



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

March 23, 2016

ADDENDUM 1 – JOB 20

TO: All prospective bidders on project NH-3-281(122)253, Job No. 20 scheduled for the April 8, 2016 bid opening.

The following plan and request for proposal revisions shall be made:

Plan Revisions:

Remove and replace sheets 2-1, 6-1, 8-1, and 120-2 with the enclosed sheets revised 3/22/16.

Add sheets 8-2 and 20-12.

Sheet 2-1:

Special Provision 309(14) has been added.

Sheet 6-1:

Note 107 P01 HEIGHT RESTRICTION FOR CONSTRUCTION EQUIPMENT has been renumbered and the order of the notes has changed.

Note 302-P01 AGGREGATE BASE COURSE CL5 has been added.

Sheet 8-1:

Item 411 0132 RELAYING MILLED MATERIAL has been added, quantity 34 TON.
Item 754 0592 RESET SIGN PANEL has been added, quantity 1 EA.

Sheet 8-2:

Sheet added due to shifting caused by added items.

Sheet 20-12:

Sheet added to show shoulder adjustment area at JCT US 281 and 99th St. NE.

Sheet 120-2:

Sheet has been revised to show RESET SIGN PANEL location.

Request for Proposal Revisions:

Remove and replace pages 1 to 10 of 10 of the Proposal pages located at the beginning of the Request for Proposal, with the enclosed page revised 3/23/2016. Add page 9 of 11.

Add Special Provision SP 309(14) FLEXIBLE PAVEMENT SURFACE TOLERANCE.

Pages 1-6 of 10:

Page numbers have changed due to adding Page 9 of 11.

Page 7 of 10:

Page number has changed to Page 7 of 11.

Item 411 0132 RELAYING MILLED MATERIAL has been added, quantity 34 TON.

Page 8 of 10:

Page number has changed to Page 7 of 11.

Items have shifted due to added items.

Item 754 0592 RESET SIGN PANEL has been added, quantity 1 EA.

Page 9 of 11:

Page 9 of 11 has been added due to shifting of items.

Pages 9-10 of 10:

Page numbers have changed due to added Page 9 of 11.

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:dch

Enclosure

Project: NH-3-281(122)253 (PCN-21204)

The company, firm, corporation, or individual hereby acknowledges that it has designated a responsible person or persons as having the authority to obligate the company, firm, or individual, through electronic or paper submittal, to the terms and conditions described herein and in the contract documents. The designated responsible person submitting this proposal shall be hereafter known as the bidder. By submitting this proposal, the bidder fully accepts and agrees to all the provisions of the proposal. The bidder also certifies that the information given in this proposal is true and the certifications made in this proposal are correct.

The bidder acknowledges that they have thoroughly examined the plans, proposal form, specifications, supplemental specifications, special provisions and agrees that they constitute essential parts of this proposal.

The bidder acknowledges that all line items which contain a quantity shall have a unit price bid. Any line item which is bid lump sum shall contain a lump sum bid price.

The bidder acknowledges that they understand that the quantities of work required by the plans and specifications are approximate only and are subject to increases and decreases; the bidder understands that all quantities of work actually required must be performed and that payment therefore shall be at the prices stipulated herein; that the bidder proposes to timely furnish the specified materials in the quantities required and to furnish the machinery, equipment, labor and expertise necessary to competently complete the proposed work in the time specified.

NON-COLLUSION AND DEBARMENT CERTIFICATION

The bidder certifies that neither he/she, nor any official, agent or employee of the bidder has entered into any agreement, participated in any collusion, or otherwise taken any action which is in restraint of free competitive bidding in connection with this bid.

By submitting this proposal, the bidder certifies to the best of his/her knowledge and belief that he/she and his/her principles:

- a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal Department or agency;
- b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or perform a public (Federal, State or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records; making false statements; or receiving stolen property

Project: NH-3-281(122)253 (PCN-21204)

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- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph b. of the certification; and
 - d. Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or Local) terminated for cause or default

Where the prospective bidder is unable to certify to any of the statements in this certification, the bidder shall submit an explanation in the blanks provided herein. The explanation will not necessarily result in denial of participation in a contract:

Explanation: _____

If the prequalified bidder's status changes, he/she shall immediately submit a new fully executed non-collusion affidavit and debarment certification with an explanation of the change to the Contract Office prior to submitting the bid.

Failure to furnish a certification or an explanation will be grounds for rejection of a bid.

BID LIMITATION (Optional)

The bidder who desires to bid on more than one project on which bids are to be opened on the same date, and who also desires to avoid receiving an award of more projects than the bidder is equipped to handle, may bid on multiple projects and limit the total amount of work awarded to the bidder on selected projects by completing the "Bid Limitation".

The Bid Limitation must be filled in on each proposal form for which the Bidder desires protection. Each such proposal must be covered by a proposal guaranty.

