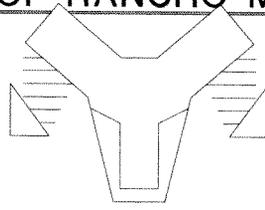


CITY OF RANCHO MIRAGE



September 1, 2016

**CITY OF RANCHO MIRAGE
ADDENDUM NO. 2**

**Rancho Mirage Community Park Storm Drain
PROJECT NO. C.P. 16-322**

TO ALL PROSPECTIVE BIDDERS:

The following changes, corrections, and clarifications shall be made a part of the plans, specifications, and contract documents on this project:

Questions asked by Bidders during advertisement period and City Responses.

Q1) Please inform me how to obtain the City of Rancho Mirage Standard Plans.

A1) The City of Rancho Mirage Standard Plans are available for download at the City's Public Works website. The link is <http://www.rancho Mirage ca.gov/public-works/> The Project also references other agencies Standards. For convenience, these standards are attached.

*****END ADDENDUM NO. 2*****

All other project plans and specifications stay the same.

ALL BIDDERS SHALL ACKNOWLEDGE RECEIPT OF THIS ADDENDUM NO. 2 AND ITS ATTACHMENTS BY SIGNING THE ATTACHED RECEIPT SHEET AND SUBMITTING THE SIGNED SHEET WITH THEIR BID PROPOSAL. FAILURE TO COMPLY MAY BE CAUSE TO CONSIDER THE BID NON-RESPONSIVE.

Sincerely,


Mark W. Sambito
Director of Public Works

ADDENDUM RECEIPT SHEET

ADDENDUM NO. 2

TO: CITY OF RANCHO MIRAGE
CITY ENGINEER

RE: CITY PROJECT NO. 16-322

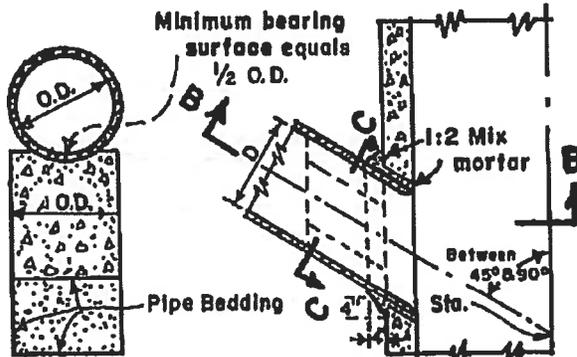
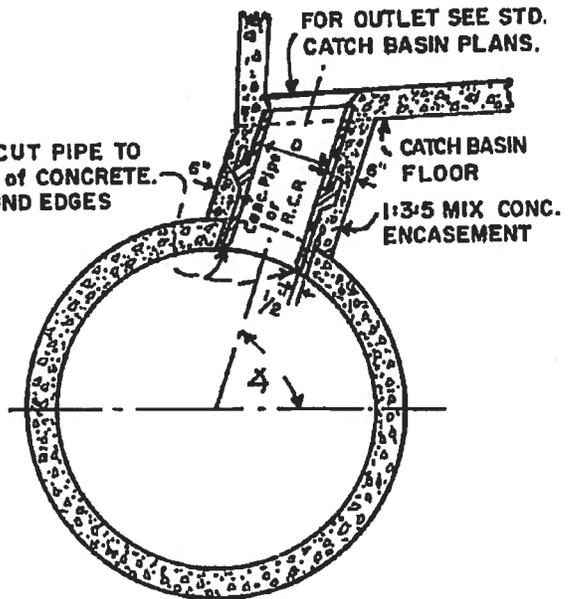
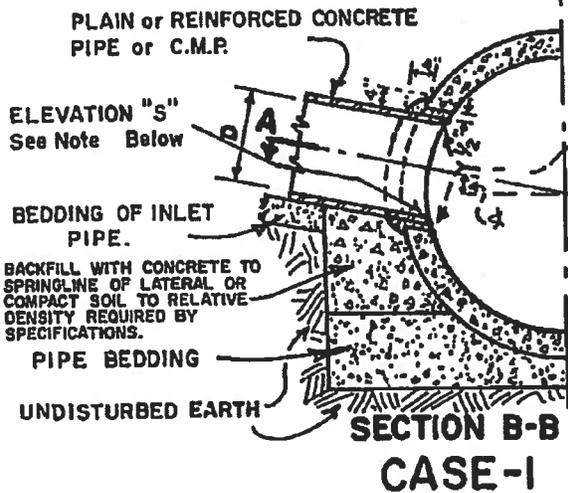
Receipt of Addendum No. 2 and its attachments is hereby acknowledged.

