

**Call 03 Bridge Maintenance on US 61 at US 82 Bridge Nos. 196.7A & 196.7B, known as
Federal Aid Project No. BR-0009-03(052) / 106913301 in Washington County**

Q1. The Temporary Shoring Notes on Sheet 8002 of the Plans require the contractor to support the dead load and live load of each span. Our consultation with a structural engineer indicates that to achieve this requirement would require an expensive shoring system that would include driving piling to install temporary bents and closing US 82. However, a shoring system that would support the live load from traffic is achievable. Would MDOT change the requirement to support only the live load?

A1. No

Q2. The Hydro Demolition Special Provision prohibits prior milling of the existing concrete deck. A scarified surface makes the Hydro Demolition process much more effective and efficient, even if the scarification is as little as 1/2". If this is not allowed, it will drive the price of the Hydro Demolition up significantly. Will MDOT reconsider allowing the use of a mill to scarify the deck?

A2. No

Q3. The Temporary Shoring requirements are a little vague. **1.** Is it MDOT's intent to have the contractor design a support system as if the structure could support none of its own weight or traffic loads simply because we removed the top 1" of concrete from the deck? **2.** Could MDOT identify the specific load values they are concerned about and at what points along the structure? Shoring these types of structures during a concrete overlay project isn't unusual, but accounting for the full live and dead load along the full length of the structure would be extremely unusual.

A3. **1.** Yes **2.** No

Q4. The current shoring requirements will necessitate multiple long-term lane closures on US-82 for the placement of the shoring itself. This shoring will need to be protected from traffic by Precast Concrete Median Barrier. The quantity only allows for one line on US-61. However, we will need two lines in each direction on US-82 to protect the shoring. Will MDOT either increase the quantity or overrun what is now shown?

A4. See the addendum to the project.

Q5. Will MDOT consider adding a Mobilization Item? The up-front costs for this project are substantial. It appears from the Bidders List that there are no contractors within 100 miles holding bidding proposals. These types of move-in costs are usually accounted for in the Mobilization Item.

A5. No