



MUNICIPAL SERVICES DEPARTMENT
ROADS PROGRAM
156 S. BROADWAY, SUITE 150
TURLOCK, CA 95380

PHONE: (209) 668-5520
FAX: (209) 668-5563
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Addendum No. 1

April 2, 2025

**City Project No.: 23-067, Package 2
Roads Program Capital Improvement Project**

Plan holders:

This addendum includes revisions to Plans and Specifications.

Revisions to Plans and Specifications

In the project Specifications, the following additions, deletions or modifications shall become part of the Contract Documents:

Red strikethrough text (~~text~~) indicates deletions.

Blue Underlined text (text) indicates additions.

In the project Plans, attention has been called to any modified areas but using a red revision cloud.

Item No. 1:

Delete sheets DM-3, L-1, L-3, CD-7, G-3, DU-1, DU-3, UUD-1, UUD-3, and TH-1 and replace with attached sheets DM-3, L-1, L-3, CD-7, G-3, DU-1, DU-3, UUD-1, UUD-3, and TH-1 of this addendum.

Revisions consist of various items that clarifies callouts, handling of shallow utilities, sidewalk adjustments, and funding sign detail at the intersection of Peacock/N. Johnson.

Item No. 2:

Delete Bid Schedule from project specifications pages 13 thru 15 and replace with attached Bid Schedule of this addendum.

Item No. 3:

Revise technical specifications Section 10.15 Full Depth Reclamation – Cement, third paragraph, second sentence and second bullet. (see attached revised specifications).

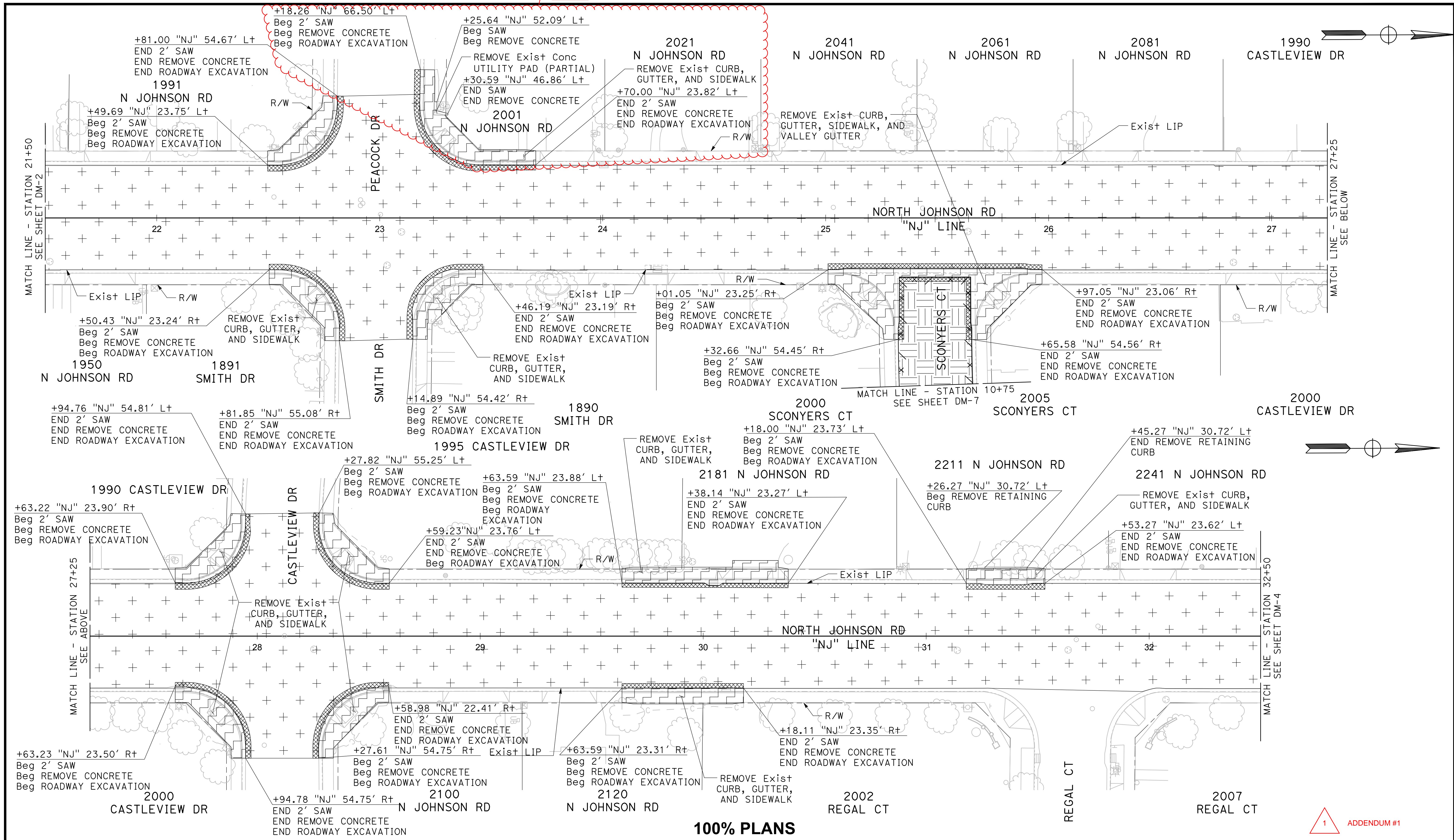
Item No. 4:

Revise technical specifications Section 10.17 Minor Concrete – Curb Ramp, ninth paragraph, first sentence to remove reference to the retaining curb (see attached revised specifications).

Item No. 5:

Revise technical specifications Section 10.24 to be Remove and Replace Monument instead of Reset Monument to Grade (see attached revised specifications).

End of Addendum No. 1

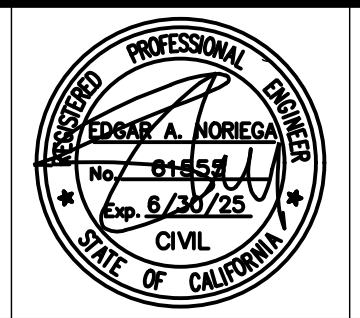
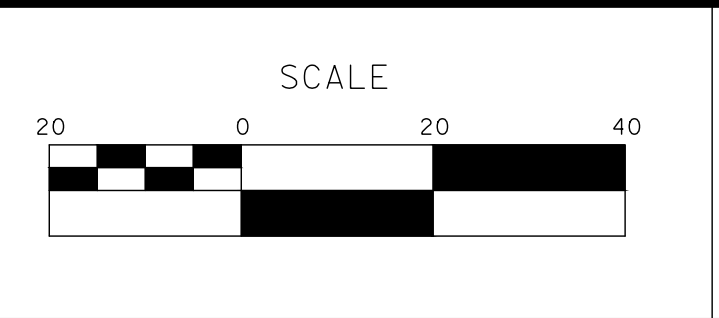


100% PLANS

1 ADDENDUM #1

DESIGNED BY: POORE, B.
 DRAWN BY: HAYNES, C.
 CHECKED BY: HORNER, C.
 SCALE: 1"=20'
 DATE: 3/26/2025
 JOB NO.: 24-00061

NOTE:
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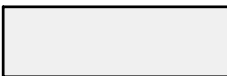
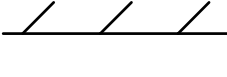
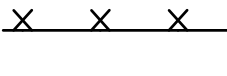
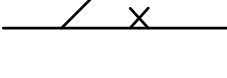
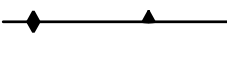
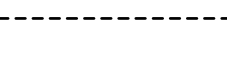
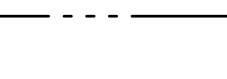
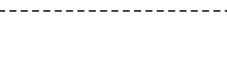
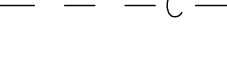

**CITY OF TURLOCK
 ROADS PROGRAM CIP
 PROJECT 23-067 PACKAGE #2
 DEMOLITION PLANS**

Sheet **10**
 of
68 Sheets
DM-3

NOTES (L-1 TO L-7):