Bidder

Signature

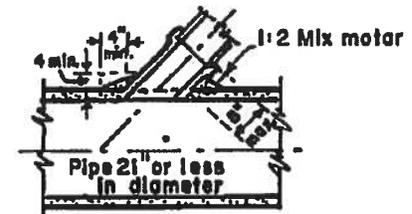
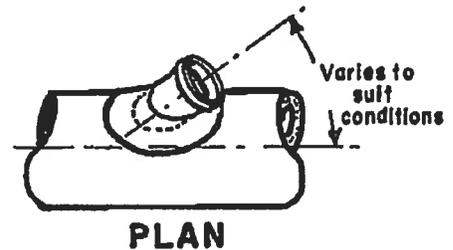
Date

**THIS PAGE TO BE ATTACHED TO YOUR BID.
FAILURE TO ATTACH THIS PAGE TO YOUR BID MAY BE
CAUSE TO CONSIDER YOUR BID NON-RESPONSIVE.**



CASE-2
CATCH BASIN ABOVE STORM DRAIN
NOTE

ALL CONNECTOR PIPES (within the angles specified for Case 2) shall be encased when laid within the main line excavated trench, or when laid on fill which has not been densified.



SECTION
CASE-3-SADDLE CONNECTION

SECTION C-C **SECTION A-A**
CASE-1-SIDE INLET

NOTES CASES 1 & 2

1. D shall be 24" or less, and in no case shall the outside diameter of the inlet pipe exceed one-half the inside diameter of the main line. If θ is 45° or less, use Case 1. If θ is greater than 45°, use Case 2.
2. ϵ of Inlet shall be on radius of main storm drain except when elevation 'S' is shown on project drawing PROFILE.
3. The minimum opening into the existing storm drain shall be the outside diameter of the connecting pipe plus 1 inch.
4. All corrugated metal pipe and fittings shall be galvanized.
5. Sta. at F.L. & center of pipe, shown on project dwg. PROFILE

NOTES CASE-3- SADDLE CONNECTION

1. Connections to pipes 21" or less in diameter without junction structures or precast Y branches shall be made with saddles.
2. Trim or cut saddle to fit snugly over the outside of the main pipe and so its axis will be on the line and grade of the connecting pipe.
3. The opening into the pipe shall be cut and trimmed to fit the saddle so that no part will project within the bore of the saddle pipe.
4. The connecting pipe shall be supported as shown in Case 1 and 2.

L.A.C.F.C.D. STD. NO. 2-D193

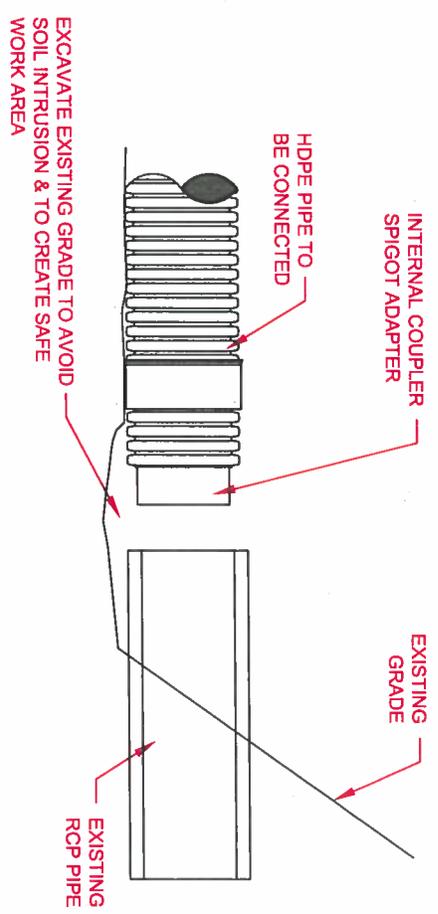
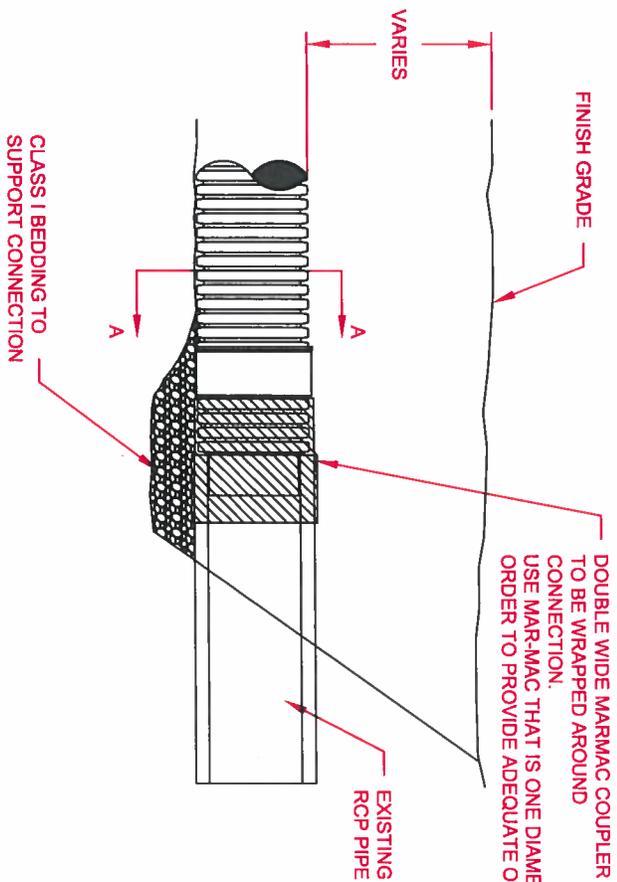


RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT	
APPROVED BY <i>Warren D. Wittelands</i>	
CHIEF ENGINEER	
DATE: April 5, 2004	R.C.E. NO. 32338

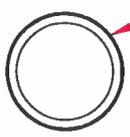
JUNCTION STRUCTURE
NO. 4

STANDARD DRAWING NUMBER JS229

- NOTES:
1. CONNECTION AND PIPE TO BE BACKFILLED PER ASTM D2321, LATEST EDITION.
 2. IN LIEU OF AN INTERNAL CYLINDER, AN HDPE WATERTIGHT REPAIR COUPLER CAN BE USED.
 3. INTERNAL CYLINDER ADAPTER IS NOT RECOMMENDED FOR DOWNSTREAM CONNECTIONS.



DOUBLE WIDE MARMAC COUPLER TO BE WRAPPED AROUND CONNECTION



SECTION "A-A"

ADVANCED DRAINAGE SYSTEMS, INC. ("ADS") HAS PREPARED THIS DETAIL BASED ON INFORMATION PROVIDED TO ADS. THIS DRAWING IS INTENDED TO DEPICT THE COMPONENTS AS REQUESTED. ADS HAS NOT PERFORMED ANY ENGINEERING OR DESIGN SERVICES FOR THIS PROJECT, NOR HAS ADS INDEPENDENTLY VERIFIED THE INFORMATION SUPPLIED. THE INSTALLATION DETAILS PROVIDED HEREIN ARE GENERAL RECOMMENDATIONS AND ARE NOT SPECIFIC FOR THIS PROJECT. THE DESIGN ENGINEER SHALL REVIEW THESE DETAILS PRIOR TO CONSTRUCTION. IT IS THE DESIGN ENGINEER'S RESPONSIBILITY TO ENSURE THE DETAILS PROVIDED HEREIN MEETS OR EXCEEDS THE APPLICABLE NATIONAL, STATE, OR LOCAL REQUIREMENTS AND TO ENSURE THAT THE DETAILS PROVIDED HEREIN ARE ACCEPTABLE FOR THIS PROJECT.

