

# HOW TO HANDLE REMOVAL AND REPLACEMENT TONNAGE ON THE QUALITY CONTROL ROADWAY (QCRR) REPORT

There are 2 main types of removal and replacement:

## 1. Materials Failure

- a. Tonnage removed due to **MAR – Materials Failure** (see page 2), where the tonnage removed from the **Original Lot** (negative entry), will always equal tonnage placed in the **Replacement Lot**.

## 2. Workmanship Issues

- a. Tonnage removed due to low **Spread Rate** (shy area), use example **1.a.** above.
- b. Tonnage removed due to **Segregation** (see page 3), where the tonnage is paid for in the **Original Lot**, while the replacement tonnage has “Intended Use” of “Segregation Correction” which is not tied to a pay item and therefore not paid for.
- c. Tonnage removed due to **Straightedge Correction** (see page 4), where the tonnage is paid for in the **Original Lot**, while the replacement tonnage has “Intended Use” of “Straightedge Corrections” which is not tied to a pay item and therefore not paid for.
  - If the tonnage is left in place at no pay, the straightedge deficiency is deducted by line item adjustment in SiteManager per **CPAM Section 11.5** (see page 5).
- d. Tonnage removed due to **Correction of Constructed Cross Slope** (see page 6), where the tonnage is paid for in the **Original Lot**, while the replacement tonnage has “Intended Use” of “Cross Slope Correction” which is not tied to a pay item and therefore not paid for.
- e. **All other** removal and replacement (see page 7), where the tonnage is paid for in the **Original Lot**, while the replacement tonnage has “Intended Use” of “No Pay Tonnage” which is not tied to a pay item and therefore not paid for.

NOTE: In all cases described above, the QCRR’s density column must be filled in with a “Y” or an “N” depending on whether the area is subject to density testing.

# HOW TO HANDLE REMOVAL AND REPLACEMENT TONNAGE ON THE QUALITY CONTROL ROADWAY (QCRR) REPORT MATERIALS ACCEPTANCE RESOLUTION (MAR) – MATERIALS FAILURE

Tonnage removed due to **MAR – Materials Failure**, where the tonnage removed from the **Original Lot** (negative entry), will always equal tonnage placed in the **Replacement Lot**.

This screenshot shows the QCRR report for Lot # 1. The 'ORIGINAL LOT' is highlighted in blue. A red box labeled '1' points to the 'Add Row at selection' button in the top left. A yellow box labeled '2' highlights a negative quantity of -15.00 in the 'Quantity (TN)' column for the date 01/10/2017. A purple box labeled '3' highlights the date 01/10/2017. A purple box labeled '4' highlights a comment in the 'Comments Box' section: '1) 2/8/2017 Day Shift - Crew #1: Area removed on 3/15/2017 due to DDM #1 decision and tonnage replaced in Lot 2'. The summary table at the bottom shows a cumulative total of 1,985.00 tons.

#	Date Paved	Day or Night	Sub Lot	Truck Load #s	Intended Use	Density?	MTV Used	Lane	Desc.	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)	Individual Lift Thickness (in)	Actual Spread Rate (LB/SY)	Target Spread Rate (LB/SY)	Total Thickness (in)	Prorated Base (SY)
6	1/10/2017	Day	1	1	SP TL-C	Y		R2			1415+00.00	1422+50.00	750	12.00	1000.00	110.35	2.00	220.70	218		
7	1/10/2017	Day	1	1	SP TL-C	Y		R2			1422+50.00	1431+30.00	880	12.00	1173.33	134.23	2.00	228.80	218		
8	1/10/2017	Day	1	1	SP TL-C	Y		R2			1431+30.00	1439+60.00	830	12.00	1106.67	125.38	2.00	226.59	218		
9	1/10/2017	Day	1	1	SP TL-C	Y		R2			1439+60.00	1448+20.00	860	12.00	1146.67	130.04	2.00	226.81	218		
10	1/10/2017	Day	1	2	SP TL-C	Y		R2			1448+20.00	1455+13.00	693	12.00	924.00	98.55	2.00	213.31	218		
11	1/10/2017	Day	1	2	SP TL-C	Y		R2			1455+13.00	1467+12.00	1199	12.00	1598.67	167.06	2.00	209.00	218		
12	1/10/2017	Day	1	2	SP TL-C	Y		R2			1467+12.00	1472+90.00	578	12.00	770.67	80.68	2.00	209.38	218		
13	→ 01/10/2017 TIN: A12345678-000 DAILY TOTALS: 846.29 Total Tons 0.00 Tons Not in Lot 846.29 net tons (846.29 tons Require Density 0.00 tons Non-Density)																				
15	2/8/2017	Day	1	2	SP TL-C	Y		R2			1471+90.00	1484+56.00	1266	12.00	1688.00	162.34	2.00	182.12	218		
16	2/8/2017	Day	1	2	SP TL-C	Y		R2			1481+12.00	1482+12.00	100	12.00	133.33	-15.00	2.00	-225.01	218		
17	2/8/2017	Day	1	3	SP TL-C	Y		R2			1484+56.00	1490+76.00	620	12.00	826.67	90.46	2.00	218.85	218		
18	2/8/2017	Day	1	3	SP TL-C	Y		R2			1490+76.00	1499+00.00	824	12.00	1098.67	125.37	2.00	228.22	218		
19	2/8/2017	Day	1	3	SP TL-C	Y		R2			1499+00.00	1510+12.00	1112	12.00	1482.67	162.02	2.00	218.55	218		
20	2/8/2017	Day	1	3	SP TL-C	Y		R2			1510+12.00	1515+29.00	517	12.00	689.33	122.15	2.00	354.40	218		
21	2/8/2017	Day	1	4	SP TL-C	Y		R2			1515+29.00	1524+64.00	935	12.00	1246.67	130.48	2.00	209.33	218		
22	2/8/2017	Day	1	4	SP TL-C	Y		R2			1524+64.00	1531+75.00	711	12.00	948.00	96.57	2.00	203.73	218		
23	2/8/2017	Day	1	4	SP TL-C	Y		R2			1531+75.00	1541+23.00	948	12.00	1264.00	143.72	2.00	227.41	218		
24	2/8/2017	Day	1	4	SP TL-C	Y		R2			1541+23.00	1549+63.00	840	12.00	1120.00	129.23	2.00	230.77	218		
25	→ 02/08/2017 TIN: A12345678-000 DAILY TOTALS: 1138.71 Total Tons -15.00 Tons Not in Lot 1153.71 net tons (1153.71 tons Require Density 0.00 tons Non-Density)																				

**Step 1:**

Insert a row below the area removed in the **Original Lot**.

