

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: November 27, 1991

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

FROM: Byron Poynter, Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 911127

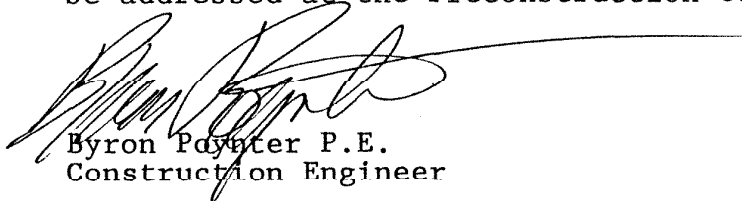
PORTLAND CEMENT AND FLY ASH CERTIFICATIONS

One of the major obstacles to making payments on construction projects is the failure of the contractor/ready-mix concrete supplier to provide proper Cement and Fly Ash Certifications in a timely manner. Refer to Section 701.02 of the Standard Specifications. Copies of the "Procedure For Sampling, Testing and Acceptance of Portland Cement" and the "Procedure For Sampling, Testing and Acceptance of Fly Ash" are enclosed.

The contractor should advise his concrete supplier before beginning the work, that the concrete is to be used on a state construction project, and that each shipment of Fly Ash and/or Portland Cement must be certified by the manufacturer, that it has been manufactured in accordance with specifications. The contractor should encourage the concrete supplier to notify the cement and fly ash supplier, of this requirement. The certifications should be sent with each shipment.

Certifications produced by the concrete supplier or contractor are not acceptable.

Please advise the contractor of the action he should take, as early as possible, to avoid a hold up in payments. This should be addressed at the Preconstruction Conference.



Byron Poynter P.E.
Construction Engineer

Copy To: Distribution List

PROCEDURE FOR
SAMPLING, TESTING
& ACCEPTANCE OF FLY ASH

General: Fly ash will be accepted from previously approved sources only. The basis of acceptance will be supplier-furnished certification.

Source Approval: Source approval will require written request from the supplier which shall contain the following:

- (A) Identification of the specific source of the coal used in the power plant.
- (B) Detailed information concerning location, plant operation, plant equipment, ash collection, chemical additives, processing, storage facilities, communication and related processes.
- (C) Detailed proposed quality control program and shipment control limits. The quality control program shall comply with but not be limited to the requirements of ASTM C-311. The quality control program shall include a comprehensive record keeping system which will include:

Coal pulverization and consumption records

Plant operation records

Ash production records

Test results

Disposition of materials

Certifications and shipping records.

The shipment control limits shall be well within the tolerances of ASTM C-618 and shall control variability to a level acceptable to the Department.

The supplier shall furnish test records for the past year, daily composite or grab samples, and composite samples representing 2,000 tons each as requested from current production for comparison testing between the quality control laboratory and the Oklahoma Department of Transportation Central Laboratory.

NOTE: Prior to accepting samples for comparison testing, the Oklahoma Department of Transportation will inspect and witness sampling and testing facilities and procedures of the quality control laboratory.

Upon approval of the quality control program, the shipping control limits and the reconciliation of any testing differences between the two laboratories, the supplier will agree in writing to maintain the quality control program, shipping control limits, furnish proper identification and Type "D" certification for each shipment to Oklahoma Department of Transportation projects, maintain test results and records for a period of five (5) years, provide access to records, production facilities and testing facilities to authorized Oklahoma Department of Transportation personnel, notify the Department of any changes in plant operations or sources of materials that would affect the quality of the fly ash, and furnish samples as required for comparison testing purposes.

NOTE: Source approval will be withdrawn and/or shipping will be suspended at any time that the supplier is found to not be in compliance with the written agreement, when comparison testing between the two labs shows continued unresolved differences, or when samples taken at the project indicate noncompliance with the shipping control limits.

Acceptance of Material: Material from an approved source will be accepted upon receipt of a Type "D" certification. The Type "D" certification shall include all information required by Subsection 106.12 of the Standard Specifications for Highway Construction. Three copies of the certificate (one - plant operator; one - contractor; and one - Resident Engineer) shall accompany each shipment to the point of delivery and one will be mailed directly to the Materials Engineer. Additional samples will be taken by Oklahoma Department of Transportation personnel at the project site to confirm the validity of the certification process.

Revised
11/15/91

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROCEDURE FOR
Sampling, Testing and Acceptance of
PORTLAND CEMENT
Administered by the Materials Division

1. Cement sampled and tested by the Department prior to use.
 - (a) Shipments from bins reserved for the Department which have been sampled and tested (500 tons composite test samples) by the Department prior to release. Each shipment identified when delivered as pretested with confirmation by mail.
 - (b) Shipments without prior approval and which require sampling at the receiving point and completion of tests prior to use.
2. Cement manufactured under quality control agreement with the Department.
 - (a) Each shipment identified as covered by manufacturer's certification with confirmation by mail.

*Field samples required - see instructions below.
3. Cement produced in compliance with the requirements of the Department of Transportation of another state - approved for use under a reciprocal agreement.
 - (a) Prior approval of the source.

Confirmation of approval of each shipment by mail.

*Field samples required - see instructions below.

*Instructions for field samples, (required to check quality control).

 - 1 Sample each source, each project requiring 50 tons or more.
 - 1 Additional sample each 1,000 tons.

