

  
**SEAUPG 2018**  
**Incentive Projects -**  
**Florida Owner Perspective**  
 Gale Page  
 (previously with FDOT)  
 Presentation prepared by  
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 November 14, 2018  
Florida Department of Transportation




  
**MY Components for Quality Pavement Construction**

- \* Clear spec for desired Produced Mix Properties (VMA?)
- \* Test for production Air Voids
- \* Test Methods with Low Variability
- \* Contractor Testing for Acceptance (own the product)
- \* Agency Verification (checks and balances)
- \* PWL encourages uniformity & consistency
- \* INCENTIVES
- \* Ride Spec w incentives (cures end of load segregation)

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**What is an incentive project in FDOT?**

- \* Contractor gets a bonus for doing good work.
  - What is "good work"?
    - \* It is NOT necessarily better performing asphalt mix.
    - \* It IS closeness to target and consistency, i.e. accurate and precise = better pay.



- FDOT uses Percent Within Limits (PWL) system.
- Pay on 5 mix properties: Air voids, AC, Density, 2 gradation sieves.
- Max 5% incentive. Max 25% disincentive.
- Just starting incentive / disincentive for smoothness.

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**Prior to Incentive Specification**

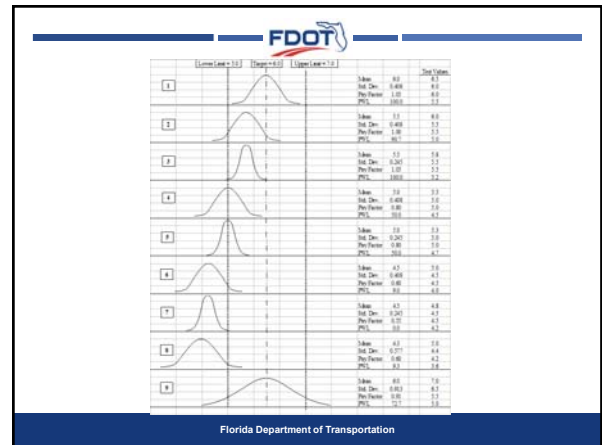
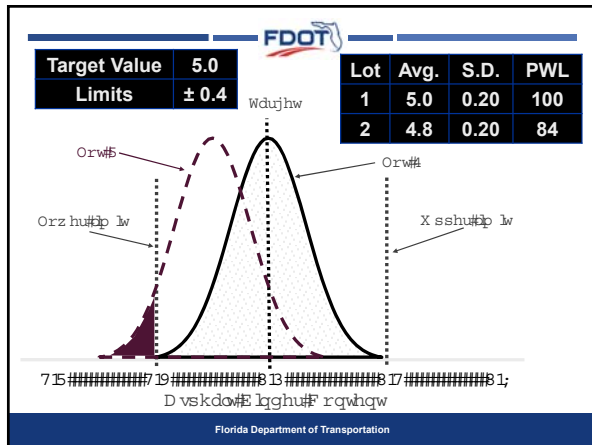
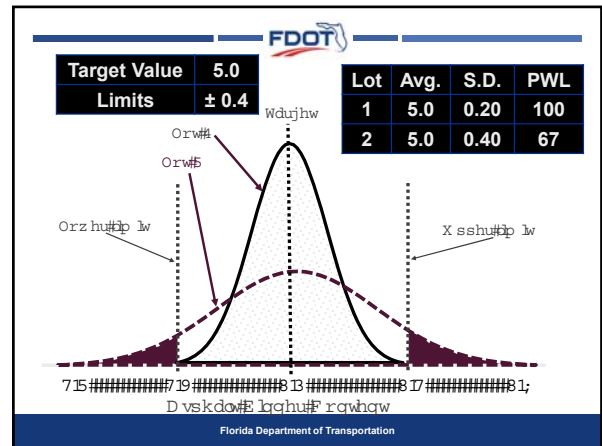
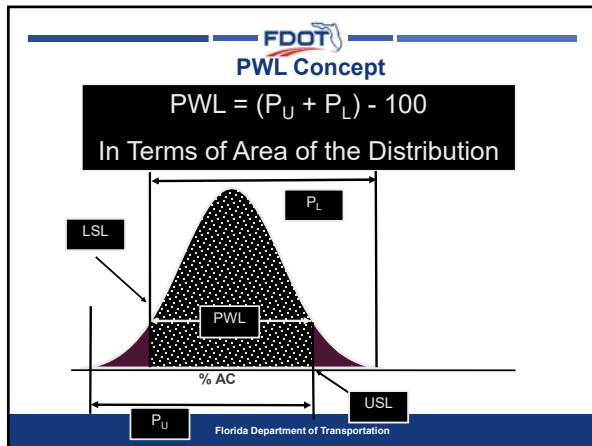
- \* Disincentive only. Seems unfair in today's world.
  - No PWL. Used absolute deviation from target.
- \* Paid on Department's test results for many decades.
- \* PWL and incentive system started in July 2002.
- \* PWL not necessary for incentive system, but compliments it well.
- \* Verified Contractor test results used for payment.
- \* Contractors pay more attention to quality control.

