

District Final Estimates Managers Meeting Teleconference
April 17th, 2008, 9:00 AM
Phone No. 850-414-4661

AGENDA
MINUTES

Teleconference meeting began at 9:00 AM

1. Introduction and Roll Call

DC

Present were the following: D1; Scott Sikorski and staff. D2: Terri Towers and Carol Hale. D3: David Bradford and Anthony Mosier. D4: Edison NG, Cathy Gunther, and Gary Bennett. D5: John Burnette, and staff. D6: Barbara Espino Perez and staff. D7: John Cummings and staff. D8: Marlene Sanchez. Central office: David Chason, Richard Massey, Stanley Youmas, Sherry Valdez and Rose Hudson. David began going through each item on the Agenda.

2. Permanent Records - email from John Burnette

From: Burnette, John
Sent: Wednesday, March 05, 2008 9:03 AM
To: Chason, David
Subject: Permanent Records

David, I know we talked but I can't remember for sure! Old age!!!

1) Drilled Shaft for pay!

Need all forms filled out in field (Forms 700-010-84, 700-010-86, 700-010-89 and 700-010-91) Turned in with Final Estimate and Marked with Red "P" for permanent record! Is this correct?

2) Mast Arms (which require Drilled Shaft) but is paid under Mast Arm.

Need all forms filled out in field (Forms 700-010-84, 700-010-86, 700-010-89 and 700-010-91) Turned in with Final Estimate and Marked with Red "P" for permanent record! Is this correct?

Answer:

From: Chason, David
Sent: Wednesday, March 05, 2008 10:49 AM
To: Burnette, John
Subject: RE: Permanent Records

Correct on all questions.

3. As-Built Plans – Richard Massey

a. All Changes Signed and Sealed –

b. Exception – See Chapter 4 of the Prep & Doc Manual Write-up below.

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4.5.1 By Engineer of Record (EOR)

There are situations when it would be necessary or desirable to require the modification of the plans after a project is awarded: the plans may have contained errors or omissions; field conditions may have changed; or the scope of the project may have been revised.

All changes made in the field not requiring an engineering analysis will be signed, sealed, and dated by the Professional Engineer (P.E.) in charge of the project. If the revisions are due to errors or omissions, the EOR has a professional obligation to correct the plans.

If the revisions are due to errors or omissions on the part of a Contracted EOR, no additional compensation shall be made. If changes of another nature are necessary and the EOR is a consultant, then the services requested and payment for the services may be authorized by the Department's Design Project Manager/District Consultant Project Manager through a Supplemental Agreement to the original design contract (post-design services). The consultant's design contracts may be altered by a Supplemental Agreement up to 10 years after the date of execution of the design contract.

The EOR shall sign, date, and emboss with a seal any changes that the EOR has made to revise the original sheet.

4.5.7.2 Revision Process

The Final "As-Built" Plans to be submitted with the final estimates package shall be updated as the project progresses. All additions, deletions, and revisions shall be clearly delineated to reflect the final "as-built" conditions of the completed project. If a plan sheet is revised, the original plan sheet shall have **VOID** written on it and the new plan sheet shall be inserted after the original (old) sheet in the set of Final "As-Built" Plans. All revised sheets will be signed, sealed, and dated by the responsible P. E. or EOR. All changes made in the field not requiring an engineering analysis will be signed, sealed, and dated by the P.E. in charge of the project. Exception to the above, only when an item's quantity varies from the project's estimated quantity and no changes are made or no structures are altered, then in this case, the signing and sealing requirements to document the variation from the proposed to the final quantity will not be warranted.

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For revisions not made by the EOR, the proper.....

And in Paragraph 6, the following:

The **CADD Production Criteria Handbook, Chapter 21** describes the process of generating the proper naming convention and standards for updating the CADD files electronically. 3) If revisions are performed other than cloud revision, such as completely manipulating the native MicroStation DGN file, all changes will conform to the same procedures and requirements outlined in the **CADD Production Criteria Handbook, Chapter 8 & 2**, the **CADD Manual, Chapter 5**, and the **PPM, Chapter 19 & 20**. After the native MicroStation DGN file has been revised to reflect "as-built" conditions, then you must re-authenticate the Project CD through **Professional's Electronic Data Delivery System (PEDDS)**. Once the final plans set have been

completed to reflect “as-built” conditions whether they are a hard copy, CD/DVD files, the RO must meet the approval of Image API for final output of the plan set. The final plan set shall be in a format that is acceptable for scanning and attributing by Image API in accordance with the “**As-Built Plans Management System User Guide**”. For revisions not made by the EOR, the proper language of qualification is recommended on the cover sheet (the first page of the plans only). This

4.5.7.1 CHANGES MADE BY OTHERS

Changes made by the Contractor’s EOR or Specialty Engineer shall follow the Department’s current criteria for revisions. All revised sheets will be signed, sealed, and dated by the Contractor’s EOR or Specialty Engineer.

All revisions shall be reviewed for concurrence by the Department EOR and Engineer before the “as-built” is accepted for signing and sealing. Once the changes are reviewed and accepted these plan sheets or final analysis shall be incorporated into the final “as-built” plan set in the appropriate section and indexed by the Project Administrator.

If revisions are performed only on a portion or portions of the plan sheet(s), they shall include each change signed, sealed and marked-up in accordance with 4.5.7 above. Then the Contractor’s EOR or Specialty Engineer may use the Department’s language of qualification as outlined in 4.5.7 above. These must be clearly identified, signed, sealed and dated by the responsible P.E. These type revisions will require prior and final consent by the Department’s EOR and Engineer before the “as-built” is accepted for signing and sealing.

4.5.8 The Key Sheet

The Key Sheet of the sealed set of Final "As-Built" Plans shall show the following data (see Figure No. 4-1): added (G)

- (G) Other Final “As-Built” Plans such as Jack & Bore, Plowing, or Signalization shall be included with the plan set and shown in the Index of **Roadway Plan Sheets** on the **Key Sheet** of the Final “As-Built” Plans.

4.5.10 Roadway-As-Built Pavement Data Form

2nd paragraph, added:

NOTE: This form will be filled out during the project’s paving operations and the information on this form would be entered into LIMS. If the typical section/characteristics changes then you would need to complete another form to reflect those changes. The Roadway - “Verification Technician” will perform this operation and complete the Roadway-As-Built Pavement Data, Form No. 700-050-12 (see Figure No 4-2). This form will be attached to the Final "As-Built" Plans directly behind the **Typical Section Sheets and will be sent to Image API for scanning and attributing along with the Final “As-Built” plans according to **As-Built Plans Management System User Guide**.**

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4.5.15 Final "As-Built" Bridge Plans

4th Paragraph, added:

*Prior to final acceptance of the construction contract, the electronic as-built bridge plans will be secured using PEDDS. The CEI consultant will authenticate the electronic plans using PEDDS, generate the hash code on a sheet of paper, and sign, seal, and date the sheet. This will signify the CEI's authentication of the electronic "as-built" bridge plans. The signed, sealed, and dated sheet with the hash code will be scanned along with the Final "As-Built" Bridge Plans in accordance with **As-Built Plans Management System User Guide**. The Final "As-Built" Bridge Plans set will be sent to Image API for scanning and attributing.*

4.8 LIST OF FIGURES FOLLOWING THIS CHAPTER

Added:

Figure No. 4-4

Bridge Category Definitions

See next page

From Agenda Item # 3 (a) and (b), Action Item # 1 was generated.

ACTION 1: As-Built Plans, Key Sheet;

- a) Can the Contract # be included on the Key Sheet? We will get with Roadway design on this issue.
- b) If you change the Key Sheet by adding text like adding indexes, page numbers, etc. (these are not changes that are made on the plan sheets that have been signed and sealed by the Engineer). These changes are for information purpose only.

Answer:

- a) **Design to add Contract Number on Lead Key Sheet**
- b) **There will be no need to sign and seal any key Sheet if only informational text is added.**

FIGURE 4.4
BRIDGE CATEGORY DEFINITIONS

Topic #625-000-007
Plans Preparation Manual, Volume I - English

January 1, 2006
Revised – January 1, 2007

26.3 Definitions

All structures have been grouped into the following two categories based upon design difficulty and complexity:

26.3.1 Category 1 Structures

Category 1 Structures consist of box or three-sided culverts, short span bridges (continuous reinforced slabs and prestressed slabs), simple span bridges with spans less than 150 feet, continuous straight steel plate girder bridges with spans less than 150 feet, bridge widenings for these structure types, retaining walls, roadway signing, signalization and lighting supports, sound barriers, and overhead sign structures.

26.3.2 Category 2 Structures

A structure will be classified as a Category 2 Structure when any of the following are present: steel box girders, curved steel plate girders, span lengths equal to or greater than 150 feet, cast-in-place concrete box girder bridges, concrete segmental bridges, continuous post-tensioned concrete bridges with or without pretensioning, steel truss bridges, cable stayed bridges, movable bridges, depressed roadways, tunnels, , non-redundant foundations, straddle piers, integral caps, bridges designed for vessel collision, or any design concepts, components, details or construction techniques with a history of less than five (5) years of use in Florida.

3 (c) Carol Hale's email to Terri Towers- Storage Process of As-Built Plans

From: Towers, Terri
Sent: Thursday, March 20, 2008 11:30 AM
To: Chason, David
Subject: FW: As Built Plans
Please add to agenda for DFEM meeting in April. Thanks,

From: Hale, Carol
Sent: Thursday, March 20, 2008 9:31 AM
To: Towers, Terri
Subject: As Built Plans

Terri, I have some concerns as to the storage process of the As-Built plans by Image API. As it states in their directions of 2004 they are supposed to return the plans after scanning into their web site to the Dept of Construction, or if they are to store them, they have 45 days in which to dispose of them. This is supposed to be cost effective...however it is not being followed. Sometimes it takes longer than 2 week for the plans to be posted to their web site, and as of today not one box of plans have been disposed of in the last 4 years. Image API is storing them.....to me this doesn't seem cost effective. Seeing as that I am the "keeper" of the As-Built, I wonder if you would look into this for me and let me know what the status is. Thank you and have a good day.

3 (d) Email from Zach Wiginton to Barbara Espino regarding As-Built Plans- Record Disposition Request

From: Espino, Barbara
Sent: Tuesday, April 08, 2008 2:02 PM
To: Chason, David
Subject: FW:
David, perhaps you can add this to the Agenda for our next teleconference meeting.
As-Built Plans - Record Disposition Requests

From: Wiginton, Zach As-Built Plans - Record Disposition Requests
Sent: Tuesday, April 08, 2008 1:51 PM
Subject: As-Built Plans - Record Disposition Requests

Hello,

To help improve the process of sending in Records Disposition Requests for As-Built plans, here is a short how to and an example of a correctly completed Disposition Request. This may assist in getting some consistency in how we fill out the form.

The main area that was missing on the first round of these has been a signature by the District Records Coordinator in box 8. The entire process will flow much smoother if we have that box and a records tracking number assigned at the district office before the plans are sent in for imaging. Box 9 will be signed at the time of destruction, and the original form will be returned for storage by the District Records Coordinator. I can send you a copy as well, if needed.

We will continue the practice of sending a copy of the inventory sheet after the imaging

process is completed, as a notice that the plans are in the system.

You will then need to perform a QA of the images. I will develop a means by which you can notify me when your QA is complete. Either by email or a simple on-line form to complete, this process will be needed to ensure that all images have been reviewed before disposition. The plans will be held for a required period to allow adequate time for review. We will ask that plans be reviewed within a 15 day timeframe of notification.

I will also be sending a final notice of all previously imaged plan sets that do not have Records Disposition Requests filled out at this time. Any that are not submitted afterward will be returned to the District Office.

Please let me know if you have any questions.

Zach Wiginton
State Construction Office

See Example next page:

Agenda Item 3 (c) and (d), Action Item #2 evolved.

ACTION 2: As-Built Plans, Record Disposition Request;

a) Who is in charge of this? And, does the District's Records Coordinator sign this? Who QA's the process? There are mixed answers. The DFEO Records Coordinator should not be required to sign something that they have not seen, or that they don't know the where-a-bouts.

D3 (Anthony Mosier) will get with Central office, Construction Zach Wiginton and work on clarifying this issue, and so that each District will know the ins and outs of this process.

RECORDS DISPOSITION REQUEST

NO. **DS-618**
Page 1 of **5** Pages

1. AGENCY: Department of Transportation
 2. OFFICE: DISTRICT FIVE **District Records assigned tracking #**

3. ADDRESS (Street, City, and Zip Code): 719 S. WOODLAND BLVD., DELAND, FL 32720-6834
 4. CONTACT (Name & Telephone Number): ROBIN L. WOODS, DIST. OPERATIONS CONTRACT MGR. (386) 943-5367

5. I hereby certify that the records to be disposed of are correctly represented below, that any audit requirements for the records have been fully satisfied, and that further retention is not required for any litigation pending or imminent.
Robin L Woods 6-17-04
 Signature Date
 Robin L. Woods, Dist. Operations Contract Mgr.
 Name and Title of Office Manager

6. NOTICE OF INTENTION: The scheduled records listed in Item 8 are to be disposed of in the manner checked below (specify only one).
 a. Destruction b. Microfilming and Destruction
 c. Other _____
 d. Electronic Storage and Destruction

Maine P. Stanley 6-21-04
 LIST OF RECORD SERIES

a. Schedule No.	b. Item No.	c. Title	d. Retention (Records Coordinator Use Only)	e. Inclusive Dates	f. Volume in Cubic Feet
A-388	1	FINAL "AS BUILT" PLANS-ROADWAY * SEE ATTACHED INVENTORY SHEETS DOTSM 00831		Paid-Off 9/03-5/04	2.24

Box 8 should contain the District Records Coordinator's signature.

Box 9 will be signed after destruction and originals returned to District Records Manager

8. DISPOSAL AUTHORIZATION
 I hereby acknowledge that the above listed records have met retention. Any records which have not met retention have been struck through. Some dates identified in column "e" above may have been modified by the Records Coordinator to ensure retention has been met.
[Signature] 6-22-04
 Central Office Records Administrator or District Records Management Coordinator Date

9. DISPOSAL CERTIFICATE: The above listed records have been disposed of.
 Signature _____ Date _____
 Name and Title _____
 Witness _____
 NOTE: Upon disposition retain this form for your records and forward a copy to the Central Office Records Administrator at MS 12.

