THE CITY OF

PLEASANTON

PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION

GENERAL PROVISIONS, NOTICE TO BIDDERS, SPECIAL PROVISIONS, PROPOSAL AND CONTRACT FOR

Hopyard Road and Owens Drive Intersection Improvements
Project No. 15525

Bid Opening Date – March 20, 2024

2:00 p.m.

To be used in conjunction with the City Standard Specifications and Details dated November 2016, the State Standard Specifications and Plans dated 2023 and all updates at the time of bid, and the Labor Surcharge and Equipment Rental Rates in effect on the date the work is accomplished.

APPROVED

Adam M. Nelkie, City Engineer
No. 78830
Expires: 9/30/2025

REGISTERED PROFESSIONAL ENGINEER
ADAM MATTHEW NELKIE
No. 78830
Exp. 9/30/2025
CIVIL
STATE OF CALIFORNIA

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NOTICE TO BIDDERS

Proposals Sought; Time for Receipt

Sealed Bid Proposals will be received by the City Clerk's Office of the City of Pleasanton, Civic Center, in-person at 123 Main Street (or by mail to P.O. Box 520), Pleasanton, CA 94566, until 2:00 p.m., **March 20, 2024,** for work as described in the Plans and Specifications entitled:

Hopyard Road and Owens Drive Intersection Improvements
Project No. 15525

At the above-mentioned time, date and address, the Bid Proposals will be publicly opened and read.

Please review the City website and/or bidnetdirect.com for addendum(s) prior to submission.

Scope of Work and Project Location

The City of Pleasanton proposes to construct a southbound right-turn lane along Hopyard Road at the Owens Drive intersection. On the south side of the Hopyard Road/Owens Drive intersection, modifications include adding a second northbound left-turn lane and eliminating the northbound free right-turn lane. This project also includes adding a southbound bike lane to close the existing bike lane gap from the I-580 eastbound off-ramp intersection to 180 feet south of Owens Drive. The proposed improvements within State right of way require an encroachment permit from Caltrans.

This work will consist of, but is not limited to, traffic control, temporary striping, excavation of existing roadway and concrete sidewalks, driveways, and medians, landscaping and irrigation modification, tree removal, drainage systems, installation of concrete sidewalks, curbs, driveways and sound wall, cold planning, HMA overlay, slurry seal, sealcoat, pavement delineation, modifying lighting system and installation of traffic signal system.

The Engineer’s cost estimate for the project is $3.5 million.

There will be no pre-bid meeting for this project.

Copies of Plans and Specifications

In order to be an eligible bidder, plans, specifications and all bid proposal and contract documents must adhere to the latest version of all bid documents as amended through any addendums. Plans may be purchased from the Public Works Department, Engineering Division of the City of Pleasanton, Civic Center, 200 Old Bernal Avenue, at a cost of **$35 per set** (with 11x17 plans) or **$100 per set** (with full-sized plans) plus shipping. Plans will be electronically available on the City’s website and bidnetdirect.com at no charge. The City requires all parties interested in this bid opportunity to email the City to be added to the plan holder list. Any addenda will be sent electronically to those on the plan

holder list prior to the bid opening date. To request plans or to be added to the plan holder list, please email: ssaklaen@cityofpleasantonca.gov and kroberts@cityofpleasantonca.gov.

Bid Security and Contract Bonds

Each Bid Proposal shall be accompanied by either cash, a cashier's check or a certified check, amounting to not less than ten percent of the bid, payable to the order of the City of Pleasanton or by a bond for that amount and payable in the form contained in this bid package. The successful Bidder will be required to furnish performance and payment bonds, each in an amount not less than one hundred percent (100%) of the contract price, and a maintenance bond not less than ten percent (10%) of the contract price.

Bid Forms

The Contractor is responsible for reviewing the City of Pleasanton's City Bids website (and/or bidnetdirect.com) to ensure they have the latest addendums and utilize all updated documents issued through addendum. Bidders must complete bid proposal and submit it in its entirety. Failure to do so will cause the bid to be deemed nonresponsive.

City of Pleasanton's City Bids Website:
http://www.cityofpleasantonca.gov/business/bids.asp

Bids Received After Deadline

Bids received after the time established for receiving bids will not be considered. Except as provided in Section "Instruction to Bidders," no Bidder may withdraw a bid after the time established for receiving bids or before the award and execution of the contract, unless the award is delayed for a period of ninety (90) calendar days after the date of the City's opening of bids.

Rejection of Bids

The City reserves the right to reject any or all bids and to determine which bid is, in the City's judgment, the lowest responsive and responsible bid of a Bidder or group of Bidders. The City also reserves the right to waive any inconsequential omissions or discrepancies in any bid and to delete certain items listed in the bid as set forth therein. Costs for developing, submitting, and presenting bids are the sole responsibility of the Bidder and claims for reimbursement will not be accepted by the City.

Contractor's License Classification

As provided in California Business & Professions Code Section 7028.15, the City has determined that at the time of bid, the Contractor shall possess a valid **Class A General Engineering Contractor** license. The Contractor's failure to possess the specified license shall render the Bid as non-responsive and shall act to bar award of the contract to any Bidder not possessing said license at the time of bid, unless exempted by federal or state law.

Contractor's Department of Industrial Relations Registration

Bidder and its Subcontractors must be registered and qualified to perform public work pursuant to section 1725.5 of the Labor Code, subject to limited legal exceptions under Labor Code section 1771.1.

This Contract will be subject to compliance monitoring and enforcement by the California Department of Industrial Relations, pursuant to Labor Code section 1771.4.

Substitution of Securities in Lieu of Retention

At the successful Contractor's option, securities may be substituted for the required retention, in accordance with provisions of Section 22300 of California Public Contract Code.

Prevailing Wage

In accordance with California Labor Code Sections 1770 et seq., the Contractor shall pay general prevailing rate of per diem wages to all workers employed under this contract.

Labor Nondiscrimination

The awarded Contractor shall comply with the requirements of the State of California's Standard Specification Code Section 7-1.01A(4) "Labor Nondiscrimination" under this contract.

Questions

Questions should be directed to the project engineer either in-person at 200 Old Bernal Avenue, Pleasanton, California, by mail at P.O. Box 520, Pleasanton, California 94566-0802, by phone at (925) 931-5658, or by email at **ssaklaen@cityofpleasantonca.gov**. Questions will only be answered by reference to particular sections of these bid documents. If interpretation is deemed necessary, then the question shall be addressed in writing and a clarification shall be given to all prospective Bidders through addenda. To allow time for issuance of addenda, questions shall only be accepted prior to seven (7) calendar days before the bid opening date.

CITY OF PLEASANTON

Date: 2/15/24

By: _____
Jocelyn Kwong, City Clerk

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BID PROPOSAL

Hopyard Road and Owens Drive Intersection Improvements
Project No. 15525

DATE: _____

Proposal of _____ (hereinafter called "Bidder") a _____ organized and existing under the laws of the State _____, doing business as _____, to the City of Pleasanton, City Clerk, 123 Main Street, Pleasanton, California (hereinafter called "City").

Ladies and Gentlemen:

The Bidder, in compliance with the invitation for bids for the **HOPYARD ROAD AND OWENS DRIVE INTERSECTION IMPROVEMENTS, PROJECT NO. 15525,** City of Pleasanton, having examined the Plans and Specifications and related documents and the premises of the proposed work, and being familiar with all of the conditions surrounding the construction of the proposed project including the availability of materials and supplies, declares that this proposal is made without collusion with any other person, firm or corporation and agrees to construct the project in accordance with the contract documents, within the time set forth therein, and at the prices stated below. These prices are to cover all expenses incurred in performing the work required under the Contract Documents, of which this Bid Proposal is a part.

Bidder shall agree to commence work under this Contract within fifteen (15) calendar days after the date of written "Notice to Proceed" and fully complete the project within one-hundred-eighty (**180)** working days after start of work. Bidder shall pay as liquidated damages in the sum of $**4,800.00** per calendar day should the successful Bidder fail to complete the work within this time limit unless the successful Bidder is granted a time extension.

Bidder acknowledges receipt of the following addendum:

No.	Date	No.	Date
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Bidder to perform all of the work described in the Contract Documents for the total bid amount entered.

Item No.	Quantity (Approximate)	Unit of Measure	Item Description	Unit Price	Total
1	1	LS	CONSTRUCTION STAKING		
2	1	LS	LEAD COMPLIANCE PLAN		
3	1	LS	CONSTRUCTION AREA SIGNS		
4	1	LS	TRAFFIC CONTROL SYSTEM		
5	1	EA	TYPE III BARRICADE		
6	140	SQFT	TEMPORARY PAVEMENT MARKING (PAINT)		
7	12500	LF	TEMPORARY TRAFFIC STRIPE (PAINT)		
8	50	EA	CHANNELIZER (SURFACE MOUNTED)		
9	230	EA	TEMPORARY PAVEMENT MARKER		
10	600	LF	TEMPORARY RAILING (TYPE K)		
11	1	EA	TEMPORARY ALTERNATIVE CRASH CUSHION		
12	1	LS	JOB SITE MANAGEMENT		
13	1	LS	PREPARE WATER POLLUTION CONTROL PROGRAM		
14	23	EA	RAIN EVENT ACTION PLAN		
15	7	EA	STORM WATER SAMPLING AND ANALYSIS DAY		

Item No.	Quantity (Approximate)	Unit of Measure	Item Description	Unit Price	Total
16	1	EA	STORM WATER ANNUAL REPORT		
17	19	EA	TEMPORARY DRAINAGE INLET PROTECTION		
18	490	LF	TEMPORARY FIBER ROLL		
19	1	LS	STREET SWEEPING		
20	1	LS	VIBRATION MONITORING PLAN		
21	1	LS	CLEARING AND GRUBBING (LS)		
22	27	EA	REMOVE TREE		
23	1400	CY	ROADWAY EXCAVATION		
24	76	CY	STRUCTURE EXCAVATION (SOUND WALL) (F)		
25	21	CY	STRUCTURE BACKFILL (SOUND WALL)		
26	140	SQFT	DECOMPOSED GRANITE		
27	9700	SQFT	LANDSCAPE SOIL PREPARATION		
28	1	LS	PLANTING		
29	1	LS	MULCH		
30	1	LS	LANDSCAPE MAINTENANCE		
31	1	LS	IRRIGATION		
32	700	LF	2” PVC PIPE		
33	125	CY	IMPORTED TOPSOIL (CY)		
34	740	CY	CLASS 4 AGGREGATE SUBBASE		
35	400	CY	CLASS 2 AGGREGATE BASE (CY)		
36	7500	SQFT	PARKING AREA SEAL		
37	121900	SQFT	SLURRY SEAL		
38	1900	TON	HOT MIX ASPHALT (TYPE A)(1/2")		
39	400	TON	HOT MIX ASPHALT (TYPE A)(3/4")		
40	15400	SQYD	COLD PLANE ASPHALT CONCRETE PAVEMENT		
41	324	LF	24" CAST-IN-DRILLED-HOLE CONCRETE PILING (SOUND WALL)		

Item No.	Quantity (Approximate)	Unit of Measure	Item Description	Unit Price	Total
42	30	CY	STRUCTURAL CONCRETE, PILE CAP (F)		
43	11444	LB	BAR REINFORCING STEEL, RETAINING WALL (SOUND WALL)		
44	540	SQFT	SOUND WALL (MASONRY BLOCK) (F)		
45	125	LF	12" REINFORCED CONCRETE PIPE		
46	5	LF	24" REINFORCED CONCRETE PIPE		
47	5	LF	3" SUBDRAIN		
48	1510	LF	4" SUBDRAIN		
49	6	EA	OFFSITE DRAIN THROUGH CURB		
50	4	EA	DRAINAGE INLET		
51	100	LF	REMOVE PIPE (LF)		
52	4	EA	REMOVE CATCH BASIN		
53	1	EA	ADJUST INLET		
54	3	EA	ADJUST CAPPED SD MANHOLE TO GRADE		
55	2200	LF	MINOR CONCRETE (CURB) (LF)		
56	1100	LF	MINOR CONCRETE (CURB AND GUTTER) (LF)		
57	60	SQYD	MINOR CONCRETE (DRIVEWAY) (SQYD)		
58	690	SQYD	MINOR CONCRETE (SIDEWALK) (SQYD)		
59	180	SQYD	MINOR CONCRETE (SIDEWALK) (SQYD) (HACIENDA BUSINESS PARK DETAIL)		
60	2080	LF	REMOVE CONCRETE CURB (LF)		
61	200	SQYD	REMOVE CONCRETE SIDEWALK (SQYD)		
62	160	SQYD	REMOVE CONCRETE ISLAND (PORTIONS) (SQYD)		
63	35	SQYD	REMOVE CONCRETE DRIVEWAY (SQYD)		

Item No.	Quantity (Approximate)	Unit of Measure	Item Description	Unit Price	Total
64	1170	LF	REMOVE CONCRETE (CURB AND GUTTER)		
65	2	EA	ADJUST CITY WATER VALVE TO GRADE		
66	3	EA	LOWER AND RAISE SD MANHOLE FRAME AND COVER		
67	3	EA	LOWER AND RAISE CITY SS MANHOLE FRAME AND COVER		
68	9	EA	LOWER AND RAISE CITY WATER VALVE		
69	3	EA	LOWER AND RAISE DETECTOR HANDHOLE COVER		
70	180	SQFT	PAINT CURB (2-COAT)		
71	140	LF	REMOVE CHAIN LINK FENCE		
72	240	EA	PAVEMENT MARKER (RETROREFLECTIVE)		
73	4	EA	OBJECT MARKER		
74	2	EA	REMOVE ROADSIDE SIGN		
75	7	EA	RELOCATE ROADSIDE SIGN-ONE POST		
76	9	EA	ROADSIDE SIGN - ONE POST		
77	160	LF	CONCRETE BARRIER (TYPE 836SV)		
78	1300	LF	DETAIL 9		
79	7300	LF	DETAIL 12		
80	1300	LF	DETAIL 25		
81	900	LF	DETAIL 37B		
82	2300	LF	DETAIL 38		
83	760	LF	DETAIL 38A		
84	4300	LF	DETAIL 39		
85	1700	LF	DETAIL 39A		
86	770	LF	DETAIL 40		
87	680	LF	4" WHITE THERMOPLASTIC STRIPE		
88	620	LF	12" WHITE THERMOPLASTIC STRIPE		

Item No.	Quantity (Approximate)	Unit of Measure	Item Description	Unit Price	Total
89	8	EA	FIRE HYDRANT MARKER		
90	1600	SQFT	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING		
91	4400	SQFT	GREEN PAINT (BIKE LANE)		
92	11400	LF	REMOVE THERMOPLASTIC TRAFFIC STRIPE		
93	600	SQFT	REMOVE THERMOPLASTIC PAVEMENT MARKING		
94	1	LS	MODIFYING LIGHTING SYSTEMS		
95	1	LS	SIGNAL INSTALLATION		
96	11500	SQFT	BASE REPAIR (DIG OUT)		
97	65	LF	METAL FENCE - TYPE A		
98	19	LF	METAL FENCE - TYPE B		
99	2	EA	METAL GATE		
100	1	LS	STUCCO		
101	1	LS	CONCRETE STEPPING PADS		
102	280	LF	FURNISH AND INSTAL 1-1/2" PVC CONDUIT		
103	1	LS	RELOCATE TRAFFIC PULL BOX		
104	1	LS	ADJUST TRAFFIC PULL BOX		
105	1	LS	MOBILIZATION		
			TOTAL	$	

Note: The Bidder acknowledges that the total amount set forth above is for the entire project as represented by the Contract Documents regardless of itemization.

Attached is a bid guaranty bond duly completed by a guaranty company authorized to carry on business in the State of California in the amount of at least ten percent (10%) of the total amount of the bid, or alternately, there is attached a certified or cashier's check payable to the City in the amount of at least ten percent (10%) of the total amount of the bid.

If this Bid Proposal is accepted, bidder agrees to sign the contract and to furnish the performance bond, labor and materials bond, maintenance bond, and the required evidences of insurance within ten (10) working days after receiving written notice of the award of the contract. If bidder fails to contract as provided herein or fails to provide the bonds and/or evidence of insurance, the City may at its option, determine the acceptance thereof shall be null and void, and the forfeiture of such security accompanying this Bid Proposal shall operate and the same shall be the property of the City of Pleasanton.

This Bid Proposal shall be good and may not be modified, withdrawn or canceled for a period of ninety (90) calendar days after the date of the City's opening of bids.

Bidder hereby certifies that the licensing information hereinafter stated is true and correct. Bidder further agrees, if the bid is accepted and a contract for performance of the work is entered into with the City, to so plan work and to prosecute it with such diligence that the work shall be completed within the time stipulated in the agreement. Under the penalty of perjury bidder affirms that, to the best of bidder's knowledge, the representations made in this bid are true.

Bidders are required by law to be licensed and regulated by the contractors' State License Board. Any questions concerning a contractor may be referred to the Registrar, Contractors' State License Board.

It is a misdemeanor for any person to submit a bid to a public agency in order to engage in the business or act in the capacity of a contractor within this state without having a license therefor, except for specific cases outlined in Business and Professions Code, Section 7028.15.

_____	_____
Name of Bidder	Contractor's License Number
_____	_____
Signature of Bidder	Expiration Date
_____	_____
Print Name	Address of Bidder
_____	_____
Title of Signatory	
_____	(____)_____
State of Incorporation	Telephone Number
_____	_____
DIR Registration Number	Contractor’s Email Address

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BID BOND FORM

Note: Bidders must use this form if a bid bond is to be used as bidder's security. This form is not necessary if cash, cashier's check made payable to the City, or certified check made payable to the City, accompanies the bid.

We, the undersigned, _____ ("Principal"), and _____ a corporation organized and existing under and by virtue of the laws of the State of _____ and authorized to do business in the State of California as a surety, ("Surety"), acknowledge ourselves jointly and severally bound to the CITY OF PLEASANTON for ten percent (10%) of the total bid amount.

Contractor's Bid $_____
10% Bid Bond $_____

The above amount to be paid to the CITY OF PLEASANTON as follows: If Principal's bid for the work required for the project, described below,

HOPYARD ROAD AND OWENS DRIVE INTERSECTION IMPROVEMENTS PROJECT NO. 15525

shall be accepted and the proposed contract awarded to Principal, and if Principal shall fail to execute the contract within the time specified in the Award and Execution of Contract section of this Contract Document, and to furnish the required faithful performance and labor and material bonds; otherwise, the obligation shall be void. Bid errors shall not constitute a defense to forfeiture.

If the City of Pleasanton brings suit upon this bond and judgment is recovered, Surety shall pay all costs incurred by the CITY OF PLEASANTON in bringing such suit, including reasonable attorney's fees.

IN WITNESS WHEREOF, we hereunto set our hands and seals this ___ day of _____, 20__.

_____
Principal

_____
By:

_____
Surety:

_____
By:

(Notarization of Surety's signature required)

(corporate seal)

CERTIFICATION OF BIDDER'S

EXPERIENCE AND QUALIFICATIONS

The undersigned Bidder certifies that the Bidder is, at the time of the bidding, and shall be, throughout the period of the contract, licensed by the State of California to do the type of work required under the terms of the contract documents. Bidder further certifies that the Bidder is skilled and regularly engaged in the general class and type of work called for in the contract documents.

The Bidder represents that the Bidder is competent, knowledgeable and has special skills in the nature, extent and inherent conditions of the work to be performed. Bidder further acknowledges that there are certain peculiar and inherent conditions existent in the construction of the particular facilities which may create, during the construction program, unusual or peculiar unsafe conditions hazardous to persons and property. Bidder expressly acknowledges that the Bidder is aware of such peculiar risks and has the skill and experience to foresee and to adopt protective measures to adequately and safely perform the construction work with respect to such hazards.

Bidder has been engaged in the contracting business, under the present business name, for _____ years. Experience in work of a similar nature to that called for in the contract documents extends over a period of _____ years.

BIDDER'S CONTRACT EXPERIENCE

The Bidder shall list below three projects completed in the last seven (7) years of similar size and complexity that indicate the Bidder's experience as a Contractor.

1.

Project	Amount
Owner	Contact
Telephone	Completion Date

2.

Project	Amount
Owner	Contact
Telephone	Completion Date

3.

Project	Amount
Owner	Contact
Telephone	Completion Date

Name of Bidder _____

Signed this _____ day of _____, 20_____.

BIDDER'S LABOR CLASSIFICATIONS

The Bidder shall list below the anticipated labor classifications completed by Bidder. List Subcontractor's classifications under List of Subcontractors.

☐ ASBESTOS	☐ BOILERMAKER	☐ BRICKLAYERS	☐ CARPENTERS
☐ CARPET/LINOLEUM	☐ CEMENT MASONS	☐ DRYWALL FINISHER	☐ DRYWALL/LATHERS
☐ ELECTRICIANS	☐ ELEVATOR MECHANIC	☐ GLAZIERS	☐ IRON WORKERS
☐ LABORERS	☐ MILLWRIGHTS	☐ OPERATING ENG	☐ PAINTERS
☐ PILE DRIVERS	☐ PIPE TRADES	☐ PLASTERERS	☐ ROOFERS
☐ SHEET METAL	☐ SOUND/COMM	☐ SURVEYORS	☐ TEAMSTER
☐ TILE WORKERS	☐ _____	☐ _____	☐ _____

B. BIDDER'S FINANCIAL RESPONSIBILITY

Reference is hereby made to the following banks and surety companies as to the financial responsibility and general reliability of the Bidder:

1. Name of Bank _____

   Address _____

2. Name of Bank _____

   Address _____

3. Surety Company _____

   Address _____

4. Surety Company _____

   Address _____

C. LIST OF SUBCONTRACTORS

In conformance with Section 2.1 – 1.10 of the Caltrans Standard Specifications and § 4100 of California Public Contract Code, the Bidder shall provide the following information for each Subcontractor to whom the Bidder proposes to subcontract portions of the work in an amount in excess of one-half of one percent of the total Bid Proposal OR $10,000, whichever is greater.

1. Name of Subcontractor _____

   Contractor License Number _____

   Address _____ Phone No. _____

   Individual, Partnership or Corporation _____

   Dollar Value of work to be Performed _____

   Work to be Performed _____

   Labor Classification/s _____

   DIR Registration # _____

   CSLB# _____ Email _____

2. Name of Subcontractor _____

Contractor License Number _____

Address _____ Phone No. _____

Individual, Partnership or Corporation _____

Dollar Value of work to be Performed _____

Work to be Performed _____

Labor Classification/s _____

DIR Registration # _____

CSLB# _____ Email _____

3. Name of Subcontractor _____

Contractor License Number _____

Address _____ Phone No. _____

Individual, Partnership or Corporation _____

Dollar Value of work to be Performed _____

Work to be Performed _____

Labor Classification/s _____

DIR Registration # _____

CSLB# _____ Email _____

4. Name of Subcontractor _____

Contractor License Number _____

Address _____ Phone No. _____

Individual, Partnership or Corporation _____

Dollar Value of work to be Performed _____

Work to be Performed _____

Labor Classification/s _____

DIR Registration # _____

CSLB# _____ Email _____

5. Name of Subcontractor _____

Contractor License Number _____

Address _____ Phone No. _____

Individual, Partnership or Corporation _____

Dollar Value of work to be Performed _____

Work to be Performed _____

Labor Classification/s _____

DIR Registration # _____

CSLB# _____ Email _____

6. Name of Subcontractor _____

Contractor License Number _____

Address _____ Phone No. _____

Individual, Partnership or Corporation _____

Dollar Value of work to be Performed _____

Work to be Performed _____

Labor Classification/s _____

DIR Registration # _____

CSLB# _____ Email _____

Signature of Bidder: _____

INSTRUCTIONS TO BIDDERS

General

The City of Pleasanton, hereinafter referred to as "City," will receive at the City Clerk's Office of the City of Pleasanton, Civic Center, 123 Main Street, Pleasanton, California, until the hour and day specified in the "Notice to Bidders," sealed Bid Proposals for furnishing materials, equipment and/or labor for performing the work described in these Contract Documents. All Bid Proposals shall be submitted in accordance with the provisions of the "Proposal Requirements and Conditions" set forth under Section 2 of the Standard Specifications of the State of California, except as modified herein.

Bid Proposal Form

All Bid Proposals shall be submitted on the Bid Proposal forms which are bound herein. All Bid Proposal forms shall be filled in completely in ink with all signature blocks signed by the Bidder. The completed Bid Proposal forms shall remain bound with the Contract Documents provided and shall be sealed in an envelope addressed to the City of Pleasanton, California and clearly labeled with identifying project name and number, and bid opening date.

Delivery of Bid Proposal

The Bid Proposal shall be delivered by the time and to the place set forth in the "Notice to Bidders." It is the Bidder's sole responsibility to see that his or her Bid Proposal is received in proper time. Any proposal received after the time fixed for opening of bids shall be returned to the Bidder unopened.

Opening of Bid Proposals

The Bid Proposals shall be publicly opened and read at the time and place fixed in the "Notice to Bidders."

Modifications and Alternative Proposals

Each Bidder represents that his or her Bid Proposal is based upon the materials and equipment described in the Contract Documents. Unauthorized conditions, limitations or provisions attached to a Bid Proposal will render it non-responsive and may cause its rejection. The completed Bid Proposal forms shall be without interlineations, alterations or erasures. Alternative Bid Proposals will not be considered unless written request has been submitted to the Engineer for approval at least seven (7) calendar days prior to the date for receipt of Bids. The request shall include the name of substitute material or equipment drawings, cut sheets, performance and test dates and any other data or information necessary for complete evaluation. If the Engineer approves any proposed substitution, such approval shall be set forth in an Addendum. Oral, telegraphic, or telephonic Bid Proposals or modifications will not be considered.

Contractor's Department of Industrial Relations Registration

A bid will not be accepted nor any contract entered into without proof that the bidder and its subcontractors are registered with the California Department of Industrial Relations to perform public work pursuant to Labor Code Section 1725.5, subject to limited legal exceptions.

Discrepancies in Bid Proposals

In the event there is more than one bid item on a Bid Proposal form, the Bidder shall furnish a price for all items and failure to do so will render the Bid Proposal non-responsive and may cause its rejection. In the event there are unit price bid items on a Bid Proposal form and the "amount" indicated for a unit price bid item does not equal the product of the unit price and quantity, the unit price shall govern and the amount will be corrected accordingly. In the event there is more than one bid item on the Bid Proposal form and the total indicated on the Bid Proposal form does not agree with the sum of the amounts bid on the individual items, the price bid on the individual items shall govern and the total on the proposal will be corrected accordingly.

Bid Security

Each Bid Proposal shall be accompanied by cash, a cashier's check or a certified check, amounting to ten percent (10%) of the Bid, payable to the order of the City of Pleasanton or by a bond for that amount and so payable in the form contained in this bid package. The amount so posted shall be forfeited to the City if the successful bidder does not, within ten (10) working days not including Saturday, Sunday and legal holidays after date of postage of mailed written notice that the contract has been awarded, enter into a contract with the City for the work.

After the contract is duly entered into by the successful bidder, the amount of the deposit will be returned to the Bidder. All certified checks, cashier's checks, and cash deposits of the unsuccessful bidders will be returned to the bidders within two (2) weeks after the contract is entered into by the successful bidder.

Miscellaneous

For requirements on Bidder's examination of site, withdrawal of proposals, and disqualification of bidders, refer to Section 2 of the Standard Specifications of the State of California.

AWARD AND EXECUTION OF CONTRACT

General

Award and execution of Contract shall be in accordance with "Award and Execution of Contract" set forth under Section 3 of the Standard Specifications of the State of California except as modified herein.

Award of Contract

The City reserves the right to reject for any reason any or all Bid Proposals.

No Bidder shall modify, withdraw or cancel a Bid Proposal or any part thereof for ninety (90) calendar days after the time designated for the opening of Bids in the "Notice to Bidders." Within this time period of ninety (90) days and if the City so chooses, the Contract shall be awarded to the lowest responsible Bidder.

In accordance with the provisions of California Business & Professions Code Section 7028.5, the City has determined that at the time that a bid is submitted, the bidder shall possess a valid **Class A General Engineering Contractor** license. Failure to possess the specified license shall render the bid as non-responsive and shall act to bar award of the Contract to any Bidder not possessing said license at the time of bid.

Execution of Contract

Within ten (10) working days, not including Saturday, Sundays and legal holidays, after date of postage of mailed notice of award to the lowest responsible Bidder, the following documents shall be submitted to the City.

- Executed contract
- Contract bonds as required by the forms contained herein including:
    - ◊ Faithful Performance Bond for 100% of contract price
    - ◊ Labor and Material Bond for 100% of contract price
    - ◊ Maintenance Bond for 10% of contract price
- Certificates of insurance
- Evidence of a current business license to conduct business in the City of Pleasanton

Failure to submit the above shall be just cause for forfeiture of the Bid Proposal security.

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CONTRACT

HOPYARD ROAD AND OWENS DRIVE INTERSECTION IMPROVEMENTS
PROJECT NO. 15525

THIS CONTRACT is made and entered into this _____ day of _____, 20__ by and between _____, ("Contractor"), whose address is _____, and telephone number is _____ and the CITY OF PLEASANTON, a municipal corporation ("City").

W I T N E S S E T H:

WHEREAS, the City has awarded to the Contractor a contract for **HOPYARD ROAD AND OWENS DRIVE INTERSECTION IMPROVEMENTS, PROJECT NO. 15525,**

NOW, THEREFORE, in consideration of the mutual promises set forth herein, the parties agree as follows:

1. Work to be Performed

The City of Pleasanton proposes to construct a southbound right-turn lane along Hopyard Road at the Owens Drive intersection. On the south side of the Hopyard Road/Owens Drive intersection, modifications include adding a second northbound left-turn lane and eliminating the northbound free right-turn lane. This project also includes adding a southbound bike lane to close the existing bike lane gap from the I-580 eastbound off-ramp intersection to 180 feet south of Owens Drive. The proposed improvements within State right of way require an encroachment permit from Caltrans.

This work will consist of, but is not limited to, traffic control, temporary striping, excavation of existing roadway and concrete sidewalks, driveways, and medians, landscaping and irrigation modification, tree removal, drainage systems, installation of concrete sidewalks, curbs, driveways and sound wall, cold planning, HMA overlay, slurry seal, sealcoat, pavement delineation, modifying lighting system and installation of traffic signal system.

Said work is more particularly shown in the following documents which are on file with the Public Works Department, Engineering Division of the City and are incorporated herein by this reference:

A. Approved Plans and Specifications entitled the **HOPYARD ROAD AND OWENS DRIVE INTERSECTION IMPROVEMENTS, PROJECT NO. 15525,** and addenda thereto, if any.

B. Contract Change Orders approved by the City Engineer, done in accordance with the Standard Specifications.

C. The elements of the proposal submitted to the City by the Contractor, which the City has accepted.

2. Compensation. The City shall pay the Contractor for work actually performed at the unit prices set out in the Contractor's proposal to the City as set forth in Exhibit A of this agreement and incorporated herein. The quantities of work stated therein are estimates only; actual quantities will be measured for payment in accordance with the specifications.

3. Method of Payment.

A. Progress Payments. As of the twentieth day of each month, the Contractor may submit for review a request for progress payment, listing the amount and value of work actually performed during the preceding month, or part thereof. Upon the City Engineer's review and approval, including adjustments if any, City shall make a progress payment to the Contractor.

B. 5% Retention. Five percent (5%) of the amount due shall be retained by the City as retention. The City shall retain five percent (5%) of the contract amount for thirty-five (35) days after the Notice of Completion for the work is recorded. The Contractor may elect to receive 100 percent of payments due under the contract documents from time to time, without retention from any portion of the payment by the City, by depositing securities of equivalent value with the City in accordance with the provisions of Section 22300 of the California Public Contract Code. Such securities, if deposited by the Contractor, shall be valued by the City, whose decision on valuation of the securities shall be final. Securities eligible for investment under this provision shall be limited to those listed in Section 16430 of the California Government Code.

C. Time of Payment. Requests submitted promptly as of the 20th day of each month will be paid by the 10th day of the following month.

4. Incorporation of Contract Documents. This Contract expressly incorporates all terms and conditions contained in the Contract Documents. In the event there is any conflict between this Contract and the Contract Documents, this Contract shall control.

5. Indemnification. Contractor shall indemnify, save and hold harmless from and defend the City, members of the City Council and their agents, servants and employees, against any and all claims, costs, demands, causes of action, suits, losses, expense or other detriment or liability arising from or out of acts or omissions of Contractor, its agents, sub-contractors, officials or employees, in connection with the execution of the work covered by this Contract or any amendments thereto.

6. Certification re: Workers' Compensation. In accordance with Section 1861 of the California Labor Code, each contractor to whom a public works contract is awarded shall sign and file with the awarding body the following certification prior to performing the work of the contract: "I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

7. Department of Industrial Relations: Pursuant to Labor Code section 1771.1, the Bidder and its Subcontractors must be registered and qualified to perform public work pursuant to section 1725.5 of the Labor Code, subject to limited legal exceptions.

8. Independent Contractor. The Contractor is an independent contractor retained by the City to perform the work described herein. All personnel employed by the Contractor, including subcontractors, and personnel of said subcontractors, are not and shall not be employees of the City.

9. Warranty Against Defects. The Contractor hereby warrants all work done under this contract against all defects in materials and workmanship for a period of 12 months following City's acceptance of said work. If any defects occur within said 12 months, the Contractor shall be solely responsible for the correction of those defects.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the date and year first above written.

CONTRACTOR:

By: _____
Its Authorized Agent

By: _____
Its Authorized Agent
(Second signature required if a corporation)

CITY OF PLEASANTON:

By: _____
Gerry Beaudin, City Manager

ATTEST:

_____
Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

_____
Daniel G. Sodergren, City Attorney

Bond No. _____

CONTRACTOR'S BOND FOR FAITHFUL PERFORMANCE

KNOW ALL PERSONS BY THESE PRESENTS:

Whereas, The City Council of the City of Pleasanton, State of California, and _____ ("Principal") have entered into an agreement whereby Principal agrees to install and complete certain designated public improvements, which said agreement, dated _____, 20__, and identified as **HOPYARD ROAD AND OWENS DRIVE INTERSECTION IMPROVEMENTS, PROJECT NO. 15525,** is hereby referred to and made a part hereof; and

Whereas, Said Principal is required under the terms of said agreement to furnish a bond for the faithful performance of said agreement.

Now, therefore, we, Principal and _____ ("Surety"), are held and firmly bound unto the City of Pleasanton, in the penal sum of _____ dollars ($_____) lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above bounded Principal, Principal's heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and provisions in the said agreement and any alteration thereof made as therein provided, on Principal's part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless City of Pleasanton, its officers, agents and employees, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by City of Pleasanton in successfully enforcing such obligation, all to be taxed as costs and included in any judgment rendered.

Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the agreement or to the work to be performed thereunder or the specifications accompanying the same shall in anywise affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the agreement or to the work or to the specifications.

In witness whereof, this instrument has been duly executed by the Principal(s) and Surety above named, on _____, 20____..

Contractor	Surety
By: _____	By:_____
By: _____	By:_____
Date Signed: _____	_____ Surety Address _____ _____ Surety's Phone No.

(attach acknowledgments)

LABOR AND MATERIAL BOND

Whereas, the City Council of the City of Pleasanton, State of California, and _____ ("Principal") have entered into an agreement whereby Principal agrees to install and complete certain designated public improvements, which agreement, dated _____, 20__, and identified as **HOPYARD ROAD AND OWENS DRIVE INTERSECTION IMPROVEMENTS, PROJECT NO. 15525,** is hereby referred to and made a part hereof; and

Whereas, Under the terms of the agreement, Principal is required before entering upon the performance of the work, to file a good and sufficient payment bond with the City of Pleasanton to secure the claims to which reference is made in Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code.

Now, therefore, Principal and the undersigned as corporate surety, are held firmly bound unto the City of Pleasanton and all contractors, subcontractors, laborers, material suppliers, and other persons employed in the performance of the agreement and referred to in Title 3 (commencing with Section9000) of Part 6 of Division 4 of the Civil Code in the sum of _____ dollars ($_____), for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to this work or labor, that the surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by City of Pleasanton in successfully enforcing this obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persons, companies, and corporations entitled to file claims under Title3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The surety hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration, or addition.

In witness whereof, this instrument has been duly executed by Principal and surety above named, on _____, 20____.

Principal	Surety
By: _____	By: _____

(Signature of Principal and Surety must be notarized)

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Bond No. _____

CONTRACTOR'S BOND FOR ONE YEAR MAINTENANCE

HOPYARD ROAD AND OWENS DRIVE INTERSECTION IMPROVEMENTS PROJECT NO. 15525

KNOW ALL PERSONS BY THESE PRESENTS:

WHEREAS, the City of Pleasanton has awarded and _____ ("Contractor") is about to execute a Contract for the above-referenced Project ("Contract") and the terms thereof, which are incorporated herein by reference, require the furnishing of a bond with said Contract providing for maintenance for a period of one (1) year from the date of acceptance by the City Council of said contract by the Contractor.

NOW, THEREFORE, WE, Contractor and _____ ("Surety"), are held firmly bound unto the City of Pleasanton, as Agency in the penal sum of:
_____ DOLLARS, ($_____), lawful money of the United States of America, said sum being ten percent (10%) of the estimated amount payable by Agency under the terms of the contract, for payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION is such that if the above bounden _____, Principal(s), within a period of one (1) year after the completion and acceptance of the project fulfills the provisions of the Contract and complies with any necessary repairs or replacement of faulty materials to the **HOPYARD ROAD AND OWENS DRIVE INTERSECTION IMPROVEMENTS, PROJECT NO. 15525,** and related facilities, then the above obligation shall be void; otherwise to remain in full force and effect.

No cancellation or termination of this bond by Surety shall be effective unless thirty (30) days prior written notice thereof has been delivered to the City Engineer, provided that no cancellation or termination shall affect any liability incurred or accrued hereunder prior to the expiration of said thirty (30) day period or any work performed under any Contract issued by the City.

This bond is executed in accordance with the rules, regulations, standards, specifications and policies of the City of Pleasanton.

Bond No. _____

IN WITNESS WHEREOF, the Principal(s) and Surety have caused these presents to be executed, and corporate names and seals to be hereunto attached by proper officers hereunto duly authorized, the day and year first herein-above written.

Contractor

By:

By:

_____
Date Signed

Surety

By: _____

By: _____

Surety Address:

_____

_____

Surety Phone No. (___) _____

(attach acknowledgments)

GENERAL PROVISIONS

Unless otherwise stated in these Contract Documents or deemed inapplicable by the Engineer, the General Provisions of the State of California Standard Specifications are hereby incorporated with the following General Provisions.

SECTION 1. DEFINITIONS AND TERMS

As used in these Contract Documents unless the context otherwise requires, the following terms have the meanings indicated:

Addenda: Are written or graphic instruments, clarifications or corrections, issued prior to the execution of the contract, which modify or interpret the Contract Documents.

Bidder: Any individual, partnership or corporation submitting a Bid Proposal for the work described in the Contract Documents.

Bidding Documents: Includes the Notice to Bidders, the Bid Proposal, Bid Bond, Contractor's Information Forms including the Contractor's past experience, financial responsibility and Subcontractors, and Instructions to Bidders.

City: The City of Pleasanton.

City Standard Specifications and Standard Details: Means the November 2016 edition of the City's Standard Specifications and Standard Details.

Contractor: Any individual, partnership or corporation that has entered into a Contract with the City to perform the work described in the Contract Documents.

Contract Documents: Includes the Bidding Documents, the Award and Execution of Contract Requirements, the Contract, the Labor and Material Bond, the Performance Bond, the Maintenance Bond, the City General Provisions, the Special Provisions, Project Plans, the City of Pleasanton Standard Specifications, and Standard Details, the State Standard Specifications and Plans, all Addenda issued by the City and all Change Orders executed by the City.

Engineer: The City Engineer of the City of Pleasanton, acting either directly or through properly authorized agents, such agents acting within the scope of the particular duties entrusted to them.

General Provisions: Those Specifications that apply to all projects unless specifically modified by Special Provisions.

Project Plans: Drawings specifically prepared for a particular project.

Special Provisions: Specifications specifically prepared for a particular project.

State Standard Specifications and Standard Plans: Means the May 2018 edition of the Standard Specifications and Standard Plans of the State of California, Department of Transportation. Any reference therein to the State of California or a State agency, office or officer shall be interpreted to refer to the City or its corresponding agency, office or officer acting under this contract.

Subcontractor: Any individual, partnership or corporation that has contracted with the Contractor to provide labor, equipment and/or materials described in the Contract Documents which is an amount in excess of one-half of one (1) percent of the Contractor's total Bid.

Work: Material, equipment and labor to be provided to City by the Contractor as defined by the Contract Documents.

SECTION 2. SCOPE OF WORK

The Work presented in these Contract Documents shall be done in accordance with: 1) the Special Provisions and Project Plans, 2) the City Standard Specifications and Standard Details and 3) the State Standard Specifications and Standard Plans. In case of conflicting portions, the above order of precedence shall prevail. In case of conflict between the specifications and drawings, the specifications shall prevail.

SECTION 3. CONTROL OF WORK AND MATERIALS

3-01. Protection of Workers in Trench Excavations: As required by Section 6705 of the California Labor Code and in addition thereto, whenever work under the Contract involves the excavation of any trench or trenches 5 feet or more in depth, the Contractor shall submit for acceptance by the City or by a registered civil or structural engineer, employed by the City, to whom authority to accept has been delegated, in advance of excavation, a detailed plan showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection from the hazard of caving ground during the excavation, of such trench or trenches. If such plan varies from the shoring system standards established by the Construction Safety Orders of the Division of Industrial Safety, the plan shall be prepared by a registered civil or structural engineer employed by the Contractor, and all costs therefore shall be included in the price named in the Contract for completion of the Work as set forth in the Contract Documents. Nothing in this Section shall be construed to impose tort liability on the City, the Engineer, nor any of their officers, agents, representatives, or employees.

3-02. Substitution of Materials; Assignment of Certain Rights: In accordance with the provisions of Section 3400 of the California Public Contract Code, a Contractor shall be provided a period of not less than 35 days after award of the contract for submission of data substantiating a request for a substitution of "an equal" item.

In accordance with Section 4552 of the Government Code, the Bidder shall conform to the following requirements: In submitting a bid to a public purchasing body, the Bidder offers and agrees that if the bid is accepted, it will assign to the purchasing body all rights, title and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act [Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code], arising from purchase of goods, materials, or services by the bidder for sale to the purchasing body pursuant to the bid. Such assignment shall be made and become effective at the time the purchasing body tenders final payment to the Bidder.

SECTION 4. LEGAL RELATIONS AND RESPONSIBILITY

4-01. Travel and Subsistence Payments:

(a) As required by Section 1773.1 of the California Labor Code the Contractor shall pay travel and subsistence payments to each worker needed to execute the Work, as such travel and subsistence payments are defined in the applicable collective bargaining agreements filed in accordance with this Section.

(b) To establish such travel and subsistence payments, the representative of any craft, classification, or type of worker needed to execute the contracts shall file with the Department of Industrial Relations fully executed copies of collective bargaining agreements for the particular craft, classification or type of work involved. Such agreements shall be filed within 10 days after their execution and thereafter shall establish such travel and subsistence payments whenever filed 30 days prior to the call for bids.

4-02. State Wage Determination:

(a) As required by Sections 1770 et seq., of the California Labor Code, the Contractor shall pay not less than the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations. Copies of such prevailing rate of per diem wages are on file at the City's Engineering Counter, which copies shall be made available to any interested party on request. The Contractor shall post a copy of such determination at each job site.

(b) As provided in Section 1775 of the California Labor Code, the Contractor shall, as a penalty to the City, forfeit $50.00 for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the City Engineer for such work or craft in which such worker is employed for any public work done under the contract by it or by any subcontractor under it.

4-03. Payroll Records; Retention; Inspection; Compliance Penalties; Rules and Regulations

(a) As required under the provisions of Section 1776 of the California Labor Code, each Contractor and subcontractor shall keep an accurate payroll record, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by him or her in connection with the public work.

(b) The payroll records enumerated in Paragraph 4-03(a), herein, shall be certified and shall be available for inspection at all reasonable hours at the principal office of the Contractor on the following basis:

1. A certified copy of an employee's payroll record shall be made available for inspection or furnished to the employee or his or her authorized representative on request.

2. A certified copy of all payroll records enumerated in Paragraph 4-03(a), herein, shall be made available for inspection or furnished upon request to a representative of the body awarding the contract, the Division of Labor Standards Enforcement, and the Division of Apprenticeship Standards of the Department of Industrial Relations.

3. A certified copy of all payroll records enumerated in Paragraph 4-03(a), herein, shall be made available upon request by the public for inspection or copies thereof made; provided, however, that a request by the public shall be made through either the body awarding the contract, the Division of Apprenticeship Standards, or the Division of labor Standards Enforcement. If the requested payroll records have not been provided pursuant to subparagraph 4-03(b2), herein, the requesting party shall pay the costs of preparation by the Contractor, subcontractors, and the entity through which the request was made. The public shall not be given access to the records at the principal offices of the Contractor.

(c) Each Contractor shall file a certified copy of the records, enumerated in Paragraph 4-03(a) with the entity that requested the records within 10 days after receipt of a written request.

(d) Any copy of records made available for inspection and copies furnished upon request to the public or any public agency by the awarding body, the Division of Apprenticeship Standards, or the Division of Labor Standards Enforcement, shall be marked or obliterated in such a manner as to prevent disclosure of an individual's name, address, and social security number. The name and address of

the Contractor awarded the contract or performing the contract shall not be marked or obliterated.

(e) The Contractor shall inform the body awarding the contract of the location of the records enumerated under Paragraph 4-03(a) including the street address, city and county, and shall, within five (5) working days, provide a notice of change of location and address.

(f) In the event of noncompliance with the requirements of this Article, the Contractor shall have ten (10) days in which to comply subsequent to receipt of written notice specifying in what respects the Contractor must comply with this Article. Should noncompliance still be evident after the 10-day period, the Contractor shall, as a penalty to the state or political subdivision on whose behalf the Contract is made or awarded, forfeit $25.00 dollars for each calendar day, or portion thereof, for each worker, until strict compliance is effectuated. Upon the request of the Division of Apprenticeship Standards or the Division of Labor Standards Enforcement, these penalties shall be withheld from progress payments then due. Responsibility for compliance with these Paragraphs 4-03(a) through 4-03(f) lies with the Contractor.

(g) In conformance with State Bill 854 all contractors and subcontractors must furnish electronic certified payroll records directly to the Labor Commissioner (aka Division of Labor Standards Enforcement) as of projects awarded on or after April 1, 2015 unless exempted by federal or state law.

4-04. Apprentices: Attention is directed to Sections 1777.5 and 1777.6 and 1777.7 of the California Labor Code and Title 8, California Administrative Code Section 200 et seq. To insure compliance and complete understanding of the law regarding apprentices, and specifically the required ratio thereunder, the Contractor (and subcontractors) should, where some question exists, contact the Division of Apprenticeship Standards prior to commencement of the work. Responsibility for compliance with this Section 4.04 lies with the Contractor. The City policy is to encourage the employment and training of apprentices on its construction contracts as may be permitted under local apprenticeship standards.

4-05. Working Hours. The Contractor shall comply with all applicable provisions of Section 1810 to 1815, inclusive, of the California Labor Code relating to working hours. The Contractor shall, as a penalty of the City, forfeit $25.00 for each worker employed in the execution of the contract by the Contractor or by any Subcontractor for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and 40 hours in any one calendar week, unless such worker receives compensation for all hours worked in excess of eight (8) hours at not less than 1-1/2 times the basic rate of pay.

4-06. Workers' Compensation:

(a) In accordance with the provisions of Section 1860 of the California Labor Code, the Contractor's attention is directed to the requirement that in accordance with the provisions of Section 3700 of the California Labor Code, every contractor will be required to secure the payment of compensation of his or her employees.

(b) In accordance with the provisions of Section 1861 of the California Labor Code, each Contractor to whom a public works contract is awarded shall sign and file with the awarding body the following certification prior to performing the work of the contract: "I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

4-07. Prime Contractor Job Site Postings. Pursuant to Labor Code Section 1771.4, Contractor is required to post all job site notices prescribed by law or regulation. The contractor shall comply with all applicable provisions of section 16451 (d) of California Labor Code relating to the posting of job site notices prescribed by regulation.

4-08. Insurance Requirements for Contractors: BIDDER'S ATTENTION IS DIRECTED TO THE INSURANCE REQUIREMENTS BELOW. IT IS HIGHLY RECOMMENDED THAT BIDDERS CONFER WITH THEIR RESPECTIVE INSURANCE CARRIERS OR BROKERS TO DETERMINE IN ADVANCE OF BID SUBMISSION THE AVAILABILITY OF INSURANCE CERTIFICATES AND ENDORSEMENTS AS PRESCRIBED AND PROVIDED HEREIN. IF AN APPARENT LOW BIDDER FAILS TO COMPLY STRICTLY WITH THE INSURANCE REQUIREMENTS, THAT BIDDER MAY BE DISQUALIFIED FROM AWARD OF THE CONTRACT.

Contractor shall procure and maintain for the duration of this contract, including one year maintenance period, contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, the Contractor's agents, representatives, employees or subcontractors. The cost of such insurance shall be included in the Contractor's bid.

(a) Minimum Scope of Insurance

Coverage shall be at least as broad as:

1. Insurance Services Office form number CG 00 01 (ED. 1/96) covering Commercial General Liability and name the City as additional insured.

2. Insurance Services Office form number CA 00 01 (Ed. 12/93) covering Automobile Liability, Code 1 "any auto."

3. Workers' Compensation insurance as required by the Labor Code of the State of California and Employers Liability insurance, and an endorsement for waiver of subrogation.

(b) Minimum Limits of Insurance

Contractor shall maintain limits no less than:

1. General Liability: $2,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

2. Automobile Liability: $2,000,000 per accident for bodily injury and property damage.

3. Workers' Compensation and Employers Liability: Workers' compensation limits as required by the Labor Code of the State of California and Employers Liability limits of $2,000,000 per accident.

(c) Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

(d) Other Insurance Provisions

The policies are to contain, or be endorsed to contain, the following provisions:

1. General Liability and Automobile Liability Coverages

   a. The City, its officers, officials, employees and volunteers are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, occupied or used by the Contractor; or automobiles owned, leased, hired or borrowed by the Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

   b. The Contractor's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its

officers, officials, employees or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

c. The specific coverage obligations set forth in this Section 4-07 are minimums only, and the Contractor shall have the obligation to provide the minimum coverages stated in these Specifications or such greater or broader coverage, if available in the Contractor's policies.

d. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

e. The Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

2. Workers' Compensation and Employers Liability Coverage

The insurer shall agree to waive all rights of subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by the Contractor for the Agency.

3. All Coverages

Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

(e) Acceptability of Insurers

Insurance is to be placed with insurers with a Best's rating of no less than A:VII.

(f) Verification of Coverage

The Contractor shall furnish the City with certificates of insurance and with original endorsements effecting coverage required by this clause. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements may be on forms provided by the City. Where by statute, the City's workers' compensation-related forms cannot be used, equivalent forms approved by the Insurance Commissioner are to be substituted. All certificates and endorsements are to be received and approved by the City before work commences. The City reserves the right to require insurance policies, at any time.

(g) Subcontractors

The Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for **each subcontractor. All coverages for subcontractors shall be subject** to all of the requirements stated herein.

4-09. Department of Industrial Relations: **This Contract** will be subject to compliance monitoring and enforcement by the California Department of Industrial Relations, pursuant to Labor Code section 1771.4 Attention is directed to Section 1725.5 of the California Labor Code. To insure compliance and complete understanding of the law regarding contractor registration the Contractor (and subcontractors) should, where some question exists, contact the Department of Industrial Relations prior to submission of bid. Responsibility for compliance with this Section lies with the Contractor and Sub contractors.

SECTION 5. PROSECUTION AND PROGRESS

5-01. Removal, Relocation, or Protection of Existing Utilities: In accordance with the provisions of Section 4215 of the California Government Code, the Contractor shall not be assessed liquidated damages for delay in completion of the project, when such delay was caused by the failure of the City or owner of the utility to provide for the removal or relocation of such utility facilities.

5-02. Preconstruction Conference: Following award of contract, submittal of executed contract, and approval of certificates of insurance and bonds, but before start of work, a preconstruction conference shall be held at a mutually agreed time and place. The conference shall be arranged by the City and attended by City representatives including the inspector, and the Contractor, Contractor's superintendent and major subcontractors. Contractor shall present at the conference the progress and submittal schedules, and progress payment format, and provide emergency phone numbers.

The purpose of the conference is to designate responsible personnel and establish a working relationship. Matters requiring coordination will be discussed and procedures for handling such matters established.

5-03. Beginning of Work: The Contractor shall be prepared to begin work within fifteen (15) calendar days after "Notice to Proceed".

SECTION 6. MEASUREMENT AND PAYMENT

6-01. Payments: Attention is directed to Section 9-1.16, "Partial Payments," and 9-1.17, "Payment After Acceptance," of the State Standard Specifications and these City General Provisions.

As of the 20th day of each month, requests for progress payment listing amount and value of work performed during that month may be submitted for review. Upon review and approval or adjustment by the Engineer, progress payment will be made, retaining five percent (5%) of the amount due. Requests submitted promptly as of the twentieth of the month will be paid normally by the tenth of the following month.

The Bidder's attention is directed to the provisions of Section 9 of the Standard Specifications and the following modification, all of which are applicable to this Contract:

Upon receipt of written notice that the work is ready for final inspection and acceptance, the Engineer shall, within five (5) days, make such inspection, and when the Engineer finds the work acceptable under the Contract and the Contract fully performed, the Engineer will recommend to the City Council (at the next following Council meeting) that the Contract be accepted and a "Notice of Completion" be prepared and recorded. The entire balance found to be due the Contractor, including the retained percentage, shall be paid to the Contractor by the City within fifteen (15) days after the expiration of thirty (30) days following the date of recordation of the Notice of Completion.

The Contractor shall supply with each progress payment request (with the exception of the first progress payment submittal) an email, fax or letter from each subcontractor stating: (a) the date that he/she has received his/her portion of the preceding payment; and (b) if the payment received was the total amount then due. Should the payment not include the total amount invoiced due to a dispute, the subcontractor shall include the details of such dispute in his/her letter with enough information for the City to verify that the provisions of Section 7108.5 of the CA Business and Professions Code have been met.

Before the final payment is due, the Contractor shall submit evidence satisfactory to the Engineer that all payrolls, material bills, and other indebtedness connected with the work have been paid, except that in case of disputed indebtedness or liens, the Contractor may submit in lieu of evidence of payment, a surety bond satisfactory to the City guaranteeing payment of all such disputed amounts when adjudicated in cases where such payment has not already been guaranteed by surety bond.

6-02. Substitution of Securities in Lieu of Retention: Pursuant to Section 22300 of the Public Contract Code, the Contractor may substitute securities for any money held by the City to insure performance of the contract. At the request and expense of the Contractor, securities equivalent to the amount withheld shall be deposited with the City or federally-chartered banks as an escrow agent, who shall return such securities to the Contractor upon satisfactory completion of the contract. Deposit of securities with an escrow agent shall be subject to written agreement in accordance with the provisions of Section 22300. The City shall not certify that the contract has been completed until at least 35 days after filing by the City of a Notice of Completion. Securities shall be limited to those listed in Section 16430 of the California Government Code, bank or savings and loan certificates of deposit, interest bearing demand deposit accounts, standby letters of credit, or any other security mutually agreed upon by the Contractor and the City.

