



# Purchase College

STATE UNIVERSITY OF NEW YORK

735 Anderson Hill Road  
Purchase, NY 10577-1402  
www.purchase.edu

## IFB SU-112020 Central 5 Parking Lot ADA Asphalt Addendum #1 \* January 6, 2021

To: **Prospective Bidders**

No. of Pages: **3 page**

SUNY Purchase wishes to make the following clarification to IFB SU-112020.

Please be sure to sign the end of this Addendum (as acknowledgement that your firm received it) and submit it with your proposal package, which is due by **January 14, 2021 at 2pm EDT**.

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SUNY Purchase received a number of questions at the pre-bid meeting. Each question posed (identified below with a “Q”) by a vendor, and SUNY Purchase’s response (identified below with an “A”) is included here. The Q&As are not listed in any kind of order that is significant.

1. Q: Is Builder's Risk Insurance needed for this project? If so, what property would need it?  
A: Yes, Builder’s Risk is needed at “Project Value.” Property is SUNY Purchase College.
2. Q: In the pre bid walkthrough it was determined that the Specification for the Central 5 Parking Lot ADA pathway repair were contradictory and confusing. The area to be paved is called out as 2,585 sq yards and the site visit confirmed this is incorrect and vastly overstated. What is the actual area to be paved on the pathway?  
A: The total paved area is 1628 sqf or 184.44 Sq yards. This is the total of both areas referenced in the bid specifications – (180.44 sq yards + 4 sq yards).
3. Q: The pre bid walkthrough could not identify the location of the catch basins to be cleaned. Please identify the catch basins on a sketch.  
A: Cleaning of catch basins is not part of the scope of this project. Asphalt must be pitched to existing visible drains. The new pathways cannot have a slope of more than 5% or cross-slope of more than 2% at any given point. Design and field layout should be done at 1.5% cross-slope and 4.5% slope.
4. Q: Please provide sketch of curb cuts to be made.  
A: There is no sketch of the actual curb cuts available. However they need to be ADA compliant and follow the ADA guidelines. Since this is asphalt and not concrete, there will be a graded earth type of transition. Side flares will be graded earth. The new asphalt should slope down to the ADA hatched area in the parking lots, with the detectable warning strips installed across the full width of the path at the transition point. The path sloping down to the parking lot must meet the same percentages. See attached NYDOT diagram for reference.

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Please note that as the bidder, you must sign THIS ADDENDUM and submit it with your bid package.

Respectfully,

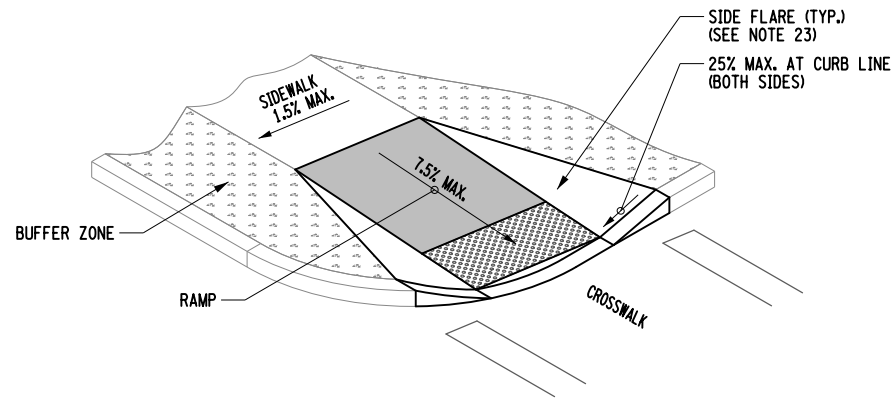
Elizabeth Pleva  
Interim Director of Procurement and Accounts Payable

