

State	Liquid Antistrip	Nuclear Gauges	Guardrail Posts	Testing Steel	Has your state seen an increase in auditing, either at the state or federal level, related to materials quality assurance / acceptance processes?	Are any states (besides Wa) having to perform good faith inspections related to both silica and asbestos ahead of construction or maintenance projects?	Hot Mix Asphalt – Balanced Mix Design	Hot Mix Asphalt – Asphalt Mixture Performance Test	Hot Mix Asphalt - Recycled Asphalt Pavement	Concrete – Type 1L Cement	Carbon Footprint; EPDs – Carbon Cure, Blue Planet	Who approves added time to a project, and do you hire experts to do the analyses, or use in-house schedulers?	Any practices used to alleviate delay costs associated with utilities?
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Alaska													
Arizona			Wasn't aware of a shortage or any issues related to guardrail	Bending and Tensile testing	Simple audit process from FHWA third party, 15 questions					Started using a couple of months ago		REs make the call	
California	Not using lime and working on gaining understanding, uses TSR	Yes, and looking into low E-Gauges	Source Inspection with a programmatic assessment, based mainly on Certificate of Compliance, had a brief period of shortages when the fires took place	Test the couplers which in essence test the rebar – tensile, bending and fatigue, mentioned the incorporation of Grade 80 into their program	FHWA is doing an audit on our acceptance processes, no cookbook philosophy,	Yes, we do take the initiative to test prior to RTL, also Environmental impacts are taken into consideration	BMD – Ideal CT, variability between QC/QA yielding contradictory results, managing, sample taken at plant vs back of vehicle	Currently working with Academia to work concurrently in understanding/ learning the use and outcomes of the AMPT, received a grant from FHWA with the caveat to provide data for 3 projects	Currently allow up to 40% RAP and are working with Industry to conduct Pilot Projects throughout the State	Oregon State University report – option in Oct 2021; cement suppliers can make money with not having to Clinker as much, GHG reductions dynamics with Districts, equity for all suppliers, Authorized List of suppliers, performance-based spec may be pushed, EPDs are legislative driven, Southcoast Air Quality – stockpile material 3 ft max, take trucking into consideration	Yes, we have heard of Carbon Cure but have not used it yet, Blue Planet – carbon sequestered aggregates, Contractor will have to provide EPDs starting May 1, 2022, compare apple-to-apples, reduce our carbon footprint – more discussion taking place, Air Boards – dust and incorporation into the project, dealing with moving the materials with minimal disturbance, go slow and work with Industry and Legislature, GHG reduction initiative – `renewable diesel for off road vehicles, similar to biodiesel – algae or waste oil (restaurants), runs cleaner and a 8% GHG savings, Caltrans is the largest purchaser of renewable diesel in the State	REs have the authority to make changes, moves to Senior TE, Time related overhead is now part of bid items, Time impact analysis is required	Utility companies are pushing for our awareness and outreach, need the encroachment permits to work with us