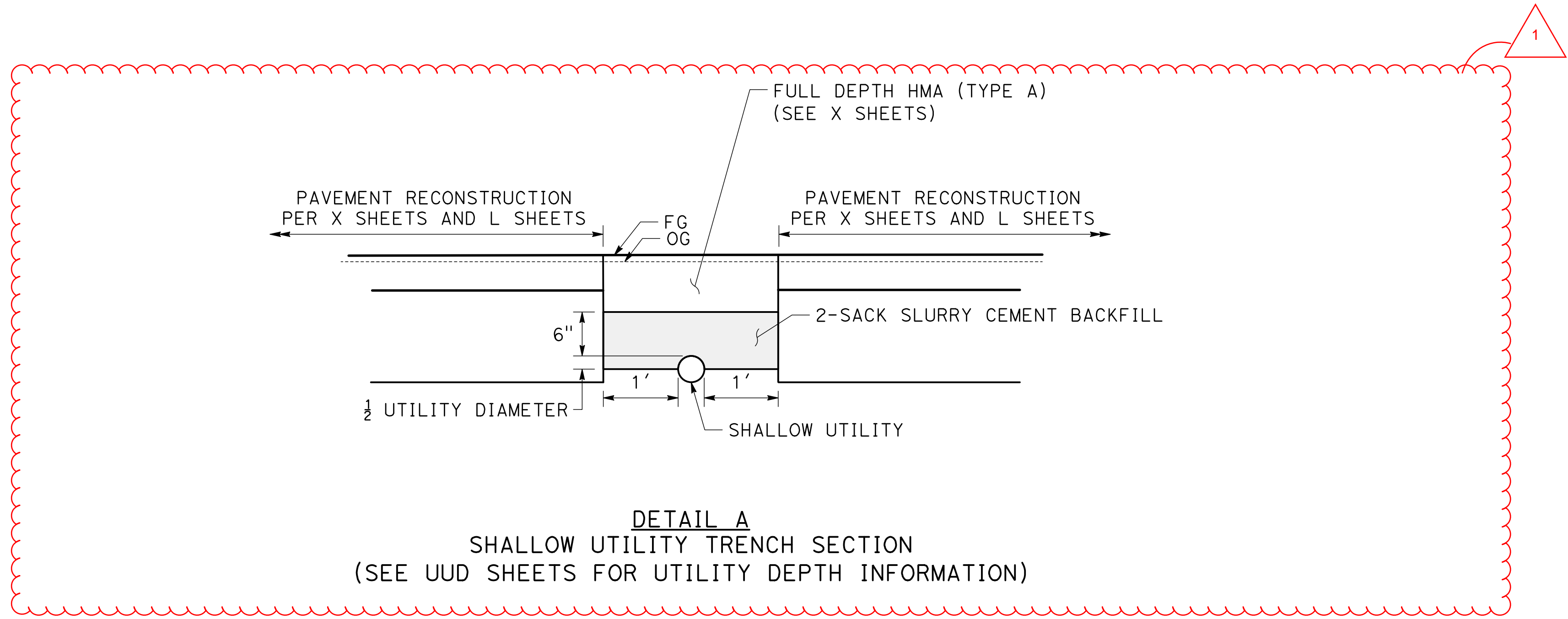
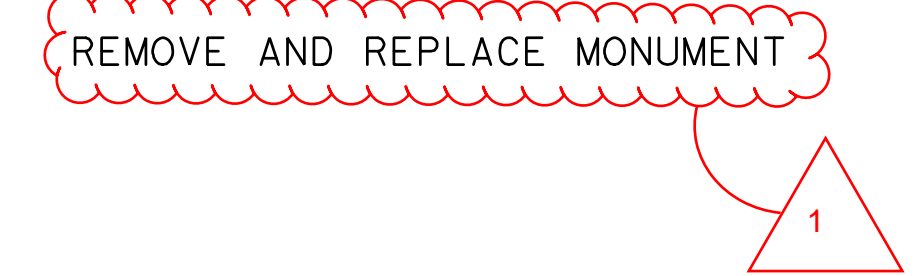
1. SEE TYPICAL SECTION SHEETS FOR SECTION DEPTHS
2. SEE DRAINAGE AND UTILITIES SHEETS FOR DRAINAGE NOTES AND MODIFICATIONS

LEGEND (L-1 TO L-7):

-  DETECTABLE WARNING SURFACE
-  MINOR CONCETE
-  LIMITS OF FDR PAVEMENT RECONSTRUCTION (TI = 6, SEE TYPICAL SECTIONS)
-  LIMITS OF FDR PAVEMENT RECONSTRUCTION (TI = 8, SEE TYPICAL SECTIONS)
-  LIMITS OF FULL DEPTH HMA PAVEMENT RECONSTRUCTION (TI=6, SEE TYPICAL SECTIONS)
-  LIMITS OF FULL DEPTH HMA PAVEMENT RECONSTRUCTION (TI=8, SEE TYPICAL SECTIONS)
-  SAWCUT
-  PROPOSED FLOWLINE
-  CROWN
-  CUT
-  FILL

CONSTRUCTION NOTES (L-1 TO L-7):

- 1 VALLEY GUTTER PER CITY OF TURLOCK STD DWG C-1
- 2 DW # RESIDENTIAL DRIVEWAY APPROACH PER CITY OF TURLOCK STD DWY C-5 (Mod) (SEE CD-16)
- 3 CURB RAMP PER CITY OF TURLOCK STD DWG C-11
- 4 CURB RAMP PER CITY OF TURLOCK STD DWG C-12
- 5 CURB RAMP PER CITY OF TURLOCK STD DWG C-13
- 6 DW # ALLEY APPROACH PER CITY OF TURLOCK STD DWG C-7 (Mod) (SEE CD-16)
- 7 COMMERCIAL DRIVEWAY APPROACH PER CITY OF TURLOCK STD DWG C-8
- 8 CONFORM TO EXISTING FEATURE OR EXISTING EXPANSION JOINT
- 9 REMOVE AND REPLACE MONUMENT

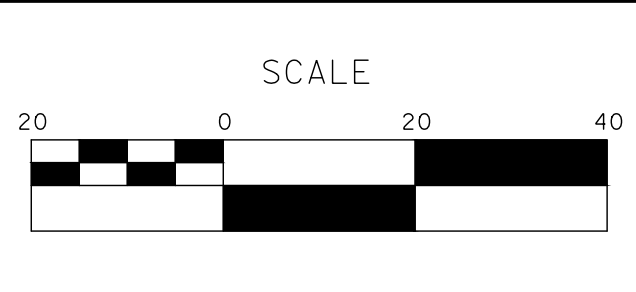


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1 ADDENDUM #1

DESIGNED BY: POORE, B.
DRAWN BY: HAYNES, C.
CHECKED BY: HORNER, C.
SCALE: 1"=20'
DATE: 3/27/2025
JOB NO.: 24-00061

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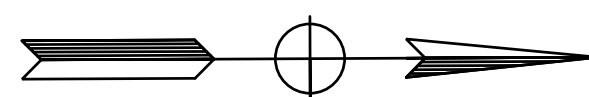
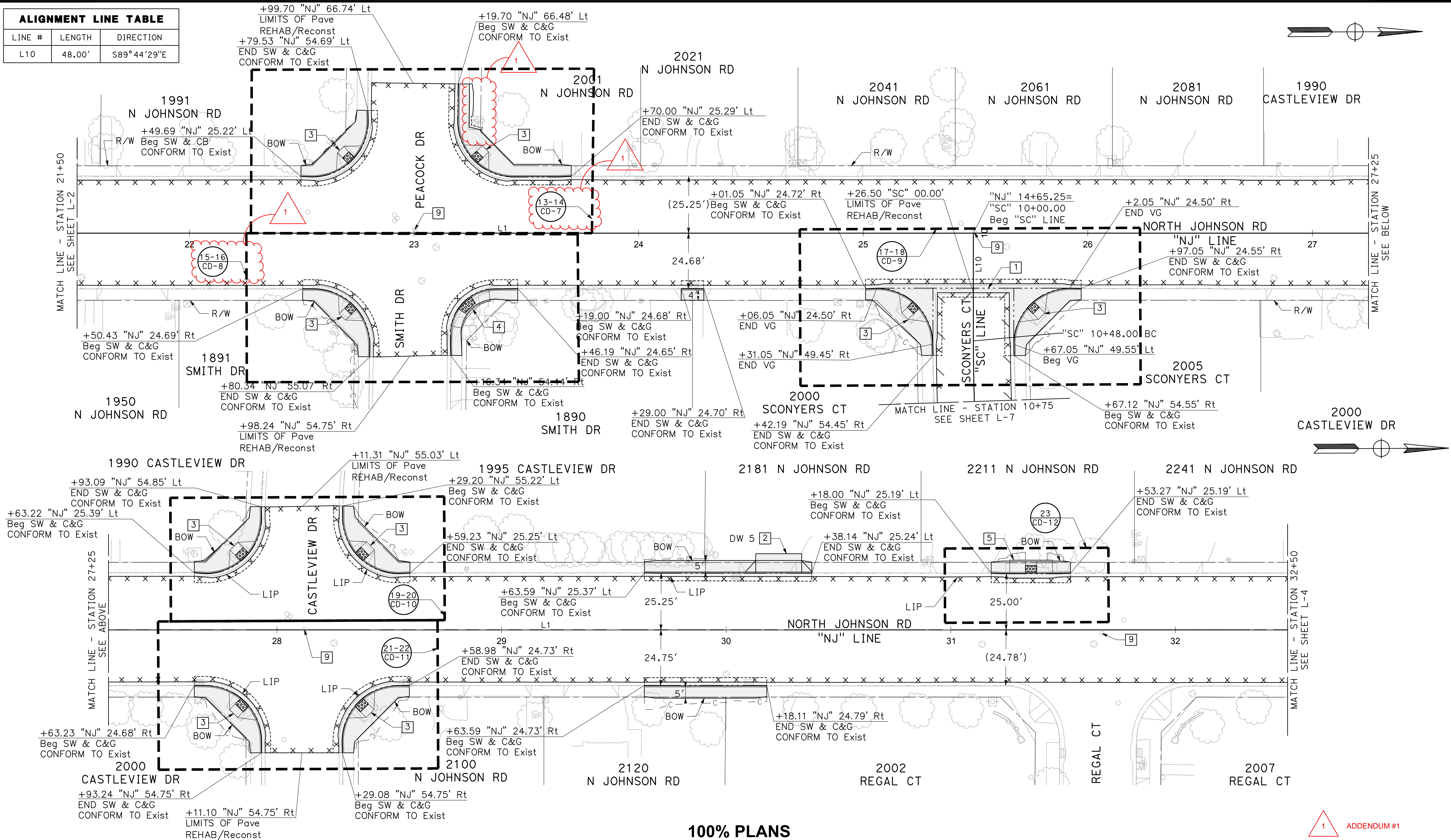
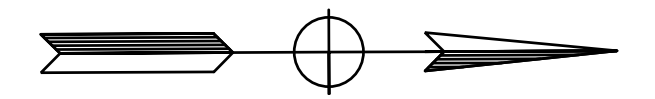
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CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #2
LAYOUTS

Sheet 15
of
68 Sheets
L-1

| ALIGNMENT LINE TABLE | | |
|----------------------|--------|-------------|
| LINE # | LENGTH | DIRECTION |
| L10 | 48.00' | S89°44'29"E |

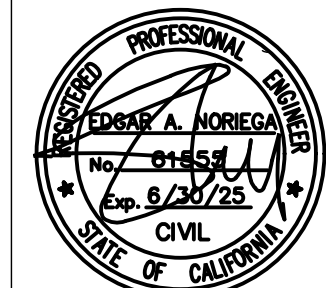
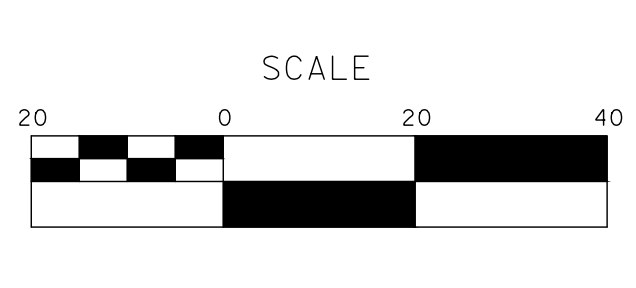