**Step 2:**

Enter the same date as the original area (to keep the lines together on the report) and negative the quantity from the **Replacement Lot**. Make sure the intended use and density indicator are the same as well (to ensure quantity is deducted appropriately).

**Step 3:**

Enter a comment by selecting the cell to the left of the date.

**Step 4:**

In the pop up box, identify where the new asphalt was placed and why it was removed, then it will show up in the comments box.

**Step 5:**

Add a comment to the line on the **Replacement Lot** to indicate where the asphalt was originally placed (use directions from step 3 and 4).

**NOTE:** If Base, remember to subtract the total thickness, so the area is removed as well.

This screenshot shows the QCRR report for Lot # 2. The 'REPLACEMENT LOT' is highlighted in blue. A red box labeled '1' points to the 'Add Row at selection' button. A yellow box labeled '2' highlights a negative quantity of -15.00 in the 'Quantity (TN)' column for the date 3/15/2017. A purple box labeled '3' highlights the date 3/15/2017. A purple box labeled '4' highlights a comment in the 'Comments Box' section: '1) 3/15/2017 Day Shift - Crew #1: Area originally placed on 2/8/2017, but removed due to DDM #1 decision and replaced in this Lot'. The summary table at the bottom shows a cumulative total of 2,000.00 tons.

#	Date Paved	Day or Night	Sub Lot	Truck Load #s	Intended Use	Density?	MTV Used	Lane	Desc.	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)	Individual Lift Thickness (in)	Actual Spread Rate (LB/SY)	Target Spread Rate (LB/SY)	Total Thickness (in)	Prorated Base (SY)
6	3/15/2017	Day	1	1	SP TL-C	Y		R1			1415+00.00	1425+40.00	1040	12.00	1386.67	155.00	2.00	223.56	218		
7	3/15/2017	Day	1	1	SP TL-C	Y		R1			1425+40.00	1435+80.00	1040	12.00	1386.67	159.29	2.00	229.74	218		
8	3/15/2017	Day	1	1	SP TL-C	Y		R1			1435+80.00	1446+89.00	1109	12.00	1478.67	161.71	2.00	218.72	218		
9	3/15/2017	Day	1	2	SP TL-C	Y		R1			1446+89.00	1453+14.00	625	12.00	833.33	98.27	2.00	235.85	218		
10	3/15/2017	Day	1	2	SP TL-C	Y		R1			1453+14.00	1466+36.00	1322	12.00	1762.67	183.27	2.00	207.95	218		
11	3/15/2017	Day	1	2	SP TL-C	Y		R1			1466+36.00	1473+79.00	743	12.00	990.67	104.43	2.00	210.83	218		
12	3/15/2017	Day	1	2	SP TL-C	Y		R1			1473+79.00	1482+63.00	884	12.00	1178.67	127.03	2.00	215.55	218		
13	3/15/2017	Day	1	2	SP TL-C	Y		R2			1481+12.00	1482+12.00	100	12.00	133.33	-15.00	2.00	225.01	218		
16	3/16/2017	Day	1	3	SP TL-C	Y		R1			1482+63.00	1497+48.00	1485	12.00	1980.00	217.73	2.00	219.93	218		
17	3/16/2017	Day	1	3	SP TL-C	Y		R1			1497+48.00	1498+79.00	131	12.00	174.67	18.98	2.00	217.32	218		
18	3/16/2017	Day	1	3	SP TL-C	Y		R1			1498+79.00	1504+18.00	539	12.00	718.67	75.85	2.00	211.08	218		
19	3/16/2017	Day	1	3	SP TL-C	Y		R1			1504+18.00	1511+88.00	770	12.00	1026.67	119.25	2.00	232.30	218		
20	3/16/2017	Day	1	3	SP TL-C	Y		R1			1511+88.00	1514+92.00	304	12.00	405.33	44.19	2.00	218.04	218		
21	3/16/2017	Day	1	4	SP TL-C	Y		R1			1514+92.00	1521+65.00	673	12.00	897.33	98.60	2.00	219.76	218		
22	3/16/2017	Day	1	4	SP TL-C	Y		R1			1521+65.00	1527+00.00	535	12.00	713.33	77.30	2.00	216.73	218		
23	3/16/2017	Day	1	4	SP TL-C	Y		R1			1527+00.00	1528+74.00	174	12.00	232.00	30.00	2.00	258.62	218		
24	3/16/2017	Day	1	4	SP TL-C	Y		R1			1528+74.00	1536+14.00	740	12.00	986.67	110.00	2.00	222.97	218		
25	3/16/2017	Day	1	4	SP TL-C	Y		R1			1536+14.00	1549+63.00	1349	12.00	1798.67	204.10	2.00	226.95	218		