The bid limitation can be made by declaring the total dollar value of work OR total number of projects a bidder is willing to perform.

The Bidder desires to disqualify all of his/her bids on this bid opening that exceed a total dollar value of \$ _____

OR

that exceed a total number of _____ projects.

The Bidder hereby authorizes the Department to determine which bids shall be disqualified.

Project: NH-3-281(122)253 (PCN-21204)

PERMISSIBLE DISCOUNT (optional)

Only when invited to do so in the Request for Proposal by Special Provision, Bidders are permitted to offer a discount on a specific project (discount project) if they are awarded the contract on one or more additional projects bid at the same bid opening time and date. The bidder must present the proposal so that it can be considered with or without the discount. The bid or discount offered on the "discount project" will not affect the determination of the low bid of any other project.

When discounts are offered, they must be presented as a reduction in the unit price for one or more items of work in the specified proposal (discount project).

Space for Offering Discounts:

Item No: _____

Description: _____

Unit: _____

Proposal Quantity: _____ Unit Price Reduction: \$ _____ Discount: \$ _____

Item No: _____

Description: _____

Unit: _____

Proposal Quantity: _____ Unit Price Reduction: \$ _____ Discount: \$ _____

Item No: _____

Description: _____

Unit: _____

Proposal Quantity: _____ Unit Price Reduction: \$ _____ Discount: \$ _____

TOTAL DISCOUNT _____

It is understood that the discount will only apply if awarded under the conditions as listed above and signed by the bidder.

Project: NH-3-281(122)253 (PCN-21204)

RECEIPT OF ADDENDA ACKNOWLEDGEMENT

We hereby acknowledge receipt of the following addenda:

Addendum # _____ Dated _____

PROPOSAL GUARANTY

A proposal guaranty is required. The proposal guaranty must comply with Section 102.09, "Proposal Guarantee" of the Standard Specifications.

TYPE OF PROPOSAL GUARANTY APPLIED TO THIS PROJECT (Check one):

_____ Annual Bid Bond*

_____ Single Project Bid Bond

_____ Certified or Cashier's Check

*Annual Bid Bond is required when submitting proposals electronically

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (RGC)

North Dakota Department of Transportation, Civil Rights Division

SFN 52750 (Rev. 01-2015)

FORM A

Revision Date

Contractor		Phone
Job No.	Project No.	Bid Opening Date

NOTE: This revised Form A represents a change in the bidders original Form A which was submitted electronically at the time of bid. Nevertheless, the bidder is bound by the proposal submitted at the time of bid, under NDDOT provisions, and thus the bidders proposal, the hard copy proposal, addenda, plans, standard specifications, supplemental specifications, and special provisions are part of the bid and contract.

For the life of the project, any changes in work listed here to be self-performed, to be performed by a DBE, or to be completed by a non-DBE subcontractor approved at the time of award must be approved in writing by the Civil Rights Division prior to commencement of any work. No payment will be made without written approval.

PRINT ALL NUMBERS CLEARLY AND LEGIBLY.

LIST ALL DBE FIRMS WHO QUOTED YOUR FIRM ON THIS PROJECT IN SECTION 1, SECTION 2, and/or SECTION 3.

Section 1.

List **DBE** firms to be used on the project.

- List DBE Firms to be used by the bidder toward the projects goal achievement.
- List the DBEs to be used by subcontractors toward the project goal.
 - Include the subcontractor's Form A listing the DBEs to be used by the subcontractor.
- List the spec & code item numbers to be performed by DBEs and the total dollar value of the contract.
 - Note whether the DBE firm is to perform only a portion of a spec & code item (supply, haul, place, etc.) and state the reason(s) the DBE is not being used for the entire item.
 - State the name of the contractor who will perform the remaining portion.
- DBE bidders: List the work to be performed with "own forces and equipment."
 - Separately list any work to be subcontracted to DBEs and any materials to be purchased from DBEs.

DBE Firm	
List Specific Spec & Code Item Numbers or Products to be Supplied	Total Contract Dollar Value
Percent DBE will do with own equipment/forces=	%
Percent Non-DBE trucker will perform =	% If Regular Dealer, X 60% =

DBE Firm	
List Specific Spec & Code Item Numbers or Products to be Supplied	Total Contract Dollar Value
Percent DBE will do with own equipment/forces=	%
Percent Non-DBE trucker will perform =	% If Regular Dealer, X 60% =

DBE Firm	
List Specific Spec & Code Item Numbers or Products to be Supplied	Total Contract Dollar Value
Percent DBE will do with own equipment/forces=	%
Percent Non-DBE trucker will perform =	% If Regular Dealer, X 60% =

Continued

FORM A (continued)

DBE Firm	
List Specific Spec & Code Item Numbers or Products to be Supplied	Total Contract Dollar Value
Percent DBE will do with own equipment/forces=	%
Percent Non-DBE trucker will perform =	% If Regular Dealer, X 60% =

DBE Firm	
List Specific Spec & Code Item Numbers or Products to be Supplied	Total Contract Dollar Value
Percent DBE will do with own equipment/forces=	%
Percent Non-DBE trucker will perform =	% If Regular Dealer, X 60% =

Section 2:

List DBE firms not used because the bidder will self-perform or procure specific spec/code item numbers.

