

SCHMIDT ROAD STREET IMPROVEMENT PROJECT

FY 2020/2021
PROJECT NO. 049

IN THE CITY OF EL MONTE

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SPECIAL PROVISIONS
PART 4
FOR
SCHMIDT ROAD STREET IMPROVEMENT PROJECT
FY 2020/2021
PROJECT NO. 049

IN THE CITY OF EL MONTE

For purposes of this project the following amendments are made to the measurement and payment clauses of the Standard and Specifications and General Provisions.

Bid Item No. 1 – Mobilization/Demobilization (Not to exceed 3% of total of all other Prime Contract Bid Items)

Mobilization shall conform to the provisions of Sections 7-3.4 of the Standard Specifications and these special provisions.

Mobilization and demobilization shall consist of preparatory work and operations including, but not limited to, those necessary for the movement of personnel, equipment, materials, and incidentals to and from the project site necessary for work on the project and for all other work and operations which must be performed or costs incurred including bonds, insurance, and financing prior to beginning work on the various contract items on the project site. Mobilization shall also include the time, materials, and labor to move the necessary construction equipment to and from the site, supervisory time on the job by the Contractor's personnel to keep the construction site in a safe condition, and all other related work as required at all times and for all non-working days during the construction period. The Contractor is responsible for securing an adequate storage site for equipment and materials. Demobilization includes removal of all equipment and materials from the site, clean up and restoration of the work site at the end of project. This bid item shall also include pressure washing of all USA markings, clearing and grubbing operations preceding and post construction consisting of removing all natural and artificial objectionable materials from the Right-of-Way in construction areas, road approaches and material sites. Clearing and grubbing shall conform to the provision of section 300-1 of the standard specifications.

Payment for Mobilization/Demobilization shall be paid for at the **Lump Sum (LS) Price** and shall be considered full compensation for obtaining all business licenses and permits, as required for the entire project, from all related agencies, including, but not limited to, utility companies, private and public agencies and the City of EL MONTE; and complying with the requirements specified in those licenses and permits; coordination, clearing and grubbing, and incidentals necessary to perform all related items of work. Progress payments for this bid item shall be paid for in accordance with the completion percentage of the project to the Contractor and shall include

SP-1
(Schmidt Road)

the cost of such mobilization administration during the entire contract period and demobilization. No additional compensation will be allowed therefor. The sum total of this Bid Item shall not exceed 3% of the total of all other Bid Items.

Bid Item No. 2 – Provide Traffic Control

Traffic Control, Traffic Control plan, construction signing and traffic maintenance shall comply with the provisions of 5-7, 600 and 601 of the Standard Specification, Subsection 56-2 of the Caltrans Standard Specifications, and the current requirements set forth in the “Manual of Traffic Controls for Construction and Maintenance Work Zones” published by the Department of Transportation, State of California, and Manual on Uniform Traffic Control Devices (MUTCD), Latest Edition, by the Federal Highway Administration and California, the traffic control plans and these Special Provisions.

PUBLIC CONVENIENCE

Within ten working days after the date of the Agency’s execution of the Contract Agreement the Contractor shall submit a proposed Construction Schedule for approval. Based on the approved project schedule, the Contractor shall notify residents and businesses of the proposed work and post temporary “NO PARKING” signs at no cost to the City. Signs shall be posted at all intersections, and on each side of the street a maximum of 200 feet between signs. Signs may not be attached to existing poles, street lights standards or trees. All signs must be posted on delineators or stakes provided by the Contractor. The “NO PARKING” signs shall be in place not less than seventy two (72) hours prior to performing the work; therefore a request for changes in the schedule requiring additional posting shall be submitted by the Contractor for approval by the Engineer at least seventy-two (72) hours prior to reconstruction and paving the street. All conflicting parking signage shall be covered.

Due to the nature of this project involving major inconvenience to residents and businesses, a good Public Relations Program is mandatory.

The Contractor is to distribute two (2) “Public Notice” to each residence and business affected by the project. The first notice shall be distributed ten (10) calendar days prior to the start of any work. The second notice shall be distributed at least seventy two (72) hours prior to the start of work on a specific section of the street. A sample copy of the notice must be approved by the City.

Said notice shall be attached to a red information hanger provided by the Contractor and hung on the gate or front door knob. The Contractor shall also coordinate with the bus services to ensure the safe operation of buses and access to bus stops in the construction area. Notices shall be in English and Spanish languages.

The Contractor shall also coordinate with the street sweeping, trash disposal, EL MONTE Bus Lines and postal services agencies to ensure the safe operation of their vehicle and access in the construction area.

All complaints received by the City associated with the construction project alleging damage to private property and vehicles shall be responded to by the Contractor within twenty-four (24) hours (one working day) of notification. Failure to comply with this provision may result in a penalty of One Hundred dollars (\$100.00) per occurrence.

All trucks, which the Contractor proposes to use, that exceed the legal load limit when loaded will be required to have overweight permits issued by the City.

The Contractor shall be responsible for adequate barricading of the work area and controlling of traffic in the vicinity of the project as specified in Subsection 5-7 of the General Provisions.

The Contractor shall take all necessary measures to protect work and prevent accidents during any and all phases of the work. The Contractor shall repair all damaged pavement as a result of vandalism (i.e., vehicle tracks, footprints, graffiti, etc.) If deemed necessary by the City, the Contractor shall repair the defective area in accordance with these special provisions.

No open trenches shall be allowed overnight without steel plate covers.

CONSTRUCTION SIGNING

Construction signing shall consist of furnishing, installing, maintaining and removing construction signs and barricades as required by the "California Manual on Uniform Traffic Control Devices", CA MUTCD. The traffic control system shall be installed on a road prior to starting work for that road and shall not be removed until all work has been completed on that road. Existing speed limit signs, which conflict with the work zone speed limit, shall be covered during the entire construction period. If any Traffic Control is required within a 100 ft from a signalized intersection, the contractor shall submit a Traffic Control Plan.

TRAFFIC MAINTENANCE

The Contractor shall be responsible for handling vehicular and pedestrian traffic in accordance with Subsection 601 of the Standard Specifications and these Special Provisions.

The Contractor shall prepare all necessary traffic control plans and submit to the City for approval at the pre-construction meeting. The traffic control plans shall be prepared by a California Licensed Traffic Engineer and shall show:

1. Notification Signs.
2. Existing and temporary lane lines.
3. Dimensions of the work zone and street improvements.
4. Advance warning signs.
5. Delineators
6. Lighting, for nighttime work

The plans shall be submitted to the City at the preconstruction meeting prior to commencing work and shall incorporate a complete and separate plan for each stage of construction proposed by the Contractor. This plan shall indicate the sequence of lanes or portions of lanes being closed for each phase. The traffic control plans shall indicate the travel plan for each phase of construction. The traffic control plans shall state:

1. That the plan will conform to “California Manual on Uniform Traffic Control Devices”, CA-MUTCD.
2. Emergency contact person and phone number.
3. Minimum lane widths and minimum clearance to obstructions.

