

CITY OF CAMPBELL

STANDARD SPECIFICATIONS -

TECHNICAL PROVISIONS

FOR

PUBLIC WORKS CONSTRUCTION



JULY 1994

CITY OF CAMPBELL - DEPARTMENT OF PUBLIC WORKS

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FORWARD TO CITY OF CAMPBELL STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION

This 1994 edition of the City of Campbell Standard Specifications for Public Works Construction, issued by the Department of Public Works, is a complete revision of and supersedes the previous publication entitled "General Conditions, Standard Construction Provisions and Standard Construction Details for Public Works Construction".

The City of Campbell Standard Specifications and Details for Public Works Construction (CCSS) incorporates by reference the City of San Jose Standard Specifications, July 1992 (SJSS) and Standard Details, July 1992 (SJSP). In turn, by reference, the SJSS incorporates by reference much of the State of California Standard Specifications (SS) and Standard Plans (SP), and the American Public Works Association Standard Specifications for Public Works Construction, 1991 (Green Book). Portions of each of these documents will be necessary for construction within the City of Campbell. References to the SS and SP shall be to the July 1992 editions.

Modifications to the SJSS are presented in the CCSS. It is the duty of the bidder, developer, and contractor to follow the CCSS and determine the appropriate sections of the SJSS, SJSP, SP, SS, and Green Book that may apply to their particular construction.

TECHNICAL PROVISIONS

SECTION 12

CONSTRUCTION AREA TRAFFIC CONTROL DEVICES

The Contractor shall submit a traffic control plan for review and approval by the Engineer prior to beginning any work on the project. The traffic control plan shall coincide with the project schedule and shall be consistent with the plans, standard specifications, and special provisions for the work involved. Traffic control shall conform to the State of California Manual of Traffic Controls for Construction and Maintenance Work Zones, unless otherwise amended herein, in the special provisions.

12-1.02 **Traffic Control Public Convenience** - Paragraphs 11 and 12 of Section 12-1.02 "Traffic Control Public Convenience" of the SJSS are hereby amended to read as follows.

The Contractor shall notify City of Campbell Communications at (408)866-2101 24 hours in advance of any detours and street closures. All detours and street closures must be approved in advance by the Engineer.

On streets with one traffic lane in each direction, the Contractor shall maintain one 10' traffic lane in each direction unless otherwise approved by the Engineer. All proposed reductions in lane widths and number of lanes must be presented by the Contractor in the traffic control plan for approval by the Engineer prior to work commencing.

12-1.03 **Traffic Control Public Safety** - The third, fourth, and fifth paragraphs of Section 12-1.03 "Traffic Control Public Safety" are hereby deleted and replaced with the following.

Traffic signals shall not be shut down, put into a flashing mode, or new signals activated, unless approved by the Engineer. The Contractor shall request permission from the Engineer for traffic signal shut downs a minimum of five (5) working days in advance and for turn ons a minimum of ten (10) working days in advance of the proposed turn on.

Any work that is planned to be done within a signalized intersection, including but not limited to traffic signal shut downs and turn ons, shall require the presence of Campbell police officers, unless otherwise authorized in writing by the Engineer. The cost of providing the required officers shall be borne by the Contractor. The Contractor shall provide a written request for police officer assistance to the Engineer a minimum of five (5) working days in advance of any work within a signalized intersection. If the request is approved, the Engineer shall coordinate with the City of Campbell Police Department for arranging the presence of officers as requested

by the Contractor. The Contractor shall then be responsible for all costs associated with providing the officers as requested. A three hour minimum charge per officer, plus a 15% administrative processing fee shall be charged to the Contractor in the event that the work is postponed or rescheduled, unless a written request for cancellation from the Contractor is received by the Engineer before 3:00 p.m. of the preceding work day.

Unless otherwise approved by the Engineer, flashing arrowboards and advanced warning signs shall be required at the beginning of all lane closures on arterials and collectors.

