

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: November 28, 1989

TO: Division Engineers, Construction Engineers,
Engineering/Branch Managers

FROM: S.C Byers, Assistant Director-Operations

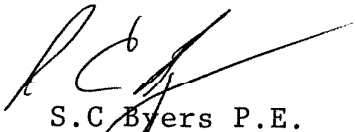
SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 891128

PROCEDURE FOR HANDLING CONTRACTOR REQUESTS
AFTER CONTRACT IS ISSUED

When contractors have questions or proposals relative to design, after the Contract and Work Order is issued, all communication shall be made through the Resident Engineer/Manager.

The Design Divisions have been directed to refer contractors to the Resident Engineer/Manager with regard to these matters.

All questions prior to letting shall be directed to Delbert Carman, Office Engineer.



S.C. Byers P.E.
Assistant Director-Operations

Copy To:
Jack Blaess, Chief Engineer
Richard Hankins, Assistant Director-Design
Delbert Carman, Office Engineer
Byron Poynter, Construction Engineer
David Golden, Maintenance Engineer
Jack Telford, Materials Engineer
AGC
FHWA
OAPA
File-3

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: November 27, 1989

TO: Division Engineers, Construction Engineers,
Engineering/Branch Managers

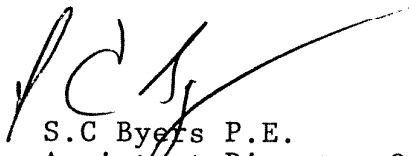
FROM: S.C Byers, Assistant Director-Operations

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 891127

PNEUMATIC COMPACTION FOR ASPHALT

This is to clarify the specification for asphalt compaction. Referring to Section 411.04(i) page 167 of the Standard Specifications, the Pneumatic Roller is required for the Surface Course only.

Use of the Pneumatic Roller on lifts of asphalt other than the surface course is the contractor's option.



S.C Byers P.E.
Assistant Director-Operations

Copy To:

Jack Blaess, Chief Engineer

Richard Hankins, Assistant Director-Design

Delbert Carman, Office Engineer

Byron Poynter, Construction Engineer

David Golden, Maintenance Engineer

Jack Telford, Materials Engineer

AGC

FHWA

OAPA

File-3

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: September 13, 1989

TO: Division Engineers, Construction Engineers,
Engineering/Branch Managers

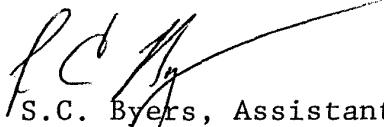
FROM: S.C. Byers Assistant Director-Operations

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 890914

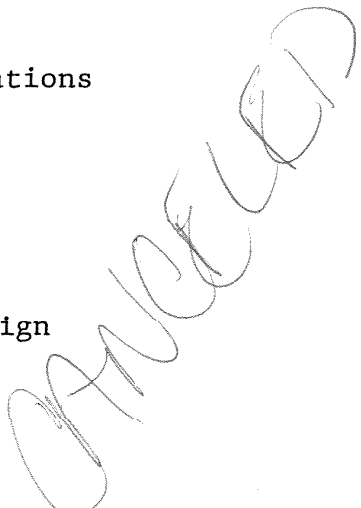
CHANGES-IN-PLAN, SUPPLEMENTAL AGREEMENTS,
OVERRUNS.

Changes-In-Plan, Supplemental Agreements and OVERRUNS which exceed Ten Thousand Dollars (\$10,000.00), which involve traffic control, are to be approved by this office.

In order to avoid a suspension of the work, approval can be obtained by phone or electronic mail as needed.


S.C. Byers, Assistant Director-Operations
Construction Engineer

Copy To:
Jack Blaess, Chief Engineer
Richard Hankins, Ass't Director-Design
Delbert Carman, Office Engineer
David Golden, Maintenance Engineer
Jack Telford, Materials Engineer
AGC, Jim Morehead
OAPA Pat Keller
FHWA
File-2



OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: September 13, 1989

TO: Division Engineers, Construction Engineers,
Engineering/Branch Managers

FROM: S.C. Byers Assistant Director-Operations

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 890913

CONTRACTOR TRAINEES


Please be advised that there are two programs in effect at this time to train workers for the construction projects. In order to avoid confusing the two programs a method of identification has been devised.

The designation, "Trainee(FHWA)" will refer to the program which reimburses the contractor for the hours of training on specific projects.

The designation, "Trainee(AGC)" will refer to the program operated by the Association of Oklahoma General Contractors. Hours trained in this program are not eligible for reimbursement.

When interviewing persons in this category, the wage rate should be at least seventy percent (70%) of the minimum wage for the job for which the person is being trained. Otherwise the reporting will be handled the same as for persons NOT in a training program.

The contractors will begin using the identifications on their payroll reports promptly, if you have any questions contact: Byron Poynter, Construction Engineer.



S.C. Byers P.E.
Assistant Director-Operations

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: September 5, 1989

TO: Division Engineers, Construction Engineers,
Engineering/Branch Managers

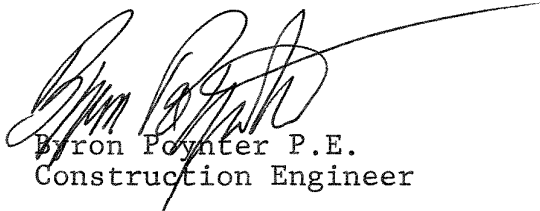
FROM: Byron Poynter, Construction Engineer.

