

typ sections call out shallow ud with a depth of 18" and the subsummary lists it as shallow which seems like it should be 18" base ud

A: Lost Nation Road Ramps/ Sideroad:

8692 Feet of Shallow Pipe Underdrain should be deducted from the bid contract, and 8692 Feet of Base Pipe Underdrain should be added. The Lost Nation Road/ St. Clair St./ Riverside Commons Typical Sections should show bubble #18 for Base Pipe Underdrains as opposed to #17 Shallow Pipe Underdrains. Quantities have been revised in addendum #12.

SR 91 & SR 306 Ramps/ Sideroads:

The actual depths for each run of underdrain are shown in the underdrain detail sheets. This is the accurate information and what should be used for bidding purposes. The quantities are correct. However, the typical sections are incorrect at some locations – All of SR 91 and SR 306 Ramps should use Shallow Pipe Underdrains (30" Deep Typ.), while SR 91 and SR 306 sideroads should use Base Pipe Underdrains, unless called out in the tables to use unclassified underdrains.

Q: Reference plan sheet 284 West bound Rt-2 approximate stations 349+75lt. to 357+00 lt. Please provide stations along with widths for the shoulder pavement and tapers. The shoulder widens in this area and typical sections or details do not provide this information. Also, sheet 804 Ramp D Pavement details have conflicting shoulder widths.

A: Below is the information from Microstation/ Geopak for the shoulder tapers:

STATION	OFFSET	SHOULDER WIDTH
349+74.87	59' LT/ 61' LT	10' Shoulder + 2'Barrier Offset = 12'
352+18.79	71.17' LT/ 73' LT	20.6' Shoulder + 1.83 Barrier Offset = 22.43'
356+04.15	75.22' LT/ 78.45' LT	18.33' Shoulder + 1.83' Barrier Offset = 20.16'

(Begin Approach Slab)

Q: Bridge LAK-2-0363 Lt & Rt

- Plan sheets 1282 and 1283, rear abutment left and right, show 5 ea steel (bearing) retainers per abutment. Plan sheets 1294 and 1295, rear abutment left and right, show 3 ea steel retainers per abutment. Which is correct, 5 ea or 3 ea per local?

A: The correct number is 3. The beam locations are indicated correctly on sheet 1299.

Q: Plan sheets 1283 and 1285, forward abutment right and left, show 5 ea steel (bearing) retainers per abutment. Plan sheets 1296 and 1297, forward abutment left and right, show 3 ea steel retainers per abutment. Which is correct 5 ea or 3 ea per local?

A: The correct number is 3. The beam locations are indicated correctly on sheet 1299.

Q: Bridge LAK-2-0400 Lt & Rt

- Plan sheet 1348, upper right hand corner, under "Legend" heading, has two notes. The double asterisk note calls for 6 ea seismic steel retainers per abutment. The triple asterisk note calls for 4 ea bearing retainers per abutment. That totals 10 ea steel retainers per each abutment! These retainers do not show on the abutment drawings, bearing drawings, or abutment diaphragm drawings. Please confirm that 10 ea steel retainers are required at both abutments for both bridges.

A: The designer confirmed that 10 total at each abutment for both bridges (total=40) is correct.

Q: Plan sheet 1362, bottom half shows existing girder elevation. It appears ODOT wants 4 ea new bearing stiffeners ¾" x 7 ¾" to be field welded at each pier on all existing (left/right) plate girders.