

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Date: November 25, 1998

To: Field Division Engineers, Construction Engineers and Resident Engineers.

From: Byron Poynter, Construction Engineer

Subject: CONSTRUCTION CONTROL DIRECTIVE NO. 981125

CANCELLATION OF AUDITS BY THE BRIDGE DIVISION

Beginning immediately, do not send bridge as-built information to the Bridge Division for audit. All auditing of bridge items which require audit will be done by each individual Field Division. The Bridge Division, for some time has been preparing plans specifying that bridge components, other than foundations, will be paid at plan estimated quantities. This action reduces the amount of documents which require audit to those which are variable such as bridge foundations.

It is necessary for the Bridge Division to maintain files of certain information for historical and billing purposes as follows:

A DETAILED RECORD OF THE BRIDGE FOUNDATION AS-BUILT. This is needed in case future problems develop with the foundation (scour settlement etc.) and must be readily available.

THE BRAND NAME OF THE WATER REPELLANT USED ON THE BRIDGE SURFACES. This is for statistical and performance reasons and only applies to the contracts which make the application to the deck and approaches. Repellant used for covering the bridge seat and other substructure components as the bridge is under construction does not require a report.

CONSTRUCTION CONTROL DIRECTIVE NO. 981125 CONTINUED

THE AS-BUILT QUANTITIES OF THE NONPARTICIPATING ITEMS USED FOR UTILITY FACILITIES. This is to ensure that the owner of utilities which have requested inserts or other hardware items to be installed in the bridge for their use, are billed accurately.

The process will operate as follows:

After the bridge foundation is in place, the Resident Engineer will prepare a foundation report to be filed with the Bridge Division. The report must include the following:

PILING

- ✓ Indicate pile hammer used (name, size).
- ✓ Identify the location of each pile within the bent/cluster (sketch of layout may be needed to identify the location).
- ✓ Indicate the length of pile in place, cut-off, build-up number of splices, final bearing capacity.
- ✓ Indicate method of determination of bearing capacity (IE penetration in last ten blows, wave equation analysis).

DRILLED SHAFTS

Identify the location of the shaft in the structure. Indicate the total length of shaft in place, depth of socket (when applicable).

SPREAD FOOTINGS

Indicate the elevation of bottom of footing and top of rock elevation (when applicable).

In all cases, when there has been a change in the foundation, attach a copy of the change order to the Foundation Report. If there has been an unusual occurrence associated with the foundation, (cave in, misalignment, displacement of inner casing etc.), include that information with the Foundation Report also. The Foundation Report is for historical purposes, not for payment. Do not report superstructure information.

## CONSTRUCTION CONTROL DIRECTIVE NO. 981125 CONTINUED

If the contract included hardware items to be installed in the bridge to allow connection of conduits owned by utility companies, indicate the as-planned and the as-built quantities. If additional items have been added, attach a copy of the change order. These items will be nonparticipating in federal funds.

If the contract is for placement of water repellant on the deck and approach slabs, indicate the brand name of the repellant. Since these contracts are specifically for this purpose, this will be the only item to report.

The Bridge Division will return a notice to the Resident Engineer advising that the report has been filed and contains the appropriate information. Attach a copy of the notice to the final estimate. The Bridge Division will remain "in the loop" for project finalization to ensure that the report is on file.

### ABOUT PAYMENT OF PLAN QUANTITY:

The basic reason for specifying payment of plan quantity is to avoid endless hours of auditing numbers on components of bridges which are nonvariable, only to arrive at or near the same quantity the designer estimated. Even when there are small differences between as-planned and as-built, the process allows finalization without an audit and thus prompt final payment. The concept is, that if the Department received the bridge as designed, to the prescribed dimensions, water-way, elevations, etc., the plan quantity should be paid.

### SOMETHING TO WATCH FOR:

As with any change, it will take several months to fully implement this process. In all cases, administer each contract as it is written. Soon, new plan notes will appear that specify payment of plan quantity for various features of bridges unless the actual quantity is exceedingly over, or exceedingly under, plan quantity by a given percentage. The burden of proving the difference will be on the person challenging the quantity, whether it is the contractor or ODOT.

