

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 PrC 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**.

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 ?	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	3		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)																			

Comments Box:
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

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	0.00	1,985.00	1,985.00	0.00	18,217.35	18,217.35

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.

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 ?	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		

Comments Box:
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

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	1,985.00	2,000.00	3,985.00	18,217.35	18,084.02	36,301.37

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.

State of Florida Department of Transportation															Asphalt Roadway - Daily Report of Quality Control										Update Workbook		Clear EVERYTHING		675-030-20A CONSTRUCTION 02/11/2019		Email Form Feedback to: CO-AsphaltForms@dot.state.fl.us					
Remove Row at selection		Add Row at selection		Copy Last Row		<input type="checkbox"/> Lot Closed		Intended Lot Size		LOT #		3		Mix Design #		SP 15-12345A		Reload		Clear Data		View Pay Quantity Sheet		Import from file		remove last lot		Pay Item # Import		Show Reports		Assign Pay Item #s				
Project ID (FIN & Contract #):		123456-1-52-01 (A1234)		Contractor:		Roadway Contractor, Inc		2000 tons		Gmm: 2.520																										
#	Date Paved	Day or Night	Sub Lot	Truck Load #s	Intended Use	Density ?	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	255.48	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																	
13																																				
14																																				
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	4							1516+44.00	1524+91.00	847	12.00	1129.33	124.28	2.00	220.10	218																	
21	4/12/2017	Day	2	4							1524+91.00	1533+76.00	885	12.00	1180.00	124.31	2.00	210.69	218																	
22	4/12/2017	Day	2	4							1525+00.00	1527+00.00	200	12.00	266.67	28.00	2.00	210.00	218																	
23	4/12/2017	Day	2	4							1533+76.00	1541+98.00	822	12.00	1096.00	115.24	2.00	210.29	218																	
24	4/12/2017	Day	2	4							1541+98.00	1549+34.00	736	12.00	981.33	110.17	2.00	224.53	218																	
25																																				
26																																				
299																																				
305																																				
<div>DENSITY REQUIRED: 2,000.00 tons NON DENSITY REQUIRED: 0.00 tons TOTAL TONS IN LOT: 2,000.00 tons</div>																					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	
Comments Box: Note: The box below is now locked. To enter comments, click the cell in Column A next to the row that needs the comment.																					SP TL-C		334 1 13		3,987.00		1,972.00		5,959.00		36,434.71		17,911.99		54,346.70	
1) 4/12/2017 Day Shift - Crew #2: Area originally placed on 3/15/2016, but removed due to segregation and replaced in this Lot.																					Segregation Correction				0.00		28.00		28.00		0.00		266.67		266.67	

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.

Select Intended Use

☐ Friction
☐ Structural
☐ Base
☒ Other
☐ Waste

☐ Us

Turnout Const. (per sy)
Turnout Const. (per ton)
Misc.
Temporary (MOT)
Straightedge Corrections
Cross Slope Correction
Segregation Correction
No Pay Tonnage

Pay Item Number

Change Pay

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).

A		B		C		D		E		F		G		H		I		J		K		L		M		N		O		P		Q		R		S		T	
top		Remove Row at selection		Add Row at selection		Copy Last Row																																	
1																																							
2																																							
3																																							
4																																							

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 PrC per **CPAM Section 11.5** (see page 5).

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.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	
1	top	Remove Row at selection	Add Row at selection	Copy Last Row											<input checked="" type="checkbox"/> Lot Closed Asphalt Florida - Daily Report of Quality Control		Update Workbook Show Bit Cert Page View Pay Quantity Sheet LIMS Import: Pay Item #s Assign Pay Item #s		Clear EVERYTHING Import from file remove last lot Show Reports		675-030-20A CONSTRUCTION 10/05/2015 Email Form Feedback to: CO-AsphaltForms@dot.state.fl.us					
2		Project ID (FIN & Contract #):		123456-1-52-01 (A1234)				<input type="checkbox"/> Static Only Intended Lot Size 2000 tons		LOT # 2 Mix Design # SP 15-12345A Reload Clear Data		Gmm: 2.520														
3		Contractor:		Roadway Contractor, Inc																						
4		#	Date Paved	Day or Night	Crew ID	Sub Lot	Truck Load	Intended Use	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C	SP TL-C
5																										
6		3/15/2017	Day	1	1																					
7		3/15/2017	Day	1	1																					
8		3/15/2017	Day	1	1																					
9		3/15/2017	Day	1	2																					
10		3/15/2017	Day	1	2																					
11		3/15/2017	Day	1	2																					
12		3/15/2017	Day	1	2																					
13		3/15/2017	Day	1	2																					
14																										
15																										
16		3/16/2017	Day	1	3																					
17		3/16/2017	Day	1	3																					
18		3/16/2017	Day	1	3																					
19		3/16/2017	Day	1	3																					
20		3/16/2017	Day	1	3																					
21		3/16/2017	Day	1	4																					
22		3/16/2017	Day	1	4																					
23		3/16/2017	Day	1	4																					
24		3/16/2017	Day	1	4																					
25		3/16/2017	Day	1	4																					

Select Intended Use

☐ Friction
☐ Structural
☐ Base
☒ Other
☐ Waste

☐ Use

Turnout Const. (per sy)
 Turnout Const. (per ton)
 Misc.
 Temporary (MOT)
 Straightedge Corrections
 No Pay Tonnage

Pay Item Number for Selected Intended Use:

Change Pay Item #

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).

