



CITY OF EL PASO DE ROBLES
"The Pass of the Oaks"

BID ADDENDUM NO. 1

**Curb Ramp Upgrades Sierra Bonita -
Queenanne Road (CDBG Funded)**

DPW PROJECT NO. 18-06

BID ADDENDUM ISSUE DATE: April 9, 2019

BID OPENING: April 18, 2019 at 2:00 PM

NOTE: IT IS NECESSARY TO INCLUDE A SIGNED BID ADDENDUM WITH YOUR BID PROPOSAL IN ORDER FOR THE PROPOSAL TO BE DEEMED RESPONSIVE

I acknowledge receipt of this Bid Addendum, which consists of these **2** pages with additional information and clarification. I further acknowledge that the Bid Proposal submitted for this project incorporates the information contained in this Bid Addendum.

Company Name: _____

Signature: _____

Title: _____

Date: _____

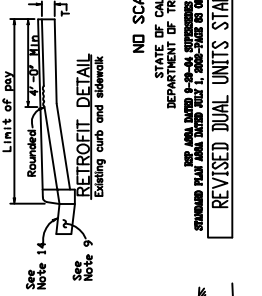
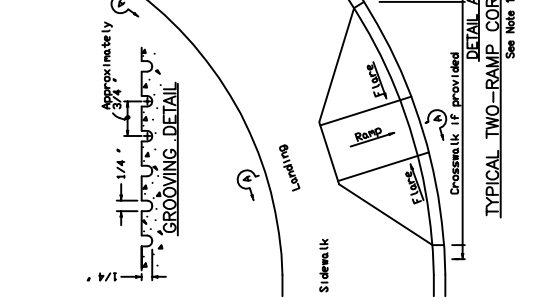
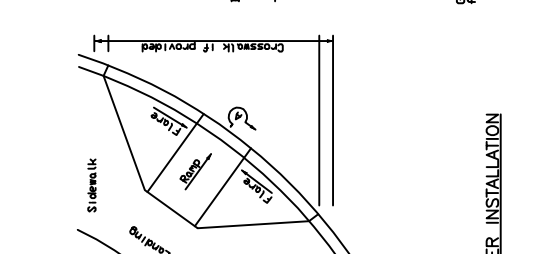
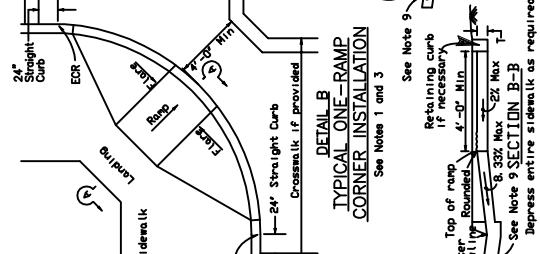
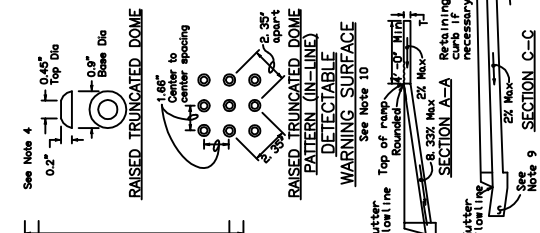
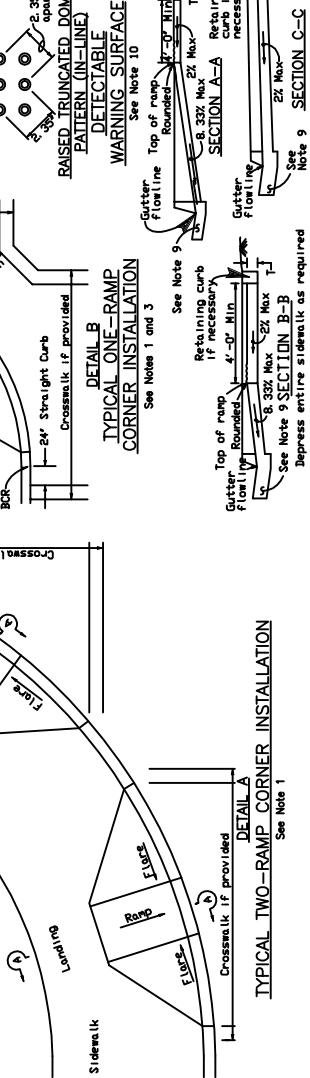
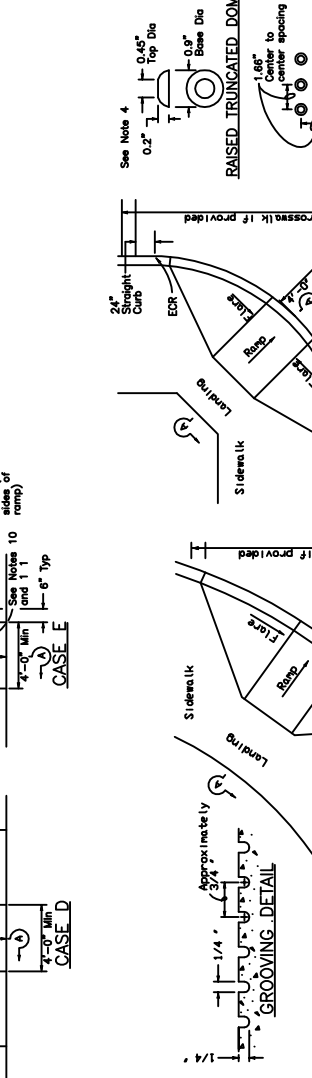
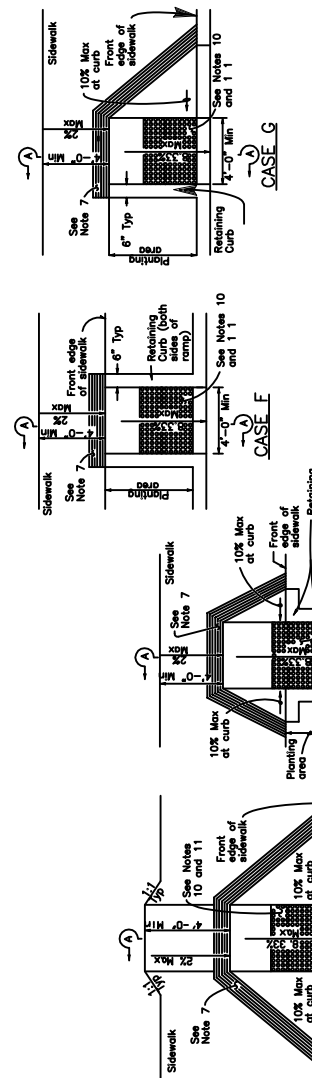
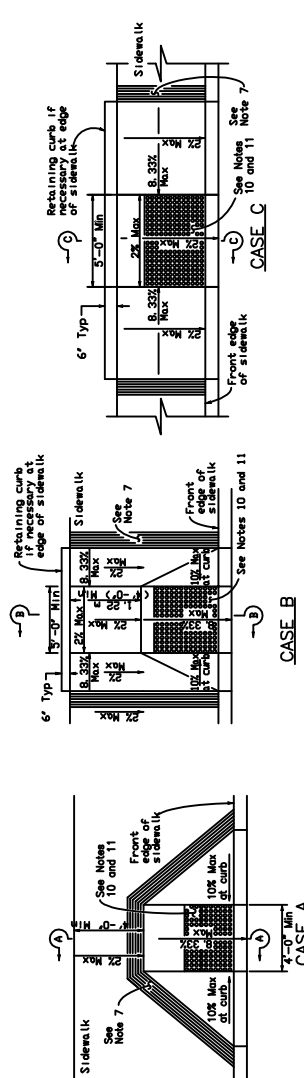
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- 1). Please continue to use the Federal Wage Determination from the original bid documents, as it has not changed.

