

Additional Information for Division Contract WBS# 3B.107112

- 1) Recent culvert replacement projects with road closures allowed 3 weeks per site. With the added work needed on these culverts while maintaining one lane of traffic (installation of intermediate headwall, placing / moving / removing concrete vehicle barriers, work area for stockpiling cut in half, etc.), can the time per site be extended beyond 3 weeks of lane closure? **There will be no time extension past 3 weeks for any of these sites.**
- 2) Can any of the three sites be changed to a road closure instead of alternating lane closure? **No, all of these locations will require lane closures for replacement.**
- 3) Will personnel be required to be on site 24 hours a day during lane closures? **Yes. Personnel will be required as long as there is a lane closure in place.**
- 4) Will Level 2 personnel be required to be on site during traffic control if no other work is being performed? **No.**
- 5) Is the GS 136-28.1(b) limit for this project \$1,200,000 or \$2,500,000? **The limit is now \$2,500,000.**
- 6) Will water-filled barriers be acceptable in lieu of concrete barriers? **We will accept water-filled barriers in lieu of concrete barriers.**
- 7) Will a vehicle barrier be required on both sides of the open travel lane (work area side and creek side)? **No vehicle barrier will be required due to concrete barrier, equipment and material storage.**
- 8) Will light stations be required for traffic control? **Yes. At least two will be needed for flagging at night.**
- 9) Will coir fiber matting be required inside any of the culverts? **There will be no stream restoration on these sites.**
- 10) Will the Contractor be required to replace the pavement markings? **No, NCDOT will replace all pavement markings once the project is accepted.**
- 11) Since rock excavation has been encountered near one of the sites on Hwy 210, can a line item be added for rock excavation? **We don't foresee rock excavation, but if needed it will be added as a Supplemental Agreement.**
- 12) There is existing rip rap on the slopes at the culverts on Hwy 210. What is the Contractor required to do with this rip rap? **Any rip rap removed from these slopes is considered waste and shall be hauled to an approved waste site.**
- 13) There is an existing power pole adjacent to the headwall of the culvert on Hwy 53. Will this be relocated by the utility owner? **The power pole relocation will be handled by NCDOT.**

14) There is an existing sink hole along the sewer main near the manhole next to the culvert on Hwy 53. Will the Contractor be responsible for repairing this? **No, this is not within the scope of work.**

15) The existing sewer aerial crossings at the culvert on Hwy 53 are bent at the joint (no bend is installed, just major deflection in the joint). Is the Contractor responsible for repairs if this existing problem area leaks? **The contractor will not be held responsible as long as no contact with the line or relocations are made.**

16) If all other work is complete on the three culvert sites, will final payment be held until 80% grass is established and weekly inspections by the Contractor are completed? **No. Final Payment will be made once all work is completed on site.**

1) As per the special provisions the three sites will have no road closure but only lane closure for each site for three weeks per site. (After three weeks LD's may be charged at \$500.00 per calendar day).

Please clarify if allow the following:

a) There is no pay item in the schedule of values for temporary sheeting and/or shoring. Working this close to traffic is it proper to assume that the "Intermediate Headwalls" as shown will be required to be install prior to removal of the culverts and the excavation for the new culvert installation (basically installing the new culvert one half at time) and act as the sheeting and/or shoring. Temporary sheeting will be covered under the dewatering pay item in the contract. Sheeting will be needed for each half of the culvert construction.

b) For the Pump Bypass for the existing stream - can the hoses be buried in the road within the work limits along with proper restoration? Yes, this is possible as long as the bypass hoses stay within the limits of the project and are backfilled with ABC stone, level with the roadway.

c) The portable concrete barriers - Is it the correct assumption the no portable end crash cushions are required? No crash cushions will be required for the concrete barriers.

d) Flaggers and traffic control:

1. It appears with the flagger's quantity that 1 flagger will be required 24 hours for seven days for the nine weeks.

For the off hours and weekends - will the temporary portable traffic lights with arms on each end be acceptable? Yes, these methods of flagging are acceptable, but we will require competent traffic control personnel to be onsite with the operation at all times.

2. Can we utilize the existing shoulder after build to the required pavement structure for detouring traffic (knowing that temporary pavement marking will be required) Yes, the shoulders will be backfilled with ABC stone by state forces before work begins and we will extend the ABC coverage onto the shoulders to handle traffic during construction. Temporary pavement markings will not be required.

2) All three sites have Thermoplastic Pavement Lines.

There is no pay item for this work.

Is it proper to assume that work will be performed by others and that temporary painted pavement would be installed by the contractor? Pavement markings will be covered by state forces after each site is completed.