The traffic control plan shall be approved by the City Engineer prior to beginning any removals.

The Contractor shall cooperate with the City Engineer relative to handling traffic through all work areas and shall make his own arrangements relative to keeping the working area clear of parked vehicles and maintaining clear access to driveways.

The Contractor shall furnish and install construction notification signs as shown on traffic control plans and as specified by the City of EL MONTE.

The Contractor shall provide for controlled pedestrian crossings through the work. Crossings shall provide pedestrians a means of passing over or through the work without tracking tack coat or hot asphalt concrete or P.C.C. work or endangering pedestrian safety. All temporary pedestrian crossings shall be in compliance with the latest Americans with Disabilities Act design standards and supplements.

At intersections, if a cross road needs to be temporarily closed when work is in progress through the intersection and the anticipated traffic delay is more than five (5) minutes, a detour sign shall be installed on the cross street and shall include the installation of advance signing displaying the anticipated delay time. The signing of the detour route shall be approved by the Engineer prior to installation of the detour and closure of the road.

The Contractor shall provide for one lane of travel in each direction at all times unless approved by the Engineer. When two-way traffic is restricted to one lane in each direction, and when applying paving past intersecting roads, traffic shall be controlled as required by the “California Manual on Uniform Traffic Control Devices”, CA-MUTCD. A pilot car and driver will be required at various locations if control by flaggers and/or control devices proves deficient in the opinion of the Engineer. In no case shall the Contractor provide less than one (1) lane of travel in each direction through the construction zone including cross-streets.

Contractor’s equipment and personal vehicles of the Contractor’s employees shall not be parked on the traveled way at any time. Overnight parking of construction equipment shall be confined to an approved storage site selected by the Contractor and approved by the City. Contractor may

submit a request to the City to allow overnight parking of construction equipment at the construction site, the City may or may not approve such request, on a case by cases basis.

TEMPORARY GUIDE MARKERS

Temporary guide markers shall be portable Caltrans Standard Specifications approved delineators. Only one type of temporary guide marker shall be used on any road at any one time.

Temporary guide markers shall be placed adjacent to the edge of all vertical lips or excavations that exceed 3/4 inches. If the temporary guide markers are damaged, or are not in an up-right position, from any cause, said markers should immediately be replaced or restored to their original locations, in an upright position by the Contractor.

PORTABLE DELINEATORS

The vertical portion of the portable delineators shall be brilliant orange or predominantly orange in color. The posts shall not be less than 100 square inches, measured through the vertical axis of the delineator, normal to the roadway. The minimum height shall be thirty-seven (37) inches above the traveled way.

Two 4-inch nominal width reflective bands shall be mounted a minimum of 1 ½ inches apart and at a height on the post so that one reflective band will be between 2.5 feet and 3 feet above the roadway surface.

Reflective bands shall be flexible vinyl plastic, either white or yellow, and shall have not less than the following dry reflective values at a 0.2 degree divergence angle, expressed I units if candlepower per foot-candle per square foot. The wet reflective values shall not be less than ninety percent (90%) of the dry values.

<u>Angle of Incidence</u>	<u>Dry Reflective Value</u>		
	<u>4°</u>	<u>5°</u>	<u>30°</u>
White	250	165	50
Yellow	10	110	50

All tests for reflective values shall be performed in accordance with California Test Method No. 642.

The portable delineators shall be spaced as necessary for proper delineation; however, in no case shall the spacing between portable delineators exceed thirty (30) feet on tangents or twenty (20) feet on curves.

FLUORESCENT TRAFFIC CONES

Provide lighted flashers and lighting for night time. Traffic cones shall be fluorescent new or reconditioned and of good commercial quality, flexible material suitable for the purpose intended.

The outer section of the portion above the base of the cone shall be highly pigmented fluorescent orange polyvinyl compound. The overall height of the cone shall be anchored in a manner such that the traffic cone will remain in an upright position.

The fluorescent traffic cones shall be spaced as necessary for proper delineation; however, in no case shall the spacing between fluorescent cones exceed thirty (30) feet on tangents or twenty (20) feet on curves.

STRIPING

Temporary striping and marking which has no further use shall be removed by wet sandblasting, and all sand used in sandblasting shall be removed without delay as the sandblasting operation progresses.

RESTRICTIONS ON CLOSURE OF STREETS AND TRAFFIC LANES

The Contractor shall conduct all operations so as to provide access to the adjoining properties and have no greater length or quantity of work under construction that can be properly prosecuted with a minimum of inconvenience to the public.

The Contractor shall construct temporary A.C. ramps or equal to provide safe and drivable access to residents and business properties daily.

The Contractor shall coordinate with businesses. If steel plates are required, they shall be provided by the Contractor at no additional cost to the City.

The Contractor shall be responsible for furnishing, placing and maintaining barricades and lights as necessary to protect the public from danger due to the work being done.

Payment for Provide Traffic Control shall be paid for at the **Lump Sum (LS) Price** and shall be considered full compensation for providing safe traffic control, preparing and providing traffic control plan during the project, temporary striping, obtaining all approvals and permits, as required, from all related agencies, including, but not limited to, public agencies and the City of EL MONTE; and complying with the requirements specified in those licenses and permits, coordination; and incidentals necessary to perform all related items of work. No additional compensation will be allowed therefor.

Bid Item No. 3 – Sawcut and Remove Existing Concrete Sidewalk

This Bid Item shall include all labor, material and equipment required to sawcut, remove, haul away and properly dispose of existing concrete sidewalk and sub-grade compaction. Removal of concrete sidewalk as shown on the Contract Drawings and as approved in the field by the Engineer shall conform to Subsection 401-3.2 of the Standard Specifications.

Sawcutting shall be accomplished by the use of a power driven saw. The depth of the cut shall be deep enough to provide a clean, straight break without loosening, cracking, or damaging adjoining

asphalt or concrete. A clean sawcut edge shall be maintained until new concrete sidewalk is constructed. Generally sawcuts shall be on existing joints or score mark.

All necessary Sawcutting of existing concrete sidewalks shall be to the lines (limits) shown on Plans and as approved in the field by the Engineer. Sawcutting shall be included in the unit price and no further compensation shall be made.

This item shall include root clearing and/or tree root removal of the sections immediately adjacent and underneath sidewalk in order to bring new sidewalk to final finish grade. Full compensation for root clearing and tree root removal shall be included in the unit price of sidewalk and no further compensation shall be made.