SECTION 15

EXISTING FACILITIES

15-2.05B **Miscellaneous Facilities** - All valve boxes, handholes, inlets, and other miscellaneous facilities as shown on the plans or specified in the special provisions to remain shall be adjusted to grade in a manner as approved by the Engineer.

SECTION 16

CLEARING AND GRUBBING

16-1.01 **Description** - The last sentence of Section 16-1.01 "Description" of the SJSS is hereby replaced with the following.

This work shall also include the removal and/or relocation of mailboxes, signs, lights, planters, fences, concrete block walls, or any other miscellaneous items shown on the plans, specified in the special provisions, unless covered by a separate pay item in the specifications. All items to be relocated/replaced shall be replaced in equal or better condition than currently exists. Any side property line fences to be cut back shall have new end posts set at the front property line and shall be properly finished. All trees and landscaping not indicated for removal shall be protected from damage by the Contractor, and the Contractor shall be liable for replacement in kind of any such damaged trees or landscaping.

SECTION 21

SUBGRADE PREPARATION

21.05 Compaction - The third paragraph of Section 21-1.05 "Compaction" of the SJSS is amended to read.

Compaction testing on City projects shall be arranged for by the City. The Contractor shall notify the Engineer 48 hours in advance of requesting compaction tests. The City will pay for all passing tests. All costs for failing tests or tests that had to be rescheduled because the Contractor was not ready shall be deducted from monies due to the Contractor.

Compaction tests for all City issued permit related work shall be arranged for and paid for by the permittee. Passing compaction test results certified by a licensed laboratory will be required for all permit work, unless otherwise approved by the Engineer. Results shall be delivered to the Engineer prior to placement of any subsequent layers.

SECTION 26

AGGREGATE BASES

26-1.01 Description - The last sentence of Section 26-1.01 "Description" of the SJSS is hereby amended as follows.

Unless otherwise specified, aggregate base shall be Class 2, 1-1/2" maximum gradation.

26-1.05 Compacting - The following is hereby added to Section 26-1.05 "Compacting" of the SJSS.

Unless otherwise specified, the relative compaction for all aggregate base shall be 95%.

SECTION 39

ASPHALT CONCRETE

39-1.01 **Description** - The following is hereby added to Section 39-1.01 "Description" of the SJSS.

Unless otherwise specified, asphalt concrete shall be Type A 3/4" maximum, medium. Unless otherwise specified, the asphalt content of the mixture shall be in the range of 4.5 to 7.0 percent by weight of dry aggregate and shall be approved by the Engineer.

Two working days in advance of the paving operations, the Contractor will submit to the Engineer a description of the proposed paving operation including the pass widths, the establishment and control to maintain a uniform grade, and the rolling equipment and procedures to be used.

39-2.02 **Aggregate** - Paragraphs five and six (including the Aggregate Grading Requirements) of Section 39-2.02 "Aggregate" of the SJSS are hereby deleted. The Aggregate Grading Requirements contained in Section 39-2.02 "Aggregate" of the SS are hereby incorporated. All other requirements of Section 39-2.02 of the SJSS shall apply.

39-4.02 **Prime Coat and Paint Binder (Tack Coat)** - Section 39.402 "Prime Coat and Paint Binder" of the SS is hereby incorporated. The following paragraphs are also hereby incorporated.

Unless otherwise specified, paint binder of slow-setting anionic asphaltic emulsion grade SSlh meeting the provisions of Section 94, "Asphaltic Emulsions" of the SS shall be furnished and applied. A prime coat on native subgrade will not be required.

The Contractor may immediately place a subsequent pavement course upon a compacted and approved prior course without the application of paint binder. If the time intervals between courses is more than one day, the Engineer may require the Contractor to sweep the surface and apply paint binder before placing the subsequent course.

39-5.01 **Spreading Equipment** - The following is hereby added to Section 39-5.01 "Spreading Equipment" of the SJSS.

Unless otherwise approved by the Engineer, asphalt concrete shall be spread with a self-propelled mechanical spreading and finishing machine.

