

## **ADDENDUM 1**

June 18, 2024

### **To All Bidders:**

This Addendum alters and amends the original page BF.10 in Bid Set. Bid Opening Date to remains Friday, June 28, 2024, at 11:00 a.m. **You must indicate receipt of Addendum 1, on your Bid Form (BF 11).**

**END OF ADDENDUM 1**

## **ADDENDUM 2**

June 18, 2024

### **To All Bidders:**

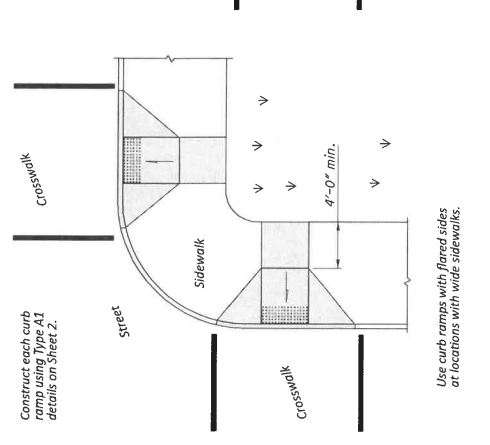
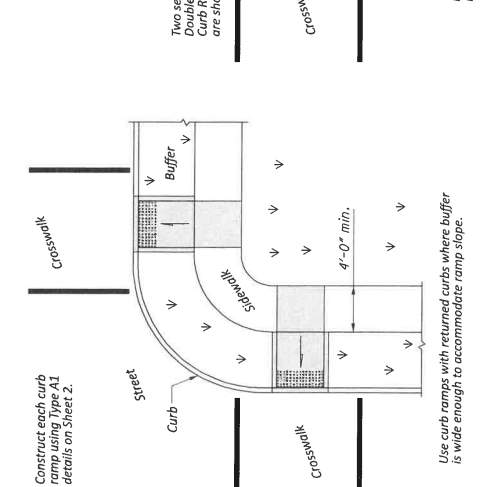
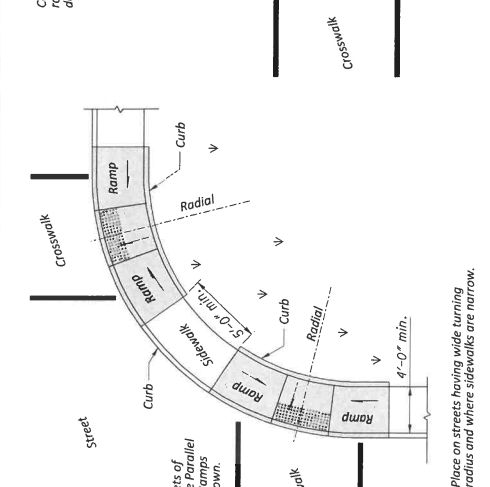
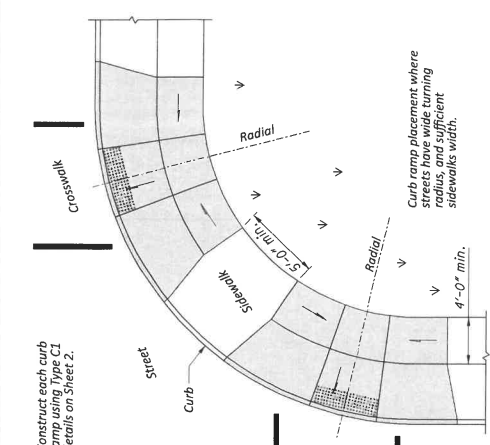
This Addendum alters and amends the original SECTION 10, ADA RAMP DETAILS in Bid Set. In the Bid Set, remove pages 1, 2, & 3 from the ADA RAMP DETAILS and insert the attached four (4) pages. Bid Opening Date to remains Friday, June 28, 2024, at 11:00 a.m. **You must indicate receipt of Addendum 2, on your Bid Form (BF 11).**