CONSTRUCTION CONTROL DIRECTIVE NO. 981125 CONTINUED

Enclosed is a form which has been prepared to facilitate the placement of the necessary data on file. The form serves as a transmittal and when filing foundation data and reporting utility installations, additional sheets should be attached as needed. Reporting of the Water Repellant Brand may be done on the form itself. The Bridge Division will return a copy of the transmittal showing the date filed etc. Attach a copy of this transmittal to the final estimate.

If a Final Estimate arrives in the Construction Division without the report being filed, we will promptly notify you.

  
Byron Poynter  
Construction Engineer

Copy to: Distribution List

briaud.bp 25

**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SUMMARY OF BRIDGE FOUNDATIONS, WATER REPELLANT,  
UTILITY ITEMS**

**TO BE COMPLETED BY THE RESIDENT ENGINEER**

(Requested by ODOT Bridge Engineer, prior to finalization, for all ODOT projects involving any bridge work)

PROJECT# \_\_\_\_\_ JP# \_\_\_\_\_ COUNTY \_\_\_\_\_

INVOLVING BRIDGE STRUCTURE(S) \_\_\_\_\_

(List ALL bridge structures in the project)

☐ This project is for application of Water Repellant on the Bridge Deck.

Brand name applied: \_\_\_\_\_

☐ Attached is your record copy of the as-built bridge foundation records for this project.

☐ This project includes UTILITY inserts, hangers or service lines involving the bridge(s) on this project. See attachment for a description of each item, the planned quantity and the as-built quantity.

☐ There are no third-party paid Contract UTILITY inserts, hangers or service lines involving the bridge(s) on this project.

SIGNED: \_\_\_\_\_ (Resident Engineer) Residency: \_\_\_\_\_

No. Pages Attached \_\_\_\_\_ DATE: \_\_\_\_\_

**THIS SPACE FOR USE OF THE ODOT BRIDGE DIVISION**

Your summary of bridge foundations, water repellant or utility items has been placed on file in the Bridge Division.

DATE: \_\_\_\_\_ Recorded by: \_\_\_\_\_

# Oklahoma Department of Transportation

Cancellation of Audits by the Bridge Division  
Construction Control Directive No. **19981125**

**February 15, 2002**

---

Scope: To establish the documents that are to be submitted to the Bridge Division and to cancel audits by the Bridge Division.

The Bridge Division will no longer audit as-built information on bridge projects. All bridge items which require audit will be done by each individual Field Division. The Bridge Division for some time has been preparing plans specifying that bridge components, other than foundations, will be paid at plan estimated quantities. This action reduces the amount of documents which require audit to those which are variable such as bridge foundations.

It is necessary for the Bridge Division to maintain files of certain information for historical and billing purposes as follows:

#### A DETAILED RECORD OF THE BRIDGE FOUNDATION AS-BUILT.

- This is needed in case future problems develop with the foundation (scour settlement etc.) and must be readily available.

#### THE BRAND NAME OF THE WATER REPELLANT USED ON THE BRIDGE SURFACES.

- This is for statistical and performance reasons and only applies to the contracts which make the application to the deck and approaches. Repellant used for covering the bridge seat and other substructure components as the bridge is under construction does not require a report.

#### THE AS-BUILT QUANTITIES OF THE NONPARTICIPATING ITEMS USED FOR UTILITY FACILITIES.

- This is to ensure that the owner of utilities which have requested inserts or other hardware items to be installed in the bridge for their use, are billed accurately.

The process will operate as follows:

1. After the bridge foundation is in place, the Resident Engineer will prepare a foundation report to be filed with the Bridge Division. The report must

include the following:

#### PILING

- Indicate pile hammer used (name, size).
- Identify the location of each pile within the bent/cluster (sketch of layout may be needed to identify the location).
- Indicate the length of pile in place, cut-off, build-up number of splices, final bearing capacity.
- Indicate method of determination of bearing capacity (i.e. penetration in last ten blows, wave equation analysis).