DBE Firms not used; Bidder Self-Performing	Spec. & code item numbers or products to be supplied by the bidder
1.	
2.	
3.	
4.	

Section 3.

List DBE firms not used due to bid differential and indicate which firm will be performing the work instead.

DBE Firms not used, bid differential	Firms to be used instead of DBE
DBE Firm	

See DBE Race/Gender Conscious Special Provision for additional information. Email this form to

Subquotes@nd.gov or Fax to (701)328-0343

BID ITEMS

Project: NH-3-281(122)253 (PCN-21204)

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
001	103	0100	CONTRACT BOND	L SUM	1.				
002	202	0112	REMOVAL OF CONCRETE	SY	311.				
003	202	0130	REMOVAL OF CURB & GUTTER	LF	363.				
004	202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	11.				
005	302	0120	AGGREGATE BASE COURSE CL 5	TON	154.				
006	401	0050	TACK COAT	GAL	20,500.				
007	411	0105	MILLING PAVEMENT SURFACE	SY	317,287.				
008	411	0132	RELAYING MILLED MATERIAL	TON	34.				
009	430	0145	RAP - SUPERPAVE FAA 45	TON	42,720.				
010	430	1000	CORED SAMPLE	EA	154.				
011	430	5828	PG 58-28 ASPHALT CEMENT	TON	2,154.				
012	702	0100	MOBILIZATION	L SUM	1.				
013	704	0100	FLAGGING	MHR	400.				
014	704	1000	TRAFFIC CONTROL SIGNS	UNIT	2,746.				
015	704	1052	TYPE III BARRICADE	EA	34.				
016	704	1067	TUBULAR MARKERS	EA	400.				

BID ITEMS

Project: NH-3-281(122)253 (PCN-21204)

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	704	1185	PILOT CAR	HR	200.				
018	706	0550	BITUMINOUS LABORATORY	EA	1.				
019	706	0600	CONTRACTOR'S LABORATORY	EA	1.				
020	722	6140	ADJUST GATE VALVE BOX	EA	13.				
021	722	6200	ADJUST MANHOLE	EA	3.				
022	748	0100	CURB & GUTTER	LF	363.				
023	750	0115	SIDEWALK CONCRETE 4IN	SY	311.				
024	750	2115	DETECTABLE WARNING PANELS	SF	244.				
025	754	0592	RESET SIGN PANEL	EA	1.				
026	760	0005	RUMBLE STRIPS - ASPHALT SHOULDER	MILE	24.800				
027	760	0007	RUMBLE STRIPS - ASPHALT CENTERLINE	MILE	12.400				
028	760	0009	RUMBLE STRIPS - INTERSECTION	EA	1.				
029	762	0103	PVMT MK PAINTED-MESSAGE	SF	128.				
030	762	0430	SHORT TERM 4IN LINE-TYPE NR	LF	140,284.				
031	762	1104	PVMT MK PAINTED 4IN LINE	LF	211,002.				
032	762	1108	PVMT MK PAINTED 8IN LINE	LF	1,428.				

PROPOSAL FORM

North Dakota Department of Transportation

BID OPENING: April 08, 2016

Job 020

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Rev: 3/23/2016

Project: NH-3-281(122)253 (PCN-21204)

Type of Work: MILL, HMA, & ADA IMPROVEMENTS

County: ROLETTE

Length: 13.3390 Miles

TIME FOR COMPLETION:

The undersigned Bidder agrees, if awarded the contract, to prosecute the work with sufficient forces and equipment to complete the contract work within the allowable time specified as follows:

WORKING DAY CONTRACT: NA working days are provided. The Department will begin charging working days beginning NA or the date work begins on the project site, whichever is earlier.

CALENDAR DAY CONTRACT: NA calendar days are provided. The completion date will be determined by adding NA calendar days to NA or the date work begins on the project site, whichever is earlier.

COMPLETION DATE CONTRACT The project completion date is 10/08/2016. The Department provides a minimum of NA working days. The Department will begin charging working days beginning NA or the date work begins on the project site, whichever is earlier.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

FLEXIBLE PAVEMENT SURFACE TOLERANCE

Project 3-281(122)253 – PCN 21204

DESCRIPTION

This provision details the surface tolerance requirements, corrective actions, performance incentives, and contract price adjustments for flexible pavement.

