



TO: Director, Preliminary Plan Review Bureau	 ENGINEERING INSTRUCTION NEW YORK STATE DEPARTMENT OF TRANSPORTATION
Distribution: <input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input type="checkbox"/> Special	Code: <u>EI-73-39</u>
APPROVED:  Assistant Deputy Chief Engineer (Construction)	Date: <u>5/29/73</u> Supersedes:

To All Regional Directors:

We are forwarding under separate cover a supply of standard certification forms (HC193) for your immediate use. This certification should be executed and attached to the final agreement for all federal aid contracts. In accordance with FHWA Policy and Procedure Memorandum 20-6.2, the purpose of the form is to provide an overall certification for the construction project. It requires the signature of the Regional Director or his authorized representative in addition to that of the Engineer in Charge.

The conformity with Plans and Specifications on page 74 of the Specifications provides for the acceptance of materials not within reasonably close conformity by order on contract with appropriate adjustments in price. These are the items which should be explained on the back of the certification as shown in the attached example. If no such items were so accepted, the EIC should enter "NONE" on the back.

Attached for your information is a completed sample showing proper certification for a federally aided contract.

PREL.	FINAL
PHOTOGRAM.	LANDSCAPE
RECEIVED FACILITIES DESIGN SUBDIVISION	
MAY 30 1973	
MALCOLM D. GRAHAM	
CIRC.	HARRIS
FILE	DESIGN

RNS:LG
Attachment

MEMORANDUM
DEPARTMENT OF TRANSPORTATION

DATE

SUBJECT CERTIFICATION OF MATERIALS AND RECORD SAMPLES
F.A. PROJECT NO.:
CONTRACT NO.:
COUNTY:

FROM Regional Director of Transportation, Region 11 *J. Paul*

TO Division Engineer, Federal Highway Administration

cc Deputy Chief Engineer, Construction

All of the materials used on the above project were in reasonably close conformity with pertinent specification requirements of the contract as evidenced by compliance with the Department's Quality Assurance Program as detailed in the Manual for Uniform Record Keeping and/or as stipulated in the specifications for each specific material. All of the materials, except those listed on the back hereof, were accepted in accordance with such established policies and procedures. The items listed on the back of this certification which received less than the State's usual requirements for quality assurance were accepted under the conditions stated.

The results of the FHWA approved Record Sampling and Testing Program indicate that the materials incorporated in the construction work and the construction work controlled by sampling and testing such as slump and entrained air in portland cement concrete, degree of compaction in embankment materials, etc., were in reasonably close conformity with the approved plans and specifications.

The results of job control sampling and testing indicate that such results are reasonably representative of the materials incorporated in the work and of the construction work.

Exceptions to this certification have been explained by previous correspondence. Appropriate documentation covering materials used in the work and record samples pertaining to the work, are on file in the Department's files in accordance with the rules and policies of the Department as set forth in the Manual for Uniform Record Keeping and the Record Sampling and Testing Program Procedure Manual.

I hereby certify to the best of my knowledge and belief that the above statements and any listings on the back of this certification are correct for this project.

The following accepted items received less than the State's usual requirements for quality assurance:

Item 106BX - Aluminum coated steel chain-link fence

The specification required aluminum coating applied at a minimum of 0.40 oz. per square foot. Between Sta 101+00 and 105+00 coating was applied at 0.20 oz. per square foot. The fence was left in place because of scheduled removal within five years to accommodate additional lanes. The item bid price was reduced by the ratio of the $\frac{\text{actual weight}}{\text{spec. weight}}$.

$$\frac{.20 \text{ oz.}}{.40 \text{ oz.}} \times \$6.00 / \text{ft.} = \text{Deduction of } \$3.00 / \text{Lin.Ft.} \times 400 \text{ Lin.Ft.} = \$1200$$

Item 45SP - Base Course Asphalt Concrete, Type 1A

Between July 10, 1972 and July 13, 1972, 500 tons of Item 45SP was placed with an asphalt cement of higher viscosity than allowed by specification. Since the asphalt concrete itself was found to be reasonably acceptable work and was performing satisfactorily under traffic, it was left in place with a deduction made for the bituminous material as follows:

1 Ton contains 4.0% bit. mat. = 80 lbs. bit. mat.
80 lbs. x 8.5 lbs./gal. = 9.4 gals. per ton
cost per gal. = 20¢ or 9.4 gals./ton x 20¢ = Deduction of \$1.88 per ton
or total deduction of \$940.00

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