#### DRILLED SHAFTS

- Identify the location of the shaft in the structure. Indicate the total length of shaft in place, depth of socket (when applicable).

#### SPREAD FOOTINGS

- Indicate the elevation of bottom of footing and top of rock elevation (when applicable).

In all cases, when there has been a change in the foundation, attach a copy of the change order to the Foundation Report. If there has been an unusual occurrence associated with the foundation (cave in, misalignment, displacement of inner casing, etc.), include that information with the Foundation Report also. The Foundation Report is for historical purposes, not for payment. Do not report superstructure information.

If the contract included hardware items to be installed in the bridge to allow connection of conduits owned by utility companies, indicate the as-planned and the as-built quantities. If additional items have been added, attach a copy of the change order. These items will be nonparticipating in federal funds.

If the contract is for placement of water repellant on the deck and approach slabs, indicate the brand name of the repellant. Since these contracts are specifically for this purpose, this will be the only item to

report.

2. The Bridge Division will return a notice to the Resident Engineer advising that the report has been filed and contains the appropriate information. Attach a copy of the notice to the final estimate. The Bridge Division will remain "in the loop" for project finalization to ensure that the report is on file.

#### ABOUT PAYMENT OF PLAN QUANTITY

The basic reason for specifying payment of plan quantity is to avoid endless hours of auditing numbers on components of bridges which are non-variable, only to arrive at or near the same quantity the designer estimated. Even when there are small differences between as-planned and as-built, the process allows finalization without an audit and thus prompt final payment. The concept is, that if the Department received the bridge as designed, to the prescribed dimensions, water-way, elevations, etc., the plan quantity should be paid.

#### SOMETHING TO WATCH FOR

As with any change, it will take several months to fully implement this process. In all cases, administer each contract as it is written. Soon, new plan notes will appear that specify payment of plan quantity for various features of bridges unless the actual quantity is exceedingly over, or exceedingly under, plan quantity by a given percentage. The burden of proving the difference will be on the person challenging the quantity, whether it is the contractor or ODOT.

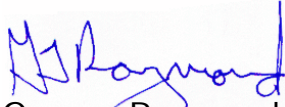
The [form](#) which has been prepared to facilitate the placement of the necessary data on file is attached. The form serves as a transmittal and when filing foundation data and reporting utility installations, additional sheets should be attached as needed. Reporting of the Water Repellant Brand may be done on the form itself. The Bridge Division will return a copy of the transmittal showing the date filed, etc. Attach a copy of this transmittal to the final estimate.

If a Final Estimate arrives in the Construction Division without the report being filed, we will promptly notify you.



Cancellation of Audits by the Bridge Division  
October 23, 2009

---



George Raymond, P.E.  
Construction Engineer

**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SUMMARY OF BRIDGE FOUNDATIONS, WATER REPELLANT, UTILITY ITEMS  
TO BE COMPLETED BY THE RESIDENT ENGINEER**

(Requested by ODOT Bridge Engineer, prior to finalization, for all ODOT projects involving any bridge work)

PROJECT# \_\_\_\_\_ JP# \_\_\_\_\_ COUNTY \_\_\_\_\_

INVOLVING BRIDGE STRUCTURE(S) \_\_\_\_\_

(List ALL bridge structures in the project)

☐ This project is for application of Water Repellant on the Bridge Deck.

Brand name applied: \_\_\_\_\_

☐ Attached is your record copy of the as-built bridge foundation records for this project.

☐ This project includes UTILITY inserts, hangers or service lines involving the bridge(s) on this project. See attachment for a description of each item, the planned quantity and the as-built quantity.

☐ There are no third-party paid Contract UTILITY inserts, hangers or service lines involving the bridge(s) on this project.