CONSTRUCTION REQUIREMENTS

A. Applicable Areas and Exceptions.

The pavement smoothness will be determined by profiling the finished surface of the mainline pavement. All finished bituminous surfaces will be profiled with the following exceptions:

1. Bridge decks and/or approach slabs and 150 feet on either side.
2. Side roads and approaches.
3. Shoulders, ramps and gore areas.
4. At-grade railroad crossings and 150 feet on either side.
5. Beginning and end of the project and 50 feet on either side of these boundaries.
6. 50 feet from areas that are not receiving surfacing.
7. Where safety and roadway geometrics do not allow the proper operating speed for the profiler to collect data. These areas will be determined by the Engineer.

On surfaces exempt from the profile testing, the Engineer will determine the pavement smoothness in accordance with Section 430.04 K, "Tolerances".

B. Profiler.

The Engineer will furnish and operate the data collection equipment. The smoothness of the final roadway surface profile will be measured and analyzed using the International Roughness Index (IRI) to the nearest 0.1 inch. The Engineer will use a Class 1 profiler meeting ASTM E 950.

C. Operation.

The Engineer will use lasers to collect the profile in each wheel path of each lane.

The Engineer will trace the profile at approximately 31 and 97 inches, measured from the left edge of the lane, as determined by the direction of traffic. Provide traffic control for 500 feet beyond the ends of the project to facilitate the collection of profile data.

The data will be marked and labeled at the beginning and end of each trace, and event markers as identified by the Engineer.

Each trace will be labeled showing:

- Project;
- Location;
- Lane;
- Date tested; and
- Operator's name.

The Engineer will not test the roadway between November 30 and May 15. The Engineer will not test when the ambient temperature is below 32°F, or while it is raining or under inclement weather conditions. The Engineer will test when the pavement is dry and at an agreed upon time between the Engineer and the Contractor.

Prepare the surface for profile collection to ensure a clean surface for accurate testing. The Engineer will collect the profile at the agreed upon time, regardless of the condition of the final surface.

After the final lift of pavement is complete, schedule a time for the profile to be collected. The Engineer will collect the profile within 5 working days after notification. Data will be collected and the results submitted to the contractor a maximum of 5 working days after the testing date.

If the final lift of pavement cannot be completed before November 30, the Engineer will collect data for all portions of the roadway that have the final lift in place. Profile data for the unfinished portion of the roadway will be collected after May 15 of the following year.

D. Evaluation.

A lot is defined as a 528 foot road segment, one lane wide. The Engineer will include a partial lot less than or equal to 370.0 feet in the previous lot. The Engineer will treat a lot greater than 370.0 feet as an independent lot. The MRI will be determined by averaging the IRI values from the right and left wheel paths to the nearest 0.1 inch.

The Engineer will evaluate the data and the data will remain the property of the Department. The MRI data will be used to determine performance incentives, contract price adjustments, and the need for corrective action.

E. Corrective Actions.

Areas that would result in a contract price adjustment may be ground to a lower lot MRI. If grinding occurs and results in an MRI of less than 50.0, the Engineer will not apply a performance incentive to that lot. Lots with an initial MRI of 42.0 or less will receive a performance incentive based on the initial readings, before grinding.

Submit a detailed corrective action plan. Corrective action can include a mill and overlay or diamond grinding. Perform corrective action in accordance with the relevant specifications. If the corrective action includes diamond grinding, apply a fog coat to the ground areas.

Do not perform corrective actions until the Engineer has approved the corrective action plan.

Grind lots to a maximum MRI of 70.0 in /mile.

The Engineer will collect a second profile a maximum of 5 working days after the completion of corrective action. If additional corrective action is necessary, the Engineer will apply a liquidated damage of \$1,500 per trip for each profile collected after the second profile.

Perform corrective action on surface irregularities that exceed the requirements of Section 430.04 K, "Tolerances

F. Grinding.

Use equipment that does not cause strain or damage to the underlying surface of the pavement. Do not cause excessive ravels, aggregate fractures, or disturbance of the joints.

Perform grinding in the longitudinal direction so grinding begins and ends at lines normal to the pavement centerline. Do not overlap more than 2 inches between passes and ensure the depth variance between adjacent passes is less than 1/8 inch. Feather the grinding at the beginning and end of each pass.

Grind high shoulders to provide drainage and safety.

Grind the full width of the lane and daylight grinding on the shoulder by performing a feather pass.

Grind a minimum length of 30 feet. Join grind sections if the distance between grind sections is less than 60 feet.

When grinding in areas with speeds less than 45 MPH, areas with curb and gutter, and areas adjacent to waterways continuously collect all slurry or residue resulting from the grinding operation. Dispose of the slurry or residue as specified in Section 107.17, "Removed Material".

BASIS OF PAYMENT

A. Liquidated Damages.

If the project would be considered substantially complete, as specified in Section 108.07 B, "Failure to Complete within the Contract Time" and corrective action is required, the Engineer may suspend time charges and the assessment of liquidated damages for up to 21 calendar days after the contract time has expired. If the corrective action is not complete within 21 calendar days after the contract time has expired, the Engineer will restart time charges and will assess liquidated damages.

