NO. 23

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

REQUEST FOR PROPOSAL

STATE AID PROJECT NO. SOIB-5-200(025)095 (PCN-19734)

7.216 Miles

WIDENING, FULL DEPTH RECLAMATION, CEMENT STAB BASE, HMA SURFACING, SEL GRADE, RDWY REALIGN, TURN LANES, HISTORIC TURNOUT SITE, STRUC REPL, CULV REPL & EXT, & INCID.

ND 200 FROM KILLDEER TO EAST OF DUNN CENTER

DUNN COUNTY

BID OPENING: The bidder's proposal will be accepted via the Bid Express on-line bidding exchange at www.bidx.com until **09:30AM Central Time on December 16, 2016.**

Prior to submitting a Proposal, the Bidder shall complete all applicable sections and properly execute the Proposal Form in accordance with the specifications.

Proposal Form of:

_____
(Firm Name)

_____
(Address, City, State, Zipcode)

(For official use only)

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Project: SOIB-5-200(025)095 (PCN-19734)

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: SOIB-5-200(025)095 (PCN-19734)

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: SOIB-5-200(025)095 (PCN-19734)

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: SOIB-5-200(025)095 (PCN-19734)

RECEIPT OF ADDENDA ACKNOWLEDGEMENT

We hereby acknowledge receipt of the following addenda:

Addendum #_____ Dated_____

Addendum #_____ Dated_____

Addendum #_____ Dated_____

Addendum #_____ Dated_____

Addendum #_____ Dated_____

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

BID ITEMS

Project: SOIB-5-200(025)095 (PCN-19734)

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 $$$$$	Unit Price 000	Amount $$$$$	Amount 00
001	103	0100	CONTRACT BOND	L SUM	1.				
002	202	0021	REMOVE AGGREGATE BASE & SURFACING	TON	19,828.				
003	202	0105	REMOVAL OF STRUCTURE	L SUM	1.				
004	202	0130	REMOVAL OF CURB & GUTTER	LF	295.				
005	202	0169	REMOVAL OF END SECTION-ALL TYPES & SIZES	EA	65.				
006	202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES	LF	683.				
007	202	0312	REMOVE EXISTING FENCE	LF	3,383.				
008	203	0101	COMMON EXCAVATION-TYPE A	CY	21,722.				
009	203	0109	TOPSOIL	CY	55,265.				
010	203	0122	TOPSOIL-DEPT OPTION BORROW AREA	CY	12,500.				
011	203	0138	COMMON EXCAVATION-SUBCUT	CY	1,042.				
012	203	0140	BORROW-EXCAVATION	CY	191,215.				
013	210	0050	BOX CULVERT EXCAVATION	EA	1.				
014	210	0210	FOUNDATION FILL	CY	3,950.				
015	210	0405	FOUNDATION PREPARATION-BOX CULVERT	EA	1.				
016	216	0100	WATER	M GAL	6,331.				

BID ITEMS

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Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price $$$$$	Unit Price 000	Amount $$$$$	Amount 00
017	251	0200	SEEDING CLASS II	ACRE	97.				
018	251	2000	TEMPORARY COVER CROP	ACRE	97.				
019	253	0101	STRAW MULCH	ACRE	177.				
020	255	0102	ECB TYPE 2	SY	1,982.				
021	256	0200	RIPRAP GRADE II	CY	115.				
022	260	0200	SILT FENCE SUPPORTED	LF	5,100.				
023	260	0201	REMOVE SILT FENCE SUPPORTED	LF	5,100.				
024	261	0112	FIBER ROLLS 12IN	LF	30,175.				
025	261	0113	REMOVE FIBER ROLLS 12IN	LF	14,155.				
026	262	0100	FLOTATION SILT CURTAIN	LF	190.				
027	262	0101	REMOVE FLOTATION SILT CURTAIN	LF	190.				
028	265	0100	STABILIZED CONSTRUCTION ACCESS	EA	1.				
029	265	0101	REMOVE STABILIZED CONSTRUCTION ACCESS	EA	1.				
030	302	0050	TRAFFIC SERVICE AGGREGATE	TON	8,000.				
031	302	0120	AGGREGATE BASE COURSE CL 5	TON	56,787.				
032	306	0510	FULL DEPTH RECLAMATION	SY	152,513.				

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Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price $$$$$	Unit Price 000	Amount $$$$$	Amount 00
033	401	0050	TACK COAT	GAL	27,272.				
034	401	0060	PRIME COAT	GAL	45,206.				
035	401	0160	BLOTTER MATERIAL CL 44	TON	1,084.				
036	411	0100	MILLING PAVEMENT SURFACE	TON	30,788.				
037	430	0145	RAP - SUPERPAVE FAA 45	TON	60,746.				
038	430	1000	CORED SAMPLE	EA	295.				
039	430	5828	PG 58-28 ASPHALT CEMENT	TON	897.				
040	430	6428	PG 64-28 ASPHALT CEMENT	TON	1,718.				
041	550	0320	12IN NON REINF CONCRETE PVMT CL AE-DOWELED	SY	164.				
042	550	2040	PORTLAND CEMENT	TON	2,271.				
043	626	0100	COFFERDAM	EA	1.				
044	702	0100	MOBILIZATION	L SUM	1.				
045	704	0100	FLAGGING	MHR	1,000.				
046	704	1000	TRAFFIC CONTROL SIGNS	UNIT	5,615.				
047	704	1039	ATTENUATION DEVICE-TYPE B-45	EA	4.				
048	704	1052	TYPE III BARRICADE	EA	22.				