3 (e) Form 700-050-12: Roadway As-Built pavement Data
Original Form below:

State Of Florida Department Of Transportation

700-050-12
CONSTRUCTION
10/08

Roadway - As-Built Pavement Data (LIMS)		
Date	Page No. of	LIMS ID
Project ID.:	Pay Item No.:	Material ID.: PROABS
Sample Level: V	Manfr or Prod:	Date Sampled:
Dest. LabID:	Sample No.:	Sampled By:
Sta. From:	Sta. To:	Plant No.:
Design Mix No.:	Lane:	

Pavement Information (Enter Only New Pavement Layers - Start With First Pavement Layer Placed)					
Milling Depth	Layer Number	Subgrade (if new)	Base (if new)	1	2
		Layer Code			
	Approx. Thickness in./mm				

Layer Number	3	4	5	6	7
Layer Code					
Approx. Thickness in./mm					

Remarks:

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150	15 Lane Enter roadway side letter (R or L) and through lane number, numbering
151	from the centerline or median outward. Example: Use R1 for right inside mainline roadway lane.
152	Information on turn lanes, auxiliary lanes, shoulders, ramps, side roads, etc. does not
153	have to be entered.
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155	Lane Codes

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Agenda Item 3(e): Richard Massey explained the revamping of the Roadway As-Built Pavement Data Form, 700-050-12. He showed what was added and what was deleted and asked if anyone had any questions, or would like to see anything else on this form changed to get with him.

4. New Form - Final Measurements “Miscellaneous” Form No. 700-050-61. SV

See proposed write up in the Computation Methods for Design, Construction & Final Estimates (CMDCFE) Handbook, below:

**FINAL MEASUREMENTS “MISCELLANEOUS”
Form 700-050-61, PDF and WORD Format**

This form is designed to record data and to simulate a field book page. Therefore, Area, Linear, Volumetric, Survey Notes, and Per Each measurements could be documented on this form. This form could also be used to document quantities using the Latitude and Departure method.

Field Books are costly. However, when a project necessitates a full survey, such as Bench levels, Original and/or Final Cross Sections, and Subsoil Cross Sections, it is recommended to use the Field Book.

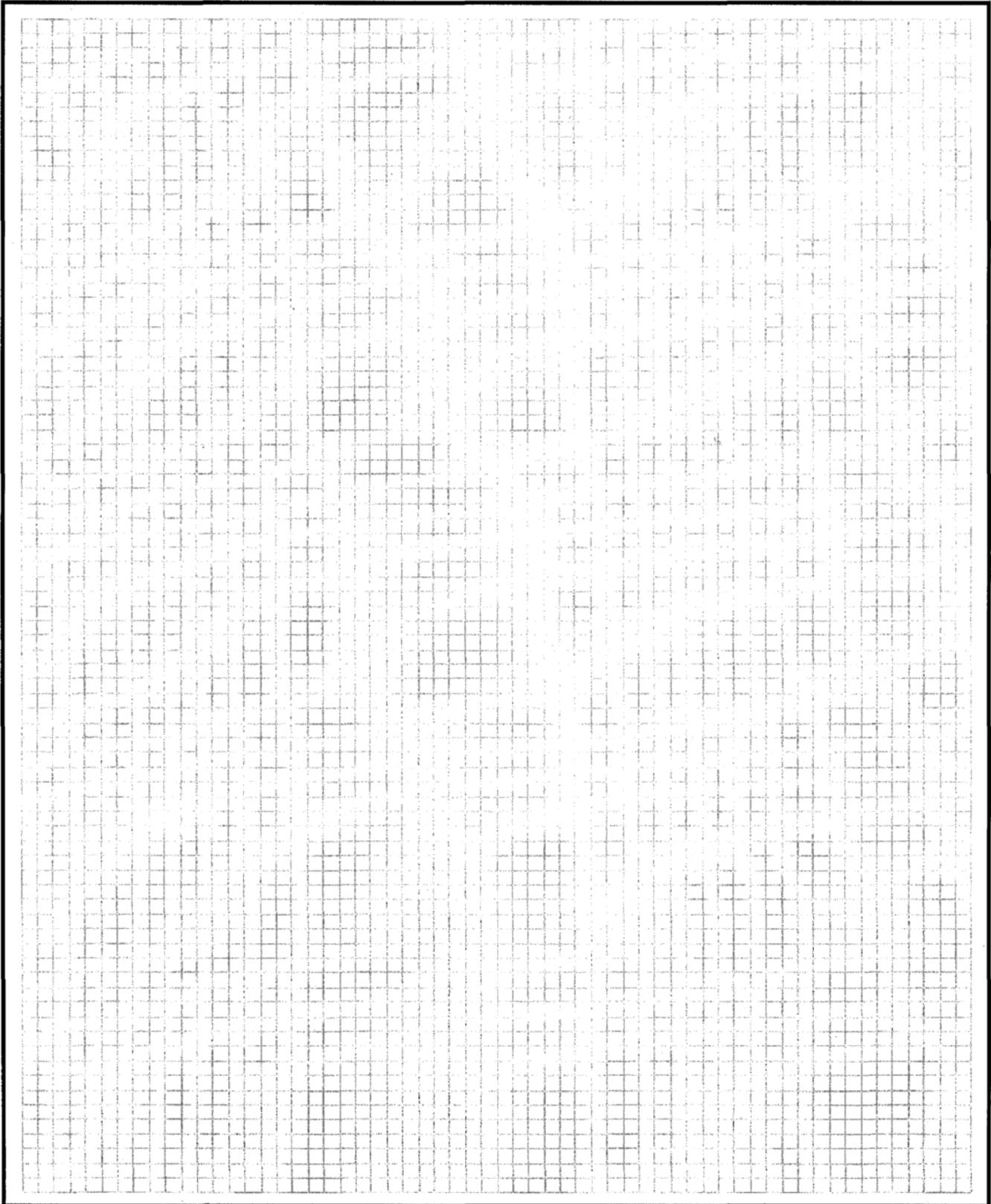
By creating this form, a technician could use one, two or as many pages as needed, with a potential savings to the Department.

See Form on next page:

Agenda Item # 4; Form 700-050-61, is the new proposed Final Measurements “Miscellaneous” form. Sherry Valdez mentioned the write-up in the Computation Methods for Design, Construction, and Final Estimates (CMCDFE) Handbook. There will also be a write up in Chapter 6 of the Prep & Doc. Manual. David Chason polled all Districts to see if their technicians were using this form out in the field. All District DFEMs said that the techs were using this form.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FINAL MEASUREMENTS "MISCELLANEOUS"

700-050-61
CONSTRUCTION
12/07
Page No. ___ of ___



5. **Scanning of Notarized Documents:**

DC

DCE Meeting Minutes- 2/ 27-28/2008 in Orlando, Item No.34

- a) **New Interpretation**
- b) **See meeting minutes below:**

Scanning of notarized documents – Brian

From: Blanchard, Brian A
Sent: Wednesday, January 16, 2008 4:40 PM
To: 'Kevin Price'
Cc: BBurleson@ftba.com; Jim Warren
Subject: RE: District Inconsistencies

I certainly agree that we need to be consistent from project to project and provide clear guidance. We have dealt with the issue of electronic submission of certifications and forms (including those that have been notarized). Legal has determined that such submittals are acceptable. I will share this with the DCE and staff for consistency. I believe the specs are generally clear on the CQC requirements. In the grey areas, meetings like the "Inconsistency Meeting" held on October 22 will help us all operate as one. I hear CEI folks complain that the Contractors Quality Control Program has been in place since 2002 and many contractors have not been taking their obligations as seriously as others. We expect random inspections by our inspection personnel to make sure the project is being built in accordance with the plans/specs. I think it is reasonable for a new contractor (or new contractor in that district) or a poor performing contractor with a history of performance problems to be watched a little closer. A well known trusted contractor in a district may not be watched quite as closely, but the same specification requirements apply to all. I don't see this approach as being unreasonable. As you know, the qc requirements for the contractor are the same whether the contractor self performs the qc or subs it out. The contractor is suppose to provide the necessary inspection to assure the QC sampling/testing is performed, but also provide inspection for other things....construction, placement, storage etc. I don't see the benefit of trying to create separate guide lists. This is something we need to talk more about in person. Let me know if you have any other feedback. Thanks

Action Item: Electronic submittals of notarized documents are acceptable. However, there was a question if this applied to all documents? Brian will discuss further with Legal. Need to clarify with Legal if this applies to REA's, certifications, etc...

Resolution:

Proposed write up in the Prep & Doc Manual; Chapter 3, see below:

3.3 GENERAL

Progress estimates will be prepared and submitted monthly for each project to determine the amount payable to the contractor. A Certification by the contractor, that he has paid his subcontractors and suppliers of material and equipment their proportionate share from the last progress payment, is required each month. This is required in 9-5.6 of the FDOT Specifications and shall be explained at the preconstruction conference.

The documents required to close out a final estimate will vary from project to project. It is the responsibility of the Project Administrator (PA)/District Final Estimates Manager (DFEM) to check the Contract and Specification requirements to ascertain that each Final Estimate Package is complete with all essential documents. Any outstanding Contractor documents must be requested from the Contractor with instructions to forward them to the District Final Estimates Office (DFEO), (see Figure 3-1).

It is the PA's/DFEO's responsibility to inform the Contractor of the Department's required documents to complete the contract payment. When these documents are received by the Department or its designee, they can generate interest on monies due if a delay is experienced in the final payment of the contract. All contract documents are to be time/date stamped when received by the Department or its designee.

~~**Note:** The required Contract Certifications that are to be submitted monthly for payment to the PA, the Department will accept faxed copies with the required signatures. However, any documents that are required to be notarized, the original must be submitted to the PA as specified in the Contract.~~

Note: The Department will accept scanned emailed or faxed copies, fully executed Contract Documents that require notarization along with Contract Certifications.

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Agenda Item # 5, "scanning of notarized documents" and action # 3 generated from this.

ACTION 3: Scanned emails or faxed original documents, they become original documents and the original documents do not need to be sent. These faxed or scanned original documents will become the originals.

A) If scanned or faxed "Original Documents" are legal and accepted in court, they should be accepted for DOT business. See attached emails below

The write up in Chapter 3, Section 3.3, "Note" will also be out for review.

See email from Brian Blanchard addressing email from Greg Jones an response from G. Jones with resolution:

From: Blanchard, Brian A
Sent: Thursday, May 08, 2008 10:28 PM
To: Jones, Greg
Cc: Sadler, David A; Chason, David
Subject: RE: Submittals of electronic documents

Thanks Greg. This question came up during the recent Final Estimates Statewide meeting. My understanding is this would apply to REA's and certified claims as well.

From: Jones, Greg
Sent: Thursday, May 08, 2008 5:42 PM
To: Blanchard, Brian A
Subject: Submittals of electronic documents

Brian: This is an old draft which apparently I did not send.

In furtherance of your email and our discussion regarding receipt and acceptance of electronic submittals of documents, including notarized documents.

Please see the provisions of Florida Statute 668.50 Uniform Electronic Transaction Act (effective Jan. 1, 2008)

This appears to provide authorization for all types of electronic document transactions which should address your concerns. Apparently we can do almost anything by electronic means and they are admissible in trial. As you know we are scanning our own documents and destroying the originals so that the scanned document becomes the "official" record of the DOT.

Let me know if you need further clarification.

P. Gregory Jones, Esq.
Chief, Civil Litigation
Office of the General Counsel
Florida Department of Transportation

Response from Greg Jones

From: Jones, Greg
Sent: Wednesday, May 14, 2008 11:07 AM
To: Blanchard, Brian A
Cc: Chason, David
Subject: RE: Quarterly Contractors Meeting

I am not a fan of certified mail. My experience is that it is inconsistent. Our primary concern is timely notice and verification of delivery. I believe that email would adequately serve that purpose. (Faxing would also serve that purpose) The parties can attach documents and the email will serve as a record of when it is sent and received and the content. The sender can request verification of receipt. Obviously such documents need to be preserved by making a hard copy for the file and/or saving a copy electronically (and any attachments) I have no problem with using email as long as it is clarified where the email is to be sent, that the time of RECEIPT governs and that any email received after 5 pm local time is considered received the next business day (since it is after business hours-that can be subject to change depending upon your needs, i.e., they could be timely if received before midnight, etc.) Let me know if you need more discussion.

P. Gregory Jones, Esq.
Chief, Civil Litigation
Office of the General Counsel
Florida Department of Transportation

6. DCE Meeting Minutes- 2/ 27-28/2008 in Orlando, Item No.32

DC

Section 611-2.3.2 contains very detailed requirements for the as-builts related to signal installation. I'm told the as-builts we are regularly receiving from the signal subs are less than acceptable. As this often occurs at the end of the job, we are now in a position of accepting them, charging the prime LDs while his sub resubmits, or doing it ourselves. I would like to verify that all districts are prepared to charge the prime LDs until we get we get an acceptable as-builts or is there another idea? For example, my Resident Engineer wanted us to discuss the idea of requiring these as-builts to be signed and sealed by the Contractor's P.E. prior to Final Acceptance. –Tim Ruelke.
Action Item: The specification for this will be reviewed and see if a revision is needed.

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Resolution: Spec Change, see write up below:

611-2.3.4 Compensation: All costs involved with providing as-built plans are incidental to the other items of work associated with traffic signals. Payment for the work associated with traffic signals will be made at 70% of the unit price bid for signal installation. The remaining 30% of the unit price will be made after submittal and acceptance of the As-Built Plans.

See proposed write up in Chapter 4 of the Review and Admin Manual 4.5.8 “The Key Sheet” Item (G) on page 3 of this Agenda.

Agenda Item # 6: Spec Change: Section 611-2.3.4 of the Specs – As-Built-Traffic Signals-Per DCE meeting.

The Contractor’s As-built Plans are not required to be signed and sealed in accordance with the Specifications. The question came up: Will this hold up a Final Acceptance?

David answered that it could, per Specifications. We all need to make all aware of what is going on, and what the consequences could be. Make sure to discuss this in the preconstruction meetings. This is the Contractor’s responsibility and NOT the PA’s responsibility. This Spec should be out for the July 2009 lettings, so bring this up now with the Contractor and make them aware.

7. **Post Audit Review (PAR)s;** Current – All projects

- a) Frequency?
- b) \$ amount Versus Random # for the year?
- c) Other Proposal – Each District

Each DFEM is to get with their District and present a proposal so that we could come up with a Statewide Plan.

David polled the DFEMs on their frequency and their \$ amount versus their random numbers, and what other proposals they would like. The following is the outcome:

D1: Currently; Full PARs on all Jobs (Yes DCE discussion on 4-21-08)

DFEM recommendations: There are no complaints. They have issues with major findings and the time it takes to correct them. They are OK with doing PARs on all projects.

