AR QC Section 39				
Final Draft Review Comments				**Date:**
Comment no.	**Reviewer Name and Phone No.**	**Section no.**	**Comment**	**Response**
1	Steve Healow	39-3.01C	"… 1. Based asphalt binder…"; I'll bet the author meant "base asphalt binder".	Spelling corrected. See changes in spec language.
2	Steve Healow	39-3.01C	The following phrase appears twice in section 39-3.01C 'Submittals': "…A certificate of compliance for asphalt modifier must not represent more than 5,000 lbs…"; in #2 and below #3	2nd duplicate sentence was deleted. See changes in spec language.
3	Steve Healow	39-3.01D(2)(ii)	note CTM 385, whatever it is, isn't listed at http://www.dot.ca.gov/hq/esc/ctms/ctmsindex300.html	The test procedure is currently called LP-10 and will be changed and published as California Test 385. No changes in spec language.
4	Steve Healow	39-3.02B(3)	note CTM 385, whatever it is, isn't listed at http://www.dot.ca.gov/hq/esc/ctms/ctmsindex300.html	The test procedure is currently called LP-10 and will be changed and published as California Test 385. No changes in spec language.
5	Mark Belshe (1)	39-3.01C	Qc tester for viscosity should not have to be Caltrans IA certified.	QC tester for asphalt rubber binder are required to be Caltrans IA certified in compliance with Caltrans IA Program. No changes in spec language.
6	Mark Belshe (1)	39-3.01D(2)(iii)	After passing all tests for the first 3 lots should only have to test every 5th lot thereafter.	After QC tests for the first 3 lots indicates contractors are in control of theirs operations, quality control test frequency is decreased to every 3rd lot. No change in spec language.
7	Mark Belshe (1)	39-3.01C	Equipment should only have to be "permitted" if required by the air quality district.	A paragraph on permit by local air quality district for equipment only is added. See changes in spec language.
8	Mark Belshe (3)	39-3.01C	The requirement of an authorized testing laboratory the field viscosity testing adds unnecessary costs to the project. We feel that the viscosity testing and sampling can be done in the field by our trained personnel.	QC lab and tester need to be in compliance with Caltrans IA Program. No change in spec language.

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9	Mark Belshe (3)	39-3.01D(2)(iii)	We also disagree with both the initial requirement of testing the first three lots followed by every third lot frequency of testing. We believe the frequency of testing for cone penetration, resilience, and softening point are to frequent and add unnecessary costs to the project. We recommend a maximum of one sample per shift to be tested. Other samples can be retained and tested should there be any failing results in the lab.	After QC tests for the first 3 lots indicates contractors are in control of theirs operations, quality control test frequency is decreased to every 3rd lot. No change in spec language.
10	Office of Asphalt Pavement	37-2.05B(1)(c)	See no reasons why lab must participate AASHTO PSP when it is already Caltrans IA compliance.	"that participates in the AASHTO Proficiencies Program" is removed. See change in spec language.