**END OF ADDENDUM 2**

Proposal to the City of Mentor

For Sidewalk Repair / Pedestrian Safety Program - Zone 1D & 1E

REF. NO.	DESCRIPTION	QTY.	MEASURE UNITS	UNIT PRICE LABOR	UNIT PRICE MATERIAL	TOTAL UNIT PRICE	ITEM TOTAL
1	(608) 4 INCH CONCRETE WALK, CLASS QC-1, INCLUDING REMOVAL	51,500	SQ FT	\$	\$	\$	\$
2	(608) 6 INCH CONCRETE WALK, CLASS QC-MS, INCLUDING REMOVAL	4,850	SQ FT	\$	\$	\$	\$
3	(608) CONCRETE CURB RAMP, CLASS QC-1, INCLUDING REMOVAL	6,362	SQ FT	\$	\$	\$	\$
4	(609) CONCRETE CURB, CLASS QC-1, INCLUDING REMOVAL	695	LF	\$	\$	\$	\$
5	(614) MAINTAINING TRAFFIC	1	LUMP	\$	\$	\$	\$
6	(614) LAW ENFORCEMENT OFFICER WITH PATROL CAR, AS PER PLAN	100	HOUR	\$	\$	\$ 60.00	\$ 6,000.00
7	(SPC) PRUNING EXISTING TREE ROOTS AT ONE TREE	449	EACH	\$	\$	\$	\$
8	(SPC) DETECTABLE WARNING DEVICES FOR CONCRETE RAMP	106	EACH	\$	\$	\$	\$
9	(SPC) REPAIR TO LAWN IRRIGATION SPRINKLER HEAD OR ELECTRONIC ANIMAL FENCE WIRE AS DIRECTED	125	EACH	\$	\$	\$	\$
10	(SPC) CONTINGENCY/DISCRETIONARY ALLOWANCE	1	LUMP	XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	50,000.00
<b>INFORMAL BID TOTAL</b>							

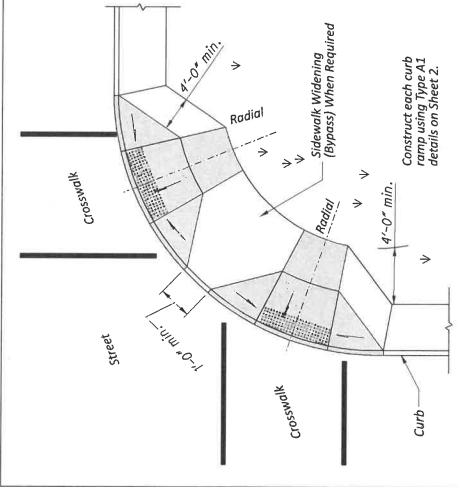
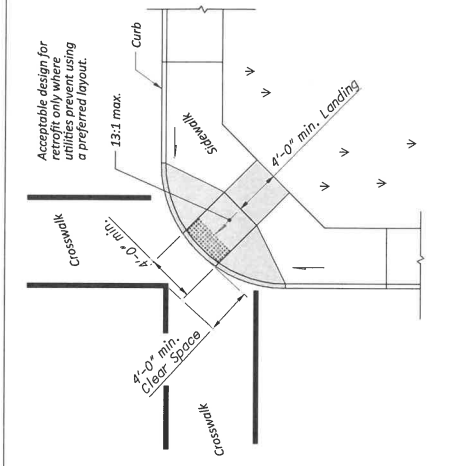
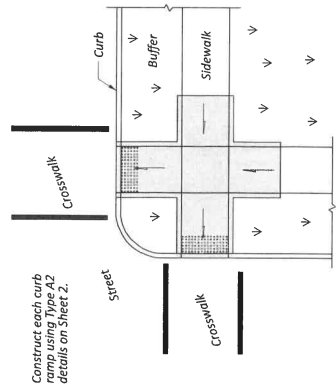


COMBINATION CURB RAMPS

PARALLEL CURB RAMPS

PREFERRED CONSTRUCTION PLACEMENT

PERPENDICULAR CURB RAMPS



Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp should be placed as either a Perpendicular, Parallel or Combined Type. Avoid using where curb radii are less than 20'-0".

Acceptable design on corners with wide turning radius where user is able to maneuver within crosswalk limits so as not to encroach into adjacent traveled lanes.