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**Development of PWL in FL**

- \* Committee Approach
  - Industry, DOT and statistics consultant
- \* Need to Apply to ALL Projects with no long wait for pay
  - F&T works with large high production dedicated plant projects
  - FL has fixed base plants running multiple projects / mixes
  - FL PWL spec has checks and balances which make it work (3<sup>rd</sup> Way)
- \* PWL NOT initially accepted by all contractors
  - "Pain without limits"
- \* Experience led to buy in
  - Use of contractor testing leads to responsibility for quality

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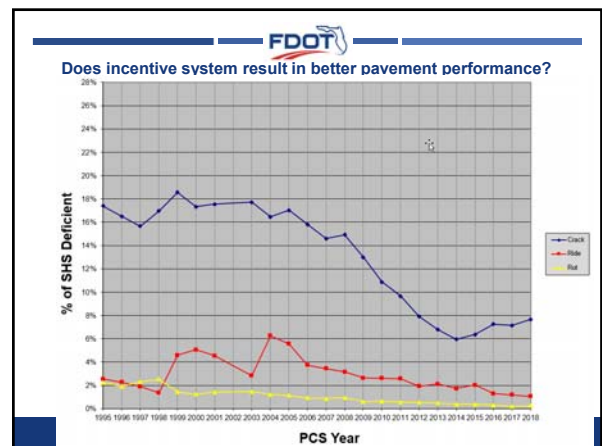


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**Incentive / "buy-in"**

- Contractors liked it (\$ in the bank)
- Incentives (bonus pay) not well received by everyone in FDOT.
- Why pay extra for specification-compliant asphalt?
- Quality contractors can lower their bid (base w/o bonus) with incentive money they expect to get.
- System promoted by FHWA.
- Today, it is a well accepted part of our spec system.

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### Statewide Average Composite Pay Factor

- \* FY 16/17: 1.013
- \* FY 15/16: 1.009
- \* FY 14/15: 1.018
- \* FY 13/14: 1.019
- \* FY 12/13: 1.011
- \* FY 11/12: 1.015

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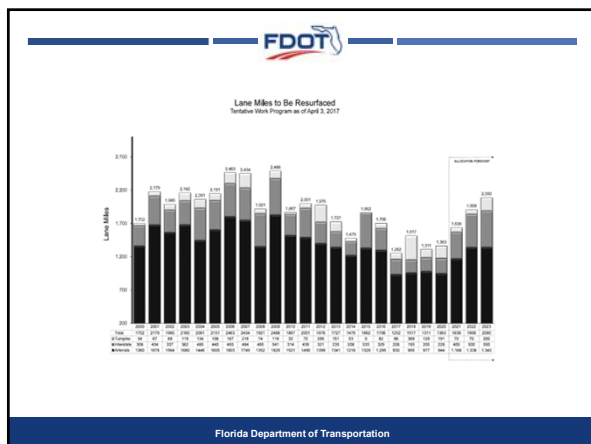
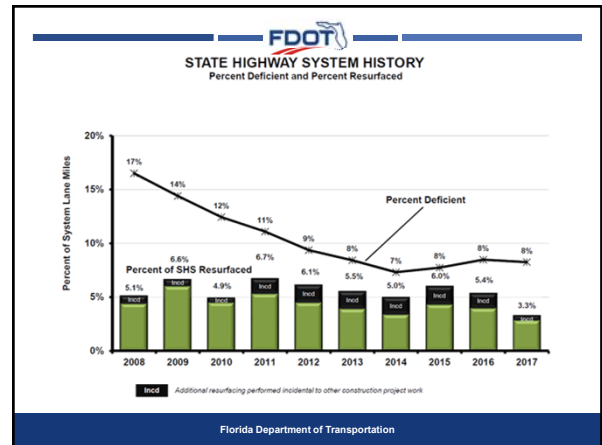
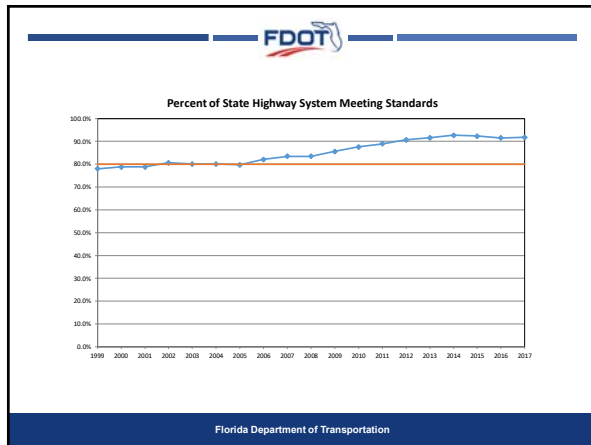
### \* Dense Graded Mix Pay Factor Data

Density	AC	Air Voids	#8 Sieve	#200 Sieve	CPF
0.992	1.031	1.024	0.997	1.025	1.013

### \* Open Graded Mix Pay Factor Data

AC	3/8" Sieve	#4 Sieve	#8 Sieve	CPF
1.011	1.012	1.015	1.018	1.014

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### Smoothness

Year	Average IRI (inch/mile)*		No. Projects
	No MTV Used	MTV Used	
2011	55	48	59
2012	59	50	74
2013	55	44	77
2014	65	47	52
2015	62	46	86
2016	58	49	94
2017	-	48	43
2011 - 2017	59	47	485

\* Weighted per project

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**Additional Questions?**

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