**RECORD OF BLANKET PRIOR APPROVAL FOR MAJOR CONTRACT CHANGE ORDER**

<table>
<thead>
<tr>
<th>PROJECT NO.</th>
<th>CCO NO.</th>
<th>CONTRACT NO.</th>
<th>DIST-CO-RTE-PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide</td>
<td>Various</td>
<td>Any Federally Funded Project</td>
<td>Various</td>
</tr>
</tbody>
</table>

**REQUESTED BY**
Chuck Suszko

**PROPOSED CHANGE:**
A contractor requested change to use the Inertial Profiler to determine pavement smoothness in lieu of using the specified California Profilograph.

Contract time will not be extended as a result of this change.

There will be a credit to the State as a result of this change. The credit will vary on a project by project basis and be based on the reduced traffic control required and operational cost of using the inertial profiler versus California Profilograph. Force account analysis used to determine credits shall be filed in the project’s records.

**REASON FOR CHANGE:**
The Inertial Profiler provides accurate pavement smoothness measurement at highway speed, collects profile for both wheel paths at the same time, and eliminates the need for lane closures and highway worker exposure to traffic. For pavement smoothness, Caltrans has developed a new standard special provision (SSP) 39-1.12 for asphalt pavement, to replace Standard Specifications Section 39-1.12, and revised SSP 40-1 for concrete pavement. These pavement smoothness specifications are now the Caltrans standards for collecting pavement smoothness profile data using an Inertial Profiler which is analyzed through FHWA’s free engineering software application, ProVAL, which provides reports of pavement smoothness in International Roughness Index (IRI) for each wheel track and lane pavement smoothness as Mean Roughness Index (MRI).

Caltrans is supporting the early implementation of the pavement smoothness specifications using the Inertial Profiler on-going contracts by change order because the operation for determining pavement smoothness using the Inertial Profiler is conducted faster without disruption to public traffic and reduces worker exposure to traffic.

FHWA prior approval is being sought to avoid the need for processing numerous prior approvals for this change on a contract by contract basis.

**TIME EXTENSIONS**
- None
- Deferred

**ACTIVITY ON CRITICAL PATH AFFECTED BY CCO (IF TIME EXTENSION)**
- N/A

**ESTIMATE OF COST:**
- $0.00

**CCO: METHOD OF PAYMENT**
- Contract Items
- Adjustment of Compensation
- Agreed Price
- Extra Work at Force Account

**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:**
May 22, 2013

Form FHWA CA-558(c) Converted to Word 1/01 (Copy to CT)