

City of San Leandro

Civic Center, 835 E. 14th Street
San Leandro, California 94577
www.sanleandro.org



BANCROFT AVENUE AND 136TH AVENUE TRAFFIC SIGNAL PROJECT NO. 11-150-38-330; STATE PROJECT NO. SR2SL-5041(038)

ADDENDUM NO. 1

December 23, 2011

TO: All Prospective Bidders

The additions and/or deletions contained in this Addendum shall be made a part of the plans and specifications and contract documents for the above described project, and shall be subject to all applicable requirements thereunder, as if originally shown and/or specified.

THE CONTRACT BOOK SHALL BE REVISED AS FOLLOWS:

SPECIFICATIONS

Item 1.01 **NOTICE TO BIDDERS** – Replace item #3 with the following:

3. **WORK DESCRIPTION:** The work to be done consists of **traffic signal installation, fiber optic interconnect, removal and replacement of curb ramps, mill-and-fill existing pavement, install pavement striping**, and doing all appurtenant work in place and ready for use, all as shown on the plans and described in the specifications with the title indicated in Paragraph 1 above, and on file in the office of the **Engineer**. Reference to said plans and specifications is hereby made for further particulars.

Item 1.02 **PROPOSAL TO THE CITY OF SAN LEANDRO** – Replace **Contract Price Schedule** with herein attached, titled **“CONTRACT PRICE SCHEDULE – ADDENDUM No. 1”**

Note: Prospective contractors shall submit the **CONTRACT PRICE SCHEDULE – ADDENDUM No. 1** with their bid.

Stephen H. Cassidy, Mayor

City Council:

Pauline Russo Cutter

Ursula Reed

Michael J. Gregory

Diana M. Souza

Jim Prola

Joyce R. Starosciak



Item 1.03 **Section 2-3.2 ADDITIONAL RESPONSIBILITY** – Replace with the following:

The following information is added to Section 2-3.2 of the Standard Specifications:

The City hereby designates the following items as “Specialty Items” for computing the amount of work required by the Contractor pursuant to Section 2-3.2 of the Standard Specifications:

| Bid Item No. | Description |
|---------------------|--|
| 4 | Furnish & Install 24-strand Fiber Cable |
| 5 | Fiber Optic System |
| 6 | Construct Curb & Gutter (City Std. 100) |
| 7 | Construct 3.5” PCC Sidewalk (City Std. 100) |
| 8 | Construct Type “A” Curb Ramp (City Std. 106A) |
| 9 | Construct Type “B” Curb Ramp (City Std. 106A) |
| 10 | Construct Type “C” Curb Ramp (City Std. 106B) |
| 11 | Asphalt Pavement Tie-In |
| 13 | Striping and Pavement Marking |
| 17 | Roadway Excavation and Offhaul |
| 18 | Adjust Sanitary Sewer and Storm Water Manhole Frame and Cover to Grade |
| 19 | Asphalt Concrete Paving |
| 20 | Adjust Water Valve Pot Frame & Cover to Grade |

Item 1.04 **Section 3-2.1.1 CHANGES INITIATED BY THE CITY** – Replace with the following:

Changes greater or less than 25 percent (25%) of the total cost of the following contract items may be made by the City without adjustment in the contract unit prices:

| Bid Item No. | Description |
|---------------------|---|
| 4 | Furnish & Install 24-strand Fiber Cable with Tracer Wire & Pull Rope |
| 6 | Construct Curb & Gutter (City Std. 100) |
| 7 | Construct 3.5” PCC Sidewalk (City Std. 100) |
| 11 | Asphalt Pavement Tie-In |
| 14 | Repair Damaged Existing Conduit (Up to 5’ in Depth) |
| 15 | Repair Damaged Existing Conduit (From 5’ to 13’ Deep) |
| 16 | Sheeting, Shoring & Bracing (For Work Associated with Bid Item No.15) |
| 17 | Roadway Excavation and Offhaul |
| 19 | Asphalt Concrete Paving |
| 20 | Adjust Water Valve Pot Frame & Cover to Grade |

Item 1.05 **SECTION 4-1.9 CITY FURNISHED MATERIALS** –the last sentence of the section is revised as the following:

The following materials will be furnished to the Contractor: **Traffic Controller, Ethernet Switch, Video Imaging Vehicle Detection System, and Pedestrian Push Button System.**

Traffic Controller System will contain the following City supplied items: One (1) NAZTEC Model 980 TS2 Type 1 Ethernet Controller.

Ethernet switch will contain the following City supplied items: One (1) EtherWan Edge Switch 96026-2A-1B.

Video Imaging Vehicle Detection System will contain the following City supplied items: One (1) Aldis Video Detection System, Gridsmart, Stop bar system including controller w/software and wide angle camera, Optima, Camera mounting bracket assembly including Olson Sky Bracket (Model SB29-SCK) and Pelco Camera Mounting Arm (Model PP4501000WA) along with CAT6 cable.

Pedestrian Push Button System will contain the following City supplied items: Eight (8) Navigator Push Button Station, 2-wire, 5”x7” 3-stage “B” sign, green housing, Polar. One (1) Navigator Control Unit, 2-wire, Polara, version 2.0. One (1) Navigator Hand-Held Configurator, backlit LCD menu-driven Display, membrane keyboard, AA-batteries, Polar.

Item 1.06 **PART 2 – CONSTRUCTION MATERIALS** – the following Section is added:

SECTION 206 MISCELLANEOUS METAL ITEMS

206-3.3 MANHOLE FRAME AND COVER SETS. The following is added to Section 203-3.3 of the Standard Specifications: Manhole Frame and Covers shall be as shown on Standard Plan 220. The following suppliers stock frames and covers that meet these specifications:

D&L Supply
250 5th Street
Oakland, CA 94606
(510) 832-2171

Phoenix Iron Works
888 Cedar Street
Oakland, CA 94607
(510) 465-9900

EBMUD VALVE POTS:

EBMUD shall furnish the contractor with EBMUD standard water valve pot grade rings and G-5 valve boxes and covers at no cost to the contractor. The Contractor shall be responsible for the transportation of these water valve pot grade rings, boxes, and covers from EBMUD, Oakport Storage, 5601 Oakport Street, Oakland, CA 94621-4001.

Item 1.07 **PART 2 – CONSTRUCTION MATERIALS** – the following Sections are eliminated from the specification, except **High-Speed Portable Hard Drive** – which shall be furnished by the Contractor

Section 209.3.4 VIDEO IMAGING VEHICLE DETECTION SYSTEM

Section 209.3.4.1 GENERAL REQUIREMENT

Section 209.3.4.2 DEFINITIONS

Section 209.3.4.3 SYSTEM REQUIREMENTS

VIVDS SYSTEMS

Camera Assembly

Machine Vision Processor (MVP)

Application Software

Ethernet Cable

Camera Extension Arm

Section 209.3.4.4 WARRANTY AND MAINTENANCE

Section 209.3.4.5 ENVIRONMENTAL CERTIFICATIONS

Item 1.08 **Section 209.3.12 CONTROLLER ASSEMBLY** – Replace Section with the following paragraphs:

The Contractor shall install the controller and Ethernet switch in a new Type P Cabinet and deliver to the City of San Leandro Maintenance Yard, 14200 Chapman Road, San Leandro, 30 days before the scheduled date to install the cabinet. The cabinet shall be fully wired, configured, and equipped, including the MMU, load switches, video detector unit, emergency vehicle detection unit and other appurtenances necessary to operate the signal system as shown on the plans. The Contractor shall provide the City 48 hours advance notice prior to pick up the cabinet at the Maintenance Yard for installation.