39-6.01 **General Requirements** - The following is hereby added to Section 39-6.01 "General Requirements" of the SJSS.

Longitudinal joints shall be offset a minimum of one foot from each other in any two successive courses. Transverse joints shall be offset a minimum of 20 feet. The joints shall be trimmed prior to placing the adjacent course.

SECTION 56

SIGNS

56-2.01 **Description** - The first paragraph of Section 56-2.01 "Description" of the SJSS is hereby deleted and replaced with the following.

Unless otherwise shown on the plans or specified in the special provisions, all sign panels, fastening hardware, and poles shall be furnished and installed by the Contractor. All sign poles shall be 2" inside diameter galvanized unpainted pole unless otherwise specified on the plans or in the special provisions.

Signs shall be mounted to have the following vertical clearances unless otherwise specified on the plans or in the special provisions:

- Reflectors - 1'
- "ONE-WAY" signs in islands - 1 1/2'
- "DO NOT ENTER" signs - 2'
- Other signs in islands - 4'
- Street name signs
 - Mounted independently - 7'
 - Mounted above stop sign - 10'
- All other roadside or streetside signs - 7'

SECTION 73

CONCRETE CURBS AND SIDEWALKS

73-1.05F **Backfilling** - The following sentence is hereby added to Section 73.105F "Backfilling" of the SJSS.

Suitable material shall be as indicated in the special provisions, or as approved by the Engineer.

SECTION 84

TRAFFIC STRIPES AND PAVEMENT MARKINGS

84-1.02 **Control of Alignment and Layout** - The following is hereby added to Section 84-1.02 "Control of Alignment and Layout" of the SS.

Locations of traffic striping and marking shall be reviewed in the field by the Engineer and approved by the Engineer prior to installation of new markings.

84-2.01 **Description** - The following sentence is added to Section 84-2.01 "Description" of the SS.

Unless otherwise specified in the plans or special provisions, traffic lane stripes 8" or wider and all pavement legends/markings (including crosswalks) shall be thermoplastic on all arterial streets and the approaches to all signalized intersections. All other traffic stripes and pavement markings shall be painted.

84-3.02 **Materials** - Section 84-3.02 "Materials" of the SJSS does not apply. Section 84-3.02 "Materials" of the SS shall apply.

84-3.05 **Application** - The following is hereby added to Section 84-3.05 "Application" of the SJSS.

Unless otherwise specified in the special provisions, all painted traffic stripes and painted pavement markings shall be applied in two coats.

84-3.05A **Temporary Striping** - The following is hereby added to Section 84-3.05A "Temporary Striping" of the SJSS.

Whenever existing traffic striping or markings have been removed, paved over, or otherwise obliterated, temporary striping or markings shall be provided as follows. Slurry tabs of the appropriate color as approved by the Engineer shall be installed and placed on twenty-four (24) foot intervals to delineate all four (4) inch traffic stripes. All channelization lines (solid eight inch or twelve inch line markings) shall be temporarily restored with traffic striping tape, or a double row of slurry tabs as approved by the Engineer. All arrow legends and crosswalks shall be restored with temporary traffic striping tape. All pavement markers separating multiple turning lanes shall be replaced with slurry tabs on a ten (10) foot spacing. Temporary traffic striping and markings shall be removed and replaced with permanent striping and markings as soon as the final pavement surface has cured sufficiently to receive the permanent traffic paint or thermoplastic. Permanent pavement markers shall be installed on the same day that the

permanent traffic striping and markings are installed, however, the installation of pavement markers shall be done only after all traffic striping and markings are installed. The Contractor shall maintain the temporary striping until the permanent traffic striping and markings are placed.

84-3.05B **Removal of Existing Traffic Stripes and Pavement Markings** - Existing striping and markings shall be removed as designated in the plans, special provisions, or as directed by the Engineer. Existing striping and markings that are in conflict with proposed striping and markings shall be removed on the same day that the new stripes are placed. After painting the new striping and markings, the previous striping and markings shall be removed by sandblasting. Sandblasting equipment shall be equipped with a vacuum to remove all sandblasted material and a shield to minimize the emission of particles and dust. All sandblasted areas shall be slurry sealed to limits specified below:

lane lines - 2' on either side of lane line

pavement markings - 2' beyond top, bottom, and sides of marking

All holes left from marker removals shall also be filled by the Contractor.