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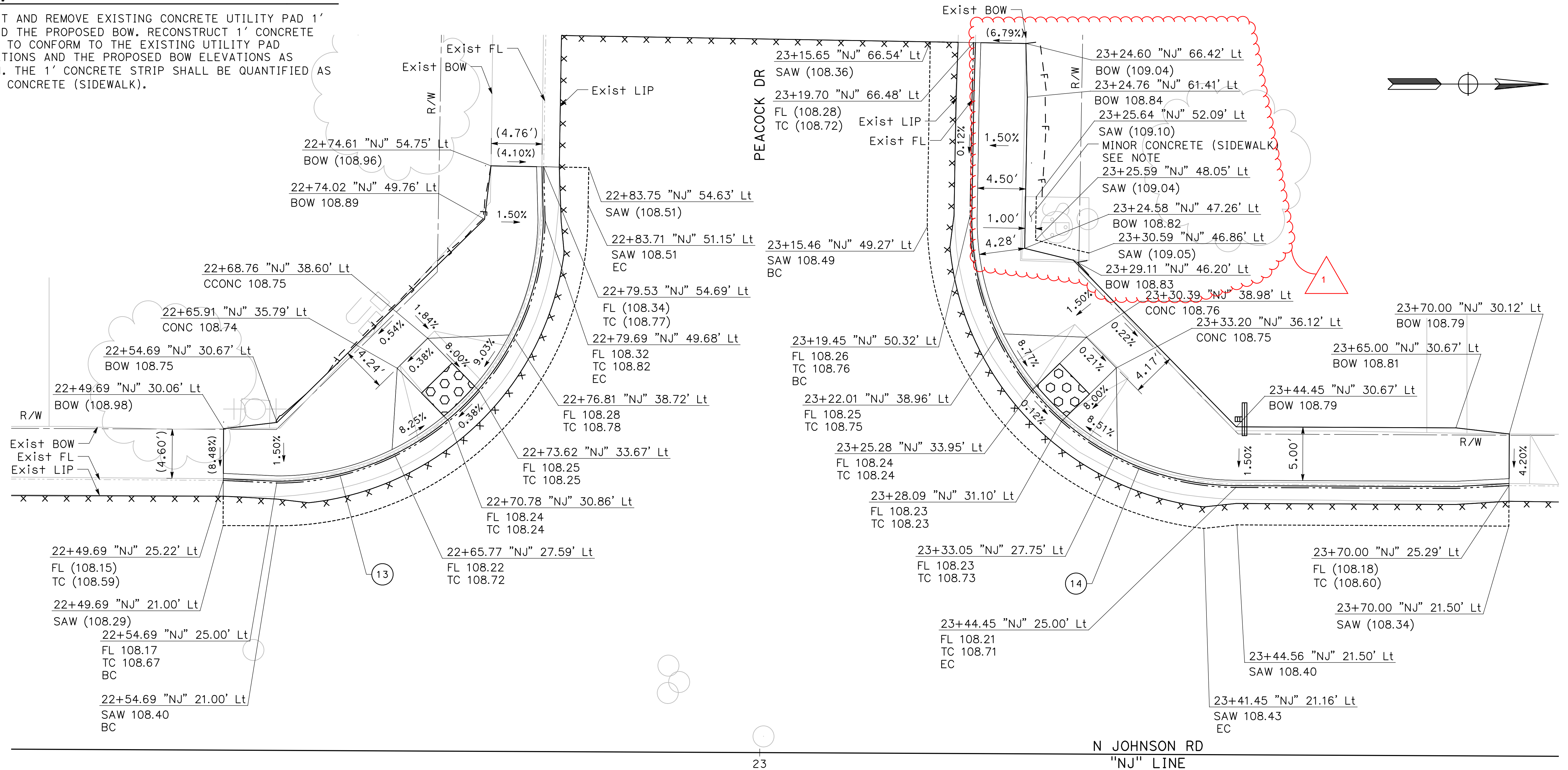


CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #2
LAYOUTS

Sheet 17
 of 68 Sheets
L-3

NOTE:

SAWCUT AND REMOVE EXISTING CONCRETE UTILITY PAD 1' BEYOND THE PROPOSED BOW. RECONSTRUCT 1' CONCRETE STRIP TO CONFORM TO THE EXISTING UTILITY PAD ELEVATIONS AND THE PROPOSED BOW ELEVATIONS AS SHOWN. THE 1' CONCRETE STRIP SHALL BE QUANTIFIED AS MINOR CONCRETE (SIDEWALK).



13
CD-7 **N JOHNSON RD & PEACOCK DR**
SW CURB RAMP
SCALE: 1" = 5'

14
CD-7 **N JOHNSON RD & PEACOCK DR**
NW CURB RAMP
SCALE: 1" = 5'

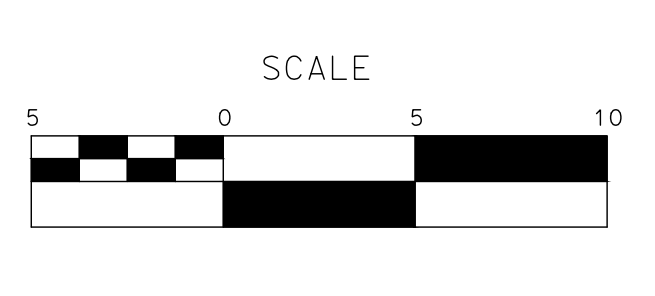
| CURVE TABLE | | | | |
|-------------|--------|-----------|--------|--------|
| No. X | R | Δ | T | L |
| 13 | 25.00' | 89°16'33" | 24.69' | 38.95' |
| 14 | 25.00' | 90°43'27" | 25.32' | 39.59' |

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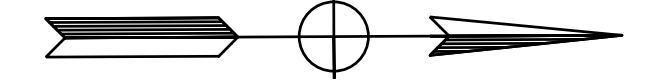
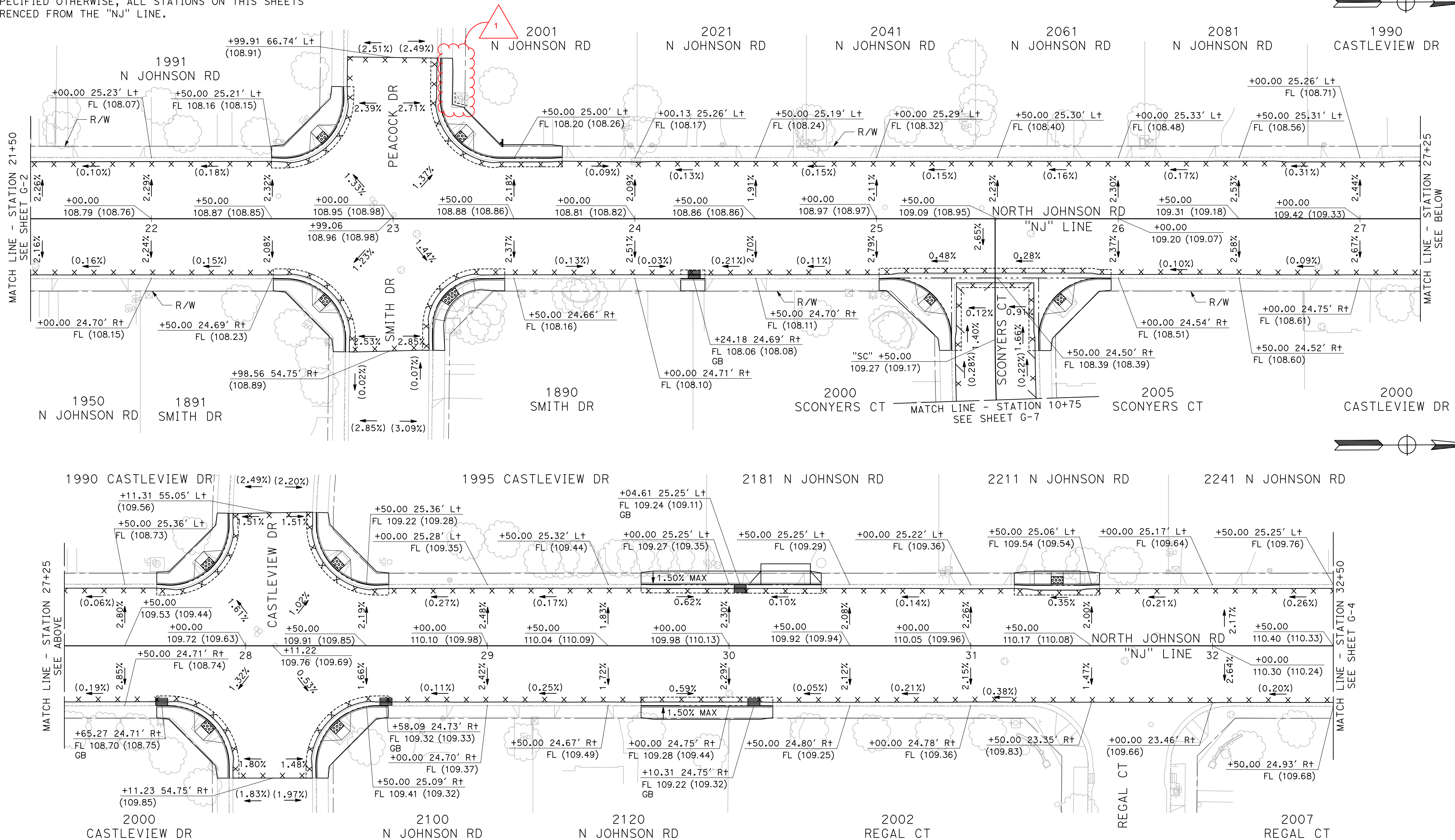
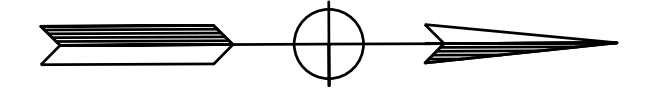


CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #2
CONSTRUCTION DETAILS

Sheet **28**
of
68 Sheets
CD-7

NOTE:

UNLESS SPECIFIED OTHERWISE, ALL STATIONS ON THIS SHEETS ARE REFERENCED FROM THE "NJ" LINE.

