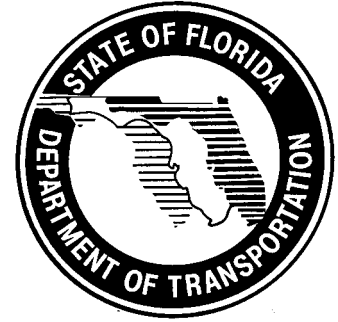




28th Annual Asphalt Conference MINUTES



PRESENTATIONS:

- State of the Industry report on Superpave and CQC (statistics)
- Gary Fitts, Asphalt Institute – Regional Southern States Overview
- FDOT Research Update (SMO, NCAT) – Scholar
- Update on Asphalt Plant Worksheet with direct entry into the LIMS database (SMO)
- Overview of CQC Task Team and Oversight Committee Activities - Warren /Musselman
- *Copies of some of the presentations in PDF format can be found at http://www.acaf.org/conventions_and_conferences.htm*

SUBMITTED QUESTIONS/ISSUES:

A. CTQP/TRAINING ISSUES

1.) What's going on with the CTQP program? What changes are coming and when? (FDOT)

The CTQP program is changing by having an Administrator contract as well as several provider contracts. These contracts are being developed now and should be ready for implementation by early to mid April 2005.

2.) When are the CTQP courses going to be updated to the current specifications? (Industry)

The FDOT Asphalt Technical Review Team has realized that the current CTQP courses (particularly the Level 2) need to be updated for changes to the specifications, test methods, procedures and forms. These changes should be finalized by the end of this year. In addition, with the changes to the CTQP ongoing (question 1), we were unsure how this would be done since these

updates are not done for free. The FDOT Asphalt Technical Review Team, will be getting with UF in November to develop a scope of work for a task order to start the updates. (Page)

3.) The experience requirement for Level 2 qualifications does not seem adequate for people placed in this level of responsibility? Has DOT considered raising this requirement to ensure more experienced people will make decisions? (Industry)

The instructors for the Level 2 courses are seeing a wide range of experience of those attending the course from none (particularly consultants) to many years of experience (mostly contractors). It is difficult present the material with this wide range of experience. There has been discussion on having the current 90 day experience requirement for qualification also as a prerequisite for course attendance. It should be noted that the Self Study courses are being reformatted to be available electronically, but are only required for FDOT personnel. Any comments please forward to Gale Page as chair of FDOT Asphalt TRT. (Page)

4.) There seems to be a lack of knowledge on how to fill out the appropriate forms and no one seems to be teaching them, other than OJT? Is there a training program available to do this? (Industry)

Response: There is presently no training program covering this. What is available presently is a compilation of Powerpoint presentations and examples of how to complete the asphalt paperwork. This information can be accessed via the State Construction Website by selecting Specialized Areas, Contractor Quality Control, and then Asphalt – All you ever wanted to know....and then some. Attached below is the direct link:

http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/guidelines/contractor/asphaltoutline/ASPHALT%20INFO%20OUTLINE_files/frame.htm

Included in the information at this website are the contacts for assistance with Asphalt, LIMS, etc. In addition to this information, we encourage all of our district personnel and consultants to provide assistance to contracting industry by helping industry learn how to complete these forms and enter this data. The district personnel and consultants should help train but should not enter the information for the contracting industry. (Sadler)

5.) Workforce training - How can we improve the skills of the employees new to the industry (both private & public employees)? Are there any innovative concepts used in other states? (FHWA)

General Discussion. Nothing significant was noted other than Florida has one of the better programs in the Country.

B. CONSTRUCTION ISSUES

6.) Please provide a rundown on the latest DCE/DME memos related to asphalt paving, what is in effect, what is not. (Industry)

The following is a summary of DCE/DME memos that are still in effect.

18-04 Allows contractor to submit an additional mix design for asphalt due to aggregate shortage subject to discretion of the Engineer. (Expires 12/04)

17-04: Exempts miscellaneous asphalt from having to have a CTQP level II technician on the roadway at all times during the placing of this mix.

15-04: Deals with lump sum projects and the adjustment of pay due to spreadrate. Thrust of the memo is that contractors are not to be penalized if the final combined spreadrate is within +/- 5% of the specified spreadrate.