BID ITEMS

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Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price $$$$$	Unit Price 000	Amount $$$$$	Amount 00
049	704	1060	DELINEATOR DRUMS	EA	210.				
050	704	1067	TUBULAR MARKERS	EA	465.				
051	704	1080	STACKABLE VERTICAL PANELS	EA	825.				
052	704	1081	VERTICAL PANELS-BACK TO BACK	EA	32.				
053	704	1185	PILOT CAR	HR	150.				
054	704	1500	OBLITERATION OF PAVEMENT MARKING	SF	171.				
055	704	3510	PRECAST CONCRETE MED BARRIER-STATE FURNISHED	EA	16.				
056	704	4011	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2.				
057	706	0400	FIELD OFFICE	EA	1.				
058	706	0500	AGGREGATE LABORATORY	EA	1.				
059	706	0550	BITUMINOUS LABORATORY	EA	1.				
060	706	0600	CONTRACTOR'S LABORATORY	EA	1.				
061	709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	2,024.				
062	709	0155	GEOSYNTHETIC MATERIAL TYPE RR	SY	230.				
063	714	0615	PIPE CONC REINF 24IN CL III	LF	222.				
064	714	0820	PIPE CONC REINF 30IN CL III	LF	466.				

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Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price $$$$$	Unit Price 000	Amount $$$$$	Amount 00
065	714	0905	PIPE CONC REINF 36IN CL III	LF	36.				
066	714	1005	PIPE CONC REINF 42IN CL III	LF	54.				
067	714	1105	PIPE CONC REINF 48IN CL III	LF	26.				
068	714	3023	END SECT-TRAVERSABLE REINF. CONC.24IN	EA	6.				
069	714	3033	END SECT-TRAVERSABLE REINF. CONC.30IN	EA	21.				
070	714	3036	END SECT-TRAVERSABLE REINF. CONC.36IN	EA	2.				
071	714	3151	HEADWALL-PRECAST CONCRETE 6IN	EA	2.				
072	714	4099	PIPE CONDUIT 18IN-APPROACH	LF	204.				
073	714	4106	PIPE CONDUIT 24IN-APPROACH	LF	492.				
074	714	4113	PIPE CONDUIT 30IN-APPROACH	LF	44.				
075	714	5015	PIPE CORR STEEL .064IN 18IN	LF	70.				
076	714	5035	PIPE CORR STEEL .064IN 24IN	LF	34.				
077	714	6501	END SECT-TRAVERSABLE METAL 18IN	EA	8.				
078	714	6506	END SECT-TRAVERSABLE METAL 24IN	EA	6.				
079	714	6581	PIPE POLYETHYLENE CORR PERF 6IN DRAIN	LF	360.				
080	714	6590	PIPE PVC 6IN DRAIN	LF	50.				

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Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price $$$$$	Unit Price 000	Amount $$$$$	Amount 00
081	714	9660	REMOVE & RELAY END SECTION-ALL TYPE & SIZES	EA	21.				
082	720	0110	RIGHT OF WAY MARKERS	EA	76.				
083	720	0125	ALIGNMENT MONUMENTS	EA	41.				
084	720	0130	IRON PIN R/W MONUMENTS	EA	45.				
085	720	0135	IRON PIN REFERENCE MONUMENTS	EA	36.				
086	722	3510	INLET-TYPE 2	EA	2.				
087	722	3910	INLET SLOTTED DRAIN 15IN	LF	20.				
088	748	0140	CURB & GUTTER-TYPE I	LF	297.				
089	752	0100	FENCE BARBED WIRE 3 STRAND	LF	6,532.				
090	752	0201	FENCE SMOOTH WIRE 4 STRAND	LF	540.				
091	752	0700	FENCE WOVEN WIRE	LF	223.				
092	752	0900	FENCE TEMPORARY INSTALL & REMOVE	LF	435.				
093	752	2995	CORNER ASSEMBLY-WOOD POST	EA	1.				
094	752	4100	DOUBLE BRACE ASSEMBLY BARBED WIRE	EA	1.				
095	754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	71.				
096	754	0112	FLAT SHEET FOR SIGNS-TYPE IV REFL SHEETING	SF	33.				

BID ITEMS

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Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price $$$$$	Unit Price 000	Amount $$$$$	Amount 00
097	754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	969.				
098	754	0214	GALV STEEL POSTS-W-SHAPE POSTS(TWO OR MORE)	LF	28.				
099	754	0592	RESET SIGN PANEL	EA	46.				
100	754	0593	RESET SIGN SUPPORT	EA	5.				
101	754	0805	OBJECT MARKERS - CULVERTS	EA	85.				
102	754	1104	REMOVE SIGN FOUNDATION	EA	2.				
103	760	0005	RUMBLE STRIPS - ASPHALT SHOULDER	MILE	8.820				
104	760	0007	RUMBLE STRIPS - ASPHALT CENTERLINE	MILE	4.410				
105	762	0112	EPOXY PVMT MK MESSAGE	SF	512.				
106	762	0113	EPOXY PVMT MK 4IN LINE	LF	120,436.				
107	762	0115	EPOXY PVMT MK 8IN LINE	LF	3,932.				
108	762	0117	EPOXY PVMT MK 24IN LINE	LF	78.				
109	762	0430	SHORT TERM 4IN LINE-TYPE NR	LF	144,348.				
110	762	0434	SHORT TERM 8IN LINE-TYPE NR	LF	7,707.				
111	764	2080	REMOVE BOX BEAM GUARDRAIL	LF	386.				
112	764	2081	REMOVE END TREATMENT & TRANSITION	EA	4.				