Their DCE recommends the one in three approach. The DCE agrees with D-5 in that the Contractors really don't like the multiple "Final" letters (it can become confusing). He would like to have the audit done before the offer of final payment (or some type of IA approach.)

D2: Currently, Full PARs on all Jobs (No DCE discussion yet)

DFEM recommendation: Will discuss with their DCE, however: it depends on the complexity of the project, even though they have a random selection. They are doing the IAs and PARs on all projects now. The message is to let the CEIs know how they are doing and how to improve. They will get with their DCE and let us know.

D3: Currently, Full PARs on all Jobs (DCE discussion received on 4-24-08)

DFEM recommendation: David Bradford feels that every third project should be PAR'd with an option of checking any project that has a new Project Administrator. Also, at final acceptance, to have some kind of system to check in SiteManager that will track this and have a list with targeted jobs.

Their DCE proposes: A **minimum** PAR on every third project with the option of performing a PAR on a new Project Administrator.

At the beginning of each calendar year as a project is Final Accepted we will perform the PAR on every 3rd project (note: Every third project will be picked from the Final Accepted date not when the project is actually brought into the District Final Estimate Office).

D4: Currently, Full PARs on all Jobs (No DCE discussion yet)

Proposed: All projects are still OK with this District to PAR. The dollar amount does not matter. If the job looks good, then move on to the other one. cursory reviews are recommended. However, they will discuss with their DCE and get back with us.

D5: Currently, Full PARs on all Jobs (Yes, Discussed with DEC)

DFEM recommendation: No opinion, he will go with whatever his DCE proposes.

D-5 DCE's proposal: Jobs that will have detailed Final Estimates review are as follows: Jobs over 100 Million, 100% (all jobs checked). Jobs that are 50 Million to 100 Million, only 50% to be checked; Jobs that are 2 Million to 50 Million; only 25% to be checked, and anything less than 2 Million only 10% to be checked.

D6: Currently, PARs performed on all Jobs (DCE response received on 5-5-08)

Our District Audit process is determined, on an individual project basis, by taking into consideration several factors:

- a) the complexity of the project
- b) the experience of the staff submitting the estimate.
- c) our present work load and,
- d) if it's considered a low-risk estimate

Depending on these factors, we may perform a "Risk Base" Audit, or a full audit.

Audits are performed on all jobs at this time.

We have new CEI firms, which need to go thru a learning curve, sometimes we find out about Office Engineer turn over in these firms, and we also constantly find new

Project Administrators, that may be working in our District for the first time. All of these factors need to be considered, on a constant basis.

Our District's system of Post Audit Reviews is functioning well as it is, and we do not request a change on this process.

D-6 DCE's proposal: Mr. Croft will agree to a reduction of PARs, if requested to do so by Tallahassee; as long as you allow the District to reduce the PAR Reviews, at the District's discretion, depending on our work load and the factors stated above. However, we would like to mention that our District's system of Post Audit Reviews is functioning extremely well; and we do not request a change on the Post Audit process, at this time.

D7: Currently, Full PARs on all Jobs (DCE response on 5-1-08)
DFEM recommendations: Just because a Job is over 100 Million does not mean there are no errors. They have one that is 185 Million that was sent back because of so many errors. We are recommending that all jobs be PAR'd and their DCE is in agreement with this as of 3 weeks ago, but Johnny will get with the DCE and respond again.

D-7 DCE proposes the following: At this time, he feels all jobs need to be audited.

D8: Currently, Full PARs on all Jobs (DCE response received 5-15-08)
DFEM recommendation: Jobs in the Turnpike are different from the other Districts. However, Marlene's recommendation is to go with the cursory reviews on all projects because they still do the 30-60-90 reviews out in the field. She will get with her DCE and let us know.

The DCE recognizes that reducing the number of Post Audit Reviews would be a benefit, provided that additional reviews are performed in the field; therefore, minimizing the chances of the contractors submitting a Qualified Acceptance.

- **Complete in the review & Admin Manual**

8. **Offer of Final Payment**

DC

- THIS WAS BASED ON OUR DFEM'S MEETING HELD IN ORLANDO IN SEPTEMBER 2007

See write up, Chapter 14 of the Rev. & Admin Manual below:

14.3.3 Submittal of the Final Estimate

Upon completion of the review process and production of the final estimate, notify the Contractor of the results of that review and of any documents necessary to close out the contract. This process is called the "Submit" or known as "Offer of Final Payment", and the notification is accomplished with a Submit letter or offer letter ([see Figure Nos. 14-4 through 14-7](#)).

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This Submit letter will be developed by the in-house personnel as well as CCEI. The DFEO will have the option to provide this function for the in-house Resident.

Starting July 2008, the Submit letter shall be sent electronically to the Contractor. The DFEO shall also be included electronically, with the original Submit Package delivered in the normal fashion.

This process will be performed by the CCEI and in-house personnel as described below:

- (1) *CCEI will follow procedures as outlined in its Scope of Services and in-house personnel shall follow procedures set forth by the Department (see **Chapter 4 of the Review and Administration Manual for CCEI Scope of Services**). The RE, as an authorized representative of the CCEI, will have the responsibility of making Offer of Final Payment based on the Certified Final Estimates Package for this contract. Offer of Final Payment will be made within 30 days of final acceptance date.*

Upon making Offer of Final Payment, a copy of the Submit letter shall accompany the Certification As To Accuracy of Final Payment form in the Computation Book. These will be included with the Final Estimate Package and will be turned in to the DFEO within thirty (30) days after the final acceptance date. All correspondence from this point forward will go to the DFEO.

The CCEI will be responsible for resolving any issues that may result from the Offer of Final Payment plus the Final Estimate Package once reviewed by the DFEO.

The CCEI shall utilize its company letterhead for the Submit letter; all in-house personnel shall use Department letterhead for the Submit letter. Notes shall reflect that all further correspondence concerning submittal of required contract documents shall be forwarded to the DFEO and the letter shall include the appropriate address and name of the DFEM.

The DFEO will continue to provide training to the CCEI and in-house personnel so that they will have the proper knowledge to generate the Submit letter.

*The DFEO shall make sure the **Estimates Office Record of Final Plans and Documents (Form No. 700-050-28)** and **Final Plans and Estimates Transmittal (Form No. 700-050-20)** have been updated and submitted with the Final Estimates Package.*

The responsible office preparing the Submit letter shall run the last progress pay estimate, paying the Contractor for all acceptable work. The last progress estimate shall match the computation book total including all contract adjustments. Any bonus, incentive payments or retainage to be released, should be paid as soon as practical and could be paid by a progress estimate up to and including the final offer. It is incumbent on the responsible CCEI or in-house personnel to notify the DFEO of any incentive payments due the Contractor in order for the encumbrance process to be made.

(NOTE: There will be only one Offer of Final Payment or Request for Refund made to the Contractor per contract (see Section 14.11.3 of this chapter.)

Agenda Item # 8 Offer of Final Payment. Action Item # 4 evolved from this discussion.

David Chason polled each District to see what they were doing regarding this issue:

- D1: Sending Hard Copy/certified mail only.
- D2: Sending hard copy/certified mail and electronically.
- D3: Sending Hard Copy/ certified mail only.
- D4: Sending Hard Copy/ certified mail only.
- D5: Sending electronically only.
- D6: Sending Hard Copy/certified mail and electronically.
- D7: Sending Hard Copy /certified mail only.
- D8: Sending hard Copy/certified mail only.

David Chason recommended that each District begin doing this real soon, because this new process goes into effect in July of 2008.

ACTION # 4: July 2008 all submit letters to be sent electronically to the Contractor.

- a) Need to get with Juanita Moore in Contracts to get them to put Contractor's Email Address and Fax Number in the Contract.
- b) What if the project is federally funded, will this be a problem if we get audited?

Answer: The Department's management will set the policy on this issue. It will then be documented in the Rev. and admin manual to include this change.

David Chason will check on both of these issues.

8 (a) \$0.00 amount due on all offers, See Chapter 14 of the Rev. & Admin Manual proposed write up below;

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- **As soon as allowed after final acceptance the Residency will need to run a Progress Estimate to reduce the Contractors monetary amount due. This will help insure that the Final Offer will be a zero amount due.**
- **A special effort should be made to see that all items that may or may not require "certification of quantities" from the Contractor that are constructed toward the end of the project , be paid on a Progress Estimate prior to the Final Estimate. This will insure that the Sub-Contractors are paid in a timely manner.**
- **All pending items at the time the Offer of Final Payment is made needs to be included on the Offer Letter. (As an example: List pending SA #'s, not all items within it. Or list item # waiting for certification, etc.)**

8 (b) Exception Overpayments

8 (c) Change needed?? ___ ___ days to Offer of Final Payment from Final Acceptance.

Agenda Item 8 (a), (b) and (c): \$0.00 amount due on all offers; Exception Overpayments, and Do we need to change the days of offer from Final Acceptance?

David polled the District on what they would like to see:

D1: 30 days is OK

D2: 30 days is OK

D3: 45 days is OK

D4: 30 days is Ok, however on performance measurement we like 45 days

D5: 45 days will be good

D6: 45 day is better if the goal is to get to \$ 0.00 amount than 45 days is better.

D7: 45 days will be good if we want the \$ 0.00 amount.

D8: 30 days is good

Outcome: 4 Districts are for 45 days and 4 Districts are OK with the 30 days.

8 (d) Running Progress After Final Acceptance: see Section 9-5.6 of the Specifications below:

9-5.6 Certification of Payment to Subcontractors: *The term “subcontractor,” as used herein, includes persons or firms furnishing materials or equipment incorporated into the work or stockpiled for which the Department has made partial payment and firms working under equipment-rental agreements. The Contractor is required to pay all subcontractors for satisfactory performance of their Contracts before the Department will make a further progress (partial) payment. The Contractor shall also return all retainage withheld to the subcontractors within 30 days after the subcontractor’s work is satisfactorily complete, as determined by the Department. Prior to receipt of any progress (partial) payment, the prime contractor shall certify that all subcontractors having an interest in the Contract were paid for satisfactory performance of their Contracts and that the retainage is returned to subcontractors within 30 days after satisfactory completion of the subcontractor’s work. Provide this certification in the form designated by the Department.*

Within 30 days of the Contractor’s receipt of the final progress payment or any other payments thereafter, except the final payment, the Contractor shall pay all subcontractors and suppliers having an interest in the Contract for all work completed and materials furnished. The Department will honor an exception to the above when the Contractor demonstrates good cause for not making any required payment and furnishes written notification of any such good cause to both the Department and the affected subcontractors or suppliers within said 30 day period.

David Chason to discuss:

- **running a Progress Estimate after Final Acceptance to correct quantities**
- **no Certification required**
- **all work completed**
- **Information received from Legal**

Agenda Item # 8 (d): David explains that running a progress estimate after final acceptance (per section 9-5.6 of the Specs) will help achieve \$0.00 offer of final payment.

8 (e) Payment of Supplemental Agreements after Offer of Final Payment

Agenda Item 8 (e): Payment of SAs after Offer of Final Payment: The global memo needs to change. Kenneth Standley will work with us on this. We need to notify the Comptroller's Office.

Modify Global Memo to show:

1. Regular pass: paying and moving to status 50 or 52 if warranty job.
2. Processing offer estimate (hopefully \$ 0.00 due) in order to pay SA without Contract documents
3. Qualified Pass
4. Warranty job closeout: Moving from status 52 to status 50

8 (f) Payment of Notification of Findings prior to Qualified Acceptance

1. No Estimate processed or sent to Contractor
2. Documentations received
3. Payment of Notification of Findings
4. Section 9-8.2 of the Specifications. See Specification write up below:

9-8.2 Review of Engineer's Final Estimate: *The Department may review the Engineer's final estimate and make changes as necessary. If changes are made, the Contractor will be so notified in writing in the "Notification of Findings Due to Additional Review". This notification letter will detail the changes made as a result of the review, and will stipulate the actions to be taken by the Department and those required by the Contractor. The issuance of a "Notification of Findings Due to Additional Review" will not impact the requirements of 9-8.1, above.*

Complete the required actions and return the signed notification to the Department within 30 days signifying agreement or disagreement with the findings. For disagreement items, provide a full explanation including the item(s) and amount. For any claim or part of a claim that pertains solely to the "Notification of Findings Due to Additional Review" disputes, submit full and complete claim documentation as described in 5-12.3 as to such claim dispute issues within 90 days of receipt of the notification. Failure to return the signed notification or to furnish such claim documentation within the time frames specified may result in suspension of the Contractor's Certificate of Qualification under the provisions of Florida Administrative Code 14-22.

See write up in the Review & Admin manual, Chapter 14 below:

14.11.3.1 Notification Letter on One or More Issues After Offer of Final Payment

NOTE: *Submittal of the Offer of Final Payment will **only** be made once. If the **Acceptance Letter** has not been received from the Contractor and review of the estimate finds discrepancies the notification letter will be sent. If the Contractor **has** returned the **Acceptance Letter**, then the resolution letter with another estimate showing those findings will be sent to the Contractor. **The issuance of this letter will***

not change the initial 90 day suspension process established when the offer letter was submitted.

(A) Once an **Offer Letter** has been sent to the Contractor there may be a need to offer a notification of issues found after the **Offer Letter** has been sent. This letter could be sent to the Contractor before or after an acceptance letter has been received and will address specific issues that were added or corrected due to issues discovered on the final estimate. These changes are needed based on the findings of the Post Audit Reviews (PAR) or additional information. The letter will state that, only those items listed are eligible to be qualified. If the Contractor takes exception to any of these items listed, they will be in addition to any and all items listed in the original qualified letter (see [Figure No. 14-38b](#)).

(B) After receiving the overpayment letter and refund check from the Contractor, issue a notification letter to the Contractor of the specific issues, addressing items that were added or corrected due to differences discovered on the final estimate. This may increase or decrease the overpayment. The Contractor has a right to accept or reject any or all of these changes (see [Figure No. 14-38b](#)).

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(C) In accordance with Section 9-8.2 of the Specifications, the Contractor has 30 days to return the Notification Letter to the Department. To avoid any conflict with section 9-8.1 of the Specifications, it is recommended that no action be taken on the Notification of Findings Letter, if the returned date falls prior to the 90 days as specified in Section 9-8.1 of the Specifications.

When the 30 days specified in Section 9-8.2 falls after the 90th day as stated in Section 9-8.1 then the requirements in Section 9-8.2 of the Specifications needs to go forward.

