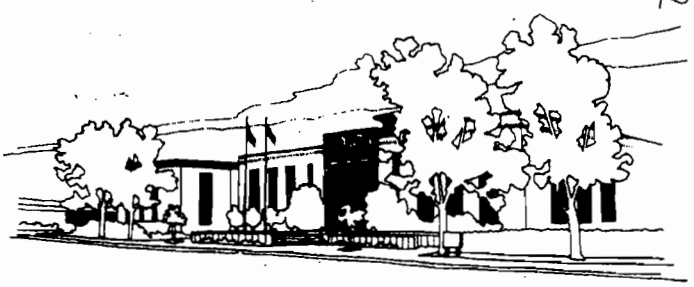
NN

City of San Leandro
Civic Center, 835 E. 14th Street
San Leandro, California 94577



Annual Street Sealing 2007-2008
PROJECT NO. 07-144-38-287

ADDENDUM NO. 4

July 17, 2008

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 there under, as if originally shown and/or specified.

THE CONTRACT DOCUMENTS SHALL BE REVISED AS FOLLOWS:

Specifications

CONTRACT PRICE SCHEDULE:

Contract Price Schedule – Addendum No.4 is attached: replace the schedule from Addendum 1 with the attached in your proposal. Note that the description and quantity for Bid Item No. 4; 'Emulsion Aggregate Slurry" has been modified and Bid Items No. 6 and No. 7 have been added.

CALTRANS SPECIFICATIONS:

Caltrans Specifications – Addendum No. 4 includes the Caltrans Specifications pertaining to Bid Items No. 6 and No. 7.

Plans

PLAN SHEETS 3, 4, 5, 6,7:

Plan Sheets 3,4,5,6,7 have been modified to reflect Caltrans Traffic Control Standards and Striping and Signage Standards.

PLEASE NOTE:
Bid opening date has not changed. The bid opening date is Tuesday July 29, 2007, at 3:00PM.

Acknowledge this addendum in your Proposal. If you have any questions, please call the Project Engineer, Nicole Noronha, at (510) 577-3429.

Sincerely,

Kenneth Joseph, P.E., City Engineer for
Engineering and Transportation Department

ACKNOWLEDGEMENT FOR ADDENDUM NO. 4

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

_____ Date: _____
(Signature)

_____
(Company Name – Please Print)

cc: G. Faria, N. Noronha, A. Osakwe, Kiosk
COSL Current Plan-holders

CONTRACT PRICE SCHEDULE

Item No.	Description	Est. Quantity (A)	Unit of Meas.	Item UNIT Price (in Words)	Item UNIT Price (in Figures) (B)	TOTAL PRICE (in Figures) (AxB)
1.	Traffic Control and Construction Area Signs	1	LS			
2.	Remove and Replace Existing Thermoplastic Stripes, Pavement Markings and Markers	1	LS			
3.	Staging/Stockpile Location	1	LS			
4.	Emulsion Aggregate Slurry – City Standard – See Addendum 4 (Page 101 Contract Book)	28,363	SY			
5.	Cape Seal	10,925	SY			
6.	Emulsion Aggregate Slurry -Caltrans Standard (Doolittle Dr.) – See Addendum 4 Attachment	46,009	SY			
7.	Crack Sealing per Caltrans Standard (Doolittle Dr.) – See Addendum 4 Attachment	0.1	LM*			

TOTAL BID: _____
(In Words)

TOTAL BID: _____
(In Figures)

*LM refers to Lane Mile

10-1.____ SLURRY SEAL

Slurry seal shall conform to the provisions in Section 37-2, "Slurry Seal," of the Caltrans Standard Specifications and these special provisions.

The aggregate for slurry seal shall be Type III.

Polymer modified asphaltic emulsion shall be composed of a bituminous material uniformly emulsified with water and an emulsifying or stabilization agent and shall contain a polymer.

The polymer used in the manufacture of polymer modified asphaltic emulsions shall be at the option of the Contractor, either neoprene, or a copolymer of butadiene and styrene. The polymer used in the polymer modified asphaltic emulsion shall be homogenous and shall be milled into the product at the colloid mill.