# HOW TO HANDLE REMOVAL AND REPLACEMENT TONNAGE ON THE QCRR

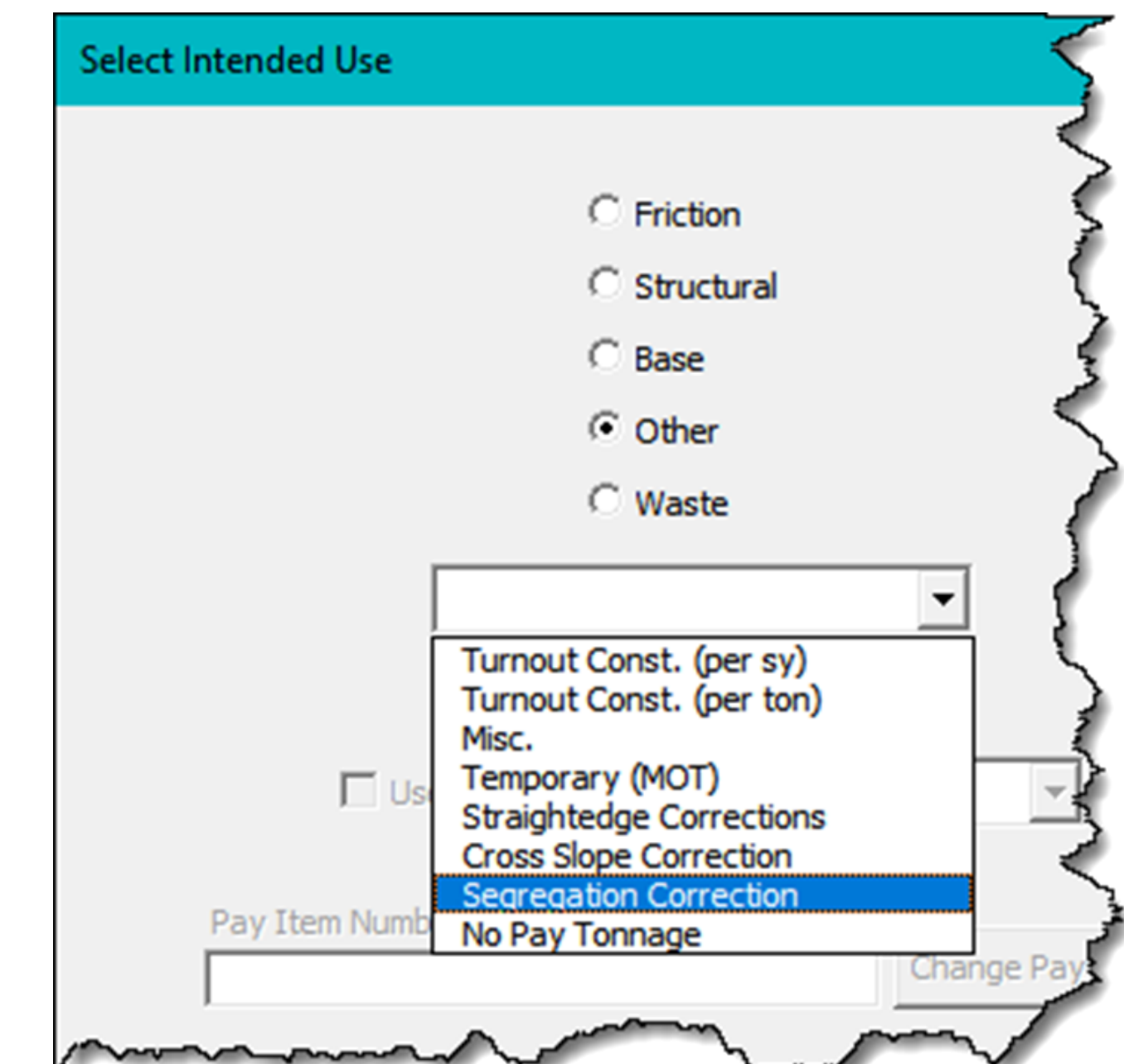
## SEGREGATION REMOVAL

Tonnage removed due to **Segregation**, where the tonnage is paid for in the **Original Lot**, while the replacement tonnage has “Intended Use” of “Segregation Correction” which is not tied to a pay item and therefore not paid for.

#	Date Paved	Day or Night	Sub Lot	Truck Load #s	Intended Use	Density?	MTV Used	Lane	Desc	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)	Individual Lift Thickness (in)	Actual Spread Rate (LB/SY)	Target Spread Rate (LB/SY)	Total Thickness (in)	Prorated Base (SY)
6	4/11/2017	Day	2	1							1415+00.00	1423+25.00	825	12.00	1100.00	121.29	2.00	220.53	218		
7	4/11/2017	Day	2	1							1423+25.00	1431+80.00	855	12.00	1140.00	126.43	2.00	221.81	218		
8	4/11/2017	Day	2	1							1431+80.00	1439+95.00	815	12.00	1086.67	119.52	2.00	219.97	218		
9	4/11/2017	Day	2	1							1439+95.00	1449+00.00	905	12.00	1206.67	132.76	2.00	220.04	218		
10	4/11/2017	Day	2	2							1449+00.00	1457+47.00	847	12.00	1129.33	122.97	2.00	217.78	218		
11	4/11/2017	Day	2	2							1457+47.00	1464+71.00	724	12.00	965.33	123.31	2.00	265.48	218		
12	4/11/2017	Day	2	2							1464+71.00	1473+62.00	891	12.00	1188.00	133.10	2.00	224.07	218		
15	4/12/2017	Day	2	2							1473+62.00	1482+36.00	874	12.00	1165.33	120.62	2.00	207.01	218		
16	4/12/2017	Day	2	3							1482+36.00	1491+02.00	866	12.00	1154.67	125.48	2.00	217.34	218		
17	4/12/2017	Day	2	3							1491+02.00	1499+34.00	832	12.00	1109.33	124.07	2.00	223.68	218		
18	4/12/2017	Day	2	3							1499+34.00	1507+93.00	859	12.00	1145.33	125.84	2.00	219.74	218		
19	4/12/2017	Day	2	3							1507+93.00	1516+44.00	851	12.00	1134.67	122.61	2.00	216.12	218		
20	4/12/2017	Day	2	3							1516+44.00	1524+91.00	847	12.00	1129.33	124.28	2.00	220.10	218		
21	4/12/2017	Day	2	3							1524+91.00	1533+76.00	885	12.00	1180.00	124.31	2.00	210.69	218		
22	4/12/2017	Day	2	3							1533+76.00	1541+98.00	822	12.00	1096.00	115.24	2.00	210.29	218		
23	4/12/2017	Day	2	4							1541+98.00	1549+34.00	736	12.00	981.33	110.17	2.00	224.53	218		

### Step 1:

For the area where the straightedge deficiency was corrected in the **Correction Lot**, under the Intended Use column, select Other and Segregation Correction.



