EXHIBIT B
CONTRACT CHANGE ORDER 58
PROJECT 53110

MODIFICATIONS TO PROJECT SPECIAL PROVISIONS

1) In Section 5-1.36 "Payment", Item B "Furnish Steel Pile (HP 10x57)" is changed to "Furnish Steel Pile (HP 10x57) and (HP 10x42)" on page SP-37

2) In Section 8-3.01 "Welding", remove the sentence "Except as provided for in these special provisions, additional NDT required by the Engineer, and associated repair work, will be paid for as extra work as provided in Section 4-1.03 D, "Extra Work", of the Standard Specifications." from the fourth paragraph on page SP-54.

3) In Section 9 "Description of Bridge Work" on page SP-59, add the following statement at the end of Section 9:

"The bridge work to be done consists, in general, of removing the existing portion of bridge, and constructing the widening portion as shown on the plans and as briefly described as follows:

BASS LAKE ROAD UC (WIDEN)
(Bridge NO. 25-0073)

A three span cast-in-place reinforced concrete T girder bridge, approximately 118 feet in length and 22 feet in width supported on concrete spread footing at the bents and on steel piles at the abutments."

4) In Section 10-1.15 "Maintaining Traffic", add the following false work under the table on page SP-88:

Bass Lake Road UC (widen)(No. 25-0073)

	Number	Width	Height
Vehicle Openings	2	32'	16'-0"

	Location	Spacing
Falsework Pavement Lighting	R and L	30 staggered 1/2 space

(Width and Height in feet)
(R = Right side of traffic. L = Left side of traffic)
(C = Centered overhead)

5). In Section 10-1.15 "Maintaining Traffic", add the following charts on page SP-95

Chart No. 10
Freeway Lane Requirements

County: ED	Route: 50	PM: R2.9/R8.79

Closure Limits: EB from PM 2.9/3.4

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1	1	1	2	2	2	2	2									1	1	1	1	
Fridays	1	1	1	1	1	1																			
Saturdays	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
Sundays	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	1	1	1	1	1	1	

Legend:

1	Provide at least one through freeway lane open in direction of travel
2	Provide at least two adjacent through freeway lanes open in direction of travel
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- 3 lanes available

Chart No. 11
Freeway Lane Requirements

County: ED	Route: 50	PM: R2.9/R8.79

Closure Limits: EB from PM 3.4/4.2

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1	1	1													1	1	1	1	1	
Fridays	1	1	1	1	1	1	1														1	1	1	1	
Saturdays	1	1	1	1	1	1	1	1	1											1	1	1	1	1	
Sundays	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	

Legend:

1	Provide at least one through freeway lane open in direction of travel
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- 2 lanes available

Chart No. 12
Conventional Highway Lane Requirements

County: ED	Route: 50	PM: R2.9/R8.79

Closure Limits: Bass Lake Road Under-crossing

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	R	R	R	R	R	R				R	R	R	R	R	R					R	R	R	R	R	
Fridays	R	R	R	R	R	R				R	R	R	R	R	R					R	R	R	R	R	
Saturdays	R	R	R	R	R	R				R	R	R	R	R	R					R	R	R	R	R	
Sundays	R	R	R	R	R	R				R	R	R	R	R	R					R	R	R	R	R	

Legend:

R	Provide at least one through traffic lane, not less than 11 feet in width, for use by both directions of travel (Reversing Control)
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- Reversing Control only closed for up to 12 hours at a time.
- Signed detour shall be in place during complete closure.
- 2-lane 2-way County road

Chart No. 13
Complete Bass Lake Road Closure Hours

County: ED	Route: 50	PM: R2.9/R8.79

Closure Limits: Bass Lake Road

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	C	C	C	C	C																				C
Fridays	C	C	C	C	C																				C
Saturdays	C	C	C	C	C																				C
Sundays	C	C	C	C	C																				C

Legend:

C Bass Lake Road may be closed completely

No complete Bass Lake Road closure is permitted

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- The contractor shall open Bass Lake Road for use by public traffic at the end of each work shift.
- 2-lane 2-way County road

6) Add a new section 10-1.27a, "Treated Wood Waste" after Section 10-1.27 on page SP-106

10-1.27aTREATED WOOD WASTE

GENERAL

Summary

This work includes handling, storing, transporting, and disposing of treated wood waste.