The polymer modified asphaltic emulsion shall be Grade PMCQS1h and shall conform to the following requirements:

Type	Cationic	
Grade	PMCQS1h	
Properties	Min.	Max
Tests on Emulsion:		
Viscosity SSF @ 25°C, sec AASHTO Designation: T 59	15	90
Sieve Test, % AASHTO Designation T 539	—	0.30
Storage Stability, 1 day, % AASHTO Designation: T 59	—	1
Residue by Evaporation, % California Test 331	57	—
Particle Charge AASHTO Designation: T 59	Positive	
Tests on Residue from Evaporation Test		
Penetration, 25°C AASHTO Designation: T 49	40	90
Ductility, 25°C, mm AASHTO Designation: T 51	400	—
Torsional Recovery, % California Test 332	18	—
or Polymer Content, % California Test 401	2.5	—

Note:

When the test for polymer content of polymer modified asphaltic emulsion is used, see sampling requirements in Section 94-1.03, "Sampling" of the Caltrans Standard Specifications.

~~At least 24 hours prior to the beginning of slurry seal operations, the Contractor shall notify all residents, businesses, and agencies by an approved, written notice detailing streets and limits of work to be done and the hours of work. The Contractor shall, prior to the beginning of slurry seal operations, post streets that are to be worked upon with approved "No Parking - Tow Away" signs at 100-foot intervals. These signs shall state the day of the week and the hours of no parking.~~

MEASUREMENT AND PAYMENT

Measurement and payment for bid item "Emulsion Aggregate Slurry – Caltrans Standard (Doolittle Drive)" shall comply with Section 302.4.5 of the Special Provisions.

10-1.__ SEAL RANDOM CRACKS IN EXISTING SURFACING

Cracks in existing asphalt concrete surfacing of traffic lanes and shoulders shall be prepared and filled with crack sealant and covered with sand as shown on the plans and in conformance with these special provisions.

10-1.__ SEAL RANDOM CRACKS IN EXISTING SURFACING

Cracks in existing asphalt concrete surfacing of traffic lanes and shoulders shall be prepared and filled with crack sealant as shown on the plans and in conformance with these special provisions.

Attention is directed to the "Notice to Contractors" regarding pre-bid meetings.

Cracks 1/4 inch wide and wider in existing asphalt concrete surfacing and shoulders shall be prepared and sealed. Limits of lanes and shoulders to be prepared and sealed shall be as designated on the plans or directed by the Engineer.

The Contractor shall provide the Engineer with a Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificate of Compliance," of the Standard Specifications for each shipment of crack sealant. The certificate shall certify that the sealant conforms to the specifications, and shall be accompanied with storage and heating instructions and cautions for the material.

MATERIALS

Emulsified crack sealant shall conform to the provisions for asphaltic emulsion in Section 94, "Asphaltic Emulsions," of the Caltrans Standard Specifications. The crack sealant shall be readily handled at ambient temperature, shall be capable of being stored for periods of up to 6 months, shall withstand freeze-thaw cycles and shall contain no volatile organic compounds which may contribute to air pollution. The base material shall remain ductile with aging and provide resiliency under extreme climatic conditions.

Emulsified crack sealant shall conform to the following requirements:

Property	Test Method	Requirements
Viscosity @ 25°C, SFS	ASTM Designation: D 244	25 - 150
Pumping stability	GB method, Note a	Pass
5-day settlement test, %	ASTM Designation: D 244	5.0 max.
Cement mixing test, %	ASTM Designation: D 244	2.0 max.
Sieve test, %	ASTM Designation: D 244	0.1 max.
Particle charge test	ASTM Designation: D 244, Note b	Positive
Residue, %	ASTM Designation: D 244, Notes b and c	64 min.
Test of Residue from ASTM Designation: D 244		
Viscosity @ 60°C cSt	ASTM Designation: D 2170	4500-9500

Notes:

a. Pumping stability is determined by charging 450 milliliters of emulsion into a one-L beaker and circulating emulsion through a gear pump (Roper 29 B22621) having a 6-mm inlet and outlet. The emulsion passes if there is not significant oil separation after circulating ten minutes.

b. Use test procedure ASTM Designation: D 244 except that distilled water shall be used in place of two percent sodium oleate solution.

c. ASTM Designation: D 244 Evaporation Test for percent of residue is modified by heating a 50-g sample to 149°C until foaming ceases, then cooling immediately and calculating results.