BID ITEMS

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Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price $$$$$	Unit Price 000	Amount $$$$$	Amount 00
113	**766**	**0100**	**MAILBOX-ALL TYPES**	**EA**	**5.**				
114	**900**	**0500**	**CEMENT STABILIZED BASE COURSE**	**SY**	**133,450.**				
115	**900**	**1000**	**TEMPORARY STREAM DIVERSION**	**EA**	**1.**				
116	**930**	**8230**	**SHORING**	**EA**	**4.**				
			SUBTOTAL						
			ALTERNATE A						
117	**602**	**1131**	**CLASS AE-3 CONCRETE-BOX CULVERT**	**CY**	**507.600**				
118	**612**	**0114**	**REINFORCING STEEL-GRADE 60-BOX CULVERT**	**LBS**	**78,493.**				
			SUBTOTAL ALTERNATE A						
			ALTERNATE B						
119	**606**	**1212**	**12FT X 12FT PRECAST RCB CULVERT**	**LF**	**110.**				
120	**606**	**3212**	**DBL 12FT X 12FT PRECAST RCB CULVERT**	**LF**	**110.**				
121	**606**	**7212**	**DBL 12FT X 12FT PRECAST RCB END SECTION**	**EA**	**2.**				
			SUBTOTAL ALTERNATE B						

BID ITEMS

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Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount	
						$$$$$	000	$$$$$	00
			SUBTOTAL + SUBTOTAL ALTERNATE A						
			SUBTOTAL + SUBTOTAL ALTERNATE B						

Project: SOIB-5-200(025)095 (PCN-19734)

Type of Work: WIDENING, FULL DEPTH RECLAMATION, CEMENT STAB BASE, HMA SURFACING, SEL GRADE, RDWY REALIGN, TURN LANES, HISTORIC TURNOUT SITE, STRUC REPL, CULV REPL & EXT, & INCID.

County: DUNN

Length: 7.2160 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 **10/21/2017**. 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.

Project: SOIB-5-200(025)095 (PCN-19734)

Type of Work: WIDENING, FULL DEPTH RECLAMATION, CEMENT STAB BASE, HMA SURFACING, SEL GRADE, RDWY REALIGN, TURN LANES, HISTORIC TURNOUT SITE, STRUC REPL, CULV REPL & EXT, & INCID.

County: DUNN

Length: 7.2160 Miles

CONTRACT EXECUTION:

The undersigned Bidder agrees, if awarded the contract, to execute the contract form and furnish a contract bond within fifteen calendar days, as determined by NDCC Section 1-02-15, after date of notice of award, in accordance with the provisions of Sections 103.05 and 103.06 of the Standard Specifications.

AFFIDAVIT:

STATE OF _____)
) ss.
COUNTY OF _____)

The undersigned bidder, being duly sworn, does depose and say that they are an authorized representative of _____
CONTRACTOR NAME

of _____ , a
MAILING ADDRESS

☐ Individual ☐ Partnership ☐ Joint Venture ☐ Corporation

and that they have read, understand, acknowledge, and accept the entire proposal form; and that all statements made by said bidder are true and correct.

_____ , TITLE _____
BIDDER MUST SIGN ON THIS LINE

_____
TYPE OR PRINT SIGNATURE ON THIS LINE

Subscribed and sworn to before me this day.

_____
COUNTY

(Seal)

_____ _____
STATE DATE

_____
NOTARY PUBLIC

My commission expires _____

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

Job #23, Project No.SOIB-5-200(025)095

Widening, Full Depth Reclamation, Cement Stabilized Base, HMA Surfacing, Selective Grading, Roadway Realignment, Turn Lanes, Historic Turnout Site, Structure Replacement, Culvert Replacement & Extension, and Incidental

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Appendix E of the Title IV Assurances dated October 1, 2014

On-The-Job Training Program dated October 1, 2016

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NOTICE

TO: All prospective bidders on all North Dakota Department of Transportation Highway Construction Projects.

Contractors moving construction equipment to NDDOT highway construction projects are subject to the Road Restriction Policy with the following modifications:

A. The contractor may purchase up to 10 single trip permits for each NDDOT highway construction project at a cost ranging from $20 to $70 each. These permits must be purchased from the Motor Carrier Division of the Highway Patrol at the central office of the NDDOT in Bismarck, North Dakota.

B. The $1 per mile fee will not be charged for Gross Vehicle Weights (GVW) exceeding 105,500 pounds, 105,500 pounds, and 105,000 pounds for highways Restricted by Legal Weights, 8 Ton, and 7 Ton highways respectively.

C. The $5 per ton per mile fee will be charged only for loads exceeding a GVW of 130,000 pounds, 120,000 pounds, 110,000 pounds and 80,000 pounds for highways Restricted by Legal Weights, 8 Ton, 7 Ton, and 6 Ton highways respectively.

D. The maximum weights per axle for each of the class restrictions still apply. If it is shown that more axles cannot be added, movement may be authorized; however, a $1 per ton per mile fee will be charged for all weight in excess of the restricted axle limits.

E. These construction equipment single trip permits apply to State and US Highways only.

F. The District Engineers and Highway Patrol will select the route of travel.

G. Contractors moving equipment to other than NDDOT highway construction projects are subject to all fees as shown in the Road Restriction Permit Policy.

H. Contractors must call the Highway Patrol prior to movement of all overweight loads on all State and US Highways.

NDDOT ROAD AND VEHICLE RESTRICTIONS Date Revised 05-22-10

ROAD RESTRICTION PERMITS

Permits shall be issued for the movement of non-divisible vehicles and loads on state highways which exceed the weight limits during spring road restrictions. The issuance of permits may be stopped or posted weights changed at any time based on the varying conditions of the roadways. Permits can be obtained from the Highway Patrol.