If after receiving the full acceptance from the Contractor an overpayment is found based on the PAR review, the CCEI responsible for that particular contract will be held accountable to recover those funds due the Department. The Contractor has a right to accept or reject any or all of these changes.

Agenda Item 8(f) Payment of notification of Findings prior to Qualified Acceptance:

The group discussed sending the Notification of Findings Letter when you have not received the Qualified Acceptance. This letter states that it is in addition to any items the Contractor may qualify.

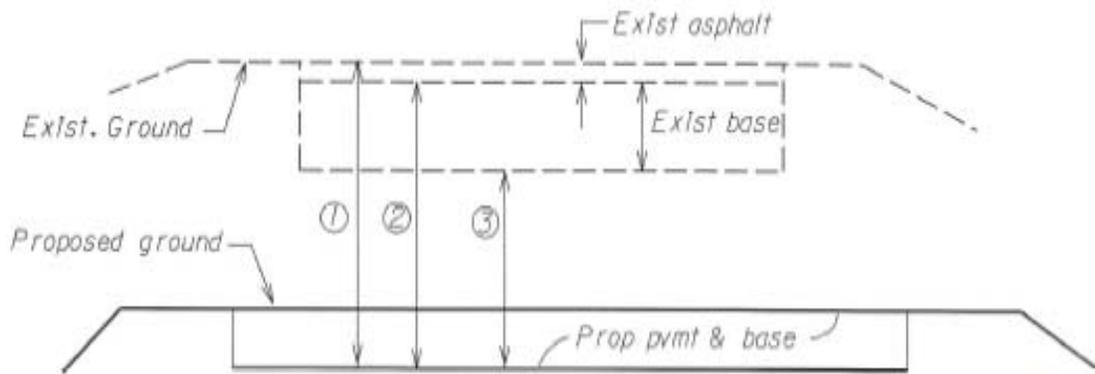
David polled the DFEMs in regard to adding (C) ; All Districts had no problem with the verbiage, and all agreed.

9. Regular Excavation Payment.

DC

- a) Flexible Pavement
- b) Rigid Pavement
- c) Design to put examples in the Plans Preparation Manual (PPM).
See sketch for flexible pavement on below:

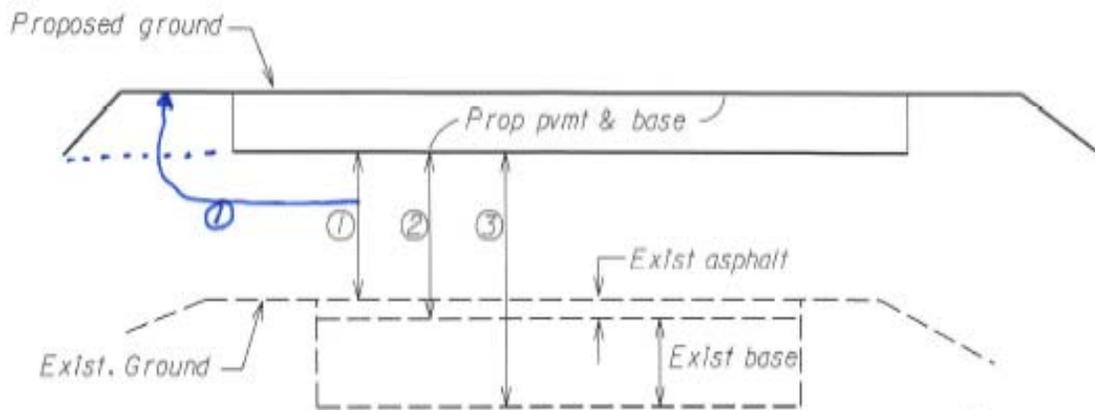
CUT SECTION



- Which dimension should be paid as excavation 1, 2 or 3? 1
- How much, if any, removal of exist pvt shape is paid as clearing and grubbing? Any portion as excavation? Exist Asphalt
Exist base if asphalt

Exist asphalt Exist. Ground to the bottom of the (Prop pvt + Base)

FILL SECTION



- Which dimension should be paid as embankment 1, 2 or 3? 1
- How much, if any, removal of exist pvt shape is paid as clearing and grubbing? Any portion as excavation? only the Exist asphalt

NO: see 120-4.2. No excavations
may also Plow or scarify the
old road to include asphalt
950.

Agenda Item # 9: Regular excavation payment.

Discussed the payment/examples of flexible and rigid pavement in cut and fill areas.
Duplications of pay: Department's decision to leave as is per meeting with Roadway Design.

10. Update Status Report - Kenneth Standley –[See Attachment 1](#)

Agenda Item 10: Status report: Kenneth Standley reported to the DFEMs that the status report is moving to SiteManager. This is still a dilemma. All the information will be held in SiteManager. See Attachment 1. This is just an example. The strike through is not in the system anymore. That all you will need to enter is what's shown on the 3rd and 4th pages of the Attachment. Kenneth needs feedback from all DFEMs to see if this is going to work for everyone. Also, after 30 days a paid off job will drop off status report, but you still can see all other info regarding that project. The plan is to have only one report. Let Kenneth know if anything else is needed.

Submit is not needed, the loading will be the Back Checker (this will be seen on the generic screen). This is replacing Pgm.

11. Email from Barbara Espino: Poll to be taken on the 21-A approval process

From: Espino, Barbara

Sent: Tuesday, April 08, 2008 2:02 PM

To: Chason, David

Subject: FW:

David, perhaps you can add this to the Agenda for our next teleconference meeting.

I would also like a small poll taken on the 21-A approval process.

As you know we had the issue with DeMoya, of a 21-A, with a "just cause" showing a Subcontractor payment which had not been paid, and they wrote on it that it would be paid when FDOT paid them.

This had not been a "just cause" approved by our Legal Dept., but precedence was set with the same Contractor and Subcontractor in D4, therefore, we accepted this "just cause". I think the issue needs to be visited, to make sure we have consistency throughout the Districts, and a more specific set of instructions is set for all to follow.

Barbara Espino-Perez
District Construction Manager

All DFEMs to respond on their process

Agenda Item # 11: Barbara Espino asks to poll the Districts concerning the 21-A approval process: Her concern the De Moya Group getting their way in D-4 and not in D-6 (regarding paying the Contractor paying their subs).

Chason said that legal thinks that our procedures are clear on this issue. Richard Massey also explains that Chapter 14 of the Review & Admin Manual goes over the steps that are taken by the Prime Contractor and the Subs. It is the Contractor's responsibility. David also mentioned that this was an isolated event that happened in D-4 and that Edison Ng did what he needed to do. It is strictly up to the interpretation of the Attorneys that read the documents. David stressed that we should just stick to following the procedures.

12. Email from Terri Towers – Question for Kenneth Standley.

From: Towers, Terri
Sent: Monday, April 07, 2008 3:48 PM
To: Standley, Kenneth
Cc: Chason, David
Subject: Sitemanager - Close out of Warranty Projects

Kenneth:

Per our discussion, who should be tasked with changing warranty status 52 to closed status 50 with the comptroller's office after the warranty expires?

David:

Will you add this item to the agenda for the DFEM meeting?

Thanks.

Terri Towers
District 2 Final Estimates Manager

Agenda Item # 12: Who should be tasked with changing the warranty status 52 to status 50 (closed) with the Comptroller's office after warranty expires? Question for Kenneth Standley. He answered: Per procedures, it passes in status 52 but you will need to run another Final Estimate with a zero dollar to close it to status 50. A zero estimate should be processed through EED. The DFEO should let the Comptroller know after the warranty expires that the status would change from 52 to 50. And you will need to run a final estimate and send it to the Comptroller and processed through EED to close the project. Any estimate paid goes through EED except for emergency contracts.

13. Other questions - email from Terri Towers:

From: Towers, Terri
Sent: Tuesday, April 08, 2008 2:53 PM
To: Chason, David
Subject: RE: last call for agenda items thanks

Please add the following items.

1. On a lump sum contract, a credit should be processed with a Supplemental Agreement. What specifically should be done? Do we add an item for a negative amount or are we supposed to add an item with a reduced rate and zero the original item.

Answer: You would add a new item at a reduced cost and zero the original item. This goes for any change in a LS contract. Also, don't add any regular pay item to a LS contract.

See Subarticle 9-2.2.6 of the Special Provisions below:

Terri is going to send some info to Kenneth on this.

2. Pile logs – Should the field personnel use the hard pile books or is the paper logs acceptable?

Answer: paper Logs are acceptable also as long as they become permanent records.

3. Has anyone thought of putting on a site Manager Class?

Answer: I spoke with Kenneth Standley and Kathy Lovett. They said that training in Site Manager was given to each District, and each District has one Coordinator and one back-up person for any questions, and that training should be accomplished through the District coordinator. The Coordinator for D-2 is Angela Woody and back-up is you Terri. If your Coordinator can't or will not provide or for some reason has left the Department, you may request a training class by calling or emailing Jim Johnson: phone # 850-414-4144, email address: CN982JJ.

4. District procedure inconsistencies, seems to be an issue, especially on what is required to include with the final estimate package.

Answer: We have a check list to go by for all districts. David Chason likes what Karen La Barbara (D-2) did in referencing the file number in CDMS on the Comp Book Pay Item Summary Sheets in SiteManager. She also has a checklist and a numbering system for each of the files on her project. He asked if Terri could send this project to us as an example to share statewide.

14. OTHER PREP & DOC MANUAL CHANGES:

- 14 (a) Overruns and Underruns: Ch3 of the Prep & Doc, write up below.

3.4.1 Explanations of Overruns and Underruns

This is an explanation of variations between the designer's original estimated quantities and the construction final quantities (see Figure 3-5). This is a very important document. We suggest the PA prepare it. When these variations have been properly researched, accurate explanation can be made. These explanations are key-board entered on letter size paper for items that have significant Overruns or Underruns and in the order the items are shown on the contract.

- (A) *Items paid under Final Measure Quantity, Plan Quantity or Lump Sum Concept that have no change or have changes which are not significant need not be explained on the overruns and underruns document. A change is considered significant when its dollar value exceeds \$~~5,000.00~~ 10,000.*
- (B) *Deviation of Plan Dimensions: Deviation from plan dimensions by the Contractor equaling the aggregate change of \$~~5,000.00~~ 10,000.00 must be explained on the overruns and underruns document.*
- (C) *Guidelines for documenting and submitting explanations of overruns and underruns:*

- (1) *Each contract item's overrun/underrun shall be summarized from the brief notes and remarks recorded in the **Computation Book** at the time the final quantities were calculated.*
- (2) *Explanations for Federal Aid participating and non-participating items shall be shown separately.*
- (3) *Contracts that include more than one job will have the Overrun and Underrun explanations broken down for each job.*
- (4) *Supplemental Agreements that alter the original plan quantities more than ~~\$5,000~~ 10,000.00 should be tabulated as explanations of Overruns and Underruns for the appropriate items.*
- (5) *The original and two copies or one original and a diskette file/Computer Disk (CD) file of these explanations are to be submitted with the final estimate package. The DFEM will forward one copy to the FHWA on Full Oversight federal aid projects.*
- (6) *Final quantities are subject to change during the checking of the estimate. This may also necessitate a change or correction in the explanation of an Overrun or Underrun. Therefore, any advance copies furnished before the estimate is checked shall be plainly marked as tentative.*
- (7) **Overruns and underruns are now developed in SiteManager. The PA will have to run a report in SiteManager AD HOC, and export the file to a Microsoft Word document.**

Agenda Item # 14:

- (a) **Write up in Chapter 3 of the Prep& Doc. Manual on Overruns and Underruns. Increased the amount to 10,000, and added item # 7 that and us could be done in SiteManager.**

14(b) Rounding: Ch-9 of Prep & Doc, SiteManager examples to be rounded to (2) two decimals.

- (b) **Rounding in Chapter 9 of the Prep & Doc Manual. SiteManager examples to be rounded to the nearest 2 digits. Also on page 9-8 of this chapter, need to correct the rounding on example or just do away with it.**

CHAPTER 11 ALTERNATIVE CONTRACTS

11.4 CONTRACTS WITH LANE RENTAL FEES

The *Lane Rental Form, No. 700-050-57* documentation shall be submitted with the Final Estimate reflecting both the Inspector and Contractor signatures agreeing to the total days charged. ~~Comments appropriately relating to the computations for payment will be coded in Construction Reporting System (CRS) on the 'Z' card as shown in (Figure 11-2). For Site-Manager Contracts appropriate comments will be shown under The Final Lane Rental Incentive/Disincentive dollar amount will be shown as a~~ Contract adjustment to the estimate on which it is to be paid. Appropriate adjustment comments will be made when the adjustment is created. (See Figure 11-4).

11.5 CONTRACTS WITH A + B BIDDING ^{3rd} paragraph, added:

~~The Daily Report of Construction (Form No. 700-010-13), as well as the Engineer Weekly Summary (Form No. 700-010-14), The Daily Work Report and Diary in Site Manager~~ will serve as the supporting documentation for appropriate payment as outlined in CPAM Section 5.1. Each will show the following statements: 1) Today is the first day or the beginning milestone day of the A+B bidding phase of this Contract; 2) Today is the last day of the A + B bidding phase of this Contract.

The final incentive/disincentive dollar amount of the A+B bidding concept ~~will be coded for CRS on card 7 in the FESUBMIT program (Figure 11-1). Comments appropriately relating to the computations for payment will be coded in CRS on the 'Z' card as shown in (Figure 11-3). On Site-Manager Contracts this incentive/disincentive~~ will be shown as a Contract adjustment to the estimate on which it is to be paid. Appropriate comments will be made when the adjustments ~~are is~~ created.

11.6 CONTRACTS WITH NO EXCUSE BONUS

The No Excuse Bonus concept is designed to provide the Contractor with a substantial bonus to complete a project within a specified time frame (as shown in the Specifications) regardless of any problems or unforeseen conditions (no time extensions allowed for the purpose of the bonus). The bonus is tied to a drop-dead date (time frame) that is either met or not met. ~~The Daily Report of Construction (Form No. 700-010-13), and the Engineer Weekly Summary (Form No. 700-010-14), The Daily Work Report and Diary in Site Manager~~ will serve as the supporting documentation for appropriate payment as outlined in **CPAM Section 5.1**. Each set of the above project forms will show the following statements: 1) Today is the first day or the beginning milestone day of the No Excuse Bonus phase of this Contract; 2) Today is the last day of the No Excuse Bonus phase of this Contract.