SECTION 86

SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS

86-1.05 **Maintaining Existing and Temporary Electrical Systems** - Section 86-1.05 "Maintaining Existing and Temporary Electrical Systems" of the SJSS is hereby amended as follows.

All references to 24 hour advance notification shall be changed to read 48 hour advance notice, unless otherwise amended below.

The Contractor shall request, in writing, approval from the Engineer of the time and date for traffic signal activations or shutdowns a minimum of ten (10) working days prior to requested date of activation. Attention is also directed to Section 12 "Construction Area Traffic Control Devices" of these standard specifications for additional requirements.

Any damage causing signal shutdown shall be the Contractor's responsibility. The Contractor, at their sole expense, shall restore the signal operation within 30 minutes. During the shutdown, the Contractor shall pay for all traffic control costs, including control devices and the time of all City staff, including but not limited to maintenance crews and Campbell police officers as determined necessary by the Engineer. If the Contractor fails to restore the signal operation within 30 minutes, the City will restore the signal operation at the Contractor's expense. The

City shall charge the Contractor for the cost of performing the work by deducting this cost from payments due or to become due to the Contractor as these costs are incurred by the City.

The Contractor, at their sole expense, shall permanently repair the signal to the current City standards and to the Engineer's satisfaction within 24 hours. If the Contractor fails to repair the signal facility within 24 hours, the City will repair the signal facility at the Contractor's expense. The City shall charge the Contractor for the cost of performing the work by deducting this cost from the partial payments due the Contractor as these costs are incurred by the City.

Any damage that results in the inoperation of street lighting shall be the Contractor's responsibility. The Contractor, at their sole expense, shall restore the street lighting to current City standards before dark to the satisfaction of the Engineer. If the Contractor fails to restore the street lighting before dark, the City will restore the lighting at the Contractor's expense. The City shall charge the Contractor for the cost of performing the work by deducting this cost from the partial payments due the Contractor as these costs are incurred by the City. Permanent repairs to the lighting system shall be made by the Contractor at their sole expense to the satisfaction of the Engineer.

All repairs made to any City signal, lighting and electrical system shall be made to current City standards.

86-2.04 **Standards, Steel Pedestal and Posts** - Unless otherwise indicated on the plans or in the special provisions, all signal and lighting standards are to be galvanized and shall conform to Section 86-2.04, "Standards, Steel Pedestals and Posts" of the SS, and to Plan No. ES-6B of the State Standard Plans. Painting of galvanized signal or lighting standards shall not be done unless directed by the Engineer. Unless otherwise indicated on the plans or in the special provisions, lighting standards are to be galvanized CalTrans Type 15 and service enclosures shall be stainless steel CalTrans type IIIAF.

86-2.04A **Octafluted Lighting Standards** - Section 86-2.04(A) "Octafluted Lighting Standards" of the SJSS is hereby deleted and does not apply to City of Campbell contracts, except for the last paragraph of this section which shall apply.

86-2.04B **Signal Standards** - The first paragraph of Section 86-2.04(B) "Signal Standards" of the SJSS is hereby deleted.

86-2.05 **Conduit** - All conduit entering foundations of controller cabinets, lighting standards and signal standards shall be GRS.

86-2.05B **Use** - The first sentence of the first paragraph of Section 86-2.05(B), "Use" of the SJSS is hereby replaced with the following.

Conduit that is installed underground shall be Schedule 40 PVC unless otherwise indicated on the plans or in the special provisions. Conduit that is installed in concrete foundations for standards or cabinets shall be GRS unless otherwise specified in the plans or special provisions.