Attachments: Forms
Manufacturer's Quality Control Agreement
(Typical)
Manufacturer's Certification

Revised
11/15/91

Type "D" CERTIFICATION - PORTLAND CEMENT
(Typical)

_____ Cement Company
shipment of Portland Cement produced under
quality control agreement with the Oklahoma
Department of Transportation

Date _____

Truck or Car No. _____

Quantity _____ Type _____ Specification _____

Shipped to _____
Contractor or Consignee

Location _____

Project No. _____

This is to certify that this shipment of cement loaded from bin
number _____ was manufactured under the quality control
agreement with the Oklahoma Department of Transportation and all
test results were in compliance with the applicable specification
requirements except strength tests noted below:

- () No exceptions
- () 7 day, Type I or II
- () 28 day, Type I or II
- () 3 day, Type III

_____ Cement Company

Signed _____

Title _____

_____ tons of the above shipment for Project _____,

_____ County.

_____ Company

Signed _____

Title _____

Date _____

1 copy to Materials Engineer
3 copies to accompany the shipment

Revised
11/15/91

OKLAHOMA DEPARTMENT OF TRANSPORTATION
MANUFACTURER'S QUALITY CONTROL
AGREEMENT
PORTLAND CEMENT

To assure the approval and acceptance of portland cement for use on Oklahoma Department of Transportation projects and projects of other State Departments of Transportation having a reciprocal agreement with the Oklahoma Department of Transportation, the Cement Company agrees to the following regarding all portland cement which it supplies for use on such projects:

1. To maintain quality control as established by the Company and approved by the Department.
2. All test records, including quality history charts, to be available for inspection by the Department's authorized representative. Such records to be retained for a period of not less than 5 years.
3. To cooperate with the Department's representative in the inspection of the testing laboratory, equipment and testing procedures, including the inspection reports of the Concrete and Cement Reference Laboratory (CCRL), U. S. Bureau of Standards.
4. Certification be made for each shipment by the chemist or qualified technician to the effect that the cement was manufactured under this agreement and that all test results were in compliance with the applicable specification requirements except that cement may be shipped following completion of the 3 day strength test for Type I and II cement or the 1 day strength test for Type III cement.

The Type "D" certification will include the date and quantity shipped, destination, contractor or consignee, identification of shipment (ticket or waybill number, R.R. car, transport truck, seals, etc.), and the project number when applicable. When shipment is made to a Ready Mix Plant or Terminal Storage, the certification will provide for an additional statement to be made by the plant operator giving the project number for which the shipment or portion thereof is to be used.

5. Each shipment identified at point of delivery as being covered by this agreement (Seals, 3 copies of certification, etc.).
6. One copy of the certification to be mailed to the Materials Engineer at the time shipment is made.
7. Shipments under this agreement will be suspended upon receipt of such notice from the Department.

Revised
11/15/91

(The Department will suspend acceptance of cement shipments by certification when the inspection of the testing procedure or the Department's check tests indicate unsatisfactory control. The suspension will continue in effect until adequate control is established to the Department's satisfaction).

_____ Company

by _____
(name) (title)

Approved
Oklahoma Dept. of Transportation

by _____, Materials Engineer

Date _____

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: October 15, 1991

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

FROM: Byron Poynter, Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 911015

THIS PAGE ONLY, REVISED NOVEMBER 12, 1991, PLEASE
REPLACE THE ORIGINAL DIRECTIVE DATED OCTOBER 15, 1991.

JOINT FILLERS AND SEALERS

Due to an error in wording in our Supplement to the 1988 Standard Specifications, there is no sealant currently in use that will meet all requirements. In order to accept sealants we intended to specify, you are requested to submit a no-cost change in plan to use the attached interim specification deleting subsection 701.08 of the supplement and amending subsection 701.08 of the standard specifications.

There have been some failures of pavement joints due to the sealant (self leveling and tooled) not being applied according to the manufacturers recommendations. Manufacturers representatives have agreed to visit the projects at the beginning of the joint sealing operation to demonstrate the proper application method. Please urge the contractor to request the representative to make this demonstration.

Please note that the manufacturers demonstration is mandatory when the work specified is Concrete Joint Rehabilitation (see section 419.04(e)2,2.1 of the standard specifications). This requirement will soon be extended to all concrete pavement joints.

When hot applied plastic traffic stripe is placed on a jointed concrete pavement, the heat from the plastic may cause the joint sealant to separate from the concrete and begin a deterioration problem that could become serious. Please offer any comments or observations you have with regard to this problem.


Byron Poynter
Construction Engineer

Copy To: Distribution list.

INTERIM SPECIFICATION
OCTOBER 14, 1991

Delete Subsection 701.08 of the 1991 Supplement and amend Subsection 701.08 of the 1988 Standard Specifications to include the following:

(g) Low Modulus Silicone Joint Sealant (Self Leveling).

1. DESCRIPTION. These Specifications cover self-leveling, low modulus silicone joint sealants and polyethylene bond breaker rod for use in sealing Portland cement concrete pavement joints. The self-leveling silicone sealant shall be furnished in a one part silicone formulation. Acetic acid cure sealants are not acceptable.
2. MATERIALS. The silicone sealant shall meet the color, toxicity, stability and durability requirements of the current Federal Specification TT-S-001543 for Class A sealants and the following test requirements.