Unless otherwise directed by the Engineer, a 2-quart sample of emulsified sealant to be used in the work shall be submitted to the Engineer at least 10 days prior to beginning of the crack seal work.

Immediately following the application of crack sealant material, sand shall be applied on the crack sealant material. Sand shall be free from clay or organic material, and 90 percent to 100 percent shall pass a No 4 sieve and not more than 5 percent shall pass a No. 200 sieve. Sand shall be spread uniformly with the exact spread rate to be determined by the Engineer.

MATERIALS

Polyester fiber asphalt crack sealant shall be a mixture of paving asphalt and polyester fibers conforming to the following requirements:

A. Paving asphalt shall be Grade PG 64-10 conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications.
B. Polyester fiber shall conform to the following:

Specification	Requirements
Denier	3 to 5
Length	±6 mm
Color	Natural (white)
Crimps	None
Tensile Strength	538 MPa to 607 MPa
Specific Gravity	1.38
Melt Temperature	248°C to 254°C
Elongation at Break	35 - 38 percent

Polyester fibers shall be thoroughly mixed with paving asphalt at the rate of 5 ±1/2 percent by weight of the paving asphalt. Paving asphalt and polyester fibers shall be heated and mixed in a jacketed double boiler type melting unit which is equipped with both agitation and recirculating systems. The temperature of the heat transfer oil in the melting unit shall not exceed 425° F when melting the asphalt and polyester fiber crack sealant. The melting unit shall be capable of safely heating the crack sealant to 400° F. Crack sealant shall be applied while the temperature range of the crack sealant is between 325° F and 375° F, and the ambient temperature is between 40° F and 80° F.

MATERIALS

Modified asphalt crack sealant shall be a mixture of paving asphalt and ground rubber or ground rubber and polymer.

The gradation of the ground rubber shall be such that 100 percent will pass a No. 8 sieve.

Modified asphalt crack sealant shall conform to the following requirements:

Test	ASTM Designation	Requirements
Softening Point	D 36	82°C min.
Cone Penetration @ 25°C	D 5329	30 dmm, min.
Resilience @ 25°C	D 5329	40 percent min.
Flow	D 5329	3 mm max.

Modified asphalt crack sealant material shall be furnished premixed in containers with an inside liner of polyethylene. Packaged material shall not exceed 66 pounds in weight.

Modified asphalt crack sealant material shall be capable of being melted and applied to cracks at temperatures below 400° F. When heated, it shall readily penetrate cracks 1/4 inch wide or wider.

MATERIALS

Low modulus asphalt crack sealant shall be a mixture of paving asphalt and polymer.

Low modulus asphalt crack sealant shall conform to the following requirements:

Test	Test Method	Requirements
Softening Point	ASTM Designation: D 36	82°C min.
Ductility @ 4°C, 10 mm/min	ASTM Designation: D 113	300 mm min.
Force Ductility @ 4°C	Utah DOT Test Method (1)	18 N max.
Flow	ASTM Designation: D 3407	3 mm max.

Note:

(1) The Utah DOT Test Method is available for review at the Transportation Laboratory.

Low modulus asphalt crack sealant shall be furnished premixed in containers with an inside liner of polyethylene. Packaged material shall not exceed 66 pounds in weight.

The sealant shall be capable of being melted and applied to cracks at temperatures below 400° F. When heated, it shall readily penetrate cracks 1/4 inch wide or wider.

Cracks that are one inch wide or wider shall be filled with sealant flush with the existing asphalt concrete surfacing and shoulders. While the sealant is still hot, these cracks shall be covered with crushed aggregate conforming to the provisions for Type II slurry seal in Section 37-2.02C, "Aggregate," of the Standard Specifications and compacted with a wetted steel wheel roller or vibrating plate compactor large enough to compact the sealant to the cross section shown on the plans.

PREPARATION

Cracks to be filled and adjacent asphalt concrete surfacing shall be cleaned and shall be free of dirt, vegetation, debris and loose sealant. Cleaning shall be done by air blasting. Old sealant which protrudes above the asphalt concrete surfacing shall be completely removed. Routing will not be required.

Hot compressed air or other means, approved by the Engineer, shall be used to clean and dry the crack immediately prior to application of crack sealant.