14-04: Takes recommendations of the asphalt smoothness committee by defining a partial LOT, by requiring RN to be reported to one decimal, and revising spec 330-3 to simplify the straightedge process.

13-04: Deals with CQC compliance and instances of non-compliances – contractor failing to stop their operations due to failing QC results. Discusses Department response if this occurs again.

05-04: Deals with redefining partial LOT's. For partial LOTs less than 3 sublots, they will be handled as small LOT. For partial LOTs with 3 or 4 sublots, they will be handled as a whole LOT.

33-03: Deals with aggregate supply issues. This memo is still listed as current due to the defined process still applying to aggregate supply issues.

32-03: Deals with what are exceptions that should be listed on the Construction Compliance with Specifications and Plans Form number 700-020-02. Also, noted things that should not be listed as exception.

31-03: Notified districts of intent to pay quality adjustments on LS projects.

29-03: Addressed procedure for handling corrections to asphalt reports on CQC projects.

24-03: Provided guidance to asphalt verification technicians. This was in the wake of FHWA and FDOT findings of some falsified records at some asphalt plants. Intent was to better clarify roles and responsibilities.

22-03: Offered terminology clarification to spec 9-2.2.1 related to spreadrates.

21-04 Correction Factor for Maximum Specific Gravity (G_{mm}): In order to reduce time necessary to perform FM – T209 testing, contractors will be permitted to use correction factor rather than performing dryback step as defined in Section 6.7. Memorandum outlines steps for determining correction factor.

20-04 Asphalt Mixture Reheating: discusses use of oven large enough to reheat the HMA sample to +/- 10 ° F of target roadway compaction temperature when the 1 hour conditioning is complete. This may require contractor to have separate ovens in order to have sufficient oven capacity to handle the required number of samples. The box size that HMA is stored in is also critical. Thin walled, non-corrugated 12x6x4" boxes have proven effective.

22-04 Sampling FC-5 Asphalt Mixtures: Addresses steps to be taken to avoid some isolated problems with sampling FC-5. (Sadler)

7.) Has the spread rate tolerance on Lump Sum projects been fixed? What is the intent? Does the tolerance apply to both sides of the thickness? Each lift or total plan thickness? (Industry)

This subject was addressed in DCE memo 15-04 where the specification has been modified. The +/- 5% tolerance applies to the overall thickness of the asphalt but is tracked for each lift. Adjustments if necessary are made after all of the asphalt is laid. Downward pay adjustment will be made if the asphalt falls outside the tolerance. There will be no upwards adjustment for asphalt greater than allowable tolerance. (Sadler)

8.) Eliminate the 3 cores/day requirement for informational purposes on non-density testing areas and use a nuclear gauge instead. (Industry)

Subarticle 330-2.2 will be changed to require the density in non-density testing areas be "peaked" with either a nuclear or non-nuclear density device and then monitored during construction. There will also be requirements added that the gauge will have to be correlated back to roadway cores. (Musselman)

9.) Continuous paving (use of shuttle buggy etc) (Industry)

A number of states specify that a shuttle buggy or material transfer device be used in certain paving applications in an effort to make the pavement smoother and more uniform. FDOT generally does not like method specifications and prefers end results specifications (we want it smooth and uniform). At this time there are no plans to adopt a shuttle buggy specification.

10.) Please discuss the results of the newer types of tack being tested to reduce tracking? (Industry)

The need for tack that “sticks” but does not “track” is an issue nationally as well as in FL. There is a National Cooperative Highway Research project that will be awarded soon in this area. In FL a number of different suppliers have approached the State Materials Office with different types of proprietary products developed to address the issue. SMO has evaluated a product in several locations around Gainesville. The evaluations included control sections with RS-1. It appears to work. FDOT would like to have a generic specification for this type of product. We encourage trying these products and contact SMO to get us involved in testing and evaluation. (Page)

C. CONTRACT ADMINISTRATION ISSUES

11.) What is the best way to manage contract time when trying to produce for multiple projects with limited aggregate supplies? (Industry)

Suggestions from the Department are:

