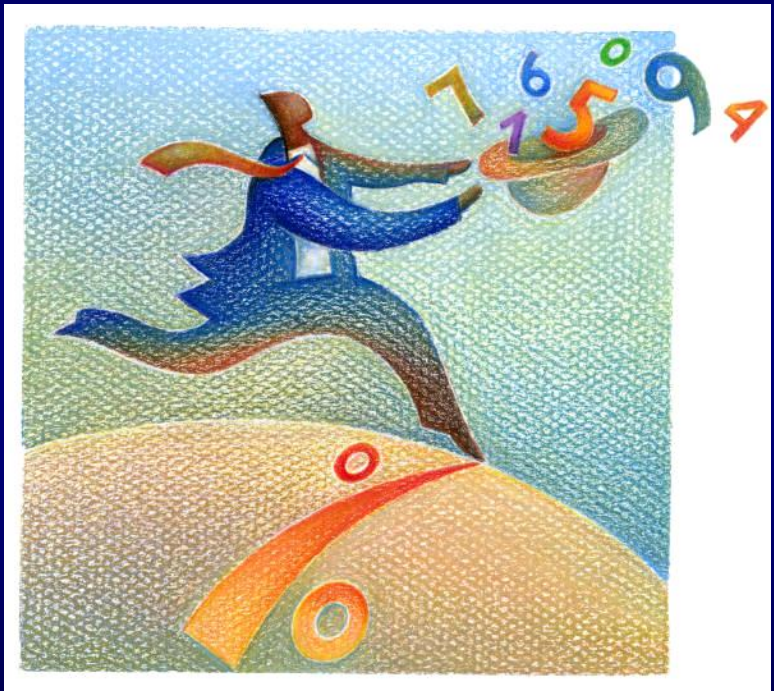
# District Five Final Estimates Meeting
# May 2009



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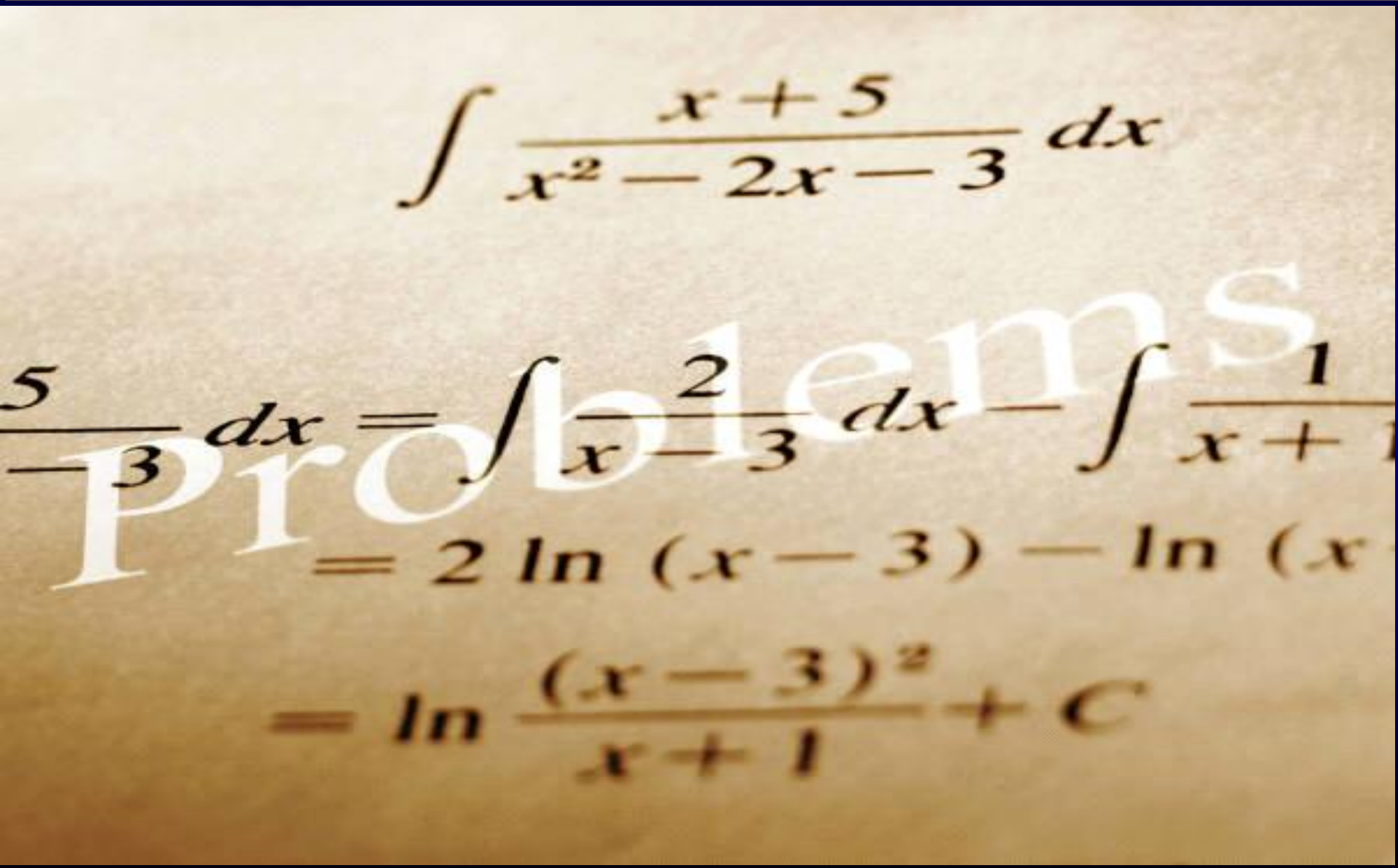
District Five Final Estimates Manager
(352) 326-7739
Cell: (386) 801-5356
john.burnette@dot.state.fl.us

Tonii Brush,
District Five Final Estimates Support Specialist
(386) 943-5348
tonii.brush@dot.state.fl.us

# Problems Found On PARS



1. **Contract Time: Letters for permission to work and authorization to work on January 2, are not in time folder.**

2. **102-71-11 Barrier Wall (Temp)(F&I): Method of measurement states the quantity to be paid will be determined by the number of sections times the nominal length. 6710 is not divisible by 12. It was determined the quantity should be 6708. Difference of 2 lf. 2 X $18.89 = $37.78**

3. **102-911-2 Pavt. Marking Removal (White): Certifications only show 3,112 LF. You paid 6691 LF. Missing certification, Missing daily work sheets.**

4. **120-4 Excavation Subsoil: Prep & Doc Manual 8.10 Field Notes for Subsoil Excavation (E) states " The maximum interval for subsoil cross sections shall be 50 feet." Sections between stations 89+00 and 96+00 were taken at 100-foot intervals.**

5. 0285709 Optional Base Group 09: You paid the thickness adjustment with the original pay item. The thickness adjustment should be paid as an adjusted pay item.

6. 285-715 Base Optional (Base Group 15): Lot 1 had a CPF of 1.03 and a quantity of 1048.4 SY. The adjustment was not paid.

   1048.4 X $2.0310 = $2129.30

7. 334-1-15 Superpave Asphalt: On page 70A of comp book #3 shows resolution testing costs of $460.01, on page 28 of comp book #1 the $460.01 was added instead of being subtracted.

8. 0337-7-22 Asphalt Friction Course FC-5 PG76-22: You paid 29,283.5 Tons but it should be 29,687.9 tons. This was written at the field review prior to this project being turned in. (404.4 Tons x $115.28 = +$46,619.23 Underpayment).

9. 339-1 Misc. Asphalt: Need road reports that show location and spread rate of asphalt.

10. 430-174-225 Pipe Culv (18”SD): This is a Plan Quantity item. It must meet the 5% or $5000.00 rule in order to change the Plan Quantity due to a plan error. The 26LF error does not meet the rule therefore should not apply. Final quantity is 1661. Paid 1687. Difference -26LF X $45.00 = -$1170.00

11. 450-1-2 Prestressed Beams (Type III): Penalty on beams was adjusted as +$825.00 it should have been a negative adjustment.

12. 0455-34-3 Concrete Pilling 18”: All 3 pile books need survey data to tie to bench mark.

13. 0630-1-14 Conduit Under Ground (Jacked): Conduit quantity changed on plan matrix but is not reflected on as-built plan sheets. Quantity added to some plan sheets where there was no original quantity, this needs to be signed and sealed.

14. 0635-1-11 Pull Boxes: Added pull boxes need to be signed and sealed.

15. The original AdHoc showed $18,303,489.88 and this amount was certified but it should have been $18,299,971.73 this made an overpayment of $3,518.15. It appears that an AdHoc report was ran and then another was ran and the back page was used from one Adhoc report with the other making the total be in error.

16. Steel Adjustment: You had calculations in estimate package but failed to enter into site-manager. -$37,227.05 Overpayment

17. Paid barricades around Variable Message Board before contract time began!

18. Bituminous Adjustment: The Contractor used the wrong Base Index of July when the job was Let in May, and hand calculated the difference between the Base Index and Monthly Index instead of letting the spread sheet do the calculating. The Project has had a negative -$62,563.91 taken for Bituminous adjustments, but the revised Cert's net a Positive $80,283.95, we owe them $142,847.86.

+$142,847.86 Underpayment

# Housekeeping

# ACCESSING AD-HOC REPORTS


**Office Web Sites**

This page represents Central Office sites or non-Central Office main offices (like Materials). District sites should link to their office sites and Central Office sites or non-Central Office main offices (like Materials) should link to their counterparts throughout the Department. Intranet sites are available within the Department. Internet sites are available to the public.

District 1 | District 2 | District 3 | District 4 | District 5 | District 6 | District 7 | Turnpike Enterprise

- Aviation Internet
- Budget Intranet
- CADD Internet
- CADD Intranet
- Comptroller Internet
- Comptroller Intranet
- Construction Internet
- Construction Intranet
- Pavement Management Internet
- Pavement Management Intranet
- Performance Management Intranet
- Personnel Internet
- Personnel Intranet
- Planning Internet
- Planning Intranet
- Procurement Internet

# State Construction Office

David A. Sadler, P.E. - Director, Office of Construction
Our Phone Number:
850-414-4150
850-412-8021 Fax

## CONTACTS

- State Construction Staff
- SCO Staff Information
- District Offices
- CTQP - Contacts

## ALTERNATIVE CONTRACTING

- Design-Build
- Alternative Contracting
- CM @ Risk
- Lump Sum
- Public Private Partnership
- Witness & Hold Point

- 2009 Construction Conference
- QA/QC Guidelists Updated
- 2008 Estimates Cut-off Dates

## PUBLICATIONS

- Correspondence
- CPAM
- Forms
- Manuals
- Guidelists
- Memos
- Reports
- Ad-Hoc Report System

## TECHNICAL TOPICS

- CDMS
- Construction Research
- Consultant CEI Issues
- Environmental

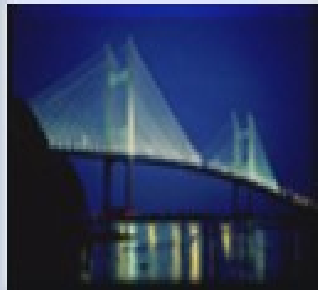
# State Construction Office

David A. Sadler, P.E. - Director, Office of Construction

District Construction Public Dashboard

Statewide Construction Dashboard

# State Transportation Ad-hoc Reporting System



Infonet | Trns*port WebGate | District Construction Public Dashboard

General Information | Estimates | Design | Contracts | Construction | Maintenance | Project Management

General Information | Output

- STARS General Information
- STARS Contact Information
- STARS Data

# State Transportation Ad-hoc Reporting System

Login | Help

Infonet | Trns*port WebGate | District Construction Public Dashboard | WebFOCUS Deferred Reports

General Information | Estimates | Design | Contracts | Construction | Maintenance | Project Management

