

CITY OF VISALIA

ENGINEERING STANDARD SPECIFICATION AMENDMENTS

COMMUNITY DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION



UPDATED: January 15, 2016

**PREPARED BY:
CITY OF VISALIA
ENGINEERING DIVISION
315 E. ACEQUIA AVE.
VISALIA, CA 93291**

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COMMUNITY DEVELOPMENT DEPARTMENT ENGINEERING DIVISION

These Amendments will be automatically incorporated as part of the whole Engineering Standard Specifications and are approved by the City Engineer. The Engineering Standard Specifications and Engineering Improvement Standards will be considered for updates as practices and materials change, and these updates will occur on an as needed basis.



Approved by: _____


City Engineer

R.C.E. 81734

JANUARY 15, 2016

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CITY OF VISALIA
ENGINEERING DIVISION
315 E. ACEQUIA AVE.
VISALIA, CA 93291**

STANDARD SPECIFICATION AMENDMENTS

All related Standard Specification Sections – Soil Compaction

Date: 12/30/13

The following is a general requirement that will be incorporated into the Standard Specifications and it is related to a number of different sections:

“All soil that is processed and compacted to facilitate construction improvements including, but not limited to, roadway construction, trench and structure excavation and backfill, embankment construction, and other miscellaneous improvements shall have uniform moisture content and compaction meeting the requirements of the Standard Specifications.”

Section 1-1 – General

Date: 12/30/13

Two paragraphs shall be added to the end of this section that read as follows:

“The recommendations, requirements, and details listed in the City of Visalia Engineering Standard Specifications and the City of Visalia Engineering Design & Improvement Standards shall be considered minimum requirements only. The Engineer of Record/Design Engineer shall be responsible for providing the appropriate requirements and details necessary for a full and complete project.”

“All improvements shall be constructed in accordance with the Plans, Standard Specifications, Construction Specifications, and Contract Documents. All improvements shall be constructed in accordance with generally accepted engineering and construction practices.”

Section 1-3.10 – Certified Testing Laboratory

Date: 12/30/13

There shall be a paragraph added to the end of this section that reads as follows:

“A Certified Testing Laboratory may become unapproved for a period of time as determined by the City Engineer or their designated representative and will not be allowed to perform testing within the existing or future street right of way or other City of Visalia property for any number of reasons, including, but not limited to the following:

1. Failure of the laboratory to provide staff with the professional knowledge and skills to perform the work.
2. Failure to provide test results in accordance with the City’s requirements.
3. Failure to respond to requests or provide answers to City staff within 3 working days.
4. Failure to follow the City’s testing and sampling procedures.
5. Furnishing inaccurate test results.

Section 6-8 – Samples and Tests

Date: 12/30/13

The first paragraph of this section will be modified to read as follows:

“For Non-Public projects the permittee, individual, group, or entity constructing the improvements will be responsible for retaining a Certified Testing Laboratory to complete all sampling, materials tests, and compaction testing required by the City of Visalia. Testing reports shall be submitted to the City for acceptance of all improvements. Reports shall be formatted in a manner that defines the limits of testing, location of test with street stationing references, materials tested, and passing or failing results in a manner that is deemed satisfactory by the City. A final compiled compaction and materials testing report summary shall be completed for each project and 2 hard copies of the report and 1 PDF shall be furnished to the City Engineer prior to the project being accepted by the City Council. The City Engineer may request and the testing laboratory shall provide all backup testing data, calculations, and field reports that support the testing results. This said permittee, individual, group, or entity will be responsible for all costs associated with retaining said testing laboratory and all costs to complete the required testing.”

After the first paragraph a second paragraph shall be added that reads as follows:

“Compaction and material test results shall be reviewed and accepted by the City Engineer prior to the installation of successive improvements. For street sections each layer in the street section must be tested and accepted prior to placing the next layer in the section. Subbase and Aggregate Base test results must be reviewed and accepted prior to the placement of HMA. For Non-Public projects test results for AS and AB shall be furnished to the City within 7 working days of placement. For Non-Public projects test results for HMA shall be furnished to the City within 14 working days of placement. Failure to meet these requirements may result in the City issuing a Cease Work Order on the project or taking other actions until the test results are received and accepted.”