- 1. Schedule your projects. Use options available from the Department for delayed Notices to Proceed. This can provide some flexibility in trying to manage stockpiles of aggregate and other resources.*
- 2. Time Extensions. The Department has granted non-compensable time extensions for delays to projects due to aggregate shortages.*
- 3. Lay the mix only once. Attention to QC can eliminate the need to remove and replace mix on the road. (Sadler)*

D. CONTRACTOR QUALITY CONTROL (CQC) SPECIFICATION ISSUES

12.) We spend more time reporting than we do testing and looking at processes. What does the DOT expect from the QC Manager? One way to allow more time would be to reduce the redundant paperwork. What is the status of this effort? I hear there will be a single entry point on a computer, which makes sense. When will this be available? (Industry)

The Department is in the process of developing a program that basically uploads data directly from the Asphalt Plant Worksheet and exports it into LIMS. This would eliminate a number of redundant data processing steps. Basically all an asphalt plant would need is a computer and an internet connection. It should be available in early 2005. Hopefully this will go a long way in alleviating some of the paperwork issues. (Musselman)

13.) If the QC Manager is responsible, and has authority, for shutting the operation down, the QC Manager should also have the authority to start the operation back up.

Of course this would be with documentation and test data that support. Why does it take approval from the DBE to do so? What if the DBE is not available? (Industry)

Ideally that is how the system should function and it is our ultimate goal.

We've instructed our districts that as they become more confident in the decisions being made by the QC Manager, then they can give the authority to shut down and start up operations without the approval of the Engineer. If they do not have confidence that the QC Manager is making good "quality-minded" decisions, then the authority will stay with the Engineer. (Musselman)

14.) Verification Testing (Consultant)

The Department is currently exploring several options related to how asphalt plants are staffed and how the QC data is verified. The options being considered include:

- 1) Roving VT covering multiple plants*
- 2) Dual-purpose roadway and plant VT*
- 3) Eliminate VT at the plant and use only IV + statistical analysis*
- 4) Sampling the mix at the roadway*
- 5) Small quantity (<5,000 tons) "QC Only"*

The options are being piloted in Districts 1, 2 & 4. Stay tuned.....(Musselman)

15.) Contractor quality control (Consultant)

See response to Question 15.

16.) Future of full time plant VT's? What is the status of pilot staffing program? (FDOT)

See response to Question 15.

17.) Engineer analysis report standards (Consultant)

The Department has developed EAR guidelines as well as a "model" EAR that better defines what our expectations are. Both documents can be found on the State Materials Office website at the following URL: (Musselman)

<http://materials.dot.state.fl.us/smo/quality/programs/qualitycontrol/qcindex.htm>

18.) EARS based on single IV tests. Happens too often and too much emphasis seems to be placed on the single test instead of looking at all the rest of the data. (Industry)

The Department typically goes to great lengths before acting on a single failing IV sample. Section 3.3 of the Materials Manual provides guidance to the districts on how to address failing samples and one of the first steps is to make

sure the data is reasonable and valid. In addition, all of the District Materials Labs are AASHTO Accredited, plus they all participate in the FDOT Independent Assurance Program. We also have a proficiency sample program in asphalt where we send asphalt samples to each of the district labs four times a year. The new revisions to Section 334 of the Specifications opened up the Master Production Range a little, which should reduce the number of failures that are occurring. (Musselman)

19.) Who reviews & approves EARs? Can EARs be overruled? (Consultant)
The EAR process begins with the Project Administrator. The PA determines whether or not an EAR should be done. If determined that an EAR is warranted, the PA forwards information the DME. The DME sets the parameters for the EAR. If the contractor has already proposed parameters for an EAR, the DME will review this and make revisions to the scope of the EAR as needed. EAR can be overruled. The approval and acceptance of the results of an EAR rests with the Department and it reserves the right to accept or reject submitted results. (Sadler)

20.) Who gives the contractor permission to submit an EAR? (Consultant)
If the Project Administrator agrees that an EAR is necessary, the DME would be the person for the Department who would set the parameters for the EAR and give permission for the Contractor to conduct it. (Sadler)

21.) Discuss the Disposition of non-complying material form, which is replacing the old DEAR form (FDOT)
A discussion of the new Disposition of Defective Materials form and the flowchart outlining the process was held. Copies are attached below. (Sadler)

22.) What is the procedure for processing an EAR for out of tolerance (plant) asphalt? (Consultant)
Process for plant is same as for roadway.

