



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

December 13, 2016

ADDENDUM 3 – JOB 20

TO: All prospective bidders on project SS-NH-1-049(027)067, Job No. 20 scheduled for the December 16, 2016 bid opening.

The following plan revisions shall be made:

Plan Revisions:

Remove and replace sheet 6-1 with the enclosed sheets revised 12/14/16.

Sheet 6-1:

Add note 203-P02

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

for CAL J. GENDREAU – CONSTRUCTION SERVICES ENGINEER

80:plm

Enclosure

NOTES

Revised 12/5/16

Revised 12/14/16

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-NH-1-049(027)067	6	1

- 100-P01 FIBER OPTIC LINE PROTECTION: Protect in place the fiber optic line at the cattle pass extension at OCL2 Sta 3972+84 Rt.

- 107-115 RAILROAD PROTECTIVE LIABILITY INSURANCE: This project crosses the BNSF Railway Company at RP 70.894. The type of work that will be performed within the railroad right of way is milling and bituminous paving. Direct inquiries regarding protective liability insurance to:

 Rosa Martinez
 Marsh USA Inc.
 4400 Comerica Bank Tower
 1717 Main Street
 Dallas, TX 75201-7357, USA
 214-303-8519
Rosa.M.Martinez@marsh.com

 Obtain information regarding crossing number 087497J from the Federal Railroad Administration website: <http://safetydata.fra.dot.gov/Officeofsafety/>

- 202-P01 REMOVAL OF PAVEMENT: Cut and remove the existing bituminous and aggregate material, as shown on the proposed typical sections.

 Include all cost for the removal of the existing aggregate material in the unit price bid for "Removal of Pavement." The quantity includes the bituminous surfacing and aggregate base.

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

- 203-P01 COMMON EXCAVATION-TYPE C: The Engineer will measure Common Excavation-Type C at plan quantity.

- 203-P02 COMPACTION AND DENSITY CONTROL: For sliver grading between OCL 6+75 to OCL 63+83 compact material as specified in Section 203.04 E.3, Compaction Control, Type B.

- 255-P01 EROSION CONTROL BLANKET (ECB): 178 SY of ECB Type 2 has been provided for use on the 2:1 proposed slope at the cattle pass extension at OCL2 3972+27 Left.

- 261-P01 TEMPORARY EROSION CONTROL: It is assumed that the contractor will use the existing topsoil to create an earthen berm at the bottom of the foreslope in widened areas. The earthen berm, along with the grass remaining in the ditch and fiber rolls will serve as the temporary erosion control. The earthen berm is not a separate pay item, all costs associated with creating, maintaining, and dismantling the berm are included in the unit cost for "Topsoil".

 The berm will have a minimum height of 12 inches and be uniformly shaped in such a way that it will not fail when pressure from stormwater is applied. When the foreslope has reached final grade, the earthen berm shall be removed and the soil spread on the foreslope before the permanent seeding and mulching work is commenced. To allow stormwater to drain through the berm, weirs may be placed intermittently as needed throughout the length of the berm. These weirs shall be no more than 5 feet wide and have fiber rolls installed across the weir on the downslope side of the berm. If a weir must be made during conditions

- that would allow stormwater to flow through immediately, the fiber roll must be installed before the weir is made in the earthen berm. Fiber rolls for this purpose are included in the "Fiber Rolls 12in" pay item; 100 LF have been provided.

- 261-P02 TEMPORARY EROSION CONTROL WITHIN WETLANDS: Fiber rolls and Silt Fence have been provided for placement at the back-side of the earthen berm at the perimeter of the work area at wetlands. If there is no standing water within the adjacent wetland, immediate seeding and mulching of the earthen berm may replace the fiber roll. If seed/mulch is not immediately applied, fiber rolls are required. Fiber rolls will still be required at the weirs within the berm. Temporary seed mix and mulch for this use will be paid for as "Temporary Cover Crop" and "Straw Mulch".

- 411-P01 MILLING: "Milling Pavement Surface" is paid at plan quantity. The quantity shown includes the entire length of roadway between Sta 3912+00 and the end of project at a width of 24 ft even when no milling is required for cross-slope correction as shown in Section 11. Other milling, such as transitions, is also included as detailed.

- 430-P01 SUPERPAVE FAA 45 - BLADE LEVELING: In the area from the project beginning to RP 73.796, use approximately 1/4" of the 3" overlay for blade leveling before the overlay is applied. Place the blade leveling in a single motor grader pass across the full width of the lane and shoulder. Compact the material with a pneumatic roller prior to the overlay. Include all costs associated with blade leveling in the bid price for "Superpave FAA 45" and "PG 58-28 Asphalt Cement"

- 430-P02 SUPERPAVE FAA 45: For tangent sections between Sta 3912+00 to end of project only; an additional 115 Ton of Superpave FAA 45 and 6.8 Ton of PG 58-28 Asphalt Cement have been included for cross slope correction. Use ordinary compaction for any additional lift of superpave FAA 45 required to correct the cross slope before placing the final two lifts of hot bituminous pavement. The additional lift may be blade laid and the lift thickness can be less than 1 1/2" in depth.

 Do not consider super-elevation correction on curves as leveling courses or patching (see Sheet 8 of Section 30 for locations).

- 704-200 PRECAST CONCRETE MEDIAN BARRIERS – STATE FURNISHED: Obtain 18 barriers from the District Storage Yard at Belfield. Return barriers to the District Storage Yard at Belfield.

 Some 4 inch x 4 inch boards are available at the return location. Provide any additional 4 inch x 4 inch boards necessary to stack barriers. The boards will become property of the Department. Include the cost for boards in the contract unit price for "Precast Concrete Median Barrier - State Furnished".

This document was originally issued and sealed by Sarah BaeHurst, Registration Number PE-6239, on 12/14/16 and the original document is stored at the North Dakota Department of Transportation.