This will separate the quantity out, so it is not included in a pay item total.

**NOTE:** For paid asphalt, the Intended Use shall match the typical section (*not what the Contractor places*) to ensure correct payment.

Example:

Typical Section shows SP TL-C. Contractor places SP TL-D. QCRR ‘Intended Use’ column shows SP TL-C (with optional note to indicate SP TL-D was placed).

#	Date Paved	Day or Night	Sub Lot	Truck Load #s	Intended Use	Density?	MTV Used	Lane	Desc	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)	Individual Lift Thickness (in)
6	3/15/2017	Day	1	1							1415+00.00	1425+40.00	1040	12.00	1386.67	155.00	2.00
7	3/15/2017	Day	1	1							1425+40.00	1435+80.00	1040	12.00	1386.67	159.29	2.00
8	3/15/2017	Day	1	1							1435+80.00	1446+89.00	1109	12.00	1478.67	161.71	2.00
9	3/15/2017	Day	1	2							1446+89.00	1453+14.00	625	12.00	833.33	98.27	2.00
10	3/15/2017	Day	1	2							1453+14.00	1466+36.00	1322	12.00	1762.67	193.27	2.00
11	3/15/2017	Day	1	2							1466+36.00	1473+79.00	743	12.00	990.67	104.43	2.00
12	3/15/2017	Day	1	2							1473+79.00	1482+63.00	884	12.00	1178.67	127.03	2.00
13	3/15/2017	Day	1	2							1482+63.00	1482+12.00	100	12.00	133.33	15.00	2.00
16	3/16/2017	Day	1	3							1482+63.00	1497+48.00	1485	12.00	1980.00	217.73	2.00
17	3/16/2017	Day	1	3							1497+48.00	1498+79.00	131	12.00	174.67	18.98	2.00
18	3/16/2017	Day	1	3							1498+79.00	1504+18.00	539	12.00	718.67	80.85	2.00
19	3/16/2017	Day	1	3							1504+18.00	1511+88.00	770	12.00	1026.67	119.25	2.00
20	3/16/2017	Day	1	3							1511+88.00	1514+92.00	304	12.00	405.33	44.19	2.00
21	3/16/2017	Day	1	4							1514+92.00	1521+65.00	673	12.00	897.33	98.60	2.00
22	3/16/2017	Day	1	4							1521+65.00	1527+00.00	535	12.00	713.33	77.30	2.00
23	3/16/2017	Day	1	4							1527+00.00	1528+74.00	174	12.00	232.00	30.00	2.00
24	3/16/2017	Day	1	4							1528+74.00	1536+14.00	740	12.00	986.67	110.00	2.00
25	3/16/2017	Day	1	4							1536+14.00	1549+63.00	1349	12.00	1798.67	204.10	2.00

# HOW TO HANDLE REMOVAL AND REPLACEMENT TONNAGE ON THE QCRR

## STRAIGHTEDGE CORRECTION

Tonnage removed due to **Straightedge Correction**, where the tonnage is paid for in the **Original Lot**, while the replacement tonnage has “Intended Use” of “Straightedge Corrections” which is not tied to a pay item and therefore not paid for.

If the tonnage is left in place at no pay, the straightedge deficiency is deducted by line item adjustment in SiteManager per **CPAM Section 11.5** (see page 5).

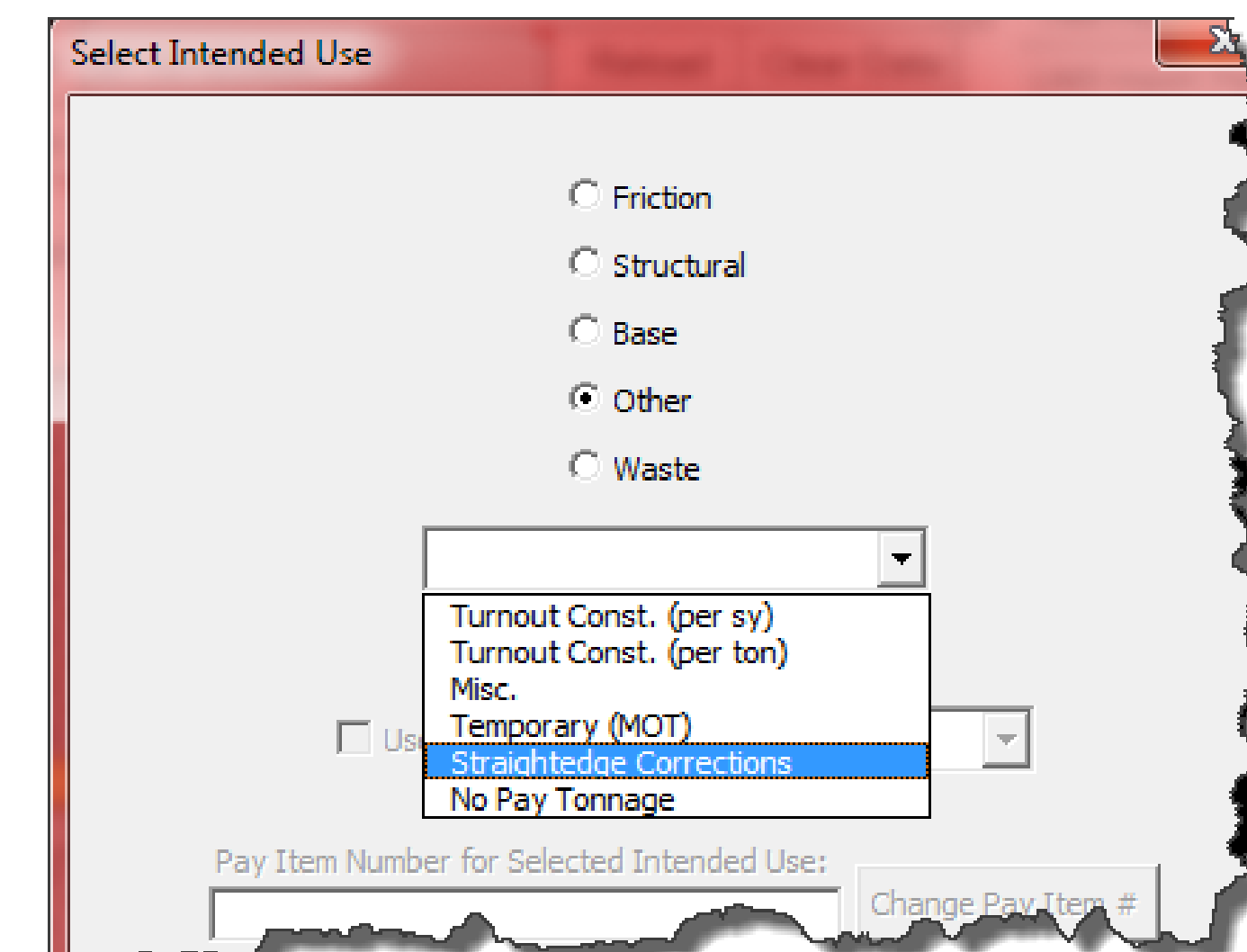
#	Date Paved	Day or Night	Crew ID	Sub Lot	Truck Load	Intended Use	Density ?	M/TV Used	Lane	Desc	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)	Individual Lift Thickness (in)	Actual Spread Rate (LB/SY)	Target Spread Rate (LB/SY)	Total Thickness (in)	Prorated Base (SY)
12	3/15/2017	Day	1	2		Straightedge Corrections	Y		R2			1473+79.00	1482+63.00	884	12.00	1178.67	127.03	2.00	215.55	218		