TEST	LIMIT	TEST METHOD
Appearance	Smooth, non-grainy	
Extrusion Rate	Homogeneous mixture	MIL S 8802
(gram/min)	275-550	MIL S 8802
Tack Free Time at		
77 deg. F and		
45-55% R.H.	3 Hrs.	MIL S 8802
Specific Gravity	1.26-1.34	ASTM D 792, Method
		A ASTM D 3583
Elongation, %	600 Minimum	Section 14, Modified*
		ASTM D 3583
Modulus @ 50%, psi	7 Maximum	Section 14, Modified*
		ASTM D 3583
Modulus @ 100%	8 Maximum	Section 14, Modified*
		ASTM D 3583
Modulus @ 150%	9 Maximum	Section 14, Modified*

- 2.1.1. Acceptance. The sealant shall be accepted on the basis of the manufacturer's certification and approval by the Materials Engineer in accordance with Subsection 106.12.

A Type "A" Certification shall be furnished for the above listed test requirements.

A Type "D" Certification shall be required for compliance with current Federal Specification TT-S-001543 in accordance with Subsection 2 of these Specifications.

Samples of the joint sealant shall be submitted by the manufacturer to the Materials Division for tests and approval prior to use.

2.1.2. Storage and Shelf Life. Storage and use of the joint sealant shall be in accordance with the manufacturer's recommended practices.

2.2 Bond Breaker Rod. The bond breaker rod shall be of the size and dimensions shown on the Plans. The bond breaker rod shall be compatible with the joint sealant and no bond or reaction shall occur between the rod and the sealant.

The bond breaker rod shall be an approved product listed for use by the Materials Division.

*Clean two 1" x 1" x 3" concrete test blocks, hold under running tap water and scrub with a brush for approximately 30 seconds. Allow blocks to dry for 24 hours at room temperature. Assemble blocks (with 1" x 3" surfaces facing) with 1/2" x 1/2" clamp. Insert backer rod (closed) cell 1/2" dia. x 1"), do not touch surface with fingers. Inject sealant to fill the cavity with no air entrapment. Allow the sealant to flow to a smooth surface-do not strike off. Allow to cure at 77 degrees F and 45-55% R.H. After 21 days, remove clamp and Teflon spacers and pull Instron tester at 2" per minute.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: October 9, 1991

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

FROM: Byron Poynter, Construction Engineer

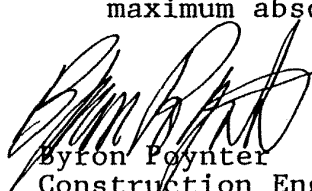
SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 911009

PENETRATING WATER REPELLANT FOR TREATMENT OF
CONCRETE SURFACES

Recent tests results indicate that under some conditions, the penetration of the Water Repellant does not reach the required 0.15 inch as specified. Refer to Section 515A of the supplement to the 1988 Standard Specifications. In some cases an inordinate number of tests have failed.

In order to achieve proper penetration, the specification is adjusted as follows:

The contractor may make multiple applications of the solution in order to obtain the 0.15 in. penetration. If the contractor is successful in obtaining the required penetration with additional applications, the Water Repellant Solution will not be removed from the approved list and full payment will be made for the areas that have reached minimum required penetration and not exceeded the maximum absorption.


Byron Poynter
Construction Engineer

Copy To: Distribution list.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: July 2, 1991

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


FROM: Byron Poynter, Construction Engineer

SUBJECT: Construction Control Directive No. 910702

NOTIFICATION OF COMPLETED SUBGRADE

When earthwork projects are let separate from the surfacing, it is essentially that the Materials Engineer has an opportunity to collect soil samples of the finished Subgrade in preparation for the pavement design.

When the earthwork project reaches its finished elevation (bluetop grade), notify the Materials Engineer with copies to the appropriate design authority, Rural Design, Urban Design, or Local Government.



Byron Poynter
Construction Engineer

Copy To: Distribution list.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: June 24, 1991

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

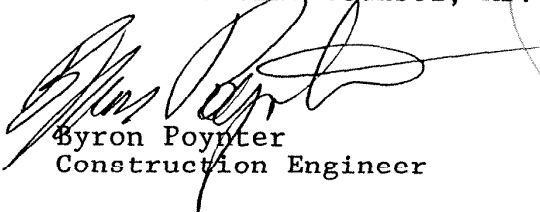
FROM: Byron Poynter, Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 910613

REQUESTS FOR COPIES OF ESTIMATES

The information included in Pay Estimates is basically for the Prime Contractor (even though they are public records). If a subcontractor or supplier on a particular project requests a copy of a pay estimate, you are to require that the request be submitted in writing. When responding, send a copy of your cover letter to the Prime Contractor. The appropriate copying charges should be assessed.

If persons not associated with the project, including private citizens, requests a copy of an estimate, they should be referred to the General Counsel, Mr. Norman Hill.



Byron Poynter
Construction Engineer

Copy To: Distribution List

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: May 23, 1991

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

FROM: Byron Poynter, Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 910523

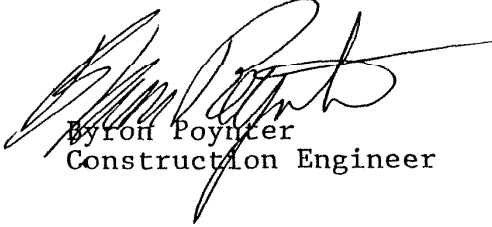
CONTRACTORS RELEASE OF TAX INFORMATION

With reference to Directive Number 901023, tax information is confidential. The contractor must authorize the Tax Commission to issue the certification that he has paid all taxes.