Payment for Sawcutting and Removal of Existing Concrete Sidewalk shall be paid for at the contract unit price per **Square Foot (SF)** and shall be considered full compensation for complying with the above requirements and shall include furnishing of labor, materials, equipment, sawcutting, removal, excavation, hauling, properly disposing, protection of facilities, grading, sub-grade compaction, restoration and incidentals for doing all the work involved complete in place and no additional compensation will be allowed there for.

Bid Item No. 4 – Sawcut and Remove Existing Concrete Driveway Approach

This Bid Item shall include all labor, material and equipment required to sawcut, remove, haul away and properly dispose of existing concrete driveway, adjacent curb and gutter, two-foot wide strip of AC Pavement for forming and related adjacent areas needed to construct a new driveway. Removal of concrete driveway approach as shown in the Contract Drawings and as approved by the Engineer shall conform to Subsection 401-3.2 of the Standard Specifications and the requirements specified herein about endeavoring to maintain operational access of a driveway.

Sawcutting shall be accomplished by the use of a power driven saw. The depth of the cut shall be deep enough to provide a clean, straight break without loosening, cracking, or damaging adjoining asphalt or concrete. A clean sawcut edge shall be maintained until new concrete Driveway is constructed. Generally, sawcuts shall be on existing joints or score mark.

Per Standard Plan 110-2 for Driveway aprons, Curb and Gutter adjacent to Driveway aprons is included as part of the apron as a square foot quantity. Removal of two-foot-wide strip of AC pavement along curb and gutter is included in this removal bid item and no additional compensation will be allowed.

Payment for Sawcutting and Removal of Existing Concrete Driveway Approach shall be paid for at the contract unit price per **Square Foot (SF)** and shall be considered full compensation for complying with the above requirements and shall include furnishing of labor, materials, equipment, sawcutting, removal, excavation, hauling, properly disposing, protection of facilities, grading, sub-grade compaction, restoration and incidentals for doing all the work involved complete in place and no additional compensation will be allowed there for.

Bid Item No. 5 – Sawcut and Remove Existing Concrete Curb and/or Curb and Gutter

This Bid Item shall include all labor, material and equipment required to sawcut, remove, haul away and properly dispose of existing concrete curb and gutter, two-foot wide strip of AC pavement for forming and sub-grade compaction. Removal of concrete curb and gutter as shown on the Contract Drawings and as approved by the Engineer, shall conform to Subsection 401-3.2 of the Standard Specifications. Work shall also include replacement of any removal or damaged 3”-4” diameter drainpipe.

Sawcutting shall be accomplished by the use of a power driven saw. The depth of the cut shall be deep enough to provide a clean, straight break without loosening, cracking, or damaging adjoining asphalt or concrete. A clean sawcut edge shall be maintained until new concrete curb and gutter is constructed. Generally sawcuts shall be on existing joints or score mark.

All necessary sawcutting of existing concrete curb and gutter shall be to the lines shown on Plans and as approved by the Engineer. Sawcutting shall be included in the unit price and no further compensation shall be made.

Payment for Sawcutting and Removal of Existing Concrete Curb and/or Curb and Gutter shall be paid for at the contract unit price per **Linear Foot (LF)** and shall be considered full compensation for complying with the above requirements and shall include furnishing of labor, materials, equipment, sawcutting, removal, excavation, hauling, properly disposing, protection of facilities, grading, sub-grade compaction, restoration and incidentals for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Bid Item No. 6 – Sawcut and Remove Existing Concrete Curb Ramp

This Bid Item shall include all labor, material and equipment required to sawcut, remove, haul away and properly dispose of existing concrete curb ramp, adjacent sidewalk, ramping transition with concrete curbs, curb and/or gutter, paving as required for forming, planting area, base, sub base, native and all existing improvements to provide clear area for construction of new curb ramp; also shall include transitions to comply with ADA requirements. Removal of concrete curb ramp as shown on the Contract Drawings and as approved by the Engineer shall conform to Subsection 401-3.2 of the Standard Specifications for Public Works Construction.

Locations that call out Removal and Replacement of ramps in the Plans and as approved by the Engineer have existing landscaping, sidewalk, curb and gutter. This bid item includes removal of existing sidewalk, landscaping, curb and gutter if no existing ramp is in place.

Sawcutting shall be accomplished by the use of a power driven saw. The depth of the cut shall be deep enough to provide a clean, straight break without loosening, cracking, or damaging adjoining asphalt or concrete. A clean sawcut edge shall be maintained until new concrete Curb Ramp is constructed. Generally sawcuts shall be on existing joints or score mark. Sawcutting shall be included in the unit price and no further compensation shall be allowed therefor.

Removal of any private improvements should be coordinated in writing with the owner and it is Contractor's responsibility to obtain owner's written approval for removal prior to construction. Right-of-Way Entry should be signed by the owner prior to removal of any private improvements at no additional cost to the City.

Removal of two-foot-wide strip of AC or PCC pavement along the curb and gutter for forming is included in this removal bid item and no additional compensation will be allowed.

Payment for Sawcutting and Removal of Existing Concrete Curb Ramp shall be paid for at the contract unit price per **Each (EA)** and shall be considered full compensation for complying with the above requirements and shall include furnishing of labor, materials, equipment, sawcutting, removal, excavation, hauling, properly disposing, protection of facilities, grading, sub-grade compaction, restoration and incidentals for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Bid Item No. 7 – Cold Mill Existing Asphalt Concrete (AC) Pavement (0" to 1 5/8" Deep)

Bid Item No. 8 – Cold Mill Existing Asphalt Concrete (AC) Pavement (1" to 1 5/8" Deep)

Bid Item No. 9 – Cold Mill Existing Asphalt Concrete (AC) Pavement (1" Deep)

Bid Item No. 10 – Cold Mill Existing Asphalt Concrete (AC) Pavement (4" Deep)

The following is applicable for all cold milling. Cold milling shall conform to the provisions of Section 404 of the Standard Specifications. The Contractor shall cold mill existing asphalt concrete (AC) pavement to the depth required for the placement of new pavement as shown on the Plans and as approved by the Engineer. All work shall be completed in accordance with lines and grades, and typical cross-sections shown on the drawings. Any extra cold milling beyond the shown limits shall be at the Contractor's expense.

All existing asphalt concrete (AC) pavement to join new construction shall be sawcut in a straight line. Contractor shall exercise due caution to avoid any damage to existing improvements, protecting in-place of existing water mains, sewers, storm drains, meters, valve covers, wall, fences, curbs, fire hydrants, telephone and power poles, and other existing structures.