SECTION 7. DISPUTE RESOLUTION

7-01. Claims. This Section applies to and provides the exclusive procedures for any Claim arising from or related to the Contract or performance of the Work.

(A) *Definition.* "Claim" means a separate demand by Contractor, submitted in writing by registered or certified mail with return receipt requested, for change in the Contract Time, including a time extension or relief from liquidated damages, or a change in the Contract Price, that has previously been submitted to City as a Change Order in accordance with the requirements of the Contract Documents, and which has been rejected or disputed by City, in whole or in part.

(B) *Limitations.* A Claim may only include the portion of a previously rejected demand that remains in dispute between Contractor and City. With the exception of any dispute regarding the amount of money actually paid to Contractor as Final Payment, Contractor is not entitled to submit a Claim demanding a change in the Contract Time or the Contract Price, which has not previously been submitted to City in full compliance with this Section, and subsequently rejected in whole or in part by City.

(C) *Scope of Section.* This Section is intended to provide the exclusive procedures for submission and resolution of Claims of any amount, and applies in addition to the provisions of Public Contract Code Section 9204 and Sections 20104 et seq., which are incorporated by reference herein.

(D) *No Work Delay.* Notwithstanding the submission of a Claim or any other dispute between the parties related to the Project or the Contract Documents, Contractor must perform the Work and may not delay or cease Work pending resolution of the Claim or other dispute, but must continue to diligently prosecute the performance and timely completion of the Work, including the Work pertaining to the Claim or other dispute.

7-02. Claims Submission. The following requirements apply to any Claim subject to this Section:

(A) *Substantiation.* The Claim must be submitted to City in writing, clearly identified as a "Claim" submitted pursuant to this Section 7, and must include all of the documents necessary to substantiate the Claim including the Change Order request that was rejected in whole or in part, and a copy of City's written rejection that is in dispute. The Claim must clearly identify and describe the dispute, including relevant references to applicable portions of the Contract Documents, and a chronology of relevant events. Any Claim for additional payment must include a complete, itemized breakdown of all labor, materials, taxes, insurance, and subcontract, or other costs. Substantiating documentation such as payroll records, receipts, invoices, or the like, must be submitted in support of each claimed cost. Any Claim for an extension of time or delay costs must be substantiated with schedule analysis and narrative depicting and explaining claimed time impacts.

(B) *Claim Format.* A Claim must be submitted in the following format:

(1) General introduction, specifically identifying the submission as a "Claim" submitted under this Section 7.

(2) Relevant background information, including identification of the specific demand at issue, and the date of City's rejection of that demand.

(3) Detailed explanation of the issue(s) in dispute. For multiple issues, separately number and identify each issue and include the following for each separate issue:

(a) The background of the issue, including references to relevant provisions of the Contract Documents;

(b) A succinct statement of the matter in dispute, including Contractor's position and the basis for that position;

(c) A chronology of relevant events;

(d) The identification and attachment of all supporting documents (see subsection (A), above, on Substantiation); and

(e) Use of a separate page for each issue.

(4) Summary of issues and damages.

(5) The following certification, executed by the Contractor's authorized representative:

"The undersigned Contractor certifies under penalty of perjury that its statements and representations in this Claim are true and correct. Contractor warrants that this Claim is comprehensive and complete as to the matters in dispute, and agrees that any costs, expenses, or delay claim not included herein are deemed waived. Contractor understands that submission of a Claim which has no basis in fact or which Contractor knows to be false may violate the False Claims Act (Government Code Section 12650 et seq.)."

(C) *Submission Deadlines.*

(1) A Claim must be submitted within 15 days of the date that City notified the Contractor in writing that a request for a change in the Contract Time or Contract Price has been rejected in whole or in part.

(2) With the exception of any dispute regarding the amount of Final Payment, any Claim must be filed on or before the date of Final Payment, or will be deemed waived.

(3) A Claim disputing the amount of Final Payment must be submitted within 15 days of the effective date of Final Payment.

(4) Strict compliance with these Claim submission deadlines is necessary to ensure that any dispute may be mitigated as soon as possible, and to facilitate cost-efficient administration of the Project. *Any Claim that is not submitted within the specified deadlines will be deemed waived by the Contractor.*

7-03. City's Response. City will respond within 45 days of receipt of the Claim with a written statement identifying which portion(s) of the Claim are disputed, unless the 45-day period is extended by mutual agreement of City and the Contractor or as otherwise allowed under Public Contract Code section 9204. However, if City determines that the Claim is not adequately documented, City may first request in writing, within 30 days of receipt of the Claim, any additional documentation supporting the Claim or relating to defenses to the Claim that City may have against the Claim. If the Contractor fails to submit the additional documentation to City within 15 days of receipt of City's request, the Claim will be deemed waived.

(A) *Additional Information.* If additional information is thereafter required, it may be requested and provided upon mutual agreement of City and Contractor.

(B) *Non-Waiver.* Any failure by City to respond within the times specified above may not be construed as acceptance of the Claim in whole or in part, or as a waiver of any provision of these Contract Documents.

7-04. Meet and Confer. If the Contractor disputes City's written response, or City fails to respond within 45 days of receipt of the Claim with, the Contractor may notify City of the dispute in writing of the sent by registered or certified mail, return receipt requested, and demand an informal conference to meet and confer for settlement of the issues in dispute. If the Contractor fails to dispute City's response in writing within the specified time, the Contractor's Claim will be deemed waived.

(A) *Schedule Meet and Confer.* Upon receipt of the demand to meet and confer, City will schedule the meet and confer conference to be held within 30 days, or later if needed to ensure the mutual availability of each of the individuals that each party requires to represent its interests at the meet and confer conference.

(B) *Location for Meet and Confer.* The meet and confer conference will be scheduled at a location at or near City's principal office.

(C) *Written Statement After Meet and Confer.* Within ten working days after the meet and confer has concluded, City will issue a written statement identifying which portion(s) of the Claim remain in dispute, if any.

(D) *Submission to Mediation.* If the Claim or any portion remains in dispute following the meet and confer conference, within ten working days after the City issues the written statement identifying any portion(s) of the Claim remaining in

dispute, the disputed portion(s) will be submitted for mediation, as set forth below.

7-05. Mediation and Government Code Claims.

(A) *Mediation.* Within ten working days after the City issues the written statement identifying any portion(s) of the Claim remaining in dispute following the meet and confer, City and Contractor will mutually agree to a mediator, as provided under Public Contract Code section 9204. Mediation will be scheduled to ensure the mutual availability of the selected mediator and all of the individuals that each party requires to represent its interests. The parties will share the costs of mediation equally, except costs incurred by each party for its representation by legal counsel or any other consultants.

(B) *Government Code Claims*.

(1) Timely presentment of a Government Code Claim is a condition precedent to filing any legal action based on or arising from the Contract.

(2) The time for filing a Government Code Claim will be tolled from the time the Contractor submits its written Claim until the time that Claim is denied in whole or in part at the conclusion of the meet and confer process, including any period of time used by the meet and confer process. However, if the Claim is submitted to mediation, the time for filing a Government Code Claim will be tolled until conclusion of the mediation, including any continuations, if the Claim is not fully resolved by mutual agreement of the parties during the mediation or any continuation of the mediation.

7-06. Tort Claims. This Section does not apply to tort claims and nothing in this Section is intended nor will be construed to change the time periods for filing tort-based Government Code Claims.

7-07. Arbitration. It is expressly agreed, under California Code of Civil Procedure Section 1296, that in any arbitration to resolve a dispute relating to this Contract, the arbitrator's award must be supported by law and substantial evidence.

7-08. Damages. The Contractor bears the burden of proving entitlement to and the amount of any claimed damages. The Contractor is not entitled to damages calculated on a total cost basis, but must prove actual damages. The Contractor is not entitled to recovery of any alleged home office overhead. The Eichleay Formula or similar formula may not be used for any recovery under the Contract. The Contractor is not entitled to consequential damages, including home office overhead or any form of overhead not directly incurred at the Worksite; lost profits; loss of productivity; lost opportunity to work on other projects; diminished bonding capacity; increased cost of financing for the Project; extended capital costs; non-availability of labor, material or equipment due to delays; or any other indirect loss arising from the Contract.

7-09. Multiple Claims. In the interest of efficiency, City, acting in its sole discretion, may elect to process multiple Claims concurrently, in which case the applicable procedures above will be based on the total amount of such Claims rather than the amount of each individual Claim. Any such election will not operate to change or waive any other requirements of this Section.

7-10. Other Disputes. The procedures in this Section 7 will apply to any and all disputes or legal actions, in addition to Claims, arising from or related to this Contract, unless and only to the extent that compliance with a procedural requirement is expressly and specifically waived by City.

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ATTENTION BIDDERS:

Your bid shall represent the cost of performing all Work described in the Contract Documents including:

Special Provisions and Project Plans,
City Standard Specifications and Details,
State Standard Specifications and Plans, and
all Addenda and Change Orders.

CITY STANDARD SPECIFICATIONS AND DETAILS **(Approved November 2016)** is a separate document that is available at the City of Pleasanton Engineering Division, Civic Center 200 Old Bernal Avenue (physical location) or P.O. Box 520 (mailing address) for a non-refundable cost of $20.

Call (925) 931-5650 to request a copy of the *City Standard Specifications and Details.*

The City Standard Specifications and Details can be viewed online at the City's Web Page, http://www.cityofpleasantonca.gov/ (Select: Government, Departments, Engineering, Standard Specifications & Details)

SPECIAL PROVISIONS

(These Special Provisions are to be used in conjunction with
the City Standard Specifications and Standard Details, and
the State Standard Specifications and Standard Plans)

All work shall be constructed in accordance with the City of Pleasanton Standard Specifications and Details dated November 2016, and as augmented by these Special Provisions. The Sections noted are those in the Standard Specifications except for the new Section(s) added. Where conflict exists between these documents and existing conditions, request clarification from the Project Engineer.

Good Neighbor Letter and/or Door Knocker

Attached and made part of these special provisions is a sample of a "Good Neighbor Letter," informing the public of upcoming construction activity. The letters are required, a minimum of 48 hours before work and within a 250-foot radius of the upcoming work locations. The contractor is required to submit the draft letters to the City for review and approval prior to the start of any work. The Contractor shall also confirm in writing and with detail that letters have been sent by indicating on a map the location of distribution with addresses of mail destinations, accompanied by a copy of the typical letters sent.

Similarly, a door knocker can also be used in addition to a good neighbor letter at the discretion of the Engineer. A door knocker shall be distributed a minimum of 48 hours in advance of an upcoming work and shall be distributed within 250 feet on either side of a work location. The contractor is required to submit a draft of the door knocker to the City for review and approval prior to their distribution and start of any work.

The letters and door knockers are to be distributed to all entities, businesses and residents that are directly impacted when access to their property may be impeded, and may also include other areas affected which is not restricted to the project's limit of work.

(SAMPLE LETTER ON FOLLOWING PAGE)

REQUIRED GOOD NEIGHBOR LETTER (48 HRS Notice)

On Contractor's Letterhead

Date:____/____/____

RE: City Project Name and CIP No._____

Dear Resident:

Please be advised that construction activity will be taking place for the Hopyard Road and Owens Drive Intersection Improvements, CIP No. 15525.

Work will begin at [(Time of Day: _____) on (Day of week: _____), (Date,___/___/___)]. It is anticipated that this work will be completed by (Time of Day: _____) on (Day of week: _____), (Date,___/__/___), weather permitting. The work will take place Monday thru Friday from XX to XX.

During this time period you may have limited access to your driveway while work occurs in front of your business.

If you have questions, please feel free to contact Mr./Ms. _____ who is our construction superintendent on this project at ____ - _____. Also, you may contact the City's Inspector (Inspector assigned to project: Mr./Ms. _____ directly at 925-___-____).

Sincerely,

_____
Contractor Name

Attachment(s): None/List of affected streets
Sincerely,

_____
Contractor Name

SPECIAL PROVISIONS

FOR CONSTRUCTION ON

LOCAL ROADS

IN

ALAMEDA COUNTY

IN PLEASANTON
HOPYARD RD AND OWENS DR INTERSECTION IMPROVEMENT

CIP #15525

FOR USE IN CONNECTION WITH THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2023
AND
STANDARD PLANS DATED 2023
AND
CITY STANDARD SPECIFICATIONS AND DETAILS DATED NOVEMBER 2016

11/7/23

Prepared by:

Consor

FOR
CITY OF PLEASANTON

CIP NO. 15525

The special provisions contained herein have been prepared by or under the direction of the following Registered Persons.

ROADWAY

REGISTERED CIVIL ENGINEER

SIGNALS & LIGHTING

REGISTERED CIVIL ENGINEER

Table of Contents

STANDARD PLANS LIST

The standard plan sheets applicable to this Contract include those listed below. The applicable revised standard plans (RSPs) listed below are included in the project plans.

	ABBREVIATIONS, LINES, SYMBOLS, AND LEGEND
A3A	**Abbreviations (Sheet 1 of 3)**
A3B	**Abbreviations (Sheet 2 of 3)**
A3C	**Abbreviations (Sheet 3 of 3)**
A10A	**Legend - Lines and Symbols (Sheet 1 of 5)**
A10B	**Legend - Lines and Symbols (Sheet 2 of 5)**
A10C	**Legend - Lines and Symbols (Sheet 3 of 5)**
A10D	**Legend - Lines and Symbols (Sheet 4 of 5)**
A10E	**Legend - Lines and Symbols (Sheet 5 of 5)**
	PAVEMENT MARKERS, TRAFFIC LINES, AND PAVEMENT MARKINGS
A20A	**Pavement Markers and Traffic Lines - Typical Details**
A20C	**Pavement Markers and Traffic Lines - Typical Details**
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A24A	**Pavement Markings - Arrows**
A24B	**Pavement Markings - Arrows and Symbols**
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A24E	**Pavement Markings - Words**
A24F	**Pavement Markings - Crosswalks**
A24G	**Pavement Markings - Yield Lines, Limit Lines, and Wrong Way Details**
	EXCAVATION AND BACKFILL
A62A	**Excavation and Backfill - Miscellaneous Details**
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	OBJECT MARKERS, DELINEATORS, CHANNELIZERS, AND BARRICADES
A73C	**Delineators, Channelizers and Barricades**
	CURBS, DRIVEWAYS, DIKES, CURB RAMPS AND ACCESSIBLE PARKING
A88A	**Curb Ramp Details**
	PAVEMENTS
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P74	**Pavement Edge Treatments**
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T1A1	**Temporary Crash Cushion, Sand Filled (Unidirectional)**
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TEMPORARY TRAFFIC CONTROL SYSTEMS

T9	**Traffic Control System Tables for Lane and Ramp Closures**

TEMPORARY PEDESTRIAN ACCESS ROUTES

T30	**Temporary Pedestrian Access Routes - Typical Sidewalk Closure and Pedestrian Detour**
T31	**Temporary Pedestrian Access Routes - Typical Sidewalk Diversion Within Roadbed**
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BRIDGE DETAILS

B0-3	**Bridge Details**

PILES

B2-3	**16" and 24" Cast-In-Drilled-Hole Concrete Pile**

SOUND WALLS

B15-6	**Sound Wall Masonry Block on Type 836S/SV Barrier Details (1)**
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B15-8	**Sound Wall Masonry Block on Type 836S/SV Barrier Details (3)**
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B15-15	**Sound Wall Masonry Block on Type 836S/SV Barrier on Pile Footing for Spanning Utilities**

ROADSIDE SIGNS

RS1	**Roadside Signs - Typical Installation Details No. 1**
RS2	**Roadside Signs - Wood Post - Typical Installation Details No. 2**
RS4	**Roadside Signs - Typical Installation Details No. 4**

ORGANIZATION

Special provisions are under headings that correspond with the main-section headings of the *Standard Specifications*. A main-section heading is a heading shown in the table of contents of the *Standard Specifications*.

Each special provision begins with a revision clause that describes or introduces a revision to the *Standard Specifications*.

Any paragraph added or deleted by a revision clause does not change the paragraph numbering of the *Standard Specifications* for any other reference to a paragraph of the *Standard Specifications*.

^^

DIVISION I GENERAL PROVISIONS

1 GENERAL

Add to section 1-1.01:

Bid Items and Applicable Sections

Item code	Item description	Applicable section
015064	CONCRETE BARRIER (TYPE 836SV)	83

5 CONTROL OF WORK

Add the following to the list in item 1 of the first paragraph of Section 5-1.02:

1.7 City of Pleasanton Standard Specifications and Details dated November 2016 (where referenced)

Replace section 5-1.24 with:

5-1.24 CONSTRUCTION SURVEYS

5-1.24A General

5-1.24A(1) Summary

Section 5-1.24 includes specifications for furnishing and setting construction stakes and markers to establish the lines and grades required for the completion of the work and as necessary for the Engineer to check lines, grades, alignment and elevations.

You must perform construction staking as necessary to control the work. Furnish and set construction stakes and marks with accuracy adequate to assure that the completed work conforms to the lines, grades, and section.

You must follow all procedures, methods, and typical stake markings under Chapter 12, Construction Surveys, of the Caltrans publication “Surveys Manual.” Copies of the “Survey Manual” may be purchased from Caltrans Publications Unit 1900 Royal Oaks Drive, Sacramento, California 95815, (916) 445-3520.

5-1.24A(2) Definitions

Not Used

5-1.24A(3) Submittals

You must submit all computations necessary to establish the exact position of the work from control points. All computations, survey notes, and other records necessary to accomplish the work must be neat, legible, and accurate. Copies of such computation, notes and other records must be furnished to the Engineer before beginning work that requires their use.

Upon completion of construction staking and before acceptance of the contract, all computations, survey notes, and other data used to accomplish the work must be submitted to the Engineer and will become the property of the City.

5-1.24A(4) Quality Assurance

Not Used

5-1.24B Materials

Not Used

5-1.24C Construction

Construction stakes and marks (including paint marks) must be removed from the site of work when no longer needed.

5-1.24D Payment

The Department pays you for construction staking as follows:

1. A total of 90 percent of the item total over the life of the contract.
2. A total of 100 percent of the item total upon submission of final computations, notes and other data.

You are responsible for hiring a licensed land surveyor. This cost is included in the construction staking.

DIVISION II GENERAL CONSTRUCTION

10 GENERAL

Add to section 10-1.01:

Refer to the City Standard Specifications Section 1 "General" for additional information on project work.

Replace the 2nd sentence of section 1-16 of the City standard specifications with:

Staking and marking shall be provided in accordance with Section 5-1.24, "Construction Surveys," of the State Standard Specifications and these Special Provisions.

Add to the end of section 10-1.02B:

Install loop detectors prior to the final lift of HMA.**Add to the end of section 10-1.02C(2):**

Protect any irrigation component to be relocated before performing any other construction activity in the area.

Replace section 10-1.02C(3) with:

10-1.02C(3) Landscaping

Transplant any plant to be transplanted before performing any other construction activity in the area.

Add to the beginning of section 10-1.02E:

Except as shown on Stage Construction and Traffic Handling Plans, construct the new pavement structure adjacent to the existing traveled way by successively excavating, preparing subgrade, placing base materials, and paving. Perform these activities concurrently after you start paving. Excavation within 8 feet of the existing traveled way must not precede the paving operation by more than 3 working days unless:

1. Authorized.
2. Material is placed and compacted against the vertical cuts within 8 feet of the existing traveled way. During excavation, you may use native material for this purpose except you must use structural material once you start placing the pavement structure. Place the material to the top of the existing pavement and taper at a slope of 4:1 (horizontal:vertical) or flatter to the bottom of the excavation. Do not use treated base for the taper.

Add to the end of section 10-4:

You will use recycled water for all construction activities unless granted by the City for potable water use. Recycled water meter hydrants (3-inch) are available, and you must contact Customer Services Center located at 3333 Busch Rd, Pleasanton 94566 to obtain the hydrant meter at your expense. The nearest recycle water hydrant from project site is located in the vicinity of Gibraltar Dr/San Marco Way and/or 4350 Rosewood Ave. You must follow these steps:

1.Fill out and submit the City of Pleasanton Water Meter Activity Form, which includes the Terms and Conditions for Commercial Recycled Water Use and copy of recycled water use training certificate if customer has already obtained one, to the Customer Services Center at 3333 Busch Rd, Pleasanton 94566. The application form is available at the Customer Services Counter.

2. Provide the Customer Services Center the specified deposit for the meter.

3. Customer Service Center will inform Recycled Water Program of the recycled water hydrant meter request. Recycled Water Program staff will review the request and contact customer with any additional questions, and if satisfactory, approve the request.

4. Customer Service Center staff will issue the meter to the customer.

^^

12 TEMPORARY TRAFFIC CONTROL

Add to section 12-1.01:

This section covers traffic control for City and private development projects, including public convenience and safety, construction area traffic control devices, haul routes, traffic control plans, traffic control restrictions, and temporary pavement delineation.

The Contractor shall comply with Sections 7-1.03, "Public Convenience," and Section 7-1.04, "Public Safety," of the State Standard Specifications.

Upon completion of each day's work, the Contractor shall be responsible for leaving the work area free of hazards and shall provide all necessary temporary signs, warning devices and barricades at no additional cost to the city. Access is to be provided for all adjacent residences and businesses during non-construction hours.

The Contractor shall comply with flagging and traffic handling equipment and device requirements of Section 12, "Temporary Traffic Control," of the State Standard Specifications.Refer to the City Standard Specifications, Section 2 "Traffic Control" for additional information.

Add to section 12-1.03:

Maintain pedestrian access at all times.

Replace section 12-1.04 with:

Flagging is included in the payment for traffic control system. No additional payment will be allowed thereafter.

Add to section 12-3.01A(1):

The Contractor shall furnish and plan all barricades, arrowboards, lights, construction signs, no parking signs, and flagmen as necessary. The Contractor shall furnish to the Engineer for review and comment a construction signing plan, five (5) working days before construction begins.

"No Parking" signs shall be furnished and installed by the contractor forty-eight (48) hours in advance of any work that requires parking to be temporary removed. The "No Parking" signs shall include the time and the day the work is to be performed. It shall indicate that any vehicles in violation of the "No Parking" signs will be towed in accordance with the California Vehicle Code, and shall be posted conspicuously in adequate quantities to sufficiently notify the public. The Contractor shall post "no parking" signs no later than the Thursday at noon prior to a Monday "no parking" request.

Contractor shall supply Changeable Message Sign/s (CMS). The CMS shall be delivered and be in operation at least fourteen (14) days in advance of the start of work and shall be maintained in continuous operation until start of the project. The contractor shall modify the message on the CMS devices to

convey accurate messages. The city reserves the right to direct the contractor to relocate locations of CMS devices at no additional cost to the city.

Contractor shall be responsible for notifying each resident and business in writing, forty-eight (48) hours and seven (7) days in advance of any street closure, including notification of any resident/business on adjacent streets directly affected by the closure of the main street.

Contractor shall not be permitted to work on any roadways that have not been adequately posted forty-eight (48) hours prior to the beginning of work. As an example, if the contractor skips a roadway that was previously signed and scheduled for slurry seal, the contractor shall reschedule the missed roadway in such a manner that a new forty-eight (48) hour advance notification is achieved prior to the beginning of the work.

The contractor shall be responsible for maintenance of any and all traffic control devices that are required by the Traffic Control Plan. The contractor shall ensure that all devices are maintained in the proper location at all times including holidays, overnight, and on weekends.

The Contractor shall supply all lighting equipment required to provide a work zone safe for the workers and traffic. Material and/or equipment shall be in good operating condition and in compliance with applicable safety and design codes. Contractor shall provide the appropriate level of lighting that allows construction work to be completed safely and effectively. All nighttime operations shall be equipped with 10 foot-candles minimum illuminance.

Should it become necessary to use City forces to maintain the traffic control devices, the contractor will be billed at the overtime rate for two (2) technicians and a vehicle, with a minimum of two (2) hours per incident/call.

Replace section 12-3.27 with:

12-3.27 ALTERNATIVE TEMPORARY CRASH CUSHION

12-3.27(1) General

12-3.27(1)(a) Summary

Section 12-3.27 includes specifications for constructing alternative temporary crash cushion.

Alternative temporary crash cushion includes everything needed to attach it to temporary barrier or other temporary barrier system as shown and as approved by the manufacturer.

12-3.27(1)(b) Definitions

Not Used

12-3.27(1)(c) Submittals

Submit a certificate of compliance for each alternative temporary crash cushion.

12-3.27(1)(d) Quality Assurance

At least 10 days before installation, submit a certificate of compliance and a minimum of two copies of the manufacturer's drawings, installation instruction manual, and maintenance manual for each model of alternative temporary crash cushion to be used. You must have a copy of the manufacturer's drawings, installation instructions manual, and maintenance manual for each alternative temporary crash cushion to be used on the job site during installation.

Use personnel trained by the manufacturer to install alternative temporary crash cushion. A record of training provided by the manufacturer may be requested by the Engineer at any time.

12-3.27(2) Materials

The alternative temporary crash cushion must be one of the following or a Department-authorized equal and must meet Test Level 3 criteria:

1. Type ACZ-350 - Crash cushion must be ACZ-350 manufactured by Energy Absorption Incorporated. The ACZ-350 system can be obtained from the distributors:

Address	Telephone no.
TRAFFIC CONTROL SERVICE, INC. 8585 THYS COURT SACRAMENTO, CA95828	(916)387-9733

2. Type ABSORB 350 Crash cushion must be an ABSORB 350, 9-element system manufactured by Barrier Systems, Inc and can be obtained from the distributor:

Address	Telephone no.
STATEWIDE TRAFFIC SAFETY & SIGNS, INC 7920 CUCAMONGA AVE. SACRAMENTO, CA 95826	(916)452-4855

3. Type SLED-SENTRY LONGITUDINAL ENERGY DISSIPATOR END TREATMENT - Crash cushion must be the SLED with three water filled modules, gating, non-redirective system manufactured by TrafFix Devices, Inc., andcan be obtained from the manufacturer:

Address	Telephone no.
TRAFFIX DEVICES, INC 160 AVENIDA LA PATA SAN CLEMENTE, CA 92673	(949) 361-5663

12-3.27(3) Construction

Install alternative temporary crash cushion under the manufacturer's instructions and as shown.

The alternative temporary crash cushion must not be placed such that it impedes the through flow of traffic.

Attach a Type R or Type P marker panel to the front of the alternative temporary crash cushion if the closest point of the crash cushion array is within 12 feet of the traveled way. Firmly fasten the marker panel to the crash cushion with commercial-quality hardware or by other authorized methods.

Maintain alternative temporary crash cushion in place at each location, including times when work is not actively in progress.

Repair damaged alternative temporary crash cushion immediately. Remove and replace crash cushions damaged beyond repair.

12-3.27(4) Payment

Replacement and repair of crash cushions damaged by public traffic is change order work.

Add to section 12-3.32C:

You must supply two PCMS for both northbound and southbound directions of Hopyard Road in continuous operation until the start of the project.

Add to section 12-4.01A:

The Contractor shall provide the Engineer with a traffic control plan (TCP) with a schedule for each phase of the Work in accordance with the latest edition of California Manual on Uniform Traffic Control Devices and Caltrans Standard Plans. The Contractor shall not start the Work until the TCP has been reviewed and commented on by the City Traffic Engineer. The Contractor shall allow for at least five (5) working days for the Engineer to review and comment on the TCP. If, after the Engineer's review and comment on the TCP, the Engineer finds no reason to object to the TCP, the Contractor shall proceed with the Work in

accordance with the TCP. Plans shall be prepared by qualified registered Civil Engineer (Traffic Engineers or by Traffic Control Specialists).

Any revisions required shall be resubmitted prior to commencing work. The Contractor shall allow five (5) working days for the Engineer to review any resubmittals. The Contractor will not be entitled to claim any delays in the project schedule or be entitled to any additional days to the duration of the contract due to the review and resubmittal process.

The following traffic control restrictions listed are a minimum requirement and may be modified by the Engineer or the conditions of approval on a project by project basis.

No work shall be allowed in signalized intersections between the hours of 6:00 a.m. and 9:00 p.m. unless specifically approved by the Engineer.

Additional conditions may be placed on working hours in certain locations dependent upon specific activities in the area (e.g., school schedules, events at the County Fairgrounds, etc.) at the discretion of the Engineer. These conditions shall be included in the project Special Provisions.

The Contractor shall give the Engineer at least forty-eight (48) hours' notice for requests to alter timing of signalized intersections.

The full width of the travel way shall be open for use by the public on Saturdays, Sundays, and legal holidays and when construction operations are not actively in progress.

Multiple lanes of through traffic for each direction shall be provided at all times unless otherwise approved in the Project Special Provisions. Access to bicycle and pedestrian facilities shall be provided at all times unless otherwise approved in the Special Provisions.

Temporary road closures are only allowed with proper detour plans and are subject to the approval of the Engineer.

The Contractor shall cooperate with local authorities relative to handling traffic through the working area and shall make arrangements relative to keeping the working area clear of parked vehicles.

The Contractor shall be responsible for notifying business establishments, each resident, Livermore Amador Valley Transit Authority (LAVTA), Pleasanton Garbage Service, the Pleasanton Post Office, the Pleasanton Unified School District, and any other agencies identified by the City of Pleasanton forty-eight (48) hours prior to the commencement of work.

Prior to commencing work, the Contractor shall submit a proposed schedule of work for approval by the Engineer.

Replace section 12-4.02C(3)(m) with:

12-4.02C(3)(m) City of Pleasanton Lane Closure Requirements

The following lane closure requirements are to be used within City right-of-way during construction and are applicable to the entire project:

SB Hopyard
During the day between the hours of 7am to 9am, 11am to 1pm, 3pm to 7 pm [No lane restrictions allowed]
One thru/right hand turn on to Owens WB
Two thru lanes
Two left turn lanes onto EB Owens

During the day between the hours of 5:30 am to 7am, 9am to 11am, 1pm to 3pm, 7pm to 9pm. [Can close one turn lane and one thru lane]
One thru/right hand turn on to Owens WB

One thru lane
One left turn lanes onto EB Owens

During the night between 9:00 pm to 5:30 am [Can close one turn lane and two thru lanes]
One thru/right hand turn on to Owens WB
One left turn lanes onto EB Owens

NB Hopyard
During the day between the hours of 7:00am to 8:30pm [Can close dedicated right hand turn lane]
One left hand turn on to Owens WB
Two thru lanes
One thru/right hand turn lane to Owens EB

During the night Between the hours of 8:30 pm to 7:00am [can close dedicated right hand turn lane, one thru lane]
One left hand turn on to Owens WB
One thru lane
One thru /shared right hand turn lane to Owens EB

WB Owens
During the day between the hours of 7am to 8:30pm [Can close dedicated right hand turn lane]
One left hand turn onto SB Hopyard
One thru/shared right hand turn lane to Hopyard NB

During the night between the hours of 8:30 pm to 7:00 am [Can close two lanes of traffic.]
One shared thru, left, right

EB Owens
During the day between the hours of 11:30am to 7pm [No restrictions allowed]
Two left hand turn onto NB Hopyard
One thru/shared right hand turn lane to Hopyard SB

During the day between the hours of 7am to 11:30 am, 7pm to 9pm [Can close one left hand turn lane]
One left hand turn onto NB Hopyard
One thru/shared right hand turn lane to Hopyard SB

During the night between the hours of 9:00 pm to 7:00 am [Can close two lanes.]
One shared thru, left, right

The City reserve the rights to change/modify lane closure hours based on the traffic pattern and site conditions.

Add to section 12-4.02D

Traffic control shall be measured on a lump sum basis if included on the bid form.

The contract price for traffic control shall include full compensation for doing all the Work involved in furnishing, placing, removing, storing, maintaining, temporarily relocating, replacing and disposing of the components of the traffic control system. The Contractor shall bear all costs in compliance with the approved traffic control plan, including costs for flagging operations.

Add to section 12-4.04A(1)

Contractor to provide pedestrian/ADA access plan (including bike lanes) for various construction phases. No demolition work for pedestrian access is to be initiated until a pedestrian plan is approved and all detour measures are in place and operational.

Add to section 12-6.01

Whenever the work causes obliteration of pavement delineation, temporary pavement delineation shall be in place prior to opening the traveled way to public traffic. Lane line, centerline, and limit line (i.e., stop bars and crosswalks) pavement delineation shall be provided at all times for traveled ways open to public traffic.

All work necessary, including any required lines or marks, to establish the alignment of temporary pavement delineation shall be performed by the Contractor. Surfaces to receive temporary pavement delineation shall be dry and free of dirt and loose material. Temporary pavement delineation shall not be applied over existing pavement delineation or other temporary pavement delineation. Temporary pavement delineation shall be maintained until superseded or replaced with a new pattern of temporary pavement delineation or permanent pavement delineation.

Temporary pavement markers and removable traffic type tape which conflicts with a new traffic pattern or which is applied to the final layer of surfacing or existing pavement to remain in place shall be removed when no longer required for the direction of public traffic, as determined by the Engineer.

Whenever lane lines and centerlines are obliterated, the minimum lane line and centerline delineation to be provided shall be temporary reflective raised pavement markers placed at longitudinal intervals of not more than twenty-four feet (24’). The temporary reflective raised pavement markers shall be the same color as the lane line or centerline the markers replaced. Temporary reflective raised pavement markers shall be the following or equal:

- FOL Tape, LLC, Flex-O-Line Pavement Marking Tape – Metallic Backing
- Bunzl Extrusion Tacoma, Inc., T.O.M., Type W-1 or W-2 or Type Y-1 or Y-2, or Grade WZ

Temporary reflective raised pavement markers shall be placed in accordance with the manufacturer's instructions and shall be cemented to the surfacing with the adhesive recommended by the manufacturer, except epoxy adhesive shall not be used to place pavement markers in areas where removal of the markers will be required.

Temporary lane line or centerline delineation shall be used on lanes opened to public traffic for a maximum of fourteen (14) days. Prior to the end of the fourteen (14) days, the permanent pavement delineation shall be placed. If the permanent pavement delineation is not placed within fourteen (14) days, the Contractor shall provide, at the Contractor's expense, additional temporary pavement delineation. The Contractor will be required to refresh the temporary pavement delineation when directed by the Engineer due to inclement weather or traffic volume conditions, if less than the already required fourteen-day (14) period. The additional temporary pavement delineation to be provided shall be equivalent to the pattern specified for the permanent pavement delineation for the area, as determined by the Engineer.

Pedestrian crosswalks and stop bars shall be installed in four-inch (4”) temporary white removable traffic type at all arterial streets and near all high traffic areas such as schools, elderly care facilities, business, hospitals, etc.

Replace section 12-8 with:

12-8 HAUL ROUTE

The haul route shall be limited to from I-580 to Hopyard Road unless approved by the City.

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13 WATER POLLUTION CONTROL

Add to the end of section 13-3.01A:

This project's risk level is 2.

Add between the 4th and 5th paragraphs of section 13-3.01C(2)(a):

The following RWQCBs will review the authorized SWPPP:

1. San Francisco Bay Regional Water Quality Control Board

Replace section 13-3.01D(2) with:

13-3.01D(2) Regulatory Requirements

Discharges of stormwater from the job site must comply with the permit issued by the San Francisco Bay Regional Water Quality Control Board RWQCB for National Pollutant Discharge Elimination System (NPDES) Permit No. 2022-0057-DWQ. The San Francisco Bay Regional Water Quality Control Board RWQCB permit governs stormwater and nonstormwater discharges resulting from construction activities at the job site. The San Francisco Bay Regional Water Quality Control Board RWQCB permit may be viewed at https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html.

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14 ENVIRONMENTAL STEWARDSHIP

Replace section 14-8.03 with:

14-8.03 VIBRATION MONITORING

14-8.03A General

14-8.03A(1) Summary

Section 14-8.03 includes specifications for vibration monitoring in the properties adjacent to the job site to protect from excessive vibration during heavy construction activities.

The work includes:

1. Furnishing, installing, and maintaining vibration monitoring instrumentation (portable seismographs)
2. Repairing or replacing damaged or inoperable instruments immediately to ensure continuous monitoring
3. Collecting, interpreting, and reporting vibration data
4. Inspecting and documenting existing buildings
5. Monitoring vibration during heavy construction activities
6. Implementing required remedial and precautionary measures

14-8.03A(2) Submittals

14-8.03A(2)(a) General

Submit:

1. Product data
2. Baseline vibration levels
3. Vibration monitoring plan
4. Vibration mitigation plan
5. Vibration data report

14-8.03A(2)(b) Product Data

Submit a copy of the instructions and maintenance manual, product data, other pertinent information; and laboratory calibration record and certification within 5 days of receipt of each portable seismograph at the site.

The certificate of calibration must show that the seismographs are calibrated and maintained under the equipment manufacturer's calibration requirements and that calibrations are traceable to the U.S. National Institute of Standards and Technology (NIST).

14-8.03A(2)(c) Baseline Vibration Levels

Submit baseline vibration levels before start of construction work and include photo, date of existing baseline condition for each vibration monitoring area; submit a summary of structure and property conditions and the maximum peak particle velocities; and additional documentation necessary for each vibration monitoring area.

14-8.03A(2)(d) Vibration Monitoring Plan

Submit 4 copies of the vibration monitoring plan (VMOP) at least 30 days before any work requiring vibration monitoring.

Allow 14 days for review and authorization. Revise and resubmit the plan within 7 days of receipt of comments, if revisions are required.

Allow 7 days for review of the revisions. Submit 4 copies of the VMOP incorporating the required changes after authorization.

Minor changes or clarifications to the initial submittal may be made and attached as amendments to the plan.

VMOP must include:

1. The name of the qualified vibration monitoring specialist providing the vibration monitoring services.
2. Description of the instruments and equipment to be used, including model number.
3. Measurement locations that includes photo and caption.
4. Methods for mounting the seismographs.
5. Procedures for data collection and analysis.
6. Means and methods of providing warning when the particle velocity equals or exceeds specified threshold.
7. Name of the designated responsible person; the responsible person must have the authority to stop the work causing the vibration.
8. The resumes of the vibration instrument personnel and technical support personnel.

14-8.03A(2)(e) Vibration Mitigation Plan

Submit 4 copies of the vibration mitigation plan (VMP) at least 30 days before the start of any work requiring vibration monitoring.

VMP must include the size of Cast-In-Drilled-Hole (CIDH) piles, the alternate installation method, and the plan of action to be implemented in the event the particle velocity equals or exceeds specified threshold. You must include measures to protect the area adjacent to the job site.

Allow 14 days for review and authorization. Revise and resubmit the plan within 7 days of receipt of comments, if revisions are required.

Allow 7 days for review of the revisions. Submit 4 copies of the VMP incorporating the required changes after authorization.

Minor changes or clarifications to the initial submittal may be made and attached as amendments to the plan. VMP may be conditionally accepted while minor revisions or amendments are being completed.

14-8.03A(2)(f) Vibration Data Report

Submit daily hardcopy and electronic report summarizing data collected, including a logged data chart at each of the seismograph locations before the end of the following day.

Submit a hard copy and an electronic report documenting the results at the seismograph locations within 14 days after the completion of the vibration monitoring.

Vibration instrumentation personnel must sign all vibration data reports and include:

1. Project identification, including county, route, post mile, and project name as shown
2. Location of the seismographs (clearly label image and identify latitude and longitude location)
3. Location of vibration sources (i.e., pile driving)
4. Summary tables indicating the date, time, and magnitude and frequency of maximum single-component peak particle velocity measured during each 1-hour interval of the monitoring period for each seismograph
5. Field data forms (construction vibration monitoring only)
6. Appendix graphs of the strip charts printed during the monitoring periods

14-8.03A(3) Quality Control and Assurance

14-8.03A(3)(a) General

Vibration monitoring personnel must check and verify the vibration performance in the area adjacent to the job site during pile installation are acceptable and are below the threshold limits.

14-8.03A(3)(b) Quality Assurance

14-8.03A(3)(b)(i) Qualifications

Vibration monitoring personnel must have experience with vibration instrumentation and meet 1 of the following minimum qualifications:

1. Seismologist or engineer registered in the State with at least 5 years of experience in the installation and use of vibration monitoring instruments and data interpretation
2. Professional with graduate level degree from an accredited university in physics or acoustics with at least 5 years of experience in the installation and use of vibration monitoring instruments and data interpretation

Vibration instrumentation personnel must:

1. Be onsite and supervise the installation of vibration monitoring instruments
2. Supervise interpretations of vibration monitoring data

Submit training and qualification records to the Engineer.

Keep copies of training records on the job site.

14-8.03B Materials

Not Used

14-8.03C Construction

14-8.03C(1) Equipment

14-8.03C(1)(a) Vibration Monitoring Equipment

Portable seismographs must have the following minimum features:

1. Seismic range: 0.01 to 4 inches per second with an accuracy of ±5 percent of the measured peak particle velocity or better at frequencies between 10 Hertz and 100 Hertz; and with a resolution of 0.01 inch per second or less.
2. Frequency response (±3 dB points): 2 to 200 Hertz.

3. 3 channels for simultaneous time-domain monitoring of vibration velocities in digital format on 3 perpendicular axes.
4. 2 power sources: internal rechargeable battery and charger and 115 volts (AC). Battery must be capable of supplying power to monitor vibrations continuously for up to 24 hours.
5. Capability of internal, dynamic calibration.
6. Capability to transfer data from memory to external device. Instruments must be capable of producing recordings of readings on site within 1 hour of obtaining the readings. Provide computer software to perform analysis and produce reports of continuous monitoring.
7. Continuous monitoring mode must be capable of automatic recording of single-component peak particle velocities and frequencies of peaks with an interval of 1 minute or less.
8. Able to give warning immediately when threshold particle velocity is exceeded.
9. Seismograph must be waterproof.

Mount the seismographs firmly on the surface slab of concrete or asphalt, or set in undisturbed soil.

One axis of the seismograph shall be oriented towards the vibration source to ensure the maximum peak particle velocity is measured.

Place seismographs within 3 feet of the exterior of designated building on the side facing construction activities at the following locations:

Business Name	Address
New Day Dental/ Peoples Associates	6111 Johnson Ct, Pleasanton, CA 94588

14-8.03C(1)(b) Calibration

Calibrate and maintain all equipment in working order under the equipment use specifications at the manufacturer's product maintenance schedule or certified calibration laboratory within 1 year of use onsite.

14-8.03C(2) Vibration Monitoring

Determine baseline vibration levels before start of work for each vibration monitoring area identified.

Comply with section 14-8.04 in monitoring the existing structure's cracks, foundation, and ground settlement of each property adjacent to the job site during pre- and post-construction.

Document pre- and post-construction condition of structures and adjacent properties including photo, date, location, and description of condition.

Monitor and record vibration data when heavy construction including Cast-In-Drilled-Hole (CIDH) pile occurs within 25 feet of 6111 Johnson Ct, Pleasanton, CA 94588.

Seismographs must be set up to give immediate warning when the resultant peak particle velocity calculation from all three axes equals or exceeds a threshold value for the following locations:

Business Address	Threshold (inches per second)
6111 Johnson Ct, Pleasanton, CA 94588	0.10

The warning emitted must be instantaneously transmitted to the designated responsible person and the Engineer by warning lights, audible sounds, or electronic transmission.

Stop work immediately and notify the Engineer when vibration readings equal or exceed the specified threshold value followed immediately by a damage survey of impacted structures.

Immediately implement vibration mitigation plan to reduce the vibrations within 24 hours. Do not resume work unless authorized.

14-8.03C(3) Maintenance

14-8.03C(3)(a) Notifications, Communications, and Postings

Do not disclose any instrumentation data to 3rd parties, nor publish data without the Department's written consent.

14-8.03D Payment

Vibration Monitoring shall be measured as lump sum. The contract price of Vibration Monitoring shall include full compensation for furnishing, installing, and maintaining vibration monitoring instrumentation (portable seismographs); repairing or replacing damaged or inoperable instruments immediately to ensure continuous monitoring; collecting, interpreting, and reporting vibration data; inspecting and documenting existing buildings; monitoring vibration during heavy construction activities; and implementing required remedial and precautionary measures.

^^

15 EXISTING FACILITIES

Delete the 7th paragraph of section 15-1.03B.

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DIVISION III EARTHWORK AND LANDSCAPE

17 GENERAL

Add to section 17:

17-3 REMOVE TREES

17-3.01 GENERAL

Section 17-3 includes specifications for tree removal.

17-3.02 MATERIALS

Not Used

17-3.03 CONSTRUCTION

Remove and dispose trees shown. Trees shall be removed from the site to within 6" of grade on the same day. Dispose of trees under section 17-2.03D.

Trees, including stumps, roots and objectionable material, must be removed to a depth of one-foot below the original ground level. Roots must be treated and killed with an approved herbicide under section 20-1.02C.

Backfill holes resulting from tree removal under section 19-3.

17-3.04 PAYMENT

The basis of measurement for remove tree is by per each tree removed. The contract unit price for remove tree includes full compensation for providing all labor, materials, tools, equipment, and incidentals and for doing all work involved in removing and disposing of trees.

19 EARTHWORK

Add to section 19-1.01A:

Refer to the City Standard Specifications Section 4 "Roadwork Excavation and Grading" for additional information on earthwork activities.

Add to the end of section 19-1.01A:

Earthwork activities include finishing the roadway. Finishing the roadway must comply with section 22.

Add to section 19-1.03A:

Double handling of earthwork materials may be required.

Add to section 19-1.04:

Payment for double handling of earthwork materials is included in the payment for roadway excavation.

Replace the 2nd paragraph of section 19-2.01A with:

Roadway excavation consists of all excavation involved in the grading and construction of the roadway and includes excavation for barrier under soundwalls. Any excavation paid for as a separate bid item is not included in roadway excavation.

Replace section 19-2.03D(2) with:

19-2.03D(2) Topsoil

Section 19-2.03D(2) includes specifications for excavation, handling, and placing topsoil.

Place the topsoil at the top of the slope. If there is insufficient space at the top of the slope and an alternative location is not shown, submit an alternative location to the Engineer. If stockpiling of topsoil is ordered, excavate and stockpile the topsoil until the topsoil is placed in its final position. This work is change order work.

Place and spread the topsoil where shown in its final position to a uniform layer thickness. Compact the topsoil finished surface uniformly using track-mounted equipment run perpendicular to slope contours. Section 19-5.03C does not apply to topsoil compaction.

If you stockpile topsoil, stockpiles must:

1. Not be higher than 5 feet
2. Not be covered with a material that will stop air circulation, increase soil temperatures, or harm beneficial biological activity and resident seeds
3. Be marked with signs and flags as *Topsoil*

20 LANDSCAPE

Replace section 20 with:

20-1 GENERAL

20-1.01 GENERAL

20-1.01A Summary

Refer to the City Standard Specifications Section 19 "Irrigation" and Section 20 "Plants and Planting" for landscape specifications.

Refer to the City Standard Specifications Section 11 "Trench Excavation and Backfill" for trenching and backfill work.

Add to section 20-04 of the City standard specifications:

Landscape Soil Preparation shall be measured by the square foot.

Add to section 23 of the City standard specifications:

23-01J Decomposed Granite Pavement

Drawings and general provisions of this contract, including general and special conditions, and Division 1 Specifications, apply to this Section.

23-01J.01 Description

Furnish and install all decomposed granite paving as shown and specified.

23-01J.02 Quality Control

Tolerances: Tolerances for subgrade, subbase, and finish grade shall be as specified by DTSS except that Contractor shall deliver the full decomposed granite thickness shown. No combination of high and low tolerances that compromise the section will be permitted.

23-01J.03 Submittals

Soil Sterilent: Submit written recommendation from a State of California appropriately licensed individual along with complete product data from proposed manufacturer, for review by City Inspector and/or City's appropriately licensed individual.

Decomposed Granite: A one-quart sample with supplier and source clearly indicated of decomposed granite to be used shall be submitted to the Engineer for approval prior to delivery to the site.

Mixing Facilities: Method or supplier source for paving product shall be submitted to the Engineer with sufficient notice so inspection of batching and mixing operations can be made.

Reviews: Contractor shall stake and layout all paving areas for review by the Engineer prior to excavation.

Samples: The Contractor shall demonstrate to the satisfaction of the Engineer that he or his subcontractor possesses sufficient skills and experience to perform the work in all aspects required. A five-square-foot sample of decomposed granite paving shall be installed at the site for the Engineer's review and approval. The Contractor shall meet or exceed that quality of work in all subsequent work. Contractor shall be responsible for the removal of the sample at the completion of work.

23-01J.04 Materials

Soil Sterilent: Shall be applied to the subgrade soil of areas to be paved prior to baserock operations; uniformly applied per manufacturer's recommendations; minimum rate of 2.5 to 3.0 lbs./1000 square feet and watered with a minimum of 3 gallons/100 square feet. Contractor shall take all precautions necessary to avoid spray onto or runoff into planting areas.

Decomposed Granite: Decomposed granite, hereafter referred to as “DG”, shall be a material with a 3/8” minus gradation, per the following specifications:

Sieve Size	Percent Passing
3/8”	100%
No. 4	85% - 95%
No. 8	70% - 80%
No. 16	50% - 60%
No. 30	40% - 50%
No. 50	25% - 35%
No. 100	15% - 25%
No. 20	10% - 20%

The yellow-brown color of decomposed granite is a requirement for this material.

23-01J.05 Installation

Soil Sterilent: Shall be applied to the subgrade soil of areas to be paved prior to paving operations; uniformly applied per manufacturer's recommendations; minimum rate of 2.5 to 3.0 lbs./1000 square feet and watered with a minimum of 3 gallons/100 square feet. Contractor shall take all precautions necessary to avoid spray onto or runoff into planting areas, play areas, or other surfaces.

Immediately prior to placing the decomposed granite, the subgrade shall be moistened. The decomposed granite shall be deposited in such a manner as to minimize the necessity for spotting, picking up, or otherwise shifting the decomposed granite. The decomposed granite shall be leveled by raking and compacted by use of a light roller.

Fill in any low spots or cracks with additional decomposed granite.

23-01J.06 Grades

The finish grades of the decomposed granite paving shall conform to the lines and grades on the drawings and allow for drainage.

23-01J.07 Clean-up

All waste produced as a result of decomposed granite paving construction shall be removed from the site and disposed of legally. All excess decomposed granite shall be removed from planting areas.

23-01J.08 Measurement and Payment

All work under this section shall be included in the contract price bid per square foot for decomposed granite paving and shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in decomposed granite paving, and related incidental work.

23-01K Metal Fence

Drawings and general provisions of this contract, including general and special conditions, and Division 1 Specifications, apply to this Section.

23-01K.01 Description

Metal fence – Type A, Metal fence – Type B, and Metal gate shall be as indicated on the drawings.

23-01K.02 Quality Control

Standards: Unless otherwise shown or specified, all materials and methods shall conform to the manufacturer's specifications.

23-01K.03 Materials

All metal fencing and gates shall be Ameristar Montage commercial fence, or approved equal, with a black powdercoat finish, except Type A metal fence which is tube Corten steel post & rail.

23-01K.04 Installation

The metal fences and gate shall be installed per the manufacturer's recommendation.

23-01K.05 Measurement and Payment

Metal fence – Type A shall be included in the contract price bid per linear foot for Metal fence – Type A and shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in Metal Fence – Type A and related incidental work.

Metal fence – Type B shall be included in the contract price bid per linear foot for Metal fence – Type B and shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in Metal Fence – Type B and related incidental work.

Metal gate shall be measured by each individual Metal gate and shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in Metal gate and related incidental work.

23-01L Stucco

Drawings and general provisions of this contract, including general and special conditions, and Division 1 Specifications, apply to this Section.

23-01L.01 Description

Furnish and install all stucco work shown and specified including, but not necessarily limited to, the sound wall, Portland cement plastering, and miscellaneous items.

23-01L.02 Quality Control

Unless otherwise shown or specified, all materials and methods shall conform to the appropriate current sections of:

1. California Lathing and Plastering Association.
2. Applicable ASTM Specifications as they reasonably apply to this work, except for measurement and payment requirements.

23-01L.03 Submittals

Product Data: Submit manufacturer's product data, installation instructions, anchor details, and general recommendations for each specified miscellaneous product, including grout and other finishing materials.

Provide sample finishes on the actual surfaces to receive stucco to verify appearance. Approved samples will become the standard for the work.

23-01L.04 Job Conditions

Apply stucco only when atmospheric temperature is above 50 degrees F. and there is no precipitation.

Apply acrylic base primer only when atmosphere and surface temperature is between 40 and 90 degrees F.

Apply concrete sealer only when surface is dry and atmosphere temperature is 40 degrees F or above.

23-01L.05 Tolerances

Stucco: The Contractor shall prepare a ten-square-foot sample of the stucco at the site for City's approval. Once the sample has been approved, the Contractor shall meet or exceed that quality of finish in all subsequent work. The sample may be prepared in an inconspicuous location as reviewed by the Owner's Representative.

23-01L.06 Materials

Mortar: ASTM C-270, Type S, using ASTM C-150, Type I Portland Cement, in the following proportions:

1. Cement: 1 part
2. Hydrated lime or lime putty: 1/4 to 1/2 parts
3. Aggregate: 2-1/4 to 3 times the volume of cement and lime

Grout: 28-day minimum compressive strength of 2,000 psi, and shall be composed of one part low alkali Portland cement, 2-1/4 to 3 parts sand, and 1 to 2 parts 3/8 inch maximum size pea gravel, to which shall be added not more than 1/10 part of lime. Sufficient water shall be added to produce consistency for pouring without segregation of the constituents of the grout. Combined aggregate volume shall be not more than 4 times that of the cement and lime.

Acrylic Priming Agent: Omegaflex Base Primer. Available from Omega Products International, Inc. at (800) 600-6634, or approved equal.

Acrylic Stucco Finish: Akrotique Finish. Available from Omega Products International, Inc. at (800) 600-6634.

1. Finish Coat Layer 1 shall be Akrotique fine finish, 07 Native Brown Color.

2. Finish Coat Layer 2 shall be Akrotique medium finish, 159 Catle color.

Plasticizers: Special finishing hydrated lime; ASTM C206, Type S.

Water: Fit to drink.

Aggregates: Conforming to ASTM C144. Sand conforming to the following aggregate gradation:

Sieve Size No.	% Passing each Sieve
4	100
8	100
16	60-90
30	35-70
50	10-30
100	0-5

The aggregate shall not have more than 50% retained between any two consecutive sieves nor more than 25% between the No. 50 and No. 100 sieves.

Concrete Sealer: Flat finish, clear drying; conforming to ASTM D2939, ASTM D466, ASTM E96, ASTM 836, SS-W-110C.

23-01L.07 Inspection of Surfaces

Inspect masonry wall surfaces for suitability for application of stucco: joints struck flush, no dust, grease, moisture, paint or other substance present detrimental to good bonding.

Check wall for suction appropriate for application of stucco. Do not proceed with installation work until unsatisfactory conditions are corrected.

Take all steps necessary for protection of existing improvements. Promptly remove plaster from other surfaces not to be plastered.

23-01L.08 Installation

Stucco:

1. Base coat: One part Portland cement, 0-3/4 parts lime and 3-1/4 - 4 parts sand. Apply to a thickness of ½ inch.
2. Primer: Acrylic priming agent. Apply to manufacturer's specifications.
3. Finish coat: Acrylic stucco finish. Apply to manufacturer's specifications. Combined thickness of base coat, primer, and finish coat layer 1 and finish coat layer 2 shall be 3/4 inches.
4. Curing: Newly applied stucco shall be kept moist with a fog spray of water for a period of 48 hours from time of application. Minimum allowable curing time between base coat and primer shall be 7 days. Minimum allowable curing time between primer and finish coat shall be 48 hours.