DIAGONAL RAMP (Type D)

PERPENDICULAR RAMPS

NOTES

GENERAL: This drawing shows curb ramp types details and placement examples for curb ramp construction, including the installation of detectable warnings.

Curb ramp types are shown on Sheet 2 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown on the project plans.

Curb ramps added to an existing intersection or walk should be individually detailed on the project plans to assure that the design is appropriate for site conditions. Curb ramps can be constructed to ADA standards. The contractor may adjust the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.

PAYMENT: Measure and pay for the ramp area within the shaded limits of this drawing as shown. Curb ramps, including curbs, sidewalks, and other detectable warnings, landing areas and any additional materials, installation, grading, forming, and finishing required within the shaded area.

Work beyond the shaded ramp/landing area is paid for as curb (609) and walk (608). Removal of existing curb, walk (or existing curb ramps) are paid under item 202.

For at-grade crossing locations where only detectable warnings are required in order to achieve ADA compliance, measure and pay for the strip of detectable warnings as shown in Item 608 Detectable Warning, Square Foot. The work to cast the tiles in place will also require removal of existing pavement (Item 202) to the nearest joint, or if no joint exists, a minimum of 4 feet.

ACCEPTABLE CONSTRUCTION PLACEMENT

THIS DRAWING REPLACES BP-7.1 DATED 07-21-2023.

THIS DRAWING REPLACES BP-7.1 DATED 07-21-2023.

**NOTES CONTINUED**

- The running slope of the curb ramp shall be a 13:1 maximum or flatter. In the case of a curb ramp with a maximum running slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits) it may be reduced as follows:
  - A) 10:1 for a max. rise of 6",
  - B) 6:1 for a max. rise of 2",
  - C) 4:1 for a max. rise of 2", or for historic areas where a flatter slope is not feasible.
- To prevent chasing the grade indefinitely, the transition from existing sidewalk to the shaded curb ramp area is not required to exceed 15 feet in length.
- While ramps may be sited to the crosswalk, the entire lower landing area must fall within the crosswalk that the ramp serves and cannot be located in the traveled lane of opposing traffic.
- The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transitions shall be 20:1 or flatter.
- The bottom edge of the ramp shall change planes perpendicular to the landing.
- The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.
- Ramp landings shall be 4' min. x 4' min., with a 64:1 or flatter cross slope and running slope.
- Provide 24" wide level strip if the algebraic difference between the ramp slope and the street exceeds 11%.

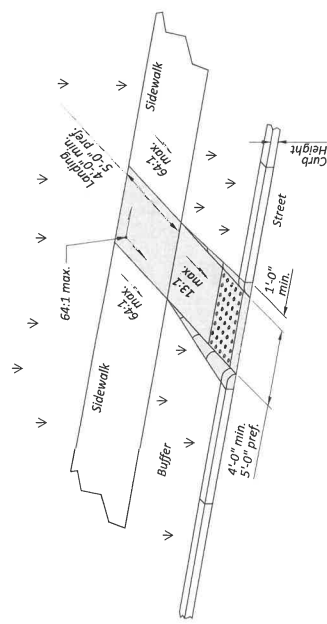
**DETECTABLE WARNINGS:** Install Detectable Warnings on each curb ramp with approved materials, as shown on Sheet 3. Install these proprietary products as per manufacturer's written instructions.

**BLENDED TRANSITIONS:** Blended Transitions do not require a landing since the slopes shall not exceed 5%.

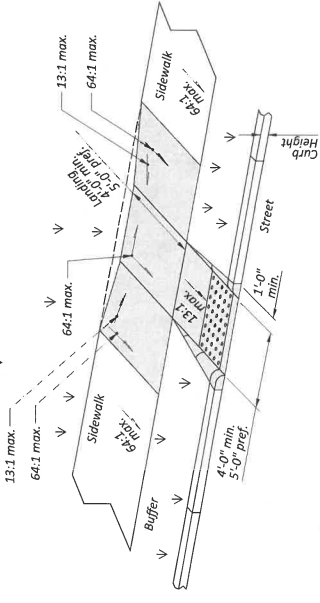
**DRAINAGE:** Contractor is to ensure the base of each constructed curb ramp allows for proper drainage with a 4:1 max. slope. Vertical change in level exceeding 1/4" between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

**SURFACE TEXTURE:** Texture concrete surfaces by coarse brooming transverse to the ramp slopes to be rougher than the adjacent walk.