It is the Contractor's responsibility to perform whatever additional exploration is necessary to avoid causing any damage to the existing utilities under the work area. Any damage done by the Contractor shall be repaired or replaced as called out in Section 402 of the Standard Specifications at the Contractor's expense.

This work shall consist of cutting existing asphalt concrete (AC) pavement to facilitate its removal. Any sawcutting shall be accomplished by the use of a power-driven saw to provide a clean, straight break without loosening, cracking, or damaging adjoining asphalt or concrete. A clean sawcut edge shall be maintained until surface course AC is constructed. Under this item, the use of a grinder will not be allowed in lieu of power-driven saw.

The Tapered cold milling (5' Header-cut) shall be 1 5/8" deep adjacent to the gutter and 0" deep 5 feet out toward the center of the street. The method of tapered cold milling (5' header-cut) shall be approved by the City prior the operation.

During the cold milling operation, the Contractor shall remove all loosened materials from milled areas, haul away and dispose of them at a legal site and submit evidence of the proper disposal to the City of EL MONTE. The Contractor shall abate dust nuisance by cleaning, sweeping, and sprinkling with recycled water (if available) or other means as necessary.

Any petromat found during grinding shall be removed by scraping and by burning it with a torch.

The Contractor shall be responsible to assume the cost of removing, hauling, recycling and any other incidental of any petromat found during grinding operation and no adjustment on the Bid price shall be made. Also, The Contractor shall remove all asphalt residuals along existing gutter.

Crack Sealing (Not a Bid item)

After the completion of the cold milling operation, 1/4" **wide** cracks and larger shall be cleaned by hot air blowing to provide intact bonding surfaces which are free of moisture and debris. After the cracks have been properly cleaned, they shall be sprayed with an approved soil sterilant, and then filled with SS-1H asphaltic emulsion and sanded. Cracks and pop-outs **larger than 1" wide** shall be sealed with a D2-SC-800 stockpile mix. Cracks sealing shall be considered included in the Bid items for cold milling and no separate or additional payment shall be allowed therefor.

Payment for Cold Milling Existing Asphalt Concrete (AC) Pavement shall be paid for at the contract unit price per **Square Foot (SF)** and shall be considered full compensation for furnishing labor, materials, equipment, sawcutting, removals, hauling and disposal of asphalt concrete materials excavated or cold milled, grade for the base, crack sealing, compaction, and incidentals for doing all the work involved complete in place and no additional compensation will be allowed, there for.

Bid Item No. 11 – Construct 4"-Thick Concrete Sidewalk

This Bid Item shall include all labor, material and equipment required to place concrete sidewalk for the project. Concrete sidewalk shall conform to the provisions of Section 303-5 of the Standard Specifications, Standard Plans for Public Works Construction and the Street Improvement Plans made part of these Specifications. Concrete shall be Class 520-C-2500 as specified in Section 201-1.1.2 of the Standard Specifications. Concrete sidewalk shall be a minimum 4" thick per the Standard Plans for Public Works Construction 112-2 and 113-2.

Concrete sidewalk shall be constructed to the line, grades and designs shown on the plans and as approved by the Engineer. Existing surfaces to be joined shall be sawcut on a neat, straight line at the join location. The Contractor shall remove and replace any new concrete work with graffiti markings and blemishes at no additional cost to the City.

Payment for Construction of Concrete Sidewalk shall conform to the provisions of Subsection 303-5.9 of the Standard Specifications and be paid for at the contract unit price per **Square Foot (SF)** and shall include full compensation for furnishing all labor, materials, tools, equipment, backfilling, grading, compaction, forming, pouring, finishing, hauling, properly disposing, and incidentals for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Bid Item No. 12 – Construct 6” Thick Concrete Driveway Approach

This Bid Item shall include all labor, material and equipment required to construct concrete driveway, adjacent curb and gutter, two-foot-wide strip of AC Pavement for forming and related adjacent areas needed to construct a new driveway. Concrete driveway approach shall conform to the provisions of Section 201-1 of the Standard Specifications for Public Works Construction and shall be placed in accordance with Section 303-5 of the Standard Specifications for Public Works Construction. Concrete driveway approach shall be 6” thick per Standard Plans for Public Works Construction 110-2 type A.

Concrete driveway approach shall be constructed to the line, grades and design shown on the plans or as approved by the Engineer. Existing approach to be joined shall be sawcut on a neat, straight line at the join location. The Contractor shall remove and replace any new concrete work with graffiti markings and blemishes at no additional cost to the City.

Payment for Construction of Concrete Driveway Approach shall conform to the provisions of Subsection 303-5.9 of the Standard Specifications and be paid for at the contract unit price per **Square Foot (SF)** and shall include full compensation for furnishing all labor, materials, tools, equipment, backfilling, grading, compacting, forming, pouring, finishing, hauling, properly disposing, and incidentals for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Per Standard Plan 110-2 for Driveway aprons, Curb and Gutter adjacent to Driveway aprons is included as part of the apron as a square foot quantity. Payment for two-foot-wide AC Pavement strip along the curb and gutter for forming purposes shall be included in this bid item of work and no additional compensation will be allowed therefor.

Bid Item No. 13 – Construct Concrete Curb and Gutter

This Bid Item shall include all labor, material and equipment required to construct concrete curb and gutter for the project. Concrete curb and gutter shall conform to the provisions of Section 303-5 of the Standard Specifications, Standard Plans for Public Works Construction and the Street Improvement Plans made part of these Specifications. Concrete shall be Class 520-C-2500 as specified in Section 201-1.1.2 of the Standard Specifications. Concrete curb and gutter shall be per Standard Plans for Public Work Construction, Standard Plan 120-2 type A2-8(200), W=24” or W to match existing, over 6” CMB.

Concrete curb and gutter shall be constructed to the line, grades and design shown on the plans or as approved by the City Engineer. Existing curb and gutter to be joined shall be sawcut on a neat, straight line at the join location. The Contractor shall remove and replace any new concrete work with graffiti markings and blemishes at no additional cost to the City. Work shall include replacement of any AC removed to provide space for forming at no additional cost to the City.

Payment for Construction of Concrete Curb and Gutter shall conform to the provisions of Subsection 303-5.9 of the Standard Specifications and including 6” thick compacted Crushed Miscellaneous Base (CMB) under the curb and gutter shall be paid for at the contract unit price per **Linear Foot (LF)** and shall include full compensation for furnishing all labor, materials, tools, equipment, backfilling, grading, compacting, forming, pouring, finishing, hauling, properly disposing, and incidentals for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Payment for two-foot-wide AC Pavement strip along the curb and gutter for forming purposes shall be included in this bid item of work and no additional compensation will be allowed therefor.