Apply concrete sealer per plans by low-pressure spray with low delivery and light to medium saturation. Do not atomize. Do not soak. Apply an even blanket mist.

23-01L.09 Cleaning

Keep exposed work clean as the work progresses, taking care to prevent mortar staining of the block and surrounding construction.

23-01L.10 Measurement and Payment

All work under this section shall be paid for at the lump sum price bid for stucco and shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in Stucco, and related incidental work.

23-01N Concrete Stepping Pads

Concrete Stepping Pads are to be natural gray color and can be pre-cast or cast-in-place.

23-01N.01 Measurement and Payment

Concrete Stepping Pads are to be measured on a lump sum basis. The contract price for Concrete Stepping Pads include full compensation for doing all the Work involved in furnishing, placing, and storing Concrete Stepping Pads.

^^

DIVISION IV SUBBASES AND BASES

25 AGGREGATE SUBBASES

Replace section 25-1.02C with:

25-1.02C Class 4 Aggregate Subbase

Aggregate gradation must be within the percentage passing limits for the sieve sizes shown in the following table:

Aggregate Gradation

Sieve size	Percentage passing	
	Operating range	Contract compliance
2 1/2"	100	100
No. 4	30 - 65	25 - 70
No. 200	0 - 15	0 - 18

Aggregate quality characteristics for Class 4 AS must comply with the requirements shown in the following table:

Aggregate Quality Characteristics

Quality characteristic	Requirement	
	Operating range	Contract compliance
Sand equivalent (min)	21 Min.	18 Min.
Resistance (R-value)(min)	-	50 Min.

Instead of Class 4 AS, you may place Class 1 AS under the aggregate gradation and quality requirements in section 25-1.02B. If you place Class 1 AS, do not use Class 4 AS without authorization.

^^

DIVISION V SURFACINGS AND PAVEMENTS

36 GENERAL

Replace section 36-4 with:

36-4 RESIDUE CONTAINING LEAD FROM PAINT AND THERMOPLASTIC

36-4.01 GENERAL

Section 36-4 includes specifications for performing work involving residue from grinding and cold planing that contains lead from paint and thermoplastic.

36-4.02 MATERIALS

Not Used

36-4.03 CONSTRUCTION

The residue from grinding or cold planing contains lead from paint and thermoplastic. The average lead concentrations are less than 1,000 mg/kg total lead and 5 mg/L soluble lead. This residue:

1. Is a nonhazardous waste
2. Does not contain heavy metals in concentrations that exceed thresholds established by the Health and Safety Code and 22 CA Code of Regs
3. Is not regulated by the Federal Resource Conservation and Recovery Act, 42 USC § 6901 et seq.

Management of this material exposes workers to health hazards that must be addressed in your lead compliance plan.

36-4.04 PAYMENT

The payment for work involving residue from grinding and cold planing that contains lead from paint and thermoplastic is included in the payment for Cold Plane Asphalt Concrete Pavement.

^^

37 BITUMINOUS SEALS

Add to section 37-1.01A:

Refer to the City Standard Specifications Section 10 "Bituminous Seals" for slurry seal specifications.

Replace the first paragraph of section 10-01 of the City standard specifications with:

Bituminous seals including fog seal, slurry seals and rubberized chip seal (asphalt rubber binder seal coat) shall conform to the provisions of Section 37, "Seal Coats," of the State Standard Specifications and to these City Standard Specifications.

Replace section 10-02B.2 of the City standard specifications with:

Aggregate used shall either be type II gray aggregate or type II black aggregate in accordance with Section 37-3.02B(4), "Aggregate," of the State Standard Specifications, as specified by the Engineer.

Add to section 10-03A of the City standard specifications:

10-03A.1 Parking Area Seal

The existing Parking Lot will be seal coated with a polymer fiber reinforced asphalt emulsion. Seal coat material to be used on the existing parking lot shall "Liquid Road Ultra Blend Pavement Sealer," manufactured by SealMaster, or approved Equal. Pavement sealer application shall be installed per manufacture's guideline and procedures. Parking lot shall be covered with two coats application.

Add to section 10-04 of the City standard specifications:

The basis measurement for Parking Area Seal shall be measured by the square foot for the actual surface area covered.

Add to section 10-05 of the City standard specifications:

The contract price for Parking Area Seal shall include full compensation for sealing of parking lot complete in place.

^^

39 ASPHALT CONCRETE

Add after section 9-03B.4 of the City standard specifications:

9-03B.4.1 Base Repair (Dig Out)

The locations of Base Repair (Dig Out) will be marked in the field by the Engineer after cold plane activities.

The Contractor shall remove existing asphalt concrete pavement by cold plane grinding, blade cutting, or jack hammering areas shown on the Project Plans and marked in the field. The edge of the outside perimeter cut of the base repair shall be straight and firm, with no up-heaving, and free of loose material. The Contractor shall scarify, grade, and compact the top six inches (6") of base materials. Any import base materials needed to meet the requirement for this work shall be provided by the Contractor. The minimum relative compaction for this work shall be 95 percent (95%). The Contractor shall replace asphalt concrete with materials meeting the requirements of these City Standard Specifications. The thickness of this asphalt concrete shall be a minimum of four inches (4") or equal to the depth of the existing asphalt concrete, whichever is greater.
Areas of Base Repair (Dig Out) will be identified and marked in the field by the Engineer. Length and width of isolated pavement repair area varies with a minimum width of 6 feet. The Contractor shall remove the top 4-inches of the existing pavement either by blade cutting, grinder, or jack hammering, compact the existing base materials, and replace with asphalt concrete Type A, ¾ maximum, medium gradation unless noted otherwise on the plans. The relative compaction for this work shall be 95% minimum. HMA for isolated pavement repair areas shall be placed within five (5) hours after the removal of existing pavement or by the end of the shift, whichever is less. Base repair location will be identified and marked after cold plane/milling operation, length & width of pavement repair area varies with a minimum width of 6-ft.

Add to list of square foot bid items in section 9-04 of the City standard specifications:

Base Repair (Dig Out)

Add to section 39-1.01:

Contractor must provide a qualified material tester and pay for paving quality control including density test and conforming material samples.

Replace the 2nd paragraph of section 39-2.01A(1) with:

Hot mix asphalt will be Type A HMA.

Replace the first paragraph of section 9-03B.5.3 of the City standard specifications with:

If an HMA leveling course is required by the Special Provisions and Project Plans, then all leveling course aggregate shall conform to the ½-inch (½") maximum medium grading specified in Section 39-2.01B(4), "Aggregates," of the State Standard Specifications.

Replace *Reserved* in section 39-2.02B(3) with:

The grade of asphalt binder for Type A HMA must be 64-10.

For Type A HMA using RAP substitution of 15 percent or less of the aggregate blend, the grade of the virgin binder must comply with the PG binder grade specified above.

RAP substitution greater than 15 percent is not allowed.

Replace section 9-03B.5.2 of the City standard specifications with:

9-03B.5.2 Cold Plane

The cold planing machine shall be capable of planing the pavement without requiring the use of a heating device to soften the pavement during or prior to the planing operation.

Pavement planing shall consist of cold planing a continuous width of asphalt concrete pavement, to the limit shown or specified in the Contract. The depth of planing below gutter lips shall be equal to the specified thickness of hot mix asphalt overlay less 1/4 inch and shall slope smoothly at the specified cross slope to the street centerline or identified crown. The final cut shall result in a uniform surface conforming to the depth, width, shape and cross slope as shown on the Project Plans. The outside lines of the planed area shall be neat and uniform.

The cold-plane depth shown on the Project Plans are approximate and varies. The cold-plane depth is to be adjusted as necessary to provide a uniform surface and to provide a best fit to field conditions as direct by the Engineer. The Contractor shall be responsible to provide grade checking during the cold-plane operation.

At the end of each working day, there shall not be any elevation difference between the planed and un-planed pavement in the travel vehicle lanes. Any elevation differences that parallel the centerline of the street shall be sloped by either temporary asphalt concrete tapers or additional planing to produce a bevel within the planed pavement. The slope of either temporary asphalt concrete tapers or the bevel shall not be greater than one inch vertically and twelve inches horizontally. Elevation differences between the planed pavement and lips of gutters are not required to be sloped except at driveways or walkways.

Elevation differences perpendicular to the centerline of the street or between the planed street and cross streets shall be lessened with a temporary asphalt concrete taper.

When temporary asphalt concrete tapers are used, the asphalt concrete taper shall be commercial quality and can be spread and compacted by any method that produce a smooth riding surface. Warning signage shall be installed. Temporary asphalt concrete tapers and all loose material shall be completely removed before overlay operation.

Intermediate longitudinal joints shall have no larger differential than 1.75 inches before opening to traffic. Joints taller than 1.75 inches shall be ramped. All intersections and ADA ramps shall have temporary joints ramped to remove any differential.

Contractor shall provide a means for temporary lane delineation between the planing operations and roadway paving, as specified in Section 2-01A Public Convenience and Safety of the City's standard specifications.

The Contractor shall remove and dispose all existing paving fabric if encountered within the cold plane section and as direct by the Engineer at no additional cost to the City.

On Owens Drive where cold plane depth is 0.5', HMA base course of 0.32' shall be placed on the same day.

All utility irons within the area identified as cold plane and overlay, mill/fill, or profile mill/OL where specified on the plans or as directed by the Engineer shall be lower prior to cold plane operations. The iron to be protected and covered with temporary plates and cutback/asphalt. The use of asphalt only approved by Engineer. Upon the completion of paving operation, all irons is to be raised to match finished roadway grade.

^^

DIVISION VI STRUCTURES

49 PILING

Add to section 49-3.02A(3):

49-3.02A(3)(l) Experience Qualifications

At least 15 days before the start of CIDH concrete pile construction, submit as an informational submittal the following experience qualifications in compliance with section 49-3.02A(4)(f):

1. List of CIDH concrete pile installations performed by the drilling contractor. The submittal must include:
   - 1.1. Project description
   - 1.2. Name and phone number of the owner
   - 1.3. CIDH pile plans
   - 1.4. Log of test borings
   - 1.5. Estimated dates of major CIDH pile installation activities
   - 1.6. CIDH pile acceptance testing reports
2. List of on-site foremen and drill rig operators who will perform the CIDH concrete pile work and a summary of each individual's experience. The submittal must include:
   - 2.1. Detailed summary of each individual's experience in CIDH pile excavation operations and placement of assembled reinforcing cages and concrete.
   - 2.2. Experience from at least 3 relevant projects, including:
     - 2.2.1. Project Description
     - 2.2.2. Date of work
     - 2.2.3. Actual work performed
     - 2.2.4. Name and phone number of a reference person for each project
   - 2.3. Proof of on-site foremen and drill rig operators experience qualifications

Add to section 49-3.02A(4):

49-3.02A(4)(f) Experience Qualifications

The drilling contractor must have successfully constructed at least 3 separate foundation projects in the last 5 years. The foundation projects must:

1. Have CIDH piles of similar or larger diameter and depth, and installed under similar substructure conditions to this contract
2. Demonstrate experience with drilling fluids and successful construction of CIDH piles under the wet conditions

Each on-site foremen and drill rig operator must have 2 years of experience installing CIDH concrete piles on at least 3 projects. The CIDH pile foundations must be of similar or larger diameter and depth, and installed under similar subsurface conditions to this contract.

On-site foremen experience must be supervising construction of CIDH concrete pile foundations. Indirect supervision of on-site CIDH concrete pile construction operations is not acceptable.

Drill rig operator experience must be in construction of CIDH concrete pile foundations.

Add to section 49-3.02B(6)(c):

The synthetic slurry must be one of the materials shown in the following table:

Material	Manufacturer
SlurryPro CDP	KB INTERNATIONAL LLC 735 BOARD ST STE 209 CHATTANOOGA TN 37402 (423) 266-6964
Super Mud	PDS CO INC 105 W SHARP ST EL DORADO AR 71731 (870) 863-5707
Shore Pac GCV	CETCO CONSTRUCTION DRILLING PRODUCTS 2870 FORBS AVE HOFFMAN ESTATES IL 60192 (800) 527-9948
Terragel or Novagel Polymer	GEO-TECH SERVICES LLC 220 N. ZAPATA HWY STE 11A-449A LAREDO TX 78043 (210) 259-6386
BIG FOOT	MATRIX CONSTRUCTION PRODUCTS 50 S MAIN ST STE 200 NAPERVILLE IL 60540 (877) 591-3137
POLY-BORE	BAROID INDUSTRIAL DRILLING PRODUCTS 3000 N SAM HOUSTON PKWY EAST HOUSTON TX 77032 (877) 379-7412

Use synthetic slurries in compliance with the manufacturer's instructions. Synthetic slurries shown in the above table may not be appropriate for a given job site.

Synthetic slurries must comply with the Department's requirements for synthetic slurries to be included in the above table. The requirements are available from:

Offices of Structure Design
P.O. Box 168041
MS# 9-4/11G
Sacramento, CA 95816-8041

SlurryPro CDP synthetic slurry must comply with the requirements shown in the following table:

SlurryPro CDP

Quality characteristic	Test method	Requirement
Density: During drilling (pcf) Before final cleaning and immediately before placing concrete (pcf)	Mud weight (density), API RP 13B-1, section 5	 ≤ 67.0[a] ≤ 64.0[a]
Viscosity: During drilling (sec/qt) Before final cleaning and immediately before placing concrete (sec/qt)	Marsh funnel and cup, API RP 13B-1, section 7.2	 50–120 ≤ 70
pH	Glass electrode pH meter or pH paper	6.0–11.5
Sand content, percent by volume: Before final cleaning and immediately before placing concrete (%)	Sand, API RP 13B-1, section 10	 ≤ 1.0

NOTE: Slurry temperature must be at least 40 °F when tested.
[a]If authorized, you may use slurry in a salt water environment. The allowable density of slurry in a salt water environment may be increased by 2 pcf.

Super Mud synthetic slurry must comply with the requirements shown in the following table:

Super Mud

Quality characteristic	Test method	Requirement
Density: During drilling (pcf) Before final cleaning and immediately before placing concrete (pcf)	Mud weight (density), API RP 13B-1, section 5	 ≤ 64.0[a] ≤ 64.0[a]
Viscosity: During drilling (sec/qt) Before final cleaning and immediately before placing concrete (sec/qt)	Marsh funnel and cup, API RP 13B-1, section 7.2	 32–60 ≤ 60
pH	Glass electrode pH meter or pH paper	8.0–10.0
Sand content, percent by volume: Before final cleaning and immediately before placing concrete (%)	Sand, API RP 13B-1, section 10	 ≤ 1.0

NOTE: Slurry temperature must be at least 40 °F when tested.
[a]If authorized, you may use slurry in a salt water environment. The allowable density of slurry in a salt water environment may be increased by 2 pcf.

Shore Pac GCV synthetic slurry must comply with the requirements shown in the following table:

Shore Pac GCV

Quality characteristic	Test method	Requirement
Density: During drilling (pcf) Before final cleaning and immediately before placing concrete (pcf)	Mud weight (density), API RP 13B-1, section 5	 ≤ 64.0[a] ≤ 64.0[a]
Viscosity: During drilling (sec/qt) Before final cleaning and immediately before placing concrete (sec/qt)	Marsh funnel and cup, API RP 13B-1, section 7.2	 33–74 ≤ 57
pH	Glass electrode pH meter or pH paper	8.0–11.0
Sand content, percent by volume: Before final cleaning and immediately before placing concrete (%)	Sand, API RP 13B-1, section 10	 ≤ 1.0

NOTE: Slurry temperature must be at least 40 °F when tested.
[a]If authorized, you may use slurry in a salt water environment. The allowable density of slurry in a salt water environment may be increased by 2 pcf.

Terragel or Novagel Polymer synthetic slurry must comply with the requirements shown in the following table:

Terragel or Novagel Polymer

Quality characteristic	Test method	Requirement
Density: During drilling (pcf) Before final cleaning and immediately before placing concrete (pcf)	Mud weight (density), API RP 13B-1, section 5	 ≤ 67.0[a] ≤ 64.0[a]
Viscosity: During drilling (sec/qt) Before final cleaning and immediately before placing concrete (sec/qt)	Marsh funnel and cup, API RP 13B-1, section 7.2	 45–104 ≤ 104
pH	Glass electrode pH meter or pH paper	6.0–11.5
Sand content, percent by volume: Before final cleaning and immediately before placing concrete (%)	Sand, API RP 13B-1, section 10	 ≤ 1.0

NOTE: Slurry temperature must be at least 40 °F when tested.
[a]If authorized, you may use slurry in a salt water environment. The allowable density of slurry in a salt water environment may be increased by 2 pcf.

BIG-FOOT synthetic slurry must comply with the requirements shown in the following table:

BIG-FOOT

Quality characteristic	Test method	Requirement
Density: During drilling (pcf) Before final cleaning and immediately before placing concrete (pcf)	Mud weight (density), API RP 13B-1, section 5	 ≤ 64.0[a] ≤ 64.0[a]
Viscosity: During drilling (sec/qt) Before final cleaning and immediately before placing concrete (sec/qt)	Marsh funnel and cup, API RP 13B-1, section 7.2	 30–125 55-114
pH	Glass electrode pH meter or pH paper	8.5–10.5
Sand content, percent by volume: Before final cleaning and immediately before placing concrete (%)	Sand, API RP 13B-1, section 10	 ≤ 1.0

NOTE: Slurry temperature must be at least 40 °F when tested.
[a]If authorized, you may use slurry in a salt water environment. The allowable density of slurry in a salt water environment may be increased by 2 pcf.

POLY-BORE synthetic slurry must comply with the requirements shown in the following table:

POLY-BORE

Quality characteristic	Test method	Requirement
Density: During drilling (pcf) Before final cleaning and immediately before placing concrete (pcf)	Mud weight (density), API RP 13B-1, section 5	 62.8-65.8[a] 62.8-64.0[a]
Viscosity: During drilling (sec/qt) Before final cleaning and immediately before placing concrete (sec/qt)	Marsh funnel and cup, API RP 13B-1, section 7.2	 50–80 50-80
pH	Glass electrode pH meter or pH paper	7.0–10.0
Sand content, percent by volume: Before final cleaning and immediately before placing concrete (%)	Sand, API RP 13B-1, section 10	 ≤ 1.0

NOTE: Slurry temperature must be at least 40 °F when tested.
[a]If authorized, you may use slurry in a salt water environment. The allowable density of slurry in a salt water environment may be increased by 2 pcf.

Add to section 49-3.02C(5):

If inspection pipes are not shown:

1. Include in the pile installation plan a plan view drawing of the pile showing reinforcement and inspection pipes.
2. Place inspection pipes around the pile reinforcing cage, in contact with the inside of the outermost spiral or hoop reinforcement.

3. Place inspection pipes around the pile at a uniform spacing not exceeding 33 inches measured along the circle passing through the centers of inspection pipes. Use at least 2 inspection pipes per pile. Place inspection pipes to provide the maximum diameter circle that passes through the centers of the inspection pipes while maintaining the spacing required herein.
4. Place inspection pipes at least 3 inches clear of the vertical reinforcement.

Where the dimensions of the pile reinforcement do not allow inspection pipes to be placed as specified above, submit a request for deviation before fabricating pile reinforcement.

^^

58 SOUND WALLS

Add to section 58-2.02B:

The color of the CMUs must be gray or tan or be as designated by the Engineer.

Add to section 58-2.03A:

The angle of internal friction (ϕ) to be used with the plans for the soil at sound wall "SW1" is 25.

^^

DIVISION VII DRAINAGE FACILITIES

70 MISCELLANEOUS DRAINAGE FACILITIES

Add to section 70-1.01:

Refer to the City Standard Specifications Section 12 "Storm Drain" for additional information on storm drainage work.

Add to section 12-05 of the City standard specifications:

The contract price for inlets shall include the material cost and installation of frames and covers.

The contract price for subdrains shall include full compensation for filter fabric, permeable material, and water barrier.

^^

71 EXISTING DRAINAGE FACILITIES

Add to section 71-4.01A:

Section 71-4.01A includes specifications for adjusting capped storm drain manhole to grade and removal of existing cap.

Replace section 71-4.03A with:

Concrete must comply with section 90.

Reinforcing steel must comply with section 52.

Work involving existing drainage facilities must comply with section 71.

Replace the first sentence of section 71-4.03C with:

Modify inlet, manhole, riser structure and capped storm drain manhole by raising to grade.

Replace section 71-4.03D with:

Payment for adjust capped manhole to grade includes frame and cover.

^^

DIVISION VIII MISCELLANEOUS CONSTRUCTION

73 CONCRETE CURBS AND SIDEWALKS

Add to section 73-1:

73-1.01 GENERAL

Refer to the City Standard Specifications Section 15 "Concrete Improvements" for additional information on concrete sidewalk, concrete curb, concrete curb and gutter, and concrete driveway work.

Concrete sidewalk improvements at the Southeast corner of Hopyard Road & Owens Dr intersection shall follow Hacienda Business Park's Standard as shown on the plan.

Add to section 73-1.02A:

Concrete must be minor concrete complying with section 90-2 and may contain returned plastic concrete complying with section 90-9.

Add to Section 73-1.03A:

When constructing new curb, gutter or sidewalk adjacent to existing place dowels as shown.

Add to section 73-3.01C:

Within 2 business days of completing the surveys, submit preconstruction and post-construction surveys sealed and signed by one of the following:

1. Land surveyor licensed in the State
2. Engineer who is registered as a civil engineer in the State

Add to the beginning of section 73-3.03:

Before placing concrete, verify that forms and job site constraints allow the required dimensioning and slopes shown. Immediately notify the Engineer if you encounter job site conditions that will not accommodate the design details. Ordered modifications are change order work.

Add to Section 73-10.01:

Removal work on concrete driveways must comply with section 41.

Add to section 15-02A of the City standard specifications:

Concrete for Minor Concrete (Driveway) (sqyd) will be High Early Strength Curing Concrete.

Add to section 15-02E of the City standard specifications:

Reinforcement and dowels for concrete sidewalk are to be installed as shown on the plans.

Add to section 15-03E of the City standard specifications:

Deep joints and score lines for concrete sidewalk are to be installed as shown on the plans.

^^

77 LOCAL INFRASTRUCTURE

Add to section 77:

77-1 GENERAL

Refer to the City Standard Specifications Section 14 "Water" for additional information on water infrastructure work.

Replace any and all references to "recycle" to "potable" in Section 22.

77-2 UTILITY EMERGENCY CONTACTS

In the event of an emergency pertaining to local utilities or in case of damage to utility facilities, contact the appropriate utility representative listed below:

PG&E Contact
Jessica Jones
jsr8@pge.com
510-760-8879 mobile

Comcast Contact:
Bradley Gordillo
Bradley_Gordillo@comcast.com

AT&T Contact:
DANIEL (JASON) PORT
(408) 506-4509
E-MAIL: dp1382@att.com

Dublin San Ramon Services District Contact:
Rudy Portugal
(925) 875-2251

Add to section 77:

77-3 PG&E FACILITY CONSTRUCTION AND INSPECTION

Provide two weeks' notice to PG&E before adjustments to their facilities are necessary.

77-4 DUBLIN SAN RAMON SERVICES DISTRICT

Provide two weeks' notice to Dublin San Ramon Services District before adjustments to their facilities are necessary.

77-5 COMCAST

Provide two weeks' notice to Comcast before their pullbox relocation is necessary.

77-6 AT&T

Provide two weeks' notice to AT&T before adjustments to their facilities are necessary.

^^

78 INCIDENTAL CONSTRUCTION

Replace section 78-23.04 with:

The contract price for Adjust Manhole Frame and Cover (Utility) will be by each individual adjustment. The contract price for Lower and Raise Frame and Cover (Utility) will be by each individual lower and raise.

^^

80 FENCES

Add to section 80-15.01C:

Schedule fence removal to prevent access of the public to private property.

^^

DIVISION IX TRAFFIC CONTROL DEVICES

81 MISCELLANEOUS TRAFFIC CONTROL DEVICES

Replace section 81-3.04 with:

The payment quantity for Fire Hydrant Marker is for furnishing and installing each individual marker.

^^

82 SIGNS AND MARKERS

Replace the 4th paragraph of section 82-3.04 with:

Payment for furnishing sign panels is included in the payment for roadside signs.

Add to section 82-9.04:

Payment for relocate roadside signs includes furnishing and installation of hardware and sign posts, if necessary.

^^

84 MARKINGS

Add to section 84-2.02G:

For bike lane green paint pavement marking, you must use 2-coats of StreetBond CL Celtic Green or approval equal.

Add to section 84-2.04:

The payment quantity for Detail 9, Detail 12, Detail 25, Detail 37B, Detail 38, Detail 38A, Detail 39, Detail 39A, Detail 39A, 4" White Thermoplastic Stripe, and 12" White Thermoplastic Stripe is the length measured along the line of the traffic stripe without deductions for gaps in the broken traffic stripe.

The payment quantity for Green Paint (Bike Lane) is the area covered.

^^

DIVISION X ELECTRICAL WORK

87 ELECTRICAL SYSTEMS

Add to section 23 of the City standard specifications:

23-01M Signals and Lighting

23-01M.01 Reference Specifications and Standards

A. Federal Specifications and Standards:

595a - Federal Standard.

NEC - National Electric Code.

NEMA - National Electric Manufacturers Association.

B. State of California (Caltrans) Standards:

1. 2023 version of the Standard Specifications
2. 2023 version of the Standard Plans
3. 2014, Revision 7 version of the California Manual of Uniform Traffic Control Devices

C. City of Pleasanton Standard Plans and Specifications

D. Commercial Standards:

UL - Underwriters Laboratories, Inc.

23-01M.02 Equipment List and Drawings

The controller cabinet schematic wiring diagram and intersection sketch shall be combined into one drawing, so that, when the cabinet door is fully open, the drawing is oriented with the intersection.

The Contractor shall furnish a maintenance manual for all controller units, auxiliary equipment, and vehicle detector sensor units, control units and amplifiers. The maintenance manual and operation manual may be combined into one manual. The maintenance manual or combined maintenance and operation manual shall be submitted at the time the controllers are delivered for testing or, if ordered by the Engineer, previous to purchase. The maintenance manual shall include, but need not be limited to, the following items:

(a) Specifications

(b) Design characteristics

(c) General operation theory

(d) Function of all controls

(e) Trouble shooting procedure (diagnostic routine)

(f) Block circuit diagram

(g) Geographical layout of components

(h) Schematic diagrams

(i) List of replaceable component parts with stock numbers

The CONTRACTOR shall submit to the ENGINEER a list of equipment and materials proposed for to be used in accordance with Section 86-1.01C, "Submittals," of the Caltrans Standard Specifications.

The controller cabinet and its components shall be tested and certified by the cabinet manufacturer prior to delivery to the CITY for testing.

Pole "C" will be City furnished. The construction contractor shall pick up the signal pole from the OSD at 3333 Busch Road, Pleasanton, CA 94566.

23-01M.03 Warranties, Guarantees, and Instruction Sheets

Warranties, guarantees, and instruction sheets shall conform to Section 5, "Control of Work" of the Standard Specifications and these special provision.

The traffic signal and highway lighting system installed under these special provisions, including all equipment, workmanship, and appurtenances furnished or performed in connection therewith, shall be guaranteed by the CONTRACTOR for a period of not less than one (1) year following the date of acceptance thereof. If any part is found to be defective in materials or workmanship within the one-year period and the said part cannot be repaired satisfactorily on the site, the CONTRACTOR shall immediately provide a replacement part of equal kind and/or type during the repair period. The CONTRACTOR shall be responsible for the removal, handling, repair or replacement, and reinstallation of the part until such time as the traffic signal system is functioning as specified and intended herein. The one-year guarantee on the repaired or replaced parts shall again commence with the date of reassemble of the system.

The CONTRACTOR shall deliver, handle, and store products in accordance with manufacturer's written recommendations and by methods and means which will prevent damage, deterioration, and loss including theft. Delivery schedules shall be controlled to minimize long-term storage of products at site and

overcrowding of construction spaces. In particular, the CONTRACTOR shall provide delivery and installation coordination to ensure minimum holding or storage times for products recognized to be flammable, hazardous, easily damaged, or sensitive to deterioration, theft, and other sources of loss.

Poles shall be handled in a manner that will preserve the overall appearance and prevent damage to the coating. The use of chains or cables for loading, unloading, shipping or installing is prohibited. Only non-abrasive rope or equivalent nylon belting shall be used. Adequate hold-downs and appropriate blocking shall be utilized for shipping to prevent load movement and damage to the outer coating in transit. No handling shall be allowed until "dry through" condition has been achieved with the coating. Any damage to the poles as a result of mishandling shall be repaired at the CONTRACTOR'S expense.

Products shall be transported by methods to avoid product damage and shall be delivered in undamaged condition in manufacturer's dry, unopened containers or packaging.

Products shall be stored in accordance with manufacturer's written instructions, with seals and labels intact and legible. Environmentally-sensitive products shall be stored in weather-tight enclosures, and temperature and humidity levels shall be maintained consistent with the manufacturer's written instructions.

Fabricated products stored outside shall be placed on sloped supports above ground. Products subject to deterioration shall be covered with impervious sheet covering; adequate ventilation shall be provided to avoid condensation.

Loose granular materials shall be stored on solid surfaces in a self-drained area and shall be prevented from mixing with foreign matter.

Stored products shall be subject to periodic inspection on a scheduled basis.

23-01M.04 Order of Work

Order of work shall conform to the provisions in these Special Provisions.

The first order of work shall be to place the order for the traffic signal equipment. **The CONTRACTOR shall furnish the Engineer with a statement from the vendor that the order for said equipment has been received and accepted by said vendor together with a guaranteed delivery date. This documentation may be used by the engineer in the event of a time extension request by the Contractor.**

The CONTRACTOR shall arrange to have a signal technician, qualified to work on the controller cabinet and controller and employed by the cabinet and controller manufacturer(s) or their representative, present at the time the traffic signal is turned on, when signal interconnect cable is terminated, when emergency vehicle preemption system is activated, when a new signal phase is activated, or when any modifications are required to the controller cabinet, except for the termination of the field wires.

When microwave detection is used, the CONTRACTOR shall arrange to have a signal technician, qualified to work on the microwave detection and employed by the microwave detection manufacturer or their representative, present at the time the traffic signal is turned on, or when any video detection is activated on an existing signal.

23-01M.05 Control of Work

The CONTRACTOR shall be responsible for locating the corners of each new detector loop. The CONTRACTOR shall mark the detector loops and the Engineer thereof shall approve the locations before pavement is cut. The pavement shall be cut with an abrasive type saw. The saw cut depth shall be of uniform depth throughout.

The CONTRACTOR shall be responsible for locating and marking the positions of all new signal standards and pull boxes. The Engineer may assist the CONTRACTOR in locating the above items. The ENGINEER shall approve the locations before any work on the foundations is performed. The CONTRACTOR shall give the ENGINEER a minimum of 2 working days notice to verify locations.

23-01M.06 Foundations

Portland cement shall conform to Section 90, "Concrete," of the latest Caltrans Standard Specifications.

23-01M.07 Standards, Steel Pedestals and Posts

The sign-mounting hardware, as shown on Detail U of Standard Plan ES-7N, shall be installed at the locations shown on the plans.

All Traffic Signal standards and posts shall be galvanized steel unless otherwise noted on the project plans. Locations of Traffic Signal and street lighting standards and posts shall be marked in the field with marking chalk for review by the ENGINEER before beginning any installation.

23-01M.08 Conduit

Conduit that is installed underground shall be rigid, nonmetallic type, Schedule 40. All conduit bends greater than 44 degrees shall be factory bends, and shall have a minimum radius of 18 inches. Where factory bends are not used conduit shall be bent without crimping or flattening using the longest radius possible. Bending of non-metallic conduit shall be by methods recommended by the conduit manufacturer and with equipment approved for that purpose.

Conduit and fittings to be installed underground shall be rigid non-metallic type. Conduits designated for signal interconnect shall be installed satisfying the requirements for both twisted pair and fiber optic cables use (e.g., sweeps/bends for fiber optic should be used).

Conduit installed in concrete base shall be the same type size and quality used for the underground conduit runs.

The size of conduit used shall be as shown on the Drawings, but in no case shall conduit be less than 2 inches in diameter. In addition, the CONTRACTOR may, at his option and expense, use conduit of larger size than that shown or specified, provided the larger size is used for the entire length of the run from pull box to pull box. Reducing couplings will not be allowed.

When a standard coupling cannot be used for coupling metal type conduit, a UL-listed threaded union coupling, concrete-tight split coupling, or concrete-tight set screw coupling shall be used.

All fiber optic and signal interconnect pull boxes shall employ a maximum of 30 degree conduit sweeps. Conduit shall be rigid, nonmetallic type, schedule 40. All new fiber optic or signal interconnect conduit shall be a minimum of 3 inches unless otherwise noted in the project plans. Conduit shall be installed so that a straight cable pulling path may be maintained.

All conduits shall enter the controller cabinet at the front and less than 20 inches from the cabinet door opening.

The first paragraph in Section 87-1.03B, "Conduit Installation," of the Standard Specifications is amended to read:

> Conduit to be installed on the surface of poles or structures or other exposed locations shall be the rigid metal type. Exposed conduit installed on a painted structure shall be painted the same color as the structure.

Insulated bonding bushings will be required on metal conduit.

When rigid, nonmetallic conduit is placed in a trench, the trench shall be back filled with minor concrete to not less than 590 pounds of cement per cubic yard, and to not less than 4 inches above the conduit before additional back fill material is placed.

Conduit shall be laid to a depth of not less than 18 inches (460mm) below grade in Portland cement concrete sidewalk areas and curbed paved median areas, and not less than 30 inches (750mm) below finished grade

in all other areas. Conduit may lie on top of the pavement within new curbed medians being constructed on top of the existing pavement.

Conduit runs shown on the plans to be located behind curbs may be installed in the street, within three feet of and parallel to the curb, by trenching, as provided below, on approval of the City Engineer. All pull boxes shall be located behind the curb or at the locations shown on the plans.

After conductors have been installed, the ends of conduits terminating in pull boxes and controller cabinets shall be sealed with an approved type of sealing compound.

Asphalt concrete shall be type "B", in accordance with City Standard Specifications.

Damage to Pavement Outside of Trench Limits: If damage such as spilling or cracking occurs to pavement outside trench limits as a result of the CONTRACTOR'S operations, the CONTRACTOR shall remove the damaged pavement as directed and replace as a part of final paving operations at the CONTRACTORS expense.

DIRECTIONAL BORING: When approved by the City Engineer, conduit may be placed under existing pavement by horizontal directional drilling (Directional Bore) method. Pavement shall not be disturbed without permission from the Engineer. Adherence to the specifications contained herein, or the Engineer's approval of any aspect of any directional bore operation covered by this specification, shall in no way relieve the Contractor of their ultimate responsibility for the satisfactory completion of the work authorized under the Contract.

In the event obstructions are encountered, upon approval of the Engineer, small potholes may be cut in the pavement to locate or remove obstructions. All potholes shall be repaired per these specifications. Boring pits shall be kept 2 feet clear of the edge of any type of pavement wherever possible. In addition, boring pits shall be kept 2 feet clear of any pedestrian or bicycle facilities. Unless directed by the Engineer, pedestrian and bicycle facilities shall remain open at all times. All boring pits, upon end of work day, shall be covered and work areas properly coned off to warn and prohibit potential pedestrian and/or vehicular traffic to the satisfaction of the Engineer.

Excessive use of water, such that pavement might be undermined or subgrade softened, will not be permitted.

Conduit to be placed as part of the completed work shall not be used for drilling or jacking. Type 2 and Type 3 conduit may be installed under existing pavement if a hole larger than the conduit is pre-drilled and the conduit installed by hand.

Conduit to be placed beneath railroad tracks shall comply with the following: The conduit shall be either Type 1 or 2, 11/2 inch minimum, and shall be placed to a minimum depth of 3 feet below bottom of tie. The near side of each conduit jacking pit shall be constructed not less than 13 feet from the centerline of track. When the jacking pit is to be left overnight, the pit shall be covered with substantial planking.

WORK PLAN: Prior to beginning work, the Contractor must submit to the Engineer a general work plan outlining the procedure and schedule to be used to execute the project. Plan should document the thoughtful planning required to successfully complete the project.

EQUIPMENT: Contractor will submit specifications on directional boring equipment to be used to ensure that the equipment will be adequate to complete the project.

MATERIAL: Specifications on material to be used shall be submitted to Engineer. Material shall include the pipe, fittings and any other item which is to be an installed component of the project.

PERSONNEL: Documentation of training and relevant experience of personnel shall be submitted.

The Engineer must be notified 48 hours in advance of starting work. The Directional Bore shall not begin until the Engineer is present at the job site and agrees that proper preparations for the operation have been made. The Engineer approval for beginning the installation shall in no way relieve the Contractor of the ultimate responsibility for the satisfactory completion of the work as authorized under the Contract.

All personnel shall be fully trained in their respective duties as part of the directional boring crew and in safety. Training shall be provided specific to the project if any potential hazards may be encountered which has not already been included in personnel's training.

Upon request from the Engineer contractor shall photograph or video tape entire work area, including entry and exit points, prior to the beginning of work and after work is completed.

Work site as indicated on drawings, within right-of-way, shall be graded or filled if needed to provide a level working area. No alterations beyond what is required for operations are to be made. Contractor shall confine all activities to designated work areas.

The Entire drill path shall be accurately surveyed with entry and exit stakes placed in the appropriate locations within the areas indicated on drawings. If contractor is using a magnetic guidance system, drill path will be surveyed for any surface geo-magnetic variations or anomalies.

Contractor shall place silt fence between all boring operations and any drainage, wetland, waterway or other area designated for such protection by contract documents, state, federal and local regulations. Additional environmental protection necessary to contain any hydraulic or boring fluid spills shall be put in place, including berms, liners, turbidity curtains and other measures. Contractor shall adhere to all applicable environmental regulations. Fuel or oil may not be stored in bulk containers within 200' of any water-body or wetland.

Contactor shall notify all companies with underground utilities in the work area using the Underground Service Alert (USA) hotline at (800) 227-2600 to obtain utility locations. Once utilities have been located Contractor shall physically identify the exact location of the utilities by potholing to determine the actual location and path of any underground utilities which might be within 5 feet of the bore path. Contractor shall not commence boring operations until the location of all underground utilities within the work area have been verified.

Contractor shall adhere to all applicable state, federal and local safety regulations and all operations shall be conducted in a safe manner. Safety meetings shall be conducted at least weekly with a written record of attendance and topic submitted to Engineer.

Pipe shall be connected together in one length prior to pull-back operations, if space permits. Steel pipe welds will be X-rayed prior to being placed in bore hole. Pipe will be placed on pipe rollers before pulling into bore hole with rollers spaced close enough to prevent excessive sagging of pipe.

Pilot hole shall be drilled on bore path with no deviations greater than 5% of depth over a length of 100'. In the event that pilot does deviate from bore path more than 5% of depth in 100', contractor will notify Engineer and Engineer may require contractor to pull-back and re-drill from the location along bore path before the deviation.

In the event that a boring fluid fracture, inadvertent returns or returns loss occurs during pilot hole boring operations, contractor shall cease boring, wait at least 30 minutes, inject a quantity of boring fluid with a viscosity exceeding 120 seconds as measured by a March funnel and then wait another 30 minutes. If mud fracture or returns loss continues, contractor will cease operations and notify Engineer. Engineer and contractor will discuss additional options and work will then proceed accordingly.

Upon successful completion of pilot hole, contractor will ream bore hole to a minimum of 25% greater than outside diameter of pipe using the appropriate tools. Contractor will not attempt to ream at one time more than the boring equipment and mud system are designed to safely handle.

After successfully reaming bore hole to the required diameter, contractor will pull the pipe through the bore hole. In front of the pipe will be a swivel. Once pull-back operations have commenced, operations must continue without interruption until pipe is completely pulled into bore hole. During pull-back operations contractor will not apply more than the maximum safe pipe pull pressure at any time.

In the event that pipe becomes stuck, contractor will cease pulling operations to allow any potential hydro-lock to subside and will commence pulling operations. If pipe remains stuck, contractor will notify Engineer. Engineer and contractor will discuss options and then work will proceed accordingly.

Following boring operations, contractor will de-mobilize equipment and restore the work-site to original condition. All excavations will be backfilled and compacted to 95% of original density. Landscaping will be restored to original.

Contractor shall maintain a daily project log of boring operations and a guidance system log with a copy given to Engineer at completion of project. As-built drawings shall be certified as to accuracy by contractor.

23-01M.09 Pull Boxes

Grout in bottom of pull boxes will not be required; however, the depth of the crushed rock sump shall be increased to a minimum depth of 12 inches.

Pull boxes shall conform to the provisions in Section 86-1.02C, "Pull Boxes," of the Caltrans Standard Specifications and this Section.

Pull box size shall be No. 5 for traffic signals, No. 3-1/2 for street lights, No. 6 for homeruns, No. 6E for fiber optic and signal interconnect cable, and 30”x48”X20” “double lid” for fiber optic splice enclosures unless otherwise shown on the Drawings. The cover shall be reinforced concrete. Where pull boxes are to be placed in areas subject to traffic loads, a steel or cast iron cover shall be used in lieu of the concrete cover.

Maximum pull box spacing shall be 100' for traffic signals, 200' for street lights and hardwire signal interconnect, and 800’ for fiber optic communications unless otherwise noted on the plans.

Interconnect pull boxes shall have lids embossed with “INTERCONNECT,” street light pull box lids with “STREET LIGHTING,” and traffic signal pull boxes with “TRAFFIC SIGNAL.” All 30”x48” double lid pull boxes shall read “CITY OF PLEASANTON FIBER OPTIC”.

All 6E pull boxes shall employ a 10 inch extension. A minimum of 18 inches of space shall be maintained between the lid of the 6E pull box and material at the bottom of the box.

Recesses for suspension of ballast will not be required.

All conduits shall enter the pull box from the bottom. Side access will not be permitted unless otherwise directed by the ENGINEER.

Where the sump of an existing pull box is disturbed by the CONTRACTOR’S operations, the sump shall be reconstructed and, if the sump was grouted, the old grout shall be removed and new grout placed at the CONTRACTOR’S expense.

23-01M.10 Conductors and Wiring

At least 10 feet of slack shall be provided in the interconnect pull boxes and the pull box nearest each signal standard, for those conductors terminating in that standard; and 5 feet of slack shall be provided in each conductor in all other pull boxes. The wire bundle entering the controller cabinet shall be neatly coiled in the bottom of the cabinet in order to obtain as much slack as possible. All No. 14 conductors shall be solid copper wire.

Splices shall be insulated by "Method B."

Multiple-circuit conductors shall conform to the provisions in Section 86-1.02F(2), "Conductors," of the Standard Specifications.

Traffic signal light conductor splicing, where permitted by subparagraph 5 of the first paragraph of Section 87-1.03H, "Conductor and Cables Splices," of the Standard Specifications, shall be spliced using a Type "C" splice.

Conductors shall not be pulled into conduits until the pull boxes have been set to grade, crushed rock sumps have been installed, and conduits have been bonded and grounded. All pull boxes shall be inspected and approved prior to pulling any conductors. Conductors shall not be pulled into conduits unless the

Engineer is present to observe the operation. The ends of all unused cables shall be sealed. The ends of all cables shall be sealed prior to being installed into the conduits.

All phase conductors and detector cables, including existing phase detectors and conductor labels, shall be identified with the new phase numbers, as shown on the plans. Identification bands shall be T & B Ty-Rap Cable Ties; No. TY 553 M. The flags on the bands shall be marked with a Ty-Rap marking pen; No. WT 163 M-1 (Black), or approved equal. No other method of labeling will be acceptable. All phase conductors and detector cables shall be labeled by phase designations in the pull box nearest their termination, and in the controller cabinet. Phase conductors shall be labeled with phase designation. Detector cables shall be labeled with phase and loop number. Lighting conductors (street or sign) shall be labeled as appropriate. Spare conductors need not be labeled. A 1/4-inch pull rope shall be installed into all new conduits.

Interconnect Cable: Splicing of the interconnect cable shall be done only within controller cabinets on terminal blocks furnished and installed by the controller cabinet supplier. Terminal blocks shall be per City standard. The contractor shall be responsible for terminating interconnect cable in the cabinet per direction of the engineering. All the splices shall be done in accordance with the recommendation of the controller supplier and to the satisfaction of the Pleasanton Traffic Engineering.

Temporary interconnect splicing shall be allowed during construction for a maximum period of 60 days. Temporary splices of interconnect shall be insulated with heat-shrink tubing of the appropriate size and shall overlap the conductor insulation at least 0.5 inches. The overall cable splice shall be covered with heat-shrink tubing, with at least 1 1/2 inch of overlap of the cable jacket. Any alternate temporary splice method shall be approved by the Project Engineer.

Cable six (6) pairs shall be installed between signal control cabinet telemetry panel and splice cabinet terminal block, as directed by Pleasanton Traffic Engineering.

The Contractor shall provide and install, as per plans, No. 18 or 19 gauge twisted, single-pair conductors, shielded, IPCEA, Type A, or equal, suitable for telemetry's, communicators, or control usage with 300 volt minimum rating within conduit runs which interconnect the traffic signal controllers. Conductor color code shall conform to the following:

White/Blue, White/Orange, White/Green, White/Brown, White/Gray, and Red/Blue, etc.

Contractor may **NOT** use the Signal Interconnect Cable that is called out in Section 86-1.02F(3)(d)(v) of the State of California Standard Specifications for this cable.

The Contractor shall be responsible for maintaining existing interconnect during construction. Any interruption of interconnectivity during the construction process due to contractor activity shall be resolved by the contractor immediately and at the contractors expense.

Interconnect Fiber: Fiber Cable shall be all dielectric, loose tube with 12 single strand fibers per loose tube. No ribbon fiber shall be utilized. Fiber optic cable shall be single mode. Where available, within contract, water protection tape rather than gel filling shall be utilized. Fiber and fiber cable construction shall adhere to RUS PE-90 and Bellcore GR-20. Cable shall adhere to standard industry fiber and loose tube color coding, as defined by RUS PE-90 and Bellcore GR-20. The Cable shall be constructed to provide a minimum of 30 years useful life when installed in conduit. Fiber shall be 8.3 microns (normal) diameter with mode field diameters for depressed cladding being 8.8 microns ± 0.5 microns at 1310 nm and 10.0 ±1.0 microns at 1550 nm; for matched cladding mode field shall be 9.3 microns ± 0.5 microns and 10.5 ± 1.0 microns for respective wave lengths. (Cladding types shall not be mixed during fiber deployment). The fiber shall be protected with a cladding with diameter of 125.0 ±1.0 microns.

The fiber within the cable shall have an attenuation of no greater than 0.35 dB/Km (0.56 dB/Mile) at 1310 nm and 0.25 dB/Km (0.40 dB/Mile) at 1550 nm. Water peak attenuation 1385 nm (±3 nm) shall not exceed 2.5 dB/Km (4.02 dB/Mile). The attenuation of the fiber shall be distributed uniformly throughout its length such that there are no localized discontinuities in excess of 0.1dB at either 1310 nm or 1550 nm as determined by TIA 455-59 Fiber Optic Test Procedures (FOTP).

The Fibers shall have a maximum dispersion of 2.8 picoseconds/nanometer – km (ps/nm-km) over an optical wavelength range of 1290 to 1330 nm and a maximum value of zero dispersion slope of 0.093 ps/(km-nm2). Dispersion tests are in accordance with TIA 455-17S FOTP. The manufacturers shall have

tested for dispersion as required by Bellcore GR – 20 or RUS PE-90. New factory tests are required only if the fiber has not been pre-tested and qualified to standards.

The Construction of the cable shall follow referenced standards for construction of dielectric, loose tube fiber cable with the exception that water-blocking tape is acceptable and preferred. The dielectric strength member shall support a tensile force of 2700 Newtons during cable installation and shall protect fiber attenuation change during installation allowing no greater than 0.31 dB/Km (0.50 dB/Mile) increase over manufacturer's specified fiber attenuation.

The cable shall include a ripcord under the sheath to support easy removal of the sheaths. The sheaths shall be marked in accordance with National Electric Safety Code 350 G. The Cable Sheath shall also be permanently marked with the manufacturer's name, type cable and "Fiber Optic Cable." There shall also be sequential length markers that are accurate within 1%. Marking size shall be such as to the easily read by a technician. The Contractor shall submit cut sheets for cable approval to the Construction Manager identifying the marking size, repetition and symbol per National Electrical Safety Code (i.e., Telephone Symbol).

Cable diameter for up to 72 fibers should be approximately 13mm. Cable shall be rated for an operating temperature of -400C to +750C. The cable shall contain no metal and shall conform to the National Electric Code's definition of fiber.

Tracer Wires shall be included with all fiber optic cable installation projects. The tracer wires shall be installed in such a way so that underground fiber optic utilities can be identified and located in the future by maintenance staff.

Cable shall be shipped from the factory with protective wrapping and with sealed ends. The cable shall include a waterproof tag with the results of factory OTDR attenuation test as well as:

Contract Number/Identification

Manufacturer's Name/Address

Manufacturer's Part Number

Type of Cable

Number of Loose Tubes and Fiber

Beginning and Ending Length Marks

Reel Number

Ship Date

Weight of Cable and Reel

Cable shall be of a continuous length on the reels. The Cable runs are as shown on plans. Slack cable requirements shall be considered by the Contractor, based on normal industry installation practices, in computing required cable length.

All traffic signal controller cabinets shall employ a fiber termination panel or tray for fiber optic termination with SC (female) connectors. Each jumper cable shall be 900 microns and terminated with an SC (male) connector having integral strain relief.

The fiber optic patch cable shall comply with the fiber cable special provisions of this document. The length of the patch cable shall be 2 meters (minimum). The patch cable shall have employ SC (male) connectors, simplex and single mode. The jumper cable will interface with the SC (female) connectors on the optical transceivers installed in field equipment cabinets.

The Contractor is responsible for interfacing the SC (Male) connectors to test optical-to-electrical communications performance between the patch cables, other installation locations, and the Traffic Operations Center (if applicable). The Contractor is responsible for correct splicing of the drop cable onto the backbone cable in accordance with splice tables provided by the City. Only fusion splicing method shall be accepted. Contractor is responsible for point-to-point continuity in accordance with splice tables and

assuring point-to-point optical path loss (attenuation) is within specifications. Fiber drop cables and patch cables shall be marked R-1, R-2, T-1, T-2 or SPARE.

The Contractor shall prepare and submit Record Drawings of each fiber color, splices, and unconnected fibers. Record drawings shall be labeled to indicate the splice closure location.

All fiber optic splices shall be completed using the fusion splice method. All splices shall be tested, and the results of those tests shall be provided to the CITY by the CONTRACTOR.

23-01M.11 Functional Testing

The functional test for each system shall consist of not less than 14 days. If unsatisfactory performance of the system develops, the conditions shall be corrected and the test shall be repeated until the 14 days of continuous, satisfactory operation is obtained.

The traffic signal controller shall be delivered to the City's Traffic Engineering Department by no less than 21 calendar days before the traffic signal is activated. Traffic engineering will prepare preliminary signal timing and test the traffic signal controller prior to releasing the controller to the CONTRACTOR. Once the controller is released to the CONTRACTOR the CONTRACTOR assumes ownership of the controller. Any lost, stolen, misplaced traffic signal controller shall be replaced by the CONTRACTOR at their expense.

The City shall have the right to request a sample of any materials used for the construction of the traffic signal, including, but not limited to: controller and components, signal heads, poles, conductor wire, or any other item deemed necessary to be tested or inspected for compliance to the specifications. CONTRACTOR shall deliver those materials requested within 21 calendar days of request. If the City does not receive the requested materials within the time specified, those materials requested shall be deemed to be unsatisfactory, and rejected.

If the CONTRACTOR is notified of the need for repair of equipment being tested, the required repairs shall commence within five (5) working days of the time of notification by the ENGINEER. The CONTRACTOR shall be responsible for all of the costs involved in the repair of the equipment, including re-testing if necessary.

If any of the equipment is rejected for failure to comply with the requirements of these Specifications, the CONTRACTOR shall be responsible for all of the costs involved in re-testing the equipment after it has been rejected. Deductions to cover the cost of such re-testing will be made from any monies due or which may become due the CONTRACTOR.

If control equipment fails during the time period between turn on and final acceptance and the CONTRACTOR is unavailable to immediately respond to repair or replace the failed equipment, the ENGINEER may call in City contract maintenance forces and bill the CONTRACTOR reasonable costs to restore the intersection to designed operation.

The manufacturer's warranty period for furnished equipment shall not commence until the equipment has been installed at the project sites and have been placed in operation by a factory representative, and the project accepted.

In order to properly conduct functional testing of the controller assembly, schematic drawings specific for the cabinet to be used in this specific project shall be submitted with the cabinet. Traffic signal construction plan shall also be submitted. Drawings shall indicate the intersection name and phasing. Absence of the required drawings could result to the rejection of the entire controller assembly. Cabinet testing will not proceed until the required drawings are submitted. The functional test for each signal system shall consist of not less than 14 days. If unsatisfactory performance of the system develops, the conditions shall be corrected and the test shall be repeated until the 14 days of continuous satisfactory operations is obtained.

Before scheduling the traffic signal "Turn On," the CONTRACTOR is required to coordinate a pre-testing to be conducted by the City or their designee. Seventy-two (72) hours minimum advance notice is required to schedule this pre-test. During the pre-test, the City's traffic signal maintenance staff will determine if all components of the traffic signal system are operational as designed. If deficiencies are found, the CONTRACTOR shall make the necessary corrections and schedule a follow up pre-testing. Only after all

the deficiencies found are corrected can the CONTRACTOR schedule the signal “Turn On.” The CONTRACTOR shall provide a minimum of forty-eight (48)-hour advance notice to schedule the “Turn On”.

All vehicle signal and pedestrian signal heads shall be bagged in their entirety with a burlap sack once the signal heads are installed prior to turn-on. Alternate methods of signal head bagging must be approved by the ENGINEER. The CONTRACTOR shall remove the burlap sacks on the day of turn-on. At that time the CONTRACTOR shall place temporary “STOP” signs in all directions of travel per direction of the ENGINEER. The signs may be removed once the signal is placed in “flashing red” operation. The signs shall remain on site until the signal has been activated and deemed functional by the ENGINEER.

The CONTRACTOR shall require the following product vendors and/or contractors to attend the traffic signal turn on date:

- Traffic Signal Controller Cabinet
- Traffic Signal Controller
- Vehicle Video Detection System
- The City’s Designated Traffic Signal Maintenance contractor

The CONTRACTOR shall not be required to pay for the City’s Maintenance contractor time on-site.

The ENGINEER may waive a vendor’s attendance requirement prior to turn on ONLY through written notice. Electronic notice (email) shall be an acceptable method of notice.

The CONTRACTOR shall schedule a time to activate the traffic signal. Traffic signal turn-on may be scheduled on a non-holiday week Tuesday, Wednesday, or Thursday before 1PM. For the purposes of these specifications “TURN ON” denotes that the signal is physically ready for activation. The ENGINEER shall perform a final pre- turn on system check immediately prior to If the signal is not ready for activation on the appointed time the ENGINEER, at their discretion, may cancel the turn on. The CONTRACTOR shall be responsible for rescheduling the turn on and is responsible for any additional costs resulting from the rescheduled turn-on.

