KAPA Research & Specifications (R&S)
KRMCA Technical and Quality Control (TQC)
Quarterly Committee Meeting

July 20, 2021 – 1:30 PM – Basement Conference Room – 800 SW Jackson Street – Topeka, KS

AGENDA

1. Introductions

2. Anti-Trust Statement

3. Review and approval of minutes from 4/26/21 meeting

4. Follow up from previous meeting(s)
    a. Update from KDOT on status of internal actions to address previous concerns with plasticity/Proctor tests on aggregate material
    b. Update from KDOT on internal discussions of establishing a small working group to develop a reasonable and mutually fair process for addressing disputable low strength test results
    c. Status of Maturity Specification development
    d. Fly ash availability update

5. KDOT Quarry Road Reimbursement Policy

6. Portland-Limestone Cement

7. FAA projects not allowing KTMR-22 compliant aggregate in lieu of ASTM C666 aggregate

8. Open discussion on potential/anticipated material availability issues for remainder of construction season and KDOT's plan for dealing with those

9. MSE Wall Spec Update

    - Luke and Bob to provide update and discussion.

10. AS-1 Rock – Increase Minimum PI to 4 from 1. Discussion.

- Current limit is 1 to 8. When gravel shoulders outside the edge wedge are placed it can be a small cross section being placed with little to no compaction due to space and slopes adjacent to the shoulder. Much of the rock is becoming loose and migrating away within a few years of placement. Mostly likely due to slope.

  Increasing the lower PI limit will benefit to increase the cohesion of the fines in the mixture to provide a better stabilized product by having a better binder in the mixture.

11. AWP Updates

12. Other questions/topics

13. Adjourn

ANTITRUST POLICY STATEMENT

The Kansas Aggregate Producers and the Kansas Ready Mixed Concrete Association assigns the highest priority to full compliance with both the letter and the spirit of antitrust laws. Agreements among competitors that unreasonably limit competition are unlawful under federal and state antitrust laws, and violators are subject to criminal fines and incarceration, civil fines, and private treble-damage actions. Even the successful defense of the antitrust litigation or an investigation can be very costly and disruptive. It is thus vital that all meetings and activities of the Associations be conducted in a manner consistent with the Association's antitrust policy.

Examples of illegal competitor agreements are those that attempt to fix or stabilize prices, to allocate territories or customers, to limit production or sales, or to limit product quality and service competition. Accordingly, it is inherently risky and potentially illegal for competitors to discuss under Association auspices, or elsewhere, the subjects of prices, pricing policies, other terms and conditions of sale, individual company costs (including planned employee compensation), the commercial suitability of individual suppliers or customers, or other factors that might adversely affect competition.

It is important to bear in mind that those in attendance at Association meetings and activities may include competitors, as well a potential competitors. Any discussion of sensitive antitrust subjects with one's competitors should be avoided at all times, before, during, and after any Association meeting or other activity. This is particularly important because a future adversary may assert that such discussions were circumstantial evidence of an illegal agreement, when viewed in light of subsequent marketplace developments, even though there was, in fact, no agreement at all.

If at any time during the course of a meeting or other activity, Association staff believes that a sensitive topic under the antitrust laws is being discussed, or is about to be discussed, they will so advise and halt further discussion for the protection of all participants. Member attendees at any meeting or activity should likewise not hesitate to voice any concerns or questions that they may have in this regard.

Meeting Minutes
Kansas Aggregate Producers' Association
Research & Specification Committee
Kansas Ready Mixed Concrete Association
Technical Quality Control Committee
April 26, 2021 – 1:30 PM - ZOOM

1. The meeting was called to order by Jerry Younger, both Chairmen, Bill Beggs and Rusty Owings were present via zoom. A list of participants can be found at the conclusion of the minutes.

2. Review of Antitrust Statement – Members present were provided a copy of, and asked to review and abide by the Antitrust Statement during the meeting.

3. Approval of minutes from 1/26/21 Quarterly Meeting – There were no edits or comments offered to the Minutes of the April 26, 2021 R&S/TQC Meeting, by consensus of the group the minutes were approved as presented.