Bid Item No. 14 – Construct Concrete Curb Ramp

This Bid Item shall include all labor, material and equipment required to construct concrete curb ramp including adjacent sidewalk, curb and/or gutter, planting area, base, sub-base, and adjacent AC work complete in place. Concrete curb ramp shall conform to the provisions of Section 201-1 of the Standard Specifications for Public Works Construction and shall be placed in accordance with Section 303-5 of the Standard Specifications.

Concrete curb ramp shall be per Standard Plans for Public Works Construction, Standard Plan 111-5, case and type per plans.

Concrete Curb Ramp shall be constructed to the line, grades and design shown on the plans or as approved by the Engineer. Existing surfaces to be joined shall be sawcut on a neat, straight line at the join location. The Contractor shall remove and replace any new concrete work with graffiti markings and blemishes at no additional cost to the City. Truncated, detectable warning surface shall be yellow and 4’ wide and 3’ long minimum. A sample of material shall be approved by the City of EL MONTE prior to installation. Provision and installation of truncated detectable warning surface is a part of curb ramp construction and no further compensation will be allowed therefor.

Payment for Construct Concrete Curb Ramp shall conform to the provisions of Subsection 303-5.9 of the Standard Specifications and be paid for at the contract unit price per **Each (EA)**, and shall include full compensation for furnishing all labor, materials, tools, equipment, backfilling, grading, compacting, forming, pouring, finishing, hauling, properly disposing, and incidentals for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Payment for two-foot wide AC or PCC Pavement strip along the curb and gutter for forming purposes shall be included in this bid item of work and no additional compensation will be allowed therefor.

Bid Item No. 15 – Reconstruct Existing Parkway Drain

This Bid Item shall include all labor, material and equipment required to reconstruct parkway drain for the project. Parkway shall be per SPPWC 151-3. All curb drains and parkway drain shall be 4” pipe unless otherwise noted in the plans.

Payment for Reconstruct Existing Parkway Drain shall be paid for on an **Each (EA) Unit Price** basis and shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved, complete in place and no additional compensation will be allowed therefor.

Bid Item No. 16 – Install Detectable Warning Surface

This Bid Item shall include all labor, material and equipment required to furnish and install detectable warning surface on existing curb ramp complete in place for the project.

Detectable warning surface for existing ramps shall be wet set installed. Contractor shall remove the ramp panel of concrete and construct 4-inch thick concrete over 4-inch thick crushed miscellaneous base to join existing ramp. Installation of detectable warning surface shall be as shown on SPPWC Std Plan 111-5. The existing curb ramps shall be ADA compliant after completion of modifications.

Detectable warning surface for curb ramps shall be Cast-in-Place System per Armor Tile Part No. ADA-C-3648 or approved equal, unless otherwise noted. The color shall be FEDERAL YELLOW color at school crossing and shall be gray for all other ramps.

The Contractor shall remove and replace any new concrete work with graffiti markings and blemishes at no additional cost to the City. Detectable warning surface shall be 4’ wide and 3’ long minimum. A sample of material shall be approved by the City Engineer prior to installation.

Payment for Install detectable Warning Surface shall include sawcut, remove existing ramp landing, construct ramp landing, and install detectable warning surface per SPPWC STD Plan 111-5 and shall be per **each (EA)** of detectable warning surface installed. Payment for Install Detectable Warning Surface shall be paid at the contract unit price per **each (EA) and** shall include full compensation and include but not limited to furnishing all labor, materials, tools, equipment, saw cutting, hauling, disposing, concrete, crushed miscellaneous base, detectable warning surface, and incidentals for removing and constructing portion of concrete ramp, and installing detectable warning surface and no additional compensation will be allowed therefor.

Bid Item No. 17 – Provide and Place 6” Thick Crushed Miscellaneous Base (CMB)

This Bid Item shall include all labor, material and equipment required to provide and place 6” thick Crushed Miscellaneous Base (CMB). CMB shall be in conformance with the requirements specified in Section 200-2.4 for crushed miscellaneous base, course gradation, of the Standard Specifications and shall be placed and compacted per plans and per Section 301 of Standard Specifications.

Payment for Provide and Place 6” Thick Crushed Miscellaneous Base (CMB) shall conform to the provisions of Subsection 301-2.4 of the Standard Specifications and be paid for at the contract unit price per **Ton (TON)**, and shall include full compensation for furnishing all labor, materials, tools, equipment, backfilling, grading, compacting, finishing, hauling, properly disposing, incidentals and for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Bid Item No. 18 – Construct 2” Thick AC Leveling Course Type C2-PG 64-10

Bid Item No. 19 – Construct 1” Thick Conventional AC Overlay Type C2-PG 64-10

Bid Item No. 20 – Construct 2” Thick Conventional AC Overlay Type C2-PG 64-10

Bid Item No. 21 – Construct 2” to 3” Thick Conventional AC Overlay Type C2-PG 64-10

The work in this section shall include all labor, materials, and equipment required to complete all asphalt concrete paving work as following:

- C2-PG 64-10 – Depth as indicated on the plans. Asphalt Concrete shall be the product of mixing mineral aggregate and up to 20% reclaimed asphalt pavement (RAP).

The bid items include the placement of asphalt concrete (AC) Overlay or AC leveling course over existing AC, Cold Milled or proposed AC Base course to a minimum depth as shown on the project plans.

Work shall conform to Sections 203-6 of the Standard Specifications for Public Works Construction, these Specifications and as directed by the Engineer.

Pneumatic rollers shall not be used. Placement of asphalt concrete shall be installed with a 3 or 5-ton tandem roller. Either vibratory or static will be as approved by the City Engineer.

All asphalt concrete work shall be performed in accordance with Subsection 302-5 “Asphalt Concrete Pavement” of the Standard Specifications for Public Works Construction and these Specifications.

Prior to the placement of asphalt concrete, contractor shall clean up milled surface by sweeping or washing before any overlay pavement take place. When sweeping, more than one pass is needed to remove all the dirt and dust. If the milled surface is washed, the pavement must be allowed to dry prior to pavement. All debris, dirt, and gravel from the surface should be removed and a **tack coat of grade SS-1H** emulsified asphalt conforming to the provision in Subsection 203-3

“Emulsified Asphalt” of the Standard Specifications of Public Works Construction shall be uniformly applied to all existing pavement surfaces and contact surface edges.

The field density of compacted Asphalt Concrete (AC) pavement shall be determined by a nuclear asphalt testing device, tested and calibrated in conformance with California Test 375, in the field designed to measure the density of pavement of the thickness being constructed. All test sections (and any such areas where cores are taken for calibration) shall have compactions consistently in excess of 95% based on the nuclear gauge.