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 890905

ACCEPTANCE OF SMALL QUANTITIES

This is to reaffirm the policy which allows the acceptance of small quantities of materials by visual inspection thus waiving sampling and testing requirements. The policy was established in 1973, a copy is herewith attached.

It is the intent that this policy be used to speed up the certification of materials and thereby Final Payment.



Byron Poynter P.E.
Construction Engineer

Copy To:
Jack Blaess, Chief Engineer
S.C. Byers, Ass't Director-Operations
Delbert Carman, Office Engineer
David Golden, Maintenance Engineer
Jack Telford, Materials Engineer
File-2

*Cancelled
by # 931004*

TO: All Field Division Engineers and Resident Engineers

FROM: Construction Division

SUBJECT: Construction Control Directive Number 13

This Directive outlines the policy and procedures for inspecting, sampling, testing, and accepting small quantities of materials. The Directive will be particularly applicable to small quantities of intermittently delivered material on large projects and for contracts covering TOPICS, Safety, Control of Junkyards, and other small projects.

This Directive will in no way affect the authority of the Engineer in the control, testing, sampling, and inspection that he may deem necessary for the administration and satisfactory completion of the project.

It is the intent that the reduction in or elimination of sampling and testing procedures be permitted only for relatively small quantities of materials that will not adversely affect the traffic carrying capacity of a completed facility. These procedures are not to be permitted in concrete in major structures.

POLICY FOR INSPECTING, SAMPLING, TESTING,
AND
ACCEPTING SMALL QUANTITIES OF MATERIALS

Small quantities of materials may be accepted on delivery ticket weights, provided visual inspection of the load is made to ascertain that the material delivered appears reasonably in accord with the weights shown on the delivery ticket. Sampling and testing of small quantities of any material may be waived by the Engineer on visual examination provided the source has recently furnished similar approved material under the Department's normal sampling and testing procedures or the material is a reputable, recognized named brand product with good local performance history. Materials requiring dimension or size verification may be accepted after field inspection.

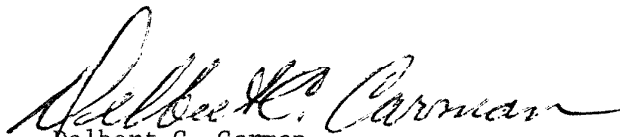
Earlier policy has established that certain materials may be accepted from supplier pretested stock or on the basis of producer or fabricator certification that the material complied with the specification requirements. All certificates are to be executed by a responsible official of the producer or fabricator.

There will be occasional field sampling of materials. On concrete, testing may be conducted for slump, entrained air where specified, beams and cylinders with only intermittent or random plant inspection as deemed necessary for control by the Engineer. The delivery ticket for ready-mixed concrete will contain information as required in Section 13, AASHTO M-159.

On asphalt mixtures, occasional tests may be conducted for temperature at delivery and visual inspection for adequate mixing, with only intermittent or random plant inspection as deemed necessary for control by the Engineer. The delivery ticket for batch plant asphalt mixtures accompanying each load will contain the name of the plant, serial number of ticket, date and truck number, name of contractor, specific designation of project, specific class or designation of asphalt mixtures in conformance with Department specifications, amount of asphalt mixtures (tons), time loaded, design number, and indication that all ingredients are as previously certified or approved.

The primary documentation of acceptance under these methods will be provided by the Engineer. The documentation may consist of a daily inspector's report or materials received report with the statement as to the basis of acceptance and the quantity of material covered by the acceptance.

The attached list indicates APPROXIMATE MAXIMUM QUANTITIES of material which may be accepted by the Engineer with the waiver of sampling and testing requirements.



Delbert C. Carman
Asst. Construction Engineer

da

Attachment

SMALL QUANTITIES OF MATERIALS ACCEPTANCE LIST

1. Aggregates - 100 Tons per day or 500 Tons per project.
2. Bituminous Mixtures - 200 Tons per day or 500 Tons per project.
3. Bituminous Materials - 2,000 Gallons.
4. Lumber - Recognized commercial grades.
5. Treated Timber - 1 MFBM.
6. Timber Piles - 150 Linear Feet.
7. Reinforcing Steel - 10,000 Lbs.
8. Structural Steel - 2,000 Lbs.
9. Structural Concrete (Each class) 20 CY per day or 100 CY per project.
10. Slab Concrete (Depth tests to be made during construction.)
 - (a) Paving 1,000 SY/Day - 5,000 SY/Project
 - (b) Sidewalks 500 SY/Day - 5,000 SY/Project
 - (c) Curb & Gutter 500 LF/Day - 2,500 LF/Project
 - (d) Header Curbing 200 LF/Day - 1,000 LF/Project
 - (e) Paved Ditch Lining 500 SY/Day - 5,000 SY/Project
 - (f) Slope Paving 500 SY/Day - 2,500 SY/Project
 - (g) Brick Median 500 SY/Day - 2,500 SY/Project
11. Rip Rap
 - (a) Plain 100 CY
 - (b) Laid-up 200 SY
 - (c) Grouted 200 SY
12. Drain Tile and Underdrains (Each Size) 100 LF
13. Masonry Items 100 Pieces of each item.
14. Lime 5 Tons

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: August 31, 1989

TO: Division Engineers, Construction Engineers,
Engineering/Branch Managers

FROM: Byron Poynter, Construction Engineer.

