

Call 01 Emergency Slide Repair on I-20 South Frontage Road, known as State Project No. SP-0020-01(065) / 107480301 in Warren County.

- Q1. Will there be a set of TCP for this project?
- A1. No. All traffic control related details are contained in the proposal.
- Q2. Where is the list and quantities of the items needed to perform job?
- A2. The bid items are contained in Section 905 of the proposal.
- Q3. Based upon the Scope of Work provided, a visit of the site in question, and the soil type, it appears that the shoring system must be designed by a registered professional engineer. Has the shoring system been designed in accordance with applicable OSHA specifications? Will the design be provided to the contractor?
- A3. The shoring was designed in-house in accordance with the AASHTO Bridge Specifications. It will be the responsibility of the Contractor to meet applicable OSHA guidelines during construction.
- Q4. Are there any plans that go with the proposal document?
- A4. No.
- Q5. Can MDOT specify the thickness required for the timber lagging?
- A5. See addendum.
- Q6. We would like to clarify that the piles, both H-piles and sheet piles can be driven with a vibratory hammer.
- A6. See addendum.
- Q7. Please clarify the layout / plan view and tip / top elevation of the "4000 SF of Permanent Sheet Piles". The scope of work details that they shall be PZ27 sheet piles and that they will be driven in a "cofferdam scenario", however this does not define the shape or elevation that the sheet piles are anticipated to be driven to or if the sheet piles are to be connected to the H-pile wall, etc.
- A7. See addendum.
- Q8. Please clarify the "lagging timber" pay item. We understand that the lagging timber is to be installed between the H-piles, however what bottom and top elevation is the lagging timber to be installed to, and is the lagging timber to be installed between all H-piles or just some of the H-piles? Please also clarify the material specs on the lagging timber - size of timbers, treatment of timbers, etc.

- A8. See addendum.
- Q9. What are the lengths of the proposed sheet piles?
- A9. See addendum.
- Q10. We do not see any pay item for excess excavation / muck excavation nor unclassified excavation and noticing from a site visit it seems that most of the existing soils on the slopes and at the bottom of the slide are very saturated with water - which will make it very difficult / impossible to achieve any compaction and stability to build on top of. What is the intention of the existing soils? Is the existing wet / saturated soil to be excavated out after the installation of the H-piles and hauled offsite as excess? If so, to what limits / elevation is the excess excavation / muck excavation to be performed to. It seems that due to the tight construction schedule that it would be most beneficial to haul off wet soils and backfill with dryer borrow material - if required by the owner. Please advise.
- A10. See addendum.
- Q11. What is the anticipated elevation of the flowline of the existing 54 inch RCP that we are to tie onto at the roadway?
- A11. The approximate flow line elevation is 195.
- Q12. Can you please advise to the dimensions of the junction box that will use the "17 CY of Class "B" Structural Concrete"? Also, will this concrete be poured up against the inside of the sheet pile cofferdam, or will an outside form be required?
- A12. See addendum.
- Q13. Please confirm that "Structure Excavation" will be measured and paid for per CY "LVM" (Loose Vehicular Measure).
- A13. No. Structure Excavation shall be paid for in accordance with Section 206 of the 2004 Edition of the Standard Specifications.
- Q14. During our site visit, we roughly measured 40 feet from the elevation of the existing roadway approx. in line with the assumed drainage pipe below the road down to the elevation of the top of the mud slide. We assume that the flow line of the pipe is another 10 feet to 15 feet under the existing mud. With that being said, we have concerns that 60 feet long H-piles (as called out in the proposal document) will not have sufficient integrity to simply counter lever and hold back the existing roadway in a safe manner - with only 5 to 10 feet of penetration into the very poor and very saturated existing soils.
- A14. See addendum.

Q15. **1.** Will it be allowed to close the frontage road for the entire duration of the project? **2.** At what approximate elevation will the dead man cables be installed? **3.** Is the piling and lagging required for the cofferdam included in the unit pricing? **4.** Since this is an emergency job, will value engineer be allowed after award?

A15. **1.** Yes. **2.** There is no elevation requirement. The dead man cables shall be attached within the top two (2') of the piles. **3.** Yes. **4.** The Contractor should bid on the quantities as per the contract. However, since the project is being let under the 2004 Specifications, Value Engineering Incentive as per Subsection 104.08 will be accepted with no additional time added to the project.

Q16. Please specify whether the 4" or 12" side of the lagging timber is to make up the face of the wall.

A16. The 12" side of the lagging timber is to make up the face of the wall.