

TO: All Prospective Bidders
FROM: The City of Reading
SUBJECT: Addendum #2 – LFT Paving Project
DATE: August 9, 2021

Addendum No. 2 is issued as part of the bid documents to inform bidders of certain modifications, clarifications, additions and/or deletions that take precedence over information contained in the original Invitation to Bid:

Please read thoroughly the following changes/additions and include Addendum #2 into your Bid Package and bid the work accordingly.

Under Technical Specifications – Special Provisions, ADD the following Item:

ITEM 9000-0001 PARKING PERMIT FEES

This item includes costs associated with coordination and fees necessary to purchase Daily Parking Permits (“No-Parking” signs) from the Reading Parking Authority (RPA). “No-Parking” signs are necessary at all work locations where parking is legally permitted. All “No-Parking” postings must be coordinated through the RPA. Additional information can be found at <https://readingparking.com/no-parking-signs/>

Under Technical Specifications, Standard Provisions REMOVE the following Item:

Item 0460-0001, asphalt tack coat, has been removed as it is incidental to the paving items.

Under Technical Specifications – Special Provisions, REVISE the following Item:

MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION

(ITEMS 0901-0001, 0901-0002, 0901-0003, 0901-0004, 0901-0005, 0901-0006, 0901-0007, 0901-0008, 0901-0009)

In accordance with Section 901 and as follows:

Notify The City of Reading, ~~the Reading Parking Authority~~, the Inspector-in-Charge, property owners, and PENNDOT Press Office (610-205-6800) a minimum of two weeks prior to the beginning of construction. Notify local emergency units (police, fire, medical, etc.), businesses, school districts and the general public at least one week prior to the start of work. ~~Obtain “No Parking” permits as noted in “Functional Requirements” – Section D.~~

Install and maintain all signing and devices as indicated on the Traffic Control Plan and in accordance with the provisions of 67 PA Code, Chapter 212, Publication 213, latest edition. If work can be safely completed without the use of a traffic detour or if an approved Traffic Control Plan is not included, the Contractor

shall be responsible for providing work zone traffic control in accordance with the appropriate PATA figure from Pub. 213, as approved by the Engineer. Any deviation from the Traffic Control Plan shall be approved by the Engineer before putting the change into operation.

Maintain access to all driveways (commercial and residential) at all times. Locate all signs so that sight distance is not obstructed at driveways and side streets. Coordinate delivery of project materials so as to minimize the inconvenience of local businesses and residents.

Leave accessible all fire hydrants, gas valves, water valves, and mailboxes at all times.

Use Type III or Type IV orange retroreflective sheeting material on all long-term traffic control signs and devices. Provide new or like new traffic control signs and devices. Do not use reflective sheeting that is scratched, scarred, dirty, or shows evidence of loss of reflectivity.

Install Type B lights on all traffic control signing during nighttime operations. Face any lighting used for construction purposes during nighttime hours such that the lights do not face motorists approaching the work zone.

As defined in 67 PA Code § 173.3 (3) (ii), the use of flashing or strobe lights in headlights, parking lights, and taillights is prohibited. All Construction vehicles operated within the project limits are prohibited from using such lights.

For mounting of signs, provide Type III Barricades or any other approved mounting required to accommodate all situations. No signs are to be installed on any utility pole.

Ensure that ANSI 107-2004 Class 2 apparel (fluorescent yellow-green) is worn by all employees engaged in work operations. Flaggers shall be required to wear ANSI 107-2004 Class 2 vests (fluorescent yellow-green) when performing flagger operations. ANSI Class 3 apparel should be used for additional flagger visibility at night.

Designate an individual (or individuals) as Traffic Control Supervisor(s) (“TCS”) responsible for all items related to the Maintenance and Protection of Traffic during Construction (“MPT”). Furnish the name(s) of all TCS, their addresses, and telephone numbers where they can be contacted at all times. TCS contact information shall be provided to State and Local Police and any other interested emergency management agencies prior to the start of work. The TCS shall be available to respond within twenty (20) minutes or arrange for substitute personnel to respond within twenty (20) minutes to any complaints or deficiencies relating to the MPT. The TCS shall be responsible for coordinating with local emergency personnel, setting flares and assisting in emergency traffic control procedures in cases of traffic accidents in the vicinity of the project that affect traffic within or beyond the limits of work.

Maintain constant surveillance of the traffic control operations and replace or correct any missing, damaged, ineffective or misaligned equipment to the satisfaction of the Inspector-in-Charge at no expense to the City. The Traffic Control Plan indicates all traffic control devices necessary to perform the work. The project will be constructed while traffic is detoured around the site.

Any existing signs that conflict with the detour are to be covered. Have all traffic control devices inspected by the Inspector-in-Charge prior to the start of work and Detour implementation. Inspect all temporary traffic control signs on a daily basis.

Do not stop, stand or park construction equipment or stockpile material during non-working hours on any traffic lane or shoulder. Do not allow employees to park their personal vehicle on any traveled roadway,

shoulder, median or seeded area along highway. Park equipment at least thirty (30) feet from the edge of the traveled roadway or in areas protected by guide rail or concrete barrier acceptable to the Engineer to adequately protect the traveling public.

Allow no construction equipment to operate on any traffic lane or shoulder outside a suitable protected work area, except in the designated direction of travel for the respective lane or shoulder. Do not interfere with the open traffic lane(s) at any time. This includes, but is not limited to, equipment counterweights swinging into the lane(s), etc.

Place asphalt base and binder courses in accordance with their respective specifications immediately following milling operations. To eliminate edge drop-offs adjacent to travel lanes, the depth of the new asphalt material shall be equal to the depth of the mill and flush with the existing roadway surface.

Place “Uneven Lanes” sign (W8-11), where travel lane or adjacent travel lane is not at the same elevation (for details, see PennDOT Pub. 236 – Handbook of Approved Signs)

Do not allow traffic to drive on or adjacent to any milled areas that contain an edge drop-off height greater than two (2) inches. If this condition cannot be met the contractor shall follow the guidelines set forth in PennDOT Publication 213, *Temporary Traffic Control Guidelines*, page 8 of 113, Lateral Placement of Barrier in a Dropoff Condition. An edge drop-off height of equal to or less than two (2) inches must be filled with a bituminous material that matches that of the course it is to be placed upon unless otherwise directed by the Engineer in writing. All work and materials used to address edge drop-off conditions shall be incidental to this item.

Temporary concrete barriers installed to protect the traveling public from an edge drop-off shall be incidental to this item, but should not be used unless absolutely necessary and only with written authorization from the Engineer.

Replace the BID FORM with the attached REVISED BID FORM which includes ITEM 9000-0001 PARKING PERMIT FEES and removed ITEM 0460-0001 ASPHALT TACK COAT

Please Note:

Prospective Bidders are to acknowledge receipt of Addendum #2 on the Signature Page of the Proposal Form of their bid package with the submission of their bid.

It is the responsibility of the Bidder to include in their bid any cost implication of this addendum. All other items, conditions and specifications not addressed in this Addendum, remain in effect.
