North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

February 25, 2016

ADDENDUM 1 – JOB 36

TO: All prospective bidders on project SS-6-032(053)205, Job No. 36 scheduled for the March 18, 2016 bid opening.

The following plan revision shall be made:

Plan Revisions:
Remove and replace sheet 6-1 with the enclosed sheet revised 2/19/16.

Sheet 6-1:
Note 411-P03 was revised.

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

For CAL J. GENDREAU – CONSTRUCTION SERVICES ENGINEER
80:plm
Enclosure

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NOTES

105-P01 The Engineer will establish centerline prior to milling if requested by the Contractor. No additional horizontal control will be provided.

401-P01 FOG SEAL: Fog seal after final rolling with a minimum mat temperature of 125 degrees F.

401-P02 FOG SEAL: Fog Centerline Rumble Strips twice. Fog centerline rumbles from each direction with a combined rate of 0.075 Gallons/Square Yard. Include all costs with fogging the rumble strips in the contract price bid for “RUMBLE STRIPS – ASPHALT CENTERLINE”.

411-P01 TEMPORARY ASPHALT WEDGES: Place temporary asphalt wedges at the beginning and ends of this project, ends of milled sections, and intersecting routes to allow smooth passage of vehicles at these milled locations. Place wedges at these milled areas prior to the traffic being allowed back on the milled roadway section. Millings may be used instead of asphalt for all wedges. Include all costs associated with labor, materials, and equipment for the installation, maintenance and removal of the wedges in the contract price bid for “MILLING PAVEMENT SURFACE”.

411-P02 RELAYING MILLED MATERIAL: This work consists of placing, shaping, and compacting material on the roadway shoulders.

Use one of the following materials:
- Asphalt millings from the project;
- Class 4 aggregate meeting the requirements of Section 816; or
- Class 5 aggregate meeting the requirements of Section 816.

Use the same type of material throughout the project.

If asphalt millings are used, the following additional requirements apply:
- Produce material with a maximum particle size of 1.5 inches;
- If placing millings along the edge of the roadway, construct a traversable windrow before opening the lane to traffic. A traversable windrow consists of a row no more than 2 inches high or a row with a slope of 4:1 or flatter; and
- Perform final shaping and compaction of shoulder material after final rolling of the adjacent lane.

Use a road widening/shouldering machine for the final lift of placement of the Relayed Milled Material, CL 4, or CL 5 on the shoulders. Include all costs for labor and equipment to provide, place and compact the material in the contract price bid for “RELAYING MILLED MATERIAL”.

411-P03 MILLED MATERIAL: Approximately 1,785 tons will be stockpiled with a front-end loader at the NDDOT Maintenance Yard located in the northeast quadrant of the south junction of ND 66 and ND 32.

The millings will be processed so that the maximum particle size does not exceed 1-1/2”. The Contractor will notify the NDDOT Section Yard 72 hours prior to delivery of any millings. Include all costs for labor and equipment to mill, haul, and stockpile the material in the contract price for “MILLING PAVEMENT SURFACE”.

430-P01 CENTERLINE LONGITUDINAL JOINT: Construct joints in a manner to provide a continuous bond between the old and new surfaces. When constructing longitudinal joints adjacent to existing HMA Pavements; overlap the existing pavement 1 inch to 1.5 inches. The initial longitudinal roller pass will be on the un-compacted hot mat 6 inches to 1 foot from the joint. The successive roller pass will compact the overlapped material and the 6 inch to 1 foot material simultaneously.

704-P01 TRAFFIC CONTROL FOR MILLING, RELAYING MILLED MATERIAL & BITUMINOUS PAVEMENT: Provide traffic control consisting of a temporary lane closure, flagging, and a pilot car.

Traffic control device quantities are based on a 6 mile limitation and the list below. Provide additional devices at no additional cost to the Department.

1. Standard D-704-15, layout A;
2. Standard D-704-20; layout G;
3. Standard D-704-22; layouts K and L; and
4. Standard D-704-26; layouts CC, EE, and GG.

When installing layout G from Standard D-704-20, move sign W3-5-48 and the sign assembly containing signs R2-1-48 and R2-1a-24 with the work area as it progresses through the construction zone. Place the R2-1-48 assembly a minimum of 500 feet in advance of flagging signs.

Place flaggers and traffic control as shown on Standard D-704-20 at the following intersections when the lane closure spans across them:

1. North Junction ND 32 and ND 66
2. Pembina County Road 3
3. Junction ND 5 and ND 32

706-P01 BITUMINOUS LABORATORY: Provide cellular internet service with Wi-Fi capabilities. Also provide a cell phone signal booster that boosts 3G and 4G frequencies and allows for the reliable use of cellular voice and data services throughout the lab.

Include all costs for installation and monthly fees for the cellular internet service and cell phone signal booster in the contract price bid for “BITUMINOUS LABORATORY”

762-050 PAVEMENT MARKING: If the Engineer and Contractor agree, plan quantity will be used as the measurement for payment for pavement marking items.

This document was originally issued and sealed by Christopher K. Beggs, Registration Number PE-6240, on 2/19/16 and the original document is stored at the North Dakota Department of Transportation.