



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

April 1, 2015

ADDENDUM 1 – JOB 15

TO: All prospective bidders on project SOIB-5-094(089)079, Job No. 15 scheduled for the April 10, 2015 bid opening.

The following plan and proposal revisions shall be made:

Plan Revisions:

Remove and replace sheet 6-1, 6-2, 8-1 and 100-1 with the enclosed sheets revised 3/31/15.

Sheet 6-1:

Deleted note 430-P01 ASPHLAT BINDER. Note 430-P02 renumbered to 430-P01.
Revised note 704-P01 and 704-P02.

Sheet 6-2:

Revised note 602-P01. Removed the reference to work in the westbound roadway.

Sheet 8-1:

Item 704-1050 TYPE I BARRICADE, quantity decreased from 396 to 124 EA
Item 704-1052 TYPE III BARRICADE, quantity increased from 19 to 27 EA
Item 704-1067 TUBULAR MARKERS, quantity increased from 116 to 293 EA
Item 704-1081 VERTICAL PANELS-BACK TO BACK, quantity decreased from 792 to 100 EA

Sheet 100-1:

Quantities revised.

Request for Proposal Revisions

Remove and replace page 6 of 9 of the Proposal Form pages located at the beginning of the Request For Proposal, with the enclosed page revised 4/1/15.

Page 6 of 9:

Item 704-1050 TYPE I BARRICADE, quantity decreased from 396 to 124 EA
Item 704-1052 TYPE III BARRICADE, quantity increased from 19 to 27 EA
Item 704-1067 TUBULAR MARKERS, quantity increased from 116 to 293 EA
Item 704-1081 VERTICAL PANELS-BACK TO BACK, quantity decreased from 792 to 100 EA

This addendum is to be incorporated into the bidder's proposal for this project. Expedite bid files should be updated by downloading the addendum file from the Bid Express on-line bidding exchange at <http://www.bidx.com/> or the Department's web page (<http://www.dot.nd.gov>) and load it into the Expedite program.

CAL J. GENDREAU – CONSTRUCTION SERVICES ENGINEER

80:plm

Enclosure

BID ITEMS

Project: SOIB-5-094(089)079 (PCN-18934)

Bidder must type or neatly print unit prices in numerals, make extensions for each item, and total. Do not carry unit prices further than three (3) decimal places.

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount	
						\$\$\$\$	000	\$\$\$\$	00
017	302	0120	AGGREGATE BASE COURSE CL 5	TON	112.				
018	401	0050	TACK COAT	GAL	17,349.120				
019	411	0105	MILLING PAVEMENT SURFACE	SY	1,588.890				
020	430	0045	SUPERPAVE FAA 45	TON	28,487.600				
021	430	1000	CORED SAMPLE	EA	176.				
022	430	6428	PG 64-28 ASPHALT CEMENT	TON	1,680.770				
023	570	0711	9IN CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED	SY	6,178.				
024	602	1200	JERSEY BARRIER FORMED OR SLIP FORMED	LF	61.				
025	702	0100	MOBILIZATION	L SUM	1.				
026	704	0100	FLAGGING	MHR	1,500.				
027	704	1000	TRAFFIC CONTROL SIGNS	UNIT	2,212.				
028	704	1050	TYPE I BARRICADE	EA	124.				
029	704	1052	TYPE III BARRICADE	EA	27.				
030	704	1060	DELINEATOR DRUMS	EA	106.				
031	704	1067	TUBULAR MARKERS	EA	293.				
032	704	1081	VERTICAL PANELS-BACK TO BACK	EA	100.				

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SIM-5-094(089)079	6	1

NOTES

GENERAL NOTES

- 107-700 HAUL ROADS: The Engineer will not designate paved roads off the state system as haul roads.
- 107-710 HAUL ROADS: Before submitting a proposal, contact the appropriate State, County, Township, or City officials to determine if there are any roadways that will be designated as "no haul routes".
- 107-P01 PERMITS: The existing vegetation has been utilized to prevent erosion in disturbed areas. Contractor will still need to show best management practice in disturbed areas on the SWPPP.
- 203-P01 BORROW: Include all costs associated with constructing the ditch block with borrow material and to strip, stockpile, and replace topsoil in the price bid for "Borrow – Site 1".