When moisture is present, hot compressed air or other means, approved by the Engineer, shall be used to clean and dry the crack immediately prior to application of crack sealant.

APPLICATION

Crack sealant shall be applied only after the cracks and adjacent asphalt concrete surfacing have been cleaned and dried.

Crack sealant material shall be spread with a nozzle or device approved for use by the Engineer and be placed within the specified temperature range and to the dimensions shown on the plans.

Cracks shall be squeegeed as necessary after application of the crack sealant material.

Within 2 days after application of sealant, sealed cracks that reopen or in which the sealant material sags below the surrounding asphalt concrete surfacing and shoulders shall be resealed.

Light brooming shall be performed to remove loose excessive sand prior to opening a lane to public traffic that is not controlled by a pilot car.

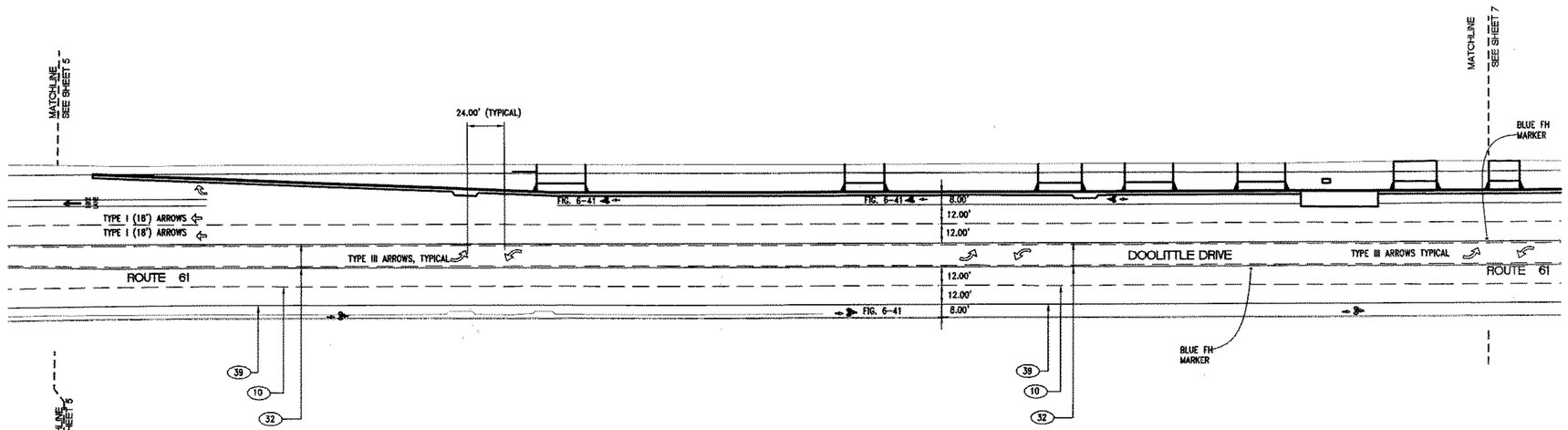
MEASUREMENT AND PAYMENT

Seal random cracks will be measured by lane mile, from actual measurement along the edge of each paved lane, parallel with the gradient of the pavement, or by lane length calculated using post mile designations, as determined by the Engineer.

The contract price paid per lane mile for seal random cracks shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in sealing random cracks, complete in place, including furnishing and applying sand and for brooming excessive sand as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

The contract price paid per lane mile for seal random cracks shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in sealing random cracks, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for cleaning and sealing random cracks in adjacent paved shoulders shall be considered as included in the contract price paid per lane mile for seal random cracks and no additional compensation will be allowed therefore.



REGISTERED PROFESSIONAL ENGINEER
AUSTIN CHAEKA OSAYIVE
No. 052660
Exp 12/31/09
CIVIL
STATE OF CALIFORNIA

CITY OF SAN LEANDRO
INCORPORATED 1872

811
Know what's below.
Call before you dig.

BEFORE YOU DIG, CALL UNDERGROUND SERVICE ALERT AT 811 OR 1-(800)-227-2600 IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES. THOSE SHOWN REPRESENT THE BEST INFORMATION AVAILABLE TO THE CITY OF SAN LEANDRO AT THE TIME OF PREPARATION OF THESE PLANS. NO GUARANTEE IS MADE AS TO THE ACCURACY OF THIS INFORMATION.