4. **Follow up on items from previous R&S/TQC Meetings:**

   Plasticity Tests - Industry has seen further examples of results that are virtually impossible to think they are accurate. Luke Matheny said KDOT believes the lab has identified some improper soaking procedures that were resulting in unusual test results. Kelly Briggs mentioned the same thing happened to Bayer last Fall and then again, this Spring, he questioned what steps KDOT is taking to get the information out to the producer, and why the quarry monitors are not more involved when there is an unusual test result. In this case, the contractor received the official of the "out of compliance" notice who then in turn contacted the producer. Industry has requested KDOT review how producers are notified regarding "out of compliance" notifications. Bob Henthorne said KDOT will discuss internally first then report back options at the next R&S/TQC meeting.

   AASHTOWare Update – KDOT reported the AASHTOWare implementation date is November 1st 2021. The biggest impact change will be how KDOT makes payments to contractors. Reports that currently are available in CPMS will take a while to develop in AASHTOWare. Neil Morris asked if there would be any additional communication improvements with AASHTOWare. KDOT reported that there will be some built in communication systems with AASHTOWare.

Low Strength Test Results – KDOT reported they will be ready by mid-summer to establish a small working group of industry and KDOT staff to discuss what sort of process should be put in place when low strength test results come up on cylinders.

OGCA Stockpiling Requirements –Chris reported that KDOT has met with ACPA. KDOT is still open to options and has requested that Jerry reach out to Western Kansas Ready Mix producers for their input.

Proposed Maturity Specification – Dan Wadley thanked industry for their comments to KDOT's draft Spec (Section 745) on Maturity Method for Concrete Strength for Structures. KDOT has made a few changes to part F, Dan will send the updates to Jerry for redistribution to members for further comments.

KDOT Maintenance Aggregate Sampling – There have been questions from producers regarding the changes to the contract specifications and consistent application of such from district to district. Jerry reminded the group that he and Frank Rockers had worked with KDOT to update the specs which KDOT agreed to do and the current specs reflect those discussions. Greg Schieber said they would visit with the districts to better ensure consistent application.

KDOT's 2021 Plan for Collecting Blind Sample Pairs – KDOT will plan to collect and test 30 blind sample pairs in 2021. Each district will be targeted for providing an appropriate number of the 30.

5. **Third Party Testing**

   Jerry gave a briefing of the tour of KC Testing on April 5th, with KDOT Staff and some KAPA-KRMCA members. It was agreed that touring other third-party testing facilities would be helpful.

6. **Posting Quarterly Meeting Minutes on KDOT Website**

   Jerry reported that KAPA-KRMCA's Board of Directors discussed KDOT's inquiry on posting R&S/TQC Committee Minutes on their website and it was decided that they would prefer the minutes not be posted there.

7. **Sunsetting TA 402.3**

   Industry is OK with KDOT sunsetting Technical Advisory 402.3 due to same information being in Sections 401 and 701.

8. **KDOT Items:**

A-List on KDOT Website – Industry is OK with KDOT archiving this information.

Fly Ash – KDOT inquired as to whether producers were experiencing supply issues. Neal Morris reported that they continue to have concerns, with Class C being the biggest concern. What is available varies considerably from load to load.

Type N Fly Ash – Chris reported that KDOT is beginning preliminary phases of study in looking at Type N fly ash a potential source for concrete mixes. Industry agrees that any opportunity for a new product is welcomed.

Ad-Mixtures – KDOT inquired as to whether producers were having any supply issues with ad-mixtures. Neal Morris commented that they were hearing from their suppliers that there was limited supply and were wanting them to migrate from one product to another.

Form 649 – Rick Barezinsky reminded producers to submit Form 649 before initial delivery of aggregate and upon completion of a project.

KDOT/Employee Updates – Chris reported that KDOT plans to hire a new Lab Manager in the next month or so and that Dave Meggers position should be filled and announced by the first of May.

