State Construction Office Update
2019 ACAF Conference

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State Construction Pavement Engineer
FDOT State Construction Office
Recent Changes
Straightedge Deficiencies
Leave in Place @ Full Pay – DCE Decision

• **DCE Memo 11-19**

• DCE Provides Final MAC Recommendation
  – For Straightedge Deficiencies Left in Place @ Full Pay

• Until MAC Programming Eliminates Director of Construction Recommendation Requirement
  – SCO Will Use DCE’s Recommendation

• DCE Shall Use Same Decision Criteria
  – i.e. Ensure Situation Was Beyond Contractor’s Control
FC-5 Binder Change Compensation

• **DCE Memo 16-19**
• If FC-5 Asphalt Cement Content (AC%) Raised After Bid
• Pay Difference Between:
  – New Mix Design AC% Target
  – Original Mix Design Target AC%
Pending Changes
Leave in Place @ No Pay –  
Eliminate “Added Length” from Pay Reduction

• July 2020 Workbook
• Eliminated Added Length from Pay Reduction Calculation
  – For Straightedge Deficiencies Left in Place at No Pay
• Use Deficiency Length for Pay Reduction Calculation
  – Deficiency Length 5ft Minimum
DCE Approval of Same Day Pave Back

• Add Special Provision 327
  – To Require Pave Back Before Opening to Traffic
  – Per Approval of DCE
  – No Longer Requires SCO Approval

• Criteria for Use Remains Same
  – After Milling, Insufficient Pavement to Support Traffic Without Damaging Remaining Pavement or Base
IRI-based Warranty Threshold

• July 2020 Workbook (Section 338)
• Added IRI Warranty Threshold for Ride
  – IRI > 110 inches/mile
  – Projects Using IRI for Construction Acceptance
• Check Project’s Specs (RN or IRI)
  – 330 for Construction Acceptance (IRI or RN)
  – 338 for Warranty (IRI or RN)
## IRI-based Warranty Threshold

<table>
<thead>
<tr>
<th>IRI (in/mi)</th>
<th>All Systems</th>
<th>Primary Roads</th>
<th>Limited Access</th>
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<tr>
<td>&gt;95</td>
<td>2.6%</td>
<td>3.8%</td>
<td>0.8%</td>
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<td>&gt;100</td>
<td>2.0%</td>
<td>2.9%</td>
<td>0.6%</td>
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<td>&gt;105</td>
<td>1.4%</td>
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<td>&gt;110</td>
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<td>&gt;115</td>
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Potential Changes
Pave Back Within 3 Days
Milled Surface Open to Traffic Longer

- Possible Addition to Standard Specifications
- Repave Day After Milling, Remain Standard
- Upon Engineer Approval, Extend Repave to 3 Days, if
  - Contractor Provides Continuous, Longitudinal Striations
  - No Drop Off or Safety Issues
  - Proper Drainage Maintained
- Goes Back to “Day After Milling” if Requirements Aren’t Met
Acceptable Milling Striations

- Continuous
- Longitudinal
Unacceptable Milling Striations

• Not Continuous
• Not Longitudinal
Unacceptable Milling Striations

• Not Continuous
• Not Longitudinal
Unacceptable striation pattern

Acceptable striation pattern
Non-Limited Access Smoothness
Smoothness IRI $I/D$ Spec – Non-Limited Access Roads

- IRI Spec In Use on Limited Access Roads
- Need to Implement on Non-Limited Access Roads
- We’ll Schedule Smoothness Committee Meetings with New ACAF President Mark Musselman
Smoothness IRI $I/D$ Spec – Non-Limited Access Roads

• Smoothness Committee Will Look at Options
  – Same System as Limited Access Roads
  – Base IRI Pay Limits on Previous Construction Acceptance IRI Values
  – Others

  – No Easy Answers
  – Trying to Keep it Relatively Simple
  – As With Limited Access, Keep Laser & Straightedge Separate
Primary Roads (2018) vs Interstate (2005 to 2010)

**Primary Roads - 2018**
- Average = 47
- Std Dev = 13
- Net Incentive $53,336
- 44 Projects

**Interstate - 2005 to 2010**
- Average = 48
- Std Dev = 13
Smoothness Data
# IRI Accepted Projects (Limited Access)
**Tested 2018-2019**

<table>
<thead>
<tr>
<th>Year</th>
<th>District</th>
<th>County</th>
<th>FIN</th>
<th>SR</th>
<th>Miles</th>
<th>Inc</th>
<th>Inc/mile</th>
<th>Avg. IRI</th>
<th>Aggregate</th>
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<td>3.8</td>
<td>$(4,554)</td>
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**IRI Distribution**

- **Limited Access - 2019**
  - IRI Average = 43
  - Std Dev = 11
  - Net Incentive $83,915
  - 6 Projects

- **Interstate - 2005 to 2010**
  - Average = 48
  - Std Dev = 13

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*(Image showing a graph comparing International Roughness Index (IRI) distributions between Limited Access Roads and Original Interstate Data)*

IRI Distribution

IRI Limited Access - 2018
Average: 36
Std Dev: 8
Net Incentive $71,170
4 Projects