The final dollar amount of the No Excuse Bonus ~~will be coded on card 7 in the FESUBMIT program (Figure 11-1). Comments appropriately relating to the computations for payment will be coded in CRS on the 'Z' card as shown in (Figure 11-4).~~ Site Manager Contracts bonus will be shown as a Contract adjustment to the estimate on which it is to be paid. Appropriate comments will be made when the adjustments ~~are~~ created.

11.7 LIQUIDATED SAVINGS CONTRACTS

The liquidated savings concept is to reward the Contractor for each calendar day the Contract is completed and accepted prior to the expiration of allowable Contract Time. Contract Time is adjusted for time extensions under this concept.

~~The Daily Report of Construction (Form No. 700-010-13), as well as the Engineer Weekly Summary (Form No. 700-010-14), The Daily Work Report and Diary in Site Manager~~ will serve as the supporting ing documentation for payment as outlined in **CPAM Section 5.1**. Each set of the above project forms will show the following statements: 1) Today is the first day or the beginning milestone day of the Liquidated Saving phase of this Contract; 2) Today is the last day of the Liquidated Savings phase of this Contract.

The final dollar amount of the Liquidated Savings ~~will be coded in CRS on card 7 in the FESUBMIT program (Figure 11-1). Comments appropriately relating the computations for payment will be coded for CRS on the 'Z' card as shown in (Figure 11-5).~~ On Site Manager Contracts the Liquidated Savings will be shown as a Contract adjustment to the estimate on which it is to be paid. Appropriate comments will be made when the adjustments ~~are~~ created.

11.8.3 Invoices & Payment

Note added at end:

~~Note: Certification of Quantities for Maintenance of Traffic items and Painted Pavement Marking items are not required on Design Build Projects. For Certification Initial Retro Reflectivity reading requirements see Section 6.4.2 in Chapter 6 of the Preparation and Documentation Manual.~~

Note: Certification of Quantities for Maintenance of Traffic items, Painted Pavement marking items, Thermoplastic Traffic Stripe and Marking Items and Permanent Tape Stripes and Markings are not required on Design Build Projects. For Certification Initial Retro Reflectivity reading requirements see Section 6.4.2 in Chapter 6 of the Preparation and Documentation Manual.

11.8.67 Fuel Adjustments

On Contracts with an original Contract time in excess of 120 calendar days, the Department will make fuel adjustments on each applicable progress estimate to reflect increase and decreases in the price of gasoline and diesel from those in effect during the month in which bids were received. The Contractor will not be given the option of accepting or rejecting these adjustments. Price adjustments for these fuels will be made only when the current fuel price (CFP) varies by more than 5% from the price prevailing in the month when bids were received (BFP), and then only on the portion that exceeds 5%. The Department will provide an application for fuel adjustment that will calculate and print gallons of gasoline and/or diesel for the items that these factors represent. Effective on Contracts let in January 2007 and forward, the new list of pay items receiving a fuel adjustment can be found on the Construction Website. The fuel amounts to be paid is generated from the worksheet by the contractor and posted on the Files Transfer Protocol (FTP) Site with each progress estimate.

This application can be downloaded or completed on line from the State Construction Office website. The Contractor will enter the fuel index for the month the Contract was bid and the index for the month of the current estimate. These price indexes are posted on the Construction Office website at <http://www.dot.state.fl.us/Construction/fuel&bit/fuel&bit.htm>. The Contractor shall enter quantities on this application that represents the work performed during the month of the progress estimate. The Contractor shall enter the gallons of gasoline and/or diesel on the Certified Invoice and attach the worksheet to the invoice. The PM shall review and reconcile any differences on this invoice before processing for payment.

And deleted note at end of paragraph.

11.8.78 Bituminous Adjustment

On Contracts with an Original Contract Time of more than 365 calendar days or more than 5,000 tons [5,000metric tons] of asphalt concrete, the Department will adjust the bid unit price for bituminous material Asphalt Content or Polymer PG76-22, excluding cutback and emulsified asphalt to reflect increases or decreases in the Asphalt Price Index (API) of bituminous material from that in effect during the month in which bids were received. Polymer adjustments will be in effect on Contracts let January 2007 and forward. The revised form number 700-050-66 will be posted on the website shown below. The Contractor will not be given the option of accepting or rejecting this adjustment. Bituminous adjustments will be made only when the current API (CAPI) varies by more than 5% of the API prevailing in the month when bids were received (BAPI), and then only on the portion that exceeds 5%.

The Department will provide an application for bituminous adjustment that will calculate and print gallons of bituminous material. This application can be downloaded or completed on line from the State Construction Office website. The Contractor will enter the API index for the month the contract was bid and the index for the month of the current estimate. These price indexes are posted on the Construction Office website at <http://www.dot.state.fl.us/Construction/fuel&bit/fuel&bit.htm>. The Contractor shall enter quantities of asphalt placed and accepted on this application that represents the work performed during the month of the progress estimate. The Contractor shall enter the gallons of bituminous material Asphalt Content or Polymer on the Certified Invoice and attach the worksheet to the invoice. The PM shall review and reconcile any differences on this invoice before processing for payment.

~~Note: The Department will make a Bituminous Adjustment for Polymer PG76-22 Binder on all Contracts let January 2007 forward. Criteria for Polymer PG76-22 Adjustment will be stated in Section 11.8.8. The revised form number 700-050-65 will included Polymer PG76-22.~~

~~Note: On renewable push button contracts, where the renewable contract is longer than 365 days, the department will adjust the bid unit price for the bituminous material.~~

11.8.89 Shop Drawings

Added note at end:

~~Note: For Design Build Projects the Designer is not required to provide quantities with Matrixes in the plans. If the original quantities are provided with the matrix the final amount is not required to be entered.~~

11.9 LUMP SUM CONTRACTS

11.9.1 General

Documents required to close out a final estimate will vary from contract to contract. It is the responsibility of the PA and the District Final Estimate Manager (DFEM) to determine that all required documents are complete and accompany the final estimate in accordance with the Contract and Specifications on Lump Sum Projects.

AWA

~~If conditions changes from the Plans and Extra and Unforeseen Work are involved, the Contractor along with the Department must negotiate and resolved those issues using Supplemental Agreements or Work Orders.~~

11.9.2 Submittals

Second Paragraph, also added Note at end:

An estimate of quantities will be prepared by the Contractor and delivered to the PA within 15 days of receipt of notice of award for activities or work items such as: Earthwork and related Operations, Base Courses, Hot Bituminous Mixtures, Portland Cement Concrete, and Reinforcing Steel, as stated in the Specifications. ~~This Schedule of Values needs to be submitted with other items shown in Figure 14-34 of the Review and Administration Manual and submitted with the Final Estimate Package.~~ Quantities provided by the

Contractor will be used to determine the material sampling and testing frequencies in accordance with the Department's **Sampling, Testing, and Reporting Guide**. The Department's Job Guide Schedule will provide a list of all pay items. Quantities provided by the Contractor shall only be used to determine the material sampling and testing frequencies. These quantities will not be considered payment quantities. Payment shall be made in accordance with Project and Payment specific Contract Documents.

Note: Construction Inspection Personnel should not be required to document quantities except for asphalt and other items subject to pay adjustments as defined in the Lump Sum Guidelines. The Lump Sum Guidelines can be addressed at the following link. <http://www.dot.state.fl.us/rddesign/updates/files/updates.htm#lump%20sum>. PA Administrator (PA) PA

11.9.3 Invoices and Payment

Added note:

Note: Certification of Quantities for Maintenance of Traffic items and Painted Pavement Marking-items, Thermoplastic Traffic Stripes and Markings Items, Permanent Tape Stripes and Markings are not required on Lump Sum Projects. For Certification Initial Retro Reflectivity reading requirements see **Section 6.4.2** in **Chapter 6 of the Preparation and Documentation Manual**.

11.9.4 Pay Adjustments

3rd paragraph

Once the PA has approved the progress invoice, payment shall be made, less the amount of retainage withheld per provisions in the Contract. The Department shall base payments on the total value of the work the Contractor performs. Monthly/Progress payments shall be approximate only, and shall be subject to decrease (overpayments) or increase (underpayments). Partial Payments less than \$5000.00 will not be processed. The PA will adjust the lump sum price on all failures. ~~A number '5' card will be filled out to adjust the line item, along with a 'Z' card to explain the adjustment. On Site Manager Contracts~~ This adjustment will be shown as a line item adjustment to the pay ~~item~~ estimate on which it is to be paid. Appropriate ~~comments~~ remarks will be made when the adjustments are created.

Under Table 9-4:

Quality Adjustment
Table 9-4

Item Description	Unit	Unit Prices
Superpave (Traffic Level B)	Ton	\$48.62
Superpave (Traffic level C)	Ton	\$52.99
Friction Course (FC 6)	Ton	\$56.79

~~If Section 330, Smoothness Specifications is listed in the Contract Document, an adjustment for smoothness would be made based on the criteria specified in the Contract Documents.~~

Under Example # 2:

Example: #2

Lot = 4,000 tons
Composite Pay Factor = 105% for lot #2

4,000 tons X 1.05 = 4,200 tons

4,200 – 4,000 = 200 tons

200 Tons x \$48.62 = \$9,724.00 will be the adjustment to the Lump Sum price.

All adjustments will be entered on the Final Estimates Certification and Summary Sheet as line item adjustment.

Note: Emphasis needs to be made on the Contractors responsibility of providing accurate reports (sySY/sm)SM); overlapping joints; Show exact widths being placed and correct tonnage. These areas are very important in the evaluation of the spread.

If Section 330, Smoothness Specifications, is listed in the Contract Document, an adjustment for smoothness would be made based on the criteria specified in the Contract Documents.

11.9.5 Adjustments due to an increase, Decrease or Alteration in the work

Adjustments Less than \$ 5,000.00: If it is determined by the Engineer that an item is not needed on a project, such as a pipe culvert, an inlet, a manhole, a mitered end section, etc., and the item was shown in the plans originally, then a negative adjustment will be made based on the actual invoice price for that item and the Contractor will retain ownership. (See Section 9 of the Specifications)

Adjustments Greater than \$ 5,000.00: If the adjustment exceeds \$ 5,000.00, which is considered to be a significant change, then the adjustment will be processed through a Supplemental Agreement based on a negotiated amount for time and money. (See section 4-3 of the specifications).

11.9.67 Fuel Adjustments

On Contracts with an original Contract Time in excess of 120 calendar days, the Department will make fuel adjustments on each applicable progress estimate to reflect increases and decreases in the price of gasoline and diesel from those in effect during the month in which bids were received. Effective on Contracts let in January 2007 and forward, the new list of pay items receiving a fuel adjustment can be found on the Construction website. The fuel amounts to be paid is generated from the worksheet and posted on the Files Transfer

Protocol (FTP) Site with each progress estimate. The Contractor will not be given the option of accepting or rejecting these adjustments. Price adjustments for these fuels will be made only when the current fuel price (CFP) varies by more than 5% from the price prevailing in the month when bids were received (BFP), and then only on the portion that exceeds 5%. The Department will provide an application for fuel adjustment that will calculate and print gallons of gasoline and/or diesel for the items that these factors represent. This application can be downloaded or completed on line from the State Construction Office website. The Contractor will enter the fuel index for the month the Contract was bid and the index for the month of the current estimate. These price indexes are posted on the Construction Office website at <http://www.dot.state.fl.us/Construction/fuel&bit/fuel&bit.htm> The Contractor shall enter quantities on this application that represents the work performed during the month of the progress estimate. The Contractor shall enter the gallons of gasoline and/or diesel on the Certified Invoice and attach the worksheet to the invoice. The PA shall review the invoice prior to payment.

~~Note: Effective on all Contracts let in January 2007 and forward, the new list of pay items receiving a fuel adjustment can be found at the above website. This new fuel list will be done automatically in site manager. Lump Sum including 285 optional base "Black Base ONLY" will require manual adjustments. These additional amounts will be added as line item adjustments in site Manager on the appropriate item. The adjusted amount will be added to the original amount that was generated by Site Manager, so the fuel and bituminous can be posted on the Files transfer Protocol Site (FTP) Site.~~

11.9.78 Bituminous Adjustment

A bituminous adjustment shall be required on contracts having an Original Contract Time of more than 365 calendar days or more than 5000 tons [5000 metric tons] of asphalt concrete base on the Schedule of Values. The Department will adjust the bid price for bituminous material Asphalt Content or Polymer PG76-22, excluding cutback and emulsified asphalt to reflect increases and decreases in the Asphalt Price Index (API) of bituminous material from that in effect during the month in which bids were received. Polymer adjustments will be in effect on Contracts let January 2007 and forward. The revised form number 700-050-66 will be posted on the website below. The Contractor will not be given the option of accepting or rejecting this adjustment. Bituminous adjustments will be made only when the current API (CAPI) varies by more than 5% of the API prevailing in the month when bids were received (BAPI), and then only the portion that exceeds 5%. The Department will provide an application for bituminous adjustment that will calculate and print gallons of bituminous material. This application can be downloaded or completed on line from the State Construction Office Website. The Contractor will enter the API index for the month the Contract was bid and the index for the month of the current estimate. These price indexes are posted on the Construction Office website at <http://www.dot.state.fl.us/Construction/fuel&bit/fuel&bit.htm>. The Contractor shall enter quantities of asphalt placed and accepted on this application that represents the work performed during the month of the progress estimate. The Contractor shall enter the gallons of bituminous material on the Certified Invoice and attach the worksheet to the invoice. The PA shall review the invoice prior to payment.

~~Note: The Department will make a Bituminous Adjustment for Polymer PG76-22 Binder on all Contracts let in January 2007 forward. Criteria for Polymer PG76-22 Adjustment will be as stated in Section 11.8.8. The revised form number 700-050-65 will included Polymer PG76-22.~~

11.9.89 Final Signed and Sealed “As-Built” Plans

Added Note at end:

Note: For Lump Sum Projects the Designer is not required to provide quantities with Matrixes in the plans. If the original quantities are provided with the Matrix the final amount is not required to be entered.

11.10 CONTRACTS WITH INCENTIVE/DISINCENTIVE

The Incentive/Disincentive (I/D) concept is designed to reduce the overall Contract Time by giving the Contractor an incentive for every day that the Contract is completed early and a disincentive for everyday that the Contract is completed late.

~~The Daily Report of Construction (Form No. 700-010-13), as well as the Engineer Weekly Summary (Form No. 700-010-14), The Daily Work Report and Diary in Site Manager~~ are the supporting documentation for payment as outlined in the CPAM Section 5.1. Each set of the above project form will show the following statements: 1) Today is the first day or the beginning milestone day of the Incentive/Disincentive phase of this Contract; 2) Today is the last day of the incentive/disincentive phase of this Contract.

