

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION CALIFORNIA DIVISION OFFICE

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"/> <input type="checkbox"/>	DATE 6/16/17
<p>PROPOSED CHANGE: Replacing 4-inch wide traffic lines typical details for lane lines, edge lines and center lines shown on the standard plans with the corresponding 6-inch wide traffic lines typical details shown in the 2015 Revised Standard Plans A20.</p> <p>Replacing 4-inch wide traffic line typical details with non-reflective markers shown on the standard plans with the corresponding 6-inch wide traffic lines typical details as shown in the 2015 Revised Standard Plans A20 series.</p> <p>Eliminating the contract bid item for non-reflective pavement markers.</p>			
<p>REASON FOR CHANGE: The Department has revised Section 84-2 of the 2015 Standard Specifications and the Standard Plans for Pavement Markers and Traffic Lines Typical Details to discontinue the use of Type A and Type AY non-reflective pavement markers and to increase the width of all 4-inch wide longitudinal traffic lines to 6-inch wide lines for permanent pavement delineation on State highways.</p> <p>The increased width of longitudinal traffic lines will increase visibility of laneline delineation for all road users by providing improved roadway guidance during periods of impaired visibility, such as wet conditions at night (refer to the FHWA "Handbook for Designing Roadways for the Aging Population").</p> <p>Type A and Type AY non-reflective pavement markers do not comply with "minimum maintained retroreflectivity of pavement markings" per FHWA's Supplemental Notice of Proposed Amendments (SNPA) to the Manual on Uniform Traffic Control Devices (MUTCD).</p> <p>Traffic Operations Memorandum dated May 19, 2017 provides guidance for the implementation of 6-inch longitudinal traffic lines and for discontinuing the use of Type A and Type AY non-reflective pavement markers.</p>			
TIME EXTENSIONS <input checked="" type="checkbox"/> _____ DAY <input type="checkbox"/>	ACTIVITY ON CRITICAL PATH AFFECTED BY CCO (IF TIME EXTENSION) N/A		
ESTIMATE OF COST: \$ <u>Varies</u> <input checked="" type="checkbox"/> <input type="checkbox"/>	CCO: METHOD OF PAYMENT <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>		
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: <i>Jan Meyer, Construction Program Manager</i>		DATE OF AUTHORIZATION 6/27/17	