23-01M.12 Service and UPS System

The traffic signal service equipment cabinet shall be a Millbank (CP3A C-Size BBU) Type III with Alpha FXM1100-HP 120/240-volt/Battery backup combo and shall be powder coated to match the controller cabinet color (C006-GN03 Green 60% Gloss by Cardinal Industrial Finishes or approved equal) unless otherwise noted on plans. Service shall conform to the provisions in Section 86-1.02P(2), "Service Equipment Enclosures," of the Caltrans Standard Specifications and this Section except that the CONTRACTOR shall pay all costs and fees required by the utility company for the connection of both temporary and permanent service.

At the time of bidding only a preliminary PG&E electrical service point has been established. For bidding purposes the CONTRACTOR shall assume a 300’ conduit run between the service cabinet and secondary service pull boxes. Once the final PG&E service location is established the CONTRACTOR shall be compensated on a cost per liner foot basis from the service cabinet to the secondary service pull box.

Battery backup systems (BBS) shall be required on all new traffic signal service equipment installations. The service cabinet shall house both PG&E equipment and BBS equipment including batteries. The base for a Type III Service/BBS enclosure shall meet Caltrans Standard Plans RSP ES-2D. The BBS design shall be installed so that the unit may be replaced with standard Type III-AF service cabinet in the event of an emergency.

The traffic signal service enclosure shall meet the requirements of PG&E, and shall conform to Section 86-1.02P(2), "Service Equipment Enclosures," of the Caltrans Standard Specifications. The enclosure shall be factory pre-wired and tested to meet NEMA 3R standards. A copy of the wiring diagram for the integrated system shall be enclosed in plastic and mounted inside the enclosure. Name plates shall be provided for each control component. The name plates shall be phenolic, black background with white lettering except the main breaker, which shall be red with white lettering. All name plates shall be fastened in the enclosure

by screws. I.D. numerals shall be used to show the address for the meter below the meter window or the front of the enclosure.

The traffic signal service enclosure shall have a separate disconnect for the traffic signal, safety lighting, and sign lighting circuits. Separate disconnects shall be provided for any other separate circuit, such as street lighting or irrigation systems, when shown on the plans. Lighting contactors shall be mercury displacement type. The top half of the service cabinet shall be equipped with 19" rack mountable rails.

A traffic signal equipped with fully functional BBS shall wired to operate for a period of at least two hours and run an additional two hours (minimum) on Red Flash only. The UPS/BBS shall have a minimum Power Rating of 1.1 KVA (1100 Watts).

General Specifications

Input / Output Voltage (VAC) nominal	120
Input / Output Frequency (Hz) nominal	60
Input Current (A)	12.0
Input voltage Variation	-23% to +17%
Output Power (VA)	1100
Active Output Power (watts)	1100
Voltage Waveform	sine
Battery Run Time	Power required 1000 watts for 3 hours
Transfer time (ms)	2-4
Operating Temperature	-35C to +55 C
Lightning / Surge Protection:	Passes ANSI/IEEE C.62.41/C.62.45 Cat A & B

Standard Features

Generator Hookup to service cabinet

Transient voltage protection from damaging line spikes

Low harmonic AC sine wave output

Intelligent Boost Operation for brownout protection available

Noise suppression, FCC Class A

Multiple mounting configurations

UL / CSA listed

Power Conditioning

Intelligent Boost Operation (optional) increases output voltage 12% if input voltage falls between 17% to -23% of nominal.

Communication & Alarms

Form C dry relay contacts close on low battery

RS-232 status port

LED indicator for online, on battery, low battery, overload & fault

Ethernet Port

23-01M.13 Traffic Signal Controller

The CONTRACTOR shall furnish a new signal controller assembly as shown on the plans, and delivery of the controller shall be to the City's Traffic Engineering Division for testing. The controller shall be a Trafficware Shelf Mount Commander ATC NT2 controller with the latest version of the SCOUT ATC software and capable of providing the phasing shown on the plans. It shall be possible to interconnect and fully interface the controller to the City's Central Traffic Signal Master Computer. The hardware necessary to provide communication with the Central Traffic Signal Master Computer shall be an integral part of the control cabinet assembly.

All delivered material and equipment shall be in accordance with Section 86 of the State of California Department of Transportation Standard specifications and these special provisions.

The controller assembly will be connected to the Central Traffic Signal Master Computer and tested for a minimum of 10 working days. Equipment that fails this test operation shall be immediately repaired or replaced by the Contractor. After completion of tests, the CONTRACTOR shall install the controller cabinet as shown on the plans.

23-01M.14 Controller Assembly

This specification sets forth the minimum requirements for a TS-2 Type 1/Type 2 controller assemblies with a 16 position load bay, wired for eight phases and fully operational with all the components and plug-ins, malfunction management unit, bus interface unit, cabinet power supply, load switches, flashers and detectors including the controller unit. The controller assembly shall meet all applicable sections of the NEMA TS-2 1998 Standards and Caltrans Standard Specifications and Standard Plans.

23-01M.15 Controller Cabinet

New controller cabinets shall conform to Section 86-1.02Q(3), "Controller Cabinets," of the State Standard Specifications and these Special Provisions.

Controller cabinet foundations shall extend 4 inches above grade. The cabinet will called out in the project plans and will be a Type "Stretch P" cabinet and fabricated from aluminum sheet. The interior of the cabinet shall be painted powder coat white. The cabinet door shall be fitted with a No. 2 Corbin lock number 1548-1 or exact equivalent, and stainless steel handle with a 16mm (minimum) diameter shaft and three-point latch. The lock and latch design shall not allow the handle to open the cabinet unless the lock is engaged. A locking auxiliary police door shall be included to allow limited controller function access to switch the traffic controller between normal and flash operation. The police door-in-door shall be provided with a treasury type lock Corbin No. R357SGS or exact equivalent. The cabinet shall be "plug and play" ready with a Trafficware Shelf Mount Commander ATC NT2 controller with the latest version of the SCOUT ATC software. The cabinet layout shall be configured to provide adequate shelf space for all shelf-mounted required equipment (e.g., EVP rack, power supply, detector racks, BIU, video detection equipment, MMU, Modem/Switch, and Controller). At least 72 hours before the scheduled "signal turn-on", the controller assemblies including video detection system, shall be fully wired, programmed, tested, and organized with no unnecessary loose cables or conductors. The wiring in the cabinet shall be tie-wrapped in a neat/orderly fashion to the satisfaction of the City of Pleasanton.

The main door hinge shall be a one-piece, continuous piano hinge with a stainless steel pin running the entire length of the door. The hinge is attached in such a manner that no rivets or bolts are exposed.

The main door and police door-in-door shall close against a weatherproof and dust-proof, closed-cell neoprene gasket seal. The gasket material for the main door shall be a minimum of 0.250 inches thick by 1.00 inches wide. The gasket material for the police door shall be a minimum of 0.250 inches thick by 0.500 inches wide. The gaskets shall be permanently bonded to the cabinet.

The cabinet flange for securing the anchor bolts will not protrude outward from the bottom of the cabinet.

The cabinet and doors shall be powder coated to match the service cabinet color (C006-GN03 Green 60% Gloss by Cardinal Industrial Finishes or approved equal) unless otherwise noted on plans. The cabinet shall

be constructed and wired to provide full TS-2 NEMA capability with both a Type 1 and Type 2 controller, 16 phase, 64 detector channel operation programmable through the controller, and shall include load switches and other equipment necessary to provide this phasing.

Facing the Cabinet door the cabinet shall open on the right hand side. The power distribution panel shall be mounted on the inside right hand side. On the left hand side of the cabinet, 48 channels of loop detection will be landed. Interconnect terminal blocks shall be a minimum of 2 each 12 positions light duty terminal blocks rate for 5 amp and shall be provided with No. 6 x 3-mm {1/8 inches} binder head screws.

Cabinet shall be wired for two 762 Opticom Discriminators (or approved equal) to operate in the first detector rack. The cabinet shall be “plug and play” ready for a Trafficware Shelf Mount Commander ATC NT2 controller.

The cabinet shall be tested by the cabinet manufacturer prior to delivery on site. Any cabinet deficiencies identified by the ENGINEER shall be resolved by the CONTRACTOR at their expense prior to turn-on.

The "on-off" switch for the cabinet lighting fixtures shall be both a toggle switch mounted on the inside control panel, and a door-activated switch that turns the light on when the door is open and off when the door is closed. Cabinet shall be wired for manual control operation.

23-01M.16 Auxiliary Equipment

Auxiliary equipment shall conform to Section 86 of the State Standard Specifications and these Special Provisions.

The load-switching device shall have indicator lamps for both the inputs and outputs of the device.

The MMU (Malfunction Management Unit) monitoring device shall be installed external to and electrically independent of each controller unit. MMU shall meet or exceed all NEMA TS2 specifications along with the following:

- NEMA TS1 compatible (Type 12 operation), Advanced diagnostic features isolate problems, Data logging capability allows viewing and recording of improper voltages; Event logging provides a detailed, time-stamped record of time change, MMU reset, MMU configuration changes, prior failures, AC line voltages, and signal sequence characteristics; Front panel shall have 24-mounted DIP switches allow for easy configuration of Field Check/Dual Enables and selection of options; 77 front paneled mounted LED’s provide a clear, concise, real-time indication of the status of all channel inputs and fault conditions,
- Front panel mounted RJ-45 Ethernet Port facilitates computer interface; Also extended NEMA TS2 features including Advanced Hardware Architecture, Dual Indication Monitoring, GY-Dual Indication Monitoring, Field Check Monitoring, External Watchdog Monitoring, Program Card Absent Monitoring, Display LED Test, 12 Volt DC Monitoring, Modified CVM Latch.

ETHERNET OVER FIBER SWITCH: When Ethernet over fiber optic communication is being used a RuggedCom RS900-HI-N-C2-C2-XX-XX managed Ethernet switch shall be required unless otherwise noted on the plans.

ETHERNET OVER COPPER SWITCH: When Ethernet over Signal Interconnect Cable is used for communications an Actelis MetaLight Ethernet over Copper Bridge shall be required unless otherwise noted on the plans.

Closed Circuit Television Camera with Pan/Tilt/Zoom Control: The pan-tilt-zoom cameras shall be the Axis Q6075-E network camera manufactured by Axis Communications, or approved equivalent in all aspects and features. The Contractor shall be responsible for all of the programming of the CCTV camera equipment including all network interfaces and connections.

Camera Mounts (Dome Cameras)

The outdoor mount assembly shall include the AXIS T91L61 Pole Mount (Part # 5801-721). The housing assembly and mounting hardware shall be provided with mounting bolts, banding straps and clips and a banding tool for the installation of the pole mount.

General

The dome camera shall be based around a solid-state microprocessor, operating on a non-Windows based platform and include a built-in web server providing the user with full remote control of the cameras pan, tilt and zoom functionality.

It shall include a built-in motorized zoom lens of at least 30x optical zoom and 12x digital zoom. The dome camera shall provide continues 360º pan support and provide user with at least 20 presets.

The dome camera shall deliver full frame rate (30fps NTSC / 25fps PAL) high quality video in at least 5 different resolutions up to 768x576 (PAL) / 704x480 (NTSC) pixels over IP networks by using ISMA-compliant H.264 compression. The dome camera shall support both IP address filtering and HTTPS to secure video and configuration data. It shall not require any dedicated software to operate, beside tools available in a Microsoft W2K/XP operating environment.

The dome camera shall be equipped with at least 4 alarm inputs and 4 outputs, and shall be capable of receiving triggers from third party devices to initiate alarms and/or image transmission, and offer e-mail (SMTP) capabilities as well as file upload (FTP) functionality in response to these triggers. The dome camera shall connect to the network via a RJ-45 with built in auto sensing and switching 10/100 Mbit/s Ethernet interface.

Functionality

The operator shall be able to remotely control the built-in variable speed pan/tilt functionality as well as the zoom lens, which shall incorporate at least 30x optical + 12x digital zoom.

The dome camera shall allow the transmission of images at up to 30 frames per second, using ISMA-compliant H.264, and with no modification or alteration of the images.

The dome camera shall provide Advanced Simple Profile (ASP) and Simple Profile (SP) MPEG-4, and shall support both unicast and multicast over RTP, controlled by RTSP. It shall also be possible to tunnel the MPEG-4 unicast stream over RTSP and HTTP. It shall be configured to provide ISMA-compliant MPEG-4. The camera shall provide support for simultaneous Motion JPEG and MPEG-4 streams.

The dome camera shall be capable of providing video at bit rates of up to 8Mbit/sec per video stream.

The dome camera shall contain a built-in web server to make video and configuration available in a standard browser environment, with no need for additional software. When accessed from a browser, the built-in web server shall provide users with online, context-sensitive help.

The dome camera shall support both fixed IP addresses and dynamically assigned IP addresses (provided by a DHCP server).

The dome camera shall provide the ability to control network traffic by limiting the maximum bandwidth to a selected value. Furthermore, it shall be possible to limit the frame rate per viewer to a selected value, as well as the duration of each viewing session.

The dome camera shall provide the ability to send operational and technical information using a standard SMTP mail server.

The dome camera shall provide embedded on-screen text in the video, with support for date and time, and a customer-specific text, camera name, of at least 32 ASCII characters. It shall also allow for the overlay of a graphical image, such as a logotype, into the video.

The dome camera shall provide local time and date, including support for daylight saving time. To ensure accuracy, the camera must accept external time synchronization from an NTP (Network Time Protocol) server.

The dome camera shall support simultaneous viewing by up to 20 clients. To avoid improper use and configuration, the camera must provide support for defining users and passwords, for a minimum of three different types of users.

To avoid conflicts, the dome camera shall provide queue functionality for operators requesting pan/tilt/zoom-related control, which shall include duration of control as well as the number of operators in queue.

The dome camera shall support the use of HTTPS and the ability to upload signed certificates to provide an encrypted and secure communication of both administration and video streams. It shall also allow restriction of users to pre-defined IP addresses only, so called IP filtering.

To improve functionality, the dome camera shall allow the user to write scripts, controlling events and other user functions.

LED's shall indicate the dome camera's operational status and provide information about power, communication with receiver, the network status and the camera status.

Customer-specific settings, including the IP address, the local time and date, event functionality and video configuration, shall be stored in a non-volatile memory and shall not be lost during power cuts or soft resets.

Hardware

The dome camera shall be equipped with a minimum of 4 control (alarm) inputs and 4 outputs, accessible via screw terminal, mating connector shall be supplied with the camera. Inputs shall be configurable to respond to normally open (NO) or normally closed (NC) dry contacts, or to either active low or active high TTL/CMOS compatible electronic outputs. This functionality, including the default state, shall be programmable through the web interface.

The dome camera shall be connected to a network using 10baseT Ethernet/100baseTX POE via a standard RJ-45 socket and shall support auto-sensing of speed.

The dome camera shall be able to provide continuous 360º operation in pan-mode, and shall operate with a speed of up to 360º/sec.

Power shall be provided by a High Power over Ethernet (High PoE), maximum 60 W.

Software

The dome camera shall be operating using an embedded non PC-based solution operating on LINUX and shall incorporate TCP/IP, HTTP, HTTPS, FTP, SMTP, NTP, ARP, DCHP, BOOTP protocol support.

The dome camera shall be monitored by a Watchdog functionality, which shall automatically reinitiate processes or restart the dome camera if any miss functional behavior is detected.

Software (firmware) updates shall be possible through the network, using FTP or HTTP.

The dome camera shall incorporate support for Shell scripting to allow customer specific functions to be created.

The dome camera shall support full functionality when operating in the following environment;

Operating Systems: Windows 7 or Windows 10

Browsers: MS Explorer 9.x and higher

A fully open and published API (Application Programmers Interface) shall support the dome camera, providing all necessary information needed to integrate functionality into third party applications.

Environmental

The dome camera shall operate successfully in a temperature range from -50 to 50 degrees C (-58 to 122 degrees F), and in a humidity range of 10–100% RH.

The unit shall carry the following approvals:

EMC:

- CE Compliant according to: EN55024:1998 + A1 +A2, EN55022:1998 + A1 Class B, EN61000-3 2:2000, EN61000-3-3:1995 + A1
- FCC Part 15 subpart B Class B, by compliance with EN55022:1998 Class B
- VCCI:2003 Class B ITE
- C-tick AS/NZS 3548
- Canadian ICES-003 B, by compliance with EN55022:1998 Class B

Power over Ethernet:

- IEEE 802.3af - Class 2

23-01M.17 Vehicle Signal Faces and Signal Heads

Vehicle signal faces and signal heads shall be in conformance with Section 86-1.02R, "Signal Heads" of the Caltrans Standard Specifications and as shown on the Drawings.

Signal section housing shall be metal type and shall have 12-inch sections. Signal housings and mounting hardware shall be painted black and electrically powder coated. The backplates for mast arm mounted heads shall be ventilated. All backplates shall be such that they can be removed and reinstalled without requiring the removal of the traffic signals.

The second sentence in the third paragraph in Section 86-1.02R(3), "Backplates," of the Caltrans Standard Specifications is amended to read:

> Sections shall be joined using 1) aluminum rivets and washers painted or permanently colored to match the backplate, or 2) No. 10 machine screws with washer, lock washer and nut, painted to match the backplate.

All vehicle signals shall be Dialight ITE Compliant “X” and “XL” 12-inch LED indications or approved equal and furnished by the CONTRACTOR. This specification LED modules to be used in place of the incandescent lamp, reflector, socket, gasket, and lens assembly of the vehicle signal sections. Vehicle type LED modules shall fit in all standard, incandescent vehicle traffic signal housings. Each module shall also incorporate a printed circuit board inclusive of all of the LEDs and required circuit components, 36 inch 16 AWG wire leads with strain relief and spade terminals, a rigid housing for protection in shipping, handling and installation, and a one piece neoprene gasket. Screw-in type products are not allowed for vehicle signals.

All LED shall meet the latest ITE specifications and current Caltrans standards and measurement criteria for LED traffic signal modules, and shall conform to the following specifications:

Ball type signals shall utilize the LumiLeds (1) light engine as their source of illumination.

Lenses for ball type modules shall be made of ultraviolet stabilized polycarbonate, and incorporate facets that serve to enhance the optical efficiency of the LED traffic signal module. Individual lens-lets are specifically not allowed. The ball type signals shall incorporate an inner lens that is sealed to the lamp housing, and serves to collimate the light emitted by the LumiLeds (1) light engine. An outer lens shall also be incorporated, that serves to focus the collimated light, so as to meet ITE intensity and distribution standards. Additionally, the LED shall almost perfectly, approximate to the motorist, the appearance of an incandescent traffic signal. This means that the face of the ball LED lamp shall appear to the motorist as nearly totally uniform in illumination, and have a wide viewing angle that makes it suitable for installation on wide boulevards or single-tethered span wire. This also means that it shall not be apparent that LEDs are used as the light source for the traffic signal ball. The external lens surface for all vehicle signals shall be smooth, with no raised features, so as to minimize the collection of dirt, diesel smoke, and other particulate contaminates, and to facilitate periodic cleaning. External lens facets are not allowed. The lens shall be

keyed to the housing of the LED signal module to insure the proper orientation and to avoid possible rotation during any handling. External lenses shall be hard-coated in compliance with Caltrans specifications.

The LEDs shall be mounted and soldered to a printed circuit board. The LED signal module shall be watertight when properly installed in a traffic signal housing. The LED signal module shall utilize the same mounting hardware used to secure the incandescent lens and gasket assembly, and shall only require a screwdriver or standard installation tool to complete the mounting. The LED signal module assembly shall weigh less than 5 pounds. For vehicle signals, the incandescent lamp sockets and reflectors shall be removed from the signal head housings. So as to minimize possible maintenance problems, the LED lamp module may not protrude into the signal visor area more than three-quarters of an inch in depth.

The housing of the LED signal module shall be marked 'TOP' to designate the proper orientation of the LED signal module in the traffic signal housing. The housing of red LED ball type traffic signal modules shall utilize a partial, embedded and integral metal layer, in its design and construction. Manufacturers part number, date code, and electrical characteristics of the LED signal module shall be visible on the rear of the assembly. A label shall be affixed to back of the all ball type modules, that certifies their complete compliance with the latest ITE VTCSH, Part II specification for LED traffic signal modules.

The LED traffic signal manufacturer shall be ISO 9001 certified.

The light intensity and distribution from red LED signal modules shall as a minimum, meet the July, 1998 ITE VTCSH Part II, and current CALTRANS standards and measurement criteria for LED traffic signal modules. Test data to verify the performance for red and green ball signals as meeting the July 1998 ITE VTCSH, Part II intensity requirements @ 74 degrees Centigrade, shall be supplied from either:

Lighting Sciences
7630 East Evans Road
Scottsdale, AZ 85260

ETL Testing Laboratories
3933 US Route 11
Cortland, NY 13045-0950

or, other certified independent test lab. The light output of all LED vehicle signal modules shall meet ITE specifications for chromaticity.

The LEDs shall be connected in series parallel strings. No more than 1% of the total luminosity of the entire signal module may be lost in the event of a single string failure. For red LED ball type signals, the failure of a single LED shall cause loss of light from only that LED. No loss of light output from the complete module assembly shall occur as a result of a single LED failure in a red LED ball lamp.

The control circuitry shall prevent the current flow through the LEDs in the off state to avoid any false indication as may be perceived by the human eye, during daylight and evening hours. The LED traffic signal module shall be operationally compatible with NEMA TS-1 and NEMA TS-2 conflict monitoring parameters. The intensity of the LED signal module shall not vary by more than 10% over the allowable voltage range as specified in the electrical section below.

Red balls shall maintain required intensity, as defined by the July, 1998 ITE VTCSH, Part II intensity standards for LED traffic signal modules, over the temperature range of -40 degrees centigrade to +74 degrees centigrade, at 120 volts A.C., when new, and also after 3 years.

Power factor shall be 90% or greater, at nominal rated voltage, at 25C, after 60 minutes of operation. Total harmonic distortion (THD) shall be less than 20% at rated voltage, at 25C.

All LED traffic signal modules shall be in compliance with FCC noise regulations.

All green LEDs shall have a clear lens. No green tint lens allowed.

The red LEDs shall utilize exclusively AlInGaP technology, either AS (Absorbing Substrate) or TS (Transparent Substrate), and shall not exhibit degradation of more than 30% of their initial light intensity following accelerated life testing (operating at 85 degrees C and 85% humidity, for 1000 hours). AlGaAs technology is not acceptable.

The LED signal modules shall be connected directly to line voltage, 120 Volts AC nominal, and shall be able to operate over the voltage range of 80 VAC to 135 VAC.

The 12” red ball units shall consume no more than a nominal 10.5 watts respectively, at 120 VAC, at 25 degrees centigrade. Maximum power consumption shall not exceed 12 watts respectively, at 120 VAC, at 25 degrees centigrade.

Red arrow type LED traffic signal modules shall be temperature-compensated so as to maintain intensity at elevated temperatures. Red arrow type LED traffic signal shall be tested and documented by CALTRANS as being in compliance with CALTRANS intensity standards for red arrows at elevated temperatures.

All LED traffic signal modules supplied shall be warranted for 5 years against manufacturing defects.

Red ball and red arrow traffic signal modules shall be performance warranted to be in compliance with July, 1998 ITE VTCSH, Part II, and CALTRANS minimum intensity standards for LED traffic signal modules, at 74 degrees centigrade, for a period of three (3) years.

23-01M.18.1 Pedestrian Signals

Pedestrian signals shall be in conformance with Section 86-1.02S(3) "Pedestrian Signal Faces" of Caltrans Standard Specifications.

Pedestrian LED shall be 16” x 18” Full Hand/Full Man. The Countdown Module shall be standard for pedestrian LED signals. Alternate pedestrian LED signals shall be approved by the ENGINEER. The displayed messages shall be "UPRAISED HAND" and "WALKING PERSON" symbols. The unit “counts down”, or exhibits to the pedestrian a digital numerical display, as well as the Caltrans international graphic display, to communicate how much time remains to clear the intersection. The units shall have two optional operational modes; total countdown and clearance count down. The units shall be set to clearance countdown unless otherwise directed by the ENGINEER. The units shall be capable of “learning” automatically the walk time interval and the pedestrian clearance intervals whenever pedestrian timing changes are made. The housing shall be die cast from a one-piece corrosion-resistant aluminum alloy. Additionally, the LED display shall almost perfectly, approximate to the pedestrian, the appearance of an incandescent pedestrian signal, or the UPRAISED HAND and WALKING PERSON symbols shall be LED filled. Outline of the symbols shall not be acceptable. The count-down display shall utilize Double LED rows.

The housing shall be die cast from a one-piece corrosion-resistant aluminum alloy. The housing door frame shall be hinged to the housing by stainless steel pins and hinge lugs integrally cast in the housing and door frame. Pedestrian signal housings and mounting hardware shall be painted gloss black and electrically powder coated.

23-01M.18.2 Pedestrian Pushbuttons

The pushbutton shall be a Polara BullDog III Series Model BDL3-B Round Style.

Pedestrian and bike push buttons shall conform to the provisions in Section 86-1.02U, "Push Button Assemblies," of the Caltrans Standard Specifications and this Section.

Pedestrian and bike push button frames shall be Type B with appropriate signs. Pedestrian push button frames and switch housing shall be painted gloss black and electrically powder coated.

The pedestrian and bike push buttons shall comply with the Americans with Disabilities Act (ADA). In the event that a conflict exists between the ADA guidelines and City Specifications, the ADA guidelines shall take precedent.

23-01M.18.3 Accessible Pedestrian Signals (APS)

The APS shall be a Polara iNS 2-wire system with shelf-mount Central Control Unit (iCCU-S2), Interconnect Board (iN2-ICB), SDLCCP (SDLC Cabinet Cable Package for ICCU-S2), and custom message option.

The buttons shall be black with a 5” X 7” informational faceplate. The pushbuttons shall have a directional arrow pointing in the direction to cross. The units shall be model iN2S-5-A-N-1-B.

23-01M.19.1 Loop Detection System

When applicable all loop detectors shall be rack mounted meeting or exceeding NEMA TS2 specification. Each channel shall have a “write-on” I.D. pad to indicate traffic phase or other identification. Detectors shall conform to the provisions in Section 87-1.03V, "Detectors," of the Caltrans Standard Specifications and this Section.

Sensor units shall be Detector Systems Digital Loop Model 910, or equal.

Detector sensor units furnished shall function without "locking up." If the detector sensor units furnished for the contract continually lock up when tuned for a motorcycle, as described herein, all furnished sensor units shall be replaced with another brand of detector at the CONTRACTORS expense.

23-01M.19.2 Video Detection System

Shall be the AutoScope Vision Video Detection System by Econolite. The Video detection systems shall provide a minimum of 20 detection zones per camera, placed anywhere in the camera’s field of view. System hardware and software shall provide presence detection, bicycle discrimination, incident monitoring, high definition video, and traffic data collection. Available traffic data include statistics on volume, turning movements, occupancy, speed, density, headway, and vehicle classification in user selectable time periods of 10, 20, 30 seconds or 1, 5, 10, 15, 30, or 60 minutes.

The system shall include connectivity for IP-addressable broadband communications that supports digital H.264 video compression for streaming output.

The system shall use a single Interface Panel that connects at a minimum 4 video sensors. The Panel shall be mountable to the sides of the traffic cabinet.

The camera shall require only a single 3-conductor cable to operate. This set-up will provide power and data communications back to the traffic signal cabinet up to 1,000 feet away. The camera shall have HD resolution of at least 720p (1280x720 pixels). The camera shall be equipped with an integrated zoom lens that can be adjusted using configuration computer software. The Zoom lens shall have a 10X optical zoom and the field of view shall be adjustable over the range of 7 to 73 degrees horizontal and 5 to 58 degrees vertical. The camera assembly shall be housed in a sealed IP-67 enclosure. In addition, the enclosure shall have a heater for the lens, a desiccant packet to absorb moisture, and a sunshield. The power and communications requirements of the video detection system shall be fully compatible with a standard TS2 cabinet configuration.

23-01M.19.3 Microwave Detection System

Shall be the MS Sedco Intersector Microwave Motion and Presence Sensor model TC-CK-SBE and the TCIB-4.1 interface board.

The microwave detection systems shall provide a minimum of 8 detection zones and 4 channels per Sensor unit. System hardware and software shall provide presence detection, bicycle discrimination, incident monitoring, and traffic data collection.

The Intersector Unit shall be mounted at a height of 14 to 19 feet on a corner signal pole using stainless steel banding or bolts. A single outdoor rated Cat5e cable is used for power and communications using T-568B Wiring Standard.

23-01M.20 Loop Installation Details

When applicable loop detector lead-in cable shall be Type B. Conductor for inductive detector loop shall be Type 2. All 6' X 6' loop shall consist of 4 turns per loop. No more than four 6 foot by 6 foot loops shall be connected to each sensor unit. Type E loop detectors 6 foot in diameter may be installed in lieu of Type A loops. All front loop detectors shall be Type D. When front loop detectors are used to supplement video detection, Type D loops shall be used. No splices are permitted in detector lead-in cables.

Residue resulting from slot cutting operations shall not be permitted to flow across shoulders or lanes occupied by public traffic and shall be removed from the pavement surface.

The sealant for filling slots cut in pavement shall conform to the State Specification 86-1.02W(4) for "Hot-Melt Rubberized Asphalt Sealant." Conductors to be buried in the pavement shall be installed only in the presence of the Engineer.

Where detector lead-in cables are connected to the terminal strips in the controller cabinet, the pressure terminal connectors shall be soldered to the detector lead in cables.

The CONTRACTOR shall identify loop wires by lane number, loop number, and start/finish using tie raps and permanent marker.

23-01M.21 LED Luminaries

Luminaires shall be GE Evolve LED roadway lights. Model ERL2-0-16-D3-30-A-Gray-L

23-01M.22 Edge-Lit Street Name Signs

Edge-Lit LED SNS installed on signal mast arms shall be the LED type per the Project Plans and these Specifications. Edge-Lit LED SNS shall operate maintenance-free for over 60,000 hours, with no bulbs or ballasts to replace. The technology consists of LEDs mounted along the top and bottom edge of the sign, concealed in the frame. The Edge-Lit sign shall use high-flux LEDs. Edge-Lit Light shall be emitted vertically from the top and bottom through a clear acrylic sheet and refracted outwards horizontally through the sign legend.

Edge-Lit technology shall allow for an ultra-slim, unobtrusive frame that can be mounted in any arrangement. Edge-Lit SNS mounted shall be mounted on the Signal Mast Arm unless otherwise noted. Edge-Lit SNS signs shall be double sided signs installed using an underhang mounting per the manufacturer’s specifications. Edge-Lit LED SNS shall be White on a standard MUTCD Color 1177 (Green) background. All SNS lettering shall be the Series E standard lettering 8” Uppercase and 6” Lowercase.

The Edge-Lit LED SNS shall be the Temple Razor Edge-Lit LED SNS.

The CONTRACTOR and ENGINEER shall verify the wording and spelling to be used on the signs prior to ordering equipment.

Sign brackets shall be the swivel type allowing movement in all directions.

23-01M.23 Photoelectric Control

Photoelectric control shall be Type V for traffic signals and Type IV for standard street lights. Photoelectric units shall be installed inside the service cabinet.

23-01M.24 Modulated Signal Detection System

The modulated signal detection system shall be able to interface with the CITY'S "Opticom" detection system as manufactured by 3M or approved equal. The controllers shall be equipped with internal circuitry to provide programmable channels of emergency vehicle preemption. The detector shall have a minimum range of 2500 feet.

The modulated signal detection system shall consist of a phase selector; detector for 1-channel or 2-channel detection; and interface cable.

The controller cabinets shall be wired with a "D" connector or special function cable to provide all necessary controller connections for emergency vehicle preemption. The phase selectors or discriminators shall be wired to provide emergency vehicle preemption for the emergency vehicle phases as shown on the Drawings.

Necessary communications cables shall be installed to allow modulated signal detector communications with the Naztec 980 controller and the Traffic Operations Center, if applicable.

23-01M.25 Intelligent Transportation Systems (ITS) Integration

Not used

23-01M.26 Removing, Reinstalling or Salvaging Electrical Equipment

Salvaged traffic signal equipment identified in the project plans shall be delivered to City of Pleasanton, Operations Service Center, 3333 Busch Road unless otherwise noted on the project plans. The Contractor shall provide equipment, as necessary, to safely unload the equipment.

Full compensation for hauling and stockpiling salvaged electrical materials shall be considered as included in the contract lump sum price paid for "Signal Installation", and no additional compensation will be allowed.

23-01M.27 Signal Pole & Electroliers Painting System:

Preparation- Contractor will ensure that all surfaces are cured, firm dry and cleaned free of dust, dirt, oil, grease, wax, chalky or loose paint, parting compounds, efflorescence, asphalt stains, mildew or any other contamination or condition that will adversely affect the performance of the coating. Contractor will etch glossy, glazed or dense surfaces. Contractor will fill holes and surface irregularities with a suitable patching compound to match the surface profile.

Primer- Contractor will sand rusted surfaces and treat with a coat of Ospho Rust Killer/Primer to slow the spread of rust prior to painting. Contractor will use rust inhibitor in accordance and compliance with the product information guidelines provided by Ospho. Contractor will use a prime coat consisting of 100% Sherwin-Williams Pro-Cryll Primer, off-white. Contractor will use primer in accordance and compliance with the product information guidelines provided by Sherwin-Williams.

Paint- Contractor will use a finish coat consisting of Sherwin-Williams Sher-Cryll Gloss to match Kelly-Moore Stock Color #20 Western Acoustic White. Contractor will use paint in accordance and compliance with the product information guidelines provided by Sherwin-Williams. Contractor will apply new numbered tags supplied by the Hacienda Business Park Association (if applicable) after the finished coat has dried.

23-01M.28 Payment

The lump sum price bid for "Signal Installation" shall include new controller assemblies, connection of the controller to the Traffic Signal Central Master Computer, interconnect cable splices within the controller cabinet, or at the City traffic computer, interconnect conduit, and all other parts and labor required for successful operation of the controller by the Traffic Signal Central Master Computer.

It shall include a system detector controller, where required, system detection equipment, loops, etc., and any additional labor or equipment associated with each intersection, as shown on the plans.

It shall also include full compensation for furnishing all labor, materials including hardware, tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing, modifying, or removing the signals, lighting and electrical systems, combinations or units thereof, including but not limited

to foundations; grounding; conduit; cable; pull boxes; signal heads; pedestrian signal system; video image vehicle detection system; EMS signs; street name signs; emergency pre-emption system; luminaires; trenching; boring; coating and painting; restoring curb, sidewalk, landscaping, pavement, pavement markings and stripes, and appurtenances damaged or destroyed during construction; and salvaging existing materials as shown and specified on the plans, as specified in these Special Provisions and as directed by the Engineer, and no additional compensation will be allowed therefore.

Mobilization: 10% of the total contract price will be paid upon completion of mobilization.

Payment for Materials on Site: 50% of invoice cost for all signal poles, mastarms, cabinet, controller and hardware properly tested, stored and documented per all of the applicable provisions of these specifications.

Progress payments will be processed by the City according to the following schedule unless otherwise approved by the Engineer:

	Percent of Lump Sum Itemized Bid	Signal Work Completed
(1)	20%	All conduit in place.
(2)	10%	All foundations dug and concrete poured.
(3)	15%	All loops cut with wires and sealant in place and/or all video detection equipment installed and operational.
(4)	5%	All wire pulled in all conduits.
(5)	20%	All signal standards and poles erected.
(6)	10%	Handicap Ramps installed.
(7)	5%	All new signing and striping completed.
(8)	10%	Controller and cabinet installed and operational.
(9)	5%	Miscellaneous work completed.
TOTAL	100%	

Said price shall include the controller testing by Signal Maintenance, Inc., including pick-up and deliveries, and providing a signal technician at the time the equipment is turned on, and no additional payment will be allowed therefore.

A complete and operating system is to be provided.

Add to section 18-05 of the City standard specifications:

The contract lump sum price paid for “Modifying Lighting Systems” shall include full compensation for furnishing all labor, materials including hardware, tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing, modifying, or removing the lighting and electrical systems, combinations, relocation of light poles, pouring new foundation, removing old foundations, installation of grounding or units thereof, including but not limited to foundations; conduit; cable; pull boxes; luminaires; trenching; boring; coating and repainting of relocated light poles per Hacienda Business Park’s standard color; restoring curb, sidewalk, landscaping, pavement, pavement markings and stripes, and appurtenances damaged or destroyed during construction; and salvaging existing materials as shown and specified on the plans, as specified in these Special Provisions and as directed by the Engineer, and no additional compensation will be allowed therefore.

APPENDIX A: BID ITEM LIST

BID ITEM LIST

SCHEDULE OF BID ITEMS FOR
HOPYARD RD AND OWENS DR INTERSECTION IMPROVEMENT
CIP # 15525

Item No.	Description (F)	Estimated Quantity	Unit of Measure
1	CONSTRUCTION STAKING	1	LS
2	LEAD COMPLIANCE PLAN	1	LS
3	CONSTRUCTION AREA SIGNS	1	LS
4	TRAFFIC CONTROL SYSTEM	1	LS
5	TYPE III BARRICADE	1	EA
6	TEMPORARY PAVEMENT MARKING (PAINT)	140	SQFT
7	TEMPORARY TRAFFIC STRIPE (PAINT)	12500	LF
8	CHANNELIZER (SURFACE MOUNTED)	50	EA
9	TEMPORARY PAVEMENT MARKER	230	EA
10	TEMPORARY RAILING (TYPE K)	600	LF
11	TEMPORARY ALTERNATIVE CRASH CUSHION	1	EA
12	JOB SITE MANAGEMENT	1	LS
13	PREPARE WATER POLLUTION CONTROL PROGRAM	1	LS
14	RAIN EVENT ACTION PLAN	23	EA
15	STORM WATER SAMPLING AND ANALYSIS DAY	7	EA
16	STORM WATER ANNUAL REPORT	1	EA
17	TEMPORARY DRAINAGE INLET PROTECTION	19	EA
18	TEMPORARY FIBER ROLL	490	LF
19	STREET SWEEPING	1	LS
20	VIBRATION MONITORING PLAN	1	LS
21	CLEARING AND GRUBBING (LS)	1	LS
22	REMOVE TREE	27	EA
23	ROADWAY EXCAVATION	1400	CY
24	STRUCTURE EXCAVATION (SOUND WALL) (F)	76	CY
25	STRUCTURE BACKFILL (SOUND WALL)	21	CY
26	DECOMPOSED GRANITE	140	SQFT
27	LANDSCAPE SOIL PREPARATION	9700	SQFT
28	PLANTING	1	LS
29	MULCH	1	LS
30	LANDSCAPE MAINTENANCE	1	LS
31	IRRIGATION	1	LS
32	2” PVC PIPE	700	LF
33	IMPORTED TOPSOIL (CY)	125	CY
34	CLASS 4 AGGREGATE SUBBASE	740	CY
35	CLASS 2 AGGREGATE BASE (CY)	400	CY
36	PARKING AREA SEAL	7500	SQFT
37	SLURRY SEAL	121900	SQFT
38	HOT MIX ASPHALT (TYPE A)(1/2")	1900	TON
39	HOT MIX ASPHALT (TYPE A)(3/4")	400	TON
40	COLD PLANE ASPHALT CONCRETE PAVEMENT	15400	SQYD
41	24" CAST-IN-DRILLED-HOLE CONCRETE PILING (SOUND WALL)	324	LF

Item No.	Description (F)	Estimated Quantity	Unit of Measure
42	STRUCTURAL CONCRETE, PILE CAP (F)	30	CY
43	BAR REINFORCING STEEL, RETAINING WALL (SOUND WALL)	11444	LB
44	SOUND WALL (MASONRY BLOCK) (F)	540	SQFT
45	12" REINFORCED CONCRETE PIPE	125	LF
46	24" REINFORCED CONCRETE PIPE	5	LF
47	3" SUBDRAIN	5	LF
48	4" SUBDRAIN	1510	LF
49	OFFSITE DRAIN THROUGH CURB	6	EA
50	DRAINAGE INLET	4	EA
51	REMOVE PIPE (LF)	100	LF
52	REMOVE CATCH BASIN	4	EA
53	ADJUST INLET	1	EA
54	ADJUST CAPPED SD MANHOLE TO GRADE	3	EA
55	MINOR CONCRETE (CURB) (LF)	2200	LF
56	MINOR CONCRETE (CURB AND GUTTER) (LF)	1100	LF
57	MINOR CONCRETE (DRIVEWAY) (SQYD)	60	SQYD
58	MINOR CONCRETE (SIDEWALK) (SQYD)	690	SQYD
59	MINOR CONCRETE (SIDEWALK) (SQYD) (HACIENDA BUSINESS PARK DETAIL)	180	SQYD
60	REMOVE CONCRETE CURB (LF)	2080	LF
61	REMOVE CONCRETE SIDEWALK (SQYD)	200	SQYD
62	REMOVE CONCRETE ISLAND (PORTIONS) (SQYD)	160	SQYD
63	REMOVE CONCRETE DRIVEWAY (SQYD)	35	SQYD
64	REMOVE CONCRETE (CURB AND GUTTER)	1170	LF
65	ADJUST CITY WATER VALVE TO GRADE	2	EA
66	LOWER AND RAISE SD MANHOLE FRAME AND COVER	3	EA
67	LOWER AND RAISE CITY SS MANHOLE FRAME AND COVER	3	EA
68	LOWER AND RAISE CITY WATER VALVE	9	EA
69	LOWER AND RAISE DETECTOR HANDHOLE COVER	3	EA
70	PAINT CURB (2-COAT)	180	SQFT
71	REMOVE CHAIN LINK FENCE	140	LF
72	PAVEMENT MARKER (RETROREFLECTIVE)	240	EA
73	OBJECT MARKER	4	EA
74	REMOVE ROADSIDE SIGN	2	EA
75	RELOCATE ROADSIDE SIGN-ONE POST	7	EA
76	ROADSIDE SIGN - ONE POST	9	EA
77	CONCRETE BARRIER (TYPE 836SV)	160	LF
78	DETAIL 9	1300	LF
79	DETAIL 12	7300	LF
80	DETAIL 25	1300	LF
81	DETAIL 37B	900	LF
82	DETAIL 38	2300	LF
83	DETAIL 38A	760	LF
84	DETAIL 39	4300	LF
85	DETAIL 39A	1700	LF
86	DETAIL 40	770	LF
87	4" WHITE THERMOPLASTIC STRIPE	680	LF

Item No.	Description (F)	Estimated Quantity	Unit of Measure
88	12" WHITE THERMOPLASTIC STRIPE	620	LF
89	FIRE HYDRANT MARKER	8	EA
90	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	1600	SQFT
91	GREEN PAINT (BIKE LANE)	4400	SQFT
92	REMOVE THERMOPLASTIC TRAFFIC STRIPE	11400	LF
93	REMOVE THERMOPLASTIC PAVEMENT MARKING	600	SQFT
94	MODIFYING LIGHTING SYSTEMS	1	LS
95	SIGNAL INSTALLATION	1	LS
96	BASE REPAIR (DIG OUT)	11500	SQFT
97	METAL FENCE - TYPE A	65	LF
98	METAL FENCE - TYPE B	19	LF
99	METAL GATE	2	EA
100	STUCCO	1	LS
101	CONCRETE STEPPING PADS	1	LS
102	FURNISH AND INSTAL 1-1/2" PVC CONDUIT	280	LF
103	RELOCATE TRAFFIC PULL BOX	1	LS
104	ADJUST TRAFFIC PULL BOX	1	LS
105	MOBILIZATION	1	LS

(F) Denotes Final Pay Item.

APPENDIX B: RECYCLED WATER HYDRANT METER CUSTOMER PACKET

1.1 Procedures for Recycled Water Hydrant Customers

1.1.1 Obtaining a Hydrant Meter Permit

The types of recycled water meter hydrants available are 5/8" and 3". Interested customers following these steps to obtain a hydrant meter:

1. Fill out and submit the *City of Pleasanton Water Meter Activity Form*, which includes the *Terms and Conditions for Commercial Recycled Water Use, and copy of recycled water use training certificate if customer has already obtained one*, to the Customer Services Center at 3333 Busch Rd, Pleasanton 94566. The application form is available at the Customer Services Counter and online at:.
2. Provide the Customer Services Center the specified deposit for the meter.
3. Customer Service Center will inform Recycled Water Program of the recycled water hydrant meter request. Recycled Water Program staff will review the request and contact customer with any additional questions, and if satisfactory, approve the request.
4. Customer Service Center staff will issue the meter to the customer.

1.1.2 Hydrant Meter Readings/Closing a Hydrant Meter Account

Hydrant meter customers will submit by email, phone, or at the counter their meter reads on a bimonthly basis, as specified by Customer Services Center staff.

The following steps are necessary to close a hydrant meter account when the customer no longer requires a hydrant meter:

- Customer shall return meter to the Customer Services Center, located at 3333 Busch Rd.
- Staff will inspect the meter, verify last read, and deliver closing Recycled Water Hydrant Meter Report to the Recycled Water Program.
- If the meter is in proper working condition the deposit provided will be applied to final balance. If there is damage to the meter, the damage is subject to additional charges for repair or replacement of the meter.

1.2 Tank Truck Guidelines for Transporting Recycled Water

1. Tank trucks shall be equipped with an air gap; (refer to DSRSD Standards at http://www.dsrsd.com/do-business-with-us/recycled-water-use.).
2. All truck owners and/or drivers are required to attend a Site Supervisor Training workshop, or equivalent training provided by Recycled Water Program staff.
3. Vehicles used to transport recycled water shall be clearly labeled in a prominent location with these or similar words, in English: "Recycled Water – Do Not Drink."
4. The permit issued by the City or DSRSD shall be available for inspection at all times. The recycled water customer or agent shall carry a copy of the permit in the truck.

5. Vehicles used to transport and distribute recycled water shall have water-tight valves and fittings, shall not leak, and tanks shall be cleaned of contaminants prior to use. A truck or tank that has contained material from a septic tank or cesspool shall not be used for recycled water.
6. Tank trucks used to transport recycled water should not be used to carry potable water unless the truck has first been thoroughly cleaned and disinfected.

THE CITY OF PLEASANTON

Operations Services Department

Water Meter and Backflow Activity Protocol

Purpose

This protocol is designed to facilitate and coordinate all of the necessary steps to request the installation, replacement or removal of a permanent water meter, backflow prevention device or rental of a temporary hydrant meter. Each request will begin with the submittal of a completed Water Meter and Backflow Activity Form. This initiates the process with the OSC Customer Service Center and provides the necessary utility billing and Cross Connection Control information for accurate and timely billing and record keeping.

Initiate

Begin the process by completing the Water Meter Activity Form in a fill able PDF form found on http://www.cityofpleasantonca.gov/gov/depts/os/service/default.asp. Confirm the billing information, meter size, location and revenue class are complete and correct. Incomplete forms will be rejected, causing unnecessary delay in processing the request.

Submit

Scan and send completed form to the OSD Customer Service Center via email to osd@cityofpleasantonca.gov. Attach the following documentation for the appropriate activity:

- New Meter Installations-Include copy of: Encroachment Permit, receipt for appropriate fees paid and a map of the installation location. Appropriate Recycled Water documents (See Attached).
- CMO-Change Meter Out- Photos of old and new meter dials and serial numbers
- Meter Relocation/Abandonment-Documentation from Engineering Department approving relocation or abandonment per City Specifications and photo of meter read dial(s) and serial number(s)
- Backflow Prevention Device-Encroachment Permit, receipt for appropriate fees paid and a map of the installation location.
- Potable Hydrant Meter- Completed Temporary Meter Use Agreement. Customer Service Center will contact Customer when meter is ready for pick-up.
- Recycled Water Hydrant Meter- Signed "Terms and Conditions for Commercial Recycled Water Use" by all water truck drivers delivering recycled water, a copy of Site Supervisor Training Certification (if one has been previously obtained), a completed Temporary Meter Use Agreement, and proof of water truck signage for recycled water use (signs are available

for purchase at the Customer Service Center). Customer Service Center will contact Customer when meter is ready for pick-up.

Complete

Once the form and accompanying documentation is received, allow 2-5 business days for the Customer Service Center to create an account and coordinate the activity with the appropriate Operations Services Department personnel.

Contact

OSD Customer Service Center will contact the initiating party i.e. Building Division, Public Works Inspection, Environmental Services when process is complete. All documentation will be saved in Y:\Operations Services\Water Meter and Backflow Activity.

OSD Customer Service Center: osd@cityofpleasantonca.gov or Ext. 5500

TERMS AND CONDITIONS FOR COMMERCIAL RECYCLED WATER USE
(State of California Department of Health Services Guidelines for Tertiary Treated Recycled Water)

A. Prohibitions:

1. **No cross connections shall be made between drinking water systems and recycled water systems/equipment.**
2. Recycled water shall not be applied to irrigation areas during periods when soils are saturated.
3. Recycled water shall not be allowed to escape from designated use area(s) as surface flow that would either pond and/or enter waters of the state.
4. Irrigation or impoundment of recycled water within a minimum of 50 feet of any water well is prohibited
5. Recycled water shall not enter a dwelling or food handling facility, and shall not contact any drinking water fountains, unless specifically protected with a shielding device.
6. Recycled water shall not be discharged to the street gutter or storm drain system. If you have leftover recycled water and want to dispose of it, either discharge it to a landscaped area or to the sanitary sewer via an onsite cleanout.
7. Recycled water shall not be used as a domestic or animal water supply.
8. Recycled water shall be used only for California Code of Regulations Title 22 approved uses for tertiary-treated recycled water, which includes dust control, soil compaction, landscape irrigation, vegetable garden irrigation, and hard surface washing (paths, walls, windows, etc.).
9. **Recycled water hydrant meters must NOT be connected to potable water fire hydrants. Violators are subject to fines.**
10. Hauler's vehicles used for transportation and distribution of recycled water must have water tight valves and fittings, must not leak, and tanks must be cleaned of contaminants prior to use. A truck or tank that has contained material from a septic tank or cesspool shall not be used to convey recycled water.
11. **Recycled water shall not be put into existing piping connected to underground irrigation, drinking water supply, or a storage tank facility.**
12. **No residential delivery is allowed when using a recycled water hydrant construction meter.**
13. **It is prohibited to transport and pump recycled water into residential and commercial end user's buried irrigation systems.**
14. **It is not permitted to deliver and transfer recycled water into residential and commercial end user's onsite storage tanks.**

B. User's Responsibilities

1. **This Use Permit must be available for inspection at all times. The recycled water Hauler must carry a copy in the tanker truck at all times and present it to City of Pleasanton (City) staff when requested.**
2. Enforce and implement all prohibitions listed above.
3. If a cross connection is discovered, contact City of Pleasanton (925-931-5500) immediately and have the cross connection eliminated immediately.
4. Use of recycled water will be discontinued if the prohibitions and requirements of this permit are not met. Use of recycled water may resume once all of the conditions which caused the violations have been corrected.
5. Company and/or Hauler is responsible for all associated costs incurred by the City to ensure conformance of these requirements and protection of public health.
6. Tank trucks, storage containers and equipment used for recycled water shall receive proper disinfection prior to use with potable water.
7. User is responsible for purchasing and installing recycled water signs and magnets on transport vehicles and at use site if accessible to the public. Signs are available for purchase at the City's Customer Service Center office.

C. The City of Pleasanton shall:

1. Have the right and responsibility to suspend or terminate recycled water service in the event that the above conditions are not being adhered to.
2. Have the right to enter hauler's end user's property to perform periodic inspections to ensure compliance with recycled water user requirements.
3. Have the right to perform cross-connection control inspections and/or shut-down test as determined to be necessary by the Operations Services Department Director, or assigned representative.
4. Have the right to notify the drinking water supplier of recycled water deliveries within their service area. The City may share the hauler's list of end users with the local drinking water supplier. The drinking water supplier may inspect haulers' property to conduct inspection and impose additional requirements to protect the drinking water supply and public health.

D. Health and Safety Guidelines

1. Public contact with recycled water shall be avoided, to the extent practical, under the normal use at the recycled water site.
2. In all areas where recycled water is used that are accessible to the public, warning signs shall be installed at adequate intervals around the use area as required by the City.
3. Recycled water shall not be applied where it could contact drinking water facilities, storm drains, or food handling facilities.
4. Adequate measures shall be taken to prevent ponding, and to prevent runoff of recycled water from the authorized Recycled water use area.
5. Hauler's vehicles that convey recycled water shall be clearly labeled in a prominent location with language stating in English "Recycled Water Do Not Drink".
6. After contact with recycled water, wash hands with soap and potable water prior to eating or smoking.

I HAVE READ AND UNDERSTOOD THESE GUIDELINES.

Company Representative:

_____	_____	_____
Print Name	Signature	Date

Recycled Water Hauler: (each hauler's signature is required below)

_____	_____	_____
Print Name	Signature	Date

Recycled Water Hauler:

_____	_____	_____
Print Name	Signature	Date

Recycled Water Hauler:

_____	_____	_____
Print Name	Signature	Date

City of Pleasanton Temporary Hydrant Meter Agreement

Date:_____ Order Taken By: _____

Customer/Company Name:_____

Billing Contact Person:_____

Phone Number:_____

Billing Address:_____

Job Location: _____

Intended Use: _____

INTERNAL: UTILITIES AUTHORIZATION

Name: _____

Date: _____

☐ **POTABLE** ☐ **RECYCLED**

☐ **DENIED**

Notes: _____

E-mail Address (required): _____

DEPOSIT TOTAL: ☐ **3/4" Meter = $500.00** ☐ **3" Meter = $2000.00**

Deposit will be returned after meter is inspected and the overall condition of the meter is approved by the Operations Services Department. Any damages to the hydrant meter will be repaired by the City of Pleasanton and charged to the customer. Deposit will be retained until such damages have been paid. Lost or stolen meters will result in forfeiture of the hydrant meter deposit.

Please sign acknowledging the terms of the deposit: x_____

A bi-monthly meter charge of **$29.89** for a **3/4"** or **$348.90** for a **3"** size hydrant meter, regardless of usage, will be billed to customer.

