E-ticketing Synopsis

Updated 4-15-2020

Alabama

Update 4/10 - ALEA's Motor Carrier Safety Unit has informed us that it will be acceptable for a driver to have an electronic version of the ticket available. We told them that some driver's may still choose to have their copy of the paper ticket, but most will avoid the paper minimize the risk. Plus, minimizing paper also minimizes the potential risk to ALEA if they check. If ALEA unit was to stop a truck, the driver needs to have the information available through an e-Ticketing system like the ones we have previously listed or he/she needs to have a copy of the ticket by text or email that they can show.

We have done several pilot projects over last couple of years and were doing some more this year. Trying different contractors and different areas of state (urban versus rural). ALDOT is receptive to changing to this on project by project basis if contractor requests to do so. Several contractors are making this request.

ALDOT E Ticketing Special Provision.pdf

AL E-ticket

Arkansas

Required now either by e-ticket means or on a board/paper that is visible from 6 feet away.

AR Revised Ticketless Memo

AR E-tickets

AR Daily Log Tickets

California

No formalized electronic ticketing program or proposal yet and no guidance from the DOT or other prominent owners.

Colorado

We are working on it but no plans in place as of today.

Connecticut

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We have several producers in Connecticut submitting proposals now.

Florida

FDOT announced they will begin requiring. [FDOT Contactless Ticketing](#)

Georgia

Before the pandemic, Georgia let somewhere between 5 - 7 pilot projects with e-ticketing. Recently, GDOT has said that we can do a "contactless" ticketing system (basically email a pdf of the ticket at by noon the next day) or e-ticketing with 1 days' notice to GDOT on all projects. To use e-ticketing, though, the contractor has to provide training to GDOT on the system we choose.

Georgia DOT is allowing three options, and the choice is up to the contractor. First: Paper Tickets as usual. Second: "Contactless Tickets." I'm including the protocol GDOT came up with below. Third: E-Tickets. We've let a few pilots with that system, but none of them have started yet.

Hawaii

We only use paper tickets.

Iowa

Iowa has been using e-ticketing for some time. [Iowa Spec](#)

Illinois

Both District and contractor need to agree to use. We have had an increase in interest from both sides in using. We hosted a recent webinar that included e-ticketing. It may be viewed by anyone at the following link:https://www.gotostage.com/channel/cfb05db17a3246a0a8b8fcdd3302d1f6/recording/60b14e764678417fa8da3729abedd39b/watch

Several vendors do have low cost or no cost solutions (eliminates the truck from the equation – e-ticket goes from plant to contractor/RE at the project). In lieu of e-ticketing, several contractors are using drop boxes for non-contact transfer of the tickets.

[Illinois CM 109](#)

Indiana

[Indiana Ticketless Memo April 9 2020](#)

Over the past couple of years, several of our members have trialed e-ticketing, and APAI has set up an e-ticketing subcommittee that has met a couple of times with INDOT. Challenges are related to GPS integration with getting the units in the correct brokered trucks and collected at the end of shift and rural areas where spotting cell phone reception and no wi-fi.

With the current Coronavirus situation, INDOT released a construction memo on April 10th to encourage paperless weight tickets without GPS integration. Contractors may choose among these options: Use an e-ticketing provider with training of inspectors to transfer tickets, email PDF of picture of tickets to jobsite project manager, or complete a log of truck loadouts where internet unavailable. In all cases, our DOT is still requiring tickets to be printed, placed in envelope, and delivered to jobsite on periodic basis.

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Kansas

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So far it is pretty much business as usual except emphasis on distancing and sanitation. Trucker drops a ticket off at the booth and the plant employee puts in the data but they are wearing gloves.

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Kentucky

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[KY Contactless Ticket Memo](#)

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Louisiana

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They have been and are currently working on the technology to implement e-ticketing. We just are not there yet.

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Maine

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Maine is not using E-ticketing yet however we have begun to explore the use of it.

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Maryland

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Maryland is working on this:

(e) Delivery Records and Tickets.

> (1) The producer will email or text the project's MDOT-SHA representative a copy of the first truck ticket to document the Contract number, FMIS number, truck identification (ID) number, mix ID number, number of truck loads, and cumulative tons of mix for that production run to that project.

> (2) Use an approved plant automatic weighing and printing system. Prepare a PDF file containing a separate record of each delivery ticket with the project's

cumulative total weight of mix for that production run, the truck ID number, Contract number, FMIS number, mix ID number, date, time loaded, gross and tare weights, and net weight of the mix.

