



April 25, 2024

**Contract 2024-11
2024 Multiple Slips – Design-Build**

**Hamilton New London Road (04.030), Elk Creek Road (03.185), Schradin Road,
West Chester Road (02.520)**

Addendum #2

REVISED NOTE: Special: “Sub-Contractors”

Description: The prime Contractor must perform a minimum of 30% of this contract.

Clarification

Q1: Would the County consider moving the completion dates to 2025?

A1: No.

Q2: If the final wall design exceeds the proposed length or depth provided by the County, how would the contractor be compensated, considering the items are bid as lump sums? Could this be something that is paid out of the contingency?

A2: Length shall be bid per scope. Depth shall be determined by the Deising Build Team.

Q3: Is there clearing to be completed on any of the locations?

A3: Yes, all four locations have clearing.

Q4: Can we have Cad Files for each location/site.

A4: Yes, see link: https://bceo1921-my.sharepoint.com/:f:/g/personal/okuleyn_bceo_org/EmewaL3_pmNLq3KrnfLGhzcBNSeJHX2KwTwbNXft1u41rQ?e=UdFhB8

Q5: Can you clarify permitted wall types?

A5: Permitted wall types for each respective site are as follows:

Elk Creek Rd - Tangential drilled shaft wall, plug pile drilled shaft wall, concrete lagging drilled shaft wall.

West Chester Rd - Tangential drilled shaft wall, plug pile drilled shaft wall.

Schradin Rd - Tangential drilled shaft wall, plug pile drilled shaft wall, concrete lagging drilled shaft wall.

Hamilton New London Rd - Tangential drilled shaft wall, plug pile drilled shaft wall, concrete lagging drilled shaft wall.

Q6: Can Plans be designed in Auto Cad or other programs?

A6: The requirements that design must utilize MicroStation, or OpenRoads is waived. It should be noted that the plan set for each project site shall feature the following sheets at a minimum: Title Sheet, Typical Sections Sheet, General Notes Sheet, General Summary Sheet, Roadway Plan and Profile Sheet, Cross Sections Sheets, Retaining Wall Details Sheets.

Related to Section 15.3 of the scope:

In addition to the UASlope analysis, the DBT must also submit landslide conventional lateral earth pressure calculations, based on the slip failure plane provided within Exhibit B. The design forces utilized for the LPile analysis and the shaft structural design calculations shall be the greater of the results from either UASlope or conventional lateral earth pressure. This requirement applies to each of the four sites.

Please e-mail or call our office when you have received this Addendum.

taylor@mce.org

Melissa Taylor; 513-785-4115