

ALL-HANDS PLAN



HOW TO USE THIS DOCUMENT

1. The Contractor and TxDOT representative should bring the All-Hands Plan to the pre-pave meeting and fill out the first page only. Make enough copies to distribute to those in the field.
2. On the job site, distribute the All-Hands Plan and review page one and discuss pages two and three, making note of any decisions made.
3. Contractor and TxDOT field representative should produce a copy of the final document with all notes.

PROJECT SPECIFICS

Date:	Project:	CSJ:
Specification:	Highway:	County:
Contractor:	Producer:	Plant Location:
Proposed Start Date:	Proposed Completion Date:	

ASPHALT PAVING ESCALATION LADDER

TxDOT

CEI Inspector:	
Phone:	Time to Resolve:
TxDOT Inspector:	
Phone:	Time to Resolve:
TxDOT Project Manager:	
Phone:	Time to Resolve:
Area Engineer's Office:	
Phone:	Time to Resolve:
District Engineer:	
Phone:	Time to Resolve:

CONTRACTOR

Contractor Level 1B:	
Phone:	Time to Resolve:
Contractor Superintendent/Forman:	
Phone:	Time to Resolve:
Contractor Project Manager:	
Phone:	Time to Resolve:
Contractor Manager:	
Phone:	Time to Resolve:
Prime Contractor:	
Phone:	Time to Resolve:

PRODUCTION SIZE

4. Identify lot size: _____ tons
5. The Inspector and Paving Superintendent should have a discussion prior to making any changes to the lot size. Notify lab and plant personnel of any changes. The goal is to choose a lot size that consistently achieves four sublots per day.
6. Discuss where to end lots. (Exact Tonnage, Nearest Ticket to Tonnage, etc.) _____

7. Discuss incomplete lots and sublots. Will you carry into the following production day or close out and begin a new lot?

POINTS OF DISCUSSION

1. Safety:
 - a. Identify vehicles that have safety kits, fire extinguishers, and spill kits.
 - b. Identify the nearest emergency room.
 - c. Identify individuals who are certified in CPR and first aid.
2. Discuss the Traffic Control Plan.
3. Review applicable Special Provision: **SP** _____
4. Review General Notes (material transfer device, backfill requirements etc.).
5. Surface Irregularities: If a pattern of surface irregularities is detected (including, but not limited to, color, texture, roller marks, tears, uncoated aggregate particles, or segregation):
 - d. The Contractor shall make an investigation into the cause(s) and immediately take the necessary corrective action.
 - e. Placement may continue for no more than one (1) day of production from the time the Contractor is first notified and while corrective actions are being taken.
 - f. If no corrective action is taken or if the problem exists after one (1) day, paving shall cease until the Contractor further investigates the causes and the Engineer approves further corrective action.
 - g. Remove and replace, at the Contractor's expense, any mixture that does not bond or has surface irregularities.
6. Discuss how to achieve the required Ride Schedule (Item 585).
7. Discuss the need to establish random numbers at the end of the sub-lot and distribute accordingly.
8. Roadway cores:
 - a. Discuss lane closures and safety in cutting the cores.
 - b. Discuss not being able to cut the core at the end of the shift. When is the next available time to cut the cores?
 - c. Discuss witnessing and chain of custody of the cores.

WHAT IF?

Issue	Question	Suggestion	Plan of Action
Rain event during placement	Do we wait it out and continue to pave?	The area in question is marked and identified as an isolated area. Rely on QA test results as to whether material is acceptable or not.	
Equipment breaks down	Do we wait it out for new equipment to show up or repair existing equipment?	The area in question is marked and identified. Rely on QA test results as to whether material is acceptable or not. If break downs are reoccurring, have standby equipment available on site.	
Issues causing trucking delays	What if delay between trucks is greater than: - minutes? _____ - temperature? _____	Move the paver away from the mat. Clean out and proceed with a new transverse joint when the trucking issue is resolved.	
Unexpected event leading to road user cost	What if an accident or other issues not caused by the contractor cause a delay in getting off the roadway in time?	Each event should be addressed individually. The main objective is to provide the traveling public the least inconvenience and safest travel. Address lane drop-offs and transitions.	
Trucking issues	What if the load is overweight?	There is no payment for material over the accepted weight limit.	
Trucking issues	Is the truck equipped with an adequate tarp?	Utilize the load in question if the temperature is acceptable and make aware a need for the correct tarp.	
Trucking issues	What if loads are dumped out of order?	Utilize the load and make aware a need for the correct order to verify tonnage.	
Load issues	What if the load is hot, cold, contaminated, or has uncoated aggregate?	Utilize the QA testing as much as possible to prove or disprove material acceptability. Nobody wants to throw material away. Discuss if there is another use for the material (driveways, detours, backfill edges, etc.).	
Driving equipment on the new roadway	What if the new pavement gets scarred/marred?	During the Pre-Pave Meeting, it is discussed how equipment will be moved and parked along the project site, including crew trucks and personnel workers' vehicles. Hauling track machines and/or rollers may be required to and from the work site.	

DAILY DEBRIEF

The Contractor Superintendent/Foreman debriefs daily with the Project Inspector to discuss recommended items, including:

- traffic control queue
- straightness of longitudinal joints
- smoothness of transverse joints
- overall appearance (segregation) of the roadway
- smoothness of overall ride
- any other item that can improve the quality and production of the project