86-2.05C **Installation** - The second, third, and fourth paragraphs of Section 86-2.05C "Installation" of the SJSS are hereby deleted and the following paragraphs are hereby added.

Unless otherwise approved by the Engineer, conduit crossing the roadway shall be installed under existing pavement stripes. Contractor shall restripe the removed pavement markings using the same materials as the removed unless otherwise directed by the Engineer.

Conduit installation shall be in accordance with the City of Campbell Details for Signal, Lighting and Electrical Conduit Installation, unless otherwise specified on the plans or in the special provisions. All conduits entering foundations for standards and cabinets shall be GRS unless otherwise specified on the plans or in the special provisions.

86-2.06B **Cover Markings** - In all instances, replace "CSJ" with "CAMPBELL".

86-2.09C **Connectors and Terminals** - Section 86-2.09C "Connectors and Terminals" of the SJSS is hereby deleted and replaced with the following.

Connectors and terminals shall conform to Section 86-2.09C of the SS and to the following.

All conductors no. 10 AWG or smaller which are to be installed on a field wiring terminal block in the cabinet and all solid conductors which are to be installed on any terminal block in the cabinet shall be fitted with a medium length, spring spade type connector (Hollingsworth #SS20891B or SS20830B or approved equal). The connector shall be crimped and then soldered to the conductor. Open flame soldering will not be permitted.

86-2.09E **Splice Insulation** - Section 86-2.09E "Splice Insulation" of the SJSS is hereby deleted and replaced with the following.

Splice insulation shall conform to Section 86-2.09E of the SS and to the following.

Heat shrinkable insulating tubing shall be applied after completion of the splicing procedure. Insulation over the splice connection shall consist of a heat shrinkable, mastic lined, heavy wall polyolefin cable sleeve, or cover, to which heat shall be applied at a temperature greater than 120 degrees C. with an electric hot air gun until the sleeve or cover shrinks and covers the connector and the mastic material has flowed completely around and between the conductor(s) to form a waterproof insulation. The conductor insulation shall not be damaged due to application of the heat shrinkable insulation sleeve. The proper diameter of the insulation sleeve shall be used as recommended by the manufacturer for the splice to be insulated. Heat shrinkable tubing shall be T & B brand, "Shrink-Kon" series or approved equal.

86-2.09F **Fused Splice Connector** - The first sentence of the fifth paragraph of Section 86-2.09F "Fused Splice Connector" of the SJSS is hereby deleted and replaced with the following.

A fused disconnect splice connector shall be located in the pull box adjacent to the lighting standard when fed from underground wiring systems. Existing lighting standards which are underground-fed and do not have an adjacent pull box shall have the fused disconnect splice connector located in the base of the lighting standard directly behind the hand hole and it shall be readily accessible.

Paragraph nine of this section is hereby replaced with the following.

Fuses for individual street light fusing applications shall be general purpose, non-time delay types "BAF" or "BAN" and shall be rated 6A, 250V AC for 120V applications and 3A, 250V AC for 240V applications.

86-2.09G **Traffic Signal Communications Cable** - Section 86-2.09G "Traffic Signal Communications Cable" of the SJSS is hereby deleted and replaced with the following.

The Traffic Signal Communications Cable, also referred to as the Signal Interconnect Cable (SIC) shall conform to Section 86-2.08E "Signal Interconnect Cable" of the SS, and to the following.

The Signal Interconnect Cable shall consist of six (6) twisted pairs. Unless otherwise indicated on the plans, in the special provisions, or as directed by the Engineer, splicing of the SIC is not allowed. The SIC shall run continuously and unspliced from one cabinet to the next cabinet.

86-2.09G3 **Traffic Signal Communications Cable Testing** - Section 86-2.09G3 "Traffic Signal Communications Cable Testing" of the SJSS is hereby deleted and replaced with the following.

The testing of the Traffic Signal Communications Cable shall conform to the requirements of the special provisions.

86-2.10 **Bonding and Grounding** - Paragraph 6 of Section 86-2.10 "Bonding and Grounding" of the SJSS is hereby deleted and replaced with the following.