9. **Other Topics for Discussion**

KDOT's Quarry Monitors Meeting will be held in person on July 13th in Hutchinson at District Five's Conference Room. The next meeting of the R&S/TQC will also be held sometime in July.

Respectfully submitted,

Jerry Younger, P.E.
Managing Director

Attendance:
Rusty Owings, Bill Beggs, Chris Leibrock, Rick Barezinsky, Dan Wadley, Greg Schieber, Rob Percival, Shad Lohman, Shawn Riley, Kevin Dalton, Jose Calvillo, Bob Henthorne, Chaz Hill, Clay Adams, Daniel Zirkle, Danny G., Dave Suchorski, Kelly Briggs, Patrick Younkin, Ramon Gonzalez, B. Pope, Colton Lottmann, Jim Beasley, Joe Hug, Luke Metheny, Tony Menke, Sally Mayer, Neil Morris, Megan Dangel, Nick Squires, Mark Newland

Staff – Jerry Younger, Peggy Hansen-Nagy

KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, 2015 EDITION

SECTION 745

MATURITY METHOD FOR CONCRETE STRENGTH FOR STRUCTURES

745.1 DESCRIPTION

Use the Maturity Method (KT-44, except as noted otherwise herein) to determine the in-place concrete strength in structural elements for the removal of forms and falsework, and acceptable construction traffic loading. The Maturity Method will be allowed at the discretion of KDOT unless specifically noted otherwise in the Contract Documents.

The Contractor shall develop the maturity curve with monitoring by KDOT. The temperature recording shall be the responsibility of the Contractor, with monitoring by KDOT. The Contractor and KDOT shall jointly develop the placement of sensors, recording and monitoring in the Instrumentation Plan. A minimum of one sensor-reader is to be placed in each bridge element for footings, columns, pier beams, and abutments. A minimum of two sensor-readers are required for bridge decks – having at least one placed mid-span, not over a girder line. Submit final "Maturity Meter Instrumentation Plan" to the KDOT Engineer for review and approval at least two weeks prior to placing project concrete, along with plots of the strength-maturity curve that have been developed for the intended project use.

This method consists of five steps:

1. Verify calibration of maturity sensor.
2. Develop strength-maturity relationship following the procedure outlined in KT-44.
3. Validate strength-maturity relationship.
4. Contractor to submit Maturity Meter Instrumentation Plan to KDOT.
5. Verify installation, operation, and strength-maturity relationship.

745.2 APPARATUS

a. Testing Machine: The testing machine shall meet the requirements of AASHTO T 22 and be calibrated annually. Provide calibration records to the Engineer upon request.

b. Maturity Sensors: Provide commercial maturity sensors that are either hard wired or wireless. At a minimum, the sensors should automatically measure, record, display, and store at least 28 days of maturity Time Temperature Factor (TTF) data (Nurse-Saul method). If wireless sensors are utilized that require a separate reader device, then readers will be supplied by the Contractor, and shared with the KDOT Engineer for monitoring. If wireless sensors are utilized where the reader application can be downloaded to a smart device, each party may use the app to independently access the data.

745.3 PROCEDURE

a. Verify Calibration.
Verify calibration of the sensor-readers to be used prior to the beginning of a project. Verify calibration at least every 60 days on large projects with sensor-readers in continual use. Place a randomly sampled sensor in a controlled-temperature water bath. Sensor-reader must be within ±2°F of the actual temperature. Verify accuracy at a minimum of three different temperatures. Temperature selected should span the minimum, maximum, and approximate midpoint of the expected concrete temperature range during placement and curing. Verify that the datum temperature is set to 14°F (-10°C).

b. Develop a Strength-Maturity Relationship.
Develop strength-maturity relationship as outlined in Kansas Test Method KT-44, KT-22 and KT-76. For structural mix designs, make (a minimum of) 15 test specimens, and test in compression at 1 day, 3 days, 7 days, 14 days, and 28 days to establish a suitable strength-maturity relationship.

Develop this strength-maturity relationship with the prequalified mix utilizing all actual materials proposed for use on the project, at the designated percentages, with the highest w/c ratio approved for use for a given mix, from the same plant with similar haul time as during the project placement, and from a minimum batch volume of at least 3 yds^3 (3 m^3).

