

**Alaska Department of Natural Resources  
Division of Support Services**

**Invitation to Bid # 10-021-20**

**Vallenar Bay Road Improvements (DOF Project  
No. 34050-5)**

**Addendum One**

**Date of Issue: August 3, 2020**

Addendum One provides answers to questions received from vendors. This Addendum One is hereby made part of the ITB and is a total of two pages.

Issued by:

Chris Brooks, Procurement Officer

Phone: (907) 269-8666

## **Questions from Vendors**

**Question 1:** There is no drawing provided for work area 6. Is this because there is only ditch grading required in this area, or was a drawing meant to be provided?

**Answer:** No site-specific drawing was provided. See sheet B1 for a typical ditch linear grading section.

**Question 2:** Is clearing and grubbing subsidiary to another item?

**Answer:** Clearing and grubbing is subsidiary. See 201-4.01 METHOD OF MEASUREMENT.

**Question 3:** There are 2 sizes of culverts listed (18" and 48"). What type of pipe is required for each (i.e. CPP, CAP, CMP)?

**Answer:** The intent is to match existing pipe type (CPP).

**Question 4:** Section 643 Traffic Maintenance states that the Contractor shall take reasonable and prudent measures to secure the site from vehicle use by the public. Just to clarify, the Contractor is allowed to close the road to the public, other than coordination and access for the Timber Harvest Purchaser?

I am wondering how you perceive traffic control being handled? I was on it this weekend, and noted quite a bit of traffic, probably a vehicle every 3 or 4 minutes. If we are installing a culvert, blasting a cut, or filling a section, are we supposed to provide a temp access road, around work areas or hold traffic for periods of time with flaggers? The road is barely wide enough for a pickup truck, much less for an excavator and passing traffic.

**Answer:** Contractor may close the road to public traffic in coordination with the timber harvest purchaser.

## **End of Addendum One**