Section 19-3.2 - Trench and Structure Excavation

Date: 12/30/13

This section shall be amended as follows:

The seventh paragraph in this section that reads as follows shall be modified:

“All pipe with an inner diameter greater than six inches (6”) shall have a prepared and compacted bedding except as follows: bedding preparation is not required for precast rubber gasket reinforced concrete pipe with an inner diameter of twenty-four inches (24”) or less where firm and unyielding native soil is present at the bottom of the trench. Trenches shall be over-excavated a minimum of 6 inches below the grade established for the bottom of the pipe and then backfilled to the design pipe grade with granular non-expansive native material meeting the requirements of these specifications and thoroughly compacted to a minimum of 92 percent relative compaction. Trenches shall be uniformly graded and prepared to provide a firm and uniform bearing for the entire length of the barrel of the pipe to be placed therein. Coupling or bell holes are required for all trenches to receive pipes or conduits with couplings or bells, and shall be excavated at each location where pipes are to be joined. Coupling or bell holes shall be of sufficient and of adequate size to permit ease in making the joint and so the coupling or bell does not rest on the bottom of the hole excavated therefor. Except for pipe bells and couplings, any portion of the trench excavated below the approved grade shall be corrected and brought up to grade with approved material and thoroughly compacted.”

The paragraph shall be modified to read as follows:

“In all areas with suitable soils the barrel of the pipe shall be placed on firm and unyielding native soil at the bottom of the trench. Bedding preparation is not required unless it is specified on the Plans, Specifications, or as required by the City Engineer. Trenches shall be uniformly graded and prepared to provide a firm and uniform bearing for the entire length of the barrel of the pipe to be placed therein. Coupling or bell holes are required for all trenches to receive pipes or conduits with couplings or bells, and shall be excavated at each location where pipes are to be joined. Coupling or bell holes shall be of sufficient and of adequate size to permit ease in making the joint and so the coupling or bell does not rest on the bottom of the hole excavated therefor. Except for pipe bells and couplings, any portion of the trench excavated below the approved grade shall be corrected and brought up to grade with approved material and thoroughly compacted as approved by the City Engineer.”

Section 19-3.3.A.1 - Initial Backfill, Precast Pipe, Conduit

Date: 12/30/13

The following addition shall be made to this section:

“All initial backfill shall be uniformly moisture conditioned prior to placing the backfill in the trench.”

Section 45-23 - Traffic Signal Street Name Signs

Date: 12/30/13

This section shall be amended as follows:

The last two sentences of the section that read as follows shall be deleted: “City will supply street name sign and mounting bracket. Contractor is to provide strapping and strapping hardware.”

The deleted sentences will be replaced with the following sentence: “The Contractor shall supply the street name signs, mounting brackets, and all strapping and other hardware required for a complete sign installation.”

Section 38 - Concrete Curbs, Sidewalks, Surface Improvements

Date: 3/05/14

The following additions shall be made to this section:

“The Contractor shall provide one or more portable vibrating machines to be used on concrete improvements that contain reinforcing. Vibrating machines shall be used in accordance with current industry standard practices to properly consolidate concrete around reinforcing.

Concrete shall be thoroughly consolidated in a manner that will encase the reinforcement and inserts, fill forms, and produce a surface of uniform texture free of rock pockets and excessive voids. The Contractor shall adequately consolidate all concrete improvements whether the improvements contain rebar or not.

Concrete shall not be permitted to free fall more than 6 feet without the use of adjustable length pipes or tubes or other suitable conveyance unless otherwise approved by the City Engineer. Conveyance methods shall adequately transport the concrete without causing segregation in the mix.

Water testing shall be performed on all curb and gutters, valley gutters, cross gutters, and aprons. All concrete ponding that is in excess of ten square feet, or that holds more than one quarter (1/4) inch of water, or that migrates to the adjacent pavement after being flooded one half (1/2) hour before shall be removed and replaced at the Contractor’s expense.”

