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Construction Information Memorandum No. 3 – 2016 2nd Revision

TO: Region Engineers

ATTN: Area Operation, Construction, Materials, and County Transportation Engineers

FROM: Winston J. Powe, PE 
State Construction Engineer

RE: Section 501 – Low Compressive Strength Cylinder Breaks

Subarticle 501.05(b) of Special Provision 12-0676(3) and procedure ALDOT-170 from the Testing Manual address the process followed by the Department when concrete does not meet strength requirements. It has recently come to our attention that the proper routing for low concrete compressive strength cylinders needs clarification. In addition, the correct way to adjust the contract due to the substandard concrete also needs clarifying. Please see below:

Proper Routing – The Area shall submit the information pertaining to the substandard concrete along with their recommendation to the Materials & Tests Bureau (M&T) in accordance with ALDOT-170. M&T will review this information, perform forensic investigations (if necessary), and forward their findings to the Construction Bureau with a copy to the Bridge Bureau (if concrete is for a bridge structure). If bridge structures are involved, once the Bridge Bureau provides their recommendation to the Construction Bureau, we will then provide a response to the Area.

Contract Adjustment – Once M&T and/or Bridge and the Construction Bureau have reviewed the information regarding the low compressive strengths for the substandard concrete, the decision may be made to leave the concrete in place and apply a price reduction. This reduction in payment should be handled as a line item adjustment on the next estimate; a Supplemental Agreement is not required. Otherwise, if the Contractor does not agree to a reduction in payment he must remove and replace the deficient concrete.

Please ensure that your Project Managers and Area personnel responsible for change orders and estimates are familiar with this CIM.

WJP/JLB/GDS/gds

pc: Mr. John Lorentson, PE
Mr. Scott George, PE
Mr. Mark Bartlett, FHWA
CIM File

Mr. George Conner, PE
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