The enclosed form has been provided by the Tax Commission to facilitate the process. On or about the time of Final Inspection of the project, the Resident Engineer should forward a copy of the form to the contractor with instructions to fill out his portion and send to the Tax Commission. The Tax Commission will then forward the certification to this office and the remaining 5% of the monies earned, or the securities on deposit will then be released for payment.

This applies to all projects let in September 1990 and subsequent lettings.

Additional copies of the form will be sent later.



Byron Poynter
Construction Engineer

Copy To: Distribution List



OKLAHOMA TAX COMMISSION

STATE OF OKLAHOMA

2501 LINCOLN BLVD.
OKLAHOMA CITY, OKLAHOMA 73194-0001

BUSINESS TAX
DIVISION

Authorization For Waiver and Disclosure of Tax Information

To facilitate the exchange of information required by Title 69, section 1103, O.S., and pursuant to Title 68 O.S. 1990 Supp., section 205(c)(17), the undersigned contractor hereby gives the Oklahoma Tax Commission express permission to provide to the Oklahoma Department of Transportation, information to determine that the undersigned is in compliance with all applicable tax laws. The Tax Commission is authorized to provide the Oklahoma Department of Transportation a statement reflecting the status of contractors payment history and any delinquency as it relates to sales, use, franchise, withholding, income, motor fuel and motor vehicle taxes.

It is understood that any information provided by the Tax Commission is subject to audit and does not include any reports not yet due or not received as of the date of the Oklahoma Tax Commission signature.

Answer the following questions:

1. Do you have employees subject to income tax withholding? Yes ☐ No ☐
2. Did you bring material from out of state into Oklahoma? Yes ☐ No ☐
3. Period of this contract: From _____ To _____
4. Have you held previous contracts with the Oklahoma Department of Transportation? Yes ☐ No ☐

5. FEI Number _____

Name of Contractor

Authorized Signature

Street Address

Title

City, State, Zip Code

Seal (If Corporation)

Project no. _____ Location _____

(FOR OFFICIAL USE ONLY)

Contractor is in compliance? Yes ☐ No ☐

OTC Signature

Date

Title

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: April 29, 1991

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

FROM: Byron Poynter, Construction Engineer

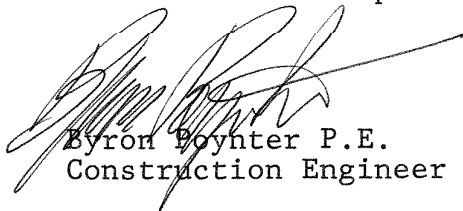
SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 910429

USE OF ROTARY TYPE FINISHERS FOR CONCRETE PAVING

The rotary type finishing machine (Clary) is not permitted for general concrete work. Refer to section 414.03(b) of the standard specifications. The oscillating type machine is to be used for general work where the slab is of uniform width. The rotary type may be used in small areas inaccessible to the mainline paving equipment.

The reason for this limitation is due to evidence that the rotary screed segregates the concrete leaving an inordinate amount of grout in the top of the slab. The result is an eventual spalling of the surface.

It has come to the attention of this office that the specification has gone unnoticed or is being ignored by some contractors. Please inform the contractors of this specification and insist on compliance.



Byron Poynter P.E.
Construction Engineer

Copy To: Distribution List

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: April 25, 1991

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

FROM: Byron Poynter, Construction Engineer

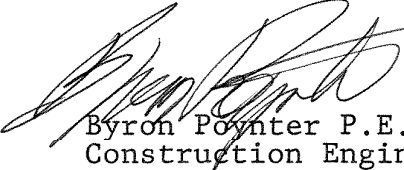
SUBJECT: Construction Control Directive No. 910425

CLEARING AND GRUBBING DESIGNATION

Section 201.05 of the standard specifications indicates that the engineer is to designate or mark the locations where Clearing and Grubbing is to be done.

When Clearing and Grubbing is paid by the acre, the engineer is to inform the contractor in writing, the extents where Clearing and Grubbing is to be performed before work on this item begins.

The notice should include station numbers from and to, whether left and/or right. Widths may be defined or referenced to the slope stakes or Right-Of-Way Line.



Byron Poynter P.E.
Construction Engineer

Copy To: Distribution list:

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: January 9, 1991

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

FROM: Byron Poynter Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 910102

FUEL SURCHARGE REIMBURSEMENT

This directive supercedes and cancels directive numbers 900904, 901031 and 901119.

This is a compilation of information relative to the Fuel Surcharge Reimbursement with additional examples.

The Oklahoma Corporation Commission allows a Fuel Surcharge to be added to loads delivered by common carriers. Because of the rapidly changing crude oil prices, the rates are adjusted often and may change several times during the course of a project.

The Department will reimburse the contractor for any increase between the Letting Date and the Shipping Date. Refer to Section 109.03 of the standard specifications.

Reimbursement is made only for the delivery of permanent materials, remaining in the project.

A Common Carrier is defined as:

A hauling vehicle with four or more axles, where the vehicle owners haul for hire. That is; the owners receive only the transportation costs for the delivery of the materials and are not the owners of the materials hauled.