_____ *(initial upon receipt of hydrant meter)*

Meter to be used for City CIP #_____ FOR CITY ONLY: Budget to be charged_____

INTERNAL USE ONLY: BUSINESS SVCS DIVISION

Hydrant Meter #_____

Out ☐ Read:_____

Size:_____

In ☐ Read: _____

Backflow Device #_____

Out ☐

In ☐

Hydrant Wrench

Out ☐ Not Issued ☐

In ☐

[OUT] Meter Issued By:_____

Date: _____

[IN] Meter Accepted By:_____

Date: _____

Damaged/Missing Items:_____

_____Charges: $_____

Comments:_____

_____

INTERNAL USE ONLY:

Recycled Water Hydrant Meter Checklist

☐ Signed "Terms and Conditions for Commercial Recycled Water Use" by all water truck drivers delivering recycled water **[REQUIRED]**

☐ Copy of Site Supervisor Training Certification (if obtained)

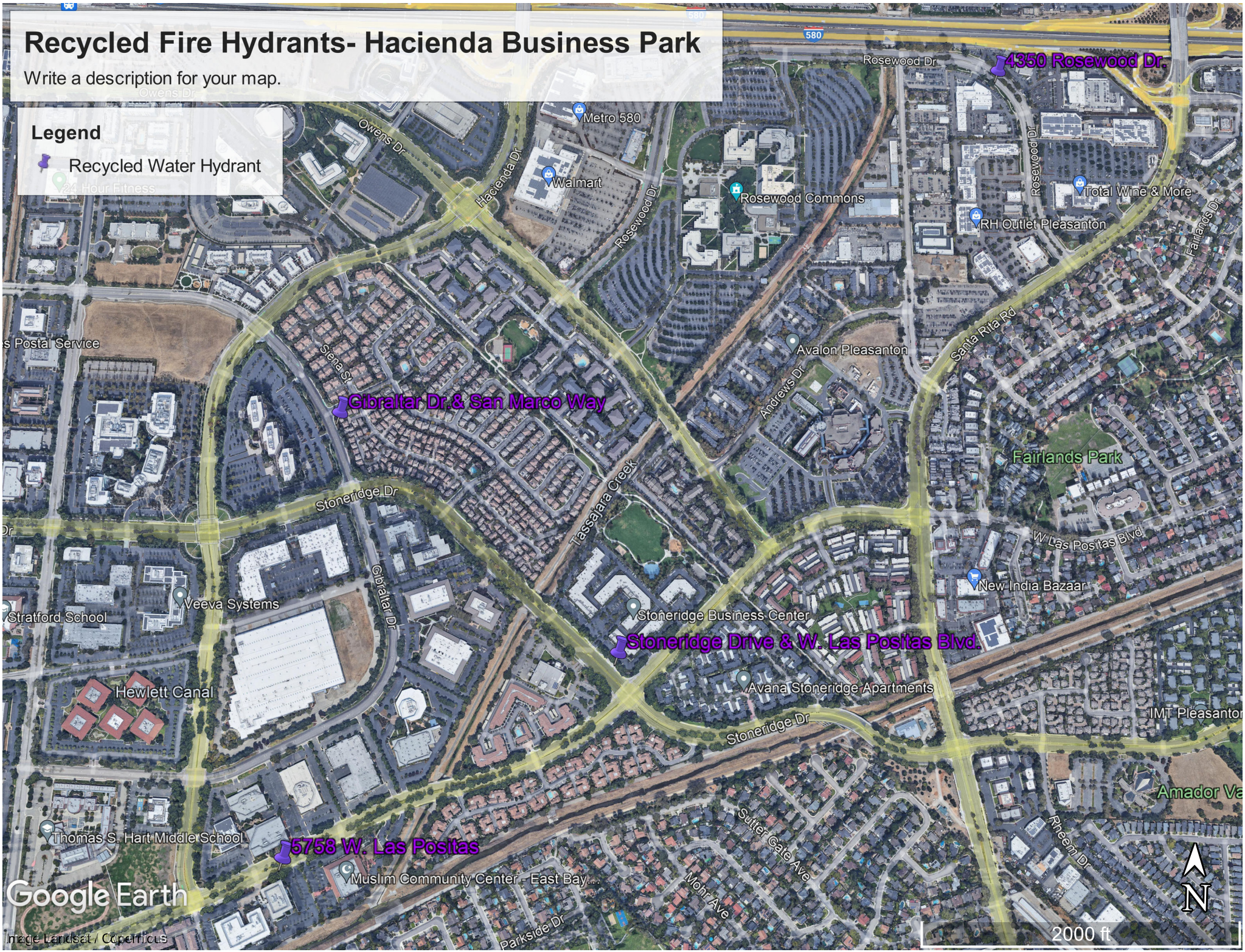
☐ Proof of water truck signage for recycled water use (Signs are available for purchase at the Customer Service Center for $_____)

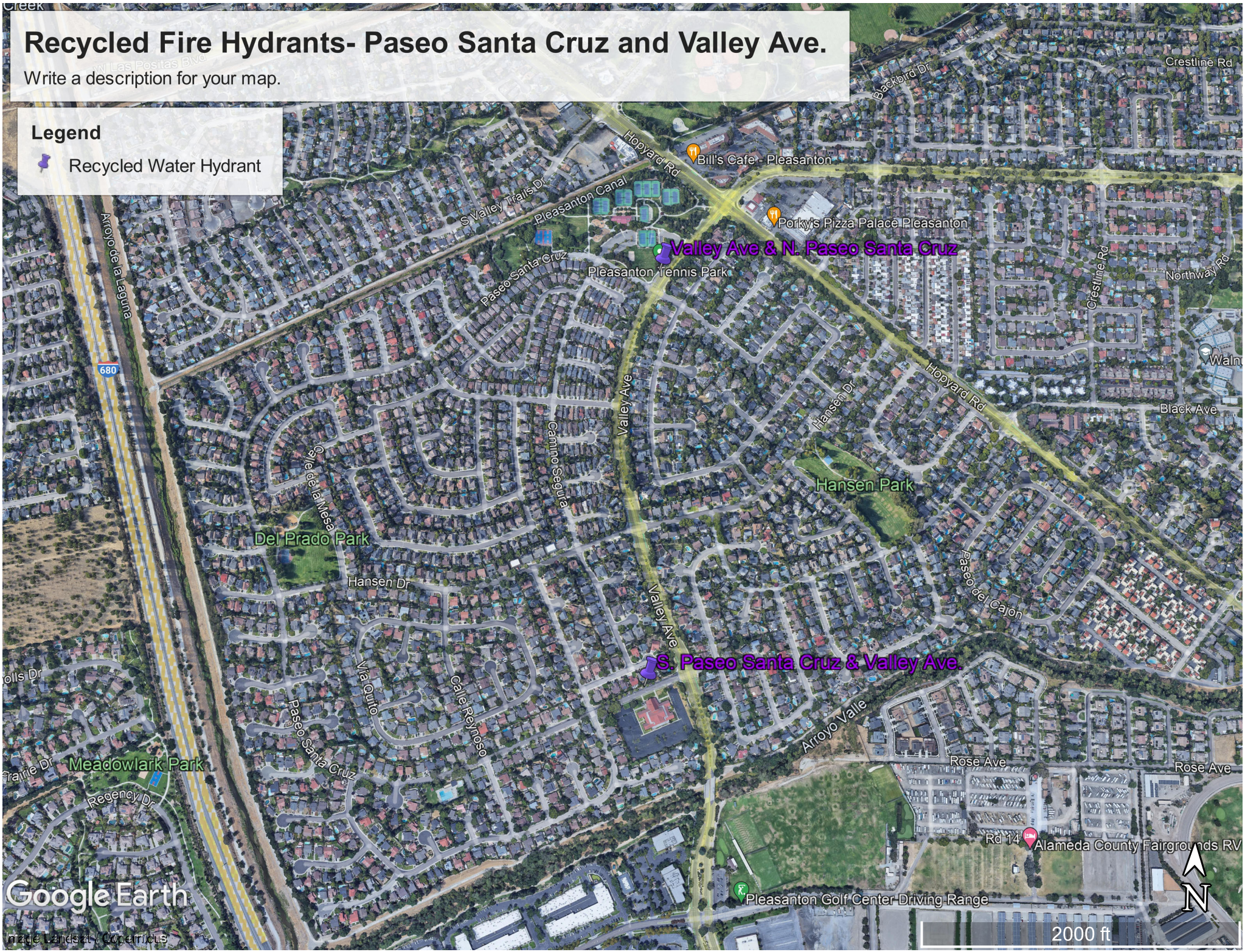
☐ **RECYCLED WATER PROGRAM**

APPROVAL: _____

Once this agreement and accompanying documentation is received and approved, please allow 2-5 business days for the Customer Service Center to create your account and coordinate the issuance of the hydrant meter.

Customer Service Center Operating Hours:
Monday through Friday
7:00 a.m. to 3:30 p.m.
Closed weekends and holidays
(925) 931-5500
osd@cityofpleasantonca.gov


Recycled Fire Hydrants- Hacienda Business Park
Write a description for your map.
Legend
Recycled Water Hydrant
4350 Rosewood Dr.
Gibraltar Dr & San Marco Way
Stoneridge Drive & W. Las Positas Blvd.
5758 W. Las Positas
Rosewood Dr
Owens Dr
Hacienda Dr
Metro 580
Walmart
Rosewood Commons
Total Wine & More
RH Outlet Pleasanton
Fairlands Dr
Avalon Pleasanton
Santa Rita Rd
Andrews Dr
Fairlands Park
Stoneridge Dr
Tassajara Creek
W Las Positas Blvd
New India Bazaar
Veeva Systems
Stratford School
Stoneridge Business Center
Gibraltar Dr
Hewlett Canal
Avana Stoneridge Apartments
IMT Pleasanton
Thomas S. Hart Middle School
Muslim Community Center - East Bay...
Sutter Gate Ave
Rheem Dr
Mohr Ave
Parkside Dr
Google Earth
Image Landsat / Copernicus
N
2000 ft


Recycled Fire Hydrants- Paseo Santa Cruz and Valley Ave.
Write a description for your map.
Legend
Recycled Water Hydrant
Valley Ave & N. Paseo Santa Cruz
S. Paseo Santa Cruz & Valley Ave.
Bill's Cafe - Pleasanton
Porky's Pizza Palace Pleasanton
Pleasanton Tennis Park
Hansen Park
Del Prado Park
Meadowlark Park
Pleasanton Golf Center Driving Range
Alameda County Fairgrounds RV
Hopyard Rd
Valley Ave
Hansen Dr
Black Ave
Rose Ave
Crestline Rd
Northway Rd
Arroyo de la Laguna
Pleasanton Canal
S Valley Trails Dr
Paseo Santa Cruz
Camino Segura
Calle de la Mesa
Via Quito
Calle Reynoso
Paseo del Cajon
Arroyo Valle
Regency Dr
680
Google Earth
2000 ft
N


This truck uses recycled water
Recycled water saves drinking water
DO NOT DRINK
No tome agua del sistema de riego

APPENDIX C: TEMPORARY CONSTRUCTION EASEMENT AGREEEMNT

Expenditure Authorization: 04-0Y730
Project ID: 0422000331
5785 Johnson Drive
APN: 941-1315-9-3

CITY OF PLEASANTON
RIGHT OF WAY CONTRACT – TEMPORARY CONSTRUCTION EASEMENT

This RIGHT OF WAY CONTRACT - TEMPORARY CONSTRUCTION EASEMENT ("Contract" or "TCE"), covering the property shown in Exhibit "A" attached and made a part hereof and described in Clause 3 below, has been executed by fee owner, JOHNSON COURT PARTNERS LLC ("Property Owner"), ground lessee, CHICK-FIL-A ("CFA") and delivered to the CITY OF PLEASANTON ("City"). Collectively, Property Owner and CFA shall be referred to herein as the "Owner."

RECITALS

WHEREAS, City is planning roadway improvements to the Hopyard Road and Owens Drive intersection (the "Project), which is adjacent to "Owner's real property commonly known as 5785 Johnson Drive (the "Property", APN 941-1315-9-3); and

WHEREAS, City's improvements to the intersection includes roadway widening and median narrowing to provide separated and buffered bike lanes, adding a southbound right turn lane, and an additional northbound left turn lane, constructing sound wall, metal barrier fence and gate, curb, gutter, sidewalk, and upgrading landscaping improvements; and

WHEREAS, City will also make improvements to Owner's Property as shown in Exhibit "B" attached hereto and made apart hereof; and

WHEREAS, Owner is willing to allow City to enter onto portions of the Property as shown in both Exhibits "A" & "B" to make improvements to Owner's Property, subject to terms of the Right of Way Contract ("Contract").

WHEREAS, this Contract replaces and supersedes the Right of Entry for Construction Agreement that was entered into by Owner and City on April 28, 2022.

NOW THEREFORE, in consideration of which, and the other considerations hereinafter set forth, it is mutually agreed as follows:

1. Entire Agreement. The parties have herein set forth the whole of their agreement. The performance of this Contract constitutes the entire consideration for said document and shall relieve City of all further obligation or claims on this account, or on account of the location, grade or construction of the proposed public improvement.

2. Donation. It is agreed that the TCE described in Clause 3 is being donated to the City by the undersigned Owner. Owner having initiated this donation, has been informed of the right to compensation for the TCE donated and hereby waives such right to compensation.

3. Temporary Construction Easement (Non-Revocable). Permission is hereby granted the City, its employees and contractors to enter upon Owner's land where necessary with personnel, vehicles and equipment within that certain area identified in Exhibit "A," for the purpose of a TCE to remove and construct the following improvements within the TCE area:

a. Remove and replace plantings and irrigation behind the proposed bike path and within the TCE along Hopyard Road;

b. Replace any damaged plantings and irrigation, thereby restoring to existing or improved condition within TCE area.

c. After completion of the improvements to Owner's Property as described in Clause 3 herein, the City has no further obligations for landscape maintenance or repair of such improvements except city-owned utilities and city-maintained facilities.

d. The rights of usage of the TCE shall be for a period of 18 months; said period shall commence on July 1, 2023. At least ten (10) business days advance written notice will be given to Owner before work is commenced within the TCE. It is further understood that in no event shall the TCE extend beyond the Project construction completion or December 31, 2024, whichever is earlier, except as provided below.

e. In case of unpredictable delays in construction, upon written notification by the City, the terms of the TCE may be extended by an amendment to this Contract.

f. In the event Owner sells, conveys or assigns Owner's land as depicted in Exhibit "A," Owner shall notify the successor or assigner of the rights and obligations contained in this Contract. Owner shall indemnify and hold the City harmless from any such claims by any third party for any compensation arising from the TCE depicted in Exhibit "A" or the construction of the public improvement project.

4. Owner Warranty to Sign. The undersigned Owner warrants that they are the owners in fee simple of the property affected by this TCE as described in Clause 3 above and that they have the exclusive right to grant this TCE.

5. Title VI Compliance. The parties to this contract shall, pursuant to Section 21.7(a) of Title 49, Code of Federal Regulations, comply with all elements of Title VI of the Civil Rights Act of 1964. This requirement under Title VI and the Code of Federal Regulations is to complete the USDOT Non-Discrimination Assurance requiring compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Parts 21 and 28 C.F.R. Section 50.3.

Further, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that is the subject of this contract.

6. Permit to Enter and Construct. Permission is also hereby granted to City, its employees and contractors to enter onto our land, as identified in Exhibit "B," for non-exclusive use to perform the following work at the City's sole cost and expense: Making improvements at the Hopyard Road between I-580 on/off ramps to Owens Drive as part of the City's roadway improvement project.

a. City shall not commence the work until Owner is given ten (10) business days advance notice.

b. Construction of the described in Clause 6 herein is anticipated to be completed within one year from the date the work is commenced.

c. City and/its contractor shall share the roadway improvement project schedule at the beginning of the project and coordinate schedule changes with the Owner that may impact the landscaping improvements on the Owner's Property as shown in Exhibit "B."

d. City's contractor to repair damaged irrigation on the Owner's Property pursuant to Exhibit "B" within twenty-four (24) hours of being notified of the incident and make complete restoration within thirty (30) days. The obligations described in Clause 6(e) shall expressly survive the termination of the Contract.

e. The construction hours for the roadway improvement project will vary based on the allowable lane closure time established by the City's Traffic Engineer. It is anticipated that both daytime and nighttime working hours will be utilized to construct the roadway improvement project. In the event of major changes to the construction working hours, the Owner will be notified by City and/or contractor.

f. The City contractor drive aisle designated in the Exhibit "B" shall be used for access only and no parking nor staging will be permitted in the drive aisle.

g. City shall not permit any liens to be placed against the Owner's Property arising from the work described in this Contract. The obligations described in this subsection 6(g) shall expressly survive the termination of the Contract.

h. Upon completion of the work described in this Contract, City shall, at its expense, repair, replace or restore any damage that the City, its employees or contractors caused to existing improvements on the Owner's Property or any other property (real or personal) incident to the work, to a condition of said property immediately prior to it being damaged by City, its employees or contractors. The obligations described in this subsection 6(h) shall expressly survive the termination of the Contract.

Owner understands and agrees that after completion of City's work described herein Clause 6, said facilities will be considered as Owner's sole property and Owner will be responsible for its maintenance and repair.

7. City Performed Work. All work done under this Contract shall conform to all applicable building, fire and sanitary laws, ordinance, and regulations relating to such work, and shall be done in a good and workmanlike manner. All structures, improvements or other facilities, when removed, and relocated, or reconstructed by the City, shall be left in as good condition as found.

8. Indemnity and Insurance. City shall indemnify, defend and hold harmless the Owner from any loss, claims, liability, or expenses, including reasonable attorney's fees and costs, for personal injury or death, or property damage, arising out of or in connection with the activities of City, its employees or contractors under this Contract. The obligations described in this Clause 8 shall expressly survive the termination of the Contract.

City shall maintain or cause its contractor to maintain a general liability and property damage insurance policy in the minimum amount of $2,000,000 combined single limit, insuring against all liability in connection with its activities under this Contract and the indemnity obligations under this Section 8.

9. Notice. Any notice which either party gives to the other shall be in writing and shall be delivered personally upon the other or be sent by mail to the respective parties as follows:

OWNER: Johnson Court Partners
Attn: Drew Mickel, President
Email: drewm@reynoldsandbrown.com

CITY: City Manager
City of Pleasanton
Pleasanton, CA 94566
123 Main Street
P.O.Box 520
Pleasanton, CA 94566

CFA: Chick-fil-A
5785 Johnson Drive
Pleasanton, CA 94588
Attn: Jennifer Daw
Email: jennifer.daw@cfacorp.com

Any party may, from time to time, designate any other address for this purpose by written notice to the other party, given ten (10) business day notice.

10. Termination. This Contract shall terminate upon completion of the roadway improvement project contemplated by this Contract and approval/sign-off by the applicable governmental authorities of such work.

11. Venue. The venue for any action to interpret or enforce this Contract shall be the appropriate court in Alameda County, California.

12. Counterparts and Electronic Signatures. This Contract may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one Contract. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with U.S. federal E-Sign Act of 2000 (15 U.S. Code §7001 et seq.), Cal. Uniform Electronic Transactions Act (Cal. Civil Code §1633.1 et seq.), or other applicable law) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes.

IN WITNESS WHEROF, the Parties have executed this Contract the day and year first written below.

CITY OF PLEASANTON

By: _____
Gerry Beaudin, City Manager

Date: 7/13/23

ATTEST:

_____
Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

_____
Daniel Sodergren
City Attorney

for

Date: July 12, 2023

OWNER: JOHNSON COURT PARTNERS LLC

By: DocuSigned by: Drew Mickel
C94722AE68F0493...
Drew Mickel

Title: President

Date: 6/7/2023

CFA:

By: DocuSigned by: Jennifer M. Daw
07FCF1AD317E403...
Jennifer M. Daw

Title: Sr. Real Estate Representative

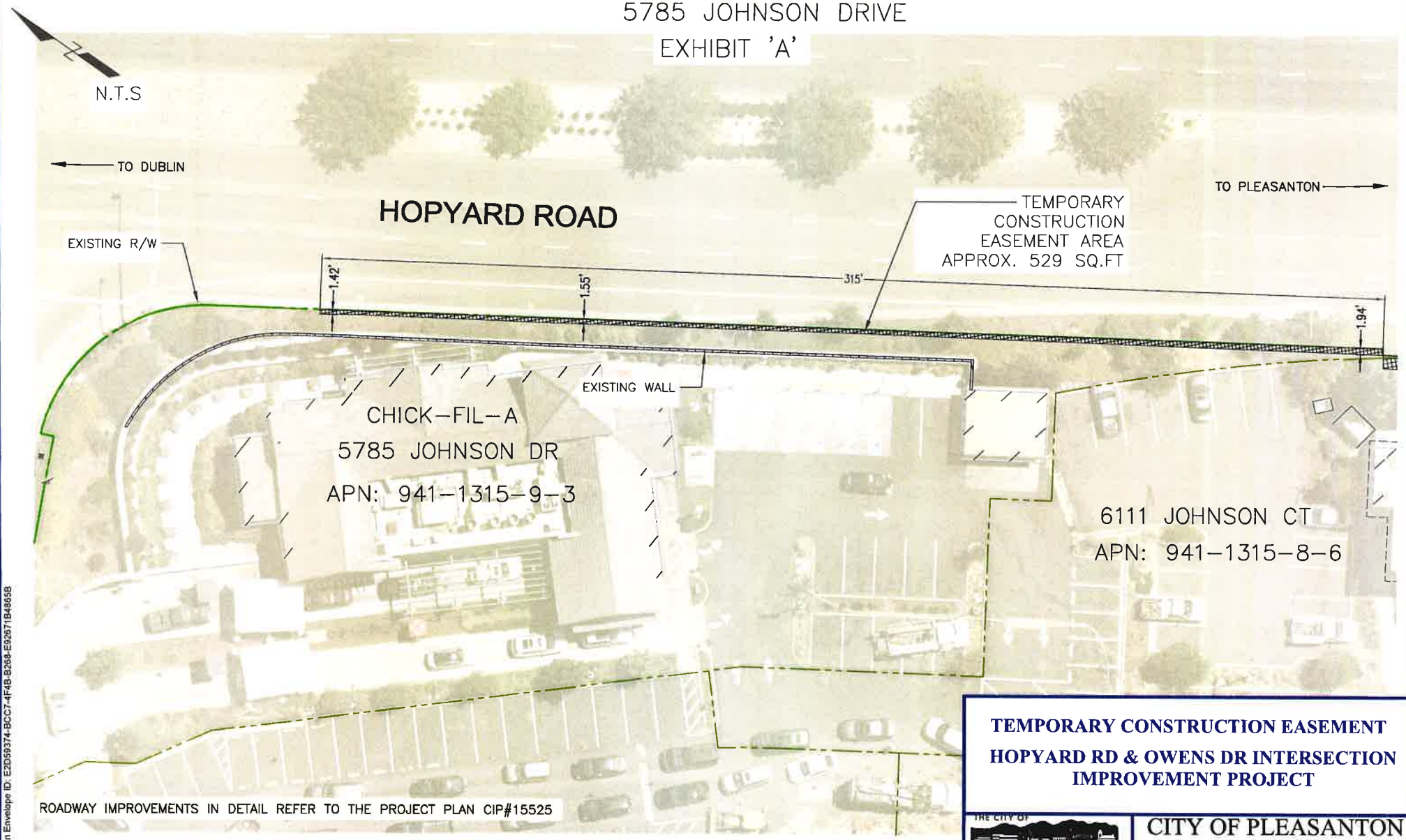
Date: 6/5/2023

Exhibit Lists:

EXHIBIT "A" – Temporary Construction Easement
EXHIBIT "B" – Permit to Enter and Construct

5785 JOHNSON DRIVE

EXHIBIT 'A'

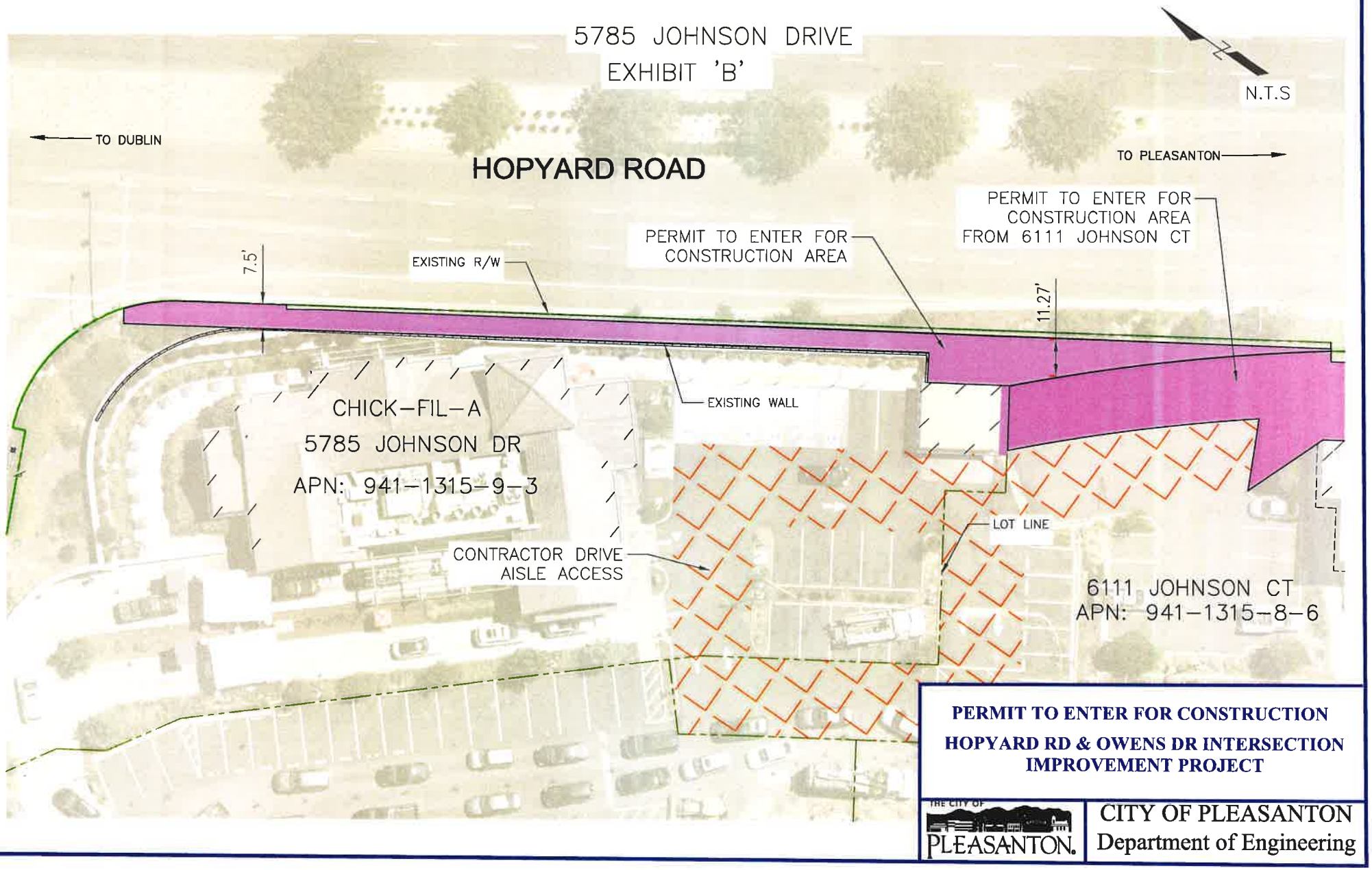


TEMPORARY CONSTRUCTION EASEMENT

HOPYARD RD & OWENS DR INTERSECTION IMPROVEMENT PROJECT

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering



PERMIT TO ENTER FOR CONSTRUCTION

HOPYARD RD & OWENS DR INTERSECTION IMPROVEMENT PROJECT

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ACKNOWLEDGEMENT FOR DONATIONS

(Form #)

EXHIBIT
17-EX-8 (6/2002)

Project	City of Pleasanton – Hopyard Road and Owens Drive Intersection Improvement Project – CIP #15525	Expenditure Authorization:	04-0Y730
Parcel	APN: 941-1315-9-3 (5785 Johnson Drive, Pleasanton)	Project ID:	0422000331
Limits	Hopyard Road and Owens Drive Intersection, south of I-580 eastbound off/on ramps.		

We, the undersigned, do hereby acknowledge that we have been fully informed of our rights under Federal law to receive just compensation for the Temporary Construction Easement over that portion of our property shown identified in Exhibit "A" attached hereto and made a part hereof, and that we have also been informed of our right to have an appraisal made of said property along with an offer of just compensation.

However, we do hereby waive these rights and agree to donate said Temporary Construction Easement to the City of Pleasanton for the improvement of Hopyard Road and Owens Drive Intersection.

This acknowledgement is signed by us freely and without coercion of any kind.

Property Owner: JOHNSON COURT PARTNERS LLC

Name: Drew Mickel

Drew Mickel
Its: President

Signed: DocuSigned by: Drew Mickel C94722AE58F0493...

Date: 6/7/2023

Ground Lessee: CHICK-FIL-A

Name: Jennifer M. daw

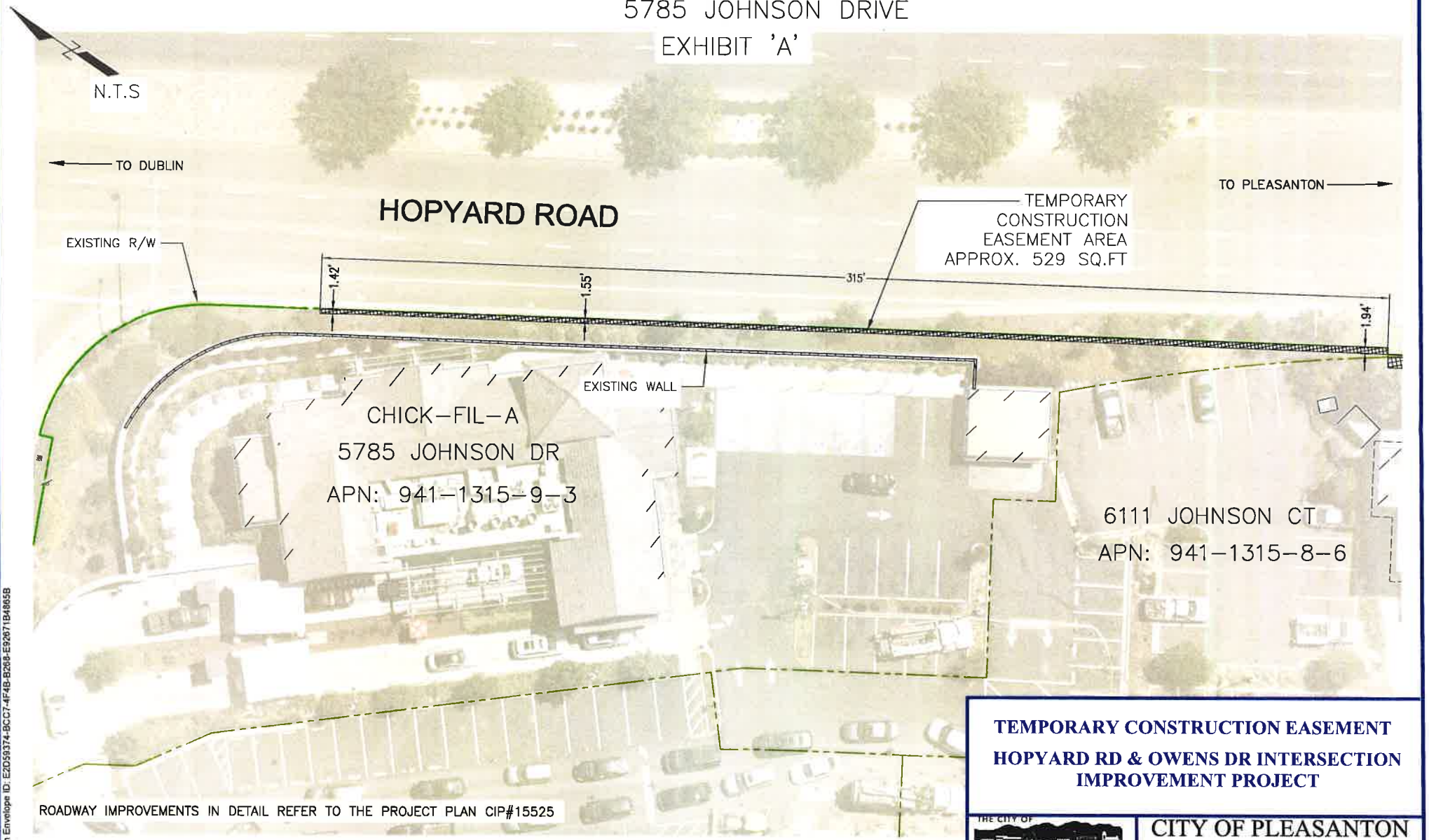
Jennifer M. Daw
Its: Sr. Real Estate Representative

Signed: DocuSigned by: Jennifer M. daw 07FC71AD317E403...

Date: 6/5/2023

5785 JOHNSON DRIVE

EXHIBIT 'A'



TEMPORARY CONSTRUCTION EASEMENT

HOPYARD RD & OWENS DR INTERSECTION IMPROVEMENT PROJECT

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

Expenditure Authorization: 04-0Y730
Project ID: 0422000331
6111 Johnson Court
APN: 941-1315-8-6

CITY OF PLEASANTON
RIGHT OF WAY CONTRACT – TEMPORARY CONSTRUCTION EASEMENT

This RIGHT OF WAY CONTRACT - TEMPORARY CONSTRUCTION EASEMENT ("Contract" or "TCE"), covering the property shown in Exhibit "A" attached and made a part hereof and described in Clause 3 below, has been executed by fee owner, TAROB COURT PROPERTIES LLC ("Owner") and delivered to the CITY OF PLEASANTON ("City").

RECITALS

WHEREAS, City is planning roadway improvements to the Hopyard Road and Owens Drive intersection (the "Project), which is adjacent to "Owner's real property commonly known as 6111 Johnson Court (the "Property", APN 941-1315-8-6); and

WHEREAS, City's improvements to the intersection includes roadway widening and median narrowing to provide separated and buffered bike lanes, adding a southbound right turn lane, and an additional northbound left turn lane, constructing sound wall, metal barrier fence and gate, curb, gutter, sidewalk, and upgrading landscaping improvements; and

WHEREAS, City will also make improvements to Owner's Property as shown in Exhibit "B" attached hereto and made apart hereof; and

WHEREAS, Owner is willing to allow City to enter onto portions of the Property as shown in both Exhibits "A" & "B" to make improvements to Owner's Property, subject to terms of the Right of Way Contract ("Contract").

WHEREAS, this Contract replaces and supersedes the Right of Entry for Construction Agreement that was entered into by Owner and City on March 28, 2022.

NOW THEREFORE, in consideration of which, and the other considerations hereinafter set forth, it is mutually agreed as follows:

1. Entire Agreement. The parties have herein set forth the whole of their agreement. The performance of this Contract constitutes the entire consideration for said document and shall relieve City of all further obligation or claims on this account, or on account of the location, grade or construction of the proposed public improvement.

2. Donation. It is understood and agreed by the parties hereto that the TCE described in Clause 3 is being donated to the City by the undersigned Owner. Owner having initiated this donation, has been informed of the right to compensation for the TCE donated and hereby waives such right to compensation.

3. Temporary Construction Easement (Non-Revocable). Permission is hereby granted the City, its employees and contractors to enter upon Owner's land where necessary with personnel, vehicles and equipment within that certain area identified in Exhibit "A," for the purpose of a TCE to remove and construct the following improvements within the TCE area:

a. Removing trees & upgrading plantings and irrigation behind the proposed bike path and within the TCE area along Hopyard Road;

b. Installing sound wall, metal barrier fence and gate;

c. Replace any damaged plantings and irrigation restoring to existing or improved condition within TCE area.

d. After completion of the improvements to Owner's Property as described in Clause 3 herein, the City has no further obligations for landscape maintenance or repair of such improvements except city-owned utilities and city-maintained facilities.

e. The rights of usage of the TCE shall be for a period of 18 months; said period shall commence on July 1, 2023. At least ten (10) business days advance written notice will be given to Owner before work is commenced within the TCE. It is further understood that in no event shall the TCE extend beyond the Project construction completion or December 31, 2024, whichever is earlier, except as provided below.

f. In case of unpredictable delays in construction, upon written notification by the City, the terms of the TCE may be extended by an amendment to this Contract.

g. In the event Owner sells, conveys or assigns Owner's land as depicted in Exhibit "A," Owner shall notify the successor or assigner of the rights and obligations contained in this Contract. Owner shall indemnify and hold the City harmless from any such claims by any third party for any compensation arising from the TCE depicted in Exhibit "A" or the construction of the public improvement project.

4. Owner Warranty to Sign. The undersigned Owner warrants that they are the owners in fee simple of the property affected by this TCE as described in Clause 3 above and that they have the exclusive right to grant this TCE.

5. Title VI Compliance. The parties to this contract shall, pursuant to Section 21.7(a) of Title 49, Code of Federal Regulations, comply with all elements of Title VI of the Civil Rights Act of 1964. This requirement under Title VI and the Code of Federal Regulations is to complete the USDOT Non-Discrimination Assurance requiring compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Parts 21 and 28 C.F.R. Section 50.3.

Further, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that is the subject of this contract.

6. Permit to Enter and Construct. Permission is also hereby granted to City, its employees and contractors to enter onto our land, as identified in Exhibit "B," for non-exclusive use to perform the following work at the City's sole cost and expense:

a. The Area "A" shall be used only for making landscaping improvements for the property and adjacent areas for Chick-fil-A landscaping improvements;

b. The Area "B" shall be used for making improvements to the property and will be utilized as laydown or staging area;

c. The Area "C" shall be utilized only for sealcoating and striping the parking lot.

d. City shall not commence the work within Areas "A," "B," & "C" until Owner is given ten (10) business days advance notice.

e. Construction of the described in Clause 6 herein is anticipated to be completed within one year from the date the work is commenced.

f. City and/its contractor will share project schedule at the beginning of the project and coordinate schedule changes with the owner that may impact access to the parking lot.

g. City's contractor to repair damaged irrigation within twenty-four (24) hours of being notified of the incident and make complete restoration within thirty (30) days.

h. The construction hours for the project will vary based on the allowable lane closure time established by the City's Traffic Engineer. It is anticipated that both daytime and nighttime working hours will be utilized to construct the project. In the event of major changes to the construction working hours, the property owner will be notified by City and/or contractor.

i. The contractor drive aisle designated in the Exhibit "B" shall be used for access only and no parking nor staging will be permitted in the drive aisle. Construction vehicle parking shall be permitted in Area A or B only. Parking Areas "A" or "B" should be utilized only one at a time. No staging will be allowed in the Area "A". The Area "B" shall be utilized as staging or laydown area.

j. Area "C" is for parking lot sealcoating and restriping shall only be utilized by contractor during sealcoat & striping activities. No other work shall take place impacting other areas of the parking lot and around 6111 Johnson Court building.

k. City will maintain and control the appearance of the sound wall from Hopyard Road. From the back of the sound wall to the building edge will be the property owner's responsibility including metal fence and gate.

l. City shall not permit any liens to be placed against the Property arising from the work described in this Contract.

m. Upon completion of the work, City shall, at its expense, repair, replace or restore any damage that the City, its employees or contractors caused to existing improvements on the Property or any other property (real or personal) incident to the work, to a condition of said property immediately prior to it being damaged by City, its employees or contractors.

Owner understands and agrees that after completion of City's work described herein Clause 6, said facilities will be considered as Owner's sole property and Owner will be responsible for its maintenance and repair.

7. City Performed Work. All work done under this Contract shall conform to all applicable building, fire and sanitary laws, ordinance, and regulations relating to such work, and shall be done in a good and workmanlike manner. All structures, improvements or other facilities, when removed, and relocated, or reconstructed by the City, shall be left in as good condition as found.

8. Indemnity and Insurance. City shall indemnify, defend and hold harmless the Owner from any loss, claims, liability, or expenses, including reasonable attorney's fees and costs, for personal injury or death, or property damage, arising out of or in connection with the activities of City, its employees or contractors under this Agreement.

City shall maintain or cause its contractor to maintain a general liability and property damage insurance policy in the minimum amount of $2,000,000 combined single limit, insuring against all liability in connection with its activities under this Agreement and the indemnity obligations under this Section 8.

9. Notice. Any notice which either party gives to the other shall be in writing and shall be delivered personally upon the other or be sent by mail to the respective parties as follows:

OWNER: Tarob Court Properties
6111 Johnson Court
Pleasanton, CA 94566

CITY: City Manager
City of Pleasanton
123 Main Street
P.O.Box 520
Pleasanton, CA 94566

Either party may, from time to time, designate any other address for this purpose by written notice to the other party, given ten (10) business day notice.

10. Venue. The venue for any action to interpret or enforce this Contract shall be the appropriate court in Alameda County, California.

11. Counterparts and Electronic Signatures. This Contract may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with U.S. federal E-Sign Act of 2000 (15 U.S. Code §7001 et seq.), Cal. Uniform Electronic Transactions Act (Cal. Civil Code §1633.1 et seq.), or other applicable law) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes.

IN WITNESS WHEROF, the Parties have executed this Contract the day and year first written below.

CITY OF PLEASANTON

By: _____
Gerry Beaudin, City Manager

Date: 7/13/23

ATTEST:

_____
Jocelyn Kwong, City Clerk

APPROVED TO FORM:

_____
for Daniel Sodergren, City Attorney

Date: July 12, 2023

OWNER: TAROB COURT PROPERTIES LLC

By: _____
DocuSigned by:
A11E69F9187548A...
Authorized Representative

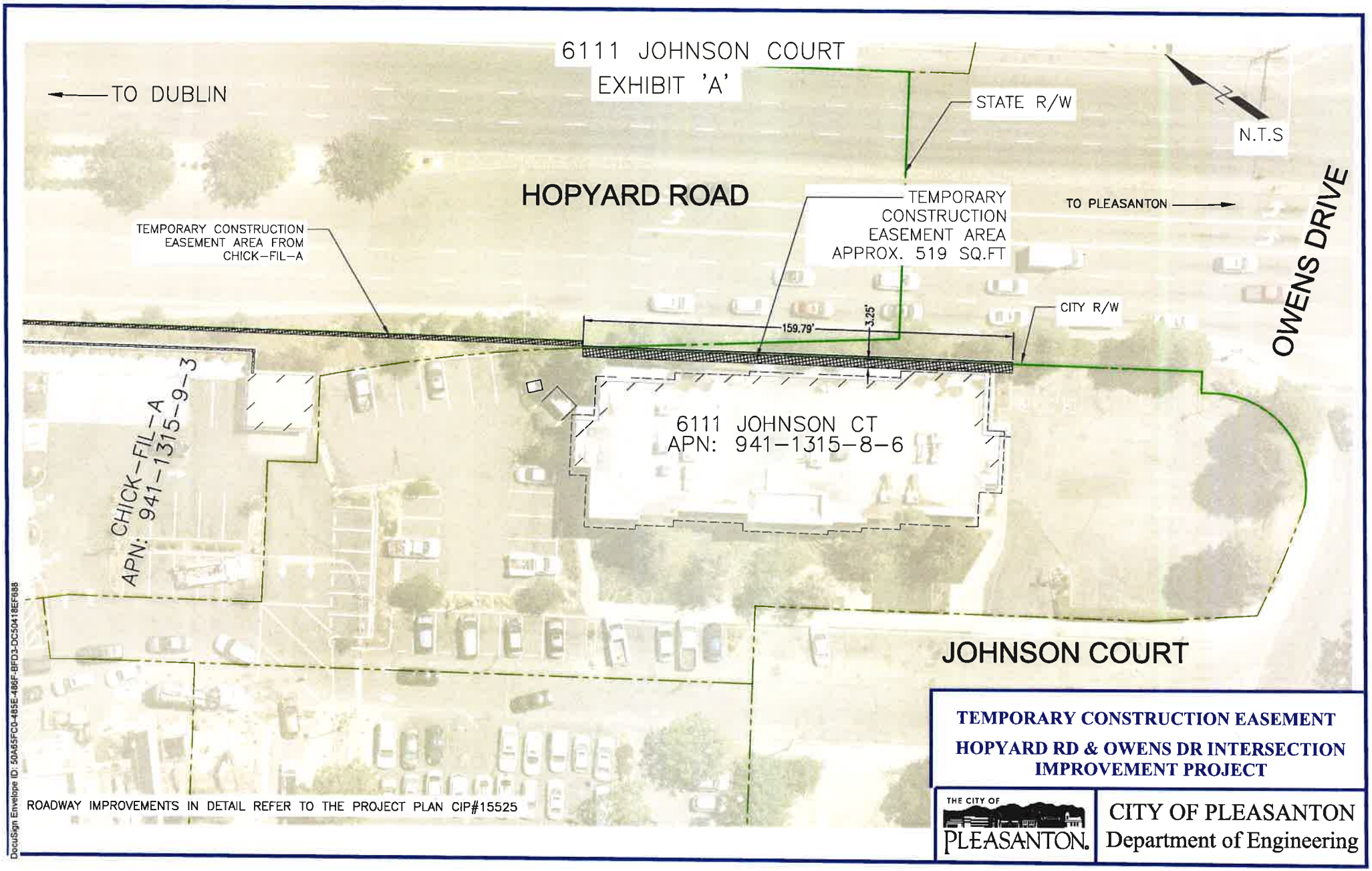
Name: Donald R. Peoples

Title: Member

Date: 7/6/2023

Exhibit Lists:

EXHIBIT "A" – Temporary Construction Easement
EXHIBIT "B" – Permit to Enter and Construct Areas "A," "B," & "C"

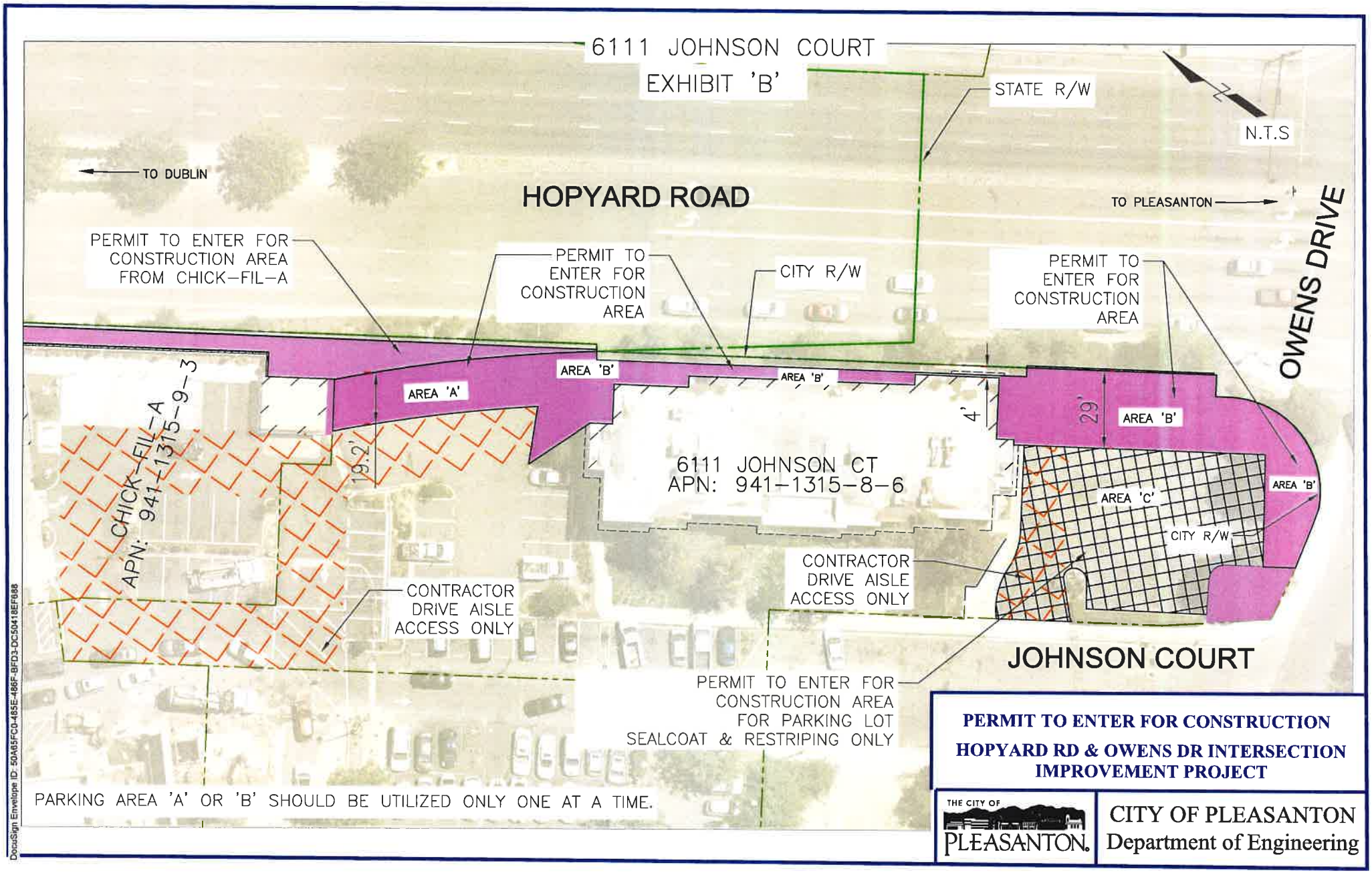


TEMPORARY CONSTRUCTION EASEMENT

HOPYARD RD & OWENS DR INTERSECTION IMPROVEMENT PROJECT

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering



PERMIT TO ENTER FOR CONSTRUCTION

HOPYARD RD & OWENS DR INTERSECTION IMPROVEMENT PROJECT

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ACKNOWLEDGEMENT FOR DONATIONS

(Form #)

EXHIBIT
17-EX-8 (6/2002)

Project	City of Pleasanton – Hopyard Road and Owens Drive Intersection Improvement Project – CIP #15525	Expenditure Authorization:	04-0Y730
Parcels	APN: 941-1315-8-6 (6111 Johnson Court, Pleasanton)	Project ID:	0422000331
Limits	Hopyard Road and Owens Drive Intersection, south of I-580 eastbound off/on ramps.		

We, the undersigned, do hereby acknowledge that we have been fully informed of our rights under Federal law to receive just compensation for the Temporary Construction Easement over that portion of our property shown identified in Exhibit "A" attached hereto and made a part hereof, and that we have also been informed of our right to have an appraisal made of said property along with an offer of just compensation.

However, we do hereby waive these rights and agree to donate said Temporary Construction Easement to the City of Pleasanton for the improvement of Hopyard Road and Owens Drive Intersection.

This acknowledgement is signed by us freely and without coercion of any kind.

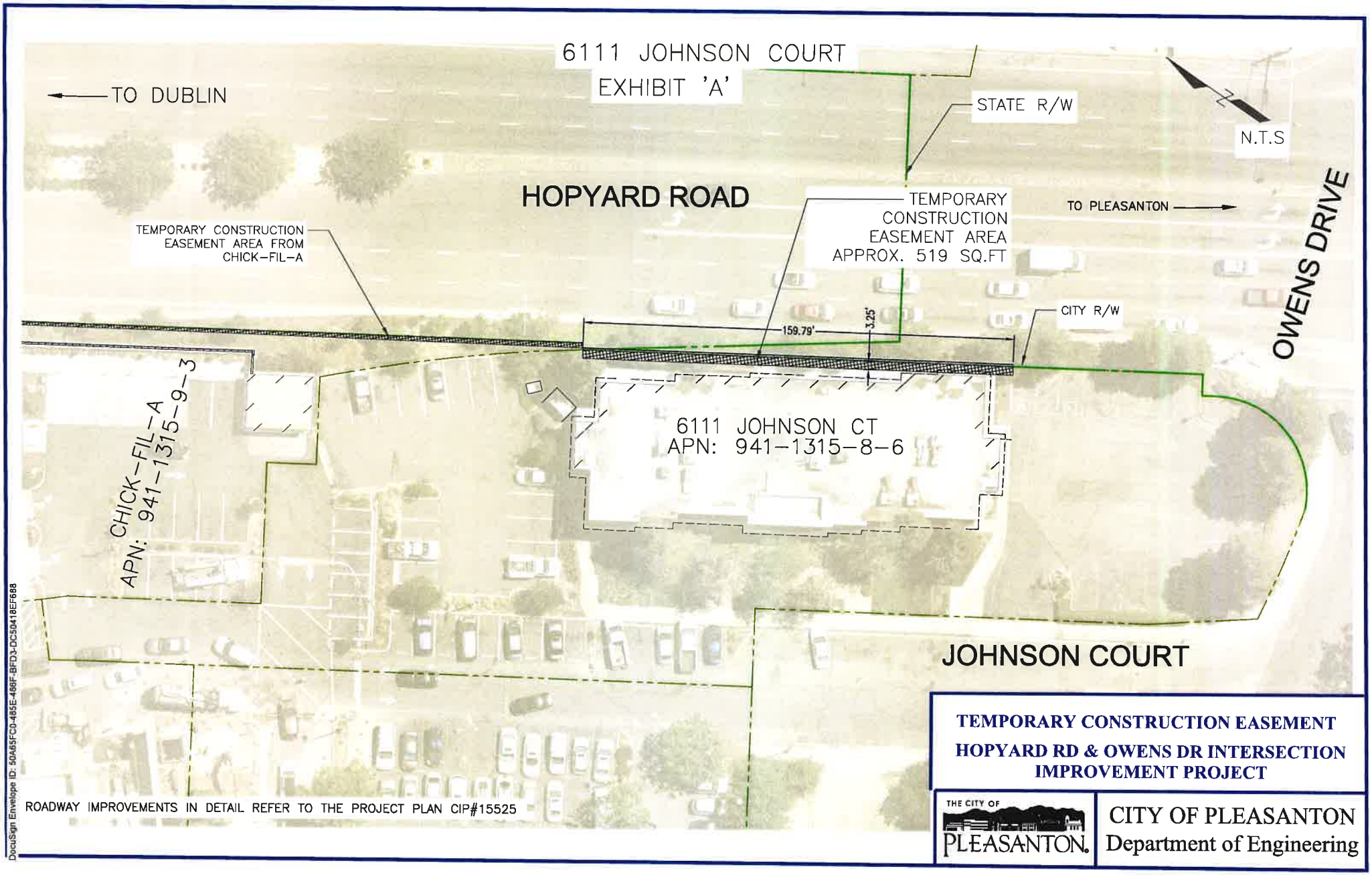
Property Owner: TAROB COURT PROPERTIES LLC

Name DONALD PEOPLES

Donald R. Peoples
Its: Member

Signed DocuSigned by: A11E89F9187548A...

Date 7/6/2023



TEMPORARY CONSTRUCTION EASEMENT

HOPYARD RD & OWENS DR INTERSECTION IMPROVEMENT PROJECT

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

RIGHT OF ENTRY FOR CONSTRUCTION

5251 Hopyard Road

This Right of Entry for Construction (the "Agreement") is entered into this August 22, 2022, between the City of Pleasanton ("City") and **CJC HOPYARD LLC** (the "Owner"), the owner of real property described in this Agreement.

RECITALS

WHEREAS, City is planning roadway improvements and waterline repairs at the Hopyard Road and Owens Drive intersection (the "project"), which is adjacent to Owner's real property commonly known as 5251 Hopyard Road (the "Property", APN 941-2771-1); and

WHEREAS, City's improvements to the intersection includes roadway widening and median narrowing to provide separated and buffered bike lanes, adding a southbound right turn lane, and an additional northbound left turn lane, traffic signal upgrades, repairing existing city owned waterline, curb, gutter, sidewalk, and ADA ramp improvements; and

WHEREAS, City will also make improvements to Owner's Property as described in this Agreement; and

WHEREAS, Owner is willing to allow City to enter onto portions of the Property to make improvements for the project, as well as make improvements to Owner's Property, subject to the terms of this Agreement.

NOW, THEREFORE, in consideration of the mutual promises contained in this Agreement, the parties agree as follows:

1. Improvements to Owner's Property. Without cost to Owner, the City, its employees and contractors will make the following improvements to Owner's Property as follows:

    a. Remove and replace portion of the existing sidewalk at the southeast corner of the intersection and installing traffic signal poles necessary for intersection improvements within the existing public service easement;
    b. Replace any damaged plantings and irrigation restoring to existing or improved condition within the temporary construction easement area;
    c. As generally shown in Exhibit B.