Applies to all related Standard Specification Sections – Concrete Placement/Installation

Date: 3/05/14

The following are general requirements that will be incorporated into the Standard Specifications and they will be applied to all sections that address installation of concrete improvements:

“The Contractor shall provide one or more portable vibrating machines to be used on concrete improvements that contain reinforcing. Vibrating machines shall be used in accordance with current industry standard practices to properly consolidate concrete around reinforcing.

Concrete shall be thoroughly consolidated in a manner that will encase the reinforcement and inserts, fill forms, and produce a surface of uniform texture free of rock pockets and excessive voids. The Contractor shall adequately consolidate all concrete improvements whether the improvements contain rebar or not.

Concrete shall not be permitted to free fall more than 6 feet without the use of adjustable length pipes or tubes or other suitable conveyance unless otherwise approved by the City Engineer. Conveyance methods shall adequately transport the concrete without causing segregation in the mix.”

Section 1-3 – Definitions and Terms

Date: 3/05/14

The following addition shall be made to this section:

1-3.71 Responsible Bidder

A responsible Bidder is a Bidder who has the capability in all respects, to perform fully the requirements of the Contract Documents and the moral and business integrity and reliability that will assure good faith performance. In determining responsibility, the following criteria will be considered: (i) the ability,

capacity and skill of the Bidder to perform the Work of the Contract Documents; (ii) whether the Bidder can perform the Work promptly and within the time specified, without delay or interference; (iii) the character, integrity, reputation, judgment, experience and efficiency of the Bidder; (iv) the quality of performance of the Bidder on previous contracts, by way of example only, the following information will be considered: (a) the administrative, consultant or other cost overruns incurred by the City on previous contracts with the Bidder; (b) the Bidder's compliance record with contract document conditions and requirements on other projects; (c) the submittal by the Bidder of excessive and/or unsubstantiated extra cost proposals and claims on other projects; (d) the Bidder's record for completion of work within the contract time and the Bidder's compliance with the scheduling and coordination requirements on other projects; (e) the Bidder's demonstrated cooperation with the City and other contractors on previous contracts; (f) whether the work performed and materials furnished on previous contracts was in accordance with the Contract Documents; (g) whether stop notices were issued on other projects; (v) the previous and existing compliance by the Bidder with laws and ordinances relating to contracts; (vi) the sufficiency of the financial resources and ability of the Bidder to perform the work of the Contract Documents; (vii) the quality, availability and adaptability of the goods or services to the particular use required; (viii) the ability of the Bidder to provide future maintenance and service for the warranty period of the Contract; (ix) whether the Bidder is in arrears on debt or contract or is a defaulter on any surety bond; (x) whether the Bidder has accomplished similar construction work in a safe manner as reflected by the Worker's Compensation Experience Modification Rating of less than 1.25; (xi) and such other information as may be secured by the City having a bearing on the decision to award the Contract, to include without limitation the ability, experience and commitment of the Bidder to properly and reasonably plan, schedule, coordinate and execute the Work of the Contract Documents and whether the Bidder has ever been debarred from bidding or found ineligible for bidding on any other projects. The ability of a Bidder to provide the required bonds will not of itself demonstrate responsibility of the Bidder.

Section 9-6 Partial ("Progress") Payments And Retentions

Date: 6/12/14

The following addition shall be made to the end of the first paragraph of this section:

"The City will not pay for materials until they are delivered to the project site, incorporated into the work, the Contractor has submitted all of the required documentation, and the material testing is completed unless specified otherwise in the Special Provisions or unless approved otherwise by the City Engineer."