Mix designs submitted for review shall have been performed within Fifteen (15) days from Award of Contract. At the beginning of the paving operation, Contractor shall cooperate with City Engineer and establish a rolling pattern to obtain acceptable density in the compacted asphalt concrete surface. Once the rolling pattern is established, Contractor shall follow this pattern unless otherwise directed by the Engineer.

Tack Coat (Not a Bid Item)

Asphalt emulsion tack coat shall comply with Section 302-5.4, “Tack Coat, of Standard Specification for Public Works Construction and these Specifications, and as approved by the Engineer.

When asphalt concrete is placed in contact with existing asphalt concrete, the surface shall be completely dry of water, clean of dirt and debris, and a tack coat of asphaltic emulsion shall be applied to insure proper bond. Asphaltic emulsion shall be applied to all vertical surfaces of existing pavement, curbs, and gutters, and construction joints against which asphalt concrete material is to be placed, to pavement to be surfaced and to other surfaces designated in the specifications or as approved by the City Engineer.

The overlay shall not be placed until the tack coat has cured to the point where it is tacky to the touch and as approved by the Engineer. Asphalt emulsion tack coat shall be applied so far in advance of placing the surfacing as permitted by the City Engineer. Immediately in advance of placing the overlay, additional asphalt emulsion tack coat shall be applied as approved by the Engineer to areas where the asphalt emulsion approved has been damaged, and loose or extraneous material shall be removed, and additional compensation will not be allowed.

The area to which asphalt emulsion tack coat has been applied shall be closed to public traffic. Care shall be taken to avoid tracking tack coat material onto existing pavement surfaces beyond the limits of the construction.

A tack coat shall be applied to all concrete or gutter surfaces that will be in contact with the asphalt surfacing. The tack coat shall consist of SS-1H emulsified asphalt. It shall be furnished and applied in accordance with the requirements of Section 203, and 302-5 of the SSPWC.

Apply tack coat at a rate not to exceed one-tenth (1/10) gallon per square yard uniformly in one coat on all vertical joints of AC patching and PCC surfaces and edges against which AC is to be

placed. The surface to be covered shall be thoroughly cleaned of all dirt and loose materials prior to application of the tack coat.

Payment for Conventional Asphalt Concrete Overlay Course (1", 2", 2" to 3" Thick) and Asphalt Leveling Course will be measured and paid by the **Ton (TON)** actually placed accompanied by weight certificates which shall be furnished by the Contractor to the Engineer at the job site upon delivery of the material. Certificates shall be a legible copy of a licensed weigh master's certificate showing gross tare, and net weight of each truckload of asphalt concrete. Measurement shall conform to Section 7-1 of Standard Specifications of Public Works Construction.

The contract unit price paid for "Asphalt Concrete Pavement", shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in constructing asphalt concrete overlay complete in place as shown on the project plans found and as specified in these specifications.

Quantities of material wasted or disposed of in a manner not called for under the contract, or rejected loads of material, including material rejected after it has been placed by reason of the failure of the Contractor to conform to the specifications of the contract, or materials placed outside the lines indicated from the transporting vehicle, or material remaining on hand after completion of the work, will not be paid for and such quantities will be deducted from the final total quantities. No compensation will be allowed for hauling rejected material.

Payment for asphalt emulsion (Tack Coat) and preparation for overlay shall be included in the contract unit price paid for Asphalt concrete pavement.

Bid Item No. 22 – Furnish and Install Pavement Fabric

Pavement Fabric shall conform to the provisions of Subsection 213-1 and Subsection 302-7 of the Standard Specification and approval of the City Engineer.

Pavement fabric shall be GLASPAVE 25, as described in the Appendix, or equal, as approved by the Engineer.

The placement of the pavement fabric shall be made over the 2" AC leveling course and after application of the tack coat. The pavement fabric shall extend from the west end of the cul-de-sac to the east end of the 2" overlay at Tyler Avenue on both sides of the street.

The placement of tack coat shall comply with subsection 302-7.2.2 of the Standard Specifications. Tack coat shall be Type SS-1H emulsified asphalt and applied at an approximate rate of 0.25 gallon per square yard or as approved by the Resident Engineer.

In the presence of crack in existing asphalt concrete, crack sealing shall be done per approval of the Engineer and the payment for the crack sealing shall be included with

Payment for Furnish and Install the Pavement Fabric, shall conform to the provisions of the subsection 302-7.4 of the Standard Specifications and shall be paid for at the contract unit price per **Square Yard (SY)** and shall include full compensation for furnishing all labor, materials, including tack coat, tools, equipment and incidentals, and for doing all the work involved in furnishing and placing pavement fabric, complete in place as shown on the plans and no additional compensation will be allowed therefor.

Bid Item No. 23 – Adjust Existing Storm Drain/ Sewer/Utility Manhole Frames and Covers to Finished Grade

This bid item shall include all labor, equipment and materials required to adjust existing sewer/storm drain utility manholes frames and covers to finished grade complete in place. The work shall be performed in accordance with the provisions of Subsection 403-3 of the Standard Specifications.

The City-owned sewer system is maintained by the Consolidated Sewer Maintenance Districts of the County of Los Angeles Department of Public Works. The storm drain facilities owned by the City are maintained by the City Department of Public Works. The storm drain facilities owned by the Los Angeles County Flood Control District are maintained by the L.A. County Public Works Department.

The adjustment of existing manholes to finish grade shall be performed after finish paving by the responsible owner or by the Contractor on behalf of the owner. The removal or addition of grade rings shall be required to facilitate adjustment. Frame and covers shall be thoroughly cleaned and reset to finished grade by cutting pavement one foot outside the limits of the frame and cover. Said cut shall be neat and uniform.

All existing utility covers shall be lowered **prior** to removal and adjusted to finished grade by Contractor excluding utility frames and covers under the jurisdiction of other utility companies such as the Gas Company, Verizon, AT&T, Edison and County of Los Angeles Sanitation Districts. The Contractor shall contact these organizations to arrange for adjustment of their respective facilities a **minimum of seven (7) working days prior** to paving operations in accordance with **Section 403-3** of the Standard Specifications.

Payment for Adjust Existing Storm Drain/Sewer/Utility Manhole Frames and Covers to Finished Grade shall conform to the provisions of subsection 403-5 of the Standard Specifications and be paid for at the contract unit price per **Each (EA)** and shall include full compensation for furnishing all labor, placing all forms, materials, construction and expansion joints, curing compounds, equipment and incidentals for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Bid Item No. 24 – Adjust Existing Water Valve Cans and Covers to Finished Grade

Adjust existing water valve cans and covers to finished grade shall be performed in accordance with subsection 403-3 of the Standard Specifications, with applicable modifications for water

valve cans and covers. The Contractor is to contact the water utility and determine if the utility wants the Contractor to lower and raise the water valves sleeves and covers or the water utility will do so on its own. In the latter case the Contractor will not be paid for this work.

