



Florida Department of Transportation

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MEMORANDUM

DATE: September 26, 2016

TO: Specification Review Distribution List

FROM: Dan Hurtado, P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **0090203DB Measurement and Payment.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

These changes are proposed by Ashley Anderson of the State Construction Office to modify the method of calculating pay quantities and adjustments for asphalt pay items. The changes will provide consistency across all applications..

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or online at <http://www2.dot.state.fl.us/ProgramManagement/Development/IndustryReview.aspx> . Comments received after **October 24, 2016**, may not be considered. Your input is encouraged.

DH/dt
Attachment

MEASUREMENT AND PAYMENT.
(REV 9-12-16)

SUBARTICLE 9-2.3 is deleted and the following substituted:

9-2.3 General Basis of Adjusted Pay:

9-2.3.1 Deficiencies: When a deficiency occurs that results in the acceptance of a material at a reduced payment level as defined in these Specifications, the Engineer will apply a reduction in payment for the material in question based on the unit prices as determined using the six-month State wide pay item averages. The dates will be the six months prior to the letting date for this Contract.

9-2.3.2 Asphalt ~~Design Thickness/Spread Rate~~ Pay Adjustments: ~~The average spread rate per subplot will be used to determine if the amount of asphalt placed on the project meets the minimum requirements specified in the Contract Documents. Before placing asphalt mix, propose a target spread rate for each layer, which when combined with other layers, will meet the design thickness or spread rate specified in the Contract Documents. The weight of the mixture will be determined as provided in 320-2 (including the provisions for automatic recordation system).~~

~~On projects specifying a thickness in the Contract Documents for asphalt, the conversion of design thickness to target spread rate will be established by multiplying the maximum specific gravity of the asphalt mix (as indicated on the verified mix design) by 43.3 lbs/sy for every inch of asphalt.~~

~~On projects specifying a total spread rate of mix in the Contract Documents for asphalt, calculate the average spread rate per subplot (as defined in Section 334) by the following formula:~~

~~Average spread rate per subplot = Total weight of asphalt mix (lbs) for the subplot/area covered by that subplot (square yard)~~

~~During construction, monitor the mix spread rate of each subplot at frequent intervals in accordance with 330-2.2 in order to meet the target spread rate for each subplot. Document the actual spread rate of each subplot on the Roadway QC Form.~~

~~The Engineer will determine if the material of the roadway pavement is acceptable to remain in place at full pay, remain in place at reduced pay or corrected at no cost to the Department. Final disposition of the finished roadway pavement will be based upon the comparison between the design spread rate specified in the Contract Documents and the combined value of the average spread rate of each subplot at the same area (including FC-6, but excluding FC-5). The acceptable tolerance of the combined spread rate evaluation of the roadway pavement is plus or minus 5%. Asphalt pay quantity adjustments apply to asphalt items listed in Sections 234, 334, 337, and 339.~~

~~For each item, the adjusted quantity will be determined by dividing the sum of the quantities from the plan summary boxes (including any Engineer approved quantity revisions) by the design G_{mm} stated in 334-1.4 (design G_{sb} stated in 337-8.2 for FC-5), and multiplying by the tonnage-weighted average G_{mm} (tonnage-weighted average G_{sb} for FC-5) of the mixes used.~~

~~For each item, R reductions in pay will be determined per subplot by applying a proportional reduction in payment for the material in question, based on a ratio of the average spread rate for the subplot to the design spread rate, which will then be applied using made~~

if the actual quantity placed is less than the adjusted quantity. Reduction in pay will be calculated by subtracting the adjusted quantity from the actual quantity placed, then multiplying by the unit prices as shown in Table 9-1. Any quantity over the ~~designed spread rate specified in the Contract Documents~~ adjusted quantity shall not be paid.

9-2.3.3 Asphalt Overbuild: Where overbuild is called for in the Plans for the correction of cross-slope, the Engineer will make an adjustment in payment should the quantity of material placed be less than the adjusted quantity as calculated in 9-2.3.2. In addition, should the material placed exceed the adjusted quantity with no negative effect to the correction of cross-slope, an upward adjustment will be made representing the additional material placed. Adjustments in pay will be determined by subtracting the adjusted quantity from the actual quantity placed, then multiplying by the unit prices as determined in 9-2.3.1.

9-2.3.34 Quality: Where an adjustment of payment for quality is called for in the Contract Documents, the Engineer will make such adjustments for the corresponding quantity of material based on the unit prices as determined using the six month State wide pay item averages (using the dates six months prior to the letting date for this Contract), or the adjustment defined in Section 346, Developmental Specification Section 330, and Developmental Specification Section 350.

9-2.3.45 Adjustment to the Lump Sum Payment for Deleted Items of Work: When items of work are shown in the Contract Documents to be constructed or installed and due to actual field conditions, it is determined by the Engineer that the items are not needed, a negative adjustment to the Contract will be made. The negative adjustment will be based on the actual cost of the items being deleted less all costs incurred prior to the date the Engineer determined the items are not needed and the Contractor will retain ownership of the items. The negative adjustment will be processed in accordance with 4-3.2.