

# 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 8/30/19
PROPOSED CHANGE: For construction projects where, expanding work windows is beneficial, the resident engineer will work with the District Traffic Manager to review and adjust work windows where feasible to balance reducing the overall project duration at the cost of some disruption due to delays of public traffic. Expanding work windows should be based on additional delays to public traffic of 20 minutes or less above the normal recurrent travel time.  When expanded work windows are expected to cause delays and potentially long queues of traffic, end of queue monitoring must be implemented by change order using non-standard special provision 12-3.39, "Temporary End of Queue Warning System." The contractor must provide a full-time traffic control person and changeable message sign truck(s) to monitor traffic conditions for at least the first 5 working days of the expanded work windows to make sure that the public traffic queue is not extending beyond the end of queue system.  For two-lane roads with traffic controlled by flaggers, using an advanced flagger or portable changeable message sign warning traffic of stopped traffic ahead must be implemented by change order.			
REASON FOR CHANGE: Due to the increased amount of highway work because of the Road Repair and Accountability Act of 2017 (Senate Bill 1), California Department of Transportation working with the Construction Industry, held a Safety Summit in December 2018 that identified expanding work windows as a means of completing highway construction activities sooner, while at the same time decreasing worker exposure to live traffic because of fewer total lane closures. Expanding work windows includes increasing closing lanes for longer periods of time, increasing the number of lanes that can be closed to allow for a buffer lane, closing lanes during any available off-peak period (including mid-day), completely closing roads or increasing the allowable physical length of closures. With the goal of increasing work zone safety and reducing overall duration of work activities, delays to the traveling public are acceptable and authorized by Deputy Directive 60-R2, "Transportation Management Plans."			
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: \$ <u>VARIABLES</u> <input checked="" type="checkbox"/> INCREASE <input type="checkbox"/> DECREASE		CCO: METHOD OF PAYMENT <input type="checkbox"/> CONTRACT <input type="checkbox"/> ADJUSTMENT OF COMPENSATION <input checked="" 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:  Jean Mazur, Construction Program Manager			DATE OF AUTHORIZATION  09/03/19