B. Ride Quality.

The Engineer will pay a performance incentive for ride quality based on Table 1.

Table 1
Ride Quality Performance
Incentives

MRI Range	Performance Incentive per Lot
≤ 32.0	\$400
32.1 to 36.0	\$300
36.1 to 39.0	\$200
39.1 to 42.0	\$100
42.1 to 50.0	\$0

The Engineer will process contract price adjustments for ride quality based on Table 2.

Table 2
Ride Quality Contract Price
Adjustments

MRI Range	Contract Price Adjustment per Lot
42.1 to 50.0	\$0
50.1 to 57.0	(\$100)
57.1 to 64.0	(\$200)
64.1 to 70.0	(\$400)
70.1 ≥	Corrective Action

C. MISCELLANEOUS

Include costs necessary to prepare the roadway for testing in the contract unit price for asphalt pavement items.

Traffic control items, including flagging and pilot cars will be paid for according to Section 109.03, "Compensation for Contract Revisions".

TABLE OF CONTENTS

<u>Section No.</u>	<u>Sheet No.</u>	<u>Description</u>
1	1	Title Sheet
2	1	Table of Contents
4	1-3	Scope of Work
6	1	Notes
8	1-2	Quantities
10	1	Basis of Estimate
20	1	Approach Paving Detail
20	2	Milling Transition Details
20	3	ND 43 Intersection Detail
20	4-9	ADA Ramp Details
20	10	Milling and Paving Detail Curb & Gutter Section
20	11	North Frontage Road Detail
20	12	99 th ST Paving & Removal Detail
30	1-4	Typical Sections
100	1	Work Zone Traffic Control List
100	2	Construction Signing
120	1-2	Turn Lane Pavement Marking
120	3	Continental Crosswalks
180	1-7	Pit Plats

SPECIAL PROVISIONS

309(14) Flexible Pavement Surface Tolerance

LIST OF STANDARD DRAWINGS

<u>Standard No.</u>	<u>Description</u>
D-101-01, 02, 03	NDDOT Abbreviations
D-101-10	NDDOT Utility Company and Organization Abbreviations
D-101-20, 21	Line Styles
D-101-30, 31, 32	Symbols
D-704-2	Traffic Control For Coring of Hot Bituminous Pavement
D-704-5	Contractor Sign Detail
D-704-7,8	Breakaway System for Construction Zone Signs
D-704-9,10,11	Construction Sign Details
D-704-12	Shoulder Closure Tapers
D-704-13	Barricade and Channelizing Device Details
D-704-14	Construction Sign Punching and Mounting Details
D-704-15	Road Closure Layouts
D-704-20	Terminal and Seal Coat Sign Layouts
D-704-22	Construction Truck and Temporary Detour Layouts
D-704-25	Lane Closures on Urban Streets Layouts
D-704-26	Miscellaneous Sign Layouts
D-704-27	Traffic Control Plan for Moving Operations
D-704-50	Portable Sign Support Assembly
D-704-56	Mobile Operation (Grinding Shoulder Rumble Strips)
D-748-01	Curb & Gutter and Valley Gutter
D-750-02	Sidewalk
D-750-03	Curb Ramp Details
D-706-01	Bituminous Laboratory
D-760-03	Rumble Strips Undivided Highways (Shoulder 4' or Greater)
D-760-05	Saw Slotted Rumble Strips at Intersections
D-762-01	Pavement Marking Message Details
D-762-03	Pavement Marking for Standard 90 Degree Flared Intersection
D-762-04	Pavement Marking
D-762-06	Short Term Pavement Markings

NOTES

Revised 3/22/2016	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-281(122)253	6	1

- 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 HAUL ROAD: The entire haul cycle, loaded and empty, will be considered for haul routes.
- 107-P02 HAUL ROAD: If the contractor obtains written permission from the applicable local entity and chooses to use a paved road off the state system for this project, the contractor shall be responsible for all costs of the inspection, maintenance, restoration, and release of the haul road.
- 107-P03 HAUL ROAD RESTORATION: Use Class 13 aggregate for haul road restoration.
- 107-P04 HEIGHT RESTRICTION FOR CONSTRUCTION EQUIPMENT: Between RP 267.060 and RP 266.060, equipment is restricted to a height of 15 feet or less due to International Peace Garden Airport restrictions. Equipment height will be measured from the centerline of the roadway and will include the extended box height of end dumps.
- 302-P01 AGGREGATE BASE COURSE CL 5: Milled material from this project may be used instead of Aggregate Base Course CL 5 behind section lines, private drives, or field approaches in accordance with detail drawing (Sec 20), or as directed by the Engineer. This material is provided for the purpose of transitioning from the newly paved approach to the existing aggregate surfaced approach. All labor and equipment required for the placement of these millings shall be paid for as "Aggregate Base Course CL 5".
- 430-P01 CONTRACTOR CORING: Before placing bituminous material into core holes, apply a tack coat on all sides of the core holes as Specified in Section 401.
- 430-P02 PAVING SEAMS: Install a hot seam at all locations when the joint is closer than 11.5' from the centerline of the roadway. Hot seams can be located at any offset distance. A hot seam will be defined as a seam created when two pavers are paving at the same time, with no more than 300' between the pavers and rolled in a way to join and hide the seam so it is not visible to the traveling public.
- 704-P01 TRAFFIC CONTROL FOR 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-704-12;
- 2. Standard D-704-15, layout A;
- 3. Standard D-704-20, layout G; Signing will be required at junctions: BIA 8(99th ST NE), BIA 6(101st ST NE), BIA 4(102nd ST NE), BIA 2(104th ST NE), ND 43(106th ST NE).
- 4. Standard D-704-22, layouts K and L; and
- 5. Standard D-704-26, layouts CC, EE, and GG.