The KDOT Engineer will be present for this development batching and will make a minimum of six specimens to be stored and cured in accordance with KT-22 and tested at 2 day & 28 days in accordance with KT-76.

Strength-maturity relationships are mix specific, such that if any particular mixing component varies by more than 5%, a new maturity curve must be developed for each mix variant. If the w/c ratio of the project concrete exceeds the w/c ratio used to develop the curve by more than 0.02, the strength-maturity curve is invalidated and cannot be used.

Water temperatures for specimen cured in lime baths must be maintained between 60°F and 80°F (16°C and 27°C). Air temperatures for specimen cured in moist rooms must be maintained between 70°F and 76°F (21°C and 25°C). Strength-maturity curves developed on specimen falling below 50°F (concrete specimen temperature) are not permitted.

c. Validation.

A validation test shall be conducted once per 60 days to determine if concrete strength is being accurately represented by the current maturity curve, or if the mix has not been used for more than 60 days. Cast and cure a minimum of three test specimens according to KT-22 using the same procedure and manner as used to develop the current maturity curve. Test three specimens in accordance with KT-76 as close as possible to the TTF maturity value which was determined to represent the desired strength as stated in Tables 745-1 and 745-2.

If the average of three specimen tests is within ± 500 psi of the original curve at the TTF, the original curve shall be considered validated. If the average value varies by more than ± 500 psi from the original maturity curve value at the TTF at which the validation specimens were tested, a new maturity curve shall be developed. This must be done for all concrete mixes that will be using the maturity method.

d. Placement of Sensors.

Install maturity sensors at all locations agreed upon by the Maturity Meter Instrumentation Plan for each structural element prior to concrete placement. Sensor probes must be placed so that they remain isolated near to the center of the concrete element being placed. Do not imbed any sensor in direct contact with any reinforcing steel. Transmitters, however, may be tied to the reinforcing steel so that they remain near to the surface. Take care that the sensors and transmitters are not damaged during placement. Verify sensor-transmitter-reader operation prior to concrete placement.

e. Sensor Operation.

Activate sensors as soon as the concrete is placed. Data collection must be uninterrupted. Record maturity data on a permanent data sheet or as exported from the reader application in report form, or in a spreadsheet format, to develop and define the maturity curve. Include required strength and required TTF. Submit a copy of the data report for each element instrumented to the KDOT Engineer.

f. Verifying Strength-Maturity Relationship.

For each structural element (abutments, footings, columns, caps) in which a maturity sensor has been instrumented for use, the KDOT Engineer will make (a minimum of) 3 test specimens-- or for larger structural elements (bridge decks), 3 specimens per every 200 yds^3 (200 m^3) during the placement. These specimens will be cured according to KDOT test method KT-22, and each set of 3 specimens tested at 2 days and the average compared with the original values used to develop the maturity curve for a given mix. The KDOT Engineer will notify the Contractor only if these values depart from the original 2-day break values by more than ± 500, or if any other concerns might exist which would preclude the Contractor from proceeding using TTF values to conduct work on the structural elements as directed by Tables 745-1 and 745-2.

g. **Strength-Maturity Relationship Acceptance.**
The average strength of three specimen (as tested during validation) must be within ± 500 psi for cylinders of the original curve at any TTF selected for testing.

745.4 CONCRETE STRENGTH REQUIREMENTS.

a. Failure to meet strength requirements will require the contractor to follow the time/load limitation tables in **SECTION 710**.