SIGNED: \_\_\_\_\_ (Resident Engineer) Residency: \_\_\_\_\_

No. Pages Attached \_\_\_\_\_ DATE: \_\_\_\_\_

**THIS SPACE FOR USE OF THE ODOT BRIDGE DIVISION**

**Your summary of bridge foundations, water repellant or utility items has been placed on file in the Bridge Division.**

DATE: \_\_\_\_\_ Recorded by: \_\_\_\_\_

## OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: November 24, 1998  
TO: Field Division Engineers, Division Construction Engineers, and  
Resident Engineers  
FROM: Byron Poynter, Construction Engineers  
SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 981124.

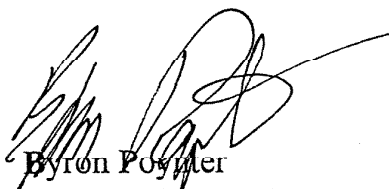
### NEW CHANGE ORDER FORM

The Form for Change Orders has been updated to fit the new specifications and provide a specific location for FHWA approval. A copy of the new form is enclosed. To simplify its use the form has been placed on a computer disk and a copy will be forwarded to you in a separate mailing.

Once you have received the disk, submit Change Orders on this form only. As before, attach as many additional sheets as necessary to fully depict the change.

Please note that the new form has a provision at the top to designate a "unilateral change order". The Unilateral Change Order is defined in the new Section 100 of the Standard Specifications as:

**A change order issued by the Resident Engineer in accordance with his/her determination of an equitable price and time adjustment, but to which the contractor does not agree and does not sign.**



Byron Poynter  
Construction Engineer

Copy to: Distribution List

ccd.cof - One

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**CHANGE ORDER / SUPPLEMENT AGREEMENT ☐ UNILATERAL CHANGE ORDER ☐**

Project No. _____	Job Piece No. _____	Change No. _____
Project Description: _____		
TO THE CHIEF ENGINEER		

Requested Changes and Reasons: \_\_\_\_\_

FROM OR AT STATION _____	TO STATION _____
--------------------------	------------------

THE ABOVE WILL NECESSITATE THE FOLLOWING CHANGES IN QUANTITIES AND ESTIMATES, WHICH WILL BE SHOWN AS OVERRUNS AND UNDERRUNS ON FUTURE PROGRESSIVE ESTIMATES AND VOUCHERS.

OVERRUN OR NEW QUANTITIES						
ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	UNIT TOTAL	DAYS REQ'D
TOTAL AMOUNT						

UNDERRUN OR OLD QUANTITIES						
ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	UNIT TOTAL	DAYS REQ'D
TOTAL AMOUNT						

NET OVERRUN OR UNDERRUN _____	NET CHANGED DAYS _____
-------------------------------	------------------------

THE PRICES FOR ADDITIONAL ITEMS HAVE BEEN COMPARED WITH OTHER CONTRACT PRICES AND ARE FAIR FOR THE AMOUNT OF WORK INVOLVED. RESPECTFULLY REQUESTED BY:

RESERVED FOR FEDERAL HIGHWAY ADMINISTRATION

DATE: _____	ENGINEER/BRANCH MANAGER _____
APPROVED: _____	APPROVED: _____
DIVISION ENGINEER _____	CONSTRUCTION ENGINEER _____
APPROVED: _____	APPROVED: _____
CITY/COUNTY OFFICIAL _____	CHIEF ENGINEER _____

FOR USE BY CONSTRUCTION/DIVISION 9		
APPROVED AS COMMISSION ITEM NO. _____	FUNDS _____	DATE: _____
APPROVED AMOUNT _____		TIME _____
ORIGINAL CONTRACT AMOUNT & TIME _____		
PREVIOUS CHANGES TO DATE _____		
THIS SUPPLEMENTAL AGREEMENT CHANGE _____		
TOTAL		

As the duly authorized representative of \_\_\_\_\_

contractor for the above referenced project, I affirm that I have reviewed the above and foregoing prices, quantities and days required for the changed or additional work, and I agree that the quantities and prices as are herein listed and the extension of time to perform the changed or additional work as shown above will adequately compensate the contractor for the changed or additional work. I understand that the quantities as listed above are estimates and may be subject to revision upon audit of the project. I further understand that the change order/supplemental agreement fully compensates the contractor for the changed or additional work and is in lieu of cost accounting for the work actually performed or submission of a claim as provided by the standard specifications for highway construction and special provisions to the contract.