RESTRUCTION CLASSIFICATIONS WITH ALLOWABLE AXLE WEIGHTS AND GROSS VEHICLE WEIGHTS	PERMIT AND TON/MILE FEES
Highways Restricted by Legal Weight Single Axle -- 20,000 lbs. Tandem Axle -- 34,000 lbs. Triple Axle -- 48,000 lbs. 4 Axles or more -- 15,000 lbs. per axle Gross Vehicle Weight -- 105,500 lbs. Note: The above weights apply to state highways restricted by legal weights, other than interstate highways, in areas where road restrictions are in force. When the gross weight of an axle grouping exceeds 48,000 pounds, the $1 per ton per mile shall apply to all weight in excess of 15,000 pounds per axle.	Permit Fee: $20-$70 per trip Ton Mile Fee: 105,501 lbs. to 130,000 lbs. GVW -- $1 per mile Over 130,000 lbs. GVW – $1 per mile **plus** $5 per ton per mile for that weight exceeding 130,000 lbs. GVW Exceeding axle limits -- $1 per ton per mile
8-Ton: Single Axle -- 16,000 lbs. Tandem Axle -- 32,000 lbs. 3 Axles or more -- 14,000 lbs. per axle Gross Vehicle Weight -- 105,500 lbs.	Permit Fee: $20-$70 per trip Ton Mile Fee: 105,501 lbs. to 120,000 lbs. GVW -- $1 per mile Over 120,000 lbs. GVW – $1 per mile **plus** $5 per ton per mile for that weight exceeding 120,000 lbs. GVW Exceeding restricted axle limits -- $1 per ton per mile
7-Ton: Single Axle -- 14,000 lbs. Tandem Axle -- 28,000 lbs. 3 Axles or more -- 12,000 lbs. per axle Gross Vehicle Weight -- 105,500 lbs.	Permit Fee: $20-$70 per trip Ton Mile Fee: 105,500 lbs. to 110,000 lbs. GVW -- $1 per mile Over 110,000 lbs. GVW – $1 per mile **plus** $5 per ton per mile for that weight exceedi ng 110,000 lbs. GVW Exceeding restricted axle limits -- $1 per ton per mile
6-Ton: Single Axle -- 12,000 lbs. Tandem Axle -- 24,000 lbs. 3 Axles or more -- 10,000 lbs. per axle Gross Vehicle Weight -- 80,000 lbs.	Permit Fee: $20-$70 per trip Ton Mile Fee: $5 per ton per mile for all weight exceeding 80,000 lbs. GVW Exceeding restricted axle limits -- $1 per ton per mile
5-Ton: Single Axle -- 10,000 lbs. Tandem Axle -- 20,000 lbs. 3 Axles or more -- 10,000 lbs. per axle Gross Vehicle Weight -- 80,000 lbs.	No overweight movement allowed

SINGLE UNIT FIXED LOAD VEHICLES SUCH AS TRUCK CRANES AND WORKOVER RIGS

A. Permit Fee and Ton Mile Fee for Self-Propelled Fixed Load Vehicles.

1. Permit Fee: $25 per trip

2. $1 per ton per mile for all weight in excess of restricted axle limits or in excess of legal limits on state highways in areas where road restrictions are in force. When the gross weight of an axle grouping exceeds 48,000 pounds, the $1 per ton per mile shall apply to all weight in excess of 15,000 pounds per axle (see weight classification chart in section C.)

3. $5 **per ton per mile** for all movements exceeding the following gross vehicle weight limits:

   a. 105,500 lbs. GVW on unrestricted state highways, other than interstate highways, in areas where road restrictions are in force.
   b. 105,500 lbs. GVW on 8-ton highways.
   c. 105,500 lbs. GVW on 7-ton highways.
   d. 80,000 lbs. GVW on 6-ton highways.
   e. No overweight movement allowed on 5-ton highways

B. Permit Fees for Work-Over Rigs and Special Mobile Equipment Exceeding 650 but not 670 Pounds Per Inch Width of Tire.

1. Permit Fee:
   a. $50 per trip on work-over rigs up to 650 pounds per inch width.
   b. $75 per trip on work-over rigs that exceed 650 but not 670 pounds per inch width of tire.
2. The work-over rig shall be stripped to the most minimum weights.
3. A minimal number of state highway miles shall be used.
4. District engineer approval shall be obtained prior to movement when vehicle exceeds restricted axle weights by more than 5,000 pounds.
5. A validation number ending in TM must be obtained from the Highway Patrol prior to using a self-issue single trip movement approval form.
6. The ton mile shall be waived.

CERTIFICATION

I hereby certify the attached supplemental specifications effective on October 1, 2016.

/S/ 5/10/16

Bob Fode, P.E., Director
Office of Project Development

Date

North Dakota
Department of Transportation

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
REVISIONS

Effective Date: 10/01/2016

The following specifications are supplementary to the 2014 Edition of the *Standard Specifications for Road and Bridge Construction* as they apply to this Contract. Page references in this document apply to the hard bound, printed edition of the specifications (the "blue book") and the "as printed" version of the specifications on the Department's website.

101.03 ABBREVIATIONS **PAGE 8** **10/01/15**

Delete the line for "ACPA American Concrete Precast Association" and replace it with the following:

ACPA American Concrete Pipe Association

Add the following item to Section 101.03:

NPCA National Precast Concrete Association
SWPPP Storm Water Pollution Prevention Plan

101.04 DEFINITIONS **PAGE 10** **10/01/15**

Delete the definition for "Sieve" and replace it with the following:

Sieve. U.S.A. Standard Sieve, as defined in ASTM E 11. The specified percent passing for each sieve is measured by weight.