The Contractor shall install Ethernet switch in controller cabinet where shown on the construction plans, for communications with traffic signal controllers. The Contractor shall furnish and install CAT6 data cables to connect the Ethernet switch to the appropriate port on the traffic signal controller. The Contractor shall be required to install, clearly label, troubleshoot, and fine-tune the Ethernet switches, and for demonstrating that communications are established between each controller included in the project, and the central signal server. See **Section 316-2.3** for installation details.

The Contractor shall field test the controller assembly in accordance with the City of San Leandro requirements and as specified in Section 86, “Signals and Lighting” of the Standard Specifications. The City of San Leandro shall be present during all testing and provide approval of the testing procedure and final results. The traffic signal system will not be considered complete until the City has provided written acceptance of the system.

Item 1.09 **PART 2 – CONSTRUCTION MATERIALS** – the following Sections are eliminated from the specification:

Section 209.4.8 ETHERNET SWITCH (FIELD)

Section 209.4.10 PEDESTRIAN PUSH BUTTONS

Item 1.10 **PART 3 – CONSTRUCTION METHODS** - **Section 307-4.9 VIDEO IMAGING VEHICLE DETECTION SYSTEM** is replaced with the following:

307-4.9.1 INSTALLATION AND COMPLETION The Contractor shall be responsible for furnishing all training, labor, cables, connectors, tools, and incidental items necessary to complete the installation of the video imaging vehicle detection system. Installation of the video imaging vehicle detection systems shall include the installation of any and all associated equipment to be supplied by the City associated with video image vehicle detection system.

The camera assemblies shall be mounted at the locations shown on the plans with camera extension arms to place the cameras closer to the center of the intersection. The cameras shall be connected to the MVP with a single Power-over-Ethernet (PoE) connection through existing conduits and pullboxes.

Installation of the camera will require no aiming or focusing of the camera assembly. The minimum VIVDS set-up system, as needed for detector setup and viewing of vehicle detections, shall consist of a field setup computer with application software and/or a video monitor with interface software built-in to the VIVDS processor unit. The field-setup computer as a minimum, shall have an Ethernet port for connection to the MVP.

The camera assembly shall be capable of accurate detection when mounted greater than 30 feet above the road surface and up to 150 feet from the stop bar.

The system installation shall be done or supervised by technicians that have been trained and certified by Aldis, Inc..

All equipment shall be installed and wired in a neat and orderly manner in conformance with the manufacturer's instructions. The camera shall be affixed to the support structure in accordance with the manufacturer's instructions to provide the optimal field of detection.

Cable to be installed in conduit shall be pulled with a minimum of dragging on the ground or pavement. This shall be accomplished by means of reels mounted on jacks or approved devices conveniently located for unreeling cable directly into the conduit. Powdered soapstone, talc, or other approved lubricants shall be used when inserting cable into the conduit. Cable shall be pulled through conduit by means of a cable or cables. Wiring within junction boxes and cabinets shall be neatly arranged.

When conductors and cables are pulled into conduits, all ends of conductors and cables shall be taped to exclude moisture, and shall be so kept until they are properly connected inside the traffic control cabinet.

Conductors entering the traffic control cabinet shall be neatly dressed and laced along the base and back of the traffic cabinet to the Video Detector Communications Interface Panel. Spare conductors (if any)

shall be tied together with their ends taped. At least 2 feet of slack shall be left for each conductor in the traffic cabinet at the Video Detector Communications Interface Panel.

Routing of the Video Detector Cable shall provide a drip loop for protection of the camera and connector. The Video Detector Cable shall be installed continuous with no splices from the Camera/Integrated Machine Vision Processor (MVP) to the Video Detector Communications Interface Panel in the traffic control cabinet.

One (1) high-speed portable hard drive shall be installed and connected to the VIVDS at Bancroft Ave/136th Ave intersection. The additional portable hard drive unit shall be placed in the traffic control cabinet for future use.

All associated electrical work performed and all materials installed shall be subject to inspection and approval by the Engineer. As a minimum, all work must meet the requirements of the National Electrical Code (NEC) and the National Electrical Safety Code (NESC).

Item 1.11 **PART 3 – CONSTRUCTION METHODS - Section 307-4.10 PEDESTRIAN PUSH BUTTON** is replaced with the following:

307-4.10 PEDESTRIAN PUSH BUTTONS This work shall consist of installing Audible Pedestrian Signal in accordance with ADA requirements at the locations indicated on the Plans and as directed by the Engineer.

Item 1.12 **PART 3 – CONSTRUCTION METHODS** – the following Sections are added to **SECTION 301 - TREATED SOIL, SUBGRADE PREPARATION, AND PLACEMENT OF BASE MATERIALS:**

301-1.6 ADJUSTMENT OF MANHOLE FRAME AND COVER SETS TO GRADE. Adjustment of Manhole Frame and Cover Sets shall conform to the provisions of Section 301-1.6, “Adjustment of Manhole Frame and Cover Sets to Grade” of the Standard Specifications and these Special Provisions.

All utility frames and covers shall be adjusted to grade in conformance with the details shown on City Standard Plan “Utility Frame and Cover Adjustment” (Dwg. 222, Case 3101).

Contractor is responsible for referencing out all manholes, valves, monuments, etc. and for locating them after the paving work. The locations of manholes, valves, monuments, etc., shown on the plans are general locations intended to assist contractor with the bid. The City does not expressly or by implication agree that the actual locations shall be as shown on the plans, or that all manholes, valve or monuments that are on the streets are shown on the plans. Contractor is responsible for locating and adjusting all manholes, valves, monuments, etc., and shall notify the City of any discrepancies found in the field. If existing manholes, etc. are not properly referenced, the City will deduct the cost of researching and locating manholes, etc. from monies due the Contractor.

The Contractor shall lower all frames and covers for manholes, monuments, clean-outs, splice boxes, etc and Utility Company manholes and valves below the lowest grading plane in all streets prior to beginning of any grinding/excavation operations. This work is not limited to removal of riser rings and shall include cutting, chipping, or sawing of collars, cones, barrels, bricks, metallic valve pot/riser sections, etc. to provide on unobstructed grading plane. Facilities below shall be protected from damage and debris from entering. False bottoms shall be installed in all manholes and storm water inlets to prevent debris from

entering. Such false bottoms shall be immediately removed upon completion of adjustment to grade operations. The Contractor may arrange with the appropriate Utility Company to perform this work on their facilities or use his own forces. The Contractor shall keep affected utilities notified daily of the progress of work.

Unless shown otherwise on the plans, Utility Company manholes, valve covers and risers etc., shall be adjusted by the utility company after the paving work is completed unless the utility company provides the necessary labor, materials, tools, equipment, and incidentals to make the adjustments during the paving operation. Utility Company manholes, valve covers, etc., that are not adjusted during the paving operation shall have a rake hole left over the casting exposing the entire cover to provide emergency access.

Utility Company valve covers shall be masked or otherwise protected from tack coat. All covers shall be cleaned and restored to their original condition, including repainting if necessary, regardless of the condition of the manhole covers prior to construction.

Two inch (2") rake hole shall be provided on all other manholes, monuments, cleanouts, etc., to be adjusted after paving.

Manhole frames and covers etc. shall be adjusted to grade to conform within 1/8 inch of the adjusted pavement elevation within three (3) days after paving operation is completed on each street. All City owned manhole frames and covers that do not match Standard Plan 220, Case 1301 shall be replaced with new frames and covers. Where existing manhole castings are to be raised to new street elevation, the Contractor shall remove all new and old asphalt concrete from the cover and rim. The Contractor shall also mark or index each cover to its respective frame ("matched pairs") prior to beginning work. Contractor shall notify the City of any frames and covers which are found to rock or are noisy prior to lowering of iron. Otherwise, the Contractor is responsible for the replacement of any rocking or noisy frames and covers. Any valve boxes, splice boxes, etc. that are damaged shall be replaced at the Contractor's expense.

