

Labor Surcharge And Equipment Rental Rates Caltrans

An increasing number of agencies, academic institutes, and governmental and industrial bodies are embracing the principles of sustainability in managing their activities. Life Cycle Assessment (LCA) is an approach developed to provide decision support regarding the environmental impact of industrial processes and products. LCA is a field with ongoing research, development and improvement and is being implemented world-wide, particularly in the areas of pavement, roadways and bridges. Pavement, Roadway, and Bridge Life Cycle Assessment 2020 contains the contributions to the International Symposium on Pavement, Roadway, and Bridge Life Cycle Assessment 2020 (Davis, CA, USA, June 3-6, 2020) covering research and practical issues related to pavement, roadway and bridge LCA, including data and tools, asset management, environmental product declarations, procurement, planning, vehicle interaction, and impact of materials, structure, and construction. Pavement, Roadway, and Bridge Life Cycle Assessment 2020 will be of interest to researchers, professionals, and policymakers in academia, industry, and government who are interested in the sustainability of pavements, roadways and bridges.

"With an appendix containing a full analysis of the debts of the United States, the several states, municipalities etc. Also statements of street railway and traction companies, industrial corporations, etc." (statement omitted on later vols.).

Offers an equitable set of contract provisions for the administration of public agreements in order to achieve both economy and accuracy in project specifications. Focuses on "front end documents" which consist of instructions to bidders, bid bonds and other contracts covered in Division I of the CSI Technical Specifications. Contains standards for six states: California, Alaska, Nevada, Ohio, Pennsylvania and Wisconsin. Includes sample forms, a style guide as well as special legal requirements regarding public projects.

For every dollar spent on Time and Material (T&M) jobs, the contractor can recover all of his direct costs plus all of his indirect overhead cost plus fees (profits). If all costs are recovered plus a fee, the contractor has little incentive to save the owner's money and expedite the work in the most prudent manner. The longer the project is delayed, the longer the contractor's equipment can be rented, the more field office staff can be billed, and the more overtime that is worked all contributes to more profits. Construction sites are more prone to fraud, over-billing, and lack of controls than typical businesses. Through proper construction oversight, there should be monitoring, accountability, and transparency for all transactions. There are two simple rules to follow: Rule Number 1: Never Assume Anything! There has to be a reason when the contractor fails to provide required documentation such as staff salary component details, purchase orders, equipment lists, or contracts with subcontractors. Perhaps the missing documentation shows charges to a different project that should not have been billed to this owner. Perhaps the staff salary components have hidden markups included in the rate in addition to the contractual fees. Perhaps the missing Purchase Order is a Lease-Purchase Option for equipment rentals with ownership of the item going to the contractor at the end of the lease but paid for by the owner. The reviewer should always question why something doesn't look right. Rule Number 2: Everything is Negotiable. Disputes often arise during a large construction project because of ambiguity in the contract terminology. The contract is the "Meeting of the Minds" of both parties throughout the project. An interpretation is often called for as to "What was the original intent of the contract language?" When every detail is not spelled out in the contract, there should be a reasonableness test applied. The contractor is acting as agent for the owner to complete the project prudently and expeditiously. If an equipment item can be rented for \$1,000 per month or \$600 per week and the length of rental is unknown, is it prudent to enter into a lease that costs the most (\$1,000 per month versus \$2,400 per month after 4 weeks)? The purpose of this book is to provide Government Agencies, Public and Private Project Owners, Certified Public Accountants, Construction Auditors, and Invoice Reviewers the tools needed to detect and dispute overcharges as well as provide guidance for Project Controls. Audit tools listed in this book will help detect unethical billing practices for any Agency or Company reimbursing contractors for craft labor, staff labor, material invoices, rental company invoices, or sub-tier-contractor invoices. The author recovered over \$7 million overcharged by contractors and subcontractors on one project using techniques in this book. One significant audit finding could recover several thousand dollars of excess contractor profits and would justify the small investment in this book. WHY CONSTRUCTION AUDITING? Most owners of large projects, such as utilities or refineries, are not staffed for large maintenance or construction projects even though they always seem to be building or modifying their facilities. Projects can be short lived and the owners don't need a permanent staff for specific projects where the employees cannot be reassigned after job completion. They rely on contractors to execute the work acting as the owner's agent, gather the necessary documents to request their monthly reimbursement, and provide one accurate invoice for payment. The owner processes the bill as they would any other bill with perhaps a cursory review of the summary, a math verification of totals and some cross matching of labor rates, equipment rental rates, etc. Rarely is an in-depth review performed by a unique department such as Construction Audit but by the Accounts Payable Department. The Accounts Payable This report from the second Strategic Highway Research Program (SHRP 2), which is administered by the Transportation Research Board of the National Academies, examines the procedures that highway agencies and railroads follow to develop agreements for highway projects that cross or lie alongside railways. It provides a comprehensive collection of successful practices and standard processes that promote cooperation between railroads and public agencies and that can help them reduce the time and cost of project reviews. The report also includes a series of model legal agreements.

For courses in Construction Management, Construction Contract Administration, and Construction Inspection. Drawing on the author's extensive experience in construction engineering, administration, and education, this text/reference addresses each of the principal contract administration duties in logical order-from the hands-on viewpoint of a resident engineer on a construction project. It specifically addresses the responsibility and authority of the Resident Project Representative, unlike other texts which focus on the project manager. The text takes a project team approach for improved job efficiency, outlining a construction team operation in which the administrator delegates to the greatest possible extent all those contract administration functions that can be more effectively done in the field.

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