102.07 B Electronic Proposal **Page 23** **10/1/16**

Replace 102.07 B with the following:

B. Electronic Proposal.

1. Electronic Bidding Credentials.
A Digital ID is required to electronically sign proposals.

If a Bidder does not have a Digital ID, create a Digital ID and set up bidding privileges by following the instructions on the Bid Express website (www.bidx.com). Begin the Digital ID creation process a minimum of 7 business days before the bid opening.

2. Submitting an Electronic Proposal.
Prepare the proposal using Bid Express as follows:

1. Download the most current "Proposal Files" and "DBE Roster File" from the Bid Express website (www.bidx.com).
2. Use the Bid Component for AASHTOWare Project Bids to prepare and submit the proposal forms. Follow the Bid Component software instructions and review the help

screens provided on the Bid Express website to ensure that the bid item list is prepared properly. Provide a unit price for each bid item.

If the proposal forms contain alternate or optional bid items, provide unit prices for those bid items as follows:

a. For alternate bid items, provide a unit price for each bid item included in the Bidder's preferred alternate.
b. For optional bid items, provide a unit price for all bid items under all options.

The user's Digital ID must be on file and enabled by Bid Express. The use of the Digital ID constitutes the Bidder's signature for execution of the proposal. The Department is not responsible for the Bidder's inability to submit a proposal using AASHTOWare.

103.08 A General **PAGE 30** **10/1/16**

Replace the second paragraph with the following:

For subcontracts at any tier equal to or greater than $750,000, obtain from the subcontractor all bid documentation used to prepare the subcontractor's bid for the portion of the work reflected in the subcontract. The subcontractor's bid documentation requirements shall be the same as for the Contractor, except it shall be submitted within 5 days of approval of the Prime Contractor's Request to Sublet. Submit to the Department the bid documentation and affidavit in a separate sealed container, including the subcontractor's name and address on the container.

104.02 C Significant Changes to the Character of Work **PAGE 34** **10/01/15**

Delete the following paragraph in its entirety:

If the Contractor believes an alteration in the work is a significant change that necessitates a contract revision, the Contractor shall notify the Engineer in accordance with Section 104.03, "Contractor Requested Contract Revisions".

104.05 A Submission of the Claim **PAGE 37** **10/01/15**

Replace the fourth paragraph of Section 104.05 with the following:

Provide a claim submittal to the Engineer that contains, at a minimum, the following information for each claim issue included on the *Notice of Intention to File a Claim* (SFN 16743). Failure to supply the following information for each claim issue constitutes a waiver of claim for addional compensation for each submitted claim item.

104.07 C. Conditions **PAGE 42** **10/01/16**

Replace number 5 with the following:

5. Contains revisions to the contract that the Department has previously accepted on another Department project, or is based on or similar to standard specifications, special provisions, or another set of plans.

Delete Section 105.03 COOPERATION WITH UTILITY OWNERS and replace with the following:

105.03 COOPERATION WITH UTILITY OWNERS

A. General.

Utility facilities shown on the plans, if any, are for reference purposes only and may not constitute an exhaustive representation of all utility facilities within the project. Notify the North Dakota One Call System (811) before starting the work, so they may locate and mark all utility facilities within the project.

Comply with Chapter 49-23 of the NDCC in determining the location of underground utilities.

Locate Department-owned, publicly-owned, and privately-owned utility facilities, whether on or off the One Call System.

If the Contractor's operations have the potential to damage utility facilities identified in the contract to remain in place during the work, including operations adjacent to these utility facilities, the Contractor shall account for and protect the utility facilities. Before starting the work, coordinate the protections with the utility owner.

B. Utilities Identified in Plans.

Notify all utility owners of the anticipated project schedule within two weeks of receiving notice to proceed. Coordinate adjustments and relocations with affected utility owners. The Contractor, the Engineer, and the utility owners shall agree to a schedule of the work and the adjustments and relocations before beginning the work.

Cooperate with utility owners in relocating and adjusting utility facilities to minimize interruption to service and duplication of work by utility owners.

The Department will provide utility conflict plans, if available. Utility conflict plans are not part of the contract and are for information purposes only.

C. Utilities Encountered During Work.

If the Engineer determines that adjustment or relocation of utility facilities is necessary to accommodate construction, the Engineer will arrange and coordinate the work with the owner if the contract does not otherwise provide for such work. This does not relieve the Contractor of any liability that may arise under the provisions of the NDCC.

D. Scheduling.

1. General.

In order to minimize interference with traffic operations, the Contractor, Engineer, and utility owner shall agree to a detailed schedule before starting work.

2. Utility Coordination Meeting.

If the contract requires a utility coordination meeting, arrange the meeting with the utility owners and the Engineer to occur no later than two weeks after the notice to proceed. At the meeting, provide an agenda and a tentative construction schedule for planning utility relocations and adjustments; after the meeting, publish minutes and distribute a copy to all meeting attendees.

E. Fire Hydrants.

Before starting work that affects a fire hydrant, coordinate with the local fire authority to determine if provisions need to be in place before starting the work. If provisions are necessary, obtain the approval of the local fire authority before beginning the work affecting the fire hydrant.