When installing layout G from Standard D-704-20, move sign W-3-5-48 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 devices as shown on Standard 704-15, layout A at the following intersections when the lane closure spans across them:

- 1. Jct US 281 & BIA 8(99th ST NE)
- 2. Jct US 281 & BIA 6(101st ST NE)
- 3. Jct US 281 & BIA 4(102nd ST NE)
- 4. Jct US 281 & BIA 2(104th ST NE)
- 5. Jct US 281 & ND 43(106th ST NE)

706-P01 LABORATORY: Provide laboratories wired for DSL Broadband internet with Wi-Fi and have the capability to allow for hard wiring the computer.

Include the cost of the installation and monthly fee in the contract unit price of the laboratory.

885-001 CAST IRON DETECTABLE WARNING PANELS: If cast iron detectable warning panels are used, provide cast iron panels with a minimum thickness of 0.2 inches.

This document was originally issued and sealed by Nathan A. Haaland, Registration Number PE-7116, on 3/22/2016 and the original document is stored at the North Dakota Department of Transportation.

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	8	1

SPEC CODE	ITEM DESCRIPTION	UNIT	MAINLINE	CURB & GUTTER	FRONTAGE RD	TOTAL
-----	-----	-----	-----	-----	-----	-----
103	0100 CONTRACT BOND	L SUM	1			1
202	0114 REMOVAL OF CONCRETE PAVEMENT	SY		311		311
202	0130 REMOVAL OF CURB & GUTTER	LF		363		363
202	0132 REMOVAL OF BITUMINOUS SURFACING	SY		11		11
302	0120 AGGREGATE BASE COURSE CL 5	TON	212			212
401	0050 TACK COAT	GAL	18,984	1,354	162	20,500
411	0105 MILLING PAVEMENT SURFACE	SY	300,576	13,542	3,243	317,361
411	0132 RELAYING MILLED MATERIAL	TON	34			34
430	0145 RAP - SUPERPAVE FAA 45	TON	39,549	1,287	1,884	42,720
430	1000 CORED SAMPLE	EA	154			154
430	5828 PG 58-28 ASPHALT CEMENT	TON	1,996	64	94	2,154
702	0100 MOBILIZATION	L SUM	1			1
704	0100 FLAGGING	MHR	300	50	50	400
704	1000 TRAFFIC CONTROL SIGNS	UNIT	2,256	490		2,746
704	1052 TYPE III BARRICADE	EA	34			34
704	1067 TUBULAR MARKERS	EA	250	100	50	400
704	1185 PILOT CAR	HR	150	50		200
706	0550 BITUMINOUS LABORATORY	EA	1			1
706	0600 CONTRACTOR'S LABORATORY	EA	1			1
722	6140 ADJUST GATE VALVE BOX	EA		11	2	13
722	6200 ADJUST MANHOLE	EA			3	3
748	0100 CURB & GUTTER	LF		363		363
750	0115 SIDEWALK CONCRETE 4IN	SY		311		311
750	2115 DETECTABLE WARNING PANELS	SF		244		244
754	0592 RESET SIGN PANEL	EA	1			1
760	0005 RUMBLE STRIPS - ASPHALT SHOULDER	MILE	24.8			24.8
760	0007 RUMBLE STRIPS - ASPHALT CENTERLINE	MILE	12.4			12.4
760	0009 RUMBLE STRIPS - INTERSECTION	EA	1			1
762	0103 PVMT MK PAINTED-MESSAGE	SF	128			128
762	0430 SHORT TERM 4IN LINE-TYPE NR	LF	130,416	9,868		140,284
762	1104 PVMT MK PAINTED 4IN LINE	LF	196,092	14,992		211,084
762	1108 PVMT MK PAINTED 8IN LINE	LF	1,406			1,406