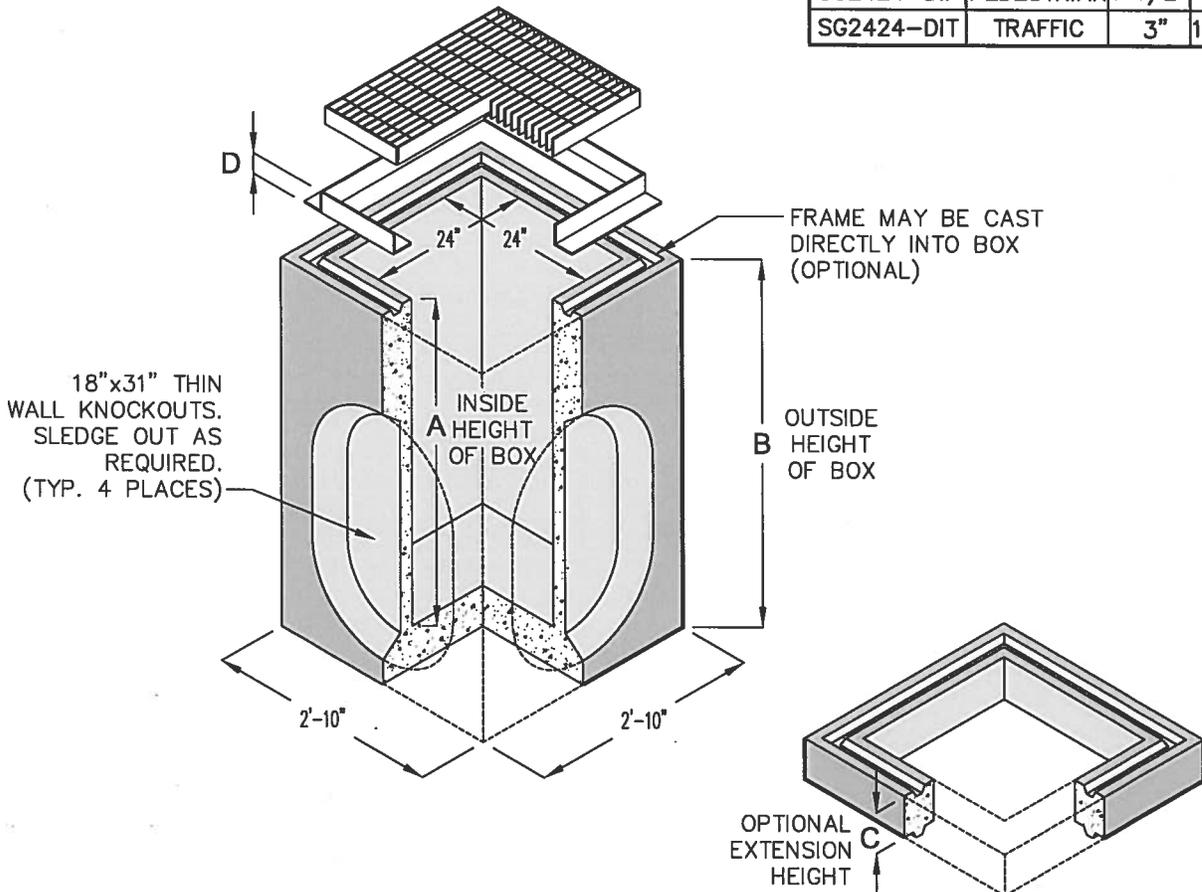
© 2016 ADS, INC.

2	FORMATTING UPDATES AND RENAMED	TJR	02/19/16	CKS
REV.	DESCRIPTION	BY	MM/DD/YY	CHKD
HDPE TO RCP CONNECTION (MARMAC)				
DRAWING NUMBER: STD-604				
ADS		ADVANCED DRAINAGE SYSTEMS, INC.		
4840 TRUENAN BLVD HILLIARD, OHIO 43026				
DATE	BY	SCALE	SHEET 1 OF 1	
	K.J.M.	NTS		

DROP INLET			
MODEL NO.	A	B	*WEIGHT
DI242436	36"	42"	1900 LBS.
DI242448	48"	54"	2500 LBS.

*BOX ONLY

FRAME AND GRATE			
MODEL NO.	RATING	D	WEIGHT
SG2424-DIP	PEDESTRIAN	1 1/2"	41 LBS.
SG2424-DIT	TRAFFIC	3"	120 LBS.



EXTENSION		
MODEL NO.	C	WEIGHT
RS242406	6"	300 LBS.
RS242412	12"	600 LBS.

■ FRAME AND GRATE ASSEMBLY AVAILABLE IN TRAFFIC OR PEDESTRIAN MODELS.