The carrier must be registered as a Common Carrier with the Motor Carrier Division of the Corporation Commission. Each door of the vehicle will have the name of the permit holder and the five digit permit number.

CCD 910102 CONT'D

Rates are variable depending on the type of material hauled. The categories that ODOT will be concerned with are:

1. Petroleum and Petroleum products.
2. Cement and Flyash.
3. Rock, Sand & Gravel and Coal.

In order to verify the proper amount of surcharge, you will need the following information:

1. Letter from the contractor requesting reimbursement of the surcharge.
2. Copies of the Tariff Sheets depicting the regular Carrier Rates, Surcharge Rate on Letting Date, and Surcharge Rate on Date Shipped.
3. The Name of the Carrier.
4. Name of the material supplier.
5. Name of the firm purchasing the material.
6. Project Number
7. Date shipped
8. Type of material.
9. Weight of materials.
10. Amount of shipping charges.
11. Amount of Surcharge (shown separately).

Most of this information will be shown on the Load Ticket. The surcharge may be on the ticket but most likely will be on a ticket summary. If there was a surcharge in effect on the day the project was let, ODOT will only reimburse the increase from the day let, until the day shipped.

You must have a ticket for each load. The tickets must support the summary. The tickets should be summarized by type of material and if the surcharge rate is variable, they should be grouped by rates.

Some carriers may invoice the contractor daily or weekly, showing the surcharge on the invoice. This is acceptable. However, you must have load tickets to support the invoice.

To determine the proper amount of reimbursement, verify the amount of transportation charges, then compute the surcharge as follows:

$$(RS - RL) \times TC = \text{Allowable Reimbursement}$$

Where; RS = Fuel Surcharge Rate on Date of Shipping
 RL = Fuel Surcharge Rate on Date of Letting
 TC = Transportation Charges.

CCD 910102 CONT'D

Sample tickets and a sample summary are included to assist with verification of the surcharge.

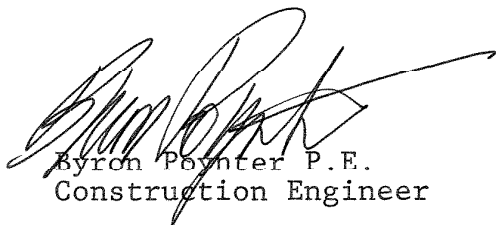
The determination of the amount of surcharge is laborious. For this reason it is the intent that after all of the common carrier loads have been delivered to the project, the surcharge will be summed and the amount paid, one time, on a subsequent estimate, which may be either progressive or final. In case there is a need for additional deliveries, such as, for unforeseen overruns or late Change Orders, an additional payment would be made.

To further illustrate I offer the following scenario:

A typical 4 lane, 5 mile, reconstruction project of PC Concrete with asphalt base and shoulders will require about 150,000 tons of materials for the basic project. A net load will be approximately 23 tons each, thus requiring a little over 6500 loads for the job. Regular freight rates will run about .0057 per Lb. or \$11.40 per ton, or \$262.20 per load. If the increase in the surcharge since letting day is 5.7%, the surcharge would be about \$15.00 per load for a total of \$ 97,500. This assumes that all of the materials were delivered by common carrier.

By comparison, a 2 inch asphalt overlay for 1 mile of 2 lane highway will require about 1550 tons of material, or 67 loads at \$15.00 for \$1005.00 total.

Please note that if rates go down after the letting, a reduction in price is in order.



Byron Poynter P.E.
Construction Engineer

Copy To: Distribution List

CCD 910102 CON'T

SAMPLE LOAD TICKETS

SAMPLE 1

PABALUCCI TRUCKING COMPANY

TICKET NO.	126	PROJECT NO:	SAP 78(22)
SOLD FROM:	Slippery Oil Co.		
SOLD TO:	Upanatem Construction Co.		
DATE SHIPPED:	12-06-90	DRIVER:	S. Claus.
DESCRIPTION:	AC-20	WEIGHT:	45210
WEIGHT:	45210	MISC. RATE:	3.5%
RATE:	.0057	MISC. CHARGES:	9.02
TOTAL:	257.70	TOTAL CHARGES:	266.72

SAMPLE 2

PABALUCCI TRUCKING COMPANY

TICKET NO.	141	PROJECT NO:	SAP 78(22)
SOLD FROM:	Slippery Oil Co.		
SOLD TO:	Upanatem Construction Co.		
DATE SHIPPED:	12-24-90	DRIVER:	S. Bono
DESCRIPTION:	AC-20	WEIGHT:	44340
WEIGHT:	44340	MISC. RATE:	4.2%
RATE:	.0057	MISC. CHARGES:	10.61
TOTAL:	252.74	TOTAL CHARGES:	263.35

CCD 910102 CON'T

SAMPLE LOAD TICKETS

SAMPLE 3

PABALUCCI TRUCKING COMPANY

TICKET NO.	107	PROJECT NO:	SAP 16(34)
SOLD FROM:	Piedradura Quarry		
SOLD TO:	Boon Construction Co.		
DATE SHIPPED:	12-15-90	DRIVER:	E. Fudd
DESCRIPTION:	Cr. Rock	WEIGHT:	44123
WEIGHT:	44123	MISC. RATE:	5.9%
RATE:	.49 CWT	MISC. CHARGES:	12.75
TOTAL:	216.20	TOTAL CHARGES:	228.95

SAMPLE 4

PABALUCCI TRUCKING COMPANY

TICKET NO.	36	PROJECT NO:	FAP-95(44)
SOLD FROM:	Ickey Lime Co.		
SOLD TO:	Bigdirt Construction Co.		
DATE SHIPPED:	10-04-90	DRIVER:	J. Carson
DESCRIPTION:	Lime	WEIGHT:	43300
WEIGHT:	43300	MISC. RATE:	3.9%
RATE:	.0050 Lb.	MISC. CHARGES:	8.44
TOTAL:	216.50	TOTAL CHARGES:	224.94

1-07-91

SUMMARY OF ALLOWABLE SURCHARGE FOR COMMON CARRIERS

PROJECT NO.