Include all costs associated with filling the scour holes with borrow material and importing and placing the required topsoil for this location in the price bid for "Borrow – Site 2".
- 203-P02 TOPSOIL-IMPORTED: Engineer will measure and pay for imported topsoil at plan quantity.
- 230-P01 INSLOPE PREPARATION: Contractor will mow 5 to 7 days prior to the first application of herbicide. Contractor will spray the 6 inches adjacent to the concrete shoulders in 2 applications that are 3 weeks apart. Complete spraying no more than 30 days before starting paving operations. Take precautionary measures to prevent any damage to adjacent vegetation caused by spraying operation. This will be paid for as "Shoulder Preparation".
- 251-P01 SEEDING: Hand broadcasting of seed will be permitted at the ditch block installation, the scour hole repair, and the guardrail embankments.
- 411-P01 MILLED MATERIAL: Properly sized uncontaminated milled material can be disposed of by stockpiling at the DOT maintenance yard at Richardton located at:

115 D St S
Richardton, ND 58652
- 430-P01 LONGITUDINAL JOINTS: Place the top lift of hot mix asphalt for the outside lane and the adjacent shoulder in a single pass or construct the pavement using a hot seam.

If using a hot seam, place pavement with multiple pavers simultaneously and do not allow more than 300 feet between adjacent pavers. Roll the joint so that the seams are joined and as minimally visible as possible.

The requirement to tack the edge of longitudinal joints found in Section 430.4F, "Surface Preparation" will not apply to joints constructed in this manner.

- 570-P01 CONCRETE PAVEMENT REPAIR: Do not sawcut tied transverse joints. Saw but do not seal doweled transverse joints.

An additional 10% quantity has been included in the item "9IN Concrete Pavement Repair-Full Depth-Doweled", to be used as directed by the engineer.
- 704-001 TRAFFIC CONTROL FOR UNEVEN PAVEMENT: The supplementary plaque identifying the length of uneven pavement in Section 704.04 O of the Standard Specifications shall be sign W20-52-54.
- 704-P01 TRAFFIC CONTROL FOR FULL DEPTH CONCRETE PAVEMENT REPAIR: Place vertical panels at 10 foot spacing on the roadway centerline at open repairs until the concrete has been replaced (use a minimum of two vertical panels at each full-depth repair area). A quantity of 100 vertical panels has been included for full depth repairs.
 - 1. RP 79.970 to RP 82: Due to the short repair spacing, provide a Type III Barricade every ¼ mile.
 - 2. RP 82 to RP 87.991: Place Type I Barricades in front of each open area. The quantity provides for open concrete pavement repairs within a 2 mile lane closure.

Barricades shall not encroach onto the traffic lane.
- 704-P02 TRAFFIC CONTROL FOR CPR AND BITUMINOUS PAVEMENT: Provide traffic control consisting of a temporary lane closure and flagging.

Traffic control device quantities are based on an 8 mile limitation and the list below. Provide additional devices at no cost to the Department.
 - 1. Standard D-704-22, layouts K and L;
 - 2. Standard D-704-26, layouts CC, EE, and GG;
 - 3. Standard D-704-34A;
 - 4. Standard D-704-35; and
 - 5. Standard D-704-49.

If the lane closure is removed and uneven lanes exist, provide traffic control as specified in Section 704.04 O, "Traffic Control for Uneven Pavement".

Mainline paving one-lane closure length shall not extend beyond the immediate work area.

This document was originally issued and sealed by Brian J. Rosin, Registration Number PE-2928, on 03/31/15 and the original document is stored at the North Dakota Department of Transportation.

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NOTES

SECTION 130

202-P01 REMOVAL OF CONCRETE PAVEMENT: All costs associated with the removal of the concrete pavement at the jersey barrier locations, including saw cutting, shall be included in the price bid for "Removal of Concrete Pavement."

203-P03 EMBANKMENT FOR GUARDRAIL INSTALLATION: The embankment material required for guardrail installation may be obtained from within the right of way, if a Certificate of Approval is provided in Accordance with Section 107.05 of the Standard Specifications.

All costs required to locate the embankment material shall be included in the price bid for "Guardrail Embankment."

602-P01 JERSEY BARRIER FORMED OR SLIPFORMED: This work consists of constructing reinforced concrete jersey barriers at the outside bridge piers on the eastbound roadway, as shown in the plans.

A guardrail connection plate shall be installed at the end of each of the barrier installations, as shown in the plans. The pay length shall be from the beginning to the end of the complete barrier wall installation. The reinforced concrete slabs shall not be paid for separately, but shall be included in the price bid for the item "Jersey Barrier Formed or Slip Formed."

The price bid for the item "Jersey Barrier Formed or Slip Formed" shall include furnishing and installing Class AAE-3 concrete, grade 60 reinforcing steel, guardrail connection plates, mastic, joint sealant materials, and all other materials, equipment and labor required to complete the installations as shown in the plans.