Section 38-5 — Construction

Date: 6/12/14

The following additions shall be made to the end of this section:

~~"All curbs, gutters, and curb and gutter shall be poured separately from accessibility ramps, sidewalks, drive approaches, median concrete, or concrete paving. These surface improvements shall not be poured monolithically unless approved otherwise by the City Engineer.~~

~~All detectable warning surfaces shall be installed in accordance with the manufacturer's recommendations and requirements. Where a certified installer is required by the manufacturer, the Contractor shall ensure that a certified installer performs the installation work."~~

Section 38-9 Backfilling

Date: 6/12/14

The following addition shall be made to this section:

"All concrete surface improvements shall be allowed to cure for 7 days and shall be protected in place. During these 7 days no vehicles or loads shall be imposed on the new concrete, no piping or other underground improvements shall be constructed under the new concrete, and no new improvements shall be constructed adjacent to the new concrete. At the discretion of the City Engineer, this 7 day

requirement may be reduced to 3 days if the following conditions are met: the Contractor uses Class 2 concrete per the Standard Specifications and the Contractor can show that the new concrete can support the vehicle/construction loads it will be subjected to. These requirements apply to all concrete surface improvements unless approved otherwise by the City Engineer.”

Section 46-1 General

Date: 6/12/14

The following addition shall be made to the end of this section:

“New permanent striping and marking shall be installed no later than 30 working days after the completion of new pavement surfaces.”

Section 46-5 Application of Paint and Glass Beads

Date: 6/12/14

The second paragraph of this section shall be removed and replaced.

The second paragraph currently reads as follows:

~~“The application rates of waterborne or solvent borne paint provided in Section 84-3 of the State Standard Specifications and as amended by these Standard Specifications. Two coats of paint shall be applied at the rate of 100 square feet per gallon of paint at a thickness of 15 mils wet. Glass beads shall be applied for both coats of paint at a rate of 5 lbs. per gallon of paint.”~~

This paragraph shall be removed and replaced with the following paragraph:

~~“Apply waterborne or solvent borne paint in accordance with the requirements of Section 84-3 of the State Standard Specifications and as amended by these Standard Specifications. All paint shall be applied in 2 coats. Each coat of waterborne paint shall be applied at a rate of 215 square feet per gallon. Glass beads shall be applied for both coats of paint at a rate of 5 lbs. per gallon of paint.”~~

Section 12-1 General

Date: 8/11/14

The second to last sentence of the first paragraph shall be removed and replaced.

The second to last sentence of the first paragraph currently reads as follows:

~~“These requirements work in conjunction with the City of Visalia Encroachment Permit Policy Manual.”~~

This sentence shall be removed and replaced with the following:

~~“These requirements work in conjunction and shall comply with the City of Visalia Encroachment Permit Policy Manual.”~~

Section 12-2.1 Traffic Control Plan, Notifications, Portable Changeable Message Signs (PCMS), Construction Notification Signs

Date: 8/11/14

The first paragraph of Section A. Traffic Control Plan shall be removed and replaced with the following:

“Unless otherwise specified in Construction Specifications, a traffic and pedestrian control plan shall be submitted to the City at the preconstruction meeting or 5 days thereafter for Public projects. In the case of a Non-Public project the Contractor shall submit a traffic control plan (TCP) and full Encroachment Permit application for approval a minimum of ten (10) working days prior to the beginning of construction. The Contractor shall have an approved Encroachment Permit with effective dates prior to the beginning of construction. If any part of the traffic/pedestrian control plan falls within 300 feet of a signalized intersection, an off-duty officer may be required for traffic control at discretion of the City Engineer based on the Contractor’s construction means and methods. Traffic control plans shall be drawn to a size and scale to show clearly all the necessary details. The traffic control plan shall be prepared by a Civil or Traffic Engineer registered by the State of California or an IMSA or ATSSA work zone certified designer specific to that association. The Traffic Control Plan shall conform to the requirements of this

Section 12, “Traffic Control; Construction Area Traffic Control Devices,” and Part 6 of the California MUTCD. Where road closures are anticipated or required, the Contractor shall comply with Section 4-14, “Detours,” and Section 12-2.4, “Road Closures,” for special plan preparation requirements. An accepted TCP will be stamped and a copy returned to the Contractor. A copy of the accepted plan must remain on the job site at all times and presented to any City employee who may request it.”