SUBSCRIBED AND SWORN BEFORE ME

THIS _____	DAY OF: _____	YEAR OF: _____
------------	---------------	----------------

Signature \_\_\_\_\_ Name (printed) \_\_\_\_\_

NOTARY PUBLIC

Title \_\_\_\_\_

MY COMMISSION EXPIRES: \_\_\_\_\_

## **OKLAHOMA DEPARTMENT OF TRANSPORTATION**

**DATE:** September 17, 1998  
**TO:** Field Division Engineers, Construction Engineers & Resident Engineers  
**FROM:** Byron Poynter, Construction Engineer  
**SUBJECT:** CONSTRUCTION CONTROL DIRECTIVE NO. 980917

### **COMPARISON OF CONTRACT WITH ESTIMATE SYSTEM**

**This Directive cancels Directive No. 960509.**

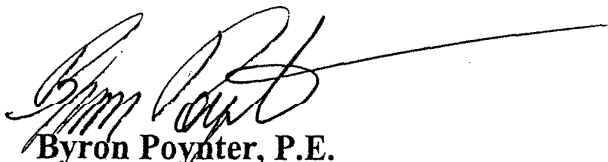
**The controlling document for the ODOT agreement with the contractor is the contract. Before the first estimate is prepared, a test "printout" should be compared to the contract. The pay estimate system must be identical to the contract.**

**If there are differences between the items shown on the plans and the contract, the contract supersedes. If an item or items on the plans are not shown identical in the contract, a Change Order may be required to make the necessary changes.**

**Items which are non-participating in Federal funds are shown at the end of the contract in a separate box. Be sure that these items are flagged with the pound sign (#) on the estimate, to ensure proper billing.**

**Any billing error noted must be corrected as soon as it is discovered.**

**Items that are normally non-participating are, utility items that are paid for by the utility owner such as; inserts in bridge decks for hangers, pipelines owned by the city and scheduled to be adjusted by the contractor or possibly special equipment where the FHWA is prevented from participation. If any items appear questionable as to the proper billing, notify this office for verification.**

  
**Byron Poynter, P.E.**  
**Construction Engineer**

**copy to: Distribution List**

## **OKLAHOMA DEPARTMENT OF TRANSPORTATION**

**DATE:** July 1, 1998

**TO:** Field Division Engineers, Division Construction Engineers, and  
Resident Engineers

**FROM:** Byron Poynter, Construction Engineers

**SUBJECT:** CONSTRUCTION CONTROL DIRECTIVE NO. 980701.

### **SPEC. CHANGE ECONOCRETE & OPEN GRADED P.C. BASE**

The Department has agreed to a modifications in the specifications for Econocrete Base and Open Graded Portland Cement Base in the 1996 (metric) standard specifications. The new wording will be as follows:

#### **318.04 (5<sup>th</sup> paragraph)**

Traffic will not be allowed on the Econocrete Base and no overlying pavement may be placed on the base until the Econocrete Base has reached a compressive strength of at least 3.45 MPa (500 psi). (The remaining two sentences have been stricken.)

**320.04(g)** Construction traffic shall not be allowed on the Open Graded Portland Cement Base (OGPCB) for a period of at least 3 days after it has been placed. After completion of the curing period, construction traffic on the OGPCB shall be held to a minimum; the OGPCB shall not be used as a haul road. Any damages to the base as a result of the Contractor's operations shall be repaired at his expense to the satisfaction of the Engineer. The contractor shall be responsible to see that soil, mud, or other materials are not tracked or spilled on the base that would compromise its hydraulic efficiency.

These changes will soon be issued as adendum to the 1996 Specifications.

This is your authority to implement these changes immediately on active projects.



Byron Peyster  
Construction Engineer

CCD.OGP one

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: June 8, 1998

TO: Field Division Engineers, Construction Engineers, and Resident Engineers.