Wood removed from remove metal beam guard railing and metal beam barrier is treated with one or more of the following:

1. Creosote
2. Pentachlorophenol
3. Copper azole
4. Copper boron azole
5. Chromated copper arsenate
6. Ammoniacal copper zinc arsenate
7. Copper naphthenate
8. Alkaline copper quaternary

Manage treated wood waste under Title 22 CA Code of Regulations, Division 4.5, Chapter 34.

Submittals

For disposal of treated wood waste submit a copy of each completed shipping record and weight receipt to the Engineer within 5 business days of disposal.

CONSTRUCTION

Provide training to personnel who handle treated wood waste or may come in contact with treated wood waste that includes:

1. All applicable requirements of Title 8 CA Code of Regulations
2. Procedures for identifying and segregating treated wood waste
3. Safe handling practices
4. Requirements of Title 22 CA Code of Regulations, Division 4.5, Chapter 34
5. Proper disposal methods

Store treated wood waste before disposal using any of the following methods:

1. Elevate on blocks above a reasonably foreseeable run-on elevation and protect from precipitation
2. Place in water-resistant containers designed for shipping or solid waste collection
3. Place on a containment surface protected from run-on and precipitation

Prevent unauthorized access to treated wood waste using a secured enclosure such as a locked chain link fenced area or a lockable shipping container located within the project limits.

Resize and segregate treated wood waste at a location where debris from the operation including sawdust and chips can be contained. Collect and manage the debris as treated wood waste.

Provide water-resistant labels, that comply with Title 22 CA Code of Regulations, Division 4.5, Chapter 34, § 67386.5,. to clearly mark and identify treated wood waste and accumulation areas. Labels must include:

1. Caltrans, District number, Construction, contract number
2. District office address
3. Engineer's name, address, and telephone number
4. Contractor's contact name and telephone number

Before transporting treated wood waste, obtain agreement from the receiving facility that the treated wood waste will be accepted. Protect shipments of treated wood waste from loss and exposure to precipitation. Each shipment must be accompanied by a shipping record such as a manifest or bill of lading that includes:

1. Caltrans with district number
2. Construction contract number
3. District office address
4. Engineer name, address, and telephone number
5. Contractor contact name and telephone number

6. Receiving facility name and address
7. Waste description: Treated wood waste (preservative type if known or unknown/mixture)
8. Project location
9. Estimated quantity of shipment by weight or volume
10. Date of transport
11. Date of receipt by the receiving treated wood waste facility
12. Weight of shipment as measured by the receiving treated wood waste facility

The shipping record must be at least a 4-part carbon or carbonless 8-1/2" x 11" form to allow retention of copies by the Engineer, transporter, and disposal facility.

Dispose of treated wood waste in an approved treated wood waste facility. A list of currently approved treated wood waste facilities may be viewed at:

http://www.dtsc.ca.gov/HazardousWaste/upload/TWW_Confirmed_Landfill_List.pdf

Dispose of treated wood waste within:

1. 90 days of generation if stored on blocks
2. 90 days of filling a container if containerized
3. 180 days of generation if stored on a containment surface

MEASUREMENT AND PAYMENT

Full compensation for handling, storing, transporting, and disposing treated wood waste, including personnel training, is included in the contract price paid per linear foot for remove metal beam guard railing or remove metal beam barrier, respectively and no additional compensation will be allowed therefor.

7) In Section 10-1.28 "Existing Highway Facilities", Sub-section "Bridge Removal", add the following statement after the fourth paragraph on page SP-111:

"A portion of existing deck, existing concrete barrier and abutment, including adjacent existing wing wall of Bass Lake Road Undercrossing (Br. No 25-0073) shall be removed as shown on the plans and shall be considered as included in the contract lump sum price paid for bridge removal (portion) and no separate payment will be made therefore.

Existing metal bridge railing (aluminum tubular) shall be removed and salvaged as shown on the plans in accordance with Section 15-2.04 " Salvage" of the Standard Specifications. Salvaged materials should be hauled to the County Maintenance Yard at 2441 Headington Road, Placeville, CA95667 and stockpile. Arrangement shall be made with Al Kropelnicki, County Bridge Crew Superintendent, at 530-957-8505 two weeks prior to delivery of the salvaged material.

Full compensation for salvaging metal bridge railing shall be considered as included in the contract lump sum price paid for bridge removal (portion) and no separate payment will be made therefore."