F. Damage and Interruptions.

If the Contractor causes damage to utility facilities, the Contractor is responsible for the costs of restoring or repairing the damaged utility facility to a condition equal to or better than the condition existing before the damage occurred. Immediately notify the utility owner of the damage or, if the owner is unknown, the One Call System. Do not conceal, attempt to conceal, or make repairs to the utility facilities until approved by the utility owner. If this damage causes interruption to utility service, continuously coordinate with the utility owner until the service is fully restored.

The Department will not pay the Contractor for the cost to restore or repair damage utility facilities and will consider any delays resulting from this damage to be non-excusable in accordance with Section 108.06, Determination of and Extensions to the Contract Time."

105.08 A.3 Additional Section 600 Work Drawing Submittal Requirements. PAGE 50 10/01/16

Replace the first paragraph with the following:

Provide work drawings on 11 inch × 17 inch sheets generated by a CADD system.

Use the minimum text sizes shown in Table 105-01.

Table 105-01	
Dimensions and Notes	0.08 Inches
Detail Subtitles	0.09 Inches
Detail Titles	0.10 Inches

106.01 C Certificate of Compliance PAGE 55 10/01/16

Replace 106.01 C, "Certificate of Compliance with the following:

C. Certificate of Compliance (CoC).

SP 282(14) Certificate of Compliance (CoC) has replaced this section.

106.02 D Aggregate Source Limitations PAGE 58 10/01/15

Delete number 8 and replace it with the following:

8. In Stark County, within the 2-mile radius from the center of Section 30-137-92;

Delete number 11 and replace it with the following:

11. In Hettinger County, within the 1-mile radius from the center of Section 28-135-91;

107.17 REMOVED MATERIAL **PAGE 80** **10/01/15**

Replace Section 107.17 with the following:

107.17 REMOVED MATERIAL
Unless otherwise designated in the contract, removed material becomes the property of the Contractor.

If the Contractor determines that the material will be disposed of, the material must be disposed in one of the following ways:

A. Dispose of the material through a beneficial use. Apply for a beneficial use permit from the NDDoH by completing an *NDDOT Projects-Inert Waste Beneficial Use Application* (SFN 58981). Provide the Engineer with copies of all documents submitted to the NDDoH.

B. Dispose of the material at an approved permanent waste management facility.

C. If waste cannot be reasonably managed at a permanent waste management facility, obtain approval from the NDDoH for a variance to dispose of the inert waste at another site. Apply for a variance by completing an *NDDOT Projects-Inert Waste Disposal Variance Application* (SFN 54344). Provide the Engineer with copies of all documents submitted to the NDDoH.

   Obtain locations of permanent waste facilities, applications, and guidelines from the NDDoH, Division of Waste Management. View a list of municipal and inert waste landfills and review guidance on the NDDoH website: http://www.ndhealth.gov.

Include the cost of material disposal in the contract unit price of the relevant contract item.

108.02 PRECONSTRUCTION CONFERENCE **PAGE 81** **10/01/16**

Delete Section 108.02 and replace with the following:

108.02 CONSTRUCTION MEETINGS

A. Preconstruction Conference.
Before beginning the work, including pit operations specific to the project, and unless waived by the Engineer, coordinate and hold a preconstruction conference with the Engineer at a mutually agreed time and place. Notify subcontractors, utility companies, and other interested parties of the time and place of the preconstruction conference.

Submit the following to the Engineer before or at the preconstruction conference:

1. A company safety plan and the name of the safety officer;

2. An EEO / affirmative action plan and the name of the EEO officer;

3. A list of key project personnel and their phone numbers;

4. The initial or baseline schedule in accordance with Section 108.03, "Progress Schedule";

5. A list of proposed subcontractors requested in accordance with Section 108.01, “Subletting of Contract”;

6. A list of material suppliers;

7. A list of pits to be used (owner and legal description);

8. All COAs in accordance with Section 107.05, “Material Source Approval”;

9. The applicable storm water permits and the SWPPP in accordance with Section 107.02.C, “Storm Water Permits”;

10. The names of Quality Control Personnel and a Quality Control Plan in accordance with Section 430.04 A, “Contractor Quality Control (QC).”

B. Weekly Planning and Reporting Meeting.
The weekly planning and reporting meeting is required when specified in the plans.

Organize a weekly meeting to coordinate efforts between subcontractors, utilities, local authorities, and others. The Engineer will develop a list of parties to be invited to the meeting and will provide the list to the Contractor at the Preconstruction Meeting. The Engineer may provide an updated list with additional attendees at any time.

Send a knowledgeable representative to conduct the meeting. Prepare minutes for each meeting and make the appropriate distribution of the minutes. Distribute the minutes within 48 hours of the meeting conclusion. Allow the Engineer to review and approve the minutes before distribution.

Include in the meeting agenda a discussion of problems encountered since the last meeting, and information of interest to those invited to the meeting. Provide a written schedule of the next week’s work and a tentative schedule for the following week.

108.03 D Measurement and Payment **PAGE 91** **10/01/15**

Replace Table 108-01 with the following:

Table 108-01
CPM Schedule Price Reductions

Days Late Submitting Update Schedule	Percentage Price Reduction to the Prorated Amount[1]
1	20
2	40
3	60
4	80
5	100

[1] The “prorated amount” is equivalent to the amount calculated for each update schedule submission in Section 108.03 D, Item 2.

108.06 B.1 General **PAGE 93** **10/01/15**

Replace the 6th paragraph of Section 108.06 B.1 with the following:

The Contractor’s plea that the contract time was insufficient is not a valid reason for an extension of time. For calendar day and completion date contracts, the Department will not extend the contract time for delays encountered on holidays and during the period from November 15 to April 15. When the time as extended by the Department falls on a date that is a holiday, the Engineer will extend the contract time to the next business day.