After completion of the improvements to Owner's Property as described in this Section 1, the City has no further obligations for landscape maintenance or repair of such improvements except city owned utilities and city-maintained facilities.

2. Right of Entry for Construction.

a. Owner gives to City, its employees, and contractors a non-exclusive temporary right of entry for construction over, upon and across as shown in Exhibit A:

i. the portions of the Property needed to install the improvements described in Section 1, above; and

for the purpose of the City, at City's sole cost and expense, making improvements at the southeast corner of the Hopyard Road and Owens Drive intersection generally shown in Exhibit B.

b. City shall not commence work until Owner is given ten (10) business days advance notice. Construction of entire project is anticipated to be completed within one year.

c. City's contactor to repair damaged irrigation within twenty-four (24) hours of being notified of the incident and make complete restoration within thirty (30) days.

d. City will require contractor to follow the Hacienda Business Park standard for sidewalk replacement and match the appearance of the signal pole.

e. The construction hours for the project will vary based on the allowable lane closure time established by the City's Traffic Engineer. It is anticipated that both daytime and nighttime working hours will be utilized to construct the project. In the event of major changes to the construction working hours, the property owner will be notified by City and/or contractor.

f. City shall not permit any liens to be placed against the Property arising from the work described in this Agreement.

g. Upon completion of the work, City shall, at its expense, repair, replace or restore any damage that the City, its employees or contractors caused to existing improvements on the Property or any other property (real or personal) incident to the work, to a condition of said property immediately prior to it being damaged by City, its employees or contractors.

3. Indemnity and Insurance. City shall indemnify, defend and hold harmless the Owner from any loss, claims, liability, or expenses, including reasonable attorney's fees and costs, for personal injury or death, or property damage, arising out of or in connection with the activities of City, its employees or contractors under this Agreement.

City shall maintain or cause its contractor to maintain a general liability and property damage insurance policy in the minimum amount of $2,000,000 combined single limit, insuring against all liability in connection with its activities under this Agreement and the indemnity obligations under this Section 3.

4. Notice. Any notice which either party gives to the other shall be in writing and shall be delivered personally upon the other or be sent by mail to the respective parties as follows:

OWNER: CJC HOPYARD LLC
4431 Stoneridge Dr. #100
Pleasanton, CA 94588

CITY: City Manager
City of Pleasanton
123 Main Street
P.O. Box 520
Pleasanton, CA 94566

Either party may, from time to time, designate any other address for this purpose by written notice to the other party, given ten (10) business day notice.

5. Termination. Either party may terminate this Agreement at any time by providing sixty (60) days written notice to the other party.

6. Venue. The venue for any action to interpret or enforce this Agreement shall be the appropriate court in Alameda County, California.

7. Counterparts and Electronic Signatures. This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with U.S. federal E-Sign Act of 2000 (15 U.S. Code §7001 et seq.), Cal. Uniform Electronic Transactions Act (Cal. Civil Code §1633.1 et seq.), or other applicable law) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date written above.

CITY OF PLEASANTON

~~Brian Dolan, Interim~~ Gerry Beaudin City Manager

ATTEST:

For Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel Sodergren, City Attorney

OWNER:

DocuSigned by:
Craig Schwab
7DA59441EEE0435...

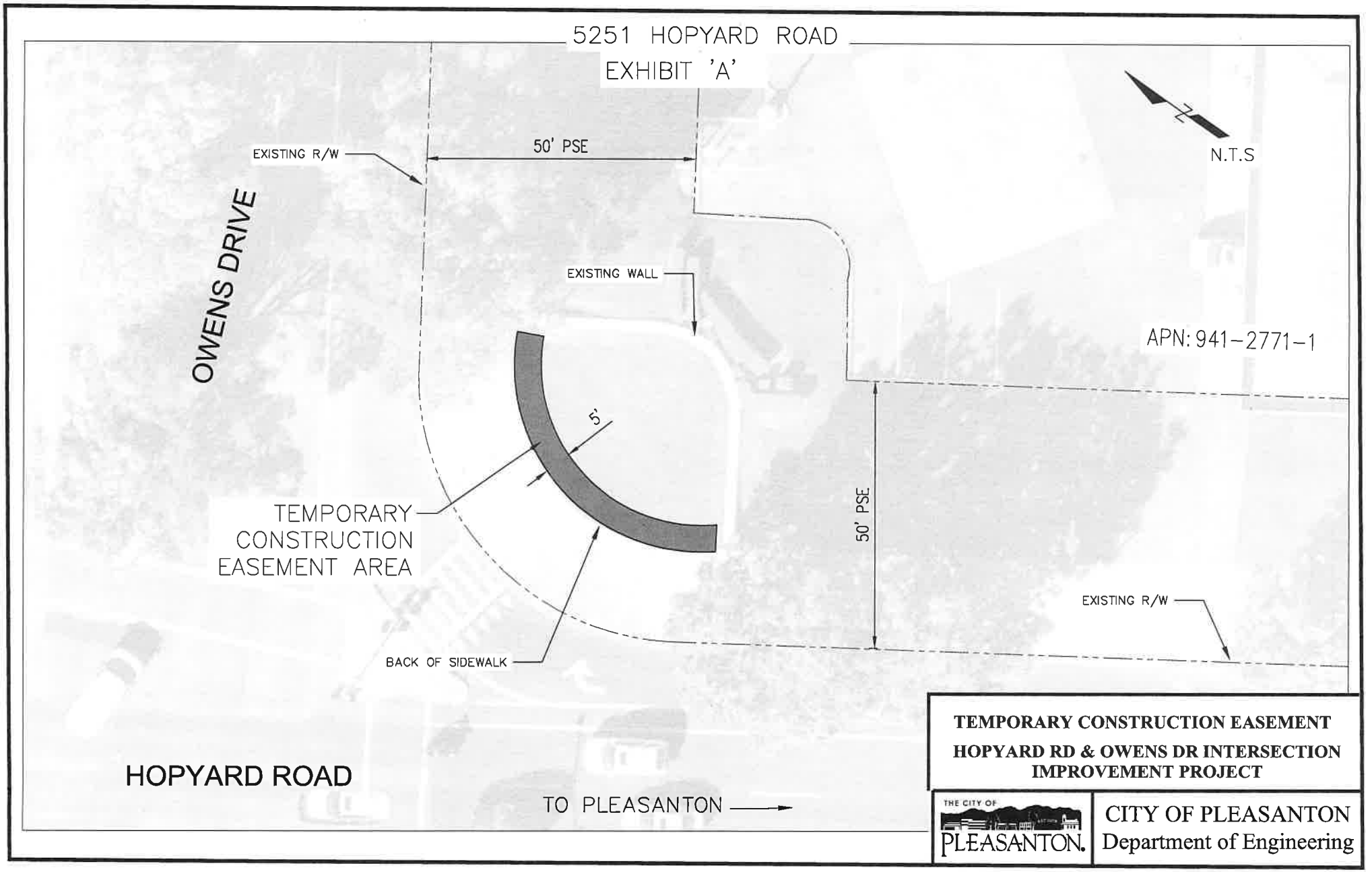
Authorized Representative
Craig Schwab Director, Finance

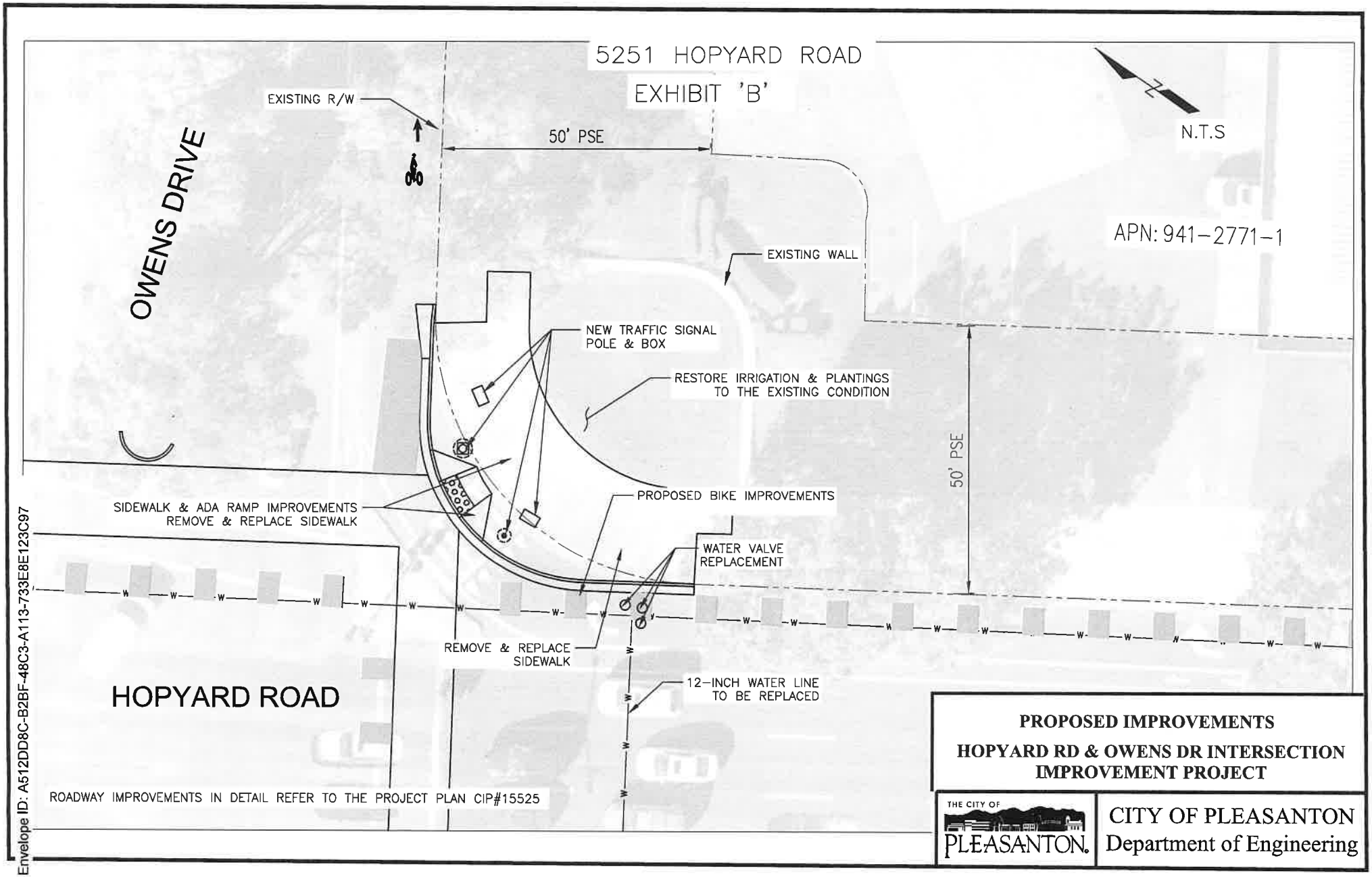
Name, Title

Exhibit Lists:

EXHIBIT A – Temporary Construction Easement

EXHIBIT B – Proposed Improvements





RIGHT OF ENTRY FOR CONSTRUCTION

5280 Hopyard Road

This Right of Entry for Construction (the "Agreement") is entered into April 20, 2022, between the City of Pleasanton ("City") and **Chevron U.S.A. Inc.** (the "Owner"), the owner of real property described in this Agreement.

RECITALS

WHEREAS, City is planning roadway improvements and waterline repairs at the Hopyard Road and Owens Drive intersection (the "project"), which is adjacent to Owner's real property commonly known as 5280 Hopyard Road (the "Property", APN 941-1301-74-5); and

WHEREAS, City's improvements to the intersection includes roadway widening and median narrowing to provide separated and buffered bike lanes, repairing existing city owned waterline, constructing curb, gutter, sidewalk, ADA ramps and refuse island, adding a southbound right turn lane, and an additional northbound left turn lane; and

WHEREAS, City will also make improvements to Owner's Property as described in this Agreement; and

WHEREAS, Owner is willing to allow City to enter onto portions of the Property to make improvements for the project, as well as make improvements to Owner's Property, subject to the terms of this Agreement.

NOW, THEREFORE, in consideration of the mutual promises contained in this Agreement, the parties agree as follows:

1. Improvements to Owner's Property. Without cost to Owner, the City, its employees and contractors will make the following improvements to Owner's Property as follows:

   a. Remove and Replace 3 water valves and 12-inch waterline on the driveway entrance (Hopyard Road);
   b. Remove and Replace Concrete and asphalt driveway approach (Hopyard Road);
   c. Remove and Replace sidewalk and curb and gutter along Hopyard Road driveway entrance;
   d. Replace or salvage existing trench drain and grate in place;
   e. Remove and Replace planter curb as necessary for sidewalk improvements;
   f. Replace any damaged plantings and irrigation restoring to existing or improved condition within the temporary construction easement area;
   g. The foregoing improvements to Owner's Property are generally depicted in Exhibit B.

After completion of the improvements to Owner's Property as described in this Section 1, the City has no further obligations for maintenance or repair of such improvements except city owned utilities and city-maintained facilities.

2. Right of Entry for Construction.

a. Owner gives to City, its employees, and contractors a non-exclusive temporary right of entry for construction over, upon and across as shown in Exhibit A:

i. the portions of the Property needed to install the improvements described in Section 1, above; and
ii. for the purpose of the City, at City's sole cost and expense, making improvements at the Southwest corner of the Hopyard Road and Owens Drive intersection, as generally shown in Exhibit B.

b. City shall not commence work until Owner is given ten (10) business days advance notice. Construction of entire project is anticipated to be completed within one year.

c. City shall utilize best efforts to complete the waterline and valve replacement as described in section 1(a) in four (4) weeks. This work will require a partial closure of the Chevron Hopyard Road driveway . Water line work that requires a closure of the Chevron Hopyard Road driveway shall only take place at night between 8pm and 6am and the driveway restored to allow traffic ingress and egress by 6 am.

d. It is anticipated that an additional two (2) weeks will be required to complete the restoration of concrete and asphalt driveway approach as described in Section 1(b) which will require full closure of driveway. Chevron Hopyard Road driveway may only be closed 24 hours a day up to 10 consecutive calendar days for the restoration of the concrete and paving. High early/high strength concrete shall be used to ensure that a minimum of 2,500 PSI is reached prior to the opening of the Chevron Hopyard Road driveway.

e. City's contactor will repair damaged irrigation within twenty-four (24) hours of being notified of the incident and will make a complete restoration within thirty (30) days.

f. The construction hours for the project will vary based on the allowable lane closure time established by the City's Traffic Engineer. It is anticipated that both daytime and nighttime working hours will be utilized to construct the project in other corners of the intersection (i.e. the corners other than the southwest corner adjacent to Owner's Property). In the event of major changes to the construction working hours, City and/or its contractor shall notify Owner 48 hours in advance of such changes.

g. The City shall utilize best efforts to maintain access to the Chevron Hopyard Drive driveway. The Chevron Hopyard Road driveway may be closed during active construction of the driveway approach as described in Section 2(b), above. When active work is not taking place within the Chevron Hopyard Road driveway it shall be plated and access restored. When the Chevron Hopyard Road driveway is closed signage shall be installed providing a full detour routing to the west entrance of Owner's Property. City's Contractor shall install and maintain a minimum of 4 signs with minimum sizing of 4'x4' detouring traffic to the Black Bear/Motel 6 driveway entrance and provide traffic routing to the west Chevron entrance. Signage shall be in place prior to any Hopyard Road south bound lane closures and/or closures that impacts the Chevron Hopyard driveway. The signage shall be approved by Chevron and the City.

h. City's contactor will maintain Chevron price sign's visibility at the maximum extent feasible during construction working hours.

i. City shall not permit any liens to be placed against the Property arising from the work described in this Agreement.

j. Upon completion of the work, City shall, at its expense, repair, replace or restore any damage that the City, its employees, or contractors caused to existing improvements on the Property or any other property (real or personal) incident to the work, to a condition of said property immediately prior to it being damaged by City, its employees or contractors.

k. The right of entry shall terminate upon completion of the work described in this Section 2.

3. Indemnity and Insurance. City shall indemnify, defend and hold harmless the Owner from any loss, claims, liability, or expenses, including reasonable attorney's fees and costs, for personal injury or death, or property damage, arising out of or in connection with the activities of City, its employees or contractors under this Agreement.

City shall maintain or cause its contractor to maintain a general liability and property damage insurance policy in the minimum amount of $2,000,000 combined single limit, insuring against all liability in connection with its activities under this Agreement and the indemnity obligations under this Section 3.

4. Notice. Any notice which either party gives to the other shall be in writing and shall be delivered personally upon the other or be sent by email to the respective parties as follows:

OWNER: Chevron U.S.A. Inc.
6001 Bollinger Canyon Road
San Ramon, CA 94583
Attn: Anjum Khan, Business Consultant
Anjumkhan@chevron.com

CITY: City of Pleasanton
123 Main Street
P.O. Box 520
Pleasanton, CA 94566
Attn: City Manager

Either party may, from time to time, designate any other address for this purpose by written notice to the other party, given ten (10) business day notice.

5. Termination. Either party may terminate this Agreement at any time by providing sixty (60) days written notice to the other party.

6. Venue. The venue for any action to interpret or enforce this Agreement shall be the appropriate court in Alameda County, California.

7. Counterparts and Electronic Signatures. This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with U.S. federal E-Sign Act of 2000 (15 U.S. Code §7001 et seq.), Cal. Uniform Electronic Transactions Act (Cal. Civil Code§1633.1 et seq.), or other applicable law) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date written above.

CITY OF PLEASANTON

Brian Dolan, ~~Interim City Manager~~ GS
CLERK BENSON, CITY MANAGER

ATTEST:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel Sodergren, City Attorney

OWNER:

Chevron U.S.A. Inc.
a Pennsylvania Corporation

DocuSigned by:
Gina K. Lee
909F8DD3C923449...

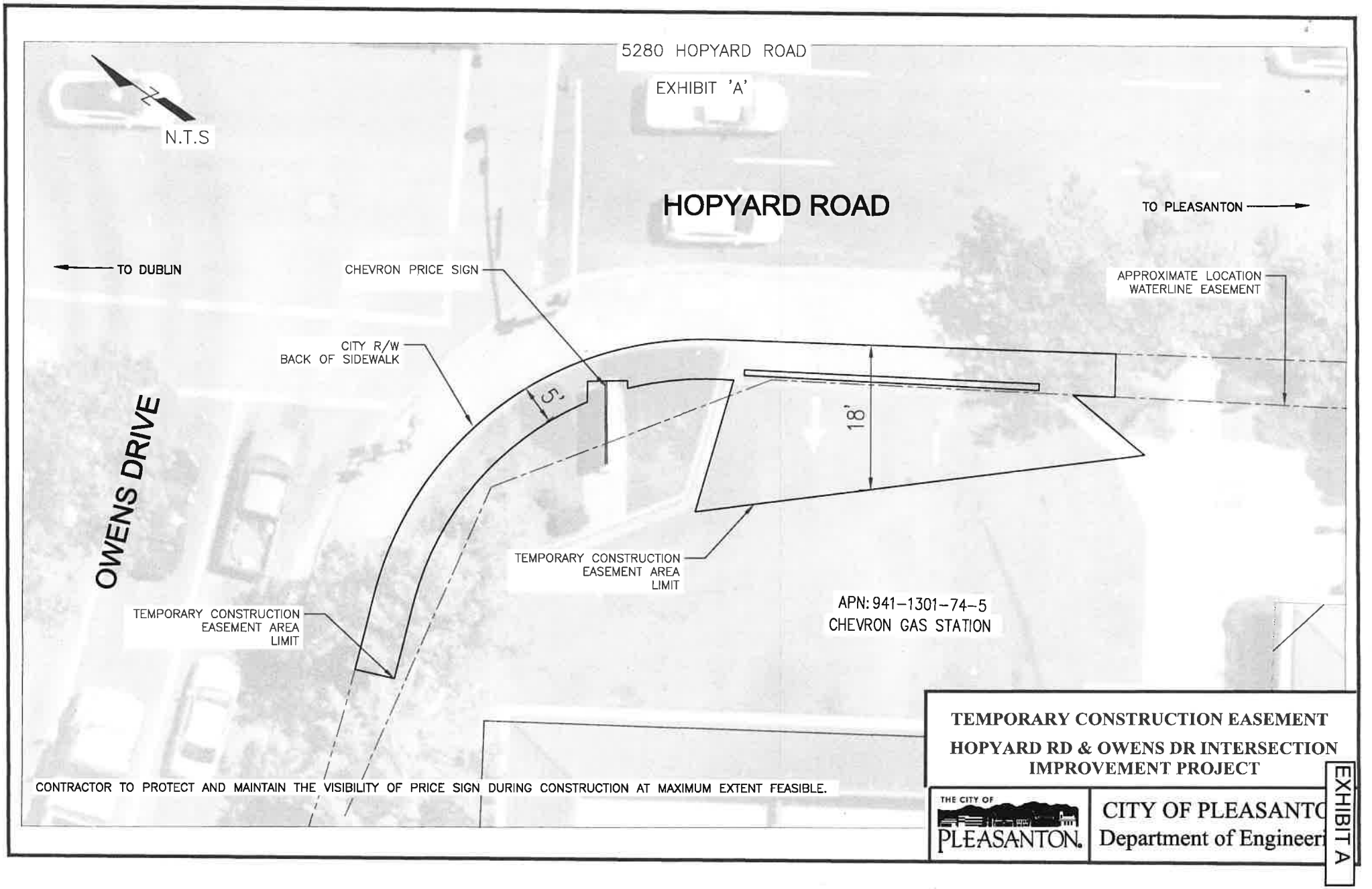
Gina K. Lee, Assistant Secretary

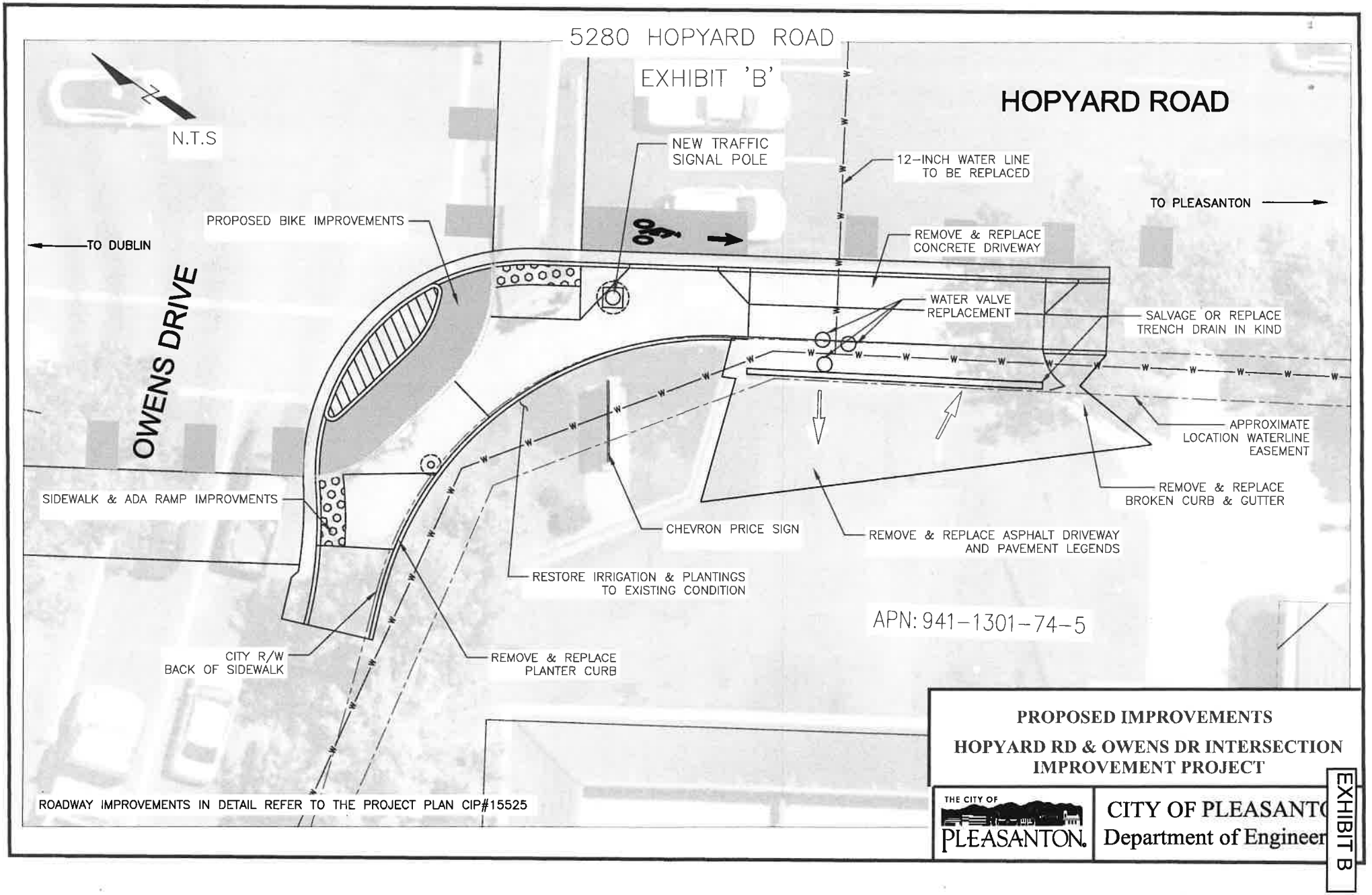
Name, Title
2022-Apr-14 | 1:44 PM PDT

Exhibit Lists:

EXHIBIT A – Temporary Construction Easement

EXHIBIT B – Proposed Improvements


5280 HOPYARD ROAD
EXHIBIT 'A'
N.T.S
HOPYARD ROAD
TO PLEASANTON
TO DUBLIN
CHEVRON PRICE SIGN
APPROXIMATE LOCATION
WATERLINE EASEMENT
CITY R/W
BACK OF SIDEWALK
5'
18'
OWENS DRIVE
TEMPORARY CONSTRUCTION
EASEMENT AREA
LIMIT
TEMPORARY CONSTRUCTION
EASEMENT AREA
LIMIT
APN: 941-1301-74-5
CHEVRON GAS STATION
CONTRACTOR TO PROTECT AND MAINTAIN THE VISIBILITY OF PRICE SIGN DURING CONSTRUCTION AT MAXIMUM EXTENT FEASIBLE.
TEMPORARY CONSTRUCTION EASEMENT
HOPYARD RD & OWENS DR INTERSECTION
IMPROVEMENT PROJECT
THE CITY OF
PLEASANTON
CITY OF PLEASANTO
Department of Engineeri
EXHIBIT A


5280 HOPYARD ROAD
EXHIBIT 'B'
HOPYARD ROAD
N.T.S
NEW TRAFFIC SIGNAL POLE
12-INCH WATER LINE TO BE REPLACED
TO PLEASANTON
PROPOSED BIKE IMPROVEMENTS
TO DUBLIN
REMOVE & REPLACE CONCRETE DRIVEWAY
OWENS DRIVE
WATER VALVE REPLACEMENT
SALVAGE OR REPLACE TRENCH DRAIN IN KIND
APPROXIMATE LOCATION WATERLINE EASEMENT
SIDEWALK & ADA RAMP IMPROVMENTS
REMOVE & REPLACE BROKEN CURB & GUTTER
CHEVRON PRICE SIGN
REMOVE & REPLACE ASPHALT DRIVEWAY AND PAVEMENT LEGENDS
RESTORE IRRIGATION & PLANTINGS TO EXISTING CONDITION
APN: 941-1301-74-5
CITY R/W BACK OF SIDEWALK
REMOVE & REPLACE PLANTER CURB
ROADWAY IMPROVEMENTS IN DETAIL REFER TO THE PROJECT PLAN CIP#15525
PROPOSED IMPROVEMENTS
HOPYARD RD & OWENS DR INTERSECTION IMPROVEMENT PROJECT
THE CITY OF PLEASANTON
CITY OF PLEASANTO
Department of Engineer
EXHIBIT B

RIGHT OF ENTRY FOR CONSTRUCTION

5311 Hopyard Road

This Right of Entry for Construction (the "Agreement") is entered into this February 4, 2022, between the City of Pleasanton ("City") and **John Jr. Guerra & Theresa Guerra** (the "Owner"), the owner of real property described in this Agreement.

RECITALS

WHEREAS, City is planning roadway improvements at the Hopyard Road and Owens Drive intersection (the "project"), which is adjacent to Owner's real property commonly known as 5311 Hopyard Road (the "Property", APN 941-1301-9-4); and

WHEREAS, City's improvements to the intersection includes roadway widening and median narrowing to provide separated and buffered bike lanes, adding a southbound right turn lane, and an additional northbound left turn lane, traffic signal upgrades, curb, gutter, sidewalk, and ADA ramp improvements; and

WHEREAS, City will also make improvements to Owner's Property as described in this Agreement; and

WHEREAS, Owner is willing to allow City to enter onto portions of the Property to make improvements for the project, as well as make improvements to Owner's Property, subject to the terms of this Agreement.

NOW, THEREFORE, in consideration of the mutual promises contained in this Agreement, the parties agree as follows:

1. Improvements to Owner's Property. Without cost to Owner, the City, its employees and contractors will make the following improvements to Owner's Property as follows:

    a. Replace any damaged plantings and irrigation, restoring to existing or improved condition within the temporary construction easement area;
    b. As generally shown in Exhibit B

After completion of the improvements to Owner's Property as described in this Section 1, the City has no further obligations for landscape maintenance or repair of such improvements except city owned utilities and city-maintained facilities.

2. Right of Entry for Construction.

a. Owner gives to City, its employees, and contractors a non-exclusive temporary right of entry for construction over, upon and across as shown in Exhibit A:

    i. the portions of the Property needed to install the improvements described in Section 1, above; and

for the purpose of the City, at City's sole cost and expense, making improvements at the Northeast corner of the Hopyard Road and Owens Drive intersection generally shown in Exhibit B.

b. City shall not commence work until Owner is given ten (10) business days advance notice. Construction of entire project is anticipated to be completed within one year.

c. City's contactor to repair damaged irrigation within twenty-four (24) hours of being notified of the incident and make complete restoration within thirty (30) days.

d. The construction hours for the project will vary based on the allowable lane closure time established by the City's Traffic Engineer. It is anticipated that both daytime and nighttime working hours will be utilized to construct the project. In the event of major changes to the construction working hours, the property owner will be notified by City and/or contractor.

e. City shall not permit any liens to be placed against the Property arising from the work described in this Agreement.

f. Upon completion of the work, City shall, at its expense, repair, replace or restore any damage that the City, its employees or contractors caused to existing improvements on the Property or any other property (real or personal) incident to the work, to a condition of said property immediately prior to it being damaged by City, its employees or contractors.

3. Indemnity and Insurance. City shall indemnify, defend and hold harmless the Owner from any loss, claims, liability, or expenses, including reasonable attorney's fees and costs, for personal injury or death, or property damage, arising out of or in connection with the activities of City, its employees or contractors under this Agreement.

City shall maintain or cause its contractor to maintain a general liability and property damage insurance policy in the minimum amount of $2,000,000 combined single limit, insuring against all liability in connection with its activities under this Agreement and the indemnity obligations under this Section 3.

4. Notice. Any notice which either party gives to the other shall be in writing and shall be delivered personally upon the other or be sent by mail to the respective parties as follows:

OWNER: John Jr. Guerra & Theresa Guerra
5311 Hopyard Road
Pleasanton, CA 94588

CITY: City Manager
City of Pleasanton
123 Main Street
P.O. Box 520
Pleasanton, CA 94566

Either party may, from time to time, designate any other address for this purpose by written notice to the other party, given ten (10) business day notice.

5. Termination. Either party may terminate this Agreement at any time by providing sixty (60) days written notice to the other party.

6. Venue. The venue for any action to interpret or enforce this Agreement shall be the appropriate court in Alameda County, California.

7. Counterparts and Electronic Signatures. This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with U.S. federal E-Sign Act of 2000 (15 U.S. Code §7001 et seq.), Cal. Uniform Electronic Transactions Act (Cal. Civil Code §1633.1 et seq.), or other applicable law) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date written above.

CITY OF PLEASANTON

Brian Dolan, Interim City Manager
PAMELA OTT, ACTING CITY MANAGER

ATTEST:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel Sodergren, City Attorney

OWNER:

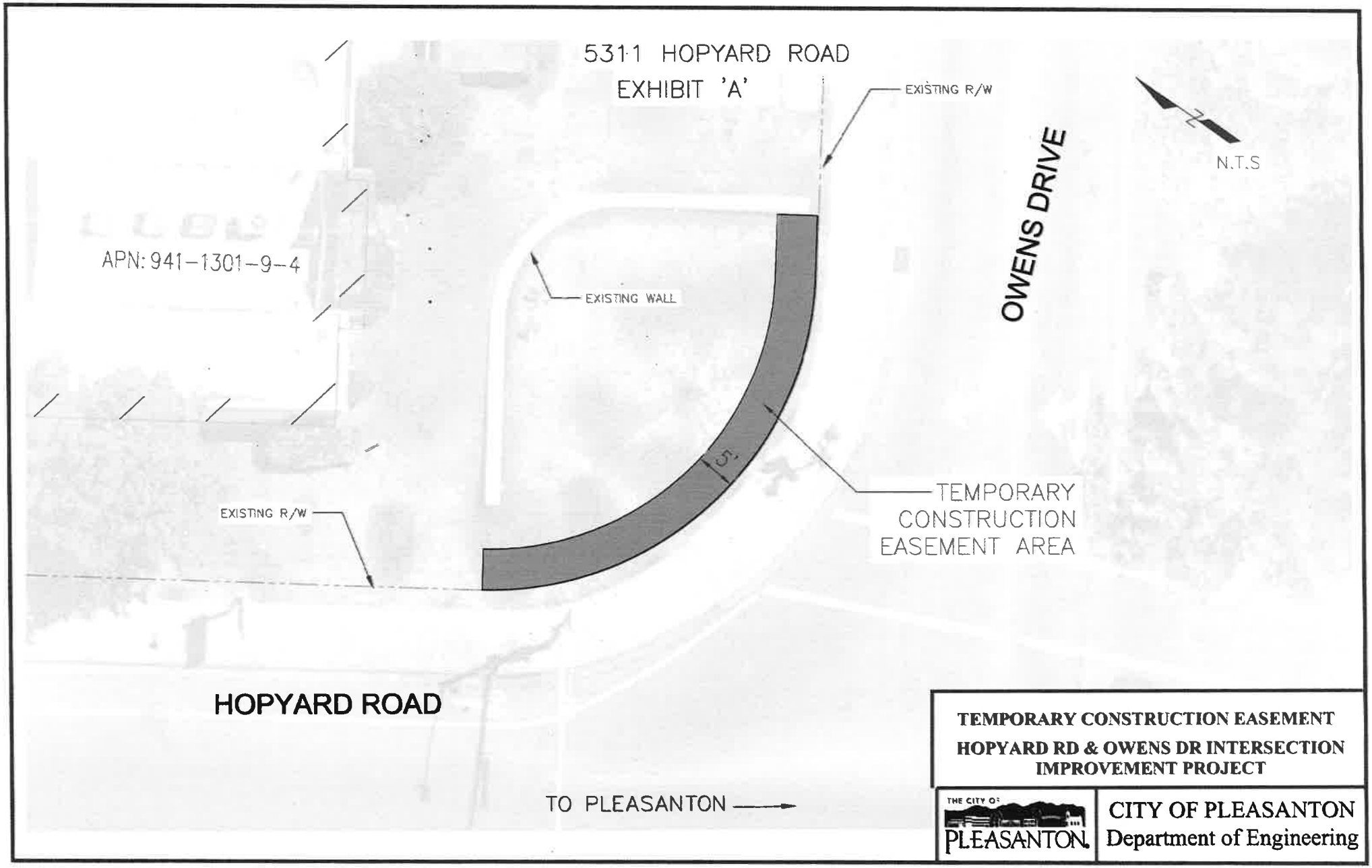
DocuSigned by:
Terry Guerra
90CEB4241E664A9...
Theresa Guerra

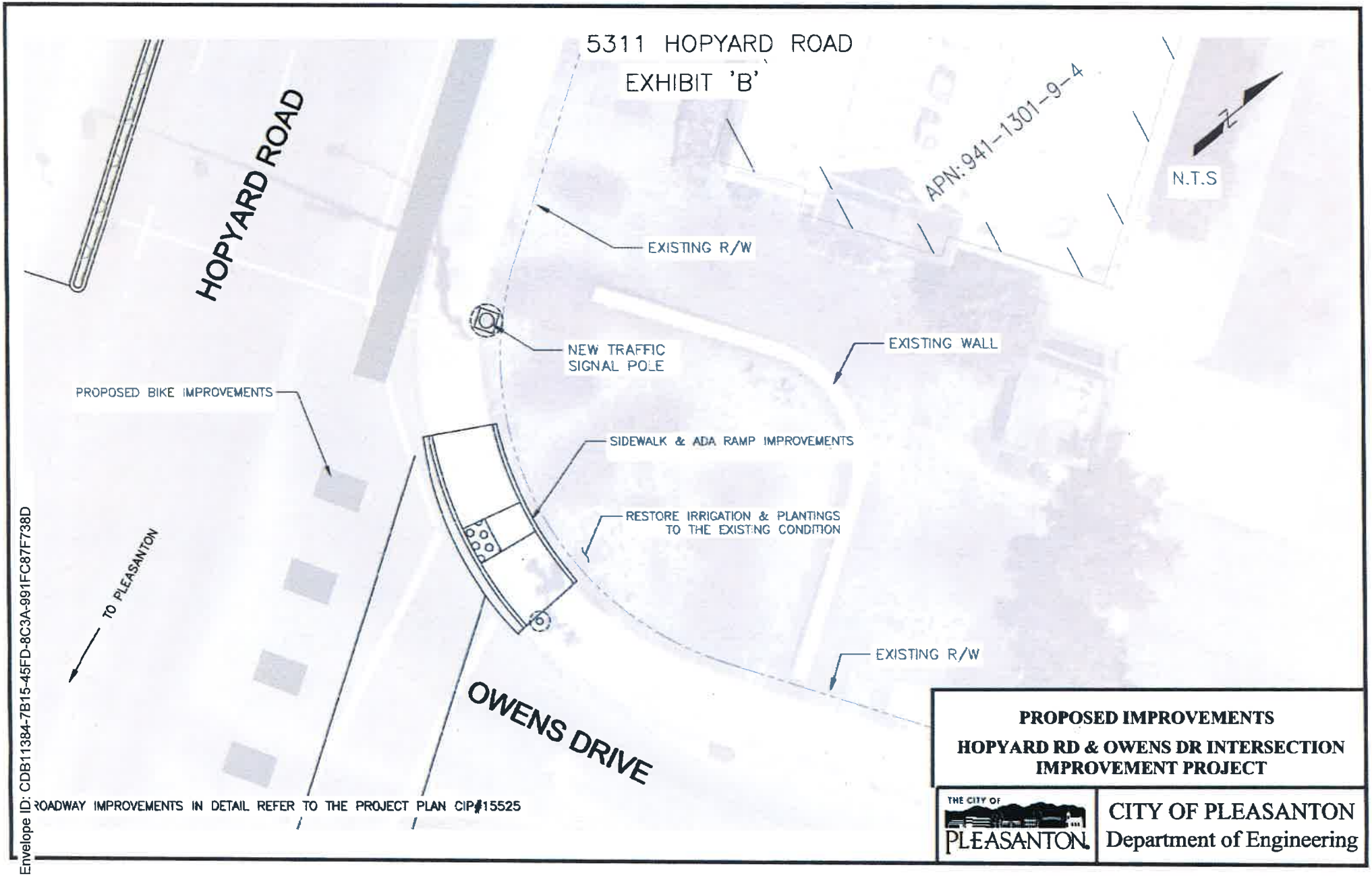
DocuSigned by:
John Guerra
0AC1A2C128A945F...
John Jr. Guerra

Exhibit Lists:

EXHIBIT A – Temporary Construction Easement

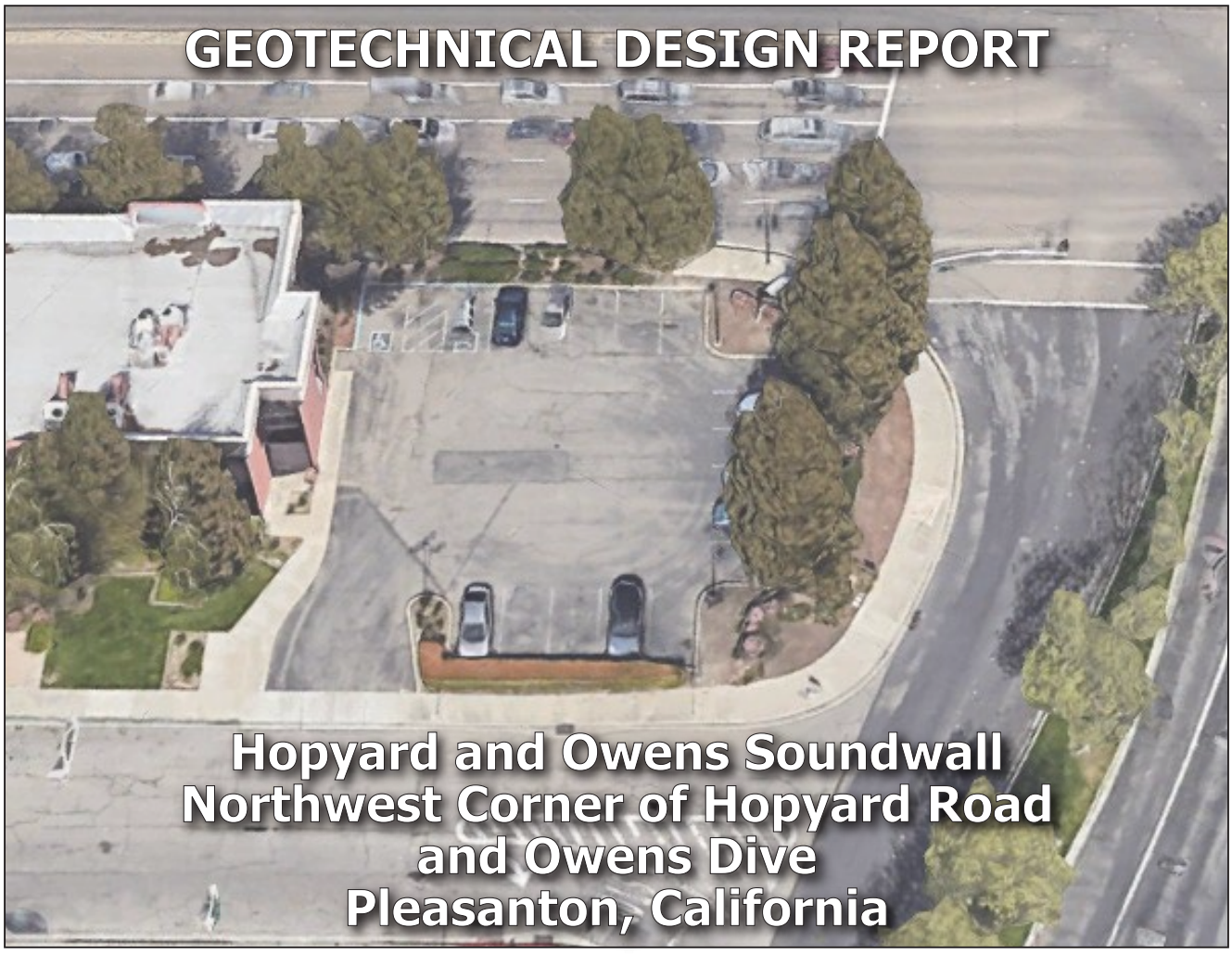
EXHIBIT B – Proposed Improvements





APPENDIX D: SOUNDWALL GEOTHECHINCAL REPORT

GEOTECHNICAL DESIGN REPORT



Hopyard and Owens Soundwall
Northwest Corner of Hopyard Road and Owens Dive
Pleasanton, California

PREPARED FOR:

CITY OF PLEASANTON - ENGINEERING DEPARTMENT
200 OLD BERNAL AVENUE
PLEASANTON, CALIFORNIA 94566

PREPARED BY:

GEOCON CONSULTANTS, INC.
6671 BRISA STREET
LIVERMORE, CALIFORNIA 94550

GEOCON PROJECT NO. E8685-04-23

JULY 2023

GEOCON
CONSULTANTS, INC.
GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS

Project No. E8685-04-23
July 17, 2023

City of Pleasanton – Engineering Department
200 Old Bernal Avenue
Pleasanton, California 94566

Attention: Mr. SM Saklaen

Subject: HOPYARD AND OWENS SOUNDWALL
NORTHWEST CORNER OF HOPYARD ROAD AND OWENS DRIVE
PLEASANTON, CALIFORNIA
GEOTECHNIAL DESIGN REPORT

Dear Mr. Saklaen:

In accordance with your authorization, we herein submit this Geotechnical Design Report (GDR) for the proposed soundwall near the northwest corner of Hopyard Road and Owens Drive in Pleasanton, California. The accompanying report presents the findings, conclusions, and recommendations regarding the geotechnical aspects of the project as presently proposed. In our opinion, no adverse geotechnical conditions are present that would preclude the soundwall as planned, provided the recommendations of this report are incorporated into the design and construction of the project. Should project details change from those presented herein, we should review this report for applicability and possible revision. We have revised this report from its original version to reflect comments provided by Caltrans.

If you have any questions regarding this GDR, or if we may be of further service, please contact the undersigned at your convenience.

Sincerely,

GEOCON CONSULTANTS, INC.

Shane Rodacker, GE
Senior Engineer

REGISTERED PROFESSIONAL ENGINEER
SHANE A. RODACKER
No. 2915
GEOTECHNICAL
STATE OF CALIFORNIA

Jacob Bishop-Moser, PE
Project Engineer

REGISTERED PROFESSIONAL ENGINEER
JACOB E. BISHOP-MOSER
C91625
CIVIL
STATE OF CALIFORNIA

(1/e-mail) Addressee
(1/e-mail) City of Pleasanton – Engineering Department
Attention: Mr. Adam Nelkie

TABLE OF CONTENTS

GEOTECHNICAL DESIGN REPORT

1. INTRODUCTION

This Geotechnical Design Report (GDR) presents the results of a geotechnical investigation for a Caltrans' standard soundwall planned near the northwest corner of Hopyard Road and Owens Drive in Pleasanton, California. The approximate site location is depicted on the Vicinity Map (Figure 1). The purposes of this study were to evaluate subsurface conditions at the soundwall location and to provide design-level geotechnical recommendations based on the conditions encountered.

The recommendations presented herein are based on our review of subsurface and laboratory data, engineering analyses, and our experience with similar soil and geologic conditions. A boring log and log of test boring (LOTB) sheet in Caltrans format are presented in Appendix A. Laboratory test results and information from previous subsurface exploration by others are presented in Appendices B and C, respectively.

2. SCOPE OF SERVICES

The scope of this study included:

- Reviewing published geologic maps, aerial images, and other available literature pertaining to the site to aid in evaluating geotechnical, geologic, and seismic conditions at the site. A list of referenced materials is provided in Section 14 of this report.
- Performing a site reconnaissance to observe existing conditions, determine drill rig access, and mark out exploration locations for subsequent utility clearance.
- Notifying subscribing utility companies via Underground Service Alert (USA) a minimum of two working days (as required by law) prior to performing exploratory excavations at the site.
- Obtaining an encroachment permit from the City of Pleasanton.
- Obtaining a soil boring permit from Zone 7 Water Agency.
- Retaining the services of a California C57-licensed drilling subcontractor to perform an exploratory boring using truck-mounted drilling equipment.
- Drilling a soil boring to an approximate depth of 50 feet at the approximate location shown on the Site Plan, Figure 2.
- Obtaining representative disturbed and relatively undisturbed soil samples from the exploration.
- Logging the exploration in general accordance with the Caltrans 2010 *Soil and Rock, Logging, Classification, and Presentation Manual*. A LOTB sheet is included in Appendix A.
- Upon completion, backfilling the boring with neat cement grout per permit requirements.
- Performing laboratory tests on selected samples to evaluate pertinent geotechnical parameters.
- Performing engineering analyses to develop geotechnical design criteria and evaluate subsurface conditions.
- Preparing this GDR in general accordance with Caltrans guidelines.

3. SITE AND PROJECT DESCRIPTION

The information provided by the City of Pleasanton indicates a 160-foot-long Caltrans standard soundwall will be constructed along the west side of Hopyard Road, just north of Owens Drive. The masonry block soundwall

will be partially situated within Caltrans' right-of-way and will be constructed atop a Caltrans standard reinforced concrete barrier (Type 836SV) bearing on cast-in-drilled-hole (CIDH) piles per Standard Plan Nos. B15-6 through B15-9. A summary of the proposed retaining wall is presented below in Table 3.

TABLE 3
SUMMARY OF PROPOSED SOUNDWALL

ID No.	Wall Height (feet)*	Line	Stationing		Length (feet)
			Begin	End	
n/a	6.33	H / SW	15+55.5 / 1+00	17+15.25 / 2+60	160

*Wall height includes barrier height

4. EXCEPTIONS TO POLICY

Unless otherwise stated in the report, the performed investigation and/or design recommendations for the proposed foundations are in general conformance with Caltrans' current policy.

5. GEOTECHNICAL INVESTIGATION

Our field investigation program was performed on June 14, 2023, and consisted of a site reconnaissance and performing one exploratory boring (B1) via auger drilling. The approximate exploration location is shown on the Site Plan (Figure 2). The exploration was located based on project plans and other information from the City of Pleasanton. Table 5 summarizes the details of our exploration.

TABLE 5
SUMMARY OF EXPLORATION

Exploration ID	Adjacent Project Component	Approximate Exploration Location				Approx. Boring Depth (feet)	Date Completed	Exploration Equipment
		Line	Station No.	Approx. Offset (feet)	Approx. Elevation (feet)*			
B1	Soundwall	H	17+45	32 R	330	50	6/14/2023	CME55 with 8-inch hollow-stem auger

*Elevation per project plans utilizing NAVD 88 datum.

Sampling during drilling was performed in general accordance with the current Caltrans' 2022 *Soil and Rock Logging, Classification and Presentation Manual*. The exploration was performed using a truck-mounted CME55 drill rig. Soil samples were collected in the boring at approximate three-foot intervals in the upper 10 feet and then at approximate five-foot intervals thereafter. Sampling was accomplished using a 140-pound, automatic hammer with a 30-inch drop. Samples were obtained with a 2-inch OD and 1.4-inch ID split spoon Standard Penetration Test (SPT) sampler and a 3-inch OD and 2.4-inch ID split spoon California Modified sampler. The number of blows required to drive the sampler (blow counts) the last 12 inches of the 18-inch sample drive (or portion thereof) are reported on the boring log and LOTB sheet included in Appendix A. The blow counts shown on the boring logs should not be interpreted as standard SPT "N" values; corrections have not been applied.

The exploratory boring was sampled and logged under the direction of a California Registered Professional Engineer during drilling. The materials encountered in the exploratory boring was classified in accordance with Caltrans' 2022 *Soil and Rock Logging, Classification, and Presentation Manual*. Upon completion of the field

exploration program, the exploratory boring was backfilled with neat cement grout per Zone 7 Water Agency permit requirements.

6. LABORATORY TESTING PROGRAM

We performed laboratory tests on selected samples in general conformance with California Test Methods (CTM) and generally accepted test methods of the American Society for Testing and Materials (ASTM). We performed the following tests:

- Moisture Content and Unit Weight: ASTM D 2937
- Plasticity Index: ASTM D 4318
- Particle Size Analysis: ASTM D 422
- Expansion Index: ASTM D 4829
- Unconfined Compressive Strength: ASTM D 2166
- pH and Resistivity: CTM 643
- Water-soluble Sulfate Content: CTM 417
- Chloride Content: CTM 422

Laboratory test results are presented in Appendix B. The results of moisture content and unit weight testing are also presented on the boring log in Appendix A.

7. GEOTECHNICAL CONDITIONS

7.1 Geology

The site is located in the Tri-Valley area of Alameda County, generally near the boundary of the Arroyo Mocho and Alamo Canal watersheds. Based on geologic mapping by the California Geological Survey (CGS) and the conditions encountered in our soil boring, the site is underlain by a predominantly fine-grained unit of Holocene-age alluvial fan deposits. A Regional Geologic Map is presented as Figure 3 (attached).

7.2 Surface Conditions

Site topography and existing and proposed improvements are shown on the Site Plan (Figure 2). The new soundwall is planned on the west side of Hopyard Road, generally between an existing commercial building and the southbound lanes of the roadway. The wall alignment is within an existing landscape area and various plants, shrubs and trees were noted at the time of our investigation.

7.2.1 Topography

Prior to construction of the nearby I-580 and Hopyard Road interchange, topography at the site consisted of generally flat ground that directed runoff to the south and west. Current site topography was shaped by grading activities associated with commercial development and roadway construction. Existing surface grades along the soundwall alignment are on the order of 329 to 330 feet elevation based on the project plans.

7.2.3 Cuts and Fills

Significant cuts and fills are not planned along the proposed soundwall alignment.

7.2.4 Geologic Hazards

The site is not within a State of California Earthquake Fault Zone for surface fault rupture. No active faults are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the soundwall is considered low. By CGS definition, an active fault is one with surface displacement within the last 11,000 years. A potentially active fault has demonstrated evidence of surface displacement with the past 1.6 million years. Faults that have not moved in the last 1.6 million years are typically considered inactive.

The site is mapped within a State of California Seismic Hazard Zone for liquefaction and web-based mapping by the Association of Bay Area Governments indicates moderate liquefaction susceptibility at the site. Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary loss of shear strength due to pore pressure buildup under the cyclic shear stresses associated with intense earthquakes. Primary factors that trigger liquefaction are moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile.

We assessed liquefaction potential and resultant settlements using the methodology of Youd and Idriss (2001) and sampler resistance information (blow counts) recorded during drilling. Our evaluation incorporated an earthquake moment magnitude (M_w) of 6.8, a ground motion (peak ground acceleration of 0.72 g and a groundwater depth of 8 feet.

Our liquefaction analysis indicated potential for liquefaction in the discrete sandy layers encountered below a depth of approximately 23 feet. In general, these layers are approximately 1 foot or less in thickness. Consequences of liquefaction can include ground surface settlement, ground loss (sand boils) and lateral slope displacements (lateral spreading). Due to the relatively flat topography, the potential for lateral spreading at the site is considered low. For liquefaction-induced sand boils or fissures to occur, pore water pressure induced within liquefied strata must exert enough force to break through overlying, non-liquefiable layers. Based on methodology recommended by Youd and Garris (1995), which modified and advanced original research by Ishihara (1985), a capping layer of non-liquefiable soil can prevent the occurrence of sand boils and fissures. In our opinion, the potential for ground loss due to sand boils or fissures in a seismic event is low considering the thickness of clayey soils that overlie the sandy layers.

The likely consequence of potential liquefaction at the site is ground surface settlement. Our analysis indicates that, if liquefaction were to occur, total foundation settlements on the order of ¾ inch or less may result. We recommend that foundations be designed to accommodate approximately ½ inch of differential seismic settlement across a horizontal distance of 50 feet.

7.2.5 Land Use History

The area surrounding the soundwall location is generally developed with commercial properties and City streets. We understand that historic land use in the site vicinity includes agricultural use.