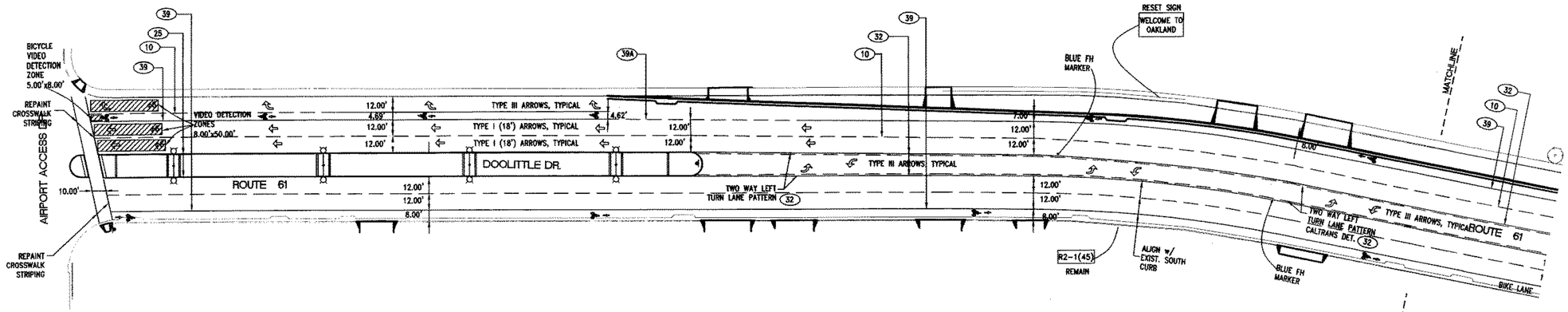
NO.	DATE	REVISION
1	7/16/08	ADDENDUM 4

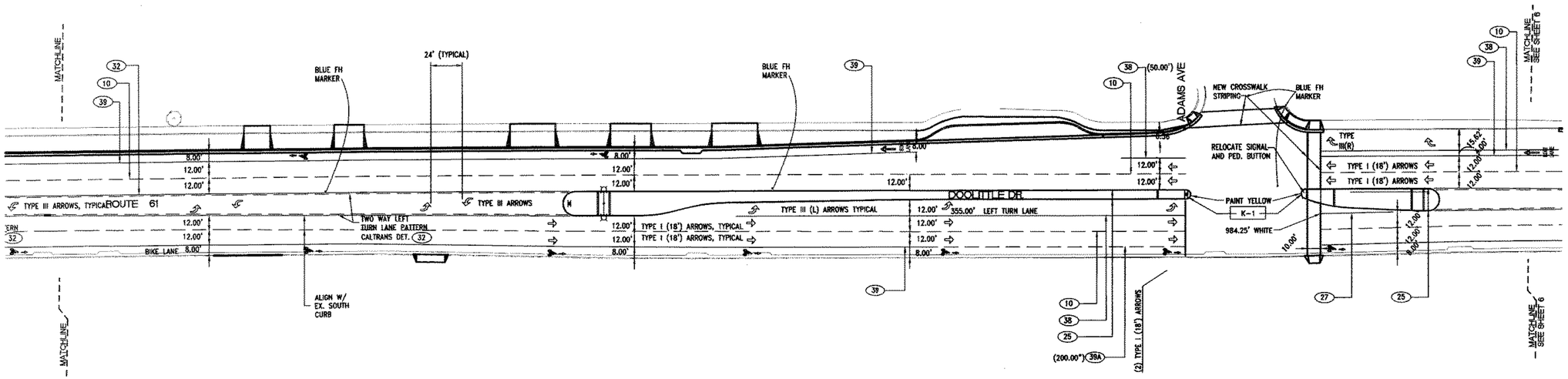
CITY OF SAN LEANDRO

DESIGNED BY	NN	DATE 5-28-08
DRAWN BY	AS/NN	DATE 5-28-08
PROJECT MGR.	NN	DATE 5-28-08
TRANS ADMIN.	RLC	DATE 7/17/08
SENIOR ENGR.	KEO	DATE 7/17/08
APPROVED BY:		DATE
CITY ENGINEER, R.C.E. No. 34870		

