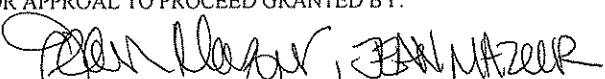


# RECORD OF BLANKET PRIOR APPROVAL FOR MAJOR CONTRACT CHANGE ORDER

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 3/23/19
PROPOSED CHANGE: For Rubberized Hot Mix Asphalt-Gap Graded (RHMA-G) allowing contractor requested revisions to Section 39, of the <i>standard specifications</i> , requirements for both test method AASHTO T-324 (Modified) and Hamburg wheel track quality characteristic requirements as follows:			
<ul style="list-style-type: none"> <li>Report rut depth test results as the average of the deepest rut depth from the left and right wheels at the specified number of passes.</li> <li>Stripping Inflection Point test results are "Report Only" and are not to be used for RHMA-G mix verification or acceptance.</li> <li>Reduce the minimum number of passes for acceptance at 0.5-inch rut depth by 5,000 passes for each asphalt binder grade.</li> </ul>			
REASON FOR CHANGE: CalAPA expressed concerns that the Hamburg Wheel Track test is variable and that there is difficulty in meeting the Hamburg wheel track requirements for Rubberized Hot Mix Asphalt-Gap Graded. A Caltrans Hot Mix Asphalt Branch Interim Materials Report, dated January 2019, found that when multiple laboratories tested a single split sample of RHMA-G, the AASHTO T 324 (Modified) test results were highly variable. The report recommended both modifying AASHTO T 324 (Modified) test and revising the quality characteristic requirements for RHMA-G as an interim solution for going projects.			
The Pavement and Materials Partnering Committee has formed a working group of industry representatives and Caltrans to evaluate the test protocol and specification quality characteristic requirements. As an interim solution, Caltrans developed a revised test procedure, specifications, and acceptance criteria for RHMA-G to be use on projects going forward.			
TIME EXTENSIONS <input checked="" type="checkbox"/> NONE    _____ DAY <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 <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 3/26/19