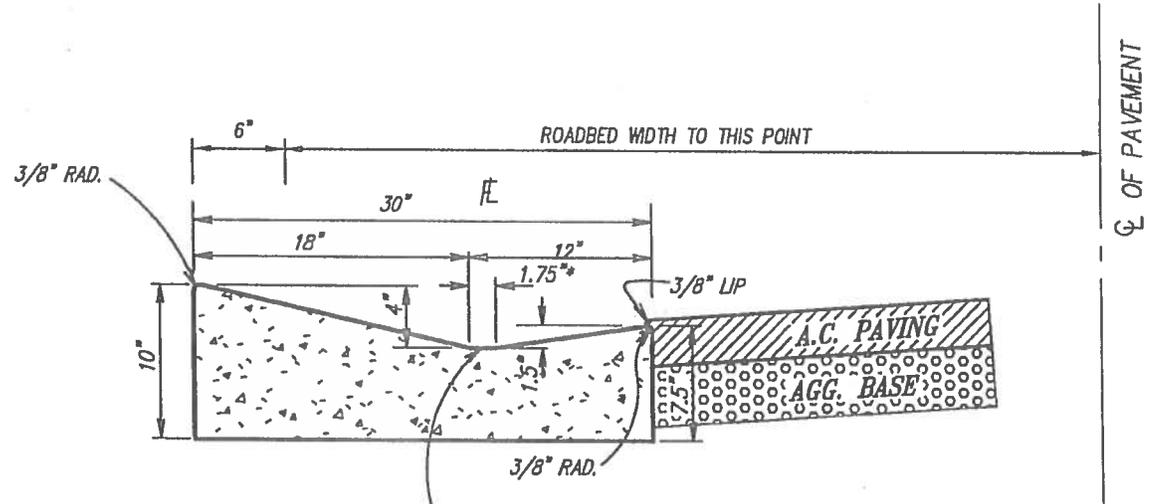
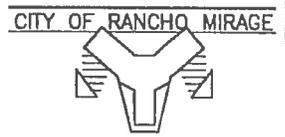
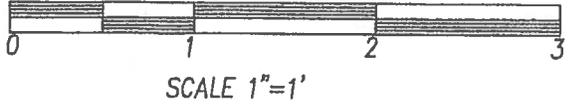
■ DESIGN FOR H-20-44 BRIDGE LOADING.

■ ASSEMBLY TO BE PLACED ON A 6" BASE OF CRUSHER RUN FOR EASE OF INSTALLATION AND EVEN LOAD DISTRIBUTION.

■ FOR COMPLETE DESIGN AND PRODUCT INFORMATION, CONTACT JENSEN PRECAST.

■ ILLUSTRATION IS TYPICAL ONLY OF GENERAL SERIES CONFIGURATION: FOR SPECIFIC CONFIGURATION, CALL JENSEN PRECAST.

24" X 24" DRAIN INLET	
	DI2424
ORG. DWG. DATE 11-28-00	REV. DWG. DATE



FOR HAND-FORMED CONSTRUCTION, SUSPEND A 2"x4" OR SIMILAR ALIGNMENT BOARD ON STAKES TO SET THE FLOWLINE.

- * CLASS 560-C-3250 CONCRETE (NO FLY ASH)
 1.56 C.F./L.F.
 1 C.Y. = 17.30 L.F.
 MINIMUM PERMISSIBLE GRADE 0.50%
 PROVIDE 3/8" LIP AT EDGE OF ASPHALT
 MINIMUM SUBGRADE COMPACTION 95% RELATIVE TO MAXIMUM
 MAX. GRADE BREAK ON ROADWAYS SHALL NOT EXCEED 0.50%
 ALL GUTTER SHOULD BE "FLOW TESTED" DURING FINISHING
 SEE STANDARD 206 FOR JOINT DETAILS
- * USE CONCRETE CURING COMPOUND, ASTM C309/AASHTO M148, TYPE 2, CLASS A OR B, WITH WHITE PIGMENT. AFTER CURING, COMPOUND SHALL BE "POWER WASHED" OFF CURB TOP AND FACE BEFORE ANY CURB PAINTING

DRIVEWAY WIDTH ATTACHED TO WEDGE CURB SHALL BE IN ACCORDANCE WITH STANDARD 211

NOTE: THIS CURB IS INTENDED FOR PRIVATE RESIDENTIAL USE ONLY AND MUST BE PRE-APPROVED BY THE CITY ENGINEER PRIOR TO USE.