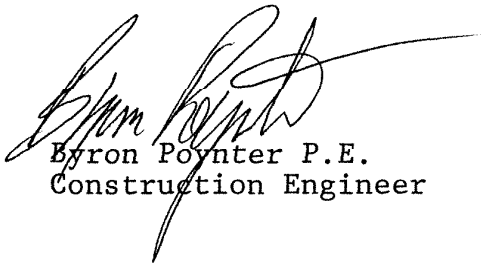
SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 890831

FINAL ESTIMATE STATUS REPORT

The contractors have asked that some system be devised to inform them of the progress of the Final Audit and thereby Final Payment on completed highway projects. The system should also inform them of needed Test Reports, Certifications, etc.

Each Residency should provide this information periodically to keep the contractors informed.

A form that has been used successfully in the past to relay this information is enclosed. The form is self explanatory and may be used for this purpose.



Byron Poynter P.E.
Construction Engineer

Copy To:
Jack Blaess, Chief Engineer
S.C. Byers, Ass't Director-Operations
Delbert Carman, Office Engineer
Jack Telford, Materials Engineer
David Golden, Maintenance Engineer
File-2

FINAL ESTIMATE STATUS

The following information is to inform you of the progress of the Final Estimate of the referenced project. Steps that have been completed or do not apply have been crossed off or shaded out. Any documents needed from the contractor are listed in the spaces below and should be submitted as soon as possible to continue the Finalization process.

Project No. _____ County _____ Date _____

Contractor _____

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Final Inspection	Field exceptions have been completed.	A summary of drainage/bridge structures is being prepared.	The summary is being reviewed by the Bridge Department.	The approved summary has been received at the Residency.	The remainder of contract documents are being compiled.	All contract documents have been sent to Division Headquarters for audit.	The Division audit is complete.	A Materials Certification has been requested from the Materials Engineer.	The Materials Certification has been received and the exceptions analysis is being prepared.	The project has been accepted.	The Final Estimate has been sent to your office.	The Final Estimate has been received in the Residency and final documents are being prepared.	The Final Estimate & Contract Documents have been forwarded to Division Headquarters. Final payment is forthcoming.

Documents needed are as follows:

Resident Engineer

Date

August 31st, 1989

Oklahoma Department of Transportation

Final Estimate Status Report
Construction Control Directive No. **19890831**

March 31, 2022

Scope: To create a system to inform contractors of the progress of their final payment.

The contractors have asked that some system be devised to inform them of the progress of the Final Audit and thereby Final Payment on completed highway projects. The system should also inform them of needed Test Reports, Certifications, etc.

Each Residency should provide this information periodically to keep the contractors informed.

The attached [form](#) has been used successfully in the past to relay this information. The form is self-explanatory and may be used for this purpose.

A handwritten signature in black ink, appearing to read "John Leonard". The signature is fluid and cursive, with the first name "John" and last name "Leonard" clearly distinguishable.

John Leonard, P.E.
Construction Engineer

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: July 31, 1989

TO: Division Engineers, Construction Engineers,
Engineering/Branch Managers

FROM: Byron Poynter, Construction Engineer.

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 890731

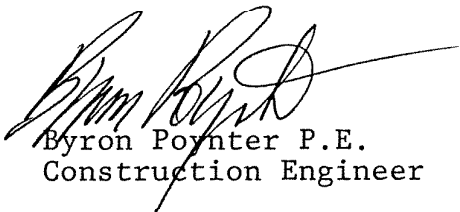
DETERMINATION AND EXTENSION OF CONTRACT TIME

It has come to the attention of this office that two Special Provisions for Determination And Extension of Contract Time had errors in the equation for determination of additional time. The equation as written did not allow two days for 1/2" or more of precipitation as intended. (108.07(a-c)10-1-88 and 108-1(a-b)88s 3-7-89 before revision)

This typographical error results in a conflict with the chart, which is also a part of the provision.

The correct equation is; $D = B + 1/2(A - B) + 2C$

This is your authority to credit two days for 1/2" or more of precipitation in accordance with the intent of this provision.



Byron Poynter P.E.
Construction Engineer

Copy To:
Jack Blaess, Chief Engineer
S.C. Byers, Ass't Director-Operations
Delbert Carman, Office Engineer
File-2

Cancelled

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: June 27, 1989

TO: Division Engineers, Construction Engineers,
Engineering/Branch Managers

FROM: Byron Poynter, Construction Engineer.