**Public Dashboard Reports**

- Public Dashboard Reports
  - Adjustment Reports
    - Line Item Adjustments Report – NEW
  - Change Order Reports
    - Contract Changes Report
  - Contract Change Tracking System Reports
    - CCTS Contingency Pay Item Report, NEW
    - CCTS Contract Time Extensions
    - CCTS Supplemental Agreement Report
  - Daily Work Reports
    - DWR – Contractor On Site
    - DWR – Remarks, Date Range, Selected Types, User ID and More
    - DWR – with Project Summary and Diaries
    - DWR Master List Report
  - Estimate Reports
    - Contract Pay Estimate Detail Report

# Preparing Over/Underrun Report

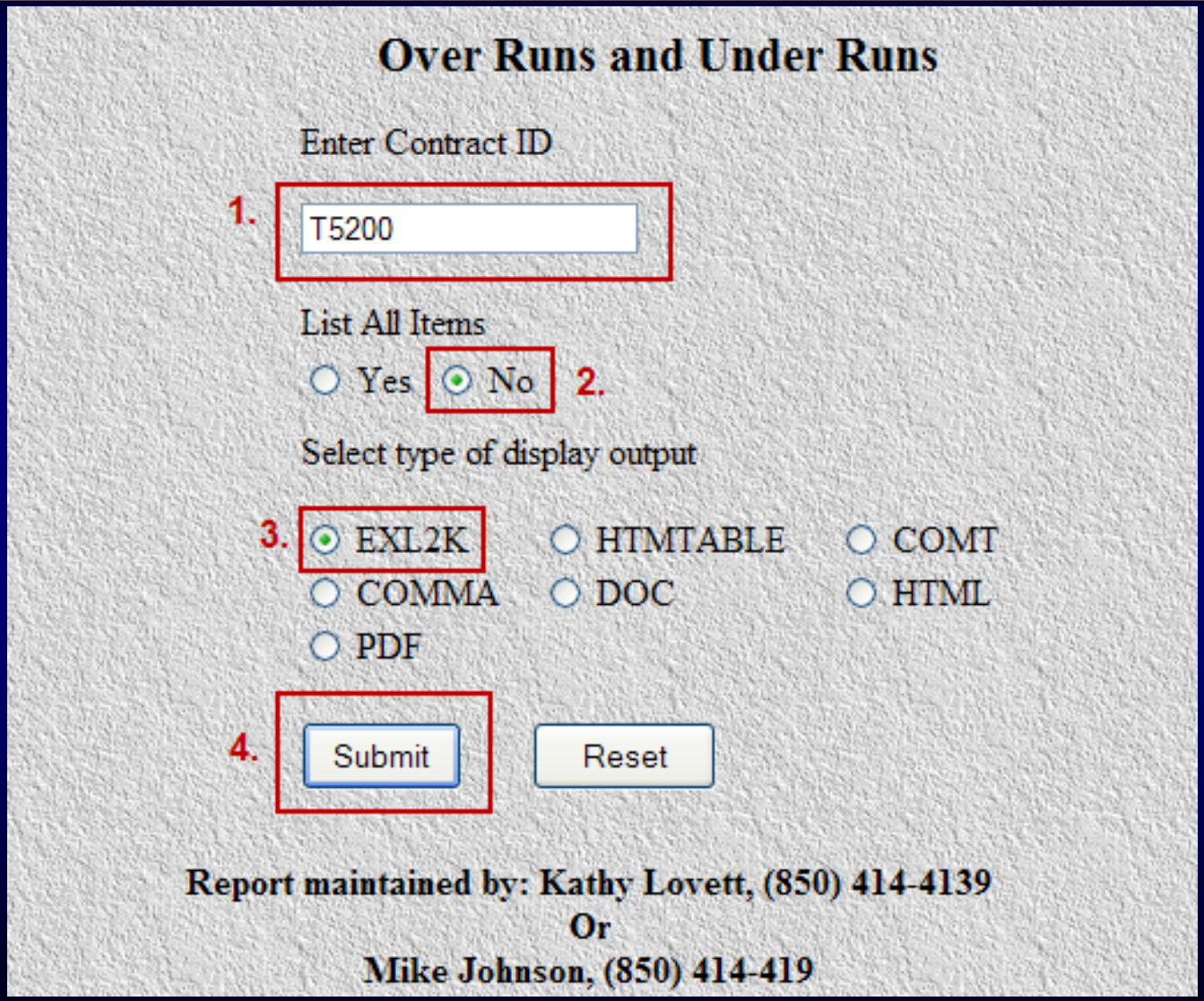


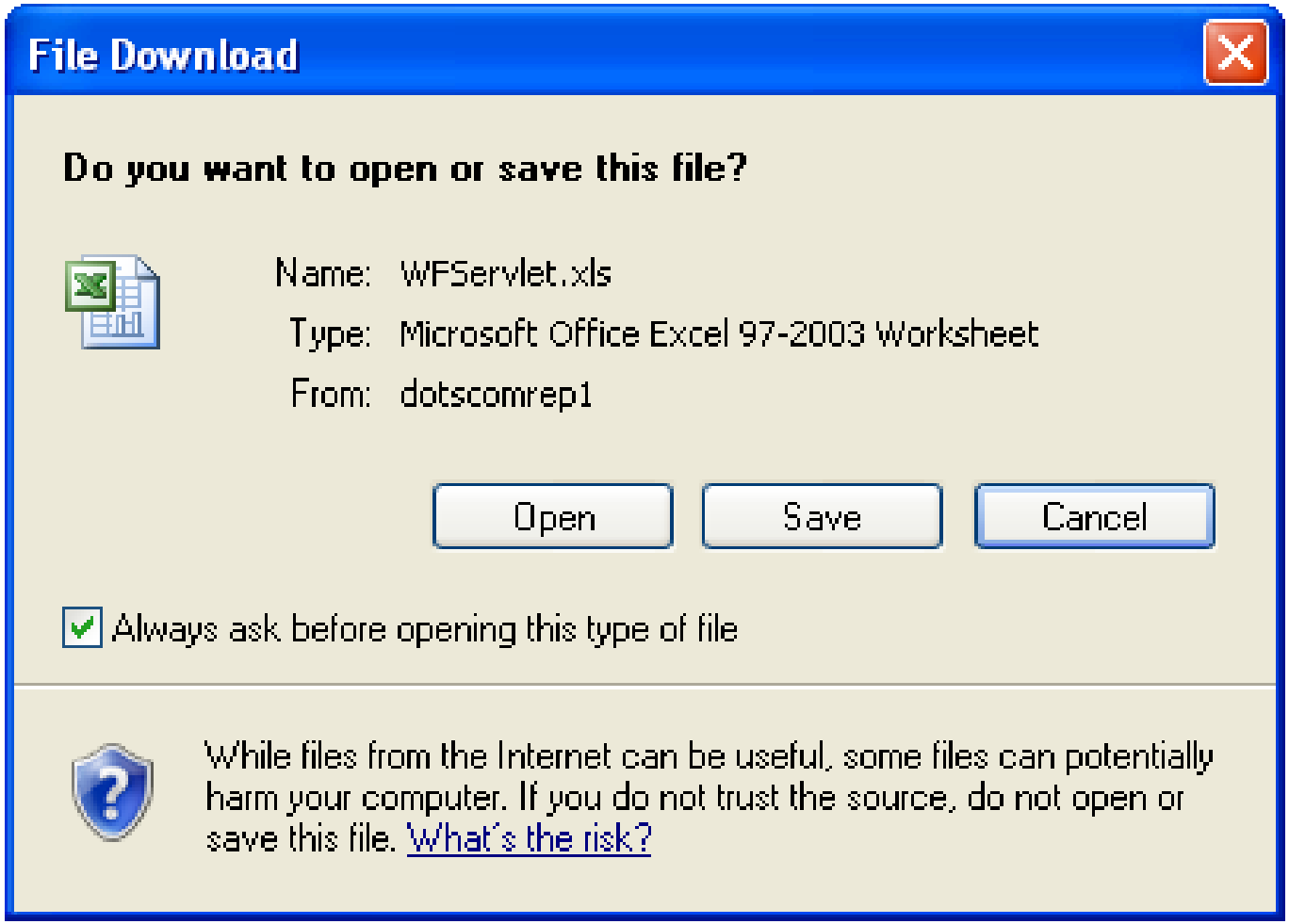
Infonet | Trns*port WebGate | District Construction Public Dashboard

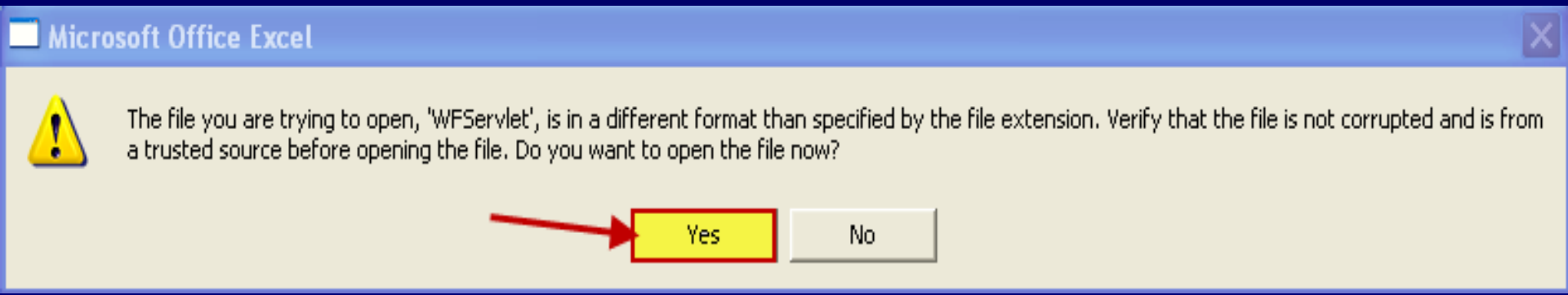
General Information | Estimates | Design | Contracts | Construction | Maintenance | Project Management

**Public Dashboard Reports**

- DWR Master List Report
- Estimate Reports
  - Contract Pay Estimate Detail Report
  - Estimate Approval Levels
  - FE Computation Pay Sheet Report
  - Final Cost report
  - Final Estimates Status Report
  - Fuel Adjustment Report
  - Over Runs – Under Runs
  - Past Estimate Summary


Over Runs and Under Runs
Enter Contract ID
1.
T5200
List All Items
Yes
No
2.
Select type of display output
3.
EXL2K
HTMTABLE
COMT
COMMA
DOC
HTML
PDF
4.
Submit
Reset
Report maintained by: Kathy Lovett, (850) 414-4139
Or
Mike Johnson, (850) 414-419


File Download
Do you want to open or save this file?
Name: WFServlet.xls
Type: Microsoft Office Excel 97-2003 Worksheet
From: dotscomrep1
Open
Save
Cancel
Always ask before opening this type of file
While files from the Internet can be useful, some files can potentially harm your computer. If you do not trust the source, do not open or save this file. What's the risk?