All existing water utility covers that can be lowered and raised shall be lowered **prior** to cold milling/removal and adjusted to finished grade by the Contractor or the Utility Owner. The Contractor shall contact the utility or substructure owner organizations to arrange for adjustment of their respective facilities a **minimum of seven (7) working days prior** to cold milling or paving operations in accordance with **Section 403-3** of the Standard Specifications.

Adjustment of existing water valve sleeves shall also be performed after finish paving and covers are to be painted should the Utility Owner want the cover to be painted. The Utility Owner will let the City know what color is to be used.

Payment for Adjust Existing of Water Valve Cans and Covers to Finished Grade shall be paid for at the contract unit price per **Each (EA)** and shall be considered full compensation for furnishing all costs associated with the adjustment including labor, materials, equipment, tools, traffic control, incidentals and for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Bid Item No. 25 – Adjust Existing Water Meter Box and Cover to Finished Grade

Adjust existing water meter box and cover to finished grade shall be performed in accordance with section 402 and subsection 403-3 of the Standard Specifications.

Meter boxes shall be either precast reinforced concrete or of fiber construction and shall conform to the provision in the water purveyor's Standard Specifications. Existing meter boxes in good condition may be reused if not disturbed as approved by the City Engineer and/or the owner. Broken covers and those not conforming to the above or the requirements on the plans shall be replaced. Existing meter boxes not reused or noted for future use shall be removed and salvaged and the area of removal repaired in kind with the surrounding area, but at a minimum to the minimum standards for the said material used.

Payment for Adjust Existing Water Meter Box and Cover to Finished Grade shall be paid for at the contract unit price per **Each (EA)** and shall be considered full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved complete in place and no additional compensation will be allowed therefor.

Bid Item No. 26 – Install Traffic Striping, Markings, Curb Painting, House Address, and Signs

Before removal of AC surface, the Contractor shall video the surface markings, striping, house addresses, red curb etc. so as to be able to restore them when striping/marking of new pavement.

Traffic stripes, pavement markings of arrows, symbols, numbers and words, shall conform to the

California Department of Transportation Standard Specifications: Section 84-3 Painted Traffic Stripes and Pavement Markings.

Raised pavement markers shall conform to the California Department of Transportation Standard Specifications Section 85, and shall be of type as called for on the plans.

Raised Blue Reflective for Fire Hydrant, Two-Way Blue Reflective Fire Hydrant Raised Pavement Markers installation as shown on Contract Drawings are a part of this item and shall conform to the Standard Specification Section 314 Pavement Marker Placement and Removal and shall be in accordance with the Caltrans Traffic Manual Section 6 “Markings” for each fire hydrant.

Traffic signs shall conform to the California Department of Transportation Standard Specifications: Section 56-2 Roadside Signs, and California MUTCD. The existing signs shall remain protected in place unless otherwise approved by the Engineer.

The Contractor shall furnish the necessary control points for all striping and markings and shall be responsible for the completeness and accuracy thereof and as approved by the City Engineer.

Painted and raised pavement marker removal shall conform to Section 15 of the CALTRANS Standard Specifications. All striping and/or red/blue curb designated or required to be removed shall be removed by a method approved by the City Engineer. All residue remaining as a part of the removal operations shall be removed from the site.

Layout shall be approved, in writing, by the City Engineer prior to painting.

Thermoplastic Pavement striping and marking are per Caltrans Standard Plans.

Markings, as used in these Specifications, include both lines and miscellaneous markings applied to the pavement surface, painting of red and blue curb and the installation of raised pavement markers. Materials and installation for painted and raised pavement marking shall conform to Sections 84 and 85 of CALTRANS Standard Specifications. See City of El Monte notes regarding painting only, use of City forms and restriping at all intersections.

Existing paint removal shall conform to Section 15 of the CALTRANS Standard Specifications. All residue remaining as a part of the removal operations shall be immediately removed from the site.

The Contractor shall provide cat tracking for the centerline and lane lines the same day, following paving operations. Reflectorized “slurry tabs” may be used in lieu of painted cat tracking.

For house addresses, the contractor shall repaint existing residential house addresses deleted due to reconstruction of curb and gutters in project streets. The color of paint shall be white field with numbers in black on the new curb in front of each residence. Numbers shall be four (4") inches in height, two and one-half (2 ½") inches in width with a stroke width of approximately three-fourths (¾") inch.

The house number shall be centered on a six-inch (6") by sixteen-inch (16") rectangular background for house numbers. There should be a border of two inches (2") all around.

House numbers shall be conventional block design with a vertical axis (not slanted). "Threes (3)" shall be rounded, not flat, on top. "Four (4)" shall be closed at the top. "Nines (9)" shall be inverted sixes (6"). "Ones (1)" shall be vertical line with a line to exceed one-half (1/2") inch.

All paint shall be top-quality fast drying, non-drip street pavement marking paint and shall conform with Section 210 and be applied per Section 310 of Standard Specification, these special provisions and City Engineer's approval. Glass spheres (beads) complying with the State of California Standard Specification 8010-21C-22 shall be forcefully applied to the entire area while the paint is still tacky.

Payment for Install Traffic Striping, Markings, Curb Painting, House Address and Signs shall be paid for at the contract **Lump Sum (LS)** amount and shall be considered full compensation for video of the existing surface paint, furnishing all labor, materials (including adhesives, glass beads, and paint), tools, equipment and incidentals necessary to perform all work, involved in, or appurtenant to the installation of pavement striping, raised reflective pavement markers, painting curbs, grinding-off concrete surface, including removal and installation of traffic signs and posts as indicated, complete in place for the width specified, and pavement markings of arrows, symbols, numbers and words , as shown on the plans and as required by the Project Specifications and no additional compensation will be allowed therefor.

Bid Item No. 27 – Provide Construction Survey, Re-establish Survey Monuments and Centerline Ties

It shall be the responsibility of the Contractor to supply any and all construction surveying and staking required. All surveying shall be performed under the direct supervision of a California Licensed Land Surveyor or a Civil Engineer duly licensed to perform land surveying.

It is the Contractor's responsibility to Re-establish Survey Monuments and Centerline ties as disturbed in the field and shall conform to Standard Specification for Public Works Construction Section 309 and as modified below. All work done on monuments shall be recorded and copies thereof filed with the City of EL MONTE Engineer and the County Surveyor. This work will include all reestablishment of all monuments that are disturbed through the course of completing this project.