ANNUAL STREET SEALING PROJECT 2007/2008 STRIPING PLANS

SHEET 6 OF 8
JOB NO. 07-144-38-287
SCALE NONE
DWG 3404 CASE 202





REGISTERED PROFESSIONAL ENGINEER — ANTONIO GUERRA OLIVARES — No. 062660 — CIVIL — STATE OF CALIFORNIA — 12/31/08

CITY OF SAN LEANDRO INCORPORATED 1872

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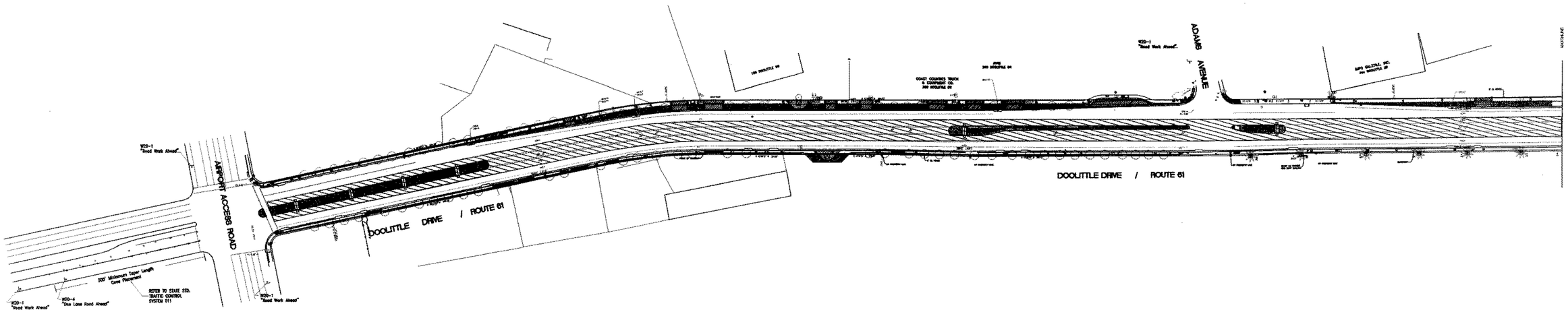
PROJECT MGR.	NN	DATE 5-28-08
TRANS ADMIN.	RLC	DATE 7/17/08
SENIOR ENGR.	AEO	DATE 7/17/08
APPROVED BY:		DATE

CITY ENGINEER, R.C.E. No. 34870

ANNUAL STREET SEALING PROJECT 2007/2008 STRIPING PLANS

SHEET 5 OF 8
JOB NO. 07-144-38-287
SCALE NONE
DWG 3403 CASE 202



SLURRY PHASE 2 TRAFFIC CONTROL PLAN

: LANE CLOSURE-SLURRY SEAL

REGISTERED PROFESSIONAL ENGINEER
AUSTINE EMERY OSAZUWA
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CITY OF SAN LEANDRO INCORPORATED 1872

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NO.	DATE	REVISION
1	7/16/08	ADDENDUM 4