Microsoft Office Excel
The file you are trying to open, 'WFServlet', is in a different format than specified by the file extension. Verify that the file is not corrupted and is from a trusted source before opening the file. Do you want to open the file now?
Yes
No

**Contract ID: T5200**
**Proj. ID: 40452515201**
**Managing District: 05**
**FAP No.: 5961005U**

**Proj. ID: 40452515201**

| ITM_CD | Desc | UntMea | OrgQty | InstQty | UntPri | Chg In Qty | Qty% | ChgInAmt |
|---|---|---|---|---|---|---|---|---|
| 0102 1 | MAINTENANCE OF TRAFFIC | LS | 1.000 | .989 | $1,935,000.00 | -.01 | -1.00% | -$19,350.00 |
| **Explanation:** | | | | | | | | |
| 0102 71 11 | CONCRETE | LF | 8285.000 | 7,296.000 | $24.00 | -989.00 | -11.94% | -$23,736.00 |
| **Explanation:** | | | | | | | | |
| 0102 89 7 | TEMPORARY, | LO | 49.000 | 43.000 | $2,200.00 | -6.00 | -12.24% | -$13,200.00 |
| **Explanation:** | | | | | | | | |
| 0102107 | INTERSECT | DA | 1740.000 | 1,015.000 | $45.00 | -725.00 | -41.67% | -$32,625.00 |
| **Explanation:** | | | | | | | | |
| 0104 10 2 | SYNTHETIC BALES | LF | 10224.000 | 547.500 | $7.00 | -9,676.50 | -94.64% | -$67,735.50 |
| **Explanation:** | | | | | | | | |

# Computation Book Pay Item Summary Sheet & Certification Sheet


Infonet | Trns*port WebGate | District Construction Public Dashboard | W

General Information | Estimates | Design | Contracts | Construction | Maintenance | Project Management

**Public Dashboard Reports**

- DWR – with Project Summary and Diaries
- DWR Master List Report

Estimate Reports

- Contract Pay Estimate Detail Report
- Estimate Approval Levels
- FE Computation Pay Sheet Report
- Final Cost report
- Final Estimates Status Report
- Fuel Adjustment Report
- Over Runs – Under Runs
- Past Estimate Summary

# Final Estimate Computation Book Pay Item Summary Sheet Report

Contract ID (Required)

T5200

Submit Reset

**Report maintained by: Kathy Lovett, (850) 414-4139**
**Or**
**Mike Johnson, (850) 414-4196**

Date: Apr 2, 2009



FORM 700-050-10
CONSTRUCTION
06/08

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

# COMPUTATION BOOK PAYITEM SUMMARY AND CERTIFICATION SHEET

Contract ID: T5200 Fin. Proj. ID: 40452515201 Managing District: 05 FAP No.: 5961005U

Fin Proj Regualr Work Paid: $12,460,737.04

| Quantity | Unit Meas | Item Code | S.A. Number | Pay Item Description | CDMS Doc /Page No. | Unit Price | Item Paid Amount | Line Item Adjustment Amount | Total Item Paid Amount |
|---|---|---|---|---|---|---|---|---|---|
| 1.000 | LS | 0101 1 | | MOBILIZATION | 1 | $1,470,000.00 | $1,470,000.00 | $.00 | $1,470,000.00 |
| .989 | LS | 0102 1 | | MAINTENANCE OF TRAFFIC | 2 | $1,935,000.00 | $1,913,715.00 | $.00 | $1,913,715.00 |
| .000 | MH | 0102 14 | | TRAFFIC CONTROL OFFICER | 3 | $70.00 | $.00 | $.00 | $.00 |
| 39,659.000 | ED | 0102 60 | | WORK ZONE SIGNS | | $.25 | $9,914.75 | $.00 | $9,914.75 |
| 21.000 | EA | 0102 61 | | BUSINESS SIGNS | | $70.00 | $1,470.00 | $.00 | $1,470.00 |
| 7,296.000 | LF | 0102 71 11 | | BARRIER WALL, TEMPORARY, F&I, CONCRETE | | $24.00 | $175,104.00 | $.00 | $175,104.00 |
| 3,756.000 | LF | 0102 71 21 | | BARRIER WALL, TEMPORARY, RELOCATE, CONCRETE | | $6.00 | $22,536.00 | $.00 | $22,536.00 |
| 159,233.000 | ED | 0102 74 1 | | BARRICADE, TEMPORARY, TYPES I, II, DI, VP & DRUM | | $.25 | $39,808.25 | $.00 | $39,808.25 |
| 5,830.000 | ED | 0102 74 2 | | BARRICADE, TEMPORARY, TYPE III, 6' | | $.50 | $2,915.00 | $.00 | $2,915.00 |
| 792.000 | ED | 0102 76 | | ADVANCE WARNING ARROW PANEL | | $9.00 | $7,128.00 | $.00 | $7,128.00 |
| 8,727.000 | ED | 0102 77 | | HIGH INTENSITY FLASHING LIGHTS, TEMP, TYPE B | | $.50 | $4,363.50 | $.00 | $4,363.50 |
| 1,918.000 | EA | 0102 78 | | REFLECTIVE PAVEMENT MARKER,TEMPORARY | | $3.25 | $6,233.50 | $.00 | $6,233.50 |
| 21,069.000 | ED | 0102 79 | | LIGHTS,BARRIER WALL MOUNT,TEMP,TYPE C,STEADY BURN | | $.20 | $4,213.80 | $.00 | $4,213.80 |
| 43.000 | LO | 0102 89 7 | | CRASH CUSHION/IMPACT ATTENUATOR, TEMPORARY, | | $2,200.00 | $94,600.00 | $12,920.73 | $107,520.73 |
| 1.000 | | 0006 AREP 01 | | REPAIR ADJUSTMENT FOR CRASH CUSHION INVOICE= $2,741.64 + 20% TOTAL = $3,289.97 | | $3,289.97 | $.00 | $3,289.97 | |
| 1.000 | | 0010 AREP 01 | | CRASH CUSION REPAIR 9/17/2008 INVOICE | | $763.92 | $.00 | $763.92 | |
| 1.000 | | 0010 AREP 02 | | CRASH CUSION REPAIR: 9/17/2008 INVOICE | | $1,799.82 | $.00 | $1,799.82 | |
| | | | | | | | | PAGE TOTAL: | $3,764,922.53 |

# Contractor's Striping Daily Worksheet

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

**DAILY WORKSHEET**

**Painted Traffic Stripes and Markings**

FORM 700-050-67
CONSTRUCTION
03/08

CONTRACTOR: No Name Striping Corp

CERTIFICATION NO.: 3

STATE ROAD NO.: SR XX DATE: 04/06/09

FINANCIAL PROJECT ID: XXXXXX15201 CONTRACT NO.: T5XXX

PRINT NAME: Foreman

| PAY ITEM NUMBER | ITEM DESCRIPTION | UNIT | QUANTITY | LOCATION | REMARKS / EXPLANATIONS |
|---|---|---|---|---|---|
| 0710- 11-111 | Solid Traffic Stripe (White/Black) (6") | NM | 0.458 | 20+35 - 45+65 | North bound roadway |
| 0710- 11-125 | Solid Traffic Stripe (White/Black) (24") | LF | 24.000 | 32+75 | N bound roadway at intersection of Norris Road |
| 0710- 11-160 | Pavement Message (Paint) | EA | 2 | 25+21 | School Zone N bound roadway |
| 0710- 11-170 | Directional Arrows (Paint) | EA | 4 | 32+75 | LT & RT turn lanes at Norris Rd intersection on N bound roadway |
| 0710- 11-231 | Skip Traffic Stripe (Yellow) (6") | GM | 0.458 | 20+35 - 45+65 | N bound roadway |
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# Asphalt Certifications

## 1. Check Indexes

A. Base index is the month and year of bid letting.

B. Monthly index is the month that the progress estimate is cutoff.

C. Make sure the contractor has let the form do the calculating and not altered the formula.

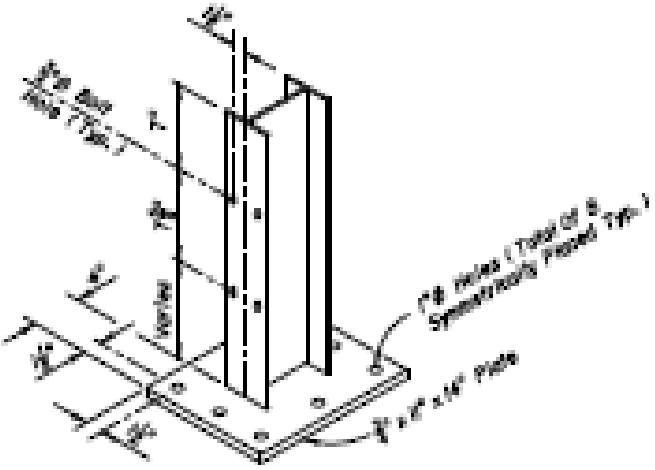
# 2. Check Pay items & Tonnage

A. All pay items the asphalt was used for are to be on the certification in the month the asphalt was laid (base, structural, friction, & misc).

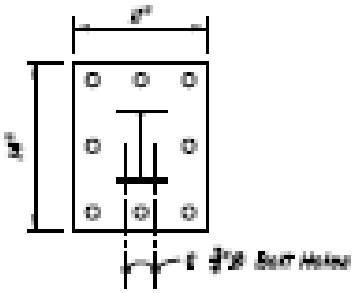
B. Tonnage is applied to the correct pay item.

# Special Guardrail Posts

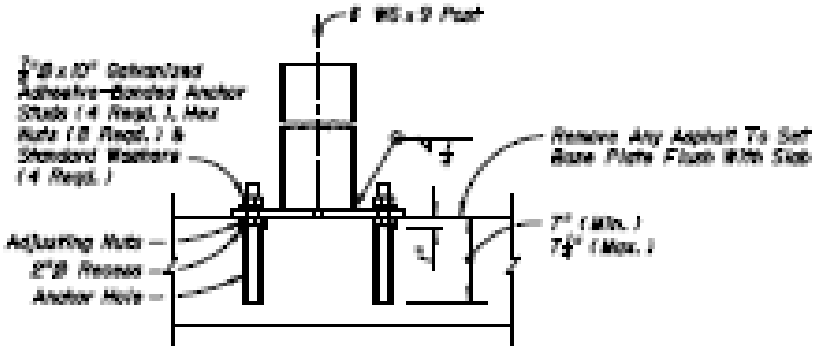
Special guardrail posts are required when the plans show existing guardrail to be removed and guardrail transitions and connections (Thrie-Beam Retrofit) for an existing bridge are to be installed in it’s place. Refer to standard index 402.



PICTORIAL



TOP VIEW




SIDE VIEW

SPECIAL STEEL POST FOR ROADWAY THRIE-BEAM TRANSITIONS TO BRIDGE TRAFFIC RAILING RETROFITS

There should be a pay item for special posts in the contract.

If there is no pay item then the pay item will need to be added by an SA.

The separate pay item for the special posts is only required for **Retrofit**. For new guardrail the posts are included in the cost of guardrail

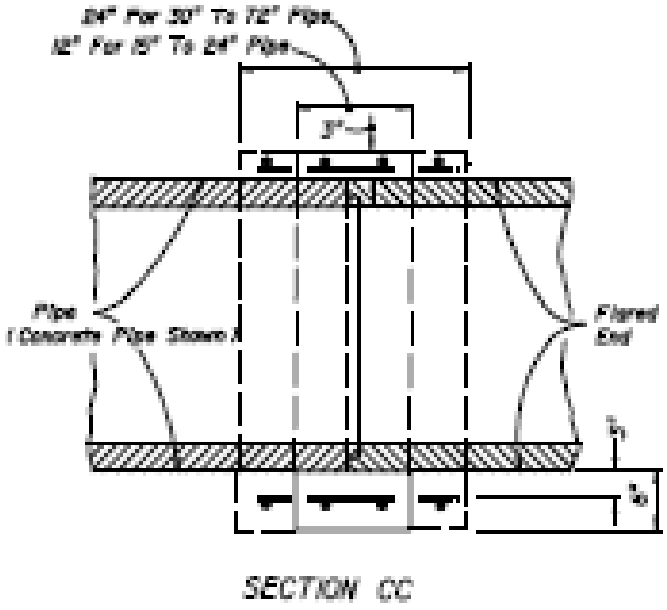
Check for this case when reviewing plans and get the pay item added before contract goes for bid.