Section 12-2.1 Traffic Control Plan, Notifications, Portable Changeable Message Signs (PCMS), Construction Notification Signs

Date: 8/11/14

The second to last sentence of the last paragraph of Section C. Portable Changeable Message Signs shall be removed and replaced.

This sentence currently reads as follows:

“No additional payment will be made to Contractor for CMS signs required to remain due to Contractors failure to furnish and install the Construction Notification Signs.”

This sentence shall be removed and replaced with the following:

“No additional payment will be made to Contractor for PCMS signs required to remain due to Contractors failure to furnish and install the Construction Notification Signs.”

Section 12-2.2 Contractor’s Operations

Date: 8/11/14

The last paragraph of this section that reads as follows shall be removed:

“In situations where street paveouts are being constructed or other improvements are being constructed that leave a vertical drop along an edge of pavement in the roadway within 6 feet of a travel lane or designated bike path, the Contractor shall be responsible for installing a compacted and stable 4:1 (4 feet horizontal to 1 foot vertical) fill slope from the existing pavement edge to the adjacent grade unless solid unmovable barricades or K-rails are installed to protect the public and isolate the area. At a minimum, this 4:1 slope shall be in place at the end of each work day and at any other time that work is not being performed at the site.”

Section 12-2.5 Deficiencies

Date: 8/11/14

This section is being re-numbered to 12-2.6 Deficiencies. Any references in the Standard Specifications or other documents to Section 12-2.5 Deficiencies shall now mean to refer to Section 12-2.6 Deficiencies.

Section 12-2.5 Roadway Edge Differentials

Date: 8/11/14

Section 12-2.5 Roadway Edge Differentials is a new section that is being added to the specifications. The following language is added under this new section:

“During construction, edges of roadways may have differentials. Less than 2 inches require no special treatment, unless specified by the City Engineer. Where roadway differentials are greater than 2 inches at street intersections or freeway ramps a minimum 6:1 sloped edge fillet is required. Where edge differentials occur and measure 2 to 3 inches along the edge of traveled way, Contractors are required to place a minimum 1:1 sloped edge taper. Edge differentials adjacent to open travel lanes and greater than 3 inches are not permitted.

Edge differentials between 2 and 3 inches within 8 feet of the edge of a traveled lane (lateral buffer zone) are delineated with temporary edge lines or portable delineators spaced at 100 feet or less. LOW SHOULDER warning signs are erected on type II barricades and placed in the excavation area adjacent to the travel lane at a maximum spacing of 2,000 feet. When excavations are between 3 and 6 inches deep, OPEN TRENCH and NO SHOULDER warning signs are placed on type II barricades and alternately

spaced at 2,000 feet or less in the excavation area adjacent to the pavement edge. Channelizing devices a minimum of 36 inches high, placed 2 to 6 feet from the edge, and spaced 100 feet apart delineate the edge of the drop off. Edge differentials greater than 6 inches are protected with a rigid temporary barrier rail. A rigid temporary barrier rail is movable 'concrete' or 'water filled' barrier as specified in Caltrans or these standards. If barrier placement is more than 2 feet from the edge of the traveled way, edge line delineation is required.

Edge differentials between 3 inches and 2 ½ feet located between 8 and 15 feet from the edge of the traveled way are marked with OPEN TRENCH warning signs erected on type II barricades and installed in the excavation area at a spacing of not more than 2,000 feet. To delineate the edge, channelizing devices are spaced at intervals of 200 feet for drop-offs between 3 and 6 inches and at 100 feet for drop-offs between 6 inches and 2 ½ feet deep. All channelizing devices are placed within 2 feet of the edge of the drop-off. Special engineering consideration is required for all excavations deeper than 2 ½ feet.

Edge differentials located more than 15 feet away from the edge of the travel lane do not require treatment unless the differential is more than 6 inches deep. Drop-offs between 6 inches and 2 ½ feet deep are marked with delineators spaced at 200 feet and OPEN TRENCH warning signs spaced at a maximum of 2,000 feet. Special engineering consideration is required for all excavations deeper than 2 ½ feet.”

