


# **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 type="checkbox"/> CALTRANS HQ <input type="checkbox"/> RE / DISTRICT	DATE 4/02/13
PROPOSED CHANGE: For Hot Mix Asphalt (HMA), a contractor requested change to revise the Optimum Bitumen Content (OBC) and asphalt binder target value to be based as a percentage of the total weight of the HMA mix.  Contract time will not be extended as a result of this change.  There will be no cost or credit to the state for the contractor requested change order.			
REASON FOR CHANGE: The current Hot Mix Asphalt (HMA) mix design procedures in California Test methods determine the Optimum Bitumen Content (OBC) for HMA as a percentage of the dry weight of aggregate. Caltrans has revise Hveem HMA mix design procedures contained in California Tests to reflect current nationwide standard practice and to include the latest technology changes in HMA, including performance graded binders, reclaimed asphalt pavement, rubberized hot mix asphalt, and addition of antistrips to HMA. California Test 367 and 368 are used to determine the OBC of HMA, RHMA and OGFC mixes based on samples prepared under California Test 304. Revised California Test 304 includes a revision to Hveem mix design procedure for the preparation of bituminous mixtures for testing. One of the changes in the Hveem mix design procedure is that OBC for HMA will now be based on total weight of the mix. The implementation of OBC based on total weight of the HMA mix is only for projects under Caltrans 2010 Standard Specifications.  Some HMA production plants do not have the capability to report the OBC as both a percentage of the dry weight of aggregate in the mix and as a percentage of the total weight of the mix. When a HMA production plant is modified to report OBC as percentage of the total weight of the mix the contractor may request a change to allow projects under the Caltrans 2006 Standard Specifications to report OBC as a percentage of the total weight of the mix. A contractor may also request a change to allow projects under the Caltrans 2006 Standard Specifications to report OBC as a percentage of the total weight of the mix to reduce potential difficulty and confusion if the HMA production plant is producing for different projects under different specifications.  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 <input checked="" type="checkbox"/> NONE _____ DAYS <input type="checkbox"/> DEFERRED		ACTIVITY ON CRITICAL PATH AFFECTED BY CCO (IF TIME EXTENSION N/A	
ESTIMATE OF COST: \$ 0.00 <input type="checkbox"/> INCREASE <input type="checkbox"/> DECREASE		CCO: METHOD OF PAYMENT <input type="checkbox"/> CONTRACT ITEMS <input type="checkbox"/> ADJUSTMENT OF COMPENSATION <input type="checkbox"/> AGREED PRICE <input type="checkbox"/> 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