108.06 B.4 Excusable, Non-compensable Delays **PAGE 96** **10/01/16**

Replace letter “f.” with the following:

f. Delays due to utility or railroad work when the Contractor has complied with the requirements of Section 105.03.D, “Scheduling,” but the utility or railroad company failed to perform their work within the time agreed to in the utility coordination meeting**.**

109.01 J.2 Scale Applications **PAGE 103** **10/01/16**

Replace the paragraph with the following:

Use either computerized or non-computerized scales to determine weights for material when the quantity of the material included in the bid item list is 2,000 tons or less.

109.01 J.2.a Computerized Scales **PAGE 103** **10/01/16**

Replace the first paragraph with the following:

Use a computerized scale to determine the weight of material when the quantity included on the bid item list is greater than 2,000 tons.

109.01 J.2.b Computerized Loader Bucket Scales **PAGE 103** **10/01/15**

Delete the first paragraph and replace with the following:

Loader bucket scales may be used to weigh materials when the quantity of material included in the bid item list is less than 10,000 tons and for aggregates specified under Sections 420 “Bituminous Seal Coat”, 421 “Microsurfacing”, and 422 “Slurry Seal” regardless of quantity.

109.01 J.4.b(2) Hopper or Batch Scales **PAGE 105** **10/01/15**

Replace Section 109.01 J.4.b(2) with the following:

After the material has been weighed on the project scale and placed in a truck, weigh the loaded truck on a certified scale owned and operated by an entity other than the Contractor. Provide the tare weight of the truck along with the comparison weigh ticket.

109.01 J.6.a General **PAGE 106** **10/01/15**

Delete the second paragraph and replace with the following:

Document the weight of each load on a separate, sequentially numbered weigh ticket that has a maximum size of 5.5 × 8.5 inches. Provide one copy to the driver of the truck. The truck driver shall deliver the weigh ticket to the Engineer at the location where the material is incorporated into the work. The Engineer will reject loads that are not accompanied by a legible weigh ticket.

155.03 A.3 Water Measuring **PAGE 143** **10/01/15**

Replace the second paragraph in Section 155.03 A.3 with the following:

Use a water measuring system that:

- Delivers the designated quantity of water for each batch within the tolerance specified in Section 802.03 B.4, "Batching Water";
- Automatically stops the water flow when the designated quantity has been delivered; and
- Is adjustable and has a calibrated indicator showing the quantity of water measured for each batch.

155.07 D Bridge Deck Overlay Finishing Machines **PAGE 147** **10/01/15**

Replace Section 155.07 D with the following:

D. Bridge Deck Overlays Finishing Equipment.

Use a finishing machine that is:

- Equipped with an oscillating screed or screeds with an effective weight of at least 75 pounds for each square foot of bottom face area, and provided with positive control of vertical position, the angle of tilt, and the shape of the crown. At least one oscillating screed shall be capable of consolidating the concrete to the specified density;
- Long enough to uniformly strike off and consolidate the width of lane to be paved
- Capable of forward and reverse motion under positive control;
- Travelling on rails with fully-adjustable and stable supports;
- Supported without the use of shims; and
- Not anchored to the concrete using powder actuated fasteners, unless that concrete will be subsequently overlaid.

202.04 A General **PAGE 161** **10/01/16**

Replace the second paragraph with the following:

Remove existing bituminous and concrete surfaces to a joint or create a smooth, vertical plane along the entire length of the remaining surface.

202.04 B Removal of Bridges and Box Culverts **PAGE 161** **10/01/16**

Replace Section 202.04 B with the following:

B. Removal of Structures and Box Culverts.

When the removal is of a bridge, perform asbestos inspection and testing and submit SFN 17987 "Asbestos Notification of Demolition and Renovation" to NDDoH at least 10 working days before conducting any demolition. If asbestos is discovered, the Engineer will issue a contract revision for work related to the asbestos.

Remove existing substructures to one foot below the existing stream bottom, and remove those parts outside the stream to one foot below final ground surface.

If bridge elements are designated for salvage, match mark the elements and transport them to the location specified in the contract.

202.06 BASIS OF PAYMENT **PAGE 162** **10/01/16**

Delete the “Saw Concrete, Linear Foot” and “Saw Bituminous Surfacing-Full Depth, Linear Foot” from the “Pay Item List”.

203.02 EQUIPMENT **PAGE 163** **10/01/15**

Replace the equipment list in Section 203.02 with the following:

Equipment	Section
Vibratory Sheepsfoot/Pad Foot/Extended Pad Foot Rollers	151.01 E

203.04 B Topsoil **PAGE 164** **10/01/16**

Replace the second paragraph of Section 203.04 B with the following:

Construct topsoil stockpiles with minimum slopes of 10:1 or flatter slopes, if located within the clear zone. Place topsoil piles at acceptable locations outside of the grading limits or, if necessary, outside the right of way at no additional cost to the Department. If stockpiling topsoil outside the right of way, submit a copy of the agreement negotiated with the landowner 10 days before constructing topsoil stockpiles.

203.04 B.1 Topsoil - Wetland **PAGE 165** **10/01/15**

Replace the second paragraph of Section 203.04 B.1 with the following:

Spread a minimum of 6 inches of wetland topsoil at mitigation sites and temporary wetland impact areas.

203.04 C Subcut **PAGE 165** **10/01/15**

Add the following paragraph to the end of Section 203.04 C:

Dispose of material removed from the subcut area as specified in Section 107.17, “Removed Material”.

