

CONTRACT CHANGE ORDER MEMORANDUM

DC-CEM-4903 (OLD HC-39 REV. 2/96)

Date:

| | | | |
|-------------------------------------|----------------|---------------|--|
| TO | | | FILE E.A. CO-RTE-PM FED NO. |
| FROM | | | CONTINGENCY BALANCE (Including this change): \$ |
| CCO NO. | SUPPLEMENT NO. | CATEGORY CODE | HEADQUARTERS APPROVAL REQUIRED? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> |
| SUPPLEMENTAL FUNDS PROVIDED \$ 0 | | | IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> |

THIS CHANGE ORDER PROVIDES FOR:

SPECIFICATION CHANGE: Delete the relative compaction requirements of Section 39-8.04, "Compaction," of the Special Provisions for those areas in which a rumble strip is placed.

The individual quality pay factor for relative compaction of asphalt concrete which is placed separately from paving operations involving the traveled way as defined in Section 39-10.02, "Statistical Evaluation and Determination of Pay Factor," shall be 1.0. The pay factor for relative compaction of asphalt concrete which is placed in the same operation as asphalt concrete on the traveled way shall be determined as required by Section 39-10.02. Where the shoulder is wide enough to allow the use of conventional compaction equipment beyond the rumble strip, compaction shall be determined using CT 375 except where a density test location falls within the rumble strip, it shall be moved to 0.3-m from the rumble strip.

REASON FOR CHANGE: Construction Policy Directive 99-2 Dated November 22, 1999 mandates this change.

Compaction within the area of the rumble strip is controlled by the special provision for rumble strips which requires a prescribed method of compaction. Therefore, it is unreasonable to measure the compaction within 0.3-m on either side of the rumble strip.

METHOD OF PAYMENT: There will be no compensation to the State for this change.

TIME ADJUSTMENT: No adjustment of contract time allowed. This change does not affect the controlling operation

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|---------------------------------------|------|--|---------------|
| CONCURRED BY: | | ESTIMATE OF COST | |
| CONSTRUCTION ENGINEER/BRIDGE ENGINEER | | THIS REQUEST | TOTAL TO DATE |
| PROJECT ENGINEER | | ITEMS | \$ |
| PROJECT MANAGER | DATE | FORCE ACCOUNT | \$ |
| | | AGREED PRICE | \$ |
| | | ADJUSTMENT | \$ |
| | | TOTAL | \$ 0 |
| FHWA REP. | DATE | FEDERAL PARTICIPATION | |
| | | <input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (Maintenance) <input type="checkbox"/> NON PARTICIPATING | |
| ENVIRONMENTAL | DATE | FEDERAL SEGREGATION (If more than one funding source or P.I.P. type) | |
| OTHER (SPECIFY) | DATE | <input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS | |
| | DATE | FEDERAL FUNDING SOURCE | PERCENT |
| HQ OR DISTRICT PRIOR APPROVAL BY | DATE | | |
| RESIDENT ENGINEER SIGNATURE | | | |