Discussion of cutting cores for establishing limits of defective material was held. Department will consider revising Disposition form to indicate that contractor is cutting cores for defining limits and not an EAR. (Sadler)

E. MATERIALS/MIX DESIGN ISSUES

23.) What would be the problem allowing revisions to mix designs by substituting materials with different aggregate code? We can currently revise designs to use

RAP or sand from a different source, why not A, B, or Screenings as long as the mix properties still calculate within design ranges? (Industry)

The specifications require a new mix design if an aggregate source or code changes. Exceptions to this are handled on a case by case basis.

Consideration is given not only to the gradation of the new material, but also to the aggregate's specific gravity (G_{sb}) as well as angularity. (Musselman)

24.) Fine versus Coarse graded Superpave mixes for Traffic Level D and E; has enough data been collected to justify using either? (Industry)

Yes. The new version of Section 334 will allow either coarse graded or fine graded Traffic Level D & E mixes. It will also require for Traffic Level D that the top structural layer use a PG 76-22 asphalt binder; for Traffic Level E the top two structural layers will require a PG 76-22 asphalt binder. (Musselman)

25.) How many projects have been, or are in the process of being constructed using PG76-22 in the structural course? What reports are available on constructability, density, and ride? (Industry)

A breakdown of the PG 76-22 project by district is as follows:

<i>District</i>	<i>Projects</i>
<i>1/7</i>	<i>5</i>
<i>2</i>	<i>>20</i>
<i>3</i>	<i>>20</i>
<i>4/6</i>	<i>2</i>
<i>5</i>	<i>2</i>
<i>TP</i>	<i>3</i>

Although no formal reports are available on constructability, in general no significant constructability problems have been noted. In some instances, the PG 76-22 binder makes compaction a little easier as the binder stiffens the mix and allows the roller to get on the mat immediately after placement. (Musselman)

26.) How many projects have been, or are in the process of being constructed using PG76-22 in the FC-5 friction course? What reports are available on constructability, density, and ride? (Industry)

There have not been as many projects with FC-5 modified with a PG 76-22 binder. However, the ones that have been built have generally gone rather smoothly. (Musselman)

27.) With an anticipated increase in the use of PG76-22, will the 15% limitation on RAP be increased, or what other ways are available to use this resource? (Industry)

The simple answer at this time is no regarding the increase of the RAP %. To explain this answer, the polymer in the PG 76-22 modified asphalt is not just "stirred" into the asphalt, therefore transmitting the polymer to the asphalt in the RAP is uncertain. This is the reason most states do not allow the use of RAP with polymer modified asphalt binders. FL reviewed work done in MS as a basis to allow the 15% RAP with polymer. I believe this is the maximum amount allowed by any state. Researchers are undecided as to how to develop a project to address the issue of higher %. (Page)

28.) What PG76-22 volumes will be let in 2005-6? (Industry)

An educated guess is as follows:

Assuming the Department resurfaces 2200 lane miles per year, and that 20% would be Traffic Level D & E.

For structural applications: Assume that the top SP layer is 1.5" (150 lbs) with a binder content of 5.5%

2200 lane miles x 0.20 = 440 lane miles TL D & E.

440 lanes miles = 3,097, 600 square yards

3,097,600 sy x 150 lbs/sy = 232,320 tons SP mix

232,320 tons @ 5.5% = 12,778 tons PG 76-22 for structural applications

For friction course applications: Assume 75 lbs/sy with a binder content of 6.0%

3,097,600 sy x 75 lbs/sy = 116,160 tons FC-5

116,160 tons @ 6.0% = 6,970 tons PG 76-22 for friction applications.