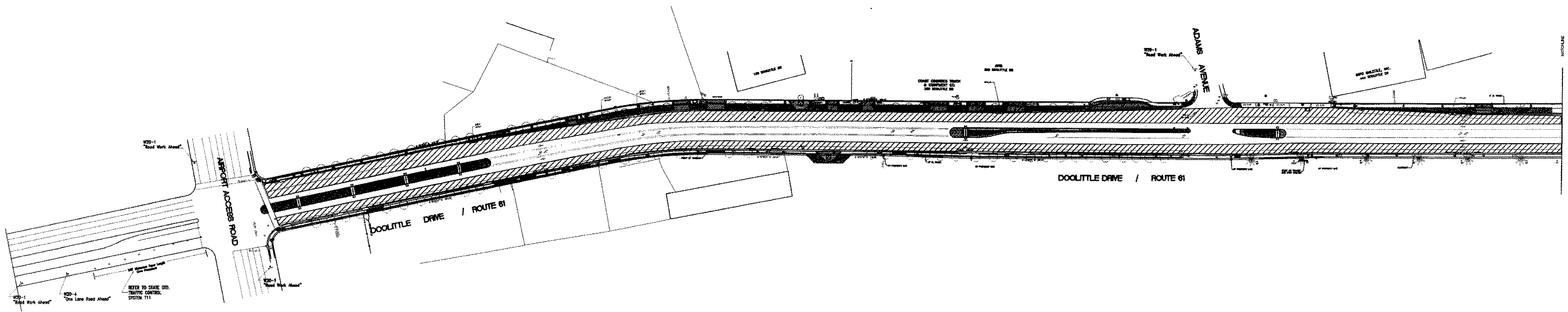
CITY OF SAN LEANDRO

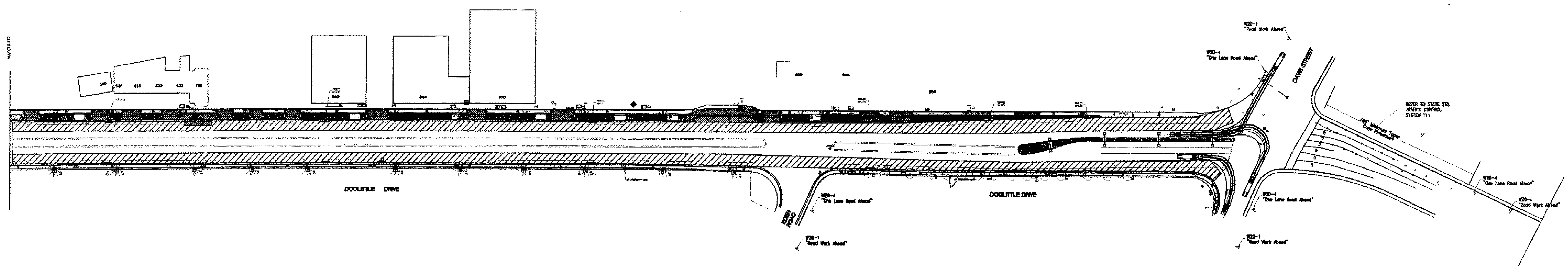
DESIGNED BY	RLF DATE 5-28-08
DRAWN BY	RLF DATE 5-28-08
PROJECT MGR.	NN DATE 5-28-07
TRANS ADMIN.	RLC DATE 7/17/08
SENIOR ENGR.	AEO DATE 7/17/08
APPROVED BY:	DATE

CITY ENGINEER, R.C.E. No. 34870

ANNUAL STREET SEALING PROJECT 2007/2008 DOOLITTLE TRAFFIC CONTROL PLAN

SHEET 4 OF 8
JOB NO. 07-144-38-287
SCALE NONE
DWG 3402 CASE 202





SLURRY PHASE 1 TRAFFIC CONTROL PLAN

: LANE CLOSURE-SLURRY SEAL

REGISTERED PROFESSIONAL ENGINEER
AUSTINE EBEKA OSAKWE
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EXP. 12/31/09
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STATE OF CALIFORNIA