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	8	2

SPEC CODE	ITEM DESCRIPTION	UNIT	MAINLINE	CURB & GUTTER	FRONTAGE RD	TOTAL
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762 1124	PVMT MK PAINTED 24IN LINE	LF	72	1,223		1,295

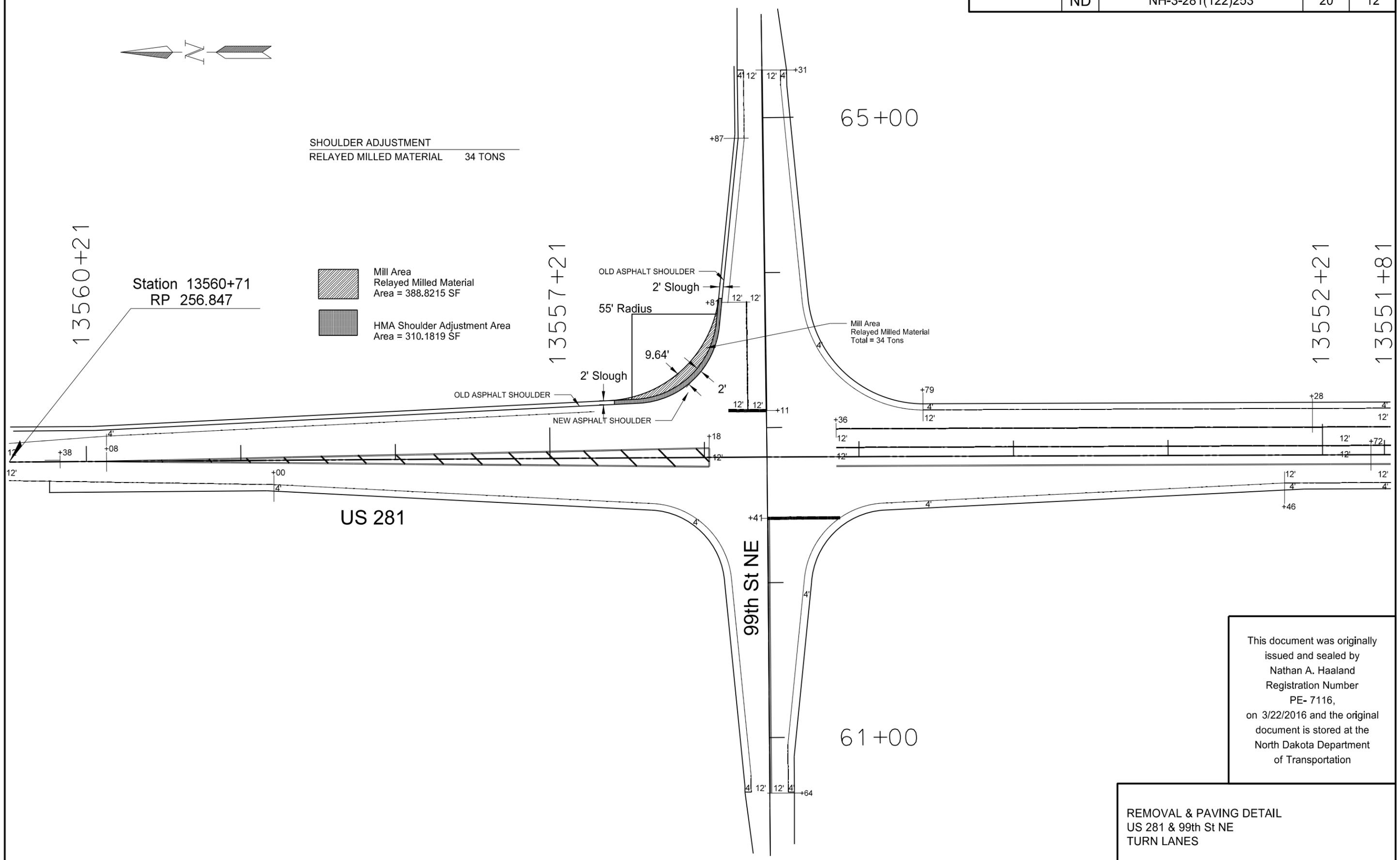
Revised 3/22/2016	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-281(122)253	20	12



SHOULDER ADJUSTMENT
RELAYED MILLED MATERIAL 34 TONS

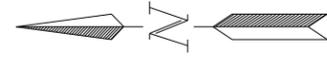
 Mill Area
Relayed Milled Material
Area = 388.8215 SF
 HMA Shoulder Adjustment Area
Area = 310.1819 SF

Station 13560+71
RP 256.847



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Nathan A. Haaland
Registration Number
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of Transportation

REMOVAL & PAVING DETAIL
US 281 & 99th St NE
TURN LANES



PVMT MK PAINTED 4IN LINE

4" white edge line	2390 LF
4" white median island line	229 LF
4" yellow centerline (10' line, 30' skip)	10 LF
4" dbl yellow line (4" between)	3088 LF
TOTAL	5717 LF