The Contractor shall complete the adjustment to final grade of all manholes, etc., in accordance with the following requirements:

1. Coordinate work among subcontractors to avoid cutting through new traffic stripes and vehicle detector loops. Contractor shall be responsible for the reinstallation of all damaged detector loops and traffic stripes caused by poor coordination work.
2. All traffic lanes to be opened by 4:30 p.m. or as otherwise noted on Lane Closure Charts.
3. No depressions after traffic lanes are open. Protect newly poured collars subject to vehicular traffic with trench plates until concrete has sufficiently set to withstand damage.
4. No more than five (5) manholes may be opened at any one time on any one street.

All work must be confined to one traffic lane at a time in each direction. Traffic is not to weave to avoid adjustments.

301-1.6.2 ADJUST EBMUD WATER VALVE POT TO GRADE. Water valve pot frames and covers shall be lowered prior to roadway excavation/milling and adjusted to final grade after paving work is completed, to conform within 1/8 inch of the adjusted pavement elevation in accordance with Section 301-1.6.

If Contractor is notified that EBMUD is to adjust water valve pots to grade, Contractor shall notify EBMUD fifteen (15) working days prior to start of construction to allow EBMUD to lower their

water valve pots prior to road grinding or excavation. Contractor shall keep EBMUD updated on the construction schedule and give EBMUD two weeks notice prior to completion of final paving such that EBMUD can schedule crews to raise the water valves to finish grade.

EBMUD shall be contacted immediately if any EBMUD facilities are damaged or disturbed during construction.

301-1.7 PAYMENT. The following is added to Section 301-1.7 “PAYMENT” of the Standard Specifications:

The contract unit price paid per each for “**Adjust Sanitary Sewer & Storm Water Manhole Frame & Cover to Grade**”, Bid Item No. (18), shall include all work required by Section 301-1.6 for the adjustment of sanitary sewer manhole frame and covers.

The contract unit price paid per each for “**Adjust Water Valve Pot Frame & Cover to Grade**”, Bid Item No. (20), shall include all work required by Section 301-1.6.2.

Payment for all other work in Section 301-1 shall be included in the bid price paid for the item for which the subgrade was prepared.

Item 1.13

PART 3 – CONSTRUCTION METHODS – the following Sections are added to **SECTION 302 ROADWAY SURFACING**:

302-1 COLD MILLING OF EXISTING PAVEMENT. Pavement grinding shall conform to the provisions of Section 302-1, “Cold Milling Asphalt Concrete Pavement” of the Standard Specifications and these Special Provisions and City Standard Plans 126 and 128.

Existing asphalt concrete pavement shall be removed by milling or grinding to the lines and grades shown on the plans and as directed by the Engineer. The contractor shall immediately notify the Engineer if the existing subgrade grading planes and/or the pavement surface plane (existing or cold milled) will affect the Contractor from meeting the specified tolerance. Failure to notify prior to completion of grinding operations and/or commencement for paving operation shall be considered as Contractor’s concurrence that existing surface is suitable for compliance to tolerances stated.

All asphalt concrete, concrete, slurry seal emulsion, etc., up to 75 mm (3”) wide shall be removed from the concrete gutter after grinding operation is complete and shall be considered included work required by Section 300-1 and/or Section 302-1. Asphalt concrete, slurry seal emulsion and other residue on concrete gutters to be removed, may be intermittent throughout the project: Some concrete gutters when exposed after such milling work may require the use of new asphalt concrete to provide smooth flow line to adjacent concrete gutter surfaces.

302-1.2 MILLING MACHINE. Pavement grinding equipment shall conform to the provisions of Section 302-1.2 “Milling Machine” of the Standard Specifications and these Special Provisions shall be approved by the Engineer prior to use.

A diamond blade pavement grinder (Caltrans designation PGD1A shall be used to grind to specified tolerance any high areas of pavement. Contractors attention is directed to Section 302-5.6.2 “Density and Smoothness” of these Special Provisions.

302-1.7 WORK SITE MAINTENANCE. The Contractor shall clean the street of all grinding residue as provided for in Section 302-1.7 “Work Site Maintenance”, of the Standard Specification immediately following the grinding machine and prior to opening the street to traffic. Grinding residue shall be disposed of as provided for in Section 300-2.6 “Surplus Materials” of these Special Provisions.

302-1.10 PAVEMENT TRANSITIONS. The following is added to Section 302-1.10 “Pavement Transitions” of the Standard Specifications.

The Contractor shall immediately construct Pavement Transition in accordance with Section 203-6.1 “Pavement Transition” of these Special Provisions conforms at private property to provide continual access.

Areas which have been cold milled or excavated that are subject to pedestrian traffic, including but not limited to marked and un-marked crosswalks, and at all driveways, where the offset equals or exceeds 3/8 inch shall be immediately overlaid with Pavement Transition two (2) feet in width and the length of crosswalk or driveway prior to opening the area to pedestrian or vehicle traffic.

At pavement conforms or excavations where the offset equals or exceeds 3/8 inch shall be immediately overlaid with Pavement Transition six (6') feet minimum in width or a slope of 1:8 maximum prior to opening the street to traffic.

Longitudinal cold mill or excavated joints where the offset equals or exceeds 3/8 inch shall be overlaid with Pavement Transition two (2) feet in width prior to opening the street to traffic.

302-1.11 MEASUREMENT The following is added to Section 302-1.11:

The estimated quantity for “**Roadway Excavation and Offhaul**”, **Bid Item No. (17)** shall be the FINAL QUANTITY for which payment for excavation will be made unless the dimensions, scope, limits or grades of excavation shown on the plans are revised by the Engineer. If such dimensions are revised and such revisions result in any increase or decrease in the quantities of such work, the final quantities for payment will be revised in the amount represented by the changes in the dimensions based on the unit price in the bid. The estimated quantities for excavation shall be considered as approximate only and no guarantee is made that these quantities which are determined by computations, based on the details and dimensions shown on the plans, will equal the actual quantities excavated. No allowance will be made in the event that the quantities based on computations do not equal the actual quantities excavated.

302-1.12 PAYMENT. Section 302-1.12 “Payment” is amended as follows:

The Contract unit price paid per cubic yard for “**Roadway Excavation and Offhaul**”, **Bid Item (17)** shall be considered as full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all work involved in excavating/milling of the existing asphalt concrete with Petromat and disposing of said unclassified material as shown on the plans and specified in the Standard Specification and these Special Provisions, and as directed by the Engineer. There is no guarantee implied as to the recyclability and/or resale value of grading residue/excavated materials. Adequate tests shall be performed at the Contractor’s expense to determine the profile of waste materials to determine appropriate disposal locations. The Contractor shall be responsible for any storage or stockpiling of materials as necessary for the profile testing.

Item 1.14 **PART 3 – CONSTRUCTION METHODS** – the **SECTION 302-5.5 DISTRIBUTION AND SPREADING** section is replaced by the following:

302-5.5 DISTRIBUTION AND SPREADING. The following is added to Section 302-5.5, “Distribution and Spreading”, of the Standard Specifications:

Asphalt concrete shall be placed only upon the specific approval of the Engineer. The Engineer’s decision regarding satisfactory paving conditions shall be final. Open graded asphalt concrete shall not be placed when atmospheric temperature is less than 70 degrees Fahrenheit.

Asphalt concrete shall only be placed by the methods described in this section. Blade lay by a motor grader is not permitted.