Interstate - 2005 to 2010
Average = 48
Std Dev = 13
Limited Access (2018) Accepted with IRI or RN spec

IRI Distribution

All Limited Access (IRI & RN)- 2018
Average: 45
Std Dev: 10
Net Incentive $129,585
23 Projects

Interstate - 2005 to 2010
Average: 48
Std Dev: 13

Limited Access Roads - Acceptance 2018
Original Interstate Data 2005 to 2010
Tack Coverage
Tack Coverage

- Ensure Complete Tack Coverage
  - Paint it Black
  - Full Coverage on Many Projects, Poor Coverage on Some

- Complete Tack Coverage
  - Good Bond Between Lifts
  - Long-Lasting Pavement
  - Reduces/Eliminates
    - Tack-Related Warranty Issues
    - Issues That Make a Case for Another Pavement Type
• Complete Tack Coverage
• Complete Tack Coverage
Poor Tack Coverage
Poor Tack Coverage
QC Roadway Report
QCRR – Simplify Remove & Replace Tonnage Tracking

• Only Materials Failures
  – Back Out Tonnage from Original LOT & Pay for in Replacement Lot

• Workmanship Issues Handled Like Straightedge Corrections
  – Segregation, Slope Correction, etc.
  – Paid in Original LOT
  – Do **NOT** Back Tonnage Out of Original LOT
  – Replacement Asphalt Select a No Pay Type of Intended Use
  – [QCRR - R&R Guidance](#)
E-Ticketing – Pilot Projects

• e-Ticketing Questionnaire Data
e-Ticketing
How Many Asphalt Tickets?

• 4,200,000 Tons/Year
• 20 Tons/Ticket
• 210,000 Asphalt Tickets/Year
• 250 Work Days/Year
• 840 Tickets/Workday
210,000 Asphalt Tickets Per Year

• Paying People To:
  – Collect Tickets
  – Gather & File by Lot
  – Enter Data into Spreadsheets
  – Compare to Roadway Reports
  – Search for a Missing Ticket
  – Scan Tickets & Upload to Computer Files
  – Review & Audit

• Can e-ticketing Simplify, Automate, or Eliminate Some Tasks?
e-Ticketing Benefits - Safety

- Paving Work Can Be Dangerous
  - Need to Consider Anything to Decreases Time in Dangerous Areas
  - Even Better if Activity is Eliminated or Accomplished Elsewhere
- e-Ticketing Doesn’t Require Inspection Personnel Near
  - Paving Construction Equipment
  - Traffic
  - Caveat: As Long As Paper Tickets Are Eliminated
    - On Two Pilot Projects, Contractor Printed Paper Tickets & Project Staff Collected Them
    - Still Need to Take Temperatures at Truck
e-Ticketing Benefits – Fleet Management

• Fleet Management
  – Real Time Truck Locations
  – Better Management of Truck Cycle Times
    • Who’s Taking Too Long?
    • Who’s Driving Too Fast?
    • Who’s Parked?
  – Data for Trucking Payroll
e-Ticketing Benefits – Asphalt Delivery Information

• When Will the Asphalt Be Here?
  – Estimated Time of Arrival
  – Some Systems Provide Truck Locations on Map
• Allows Crew to Match Paver Speed to Asphalt Delivery
  – Smooth, Segregation-free, Better Quality Pavement
• QC & VT Inspectors Better Coordinate Activities
  – Inspection
  – Food, Water, & Resulting Outputs
• Real-Time Materials & Quantity Data
  – Allows Advanced Review of Tonnage, Mix Type, etc.
e-Ticketing Benefits – Efficiency

• Electronic Asphalt Data
  – Eliminates Lost Paper Tickets
  – Eliminates Paper Ticket Scanning
    • Electronic Data More Quickly & Easily Stored/Archived
  – Most Systems Provide Summary Reports
    • Project & Daily Quantity Reports
  – Export Data to Output File for Spreadsheet Use
    • Easily Create Other Summaries or Reports
  – Faster Asphalt Data Summary, Review, & Payment
e-Ticketing - Challenges

• Connectivity
  – Poor Cell Service or Software Issues Can Be Challenging
  – Inspectors Need Real-time Data to Determine Spreadrates
    • Missing Trucks, Infrequent Data Updates, are Problematic

• Buy-In
  – People Are Used to Dealing with Paper Tickets
    • Project Personnel Still Collected Paper Tickets on Pilot Project
  – Some Struggle with e-ticketing on Tablet/Phone
e-Ticketing - Challenges

• Different e-Ticketing Systems
  – Multiple Systems
    • Learning Curve for Each
  – Inspector Learns One System, Next Project Uses Different System
  – Two Contractors Paving Same Project with Two Difference Systems
    • Not Common, but Does Occur
e-Ticketing - Challenges

• Policies, Processes, & Specifications
  – Need to Clearly Specify Contract Requirements
    • e-Ticketing Vendors & Contractors Know What We Want
    • Contractors Can Bid Appropriately
    • FDOT Receives Data for Construction Documentation & Contractor Payment
  – Incorporate e-Ticketing into Inspection, Documentation, & Payment Processes
    • Otherwise Project Personnel Will Maintain Current Workflow & Processes
e-Ticketing Goals

