

- Q: Sheet 960 of 1679 has missing information at the top of the page. Can you reissue this sheet?  
A: A complete sheet 960 is linked to this addendum.
- Q: Plan sheet 901- existing catch basin is located at station 65+52 RT.- Plan sheet 850 calls for this to be adjusted while plan sheet 709 calls for this to be removed. Is this catch basin to be removed or adjusted? If removed, does existing 18" pipe connecting it to catch basin at 64+98 RT. also get removed or abandoned?  
A: The existing catch basin on Lost Nation Road, at Sta. 65+52, 47.7' Rt. Should be adjusted to grade as shown on the summary sheet 850. It was incorrectly labeled to be removed on the plan and profile sheets, but is correct in the general summary.
- Q: Revised Office Calcs show full depth pavement replacement from station 510+00 to station 514+50. There is no quantity for Item 202 Pavement Removed in this area, nor are there excavation/embankment quantities provided in the cross sections. Is this area to be replaced full depth?  
A: It is assumed that temporary pavement for the LAK-2-3.32 project will be in place in Construction Year #1 from Sta. 510+00 to 520+50. Quantities for temporary pavement and the required earthwork are included plans. The contractor will need to develop maintenance of traffic plans according to addendum #10. The LAK-2-3.32 project will start in reverse order – the contractor will start full depth pavement and the normal typical section at Sta. 510+00 and go towards Sta. 276+00. Construction year #2, the LAK-2-7.76 project will begin its full depth pavement section at Sta. 510+00 and move towards Sta. 805+00. The existing pavement and temporary pavement will be removed, and all of the earthwork will be completed under this contract. If the LAK-2-7.76 project is delayed and the LAK-2-3.32 project is completed in the mean time, a detail on sheet 790 has been included for the final pavement elevations. The intent is to only resurface this area (including the temporary pavement area as the base) and place the asphalt wedge course and the surface course.
- Q: The structure drawings showing the phased construction show temporary bridge mounted concrete barrier wall with anchors. There is no bid item for this wall.  
A: A quantity for bridge mounted portable concrete barrier has been added to this addendum.
- Q: The project cover sheet shows the old date for standard drawings BP 2.1 and BP 2.2, please update these to the current standards shown online.  
A: Updated in alternate bid addendum (#10).
- Q: The phased bridges show anchored barrier (i.e. sheet 1277), however there is no bid item for this. Please provide a bid item for 32" PCB, Bridge Mounted.  
A: A bid item for 50" PCB bridge mounted was added to this addendum.
- Q: All Portable Concrete Barrier on SR 2 is shown as 50", As Per Plan, however most of this barrier is to protect the work zone; not face-on-face traffic. Is it ODOT's intention to use 50", APP PCB for all PCB on SR 2?  
A: Yes.
- Q: On sheet 52 under Side Road Maintenance of Traffic for Bridge Construction, the plans call for the using Standard Drawing MT-96.10 on East 361st St Bridge and Erie St Bridge. This standard utilizes temporary signals, however, these signals are not paid under the work zone signals item. Is it ODOT's intent to include this cost in the lump sum item 614, Maintenance of Traffic?  
A: Yes. See the maintaining traffic note on sheet 47/1679 states: Payment for all labor, equipment and materials shall be included in the lump sum contract price for Item 614, Maintaining Traffic, unless separately itemized in the plan.