Asphalt concrete may be deposited by transfer trucks in a windrow on the roadway in advance of the paving operation for pick-up and depositing into the self-propelled paving machine subject to the following conditions:

1. Transfer trucks must be capable of backing up.
2. Double bottom dump trucks are prohibited.
3. The pick-up machine shall not transmit loads to the paving machine that adversely affect the finished surface.
4. The windrow shall not be placed at intersections or block side streets
5. The maximum windrow length in front of the paving machine shall be 200 feet.
6. The Contractor shall furnish a “Dump Man” whose sole responsibility shall be for the control of windrow distribution.

Asphalt concrete distribution shall commence at the roadway gutter lip or the low edge of the roadway. Unless operations have been suspended for the day, subsequent asphalt concrete distribution passes shall be placed adjacent to the previous pass while the previous asphalt concrete distribution pass is still hot. The maximum distribution pass shall be 1,000 feet.

The tracks or wheels of spreading equipment shall not be operated on the new asphalt concrete pavement until final compaction has been completed. Trucks, loaded or empty, shall not be allowed on the new roadway surface until the asphalt concrete reaches ambient temperature.

The Contractor shall have the option of providing the extra manpower and equipment necessary to work under low over hanging branches or to hire a licensed arborist to trim trees for adequate clearance. A list of proposed trees to be trimmed shall be submitted for Engineer approval prior to proceeding. Written permission shall be obtained from the property owner for any trees on private property prior to proceeding.

In areas inaccessible to the paving equipment spreading and compacting of asphalt shall be performed by any method which will produce an asphalt concrete pavement of uniform smoothness, texture and density. Said area shall not exceed 20 square feet each without approval of the Engineer.

Item 1.15 **PART 3 – CONSTRUCTION METHODS** – the following Sections are added to **SECTION 302 ROADWAY SURFACING**:

302-5.8 MANHOLES (AND OTHER STRUCTURES) The following is added to Section 302-5.8 “Manholes (and other structures)” of the Standard Specifications:

All City owned manhole frames and covers within limit of work that do not match Drawing 220, Case 3101 shall be replaced with new frames and covers; All other frames and covers shall be either punched or marked “Matched Pairs” prior to removal, cleaning and reuse. Contractor shall install false bottom on all manholes prior to roadway excavation to prevent debris from entering.

Structures shall be reset in accordance with section 301-1.6.

The Contractor’s attention is directed to Section 301-1.6 “Adjustment of Manhole Frame and Cover Sets to Grade and Section 302-5.8 “Manholes (and Other structures)” of these Special Provisions.

Manholes, monuments, water valves, clean-outs, etc. within keycut and repair/rehab areas shall be lowered below the grinding plane prior to grinding. Grinding shall be done to the grinding plane required, chipping and/or jack hammering is strictly prohibited. All utility frame and covers shall be adjusted to grade in conformance with the details shown of City Standard Plan 222 “Utility Frame and Cover Adjustment”.

Item 1.16 **PART 3 – CONSTRUCTION METHODS** – the **SECTION 302-5.9 MEASUREMENT AND PAYMENT** section is replaced by the following:

302-5.9 MEASUREMENT AND PAYMENT The following is added to Section 302-5.9, “Measurement and Payment”, of the Standard Specifications:

The Contract price paid per ton for “**Asphalt Concrete Paving**”, **Bid Item No. 19**, shall include payment for all work required by section 302-5 “Asphalt Concrete Pavement” except work specified under Section 302-5.8.

The Contract price paid per each for “**Adjust Sanitary Sewer and Storm Water Manhole Frame and Cover to Grade**”, **Bid item No. 18** , shall include payment for all work required by Section 302-5.8 “Manholes (and other structures)”.

The Contract price paid per ton for “**Asphalt Pavement Tie-In**”, **Bid Item No. 11**, shall include full compensation as specified in the Standard Specifications and Section 302 of these Special Provisions.

No additional payment will be made for any temporary paving, such as ramps, to facilitate temporary traffic movements.

In accordance with Section 302-5.9 of the Standard Specifications, the Contractor shall furnish to the Engineer a legible copy of a licensed weighmaster’s certificate showing gross, tare and net weight of each truck load of asphalt concrete mixture. When an automatic batching system is used, the licensed weighmaster’s certificate may show only the net weight of material in the truckload. These certificates must be signed by a representative of the Engineer on the same day the material was delivered to the project site. These certificates will be used as the basis of payment.

PLANS

Item 1.17 Drawing Sheet 2, STREET IMPROVEMENT SHEET This sheet is replaced by a revised sheet with the following revisions.

1. Included approximate locations for existing underground gas lines, and telephone ducts.
2. Mill-and-Fill limit of work and notes.

Item 1.18 Drawing Sheet 3, TRAFFIC SIGNAL INSTALLATION SHEET This sheet is replaced by a revised sheet with the following revisions.

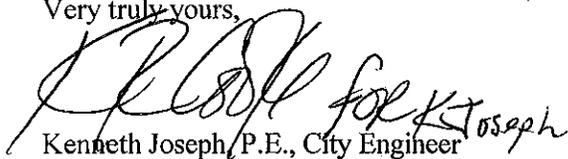
1. Included approximate locations for existing underground gas lines, and telephone ducts.
2. Revised Traffic Signal Construction Notes

PLEASE NOTE:

The Bid Opening Date Remains Wednesday, January 11, 2012 at 3:00 P.M.

Acknowledge this addendum and include a signed copy of the Acknowledgement Form in your Proposal. If you have any questions, please call the Project Engineer, Nelson Lam, at (510)577-3375 or via email at nlam@sanleandro.org.

Very truly yours,



Kenneth Joseph, P.E., City Engineer
Engineering and Transportation Department
kjoseph@sanleandro.org

KJ:tar

Enclosure: **CONTRACT PRICE SCHEDULE – ADDENDUM NO.1**
Project Plans – Drawing Sheet 2, STREET IMPROVEMENT SHEET
Project Plans – Drawing Sheet 3, TRAFFIC SIGNAL INSTALLATION SHEET

ACKNOWLEDGEMENT ADDENDUM NO. 1

(Include a signed copy of this form in your proposal)

I hereby acknowledge receipt of this Addendum for the above noted project.

Date: _____

(Signature)

(Business Name – Please Print)

cc: Internal Plans & Specs Distribution List
COSL Current Plan-holders

CONTRACT PRICE SCHEDULE – ADDENDUM NO. 1

| Item No. | Description | Estimated Quantity (A) | Unit of Measure | Item UNIT Price (in Words) | Item UNIT Price (in Figures) (B) | TOTAL PRICE (in Figures) (AxB) |
|----------|--|------------------------|-----------------|----------------------------|----------------------------------|--------------------------------|
| 1. | Mobilization | 1 | LS | _____ | | |
| 2. | Temporary Traffic Control | 1 | LS | _____ | | |
| 3. | Water Pollution Control | 1 | LS | _____ | | |
| 4. | Furnish & Install 24-strand Fiber Cable with Tracer Wire & Pull Rope in Existing Conduit | 2,750 | LF | _____ | | |
| 5. | Fiber Optic System | 1 | LS | _____ | | |
| 6. | Construct Curb & Gutter (City Std. 100) | 300 | LF | _____ | | |
| 7. | Construct 3.5" PCC Sidewalk (City Std. 100) | 1,350 | SF | _____ | | |
| 8. | Construct Type "A" Curb Ramp (City Std. 106A) | 1 | EA | _____ | | |
| 9. | Construct Type "B" Curb Ramp (City Std. 106A) | 2 | EA | _____ | | |
| 10. | Construct Type "C" Curb Ramp (City Std. 106B) | 1 | EA | _____ | | |
| 11. | Asphalt Pavement Tie-In | 35 | TN | _____ | | |
| 12. | Furnish non-City supplied Traffic Signal, Lighting and Accessories and Install (as shown in Plans and Specs) | 1 | LS | _____ | | |
| 13. | Striping and Pavement Marking | 1 | LS | _____ | | |
| 14. | Repair Damaged Existing Conduit (Up to 5' in Depth) | 1 | EA | _____ | | |
| 15. | Repair Damaged | 1 | EA | _____ | | |

