delayed requests for proposal leave people working without the right information or specifications; inadequate resources encourage people to cut corners; poor scheduling ensures work sequencing gets out of whack; poor design and engineering not only raise safety concerns, but also guarantee people will be making changes on the fly. Rework points to systemic issues, given that it arises from the systems or processes you use daily. But it’s not just your problem. Much of what flows (or doesn’t flow) into

your systems comes from other project participants. Subcontractors, suppliers, fabrication producers and others who supply materials, components and resources leave you at the mercy of everything they do incorrectly. To truly tame rework, you have to start at the beginning.

1. Start with Scope

The project scope provides the first glimpse at the potential for rework. If you’re looking at plans and scratching your head to understand how the pieces fit together, you have just been warned of possible changes. And changes spawn rework. The following tips can help you focus on the important factors when analyzing the scope of a project:

- Use a documented, consistent approach when studying plans.
- Confirm existing conditions.
- Compare the plans to the stated scope and intended use.
- Compare the plans to similar projects you have already built.
- Compare plan specifications with plan sections.
- Consider the expected completion date relative to the workload.

Carefully review the contract and look for vague or missing requirements. Use the review to inform not only your bid, but also your decision about whether to bid at all. After winning the job, focus on scheduling.

2. Analyze the Schedule

As construction gets underway, a false sense of security leads us to believe all parties know what’s going on and what their respective roles are. This is seldom the case, though. Wishful thinking will lead you to overlook the warning signs that rework is brewing.

Take a good look at the schedule—not just a cursory review, but a thoughtful, in-depth study. Identify the activities that might be lacking sufficient resources. Those tasks are where substitutions, improper methods and rushing will spin off quality issues.

To Read More: <https://www.constructionbusinessowner.com/strategy/5-tips-eliminating-rework>

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