

SCOPE OF SERVICES CONSTRUCTION SERVICES – QUESTIONS & ANSWERS

Underground Storage Tank Removal

Question 1: Will an MDOT engineer be performing the compaction testing like on a road project or does that have to be included in the cost of the bid?

Answer 1: Compaction is necessary infrequently, but it should be included in the cost of the Placement of Class II Sand Backfill pay item.

Question 2: Is there a point where the tanks will be filled in place if they are too close to a building footing or a roadway?

Answer 2: Closing in place will almost always be the option taken when a tank is too close to a building, roadway or utility for safe removal. This depends on approval from the MDEQ Hazardous Materials Inspector or the local fire authority.

Question 3: How often has shoring been required in the past?

Answer 3: I am not aware of shoring being necessary at any tank removal to date.

Question 4: Since shoring requirements are basically unknown at this point shouldn't shoring be considered an alternate to be addressed as needed based on specific site requirements?

Answer 4:

- **MDOT assumes in the scope of work, that a 1V:1H cut slope will be necessary to perform the work in accordance with MIOSHA safety regulations. Furthermore, MDOT will allow enough space around the excavation for a 1V:1H open cut.**
- **The contractor must maintain stable cut slopes. The contractor may elect to shore in-lieu of open cut. Damage caused by failure to protect the cut slopes from erosion, draining water toward the excavation, stockpiling of spoils too close to the excavation etc., shall be the responsibility of the contractor. Furthermore, damage from improper shoring technique (if the contractor chooses shoring in-lieu of open cut) shall also be the responsibility of the contractor.**
- **For those locations where space will not allow for a 1V:1H open excavation and closure in place is not possible, earth retention will be specified in a separate contract.**