COUNTY

CONTRACTOR

(A) TICKET NO.	(B) DATE	(C) TYPE MAT.	(D) NET WEIGHT	(E) BASE RATE	(F) SHIPPING CHARGES	(G) SURCHARGE RATE	(H) SURCHARGE DAY LET	(I) ALLOWABLE RATE	(J) ALLOWABLE AMOUNT
----------------------	-------------	---------------------	----------------------	---------------------	----------------------------	--------------------------	-----------------------------	--------------------------	----------------------------

Case one: Surcharge rate has increased more than once.

126	12-06-90	AC20	45210	.0057	257.70	3.5%	0.9%	2.6%	6.70
141	12-07-90	AC20	44340	.0057	252.74	4.2%	0.9%	3.3%	8.34

Case two: No rate in existence on Day Let. Enter full amount.

107	12-15-90	CR RK	44123	.0049	216.20	5.9%	0.0	5.9	12.75
-----	----------	-------	-------	-------	--------	------	-----	-----	-------

Case three: No change in rate since Letting Day.

36	10-04-90	Lime	43300	.0050	216.50	3.9%	3.9%	0.0	0.0
----	----------	------	-------	-------	--------	------	------	-----	-----

Column (F) = (D) X (E) CAUTION some tickets have been found that indicate the rate as Hundred Weight (CWT) but the rate shown is per pound.

Column (I) = (G) - (H) Each ticket must be listed on the summary. If the rates remain the same, the preparer may simply multiply the total of Column (F)

Column (J) = (I) X (F) by the rate in Column (I) to obtain Column (J), the allowable amount.



Oklahoma Department of Transportation

Portland Cement, Fly Ash, Ground Granulated
Blast Furnace Slag, and Bituminous Material Certifications
Construction Control Directive No. **911127**

February 15, 2002

Scope: To identify the certification procedures for Portland Cement, Fly Ash, Ground Granulated Blast Furnace Slag and Bituminous Materials.

One of the major obstacles to making payments on construction projects is the failure of the contractor/ready-mix concrete supplier to provide proper Cement, Fly Ash, Blast Furnace Slag, and Bituminous Material Certifications in a timely manner. Refer to Section 701.02 of the Standard Specifications. Copies of the Procedure For Sampling, Testing and Acceptance of [Portland Cement](#), the Procedure for Sampling, Testing and Acceptance of [Fly Ash](#), the Procedure For Sampling, Testing and Acceptance of Ground Granulated Blast Furnace Slag ([GGBFS](#)) and the Manufacturers Quality Control Agreement for [Bituminous Materials](#) are attached. These agreements between ODOT and the material supplier outline the procedures required to accept the material on a contract.

The contractor should advise his concrete supplier before beginning the work that the concrete is to be used on a state construction project and that each shipment of Fly Ash, Portland Cement, GGBFS, or Bituminous Material must be certified by the manufacturer that it has been manufactured in accordance with ODOT specifications. The contractor should encourage the concrete supplier to notify each manufacturer of this requirement. The certifications should accompany each shipment.

Certifications produced by the concrete supplier or contractor are not acceptable.

Please advise the contractor of the action he should take, as early as possible, to avoid a hold up in payments. This should be addressed at the Preconstruction Conference.

A handwritten signature in blue ink, appearing to read "George Raymond".

George Raymond, P.E.
Construction Engineer

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROCEDURE
FOR
SAMPLING, TESTING, AND ACCEPTANCE OF
PORTLAND CEMENT

GENERAL: Cement will be accepted from previously approved sources only. The basis of acceptance will be manufacturer-furnished certification.

SOURCE APPROVAL: Source approval for cement shall be the responsibility of a domestic cement manufacturer. Source approval will require written request from the manufacturer, which shall include the following:

- (A) Identification of the specific source.
- (B) Detailed information concerning plant location, operation, equipment, processing, storage facilities, chemical, mineral, or other additives and/or additions, communication and related processes.
- (C) Detailed proposed Quality Control Program and shipment control limits. The quality control program shall comply with but not be limited to the requirements of AASHTO M 85 or M240. The quality control program shall incorporate a comprehensive record keeping system, to include:
 - Plant operation records.
 - Cement production records.
 - Test results. (Tests on foreign cement to be performed and reported by the qualified domestic manufacturer).
 - Disposition of Materials.
 - Certifications of shipping records.
 - Shipping control limits shall be well within the tolerances of AASHTO M85 or M240, and shall control variability within a level acceptable to the Department.

