

ENGINEER'S ADDENDUM NO. 2  
REVISION OF CONTRACT DRAWINGS AND SPECIFICATIONS

EMERSON AVENUE IMPROVEMENT PROJECT  
GEORGE STREET TO UNION STREET  
FRENCH STREET IMPROVEMENT PROJECT  
FRUIT AVENUE TO EMERSON AVENUE

TO: ALL BIDDERS

DATE: January 13, 2020

This Addendum No. 2 is issued to modify, clarify or amend the original Contract Drawings and Specifications due to Contractor inquiries at the Pre-Bid Meeting on January 10, 2020 at 9:00 a.m. and is hereby made part of the Contract Documents. The Contractor shall be responsible for incorporating items in this Addendum No. 2 in their bid proposal.

Item No. 1: The Details for PCC Curb, Depressed Curb for ADA Ramps and Section A-A of the Depressed Curb for Driveways on Sheet 08 of 23 of the Contract Drawings indicates a 16-inch high curb with 10-inch burial depth. PCC Curb and Depressed Curbs for Driveways shall be 18-inch depth in accordance with PennDOT Publication 72M, RC-64M, modified with a finished 6-inch curb reveal. Depressed Curb for ADA Curb Ramps shall be 18-inch depth in accordance with PennDOT Publication 72M, RC-67M, modified with a finished 6-inch curb reveal.

Item No. 2: Asphalt mixture designs for this project shall be standard Superpave HMA wearing and binder courses as indicated on the drawings. Reclaimed Asphalt Pavement (RAP), Superpave Restricted Performance Specification (RPS), or other asphalt design mixtures shall not be accepted. The Skid Resistance Level (SRL) shall be SRL-H as shown on the Contract Drawings.

Item No. 3: Note 2 of the Roadway Detail on Sheet 08 of 23 of the Contract Drawings states to apply additional leveling course (scratch) as needed to provide more consistent cross slope. No leveling course (scratch) is specified for this project. The Contractor shall utilize some of the quantity of Subbase Preparation (Bid Item 2) to bring the subbase profile to uniform thickness beneath the asphalt pavement structure.

Item No. 4: Storm Pipe Trench Detail on Sheet 07 of 23 of the Contract Drawings shows 6 inches of trench width on each side of the pipe outside diameter. This restricts compaction of the pipe haunch and initial backfill material. Contractor shall be required to provide a minimum trench width of the sum of the pipe outside diameter plus an additional 4 feet as required by PennDOT Publication 72M, RC-30M, to allow for proper compaction of backfill material.

Item No. 5: Due to pipe installations being within the roadway surface, all backfill material shall be full depth PennDOT No. 2A aggregate as shown on the Contract Drawings. PennDOT No. 57 aggregate backfill material shall not be permitted.

Item No. 6: Typical Driveway Adjustment Detail on Sheet 08 of 23 of the Contract Drawings makes reference to the Concrete Sidewalk Detail on the same sheet. Due to the uneven depths of concrete and subbase material shown, the Contractor shall construct driveway adjustments in accordance with Section A-A Typical Cross Section for Sidewalks through Driveways of PennDOT Publication 72M, RC-67M. The finished uniform profile of the concrete drive apron and sidewalk shall be 6 inches of concrete reinforced with W4 or W4.5 WWR and 6 inches of PennDOT No. 2A limestone subbase.

Item No. 7: Bid Item 15 Design-Build ADA Curb Ramps and 15' Sidewalk Extensions shall include all work associated with the ADA Curb Ramps, including all required knee walls, tapered flares, depressed curbing, detectible warning surface (DWS), concrete treatment, and sidewalk construction within 15 feet of the ADA curb ramps that is utilized as an accessible route. In accordance with Note 3 on Sheets 16 through 21 of 23 of the Contract Drawings, knee walls and tapered flares may be substituted with grading. All required ADA Curb Ramp items for each installation shall be determined during the Contractor's design phase and shall be approved by the Engineer prior to construction of each individual curb ramp.

Item No. 8: Long-term stockpiling of materials shall not be permitted on-site. Locations of short-term storage areas (less than two calendar days) shall be approved by the City of Farrell prior to utilization. All disturbances resulting from the stockpiling of materials shall be restored by the Contractor to the satisfaction of the City.

Item No. 9: The estimated construction cost provided at the Pre-Bid Meeting as \$1.3 million was incorrect. After review of the latest project's engineering cost estimate, the actual estimated construction cost for the project is \$1.157 million.

Item No. 10: The Contractor is responsible for providing all services and testing of materials as required by PennDOT Publication 408 and the Contract Specifications. The Engineer will review and approve the test results prior to acceptance and payment.

Item No. 11: The Contractor shall extend and/or replace existing downspout drain piping to discharge into the street from the proposed curblin. The Contractor shall notify the City of any houses in which a sump pump discharge occurs into the downspout drain piping during non-storm events as these are prohibited discharges within the City.

Attached to this Addendum No. 2 is a copy of the Sign-In Sheet from the Pre-Bid Meeting of all prospective contractors.

All prospective Contractors shall acknowledge receipt of this Addendum No. 2 to WallacePancher Group.

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**GEORGE STREET TO UNION STREET**  
**FRENCH STREET IMPROVEMENT PROJECT**  
**FRUIT AVENUE TO EMERSON AVENUE**  
**PRE-BID MEETING**  
**SIGN-IN SHEET**

**Date:** January 10, 2020

**Attendees:**

Name	Organization	E-Mail
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Date: January 10, 2020

Attendees:

Name	Organization	E-Mail
Jeff Susany	S.E.T., Inc.	bidding@setinc.biz
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