Section 19-3.5 – Restoration of Surfaces

Date: 8/11/14

The seventh through tenth paragraphs of this section shall be removed and replaced.

The seventh through tenth paragraphs currently read as follows:

“Where sawcutting of existing pavement edges is not shown on the standard drawing or specified, all damaged existing pavement shall be removed and the edges trimmed to neat lines as directed by the Engineer and by a method approved by the Engineer.

Where sawcutting of existing pavement edges is shown on the standard drawing or is specified, the cut shall be made on a straight line along both sides of trenches, and to neat lines around structures or other locations requiring pavement replacement. The full depth cut shall be made and shall encompass all pavement damaged by the work or specified to be removed or replaced.

The Contractor shall notify the Inspector a minimum of 2 working days prior to sawcutting or trimming operations begin to arrange a site walk through to define the required sawcutting/trimming limits.

All edges of existing pavement, whether trimmed or sawcut, shall be protected from damage. Any edges damaged from any cause prior to or during paving operations, shall be re-cut or re-trimmed as directed by the Engineer. No additional payment will be made therefor.”

These paragraphs shall be removed and replaced with the following:

“All existing pavement edges shall be sawcut to neat clean vertical lines unless noted otherwise on the plans or unless approved otherwise by the Engineer. All damaged existing pavement shall be removed and the edges sawcut to neat lines as directed by the Engineer and by a method approved by the Engineer.

All cuts shall be made on a straight line along both sides of trenches, and to neat lines around structures or other locations requiring pavement replacement. The full depth cut shall be made and shall encompass all pavement damaged by the work or specified to be removed or replaced. All existing pavement edges that were present during excavation and trenching operations shall be sawcut a minimum of 6 inches outside of the pavement edges that existed during excavation and trenching activities. The existing pavement shall be properly removed and disposed of by the Contractor.

The Contractor shall notify the Inspector a minimum of 2 working days prior to sawcutting operations begin to arrange a site walk through to define the required sawcutting limits.

All edges of existing pavement shall be protected from damage. Any edges damaged from any cause prior to or during paving operations, shall be re-cut as directed by the Engineer. No additional payment will be made therefor.”

Section 28-6.3 – Tack Coat

Date: 8/11/14

The following paragraph shall be added to this section:

“On multiple lift HMA sections where the full pavement section is not constructed in one day the contractor shall apply a tack coat to the pavement surfacing prior to installing additional lifts on the existing pavement.”

Section 28-8.1 – General

Date: 8/11/14

The eleventh paragraph of this section shall be removed and replaced.

The eleventh paragraph currently reads as follows:

“If placing HMA against the edge of existing pavement, sawcut or grind the pavement straight and vertical along the joint and remove extraneous material.”

This paragraph shall be removed and replaced with the following paragraph:

“If placing HMA against the edge of existing pavement, sawcut the pavement straight and vertical along the joint and remove extraneous material unless approved otherwise by the Engineer.”

Section 28-8.6 – Joints

Date: 8/11/14

The second paragraph of this section shall be removed and replaced.

The second paragraph currently reads as follows:

“When terminating paving operations for the day, the Contractor shall construct temporary hot-mix ramps at all vertical joints which are greater than 1-1/2 inches in height and transverse to through traffic. Temporary hot-mix ramp dimensions and compaction shall be approved by the Engineer. Prior to resuming paving operations, the Contractor shall remove temporary hot-mix ramps to provide for vertical face and a full depth lift joint and apply a tack coat to the faces of the joint.”

This paragraph shall be removed and replaced with the following paragraph:

“When terminating paving operations for the day or under any similar circumstance where a vertical joint may be present, the Contractor shall construct temporary hot-mix asphalt ramps at all vertical joints open to traffic. Temporary hot-mix ramp dimensions and compaction shall be approved by the Engineer. Prior to resuming paving operations, the Contractor shall remove temporary hot-mix ramps to provide for vertical face and a full depth lift joint and apply a tack coat to the faces of the joint. Joint shall be cleaned prior to applying tack coat.”