# Misc Concrete

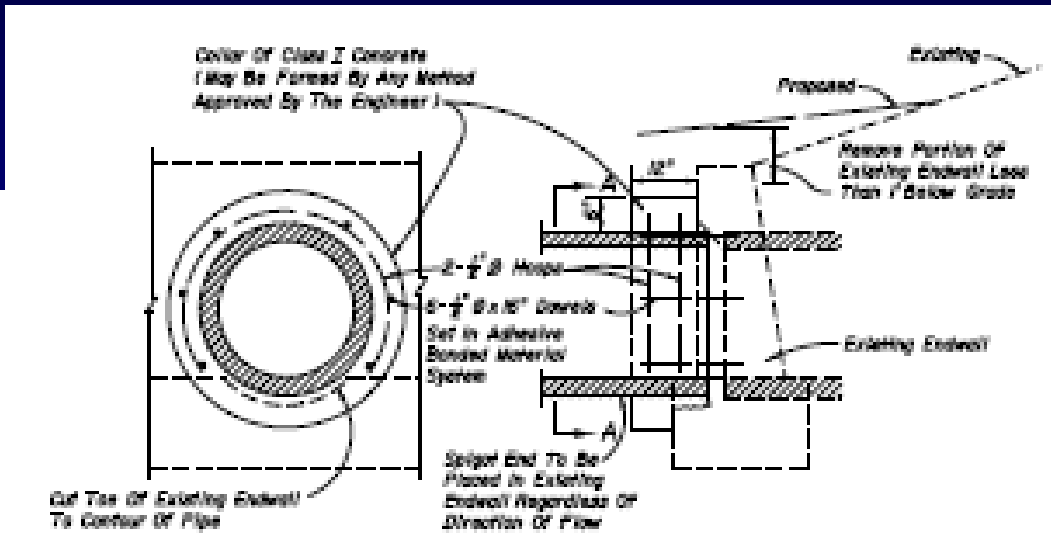
Can pipe collars be paid by misc concrete?

NO!

The cost of concrete for pipe collars, jackets, and plugs are to be included in the contract unit price for either the new pipe or mitered end section. See standard index 270 and 280.

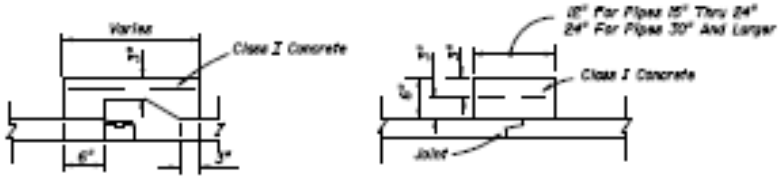



REINFORCED CONCRETE JACKET DETAIL

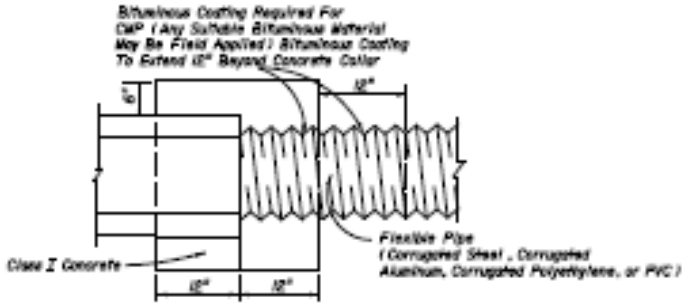



Note: Cost for removal and disposal of portions of top and toe of existing endwall and cost of concrete, reinforcing steel and construction of collar to be included in the contract unit price for pipe culvert.

CONCRETE COLLAR FOR EXTENSION OF EXISTING PIPE CULVERTS



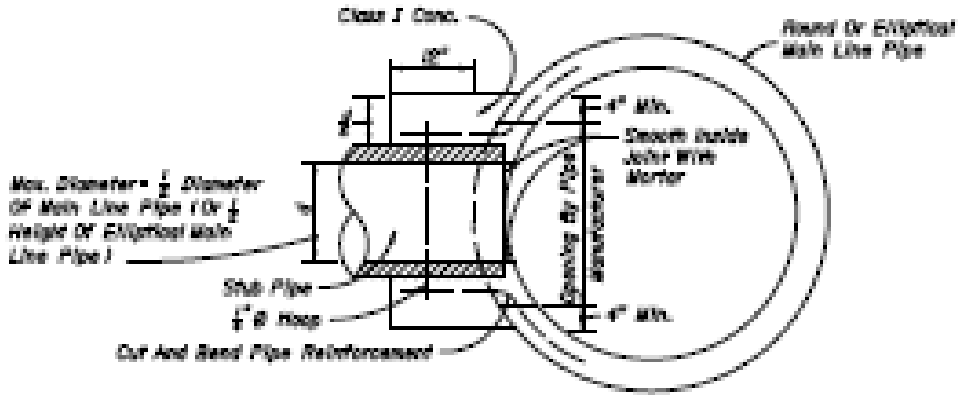

DISSIMILAR JOINTS




Note: Cost of concrete and bituminous coating to be included in contract unit price for either new pipe or Mitered End Section.
A concrete jacket shall not be used to join:
(a) metal pipe of dissimilar materials
(b) flexible pipe when the minimum cover required in accordance with Index No. 205 cannot be obtained

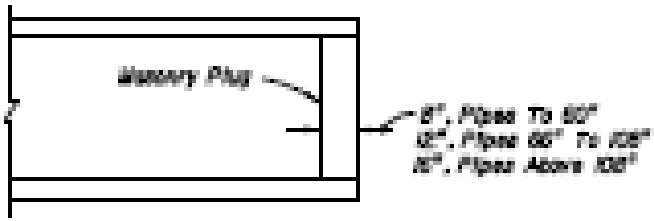
DISSIMILAR TYPES

CONCRETE JACKET FOR CONNECTING DISSIMILAR TYPES OF PIPE AND CONCRETE PIPES WITH DISSIMILAR JOINTS




Cost of concrete and steel to be included in contract unit price for pipe culvert.

CONCRETE COLLAR FOR JOINING MAINLINE PIPE AND STUB PIPE




Note: Unless otherwise called for in the plans, the cost of plugging pipes to be included in contract unit price for new pipe.

PIPE PLUG

# Proration of Quantities on Multi-Fin Projects

## Plan Quantity Pay Item

Pay Item 285715 Optional Base Group 15

| Project # | Plan Quantity | | % of Total Quantity |
|---|---|---|---|
| XXXXXX15201 | 1320 SY | / 2281 SY = | 58% |
| XXXXXX25201 | 433 SY | / 2281 SY = | 19% |
| XXXXXX35201 | 528 SY | / 2281 SY = | 23% |
| Total | 2281 SY | | 100% |

# Plan Quantity Analysis

| Project # | Plan Quantity | Error | Change |
|---|---|---|---|
| XXXXXX15201 | 1320 SY | -308 SY | -86 SY |
| XXXXXX25201 | 433 SY | 0 SY | -58 SY |
| XXXXXX35201 | 528 SY | 0 SY | 0 SY |
| | 2281 SY | -308 SY | 144 SY |

308 SY x $44.00 = $13,552.00 > $5,000.00

308 SY / 2281 SY = 0.135 x 100 = 13.5% > 5%

Plan Quantity meets the criteria for adjustment

| | |
|---|---|
| The adjusted plan quantity | = 1973 SY |
| Field or Design Change | = -144 SY |
| Total Pay Quantity | = 1829 SY |

# Square Yards Adjusted for Each Project

| Project # | | | |
|---|---|---|---|
| XXXXXX15201 | 1829 SY x 58% = | 1060.8 = | 1061 SY |
| XXXXXX25201 | 1829 SY x 19% = | 347.5 = | 347 SY |
| XXXXXX35201 | 1829 SY x 23% = | 420.6 = | 421 SY |
| | | | 1829 SY |

# Calculation of Square Yards for Thickness Adjustment on Base with more than one Design Mix for Multi-Fin Contract

Total Square Yards & Tons per Design Mix

| | | |
|---|---|---|
| Mix #****A = | 1042 SY | 513.0 Tons |
| Mix #****B = | 787 SY | 451.3 Tons |

# Project Percentages Applied to the Total Square Yards and Tons for Each Design Mix

| Project # | Mix #****A | | Mix #****B | | |
|---|---|---|---|---|---|
| XXXXXX15201 | 604 SY | 297.5 TN | 457 SY | 261.8 TN | 1061 SY |
| XXXXXX25201 | 198 SY | 97.5 TN | 149 SY | 85.7 TN | 347 SY |
| XXXXXX35201 | 240 SY | 118.0 TN | 181 SY | 103.8 TN | 421 SY |
| | 1042 SY | 513.0 TN | 787 SY | 451.3 TN | 1829 SY |

# 105% Maximum Spread Rate Adjustment

Proration for Friction Course over the 105%

Pay Item 337-7-33 Conc Asph Friction Crs (FC 12.5)

| Project # | Plan Quantity | | % of Total Quantity |
|---|---|---|---|
| XXXXXX15201 | 10175.4 TN / 11043.0 TN | = | 92% |
| XXXXXX25201 | 135.4 TN / 11043.0 TN | = | 1% |
| XXXXXX35201 | 723.2 TN / 11043.0 TN | = | 7% |
| Total | 11043.0 TN | | 100% |

## Total Tons & Square Yards per Design Mix with Target Spread Rate

| | | | |
|---|---|---|---|
| Mix #****C | 7908.3 TN | 94189 SY | Target = 153 lb/sy |
| Mix #****D | 3134.7 TN | 41275 SY | Target = 155 lb/sy |
| | 11043.0 TN | 135464 SY | 308 lb/sy |

308 lb/sy / 2 x 105% = 161 lb/sy  Maximum for Pay

11043.0 TN x 2000 lb / 135464 SY = 163 lb/sy

163 lb/sy > 161lb/sy

135464 SY x 161 lb/sy / 2000 lb = 10904.9 TN max pay

11043.0 TN - 10904.9 TN = 138.1 TN Deduction

# Project Percentages Applied for Deduction per Project

| Project # | | | | Deduction per Project |
|---|---|---|---|---|
| XXXXXX15201 | 92% | x 138.1 TN | = | 127.0 TN |
| XXXXXX25201 | 1% | x 138.1 TN | = | 1.4 TN |
| XXXXXX35201 | 7% | x 138.1 TN | = | 9.7 TN |
| Total | 100% | | | 138.1 TN |

# Asphalt 105% Pay

**Which square yards quantity is to be used to calculate the spread rate to check if it is within the 105% allowance for pay?**

**Road Reports or Comp Book**

- The original Comp Book Quantity should be used unless there is a change in the milling or areas added or deleted.

- When an error or change occurs, the areas are to be measured and/or calculated and the original comp book quantity adjusted.

- The square yards on the road reports should be within a maximum of 200 square yards of the original or adjusted comp book quantity.

- If the square yards are out of this range then there should be an investigation into why there is the significant difference.

- If the road reports are proven to be correct then additional or deleted areas are to be noted and the square yards from the road reports can be used.

# Housekeeping

***ANY QUESTIONS ?***

# Straight Edge Documentation

The process will be as follows for all straightedge penalties that we are leaving in place at no pay, once you have finished straight edging  the PA will send the final report to Rich Hewitt, DBE, Rich will review, concur/deny and return to the PA, the PA will forward to John Burnette, he will review calculations and forward to Frank O'Dea, DCE, Frank will review, concur/deny and return to John Burnette , John will forward back to PA , PA will scan into hummingbird, and place final hard copy in the Penalty Folder to be turned in with Final Estimate, forward to Certifications and Contractor.

If we are leaving in place at full pay or partial pay then we must get approval from the State Construction Engineer!

# FINAL STRAIGHTEDGE REPORT
## Email Transmittal

**Date:**

**To:** **John Burnette, District Final Estimates Manager, (John.Burnette@dot.state.fl.us)**

**From:**

**Subject:** FINAL STRAIGHTEDGE REPORT
Financial Project ID:
Federal Project ID:
Contract #:
County:
Road # / Job Description:
Contractor:
Type of Mix:

The friction course was straightedged and the following areas did not meet the specification requirements. These areas shall be left in place with penalties assessed.

http://d5web.d5.dot.state.fl.us/operations/01/final_estimates.htm

*The friction course was straightedged by_____.