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 890627

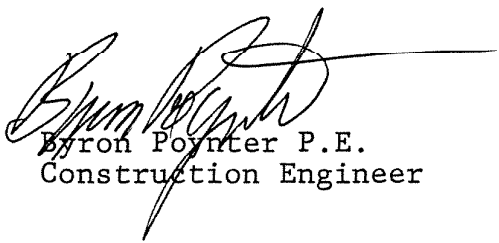
GAGE SIZE FOR CORRUGATED METAL PIPE

In April and May of 1989 projects were let containing a Fill Height Table which required a minimum of 14 gage for various sizes of Corrugated Metal Pipe in lieu of the 16 gage previously specified (Std. FHTMP-3-1). Subsequently, it has been determined that the 16 gage pipe is adequate and beginning in June the plans will revert to Standard FHTMP-3-0 which specifies the 16 gage minimum for certain sizes of pipe.

Changes-of-Plan will be accepted to allow the 16 gage for projects in which Standard FHTMP-3-1 was used. The Change should reflect an underrun equal to the difference in the cost of materials.

There will be some variation in the price differential depending on the source of the fabrication. The cost difference per L.F. of pipe should be approximately as follows:

PIPE SIZE		APPROX. PRICE DIFFERENTIAL BETWEEN 14 & 16 GAGE PER LIN. FT. OF PIPE.
18 in. Rnd. or 22x13 Arch		\$ 0.81
24	29x18	1.07
30	36x22	1.34
36		1.60
42		1.86


Byron Poynter P.E.
Construction Engineer

Oklahoma Department of Transportation

Date June 23, 1989

To Division Engineers, Construction Engineers, Maintenance
Engineers, Engineering/Branch Managers
From S. C. Byers, Assistant Director-Operations
Subject CONSTRUCTION CONTROL DIRECTIVE NUMBER 890623

CRS-2P AND CRS-2S EMULSION SPECIFICATIONS

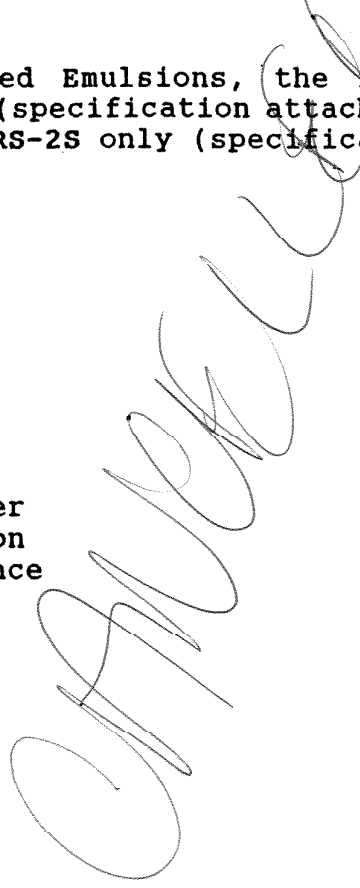
In the past few months, some confusion has existed regarding specifications on Polymer Modified Emulsions. Currently two Polymer Modified Emulsions, CRS-2P and CRS-2S, meet identical material specifications. A second specification on Polymer Modified Emulsion, CRS-2S Special, requires an additional test--elastic recovery at 58%.

For future reference to Polymer Modified Emulsions, (the first specification shall be called CRS-2P only (specification attached), not CRS-2S. The later shall be called CRS-2S only (specification attached), not CRS-2S Special.


S. C. Byers, P.E.
Assistant Director-Operations

/b1

Copies to: Jack Blaess, Chief Engineer
Byron Poynter, Construction
David G. Golden, Maintenance
Jack Telford, Materials
Glen Oliver, Materials
Delbert Carmen, Contracts
Elf
Koch



The CRS-2P shall meet the following requirements:

Polymer Modified CRS-2P Asphalt Emulsion

The base asphalt is to be modified with a polymer prior to emulsification.

The base asphalt shall be modified by a polymerized chemical reaction performed and stored separately prior to the emulsification process. On request, a one-quart sample of the polymer modified base asphalt shall be made available to the Department. After the base asphalt has been modified, it shall be emulsified to meet the following specifications:

<u>Tests on Emulsion</u>	<u>Minimum</u>	<u>Maximum</u>
Viscosity, SSF@ 122° F	100	400
Storage Stability; 5 days, % (A)	-	5
Classification Test	Pass	-
Particle Charge Test	Positive	-
Sieve Test, 20 Mesh, %	-	0.1
Residue by Distillation, % (ASTM D-244) (B)	65	-
Oil in Distillate, Volume %	-	3
Vialit, Total % Chip Loss (Standard Procedures) (C)	-	10
Demulsibility	60	-
<u>Tests on Residue from Distillation (D)</u>		
Penetration, 77° F, 100 gms., 5 sec.	125	200
Ductility, 39.2° F, 5 cm/min., cm.	30	-
Ductility, 77° F	125	-
Softening Point, ring & ball, degree F	100	125
Solubility, %, (RUN WHEN REQUESTED)	97.5	-
Ash Content (D 2415), wt. %	-	1.0
Tensile Stress @ 800% Elongation, 39.2° F, 50 cm/min., kg/cm ²	2	-

The polymer modified CRS-2P asphalt emulsion is to be approved by the O.D.O.T materials laboratory with all tests being performed in accordance with the O.D.O.T. Standard Specifications for Highway Construction, 1988 Edition.

The material herein above specified is to be manufactured for the express purpose of making an asphalt emulsion with superior bonding properties and ductility and shall be compatible with limestone chips.