8) In section 10-1.28 "Existing Highway Facilities", add the following text before the first paragraph in subsection "Remove Traffic Stripe and Pavement Marking" on page SP-108

"Traffic stripe and pavement marking shall be removed at the locations shown on the plans and as directed by the Engineer. Contractor shall remove all existing striping and pavement markers where shown on the contract plans. Traffic stripes shall be removed by any method that does not materially damage the existing pavement. Acceptable methods might include but not necessarily be limited to the following:

1. Methods that partially remove the existing stripe and completely cover the remnants, including but not limited to grinding the existing stripe flush with the existing driving surface, and then completely covering the remnants with a 300 mm wide application of flat black paint or pre-approved black temporary striping tape.
2. Methods that completely remove the existing stripe (including any ghosting) by utilizing water blasting or grinding, leaving a groove in the existing driving surface up to 6 mm deep.

Regardless of whatever method or methods the Contractor utilizes, the existing striping shall be completely removed or completely covered to the satisfaction of the Engineer.

The Contractor shall be responsible for all maintenance costs subsequent to the initial removal of the existing stripe."

9) In section 10-1.28 "Existing Highway Facilities", add the following subsections after "Remove Unsound Concrete" on page SP-115

REMOVE METAL BEAM BARRIER

Existing metal beam barrier, where shown on the plans to be removed, shall be removed and disposed of.

Existing concrete anchors or steel foundation tubes shall be completely removed and disposed of. Full compensation for removing concrete anchors shall be considered as included in the contract price paid per linear foot for remove metal beam barrier and no separate payment will be made therefor.

Full compensation for removing cable anchor assemblies, terminal anchor assemblies or steel foundation tubes shall be considered as included in the contract price paid per linear foot for remove metal beam barrier and no separate payment will be made therefor.

REMOVE CHANNELIZERS

Existing channelizers, including underlying adhesive, when no longer required for traffic lane delineation as determined by the Engineer, shall be removed and disposed of.

Existing channelizers shall not be removed until the channelizers are no longer required for the direction of public traffic, unless otherwise directed by the Engineer.

REMOVE TEMPORARY RAILING (TYPE K)

Existing temporary railing (Type K) where shown on the plans to be removed, shall be removed and disposed of.

RELOCATE DOUBLE THRIE BEAM BARRIER

Existing double thrie beam barrier shall be removed and relocated to the new locations shown on the plans.

Attention is directed to "Order of Work" of these special provisions.

Cable anchor assemblies or terminal anchor assemblies, including concrete anchors and steel foundation tubes, shall be completely removed and disposed of.

New posts, blocks, and hardware shall be added as necessary to conform to the post spacing shown on the plans for new double thrie beam barrier. New posts and blocks shall be alternated with existing posts and blocks in the new location. New posts, blocks, and hardware shall conform to the provisions in Section 83-2, "Barriers," of the Standard Specifications.

Posts, blocks, and other components of the removed double thrie beam barrier that are not used in the relocation work shall be disposed of.

Full compensation for furnishing and installing new posts, blocks, and hardware; for relocating double thrie beam barrier; and for removing and disposing of anchor assemblies shall be considered as included in the contract price paid per linear foot for relocate double thrie beam barrier and no separate payment will be made therefor.

ADJUST INLET

Existing pipe inlets and concrete drainage inlets shall be adjusted as shown on the plans.

Concrete shall be minor concrete conforming to the provisions in Section 90-10, "Minor Concrete," of the Standard Specifications. The concrete shall contain not less than 590 pounds of cementitious material per cubic yard.

Where inlets are located in areas to be paved or surfaced, no individual structure shall be constructed to final grade until the paving or surfacing has been completed immediately adjacent to the structure.

10) In section 10-1.61, "Furnish Sign". Add the following subsection on page SP-183 after subsection "Single Sheet Aluminum Sign"

LAMINATED PANEL SIGN

Laminated panel signs shall consist of two sheet aluminum laminated to a honeycomb core and extruded aluminum frame to produce flat and rigid panels of one-inch or 2-1/2-inch nominal thickness.

The face of laminated panel signs shall be fabricated from sheet aluminum alloy 6061-T6 or 5052-H32 of 0.063-inch thickness. The back of laminated panel signs shall be fabricated from sheet aluminum alloy 3003-H14 of 0.040-inch thickness. The Contractor shall furnish sheet aluminum as provided in "Sheet Aluminum" of these special provisions.