(3) The producer will email or text the project's MDOT-SHA representative a copy of the last truck ticket to document the Contract number, FMIS number, truck ID number, mix ID number, number of truck loads, and cumulative tons of mix for that production run to that project.

(4) The producer will email or text the project's MDOT-SHA representative the PDF file containing the individual separate records (delivery tickets), and a PDF of a tally sheet containing a separate line for each load delivered to the project during that production run. This can be printed at the District for documentation purposes.

Massachusetts

Industry in MA is suggesting scanning of tickets to the State lab by the end of the day/project.

Michigan

Due to the current coronavirus pandemic, MDOT and the FHWA have partnered to develop a revised material ticket procedure for our construction projects. Contractors are permitted to send an electronic copy of tickets (scans, photos, etc.) to the person designated by the engineer when the truck is dispatched or discharged and follow up with the physical tickets to the engineer. Physical tickets are to be mailed to the engineer on a weekly basis based on date of generation. This process will allow reduced handling and in person contact. Physical tickets are to be sorted in batches sequentially, by day, and material type.

Minnesota

We have a pilot program currently in place, using FHWA money, with three contractors. We've had panel discussions and committee discussions on this as well.   The feedback from those in the pilot has been pretty good overall, they are seeing benefits from the software. However, the cost question remains.

Minnesota did a few pilot projects in 2018-2019 and is pushing to implement e-Ticketing on more projects for 2020.   Some contractors already have systems in place and others do not or are using independent trucks where it is becoming an issue with an inventory of GPS units.

<center>Mississippi</center>

[Mississippi Ticketless Policy - Final](#)

<center>Missouri</center>

In Missouri, the DOT inspectors collect asphalt tickets (mix type, tonnage, etc.) from each truck when they arrive at the project. With the current COVID-19 situation and practicing social distancing, the DOT issued guidance for the plant inspector to text or email copies of each ticket rather than have the inspector collect them from the truck driver. This practice is overwhelming to plant operator but the inspector as well. We are currently working with our DOT to find a solution that will satisfy both state and FHWA requirements. Currently, cost and logistics of trucking in Missouri make e-ticketing an unfeasible solution.

<center>New York</center>

We are in the process of attempting to eliminate contacts associated with tickets. We have situations such as a collection box for drivers to drop tickets in. We have scale houses doing remote printing. NYSDOT is being cooperative in supporting all efforts associated with this. We are in the process of developing an e-ticketing spec.

<center>North Carolina</center>

NCDOT has one pilot project near Raleigh NC. The project is being constructed by NAPA member, S.T. Wooten. [NC Ticket Tracker](#)

<center>Oklahoma</center>

ODOT is letting the field division engineers, division construction engineers and resident engineers determine how the delivery tickets are to be delivered to the inspectors and the residencies.   This appears to be going fine.

<center>Ohio</center>

[Ohio Spec](#)

"Regarding asphalt delivery tickets, the Department will accept electronic facsimiles submitted to the project staff of each asphalt delivery ticket, as the mix arrives on the project. The details of the electronic delivery ticket submission, (i.e. text, email, etc.), can be determined at the project level. As for binder bill of lading, those can be sent electronically to the monitor and District Testing at a minimum of daily or as requested."

Oregon

I know e-tickets were piloted at some point, but the standard is paper.

Pennsylvania

[PennDOT e-ticking spec - DRAFT](#)

PennDOT will pilot eTicketing again for the third construction season. We were invited to work with them to develop the specification and standard to be implemented. We are probably three years from full deployment.

This is what PennDOT has implemented. It was developed in collaboration with our industry -

Material Deliveries to Project Site

Contractor designates one (1) individual to collect all delivery tickets.

▪ Individual will be required to communicate information from the delivery tickets to the Representative.

▪ Contractor to scan delivery tickets and submit to Representative through a Project Collaboration System (PCS) or Designated individual will have truck driver drop the ticket into a sealable container.

• Tickets will remain quarantined for 24 hours before being provided to the Representative.

▪ All certifications will be submitted to the Representative through a PCS.

▪ No signatures or documentation on delivery tickets.

◦eTicketing

▪ If eTicketing was included in the project's contract, proceed with the requirements contained within

the contract.

▪ Producers capable of eTicketing may elect to provide delivery tickets in this manner at no additional

cost. GPS locations for delivery trucks will not be required.

Asphalt Delivery Tickets

▪ The Representative and Contractor will discuss the process to follow for collecting and distributing delivery tickets.

▪ Producer will provide at a minimum the first and last delivery ticket to the Representative electronically, so job mix formula and daily tons can be verified.