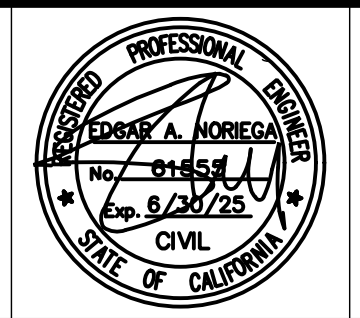
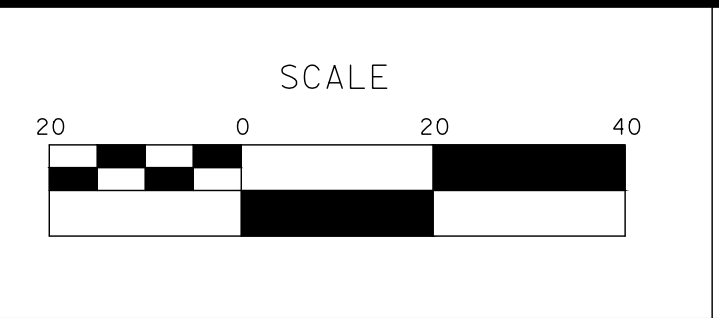


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1 ADDENDUM #1

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**CITY OF TURLOCK
 ROADS PROGRAM CIP
 PROJECT 23-067 PACKAGE #2
 GRADING PLANS**












Sheet **39**
 of
68 Sheets
G-3

NOTES (DU-1 TO DU-7):

1. THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES AND SHALL CONTACT THE RESPECTIVE UTILITY COMPANIES PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND PRESERVATION OF ALL SUCH FACILITIES IN THE AREA OF CONSTRUCTION AND SHALL NOTIFY UNDERGROUND SERVICE ALERT OF NORTHERN CALIFORNIA FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF THE REMOVAL OR RELOCATIONS OF ALL EXISTING UTILITIES WITH RESPECTIVE UTILITY COMPANIES.
3. MANHOLE CASTINGS AND COVERS SHALL BE ADJUSTED TO FINAL GRADES BY THE CONTRACTOR AFTER STREET IMPROVEMENTS ARE COMPLETED. ALL EXISTING MANHOLE LIDS WITHIN LIMITS OF STREET IMPROVEMENT SHALL BE MARKED AND TIED TO SURVEY PRIOR TO ADJUSTMENT.
4. FOR PAVEMENT SECTION OVER SHALLOW UTILITIES, SEE DETAIL A ON L-1.

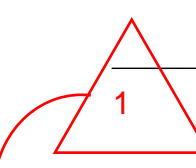
LEGEND (DU-1 TO DU-7):

- +c----- (E) COMMUNICATION UG (AT&T)
- +----- (E) COMMUNICATION UG (CHARTER)
- e----- (E) ELECTRIC UG (TID)
- e----- (oh)----- (E) ELECTRIC OH (TID)
- gs----- (E) GAS (PG&E)
- w----- (E) WATER (CITY OF TURLOCK)
- s----- (E) SEWER (CITY OF TURLOCK)
- sd----- (E) STORM DRAIN (CITY OF TURLOCK)

-  (E) SD/SS MANHOLE
-  (E) WATER VALVE
-  (E) FIRE HYDRANT
-  (E) DRAIN INLET
-  (E) SURVEY MONUMENT
-  (E) PG&E GAS VALVE
-  (E) SANITARY SEWER CLEANOUT OR (E) WATER VALVE
-  (E) WATER METER BOX
-  (P) ADJUST DRAINAGE INLET TO GRADE
-  (E) WATER METER OR WATER BOX
-  (E) STREET LIGHT

CONSTRUCTION NOTES (DU-1 TO DU-7):

- 1 PROTECT IN PLACE
- 2 ADJUST TO GRADE
- 3 RELOCATE UTILITY
- 4 ADJUST EXISTING STORM DRAIN DRAINAGE INLET TO GRADE
- 5 UTILITY TO REMAIN

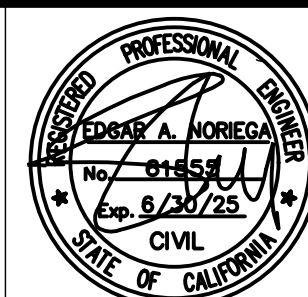
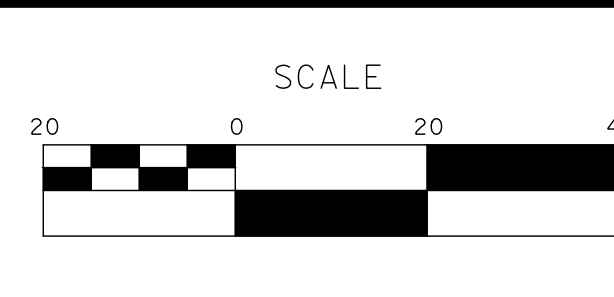


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 **ADDENDUM #1**

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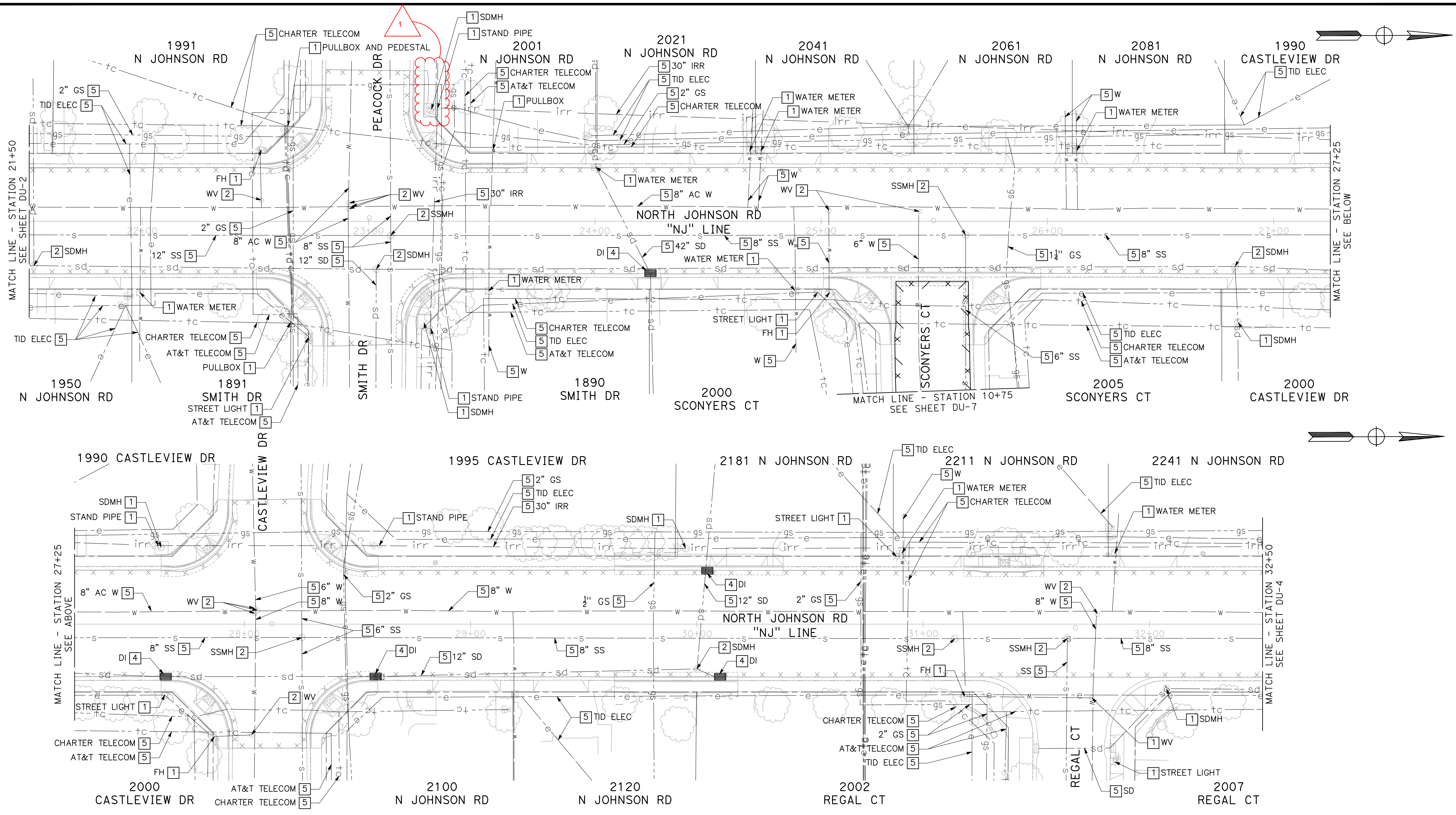
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**CITY OF TURLOCK
 ROADS PROGRAM CIP
 PROJECT 23-067 PACKAGE #2
 DRAINAGE AND UTILITIES**

Sheet **44**
 of
68 Sheets
DU-1

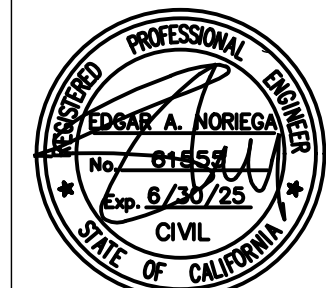
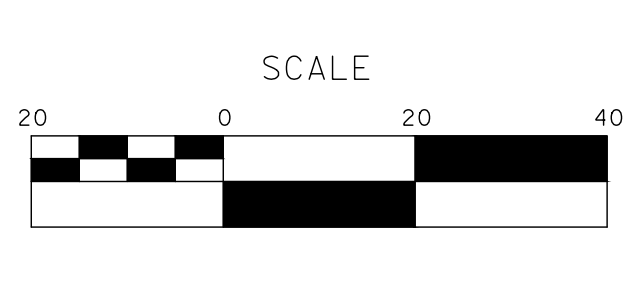


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CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #2
DRAINAGE AND UTILITIES












Sheet **46**
 of **68** Sheets
DU-3

NOTES (SHEETS UUD-1 TO UUD-7):

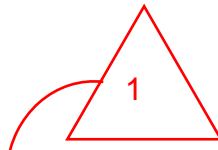
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4. FOR CLARITY, OH UTILITIES WILL NOT BE SHOWN ON THE UNDERGROUND UTILITY DEPTHS SHEETS. INFORMATION REGARDING OH UTILITIES CAN BE FOUND ON DRAINAGE AND UTILITIES SHEETS.
5. DEPTHS SHOWN ON THESE SHEETS WERE OBTAINED USING SUBSURFACE UTILITY ENGINEERING METHODS INCLUDING GROUND PENETRATING RADAR. THIS DATA IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES.