Acknowledgement of ADDENDUM #1

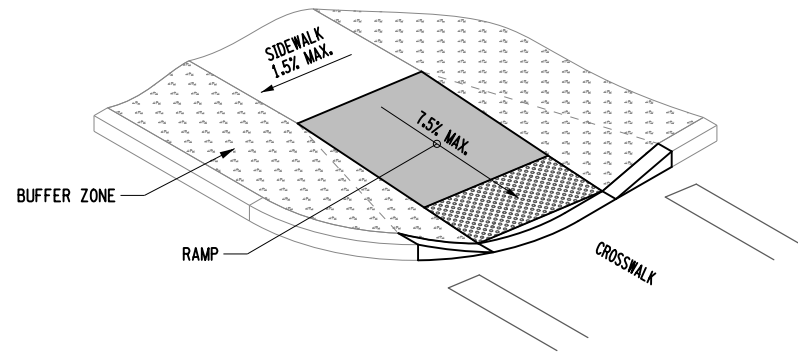
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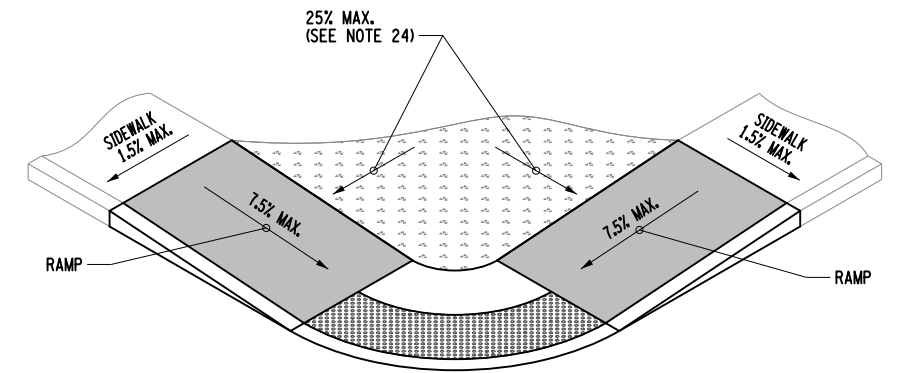
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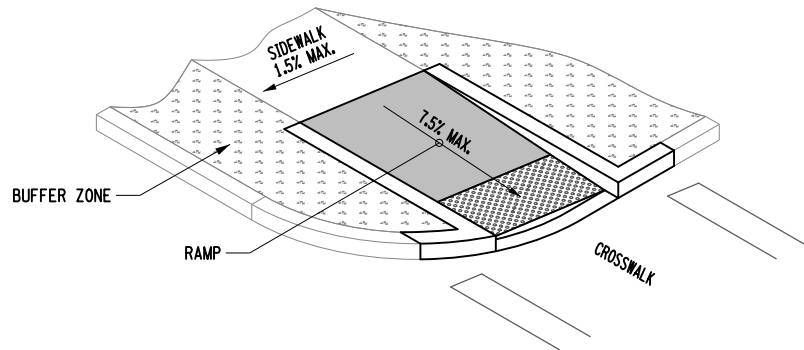
OPTION A: FLARED CONCRETE



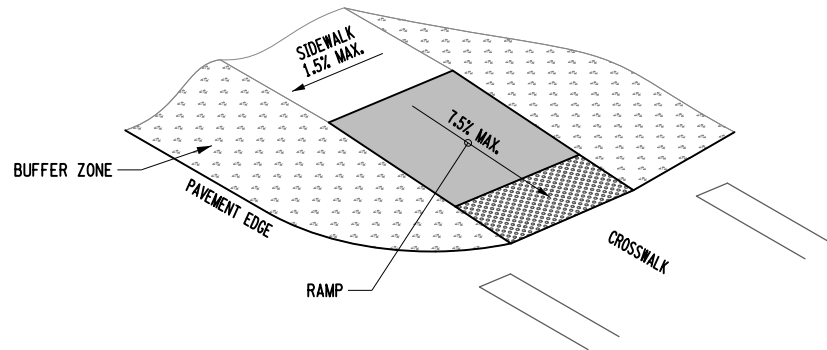
OPTION B: GRADED EARTH



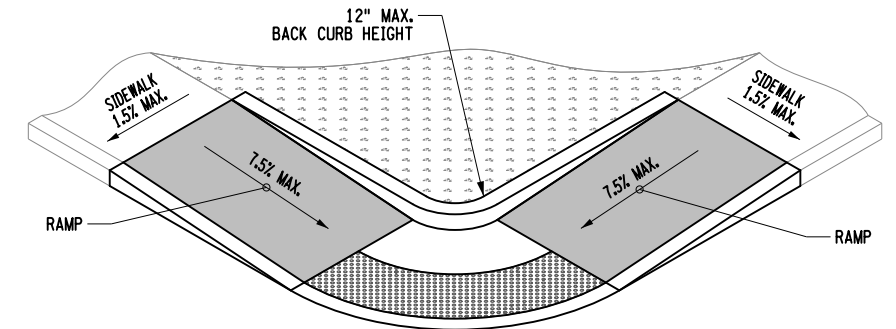
OPTION A: GRADED EARTH AND TURF



OPTION C: RETURN CURB



OPTION D: UNCURRED INTERSECTION



OPTION B: BACK CURB

PARALLEL RAMP BACK TREATMENTS

RAMP SIDE CONFIGURATIONS

NOTE:  
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON STANDARD SHEET 608-01, SHEET 1 OF 9.



U.S. CUSTOMARY STANDARD SHEET

SIDEWALK AND CURB RAMP DETAILS  
(SHEET 3 OF 9)

APPROVED MARCH 07, 2016

/S/ RICHARD W. LEE, P.E.  
DEPUTY CHIEF ENGINEER  
(DESIGN)

ISSUED UNDER EB 16-012

608-01

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