The CRS-2S shall meet the following requirement::

Polymer Modified CRS-2S Asphalt Emulsion

The base asphalt is to be modified with a polymer prior to emulsification.

The base asphalt shall be modified by a polymerized chemical reaction performed and stored separately prior to the emulsification process. On request, a one-quart sample of the polymer modified base asphalt shall be made available to the Department. After the base asphalt has been modified, it shall be emulsified to meet the following specifications:

<u>Tests on Emulsion</u>	<u>Minimum</u>	<u>Maximum</u>
Viscosity, SSF@ 122° F	125	400
Storage Stability; 5 days, % (A)	-	5
Classification Test	Pass	-
Particle Charge Test	Positive	-
Sieve Test, 20 Mesh, %	-	0.1
Residue by Distillation, % (ASTM D-244) (B)	65	-
Oil in Distillate, Volume %	-	2
Vialit, Total % Chip Loss (Standard Procedures) (C)	-	10
Demulsibility	60	-
<u>Tests on Residue from Distillation (D)</u>		
Penetration, 77° F, 100 gms., 5 sec.	100	200
Ductility, 39.2° F, 5 cm/min., cm.	30	-
Softening Point, ring & ball, degree F	112	-
Ash Content (D 2415), wt. %	-	1.0
Absolute Viscosity, 140° F, poise	1100	-
Elastic Recovery, 50° F, % (E)	58	-
Tensile Stress @ 800% Elongation, 39.2° F, 50 cm/min., kg/cm ²	2	-

The polymer modified CRS-2S asphalt emulsion is to be approved by the O.D.O.T materials laboratory with all tests being performed in accordance with the O.D.O.T. Standard Specifications for Highway Construction, 1988 Edition.

The material herein above specified is to be manufactured for the express purpose of making an asphalt emulsion with superior bonding properties and ductility and shall be compatible with limestone chips.

DEPARTMENT OF TRANSPORTATION

Date: May 9, 1989

TO: Division Engineers, Construction Engineers,
Engineering/Branch Managers

FROM: S.C. Byers, Assistant Director-Operations

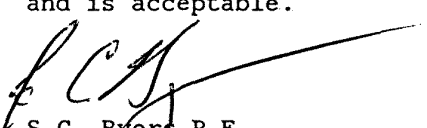
SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 890510

COST BREAK-DOWN REVISION

When individual Changes-Of-Plan are less than Ten Thousand dollars (\$10,000.00) the change may now be based on acceptable Unit Prices in lieu of a Cost Break-down. That is, the Cost Break-down will not be required. However, the Division Engineer may request the Cost Break-down should the Unit Prices submitted appear unjustifiable.

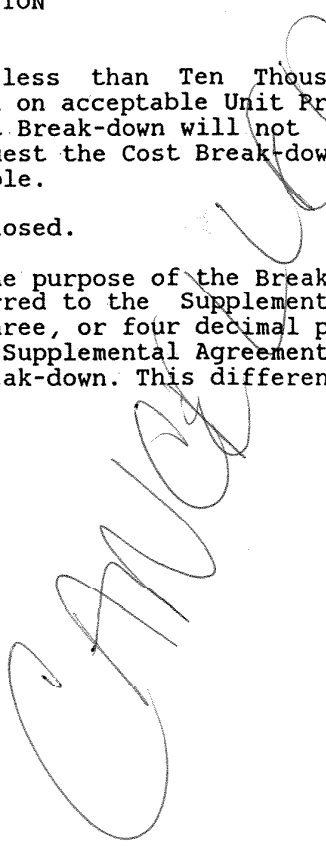
Please refer to House Bill No. 1257 enclosed.

When a Cost Break-down is required, the purpose of the Break-down is to establish the Unit Price. When transferred to the Supplemental Agreement the Unit Price can be rounded to two, three, or four decimal places. Due to rounding the total amount shown on the Supplemental Agreement may differ slightly from the total on the Cost Break-down. This difference is minor and is acceptable.



S.C. Byers P.E.
Ass't Director-Operations

Copy To:
Jack Blaess
Operations Review and Evaluation
✓ Construction
File



THE STATE SENATE
Wednesday, March 29, 1989

ENGROSSED
House Bill No. 1257
As Amended

ENGROSSED HOUSE BILL NO. 1257 — By DUKE of the
House and STIPE of the Senate.

AN ACT RELATING TO PUBLIC BUILDINGS AND
PUBLIC WORKS; AMENDING 61 O.S. 1981, SEC-
TION 121, WHICH RELATES TO CHANGE ORDERS
TO PUBLIC CONSTRUCTION CONTRACTS; MODI-
FYING LIMITATIONS ON CHANGE ORDERS; AND
DECLARING AN EMERGENCY.

BE IT ENACTED BY THE PEOPLE OF THE STATE OF
OKLAHOMA:

- 1** SECTION 1. AMENDATORY 61 O.S. 1981, Sec-
2 tion 121, is amended to read as follows:
3 Section 121. Change orders or addendums to public
4 construction contracts of One Million Dollars
5 (\$1,000,000.00) or less shall not exceed A fifteen percent

1 the provisions of this act.

