

**Call 05 Bank Stabilization on SR 33 at Hommochitto River Bridge, known as Federal Aid Project No. STP-0049-01(038) / 106298301 in Franklin County.**

- Q1. Will the right-of-way markers & permanent easement markers need to be placed in concrete or rebar. I see two types are in the specs but I did not see which one is required in the plans.
- A1. See Working Sheet Number RW-1, Sheet 68 of the plans.
- Q2. We note in the proposal under specification section special provision no. 907-107-13 titled "Legal Relations and Responsibility to Public" that it calls out for the contractor to purchase on behalf of the "Railroad Company" "Railroad Protective Liability Insurance". Please clarify if this is actually required or needed for this project since the railroad that the contractor will be working around is noted on the plans as "abandoned railroad". If it is required for the contractor to provide the special "Railroad Protective Liability Insurance" then please clarify who the "Railroad Company" is.
- A2. There is no active railroad on this project, therefore this is not a requirement.
- Q3. Regarding special provision no. 907-109-8 titled "Measurement and Payment" subsection 907-109.06-02 titled "Advancement on Materials", will it be allowed to have the "Loose Riprap, Size 500" and the "Loose Riprap, Size 300" paid for under the "Advancement on Materials" clause if the materials are stockpiled in the designated stockpile areas as noted on the plans, and meet all other requirements as noted in the specifications?
- A3. Yes, as long as all provisions of 907-109-8 are met.
- Q4. Regarding special provision no. 907-201-3 titled "Clearing and Grubbing" and also noting the clearing limits as shown on sheet no. 13, please clarify that the contractor will only be able to access the proposed longitudinal stone dike from the haul route by accessing through the areas of the proposed tie backs noted to be cleared and will not be able to run / traverse equipment outside of the noted clearing limits and / or down the entire top bank.
- A4. Clearing limits shall be limited to those areas designated on the plans. Refer to NTB 6855, General Sitework, Construction Access. Construction equipment shall not be allowed to run/traverse outside of noted clearing limits and/or down the entire top bank unless approved otherwise by the Project Engineer.
- Q5. Regarding special provision 907-276-1 titled "Excavation and Backfill for Stone Dikes, Tiebacks, and Revetment" and also referencing the plans including the typical sections and cross sections, please clarify that it is not the intention of the project to have "channel bottom backfill" placed beneath the longitudinal stone dike which is located in the channel of the Hommochitto River.

- A5. Channel bottom backfill is included in the special provision for holes or voids that may exist within the limits of the longitudinal stone dike section following the removal of logs, stumps, debris, or scour holes, etc. It is not the intent of this section for backfill to be required along the entire length of the longitudinal stone dike. Typically the stone used for construction of the longitudinal stone dike should be placed directly on the existing channel bottom or cut section(s) as shown in the plans. Depending on the size, depth, and nature of a hole or void, the Project Engineer at his/her discretion may approve the use of stone as an alternate backfill material.
- Q6. Regarding special provision 907-815-3 titled "Riprap and Slope Paving" subsection 10.2 titled "Placement", please clarify that traditional over the road and / or off-road dump trucks that have top hinged tailgates and / or no tailgate at all will be allowed for transporting / hauling and placing / dumping the riprap initially into the project area (longitudinal stone dike) and that equipment (hydraulic excavators) will be allowed to shape riprap into its final position. The specification currently calls for "All dump trucks used in placing the riprap shall be equipped with bottom hinged tailgates", however we are not aware of such equipment typically utilized in construction of this nature.
- A6. The bottom hinged tailgate requirement was removed in Addendum #3. However, the Contractor is to ensure that the stone does not spill from the dump truck during transport.
- Q7. We understand from the bidding contract documents that the plans require the construction of a "haul road" as noted in the drawings. We would like for MDOT to please clarify the overall intent of the "haul road". The construction of the haul road is not specified in the "Construction Sequence" noted in Addendum #1 (is it required to be constructed prior to stone dike and tie-back construction, etc.). We feel as though onsite unclassified excavation from bank paving areas and stone tie-back areas will be required in order to construct the haul road, however the "Construction Sequence" noted in Addendum #1 requires the stone dike and tie-backs for the project to be constructed from upstream to downstream - which we would assume that the haul road would be needed for access to be able to construct the stone dike starting at the upstream end. Is it the intent for the "haul road" to be constructed and utilized only for the sole means of hauling the rip rap materials for the construction of the stone dike and tie-backs or is there another end use for the haul road. Will the haul road have to be maintained during construction and would any damage to haul road during construction have to be repaired at project completion?
- A7. Construction of the stone revetment between Station 20+00 and 26+00 will need to begin prior to and/or simultaneous with construction of the east haul road. Material obtained from excavation of the stone revetment may be used to construct the east and west haul roads. Upon completing the east haul road, excavation from other on-site sources may be used to construct the west haul road. Construction of the longitudinal stone dikes and tie-backs shall commence at the upstream end of the project and proceed downstream stream. The haul roads will serve two purposes 1.) Access for construction of the stone dike, tie-backs, etc., 2.) Future project inspection and maintenance. Haul roads do not have to be maintained during construction unless the Contractor deems it beneficial to

his/her operation. Haul roads shall be repaired, bladed, shaped to drain, uniformly graded, and a granular material surface constructed as per the typical sections shown in the plans prior to completion and final acceptance of the project.

- Q8. Regarding the construction of the haul road: IS IT ABSOLUTELY NECESSARY TO CONSTRUCT THE HAUL ROAD IN IT'S ENTIRITY ACCORDING THE PLANS & SPECS OR IF THE CONTRACTOR HAS OHTER MEANS AND METHODS FOR ACCESSING THE PROJECT SITE WILL THE OTHER MEANS AND METHODS BE ALLOWED?
- A8. See Answer #7.
- Q9. Addendum #2 states: "Unless otherwise approved by the Engineer, the foundation of the longitudinal stone dike shall be constructed to an elevation at or slightly above the ordinary low water elevation, as a minimum, prior to operating equipment on the structure." Please clarify and define the exact elevation that will be utilized during construction to define the "ordinary low water elevation."
- A9. Refer to Sheet No. 26, Stage Hydrograph in the plans. Based on the historical stage recorded at the USGS gage station for the 10-year period from 2005 to 2015, the ordinary low water elevation appears to range between elevation 98' and 99'. The original low water for the purpose of construction is estimated at Elevation 99.0'.
- Q10. **1.** Is the stream crossing at Ziegler Creek required? **2.** Could you please explain bottom hinged tailgates for trucks used in placing riprap?
- A10. **1.** The temporary stream crossing at Ziegler Creek is included in the plans for permitting purposes and to provide ease of access to the upstream portion of the project. The temporary stream crossing is not required. **2.** See Answer #6.
- Q11. **1.** Are there any details in the plans and specs that specify the condition of the haul roads once the job is complete? Will they be removed or remain? If so, what page shows the limits of removal and how it will be paid for?
- A11. **1.** No, however they will be graded to drain and permanently grassed. **2.** They will remain in place to be used for future project inspection and maintenance. **3.** See previous answer.