PVMT MK PAINTED 8IN LINE

8" white channel line	850 LF
8" white median island line	44 LF
(10' center to center @ 45 degree)	
TOTAL	894 LF

PVMT MK PAINTED - MESSAGE

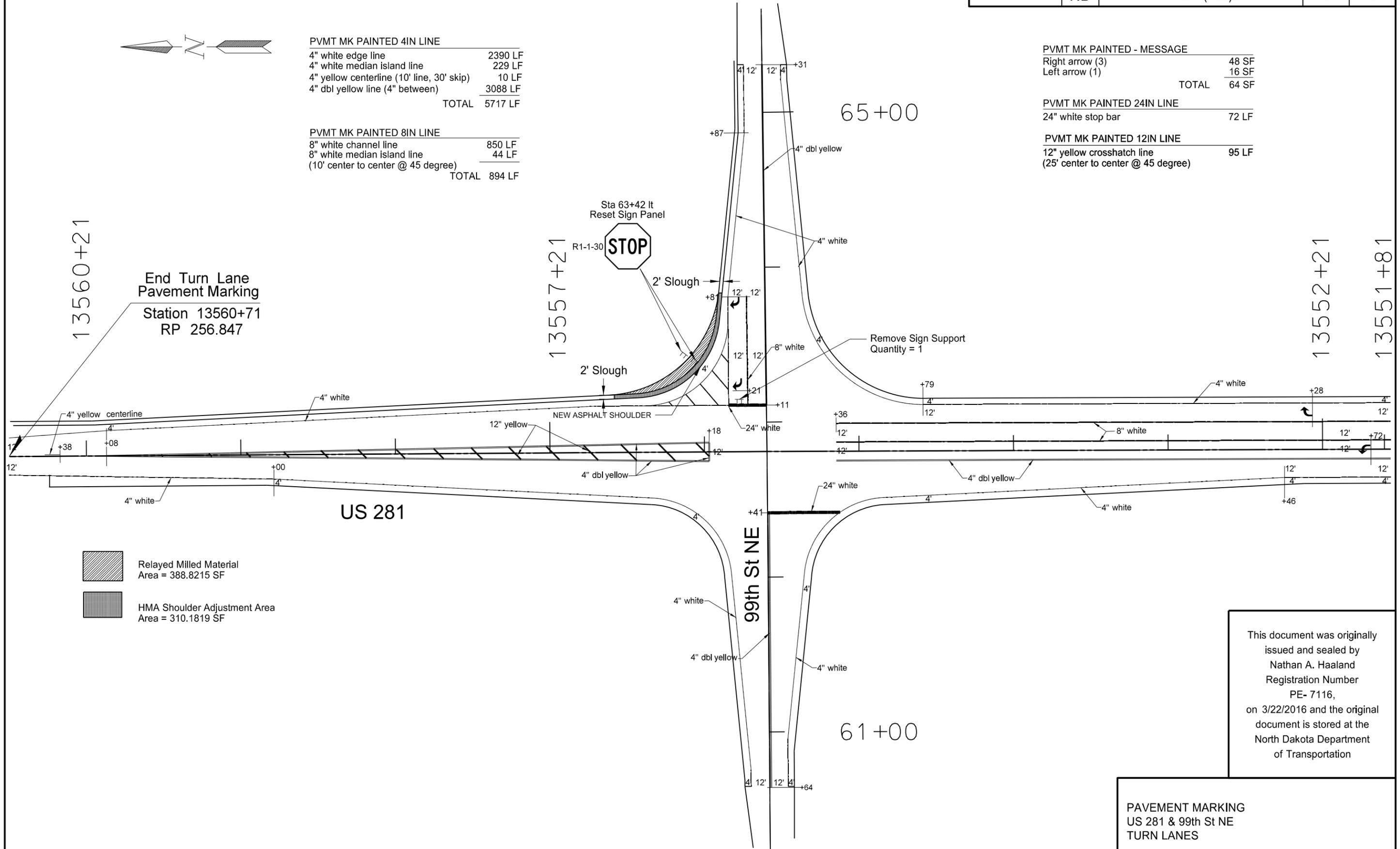
Right arrow (3)	48 SF
Left arrow (1)	16 SF
TOTAL	64 SF

PVMT MK PAINTED 24IN LINE

24" white stop bar	72 LF
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PVMT MK PAINTED 12IN LINE

12" yellow crosshatch line	95 LF
(25' center to center @ 45 degree)	



13560+21
End Turn Lane
Pavement Marking
Station 13560+71
RP 256.847

13557+21

13552+21

13551+81

65+00

61+00

- Relayed Milled Material
Area = 388.8215 SF
- HMA Shoulder Adjustment Area
Area = 310.1819 SF

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PAVEMENT MARKING
US 281 & 99th St NE
TURN LANES