2 SECTION 2. It being immediately necessary for the
3 preservation of the public peace, health and safety, an
4 emergency is hereby declared to exist, by reason
5 whereof this act shall take effect and be in full force
6 from and after its passage and approval.

7 COMMITTEE REPORT BY: COMMITTEE ON GEN-
8 ERAL GOVERNMENT, dated 3-27-89 — DO PASS, As
9 Amended and Coauthored.

10

11

12

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16

17

18

19 CAPITALIZED language denotes Amendments to present Statutes.

20 BOLD FACE CAPITALIZED language denotes Committee Amendments.

21 Brackets and [bold face] denotes deletion from present Statutes.

1 (15%) cumulative [total of] INCREASE IN the original
2 contract amount. Change orders or addendums to public
3 construction contracts of over One Million Dollars
4 (\$1,000,000.00) shall not exceed A ten percent (10%)
5 cumulative [total of] INCREASE IN the original contract
6 amount. Any change orders or cumulative change orders
7 which exceed these limits shall require a readvertising
8 for bids on that part of the contract. Change orders in
9 any amount shall be formally approved by the governing
0 body of the public agency involved and the reasons
1 therefor recorded in the permanent records. All change
2 orders shall contain a unit price and total for each of the
3 following items:
4 1. All materials with cost per item; and
5 2. Itemization of all labor with number of hours per
6 operation and cost per hour; and
7 3. ITEMIZATION OF ALL EQUIPMENT WITH THE
8 TYPE OF EQUIPMENT, NUMBER OF EACH TYPE,

1 COST PER HOUR FOR EACH TYPE, AND NUMBER OF
2 HOURS OF ACTUAL OPERATION FOR EACH TYPE;
3 AND
4 [3.] 4. Itemization of insurance cost, bond cost,
5 social security, taxes, workers' compensation, employee
6 fringe benefits and overhead cost; and
7 [4.] 5. Profit for the contractor.
8 If the construction contract was bid on a unit basis, and
9 the change order is based exactly on the unit price or
10 basis, such a change order will not be subject to this
11 section. WHEN THE INDIVIDUAL CHANGE ORDERS
12 ARE LESS THAN \$10,000.00, THE CHANGE ORDER
13 MAY BE BASED ON AN ACCEPTABLE UNIT PRICE(S)
14 BASIS IN LIEU OF COST ITEMIZATION AS REQUIRED
15 IN THE ABOVE ITEMS 1, 2, 3, 4 AND 5. Alternates or add
16 items bid with the original bid and contained in the
17 awarded contract as options of the awarding public
18 agency shall not be construed as change orders under

Oklahoma Department of Transportation

Payment For Residual Asphalt
Construction Control Directive No. **19890502**

February 15, 2002

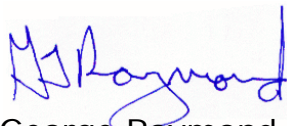
Scope: To identify the items of work which are paid on the basis of residual asphalt.

In accordance with the Standard Specifications, the following items of work utilize bituminous material with payment based on the remaining residual asphalt:

<u>1988 Specifications</u>	<u>1996 Specifications</u>	<u>1999 Specifications</u>
313(B) Bituminous Material	313(B) Bituminous Material	402(A) Bituminous Binder
402(A) Bituminous Binder	402(A) Bituminous Binder	408 Prime Coat
	408 Prime Coat	410(A) Emulsified Asphalt
	410(A) Emulsified Asphalt	

The percent of Residual Asphalt may be obtained by contacting the Bituminous Branch of the Materials Division at (405) 521-2677 or by requesting this number on the material sample form submitted with each check sample.

The percentages are then to be used in calculation of the number of gallons/tons for payment.



George Raymond, P.E.
Construction Engineer

Oklahoma Department of Transportation

Date May 2, 1989

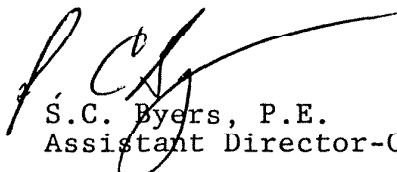
To Division Engineers, Construction Engineers, Engineering/Branch
Managers
From S.C. Byers, Assistant Director-Operations
Subject **CONSTRUCTION CONTROL DIRECTIVE NO. 890502**

PAYMENT FOR RESIDUAL ASPHALT

In accordance with the 1988 Standard Specifications, Bituminous Material, for Soil Asphalt Base and Bituminous Binder for Bituminous Surface Treatment, are paid for on the basis of **Residual Asphalt**.

The percent of **Residual Asphalt** may be obtained by contacting the Bituminous Branch of the Central Laboratory (Reynolds Tony or Glen Oliver) at (405) 521-2677 or by requesting by note on the information sheet of check samples from the field.

The percentages are then to be used in calculation of the number of gallons/tons for payment.


S.C. Byers, P.E.
Assistant Director-Operations
BP/kg

cc to: Jack Blaess, Chief Engineer
Construction
Jack Tilford, Materials
File

Oklahoma Dept. of Transportation


Date April 20, 1988

to All Field Divisions & Residencies
from Assistant Director-Operations
subject Construction Advisory - Payment of Materials on Hand not
Installed

Attached please find a copy of "Procedures for Payment of Material on Hand not Installed" in accordance with Section 109.07 of the Standard Specifications.

