



North Dakota Department of Transportation

Thomas K. Sorel
Director

Doug Burgum
Governor

April 9, 2018

ADDENDUM 1 – JOB 39

TO: All prospective bidders on Project IM-5-094(120)087, Job No. 39 scheduled for the April 13, 2018 bid opening.

The following plan revisions shall be made:

Plan Revisions:

Remove and replace sheets 6-1, 6-2 and 6-3 with the enclosed sheets stamped on 4/6/2018.

Sheet 6-1 & 2:

Revised note 704-P01.

Sheet 6-3:

No Revision. *This sheet was restamped due to the formatting of the digital plan set.*

This addendum is to be incorporated into the bidder's proposal for this project.

A handwritten signature in blue ink, appearing to read "Phillip Murdoff".

PHILLIP MURDOFF – CONSTRUCTION SERVICES ENGINEER

80:jwj

Enclosure

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NOTES

107-P01 MAINTAINING TRAFFIC – DROP-OFFS: If, at the end of the work-day, drop-offs greater than 2 inches and less than 18 inches or slopes steeper than 4:1 exist perform the following actions:

- (Drop-offs along ramp) Construct a traversable wedge in the area of the drop-off or provide 24-hour flagging.
- (Drop-offs along Mainline) Close traffic or auxiliary lane (minimum 12') adjacent to the drop-off during and after work hours. Drop-off present longer than three days will not be allowed.

When constructing a wedge, construct a wedge composed of aggregate or earthen materials with a 4:1 or flatter slope along the entire length of the area. Compact materials using Type C compaction, as specified in 203.04 E.4, "Compaction Control Type C".

Install stackable vertical panels that meet the requirements of Section 704.03 H, "Stackable Vertical Panels", along the edge of the driving lane closest to the wedge.

The Engineer will measure stackable vertical panels as specified in Section 704.05, "Method of Measurement" and will pay for panels as specified in Section 704.06, "Basis of Payment".

The Engineer will not measure material used to construct the wedge. Include the cost of materials, equipment, labor, and incidentals required for this operation in the price bid for Aggregate Base Course Cl. 5, Borrow – Excavation and Common Excavation – Type A.

If a 4:1 or flatter wedge is not installed provide 24 hour flagging and associated traffic control at no additional cost to the Department.

The requirements of Section 704.04 O, "Traffic Control for Uneven Pavement" apply to drop-offs created by milling or the placement of hot mix asphalt.

203-010 SHRINKAGE: 25 percent additional volume is included for shrinkage in earth embankment.

203-385 AVERAGE HAUL: No average haul has been computed for this project.

203-P01 TOPSOIL: There will be excess topsoil in the interstate median due to the fact that the median crossovers and ramp connections will remain in-place after the project is complete. Excess topsoil will remain property of the NDDOT. Stockpile excess topsoil in the median along the foreslope. The stockpile must have foreslopes 4:1 or flatter and approach slopes that are 10:1 or flatter.

Do not stockpile excess topsoil within the ditch bottom or wetlands. The Engineer will approve the stockpile location and boundary of the excess topsoil stockpile prior to placement.

203-P02 COMMON EXCAVATION – TYPE A: Include the cost to remove bituminous and aggregate slough material, as well as to provide vertical cut, in the unit price bid for "Common Excavation - Type A."

If the Engineer and Contractor agree, plan quantity will be used as the measurement for payment for "Common Excavation - Type A."

203-P03 BORROW – EXCAVATION & COMMON EXCAVATION - TYPE A: Replace section 203.04 E.2.a with the following: Compact material to at least 90 percent of the maximum dry density. The Engineer will determine the maximum dry density and optimum moisture content as specified in ND T 180. Moisture content will not be used for acceptance of material.

230-P01 SUBGRADE PREPARATION: The second sentence of the Section 230.04 D of the NDDOT Standard Specifications does not apply. In lieu of subgrade preparation, the Contractor may over-excavate and substitute with borrow material. Include all cost for excavation and borrow, if used in lieu of subgrade prep, in the bid price for subgrade prep.