The final dollar amount of the incentive/disincentive ~~will be coded on card 7 in the FESUBMIT program (Figure 11-1). Comments appropriately relating to the computations for payment will be coded in CRS on the ‘Z’ card as shown in (Figure 11-6). On Site Manager Contracts this incentive/disincentive~~ will be shown as a Contract adjustment to the estimate on which it is to be paid. Appropriate comments will be made when the adjustments ~~are~~ created.

11.10 CONTRACTS WITH INCENTIVE/DISINCENTIVE

Figures I through 6 deleted:

Figure 11-1	Example of CRS ‘7’ Card
Figure 11-2	Example of CRS ‘Z’ Card for Lane Rentals
Figure 11-3	Example of CRS ‘Z’ Card for A + B Bidding
Figure 11-4	Example of CRS ‘Z’ Card for No Excuse Bonus
Figure 11-5	Example of CRS ‘Z’ Card for Liquidated Savings
Figure 11-6	Example of CRS ‘Z’ Card for Incentives/Disincentives
Figure 11-7 thru 11-9	Example of Lump Sum Spread rate
Figure 11-10	Example of Lane Rental Site Source Record

Agenda Item # 15: Stanley Youmas went through all the changes in Chapter 11 of the Prep & Doc Manual.

16. Revised Form: 700-050-20:
 Final Plans and Transmittal (other suggestions to add or delete)
 See example below:

RM

STATE DEPARTMENT OF TRANSPORTATION
FINAL PLANS AND ESTIMATES TRANSMITTAL

FORM 700-050-20
 CONSTRUCTION
 03/08
 Page 1 of 2

TO: _____ DATE: _____

FROM: _____ E-mail: _____

Transmittal Prepared by: _____ Phone: _____

Financial Project ID: _____

Fed. Aid Project No.(s) _____

Contract No. _____ County _____

Contractor: _____

Time Began _____ Work Began _____ Final Accept. _____

Computation Book Total Dollars _____

Contingency Funds to be Disencumbered: C.P.I. = \$ _____ SA/CO # _____ = \$ _____

List each Contingency Fund separately SA/CO # _____ = \$ _____ SA/CO # _____ = \$ _____

We are this date transmitting the Final Estimate on the above referenced job. This submission includes the data indicated below:

Job Correspondence File (Scanned) Yes _____ No _____	Cert. Of Materials (G'ville Testing)..... _____ Each
Construction Compliance w/Plans & Specs	<u>***Field Books</u> _____ Each
Form # 700-020-02..... _____ Each	Delivery Tickets _____ Each
Disposition of Defective Material	Asphalt LOT Submittal Pkg w/ Certifications _____ Folder
Form # 700-011-01..... _____ Folder	MOT Certifications..... _____ Each
<u>**Primary Computation Book/s</u> _____ Each	Earthwork _____ Folder
<u>**Secondary Computation Book/s</u> _____ Each	Final Inspection & Accept of Fed Aid Projects _____ Each
Supplemental Agreements (Pending)..... _____ Each	SA & Work Order Folder..... _____ Each
Final Estimates Wksht & Certification Sht. _____ Each	Shop Drawings _____ Set(s)
Time Folder _____ Each	Roadway "As-Built" Pavement Data Form
Computer Output Folder..... _____ Each	# 700-050-12 (Attached to "As-Built" Plans) _____ Each
Constructability Grade Comp. Form	CPPR Grade entered into SiteManager Yes _____ No _____
Form # 700-010-99..... _____ Each	CPPR Document Scan #..... _____
Contractor's Past Performance Report..... _____ Each	<u>Load Rating Calculations (Structures)</u> Yes _____ No _____
Overruns and Underruns (Word/Disk or Ad Hoc) . _____ Each	<u>Final Acceptance entered into SiteManager</u> Yes _____ No _____
Tentative Final Estimate..... _____ Copy	<u>Offer of Final Payment entered into SiteManager</u> Yes _____ No _____
Copy of Offer of Final Payment _____ Each	<u>Receipt of Offer Letter entered into SiteManager</u> Yes _____ No _____
Final Plans (EOR Signed & Sealed)..... _____ Set(s)	<u>Warranties entered into SiteManager</u> Yes _____ No _____

Schedule of Values (D/B & LS)..... _____ Each

ANY PENDING/POSSIBLE TIME EXTENSIONS,
 CLAIMS OR ARBITRATIONS?..... Yes _____ No _____

Please list any additional items on a separate sheet

RECYCLED PAPER


Agenda Item # 16: Richard Massey went over some of the changes in form 700-050-20 (the Final Plans and Transmittal) form. That if anyone had other entries or deletions, to please contact him.

17. Gross Mile Paint – Email from John Burnette..... DC

From: Burnette, John
Sent: Wednesday, March 05, 2008 11:23 AM
To: Chason, David
Subject: Gross Mile Paint

David,

I received the following question from the field.

I would like a brief review of gross versus net miles and the proper application of same?

When I researched this, the BOE under 710 has the following for Gross Mile Items! This says we pay the unpainted intervals.

GROSS MILE ITEMS: The gross mile quantity shall be used to pay for all 3-9 or 10-30 skip traffic stripes, as indicated in the plans. Measurement will be taken as the distance from the beginning of the first painted stripe to the end of the last painted stripe, **and shall include the unpainted intervals**, subject to 9-1.3.

Then we have the Spec shown below! Letter (b) says we will remove the unpainted intervals and (e), I don't know what it is saying. Then we have (f) which is Lump Sum that says we will include the unpainted intervals.

710-10 Method of Measurement.

(a) The net length, in feet, of each of the various types of lines and stripes, authorized and acceptably applied.

(b) The total traversed distance in gross miles of 10-30 skip line. The actual applied line is 25% of the traverse distance for a 1:3 ratio. This equates to 1,320 feet of marking per mile of single line.

(c) The length, in net miles, of Solid Traffic Stripe, authorized and acceptably applied.

(d) The number of pavement messages, symbols and directional arrows, authorized and acceptably applied.

(e) The length, in gross miles, of Alternating Skip Traffic Stripe, authorized and acceptable applied.

(f) Lump Sum, as specified in 710-4.1.1 when the item for Painted Pavement Markings (Final Surface) is included in the proposal.

The net length, in feet of dotted and skip stripes other than 10-30 will be measured as the distance from the beginning of the first painted stripe to the end of the last painted stripe with proper deductions made for unpainted intervals as determined by plan dimensions or stations, subject to 9-1.3. Unpainted intervals will not be included in pay quantity.

The gross-mile measurement of 10-30 Skip Traffic Stripes will be taken as the distance from the beginning of the first painted stripe to the end of the last painted

stripe, and will include the unpainted intervals. It will not include any lengths of unpainted intervals which, by design or by other intent of the Department, are greater than 30 feet. Final measurement will be determined by plan dimensions or stations, subject to 9-1.3.1.

David, I attached a project that has a gross mile pay item and the Designer calculated the gross miles base on (b) in the spec above. I couldn't come up exactly with his 3.028 GM, but was close with 3.000.

Seems like there is conflict in what is the proper measurement for gross miles of paint.

Please give me some direction as to measurement.

John M. Burnette

See next three page examples:

COMPONENTS OF CONTRACT PLANS SET

- ROADWAY PLANS
- SIDING AND PAVEMENT MARKING PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2-3	SUMMARY OF PAY ITEMS
4-6	TYPICAL SECTIONS
7-10	SUMMARY OF QUANTITIES
11	GENERAL NOTES & TRAFFIC CONTROL PLAN
12-14	SCYTHING PLANS
15-18	ROADWAY PLANS
19-22	STONE WATER POLLUTION PREVENTION PLAN
41	TRAFFIC MONITORING SITES PLAN

GOVERNING STANDARDS AND SPECIFICATIONS FROM DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS DIVISION 2001, AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DIVISION 2001, AS AMENDED BY CONTRACT ADDENDUMS.

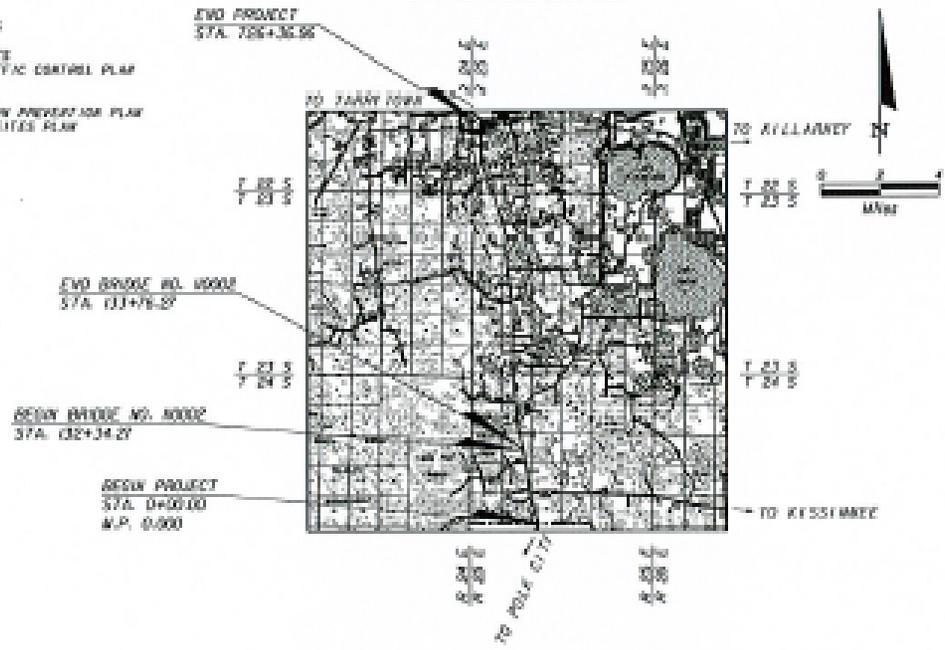
APPLICABLE DESIGN STANDARDS INDICATED UNDER THE DESIGN STANDARDS INDICATIONS PLUS OR MINUS STANDARD AT THE FOLLOWING WEB SITE: <http://www.dot.state.fl.us/standards>

REVISED

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION**

CONTRACT PLANS

FINANCIAL PROJECT ID 41P164-J-52-01
(FEDERAL FUNDS)
LAKE COUNTY (H020)
STATE ROAD NO. 33



ROADWAY SHOP DRAWING TO BE SUBMITTED TO: ALI A. RAJAFY, PE
CIVIL SERVICES, INC.
PROJECT FILE NUMBER: 2204 ST. JOHN BLUFF ROAD, S. JACKSONVILLE, FLORIDA 32209
904-381-8511 FAX 904-381-8517

PLANS PREPARED BY:
CSI
CIVIL SERVICES, INC.
CONSULTING ENGINEER
2204 ST. JOHN BLUFF ROAD, S. JACKSONVILLE, FLORIDA 32209
904-381-8511 FAX 904-381-8517
C.A. NUMBER: 507
CONTRACT NUMBER: C-810

NOTE: THE SCALE OF THESE PLANS MAY VARY THROUGHOUT THE SET OF DRAWINGS.

PROJECT LENGTH IS BASED ON R OF SURVEY

LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY	70914.000	13.2700
BRIDGE'S	142.000	0.267
NET LENGTH OF PROJECT	71056.000	13.537
EXCEPTIONS	0.000	0.000
GROSS LENGTH OF PROJECT	71056.000	13.537

KEY SHEET REVISIONS	
DATE	DESCRIPTION

ROADWAY PLANS
DESIGNED BY: ALI A. RAJAFY

PROJECT NO. 53099

FISCAL YEAR	SHEET NO.
07	1

PROJECT MANAGER: CHRISTOPHER L. DANSON, PE

FLORIDA DEPARTMENT OF TRANSPORTATION
PROPOSAL SUMMARY OF PAY ITEMS

DATE: 03/12/07

PAGE: 1 0001

PROPOSAL: 13101 LEAD PROJECT: 471041001 COUNTY: LANE
PROJECT ID: 471041001 DRAWING(S): 0411 000000

SECTION: 05

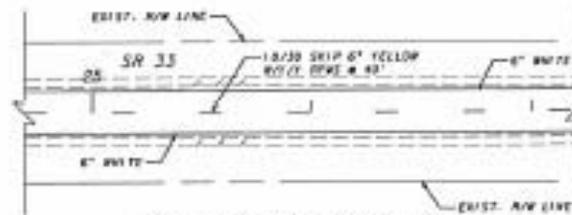
P C	ITEM		UNIT	471041001	QUANTITY	TOTAL
	NUMBER	DESCRIPTION				
	1000-1-	INDICATION	LS	1.000		1.000
	1000-1-	MAINTENANCE OF TRAFFIC	LS	1.000		1.000
	1000-00-	WORK ZONE SIGN	LS	17200.000		17200.000
	1000-74-	BARB WIRE, STANDARD, TYPE 1, 12, 01, HP 8 OZ/SP	LS	5483.000		5483.000
	1000-77-	LAND LITERATURE PLACING PLANTS, TEMP, TYPE B	LS	8900.000		8900.000
	1000-08-	REFLECTIVE PLACEMENT MARKS, STANDARD	LS	2400.000		2400.000
	1000-09-	STANDARD-PAVABLE MESSAGE SIGN, TEMPORARY	LS	47.000		47.000
	1004-10-	SYNTHETIC GRASS	LS	40.000		40.000
	1004-13-	STANDARD SILT FENCE, TYPE 1A	LS	108.000		108.000
	1008-1-	CLEANING & MAINTENANCE	LS	1.000		1.000
	1008-1-	PAINTING, PA, SINGLE	LS	188.000		188.000
	1007-70-	INSTALL DRY ST ASPH PAVT, 1 1/2" AND SOFT	LS	184000.000		184000.000
	1014-1-13	TEMPORARY ASPHALTIC CONC, GRANITE C	LS	14200.000		14200.000
	1017-1-	ADHESIVE CONCRETE FRACTURE CONTROL, 1/2" IN THICKNESS	LS	87886.700		87886.700
	1019-1-	IN SITU ANDROID ASPHALT PAVEMENT	LS	127.000		127.000
	1020-0-	BRANDED, BOND, UTILITIES	LS	3.000		3.000
	1020-10-10	PIPE DETECTOR, OPTICAL MATERIAL, ROUND, 10" ID	LS	20.000		20.000
	1020-00-1-25	UNPIED END SECTION, OPTICAL ROUND, 1/2" ID	LS	0.000		0.000
	1020-00-1-25	UNPIED END SECTION, OPTICAL ROUND, 1/2" ID	LS	0.000		0.000
	1020-1-	REBAR/1 - ROADWAY	LS	2835.000		2835.000
	1020-2-	REBAR/1 - DRIP-TEST PLATE	LS	13.000		13.000
	1020-0-	REBAR/1 - BRIDGE ANCHORAGE ASSEMBLY	LS	0.000		0.000
	1020-0-	REBAR/1, BRIDGE ANCHORAGE ASSEMBLY, PAVEMENT	LS	0.000		0.000
	1020-12-	REBAR/1, BRIDGE	LS	1000.000		1000.000
	1020-05-02	REBAR/1 END ANCHORAGE ASSEMBLY - FLARED	LS	4.000		4.000
	1020-05-01	REBAR/1 END ANCHORAGE ASSEMBLY - PARALLEL	LS	27.000		27.000
	1020-05-06	REBAR/1 END ANCHORAGE ASSEMBLY - TYPE DNT	LS	1.000		1.000
	1044-1-	ROAD SIGN	LS	04.000		04.000
	1070-1-	TEMPORARY TEMP. SIGN	LS	20480.000		20480.000
	1070-12-121	PAINTED PAVEMENT BARRIERS, STANDARD, WHITE, SOLY	LS	27.000		27.000
	1070-12-100	PAINTED PAVEMENT BARRIERS, STANDARD, WHITE, MCO	LS	0.000		0.000
	1070-12-170	PAINTED PAVEMENT BARRIERS, STANDARD, WHITE, ANNO	LS	10.000		10.000
	1070-12-001	PAINTED PAVEMENT BARRIERS, STANDARD, YELLOW, SOL	LS	1.000		1.000
	1070-12-002	PAINTED PAVEMENT BARRIERS, STANDARD, YELLOW, SOL	LS	1.000		1.000
	1080-00-	LANDING CONTINUED ASBEST, DRIPPED IN	LS	1.000		1.000