29.) What is the status of the GTR plus Polymer testing? (Industry)

The research project to evaluate these new hybrid binders (digested GTR and polymer) was not funded last year by the Legislature. DEP is optimistic on receiving funding this year. FDOT and UF will be doing the evaluation which may confirm the potential to have binders with GTR as a component that have the same characteristics of current PG76-22 polymer asphalt binders. More to come. (Page)

30.) Review of any proposed FDOT Changes in present binder specs (Industry)

FDOT is looking at having a maximum "stiffness" requirement for PG67-22 PG64-22 when used with RAP in HMA. This was the result of a supplier with a PG64-22 meeting all specifications that was extremely "stiff". Recovered viscosities of RAP mixes using this binder were very high. The Contractor was notified and in accordance with FDOT specs (334-2.5.5) directed to use a "less stiff" binder. We are working with the suppliers through the Asphalt

Institute to develop a solution. As an aside, this problem seems to have gone away. (Page)

31.) Would the FDOT agree to mandate the use of only certain higher grades of anti-stripping additives? (Industry)

This issue has come up before, and is complicated by the difficulty in defining what a "higher grade" antistripping is. FDOT specs only require an antistripping additive (or lime) with PG binders when the mix does not meet moisture testing (334-3.2.4). RA binders are required to have a 0.5% antistripping. The issue of requiring the 0.5% antistripping with RA binders will need to be discussed further at next Flexible Pavement Committee meeting. (Page)

32.) Aggregate Supply Issues: What effect on the quality of mix is there when contractors are running close to zero stockpiles? (Industry)

Running low on aggregate during production will generally have an adverse affect on quality.

33.) What is the status of the Internal Angle implementation for the Superpave Compactor by the Florida DOT? (Industry)

FDOT has been a leader and a member of a national task group on internal angle for the gyratory compactor. The current DAV has the disadvantage of using HMA in the process. "Mixless" devices such as the RAM are preferred for ease, simplicity and accuracy. FL is working with the developers of the "mixless" devices to identify the appropriate "stiffness" to be used. We will then check the internal angle of all gyratory compactors in FL. Until then SMO staff is available to work out apparent differences between gyratory compactors. It should be noted that cleanliness and maintenance can affect results from a gyratory compactor more than internal angle. (Page)

F. SMOOTHNESS SPECIFICATION

34.) Please describe the changes in the smoothness specification and what that means to a typical project in simple language, RN doesn't mean much to me. Originally there was supposed to be an incentive on the laser profiler specific – what happened to it? (Industry)

The new ride specification 330-12.6 is used on limited access or high-speed roadways where the design speed is equal to or greater than 50 mph. For slow speed roadways, urban roadways, 15 foot rolling straightedge will still be used for pavement surface acceptance (330-12.3). Basically, the Department's laser profiler vehicle is equipped with sensors, accelerometers and distance measuring instrument. The sensors will measure the distance to the ground at a very high speed (32,000 times/sec or 363 readings/ft @ 60 mph of vehicle speed) to determine the longitudinal profile of the pavement surface. The accelerometers will measure the vibration of the vehicle itself

during driving. All the readings collected by the above devices will be stored in the computer and derived by a mathematical processing to produce a ride quality index which is expressed as Ride Number (RN). The scale of RN is from 0 to 5. For example,

<u>RN</u>	<u>RIDE CONDITION</u>
5.0	Perfect Smooth
4.5	Very Good
3.0	Rough
1.5	Very Poor
0.0	Impassable

Clarification of the ride specification 330-12.6 was provided and is described as follows:

1. For evaluation purposes, the pavement is divided into 0.1 mile LOTs. For bridge approaches, departures and the beginning and end of the project, when the segment being tested is < 0.1 mile, the segment will be called as a partial LOT.
2. LOTs and partial LOTs are treated the same.
3. If the LOT has a $RN \geq 4.0$, this LOT is accepted at full payment.
4. If a LOT has a $RN < 4.0$, then the RN data for the LOT will be broken down into 0.01 mile sublots (10 RN's per LOT) and analyzed by the computer system automatically. If all the RN's listed in the 0.01 mile sublots are ≥ 3.5 for the LOT in both the left wheel path (RN1) and right wheel path (RN2), then the LOT in question will be accepted at full payment and no corrections are needed. The Report will show an "A" under the Acceptance Status. If any of the 0.01 mile sublots for the LOT in question have a $RN < 3.5$ in either the left wheel path (RN1) or the right wheel path (RN2) or both wheel paths, then Acceptance Status will show a "D" and the Contractor has to straightedge the entire 0.1 mile LOT using the 0.01 mile subplot laser profiler report as a reference to find the exact location(s) of the deficient area. The Contractor must straightedge the wheel path that has $RN < 3.5$ shown in the 0.01 mile sublots report. For example, if the laser profiler report in the 0.01 mile subplot indicates that one RN is < 3.5 in the left wheel path, then the left wheel path will need to be straightedged. After the deficiency is located, the Contractor must correct any deficiencies in excess of 3/16 inch in accordance with 330-12.4.
5. If there are three or more straightedge deficiencies found in a LOT where each individual deficiency (bump or depression) is less than 50 feet away from the previous deficiency, then the Contractor has to remove and replace the entire 0.1 mile LOT. (Example: Identify bump

