



ALAN STONE CO., INC.

Chase Wells, P.E.

Dispute and Claims Coordinator
ODOT
3-26-26

Dispute: 10-0250012-01

Project: 250012 Gallia SR 7-19.94

CID: GAL115533

Dear, MR. Wells

During the pavement profile repair, ODOT directed the work from beginning to end. The final pavement and profile were initially dictated by field decisions made by ODOT personnel at the Project Engineer level and subsequently by the Area Engineer.

Alan Stone placed the base and leveling courses under the direct supervision and direction of ODOT on grades that were marked and painted on the roadway by ODOT personnel. These actions were taken to correct deficiencies in the original design and to address ongoing settlement and movement of the roadway that continued through the time of repair.

ODOT assigned a Project Engineer, inexperienced in paving, to direct and oversee this work. Area Engineer (Daniel McDonald) explicitly stated that under normal circumstances, they would rely upon the expertise of experienced paving contractors to guide and execute such work. Implying the monopoly that exists of asphalt material producers and paving contractors in the region. Furthermore, due to a lack of confidence in Alan Stone's paving capabilities, ODOT elected to assume a more hands-on role and direct the paving operations. It is important to note that Alan Stone's paving crew has a combined 50+ years of paving experience on DOT projects, and the final repairs performed in November were performed by Alan Stones Crew.

Layout of the work was performed by a surveyor retained by Alan Stone. ODOT personnel then interpolated the grade stakes established by the surveyor to dictate the desired finished grades. Cut-outs and material yield calculations demonstrate that Alan Stone

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placed sufficient surface course thickness. Consequently, the failure to achieve the final planned surface elevations in areas where base material was placed can only be explained

by incorrect initial layout of the base course or subsequent adjustments to the established grades completed by ODOT.

These field-directed changes by ODOT were compounded by significant cost overruns resulting from the substantially greater quantities of base material required to complete the repairs. To mitigate escalating costs, ODOT chose to use an insufficient quantity of leveling course. This is evidenced in the attached topo, which reflects the low elevations. As experienced pavement contractors are aware, the leveling course is the critical stage at which final grade adjustments must be made to achieve a smooth, uniform riding surface that complies with contract requirements.

In summary, it is Alan Stone's position that the direction of work from ODOT began with Change Order 4 for the additional asphalt base and continued through the finished pavement. This direction of work caused the final pavement issues. Due to these deficiencies, Alan Stone Co., Inc. had to remobilize, mill and profile, add leveling course, and resurface the project at a cost of \$76,424.00.

Sincerely,

Anthony Ridgway

Chief Estimator

Ohio

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