A corner record survey shall be completed and filed with the County of Los Angeles Surveyor for each survey monument that the Contractor resets including but not limited to street centerline

monuments. A copy of each corner record shall be provided to the City Engineer after filing with the County.

Construction Staking consists of furnishing transportation, labor, materials, and equipment to provide surveying and field engineering under the direction of a land surveyor or professional engineer licensed in the State of California. Furnish skilled labor, instrument platforms, ladders and such other temporary structures, required lighting for making and maintaining points and lines in connection with the surveys required.

Construction Staking shall conform to the Standard Specification Section 3-10. Work under this Section includes, but is not limited to, the following:

1. Establish and maintain horizontal and vertical control points from City Engineer-supplied benchmarks and baselines.
2. Establish temporary benchmarks.
3. Layout of all work.
4. Construction staking for earthwork and paving work required on the project.
5. Control, staking, and grade checking for all earthworks.
6. Control for construction of reinforcing steel, concrete work, and structural steel work.
7. Maintain records on reproducible contract drawings (ASCII points file) of as-constructed locations of project components and features during the course of the project.

City Engineer reserves the right to check the accuracy of Contractor's survey measurements and calculations. Regardless of whether or not the City Engineer exercises this right, the requirements for Contractor accuracy and adequacy will not be waived.

Copies of all completion survey notes, and other data shall be furnished to the City Engineer prior to beginning work that requires their use.

Prior to completion of Project and when requested by City Engineer, Contractor shall submit a copy of project drawing and certificate signed by California Registered Land Surveyor or Professional Engineer as applicable, that elevations and locations of Work are in conformance with Contract Documents.

Contractor shall set permanent monuments and file "Record of Survey Map". The contractor shall be responsible to maintain a complete and accurate log of control and survey work as it progresses.

Contractor shall field verify locations of survey control points prior to starting any work on the Project Site. Contractor shall establish and submit to City Engineer any temporary control points as necessary due to construction activity. The Contractor shall notify City Engineer of any discrepancies discovered and resolve prior to starting any work.

The Contractor shall lay out work from the established control points as available from City records, baselines, ranges and gauges and shall be responsible for all measurements in connection therewith. Furnish, at Contractor's expense, all stakes, templates, platforms, equipment, range

markers, and labor as may be required in laying out any part of the Work from the points and lines established. The Contractor will be held responsible for the execution of the Work to such lines and grades as may be established or indicated by the plans. It shall be the responsibility of the Contractor to maintain and preserve all stakes and other marks established by the Surveyor/Engineer retained and protected in place by the Contractor until authorized to remove them.

Surveying shall conform to methods, procedures, and requirements of the Caltrans Survey Manual. Contractor shall set finish grades at a maximum of 25-ft. intervals for dirt, 25-ft. intervals for rock and at all grade breaks. Contractor shall establish or reestablish baselines and field control points as necessary and provide all basic site engineering to assure accurate locations and elevations for construction. It will be Contractor's responsibility to verify location and elevation of existing structures and utilities as required for new work.

Control datum for survey may be indicated on Contract Drawings. Contractor shall locate and protect, or replace survey control and reference points, preserve permanent reference points during construction and provide record of survey for replacement at record monument. The Contractor shall report to City Engineer loss or destruction of any reference point or relocation required because of changes in grades or other reasons and replace dislocated survey control points based on original survey control. Any extra work will be approved by the City prior to work being done.

Payment for Provide Construction Survey, Re-establish Survey Monuments and Centerline Ties shall be paid for at the contract unit price per **Lump Sum (LS)** and shall be considered full compensation for furnishing labor, materials, tools, equipment and incidentals removal after construction, and no additional compensation will be allowed therefor. Contractor shall submit electronic files of surveys conducted prior to final payment and release of retainer.

Bid Item No. 28 – Install Public Improvement Project Sign

Work specified in this section includes providing all materials and performing all operations to fabricate, install, modify and/or relocate Project Information Signs, and as specified in these Special Provisions.

Submit a shop drawings for all sign panels, and the Manufacturer's data for the Sign Panels.

MATERIALS

- i. Project Information Signs shall be constructed per Caltrans specifications for aluminum single sheet and laminated panel signs.
- ii. Sign Posts shall be constructed of wood and shall conform to the provisions of section 56-2.02B, Caltrans.
- iii. Mounting Hardware shall be furnished by the Contractor and shall conform to the provisions of section 56-2.02D, Caltrans.

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- iv. To properly provide for changing traffic conditions, the Contractor shall be prepared to furnish or short notice (within 48 hours) additional sign panels, posts and mounting hardware. The Contractor shall make arrangements with a supplier who is able, on a daily basis, to furnish such items on short notice.

INSTALLATION

- i. Project Information Signs shall be installed, relocated or modified as directed by the City Engineer and shall conform to the provisions of sections 56-2.03, and 56- 2.04, Caltrans.
- ii. All signs shall have breakaway features as detailed in Standard Plan RS2, "Roadside Sign Details," Caltrans.
- iii. Signs to be removed and/or relocated as directed by the City Engineer shall be installed at the new location on the same day said sign is removed from its previous location.
- iv. The location of each sign shall be as directed by the City Engineer or his designee.

Project information sign should be installed in a way to have bottom of sign at least 7ft above the ground.

The project information signs shall be erected five (5) working days prior to the start of work.

The sign shall show the project name, funding source, and City logo. The sign shall list the names of the City Manager, City Council, Director of Public Works, and City Engineer. Contractor shall submit a mock-up to the City for review prior to manufacturing sign. The Contractor shall revise all misspellings and any other corrections on the sign at no extra cost to the City.

Upon completion of the project, City shall keep all of the Project Information Signs.

Payment for Install Public Improvement Project Signs shall be paid for at the contract unit price per **Each (EA)** and shall be considered full compensation for furnishing all labor, materials, tools, equipment, incidentals and for doing all work involved, including delivery of the sign to the Public Works Facility at the end of the project and no additional compensation will be allowed therefor.

Bid Item No. 29 – Provide Soil and Pavement Testing Services– Allowance

This Contract provides an allowance of up to \$3,000 (includes actual cost plus 15% supervisory and overhead of Contractor) for geotechnical and soil compaction testing, concrete testing and AC density test (field work, office work and AC batch plant inspection). The Testing/Geotechnical Engineering Firm shall be headed by a California Registered Geotechnical Engineer and shall be approved by the City prior to start of soil and pavement testing tasks.

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All required AC and Soil tests shall be performed per Inspector's requests. All such work required by the Inspector will be paid by the City to the Contractor on the submittal and approval of invoices of the firm retained by the Contractor plus 15% charge for Contractor supervisory and overhead costs