TABLE 745-1: LOAD LIMITATIONS ON CONCRETE BRIDGE DECKS		
Element	**Allowable Loads**	**Required Strength (Percentage f'_c)**
Subdeck, one-course deck/slab or concrete overlay	Foot traffic only	20% *
One-course deck/slab or concrete overlay	Work to place reinforcing steel or forms for the bridge rail or barrier.	45% *
Concrete overlays ***	Legal Loads or heavy stationary loads with the Engineer's approval	70% *
Subdeck, one-course deck/slab or post-tensioned deck/slab ****	Light truck traffic (gross vehicle weight less than 5 tons)	80%*, (90%)**
Subdeck, one-course deck/slab or post-tensioned deck/slab ***	Legal Loads or heavy stationary loads with the Engineer's approval. Overlays on new bridge subdecks	90%*, (95%)**
All bridge deck/slab elements	Loads greater than legal (only with approval from the Bureau of Structures and Geotechnical Services.)	100%

*Maintain specified wet cure at all times (Section 710)

**All haunched slab structures

*** Submit the load information to the appropriate Engineer. Information that will be required is the weight of the material and the footprint of the load, or the axle (or truck) spacing and the width, the size of each tire (or track length and width) and their weight.

****An overlay may be placed using pumps or conveyors until legal loads are allowed on the bridge.

TABLE 745-2: MINIMUM STRENGTH GAIN BEFORE REMOVAL OF FORMS AND FALSEWORK (percentage of f'_c)							
Type of Work	**Span Length (feet)**						
	Less than 10	**10 or Less**	**Greater than 10**	**10 to 20**	**20 to 30**	**Greater than 20**	**Greater than 30**

Cantilevered Piers - Formwork (supporting the pier beam) supported on column		65%	65%				
Column Bent Piers - Falsework supported on pier beam *	55%			65%		65%	
Forms and Falsework under slabs, beams, girders, arches and brackets **	55%			70%	75%		75%
RCB and RFB top slabs not re-shored		70%		70%		75%	

Structural Element and Type of Work	Percentage of f'_c
Walls, wing walls and vertical sides of RCB and RFB structures. Do not backfill according to **SECTION 204**, until 3 days after forms are removed.	55%
Floors for RCB and RFB structures on rock or a seal course - minimum before erecting forms and placing reinforcing steel.	40%
Floors for RCB and RFB structures on soil or foundation stabilization - minimum before erecting forms and placing reinforcing steel.	55%
Footing supported on piles, minimum before erecting forms and placing reinforcing steel for columns	55%
Spread footing founded in rock - minimum before erecting forms and placing reinforcing steel for columns	40%
Drilled shafts - minimum before erecting forms and placing reinforcing steel for the columns	40%
Columns for cantilevered piers. 1. Minimum before erecting forms and placing reinforcing steel for the pier beam on the column. 2. Minimum before placing concrete for the pier beam.	 55% 70%
Columns for bent piers. 1. Minimum before erecting forms and placing reinforcing steel for the pier beam. 2. Minimum before placing concrete for the pier beam.	 40% 55%
Post Tensioned Structures - do not remove forms or falsework until all applied post tensioning forces are transferred.	NA

* Do not set girders or beams on the pier beams until the falsework under the pier beams is removed.

** Remove the formwork from subdecks or one-course decks within 6 weeks after the deck has been placed.

745.5 MEASUREMENT AND PAYMENT

Unless specified in the Contract Documents, maturity sensor-transmitters (and readers, in the case of wired sensors) are the Contractor's responsibility and will be supplemental to the work. If specified in the Contract Documents, maturity sensor-transmitters will be subsidiary to the concrete bid-item for which they are used.

4-27-21 R (DAM_DLW)
Xxx-21 Letting

KANSAS DEPARTMENT OF TRANSPORTATION (KDOT)

Policy for Quarry Roads Reimbursement

It is the KDOT policy to reimburse Kansas Counties in accordance with the following rates of reimbursement and procedures for damages caused by the hauling of crushed material or aggregate from a quarry, sand from a pit, or crushed gravel from a gravel pit to a state highway for a KDOT let construction project. Reimbursement will be on a project by project basis for projects that are let for construction and that meet the quantity requirements specified below. KDOT will not reimburse counties for materials used for routine maintenance functions except for those materials let and produced as Hot Mix/Cold Lay (Stockpile). KDOT will determine the quantities hauled from the quarries, sandpits or crushed gravel pits (material producers) on the basis of the final pay quantities and theoretical proportions of each material.