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Colorado													
Hawaii													
Montana	Use TSR	Have Radiation Safety Officer who monitor the nuclear gauges and calibrate them using calibration blocks, have only one test per lift and not based on volume	Brought to all State's attention about 6,000 guardrail posts failing from Mesa, Az, went to the supplier and the penetration of the material failed – ended up shipping the materials and recoating the posts	Conduct testing on corrosion resistant and stainless steel bars, uses ASTM 1035	Not ranked against other States, wants to see an "audit" of their independent "audit" process, global perspective, current FHWA Pavement and Materials Engineer was the State Materials Engineer		Ideal CT – Cracking test, simple test, leftover from Marshal days, climate – room temperature concerns, mix design verification process – benchmarking, values of CT index – I-Fit (Illinois) 20, 30, getting 300, reheating/aging of specimen causes additional cracking concerns, shadow projects and establish a baseline with field correlation, considered as a Hamburg State, Tier acceptance is under development	AMPT – Ideal RT more of a QC result, Additional Hamburg machines around MT for better sample turnaround (currently 7 days for go/no go). Looking to establish correlation for Ideal-RT with APA, if it exists, for real-time, quick field verification. MDT has no QC requirements. All Hamburg testing in last 20 years by MDT staff.	Uses AASHTO T-308 by Western Fed Lands which created the address of calibration, Uses RAP up to 15%	Been using for 3 yrs, C-1012 testing, no issues so far, re-establish mix designs, message needs to be realistic – don't do it twice, National Asphalt Paving Association (NAPA) Joseph Shacat – presentation regarding sustainability & EPDs,	FHWA is leaning this way and all States need to be prepared, mentioned that Colorado is getting hit hard with this, hasn't been implemented in Montana but know that it's coming		
Nebraska	Liquid is required	No more Nuclear Gauges, use Deflectometer Test							Uses RAP up to 40%, uses RAP from existing project to maintain control	Going to be Type 1L in the future	Did a pilot project with CarbonCure, AASHTO is also conducting research, Different levels of CO2 applied		
Nevada	Lime variation – marination – 2% for fine and 1% for course, 4% lime slurry similar to cement treated base, liquid has better test results but lime has better performance when many freeze-thaw cycles	Low E gauges		Tensile testing only		Yes, take the time to verify any hazardous items are checked prior to bid			Uses RAP up to 15% - Black Rock	Consistent with California from their research, Follow Calif up to 15%			

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New Mexico												State Construction Engineer (SCE) gives the authorization, even a 5 or 10 day delays go through SCE	
North Dakota		Sand Cone Test		Don't test rebar they send it out	FHWA stayed out of their State and based their findings on what their State found				Uses RAP up to 25% - had issues at 20% and are confident at 15%, pay oil separately	Industry reached out and they're now producing 70%			
Oklahoma													
Oregon	Leaning towards antistrip	Have an independent Radiation Safety Program and calibrate their nuclear gauges		Epoxy testing is conducted, mechanical bar testing too	FHWA had a company come a couple of years ago, recommendations were provided and compared to other States, increase QA testing from 10 to 20% - not able to because of staffing		Due to changes in the sources – no two sources are the same, considered an Acceptance State, GSE – 1000 tons is tested, mix design verification up front, 10% crushing on ground prior to mix design verification, based on technician test results		GSE on RAP with fines variable and State uses up to 30%, RAP pile commercial vs project specific monitoring, State doesn't use ignition oven for calibration, corrected binder content where RAP included in calibration, allows a tolerance up to 5%, does not use volumetric	Efficiency and sustainability efforts, measuring EPDs, carbon footprint doesn't fit into their mold, not accurate and form a system, life cycle analysis, each state has a different carbon footprint	"Activity Specific" oversight – incorporation of this as a whole, Ex. Moving "earth" regarding capturing fuel, wear and tear, equipment, etc		



States participating in Design Build?	All except for Utah												
States participating in CMGC?	Ca, Az, Nv, Montana, Or, Wa	Kiewit has in-house Designers about 1200 engineers											
Ray Tritt to send our Conflict of Interest to all States													
Digital Delivery	Montana is getting there but not there yet -progressing	Utah is using asset management program, using 3-D models and giving it to the Contractor, augment the database and incorporate, currently potholing for utilities not at GPS level yet											
Prequal Program	New Mexico is the only State implementing this program, Vermont is interested, went through FHWA pretty quickly but any change needs to go through them from approval												
Interstate Inspections	Montana – cross state collaboration, reciprocal neighboring state agreements for materials inspection, reaching out across the state lines	North Dakota – does not allow for neighboring states to inspect	Washington – open to a collaboration	Arizona – setting up a separate agreement would be a good idea	Idaho – open to agreements	Nebraska – open to agreements	Calif – accept cross state Independent Assurance certifications and lab accreditations	Nevada – precast yards in Calif cross state collaboration					

IIJA Feasibility Study	Calif – aware of this	Montana – didn't know that there was a study, all products except asphalt, agg and binding agents											
Verify CUF	Wash – Designated State staff	Calif – developed a 7 pg form, now at 22.2% DBE Goal (18-19% now), any project over \$2M	South Dakota – in process of development – 1 page form	Idaho – trucking and suppliers are exempt from the DBE goals									