Document Name: Final Straightedge Report
March 2007

# FINAL STRAIGHTEDGE REPORT
## Email Transmittal

**Date:** **12-9-08**

**To:** **John Burnette, District Final Estimates Manager, (John.Burnette@dot.state.fl.us)**

**From:** **Tim McGlone, Resident Asphalt Specialist, (tim.mcglone@dot.state.fl.us)**

**Subject:** FINAL STRAIGHTEDGE REPORT
Financial Project ID: 415464-1-52-01, 410082-1-52-01 & 416194-1-52-01
Federal Project ID: N/A
Contract #: T5230
County: Volusia
Road # / Job Description: SR-483 / Clyde Morris Blvd.
Contractor: P&S Paving
Type of Mix: FC12.5

The friction course was straightedged and the following areas did not meet the specification requirements. These areas shall be left in place with penalties assessed.

**FC-12.5**

**Bi-Directional Turn Lane**
131+00 (+3/16) High 100'

**Southbound Left Roadway Outside Lane / L2**
166+55 (+3/16) High 100'

*The friction course was straightedged by _____.

Document Name: Final Straightedge Report
March 2007

June 06, 2007

Mr. Frank O'Dea
District Construction Engineer
Florida Department of Transportation
719 South Woodland Blvd.
Deland, Florida 32720

SR-
Fin:
Contract Number:
County:
Contractor:

Subject: Engineer's Statement of Asphalt Left in Place

Mr. O'Dea:

Based on an engineering determination the deficiencies are sufficiently separated so as not to significantly affect the ride quality of the pavement and additional corrective action would unnecessarily mar the appearance of the finished pavement.

Sincerely,

Project Administrator

cc:

Sheet ____ of ____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

# ASPHALT CONCRETE
# PAY ITEM REDUCTION SHEET

700-050-71
CONSTRUCTION
03/09


Date: _____ Type Mix: _____ Mix Design No.: _____

Financial Project ID: _____ Contract No.: _____

District: _____ County: _____ Plan Thickness: _____ Gmm: _____

Pay Item No.: _____ Contractor: _____

| | Surface Tolerance Deficiency Station to Station | Length of Deficiency | Total Length | Width | Quantity of Material SY/Tons |
|---|---|---|---|---|---|
| ROADWAY | Area Left in place at "No Pay" | | | | |
| | | | | | |
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| | Area Left in place at "Full/Partial Pay" | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Project Administrator: _____ Resident Engineer: _____

Remarks: _____

District Bituminous Engineer: _____ Date: _____

Remarks: _____

District Construction Engineer: _____ Date: _____

Remarks: _____

State Construction Engineer*: _____ Date: _____

Remarks: _____

* Required when the Contractor requests to leave the deficient area(s) uncorrected at "Full" or "Partial Pay". Obtain concurrence before notifying the Contractor with decision.

DISTRIBUTION
State Materials Engineer
Contractor

State of Florida Department of Transportation

# Asphalt Pavement Straightedge Test Report

675-060-10
CONSTRUCTION
03/08

**Date:** _____ **Page** _____ **of** _____

District: _____ County/Section No.: _____ FIN I.D. No. _____ Type of Mix: _____

Type of Pavement: ☐ Structural ☐ Friction Type of Straightedge: ☐ 15' Rolling Straightedge ☐ 15' Manual Straightedge

Contractor: _____ Engineer: ☐ FDOT ☐ CEI: _____

| LANES | WIDTH | STATION TO STATION | DESCRIPTION OF DEFICIENCIES OR SURFACE PROBLEM(S) | PROPOSED DISPOSITION CODE |
|---|---|---|---|---|
| | | | | |
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**REMARKS:**

RR: Remove and Replace,
LR: leave in Place with Reduced Payment
LN: Leave in Place with No Payment
LF: Leave in Place with Full Payment

QC Technician Signature: _____ Verification Technician Signature: _____

QC TIN Number: _____ VT TIN Number: _____

State of Florida Department of Transportation

# Asphalt Pavement Straightedge Test Report

675-060-10
CONSTRUCTION
06/04

**Date:** 1 **Page** 2 **of** _____

District: 3 County/Section No.: 4 FIN I.D. No. 5 Type of Mix: 6

Type of Pavement: 7 ☐ Structural ☐ Friction Type of Straightedge: 8 ☐ 15' Rolling Straightedge ☐ 15' Manual Straightedge

Contractor: 9 Engineer: ☐ FDOT 10 ☐ CEI: _____

| LANES | WIDTH | STATION TO STATION | DESCRIPTION OF DEFICIENCIES OR SURFACE PROBLEM(S) | DISPOSITION CODE |
|---|---|---|---|---|
| 11 | 12 | 13 | 14 | 20 |
| | | | | |
| | | | | |
| | | | | |
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| | | | | |
| | | | | |

**REMARKS:** 15

QC Technician Signature: 16

Verification Technician Signature: 17

QC TIN Number: 18

VT TIN Number: 19

# Instruction for Completion of Asphalt Pavement Straightedge Test Report

*No erasures accepted, strikeout mistakes only*

1 **Date** - Indicate the date this report was generated.

2 **Page Number** - Indicate the page number of this sheet.

3 **District** - Enter the name of the County on which the project is located.

4 **County/Section No.** - Indicate the county's name and the section number on which the project is located.

5 **Fin. Project ID** - Enter the Financial Project ID on which the test was performed.

6 **Type of Mix** - Indicate asphalt mix type, e.g., FC - 5, FC - 6, SP - 9.5, etc.

7 **Type of Pavement** - Enter X in the □ to indicate the type of pavement on which the testing is performed.

8 **Type of Straightedge** - Enter X in the □ to indicate the type of straightedge being used for the testing.

9 **Contractor** - Enter the name of the Contractor for this project.

10 **Engineer** - Enter X in the □ to indicate the name of Engineer.

11 **Lanes** - The lane where the test was performed. Right or left should be determined by standing on the centerline on the median, facing the direction of increasing stations, and number the lanes L1, L2, L3 etc., or R1, R2, R3 etc. This indicates that L1 is the first lane to the left of the centerline. Center lanes should be identified with the latter C. Turn lane is identified by RTL ( right turn lane), LTL (left turn lane).

12 **Width** - Indicate the width of the lane being tested.

13 **Station to Station** - Enter the beginning and the ending stations of the lane being tested.

14 **Description of the Deficiencies or Surface Problem(s)** - Describe the smoothness deficiencies such as + 5/16 inch or - 1/4 inch and/or pavement surface problem(s) such as rutting depth 0.3 inch, cracking 1/8 inch with 15 inches in length, raveling with 25 feet in length, segregration 10 square feet, etc.

15 **Remarks** - Comments pertinent to the straightedge testing which are not shown elsewhere on the report. Any immediate corrections are needed and instruction was issued to the Contractor, etc. If no deficiencies were found during straightedge testing, the Report shall specifically state "No Deficiencies Were Found" in the Remark.

16 **QC Technician Signature** - To be signed by the Qualified Asphalt QC Technician who performed the testing.

17 **Verification Technician Signature** - To be signed by the Qualified Asphalt Verification Technician who verified the report at the job site during Contractor's testing.

18 **QC TIN Number** - Enter the QC Technician TIN Number.

19 **VT TIN Number** - Enter the VT Technician TIN Number.

20 **Disposition Code** - Enter the Following Disposition Code for the Deficiency:

RR: Remove and Replace.
LN: Leave in Place with No Payment.
LR: Leave in Place with Reduced Payment.
LF: Leave in Place with Full Payment

# Flow Chart , With Links

Straightedge Penalty Process Flow Chart

# Computation Book

# Recording measurements

- **Computation book sheet**
- **Plan matrix**
  - **Be sure there is either a plan matrix or computation book sheet to record measurements and computations for every contract item.**
  - **Revised computation book sheets must be inserted behind the original as back up for changing quantities; however, the original quantities are still to be used for plan quantity analysis (the quantity the Contractor bid on.**

# No Computation Book?

- **What do you do if you do not receive a computation book?**
  - **Most projects require the original computation book, however some may not such as a lump sum project, check with your Project Manager.**
  - **Contact your Project Manager (CEIs) or your supervisor (In-House).**

# Designer Sheets

- **Original Designer sheets**
  - **Original Designer sheets shall not be discarded or voided.**
  - **The contractor based his bid on these original quantities. The supporting computation (if provided) should always follow the computation book pay item sheets.**

# Designer Sheets

- **Revised Designer sheets**
  - **If you receive revised sheets, they must be placed directly behind the originals.**
- **Summary of Quantity sheets**
  - **The summary of quantities sheets are place in the front of the comp book.**

# Computation Book Sheets

- **Items added by Supplemental Agreements**
  - **Must have a computation book page placed in the computation book with supporting computations following or referenced.**

# Computation Book Sheets

- **Numerical pay item number order**
  - **All sheets appear in the comp book with items increasing in numerical pay item number order.**
- **Added sheets**
  - **Sheets added by project personnel must be numbered in the same manner with appropriate suffixes.**
  - **A note must be placed on the added sheet identifying that the sheet was added by construction.**

# Computation Book Sheets

- **Reference**
  - **All contract pay items shown and appropriately cross referenced.**
  - **For example, the required back up documentation for sidewalk, which is a plan quantity pay item, is to document the changes only, on either a latitude and departure sheet, or on the final measurements "miscellaneous" form, or in a field book. Under remarks in the comp book, you would write a note that says "see folder #20 for L&D sheets" or see field book # 001 page 20 for calculations, as an example.**

# Comp Book

- **For Lump Sum and Design Build Projects:**
  - **No Comp Book is necessary**
  - **The Pay Item Summary and Certification Sheets will include original quantities**
  - **All adjustments should also be shown, as seen on the next slide**

# SiteManager



Form 700-050-10
CONSTRUCTION
02/03

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Date: 5/9/08

COMPUTATION BOOK PAY ITEM SUMMARY AND CERTIFICATION SHEET

**Contract ID:** **Fin Proj. ID:** **Managing District:** **FAP No.:**

**Fin Proj regular Work Paid: $ 9,744,449.14**

| Quantity | Unit Meas. | Item Code | S.A. Number | Pay Item Description | CDMS/ Page No. | Unit Price | Item Paid Amount | Line Item Adjustment Amount | Total Item Paid Amount |
|---|---|---|---|---|---|---|---|---|---|
| *1.000* | *LS* | *0999 2* | | *Lump Sum Contract Alternative Bidding* | *N/A* | *$ 9,094,000.000* | *$ 9,094,000.000* | *$ 635,909.55* | *$ 9,729,909.55* |

| PAGE TOTAL | $ 9,729,909.55 |
|---|---|

# SiteManager



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Date: 5/9/08 COMPUTATION BOOK PAY ITEM SUMMARY AND CERTIFICATION SHEET