PAVEMENT MARKINGS TYPICAL PLAN 1

NTS

- STA 0+00 TO STA 3+23
- STA 132+35 TO STA 133+75
- STA 269+30 TO STA 295+26
- STA 434+65 TO STA 437+55
- STA 488+61 TO STA 510+79
- STA 648+01 TO STA 650+92
- STA 699+50 TO STA 726+37

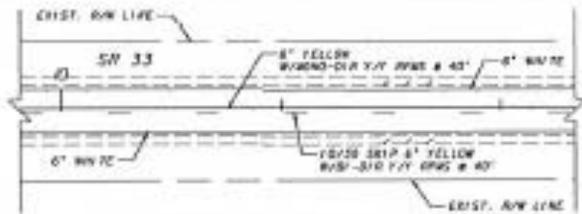


PAVEMENT MARKINGS TYPICAL PLAN 3

NTS

- 2899 STA 15+05 TO STA 44+04
- 5304 STA 64+53 TO STA 117+57
- 1979 STA 148+11 TO STA 167+90
- 8006 STA 189+24 TO STA 269+30
- 12270 STA 295+26 TO STA 417+96
- 1990 STA 444+63 TO STA 448+01
- STA 457+99 TO STA 477+89
- STA 520+45 TO STA 551+92
- STA 561+90 TO STA 564+59
- STA 574+57 TO STA 581+38
- STA 601+18 TO STA 638+46
- STA 660+69 TO STA 664+80
- STA 686+30 TO STA 695+63

3147
269
681
3728
411
933

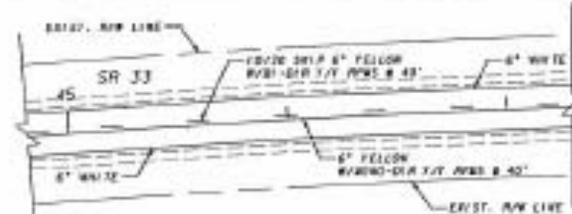


PAVEMENT MARKINGS TYPICAL PLAN 2

NTS

- STA 5+23 TO STA 15+05
- STA 54+55 TO STA 64+53
- STA 133+75 TO STA 148+11
- STA 179+15 TO STA 189+24
- STA 427+47 TO STA 434+65
- STA 448+01 TO STA 457+99
- STA 510+79 TO STA 520+45
- STA 564+59 TO STA 574+57
- STA 581+15 TO STA 601+18
- STA 650+92 TO STA 660+69
- STA 680+80 TO STA 686+30

982
998
1436
1609
718
998
968
998
1003
977
250



PAVEMENT MARKINGS TYPICAL PLAN 4

NTS

- STA 44+04 TO STA 54+55
- STA 117+57 TO STA 132+35
- STA 167+90 TO STA 179+15
- STA 417+96 TO STA 437+47
- STA 437+55 TO STA 444+63
- STA 477+89 TO STA 488+61
- STA 551+92 TO STA 561+90
- STA 581+38 TO STA 581+15
- STA 638+46 TO STA 648+01
- STA 664+80 TO STA 680+80
- STA 695+63 TO STA 699+50

1051
1478
1125
951
708
1072
998
977
955
1600
427

NOTICE: THE ORIGINAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE. JAMES AND DEAN'S ENGINEERING HAS REVIEWED THIS SHEET.

REVISIONS				DESCRIPTION	DATE	BY	CHECKED	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS	SHEET NO.
NO.	DATE	BY	DESCRIPTION							

CSI
CONSULTING ENGINEERS, INC.
2000 N. W. 10th Avenue, Suite 100
Fort Lauderdale, FL 33309
Tel: 954.571.1111
Fax: 954.571.1112

ROAD NO.	SECTION	PROJECT NO.
33	JAKE	RTDP-1-52-01

$63294 \text{ LF} / 4 = 15823.5 / 5280 = 3.00$

Agenda Item # 17: Gross Mile Paint- email from John Burnette's email to David Chason. The Designer is wrong in calculating the Skip paint on this project. Stefanie Maxwell was also contacted on this along with Roadway Design. She will get back to us with her findings. Also John Burnette thinks that under the specification 710-10 under method of measurement, the 1:3 ratio should be deleted. This will be looked into later.

Also, at this time, this appears to be an isolated issue.

Response from Stefanie Maxwell, see email below:

From: Maxwell, Stefanie

Sent: Friday, April 25, 2008 10:33 AM

To: Chason, David

Cc: Henson, Chester

Subject: RE: Gross Mile Paint

David,

I spoke with Chester Henson and Dave Sadler about this, and the conclusion is that the spec will remain unchanged. We discussed at one of the FTBA MOT committee meetings that an example of documenting striping would be from intersection to intersection and that they were counting the skips and multiplying by 40 foot (although they should subtract the last 30 feet to be accurate), so I think we are ok.

Chester and I spoke with John Burnette and he now understands the gross mile language in the spec and does not recommend any changes. He put us in contact with the Project Administrator, Eric Jagers and we discussed the project.

Chester contacted the EOR and educated him on the gross mile language in the spec and that the EOR should not have divided the quantity by four. Also, Chester educated the EOR that a contractor cannot place the inverted profile marking right behind the paver, and in the future the EOR needed to include the mainline in the final surface pavement marking (see attachment below).

Stefanie D. Maxwell, P.E.

Specialty Engineer, FDOT State Construction Office

TABULATION OF QUANTITIES

SUMMARY OF 24" WHITE SOLID TRAFFIC STRIPE				
SIDE STREET	STATION	SIDE	DIST. FROM CL (FEET.)	QUANTITY (LF)
C. R. 474	54+51	RT	25	23
OIL WELL ROAD	100+33	LT	25	14
C. R. 561	170+54	RT	25	51
SOUTH FOUR MARCH ROAD	185+44	LT	25	16
REAR GROVES ROAD	216+43	LT	25	10
GREEN GROVE BOULEVARD	282+51	LT	46	16
OTT WILLIAMS ROAD	283+25	RT	37	23
LAWS ROAD	334+02	RT	25	16
LANE ERIE ROAD	393+62	LT	25	14
FLORIAN'S BOY'S HAVEN	452+76	RT	25	16
PINE ISLAND ROAD	534+04	RT	25	11
MILL STREAM DRIVE	614+43	LT	25	16
RED WING ROAD	619+23	RT	25	13
GROVELAND AIRPORT ROAD	648+11	RT	25	12
ANDERSON ROAD	701+43	LT	25	14
ANDERSON ROAD	701+43	RT	25	19
OAK LAKE	704+10	RT	25	16
E. WARNER STREET	704+36	LT	25	19
OAK DRIVE	706+76	RT	25	16
E. WALDO STREET	708+83	LT	25	19
E. MARSHALL STREET	713+09	LT	25	29
PARKWOOD STREET	715+02	RT	25	16
MILLS STREET	721+18	LT	25	17
WRIGHT STREET	724+33	LT	25	14
SCHOOL ZONE	710+74	RT	0	20
SCHOOL ZONE	716+50	LT	0	20
TOTAL				459

PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS		GRAND TOTAL
			MP 0.000 TO MP 12.750	FINAL	
*	RETRO-REFLECTIVE PAINT MARKERS	EA	5005		5005
*	DIRECTIONAL ARROWS	EA	0		0
*	PAVEMENT MESSAGES	EA	2		2
*	SOLID TRAFFIC STRIPE, 6" YELLOW (SIDE STREETS)	RM	0.947		0.947
*	SOLID TRAFFIC STRIPE, 8" WHITE	LF	304		304
*	SOLID TRAFFIC STRIPE, 24" WHITE	LF	460		460
70-90	PAINTED PAVEMENT MARKINGS (FINAL SURFACE)	LS			1
86-302-32	INVERTED PROFILE MARKING, STRIP, YELLOW, 6"	DM	3,038		3,038
86-302-37	INVERTED PROFILE MARKING, SOLID, WHITE, 6"	RM	27,457		27,457
86-302-38	INVERTED PROFILE MARKING, SOLID, YELLOW, 6"	RM	7,469		7,469

RETRO-REFLECTIVE PAINT MARKERS	
BI-OIL YELLOW	280
MONO-OIL YELLOW	590
WHITE REFLECTIVE MARKERS	256
BI-OIL WHITE/RED	38
TOTAL	3066

* THESE QUANTITIES ARE PAID FOR UNDER PAINTED PAVEMENT MARKINGS (FINAL SURFACE), LUMP SUM - ITEM NO. 70-90. THE QUANTITIES SHOWN ARE FOR ONE APPLICATION; SEE SPECIFICATION SECTION 70 FOR THE NUMBER OF APPLICATIONS REQUIRED.

 CONSTRUCTION SERVICES, INC. 2500 S. JOHN WILLYS AVE. S. JACKSONVILLE, FL 32218 C.A. NO. 607	ALI KHALIL, P.E. #6, 53099	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD NO. COUNTY CITY LAKE JJ LAKE 47654-1-52-01	TABULATION OF QUANTITIES	SHEET NO. S-2
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18. Email from Jennifer Taylor about Stat-Pgm

From: Taylor, Jennifer
Sent: Monday, April 14, 2008 2:27 PM
To: Chason, David
Subject: FW: Stat-Pgm

Please add this to the agenda – I haven't heard back on it. Thanks

Jennifer L. Taylor, CPM
District Operations Contracts Manager

From: Taylor, Jennifer
Sent: Monday, March 10, 2008 10:05 AM
To: Lovett, Kathy; Johnson, Jim
Cc: O'Dea, Frank
Subject: Stat-Pgm

We talked a while back about discontinuing entering the final estimates dates into Stat-pgm and I was wondering where we are with this. District 5 would like to discontinue this as soon as possible to eliminate multiple entries. Can you give me an update on this please?
Thank you,

Jennifer L. Taylor, CPM
District Operations Contracts Manager

Agenda Item # 18: Email from Jennifer Taylor regarding the discontinuation of entering the final estimates dates into Stat-pgm.

Kenneth answers it will replace stat-pgm but that he does not have a date on that yet. Please send him any suggestions and or comments.

19. a) Contingency Supplemental Agreements

- Unused Contingency SA Funds
- CPAM Subarticle 7.4.8.2 (A): see below:

7.4.8.2 Certification of Availability of Funds for a Contingency Supplemental Agreement

(A) District Level Responsibilities

Certification of availability of funds is required before executing a **Contingency Supplemental Agreement, Form No. 700-010-79**. Certification of availability of funds not to exceed the limits defined in **Section 7.4.6.1**, except as shown in this subsection, may be requested by the DCE or designee through the CFM system. Funds shall be encumbered using the project number for which the funds will be used. Funds may be encumbered separately and or concurrently for more than one project included in the contract. Where funds are encumbered on multiple projects within one contract, the limits stated in **CPAM Section 7.4.6.1** apply to the contract as a whole; so that the pro-rated amount of funds encumbered to the individual projects on the contract under a **Contingency Supplemental Agreement** will not exceed the limits set forth in **CPAM Section 7.4.6.1**. Funds encumbered for one project number cannot be used on a different project number included in the same contract.

THE DISTRICT SECRETARY MAY REQUEST AN EXCEPTION TO THE ABOVE LIMITS BY PROVIDING THE COMPTROLLER WITH THE REASON(S) FOR THE EXCEPTION. THE COMPTROLLER HAS TO APPROVE SUCH EXCEPTION PRIOR TO CERTIFICATION OF AVAILABILITY OF FUNDS. THE DISTRICT SECRETARY MAY DELEGATE AUTHORITY TO REQUEST AN EXCEPTION TO THE DISTRICT DIRECTOR OF OPERATIONS.

The certification of availability of additional funds not to exceed the limits defined in **CPAM Section 7.4.6.1** may be requested for not more than one additional **Contingency Supplemental Agreement Form No. 700-010-79** prior to the complete depletion of all previous encumbrances for **Contingency Supplemental Agreements** on that contract by executed **Work Orders**.

Unused **Contingency Supplemental Agreement** funds and **Contingency Pay Item** funds should be unencumbered after the Department has issued Offer of Final Payment to the Contractor.

For contracts using the SiteManager record keeping system: Submit a statement by e-mail to the Disbursement Operations Office, Contract Payment Section, with the following certification: "I certify that the contract is in final acceptance status; that the funds are not needed for the regional Disputes review Board and that the uncommitted contingency amount is \$ _____."

For contracts not using the SiteManager record keeping system: Submit requests to unencumber **Contingency Supplemental Agreement** funds and **Contingency Pay Item** funds to the Disbursement Operations Office, Contract Payment Section, Mail Station 42. Requests shall include a copy of the final acceptance letter and a log sheet showing 1) The amount of **Contingency Pay Item** funds in the original contract, 2) The amount of each executed **Contingency Supplemental Agreement**, 3) The amount of each executed **Work Order**, 4) The amount of uncommitted contingency funds remaining on each **Contingency Supplemental Agreement**, and any **Contingency Pay Item**.