Section 38-1 – General

Date: 8/11/14

The following paragraph shall be added to the end of this section:

“For all new construction projects all wet underground utility infrastructure and all dry utility crossings in the roadway between the back of the curb and gutters shall be installed prior to the placement of curb and gutter in the street right of way unless approved otherwise by the Engineer.”

Section 38-5 – Construction

Date: 8/11/14

The Standard Specification Amendment referencing Section 38-5 Construction with a Date of 6/12/14 shall be removed and replaced with the following:

The following additions shall be made to the end of this section:

“All curbs, gutters, and curb and gutter shall be poured separately from, sidewalks, drive approaches, median concrete, or concrete paving. These surface improvements shall not be poured monolithically unless approved otherwise by the Engineer or unless shown otherwise on the Standard Drawings. At the contractor’s option curbs, gutters, and curb and gutter may be poured monolithically with accessibility ramps at curb returns. Where this occurs the contractor shall add appropriate weakened plane joints to prevent random cracking. In these situations a score line shall be installed at the location where the back of a curb and gutter would normally be located.

All detectable warning surfaces shall be installed in accordance with the manufacturer’s recommendations and requirements. Where a certified installer is required by the manufacturer, the Contractor shall ensure that a certified installer performs the installation work.”

All related Standard Specification Sections – Punchlist Inspections & Warranty Inspections

Date: 1/8/16

The following is a general requirement that will be incorporated into the Standard Specifications and it is related to a number of different sections:

“In the case of a Public Work or Public Project the Contractor shall provide the City Inspector with the necessary personnel/equipment to assist with punchlist inspections and warranty/maintenance inspections. In the case of a Non-Public Project or Non-Public Work the private developer/private entity responsible for the project shall provide the City Inspector with the necessary personnel/equipment to assist with punchlist inspections and warranty/maintenance inspections.”

Section 28-4.2 City Quality Assurance

Date: 1/8/16

The third paragraph of this section shall be removed and replaced.

The third paragraph currently reads as follows:

“The asphalt content of the HMA mixture will be determined by extraction tests in conformance with the requirements of ASTM D2172, ASTM D6307 or Caltrans Test Method 382. The asphalt binder content percentage bitumen ratio (pounds of asphalt per 100 pounds of dry aggregate including supplemental fine aggregate if used) shall not vary by more than 0.40% of asphalt above or below the amount designated by the approved HMA mix submittals. Compliance with this requirement will be determined by testing samples taken from the mat behind the paver before initial or breakdown compaction of the mat. If the Contractor requests, and if the City authorizes, samples may be taken from the plant, truck, windrow, or paver hopper.”

This paragraph shall be removed and replaced with the following paragraph:

“The asphalt content of the HMA mixture will be determined by extraction tests in conformance with the requirements of ASTM D2172, ASTM D6307 or Caltrans Test Method 382. The asphalt binder content percentage bitumen ratio (pounds of asphalt per 100 pounds of dry aggregate including supplemental fine aggregate if used) shall not vary by more than 0.50% of asphalt above or 0.20% of asphalt below the amount designated by the approved HMA mix submittals. Compliance with this requirement will be determined by testing samples taken from the mat behind the paver before initial or breakdown compaction of the mat. If the Contractor requests, and if the City authorizes, samples may be taken from the plant, truck, windrow, or paver hopper.”

Section 28-4.3 Dispute Resolution

Date: 1/8/16

The following paragraph shall be added to the end of this section:

“It is the Contractor’s responsibility to furnish the City of Visalia with HMA materials that meet the product and performance requirements of the City’s specifications. If the HMA materials pass the laboratory materials testing but are not performing in an acceptable manner the City has the right to direct the Contractor to remove and replace the HMA at his own expense. HMA will be considered as not meeting performance requirements if it exhibits defects including, but not limited to, the following: segregation of the materials, raveling of coarse or fine aggregate, rock pockets, potholes, depressions/rutting, cracking, hardened lumps, checking, shoving, and any other defect that will affect the long term function and serviceability of the HMA.”