Form 700-050-10
CONSTRUCTION
02/03

**Contract ID:** **Fin Proj. ID:** **Managing District:** **FAP No.:**

**Fin Proj regular Work Paid: $ 9,744,449.14**

| Quantity | Unit Meas. | Item Code | S.A. Number | Pay Item Description | CDMS/ Page No. | Unit Price | Item Paid Amount | Line Item Adjustment Amount | Total Item Paid Amount |
|---|---|---|---|---|---|---|---|---|---|
| *Contract Adjustments for Pay Item Code: 0999 2* | | | | *Change order Number:* | | | | | |
| | | 0002 BITM 1 | | Bituminous Adjustment | 111584 | | | $ 142,510.23 | $ 142,510.23 |
| | | 0002 BITM 1 | | Corrected Bit Adj. for removal & replacement of 48.00 Tons | 112391 | | | $ (378.40) | $ (378.40) |
| | | 0002 BITM 2 | | Asphalt Bituminous Adjustment | 112392 | | | $ 269,232.82 | $ 269,232.82 |
| | | 0002 BITM 3 | | Bituminous Adjustment | 112977 | | | $ 36,537.12 | $ 36,537.12 |
| | | 0002 BITM 2 | | Corrected Bit Adj. for removal & replacement of 825.73 Tons | 112978 | | | $ (7,661.12) | $ (7,661.12) |
| | | 0002 BITM 1 | | Bituminous Adjustment | 113981 | | | $ 72,001.05 | $ 72,001.05 |
| | | 0002 BITM 1 | | Bituminous Adjustment | 114481 | | | $ 8,096.81 | $ 8,096.81 |
| | | 0002 BITM 1 | | Bituminous Adjustment for estimate # 5 | 113448 | | | $ 22,613.95 | $ 22,613.95 |
| | | 0002 BITM 1 | | Corrected Bit Adj. for removal & replacement of 58.15 Tons | 112393 | | | $ (158.05) | $ (158.05) |
| 1 | LS | 0009 CPF 1 | | Lot No. 3 CPF of 0.94 | 15 | $ (9,360.00) | | $ (9,360.00) | $ (9,360.00) |
| 1 | LS | 0009 CPF 2 | | Lot No. 6 & 14 CPF of 0.96 | 15 | $ (18,538.57) | | $ (18,538.57) | $ (18,538.57) |
| 1 | LS | 0009 CPF 3 | | Lot No. 1, 2, 8, & 10 CPF of 0.98 | 15 | $ (14,724.15) | | $ (14,724.15) | $ (14,724.15) |
| 1 | LS | 0009 CPF 5 | | Lot No. 13, 16, & 17 CPF of 1.04 | 15 | $ 37,440.00 | | $ 37,440.00 | $ 37,440.00 |
| 1 | LS | 0009 CPF 7 | | Lot No. 19 & 21 CPF of 0.92 (FC) | 15 | $ (24,378.55) | | $ (24,378.55) | $ (24,378.55) |
| 1 | LS | 0009 CPF 9 | | Lot No. 22 & 26 CPF of 1.03 (FC) | 15 | $ 10,800.00 | | $ 10,800.00 | $ 10,800.00 |
| 1 | LS | 0009 CPF 10 | | Lot No. 25 CPF of 1.05 (FC) | 15 | $ 9,000.00 | | $ 9,000.00 | $ 9,000.00 |
| 1 | LS | 0009 CPF 11 | | Lot No. 23 & 24 CPF of 1.04 (FC) | 15 | $ 14,400.00 | | $ 14,400.00 | $ 14,400.00 |
| 1 | LS | 0009 CPF 8 | | Lot No. 20 CPF of 0.95 (FC)f | 15 | $ (9,000.00) | | $ (9,000.00) | $ (9,000.00) |
| 1 | LS | 0009 CPF 6 | | Lot No. 4, 9 & 15 CPF of 1.05 | 15 | $ 31,200.00 | | $ 31,200.00 | $ 31,200.00 |
| 1 | LS | 0009 CPF 4 | | Lot No. 5, 12 & 18 CPF of 1.03 | 15 | $ 19,397.92 | | $ 19,397.92 | $ 19,397.92 |
| | | 0001 FUEL 1 | | Diesel Fuel Adjustment | 111026 | | | $ 359.18 | $ 359.18 |
| | | 0004 FUEL 2 | | Diesel Fuel Adjustment | 112976 | | | $ 2,532.36 | $ 2,532.36 |
| | | 0004 FUEL 1 | | Corrected Diesel Fuel Adj. for removal & replacement of 825.73 tons | 112974 | | | $ (7,849.06) | $ (7,849.06) |
| | | 0006 FUEL 1 | | Diesel Fuel Adjustment | 113988 | | | $ (2,373.37) | $ (2,373.37) |
| | | 0005 FUEL 1 | | Corrected Diesel Fuel Adj. -64.42 tons asphalt used for base | 113449 | | | $ (41.95) | $ (41.95) |
| | | 0003 FUEL 1 | | Diesel Fuel Adjustment | 112340 | | | $ 53,954.47 | $ 53,954.47 |
| | | 0001 GASO 1 | | Gasoline Fuel Adjustment | 111025 | | | $ 168.75 | $ 168.75 |
| | | 0003 GASO 1 | | Corrected Gasoline Fuel Adj. for removal & replacement of 48 tons | 112393 | | | $ (0.18) | $ (0.18) |
| | | 0004 GASO 2 | | Corrected Gasoline Fuel Adj. for removal & replacement of 825.73 ton | 112971 | | | $ (191.54) | $ (191.54) |
| | | | | | | | PAGE TOTAL | $ 635,288.72 | |

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Date: 5/9/08

COMPUTATION BOOK PAY ITEM SUMMARY AND CERTIFICATION SHEET

Form 700-050-10
CONSTRUCTION
02/03

Contract ID: Fin Proj. ID: Managing District: FAP No.:

Fin Proj regular Work Paid: $ 9,744,449.14

| Quantity | Unit Meas. | Item Code | S.A. Number | Pay Item Description | CDMS/ Page No. | Unit Price | Item Paid Amount | Line Item Adjustment Amount | Total Item Paid Amount |
|---|---|---|---|---|---|---|---|---|---|
| | | 0006 GASO 1 | | Gasoline Fuel Adjustment | 113983 | | | $ (275.11) | $ (275.11) |
| | | 0005 GASO 2 | | Gasoline Fuel Adjustment for estimate # 5 | 113443 | | | $ (9.41) | $ (9.41) |
| | | 0005 GASO 1 | | Corrected Gasoline Adj. -64.42 tons asphalt for base | 113449 | | | $ (0.20) | $ (0.20) |
| | | 0004 GASO 3 | | Gasoline Fuel Adjustment | 112966 | | | $ 13.08 | $ 13.08 |
| | | 0004 GASO 1 | | Corrected Gasoline Adj. removal & replacement of 58.15 tons | 112979 | | | $ (0.23) | $ (0.23) |
| | | 0003 GASO 2 | | Gasoline Fuel Adjustment | 112399 | | | $ 2,991.93 | $ 2,991.93 |
| | | 0002 GASO 1 | | Gasoline Fuel Adjustment | 111585 | | | $ 267.77 | $ 267.77 |
| 1 | LS | 0009 GASO 1 | | Straight Edge Deficiencies of FC [ 26.3 @ $ 90.00] | 115617 | $ 2,367.00 | | $ (2,367.00) | $ (2,367.00) |
| | | | | | | | | | |
| | | | | | | | | | |
| 0.000 | LS | 0999 25 | | INITIAL CONTINGENCY AMOUNT (DO NOT BID) | | $ 88,366.00 | 0.00 | $ 14,539.59 | $ 14,539.59 |
| Contract Adjustments for Pay Item Code: 0999 25 Change Order Number | | | | | | | | | |
| 0.75 | LS | 0004 CONF 1 | | WO#999-25-05 for cross over additional milling & asphalt | 112547 | $ 13,192.12 | | $ 9,894.09 | $ 9,894.09 |
| 1 | LS | 0004 CONF 1 | | WO#999-25-06 for removal of abandoned side drain | 112905 | $ 1,347.47 | | $ 1,347.47 | $ 1,347.47 |
| 0.25 | LS | 0005 CONF 1 | | WO#999-25-05 for cross over additional milling & asphalt | 112547 | $ 13,192.12 | | $ 3,298.03 | $ 3,298.03 |
| | | | | | | | TOTAL AMOUNT OF PROJECT | | $ 9,744,449.14 |

# Design Build/ Lump Sum

- On a Design Build, when does Contract Time Start?
- Can you give a Holiday in the Design phase?

# How To Handle Lot Packages for DDM Asphalt Removal And Replacement?

Chapter 14 of the Preparation and Documentation Manual has been revised. Please make sure that on all Federal Oversight Projects that you send a copy of the DDM to FHWA. When Alida sends the DDM back to you and requests that you fill out section G she will also request that you send a copy to FHWA if the project is Fed Aid Oversight.

The Disposition of Defective Materials Form # 700-011-01 has been revised to include copies sent to FHWA if the projects are Fed Aid Oversight Projects. Also changed wording in Sections B,C & D to reflect the instructions.

- Change in the Guard!!!
- Resident Asphalt Specialist Retiring
- Remove and Replace Experience Leaving
- Need to pass on the procedure

- **What does the Prep and Doc Manual tell us about Remove and Replacement of DDM Asphalt?**

# 9.12.6 Low Pay Factor Material Documentation

(A) Composite Pay Factors < 80 or ≥ 75

1. Remove and replace the tonnage in the Lot and pay the CPF represented by the replacement Lot. The original ***Lot Submittal Package*** will be explained with remarks as “No Pay”.

2. Obtain an Engineering Analysis, if agreed to by the Project Administrator, to determine if material may remain in place. If material is to remain in place, pay the original CPF. If the material is to be removed and replaced, pay the CPF represented by the replacement Lot. The original ***Lot Submittal Package*** will be explained with remarks as “No Pay” with reference to the new replacement ***Lot Submittal Package***.

**Note:** The Engineer, at his/her sole option, may perform an evaluation and leave this material in place, apply the CPF for this Lot, or have this material removed and replaced as identified in ***No. 1*** above.

# 9.12.6 Low Pay Factor Material Documentation

(B) Composite Pay Factor < 75

Remove and replace the tonnage in this Lot and pay the CPF represented by the replacement Lot. The original ***Lot Submittal Package*** will be explained with remarks as “No Pay”.

# 9.12.6 Low Pay Factor Material Documentation

(C) Independent Verification Test (VT) Failure

This shall be handled as stated above. In some instances, the Project Manager/Administrator will require removal and replacement of tonnage within a Lot. If removal and replacement is required, **DO NOT CORRECT THE REPORTS**. The reports should reflect what actually happened. This defective asphalt may be a partial sublot, an entire sublot, or an entire Lot. The CQC Technician should identify the problem before an entire Lot is placed. The defective asphalt will then be milled and replaced with asphalt within another Lot. This is documented in the "Remarks" area. The Technician will document the tonnage of "acceptable asphalt" that is replacing the defective one that was previously placed. The previous report number and date will also be identified in the "Remarks". The new asphalt will be analyzed in the new Lot and paid accordingly. The previous ***Lot Submittal Package*** will also be identified in the "Remarks" area showing a deduction of the asphalt in this Lot, and it will be referenced to the new ***Lot Submittal Package*** and to where this material was actually produced.

# 9.12.6 Low Pay Factor Material Documentation

## Example:

Lot 3 has defective asphalt for which the PA, after concurrence from the District Construction/Bituminous Engineer, required removal and replacement. The Project Manager identifies the area in writing to the Contractor. The Contractor will mill up this defective asphalt at their expense and replace with asphalt from a later Lot. This asphalt will be analyzed in this later Lot and be paid based on this later Lot's CPF with remarks identifying the area and replacement tonnage represented. For example, the replacement tonnage equals 249 tons. The previous ***Lot Submittal Package*** will have a deduction of 249 tons handled in the remarks column and payment deducted at the previous Lot's CPF and referenced to the new ***Lot Submittal Package*** in which the replacement tonnage was produced. The new ***Lot Submittal Package*** will clearly identify that 249 tons produced was needed to replace defective asphalt produced in Lot 3, with references and remarks.

# 9.12.6 Low Pay Factor Material Documentation

(D) Individual Quality Control Test

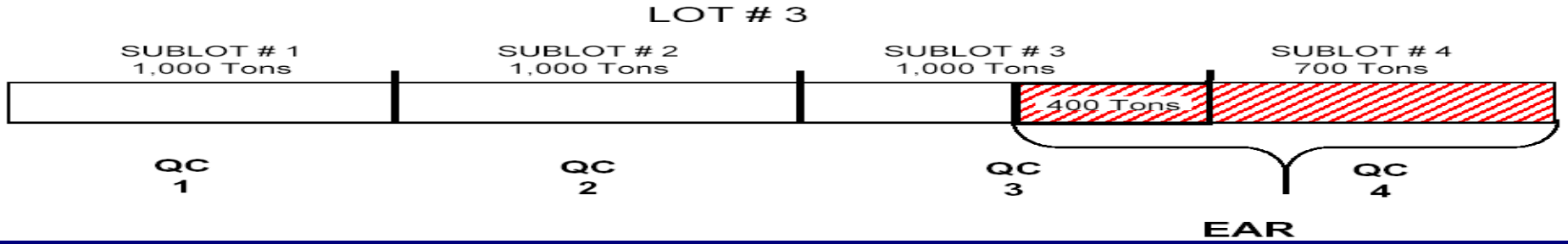
In some instances an individual QC test will bring the CPF down to either (<80 or ≥75) or <75. The original lot is then paid based on the outcome of the CPF. The Contractor may perform an ***Engineering Analysis Report (EAR)***, if approved by the PA, to isolate the tonnage that needs to be removed and the effected material will be deducted from the original ***Lot Submittal Package*** with remarks explaining its removal and replacement. The replacement material is to be paid in the ***Lot Submittal Package*** at the appropriate CPF for that lots production.