Please implement this procedure on all future contracts.

If you have any questions please contact this office. Your usual good cooperation will be greatly appreciated.



S. C. Byers, P.E.
Assistant Director
Operations

dc

Attachment

cc: Director
Chief Engineer
General Counsel
AGC ✓
Federal Highway Administration



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ROOM 454 FEDERAL OFFICE BUILDING
200 N.W. 5TH
OKLAHOMA CITY, OKLAHOMA 73102-3288
March 30, 1988

IN REPLY REFER TO
HEC-OK

Procedures for Payment of Materials
On Hand Not Installed

Mr. Neal McCaleb, Director
Oklahoma Department of
Transportation
Oklahoma City, Oklahoma

Attention: Mr. S. C. Byers

Dear Mr. McCaleb:

The proposed "Procedures for Payment of Materials On Hand Not Installed", which were transmitted with Mr. Byers' letter of March 22, 1988, has been reviewed by this office and are satisfactory except for the time allowed on items seven and eight for the contractor to submit confirmation of payment from the supplier. We will agree to thirty (30) days rather than forty-five (45) days.

Please change the time on items seven and eight and re-submit the proposed procedure for our approval and advise us of your plans for implementation of the proposed procedures.

Sincerely yours,

for Frank N. Cunningham
Gordon E. Penney
Division Administrator

Oklahoma Department of Transportation

Date April 14, 1989

To Division Engineers, Construction Engineers, Engineering/Branch
Managers
From S.C. Byers, Assistant Director-Operations
Subject **CONSTRUCTION CONTROL DIRECTIVE NO. 890414**

CONSTRUCTION ZONE SPEED LIMITS


This is to confirm the authorization for Division Engineers to adjust the speed limit through Construction Work Zones.

When it is necessary to alter the speed limit, the Division Engineer shall notify the proper Troop of the Oklahoma Highway Patrol by letter with copies to the Traffic Engineer and the Construction Engineer.

The notification should include specific extents of the area to be altered, the project number (if applicable), the new speed limit and the anticipated time period the limit is to be in effect.

When the speed is to be returned to normal the same process should be followed.

A copy of the law which delegates this authority is enclosed (47-11-803).


S.C. Byers, P.E.
Assistant Director-Operations

BP/kg

cc: Chief Engineer
Construction
File

*Cancelled by
C.D. 000321*

§11-801. RESTRICTIONS ON RECORDING OR ASSESSING POINTS FOR SPEED VIOLATIONS.— During this emergency period, the Oklahoma Department of Public Safety shall not record or assess points for traffic violations or convictions for traffic offenses on any licensee's traffic record as maintained by said Department, where such violation or conviction is for exceeding the speed limit specified in this act, but not exceeding the speed limit previously in force where the violation occurred. (Approved May 25, 1979)

§11-801d. RESTRICTION ON RECORDING OR ASSESSING POINTS FOR OUT-OF-STATE SPEED VIOLATIONS.— During this emergency period, the Department of Public Safety shall not record or assess points against a licensee for out-of-state violations or convictions of exceeding such state's speed limits, provided such licensee did not exceed the speed limit previously in force as of January 1, 1974, in the state where the violation or conviction occurred. (Approved May 25, 1979)

§11-802. ESTABLISHMENT OF STATE SPEED ZONES.— Whenever the State Highway Commission shall determine upon the basis of an engineering and traffic investigation that any maximum speed hereinbefore set forth is greater or less than is reasonable or safe under the conditions found to exist at any intersection or other place or upon any part of the state highway system, said Commission may determine and declare a reasonable and safe maximum limit thereat which, when appropriate signs giving notice thereof are erected, shall be effective at all times, or during hours of daylight or darkness or at such other times as may be determined at such intersection or other place or part of the highway. (1961)

§11-803. WHEN LOCAL AUTHORITIES MAY AND SHALL ALTER MAXIMUM LIMITS.— (a) Whenever local authorities in their respective jurisdictions determine on the basis of an engineering and traffic investigation that the maximum speed permitted under this article is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway, the local authority may determine and declare a reasonable and safe maximum limit thereon which

1. Decreases the limit at intersections; or

85

MOTOR VEHICLES

47 §11-804

2. Increases the limit within an urban district, but not to more than sixty-five (65) miles per hour during daytime or fifty-five (55) miles per hour during nighttime; or

3. Decreases the limit outside an urban district, but not to less than thirty-five (35) miles per hour.

(b) Local authorities in their respective jurisdictions shall determine by an engineering and traffic investigation the proper maximum speed for all arterial streets and shall declare a reasonable and safe maximum limit thereon which may be greater or less than the maximum speed permitted under this act for an urban district.

(c) Any altered limit established as hereinabove authorized shall be effective at all times or during hours of darkness or at other times as may be determined when appropriate signs giving notice thereof are erected upon such street or highway.

(d) As to streets and highways within the corporate limits which have been constructed or reconstructed with state or federal funds, local authorities shall have joint authority with the State Highway Commission to establish or alter speed limits; and provided further, that no local authority shall impose speed limits on any such street or highway substantially lower than those justified by the highway design, capacity, and traffic volume as determined by engineering studies, of less than thirty-five (35) miles per hour.