The core material shall be phenolic impregnated kraft paper honeycomb and fungus resistant in accordance to Military Specification MIL-D-5272. The honeycomb cell size shall be 1/2 inch. Weight of the kraft paper shall be 80 pounds and impregnated minimum 18 percent by weight.

A laminating adhesive that can produce a resilient oil and water-resistant bond shall be used to adhere the extruded aluminum frame and the honeycomb core to the sheet aluminum. Edge and interior delamination occur when a 0.010-inch thick feeler gauge of 1/2 inch in length can be inserted into a depth of more than 1/2 inch between the extruded aluminum frame and the sheet aluminum. Laminated panel sign with delamination will be rejected.

Laminated panels shall be able to resist a wind load of 33 pounds per square foot for the following simple span lengths with a bending safety factor of 1.25:

Panel Type	Nominal Panel Thickness	Simple Span Length
A	one inch	9 feet 0 inch
B	one inch	9 feet 0 inch
	2-1/2 inch	14 feet 6 inches
H	2-1/2 inch	14 feet 6 inches

The tensile strength of laminated panels shall be at least 20 pounds per square inch when tested in accordance with the following modification and with ASTM Designations: C 297 and C 481, Cycle B after aging. Instead of spraying with hot water, the specimen shall be totally immersed in 158° F hot water. When requested by the Engineer or the Transportation Laboratory, at least one test sample of 12" x 12" in size shall be taken for every 2,000 square feet of the panel production cycle or of the total factory production order, whichever occurs first.

Rivets used to secure the sheet aluminum to the perimeter frame shall be fabricated from aluminum alloy 5052 and anodized or treated with a conversion coating to prevent corrosion. Size of the aluminum rivets shall be 3/16 inch in diameter and placed at the corners of the laminated panels. Color of the exposed portion of the rivets shall be the same color as the sign background or legend on which the rivets are placed. Rivets or stainless steel screws shall be placed in holes drilled during fabrication in the perimeter frame.

On laminated multiple panel signs, a closure H-Section shall be placed in the top channel of the bottom panel. Perimeter frame of adjoining panel shall accommodate the closure H-Section in the closed position.

For signs with a depth of 5 feet 0 inch or less, the laminated panels shall be fabricated with no horizontal joints, splices or seams. For signs with a depth of greater than 5 feet 0 inch, the laminated panels may be fabricated in two panels.

The face of laminated panels shall be flat with a tolerance of ±3/32 inch per linear foot when measured across the plane of each panel in all directions. Where laminated panels adjoin, the gap between adjoining edges from one corner to the other corner shall

not deviate by more than 1/32 inch. Non-adjoining edges from one corner to the other corner shall not deviate by more than 1/8 inch from a straight plane. The front and back sheet aluminum shall be flush with the perimeter frame. The panel edges shall be smooth.

Laminated panel signs shall be within +1/8 inch or -1/2 inch of the detailed dimensions. The difference in length between adjoining panels of multiple panel signs shall not be greater than 1/2 inch.

Overhead laminated panel signs shall be Type A and have a nominal thickness of one inch.

For overhead laminated signs with a length of 24 feet or less, the laminated panels shall be fabricated with no vertical joints, splices or seams.

The perimeter frame of Type A overhead laminated panels shall be connected by self-tapping hex head stainless steel screws. Sealant shall be placed at the corners of the perimeter frame to prevent moisture penetration. The perimeter frame of Type A panels shall consist of extruded channel edges on the vertical sides and consist of modified "H" section extrusion on the horizontal sides. The modified "H" section extrusion acts as an integral retainer track for affixing the bolts to provide blind fastening of panels to the structure support.

The Contractor shall furnish mounting hardware for overhead laminated panel signs, such as closure H-sections, clamps, bolts, nuts, and washers. The clamps shall be cast aluminum alloy with a minimum tensile strength of 25 kips per square inch. Bolt torque used for installing clamps shall not exceed 100 inch-pounds.