| | | | | |
|-----|--|----|----|--|
| | Existing Conduit (From 5' to 13' Deep) | | | |
| 16. | Sheeting, Shoring & Bracing (For Work Associated with Bid Item No. 15) | 1 | EA | |
| 17. | Roadway Excavation and Offhaul | 40 | CY | |
| 18. | Adjust Sanitary Sewer and Storm Water Manhole Frame and Cover to Grade | 3 | EA | |
| 19. | Asphalt Concrete Paving | 80 | TN | |
| 20. | Adjust Water Valve Pot Frame and Cover to Grade | 3 | EA | |

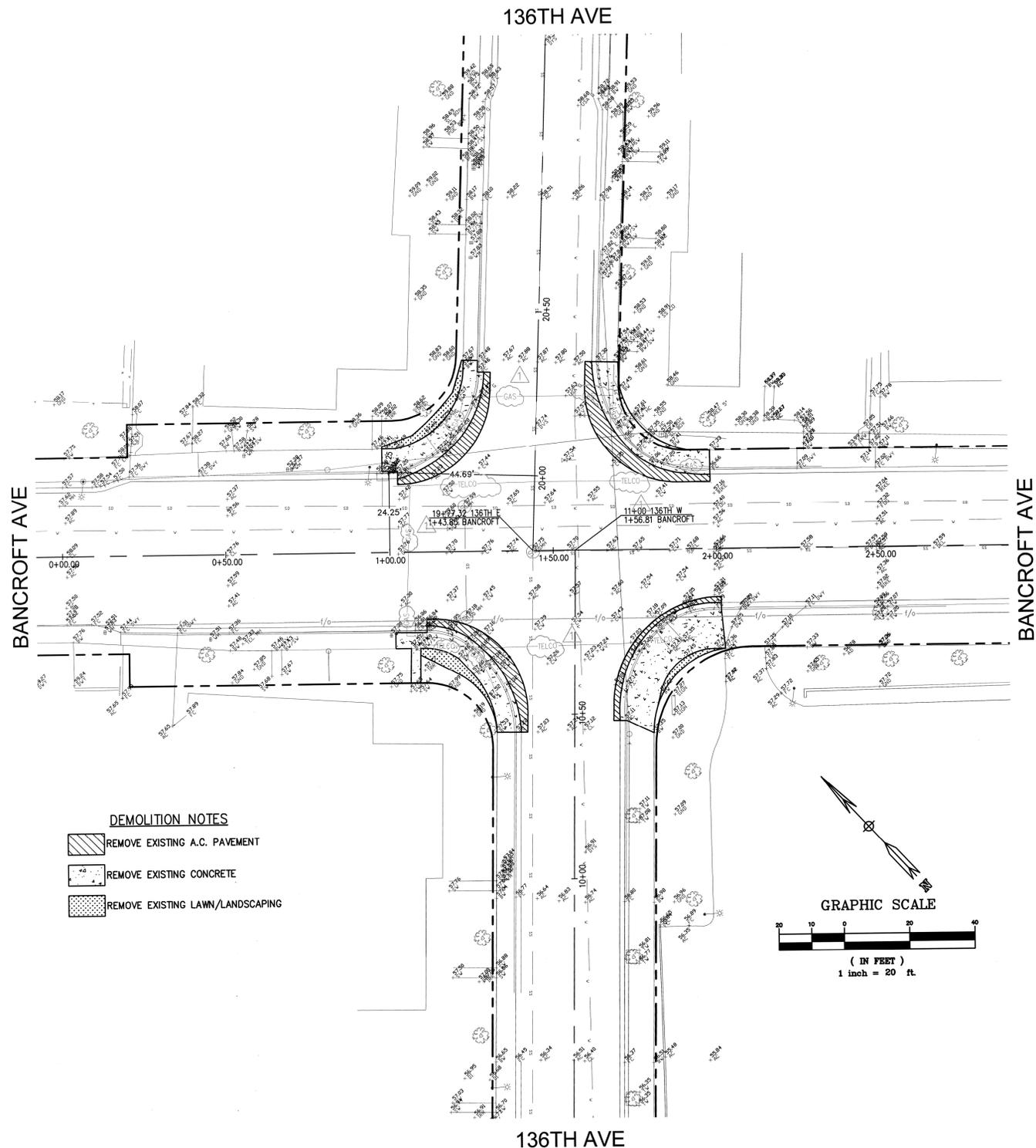
TOTAL BID: _____
(In Words)

TOTAL BID: _____
(In Figures)

UNITS OF MEASURE:

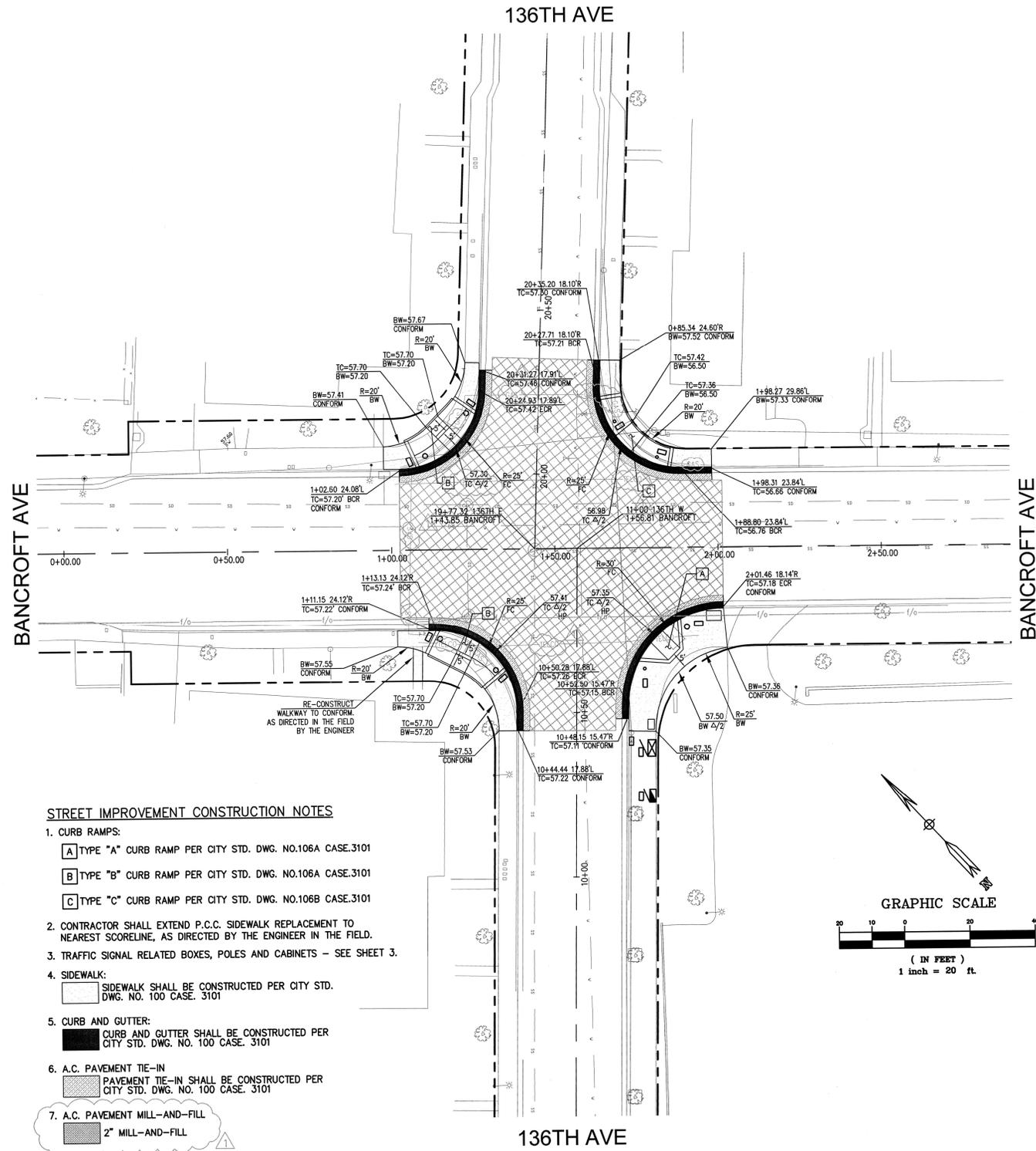
| Abbreviation | Word or Words |
|--------------|-----------------------------|
| LF | Linear Feet |
| SF | Square Feet |
| SY | Square Yards |
| CY | Cubic Yards |
| TN | Tons (2,000 lbs./907.2kgs.) |
| LS | Lump Sum |
| EA | Each |
| MO | Months |