LEGEND (UUD-1 TO UUD-7):

- +c----- (E) COMMUNICATION UG (AT&T)
- +----- (E) COMMUNICATION UG (CHARTER)
- e----- (E) ELECTRIC UG (TID)
- gs----- (E) GAS (PG&E)
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-  (E) SD/SS MANHOLE
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6. FOR PAVEMENT SECTION OVER SHALLOW UTILITIES, SEE DETAIL A ON L-1.

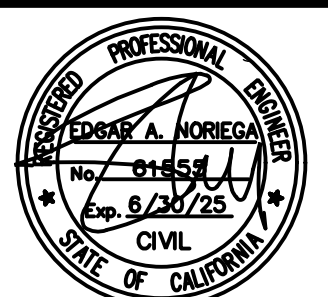
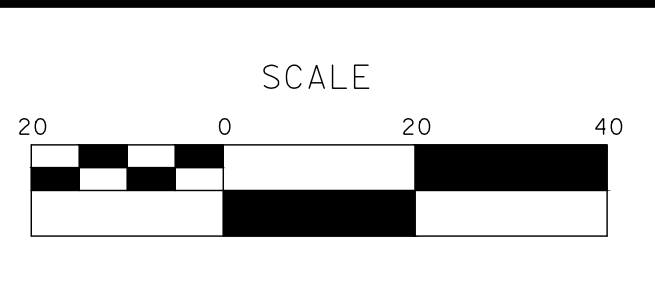


100% PLANS

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 DATE: 3/26/2025
 JOB NO.: 24-00061

NOTE:
 ALL REFERENCES AND WRITTEN DIMENSIONS SHALL SUPERCEDE ALL SCALED DISTANCES AND SHALL BE VERIFIED IN THE FIELD. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.



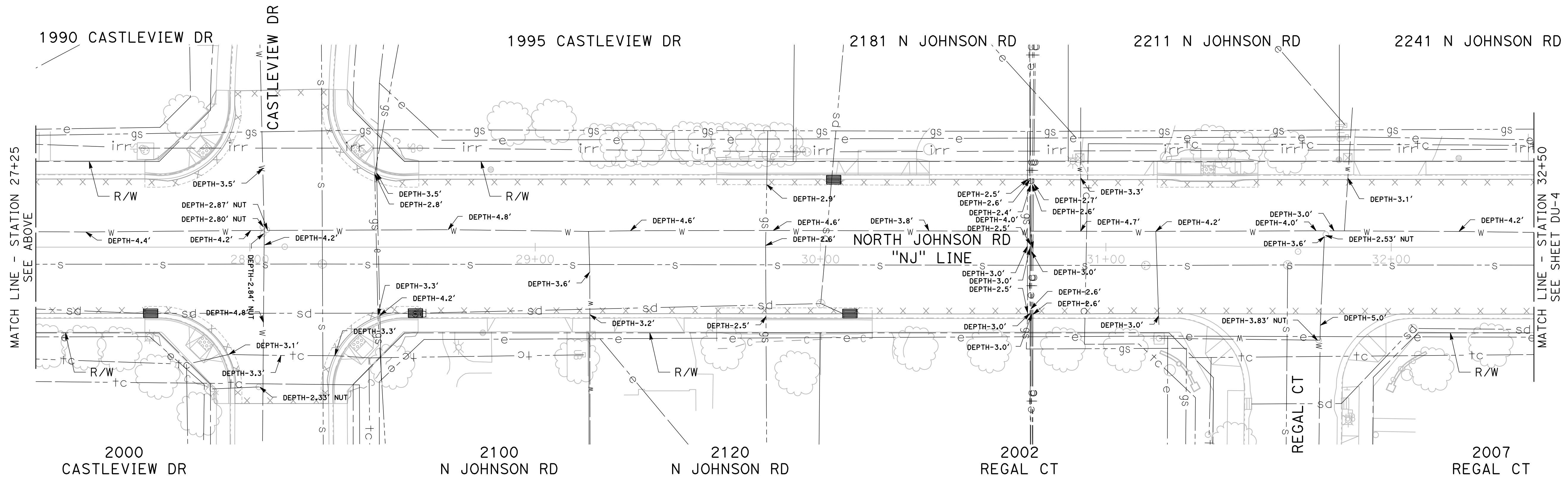
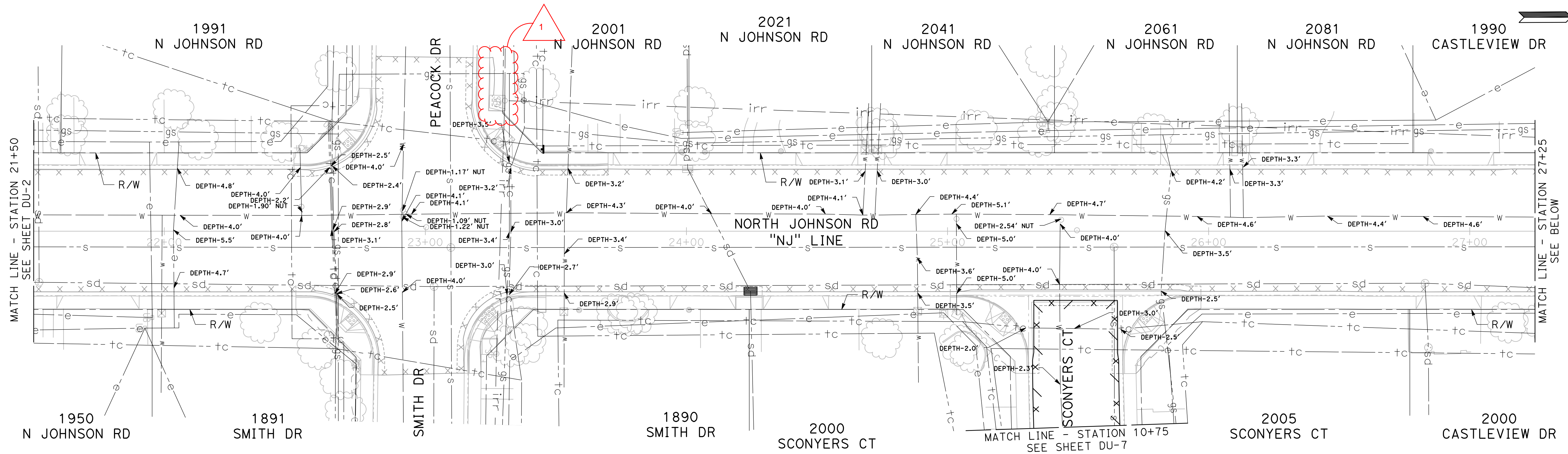
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 DEPARTMENT
 156 S. BROADWAY
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 (209)668-5520



CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #2
UNDERGROUND UTILITY DEPTH

Sheet **51**
 of
68 Sheets
UUD - 1

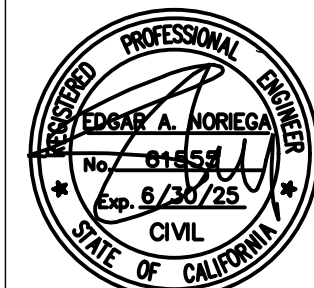
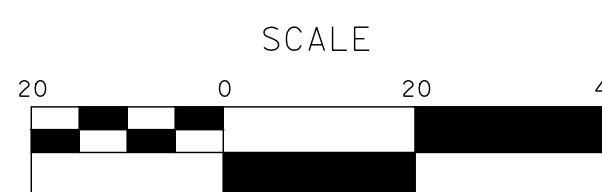


100% PLANS

1 ADDENDUM #1

DESIGNED BY: POORE, B.
 DRAWN BY: HAYNES, C.
 CHECKED BY: HORNER, C.
 SCALE: 1"=20'
 DATE: 3/26/2025
 JOB NO.: 24-00061

NOTE:
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CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #2
UNDERGROUND UTILITY DEPTH