A Quarry Road is considered to be a road leading from a material producer whether a rock quarry, sandpit or gravel pit. Quarry Roads are distinguished from Haul Roads which are roads leading to and from a plant to the work site and which are covered in the latest edition of the KDOT Standard Specifications and applicable Special Provisions. Haul roads from a plant to the work site will be paid for, maintained, and administered as they have in the past.

Additionally, implementation and administrative procedures follow and supplement this policy.

I. IMPLEMENTATION PROCEDURES

The policy and associated procedure will be superseding the 2001 policy and will begin with the January 2009, KDOT letting and meet the following requirements on KDOT let projects.

A. Quantity Requirements for Items Covered.

1. Hot Mix Asphalt materials used on project if the project generates a total of more than 1,000 Tons of Hot Mix Asphalt material.
   - If the project includes more than one mix designation, the generated quantity will be the sum of all mixes used on the project.
   - If the project is a host (106) project or state tied project, the generated quantity will include the sum of all mixes used on the individual projects included in the host project or state tied project.
   - If a Stockpile(s) is let in conjunction with the other KDOT projects, the generated quantity will include the stockpile material.
2. Aggregate Base used under Hot Mix Asphalt if the base is used in conjunction with a project covered in number 1 above and generates more than 1,000 Tons.
   - If more than one type of aggregate base is used on the project, the generated quantity will be the sum of the aggregate bases used on the project.
   - If the project is a host (106) project or state tied project, the generated quantity will include the sum of all aggregate bases included in the host project or state tied projects.
3. Aggregate for Shoulders if the quantity of aggregate shoulder exceeds 1,000 Tons whether the aggregate is let as a separate contract or as part of either a Hot Mix Asphalt Surface project or Portland Cement Concrete Pavement (PCCP) project.
   - If the project is a host (106) project or state tied projects, the generated quantity will include the sum of all Aggregate for Shoulders included in the host project or state tied projects.

- Do not include the Pavement Edge Wedge aggregate used on overlay projects.

4. All PCCP thicker than 5 inches and shoulders associated with the PCCP if the quantities are greater than 1,000 SQ YDS.
   - If there is more than one thickness of PCCP designated on the project, the generated quantity will include the sum of all the different PCCP's used on the project.
   - If the project is a host (106) project or state tied project, the generated quantity will include the sum of the PCCP on the individual projects.
5. All aggregate base, cement treated base, or other base if the base is used in conjunction with a PCCP project covered in number 4 above.
   - If there is more than one thickness or different type of aggregate base designated on the project, the generated quantity will include the sum of the various thicknesses or the sum of all the different aggregate bases.
   - If the project is included in a host (106) project or state tied project, the generated quantity will include the sum of all the aggregate bases included in the host project or state tied projects.
6. All Crushed Stone Riprap, Slope Protection, and Aggregate Ditch Lining used on projects if more than 150 Tons of Crushed Stone Riprap, Slope Protection, or Aggregate Ditch Lining is used on the project.
   - If the project includes more than one type of crushed stone riprap, slope protection or aggregate ditch lining the generated quantity will be the sum of these crushed stones used on the project.

B. Rates of reimbursement.

KDOT will determine reimbursement on a Ton/mile basis for items covered and hauled on County roads from the materials producers to the state highway. County roads include any City streets or Township roads used as quarry haul roads, and the County (not KDOT) will be responsible for reimbursing the City or Township for monies KDOT paid the County for City streets or Township roads. KDOT will use the following rates per Ton/mile on the following types of roads when computing reimbursement:

Dirt or Gravel at $0.02/Ton/mile

Asphalt Seal at $0.04/Ton/mile (assumes that surface is a combination of asphalt seals, cold mix asphalt, or both)

Hot Mix Asphalt at $0.06/Ton/mile (includes an Asphalt Seal over a Hot Mix Asphalt surface)

C. Calculation of the quantities from the quarries.

KDOT will determine the quantities obtained from the individual material producers on the projects using theoretical/computed amount based on the percentage of the various materials necessary to produce the product. On many mixes, the contractor may vary the percentages of materials until the production is brought into balance. When this occurs, KDOT will apply the percentage that was used for the majority of the project production. KDOT will make no allowance for waste or any material the contractor sold for non-project work. KDOT will not require the contractor to provide any weight tickets or invoices on the amount of material purchased from the various material producers. The calculation will be made on a Quarry Road Reimbursement Form.