CITY OF SAN LEANDRO INCORPORATED 1872

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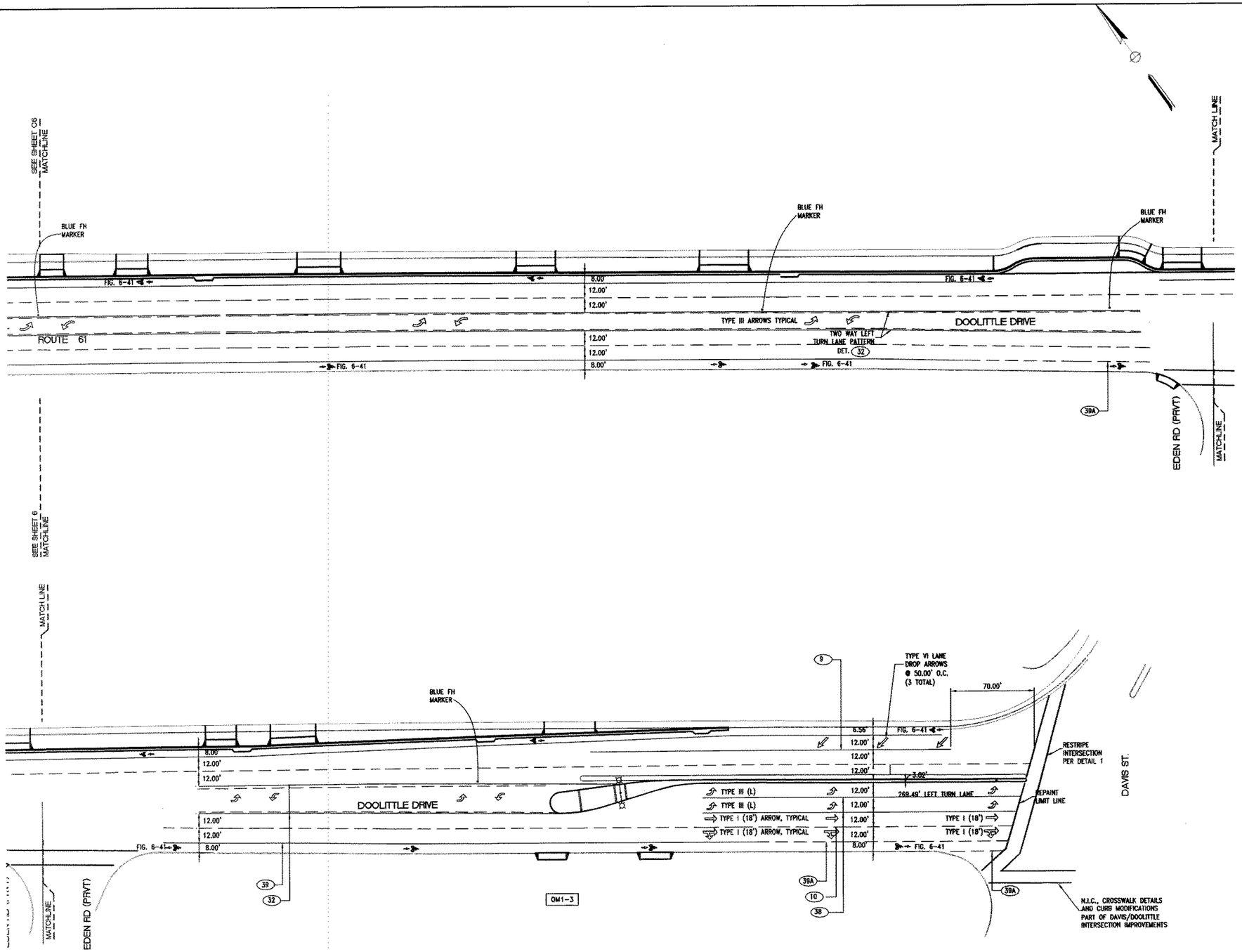
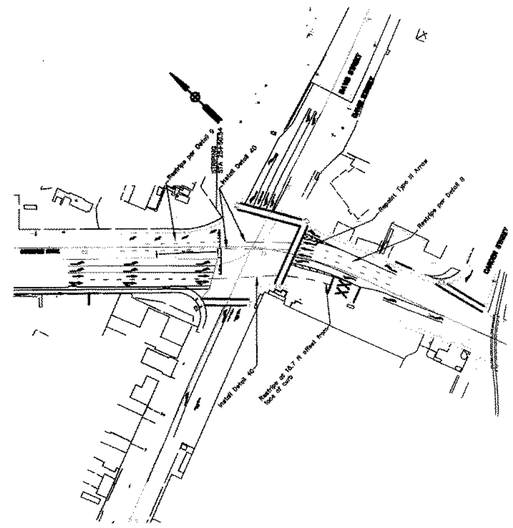
CITY OF SAN LEANDRO

DESIGNED BY NN DATE 4-25-08
DRAWN BY NN DATE 4-25-08
PROJECT MGR. NN DATE 5-18-07
TRANS ADMIN. RLC DATE 7/17/08
SENIOR ENGR. AEO DATE 7/17/08
APPROVED BY: DATE
CITY ENGINEER, R.C.E. No. 34870

ANNUAL STREET SEALING PROJECT 2007/2008 DOOLITTLE TRAFFIC CONTROL PLAN

SHEET 3 OF 8
JOB NO. 07-144-38-287
SCALE NONE
DWG 3401 CASE 202





DETAIL 1 - DAVIS ST. - DOOLITTLE DR. INTERSECTION STRIPING PLAN

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

CITY OF SAN LEANDRO INCORPORATED 1872

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ANNUAL STREET SEALING PROJECT 2007/2008 STRIPING PLANS

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