Intended Use	Pay Item #	Previous Total (Tons)	LOT Total (Tons)	Cumulative Total (Tons)	Previous Total (SY) or CY for ATPB	LOT Total (SY) or CY for ATPB	Cumulative Total (SY) or CY for ATPB
SP TL-C	334 1 13	2,000.00	2,000.00	4,000.00	18,084.02	17,950.69	36,034.71
Straightedge Corrections		0.00	15.00	15.00	0.00	133.33	133.33

### Step 1:

For the area where the straightedge deficiency was corrected in the **Correction Lot**, under the Intended Use column, select Other and Straightedge Corrections.



This will separate the quantity out, so it is not included in a pay item total.

**NOTE:** For paid asphalt, the Intended Use shall match the typical section (*not what the Contractor places*) to ensure correct payment.

### Example:

Typical Section shows SP TL-C. Contractor places SP TL-D. QCRR ‘Intended Use’ column shows SP TL-C (with optional note to indicate SP TL-D was placed).

#	Date Paved	Day or Night	Crew ID	Sub Lot	Truck Load	Intended Use	Density ?	M/TV Used	Lane	Desc	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)
12	1/10/2017	Day	1	2		SP TL-C	Y		R2			1467+12.00	1472+90.00	578	12.00	770.67	80.68

Intended Use	Pay Item #	Previous Total (Tons)	LOT Total (Tons)	Cumulative Total (Tons)	Previous Total (SY) or CY for ATPB	LOT Total (SY) or CY for ATPB	Cumulative Total (SY) or CY for ATPB
SP TL-C	334 1 13	2,000.00	2,000.00	4,000.00	18,084.02	17,950.69	36,034.71
Straightedge Corrections		0.00	15.00	15.00	0.00	133.33	133.33

# HOW TO HANDLE STRAIGHTEDGE CORRECTION - LEAVE IN PLACE AT NO PAY

Per **CPAM 11.5**, asphalt deficiencies can be left in place at no pay with approval from the Resident Engineer, District Bituminous Engineer, and the District Construction Engineer. The tonnage deducted is calculated per **Specification 330-9.5**. An example is show below:

## Example:

**Deficiency Length = 65.5 ft. Width = 12 ft. Thickness = 1.5 inch Gmm = 2.436 Unit Price = \$113.00**

## Step 1:

Calculate the Total Length of the Deficiency:

Total Length = Deficiency Length plus 50 ft. on each side (unless the deficiency is less than 50 ft from the beginning or end of the project limits or from a bridge approach slab, then use that distance)

**Total Length = 65.5 ft + 50 ft + 50 ft = 165.5 ft**

If the Deficiency is 28 ft from a bridge approach slab, then the Total Length = 65.5 ft + 28 ft + 50 ft = 143.5 ft

## Step 2:

Using **165.5 ft**, calculate the Quantity to deduct using the appropriate equation for the type of asphalt used:

For Dense-graded:

Quantity = L x W x t x Gmm x 0.0024

Quantity = (165.5 ft)(12 ft)(1.5 in.)(2.436)(0.0024)

**Quantity = 17.4 Tons**

For Open-Graded (FC-5 only):

Quantity = L x W x 0.0044

Quantity = (165.5 ft)(12 ft)(0.0044)

Quantity (FC-5 only) = 8.7 Tons

## Step 3:

Using **-17.4 Tons**, enter the deficiency into SiteManager as a line Item Adjustment at the pay item unit price:

Deficiency = (-17.4 Tons)(\$113.00/Ton) = -\$1,966.20

The screenshot shows the AASHTO SiteManager interface. At the top, the title bar reads 'AASHTO SiteManager'. Below it is a menu bar with 'File', 'Edit', 'Services', 'Window', and 'Help'. A toolbar with various icons is visible. The main window is titled 'Line Item Adjustments' and contains the following information:

Contract ID : E3L08 Estimate Nbr: 0016

Catg Nbr	Pri Nbr	Item Code	Line Item Number	Description	Price Adj. Type	Entered Date
0200	43006115201	0102 2 1	0100	SPECIAL DETOUR 1	Other	01/29/16
0200	43006115201	0285706	0245	OPTIONAL BASE, BASE GROUP 06	Thickness Adjustment	01/29/16
0200	43006115201	0285706	0248	OPTIONAL BASE, BASE GROUP 06	Thickness Adjustment	01/29/16
0200	43006115201	0286 1	0250	TURNOUT CONSTRUCTION	Fuel Adjustment (Gasoline)	01/29/16
0200	43006115201	0327 70 1	0255	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	Fuel Adjustment (Gasoline)	01/29/16
0200	43006115201	0337 7 40	0265	ASPHALT CONCRETE FRICTION COURSE, 1"	Straightedge Adjustment	01/29/16
0200	43006115201	0337 7 40	0265	ASPHALT CONCRETE FRICTION COURSE, 1"	Fuel Adjustment (Gasoline)	01/29/16
0200	43006115201	0339 1	0270	MISCELLANEOUS ASPHALT PAVEMENT	Fuel Adjustment (Gasoline)	01/29/16
0200	43006115201	0524 1 2	0305	CONCRETE DITCH PAVEMENT, NON REINF	Fuel Adjustment (Gasoline)	01/29/16

Project Number: 43006115201 Line Item Number: 0265

Line Item Adjmnt Detail Information :

Type: Straightedge Adjustment Entered By: knmehdp

Amount: -1,966.20 Entered Date: 01/29/16

Quantity: .00000

Unit Price: 0.00000

Stockpiled Information

Stockpiled Sn: 0 Replenish Sn: 0

# HOW TO HANDLE REMOVAL AND REPLACEMENT TONNAGE ON THE QCRR

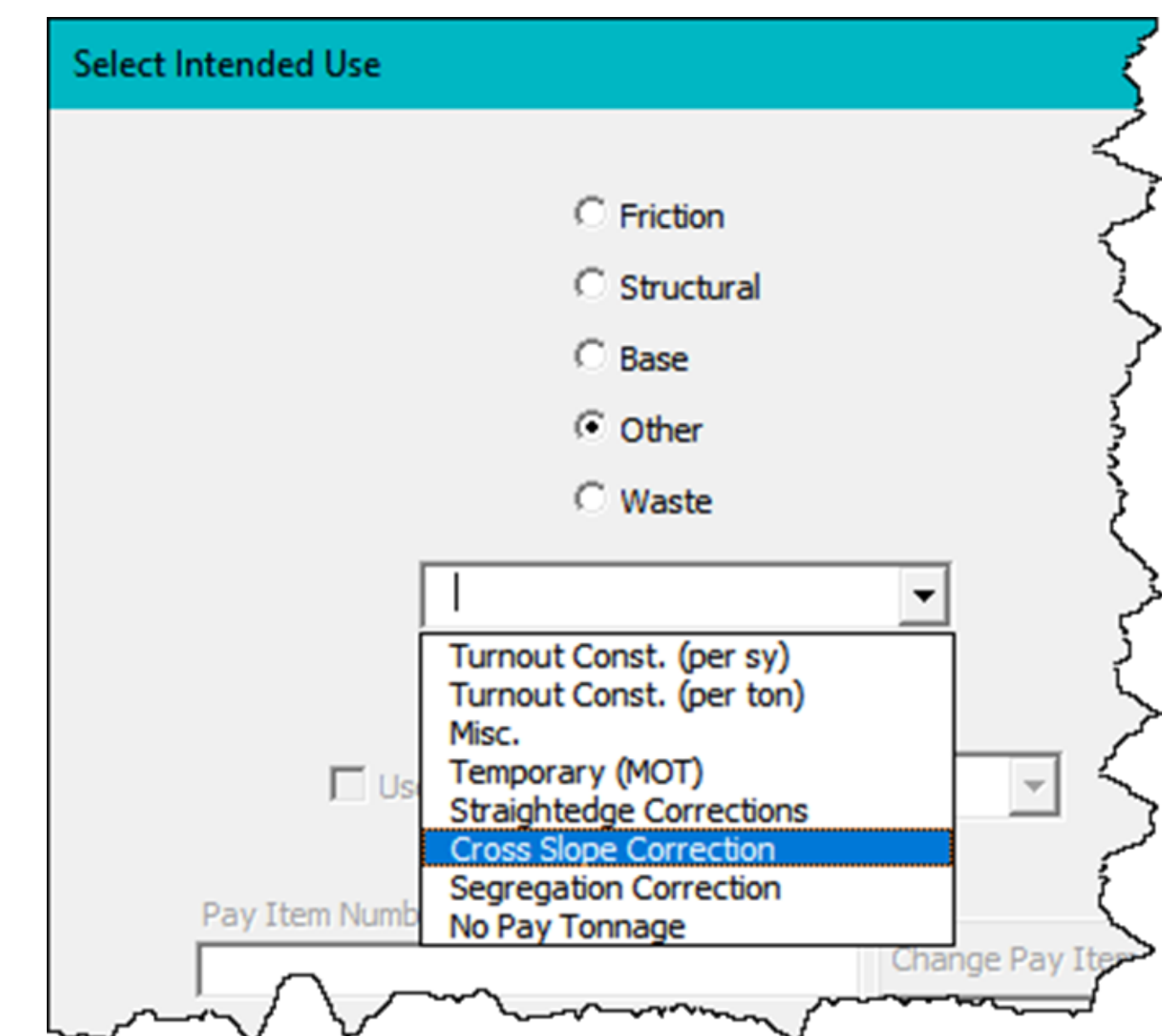
## CORRECTION OF CONSTRUCTED CROSS SLOPE

Tonnage removed due to **Correction of Constructed Cross Slope**, where the tonnage is paid for in the **Original Lot**, while the replacement tonnage has “Intended Use” of “Cross Slope Correction” which is not tied to a pay item and therefore not paid for.