1. Then we find bump 2 is 45 feet past bump 1. Bump 3 is found 37 feet past bump 2. Then the Contractor must remove and replace the entire 528 foot LOT). The intent of this requirement is to require the Contractor to make an effort to get a smoother pavement surface and poor QC operations with consecutive deficiencies are not acceptable in a LOT.

The smoothness incentive test specification was tried on several pilot projects and reviewed the Asphalt Smoothness Committee. From the evaluation of the specification performance, it was concluded that some additional information and study need to be done to modify the criteria for bonus including the revision of the mathematical equation. This task will be handled by the Committee and a new smoothness incentive/disincentive specification will be developed by the Committee afterward. (Wang)

35.) Smoothness specification status (Industry)

In addition to the modification of smoothness incentive/disincentive specification, the other on-going tasks related to the pavement smoothness specification are as follows:

1. *Study and evaluate the FHWA Bump-Finding Program which will be published at the end of November, 2004. If the Program is feasible to be used together with our Laser Profiler System, the bumps, depressions and isolated rough spots existed on the pavement can be automatically identified by the program after the laser profiler testing. The advantage of this Program is that the 15 foot rolling straightedge will not be used any more to locate the undesirable deficiencies on the pavement for high-speed roadways.*
2. *Study and evaluate the joint smoothness incentive test specification which was tried on three I-95 pilot projects in D2 recently. The intent of this specification is to upgrade the quality of joint smoothness at the bridge approaches, beginning and ending of the project. (Wang)*

G. OTHER QUESTIONS

(Continued from Section D, No. 21)

Instructions for Completing Disposition of Defective Material Form

Section A: Sample Information and Request for EAR - Filled out by the Contractor

1. *Financial Project No.:* The financial project number where the material was placed.
2. *Contract No.:* The contract number where the material was placed.
3. *Federal Job No.:* The federal project number where the material was placed.
4. *Material Id:* The material id that the material is associated with, for example, 160F or 160L (or both) for concrete.
5. *Sample No.:* The FDOT sample number for the material.
6. *LIMS Sample Id:* The LIMS sample id for the material.
7. *Pay Item No.:* The pay item number or number(s) that represent the material.
8. *Quantity:* This is the total quantity of the material in question, for example 2000 tons for lot 1.
9. *Location:* Where on the project the material was placed, for example station 100+00 to station 200+00, left roadway.
10. *Description of Defective Material:* Provide information regarding the material non-compliance and any other information that will assist in the Engineering Analysis Report review.
11. *If the Contractor proposes a scope for the EAR, attach the scope to the form.*

The Contractor submits the form and any backup documentation to the Project Administrator.

Section B: Proposal – Filled out by the Project Administrator.

Check one of the following:

12. *Remove and replace:* Check this box if your proposal is to have the material removed and replaced.

NOTE: If the decision is to remove and replace, the form is now complete. File in project file. Have the Contractor remove and replace the material. Code the disposition for the Quality Control samples with “RR”. If not, continue with Section B.

13. *Concurs with Proposal, EAR Scope attached.* Check this box if you propose to allow the Contractor to use an EAR. If the Contractor submits a proposed EAR scope, attach it to the form.
14. *Signature – Project Administrator signs the form.*
15. *Date – Project Administrator dates the form.*

Forward the form and the Contractor's proposed EAR scope (if received) to the District Materials Engineer.