II. ADMINISTRATIVE PROCEDURES

The KDOT District Engineer has responsibility for administering the program but may assign this work to other KDOT personnel working in the District.

A. Determining length of road from the materials producer to the state highway.

1. The District Engineer or designee will meet with the County Engineer or County Supervisor in those Counties that have KDOT approved quarries, sand pits or crushed gravel pits to determine the length and type(s) of County roads used from all material producers' locations to the state highway. The material producers will be indentified using the same designation as the Bureau of Materials and Research uses.
2. The District Engineer or designee will determine the surface type (Dirt or Gravel, Asphalt Seal, or Hot Mix Asphalt) and the length of each quarry road from the material producer to the state highway. The length from the material producers' site to the state highway will be measured to the nearest 0.25 miles. (Note: it is generally intended the quarry road will be the shortest distance to the state highway.) If the material may be hauled from more than one direction, measure each route and identity routes from which the material will be hauled (North, East, South, West).
3. The District Engineer or designee will submit the surface type of all quarry roads and corresponding lengths to the Bureau of Construction and Maintenance. Bureau of Construction and Maintenance personnel will input the information to the Bureau of Construction & Maintenance web page.

B. Payment Calculation.

1. On construction projects covered by this policy, the field office will submit a completed Quarry Road Reimbursement Form to the District. The field office will submit the form within 20 days after the contractor has completed the covered Hot Mix Asphalt, PCCP, Aggregate Shoulders, Aggregate Base, Crushed Stone Riprap, Slope Protection, Aggregate Ditch Lining, or combination of these.
2. Annually on the first business day in November, the field office will complete and submit a Quarry road Reimbursement Form on all active projects that have not been completed and that contain items and quantities meeting the requirements for reimbursement. KDOT will reimburse the counties for the remaining quantities when they are actually completed. This provision is intended for projects that are constructed over two or more construction seasons or for projects that may not be completed by the first business day of November deadline.
3. The KDOT field office will compute the individual quantities of materials used for the project based on the actual percentage of material in the product. The rate for the type of road and the miles from the materials producers to the state highway will be obtained from the listing on the Bureau of Construction & Maintenance web page. If the material producer indicates more than one direction from its site, the field will use the direction in closest proximity to the project.
4. Using the information in Section B.3 and Rates of Reimbursement designated above, the KDOT field office will compute the dollar amount owed to the County and enter the results on a Quarry Road Reimbursement Form.

C. Payment to the Counties.

1. The Bureau of Construction and Maintenance will generate the Master Agreement with each County that has material producers. Only one Master Agreement will be required, regardless of the number of material producers located in a County. The Master Agreement will be on file in the Bureau of Construction and Maintenance and the Bureau of Fiscal Services.
2. Only Counties with Master Agreements will have a listing of material producers and the surface type(s) and lengths noted in Section A.

3. For Quarry Road Reimbursement Forms that equal or are greater than $100.00 payments will be made. To make actual payments to the County, the Districts will generate a contract in the Construction Management System (CMS) based on the information on the Quarry Road Reimbursement Form and submit this form with the appropriate cover letter to the Bureau of Construction and Maintenance.
4. The Bureau of Fiscal Services will make payment directly to the Counties after the Bureau of Construction and Maintenance has approved payment.

Roy D. Rissky 9/1/09
Recommended by: Date
Roy D. Rissky, P.E.
Chief of Construction & Maintenance

Catherine M. Patrick 9-1-09
Approved by: Date
Catherine Patrick, P.E.
Director of Operations

J. T. Younger 9/2/09
Approved by: Date
Jerry Younger, P.E.
Deputy Secretary for Engineering & State Transportation Engineer