▪ Representative to maintain a paving book, either hard copy or electronic, to document temperatures, yield checks, sample locations, etc. throughout the day.

South Carolina

[SC E-ticket Spec April 2020](#)

Tennessee

[TDOT Temporary Ticketless Spec](#)

[TDOT Daily Forms](#)

Texas

Texas hasn't gone to e-ticketing yet. We were just forming a task group when the virus hit. Trying to get it restarted.

Utah

We ran trial projects last year and looks like we will be moving forward with more this year. Everyone involved last year had positive feedback regarding the systems and projects it was used on – UDOT remains very flexible as to what will/can be used moving forward.

Virginia

[VDOT E-ticket Spec](#)

[VDOT 2016_1 Specs](#)

We can use e-ticketing and are pushing members to use it. The challenge is with the independent truckers – providing them the device and getting it back. We do have rural areas with little to no cell service. Fortunately, once the inspector and contractor get coverage again the tickets are updated. If you are interested, here is a [link](#) to our special provision. Look on Page 1-207.

I know most of our plants have processes in place to mitigate human to human contact with tickets, but someone is still handling the ticket. At the project, I have been told some inspectors are taking pictures of the tickets from a distance and not actually collecting them.

We have a special provision that contractors can use. Many are moving to e-ticketing now; some are already doing it. For those not able to switch right now, below is the directive going out this afternoon from VDOT's State Construction Engineer. The language may change as

this is a draft, but it is a stop gap measure. By 2021, I believe e-ticketing will be a spec requirement.

> Please be advised that VDOT is temporarily revising materials ticket requirements in response to COVID-19 concerns.

> Asphalt product tickets will no longer be collected directly from truck drivers. The inspector will be required to document arrival time, discharge time and temperature for each asphalt truck as it arrives on site. At the end of each work shift the weighperson will be required to send over a .pdf copy of all tickets (in addition to the TL102). Asphalt producers will be required to keep hard copy records of their tickets consistent with project records retention policy but will not be required to submit paper tickets to VDOT. Upon receipt of ticketing documentation, the inspector will reconcile their field notes with the tickets to ensure that all batched loads arrived on site and to capture tonnage for payment.

> Tickets for all other products also do not need to be collected in the field by a VDOT inspector. These tickets can be transmitted to the project inspector at a later time. We still need paper copy tickets, bill of ladings, etc. for our records, however it is not imperative that we receive them upon delivery. Please be advised that with the exception for asphalt products noted above, we require hard copy materials tickets in hand in order to make payments on installed materials.

<p align="center">Washington</p>

We had a video conference with WSDOT and tentatively landed on a rough "four tiered" approach to address 1.) COVID and 2.) e-ticketing for the future.

1.) No/ spotty cell access – Sequester tickets and update the WSDOT Inspector with a truck log (spreadsheet) sent by cell phone as often as is practical (this is only for use in extremely remote locations). Physical
2.) Take pics. of tickets at the plant and send to the WSDOT Inspector cell phone or tablet (WSDOT supplied) as the tickets are generated. Inspector to keep a running log of the deliveries on a separate DOT spreadsheet (identical to the Alabama version supplied by Mel)
3.) Allow app. based e-ticket transmittal similar to the Georgia DOT spec. and developed with HaulHub (thanks to Will for this info.). This is transmission of the plant generated information only (no truck components). Tallies and various reports using only the standard information now specified for paper tickets. Very slick, simple, adaptable to various ticketing systems and it allows the Inspector to add notes, temperatures etc. to each ticket. PDF versions of the tickets are included for DOT audit.

4.) Full featured e-ticketing with truck tracking etc. - We are resisting this approach as "over-reach" but they may add it as an optional pay item so that Producers are not forced to share trucking and location information with WSDOT if they are not inclined to do so.

We are to comment this week for a "near-final" draft specification the week of 4/13/20.

West Virginia

Yes, we are discussing a range of options with the WVDOH, including several low-tech ways to minimize or eliminate handling of tickets, to use of actual E-Ticketing.

Members are now looking at what they can produce in terms of an E-ticket and we have provided the agency a sample report for their review. We do not have a specification or provision in place for e-ticketing, although we had been discussing the subject in committee meetings.

Wisconsin

Wisconsin DOT issued an e-ticket option [Wisconsin E-ticketing waiver](). However, the contractual requirements from the 2020 Standard Specifications remain in effect, regardless of printed paper or electronic copies. We outlined best practices on [wispave.org/covid-19-industry-updates-from-wapa]() For more information, please visit our website [wispave.org]() or let me know if you have questions or need any additional information.