748-P01 CURB & GUTTER – TYPE 1 SPECIAL: Twenty lineal feet of curb and gutter is required at the approach end of the jersey barrier for the outside bridge pier protection as shown in the plans.

The curb and gutter shall be Type 1 as shown on Standard Drawing D-748-1, except the last 3 feet of curb and gutter shall be transitioned at the barrier end (east curb end) to match the shape of the jersey barrier, and the west end of the curb shall be tapered from a 6" curb height to 0" curb height in 3 feet, as shown in the plans.

All costs for constructing the curb and gutter as described above shall be included in the price bid for the item "Curb & Gutter – Type 1 Special."

764-P01 RESET W-BEAM GUARDRAIL END TERMINAL: The existing end terminals are Flared Energy Absorbing Terminals (FLEATs) manufactured by Road Systems, Inc. of Big Spring, Texas. These devices were originally installed in the year 1999. A portion of each of the existing FLEAT end terminals has 4'-2" post spacings. When the end terminals are reset, the existing post spacings shall be retained, as shown in the plans.

Each of the existing end terminals were installed with timber breakaway posts set in steel foundation tubes at the first two post locations. These timber breakaway posts shall not be reset. Each of the reset end terminals shall be modified to have steel breakaway posts at the first two post locations, in accordance with the manufacturers' recommendations. All costs for the steel breakaway posts, associated steel foundation posts, and any other hardware necessary to modify the end terminals as described above shall be included in the price bid for the item "Reset W-Beam Guardrail End Terminal."

764-P02 REMOVE W-BEAM GUARDRAIL & POSTS: The removed W-beam guardrail materials which are not reset shall be delivered by the contractor to the NDDOT Maintenance Storage Yard in Richardton, and neatly stacked at a location designated by the engineer. The address of the NDDOT Maintenance Storage Yard is:

Richardton NDDOT
PO Box 358
115 D St S
Richardton, ND 58652

The cost for delivery and stacking of the removed W-beam guardrail materials which are not to be reset shall not be paid for separately, but shall be included in the price bid for the item "Remove W-Beam Guardrail & Posts."

This document was originally issued and sealed by Douglas A Schumaker, Registration Number PE-5047, on 03/31/15 and the original document is stored at the North Dakota Department of Transportation.

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(089)079	8	1

REVISED 03/31/2015

SPEC CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
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103	0100 CONTRACT BOND	L SUM	1	1
202	0114 REMOVAL OF CONCRETE PAVEMENT	SY	69	69
202	0137 REMOVAL OF PAVEMENT	SY	555	555
203	0119 TOPSOIL-IMPORTED	CY	421.1	421.1
203	0148 BORROW-SITE 1	L SUM	1	1
203	0149 BORROW-SITE 2	L SUM	1	1
203	0218 GUARDRAIL EMBANKMENT	EA	2	2
216	0100 WATER	M GAL	202.96	202.96
230	0125 SHOULDER PREPARATION	MILE	16.058	16.058
234	0104 HYDRATED LIME	TON	268.07	268.07
251	0200 SEEDING CLASS II	ACRE	3.172	3.172
251	2000 TEMPORARY COVER CROP	ACRE	3.172	3.172
253	0101 STRAW MULCH	ACRE	3.172	3.172
256	0100 RIPRAP GRADE I	CY	6	6
261	0112 FIBER ROLLS 12IN	LF	440	440
261	0113 REMOVE FIBER ROLLS 12IN	LF	220	220
302	0120 AGGREGATE BASE COURSE CL 5	TON	112	112
401	0050 TACK COAT	GAL	17,349.12	17,349.12
411	0105 MILLING PAVEMENT SURFACE	SY	1,588.89	1,588.89
430	0045 SUPERPAVE FAA 45	TON	28,487.6	28,487.6
430	1000 CORED SAMPLE	EA	176	176
430	6428 PG 64-28 ASPHALT CEMENT	TON	1,680.77	1,680.77
570	0711 9IN CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED	SY	6,178	6,178
602	1200 JERSEY BARRIER FORMED OR SLIP FORMED	LF	61	61
702	0100 MOBILIZATION	L SUM	1	1
704	0100 FLAGGING	MHR	1,500	1,500
704	1000 TRAFFIC CONTROL SIGNS	UNIT	2,212	2,212
704	1050 TYPE I BARRICADE	EA	124	124
704	1052 TYPE III BARRICADE	EA	27	27
704	1060 DELINEATOR DRUMS	EA	106	106
704	1067 TUBULAR MARKERS	EA	293	293
704	1081 VERTICAL PANELS-BACK TO BACK	EA	100	100
704	1087 SEQUENCING ARROW PANEL-TYPE C	EA	3	3