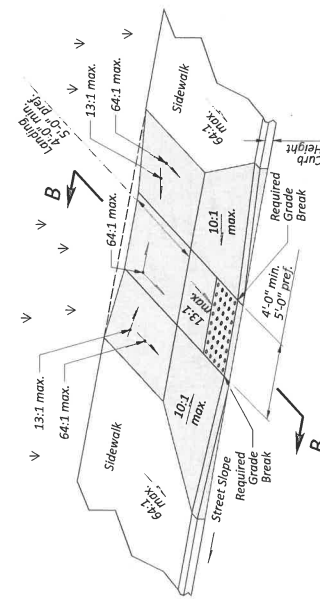
**JOINTS:** Provide expansion joints in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. Provide a 1/2" Item 205.05 expansion joint filler around the edge of ramps built in concrete. This drawing indicates the ramp edges and slope changes, and do not necessarily indicate joint lines.



Type A2 (Perpendicular with returned curb)



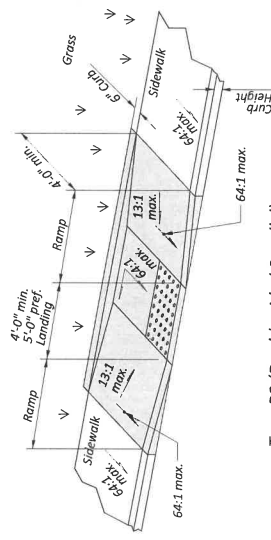
Type A1 (Perpendicular with flared sides)



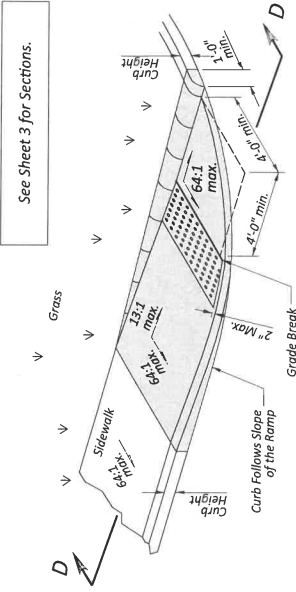
Type C1 (Combined with flared sides)

**COMBINED CURB RAMP DETAILS**

Type C2 (Combined with returned curb)



Type B2 (Double sided Parallel)

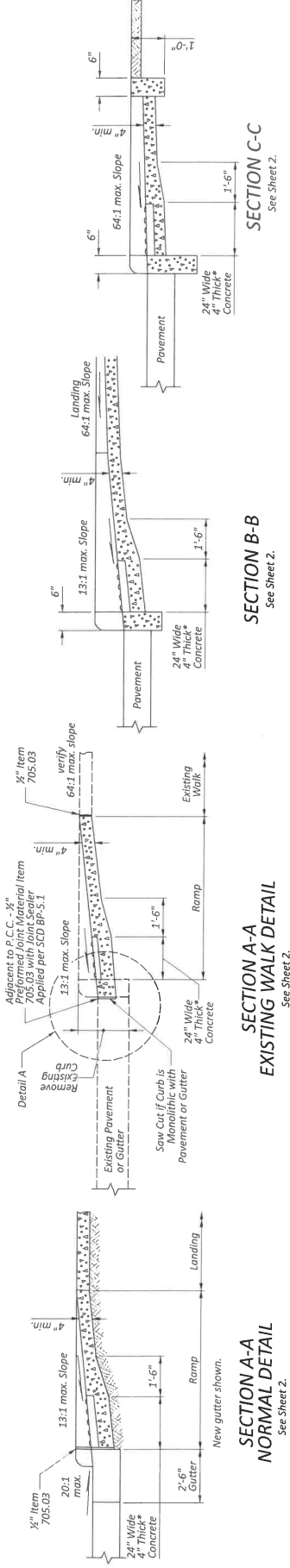


Type B3 (Single sided Parallel)

