

CHANGE ORDER

DOT CEM-4900 (REV 06/2026)

Lock Form

Change Requested By: ☐ Contractor ☐ Engineer

TO		CONTRACT NUMBER
, Contractor		COUNTY - ROUTE - Begin Postmile / End Postmile
FROM		PROJECT IDENTIFIER NUMBER
RESIDENT ENGINEER		
CHANGE ORDER NUMBER	SUPPLEMENT NUMBER	FEDERAL NUMBER

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract.

This Change Order provides for:

The contractor's request to use modification of Section 40-1.01D(8)(c)(v), "Determining Compressive Strength from Pavement Cores," of the *Standard Specifications*, for concrete pavement acceptance based on 42-day compressive strength correlated to the 42-day modulus of rupture (MOR) of 650 pounds per square inch (psi).

General

For each approved mix design, compressive core strength of representative core specimens may be used to evaluate low compressive strength results from projects. If the average 42-day compressive strength from cylinder testing is below specified strength, you may use compressive strength results from pavement cores to determine the equivalent 42-day compressive strength. Location of coring needs to be approved by the engineer. After fabricating cylinders and extracting cores, give them immediately to Caltrans for testing compressive strength. The pavement is acceptable if Option 1 or Option 2 is met.

Option 1

In the presence of the engineer:

1. From the test strip or first day of production, fabricate 3 compressive strength cylinder specimens for testing under California Test (CT) 521 at the age of 42 days.
2. From the pavement location represented by the cylinder specimens, in the test strip or first day of production, take 3 cores under American Society for Testing and Materials International (ASTM) C42 to test at the age of 42 days.
3. Caltrans tests these 3 cylinders and 3 cores under CT 521 at the age of 42 days.
4. From the project pavement location represented by the low cylinder breaks, take 3 cores under ASTM C42, as directed by the engineer, to be tested at any age greater than 42 days. Use the same size cores as the test strip.

The pavement is acceptable if the average compressive strength of 3 cores taken from the pavement project at an age between 42 and 100 days is at least equal to the minimum core strength defined by the following equations:

$$MCS = CCSR \times SS$$

CCSR = Sco/Scy where:

MCS = minimum core strength

CCRS = core to cylinder strength ratio on test strip

SS = specified strength. For projects advertised before October 19, 2026, the specified strength is the 42-day compressive strength correlated to the 42-day MOR of 650 psi.

Sco = average 42-day compressive strength in psi of 3 cores taken from the test strip or first day of production

Scy = average 42-day compressive strength in psi of 3 cylinders taken from the test strip or first day of production

Submit all test results to the engineer.

CHANGE ORDER

DOT CEM-4900 (REV 06/2026)

Change Requested By: ☐ Contractor ☐ Engineer

TO		CONTRACT NUMBER
, Contractor		COUNTY - ROUTE - Begin Postmile / End Postmile
FROM		PROJECT IDENTIFIER NUMBER
RESIDENT ENGINEER		
CHANGE ORDER NUMBER	SUPPLEMENT NUMBER	FEDERAL NUMBER

[Customize the standard clauses to read what is appropriate for the change order being written. NOTE: Any [items in brackets] are not part of the clause, but are instructions for using the clause.]

Option 2

Core strength from the pavement may be used to estimate the in-place compressive strength of the pavement where project testing has indicated non-compliance with the acceptance strength requirement. From the project pavement location represented by the low cylinder breaks, take 3 cores under ASTM C42, as directed by the engineer, to be tested at any age between 42 and 100 days. Use the following criteria to determine further action:

- If the average compressive strength of the cores is at least 92 percent of the specified strength with no single core being less than 75 percent, then the concrete represented by the cores will be considered acceptable.
- If the average compressive strength of the cores is less than 92 percent but at least 85 percent of the specified strength with no cores below 75 percent, then a 5 percent pay deduction of the cubic yard cost will be assessed.
- If the average compressive strength of the cores is less than 85 percent of the project acceptance strength requirement, or any core exhibits less than 75 percent, then the concrete will be rejected.

There is no cost to the State of California for Option 1 of this change order, but the State of California may receive a credit due to the pay deduction described in Option 2.

No time adjustment will be made since this change order did not result in a critical delay

CHANGE ORDER SUMMARY

Estimated Cost: \$	For this order, the time of completion will be adjusted as follows:
☐ Increase ☐ Decrease ☐ No Cost	☐ days ☐ Increase ☐ Decrease
	☒ No Time Adjustment ☐ Time Adjustment Deferred

REQUIRED FOR ALL CHANGE ORDERS

I agree that by providing my electronic signature for this form, I agree to conduct business transactions by electronic means and that my electronic signature is the legal binding equivalent to my handwritten signature. I hereby agree that my electronic signature represents my execution or authentication of this form, and my intent to be bound by it.

SUBMITTED BY

SIGNATURE	PRINT NAME AND TITLE	DATE
-----------	----------------------	------

RECOMMENDED APPROVAL BY

SIGNATURE	PRINT NAME AND TITLE	DATE
-----------	----------------------	------

CONTRACTOR ACCEPTANCE BY

We, the undersigned Contractor, have given careful consideration to the change proposed and agree to provide equipment, furnish materials, and perform the work specified above, and will accept as full payment the prices shown above.

SIGNATURE	PRINT NAME AND TITLE	DATE
-----------	----------------------	------

CHANGE ORDER

DOT CEM-4900 (REV 06/2026)

Change Requested By: ☐ Contractor ☐ Engineer

TO		CONTRACT NUMBER
, Contractor		COUNTY - ROUTE - Begin Postmile / End Postmile
FROM		PROJECT IDENTIFIER NUMBER
RESIDENT ENGINEER		
CHANGE ORDER NUMBER	SUPPLEMENT NUMBER	FEDERAL NUMBER

This change order is not effective until approved by the Engineer. If you do not sign this order and you receive an approved change order, you are directed to proceed with the ordered work. You may file a Request for Information within the time specified.

CHANGE ORDER APPROVAL

ENGINEER APPROVAL BY		
SIGNATURE	PRINT NAME AND TITLE	DATE