NOTE: The estimate of construction quantities set forth herein is approximate only, being given as a basis for the comparison of bids. The City does not expressly nor by implication agree that the actual amount of work will correspond therewith, and reserves the right to change the amount of any class or portion of the work or to omit portions of the work as may be deemed necessary or expedient by the Engineer in accordance with section 3-2.1.1 of the Special Provisions. All bids will be compared on the basis of the Engineer's Estimate of the quantities of the work to be done. The undersigned declares, by signing this proposal, that the bidder has carefully checked all of the above figures and understands that the City shall not be responsible for any errors or omissions on the part of the undersigned in making up this bid.



- DEMOLITION NOTES**
- REMOVE EXISTING A.C. PAVEMENT
 - REMOVE EXISTING CONCRETE
 - REMOVE EXISTING LAWN/LANDSCAPING

DEMOLITION PLAN



- STREET IMPROVEMENT CONSTRUCTION NOTES**
1. CURB RAMP:
 - A** TYPE "A" CURB RAMP PER CITY STD. DWG. NO.106A CASE.3101
 - B** TYPE "B" CURB RAMP PER CITY STD. DWG. NO.106A CASE.3101
 - C** TYPE "C" CURB RAMP PER CITY STD. DWG. NO.106B CASE.3101
 2. CONTRACTOR SHALL EXTEND P.C.C. SIDEWALK REPLACEMENT TO NEAREST SCORELINE, AS DIRECTED BY THE ENGINEER IN THE FIELD.
 3. TRAFFIC SIGNAL RELATED BOXES, POLES AND CABINETS - SEE SHEET 3.
 4. SIDEWALK:
 - SIDEWALK SHALL BE CONSTRUCTED PER CITY STD. DWG. NO. 100 CASE. 3101
 5. CURB AND GUTTER:
 - CURB AND GUTTER SHALL BE CONSTRUCTED PER CITY STD. DWG. NO. 100 CASE. 3101
 6. A.C. PAVEMENT TIE-IN:
 - PAVEMENT TIE-IN SHALL BE CONSTRUCTED PER CITY STD. DWG. NO. 100 CASE. 3101
 7. A.C. PAVEMENT MILL-AND-FILL:
 - 2" MILL-AND-FILL

STREET IMPROVEMENT



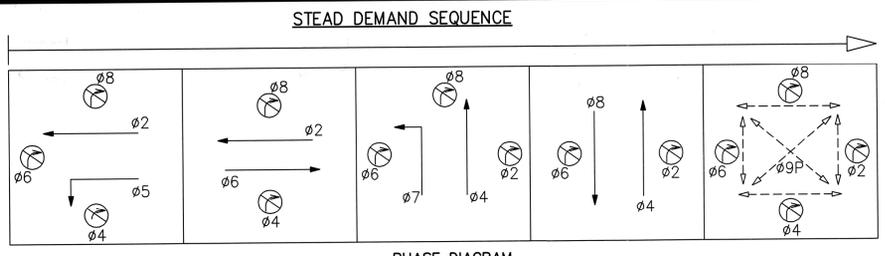
| BEFORE YOU DIG, CALL UNDERGROUND SERVICE ALERT 811 IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE BEST AVAILABLE INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. NO GUARANTEE IS MADE AS TO THE ACCURACY OF THIS INFORMATION. | | <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>REVISION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td>ADDENDUM NO.1</td> </tr> </tbody> </table> | NO. | DATE | REVISION | 1 | | ADDENDUM NO.1 | <table border="1"> <tr> <td>DESIGNED BY</td> <td>NL</td> <td>DATE</td> <td>11/7/11</td> </tr> <tr> <td>DRAWN BY</td> <td>NL</td> <td>DATE</td> <td>11/7/11</td> </tr> <tr> <td>PROJECT MGR.</td> <td>NL</td> <td>DATE</td> <td>11/7/11</td> </tr> <tr> <td>TRANS. ADMIN.</td> <td>DH</td> <td>DATE</td> <td>11/7/11</td> </tr> <tr> <td>SENIOR ENGR.</td> <td>AEO</td> <td>DATE</td> <td>11/7/11</td> </tr> <tr> <td>APPROVED BY:</td> <td></td> <td>DATE</td> <td>11/7/11</td> </tr> </table> | DESIGNED BY | NL | DATE | 11/7/11 | DRAWN BY | NL | DATE | 11/7/11 | PROJECT MGR. | NL | DATE | 11/7/11 | TRANS. ADMIN. | DH | DATE | 11/7/11 | SENIOR ENGR. | AEO | DATE | 11/7/11 | APPROVED BY: | | DATE | 11/7/11 |
|--|------|--|---------|------|----------|---|--|---------------|--|-------------|----|------|---------|----------|----|------|---------|--------------|----|------|---------|---------------|----|------|---------|--------------|-----|------|---------|--------------|--|------|---------|
| NO. | DATE | REVISION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | ADDENDUM NO.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESIGNED BY | NL | DATE | 11/7/11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DRAWN BY | NL | DATE | 11/7/11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROJECT MGR. | NL | DATE | 11/7/11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRANS. ADMIN. | DH | DATE | 11/7/11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SENIOR ENGR. | AEO | DATE | 11/7/11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| APPROVED BY: | | DATE | 11/7/11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CITY ENGINEER, R.C.E. No. 34870 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CITY OF SAN LEANDRO