FROM: Byron Poynter, Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 980608

## SUBLOTS FOR ASPHALT TESTING

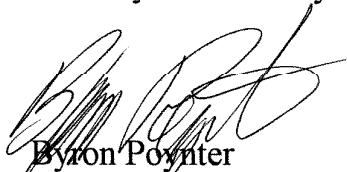
The current special provision for Quality Assurance (411-5QA(a-k)96 10-24-97) (metric) requires that a halt pavements are divided into sublots ranging from one to five depending on the amount of material placed. The 5,000 metric ton lot is too large to result in prompt evaluation of the lot. The Department has agreed with the industry that lots will be divided into no more than four sublots each for testing and acceptance purposes. Referring to page 5 of the special provision, 4000 metric tons should be used as the maximum size lot.

The special provision is being revised to reflect this adjustment and will soon show up in new contracts.

When there are portions of lots remaining due to the completion or suspension of work, they may be evaluated as a "short lot" or carried forward to begin a new lot after the suspension period is over, at the contractor's discretion.

In all cases, use the column which represents the number of tests averaged to determine the pay factor (pages 7 thru 11 of the special provision).

This is your authority to proceed with this adjustment.

  
Byron Poynter  
Construction Engineer

Copy to: Distribution List.

Sublots one



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

DATE: May 26, 1998

TO: Field Division Engineers, Division Construction Engineers, and  
Resident Engineers

FROM: Byron Poynter, Construction Engineers

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 980526


**NOTIFICATION OF PRECONSTRUCTION CONFERENCES**

The U.S. Office of Federal Contract Compliance Programs (OFCCP) has requested that they receive notices of Preconstruction Conferences in case they wish to attend. This is for projects that are funded all or in part with federal funds. The address of the OFCCP is:

Mr. Dewey Berryhill  
Tulsa Area Office Director  
U.S. Department of Labor/OFCCP  
51 Yale Building, Room 304  
5110 S. Yale  
Tulsa, Oklahoma 74135

Telephone 918/496-6772  
FAX 918/496-6777  
E-Mail [dberryhill@dal.dol-esa.gov](mailto:dberryhill@dal.dol-esa.gov)

Please notify Mr. Berryhill early enough to allow attendance. Also please notify Susan McClune of the Oklahoma DOT Regulatory Services, Central Office.

  
Byron Poynter  
Construction Engineer

Copy to: Distribution List

OFCCP.FWA One

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: May 11, 1998

TO: Field Division Engineers, Construction Engineers, and Resident Engineers.


FROM: Byron Poynter, Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 980511

LOCATION OF LABORATORY

Current specifications require that the laboratory be located at the plant site. This requirement has not been as functional as intended and has ruled out the possibility of one laboratory serving more than one plant. Upcoming specifications are revised to require the laboratory to be located within 50 miles of the plant.

Please extend the 50 miles requirement for laboratories to all ongoing projects.



Byron Poynter  
Construction Engineer

Copy to: Distribution List.

Lab.50 One

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: May 1, 1998

TO: Field Division Engineers, Construction Engineers, and Resident Engineers.

FROM: Byron Poynter, Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 980501

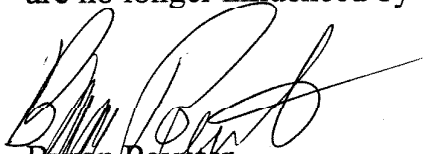
## OMISSION OF AREAS FOR SMOOTHNESS CONSIDERATION

Some projects include a smoothness specification and also include physical features which tend to counter the possibility of attaining a reasonably smooth finished surface. Examples of such features are; where the surfacing is depressed to meet the aprons of curb inlets, street intersections where the profile is warped to provide drainage across the roadway, areas where the surfacing is necessarily placed under traffic before the proper amount of cure time has passed, railroad crossings, and areas where one edge of the surfacing is controlled by an existing curb or where it meets another surface placed by others.