#	Date Paved	Day or Night	Crew ID	Sub Lot	Truck Load #s	Intended Use	Density?	M/TV Used	Lane	Desc.	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)	Individual Lift Thickness (in)	Actual Spread Rate (LB/SY)	Target Spread Rate (LB/SY)	Total Thickness (in)	Prorated Base (SY)
6	3/15/2017	Day	1	1								1415+00.00	1425+40.00	1040	12.00	1386.67	155.00	2.00	223.56	218		
7	3/15/2017	Day	1	1								1425+40.00	1435+80.00	1040	12.00	1386.67	159.29	2.00	229.74	218		
8	3/15/2017	Day	1	1								1435+80.00	1446+89.00	1109	12.00	1478.67	161.71	2.00	218.72	218		
9	3/15/2017	Day	1	2								1446+89.00	1453+14.00	625	12.00	833.33	98.27	2.00	235.85	218		
10	3/15/2017	Day	1	2								1453+14.00	1466+36.00	1322	12.00	1762.67	193.27	2.00	219.29	218		
11	3/15/2017	Day	1	2								1466+36.00	1473+79.00	743	12.00	990.67	104.43	2.00	210.83	218		
12	3/15/2017	Day	1	2								1473+79.00	1482+63.00	884	12.00	1178.67	127.03	2.00	215.55	218		
13	3/15/2017	Day	1	2								1481+12.00	1482+12.00	100	12.00	133.33	15.00	2.00	225.01	218		

### Step 1:

For the area where the cross slope was corrected in the **Correction Lot**, under the Intended Use column, select Other and Cross Slope Correction.



#	Date Paved	Day or Night	Crew ID	Sub Lot	Truck Load #s	Intended Use	Density?	M/TV Used	Lane	Desc.	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)					
6	1/10/2017	Day	1	1								1415+00.00	1422+50.00	750	12.00	1000.00	110.35					
7	1/10/2017	Day	1	1								1422+50.00	1431+30.00	880	12.00	1173.33	134.23					
8	1/10/2017	Day	1	1								1431+30.00	1439+60.00	830	12.00	1106.67	125.38					
9	1/10/2017	Day	1	1								1439+60.00	1448+20.00	860	12.00	1146.67	130.04					
10	1/10/2017	Day	1	2								1448+20.00	1455+13.00	693	12.00	924.00	98.55					
11	1/10/2017	Day	1	2								1455+13.00	1467+12.00	1199	12.00	1598.67	167.06					
12	1/10/2017	Day	1	2								1467+12.00	1472+90.00	578	12.00	770.67	80.68					
13	01/10/2017 TIN: A12345678-000 DAILY TOTALS: 846.29 Total Tons 0.00 Tons Not in Lot 846.29 net tons (846.29 tons Require Density 0.00 tons Non-Density)																					
15	2/8/2017	Day	1	2								1471+90.00	1484+56.00	1266	12.00	1688.00	153.71					
16	2/8/2017	Day	1	3								1484+56.00	1490+76.00	620	12.00	826.67	90.46					
17	2/8/2017	Day	1	3								1490+76.00	1499+00.00	824	12.00	1098.67	125.37					

This will separate the quantity out, so it is not included in a pay item total.

**NOTE:** For paid asphalt, the Intended Use shall match the typical section (*not what the Contractor places*) to ensure correct payment.

Example:

Typical Section shows SP TL-C. Contractor places SP TL-D. QCRR 'Intended Use' column shows SP TL-C (with optional note to indicate SP TL-D was placed).

# HOW TO HANDLE REMOVAL AND REPLACEMENT TONNAGE ON THE QCRR

## ALL OTHER WORKMANSHIP ISSUES

All other removal and replacement (i.e. slippage, rutting, unraveling, bleeding), where the tonnage is paid for in the **Original Lot**, while the replacement tonnage has “Intended Use” of “No Pay Tonnage” which is not tied to a pay item and therefore not paid for.

State of Florida Department of Transportation  
**Asphalt Roadway - Daily Report of Quality Control**

Project ID (FIN & Contract #): 123456-1-52-01 (A1234)  
 Contractor: Roadway Contractor, Inc  
 Intended Lot Size: 2000 tons  
 LOT #: 2  
 Mix Design #: SP 15-12345A  
 Gmm: 2.520