7.3 Subsurface Conditions

The sound wall location is underlain by Holocene-age alluvium. A Regional Geologic Map showing the site location is included as Figure 3. Subsurface materials encountered during the field investigation are discussed in the following sections.

7.3.1 Artificial Fill

Our Boring B1 encountered artificial fill materials consisting of sandy gravel with silt and clay from the existing ground surface to a depth of approximately 1 ½ to 2 feet. Documentation relative to the placement and source of the fill materials was not readily available.

7.3.1 Alluvium

We encountered Holocene-age alluvium from below the artificial fill materials to the maximum depth explored – approximately 50 feet below grade. At our sampling locations, the alluvial soils were observed as predominantly medium stiff to stiff, lean and fat clays with variable amounts of sand. Discrete, loose sand layers were encountered within some sampling intervals but were approximately 1 foot thick or less.

7.3.2 Ground Subsidence

Ground subsidence occurs where underlying loose materials undergo a densification process. Subsidence can result from the extraction of mineral resources and/or groundwater, as well as relatively rapid settlement induced by seismic activity. The site is underlain by relatively young, predominantly clayey alluvial materials. We are unaware of any reported ground subsidence in the immediate vicinity of the planned soundwall. We note the site is not located within a former marsh or lagoon area based on watershed mapping by the Oakland Museum of California. The potential for ground subsidence due to groundwater extraction is considered low. However, the site is susceptible to liquefaction as noted above. Estimated total potential settlement due to liquefaction is ¾ inch or less, with corresponding differential settlement of approximately ½ inch or less over a horizontal distance of 50 feet.

7.3.3 Expansive Soils

Expansive soils possess a high swelling or shrinking potential due to change in moisture content. The common materials associated with high expansion potential are clays. The near-surface native soils at/near the proposed sound wall are highly plastic (fat) clays. Laboratory testing of the predominantly clayey materials indicates the clays possess high expansion potential.

7.3.4 Collapsible Soils

Collapsible soils are typically characterized as unsaturated soils that undergo volumetric compression upon saturation without an increase in external loads. Collapsible soils are generally porous with a low dry density. We did not observe low-density or porous materials in our soil boring. Therefore, the potential for collapsible soils to impact the proposed sound wall is considered low.

7.4 Groundwater

Groundwater was initially encountered at a depth of approximately 13 ½ feet in our Boring B1 and stabilized at a depth of 24 feet at the conclusion of drilling. Groundwater was encountered at a depth of 10 feet below grade in an April 2013 soil boring for the nearby fast food restaurant. Historic high groundwater depths are less than 10 feet below natural grade based on mapping by the California Geological Survey. Fluctuations of groundwater levels may occur due to variations in channel flow, precipitation, temperature, and other factors. Depth to groundwater can also vary significantly due to localized pumping, irrigation practices, and seasonal fluctuations. Therefore, it is possible that future groundwater may be higher or lower than current conditions.

7.5 Seismicity

The design response spectrum for the Safety Evaluation Earthquake (SEE), as specified in Caltrans *Seismic Design Criteria* with October 2019 interim revisions (v2.0), is the probabilistic response spectrum representing the horizontal ground motion at the site with a 5% probability of exceedance in 50 years (return period of 975 years). The United States Geological Survey (USGS) *2014 National Seismic Hazard Map* is used as the basis to determine the design Acceleration Response Spectrum (ARS). The ARS for the site was estimated using Caltrans' *ARS Online* web tool (V3.1.0, accessed July 28, 2023). Table 7 summarizes the site-specific information used for the analysis and the *ARS Online* results.

TABLE 7
ARS ONLINE SUMMARY

Structure	Approx. Latitude	Approx. Longitude	Estimated Shear Wave Velocity (VS30)[1], feet/second	Design Peak Ground Acceleration (PGA)[2], g	Deaggregated Mean Earthquake Moment Magnitude (M)	Mean Site-to-Source Distance (R)[3], miles	Site Soils Class[4]
Soundwall	37.6992°	-121.9051°	840	0.72	6.8	8.4	S2

Notes:
1. Estimated time-average shear wave velocity for the upper 100 feet of soil at the site.
2. Where "g" represents the acceleration due to gravity.
3. Mean site-to-source distance for 1.0 second period spectral acceleration.
4. Based on the subsurface soil conditions encountered within Boring B1 and Caltrans *Seismic Design Criteria 2.0* Sections 6.1 and 6.2.4

Based on the subsurface materials encountered during our investigation, the soundwall will be generally underlain by medium stiff to very stiff clays with occasional thin loose sand layers. The shear wave velocity, V_{S30}, was calculated for Boring B1 using the shear wave correlations provided in the *Design Acceleration Response Spectrum* module of the Caltrans *Geotechnical Manual*. Based on the subsurface conditions encountered in our boring, we developed a recommended design response spectrum in accordance with the *Design Acceleration Response Spectrum* module of the Caltrans *Geotechnical Manual*. The recommended design response spectra for the proposed soundwall is presented on Figure 5.

8. CORROSION EVALUATION

According to Caltrans' *Corrosion Guidelines*, soils are considered corrosive to foundation elements if one or more of the following conditions exist: chloride concentration is 500 parts per million (ppm) or greater, sulfate concentration is 1,500 ppm or greater, or the pH is 5.5 or less. Resistivity serves as an indicator for the possible presence of soluble salts but is not included as a parameter to define a corrosive area for structures. A minimum resistivity value for soil and/or water less than 1,100 ohm-centimeters may indicate the presence of high quantities of soluble salts and a higher propensity for corrosion.

Potential of hydrogen (pH), resistivity, chlorides, and sulfates tests were performed on two soil samples in accordance with California Test Method Nos. 643, 417, and 422. The results are presented below in Table 8 and in Appendix B and should be considered for the design of structures in contact with soil.

TABLE 8
SOIL CORROSION TEST SUMMARY

Sample ID – Boring No. (Sample Depth)	pH	Minimum Resistivity (ohm-centimeters)	Chloride Content (ppm)	Sulfate Content (ppm)	Corrosive?
B1 (6)	8.19	560	148	90	No
B1 (9)	8.44	400	139	60	No

Based on the laboratory test results and Caltrans' *Corrosion Guidelines*, the native subgrade materials are considered "not corrosive" to foundation elements, despite low soil resistivity values. Proposed improvements in contact with the ground should be designed and constructed in accordance with Caltrans' *Standard Specifications* and good construction practices. Geocon does not practice corrosion engineering. If corrosion sensitive improvements are planned, we recommend further evaluation by a corrosion engineer.

9. GEOTECHNICAL RECOMMENDATIONS

The following geotechnical recommendations are for the planned soundwall on the west side of Hopyard Road, based on the project plans provided by the City of Pleasanton. Details of the planned soundwall are presented below in Table 9.1.

TABLE 9.1
SOUND WALL FOUNDATION RECOMMENDATIONS

Wall Location	Wall Height	Foundation Type	Ground Line	Min. Pile Diameter	Friction Angle
"H" Line - Station 15+55.49 to 17+15.24 / "SW" Line – Station 1+00 to 2+60	6.33'	CIDH Piles	Case 2	24 in.	25°

Notes:

1. Friction angle correlated from undrained shear strength based on guidance previously published by Caltrans.
2. Minimum pile diameter required for wet placement.

We understand the planned soundwall will retain up to 2 feet of soil and the backfill surface on the western side of the wall will slope downward toward the wall at an inclination of approximately 3:1 (horizontal to vertical) or flatter. Lateral earth pressures against the retained portion of the wall may be assumed to be equal to the pressure exerted by an equivalent fluid. Table 9.2 summarizes the weights of the equivalent fluid based on the different design conditions. The lateral earth pressure recommendations tabulated below assume that retained soils within a 1:1 plane projected from the base of the wall, and soils relied upon for passive resistance, will consist of properly recompacted fill materials derived from the existing sand/gravel fill materials observed in the upper 1 ½ to 2 feet in our Boring B1.

TABLE 9.2
LATERAL EARTH PRESSURE RECOMMENDATIONS

Condition	Equivalent Fluid Density
Active	45 pcf
At-Rest	60 pcf
Passive	275 pcf

Unrestrained walls should be designed using the active case. Unrestrained walls are those that are allowed to rotate more than 0.01H (where H is the height of the wall). Walls restrained from movement should be designed using the at-rest case. Any surcharges should be evaluated by the structural engineer. Where not protected by pavement or flatwork, the upper one foot of soil should be ignored when calculating passive resistance.

Retaining walls should be provided with a drainage system adequate to prevent the buildup of hydrostatic forces and should be waterproofed as required by the project architect. Positive drainage for retaining walls should consist of a vertical layer of permeable material positioned between the retaining wall and the soil backfill. The permeable material may be composed of a composite drainage geosynthetic or a natural permeable material such as crushed gravel. A geosynthetic filter fabric should be placed between the gravel and the soil backfill. Facilities for removal of collected water should be provided.

If the structural designer deems it necessary to evaluate active seismic earth pressure on the soundwall, an active seismic earth pressure coefficient (K_{AE}) of 0.97 should be used. The active seismic earth pressure coefficient was calculated using the Mononobe-Okabe method in accordance with Caltrans Memo To Designers 22-4.

We understand the project designer will perform lateral capacity analysis. Table 9.3 presents recommended soil parameter for L-Pile analysis.

TABLE 9.3
RECOMMENDED SOIL PARAMETERS FOR L-PILE ANALYSIS

Soil Layer	Soil Model	Elevation (ft)		Effective Unit Weight (pcf)		Cohesion (psf)	Friction Angle (°)	ε_{50}
		Top	Bottom	Above GWT	Below GWT			
Alluvium	Stiff Clay (Reese)	328	278	123	60.6	1,200	--	0.007

Notes: Elevations based on estimated ground surface elevation of 330 feet per project plans.
pcf= pounds per cubic foot
psf = pounds per square foot

10. GENERAL NOTES TO DESIGNER

This report is prepared based on the currently available project information including the proposed structures and foundations described herein. Geocon must be contacted for review and possible revised recommendations if the proposed structures and foundations are changed. The project designer should develop the project specifications in coordination with Geocon as the project plans and specifications are being

generated. This will result in increased communication between the two parties and provide Geocon opportunity to review any changes to the preliminary project elements discussed herein as the design is being completed. The LOTB sheet included in Appendix A should be included in the contract plans.

11. NOTES FOR SPECIFICATIONS

This report should be reviewed in its entirety by the contractor prior to construction to ensure the geotechnical recommendations herein are implemented. Aside from potential specifications for "wet" pile construction methods, no Standard Special Provisions or Nonstandard Special Provisions are necessary from a geotechnical standpoint. All construction should conform to project plans and specifications and applicable sections of the latest edition of the Caltrans Standard Specifications.

12. NOTES FOR CONSTRUCTION

As noted herein, our recent soil boring initially encountered groundwater at a depth of approximately 13 ½ feet and historic high groundwater levels are less than 10 feet below natural (pre-development) grades at the site. As such, groundwater may be encountered in the CIDH pile excavations and the Contractor should plan accordingly. Hole dewatering, temporary casing, or "wet" construction methods may be necessary including inspection pipes within the CIDH pile.

The location of the underground utilities within the soundwall alignment should be clearly and positively identified prior to any foundation excavation activities. Care should be taken to avoid damaging existing utilities during construction. The Contractor should also verify existing utility line locations and conditions. Areas atop underground utilities should not be used for stockpiling of construction materials. Any conflicts should be reviewed prior to construction. The Contractor should verify these conditions and plan the construction activities accordingly.

Excavations to establish design subgrade for the concrete barrier may expose the native fat clays that underlie the existing fill materials at the site. The native fat clays are highly expansive and consideration may be given to over-excavating the clays 12 inches and promptly replacing with sand-cement slurry to reduce the potential for expansive soils to heave and impact the barrier. Should the bottom of the barrier excavation be disturbed, the disturbed materials should be scarified to a depth of 1 foot and recompacted to at least 90% relative compaction and near optimum moisture content (at least 2% above optimum where native clays are present).

All barrier and CIDH pile excavations are to be inspected and approved by representatives of Geocon. The inspections are to be made after the excavation has been completed to the bottom of footing elevations and prior to placing concrete or rebar in the excavations. Exposed soils within excavations should be kept in a moist condition prior to placement of concrete.

13. CLOSURE

This GDR was prepared in accordance with generally accepted geotechnical engineering principles and practices used in the project area at this time. No warranty is provided, express or implied. Any changes in the design, location, or details of the proposed improvements should be brought to our attention so that we can evaluate the applicability of the preliminary conclusions and recommendations presented herein.

14. REFERENCES

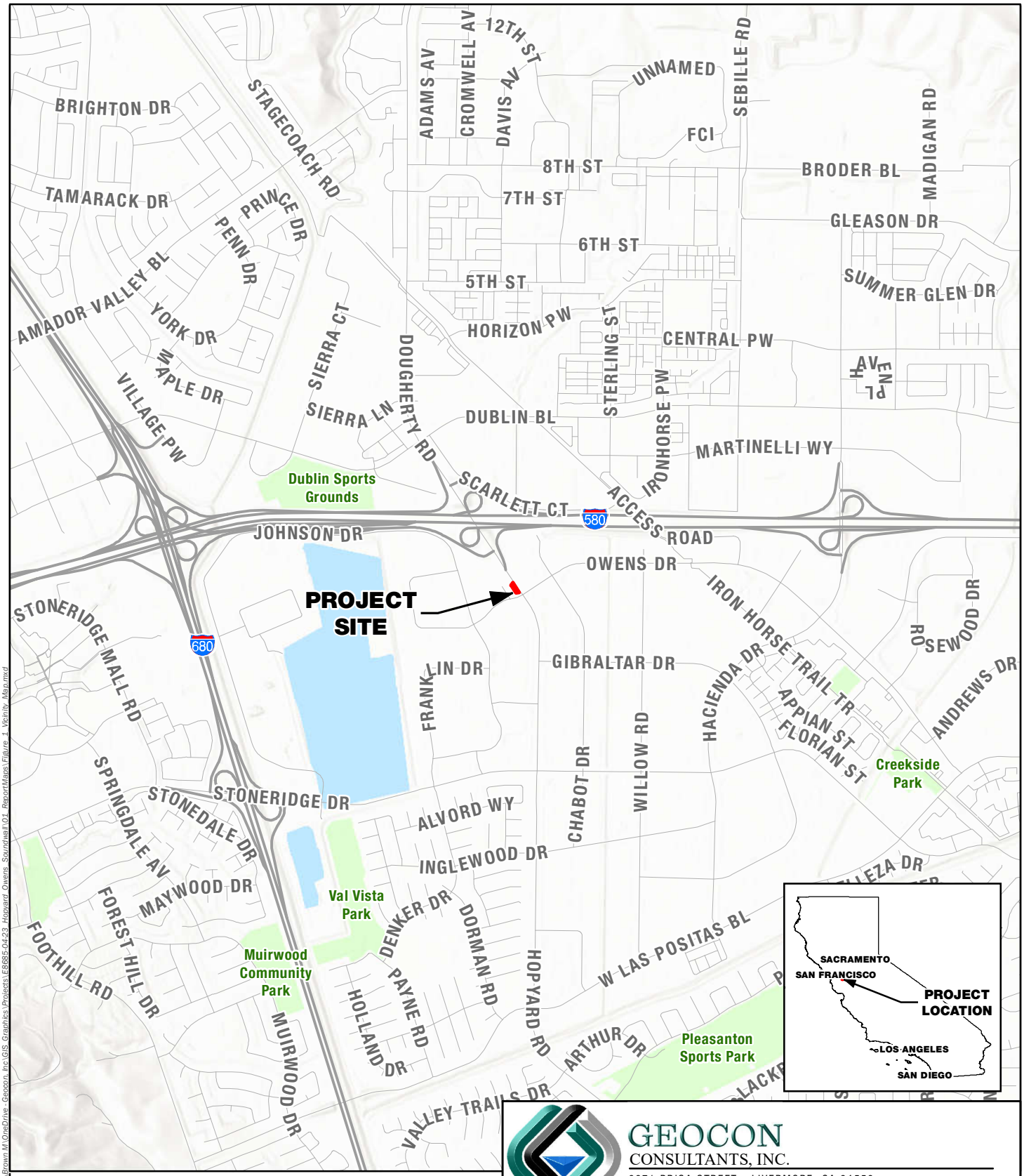
1. Barlock, V.E., *Geologic Map of the Livermore Gravels, Alameda County, California,* USGS OFR 88-516, 1988.
2. California Department of Transportation (Caltrans), *ARS Online v3.1.0*: https://arsonline.dot.ca.gov/, accessed July 2023.
3. Caltrans, *2022 Standard Plan B15-8,* August 2022.
4. Caltrans, *Corrosion Guidelines, Version 3.2*, May 2021.
5. Caltrans, *Geotechnical Manual*, latest version of the individual sections.
6. Caltrans, *Memo to Designers*, various, latest version of the individual memos.
7. Caltrans, *Seismic Design Criteria,* Version 2.0, 2019.
8. Caltrans, *Soil and Rock Logging, Classification, and Presentation Manual,* 2022.
9. Caltrans, 2022, *Standard Plans.*
10. Caltrans, 2022, *Standard Specifications.*
11. California Geological Survey (CGS), *Seismic Hazard Zone Report for the Dublin 7.5-Minute Quadrangle, Alameda County, California,* Seismic Hazard Zone Report 112, 2008.
12. CGS and United States Geological Survey (USGS) Quaternary Faults and Folds database, online: http://geohazards.usgs.gov/qfaults/map.php
13. Dibblee, T. W., *Geologic Map of the Dublin Quadrangle, Contra Costa and Alameda Counties, California,* Dibblee Foundation Map No. DF-164, 2005.
14. Ensoft, Inc. *Technical Manual for LPile, Version 2012-06,* November 2012.
15. Giles Engineering Associates, Inc., *Geotechnical Engineering Exploration and Analysis, Proposed Conroy's, Hopyard Road at Owens Drive, Pleasanton, California,* February 1988 (GEA No. C880188).
16. Giles Engineering Associates, Inc., *Updated Geotechnical Engineering Exploration and Analysis, Proposed Chick-fil-A Restaurant #3207, Hopyard and 580 FSU, Hopyard Road and 580 Highway, Pleasanton, California,* April 2015 (GEA No. 2G-1303002).
17. Jennings, C.W. and Bryant, W. A., *2010 Fault Activity Map of California*, CGS Geologic Data Map No. 6, online: http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html.
18. MTC/ABAG Hazard Viewer Map, online: https://mtc.maps.arcgis.com/apps/webappviewer/index.html
19. Sowers, J.M., *Creek & Watershed Map of the Pleasanton & Dublin Area,* Oakland Museum of California, 2003.
20. Wagner, D.L., et al., *Geologic Map of the San Francisco-San Jose Quadrangle, California,* California Division of Mines and Geology, Regional Geologic Map 5A, 1991.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous materials was not part of the scope of services provided by Geocon.

2. This report is issued with the understanding that it is the responsibility of the owner or his representative to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.

3. The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.



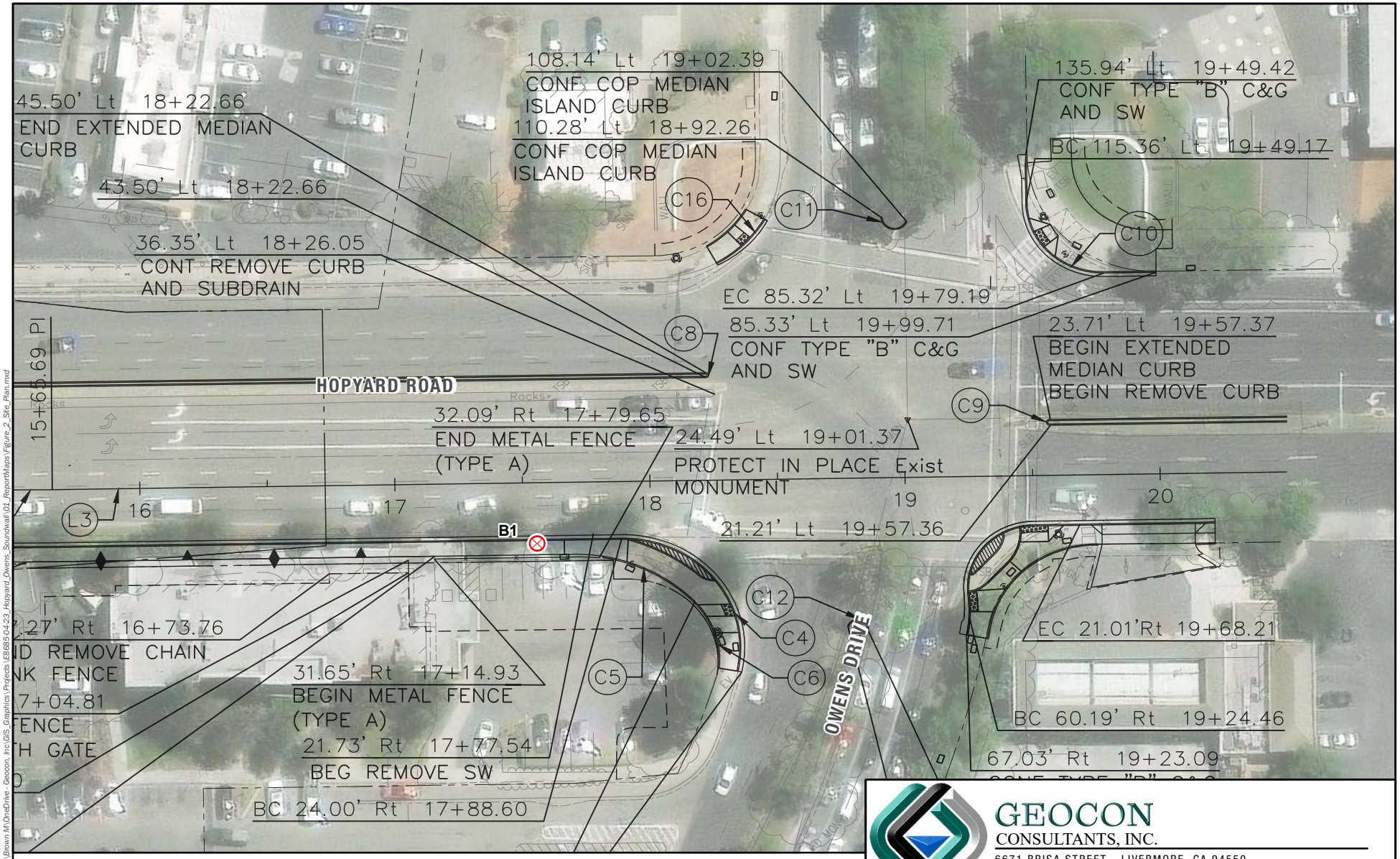
GEOCON
CONSULTANTS, INC.
6671 BRISA STREET - LIVERMORE, CA 94550
PHONE 925.371.5900 - FAX 925.371.5915

Hopyard and Owens Soundwall

Northwest Corner of Hopyard Road and Owens Drive
Pleasanton, California

VICINITY MAP

E8685-04-23	July 2023	Figure 1



Legend

B1 ⊗ Approximate Boring Location

0 60

Scale in Feet

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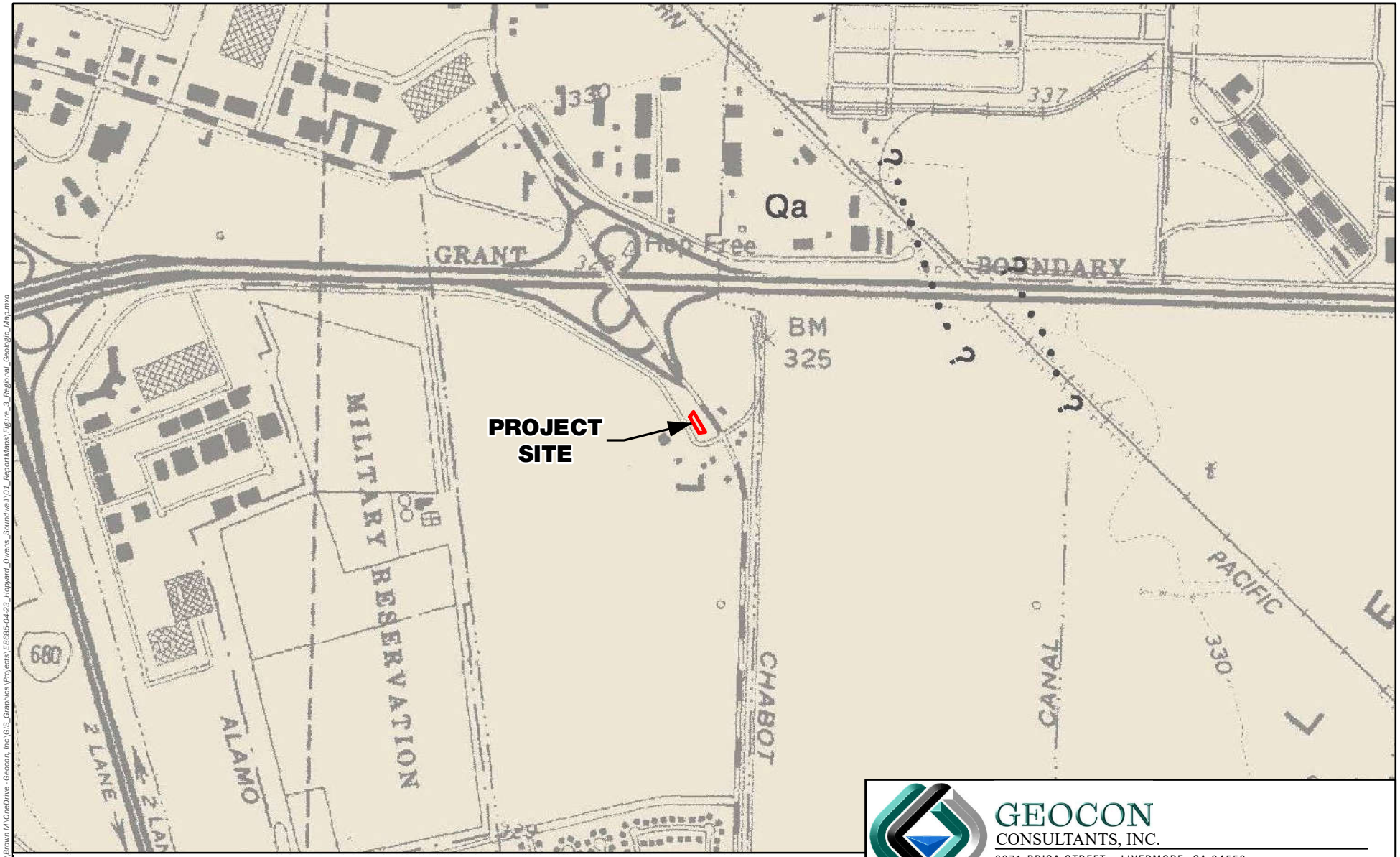
SITE PLAN

E8685-04-23	July 2023	Figure 2



Legend

Qa Alluvium gravel, sand and clay of valley areas

N

0 1,000

Scale in Feet

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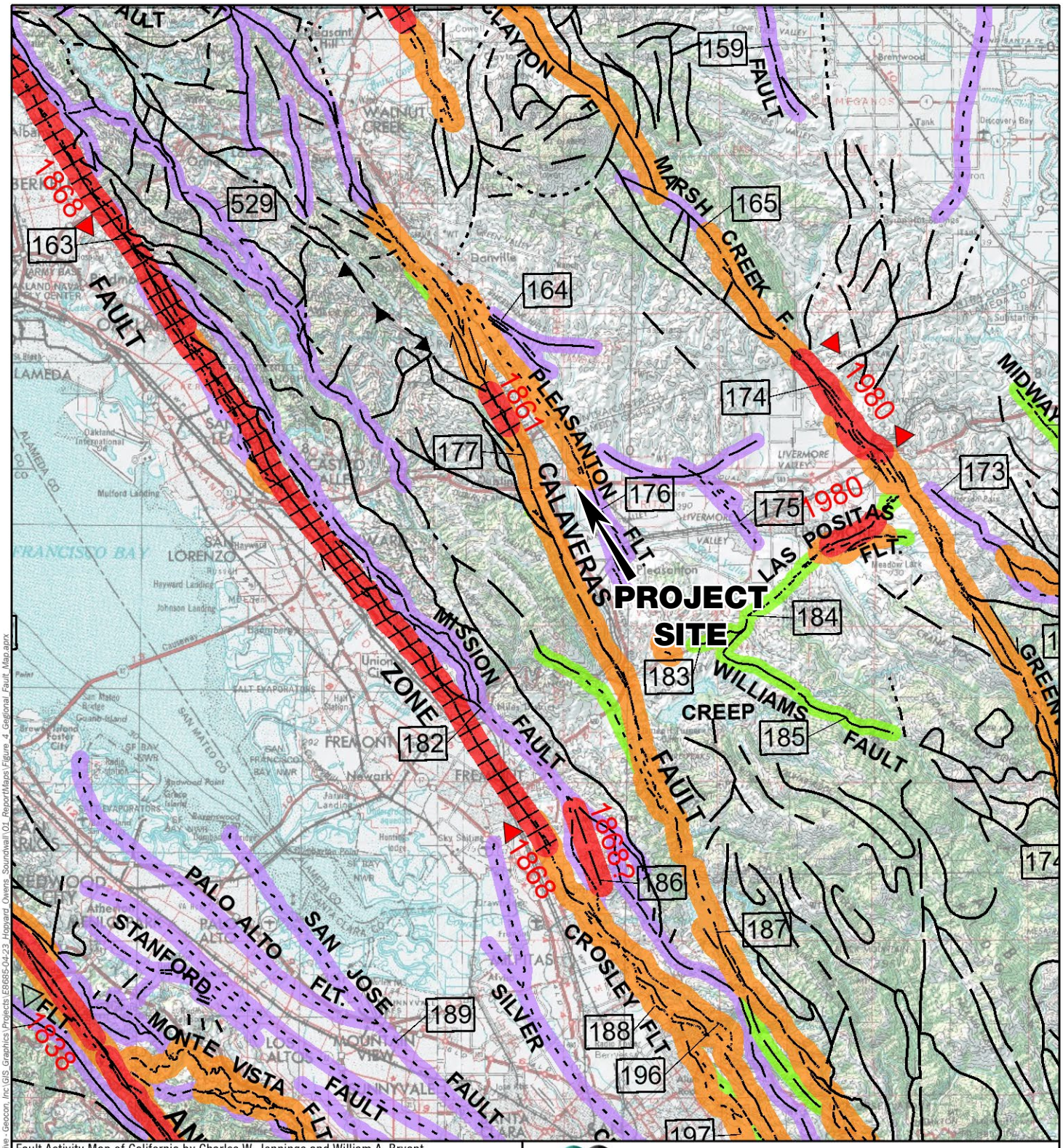
REGIONAL GEOLOGIC MAP

E8685-04-23	July 2023	Figure 3



Fault Activity Map of California by Charles W. Jennings and William A. Bryant published in 2010. (California Department of Conservation, GIS)

Legend

- structural discontinuity
- Fault, Certain
- Fault, Approximate
- Fault, Concealed
- Thrust Fault, Certain
- Thrust Fault, Approximate
- Historic Activity
- Holocene Activity
- Fault with Late Quaternary Activity
- Quaternary Activity

N

0 5

Scale in Miles

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6671 BRISA STREET - LIVERMORE, CA 94550
PHONE 925.371.5900 - FAX 925.371.5915

Hopyard and Owens Soundwall

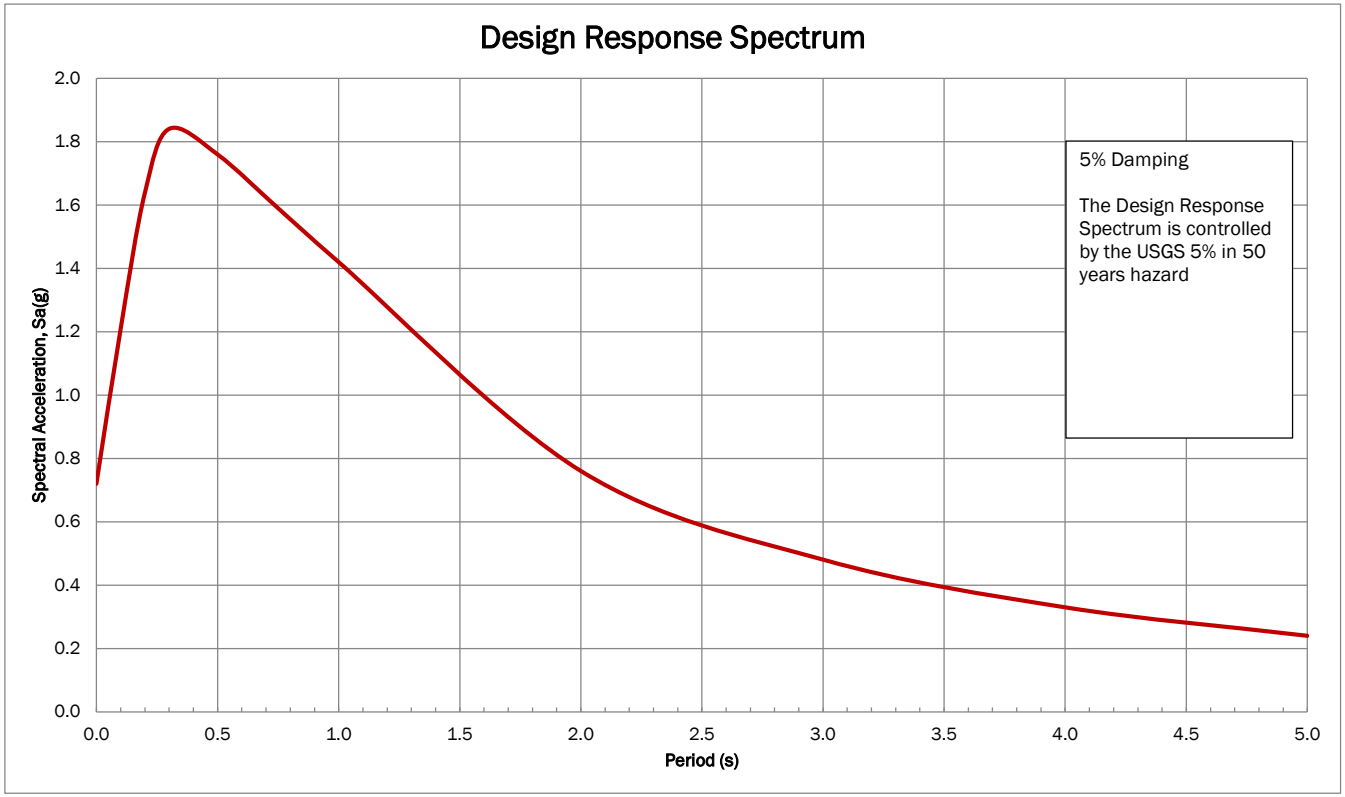
Northwest Corner of Hopyard Road and Owens Drive
Pleasanton, California

REGIONAL FAULT MAP

E8685-04-23	July 2023	Figure 4

Seismic Design Data for: *Hopyard and Owens Soundwall*

Period (s)	Spectral Acceleration, Sa (g)
0.000	0.72
0.100	1.21
0.200	1.64
0.300	1.84
0.500	1.76
0.750	1.59
1.000	1.42
2.000	0.76
3.000	0.48
4.000	0.33
5.000	0.24



Latitude
37.6992
Longitude
-121.9051

Seismic Loading Table

Soil Profile (V_{S30}):	256	m/s
or:	840	ft/s
Magnitude: M =	6.8	
PGA:	0.720	g

The Design Response Spectrum is the upper envelope of the deterministic and probabilistic response spectrum, but not less than the Minimum Deterministic Spectrum for California. The deterministic spectrum is obtained by using the average using the 2014 Campbell-Bozorgnia and the 2014 Chiou-Youngs ground motion prediction equations. Probabilistic response spectrum is obtained for 5 percent probability of exceedance in 50 years from the 2014 USGS Interactive Deaggregation web tool.

GEOCON CONSULTANTS, INC.
6671 BRISA STREET – LIVERMORE, CA 94550
PHONE 925.371.5900 – FAX 925.371.5915

Hopyard and Owens Soundwall

Northwest Corner of Hopyard Road and Owens Drive

Pleasanton, California

DESIGN RESPONSE SPECTRUM

E8685-04-23	July 2023	Figure 5

APPENDIX A

APPENDIX A
FIELD INVESTIGATION

UNIFIED SOIL CLASSIFICATION

MAJOR DIVISIONS					TYPICAL NAMES
COARSE-GRAINED SOILS, MORE THAN HALF IS COARSER THAN NO. 200 SIEVE	GRAVELS, MORE THAN HALF COARSE FRACTION IS LARGER THAN NO.4 SIEVE SIZE	CLEAN GRAVELS WITH LITTLE OR NO FINES	GW		WELL GRADED GRAVELS WITH OR WITHOUT SAND, LITTLE OR NO FINES
			GP		POORLY GRADED GRAVELS WITH OR WITHOUT SAND, LITTLE OR NO FINES
		GRAVELS WITH OVER 12% FINES	GM		SILTY GRAVELS, SILTY GRAVELS WITH SAND
			GC		CLAYEY GRAVELS, CLAYEY GRAVELS WITH SAND
	SANDS, MORE THAN HALF COARSE FRACTION IS SMALLER THAN NO.4 SIEVE SIZE	CLEAN SANDS WITH LITTLE OR NO FINES	SW		WELL GRADED SANDS WITH OR WITHOUT GRAVEL, LITTLE OR NO FINES
			SP		POORLY GRADED SANDS WITH OR WITHOUT GRAVEL, LITTLE OR NO FINES
		SANDS WITH OVER 12% FINES	SM		SILTY SANDS WITH OR WITHOUT GRAVEL
			SC		CLAYEY SANDS WITH OR WITHOUT GRAVEL
FINE-GRAINED SOILS, MORE THAN HALF IS FINER THAN NO. 200 SIEVE	SILTS AND CLAYS, LIQUID LIMIT 50% OR LESS		ML		INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTS WITH SANDS AND GRAVELS
			CL		INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, CLAYS WITH SANDS AND GRAVELS, LEAN CLAYS
			OL		ORGANIC SILTS OR CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS, LIQUID LIMIT GREATER THAN 50%		MH		INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS, FINE SANDY OR SILTY SOILS, ELASTIC SILTS
			CH		INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
			OH		ORGANIC CLAYS OR CLAYS OF MEDIUM TO HIGH PLASTICITY
	HIGHLY ORGANIC SOILS		PT		PEAT AND OTHER HIGHLY ORGANIC SOILS

BORING/TRENCH LOG LEGEND

- No Recovery
- Shelby Tube Sample
- Bulk Sample
- SPT Sample
- Modified California Sample
- Groundwater Level (At Completion)
- Groundwater Level (Seepage)

PENETRATION RESISTANCE

SAND AND GRAVEL			SILT AND CLAY			
RELATIVE DENSITY	BLOWS PER FOOT (SPT)*	BLOWS PER FOOT (MOD-CAL)*	CONSISTENCY	BLOWS PER FOOT (SPT)*	BLOWS PER FOOT (MOD-CAL)*	COMPRESSIVE STRENGTH (tsf)
VERY LOOSE	0 - 4	0 - 6	VERY SOFT	0 - 2	0 - 3	0 - 0.25
LOOSE	5 - 10	7 - 16	SOFT	3 - 4	4 - 6	0.25 - 0.50
MEDIUM DENSE	11 - 30	17 - 48	MEDIUM STIFF	5 - 8	7 - 13	0.50 - 1.0
DENSE	31 - 50	49 - 79	STIFF	9 - 15	14 - 24	1.0 - 2.0
VERY DENSE	OVER 50	OVER 79	VERY STIFF	16 - 30	25 - 48	2.0 - 4.0
			HARD	OVER 30	OVER 48	OVER 4.0

*NUMBER OF BLOWS OF 140 LB HAMMER FALLING 30 INCHES TO DRIVE LAST 12 INCHES OF AN 18-INCH DRIVE

MOISTURE DESCRIPTIONS

FIELD TEST	APPROX. DEGREE OF SATURATION, S (%)	DESCRIPTION
NO INDICATION OF MOISTURE; DRY TO THE TOUCH	S<25	DRY
SLIGHT INDICATION OF MOISTURE	25≤S<50	DAMP
INDICATION OF MOISTURE; NO VISIBLE WATER	50≤S<75	MOIST
MINOR VISIBLE FREE WATER	75≤S<100	WET
VISIBLE FREE WATER	100	SATURATED

QUANTITY DESCRIPTIONS

APPROX. ESTIMATED PERCENT	DESCRIPTION
<5%	TRACE
5 - 10%	FEW
11 - 25%	LITTLE
26 - 50%	SOME
>50%	MOSTLY

GRAVEL/COBBLE/BOULDER DESCRIPTIONS

CRITERIA	DESCRIPTION
PASS THROUGH A 3-INCH SIEVE AND BE RETAINED ON A NO. 4 SIEVE (#4 TO 3")	GRAVEL
PASS A 12-INCH SQUARE OPENING AND BE RETAINED ON A 3-INCH SIEVE (3"-12")	COBBLE
WILL NOT PASS A 12-INCH SQUARE OPENING (>12")	BOULDER

BEDDING SPACING DESCRIPTIONS

THICKNESS/SPACING	DESCRIPTOR
GREATER THAN 10 FEET	MASSIVE
3 TO 10 FEET	VERY THICKLY BEDDED
1 TO 3 FEET	THICKLY BEDDED
3 $\frac{3}{8}$-INCH TO 1 FOOT	MODERATELY BEDDED
1 $\frac{1}{4}$-INCH TO 3 $\frac{3}{8}$-INCH	THINLY BEDDED
$\frac{3}{8}$-INCH TO 1 $\frac{1}{4}$-INCH	VERY THINLY BEDDED
LESS THAN $\frac{3}{8}$-INCH	LAMINATED

STRUCTURE DESCRIPTIONS

CRITERIA	DESCRIPTION
ALTERNATING LAYERS OF VARYING MATERIAL OR COLOR WITH LAYERS AT LEAST $\frac{1}{4}$-INCH THICK	STRATIFIED
ALTERNATING LAYERS OF VARYING MATERIAL OR COLOR WITH LAYERS LESS THAN $\frac{1}{4}$-INCH THICK	LAMINATED
BREAKS ALONG DEFINITE PLANES OF FRACTURE WITH LITTLE RESISTANCE TO FRACTURING	FISSURED
FRACTURE PLANES APPEAR POLISHED OR GLOSSY, SOMETIMES STRIATED	SLICKENSIDED
COHESIVE SOIL THAT CAN BE BROKEN DOWN INTO SMALLER ANGULAR LUMPS WHICH RESIST FURTHER BREAKDOWN	BLOCKY
INCLUSION OF SMALL POCKETS OF DIFFERENT SOIL, SUCH AS SMALL LENSES OF SAND SCATTERED THROUGH A MASS OF CLAY	LENSED
SAME COLOR AND MATERIAL THROUGHOUT	HOMOGENOUS

CEMENTATION/INDURATION DESCRIPTIONS

FIELD TEST	DESCRIPTION
CRUMBLES OR BREAKS WITH HANDLING OR LITTLE FINGER PRESSURE	WEAKLY CEMENTED/INDURATED
CRUMBLES OR BREAKS WITH CONSIDERABLE FINGER PRESSURE	MODERATELY CEMENTED/INDURATED
WILL NOT CRUMBLE OR BREAK WITH FINGER PRESSURE	STRONGLY CEMENTED/INDURATED

IGNEOUS/METAMORPHIC ROCK STRENGTH DESCRIPTIONS

FIELD TEST	DESCRIPTION
MATERIAL CRUMBLES WITH BARE HAND	WEAK
MATERIAL CRUMBLES UNDER BLOWS FROM GEOLOGY HAMMER	MODERATELY WEAK
$\frac{1}{8}$-INCH INDENTATIONS WITH SHARP END FROM GEOLOGY HAMMER	MODERATELY STRONG
HAND-HELD SPECIMEN CAN BE BROKEN WITH **ONE** BLOW FROM GEOLOGY HAMMER	STRONG
HAND-HELD SPECIMEN CAN BE BROKEN WITH **COUPLE** BLOWS FROM GEOLOGY HAMMER	VERY STRONG
HAND-HELD SPECIMEN CAN BE BROKEN WITH **MANY** BLOWS FROM GEOLOGY HAMMER	EXTREMELY STRONG

IGNEOUS/METAMORPHIC ROCK WEATHERING DESCRIPTIONS

DEGREE OF DECOMPOSITION	FIELD RECOGNITION	ENGINEERING PROPERTIES
SOIL	DISCOLORED, CHANGED TO SOIL, FABRIC DESTROYED	EASY TO DIG
COMPLETELY WEATHERED	DISCOLORED, CHANGED TO SOIL, FABRIC MAINLY PRESERVED	EXCAVATED BY HAND OR RIPPING (Saprolite)
HIGHLY WEATHERED	DISCOLORED, HIGHLY FRACTURED, FABRIC ALTERED AROUND FRACTURES	EXCAVATED BY HAND OR RIPPING, WITH SLIGHT DIFFICULTY
MODERATELY WEATHERED	DISCOLORED, FRACTURES, INTACT ROCK-NOTICEABLY WEAKER THAN FRESH ROCK	EXCAVATED WITH DIFFICULTY WITHOUT EXPLOSIVES
SLIGHTLY WEATHERED	MAY BE DISCOLORED, SOME FRACTURES, INTACT ROCK-NOT NOTICEABLY WEAKER THAN FRESH ROCK	REQUIRES EXPLOSIVES FOR EXCAVATION, WITH PERMEABLE JOINTS AND FRACTURES
FRESH	NO DISCOLORATION, OR LOSS OF STRENGTH	REQUIRES EXPLOSIVES

IGNEOUS/METAMORPHIC ROCK JOINT/FRACTURE DESCRIPTIONS

FIELD TEST	DESCRIPTION
NO OBSERVED FRACTURES	UNFRACTURED/UNJOINTED
MAJORITY OF JOINTS/FRACTURES SPACED AT 1 TO 3 FOOT INTERVALS	SLIGHTLY FRACTURED/JOINTED
MAJORITY OF JOINTS/FRACTURES SPACED AT 4-INCH TO 1 FOOT INTERVALS	MODERATELY FRACTURED/JOINTED
MAJORITY OF JOINTS/FRACTURES SPACED AT 1-INCH TO 4-INCH INTERVALS WITH SCATTERED FRAGMENTED INTERVALS	INTENSELY FRACTURED/JOINTED
MAJORITY OF JOINTS/FRACTURES SPACED AT LESS THAN 1-INCH INTERVALS; MOSTLY RECOVERED AS CHIPS AND FRAGMENTS	VERY INTENSELY FRACTURED/JOINTED

GEOCON
CONSULTANTS, INC.
6671 BRISA STREET – LIVERMORE, CA 94550
PHONE 925.371.5900 – FAX 925.371.5915

KEY TO LOGS

PROJECT NO. **E8685-04-23** PROJECT NAME: **Hopyard & Owens Soundwall**

BORING B1

ELEV. (FT. NAVD88) **330** DATE COMPLETED **6/14/2023**

ENG./GEO. **AA** DRILLER **V&W Drilling**

EQUIPMENT **CME55 w/8" HSA** HAMMER TYPE **Autohammer (ERi = 85%)**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0	B1-0-5			SP/GP	FILL Dry, brown, SAND/GRAVEL with silt and clay			
1								
2				CH	ALLUVIUM Stiff, moist, brown and dark brown, fat CLAY			
3	B1-2.5 B1-3					16	105.8	20.8
4					-pp>4½			
5					-medium stiff, moist to wet, more silt and trace to few sands			
6	B1-6					13		
7	B1-6.5				-gray -pp=1½		91.3	30.7
8								
9	B1-9				-stiff, moist, less sand	14		
10	B1-9.5				-pp=2¼		90.4	33.5
11								
12								
13								
14	B1-14				-medium stiff, moist to wet, brown	12		
15	B1-14.5				-pp=1¼		97.9	27.7
16								
17								
18								
19	B1-19				-stiff	14		
	B1-19.5						93.2	31.0

Figure A2, Log of Boring B1, Page 1 of 3

GEOCON BORING LOG W/FIG# STARTING W/ A2 E8685-04-23 BORING LOGS.GPJ 07/06/23

GEOCON

SAMPLE SYMBOLS

☐ ... SAMPLING UNSUCCESSFUL ◧ ... STANDARD PENETRATION TEST ■ ... DRIVE SAMPLE (UNDISTURBED)

▨ ... DISTURBED OR BAG SAMPLE ◪ ... CHUNK SAMPLE ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. **E8685-04-23** PROJECT NAME: **Hopyard & Owens Soundwall**

BORING B1

ELEV. (FT. NAVD88) **330** DATE COMPLETED **6/14/2023**

ENG./GEO. **AA** DRILLER **V&W Drilling**

EQUIPMENT **CME55 w/8" HSA** HAMMER TYPE **Autohammer (ERi = 85%)**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
20					-pp=1½-1¾			
21								
22								
23								
24	B1-24		▼	SM	Loose, wet, brown, Silty (f-c) SAND (interbedded)	12		22.9
25	B1-24.5			CL	Medium stiff, moist, brown, CLAY with sand		98.0	27.5
26								
27								
28								
29	B1-28.5-29 B1-29 B1-29.5			SP-SC CL	Loose, wet, brown, (f-m) SAND with few clays Medium stiff, wet, brown, CLAY with sand	10		26.9
30								
31								
32								
33								
34	B1-34			SM	Loose, wet, brown, Silty SAND with clay	31	110.4	20.7
35	B1-34.5			CL	Very stiff, moist, brown with gray, CLAY with trace sand -pp=1¾			
36								
37								
38								
39	B1-39 B1-39.5					26		

Figure A2, Log of Boring B1, Page 2 of 3

GEOCON BORING LOG W/FIG# STARTING W/ A2 E8685-04-23 BORING LOGS.GPJ 07/06/23

GEOCON

SAMPLE SYMBOLS

☐ ... SAMPLING UNSUCCESSFUL ◧ ... STANDARD PENETRATION TEST ■ ... DRIVE SAMPLE (UNDISTURBED)

⊠ ... DISTURBED OR BAG SAMPLE ◥ ... CHUNK SAMPLE ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. **E8685-04-23** PROJECT NAME: **Hopyard & Owens Soundwall**

BORING B1

ELEV. (FT. NAVD88) **330** DATE COMPLETED **6/14/2023**

ENG./GEO. **AA** DRILLER **V&W Drilling**

EQUIPMENT **CME55 w/8" HSA** HAMMER TYPE **Autohammer (ERi = 85%)**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
40					-pp=2¼-2½			
41								
42								
43								
44	B1-44-45				-stiff, more sand	12		
45					-pp=1¼-1½			
46								
47								
48								
49	B1-49-50				-very stiff -approximately 2 inch interbedded silty SAND layer at 49¼ feet	17		
50					-pp=2½-3			
					END OF BORING AT APPROXIMATELY 50 FEET GROUNDWATER INITIALLY ENCOUNTERED AT 13½ FEET, STABILIZED AT 24 FEET BACKFILLED WITH NEAT CEMENT			

Figure A2, Log of Boring B1, Page 3 of 3

GEOCON BORING LOG W/FIG# STARTING W/ A2 E8685-04-23 BORING LOGS.GPJ 07/06/23

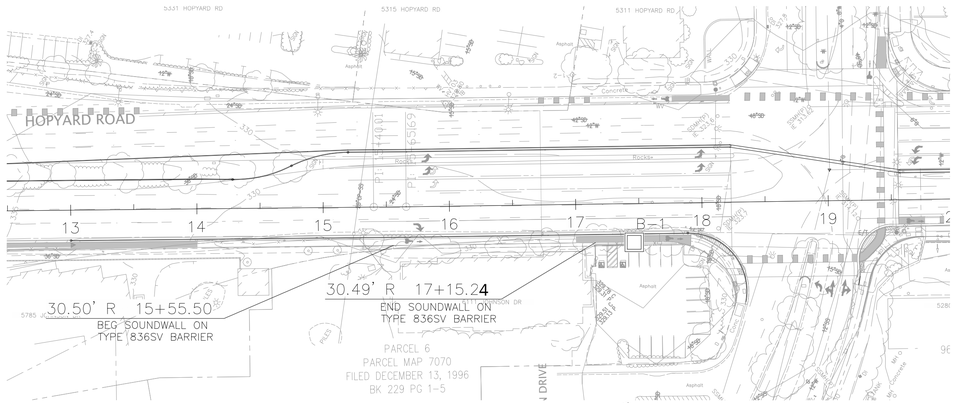
GEOCON

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◥ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

BENCHMARK



PLAN VIEW
SCALE : 1" = 60'

NOTES:

1) BORING WAS DRILLED WITH A TRUCK MOUNTED CME55 WITH 8-INCH HOLLOW-STEM AUGER.
2) RELATIVELY UNDISTURBED SOIL SAMPLES WERE OBTAINED BY DRIVING A 3-INCH OUTSIDE DIAMETER, WITH A 2.4-INCH INSIDE DIAMETER (CALIFORNIA MODIFIED) SPLIT-SPOON SAMPLER FOR MODIFIED CALIFORNIA SAMPLING METHODS AND A 2-INCH OUTSIDE DIAMETER WITH A 1.4-INCH INSIDE DIAMETER SPLIT-SPOON SAMPLER FOR STANDARD PENETRATION TEST SAMPLING METHODS.
3) THE BORING LOGS AND RELATED INFORMATION REPRESENT THE OPINION OF THE PROFESSIONAL ENGINEER/GEOLOGIST AS TO THE CHARACTER OF THE MATERIAL AT THE LOCATIONS SHOWN. SOIL AND GROUNDWATER CONDITIONS BETWEEN ADJACENT TEST HOLES AND AT OTHER LOCATIONS MAY DIFFER FROM THOSE SHOWN. GROUNDWATER CONDITIONS MAY CHANGE WITH PASSAGE OF TIME.
4) TEST BORING LOCATIONS WERE DETERMINED IN THE FIELD BASED ON STAKING AND PACING FROM MAPPED SITE FEATURES. THE LOCATIONS OF THE EXPLORATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIFIED BY THE MEASURING METHODS USED.
5) 140-POUND AUTOMATIC HAMMER FALLING 30 INCHES WAS USED TO DRIVE SAMPLERS.
6) VISUAL CLASSIFICATION OF EARTH MATERIALS WAS BASED ON FIELD INSPECTION AND WAS CONFIRMED OR REVISED WITH LABORATORY TEST RESULTS.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	ALA	580	19.86	28	36

GEOTECHNICAL PROFESSIONAL — DATE 9/29/2023

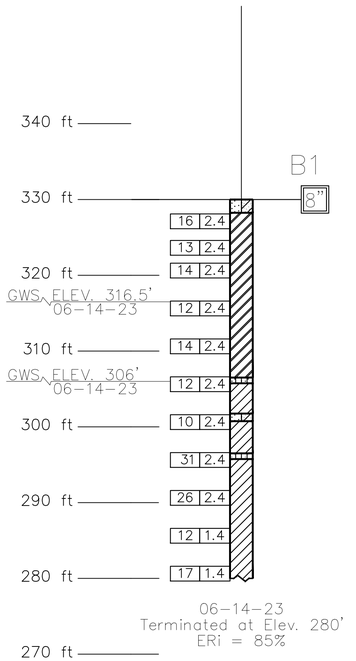
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of scanned copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER — SHANE A. RODACKER — No.2915 — GEOTECHNICAL — STATE OF CALIFORNIA

GEOCON CONSULTANTS INC.
6671 BRISA STREET, LIVERMORE, CA 94550
PHONE 925-961-5271
PROJECT NO. E8685-04-23

THIS LOTB SHEET WAS PREPARED IN ACCORDANCE WITH THE CALTRANS SOIL & ROCK LOGGING, CLASSIFICATION, AND PRESENTATION MANUAL (2022 EDITION). SEE 2022 STANDARD PLANS A10F AND A10G FOR SOIL LEGEND, AND A10H FOR ROCK LEGEND.