Section C: EAR Information - Filled out by the District Materials Engineer before the Engineering Analysis Report is performed

16. *If the District Materials Engineer determines that the material should be removed and replaced, check this box.*
17. *If the District Materials Engineer determines that an Engineering Analysis Report is not required by, check this box.*
18. *If the District Materials Engineer determines that an Engineering Analysis Report should be allowed, attach the parameters and guidelines. If the Contractor has proposed an EAR scope, review the scope and make revisions, additions as needed. If not, develop the EAR scope and guidelines and attach to the form.*
19. *Signature – District Materials Engineer signs the form.*
20. *Date – District Materials Engineer dates the form.*

After the District Materials Engineer fills out section B, forward the form and any backup documentation to the District Construction Engineer who fills out Section E.

Section D: Material Disposition Recommendation – Filled out by the District Materials Engineer after the Engineering Analysis Report is completed

21. *The District Materials Engineer reviews the Engineering Analysis Report and recommends one of the options: 1) leave all material in place; 2) remove all material; or 3) partial material or removal or some other determination. If the 3rd option is selected, record the affected quantities and locations and/or explain the other recommendation.*
22. *Is the District Materials Engineer's recommendation in concurrence with the Engineering Analysis Report recommendations? Check the yes box if the District Material Engineer's recommendation concurs with Engineering Analysis Report. Check the no box if it is a different recommendation.*
23. *Signature – District Materials Engineer signs the form.*
24. *Date – District Materials Engineer dates the form.*

Forward the completed form and Engineering Analysis Report and any backup documentation to the District Construction Engineer.

Section E: District Construction Engineer Concurrence – Filled out by the District Construction Engineer after section B and/or C is completed by the District Materials Engineer.

25. *If the District Construction Engineer concurs with the District Materials Engineer's recommendation, check this box. Send the form and Engineering Analysis Report and any backup documentation to the Project Administrator.*

26. *If the District Construction Engineer does not concur, check this box.*

Attach recommendation for material disposition to the form. Forward the form, the Engineering Analysis Report, backup documentation and recommendation to the Director, State Construction Office.

27. *Comments – Provide comments as needed. If additional room is needed, note that comments are attached.*

28. *Signature – District Construction Engineer signs the form.*

29. *Date – District Construction Engineer dates the form.*

Section F: Director, State Construction Office Decision – Filled out by the Director, State Construction Office.

30. *Review the District Materials Engineer’s recommendation, the District Construction Engineer’s recommendation and the Engineering Analysis Report. Make a final recommendation on the material disposition.*

31. *Signature – Director, State Construction Office signs the form.*

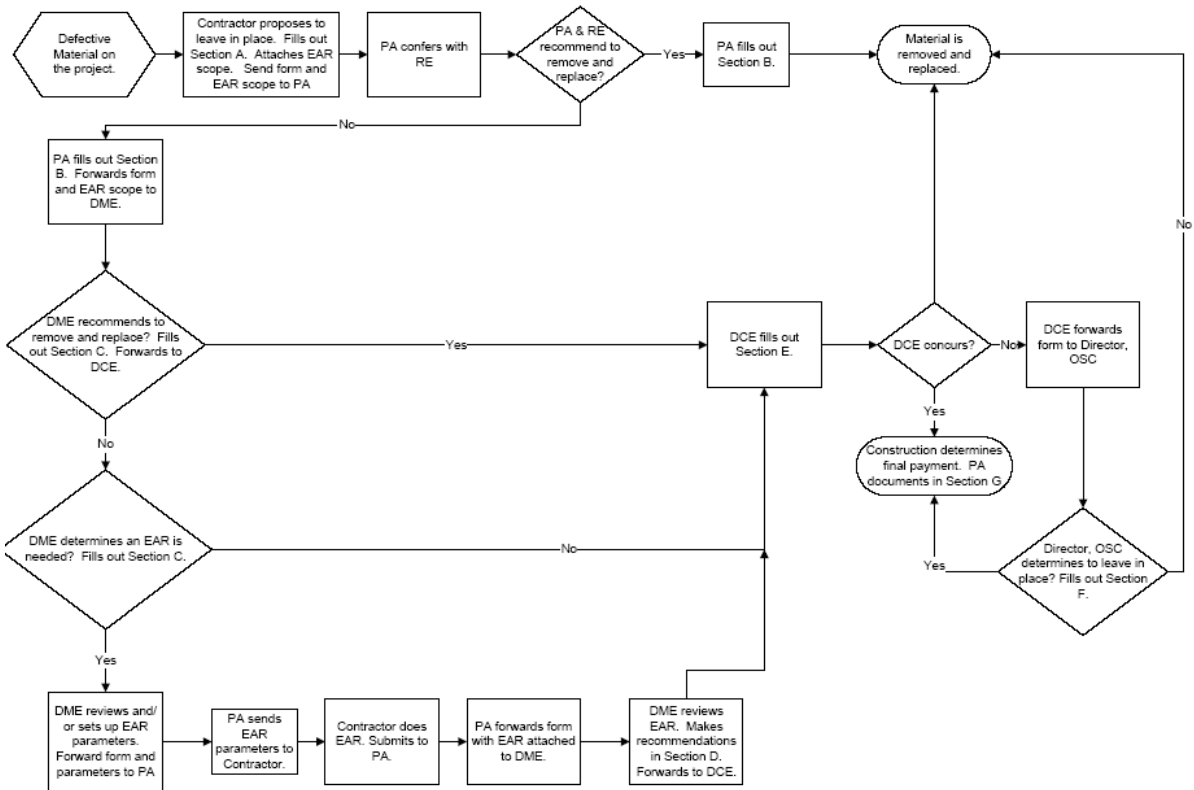
32. *Date – Director, State Construction Office dates the form.*

