

RECORD OF BLANKET PRIOR APPROVAL FOR MAJOR CONTRACT CHANGE ORDER

PROJECT NO. Statewide	CCO NO. Various	CONTRACT NO. Any Federally Funded Project	DIST-CO-RTE-PM Various
REQUESTED BY Chuck Suszko	<input checked="" type="checkbox"/> CALTRANS HQ <input type="checkbox"/> RE / DISTRICT		DATE 9/26/11

PROPOSED CHANGE:
 For HMA overlays with a total thickness less than 0.25 foot placed on existing pavement, the contractor may request to perform California Test 526, Operation of California Profilograph and Evaluation of Profiles, on the existing pavement to determine the prepaving must-grind locations. Prepaving must-grind is defined as roadway locations with deviations exceeding 0.3 inch in height in 25 feet length of pavement.

Upon completion of profiling the existing pavement, the contractor will provide the Engineer:

- A list of roadway locations with deviations exceeding 0.3 inch in height in 25 feet length of pavement and the respective height and length of those bumps.
- The contractor's choice(s) of correction and a cost estimate for correcting areas with deviations exceeding 0.4 inch in heights in 25 feet length prior to HMA overlay.
- Prepaving profilograms.

Based on the must grinds identified by the prepaving profilograph and available contract contingency funds, the contractor will to ordered to:

- Correct prepaving must-grind locations by grinding
- Correct prepaving must-grind locations by HMA leveling
- Correct prepaving must-grind locations by removal and replacement of the pavement
- Not correct smoothness on the finished HMA surface where there are must-grinds at the same locations as prepaving must-grinds

There may be a time extension as a result of the change.

REASON FOR CHANGE:
 Section 39 "Hot Mix Asphalt" (HMA) of the Amendments to the 2006 Standard Specifications requires that HMA overlays with planned thickness of less than 0.25 foot must meet the must-grind smoothness requirement of no deviation exceeding 0.3 inches in height within 25 feet of roadway.


Since the smoothness of the finished pavement may be affected by the smoothness of the underlying pavement surface, some contractors have brought to the Department's attention that they should not be responsible for meeting the must-grind smoothness requirement for the finished pavement when they place a thin overlay of less than 0.25 foot on a rough or bumpy existing pavement that does not meet the must-grind requirement prior to HMA overlay placement. As part of Caltrans goal of improving pavement smoothness, Caltrans is implementing a new specification for HMA smoothness that will transfer the risk and associated costs of correcting must-grinds on the finished HMA surface caused by prepaving must-grinds on the existing pavement from the contractor to the Department. This blanket approval allows the same requirements in the new prepaving must-grind specification be implemented on going contracts by contract change order.

TIME EXTENSIONS <input type="checkbox"/> NONE _____ DAY <input type="checkbox"/> DEFERRED _____ S	ACTIVITY ON CRITICAL PATH AFFECTED BY CCO (IF TIME EXTENSION)
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ESTIMATE OF COST: \$ _____ <input type="checkbox"/> INCREASE <input type="checkbox"/> DECREASE	CCO: METHOD OF PAYMENT <input type="checkbox"/> CONTRACT <input type="checkbox"/> ADJUSTMENT OF COMPENSATION <input type="checkbox"/> AGREED PRICE <input type="checkbox"/> EXTRA WORK AT FORCE ACCOUNT
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THE WORK COVERED BY THE PROPOSED REVISION AS DESCRIBED ABOVE IS APPROVED SUBJECT TO SUBMISSION OF SUPPORTING DOCUMENTATION INCLUDING COST EVALUATION AND JUSTIFICATION OF TIME EXTENSIONS.

OTHER CONDITIONS: _____

PRIOR APPROVAL TO PROCEED GRANTED BY: 	DATE OF AUTHORIZATION 9/30/11
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