Poorly graded SAND with SILT, CLAY and GRAVEL (SP-SC); brown; dry; mostly GRAVEL; mostly SAND; (FILL).
Fat CLAY (CH); stiff; dark brown; moist; pp=4½ (ALLUVIUM).
– medium stiff; moist to wet; more SILT and trace to few SANDS.
–gray; pp=1½
– stiff; moist; less SAND; pp=2¼
– medium stiff; moist to wet; brown; pp=1¼
–stiff; pp=1½
–SILTY SAND (SM); loose; brown; wet; coarse to fine SAND.
Lean CLAY with SAND (CL); medium stiff; brown; moist.
Poorly graded SAND with CLAY (SP-SC); loose; brown; wet; medium to fine SAND.
Lean CLAY with SAND (CL); medium stiff; brown; wet.
SILTY SAND (SM); loose; brown; wet.
Lean CLAY with SAND (CL); very stiff; grayish brown; moist; trace SAND; pp=1¾
– pp=2¼
– stiff; more SAND; pp=1¼
– very stiff; pp=2½
approximately 2 inch interbedded SILTY SAND layer 49.25 feet.

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

HOPYARD AND OWENS INTERSECTION IMPROVEMENT

SOUND WALL LOG OF TEST BORINGS

DESIGN:
DRAWN: CW
CHECKED: SR

SCALE:
PROJECT NO.: CIP-15525
DATE: SEPTEMBER 2023

DWG NO.
28 OF 36

Y:\PROJECTS\E8685-04-23 Hopyard and Owens Soudwall\LOTB\E8685-04-23 LOTB1.dwg\7-31-23 01:04pm wilkins j

APPENDIX B

APPENDIX B
LABORATORY TESTING

Laboratory test results are presented in the following tables and figures. The results of moisture content and unit weight testing are also presented on the boring logs (Appendix A).

TABLE B1
SUMMARY OF LABORATORY DRY DENSITY AND MOISTURE CONENT TEST RESULTS
ASTM D2937

Boring No.	Sample Depth (feet)	Dry Unit Weight (pcf)	Moisture Content (%)
B1	3.0	105.8	20.8
B1	14.5	97.9	27.7
B1	19.5	93.2	31.0
B1	24.5	98.0	27.5
B1	34.0	110.4	20.7

TABLE B2
SUMMARY OF LABORATORY ATTERBERG LIMITS TEST RESULTS
ASTM D 4318

Sample No.	Liquid Limit	Plastic Limit	Plasticity Index
B1-2.5	71	22	49

TABLE B3
SUMMARY OF LABORATORY PARTICLE SIZE ANALYSES
ASTM D 422

Boring No.	Sample Depth (feet)	Fraction Passing No. 4 Sieve (%)	Fraction Passing No. 200 Sieve (%)
B1	24	99	40
B1	28.5	100	10

TABLE B4
SUMMARY OF LABORATORY EXPANSION INDEX TEST RESULTS
ASTM D 4829

Sample No.	Moisture Content		Dry Density* (pcf)	Expansion Index
	Before Test (%)	After Test (%)		
B1-0-5	14.1	25.7	97.0	99

*before saturation

APPENDIX B
LABORATORY TESTING (cont.)

TABLE B5
SUMMARY OF LABORATORY UNCONFINED COMPRESSIVE STRENGTH TEST RESULTS
ASTM D 2166

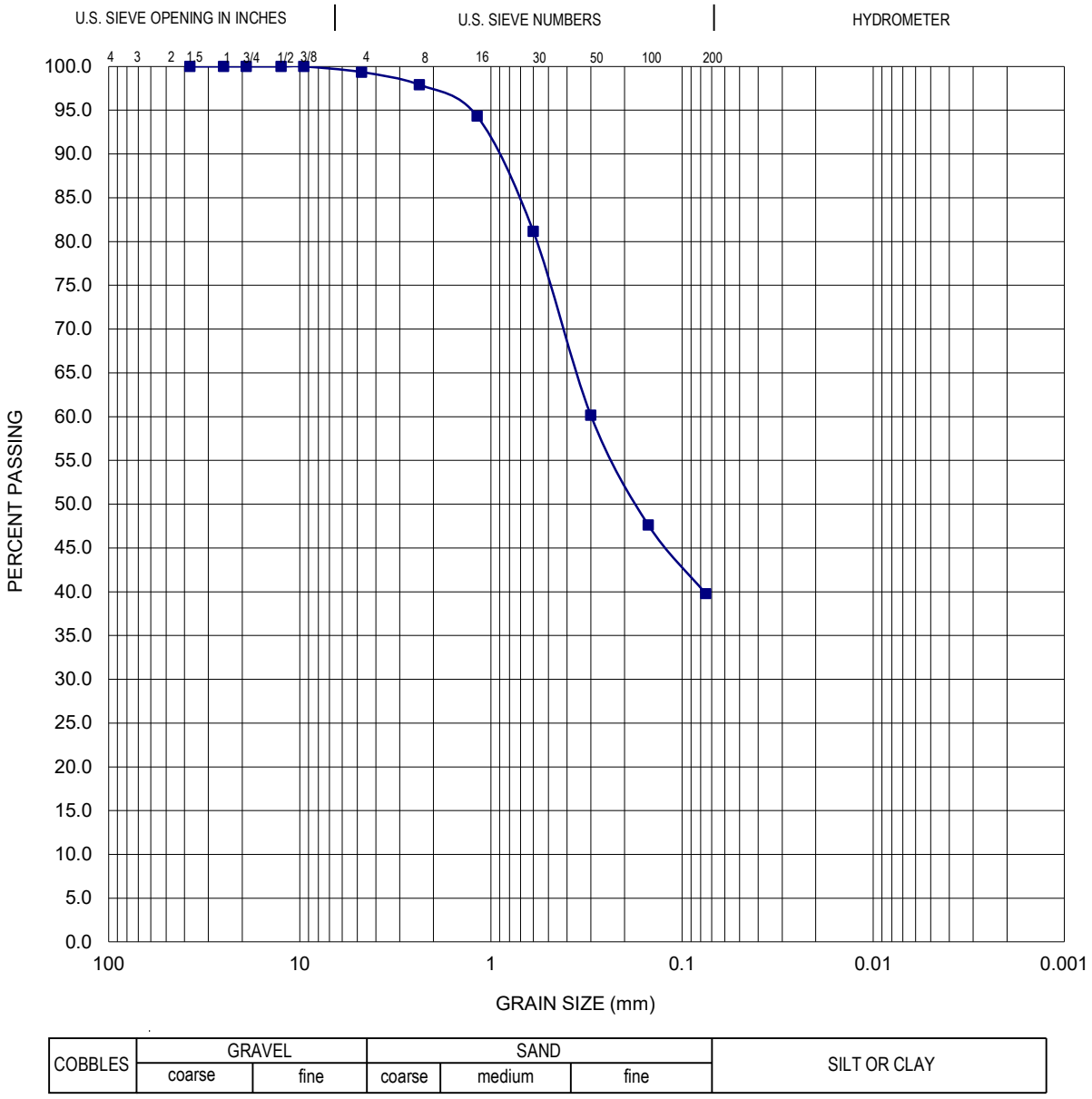
Boring No.	Sample Depth (feet)	Dry Density (pcf)	Moisture Content (% dry wt.)	% Strain at Failure	Unconfined Compressive Strength (psf)
B1	6.5	91.3	30.7	7.9	2,376
B1	9.5	90.4	33.6	9.5	3,424

TABLE B6
SUMMARY OF SCREENING-LEVEL CORROSION PARAMETERS
CALIFORNIA TESTS NO. 422 (CHLORIDE)
NO. 643 (pH AND RESISTIVITY) AND NO. 417 (SULFATE)

Boring No. (sample depth in feet)	Soil Type (USCS Classification)	Resistivity (ohm-cm)	pH	Chloride (ppm)	Sulfate (ppm)
B1 (6)	Fat CLAY with sand (CH)	560	8.19	148	90
B1 (9)	Fat CLAY with sand (CH)	400	8.44	139	60

*Caltrans considers a site corrosive to foundation elements if one or more of the following conditions exist for the representative soil samples at the site:

- The pH is equal to or less than 5.5.
- Chloride concentration is equal to or greater than 500 parts per million (ppm) or 0.05%.
- Sulfate concentration is equal to or greater than 1,500 ppm (0.2%)



Boring: B1

Sieve Date: 6/21/23

Depth To Sample: 24'

Tested and Computed by: NR

Test Data

Sieve Number	1 1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
% Passing	100	100	100	100	100	99.4	97.9	94.3	81.1	60.1	47.6	39.8

Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550
Telephone: (925) 371-5900
Fax: (925) 371-5915

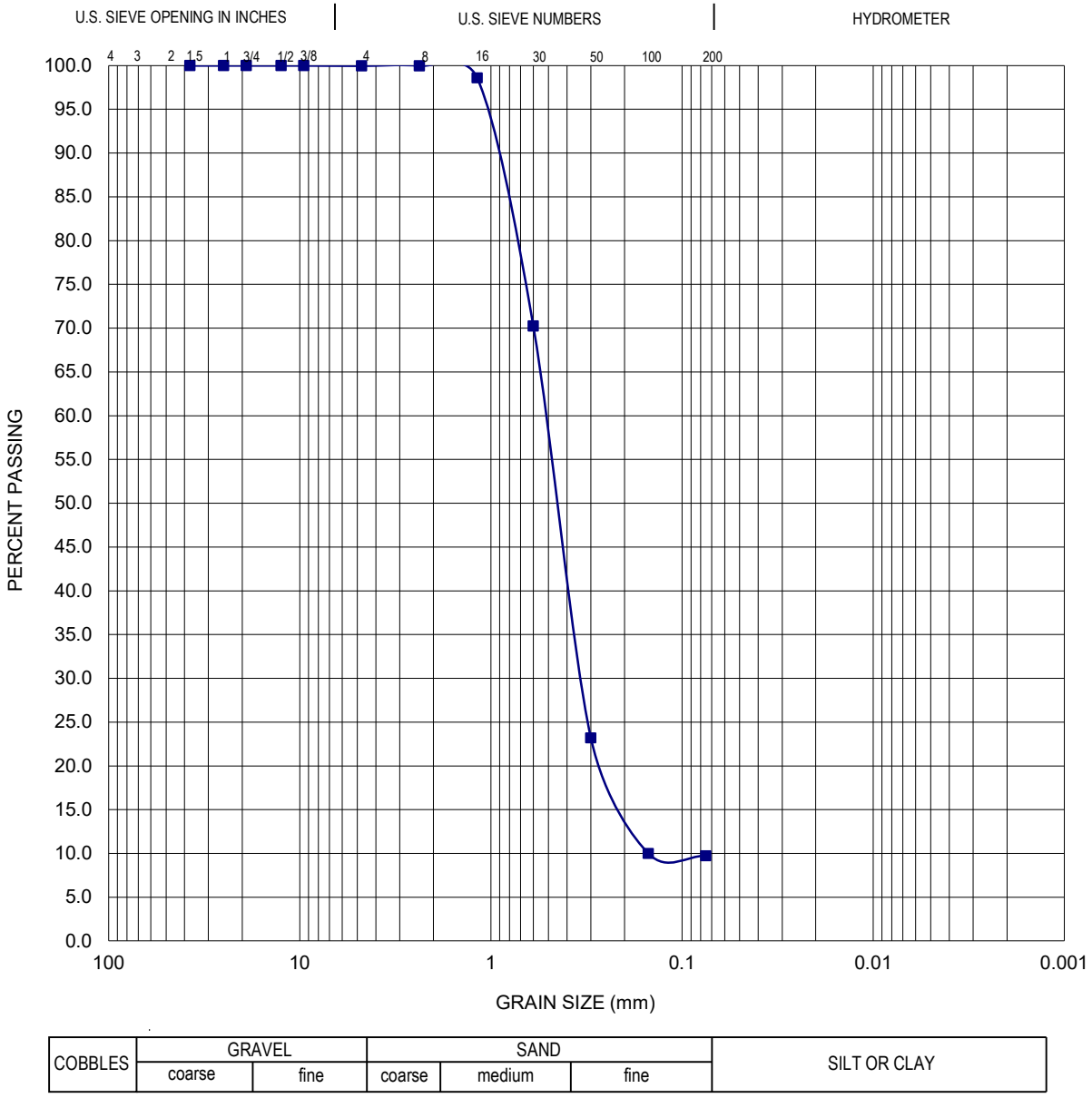
Particle Size Analysis - ASTM D422

Project: Hopyard & Owens Soundwall

Location: Pleasanton, CA

Project No.: E8685-04-23

Figure B1



Boring: B1

Depth To Sample: 28.5'

Sieve Date: 6/23/23

Tested and Computed by: NR

Test Data

Sieve Number	1 1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
% Passing	100	100	100	100	100	100	100	98.6	70.2	23.2	10.0	9.7

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Livermore, CA 94550
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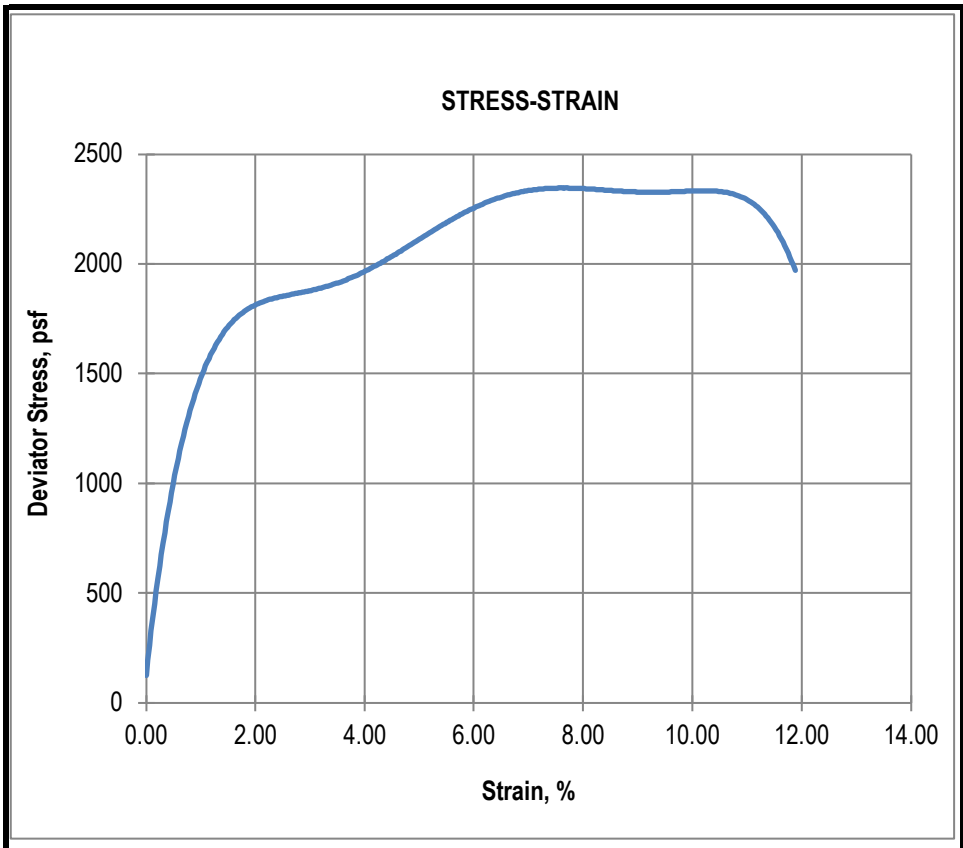
Particle Size Analysis - ASTM D422

Project: Hopyard & Owens Soundwall

Location: Pleasanton, CA

Project No.: E8685-04-23

Figure B2



Failure Photo

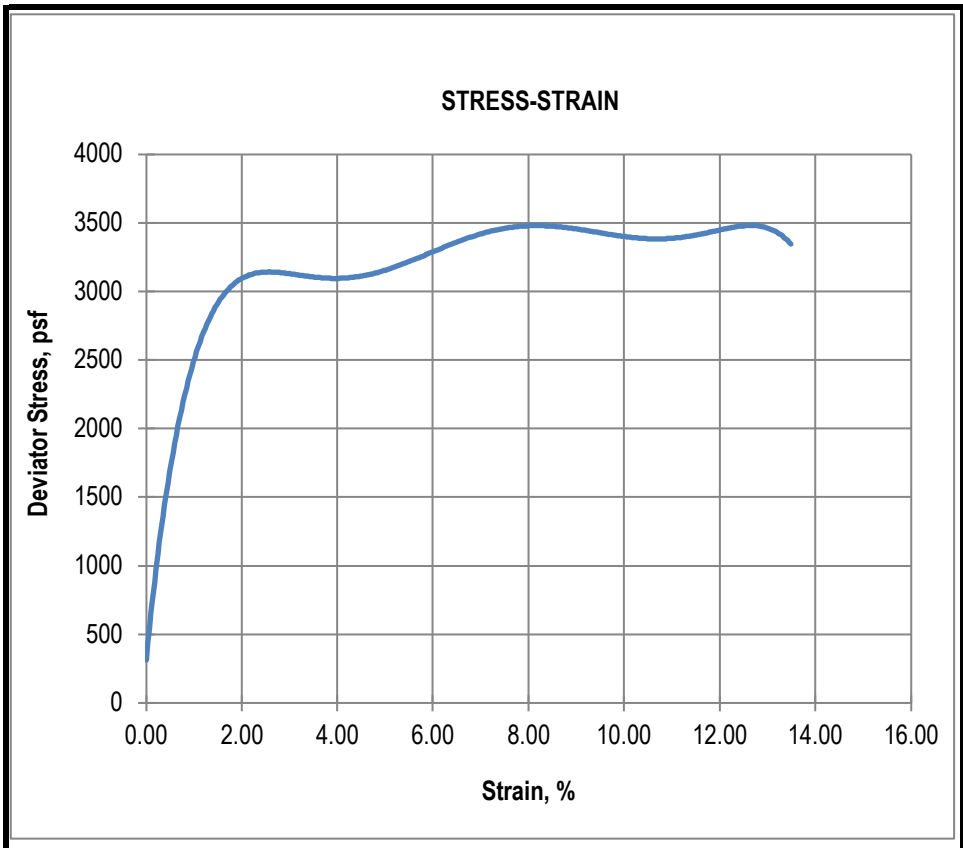
Sample Description	
Boring Number	B1
Sample Depth (feet)	6.50
Material Description	Gray brown Silty CLAY
Initial Conditions at Start of Test	
Height (inch) average of 3	5.28
Diameter (inch) average of 3	2.40
Moisture Content (%)	30.7
Dry Density (pcf)	91.3
Estimated Specific Gravity	2.7
Saturation (%)	98.1
Shear Test Conditions	
Strain Rate (%/min)	0.9442
Major Principal Stress at Failure (psf)	2380
Strain at Failure (%)	7.9
Test Results	
Unconfined Compressive Strength (tons/ft^2)	1.2
Unconfined Compressive Strength (lbs/ft^2)	2376
Shear Strength (tons/ft^2)	0.6
Shear Strength (lbs/ft^2)	1188

Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550
Telephone: 925-371-5900
Fax: 925-371-5915

Unconfined Compressive Strength (ASTM D2166)

Project: Hopyard & Owens Soundwall
Location: Pleasanton, CA
Proj. No.: E8685-04-23

Figure B3



Failure Photo

Sample Description	
Boring Number	B1
Sample Depth (feet)	9.50
Material Description	Dark brown CLAY
Initial Conditions at Start of Test	
Height (inch) average of 3	6.00
Diameter (inch) average of 3	2.36
Moisture Content (%)	33.6
Dry Density (pcf)	90.4
Estimated Specific Gravity	2.7
Saturation (%)	105.1
Shear Test Conditions	
Strain Rate (%/min)	0.7543
Major Principal Stress at Failure (psf)	3420
Strain at Failure (%)	9.1
Test Results	
Unconfined Compressive Strength (tons/ft^2)	1.7
Unconfined Compressive Strength (lbs/ft^2)	3424
Shear Strength (tons/ft^2)	0.9
Shear Strength (lbs/ft^2)	1712

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Fax: 925-371-5915

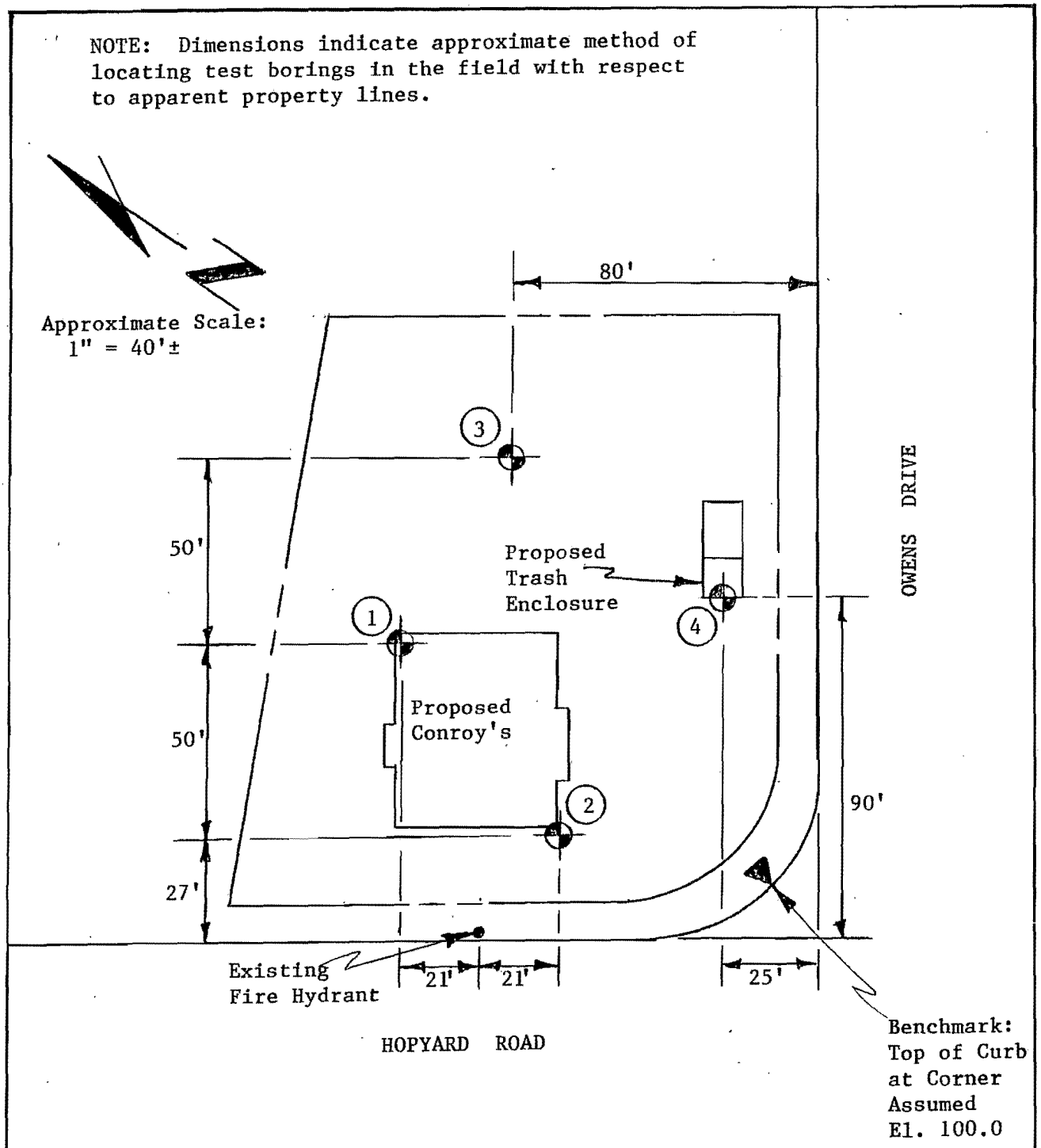
Unconfined Compressive Strength (ASTM D2166)

Project: Hopyard & Owens Soundwall
Location: Pleasanton, CA
Proj. No.: E8685-04-23

Figure B4

APPENDIX C

APPENDIX C
PRIOR SUBSURFACE EXPLORATIONS BY OTHERS



BORING LOCATION PLAN
FIGURE 1

Proposed Conroy's
Hopyard Road and Owens Drive
Pleasanton, California
GEA Project No. C-880118

GILES ENGINEERING ASSOCIATES, INC.
CONSULTING SOIL AND FOUNDATION ENGINEERS

RECORD OF SUBSURFACE EXPLORATION

BORING NO.	GEA PROJECT NO.
1 (N.E. Bldg Corner)	C-880118
DATE	**FIELD REPRESENTATIVE**
2/1/88	John Moser

PROJECT
Proposed Conroy's Flower Shop, Hopyard and
Owens Street, Pleasanton, CA

GILES ENGINEERING ASSOCIATES, INC.
CONSULTING SOIL AND FOUNDATION ENGINEERS

DESCRIPTION Ground Surface Elevation 101.5±	Depth Below Surface	Sample No. & Type	N	q_u	q_p	q_s	w	REMARKS
FILL: NOTE A		1-AU	-					
Brown to Dark Brown fine to coarse Sandy Clay, little fine to coarse Gravel, Damp		2-SS	63				8	
Dark Gray to Gray Clay, trace organics, trace fine Gravel, Damp to Moist	5'	3-SS	16	5.01	4.5		26	
		4-SS	8		2.0	0.75	33	*
Gray and Brown mottled Silty Clay to Clay, Moist	10'	5-SS	10	1.09	1.25		29	
	15'	6-SS	9	1.74	1.5	0.85	33	
Boring Terminated at 15'								
NOTE A: Brown fine Sandy Silt, little to some medium to coarse Sand, trace fine Gravel	20'							
	25'							
* Caved and Dry at 5' at Completion	30'							
	35'							
	40'							
▽ Water encountered at ____ft. while drilling ▼ Water at ____ft. at completion ▼ Water at ____ft. after ____hours	45'							

Changes of strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between boring locations. Dashed lines should be interpreted as more approximate than solid lines.

RECORD OF SUBSURFACE EXPLORATION

BORING NO.	GEA PROJECT NO.
2 (S.W. Bldg Corner)	C-880118
DATE	**FIELD REPRESENTATIVE**
2/1/88	John Moser

PROJECT
Proposed Conroy's Flower Shop, Hopyard Road and Owens Street, Pleasanton, CA

Giles Engineering Associates, Inc.
Consulting Soil and Foundation Engineers

DESCRIPTION Ground Surface Elevation 101.0±	Depth Below Surface	Sample No. & Type	N	q_u	q_p	q_s	w	REMARKS
FILL: NOTE A		1-AU	-					
Brown to Dark Brown fine to coarse Sandy Clay, trace fine to coarse Gravel, Damp		2-SS	54				8	
Gray to Dark Gray Clay, trace organic material, Damp to Moist	5'	3-SS	13	4.1	3.7		28	
		4-SS	8	1.92	2.0	0.75	31	*
Gray and Brown mottled Clay, trace Light Gray Silt lenses, trace fine organics, Moist	10'	5-SS	10	1.65	1.3	0.85	28	
	15'	6-SS	10	2.27	15	0.90	31	
Boring Terminated at 15'								
NOTE A: Brown Silty fine to coarse Sand and Gravel, Damp	20'							
	25'							
* Caved and Dry at 5' at Completion	30'							
	35'							
	40'							
▽ Water encountered at ____ft. while drilling ▼ Water at ____ft. at completion ▼ Water at ____ft. after ____hours	45'							

Changes of strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between boring locations. Dashed lines should be interpreted as more approximate than solid lines.

RECORD OF SUBSURFACE EXPLORATION

BORING NO.	GEA PROJECT NO.
3 (Pavement)	C-880118
DATE	**FIELD REPRESENTATIVE**
2/1/88	John Moser

PROJECT
Proposed Conroy's Flower Shop, Hopyard Road and Owens Street, Pleasanton, CA

GILES ENGINEERING ASSOCIATES, INC.
CONSULTING SOIL AND FOUNDATION ENGINEERS

DESCRIPTION Ground Surface Elevation 101.5±	Depth Below Surface	Sample No. & Type	N	q_u	q_p	q_s	w	REMARKS
FILL: NOTE A NOTE B		1-AU	-					
		2-SS	35				10	
Dark Gray Clay, trace White lenses, trace fragments of organic matter, Moist								*
	5'	3-SS	9		2.25		29	
Boring Terminated at 5'								
NOTE A: Brown Silty fine to coarse Sand and Gravel, trace organics, Damp (FILL)	10'							
NOTE B: Light Brown to Dark Brown fine to coarse Sandy Clay to Silty fine Sand, trace fine to coarse Gravel, Damp (FILL)	15'							
	20'							
* Caved and Dry at 2' at Completion	25'							
	30'							
	35'							
	40'							
▽ Water encountered at ____ft. while drilling ▼ Water at ____ft. at completion ▼ Water at ____ft. after ____hours	45'							

Changes of strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between boring locations. Dashed lines should be interpreted as more approximate than solid lines.

RECORD OF SUBSURFACE EXPLORATION

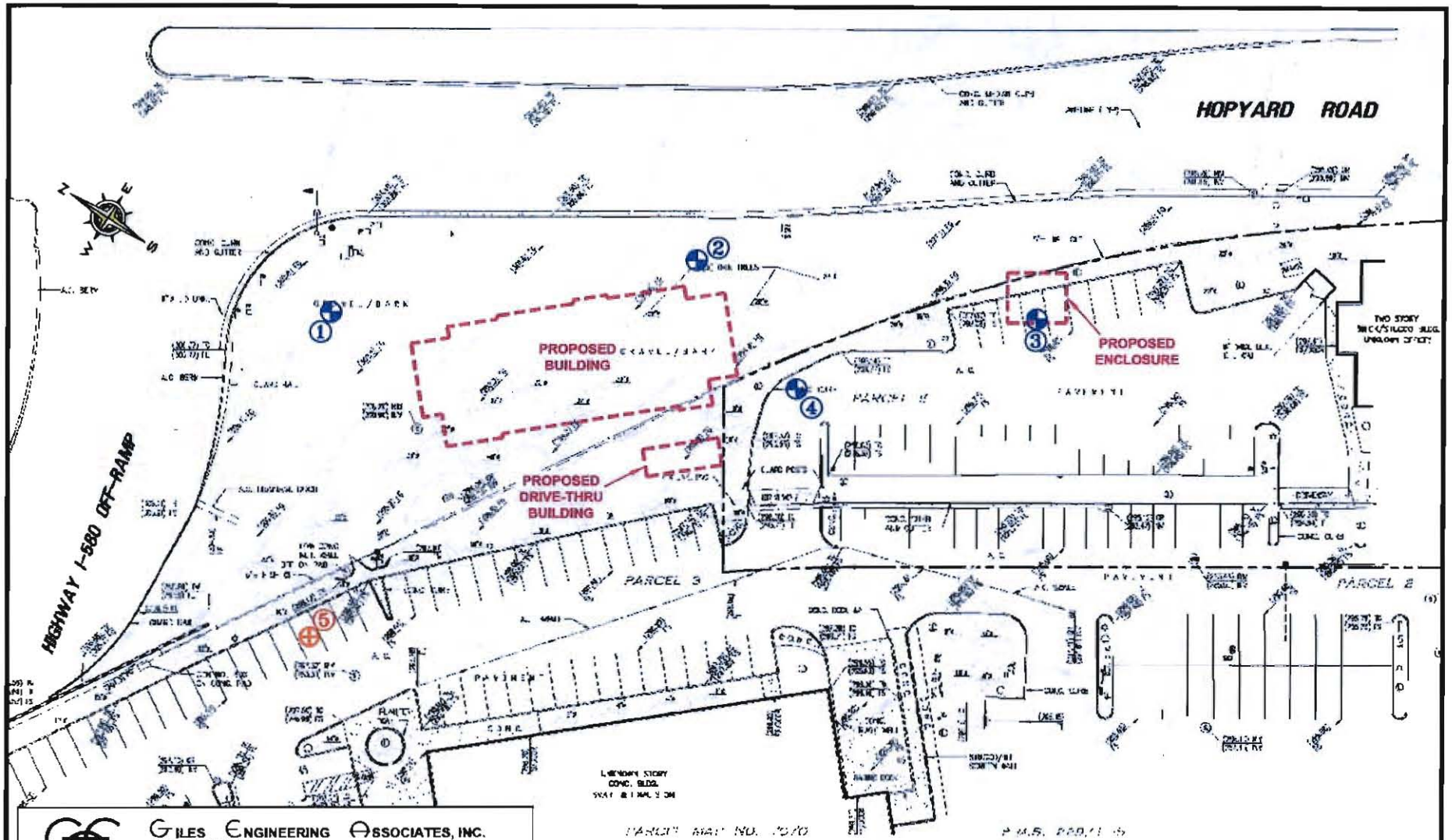
BORING NO.	GEA PROJECT NO.
4 (Trash Enclosure)	C-880118
DATE	**FIELD REPRESENTATIVE**
2/1/88	John Moser

PROJECT
Proposed Conroy's Flower Shop, Hopyard Road and Owens Street, Pleasanton, CA

GILES ENGINEERING ASSOCIATES, INC.
CONSULTING SOIL AND FOUNDATION ENGINEERS

DESCRIPTION Ground Surface Elevation 100.5±	Depth Below Surface	Sample No. & Type	N	q_u	q_p	q_s	w	REMARKS
FILL: NOTE A NOTE B		1-AU	-					
		2-SS	24				11	
Gray and Brown mottled Clay, trace fine to coarse Sand, trace fine organics, Moist	5'	3-SS	8		1.0		30	*
Boring Terminated at 5'								
NOTE A: Light Brown to Dark Gray, Silty to Clayey fine Sand, trace medium to coarse Sand and fine to coarse Gravel, trace organics, Damp, (FILL)	10'							
NOTE B: Light Brown Silty fine to coarse Sand and Gravel, Damp (FILL)	15'							
	20'							
* Caved and Dry at 2½' at Completion	25'							
	30'							
	35'							
	40'							
▽ Water encountered at ____ft. while drilling ▼ Water at ____ft. at completion ▼ Water at ____ft. after ____hours	45'							

Changes of strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between boring locations. Dashed lines should be interpreted as more approximate than solid lines.



GILES ENGINEERING ASSOCIATES, INC.
1965 N. MAIN STREET
ORANGE, CA 92865 (714)279-0817

FIGURE 1
TEST BORING LOCATION PLAN
PROPOSED CHICK-FIL-A RESTAURANT #3207
HOPYARD AND 580 FSU
HOPYARD ROAD AND 580 HIGHWAY
PLEASANTON, CALIFORNIA

DESIGNED	DRAWN	SCALE	DATE	REVISED
ETB	JSZ	approx. 1"=50'	04-29-13	--
PROJECT NO.: 2G-1303002			CAD No. 2g1303002-blp	

LEGEND:

① GEOTECHNICAL TEST BORING

⑤ GEOTECHNICAL TEST BORING / PERCOLATION TEST

NOTES:

1.) TEST BORING LOCATIONS ARE APPROXIMATE.

2.) BASE MAP DEVELOPED FROM THE "TOPOGRAPHIC SURVEY", DATED 4-20-12, PREPARED BY JOSEPH C. TRUXAW & ASSOCIATES, INC.

3.) PROPOSED FEATURES ARE APPROXIMATE BASED ON THE "PRELIMINARY SITE PLAN", REV. 11-6-12, PREPARED BY C-R-H-O.

RECORD OF SUBSURFACE EXPLORATION

BORING NO. & LOCATION:	PROJECT:
B-1	Proposed Chick-fil-A Restaurant #3207
SURFACE ELEVATION: ~ 302'	PROJECT LOCATION: Hopyard Road and 580 Highway
COMPLETION DATE: 4/4/13	Pleasanton, CA
FIELD REPRESENTATIVE: Larry Ballard	GILES PROJECT NUMBER: 2G-1303002

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Milwaukee Atlanta
Dallas Wasington, D.C.
Los Angeles Orlando

MATERIAL DESCRIPTION	Feet Below Surface	Sample No. & Type	N	q_u (tsf)	q_p (tsf)	q_s (tsf)	W (%)	PID	NOTES
Very Dark Brown fine to medium Sandy Clay, some Silt - Moist (Fill)		1 SS	7		2.75		17	BDL	EI=51 (Medium)
Dark Brown fine to coarse Sandy Clay, little Gravel - Moist (Fill)	5	2 SS	27				16	BDL	
		3 SS	26				20	BDL	P_{200}=56%
Gray-Brown Silty Clay, trace to little fine Sand - Moist to Very Moist (Native)	10	4 SS	9		2.25		24	BDL	LL=59 PL=20 (PI=39)
	15	5 SS	7		1.0		32	BDL	
Light Brown and Gray Silty Clay, trace to little fine Sand - Very Moist	20	6 SS	3				30	BDL	LL=53 PL=17 (PI=36)
	25 ▽	7 SS	5				30	BDL	
	30	8 SS	4				28	BDL	LL=39 PL=18 (PI=18)
	35	9 SS	6				24	BDL	
Brown fine to medium Sand, trace of Silt - Very Moist	40	10 SS	14				22	BDL	P_{200}=7%
Light to Dark Brown fine to medium Sandy Clay - Very Moist	45	11 SS	5				26	BDL	LL=40 PL=22 (PI=18)
	50	12 SS	6				24	BDL	

Boring terminated at 51.5 feet.
Groundwater encountered at 27 inches.

	WATER OBSERVATION DATA	REMARKS
▽	WATER ENCOUNTERED DURING DRILLING: 27	SS = Standard Penetration Test
▽	WATER LEVEL AFTER REMOVAL:	
	CAVE DEPTH AFTER REMOVAL:	
▼	WATER LEVEL AFTER HOURS:	
	CAVE DEPTH AFTER HOURS:	

Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between borings. Location of Test Boring is shown on the Boring Location Plan.

RECORD OF SUBSURFACE EXPLORATION

BORING NO. & LOCATION:	PROJECT:
B-2	Proposed Chick-fil-A Restaurant #3207
SURFACE ELEVATION: ~ 298'	PROJECT LOCATION: Hopyard Road and 580 Highway
COMPLETION DATE: 4/4/13	Pleasanton, CA
FIELD REPRESENTATIVE: Larry Ballard	GILES PROJECT NUMBER: 2G-1303002

GILES ENGINEERING ASSOCIATES, INC.
Milwaukee Atlanta
Dallas Wasington, D.C.
Los Angeles Orlando

MATERIAL DESCRIPTION	Feet Below Surface	Sample No. & Type	N	q_u (tsf)	q_p (tsf)	q_s (tsf)	W (%)	PID	NOTES
Light Brown Silty fine to coarse Sand, some Gravel, possible Cobbles and Boulders - Moist (Fill)		1 CS	50				5	BDL	Dd = 97.8 pcf
		2 CS	75/10"				10	54	Dd = 122.7 pcf
	5	3 CS	81/10"				5	BDL	Dd = 127.3 pcf
Dark Gray Silty Clay, some fine Sand - Very Moist (Native)	10	4 CS	11		2.5		31	61	Dd = 89.8 pcf
Light Grayish Brown Silty Clay, some fine Sand - Very Moist	15	5 CS	15		1.75		27	BDL	Dd = 95.4 pcf

Boring terminated at 16.5 feet.
No groundwater encountered.

	WATER OBSERVATION DATA	REMARKS
▽	WATER ENCOUNTERED DURING DRILLING: None	CS = California Split Spoon
▼	WATER LEVEL AFTER REMOVAL:	
	CAVE DEPTH AFTER REMOVAL:	
▼	WATER LEVEL AFTER HOURS:	
	CAVE DEPTH AFTER HOURS:	

Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between borings. Location of Test Boring is shown on the Boring Location Plan.

RECORD OF SUBSURFACE EXPLORATION

BORING NO. & LOCATION:	PROJECT:
B-3	Proposed Chick-fil-A Restaurant #3207
SURFACE ELEVATION: ~ 296'	PROJECT LOCATION: Hopyard Road and 580 Highway
COMPLETION DATE: 4/4/13	Pleasanton, CA
FIELD REPRESENTATIVE: Larry Ballard	GILES PROJECT NUMBER: 2G-1303002

GILES ENGINEERING ASSOCIATES, INC.
Milwaukee Atlanta
Dallas Wasington, D.C.
Los Angeles Orlando

MATERIAL DESCRIPTION	Feet Below Surface	Sample No. & Type	N	q_u (tsf)	q_p (tsf)	q_s (tsf)	W (%)	PID	NOTES
Approximately 4 inches of asphaltic concrete over 11.5 inches of aggregate base.									
Light Olive-Gray Silty Clay, trace to little fine Sand - Moist (Possible Native)		1 SS	7		2.5		19	BDL	
Dark Gray Silty Clay, little fine Sand - Moist		2 SS	11		4.5+		22	BDL	
	5								
Light Gray Silty Clay to fine Sandy Clay - Very Moist		3 SS	3		0.5		33	BDL	
Light to Dark Brown Silty Clay to fine Sandy Cla, some thin layers of Silty fine Sand - Very Moist	▽ 10	4 SS	6		1.5		25	10	
	15	5 SS	4		2.0		28	BDL	

Boring terminated at 16.5 feet.
Groundwater encountered at 10 feet.

	WATER OBSERVATION DATA	REMARKS
▽	WATER ENCOUNTERED DURING DRILLING: 10	SS = Standard Penetration Test
▼	WATER LEVEL AFTER REMOVAL:	
	CAVE DEPTH AFTER REMOVAL:	
▼	WATER LEVEL AFTER HOURS:	
	CAVE DEPTH AFTER HOURS:	

Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between borings. Location of Test Boring is shown on the Boring Location Plan.

RECORD OF SUBSURFACE EXPLORATION

BORING NO. & LOCATION:	PROJECT:
B-4	Proposed Chick-fil-A Restaurant #3207
SURFACE ELEVATION: ~ 297'	PROJECT LOCATION: Hopyard Road and 580 Highway
COMPLETION DATE: 4/4/13	Pleasanton, CA
FIELD REPRESENTATIVE: Larry Ballard	GILES PROJECT NUMBER: 2G-1303002

GILES ENGINEERING ASSOCIATES, INC.
Milwaukee Atlanta
Dallas Wasington, D.C.
Los Angeles Orlando

MATERIAL DESCRIPTION	Feet Below Surface	Sample No. & Type	N	q_u (tsf)	q_p (tsf)	q_s (tsf)	W (%)	PID	NOTES
Approximately 3 inches asphaltic concrete over 12 inches of aggregate base									
		1 SS	6				7	BDL	
Dark Olive Gray Silty Clay, trace fo little fine Sand - Moist to Very Moist									
		2 SS	9		4.5		15	BDL	
	5	3 SS	3		1.25		32	BDL	

Boring terminated at 6.5 feet.
No groundwater encountered.

	WATER OBSERVATION DATA	REMARKS
▽	WATER ENCOUNTERED DURING DRILLING: None	SS = Standard Penetration Test
▼	WATER LEVEL AFTER REMOVAL:	
	CAVE DEPTH AFTER REMOVAL:	
▼	WATER LEVEL AFTER HOURS:	
	CAVE DEPTH AFTER HOURS:	

Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between borings. Location of Test Boring is shown on the Boring Location Plan.

RECORD OF SUBSURFACE EXPLORATION

BORING NO. & LOCATION:	PROJECT:
B-5	Proposed Chick-fil-A Restaurant #3207
SURFACE ELEVATION: ~ 297'	PROJECT LOCATION: Hopyard Road and 580 Highway
COMPLETION DATE: 4/4/13	Pleasanton, CA
FIELD REPRESENTATIVE: Larry Ballard	GILES PROJECT NUMBER: 2G-1303002

GILES ENGINEERING ASSOCIATES, INC.
Milwaukee Atlanta
Dallas Wasington, D.C.
Los Angeles Orlando

MATERIAL DESCRIPTION	Feet Below Surface	Sample No. & Type	N	q_u (tsf)	q_p (tsf)	q_s (tsf)	W (%)	PID	NOTES
Approximately 3 inches of asphaltic concrete over 8 inches of aggregate base									
Dark Brown fine to medium Sandy Clay, little Gravel - Moist (Possible Fill)		1 SS	10				16		
Boring terminated at 2.5 feet due to possible sewer line. No groundwater encountered									

	WATER OBSERVATION DATA	REMARKS
▽	WATER ENCOUNTERED DURING DRILLING: None	SS = Standard Penetration Test
▼	WATER LEVEL AFTER REMOVAL:	
	CAVE DEPTH AFTER REMOVAL:	
▼	WATER LEVEL AFTER HOURS:	
	CAVE DEPTH AFTER HOURS:	

Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between borings. Location of Test Boring is shown on the Boring Location Plan.

APPENDIX D

APPENDIX D
REVIEW COMMENTS AND RESPONSES

Office of Special Funded Projects
Comment & Response Form

General Project Information	Review Phase	Reviewer Information
Dist: 04 EA: 0Y730 **Project Name: Hopyard/Owens Intersection Improvement** **OSFP Liaison: Lance Schrey** **Phone: 916-594-4213** **e-mail: Lance.schrey@dot.ca.gov**	☐ PSR/PDS (Review No. _) ☐ APS/PSR (Review No. _) ☐ APS/PR (Review No. _) ☐ Type Selection ☐ 65% PS&E Unchecked Details ☐ PS&E (Review No. 1) ☐ Construction Support ☒ Other: GDR/SDC/Plans **Structure Information** (Use when necessary to document comments by individual structure) **Structure Name: Sound Wall** **Br No: NA**	**Reviewer Name: Tung Nguyen** **Functional Unit: 59-3660** **Cost Center: 315** **Phone Number: 213-505-4823** **e-mail: tung.nguyen@dot.ca.gov** **Date of Review: 08/30/2023; 10/09/2023**

Consultant Information (to be filled in by Consultant)				
Consultant Structure Lead (First and Last Name) **Michele Johnson**	**Structure Consultant Firm** **Consor**	**Phone Number** **925-939-7100**	**e-mail** **michele.johnson @consoreng.com**	**Response Date** **10/2/23**

#	Doc. (See Note 1)	Page, Section, or SSP	Review Comments	Consultant Responses	Review Comments	Consultant Responses	✓
1			Geotechnical Design Report (GDR) and Soundwall Design Check (SDC)				
2	GDR	Page 2, Section 5, Table 5	Is elevation 330 ft according to the NAVD 88 datum? Please clarify.	Yes, elevations referenced are based on project plans which are according to NAVD88 datum. Note added to Table 5.	Noted.		
3	GDR	Page 2, Section 5, Last Para, 1st Sentence	Is only one boring performed? Please clarify.	Yes, only one boring was performed. The plan to perform a single boring was previously reviewed by OSFP.	Instead of borings, boring should be used.	Fixed.	
4	GDR	Page 3, Section 6, Bullet Item #4	ASTM D 4826?	Corrected to ASTM D4829.	Noted.		
5	GDR	Page 5, Section 7.3.2	Please clarify the tolerance of soundwall on barrier to a differential settlement provided in this section.	The standard plans for the soundwall on barrier does not specify a tolerance to differential settlements. We (Geocon) do not determine the tolerance of the structure to settlements.	Both Caltrans Structure Reviewer and Project Structure Designer should be aware of ≤¾" total potential settlement and ≤½" differential settlement over 50 ft horizontal distance.	Project Structure Designer is aware.	

Note 1: Abbreviations for Typical Documents (if Abbr. is not below, type in the document type)					
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✓= Comment Resolved
(for Reviewer's use)

6	GDR	Page 5, Section 7.4	Please provide groundwater elevation in respect to the project datum to be used in foundation design for sound wall.	A design groundwater elevation of 322 ft. was used in our geotechnical analysis.	Noted.		
7	GDR	Page 8, Section 9.1 Table 9.2	Please clarify: a) Active seismic earth pressure is not recommended; b) Are lateral earth pressures corresponding to the friction angle 25 deg. recommended in table 9.1?	a) We don't typically provide seismic earth pressure for walls retaining a maximum of 2 feet of soil. Provided a site-specific PGA of 0.72, a design seismic load of 0.72 dead load is used. b) Yes.	a) Active seismic earth pressure K_{AE} should be recommended according to AASHTO and Caltrans Design Criteria. $K_{AE}/\Delta K_{AE}$ can be defined according to the Caltrans 2004 Memo to Designers 22-1. b) Equivalent passive earth pressure 300 pcf is too high for friction angle 25 deg.	a) K_{AE} = 0.97 per M-O procedure. b) A friction angle of 25° and a unit weight of 120 pcf calculates to a passive equivalent fluid pressure of 295.7pcf so we originally rounded to 300pcf. We have lowered the recommended passive earth pressure to 275 pcf to satisfy the review comment. The structural engineer has verified that the lower passive pressure does not require design changes.	
8	GDR	Page 8, Section 9.1 Table 9.3	Cohesion 1200 psf is inconsistent with the lab test data for the upper layer. The undrained shear strength (S_u) of clay seemly varied with depth, therefore, instead of the whole layer, sublayers with different S_u and ε_{50} should be used. Please clarify.	The shear strength of the soil was mistakenly reported as the unconfined compressive strength of the soil—Table B5 has been updated. The unconfined compressive strengths correspond to shear strengths of 1,188 psf and 1,712 psf for the samples tested. As the clays varied within a narrow range of blow counts, we assigned a conservative but realistic value of 1,200 psf (based on our laboratory data). We don't feel sublayers within the clays are readily distinguishable here, and we feel a degree of conservatism is pertinent here.	Please include UCS test data from laboratory in the GDR for the reference. Note that blow counts 12 to 14 for Modified California Sampler or about 8 to 9 (corrected) and high plasticity index PI=49 of clay should be considered in the shear strength justification.	UCS test data has been included in revised GDR.	

✓= Comment Resolved
(for Reviewer's use)

9	GDR	Page 9, Section 12	Should inspection tubes be included? Please clarify.	Note added. Per Caltrans Memo to Designers 3-1, the number of inspection pipes is determined by the structural designer.	Noted.		
10	GDR	Appendix A, Boring B1	Please provide elevation according with the project datum and hammer efficiency.	Revised boring logs.	Noted.		
11	SDC	Page 6 of 29	Structure should be confirmed wind load 27 psf for design wind speed and exposure category.	Caltrans Standard Plan B15-15 specifies a design wind load of 36.5 psf.	Noted.		
12	SDC	Page 6 of 29	According to this MTD 5-5, seismic earth load is a function of k_h and friction angle of the soil. On the other hand, k_h is defined from the peak ground acceleration of the site according to the latest Caltrans guideline STD 11.29. Please clarify k_h 0.2 used in the analysis.	Caltrans STP 11.29 references ordinary Earth Retaining Systems. We do not have an ordinary ERS and are retaining a maximum of 2 feet of soil which is very minor in comparison to the controlling factor of the seismic dead load. Assumption of k_h = 0.2 should be ok.	Is the assumption k_h = 0.2 based on what criteria? Note that the STD 11.29 provides guidelines to define k_h from PGA with displacement criteria for retaining walls in general and are acceptable in geotechnical engineering practices. Moreover, according to the Caltrans user guide to bridge standard detail sheets for soundwall, k_h = 0.25 should be used.		
13	SDC	LPILE Analysis	LPILE analyses should be performed with different soil engineering properties of sublayers. Please clarify.	LPILE analysis was performed using the recommended soil parameters provided in Table 9.3.	Please see comment #8.		
14	SDC/ Plans	Sound Wall Plan and Profile (sheet 26 of 34)	Begin and End stations shown in plan view are slightly different with layout sheet (sheet 5 of 34).		Noted.		
15	Plans	General	Log of test boring should be included in the contract plan per Section	LOTB added to plans.	Noted.		

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			10 of GDR.				
16	SDC	Page 1, Top of Pile Analysis			Please see comment #7b for equivalent passive earth pressure 300 pcf.		
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(for Reviewer's use)

Office of Special Funded Projects
Comment & Response Form

(Revised 08/2011)

General Project Information (OSFP Liaison to complete)		**Review Phase** (OSFP Liaison to complete)	**Reviewer Information** (Reviewer Liaison to complete)	
Dist:	**04**	☐ PSR/PDS (Review No.)	Reviewer Name:	**J Ruiz**
Proj ID (Phase):	**0422000331**	☐ APS/PSR (Review No.)	Functional Unit:	**OSFP**
Project Name:	**Hopyard and Owens Intersection Improvements**	☐ APS/PR (Review No.)	Cost Center:	
OSFP Liaison:	**Lance Schrey**	☐ Type Selection	Phone Number:	**916 227-0564**
Phone:	**916-279-8474**	☐ 65% PS&E Unchecked Details	e-mail:	**Joel.ruiz@dot.ca.gov**
E-mail:	**Lance.schrey@dot.ca.gov**	☑ PS&E (Review No. 1)	Date of Review:	**10-21-2023**
		☐ Construction	Structure Name*:	**Hopyard Road Sound Wall**
		☐ Other:	Br No*:	**TBD**
			(*Use if necessary to when comment sheets are by individual structure)	

Consultant Information (to be filled in by Consultant)

Consultant Structure Lead (First and Last Name)	Structure Consultant Firm	Phone Number	E-mail	Response Date

#	Doc.	Page, Section, or SSP	Review Comments	Consultant Responses	✓
1	Sound Wall Plan & Profile	26 of 36	Typical Section: -Geotechnical Engineer to verify Standard Plans SP B15-15 Sound Wall follows the Geotechnical Design Report (GDR) recommendation for the proposed soundwall Case 2 -Geotechnical Engineer to verify pile head demands and SP B15-15 meets the pile demand requirements for all conditions, Case 2	The structural engineer has verified that the sound wall design incorporates the specific lateral earth pressure recommendations presented in GDR Table 9.2. As such, this review comment has been resolved.	

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(for Reviewer's use)

2	Sound Wall Plan & Profile	27 of 36	Section K-K: Designate "Ultimate Splice" for #6 hoops SDC 8.1.4 CIDH Elevation View: - Verify # 10 bar Basic Hook Development Length per AASHTO 5.10.8.2.4a Eqtn- (5.10.8.2.4a-2) #10 basic hook bar may fit inside footing. -Verify need for Headed Bar Reinf. -Verify failure modes of headed bar reinforcement. Show supporting calculations for Headed Bar design -List material Properties of Headed Bar Reinforcement.		
3	Sound Wall Plan & Profile	27 of 36	Typical Section: -Show OG	-	
4	Sound Wall Plan & Profile	27 of 36	Verify Load Combinations for SW masonry Block on Pile footing follow Memo to Designers 22-1 Section III-Load Combinations		
5	Geotechnical Design Report (GDR)	8	Geotechnical Engineer to Verify Case 2 Friction Angle Pile Data Table per Geotechnical Design Report (GDR) recommendation	See response to Comment 1.	

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			SP B15-15 Case 2 Friction Angle recommended for Angle 30 or 35 degrees only not 25 degrees.		

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(for Reviewer's use)