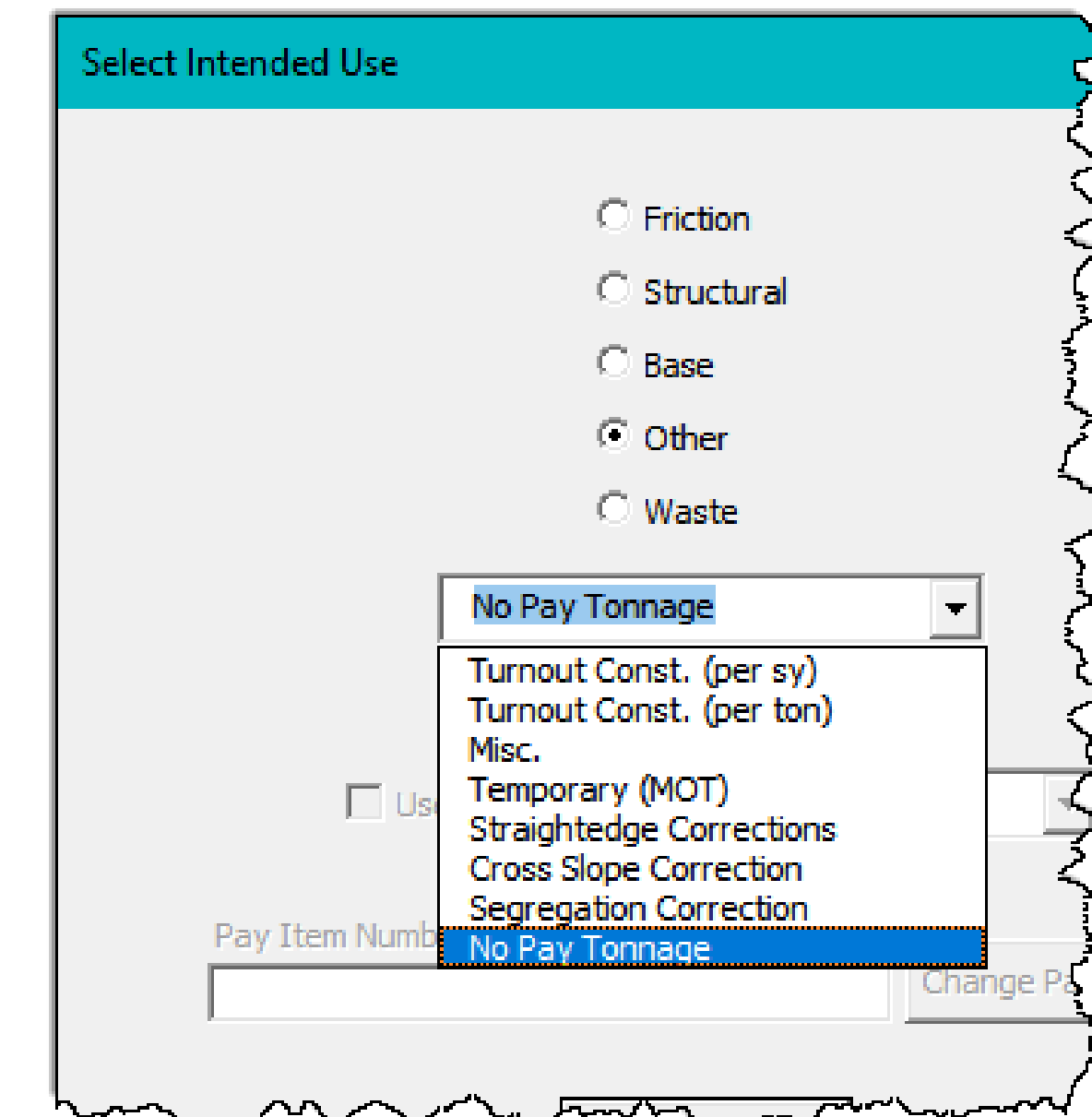
#	Date Paved	Day or Night	Crew ID	Sub Lot	Truck Load #s	Intended Use	Density ?	M/TV Used	Lane	Desc.	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)	Individual Lift Thickness (in)	Actual Spread Rate (LB/SY)	Target Spread Rate (LB/SY)	Total Thickness (in)	Prorated Base (SY)
6	3/15/2017	Day	1	1								1415+00.00	1425+40.00	1040	12.00	1386.67	155.00	2.00	223.56	218		
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8	3/15/2017	Day	1	1								1435+80.00	1446+89.00	1109	12.00	1478.67	161.71	2.00	218.72	218		
9	3/15/2017	Day	1	2		SP TL-C	Y		L1			1446+89.00	1453+14.00	625	12.00	833.33	98.27	2.00	235.85	218		
10	3/15/2017	Day	1	2		SP TL-C	Y		L1			1453+14.00	1466+36.00	1322	12.00	1762.67	193.27	2.00	219.29	218		
11	3/15/2017	Day	1	2		SP TL-C	Y		L1			1466+36.00	1473+79.00	743	12.00	990.67	104.43	2.00	210.83	218		
12	3/15/2017	Day	1	2		SP TL-C	Y		L1			1473+79.00	1482+63.00	884	12.00	1178.67	127.03	2.00	215.55	218		
13	3/15/2017	Day	1	2		SP TL-C	Y		L1			1481+12.00	1482+12.00	100	12.00	133.33	15.00	2.00	225.01	218		

DENSITY REQUIRED: 1,987.00 tons  
 NON DENSITY REQUIRED: 0.00 tons  
 TOTAL TONS IN LOT: 1,987.00 tons

Intended Use: SP TL-C  
 Pay Item #: 334 1 13  
 Previous Total (Tons): 2,000.00  
 LOT Total (Tons): 1,972.00  
 Cumulative Total (Tons): 3,972.00  
 Previous Total (SY) or CY for ATPB: 18,084.02  
 LOT Total (SY) or CY for ATPB: 17,684.02  
 Cumulative Total (SY) or CY for ATPB: 35,768.04

### Step 1:

For the area where the cross slope was corrected in the **Correction Lot**, under the Intended Use column, select Other and No Pay Tonnage.



State of Florida Department of Transportation  
**Asphalt Roadway - Daily Report of Quality Control**

Project ID (FIN & Contract #): 123456-1-52-01 (A1234)  
 Contractor: Roadway Contractor, Inc  
 Intended Lot Size: 2000 tons  
 LOT #: 1  
 Mix Design #: SP 15-12345A  
 Gmm: 2.520

#	Date Paved	Day or Night	Crew ID	Sub Lot	Truck Load #s	Intended Use	Density ?	M/TV Used	Lane	Desc.	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)					
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8	1/10/2017	Day	1	1								1431+30.00	1439+60.00	830	12.00	1106.67	125.38					
9	1/10/2017	Day	1	1		SP TL-C	Y		R2			1439+60.00	1448+20.00	860	12.00	1146.67	130.04					
10	1/10/2017	Day	1	2		SP TL-C	Y		R2			1448+20.00	1455+13.00	693	12.00	924.00	98.55					
11	1/10/2017	Day	1	2		SP TL-C	Y		R2			1455+13.00	1467+12.00	1199	12.00	1598.67	167.06					
12	1/10/2017	Day	1	2		SP TL-C	Y		R2			1467+12.00	1472+90.00	578	12.00	770.67	80.68					
13	01/10/2017 TIN: A12345678-000 DAILY TOTALS: 846.29 Total Tons 0.00 Tons Not in Lot 846.29 net tons (846.29 tons Require Density 0.00 tons Non-Density)																					
15	2/8/2017	Day	1	2		SP TL-C	Y		R2			1471+90.00	1484+56.00	1266	12.00	1688.00	153.71					
16	2/8/2017	Day	1	3		SP TL-C	Y		R2			1484+56.00	1490+76.00	620	12.00	826.67	90.46					
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This will separate the quantity out, so it is not included in a pay item total.

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Typical Section shows SP TL-C. Contractor places SP TL-D. QCRR 'Intended Use' column shows SP TL-C (with optional note to indicate SP TL-D was placed).