**Note:** If all material in a sublot is removed and replaced, the QC test for that sublot will be thrown out and the CPF will be based on the remaining QC test results. The VT is to compile a new CPF worksheet based on the remaining tests results, place it in the ***Lot Submittal Package*** and "VOID" the original CPF worksheet.

**Note:** When isolating tonnage where removal is required, the PA must evaluate the material between the previous QC test and the QC test that caused the Lot to fall into the Low Pay Factor and evaluate the material placed after previous or current QC test.

# 9.12.6 Low Pay Factor Material Documentation

**Example of documenting Low Pay Factor Material due to Quality Control Test Failure**




The production was shut down at 700 tons production in Sublot #4 due to a QC failure. After an EAR was performed it was determined that 400 tons in Sublot #3 was also affected.

All of Sublot #4 was removed therefore the remaining 3 QC test results are utilized to determine the CPF. The 3 QC test results represent the remainder of the Lot.

Total production for pay will be: 2,600 tons in Lot #3 based on the 3 QC tests. The 1,100 tons (400 tons Sublot #3 & 700 tons in Sublot #4) will be removed and replaced. The deduction will be handled in the remarks column of the ***Lot Submittal Package*** for Lot #3 with reference to the ***Lot Submittal Package*** where the replacement tonnage occurred. The replacement tonnage (1100 tons) will be paid at the CPF for the Lot that produced the replacement tonnage with explanation in the remarks column referencing this material to Lot #3.

# 9.12.6 Low Pay Factor Material Documentation

***ANY QUESTIONS ?***

# Superpave Base Course - Section 234

## Old Specifications Since 2004
## 234 Superpave Asphalt Base
## For January 2009

# Superpave Base Course - Section 234

## 234-9 Method of Measurement.

The quantity to be paid for will be the plan quantity. The pay area will be adjusted based upon the following formula:

Pay Area = Surface Area (Project Average Spread Rate/Specified Spread rate for the Total Thickness).

Where: The project average spread rate is calculated by totaling the arithmetic mean of the average daily spread rate values for each layer, and the specified spread rate for the total thickness is based upon the plan thickness converted to spread rate as defined in 234-8.1.

The pay area shall not exceed 105% of the designed surface area

**How are we currently calculating the spread rate adjustment?**

# Superpave Base Course - Section 234

Plan Quantity = 20,050 SY @ $21.70

Final Quantity = 20,050 SY

Typical Section = 9” (900 lbs./SY)

Total Tons = 9522.7 Tons

Design Mix = 2.335 gmm

43.30 x 2.335 gmm = 101.11 lbs x 9” = 909.99 lbs (Specified Spread Rate) Set by Engineer.

3” lifts x 101.11 lbs/1” = 303.33 lbs/SY (Avg. Daily spread rate controlled within + or – 5%)

9522.7 Tons x 2000 / 20,050 SYs = 949.89 lbs./sy Project Avg. Spread Rate

Maximum Spread allowed = 909.99 lbs/sy x 1.05 = 955.49 lbs/sy.

Project Average Spread Rate 949.89 / Specified Spread rate for the Total Thickness 909.99 = 1.043846636

Added Thickness Adjustment Item = . 043846636 x 20,050 SY = +879 SY

879 sy x $21.70 = $19,074.30

# Superpave Base Course - Section 234

If more than one Design Mix with different Gmm's was used then you would repeat this process using each Gmm and the square yards and tonnage that were associated with that mix.

# Superpave Base Course - Section 234

Or you could use the Excel Spread Sheet on the D-5 Web Page.

- Copy of 234 base adj for July 05 Let Jobs.xls

# Superpave Base Course - Section 234

**At this time we will continue to calculate the spread rate adjustment this way!**

# Asphalt

***ANY QUESTIONS ?***

# New Specifications For January 2009

# 334 SUPERPAVE ASPHALT CONCRETE.
# (REV 4-24-08) (FA 8-12-08) (1-09)

SECTION 334 (Pages 258–279) is deleted and the following substituted:

**SECTION 334**
**SUPERPAVE ASPHALT CONCRETE**

**334-7 Method of Measurement.**

For the work specified under this Section (including the pertinent provisions of Sections 320 and 330), the quantity to be paid for will be the weight of the mixture, in tons. The pay quantity will be based on the project average spread rate, excluding overbuild, limited to a maximum of 105% of the spread rate determined in accordance with 334-1.4 or as set by the Engineer. **The project average spread rate is calculated by totaling the arithmetic mean of the average daily spread rate values for each layer.**

# 337 ASPHALT CONCRETE FRICTION COURSES. (REV 3-7-08) (FA 7-15-08) (1-09)

SECTION 337 (Pages 282–291) is deleted and the following substituted:

**SECTION 337**
**ASPHALT CONCRETE FRICTION COURSES**

**337-11 Method of Measurement.**

For the work specified under this Section (including the pertinent provisions of Sections 320 and 330), the quantity to be paid for will be the weight of the mixture, in tons. The pay quantity will be based on the project average spread rate, limited to a maximum of 105% of the spread rate determined in accordance with 337-8 or as set by the Engineer. **The project average spread rate is calculated by totaling the arithmetic mean of the average daily spread rate values for each layer.**

At this time we are not going to calculate the project average spread rate by totaling the arithmetic mean of the average daily spread rate values for each layer.

Design Mix A 1176.66 ton/3625.35 = .325 x Gmm 2.540 = 0.826
Design Mix B 1212.97 ton/3625.35 = .335 x Gmm 2.489 = 0.841
Design Mix C 617.36 ton/3625.35 = .170 x Gmm 2.489 = 0.423
Design Mix D 618.36 ton/3625.35 = .171 x Gmm 2.521 = 0.431

Total Mix Placed = 3625.35 ton

Prorated Gmm = (.826) + (.841) + (.423) + (.431) = 2.521

2.521 x 43.3 x 4.5” = 491.22 target spread rate x 1.05 = 515.78 #/sy Max

13,928 square yards x 515.78 / 2000 = 3591.89 Tons MAXIMUM PAY

Amount placed = 3625.35 – Max allowed 3591.89 tons = -33.46 tons deduct
-33.5 x $102.08 = $ 3,419.68. Add Line Item Adjustment!!

# 455 STRUCTURES FOUNDATIONS.
# (REV 8-13-08) (FA 8-29-08) (1-09)

SECTION 455 (Pages 490–563) is deleted and the following substituted:

## SECTION 455
## STRUCTURES FOUNDATIONS

# PRECAST CONCRETE PAYMENT SUMMARY TABLE

**Effective January 2009**

| ITEM | PAYMENT | 455 SPEC. |
|---|---|---|
| **Prestressed Concrete Piling** | Piling bid price, Feet | 455-11.2.2 |
| **Prestressed Concrete test Piling** | Piling bid price, Feet | 455-11.12.4 |
| **Cut-off (remaining piling)** | No Payment | 455-12.14 |
| **Driving of Test Pile Splice** | No Payment | 455-12.4 |
| **Replacing Piles** | | |
| - Broken and irreparable piling, or mislocated piling and Contractor is responsible-extract and replace | - No payment | 455-11.2.7 |
| - Piling driven below cut-off without achieving bearing and Contractor elects to extract pile and replace | - Unforeseeable Work | 455-11.2.7 |
| - Broken and irreparable piling, or mislocated piling and Department is responsible – extract and replace | - Unforeseeable Work; pay piling furnished bid price | 455-11.2.7 |
| - Pile extracted and driven somewhere else | - Paid at 30% of contract unit price for piling | 455-11.2.7 |
| - Damaged or misplaced piling, and replacement is required and Department is responsible | - Pay for both original and replacement piling under piling furnished | 455-11.2.7 |
| - Extracting of original pile to substitute for longer pile in lieu of splicing and build-up of original pile | - Pay original pile length + additional authorized build up + 30 Ft. of piling furnished for extracting original pile | 455-11.2.7 |
| **Set-Checks** | | |
| - **Test piles**; Engineer may elect to interrupt pile driving up to 4 times on each test pile (2 times for up to 2 hours, and 2 additional times during the next working day(4 total free set-checks), but within 1 day of initial driving | - No Payment | 455-11.2.9<br>455-5.12.1 |
| - Each additional set check determined necessary by the Engineer within 2 working days following end of initial driving | - 10 feet piling furnished bid price | 455-11.2.9<br>455-5.12.1 |
| - **Production piles**; 1 initial set-check up to 2 hours | - No Payment | 455-11.2.10 |
| - Additional set checks within 2 working days from end of original driving | - 10 feet piling furnished bid price | 455-5.10.4a |
| - Re-drive Production Pile; After 2 days | - 20 feet piling furnished bid price | 455-5.10.4 |
| **Dynamic Load Tests** | | |
| - **Test Piles:** Prices include materials and labor, two initial set checks within 1 day. | - No Payment | 455-12.5.1 |
| - Re-drive test pile | - No payment | 455-11.5 |
| - **Production piles**: Authorized by the Engineer for hooking up the instrument plus materials and labor, two initial set- checks, within 1 day. | - 20 feet piling furnished bid price | 455-12.5.2 |
| - Re-drives or set check after days of initial driving | - 10 feet piling furnished bid price | 455-11.5 |
| **Splices (Build-up) ≤ 2 feet below cut-off elevation** | | |
| **Test Piles:** | | |
| - Material and labor | - No payment | 455-11.9 |
| - Pile Build-up length | - No additional Payment | |
| - Build-ups, for test purposes only, and left in place as permanent production Pile | - 9 feet of production pile | |
| **Production Piles:** | | |
| - Materials and labor | - 9 feet of pile bid price | 455-11.9 |
| - Piling Build-up length | - No additional payment | 455-12.13 |
| **Splices (Build-up) > 2 feet below cut-off elevation** | | |
| - Splice piling | - Piling bid price, feet | 455-11.2.3 |
| - Splice (Material and Labor) | - 30 feet piling bid price | 455-12.13 |
| - Driving of production piling splice | - 10 feet piling bid price | 455-11.2.6 |
| - Extension/Splice necessary to continue driving for test purposes only authorized by the Engineer paid as test pile | - 30 feet of test pile bid price | 455-11.4 |
| **Static Load Tests** | | |
| - static Load Tests | - Static Load test bid price | 455-11.13 |
| **Performing** | - 30% of piling per foot | 455-12.9 |