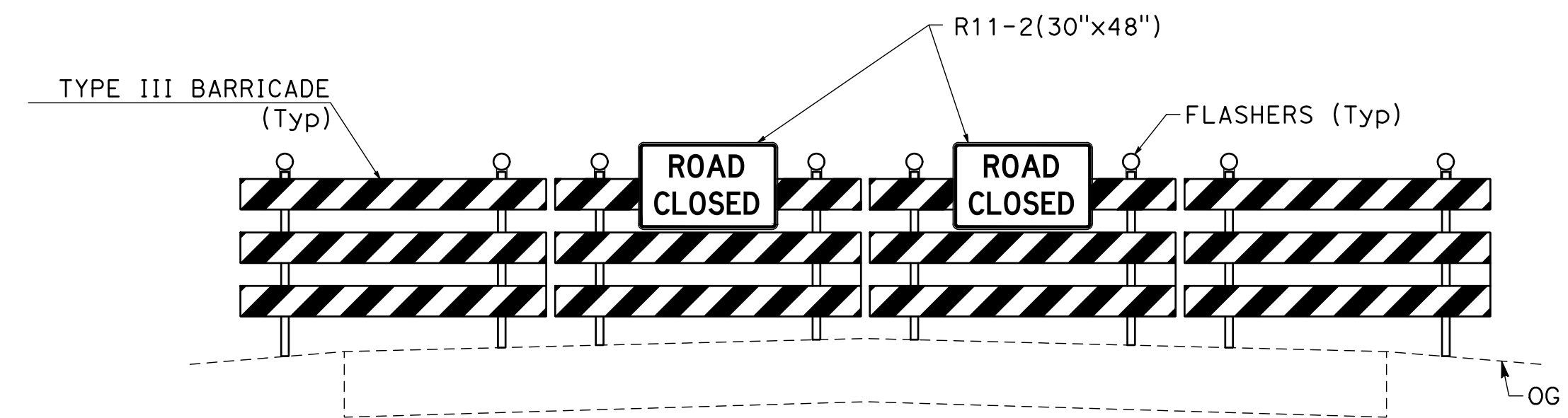
Sheet 53
 of 68 Sheets

UUD - 3

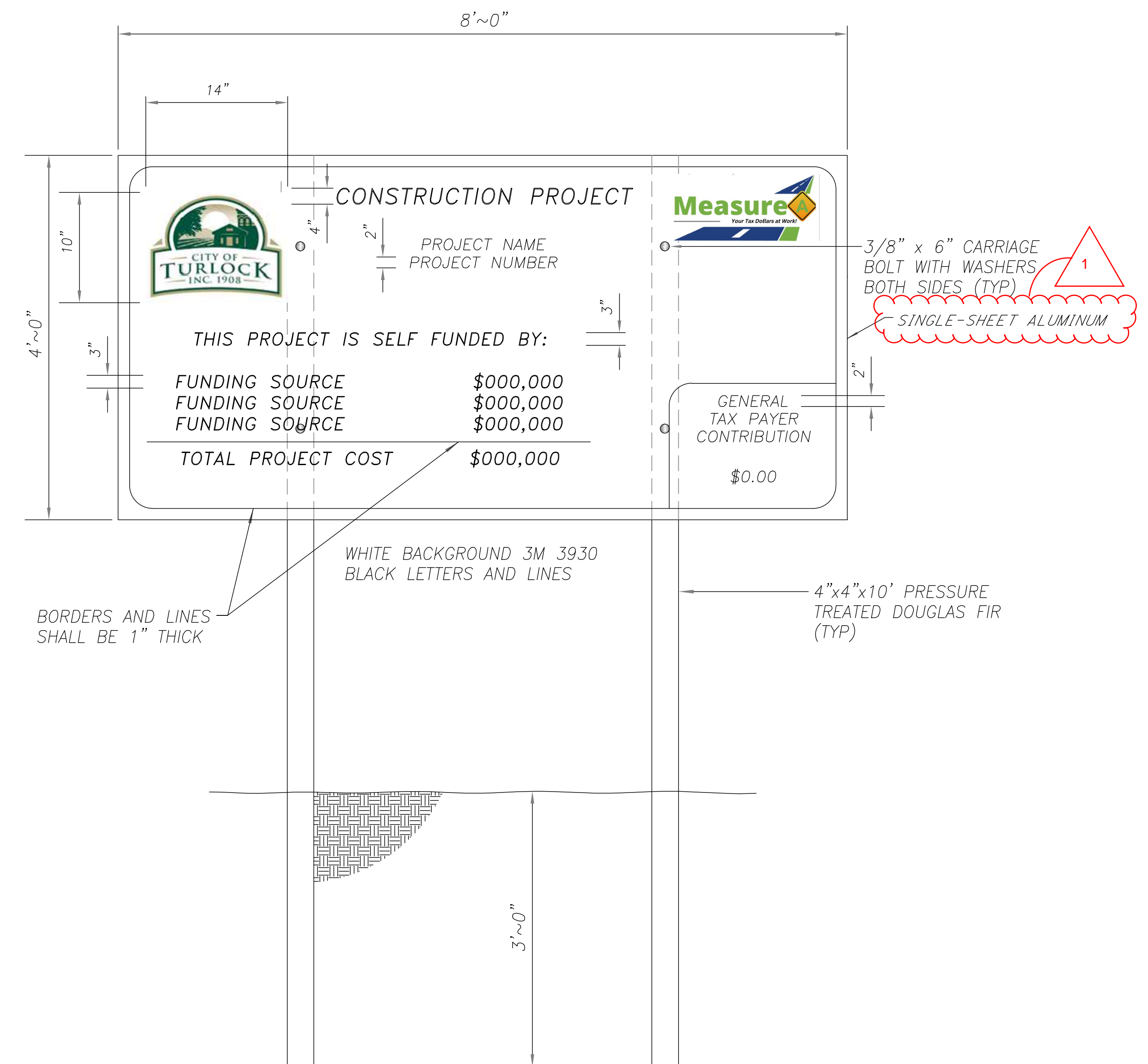
TRAFFIC CONTROL GENERAL NOTES:

1. VALIDATION: THE TRAFFIC CONTROL PLAN IS NOT VALID UNTIL WORK DATES ARE APPROVED. THE CONTRACTOR SHALL, PER SECTION 601-2 OF THE CITY SUPPLEMENT TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CONTACT THE PUBLIC WORKS TRAFFIC CONTROL SECTION AT (209) 668-5520 TO OBTAIN A PERMIT. THE CONTRACTOR MUST SUBMIT A COMPLETED TRAFFIC CONTROL PERMIT FORM A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO STARTING WORK, OR FIVE (5) WORKING DAYS WHEN WORK WILL AFFECT A TRAFFIC SIGNAL.
2. STANDARDS: THIS TRAFFIC CONTROL PLAN SHALL CONFORM TO EACH OF THE FOLLOWING MANUALS:

| EDITION | DESCRIPTION |
|---------|---|
| 2014 | CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) |
| 2016 | CITY OF TURLOCK STANDARD SPECIFICATIONS AND DRAWINGS |
| 2023 | CALTRANS STANDARD PLANS |
3. NOTIFICATIONS: THE CONTRACTOR SHALL NOTIFY RELEVANT AGENCIES A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO ANY EXCAVATION, CONSTRUCTION, OR TRAFFIC CONTROL.
4. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AND TENANTS A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO CLOSURE OF DRIVEWAYS. THE CONTRACTOR SHALL POST SIGNS NOTIFYING THE PUBLIC A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO CLOSURE OF STREETS.
5. POSTING PARKING RESTRICTIONS: THE CONTRACTOR SHALL POST "TOW-AWAY/NO PARKING SIGNS SEVENTY TWO (72) HOURS IN ADVANCE OF PARKING REMOVAL. SIGNS SHALL INDICATE SPECIFIC DAYS, DATES, AND TIMES OF RESTRICTIONS.
6. EXCAVATIONS: EXCEPT AS OTHERWISE SHOWN ON THE PLANS, TRENCHES SHALL BE BACKFILLED OR TRENCH-PLATED AT THE END OF EACH WORK DAY, AN ASPHALT RAMP SHALL BE PLACED AROUND EACH TRENCH PLATE TO PREVENT THE PLATE FROM BEING DISLODGED. CONTRACTOR SHALL MONITOR TRENCH PLATES DURING NON-WORKING HOURS TO ENSURE THAT THEY DO NOT BECOME DISLODGED, UPON COMPLETION OF EXCAVATION BACKFILL, THE CONTRACTOR SHALL PROVIDE A SATISFACTORY SURFACE FOR TRAFFIC, WHEN CONSTRUCTION OPERATIONS ARE NOT ACTIVELY IN PROGRESS, THE CONTRACTOR SHALL MAINTAIN ALL TRAVEL LANES, BIKE LANES, AND PEDESTRIAN WALKWAYS OPEN TO THE APPROPRIATE TRAFFIC EXCEPT AS OTHERWISE SHOWN ON THE PLANS.
7. RESTORATION OF TRAFFIC CONTROL DEVICES: THE CONTRACTOR SHALL REPAIR OR REPLACE TRAFFIC CONTROL DEVICES (INCLUDING TRAFFIC SIGNS, STRIPING, PAVEMENT MARKERS, PAVEMENT MARKINGS, LEGENDS, CURB MARKINGS, LOOP DETECTORS, TRAFFIC SIGNAL EQUIPMENT, ETC.) DAMAGED OR REMOVED AS A RESULT OF OPERATIONS AND NOT DESIGNATED FOR REMOVAL. REPAIRS AND REPLACEMENTS SHALL BE AT LEAST EQUAL TO EXISTING IMPROVEMENT.
8. TEMPORARY TRAFFIC SIGNAL DETECTION: THE CONTRACTOR SHALL INSTALL CITY APPROVED TEMPORARY VIDEO OR RADAR DETECTION WHEN EXISTING TRAFFIC SIGNAL DETECTION SYSTEMS ARE DAMAGED, DISABLED, OR BECOME INEFFECTIVE DUE TO CONSTRUCTION FOR A PERIOD OF FIVE (5) OR MORE DAYS. THE CONTRACTOR SHALL COMPLETELY REMOVE ALL TEMPORARY TRAFFIC SIGNAL DETECTION EQUIPMENT AND RESTORE/INSTALL A CITY APPROVED PERMANENT VEHICLE DETECTION SYSTEM UPON COMPLETION OF CONSTRUCTION. ALL INSTALLATION AND REMOVALS ARE SUBJECT TO APPROVAL BY THE CITY ENGINEER.
9. CHANGE IN WORK: THE CITY ENGINEER WILL OBSERVE THESE TRAFFIC CONTROL PLANS IN OPERATION AND RESERVE THE RIGHT TO MAKE ANY CHANGES AS FIELD CONDITIONS WARRANT, ANY CHANGES SHALL BE DOCUMENTED AND SUPERCEDE THESE PLANS.
10. OPEN TRENCH: THE CONTRACTOR SHALL PLACE "OPEN TRENCH" SIGNS (C27(CA)) ON TYPE BARRICADES WITHIN THE WORK ZONE, AHEAD OF ANY WORK AREA WHICH INCLUDES OPEN TRENCHES IN EXCESS OF THREE (3) INCHES IN DEPTH, PER CA MUTCD SECTION 6F.103 (CA) GUIDELINES.
11. FOR WORK NOT COVERED BY THESE TRAFFIC CONTROL PLANS: THE CONTRACTOR SHALL PREPARE TRAFFIC CONTROL WORKING DRAWINGS AND SUBMIT THEM TO THE CITY RESIDENT ENGINEER. THE CONTRACTOR SHALL ALLOW A MINIMUM OF TWENTY (20) WORKING DAYS FOR REVIEW OF THE WORKING DRAWINGS. UPON APPROVAL OF THE TRAFFIC CONTROL PLAN, THE PUBLIC WORKS TRAFFIC CONTROL SECTION WILL ISSUE A TRAFFIC CONTROL PLAN (TCP) PERMIT FOR THIS WORK.
12. CONTRACTOR SHALL INSTALL UNEVEN PAVEMENT SIGNS C46 (CA) ALONG THE EDGE OF AREAS WHERE A STEP OF GREATER THAN 2" EXISTS WHETHER PARALLEL OR PERPENDICULAR TO THE DIRECTION OF TRAVEL.
13. SEE TABLE 6H-3 IN THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) FOR MEANING OF LETTER CODES ON TYPICAL APPLICATION DIAGRAMS.
14. CONTRACTOR SHALL DEPLOY FOUR (4) PORTABLE CHANGEABLE MESSAGE SYSTEMS (PCMS) THROUGHOUT CONSTRUCTION, WITH FINAL PLACEMENT TO BE DETERMINED BY ENGINEER.
15. CONSTRUCTION FUNDING SIGN PLACEMENT TO BE DETERMINED BY THE ENGINEER
16. STREET CLOSURES AND DETOURS WILL NOT BE NECESSARY FOR THE PLACEMENT OF THE TEMPORARY HMA IN THE 2' SAWCUT AREAS. THE CONTRACTOR SHALL KEEP STREETS OPEN TO TRAFFIC WHILE THE TEMPORARY HMA IS BEING PLACED.



