

8. Detour routes for ramp reconstruction on sheets 175, 176, 179, 180-182, 185 including details and work items, shall be incorporated into the plan.
9. No consecutive ramps in the eastbound or westbound direction (i.e. EB SR-2 to Lost Nation Rd., Ramp E and EB SR-2 to Reynolds Rd., Ramp K) shall be closed at the same time. Also, at each interchange, a maximum of only two ramps may be closed concurrently.
10. Contractor prepared Maintenance of Traffic plans shall be compatible with the bridge Maintenance of Traffic details in the bridge plans, sheets 1272-1618. No changes in the bridge, approach slab or substructure longitudinal cut line will be permitted.
11. Side street reconstruction shall be coordinated with ramp closures and reconstruction.
12. All normal lanes of traffic shall be open to unrestricted traffic from November 1 to March 1.
13. For possible mainline tie-ins between new and old pavement, the maximum grade shall be 1" in 35'. For possible ramp tie-ins between new and old pavement, the maximum grade shall be 1" in 15'.
14. The following revised sheets refer to the asphalt alternative 47-53, 53A including details and work items, shall be incorporated into the plan.
15. The following added sheets refer to the concrete alternative 29A-Q, 56A-H and 188A including details and work items, shall be incorporated into the plan.
16. The following revised sheets refer to both alternatives 89-91, 175, 176, 179, 183, 185-187 including details and work items, shall be incorporated into the plan.
17. The plans shall ensure a reasonable and practical design comparable to conventional ODOT plans, while utilizing cost-effective measures.
18. The contractor prepared MOT plan shall provide for the completion of work by the established completion date within the proposal.
19. Contractor shall maintain positive drainage.
20. In addition to the requirements for the Contractor Prepared Maintenance of Traffic plans, the Contractor will be responsible to supply the Department a jointing plan for the concrete pavement alternative. These jointing plan details will only be required outside of the normal standard drawing applications (i.e. for ramps, pavement transition sections and intersections). The jointing plans shall be prepared in accordance to the Typical Sections, Standard Drawings and Pavement Design manual. Jointing plans shown sheets 822-829 shall be incorporated into contractor prepared plans.
21. The contractor prepared Maintenance of Traffic plans shall depict the project being completed in four separate stages. The stages shall be constructed in order, beginning with Stage 1 and ending with Stage 4. All work (*) in the previous stage shall be completed and opened to unrestricted traffic prior to starting the next phase.
*For the asphalt alternative, the mainline and ramp pavement work in Stage 1, 2 and 3 shall include the asphalt up to and including the intermediate course. The final surface course shall be placed in Stage 4.
22. If temporary signals are utilized, the contractor shall meet all applicable provisions of the OMUTCD and the TEM.
23. Plans shall provide a sequence of operations based on the Stages outlined within this addendum.
24. The MOT plans shall be developed in compliance with the permitted lane closure note unless otherwise permitted or restricted by this addendum. Specified time frames and road closure provisions within this addendum shall override any time provisions provided for within the permitted lane closure note.
25. The MOT plans shall include "beam-erection detour" plans as necessary to perform the work. Intermittent roadway closures for beam erection shall only occur during off peak or