(e) Not more than six such alterations as hereinabove authorized shall be made per mile along a street or highway except in the case of reduced limits at intersections, and the difference between adjacent limits shall not be more than ten (10) miles per hour. (1961)

§11-804. MINIMUM SPEED REGULATION.— (a) No person shall drive a motor vehicle at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

(b) Whenever the State Highway Commission or local authorities within their respective jurisdictions determine on the basis of an engineering and traffic investigation that slow speeds on any part of a highway consistently impede the normal and reasonable movement of traffic, the Commission or such local authority may determine and declare a minimum speed limit below which no person shall drive a vehicle except when necessary for safe operation or in compliance with law. (1961)

*11-804.a. IMPEDING THE NORMAL AND REASONABLE MOVEMENT OF TRAFFIC.

b. FAILURE TO COMPLY WITH MINIMUM SPEED
LAW ___ M.P.H., MINIMUM ___ M.P.H.

§11-805. SPECIAL SPEED LIMITATION ON MOTOR-DRIVEN CYCLES.—

No person shall operate any motor-driven cycle or any motor scooter, at any time, at a speed greater than thirty-five (35) miles per hour. However, all motor-driven cycles and motor scooters shall at all times conform to paragraph (a) of Section 11-801.

As used in this article, motor-driven cycle shall mean every bicycle with motor attached, and every motor scooter with wheel diameters twelve (12) inches or less, measured from one side of the rim to the other. (1961)

*11-805. SPEEDING WITH MOTOR (SCOOTER) (DRIVEN CYCLE)
___ M.P.H., LIMIT 35 M.P.H. (CYCLE 12" WHEELS)

§11-806. SPECIAL SPEED LIMITATIONS.— (a) No person shall drive a vehicle over any bridge or other elevated structure constituting a part of a highway at a speed which is greater than the maximum speed which can be maintained with safety to such bridge or structure, when such structure is signposted as provided in this section.

(b) The Oklahoma Department of Highways and local authorities may conduct an investigation of any bridge or other elevated structure constituting a part of a highway, and if they shall thereupon find that such structure cannot, with safety to itself, withstand vehicles driving at speeds otherwise permissible under this act, they shall determine and declare the maximum speed of vehicles which such structure can safely withstand, and may cause and permit suitable signs stating such maximum speed to be erected and maintained at a distance of one hundred feet before each end of such structure.

(c) Where any state or federal highway shall be under construction or repair or

Oklahoma Department of Transportation

Date April 3, 1989

To Division Engineers, Construction Engineers, Engineering/Branch
Managers
From S.C. Byers - Assistant Director-Operations
Subject **CONSTRUCTION CONTROL DIRECTIVE NO. 890403**

CONTRACT TIME CHARGES

This is to clarify the intent for charging or not charging time to construction projects and the method for reporting.

ON CONTRACTS WHICH INCLUDE SPECIAL PROVISION 108.07(A-C) DETERMINATION AND EXTENSION OF CONTRACT TIME:

When it is necessary to add time for "Unusually Severe Weather," Drying Days, Too Cold, etc., just indicate the correction at the bottom of the time report. Adjust the time remaining accordingly. Do not change the original contract time in the upper right hand corner of the report.

When a project is suspended for reasons such as Seasonal Limitations just show a suspension as before.

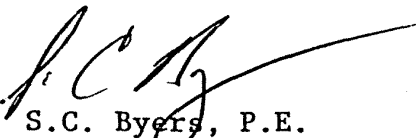
ON CONTRACTS WHICH DO NOT INCLUDE SPECIAL PROVISION 108.07(A-C):

The time is to be reported in the same manner as if the contract included the special provision but the addition constitutes a credit to the job and the total of all credited days will be included in a Change-In-Plan at the end of the project.

Suspensions are shown the same in both cases.

Drying Days should be added or credited to the project even if the contractor has already resumed work. This is considered a balancing of the specification.

It is necessary to show how many days are added or credited each month to allow the contractor to plan accordingly.



S.C. Byers, P.E.
Assistant Director-Operations

BP/kg

cc: Chief Engineer
Office Engineer
File

Oklahoma Department of Transportation

Date March 31, 1989

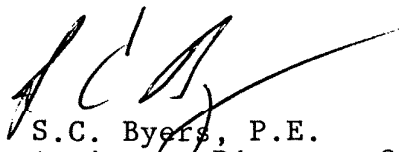
To Division Engineers, Construction Engineers, Engineering/Branch
Managers
From S.C. Byers, Assistant Director-Operations
Subject **CONSTRUCTION CONTROL DIRECTIVE NO. 890331**

In order to better coordinate the flow of information from this office to the Field Divisions a system of numbered directives is hereby established.

This writing is the first of the series and the numbering system is as follows:

	8	9	0	3	3	1
Year	_____		_____		_____	
Month	_____		_____		_____	
Day	_____		_____		_____	

Please set up a separate binder to receive these directives as they become necessary.


S.C. Byers, P.E.
Assistant Director-Operations

BP/kg

cc: Jack Blaess
Construction
File