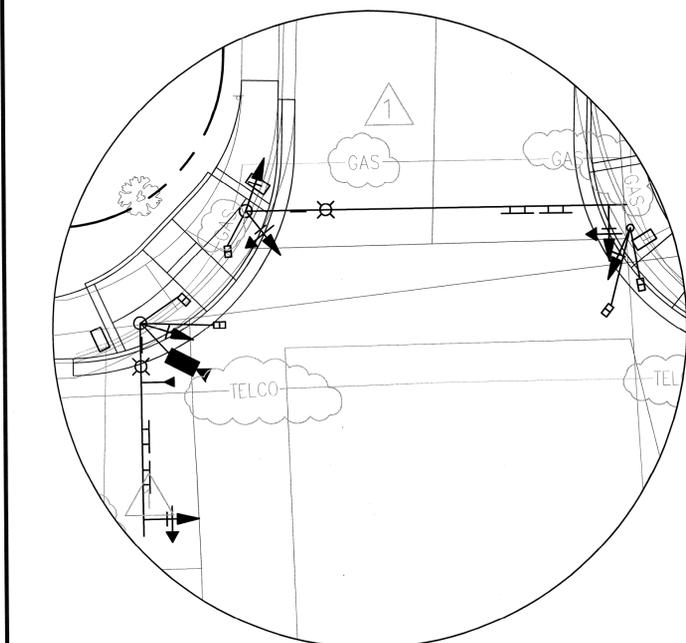
BANCROFT AVE & 136TH AVE
TRAFFIC SIGNAL
STREET IMPROVEMENT SHEET

AT FULL SIZE
THIS LINE MEASURES 1"
SHEET 2 OF 8
JOB NO. 11-150-38-330
SCALE 1":20'
DWG 3662_CASE_901

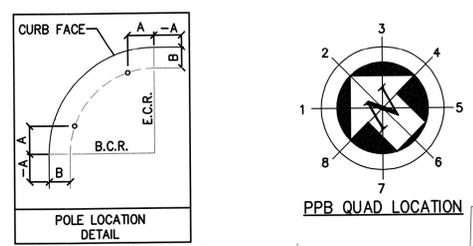
| POLE AND EQUIPMENT SCHEDULE | | | | | | | | | | | | | | | |
|-----------------------------|----------|-------------|----------------|--------------|----------------|-------|---------|-------------------|-------|----------|----------------------|-------|-------------------------------------|----------------------------------|---|
| POLE LOCATION | STANDARD | | VEHICLE SIGNAL | | | | | PEDESTRIAN SIGNAL | | | PLACEMENT DIMENSIONS | | REFLECTIVE STREET NAME SIGN WORDING | ACCESSORIES & INSTALLATION NOTES | |
| | TYPE | POLE HEIGHT | SIG. M. A. | LUM. ARM | MOUNTING | PHASE | CONFIG. | MOUNTING | PHASE | PPB QUAD | A | B | | | |
| (A) | 19-4-100 | 30' | 25' | 12' 200W HPS | MAS-5A SV-I-T | 5/2 | 2 | SP-2-T | 9P | 9P | 5 | 8' | 3' | 136TH AVE | #2 R3-1 BLANK OUT SIGN ON SIGNAL POLE; R3-4, R10-12 SIGNS & OPTICAL DETECTOR (EVA) ON MAST ARM |
| (B) | 26-4-100 | 30' | 45' | 12' 200W HPS | MAS-5A SV-2-TB | 7/4,8 | 2 | SP-1-T | 9P | 9P | 7 | 6.9' | 3' | BANCROFT AVE | R3-4, R10-12 SIGNS & OPTICAL DETECTOR (EVB) ON MAST ARM; #8 R3-1 BLANK OUT SIGN ON SIGNAL POLE. |
| (C) | 1-B | 13' | | | TV-I-T | 4 | 1 | SP-2-T | 9P | 9P | 7 | 11' | 3' | | #4 R3-1 BLANK OUT SIGN ON SIGNAL POLE |
| (D) | 1-B | 13' | | | TV-2-T | 2,6 | 1 | SP-1-T | 9P | 9P | 1 | 7.2' | 3' | | #2 R3-1 BLANK OUT SIGN ON SIGNAL POLE |
| (E) | 17-3-100 | 30' | 20' | 12' 200W HPS | MAS SV-I-T | 6 | 1 | SP-2-T | 9P | 9P | 1 | 11.5' | 3.5' | 136TH AVE | #6 R3-1 BLANK OUT SIGN ON SIGNAL POLE; R3-4 SIGN & OPTICAL DETECTOR (EVC) ON MAST ARM |
| (F) | 1-B | 13' | | | TV-2-T | 4,8 | 1 | SP-1-T | 9P | 9P | 3 | 10.9' | 3' | | #4 R3-1 BLANK OUT SIGN ON SIGNAL POLE |
| (G) | 17-3-100 | 30' | 15' | 12' 200W HPS | MAS SV-I-T | 8 | 1 | SP-2-T | 9P | 9P | 3 | 12.5' | 3' | BANCROFT AVE | #8 R3-1 BLANK OUT SIGN ON SIGNAL POLE; R3-4 SIGN & OPTICAL DETECTOR (EVD) ON MAST ARM |
| (H) | 1-B | 13' | | | TV-2-T | 5/2,6 | 3,1 | SP-1-T | 9P | 9P | 5 | 1.3' | 3' | | #6 R3-1 BLANK OUT SIGN ON SIGNAL POLE |



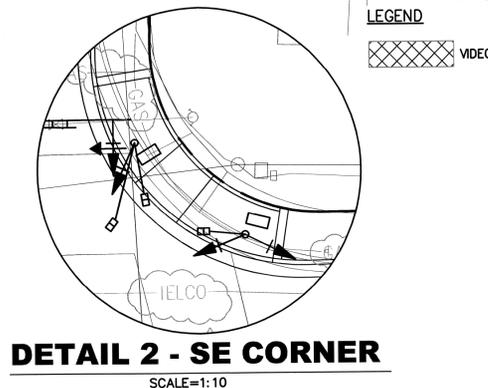
- TRAFFIC SIGNAL GENERAL NOTES**
- ALL SIGNAL WORK SHALL BE DONE IN CONFORMANCE WITH THE LATEST EDITIONS OF THE CITY OF SAN LEANDRO STANDARD PLANS AND SPECIFICATIONS, CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS, STANDARD PLANS (DATED MAY 2006), 2010 CA MUTCD AND SPECIAL PROVISIONS.
 - LOCATIONS OF POLES, PULL BOXES, CABINETS, CONDUIT, VIDEO DETECTION CAMERA UNITS, AND DETECTORS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS. FINAL LOCATIONS ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL GIVE 48 HOURS NOTICE TO THE ENGINEER FOR VERIFICATION.
 - ALL PULL BOXES SHALL BE NO. 5 UNLESS OTHERWISE NOTED ON THE PLANS. PULL BOXES SHALL BE INSTALLED IN CONDUIT RUNS AT A MAXIMUM 200' SPACING. PULL BOXES FOR FIBER OPTIC SYSTEM SHALL BE INSTALLED PER SHEET 5 & 6.
 - CONTRACTOR SHALL POTHOLE THE NEW POLE LOCATIONS FOR ANY UNDERGROUND CONFLICT AND INFORM THE ENGINEER PRIOR TO CONSTRUCTION.
 - ALL WORK RELATED TO ELECTRIC SERVICE SHALL BE IN CONFORMANCE WITH THE REQUIREMENTS OF PG&E.
 - ALL VEHICLE SIGNAL HEADS SHALL HAVE LOUVERED BACKPLATES AND TUNNEL VISORS.
 - REFLECTIVE STREET NAME SIGN SHALL BE INSTALLED PER CITY STANDARD PLANS, DWG. NO.138, CASE 3101. ALL OTHER SIGNS ON THE MAST ARM AS SHOWN SHALL BE INSTALLED PER CALTRANS STANDARD PLANS ES-7N, DETAIL "U".
 - R3-1 BLANK OUT SIGN SHALL BE LED AND 24"x24".
 - EMERGENCY VEHICLE DETECTION SHALL BE OPTICOM MODEL 721 OPTICAL DETECTOR AND MODEL 138 DETECTOR CABLE WITH PELCO AB 121 POLE CLAMP, OR APPROVED EQUIVALENT AND MOUNTED ON MAST ARM.
 - ALL PEDESTRIAN SIGNAL HEADS SHALL BE LED "INCANDESCENT LOOK" & COUNTDOWN TYPE.
 - PEDESTRIAN SIGNAL SHALL BE PUSH BUTTON INTEGRATED ACCESSIBLE PEDESTRIAN SIGNAL.
 - CONTRACTOR SHALL INSTALL #8 STRANDED BARE COPPER TRACE WIRE IN NEW CONDUITS.
 - SEE SHEET 2 FOR APPROXIMATE LOCATION OF UNDERGROUND UTILITIES.