A number 8 AWG or larger bare, stranded copper equipment grounding conductor shall be provided in all PVC conduits carrying any traffic signal conductor, street lighting conductor, metered signal service conductor, metered irrigation service conductor, detector lead-in (DLC) cable or signal communications/signal interconnect (SIC) cable. A number 8 AWG or larger bare, stranded copper equipment grounding conductor shall be provided in any PVC conduit left empty for future use.

Only the conduit between the loop detector hand hole and the pull box where the loop conductors are spliced in the DLC('S) shall not require any copper equipment grounding conductor.

86-2.11 **Service** - Paragraph seven of Section 86-2.11 "Service" of the SJSS is hereby deleted and replaced with the following.

Unless otherwise indicated on the plans or in the special provisions, service equipment shall be Type III-AF and shall conform to Section 86-2.11 "Service" of the SS and to Plan No. ES-2E of the State Standard Plans and to the following.

The service equipment enclosure shall be fabricated from stainless steel. The pedestal shall be for 120/240 volt, 3 wire, single phase, metered and unmetered (split bus) service and the following circuit breakers and items shall be provided in the service pedestal:

- 1) MAIN breaker: 1 each 100 amp, 3 pole, 120/240 volt, split bus
- 2) SIGNAL breaker: 1 each 60 amp, 1 pole, 120 volt, metered
- 3) LIGHTING breaker: 1 each 40 amp, 2 pole, 240 volt, unmetered
- 4) LTG. CONTROL breaker: 1 each 15 amp, 1 pole, 120 volt, unmetered
- 5) AUX. breaker: 1 each 15 amp, 1 pole, 120 volt, metered
- 6) AUTO/TEST lighting test switch
- 7) Lighting contactor: 1 each, 2 pole, 240 volt, 120 volt coil, 60 amp rating per pole, mercury displacement type
- 8) PEC (photo electric control) field wire connection terminal block

86-2.16 **Painting** - Unless otherwise indicated on the plans or in the special provisions, all signal and lighting standards shall be galvanized and shall not be painted.

86-4.05B **Front Screen** - The following is hereby added to Section 86-4.05B "Front Screen" of the SJSS.

The pedestrian signal door shall not be plastic.

86-4.06 **Signal Mounting Assemblies** - The first paragraph of Section 86-4.06 "Signal Mounting Assemblies" of the SJSS is hereby deleted and replaced with the following.

Signal Mounting Assemblies shall conform to Section 86-4.06 "Signal Mounting Assemblies" of the SS and to the following.

Terminal compartments, post top adapters and pole plates shall be cast bronze. "Clam shell" mounts shall not be used.

Painting of all signal heads and signal mounting assemblies shall be done with a powder coating process and shall be dark olive green. In order to prevent damage to the powder coating, the Contractor shall use a woven fabric strap wrench to assemble, modify or tighten signal mounting assemblies.

86-5.01 **Vehicle Detectors** - The following is added to Section 86-5.01 "Vehicle Detectors" of the SJSS.

Unless otherwise specified, all sawcut loops shall be CalTrans Type E and shall conform to the CalTrans Standard Specifications and Standard Plan Details for this type of loop.

All vehicle detector lead in cables shall be run to a CalTrans Type "A" detector handhole placed at the lip of gutter. Type A Detector Handhole shall be per CalTrans Standard Plan detail ES-5E.

86-5.02 **Pedestrian Push Buttons** - The following is hereby added to Section 86-5.02 "Pedestrian Push Buttons" of the SJSS.

Push button signs and push button switch caps shall be fastened to the housings with stainless steel, phillips head screws.

86-6.00 **Luminaire Class and Types** - The following sentence is hereby added to Section 86-6.00 "Luminaire Class and Types of the SJSS.

Prior to purchase of any lighting fixtures, the Contractor shall obtain from the manufacturer of the proposed lighting fixture the photometric data/isolux curve in standard IES format for use in an IBM PC for approval by the Engineer.