11) In Section 10-1.30 "Earthwork" add the following text after the third paragraph in subsection "Low Expansion Material" on page SP-116

"Geocomposite drain shall conform to the details shown on the plans and the following:

A. Geocomposite wall drain shall consist of a manufactured core not less than 0.25 inch thick nor more than 2 inches thick with one or both sides covered with a layer of filter fabric that will provide a drainage void. The drain shall produce a flow rate, through the drainage void, of at least 2.0 gallons per minute per foot of width at a hydraulic gradient of 1.0 and a minimum externally applied pressure of 3,500 psf.
B. A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications shall be furnished for the geocomposite drain certifying that the drain produces the required flow rate and complies with these special provisions. The Certificate of Compliance shall be accompanied by a flow capability graph for the geocomposite drain showing flow rates for externally applied pressures and hydraulic gradients. The flow capability graph shall be stamped with the verification of an independent testing laboratory.

C. Filter fabric for geocomposite wall drain shall conform to the provisions in Section 88-1.02, "Filtration," of the Standard Specifications. Filter fabric shall be Class A.
D. The manufactured core shall be either a preformed grid of embossed plastic, a mat of random shapes of plastic fibers, a drainage net consisting of a uniform pattern of polymeric strands forming 2 sets of continuous flow channels, or a system of plastic pillars and interconnections forming a semirigid mat.
E. The core material and filter fabric shall be capable of maintaining the drainage void for the entire height of geocomposite drain. Filter fabric shall be integrally bonded to the side of the core material with the drainage void. Core material manufactured from impermeable plastic sheeting having nonconnecting corrugations shall be placed with the corrugations approximately perpendicular to the drainage collection system.
F. The geocomposite drain shall be installed with the drainage void and the filter fabric facing the embankment. The fabric facing the embankment side shall overlap a minimum of 3 inches at all joints and wrap around the exterior edges a minimum of 3 inches beyond the exterior edge. If additional fabric is needed to provide overlap at joints and wrap-around at edges, the added fabric shall overlap the fabric on the geocomposite drain at least 6 inches and be attached thereto.
G. Should the fabric on the geocomposite drain be torn or punctured, the damaged section shall be replaced completely or repaired by placing a piece of fabric that is large enough to cover the damaged area and provide a minimum 6-inch overlap.
H. Plastic pipe shall conform to the provisions for edge drain pipe and edge drain outlets in Section 68-3, "Edge Drains," of the Standard Specifications.
I. Treated permeable base to be placed around the slotted plastic pipe at the bottom of the geocomposite drain shall be cement treated permeable base conforming to the provisions for cement treated permeable base in Section 29, "Treated Permeable Bases," of the Standard Specifications and these special provisions.
J. The treated permeable base shall be enclosed with a high density polyethylene sheet or PVC geomembrane, not less than 10 mils thick, which is bonded with a suitable adhesive to the concrete and geocomposite drain. Surfaces to receive the polyethylene sheet shall be cleaned before applying the adhesive. The treated permeable base shall be compacted with a vibrating shoe type compactor."

12) Add Section 10-1.43a "Hot Mix Asphalt--Type B" (see attached file "SSP 39-960-HMA-B_5-4-10) before Section 10-1.44 " Liquid Antistrip Treatment" on page SP-137

10-1.43a HOT MIX ASPHALT---- TYPE B

Hot mix asphalt (HMA) shall be Type B and shall conform to the provisions in Section 39, "Hot Mix Asphalt," of the Standard Specifications and these special provisions.

The aggregate for use in HMA shall conform to the provisions in Section 39-1.02E, "Aggregate," of the Standard Specifications, and the following:

A. The grading of the aggregate shall be 1/2-inch for Type B HMA.

B. The grading of the aggregate in sections or tapers at bridge ends, less than one inch in total depth, may be No. 4 for Type B HMA subject to the approval of the Engineer.

Asphalt binder shall be Grade PG 64-10 as specified in Section 92, "Asphalts," of the Standard Specifications. The amount of asphalt binder to be mixed with the aggregate shall be between 4 percent and 7 percent by weight of the dry aggregate as determined by the Engineer.

Tack coat shall be SS1 type asphaltic emulsion.

Tack coat shall be applied at a rate of from 0.04-gallon per square yard to 0.07-gallon per square yard of surface covered. The exact rate of application will be determined by the Engineer.

Whenever concrete expansion dams are to be placed at bridge deck expansion joints, oil resistant construction paper shall be taped to the deck over the area to be covered by the dams prior to placing the tack coat and HMA across the joint.

At no time shall the difference in grade between adjacent lanes that are open to public traffic exceed 0.13-foot.