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	
	top	Remove Row at selection	Add Row at selection	Copy Last Row	State of Florida Department of Transportation															Update W
1		Project ID (FIN & Contract #):		123456-1-52-01 (A1234)		<input checked="" type="checkbox"/> Lot Closed		Asphalt Roadway - Daily Report of Quality Control												Show Bit
2		Contractor:		Roadway Contractor, Inc		Intended Lot Size		LOT #		1				Mix Design #		SP 15-12345A		Reload Clear Data		View Pay Qu
3						2000 tons														LIMS Import:
4						<input type="checkbox"/> Static Only								Gmm: 2.520						Assign P&
	#	Date Paved	Day or Night	Crew ID	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)		
5																				
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		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)															
14																				
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		
17		2/8/2017	Day	1	3		SP TL-C	Y		R2			1490+76.00	1499+00.00	824	12.00	1098.67	125.37		

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 PrC

as a line Item Adjustment at the pay item unit price:

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

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 #	Intended Use	Silly?	V 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		SP TL-C	Y		L1			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			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			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				Y		L1			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		L1			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		L1			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		L1			1498+79.00	1504+18.00	539	12.00	718.67	80.85	2.00	225.00	218		
19	3/16/2017	Day	1	3		SP TL-C	Y		L1			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		L1			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		L1			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		L1			1521+65.00	1527+00.00	535	12.00	713.33	77.30	2.00	216.73	218		
23	3/16/2017	Day	1			SP TL-C	Y		L1			1525+00.00	1527+00.00	200	12.00	-266.67	-28.00	2.00	210.00	218		
24	3/16/2017	Day	1	4		SP TL-C	Y		L1			1527+00.00	1528+74.00	174	12.00	232.00	30.00	2.00	258.62	218		
25	3/16/2017	Day	1	4		SP TL-C	Y		L1			1528+74.00	1536+14.00	740	12.00	986.67	110.00	2.00	222.97	218		
26	3/16/2017	Day	1	4		SP TL-C	Y		L1			1536+14.00	1549+63.00	1349	12.00	1798.67	204.10	2.00	226.95	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	1,972.00	3,972.00	18,084.02	17,684.02	35,768.04
Cross Slope Correction		0.00	15.00	15.00	0.00	133.33	133.33

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

Comments Box: Note: The box below is now locked. To enter comments, click the cell in Column A next to the row that needs the comment.
1)

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.

Select Intended Use

☐ Friction
☐ Structural
☐ Base
☒ Other
☐ Waste

- Turnout Const. (per sy)
- Turnout Const. (per ton)
- Misc.
- Temporary (MOT)
- Straightsedge Corrections
- Cross Slope Correction**
- Segregation Correction
- No Pay Tonnage

Pay Item Number Change Pay Item

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 #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		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	
17	2/8/2017	Day	1	3		SP TL-C	Y		R2			1490+76.00	1499+00.00	824	12.00	1098.67	125.37	

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

Update Workbook
Clear EVERYTHING
Show Bit Cert Page
Import from file
View Pay Quantity Sheet
remove last lot
Pay Item # Import
Show Reports
Assign Pay Item #'s

675-030-20A
CONSTRUCTION
02/11/2019
Email Form Feedback to:
CO-AsphaltForms@dot.state.fl.us

#	Date Paved	Day or Night	Crew ID	Sub Lot	Truck Load #s	Intended Use	Density ?	M/V 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		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		No Pay Tonnage			L1			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		L1			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		L1			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		L1			1498+79.00	1504+18.00	539	12.00	718.67	80.85	2.00	225.00	218		
19	3/16/2017	Day	1	3		SP TL-C	Y		L1			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		L1			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		L1			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		L1			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		L1			1527+00.00	1527+00.00	200	12.00	-266.67	-28.00	2.00	210.00	218		
24	3/16/2017	Day	1	4		SP TL-C	Y		L1			1527+00.00	1528+74.00	174	12.00	232.00	30.00	2.00	258.62	218		
25	3/16/2017	Day	1	4		SP TL-C	Y		L1			1528+74.00	1536+14.00	740	12.00	986.67	110.00	2.00	222.97	218		
26	3/16/2017	Day	1	4		SP TL-C	Y		L1			1536+14.00	1549+63.00	1349	12.00	1798.67	204.10	2.00	226.95	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

Comments Box: Note: The box below is now locked. To enter comments, click the cell in Column A next to the row that needs the comment.
1) 3/16/2017 Day Shift - Crew #1: Area removed on 4/12/2017 due to Segregation and tonnage replaced in Lot 3

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.

Select Intended Use

☐ Friction
☐ Structural
☐ Base
☒ Other
☐ Waste

No Pay Tonnage

Turnout Const. (per sy)
 Turnout Const. (per ton)
 Misc.
 Temporary (MOT)
 Straightedge Corrections
 Cross Slope Correction
 Segregation Correction
 No Pay Tonnage

Pay Item Number:

Change P

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).

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

Update Workbook
Show Bit Cert Page
View Pay Quantity Sheet
LIMS Import: Pay Item # Import
Assign Pay Item #'s

#	Date Paved	Day or Night	Crew ID	Sub Lot	Truck Load #s	Intended Use	Density ?	M/V 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		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
17	2/8/2017	Day	1	3		SP TL-C	Y		R2			1490+76.00	1499+00.00	824	12.00	1098.67	125.37