- Checklist update Offer of Final Payment/Close Out
- Update Manuals
- Update Residencies

Unused Contingency funds need to be unencumbered after final acceptance. See CPAM under 7.4.8.2, fifth paragraph. If it's anticipated it isn't going to be needed. It was recommended that the DFEM get with all their residencies & CEIs and share this message.

We will also put a blur in Chapter 14 of the review and Admin to remind everyone that this should be done.

B) Central Office Disbursements (will meet with us at 2:30 PM)

- Kelly Lutz
- Update

Kelly Lutz and Diana Mederos both came in to meet everyone in Central Office and to see the faces of the District personnel that they deal with.

Agenda Item # 20: David handed out a package for resolution testing costs and reporting in Sitemanager. He asked that we all look at this. It came from D- 5 and he thinks that is we all agree on this we could have it implemented throughout the Districts.

20. RESOLUTION COST & REPORTING IN SITEMANAGER:

The Resolution Test costs can be found on the State Materials website under “Doing Business”. Click “QC for Contractors” and under “Publications” you will see the “Resolution Testing Costs for Contracts Let...”. Click on the year that applies to your contract.

The link to this website is:

<http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/qcindex.htm>

Examples of proposed revision to the Material’s Website for resolution Test Costs. See below:

BITUMINOUS LAB				
FISCAL YEAR 2007-2008 RATES (SMO)				
Test Name	Quantity	Rate	No. of Tests	Cost
Bulk Specific Gravity (FM1-T166)	Per Roadway Core or Gravity Pill	\$ 17.50	2	\$ 35.00
Ignition Oven Method (FM5-563)	Per Asphalt Content	\$ 116.00	2	\$ 232.00
Max Specific Gravity (FM1-T209)	Per Average of Two Flasks	\$ 109.50	1	\$ 109.50
Was Grade & Mechanical Analysis (FM1-T001, FM1-T030)	Per Gradation	\$ 55.00	2	\$ 110.00
Superpave Gyratory Compaction (AASHTO T312-04)	Per Pair of Gyratory Pills	\$ 219.00	1	\$ 219.00
			Total Cost	\$ 705.50

LEGEND

Data entered by DMO

District Material Office will issue an email stating the resolution results and the total cost of the tests performed. See email below:

McReynolds, Steve

To: Hewitt, Richard
Subject: FW: 41716515201 Lot 6 Resolution results
Attachments: Resolution L6 S1.xls; Resolution L6 S2.xls

From: McReynolds, Steve
Sent: Thursday, December 20, 2007 2:49 PM
To: John Deese (jdeese@targetengineering.com)
Cc: James, Steve; 'Bill Riley'; Mike Mancuso; Robert W. Pereira Jr.; Linda Hunt; Hogan, Thomas; Hewitt, Richard; Wolcott, Jeremy; Gordon, Glendon; Webster, Tim
Subject: 41716515201 Lot 6 Resolution results

John,

Attached are the Resolution results for Lot 6 on the above mentioned project. The Resolution results **DO NOT** compare with QC results, therefore, acceptance and payment for the Lot with respect to density will be based on Resolution results. Cost for the Resolution testing should be deducted from the monthly estimate (**see below**).

For each subplot the Resolution results for average Roadway Gmb should replace the QC results for average Roadway Gmb most likely changing the density value, Individual Pay Factor and the Composite Pay Factor. Any new values should be compared to the Master Production Range as well as the criteria of 334-5.9.5 to determine acceptance.

- **Please do not approve the QC or RT samples for this Lot, the Resolution lab will approve these samples.**
- **Resolution cost - \$31.60 per core x 9 cores = \$284.40**

Thanks,

Steve McReynolds
Assistant District Bituminous Manager
Florida Department of Transportation
1650 N. Kepler Road (MS 519)
Deland, Florida 32724
386-740-3492 (desk)
386-736-5239 (fax)
386-801-7751 (cell)
email: Steve.McReynolds@dot.state.fl.us

District 5 "One Mission, One Team, One Voice"

Note: When the resolution test does not compare to the QC, the Contractor will pay the cost of the resolution test per the Resolution Procedure Specification. This Contractor's payment is done by a deduction through a Line Item Adjustment on the next Progress Estimate per the Preparation & Documentation (Prep & Doc) Manual Chapter 9, section 9.12.3. Examples of how to enter the Adjustment in SiteManager can also be found in the Prep & Doc. Manual, see examples below:

Reporting Cost of Resolution Testing in SiteManager Attachment 9-9a of the Prep & Doc manual

AASHTO SiteManager

File Edit Services Window Help

Line Item Adjustments

Contract ID : T7147 Estimate Nbr: 0007

Catg Nbr	Pri Nbr	Item Code	Line Item Number	Description	Price Adj. Type	Entered Date	St
0200	25715415201	0430171101	0365	PIPE CULVERT OPTIONAL MATERIAL, ROI Gasoline		04/14/08	
0200	25715415201	0430171101	0365	PIPE CULVERT OPTIONAL MATERIAL, ROI		04/14/08	
0200	25715415201	0430172201	0385	PIPE CULVERT, OPTIONAL MATERIAL, OT		04/14/08	
0200	25715415201	0430172201	0385	PIPE CULVERT, OPTIONAL MATERIAL, OT Gasoline		04/14/08	
0200	25715415201	0430172202	0390	PIPE CULVERT, OPT MATERIAL, OTHER - E Gasoline		04/14/08	
0200	25715415201	0430172202	0390	PIPE CULVERT, OPT MATERIAL, OTHER - E		04/14/08	
0200	25715415201	0430174101	0395	PIPE CULVERT, OPTIONAL MATERIAL, ROI Gasoline		04/14/08	
0200	25715415201	0430174101	0395	PIPE CULVERT, OPTIONAL MATERIAL, ROI		04/14/08	
0200	25715415201	0334 1 13	0200	SUPERPAVE ASPHALTIC CONC, TRAFFIC C		04/14/08	

Project Number: 25715415201 Line Item Number: 0200

Line Item Adjmnt Detail Information :

Type: Resolution Testing Costs Entered By: cn982ks

Amount: 182.90 Entered Date: 04/14/08

Quantity: .00000

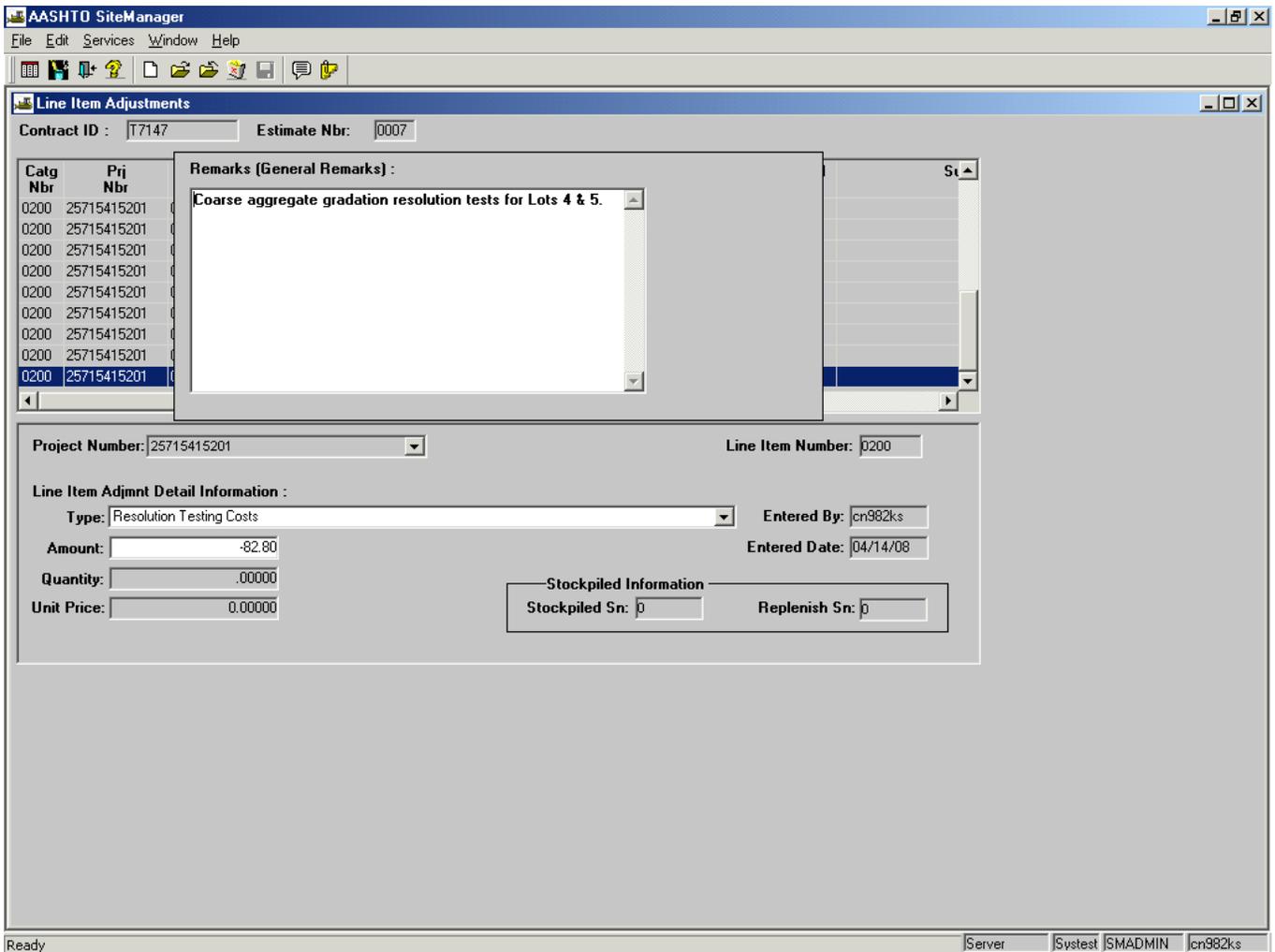
Unit Price: 0.00000

Stockpiled Information

Stockpiled Sn: 0 Replenish Sn: 0

Ready Server Ssystem SMADMIN cn982ks

Reporting Cost of Resolution Testing in SiteManager Attachment 9-9b of the Prep & Doc manual



Email from David Chason to DFEMs:

From: Chason, David

Sent: Wednesday, April 23, 2008 9:52 AM

To: Snyder, Deborah; Haggerty, Henry; Benak, Steve; Bienvenu, Michael; Schmitt, Roger; Morgan, Ken

Cc: Sikorski, Scott; Towers, Terri; Bradford, David; Ng, Edison; Burnette, John; Taylor, Jennifer; Espino, Barbara; Cummings, John; Sanchez, Mylanie; Sadler, David A; Blanchard, Brian A; Musselman, Jim; Upshaw, Patrick; Wang, David; Valdes, Sherry; Massey, Richard; Youmas, Stanley

Subject: Resolution Results Cost.

Subject: Resolution Results Cost.

Good morning:

In our last DFEM's meeting, D-5 shared how their District handles the reporting of a resolution test cost. For Construction, the cost is posted on the website, but the issue is determining how many tests were run. District five's material Office provides an email to the

Project Administrator (PA) with the number of test plus the cost. All the guess work is therefore resolved for the construction staff.

Attached is the email provided by District five's material Office to the PA. See pg 5of8

I would like to know if each District is willing to implement District Five's process (material's office sending the email information to the PA) which is our source document to support the pay reduction.

If the responses are favorable towards this process, we will implement this change into the Prep & Doc Manual.

Thanks

Responses:

D1: Deborah Snyder: District One & District seven's Material Research Engineer votes yes. They have researched this and have spoken with the DFEM. Between them, they agreed that they will continue to e-mail the PAs with the number of resolution tests and will now add the link to the webpage so they can get the costs themselves.

D2: District two supports the proposal.

D3:

D4: (D4 and 6) Materials & Research Engineer concurs

D5: in favor of this process

D6: See D-4 response.

D7: See D-1 response.

D8: Turnpike Materials will implement this process.

District Materials Office: In favor of this process (per Pat Upshaw).

See proposed write up in Chapter 9 of the Prep & Doc manual: (See below):

9.12.3 Resolution Reports for A.C. Content, Gradation and Density Cores

In some instances when the CQC Technician's results and the Verification Technician's results do not compare for a specified test, then a Resolution report must be accomplished. The tests results of the Resolution Technician will be compared to the results of the CQC Technician and the Verification Technician.

If the Resolution results favor the CQC Technician's results, use the CQC Technician's results.

If the Resolution Technician's results favor the Verification Technician's results, use the Resolution Technician's results.

Note: The cost of the resolution testing, performed by the Department which favors the results of the Verification Technicians, will be deducted from the Contractor on the next progress estimate. The District Material's Office will provide the resolution results to the Project Administrator via an email. A copy of this email needs to be provided in the Computation Book to support this deduct. (See Attachment 9-9a, & 9-9b & 9-9c).

See the State Materials Office Website at the following URL: -The cost of the testing can be found at the following URL:

<http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/qcindex.htm>

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D

See Attachment 9-9c of the prep & Doc Manual below:

ATTACHMENT 9-9 c

Example

E-Mail from District Material's Office to the PA with No. of tests and Costs

Daniel Day

From: Daniel Day
Sent: Thursday, May 8, 2008 @ 2:49 PM
To: Howard Jump (howard.jump@dot.state.fl.us)
Cc: J. Corley; Bill Blass; etc; etc.
Subject: FIN # 41109815201 Lot 6 Resolution Results

Howard,

Attached are the Resolution results for Lot 6 on the above mentioned project. The resolution results **DO NOT** compare with QC results. Therefore, acceptance and payment for the Lot with respect to density will be based on Resolution results.

Cost for the Resolution testing should be deducted from the monthly estimate (see below).

For each subplot, the Resolution results for average Roadway Gmb should replace the QC results for average Roadway Gmb, and most likely changing the density value, Individual Pay Factor, and the Composite Pay Factor. Any new values should be compared to the Master Production Range as well as the criteria of 334-5.9.5 to determine acceptance.

- Please do not approve the QC or RT samples for this Lot. The resolution lab will approve these samples.
- Resolution cost (- 31.60 per core X 9 cores = - \$ 284.40)

Thanks

Daniel Day
Assistant District Bituminous Manager
Florida Department of Transportation
1600 N. keens Road (Ms 200)
Deland, Florida 32724
386-555-5551(office)

Video Conference meeting closed at 3:00 PM