The manufacturer shall furnish test records for the previous twelve (12) months of daily composite or grab samples. The manufacturer shall furnish five (5) composite samples* representing 1,000 tons each as requested from current production for comparative testing between the manufacturer's quality control laboratory and the Oklahoma Department of Transportation Materials Division laboratory.

***NOTE:** Prior to accepting samples for comparison testing, the Oklahoma Department of Transportation will inspect and witness sampling and testing facilities and procedures performed in the quality control laboratory.

Upon Oklahoma Department of Transportation approval of the quality control program, shipping control limits, and reconciliation of any testing differences between the two laboratories, the Manufacturer will agree in writing to the requirements specified in the *Manufacturer's Quality Control Agreement for Portland Cement*, (example attached).

SUSPENSION OF SOURCE APPROVAL: Source approval will be withdrawn and/or shipping will be suspended at any time the Manufacturer is found to be in noncompliance with the written agreement, when comparison testing between the two laboratories shows continuing unresolved differences, and/or when samples taken at the project indicate noncompliance with shipping control limits as stated in the agreement.

ACCEPTANCE OF MATERIAL: Materials from an approved source will be accepted upon receipt of certification. The certification shall state that the cement was produced under the terms of the quality control agreement and will include all information (except Project Number) as required under Subsection 106, *Standard Specifications for Highway Construction*, for Type "D" Certification. One copy of the certificate shall accompany each shipment to the point of delivery. No other copies of the certificate are required by the Department. Additional project samples will be taken, and periodic inspections of the contractor/concrete supplier files and records will be documented by Department personnel at the project site to confirm and validate the certification process.

STATEMENT OF SOURCE: The contractor/concrete supplier will state to the Department in writing at the beginning of each project that (they) will use cement only from a specifically-named approved source on the project. The contractor/concrete supplier is responsible for notifying the cement manufacturer that the cement must be manufactured and certified under the Department-approved quality control agreement. Certifications of Shipment are to be retained on file by the contractor/concrete supplier for no less than five (5) years, and shall be presented upon request to authorized Oklahoma Department of Transportation personnel.

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROCEDURE
FOR
SAMPLING, TESTING, AND ACCEPTANCE OF
FLY ASH

GENERAL: Fly ash will be accepted from previously approved sources only. The basis of acceptance will be supplier-furnished certification.

SOURCE APPROVAL: Source approval for fly ash shall be the responsibility of a domestic fly ash supplier. Source approval will require written request from the supplier, which shall include the following:

- (A) Identification of the specific source of coal used in the power plant.
- (B) Detailed information concerning plant location, operation, equipment, processing, storage facilities, chemical, mineral, or other additives and/or additions, communication and related processes.
- (C) Detailed proposed Quality Control Program and shipment control limits. The quality control program shall comply with but not be limited to the requirements of ASTM C-311. The quality control program shall incorporate a comprehensive record keeping system, to include:
 - Plant operation records.
 - Coal pulverization and consumption records.
 - Ash production records.
 - Test results. (Tests on foreign material to be performed and reported by the qualified domestic supplier).
 - Disposition of Materials.
 - Certifications of shipping records.
 - Shipping control limits shall be well within the tolerances of ASTM C-618, and shall control variability within a level acceptable to the Department.

The supplier shall furnish test records for the previous twelve (12) months of daily composite or grab samples. The supplier shall furnish ten (10) composite samples* representing 2,000 tons each as requested from current production for comparative testing between the supplier's quality control laboratory and the Oklahoma Department of Transportation Materials Division laboratory.

***NOTE:** Prior to accepting samples for comparison testing, the Oklahoma Department of Transportation will inspect and witness sampling and testing facilities and procedures performed in the quality control laboratory.

Upon Oklahoma Department of Transportation approval of the quality control program, shipping control limits, and reconciliation of any testing differences between the two laboratories, the Supplier will agree in writing to the requirements specified in the *Supplier's Quality Control Agreement for Fly Ash*, (example attached).

SUSPENSION OF SOURCE APPROVAL: Source approval will be withdrawn and/or shipping will be suspended at any time the Supplier is found to be in noncompliance with the written agreement, when comparison testing between the two laboratories shows continuing unresolved differences, and/or when samples taken at the project indicate noncompliance with shipping control limits as stated in the agreement.

ACCEPTANCE OF MATERIAL: Materials from an approved source will be accepted upon receipt of certification. The certification shall state that the fly ash was produced under the terms of the quality control agreement and will include all information (except Project Number) as required under Subsection 106, *Standard Specifications for Highway Construction*, for Type "D" Certification. One copy of the certificate shall accompany each shipment to the point of delivery. No other copies of the certificate are required by the Department. Additional project samples will be taken, and periodic inspections of the contractor/supplier files and records will be documented by Department personnel at the project site to confirm and validate the certification process.

STATEMENT OF SOURCE: The contractor/supplier will state to the Department in writing at the beginning of each project that (they) will use fly ash only from a specifically-named approved source on the project. The contractor/supplier is responsible for notifying the fly ash supplier that the fly ash must be manufactured and certified under the Department-approved quality control agreement. Certifications of Shipment are to be retained on file by the contractor/concrete supplier for no less than five (5) years, and shall be presented upon request to authorized Oklahoma Department of Transportation personnel.

**OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROCEDURE
FOR
SAMPLING, TESTING, AND ACCEPTANCE OF
GROUND GRANULATED BLAST FURNACE SLAG (GGBFS)**

GENERAL: Ground Granulated Blast Furnace Slag (GGBFS) will be accepted from previously approved sources only. The basis of acceptance will be supplier-furnished certification.