SECTION 1301

TRENCH EXCAVATION, BEDDING AND BACKFILL

1301-1.4 **Survey Monuments and Points** - The following is hereby added to Section 1301-1.4 "Survey Monuments and Points" of the SJSS.

Tying out of monuments, property corners and/or survey points shall be the Contractor's responsibility and shall be done by an individual licensed to perform such work. All costs associated with tying out such monuments, property corners and/or survey points and resetting such facilities shall be borne by the Contractor.

1301-1.6 Backfill and Surface Restoration Methods - The last sentence and Table 1301-1 of Section 13-1-1.6 "Backfill and Surface Restoration Methods" of the SJSS are hereby deleted and replaced with the following.

Backfill and surface restoration shall be per the City of Campbell Details unless otherwise specified in the special provisions.

1301-4.1.1 Type of Bedding - Table 1301-2 of Section 1301-4.1.1 "Type of Bedding" of the SJSS is hereby amended to require Type A bedding for all sizes of concrete pipe.

1301-4.2 Backfill and Surface Restoration - The first paragraph of Section 1301-4.2 "Backfill and Surface Restoration" of the SJSS is hereby revised as follows.

Surface restoration shall be in accordance with the City of Campbell Details, unless otherwise specified in the special provisions.

1301-4.2.1 Method A Backfill and Surface Restoration - The following is hereby added to the first paragraph of Section 1301-4.2.1 "Method A Backfill and Surface Restoration" of the SJSS, and the last two paragraphs of this section are hereby deleted.

... and (4) All emergency utility repairs. Restoration shall be in accordance with the City of Campbell Details for Method A Backfill and Surface Restoration, unless otherwise specified in the plans or special provisions.

1301-4.2.2 Method B Backfill and Surface Restoration - Section 1301-4.2.2 "Method B Backfill and Surface Restoration" of the SJSS is hereby deleted and replaced with the following.

Method B backfill and surface restoration shall be used on all sewer and utility line trenches which are excavated in the general longitudinal direction of traffic and in areas outside of the traveled way. Restoration shall be in accordance with the City of Campbell Detail for Method B Backfill and Surface Restoration, unless otherwise specified in the plans or special provisions. Jetting shall not be allowed unless approved in writing by the Engineer.

1301-4.2.3 Method C Backfill - Section 1301-4.2.3 "Method C Backfill" of the SJSS is hereby deleted.

1301-4.2.6 Water Densified Backfill - The following sentence is hereby added to Section 1301-4.2.6 "Water Densified Backfill" of the SJSS.

Jetting shall not be allowed unless approved by the Engineer or specified in the special provisions.

SECTION 1307

ACCEPTANCE TESTS FOR SEWERS

1307-3 **Television Inspection** - Section 1307-3, "Television Inspection" of the SJSS shall apply to installation of storm drain mains within the City of Campbell.

1307-4 **Measurement and Payment** - Section 1307-4, "Measurement and Payment" of the SJSS is hereby incorporated and applied to the television inspection process for storm drain facilities.

SECTION 1308

CLEANING PIPELINES

1308-2 **Flushing and Cleaning** - Section 1308-2 "Flushing and Cleaning" of the SJSS is hereby amended to read as follows.

After the storm pipe has been installed and the trench backfill has been completed, the Contractor shall flush and clean all mains, laterals, and catch basins to be free of all debris. The Contractor shall install screens in a downstream manhole to collect debris. All debris shall be collected in a downstream manhole and shall not be allowed to migrate to other portions of the system or outfall. The Contractor shall remove and dispose of debris collected.

1308-3 **Measurement and Payment** - Section 1308-3, "Measurement and Payment" of the SJSS is hereby amended to read as follows.

The work specified in this section will not be separately measured for payment. Full compensation for providing all of the items necessary to accomplish the cleaning of pipe lines in accordance with these specifications, the special provisions, and as directed by the Engineer shall be considered to be included in the various contract unit prices paid for the storm pipe and no additional compensation will be allowed therefor.