 - 2). See attached Detail C-8.1 Retaining Curb. It is the City's intent that the retaining curb is unreinforced concrete, 6-inches wide, with depth measured from the finished grades as shown on the plans to the bottom of the sidewalk.

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NOTES:

- 1.) AS SITE CONDITIONS DICTATE, CASE A THROUGH CASE G CURB RAMPS MAY BE USED FOR CORNER INSTALLATIONS SIMILAR TO THOSE SHOWN IN DETAIL A AND DETAIL B. THE CASE OF CURB RAMPS USED IN DETAIL A DO NOT HAVE TO BE THE SAME. CASE A THROUGH CASE G CURB RAMPS ALSO MAY BE USED AT MID BLOCK LOCATIONS, AS SITE CONDITIONS DICTATE.
- 2.) IF DISTANCE FROM CURB TO BACK OF SIDEWALK IS TOO SHORT TO ACCOMMODATE RAMP AND 4'-0" PLATFORM (LANDING) AS SHOWN IN CASE A, THE SIDEWALK MAY BE DEPRESSED LONGITUDINALLY AS IN CASE B, OR C OR MAY BE WIDENED AS IN CASE D.
- 3.) WHEN RAMP IS LOCATED IN CENTER OF CURB RETURN, CROSSWALK CONFIGURATION MUST BE SIMILAR TO THAT SHOWN FOR DETAIL B.
- 4.) AS SITE CONDITIONS DICTATE, THE RETAINING CURB SIDE AND THE FLARED SIDE OF THE CASE G RAMP SHALL BE CONSTRUCTED IN REVERSED POSITION.
- 5.) IF LOCATED ON A CURVE, THE SIDES OF THE RAMP NEED NOT BE PARALLEL, BUT THE MINIMUM WIDTH OF THE RAMP SHALL BE 4'-0".
- 6.) SIDE SLOPE OF RAMP FLARES VARY UNIFORMLY FROM A MAXIMUM OF 10% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP, EXCEPT IN CASE C AND CASE F.
- 7.) THE CURB RAMP SHALL BE OUTLINED, AS SHOWN, WITH A 12" WIDE BORDER WITH 1/4" GROOVES APPROXIMATELY 3/4" ON CENTER. SEE GROOVING DETAIL.
- 8.) TRANSITIONS FROM RAMPS TO WALKS, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
- 9.) MAXIMUM SLOPES OF ADJOINING GUTTERS, THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP AND CONTINUOUS PASSAGE TO THE CURB RAMP SHALL NOT EXCEED 5 PERCENT WITHIN 4'-0" OF THE TOP OR BOTTOM OF THE CURB RAMP.
- 10.) CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 3'-0" DEPTH OF THE RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE DETAILS ON THIS PLAN AND THE REQUIREMENTS IN THE SPECIAL PROVISIONS.
- 11.) THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOWLINE.
- 12.) SIDEWALK AND RAMP THICKNESS, "T", SHALL BE 3 1/2" MINIMUM.
- 13.) UTILITY PULL BOXES, MANHOLES, VAULTS AND ALL OTHER UTILITY FACILITIES WITHIN THE BOUNDARIES OF THE CURB RAMP WILL BE RELOCATED OR ADJUSTED TO GRADE BY THE OWNER PRIOR TO, OR IN CONJUNCTION WITH, CURB RAMP CONSTRUCTION.
- 14.) FOR RETROFIT CONDITIONS, REMOVAL AND REPLACEMENT OF CURB APRON WILL BE AT THE CONTRACTOR'S OPTION, UNLESS OTHERWISE SHOWN ON PROJECT PLANS.



ND SCALE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
STANDARD PLAN RSP 488A
REVISED DUAL UNITS STANDARD PLAN RSP 488A

DRAWN BY: KGE DESIGNED BY: DATE: 8/7/09 FILE NAME: PR-C-8.1.DWG	CITY OF PASO ROBLES ENGINEERING DIVISION CURB RAMP DETAILS	DRAWING NO. C-8.1
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