SOURCE APPROVAL: Source approval for GGBFS shall be the responsibility of a domestic GGBFS supplier. Source approval will require written request from the supplier, which shall include the following:

- (A) Identification of the specific source.
- (B) Detailed information concerning plant location, operation, equipment, processing, storage facilities, chemical, mineral, or other additives and/or additions, communication and related processes.
- (C) Detailed proposed Quality Control Program and shipment control limits. The quality control program shall comply with but not be limited to the requirements of AASHTO M 302-97¹. The quality control program shall incorporate a comprehensive record keeping system, to include:
 - Plant operation records.
 - GGBFS production records.
 - Test results. (Tests on foreign material to be performed and reported by the qualified domestic supplier).
 - Disposition of Materials.
 - Certifications of shipping records.
 - Shipping control limits shall be well within the tolerances of AASHTO M302-97¹, and shall control variability within a level acceptable to the Department.

The supplier shall furnish test records for the previous twelve (12) months of daily composite or grab samples. The supplier shall furnish ten (10) composite samples* representing 2,000 tons each as requested from current production for comparative testing between the supplier's quality control laboratory and the Oklahoma Department of Transportation Materials Division laboratory.

***NOTE:** Prior to accepting samples for comparison testing, the Oklahoma Department of Transportation will inspect and witness sampling and testing facilities and procedures performed in the quality control laboratory.

Upon Oklahoma Department of Transportation approval of the quality control program, shipping control limits, and reconciliation of any testing differences between the two laboratories, the Supplier will agree in writing to the requirements specified in the *Supplier's Quality Control Agreement for Ground Granulated Blast Furnace Slag, (GGBFS)*, (example attached).

SUSPENSION OF SOURCE APPROVAL: Source approval will be withdrawn and/or shipping will be suspended at any time the supplier is found to be in noncompliance with the written agreement, when comparison testing between the two laboratories shows continuing unresolved differences, and/or when samples taken at the project indicate noncompliance with shipping control limits as stated in the agreement.

ACCEPTANCE OF MATERIAL: Materials from an approved source will be accepted upon receipt of certification. The certification shall state that the GGBFS was produced under the terms of the quality control agreement and will include all information (except Project Number) as required under Subsection 106, *Standard Specifications for Highway Construction*, for Type "D" Certification. One copy of the certificate shall accompany each shipment to the point of delivery. No other copies of the certificate are required by the Department. Additional project samples will be taken, and periodic inspections of the contractor files and records will be documented by Department personnel at the project site to confirm and validate the certification process.

STATEMENT OF SOURCE: The contractor will state to the Department in writing at the beginning of each project that (the contractor) will use GGBFS only from a specifically-named approved source on the project. The contractor is responsible for notifying the GGBFS supplier that the GGBFS must be manufactured and certified under the Department-approved quality control agreement. Certifications of Shipment are to be retained on file by the contractor/concrete supplier for no less than five (5) years, and shall be presented upon request to authorized Oklahoma Department of Transportation personnel.

**OKLAHOMA DEPARTMENT OF TRANSPORTATION
SUPPLIER'S QUALITY CONTROL AGREEMENT
FOR
GROUND GRANULATED BLAST FURNACE SLAG (GGBFS)**

To assure the approval and acceptance of Ground Granulated Blast Furnace Slag (GGBFS) for use on Oklahoma Department of Transportation (hereinafter called "the Department") projects, and projects of state Departments of Transportation having a reciprocal agreement with the Oklahoma Department of Transportation, the

_____,
(hereinafter called "the Company") agrees to the following, regarding all GGBFS which it supplies for use on such projects:

- (A) To maintain Quality Control as established by the Company and approved by the Department.
- (B) To make available all test records, including quality history charts, for inspection by the Department's authorized representative. Such records to be maintained for a period of not less than five (5) years.
- (C) To provide to the Department a monthly report of averages, including high and low values, for ground granulated blast furnace slag (GGBFS) produced under this agreement.
- (D) To cooperate with the Department's representative in the inspection of the testing laboratory, equipment, and testing procedures at the Company's processing facility.
- (E) To participate in the Concrete and Cement Reference Laboratory (CCRL) Pozzolan Proficiency Sample Program, and provide sample records to the Department's authorized representative for review.
- (F) To provide certification of each shipment by the chemist or qualified technician to the effect that the GGBFS was produced under this agreement and that all test results were in compliance with the applicable specification requirements.

The certification will accompany the shipment and will include the date and quantity shipped, destination, contractor or consignee, identification of shipment (ticket or waybill number, R.R. car, transport truck seals, etc.).

- (G) To maintain GGBFS product quality and integrity throughout storage, transport, and delivery to terminus. Each shipment will be identified at point of delivery as being covered by this agreement (seals, copies of certification, etc.).
- (H) Shipments under this agreement will be suspended upon receipt of such notice from the Department. *The Department will suspend acceptance of cement shipments by certification when inspection of testing processes or records, or the Department's sample testing indicate unsatisfactory control. The suspension will remain in effect until adequate control is established to the Department's satisfaction.*

This agreement will remain in effect for a period of one (1) year, or until cancelled by either party. This agreement may be extended for one-year periods if agreed to by both parties.