The intent is to apply the incentive/disincentive for smoothness, to the extent the contractor has control over the placement.

You may omit areas such as referenced above from incentive or disincentive consideration when it is evident that the lack of smoothness is due to a control of the smoothness outside the realm of the contractor's responsibility.

Measurement of smoothness should be resumed at a point where the measurements are no longer influenced by other controlling features.



Byron Poynter  
Construction Engineer

Copy to: Distribution List.

Smoo.one

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: March 24, 1998

TO: Field Division Engineers, Construction Engineers, Resident Engineers

FROM: Byron Poynter, Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 980324

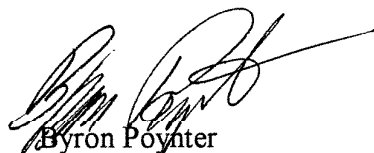
PAY ITEMS IN METRIC - SPECIFICATIONS 1988 & SUPPLEMENT

This is to clarify the handling of indirect payments on projects that have pay items shown in metric and let under the 1988 English Specifications and the Supplement (with conversions). Most of the questions that have risen thus far deal with pile driving. Following are related comments:

Steel Piling Splices: The specifications require that for each splice, "two times the contract unit price bid for one linear foot" will be paid. With the pay item in meters, then payment would be;  
The unit price of one meter X 0.6096 = payment per splice.  
(The unit price bid includes the furnishing and the driving as opposed to pure metric contracts where the furnishing is bid separate from the driving).

Piling Cut-offs  
Build-ups &  
Obstructions

These items are paid as a percentage of the length measured and the result is the same whether measured by the meter or converted to the equivalent in feet for payment.



Byron Poynter  
Construction Engineer

Copy to: Distribution List

metr.88 - directive list

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: January 14, 1998

TO: Field Division Engineers, Construction Engineers, Resident Engineers

FROM: Byron Poynter, Construction Engineer

SUBJECT: CONSTRUCTION CONTROL DIRECTIVE NO. 980114

USE OF CONTRACTOR'S QUALITY CONTROL TESTING  
FOR ACCEPTANCE OF ASPHALT PAVING

The contractor has the fundamental responsibility for the quality control of the product. The Department has the responsibility for acceptance and payment for the product. It is essential that the testing by ODOT is compared to the testing by the contractor in a timely manner to ensure that the product produced is acceptable. If it is not possible for the Residency to perform the acceptance testing and have the results within the next working day, the contractor's tests should be used for initial acceptance; with ODOT retaining the option to run the tests from material jointly taken and split with the contractor. If a significant variation is found on running the tests by ODOT, at a later date, then ODOT will use the the results of the ODOT run tests for final acceptance. If tests by ODOT verify closely those run by the contractor for initial acceptance, the Resident Engineer has the authority to use the contractor's tests for final acceptance.


The specified number of tests shall be used (averaged) for each lot, with all tests being either the contractor's or ODOT's. No co-mingling of the contractor's and ODOT's tests will be permitted within a given lot.

The purpose of this document is to provide an acceptance procedure for when the contractor's quality control testing may be used for acceptance purposes. Parameters for use of the contractor's tests are as follows:

1. Samples of materials to be tested by the contractor and used for acceptance are to be split with one half tested by the contractor and the other half stored by the Residency for possible spot testing. The sampling and splitting process is to be witnessed by the Resident Engineer or his designee (an ODOT employee). Each sample shall be marked (tagged) with the date, time, lot and subplot number.
2. The contractor's tests should not be accepted for the initial production and should only be used after test strips have been run with final adjustments made to the plant.

CONSTRUCTION CONTROL DIRECTIVE NO. 971030 CONTINUED

3. Of the stored samples, at least 5% (randomly selected ) must be processed as a spot check of the quality being produced. Should a "spot check" indicate that test characteristics are out of the range of the design mix, the normal interval of acceptance testing by the Department should be resumed until the matter is reconciled.
4. An additional 5% of the testing must be done on samples randomly selected, independent of the above process.



Byron Poynter  
Construction Engineer

Copy to: Distribution List