- Pilot Projects
  - **Phase 1:**
    - Proof of Concept: Use electronic ticketing (Asphalt & Concrete)
  - **Phase 2:**
    - Use e-Ticketing for Payment
  - **Phase 3:**
    - Use in Remote Locations – Connectivity Challenges

- Institutionalize Use
e-Ticketing - Pilot Projects

• Completed 2 Pilot Projects
• SR 82
  – Ajax Paving
  – Fleetwatcher by Earthwave
  – D1
• SR 50
  – Ranger Construction
  – Spot on Ticketing by Spot on Performance
  – D5
Asphalt e-Ticketing
Pilot Project #1

- State Road 82 - Fort Myers
  - Add Lanes & Reconstruct
- Ajax Paving
- e-Ticketing: Fleetwatcher by Earthwave
- Contract Details
  - Let Apr 20, 2017
  - Added e-Ticketing Specifications by Supplemental Agreement
Fleetwatcher e-Ticketing

• GeoZones
  Around Plant & Paver
Fleetwatcher e-Ticketing

• Asphalt Truck e-Ticket
Fleetwatcher e-Ticketing

Real-Time
Truck Information Map
Fleetwatcher e-Ticketing

- Trucking Map
- Trucking Summary
- Individual Truck Data
### Scale Ticket Summary

<table>
<thead>
<tr>
<th>Ticket Number</th>
<th>Ticket Date</th>
<th>Asset Name</th>
<th>Name Known</th>
<th>Source</th>
<th>Weighmaster</th>
<th>Project Name</th>
<th>Phase Code</th>
<th>Material Name</th>
<th>Valid</th>
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<th>Waste Tons</th>
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Fleetwatcher e-Ticketing

Materials Summary

![Image of materials summary report]

- Material Name: ABD16-6015R1, Total Tons Batched: 575.54, Total Tons Voided: 0, Total Tons Wasted: 0.0, Total Tons for Pay: 575.54
- Material Name: ABD16-6004, Total Tons Batched: 557.10, Total Tons Voided: 18.9, Total Tons Wasted: 8.0, Total Tons for Pay: 530.20
- Material Name: ABD16-6005, Total Tons Batched: 18.47, Total Tons Voided: 18.47, Total Tons Wasted: 0.0, Total Tons for Pay: 0.0
- Material Name: None, Total Tons Batched: 0.0, Total Tons Voided: 0, Total Tons Wasted: 0.0, Total Tons for Pay: 0.0

Notes for Ticket: 105610
- Note 8: Lee Shepard, 2016-06-15 11:22:16
  - Wasted for patch repair #9040

Note 9: Lee Shepard, 2016-06-15 11:23:01
- Disregard not test
Pilot Project #2

• State Road 50 - Orange Co. Line to I-95
  – Mill & Resurface

• Ranger Construction

• e-Ticketing: Spot on Ticketing by Spot on Performance

• Contract Details
  – Let Dec 5, 2018
  – Added e-Ticketing Specifications by Supplemental Agreement
Asphalt e-Ticketing Pilot Project #2
Spot on Performance e-Ticketing

• Asphalt e-Ticket
• Truck Status/ETA
Spot on Performance e-Ticketing

- Dashboard
- Progress Bars

**Progress**

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<tr>
<th>Type</th>
<th>Percentage</th>
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<td>Loaded</td>
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**Delivering**

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<th>Tons</th>
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Spot on Performance e-Ticketing

• Project Dashboard

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Ticket Search

- Job Number: 3505155
- Start Date: 
- End Date: 
- Mix Design: SP 18-16307B
- Phase: Select
- Lot: 1

Ticket Search Results:

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Pilot Project Outcomes

• It is Possible to Implement e-Ticketing
• Project Staff Learned to Use e-Ticketing Systems
• Truck Locations/ETA’s
  – Helped Paving Crew Balance Paver Speed with Asphalt Delivery
  – Helped Inspectors Coordinate Their Work
• Scanning Paper Tickets Can Be Eliminated – Save e-Ticket Data
• Tying e-Ticketing Data to Roadway Report Will Be Giant Step Forward
Project Outcomes

• Some Connectivity/Obtaining Real-Time Ticket Data Challenges
  – Cell Service
  – e-Ticket Software
  – Operator Inexperience

• Old Habits Die Hard
  – Contractor Still Printed Paper Tickets
  – Project Staff Still Collected Paper Tickets
FDOT Moving Forward

• Today
  – e-Ticketing Vendors Here
  – e-Ticketing Panel Discussion

• Additional Pilot Projects?
  – Try Other e-Ticketing Systems
  – Gain More Contractor, FDOT, & Consultant Experience

• Coordinate e-Ticketing Showcase
  – e-Ticketing Vendors Present Systems
  – Contractors, FDOT, & CEI’s Can See Various e-Ticketing Systems
Questions & Contact Information

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  – State Construction Pavement Engineer
  – State Construction Office

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• richard.hewitt@dot.state.fl.us