**PARALLEL CURB RAMP DETAILS**

Type B1 (Single sided Parallel)

THIS DRAWING REPLACES BP-7.1 DATED 07-21-2023

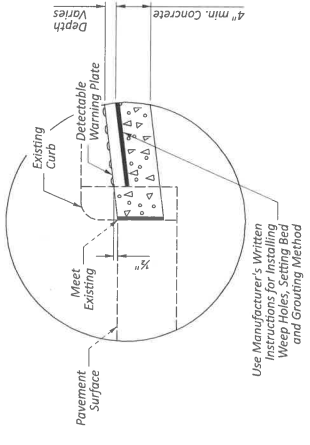


SECTION A-A  
NORMAL DETAIL  
See Sheet 2.

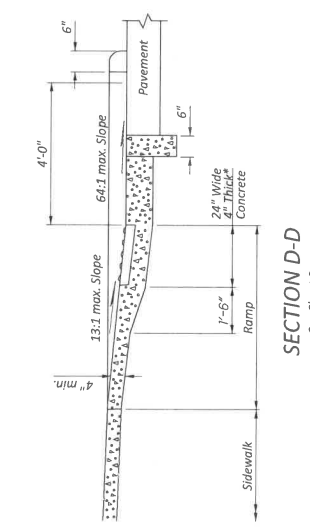
SECTION A-A  
EXISTING WALK DETAIL  
See Sheet 2.

SECTION B-B  
See Sheet 2.

SECTION C-C  
See Sheet 2.



DETAIL A



SECTION D-D  
See Sheet 2.

\*Where possible, pour ramp area integral with the curb, otherwise use 6" thick walk.

DETECTABLE WARNINGS NOTES

**GENERAL:** Detectable Warnings are a distinctive surface pattern of truncated domes which are placed on the curb ramp to alert people with vision impairments of their approach to streets and hazardous drop-offs.

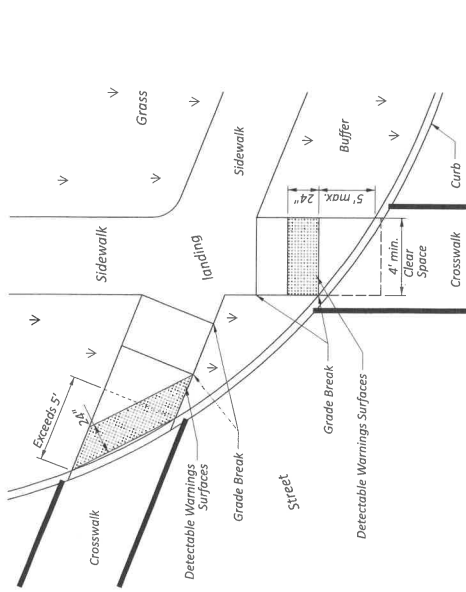
**PLACEMENT:** Detectable warnings are to be installed at any location where there are or will be traffic lanes, such as the base of curb ramps or at blended curbs. 24" wide ramps are to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 1.

Some detectable warning products require a concrete border for proper placement. The border should be the same thickness as the curb edge is to be installed to provide a radius. The border dimension should be measured from the end of the radius.

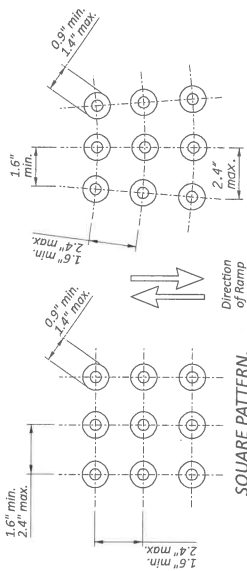
The depth of concrete underneath detectable warning products shall be a minimum of 4"; see DETAIL A.

**ALIGNMENT:** Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail to direct pedestrians toward the landing. Normally, the detectable warnings should be installed perpendicular to the ramp. For atypical conditions see DETECTABLE WARNING ALIGNMENT FOR DIRECTIONAL CURB RAMPS. Detectable warning materials may have to be mitered and placed segmentally.