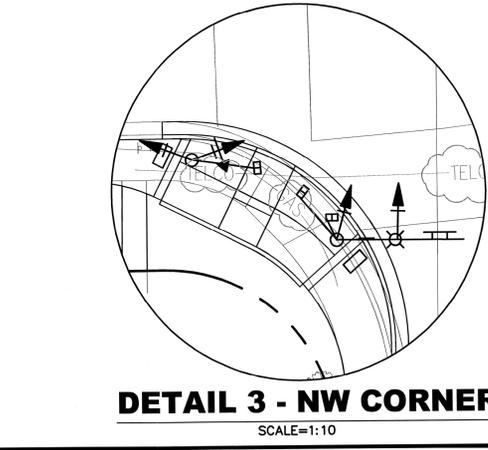
DETAIL 1 - NE CORNER
SCALE=1:10



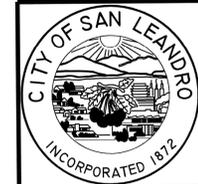
| CONDUCTOR AND CONDUIT SCHEDULE | | | | | | | | | | | |
|--------------------------------|------------------------|----|----|----|----|----|------|----|----|----|----|
| AWG OR CABLE | CONDUCTOR RUN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| # 14 | #2 | 3 | 3 | 3 | 3 | 3 | 3 | | | | |
| | #4 | | | 3 | 3 | 3 | 6 | 3 | | | |
| | #5 | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 2 | |
| | #6 | | | | 3 | 3 | 6 | 3 | 3 | 3 | |
| | #7 | | 2 | 2 | 2 | 2 | 2 | | | | |
| | #8 | | 3 | 3 | 3 | 3 | 6 | 3 | 3 | | |
| | #9PB | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 2 | |
| | #9PPB | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | |
| | PPB Common | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | |
| | PEU | | | | | | | | | | |
| | Spares | 3 | 3 | 3 | 3 | 3 | 6 | 3 | 3 | 3 | |
| | #2 R3-1 Blank-Out Sign | 2 | 2 | 2 | 2 | 2 | 4 | | | | |
| | #4 R3-1 Blank-Out Sign | 2 | 2 | 2 | 2 | 2 | 4 | 2 | | | |
| | #6 R3-1 Blank-Out Sign | | | | 2 | 4 | 2 | 2 | 2 | | |
| #8 R3-1 Blank-Out Sign | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | |
| Total # 14 | 14 | 23 | 26 | 29 | 31 | 55 | 24 | 19 | 14 | | |
| # 10 | Neutral | | | | | | | | | | |
| | Luminaires | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 4 | |
| | Signal Common | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | |
| Total #8 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 1 | 4 | |
| Video Detection Cable | Ethernet Cable | 1 | 1 | 1 | 1 | 1 | 1 | | | | |
| | EVA | 1 | 1 | 1 | 1 | 1 | 1 | | | | |
| Opticom Cable | EVB | | 1 | 1 | 1 | 1 | 1 | | | | |
| | EVC | | | | | | 1 | 1 | | | |
| | EVD | | | | | | 1 | 1 | 1 | | |
| | Total Cable | 1 | 2 | 2 | 2 | 3 | 4 | 1 | 1 | | |
| # 6 | Signal Service | | | | | | 2 | | | | |
| | CONDUIT SIZE | 3" | 3" | 3" | 3" | 3" | 2-3" | 3" | 3" | 2" | |
| % CONDUIT FILL | 9 | 12 | 13 | 14 | 16 | 13 | 11 | 9 | 5 | 12 | |



DETAIL 2 - SE CORNER
SCALE=1:10

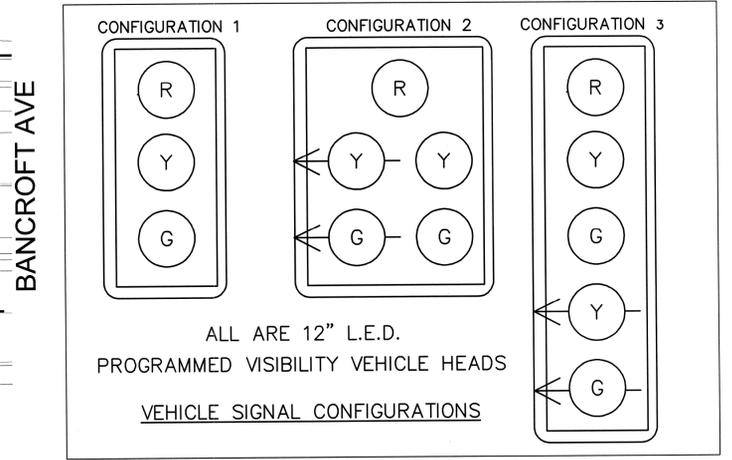


DETAIL 3 - NW CORNER
SCALE=1:10

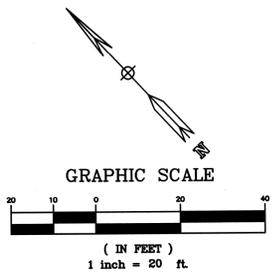


| NO. | DATE | REVISION |
|-----|------|---------------|
| 1 | | ADDENDUM NO.1 |

DESIGNED BY: NL DATE: 11/7/11
 DRAWN BY: NL DATE: 11/7/11
 PROJECT MGR: NL DATE: 11/7/11
 TRANS ADMIN: DH DATE: 11/7/11
 SENIOR ENGR: AEO DATE: 11/7/11
 APPROVED BY: [Signature] DATE: 11/7/11
 CITY ENGINEER, R.C.E. No. 34870



- TRAFFIC SIGNAL CONSTRUCTION NOTES**
- INSTALL TYPE 'P' CABINET PER CALTRANS STANDARD PLAN ES-3C FOUNDATION.
 - FURNISH AND INSTALL 120/240 VOLT TYPE III-AF SINGLE METER SERVICE, ANODIZED ALUMINUM. PROVIDE THE FOLLOWING CIRCUIT BREAKERS: ONE 100 AMP. (FOR MAIN BREAKER), ONE 60 AMP. (FOR SIGNAL), AND ONE 30 AMP. (FOR SAFETY LIGHTING) IN THE SERVICE EQUIPMENT ENCLOSURE FOR SAFETY LIGHTING.
 - PG&E SERVICE FEED POINT.
 - INSTALL VIDEO DETECTION SYSTEM CAMERA AND MOUNTING ASSEMBLY ON SIGNAL POLE PER THE MANUFACTURER'S SPECIFICATIONS AND THE SPECIAL PROVISIONS.
 - FIBER OPTIC SYSTEM - SEE SHEET 5 & 6
 - REMOVE AND SALVAGE EXISTING STREET LIGHT



CITY OF SAN LEANDRO

BANCROFT AVE & 136TH AVE
TRAFFIC SIGNAL

TRAFFIC SIGNAL INSTALLATION SHEET

AT FULL SIZE
THIS LINE MEASURES 1"
SHEET 3 OF 8
JOB NO. 11-150-38-330
SCALE 1":20'
DWG 3664 CASE 901