

CHANGE ORDER MEMORANDUM

CEM-4903 (REV 06/2016)

Lock Data on Form

DATE _____

TO			FILE	
FROM			CONTRACT NO. _____	
CHANGE ORDER NO.			CO-RTE-PM _____	
SUPPLEMENT NO.			FED NO. _____	
CATEGORY CODE			CONTINGENCY BALANCE (Including this change)	
CHANGE ORDER AMOUNT			\$	
<input type="checkbox"/> INCREASE <input type="checkbox"/> DECREASE			HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input type="checkbox"/> YES <input type="checkbox"/> NO	
ORIGINAL CONTRACT TIME: _____ DAY(S)			PERCENTAGE TIME ADJUSTED (Including this change) _____ %	
TIME ADJUSTMENT THIS CHANGE: _____ DAY(S)			TOTAL # OF UNRECONCILED DEFERRED TIME (Including this change) _____	
PREVIOUSLY APPROVED TIME ADJUSTMENTS: _____ DAY(S)				

THIS CHANGE ORDER PROVIDES FOR (Use additional pages as needed):

Reason for Change:

In accordance with the Director's Memorandum dated April 19, 2019, titled "Temporary Traffic Control Speed Limit Reduction in Work Zone"

The California Department of Transportation (Caltrans) will reduce the speed limit by 10 miles per hour (mph) from the posted speed limit in Construction work zones on the State Highway System. The intent of the 10-mph speed reduction is to enhance traffic safety and provide added protection for workers on the State Highway System. The speed limits are to be reduced by 10 mph in work zones where the posted speed limit is 35 mph or higher. In conjunction with signage for reducing the speed limit, portable changeable message signs and radar speed feedback signs may also be placed in work zones.

The implementation of the speed limit reduction will be twenty-four seven (24/7) when temporary roadway activities such as, but not limited to, traffic shifts, reduced lane or shoulder widths, areas with temporary barriers adjacent to traffic, uneven pavement or bridge surfaces, or operations where temporary pavement markers affect traffic.

The speed limit will be reduced for lane closures, shoulder closures, or both, during temporary roadway activities that may include installing loop detectors, performing erosion control, or improving drainage, for example.

Method of Payment:

Extra Work at < >: \$ _____

A cost analysis is on file in the project records.

Time Adjustment:

This change order will not affect the controlling activity. No time adjustment is warranted.

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CHANGE ORDER NUMBER	SUPPLEMENT NO	CONTRACT NUMBER
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CONCURRED BY:	ESTIMATE OF COST
CONSTRUCTION ENGINEER/BRIDGE ENGINEER DATE	THIS REQUEST TOTAL TO DATE
PROJECT ENGINEER DATE	ITEMS
PROJECT MANAGER DATE	FORCE ACCOUNT _____
FHWA REP. DATE	AGREED PRICE _____
ENVIRONMENTAL DATE	ADJUSTMENT _____
MAINTENANCE DATE	TOTAL \$0.00 \$0.00
OTHER (SPECIFY) DATE	FEDERAL PARTICIPATION
HQ OR DISTRICT PRIOR APPROVAL BY DATE	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE
RESIDENT ENGINEER SIGNATURE DATE	<input type="checkbox"/> NON-PARTICIPATING (Maintenance) <input type="checkbox"/> NON-PARTICIPATING
	FEDERAL SEGREGATION (if more than one funding source or P.I.P. type)
	<input type="checkbox"/> CHANGE ORDER FUNDED PER CONTRACT <input type="checkbox"/> CHANGE ORDER FUNDED AS FOLLOWS
	FEDERAL FUNDING SOURCE PERCENT