## PRECAST CONCRETE PAYMENT SUMMARY TABLE

**Effective January 2009 Updated 4-1-09**

| ITEM | PAYMENT | 455 SPEC. |
|---|---|---|
| **Prestressed Concrete Piling** | Piling bid price, Feet | 455-11.2.2 |
| **Prestressed Concrete test Piling** | Piling bid price, Feet | 455-11.12.4 |
| **Cut-off (remaining piling)** | No Payment | 455-12.14 |
| **Driving of Test Pile Splice** | No Payment | 455-12.4 |
| **Replacing Piles** | | |
| - Broken and irreparable piling, or mislocated piling and Contractor is responsible-extract and replace | - No payment | 455-11.2.7 |
| - Piling driven below cut-off without achieving bearing and Contractor elects to extract pile and replace | - Unforeseeable Work | 455-11.2.7 |
| - Broken and irreparable piling, or mislocated piling and Department is responsible – extract and replace | - Unforeseeable Work; pay piling furnished bid price | 455-11.2.7 |
| - Pile extracted and driven somewhere else | - Paid at 30% of contract unit price for piling | 455-11.2.7 |
| - Damaged or misplaced piling, and replacement is required and Department is responsible | - Pay for both original and replacement piling under piling furnished | 455-11.2.7 |
| - Extracting of original pile to substitute for longer pile in lieu of splicing and build-up of original pile | - Pay original pile length + additional authorized build up + 30 Ft. of piling furnished for extracting original pile | 455-11.2.7 |
| **Set-Checks** | | |
| - **Test piles**; Engineer may elect to interrupt pile driving up to 4 times on each test pile (2 times for up to 2 hours, and 2 additional times during the next working day(4 total free set-checks), but within 1 day of initial driving | - No Payment | 455-11.2.9<br>455-5.12.1 |
| - Each additional set check determined necessary by the Engineer within 2 working days following end of initial driving | - 10 feet piling furnished bid price | 455-11.2.9<br>455-5.12.1 |
| - **Production piles**; 1 initial set-check up to 2 hours | - No Payment | 455-5.10.4a |
| - Additional set checks within 2 working days from end of original driving | - 10 feet piling furnished bid price | 455-11.2.10 |
| - Re-drive Production Pile; After 2 days | - 20 feet piling furnished bid price | 455-5.10.4 |
| **Dynamic Load Tests** | | |
| - **Test Piles:** Prices include materials and labor, two initial set checks within 1 day. | - No Payment | 455-12.5.1 |
| - Re-drive test pile | - No payment | 455-11.5 |
| - **Production piles**: Authorized by the Engineer for hooking up the instrument plus materials and labor | - 20 feet piling furnished bid price | 455-12.5.2 |
| - Two initial set- checks, within 1 day. | - No Payment | 455-11.5 |
| - Re-drives or set check after day of initial driving | - 10 feet piling furnished bid price | 455-11.5 |
| **Splices (Build-up) ≤ 2 feet below cut-off elevation** | | |
| **Test Piles:**<br>- Material and labor<br>- Pile Build-up length<br>- Build-ups, for test purposes only, and left in place as permanent production Pile | - No payment<br>- No additional Payment<br>- 9 feet of production pile | 455-11.9 |
| **Production Piles:**<br>- Materials and labor<br>- Piling Build-up length | - 9 feet of pile bid price<br>- No additional payment | 455-11.9<br>455-12.13 |
| **Splices (Build-up) > 2 feet below cut-off elevation** | | |
| - Splice piling | - Piling bid price, feet | 455-11.2.3 |
| - Splice (Material and Labor) | - 30 feet piling bid price | 455-12.13 |
| - Driving of production piling splice | - 10 feet piling bid price | 455-11.2.6 |
| - Extension/Splice necessary to continue driving for test purposes only authorized by the Engineer paid as test pile | - 30 feet of test pile bid price | 455-11.4 |
| **Static Load Tests** | | |
| - static Load Tests | - Static Load test bid price | 455-11.13 |
| **Performing** | - 30% of piling per foot | 455-12.9 |

# STEEL PILE PAYMENT SUMMARY TABLE

**Effective January 2009**

| ITEM | PAYMENT | 455 SPEC. |
|---|---|---|
| **Piling Length** | Piling bid price, Feet | 455-11.3.1 |
| **Test Piling** | Piling bid price, Feet | 455-11.4 |
| **Point Protectors** | Per each authorized, furnished & installed | 455-11.3.2 |
| **Driving of Test Splice** | No Payment | 455-12.4 |
| **Replacing Piles** | | |
| - Broken and irreparable piling, or mislocated piling and Contractor is responsible-extract and replace | - No payment | 455-11.2.7 |
| - Piling driven below cut-off without achieving bearing and Contractor elects to extract pile and replace | - Unforeseeable Work | 455-11.2.7 |
| - Broken and irreparable piling, or mislocated piling and Department is responsible – extract and replace | - Unforeseeable Work; pay piling Furnished per bid price for both damaged and replacement. | 455-11.2.7 |
| - Pile extracted and driven somewhere else | - Paid at 30% of contract unit price for Piling | 455-11.2.7 |
| - Damaged or misplaced piling, and replacement is required and Department is responsible | - Pay for both original and replacement piling under piling furnished. | 455-11.2.7 |
| - Extracting of original pile to substitute for longer pile in lieu of splicing and build-up of original pile | - Pay original pile length + additional authorized build up + 30 Ft. of piling furnished for extracting original pile | 455-11.2.7 |
| **Set-Checks** | | |
| - **Test piles**; | | |
| - Engineer may elect to interrupt pile driving up to 4 times on each test pile ( 2 times for up to 2 hours, and 2 additional times during the next working day (4 total free set- checks), but Within 1 day of initial driving | - No Payment | 455-11.2.9<br>455-5.12.1<br>455-11.2.9 |
| - Each additional set check determined necessary by the Engineer within 2 working days following end of initial driving | - 10 feet piling furnished bid price | 455-5.12.1 |
| - **Production piles**; | | |
| - 1 initial set-check for up to 2 hours | - No payment | 455-11.2.10 |
| - Additional set checks within 2 working days from end of original driving | - 10 feet piling furnished bid price | 455-5.10.4a |
| - Re-drive Production Pile; After 2 days | - 20 feet piling furnished bid price | 455-11.10 |
| **Dynamic Load Tests** | | |
| - **Test Piles**; prices include materials and labor, two set checks within 1 day | - No Payment | 455-12.5.1 |
| - Re-drive test pile | - No Payment | |
| - **Production Piles**: Authorized by the Engineer for hooking up the Instrument plus material and labor, two initial set-checks, within 1day. | - 20 feet piling furnished bid price | 455-11.5<br>455-12.5.1.2 |
| - Re-drive or set-check after day of initial driving | - 10 feet piling furnished bid price | 455-11.5 |
| **Splices** | | 455-11.3.1 |
| - Splice piling furnished | - Piling bid price | 455-11.3.2 |
| - Splice (Material and labor) | - 20 feet piling bid price | 455-12.13 |
| - Driving of production pile splice | - No Payment | 455-11.3 |
| - Splices on test pile, for test pile purposes only, left in place as permanent Pile | - 20 feet test piling bid price | 455-11.4 |
| - Splices necessary to continue driving for test purposes only authorized by the Engineer paid as test pile | - 20 feet test piling bid price | 455-11.4 |
| **Static Load Tests** | | |
| - static Load Tests | - Static Load test bid price | 455-11.13 |
| **Performing** | - 30% of piling per foot | 455-12.9 |

## STEEL PILE PAYMENT SUMMARY TABLE
**Effective January 2009, Updated 4-1-09**

| ITEM | PAYMENT | 455 SPEC. |
|---|---|---|
| **Piling Length** | Piling bid price, Feet | 455-11.3.1 |
| **Test Piling** | Piling bid price, Feet | 455-11.4 |
| **Point Protectors** | Per each authorized, furnished & installed | 455-11.3.2 |
| **Driving of Test Splice** | No Payment | 455-12.4 |
| **Replacing Piles** | | |
| - Broken and irreparable piling, or mislocated piling and Contractor is responsible-extract and replace | - No payment | 455-11.2.7 |
| - Piling driven below cut-off without achieving bearing and Contractor elects to extract pile and replace | - Unforeseeable Work | 455-11.2.7 |
| - Broken and irreparable piling, or mislocated piling and Department is responsible – extract and replace | - Unforeseeable Work; pay piling Furnished per bid price for both damaged and replacement. | 455-11.2.7 |
| - Pile extracted and driven somewhere else | - Paid at 30% of contract unit price for Piling | 455-11.2.7 |
| - Damaged or misplaced piling, and replacement is required and Department is responsible | - Pay for both original and replacement piling under piling furnished. | 455-11.2.7 |
| - Extracting of original pile to substitute for longer pile in lieu of splicing and build-up of original pile | - Pay original pile length + additional authorized build up + 30 Ft. of piling furnished for extracting original pile | 455-11.2.7 |
| **Set-Checks** | | |
| - **Test piles**; | | |
| - Engineer may elect to interrupt pile driving up to 4 times on each test pile ( 2 times for up to 2 hours, and 2 additional times during the next working day (4 total free set- checks), but Within 1 day of initial driving | - No Payment | 455-11.2.9<br>455-5.12.1<br>455-11.2.9 |
| - Each additional set check determined necessary by the Engineer within 2 working days following end of initial driving | - 10 feet piling furnished bid price | 455-5.12.1 |
| - **Production piles**; | | |
| - 1 initial set-check for up to 2 hours | - No payment | 455-5.10.4a |
| - Additional set checks within 2 working days from end of original driving | - 10 feet piling furnished bid price | 455-11.2.10 |
| - Re-drive Production Pile; After 2 days | - 20 feet piling furnished bid price | 455-11.10 |
| **Dynamic Load Tests** | | |
| - **Test Piles**; prices include materials and labor, two set checks within 1 day | - No Payment | 455-12.5.1 |
| - Re-drive test pile | - No Payment | 455-11.5 |
| - **Production Piles**: Authorized by the Engineer for hooking up the Instrument plus material and labor. | - 20 feet piling furnished bid price | 455-12.5.1.2 |
| - Two initial set-checks, within 1day. | - No Payment | 455-11.5 |
| - Re-drive or set-check after day of initial driving. | - 10 feet piling furnished bid price | 455-11.5 |
| **Splices** | | 455-11.3.1 |
| - Splice piling furnished | - Piling bid price | 455-11.3.2 |
| - Splice (Material and labor) | - 20 feet piling bid price | 455-12.13 |
| - Driving of production pile splice | - No Payment | 455-11.3 |
| - Splices on test pile, for test pile purposes only, left in place as permanent Pile | - 20 feet test piling bid price | 455-11.4 |
| - Splices necessary to continue driving for test purposes only authorized by the Engineer paid as test pile | - 20 feet test piling bid price | 455-11.4 |
| **Static Load Tests** | | |
| - static Load Tests | - Static Load test bid price | 455-11.13 |
| **Performing** | - 30% of piling per foot | 455-12.9 |

# 611 ACCEPTANCE PROCEDURE.
# (REV 7-7-08) (FA 7-22-08) (1-09)

SUBARTICLE 611-2.3.4 (Page 678) is deleted and the following substituted:

**611-2.3.3 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 85% of the unit price bid for signal installation. The remaining 15% of the unit price will be made after submittal and acceptance of the As-Built Plans.

# New Bituminous Certification Form

- 70005066.xls

http://www.dot.state.fl.us/construction/fuel&bit/FuelForms.shtm

# Proposed Documentation of Deficiencies

## 9.7.1 Documentation of Deficiencies:

A. If the straight edging occurs behind the final roller of the paving train for the Structural or Friction Course and deficiencies are noted, the original Asphalt Roadway Reports will not need to be changed. The area(s) to be corrected will need to be shown on the Current Asphalt Roadway Report at the time the corrections are made. The amount of material to correct these deficiencies will be shown on the Current Asphalt Roadway Report as “No Pay”. Information provided in the “Remarks Column” will provide an explanation of why this asphalt was placed at “No Pay”. The PA needs to provide the resolution (action taken) of each deficient area in accordance with the Construction Projects Administration Manual (CPAM).

# Proposed Documentation of Deficiencies

## 9.7.1 Documentation of Deficiencies:

**B. If the Straight Edging occurs after the completion of the Friction Course and deficiencies are noted that will require correction, the Asphalt Roadway Report will not be required. The area(s) will be corrected in accordance with the Specifications. The PA needs to provide the resolution (action taken) of each deficient area in accordance with CPAM.**

**C. Show each area's calculation on the Asphalt Concrete Pay Reduction Summary Sheet, Form No. 700-050-71, for areas left in place at "No Pay" or "Full/Reduced Pay". This form is to be submitted with the Final Estimates Package.**