Forward the form, the Engineering Analysis Report and all backup documentation to the Project Administrator.

Section G: Record of Final Payment Determination – Filled out by Project Administrator

33. *Review Section D and/or section E. Record the final payment determination made by the District Construction Engineer or the Director, State Construction Office.*

Disposition of Defective Material Form



10/21/2004

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DISPOSITION OF DEFECTIVE MATERIAL

Form 700-011-01
 CONSTRUCTION
 10/04

Section A: Sample Information – Project Administrator/Resident Engineer

Financial Project No.:	Contract No.:	Federal Job No.:
Material ID.:	Sample No.:	LIMS Sample ID.:
Pay Item No.:	Quantity:	Location:
Description of Defective Material:		

Section B: EAR Information – District Materials Engineer

<input type="checkbox"/> Remove and Replace
<input type="checkbox"/> Leave in Place - EAR not required
<input type="checkbox"/> EAR Scope (attached)

Section C: Material Disposition Recommendation – District Materials Engineer

<input type="checkbox"/> EAR performed, DME recommendation: <ul style="list-style-type: none"> <input type="checkbox"/> All material to be left in place. <input type="checkbox"/> All material to be removed. <input type="checkbox"/> Partial removal of material/Other <p style="text-align: center; margin-top: 20px;">Quantity of material to be removed:</p> <p style="text-align: center; margin-top: 20px;">Location of material to be removed:</p> <p style="text-align: center; margin-top: 20px;">DME Concurrs with EAR Recommendations Yes <input type="checkbox"/> No <input type="checkbox"/></p>		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Signature:</td> <td style="width: 50%;">Date:</td> </tr> </table>	Signature:	Date:
Signature:	Date:	

Section D: Concurrence - District Construction Engineer

<input type="checkbox"/> Concur with DME Recommendation – Send to Project Administrator	
<input type="checkbox"/> Do Not Concur with DME recommendation – Send to Director, Office of Construction	
<input type="checkbox"/> DCE recommendation attached	
Signature	Date:

Section E: Decision - Director, Office of Construction

<input type="checkbox"/> Director, Office of Construction Decision attached	
Signature:	Date:

Section F: Final Determination of Payment: - Project Administrator

Material left in place at _____ % pay

cc: District Materials Office
 District Construction Office
 State Construction Office

VI. DRAWING FOR DOOR PRIZES --

Door Prizes:

- HMA Smooth Ride Hat
- 1 dozen Titleist Golf Balls
- 1 Raytek MiniTemp Infrared Thermometer
- 1 Raytek MiniTemp Infrared Thermometer
- 1 Sony Digital 3.2 Megapixel Camera
- 1 Free Fee Waiver for a CTQP Course or your choice – Courtesy of CTQP

The 29th Annual Asphalt Conference is confirmed for September 12-13, 2005 at the Tampa Westshore Marriott Hotel. Please mark your calendar.