CITY OF RANCHO MIRAGE		STANDARD DETAIL 222
REVISIONS	RESIDENTIAL "WEDGE" CURB	
12/17/2001		
06/08/2004		
* 7/5/2012	<i>[Signature]</i> 7/12/12	
APPROVED BY: CITY ENGINEER		DATE



8' BIKEPATH WITH 19.50' OFFSET,
TYPICAL FOR 32' PARKWAY

8' BIKEPATH WITH 12.50' OFFSET,
TYPICAL FOR 25' PARKWAY

8' BIKEPATH WITH 4.50' OFFSET,
TYPICAL FOR 17' PARKWAY

RADIUS	PT.	DIST. X	OFFSET Y	RADIUS	PT.	DIST. X	OFFSET Y	RADIUS	PT.	DIST. X	OFFSET Y
208'	MOC	0.00'	0.00'	208'	MOC	0.00'	0.00'	208'	MOC	0.00'	0.00'
208'		10.00'	0.24'	208'		10.00'	0.24'	208'		10.00'	0.24'
208'		20.00'	0.96'	208'		20.00'	0.96'	208'		20.00'	0.96'
208'		30.00'	2.17'	208'		30.00'	2.17'	208'		30.00'	2.17'
208'		40.00'	3.88'	208'		40.00'	3.88'	208'/200' PRC		30.81'	2.29'
208'		50.00'	6.10'	208'		50.00'	6.10'	200'		40.00'	3.45'
208'		60.00'	8.84'	208'/200' PRC		51.09'	6.37'	200'		50.00'	4.23'
208'/200' PRC		63.54'	9.94'	200'		60.00'	8.41'	200'		60.00'	4.50'
200'		70.00'	11.90'	200'		70.00'	10.20'	200'	MOC	60.43'	4.50'
200'		80.00'	14.46'	200'		80.00'	11.48'	200'		70.00'	4.27'
200'		90.00'	16.48'	200'		90.00'	12.24'	200'		80.00'	3.54'
200'		100.00'	17.98'	200'		100.00'	12.50'	200'		90.00'	2.30'
200'		110.00'	18.96'	200'	MOC	100.22'	12.50'	200'/208' PRC		90.05'	2.29'
200'		120.00'	19.45'	200'		110.00'	12.26'	208'		100.00'	1.05'
200'	MOC	124.63'	19.50'	200'		120.00'	11.52'	208'		110.00'	0.28'
200'		130.00'	19.43'	200'		130.00'	10.27'	208'		120.00'	0.00'
200'		140.00'	18.91'	200'		140.00'	8.50'	208'	MOC	120.86'	0.00'
200'		150.00'	17.88'	200'/208' PRC		149.35'	6.37'	MAXIMUM OFFSET 4.50'			
200'		160.00'	16.35'	208'		150.00'	6.21'	PEAK TO PEAK 120.86'			
200'		170.00'	14.29'	208'		160.00'	3.97'				
200'		180.00'	11.68'	208'		170.00'	2.24'				
200'/208' PRC		185.72'	9.94'	208'		180.00'	1.01'				
208'		190.00'	8.62'	208'		190.00'	0.26'				
208'		200.00'	5.92'	208'		200.00'	0.00'				
208'		210.00'	3.74'	208'	MOC	200.44'	0.00'				
208'		220.00'	2.07'								
208'		230.00'	0.89'		MAXIMUM OFFSET	12.50'					
208'		240.00'	0.21'		PEAK TO PEAK	200.44'					
208'	MOC	249.25'	0.00'								

MAXIMUM OFFSET 19.50'
PEAK TO PEAK 249.25'

CHART OF DISTANCES AND OFFSETS FOR R=200'
FOR TYPICAL MEANDERING BIKEPATHS

NOTE: ADD 2' MINIMUM FROM BACK OF CURB TO OFFSETS FOR DISTANCE FROM CURB.
IF THE DESIGN DOES NOT CONFORM TO ONE OF THE TYPICAL MEANDERING
CHARTS ABOVE, A SIMILAR OFFSET CHART FOR THE DESIGN MAY BE REQUIRED TO
BE PLACED ON THE STREET PLANS OR WHEREVER THE DESIGN FOR THE BIKEPATH
IS OTHERWISE SHOWN.

CITY OF RANCHO MIRAGE

REVISIONS

12/04/2002

10/29/2003

* 7/5/2012

*** BIKE PATH OFFSETS**

APPROVED BY: *William A. G. Ross* 7/12/12
CITY ENGINEER DATE

STANDARD

DETAIL

500

SHEET 2 OF 2