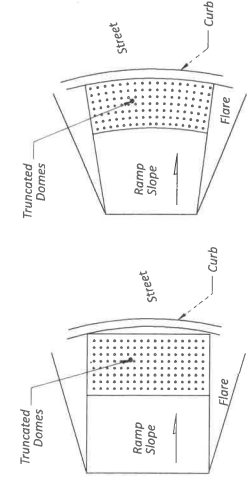
**PRODUCTS & COLORS:** Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.



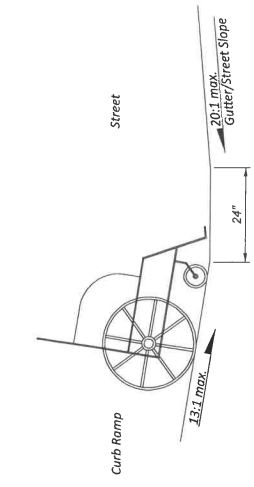
DETECTABLE WARNING ALIGNMENT  
FOR DIRECTIONAL CURB RAMPS



TRUNCATED DOMES DETAILS

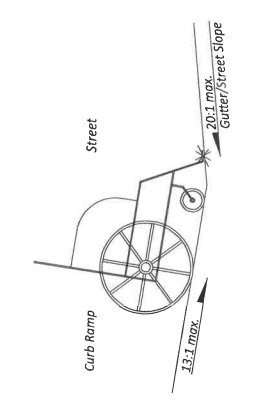


DOME ALIGNMENT ON RADIUS CURB

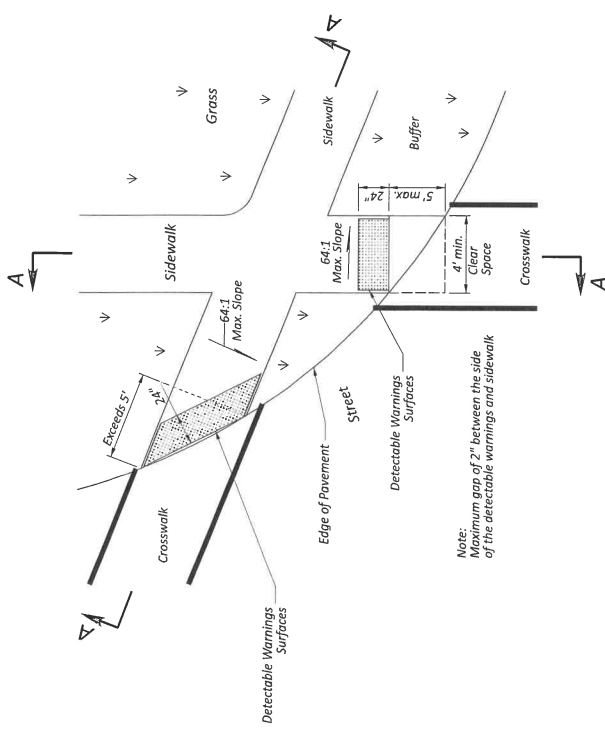


Provide 24 inch level strip if algebraic difference exceeds 11%

ALGEBRAIC GRADE DIFFERENCE DETAIL

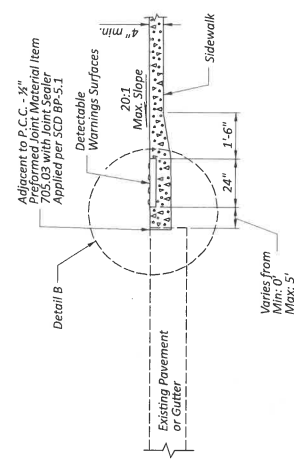


Algebraic difference greater than 11% is not permitted

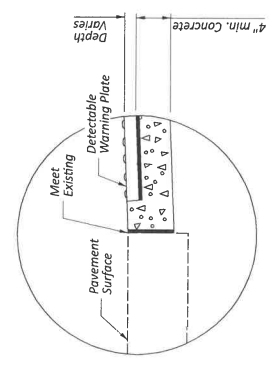


BLENDED TRANSITION

Notes:  
Maximum gap of 2" between the side  
of the detectable warnings and sidewalk



SECTION A-A



DETAIL B