1 TH-1 TEMPORARY BARRICADE ROAD CLOSURE DETAIL



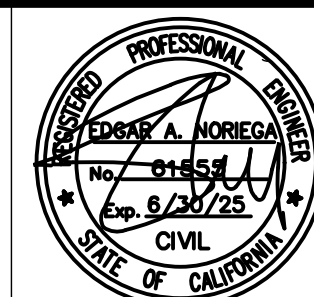
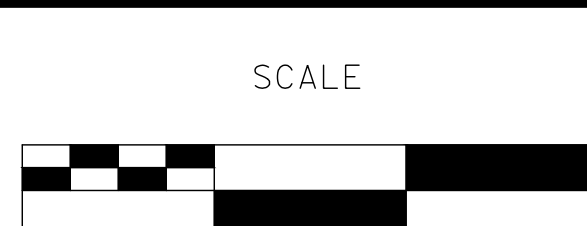
2 TH-1 CONSTRUCTION FUNDING SIGN

1 ADDENDUM #1

100% PLANS

DESIGNED BY: POORE, B.
 DRAWN BY: HAYNES, C.
 CHECKED BY: HORNER, C.
 SCALE: AS SHOWN
 DATE: 3/27/2025
 JOB NO.: 24-00061

NOTE:
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**CITY OF TURLOCK
 ROADS PROGRAM CIP
 PROJECT 23-067 PACKAGE #2
 TRAFFIC HANDLING**

Sheet **58**
 of
68 Sheets

TH-1

CITY OF TURLOCK

City Project No. 23-067 Package #2 Roads Program Capital Improvement Project

BID SCHEDULE

| Item | Description | Quantity | Unit | Unit Price | Total |
|----------------------|---|----------|------|------------|----------|
| Roadway Items | | | | | |
| 1. | Potholes Existing Utilities | 1 | LS | \$ _____ | \$ _____ |
| 2. | Construction Funding Signs | 2 | EA | \$ _____ | \$ _____ |
| 3. | Traffic Control System | 1 | LS | \$ _____ | \$ _____ |
| 4. | Portable Changeable Message Sign | 4 | EA | \$ _____ | \$ _____ |
| 5. | Job Site Management | 1 | LS | \$ _____ | \$ _____ |
| 6. | Prepare Storm Water Pollution Prevention Plan | 1 | LS | \$ _____ | \$ _____ |
| 7. | Erosion and Dust Control BMPs | 1 | LS | \$ _____ | \$ _____ |
| 8. | Construction Staking | 1 | LS | \$ _____ | \$ _____ |
| 9. | Remove Concrete (Curb Ramp, Sidewalk, Valley Gutter, Curb & Gutter) | 2480 | SY | \$ _____ | \$ _____ |
| 10. | Remove Concrete (Retaining Curb) | 38 | LF | \$ _____ | \$ _____ |
| 11. | Roadway Excavation (F) | 1620 | CY | \$ _____ | \$ _____ |
| 12. | Aggregate Base (Class 2) | 93 | CY | \$ _____ | \$ _____ |
| 13. | Full Depth Reclamation – Cement | 19200 | SY | \$ _____ | \$ _____ |
| 14. | Cement (Full Depth Reclamation - Cement) | 540 | TON | \$ _____ | \$ _____ |

| Item | Description | Quantity | Unit | Unit Price | Total |
|---------------------|---|----------|------|------------|----------|
| 15. | Mix Design (Full Depth Reclamation - Cement) | 1 | LS | \$ _____ | \$ _____ |
| 16. | Hot Mix Asphalt (Type A) | 6700 | TON | \$ _____ | \$ _____ |
| 17. | Cold Plane AC Pavement (Var Depth) | 19200 | SY | \$ _____ | \$ _____ |
| 18. | Minor Concrete (Curb and Gutter) | 1890 | LF | \$ _____ | \$ _____ |
| 19. | Minor Concrete (Curb Ramp) | 2150 | SF | \$ _____ | \$ _____ |
| 20. | Minor Concrete (Sidewalk) | 8390 | SF | \$ _____ | \$ _____ |
| 21. | Minor Concrete (Valley Gutter) | 4980 | SF | \$ _____ | \$ _____ |
| 22. | Minor Concrete (Driveway) | 3120 | SF | \$ _____ | \$ _____ |
| 23. | Detectable Warning Surface (Truncated Domes) | 450 | SF | \$ _____ | \$ _____ |
| 24. | Adjust Drainage Inlet to Grade | 7 | EA | \$ _____ | \$ _____ |
| 25. | Remove and Replace Monument | 11 | EA | \$ _____ | \$ _____ |
| 26. | Adjust Manhole Frame and Cover (Sewer) | 20 | EA | \$ _____ | \$ _____ |
| 27. | Adjust Manhole Frame and Cover (Storm Drain) | 7 | EA | \$ _____ | \$ _____ |
| 28. | Adjust Manhole Frame and Cover (Water Valve) | 35 | EA | \$ _____ | \$ _____ |
| 29. | Adjust Manhole Frame and Cover (Water Meter) | 6 | EA | \$ _____ | \$ _____ |
| 30. | Adjust Manhole Frame and Cover (Sewer Cleanout) | 4 | EA | \$ _____ | \$ _____ |
| 31. | Roadside Sign – One Post | 1 | EA | \$ _____ | \$ _____ |
| 32. | Relocate Roadside Sign | 5 | EA | \$ _____ | \$ _____ |
| 33. | Thermoplastic Traffic Stripe | 7110 | LF | \$ _____ | \$ _____ |
| 34. | Thermoplastic Pavement Markings | 1480 | SF | \$ _____ | \$ _____ |
| 35. | Video Sewer and Storm Drain Inspection | 1 | LS | \$ _____ | \$ _____ |
| Mobilization | | | | | |

| Item | Description | Quantity | Unit | Unit Price | Total |
|------------------|--------------|----------|------|------------|----------|
| 36. | Mobilization | LS | 1 | \$ _____ | \$ _____ |
| TOTAL BID | | | | | \$ _____ |

(F) Denotes Final Pay Item Per Section 9-1.02C of The State Standard Specifications.

State Standard Specifications and these Special Provisions, and as directed by the Engineer. This item includes full depth AC Patch adjacent to proposed curbs and gutters, curb ramps and other hardscape construction.

10.15 FULL DEPTH RECLAMATION - CEMENT

Full depth reclamation - cement shall comply with Section 30, "Recycled Pavement" and Section 30-4, "Full Depth Recycling - Cement," of State Standard Specifications.

Work shall consist of pulverizing existing asphalt concrete, base, and subgrade soil following cold planing of existing asphalt concrete. Re-grade based on PG grades on plans and haul away excess material to allow for the net placement of new asphalt concrete. Add cement and water to the blended material in accordance with these and State Standard Specifications. Compact, fine grade to the grades required, cure and micro-crack the completed cement treated surface, prior to placement of asphalt concrete. Micro-cracking of the cement treated surface must be completed 48 to 56 hours after placement.