Section 28-8.3 Temperatures

Date: 1/8/16

The first paragraph of this section shall be removed and replaced.

The first paragraph currently reads as follows:

“HMA shall not be placed when the atmospheric temperature is below 50 degrees F or during unsuitable weather. All HMA paving shall be applied to dry ground.”

This paragraph shall be removed and replaced with the following paragraph:

“HMA shall be placed when the atmospheric temperature is 50 degrees F and rising. HMA shall not be placed during unsuitable weather. All HMA paving shall be applied to dry ground.”

Section 38 - Concrete Curbs, Sidewalks, Surface Improvements

Date: 1/8/16

The following addition shall be made to this section:

“Where any surface or tolerance defects are found on newly placed concrete improvements the Contractor shall remove and replace the concrete improvement in its entirety at his own expense. Additionally, any concrete improvements that don’t conform with City specifications and plans shall be removed and replaced in their entirety at the Contractor’s expense. The City of Visalia does not allow grinding, raking, breaking, topical surface type modifications, or other similar types of modifications on new or existing concrete improvements unless approved by the City Engineer in writing.”

Section 46-1 General

Date: 1/8/16

The first sentence of the third paragraph shall be removed and replaced.

This sentence currently reads as follows:

“Permanent striping and marking shall not be placed on any new pavement surfaces until the surface has been in place for a minimum of 20 working days.”

This sentence shall be removed and replaced with the following:

“Permanent striping and marking on new pavement surfaces shall be installed no sooner than 14 days after the surface has been placed but no later than 21 days after the surface has been placed. Permanent striping and marking on existing pavement surfaces shall be installed as soon as possible.”

~~Section 46-5 Application of Paint and Glass Beads~~

~~Date: 1/8/16~~

~~The second paragraph of this section shall be removed and replaced.~~

~~The second paragraph currently reads as follows:~~

~~“The application rates of waterborne or solvent borne paint provided in Section 84.3 of the State Standard Specifications and as amended by these Standard Specifications. Two coats of paint shall be applied at the~~

~~rate of 100 square feet per gallon of paint at a thickness of 15 mils wet. Glass beads shall be applied for both coats of paint at a rate of 5 lbs. per gallon of paint.”~~

This paragraph shall be removed and replaced with the following paragraph:

~~“Apply waterborne or solvent borne paint in accordance with the requirements of Section 84-3 of the State Standard Specifications and as amended by these Standard Specifications. One coat of paint shall be applied at the rate of 100 square feet per gallon of paint at a thickness of 15 mils wet. Glass beads shall be applied at a rate of 5 lbs. per gallon of paint. Glass beads shall be distributed evenly throughout the pavement striping.”~~

Section 46-5 Application of Paint and Glass Beads

Date: 1/15/16

The Standard Specification Amendment referencing Section 46-5 Application of Paint and Glass Beads with a Date of 1/8/16 shall be removed and replaced with the following:

The second paragraph of this section shall be removed and replaced.

The second paragraph currently reads as follows:

~~“The application rates of waterborne or solvent borne paint provided in Section 84-3 of the State Standard Specifications and as amended by these Standard Specifications. Two coats of paint shall be applied at the rate of 100 square feet per gallon of paint at a thickness of 15 mils wet. Glass beads shall be applied for both coats of paint at a rate of 5 lbs. per gallon of paint.”~~

This paragraph shall be removed and replaced with the following paragraph:

~~“Apply waterborne or solvent borne paint in accordance with the requirements of Section 84-3 of the State Standard Specifications and as amended by these Standard Specifications. Two coats of paint shall be applied. The first coat of paint shall be applied at a rate of 200 square feet per gallon of paint at a thickness of 7 mils wet. The second coat of paint shall be applied at a rate of 100 square feet per gallon of paint at a thickness of 15 mils wet. The first coat of paint shall be dry before the second coat is applied. Glass beads shall be applied at a rate of 5 lbs. per gallon of paint in the second coat of paint. Glass beads shall be distributed evenly throughout the pavement striping.”~~