230-P02 SUBGRADE PREPARATION: Replace section 203.04 E.2.a with the following: Compact material to at least 90 percent of the maximum dry density. The Engineer will determine the maximum dry density and optimum moisture content as specified in ND T 180. Moisture content will not be used for acceptance of material.

704-500 PORTABLE RUMBLE STRIPS (PRS): Use PRS made of rubber or engineered polymers.

Install PRS that meet the following criteria:

- Have no adhesives or fasteners required for placement;
- Have a manufacture's speed rating that meets or exceeds the posted speed limit; and
- Each strip in the array must weigh a minimum of 100 pounds.

Use individual PRS constructed in one of the following manners:

- A single piece;
- Inter locking segments; or
- Two pieces hinged at the midpoint.

An installed array of PRS consists of a minimum of 3 individual strips.

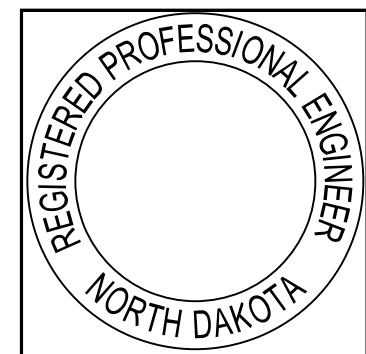
Move rumble strips with the flagging operation. Do not place rumble strips on horizontal curves.

The Engineer will count and measure each array as one unit. Include the cost of providing, installing, maintaining, and relocating PRS in the unit price bid for "Portable Rumble Strips".

704-P01 TRAFFIC CONTROL: Maintain traffic in the outside lanes of the interstate while work is being done in the median. When working adjacent to ramps, control ramp traffic using flagging.

The maximum work zone length is two miles at the Hebron Interchange and 1.5 miles at the median crossovers. The length of the work zone includes the daily construction area plus the longitudinal buffer space and does not include tapers.

Two work zones are allowed at a time but all work zones must be separated by a gap. The gap is considered the distance between



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the sign reestablishing the normal speed limit after the first work zone and the reduced speed ahead sign for second lane closure.

Traffic control device quantities are based on a two mile maximum work zone length at the Hebron Interchange, a 1.5 mile maximum work zone length at the median crossovers and the list below.

1. D-704-15, Type A for flagging.
2. D-704-22, Type K and Type L for construction trucks hauling material.
3. D-704-24, Type T and U for placing embankment and mulch.
4. D-704-26, Type Y for construction trucks hauling material.
5. D-704-35, Sign Layout for One-Lane Closure Interstate System for pavement removal, topsoil removal, trucks accessing and leaving the median crossover and ramp connection sites, excavation, embankment and aggregate placement and paving of median crossovers and ramp connections (Quantities provided for four lane closures.) The contractor will not be allowed to use scrapers to transport material across lanes open to traffic.
6. D-704-49, Sign Layout for construction traffic median crossing.

704-P02 FLEXIBLE DELINEATORS: Install flexible delineators at 5' spacing along the median centerline on the median crossovers and ramp connections upon completion of each, as shown on the Traffic Control layout sheets. Bolt flexible delineators to the pavement.

The flexible delineators will become the property of the state at the completion of the project.

714-P01 TEMPORARY PIPE CONNECTIONS: Use mortar for making temporary pipe connections in accordance with section 714.03 A of the standard specifications. Include all costs for labor, materials, and equipment used for grouting the temporary pipe connections in the unit price bid for pipe items.

722-P01 REMOVAL OF INLETS: This pay item consists of removing the existing catch basins at Sta 5118+53 – 42' Rt and Sta 5144+54 – 41' Lt and storing them along the north right of way fence.



ENVIRONMENTAL NOTES

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ENVIRONMENTAL NOTES (EN): The North Dakota Department of Transportation and the Federal Highway Administration has made environmental commitments to secure approval of this project. The following environmental notes are requirements to comply with these commitments:

EN-1 TEMPORARY WETLAND IMPACT: Temporary impact areas within wetlands and or other waters are incorporated into the plans for this project. Remove temporary fill placed and sedimentation in wetlands or other waters. Restore these wetlands to preconstruction contours.