The Contractor shall be aware of existing utilities within the project limits that have not been potholed and may be within 24" vertical clearance of the FDR operation. The depth of existing utilities, where identified by ~~potholing~~ [Subsurface Utility Engineering/ Ground Penetrating Radar](#), has been provided on the plans. It is the Contractor's responsibility to pothole existing utilities, as described elsewhere in the specifications, and provide a report on the depth of the existing facilities to the Engineer. If the existing facility is determined to be within the 24" of the FDR operation, the Engineer may elect to proceed with the work based on the following options to avoid relocating the utility:

- **Top of utility is 24" to 6" below bottom of the FDR section** - Contractor shall excavate above the utility to the minimum allowable FDR depth using hand or other methods as approved by the Engineer to remove existing roadway base and subgrade to a maximum of 6" above the existing utility to remain. Excavated material will be set adjacent to the trench for inclusion in the FDR mixing operation and spread back into the trench prior to the FDR compaction operation.
- Top of utility is less than 6" below bottom of the section FDR - Contractor shall excavate above the utility until the top half of the utility is exposed using hand or other methods as approved by the Engineer to remove existing roadway base and subgrade. The trench shall extend one foot on either side of the utility. Trench spoils shall be disposed of by the Contractor. The Contractor shall place 2-sack slurry cement backfill in the trench to the required grade for HMA paving. The slurry cement backfill shall have a minimum depth of 6" above the top of the utility. Slurry cement backfill shall comply with the City Standard Construction Specifications and will be paid for under the Full Depth Reclamation – Cement bid item.
- ~~Top of utility is less than 6" below bottom of the section FDR - Contractor shall excavate above the utility to the minimum allowable FDR depth using hand or other methods as approved by the Engineer to remove existing roadway base and subgrade to a maximum of 6"~~

~~above the existing utility to remain. Trench spoils shall be disposed of by the Contractor. The Contractor shall place a minimum of 6" slurry cement backfill (compressive strength of 300psi) in the trench to the required grade for HMA paving. Slurry cement backfill shall comply with the City Standard Construction Specifications and will be paid for as extra work as described elsewhere in the specifications.~~

Obtain and test material every **500 feet** from the existing pavement structure by coring. You may perform additional sampling and testing to optimize the cement content and adjust for varying underlying materials. Determine the exact locations of the sampling locations between wheel paths. Do not sample in the shoulders. Sampling locations must provide sufficient representative material for the mix design.

The cement content must be **5 percent** by dry weight of FDR—cement with a dry unit weight of **4.4 lb/sf**, except an increase or decrease in the cement content may be ordered based on your mix design. The mix design shown on the plans and specification is based on the removal of all existing AC pavement. The actual mix design used for the project shall be determined by the Contractor in accordance with 30-4.01C(2)(b) "Mix Design," of the State Standard Specifications. The mix design shown on the plans and Specifications is based on the removal of all existing AC pavement. The actual mix design used for the project shall be your mix design. The mix designs shall be submitted to and authorized by the Engineer prior to cold planning the AC pavement. During progress of the work, if you encounter an isolated area that requires more cement than described in the mix design for that area, notify the Engineer before applying the cement.

A test strip per Section 30-1.01D(3) of the State Standard Specifications is not required.

Attention is directed to the presence of shallow utilities within the limits of work. Contractor must use appropriate means and methods during construction to avoid damaging underground utilities. This includes but is not limited to, performing handwork around the shallow utilities.

Full depth reclamation - cement will be measured by the square yard, determined from horizontal measurements of the pavement surface to be recycled.

The quantities of cement (full depth reclamation - cement) used in the mix will be measured by the ton.

Mix design for the full depth reclamation - cement will be paid for on the basis of lump sum prices.

The contract price paid per square yard for full depth reclamation - cement shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in constructing the full depth reclamation - cement, complete in place, including excavations and disposal of excess material, hand work, backfill, slurry, cleaning the surface, compacting and grading and surface finishing, all as shown on the plans, and as specified in State Standard Specifications and these Special Provisions, and as directed by the Engineer.

dowels for anchoring, and expansion joint material), tools, equipment and incidentals, and for doing all the work involved in constructing different types of minor concrete facilities, complete in place, as shown on the plans, specified in the City Standard Specifications and these Special Provisions, and as directed by Engineer.

Full compensation for furnishing the labor needed to form the ramp (including retaining curbs), driveways, curb and gutter and sidewalk areas to the required line and grade per ADA requirements, including grooving details, shall be considered as included in the prices paid for the various Contract items of work involved and no additional compensation will be allowed therefor.

The contract price paid per linear foot for ~~minor concrete (retaining curb) and~~ minor concrete (curb and gutter) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals for doing all the work involved in constructing types of curbs, complete in place, as shown on the plans, and as required by law, as specified in the City Standard Specifications and these Special Provisions, and as directed by the Engineer.

All existing curb paint shall be replaced in kind on new curbs placed with the project. This includes, but is not limited to, red curb, white curb, and house numbers. The contract price for minor concrete (curb and gutter) shall include all necessary curb paint, and no additional compensation shall be made.

No additional compensation shall be included for sawcutting, replacement of damaged concrete work, slot asphalt patch back, or for additional asphalt concrete pavement removal and replacement for fitting in extruder machinery or forms during the construction of concrete items, but shall be included in the cost of the concrete work being constructed. New or replaced curb and gutter, sidewalk, or driveway shall include any necessary grading behind the improvement to conform to the existing condition up to five feet beyond the improvement, and within the City right of way and no additional compensation shall be included. Existing walkways adjacent to proposed sidewalk or minor concrete improvements shall be reset or repaved by Contractor, as requested by Engineer, to conform to the new minor concrete construction at no additional cost.

Any portions of curb, gutter, sidewalk or any other City improvement damaged by the Contractor during the course of construction be replaced by the Contractor, at their cost, to the satisfaction of the Engineer. The cost of additional replacement of curb, gutter or sidewalk in excess of the estimated quantities shown in the Bid form and Specifications and found necessary during the process of construction (but not due to damage resulting from carelessness on the part of the Contractor during its operation), shall be paid to the Contractor at the unit prices submitted in their bid.

10.18 DETECTABLE WARNING SURFACE

Detectable warning surfaces must be installed per the locations shown on the plans and in accordance with City Standard Drawing C-15 and Section 13-10, "Detectable Warning Surface", of the City Standard Specifications and these Special Provisions.

The Contractor shall install detectable warning surfaces in a manner that extends the entire width of the opening of the ramp for a depth of 3 feet.

and as directed by Engineer.

Full compensation for furnishing and installing sign panel fastening hardware shall be considered as included in the contract prices paid for the roadside signs requiring the hardware and no separate payment will be made therefor.

10.23 RELOCATE ROADSIDE SIGN

Where indicated on the Plans or as specified by the Engineer, the Contractor shall remove existing signs (posts and panels), then reinstall the signs (posts and panels) and foundations in accordance with City Standard ST-11 and ST-12 and these Special Provisions.

Unless the Engineer specifies otherwise, the existing sign panels shall be reused.

The contract price paid per each for relocate roadside sign shall include full compensation for furnishing all labor, material, tools, equipment and incidentals, and for doing all the work involved in removing the existing roadside sign and reinstalling it as shown on the Plans, including, but not limited to, excavation, export, backfill, compaction; new concrete foundations / footings, installation of sign post, complete in place, as shown on the plans, specified in the City Standard Specifications and these Special Provisions, and as directed by Engineer.

10.24 REMOVE AND REPLACE MONUMENT

Remove and replace survey monument as shown on the plans. New survey monument work must be performed by a licensed surveyor or civil engineer in the state of California and the work must comply with City Standard Drawing No. M-1.

The quantities of remove and replace monument will be paid for as units determined from actual count.

The contract unit prices paid for remove and replace monuments shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in removing existing and installing new monuments, including disposing excavated materials, backfilling, furnishing and installing monument box, cast iron lid, brick footings, concrete collar and hot mix asphalt paving, complete in place, as shown on the plans, and as specified in these Special Provisions, and as directed by the Engineer.

~~RESET MONUMENT COVER TO GRADE~~

~~Reset survey monument to grade as shown on the plans. Survey monument work must be performed by a licensed surveyor or civil engineer in the state of California and the work must comply with City Standard Drawing No. M-1.~~

~~The quantities of reset survey monument to grade will be paid for as units determined from actual count.~~

~~The contract unit prices paid for reset survey monument to grade shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in removing existing and installing new monuments, including disposing excavated materials,~~

~~backfilling, furnishing and installing monument box, cast iron lid, brick footings, concrete collar and hot mix asphalt paving, complete in place, as shown on the plans, and as specified in these Special Provisions, and as directed by the Engineer.~~

10.25 MOBILIZATION & DEMOBILIZATION

Mobilization is intended to compensate the Contractor for operations including, but not limited to, those necessary for the movement of personal, equipment, supplies and incidentals to / from the project site; for the payment of premium cost and insurance for the project; for any necessary costs of acquisition of equipment, including purchase and mobilization expense; and for any other work and operations which must be performed or costs that must be incurred incident to the initiation of meaningful work at the site and for which payment is not otherwise provided in the contract.

- (1) When 5 percent of the original contract amount is earned, 50 percent of the amount bid for mobilization, or 5 percent of the original contract amount, whichever is less, may be paid.
- (2) When 10 percent of the original contract amount is earned, 75 percent of the amount bid for mobilization or 7.5 percent of the original contract amount, whichever is less, may be paid.
- (3) When 20 percent of the original contract amount is earned, 95 percent of the amount bid for mobilization, or 9.5 percent of the original contract amount, whichever is less, may be paid.
- (4) When 50 percent of the original contract amount is earned, 100 percent of the amount bid for mobilization, or 10 percent of the original contract amount, whichever is less, may be paid.
- (5) Upon completion of all work on the project, payment of any amount bid for mobilization in excess of 10 percent of the original contract amount will be paid.

The Contract lump sum price paid for mobilization shall include full compensation for establishing temporary construction storage locations, moving equipment to the project site for the establishment of facilities necessary for work on the project, applying for and obtaining all required permits, and for all other work and operations which must be performed or costs incurred prior to beginning work on the various contract items, including all related administration throughout its duration, and demobilization.

The total price bid for mobilization shall include the cost of all mobilization, demobilization, and administration for the entire contract period.

The City shall make the final determination of the allowable percentage of completion for the payment of mobilization and shall approve the percentage paid based on the percent of contract amount actually earned which will be based upon actual work completed.

10.26 VIDEO SEWER AND STORM DRAIN INSPECTION

The contractor shall furnish closed circuit television equipment for an interior inspection of the existing sewer and storm drain mains located within the roadway reconstruction limits. The first video inspection to