

**CHANGE ORDER MEMORANDUM**

CEM-4903 (REV 06/2019)

DATE \_\_\_\_\_

TO		FILE CONTRACT NO. _____		
FROM		CO-RTE-PM _____		
		FED NO. _____		
CHANGE ORDER NO.	SUPPLEMENT NO.	CATEGORY CODE	CONTINGENCY BALANCE (Including this change) \$ _____	
CHANGE ORDER AMOUNT \$0.00		<input type="checkbox"/> INCREASE <input type="checkbox"/> DECREASE	HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
ORIGINAL CONTRACT TIME  _____ DAY(S)	TIME ADJUSTMENT THIS CHANGE  0 DAY(S)	PREVIOUSLY APPROVED TIME ADJUSTMENTS  _____ DAY(S)	PERCENTAGE TIME ADJUSTED (Including this change)  _____ %	TOTAL # OF UNRECONCILED DEFERRED TIME (Including this change)  _____

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

adding an item to the list of locations where smoothness of hot mix asphalt (HMA) pavement placed using a single opportunity will be evaluated using a 12-foot straightedge instead of an inertial profiler.

**Reason for Change:**

Sections of lane that are evaluated using a 12-foot straightedge instead of an inertial profiler are referred to as "leave-outs," because the sections are required to be defined as leave-outs in ProVAL, the contract-specified software used to evaluate inertial profiles.

The leave-out added by this change order addresses locations where HMA is required to be placed (using a single opportunity) on top of an existing surface that has wavelength features, such as bumps and dips, longer than an HMA paver's typical automatic profile grade control can sense and adjust to when placing HMA in a single lift.

The leave-out was added as item 10 to the list of items in the second paragraph of the non-standard special provision (nSSP) Section 36-3.01D (3)(b)(i) "General," dated December 16, 2020. The Office of Asphalt Pavements, Division of Maintenance continuously updates this nSSP as part of the piloting of the smoothness incentive / disincentive specifications. This project's Special Provisions were developed with an earlier version of the nSSP, which did not include this new leave-out. This change order does not replace or add any other items to the list of leave-out items shown in the second paragraph of this projects Special Provision Section 36-3.01D(3)(b)(i) "General."

Locations that qualify for this leave-out are often visible as abrupt changes in the existing profile grade. The new leave-out specification includes an objective test to identify locations that qualify for this leave-out. For more details on the administration of this test, refer to the attachment to CPD 21-13 , "Administering the 30-foot Moving Average Low Pass (MALP) Filter Leave-out."

**Concurrence:**

This change order was requested by the contractor and was issued as required by Construction Procedure Directive (CPD) 21-13. The CPD provides the necessary concurrence.

**Method of Payment:**

There is no cost adjustment because of this change.

**Time Adjustment:**

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

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CHANGE ORDER NUMBER	SUPPLEMENT NUMBER	CONTRACT NUMBER
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<b>CONCURRED BY</b>		<b>ESTIMATE OF COST</b>	
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	<b>TOTAL</b>	\$0.00
OTHER (SPECIFY)	DATE		\$0.00
HQ OR DISTRICT PRIOR APPROVAL BY	DATE	<b>FEDERAL PARTICIPATION</b>	
RESIDENT ENGINEER SIGNATURE	DATE	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING <input type="checkbox"/> NON-PARTICIPATING (Maintenance)	
		<b>FEDERAL SEGREGATION (If more than one funding source or P.I.P. type)</b>	
		<input type="checkbox"/> CHANGE ORDER FUNDED PER CONTRACT <input type="checkbox"/> CHANGE ORDER FUNDED AS FOLLOWS	
		FEDERAL FUNDING SOURCE	PERCENT