203.05 B Borrow Excavation **PAGE 169** **10/01/16**

Replace the third paragraph of Section 203.05 with the following:

If the borrow source is a Department option, the Engineer will measure the topsoil stripped from the borrow area. Provide a minimum of two working days’ notice to allow the Engineer to complete the preliminary cross sectioning before removing topsoil. Remove and stockpile topsoil, as specified in Section 203.04 B, “Topsoil”, before excavation. Provide notice and allow one working day for the Engineer to complete the topsoil measurement before beginning borrow excavation.

203.06 BASIS OF PAYMENT **PAGE 171** **10/01/16**

Delete “Topsoil Borrow Area, Cubic Yard” from the Pay Item list and replace with “Topsoil – Dept Option Borrow Area, Cubic Yard”.

203.06 C Department Optioned Borrow **PAGE 171** **10/01/16**

Add the following to the end of Section 203.06 C:

Include the removal and replacement of topsoil in Department optioned borrow areas in the contract unit price for “Topsoil – Dept Option Borrow Area”.

216.06 Basis of Payment **PAGE 175** **10/01/15**

Replace Section 216.06 with the following:

Pay Item	Pay Unit
Water	M Gal

An “M Gal” is equivalent to 1,000 gallons.

Such payment is full compensation for furnishing all materials, equipment, labor, and incidentals to complete the work as specified.

230.05 B Reshaping Inslopes **PAGE 179** **10/01/16**

Replace Section 230.05 Reshaping Inslopes with the following:

B. Reshaping Foreslopes.
The Engineer will measure each foreslope on each side of the roadway separately.

251.03 D Seed Class **PAGE 182** **10/01/15**

Add the following footnote to Table 251-01:

[1] Substitute Thickspike or Stream bank Wheatgrass of the Critana, Banstock, Sodar, AC Polar or Elbee variety if Sideoats Grama is unavailable.

253.02 A Hydraulic Mulch **PAGE 188** **10/01/16**

Replace the first paragraph with the following:

When applying hydraulic mulch and seed together, use hydraulic spraying equipment that mixes the seed and mulch in water.

253.03 B Hydraulic Mulch **PAGE 188** **10/01/16**

Delete the third paragraph.

253.03 C Straw Mulch **PAGE 188** **10/01/15**

Delete the following sentence from this section:

At least 50 percent of the mulch by weight must be at least 8 inches in length.

262.04 A Installation **PAGE 201** **10/01/15**

Replace the first paragraph of Section 262.04 A with the following:

Attach anchor lines to the flotation device.

265.06 Basis of Payment **PAGE 204** **10/01/15**

Replace the first paragraph after the list of pay items with the following:

Include the cost for pipe, geosynthetic material, topsoil, and seed in the price bid for "Stabilized Construction Access".

302.03 MATERIALS **PAGE 209** **10/01/15**

Replace table in Section 302.03 with the following:

Material	Section
Aggregates	816
Salvaged Base Course	817
Traffic Service Aggregate	816 Class 5; or 817

302.04 A.2 Gradation **PAGE 209** **10/01/15**

Replace the first paragraph in Section 302.04 A.2 with the following:

The Engineer will collect three samples for each 1,000 tons of material placed, except when more than 1,000 tons are placed in a day. If more than 1,000 tons are placed in a day, the Engineer will collect three samples for that day's placement. If the aggregate fails to meet the specified gradation, the Engineer will apply a price reduction as specified in Section 302.06 B, "Contract Price Adjustments".

302.04 C Surface Tolerance **PAGE 210** **10/01/15**

Replace Section 302.04 C with the following:

C. Surface Tolerance.
Unless one of the following surface tolerances is specified, construct the surface to within 0.08 feet of the proposed elevation.

1. Surface Tolerance Type B.
Use trimming equipment, including motor graders, equipped with automatic grade control to adjust for the cross slope and longitudinal profile. Construct the finished surface to within 0.04 feet of the proposed elevation.

Reincorporate material removed from high points during trimming into other portions of the base.

2. **Surface Tolerance Type C.**
   Use roadbed planers to construct the finished surface. The Engineer will allow the base or surface course to be used as the grade reference when trimming shoulders. Construct the finished surface to within 0.04 feet of the proposed elevation.

   Reincorporate material removed from high points during trimming into other portions of the base.

306.04 A.1 Gradation **PAGE 213** **10/01/15**

Replace the first paragraph in Section 306.04 A.1 with the following:

The Engineer will collect three samples for each 1,000 tons of material placed, except when more than 1,000 tons are placed in a day. If more than 1,000 tons are placed in a day, the Engineer will collect three samples for that day's placement. If the aggregate fails to meet the specified gradation, the Engineer will apply a price reduction as specified in Section 306.06 B, "Contract Price Adjustments".

401.03 MATERIAL **PAGE 221** **10/01/16**

Replace the last paragraph in Section 401.03 with the following:

Obtain samples of the bitumen under the observation of the Engineer. The Engineer will take immediate possession of the samples.

401.03 B Tack Coat and Fog Seal. **PAGE 221** **10/01/15**

Delete Section 401.03 B and add the following:

B. Tack Coat.
Use a material from Table 401-01.

Table 401-01

Material	Section
SS-1h	818.02 F
MS-1	818.02 F
CSS-1h	818.02 E.1

When MS-1 is used it may be diluted by the supplier or the Contractor.

C. Fog Seal.
Use a material from Table 401-02.

Table 401-02

Material	Section
SS-1h	818.02 F
CSS-1h	818.02 E.1

401.04 A Application of Bitumen **PAGE 221** **10/01/15**

Delete Section 401.04 A and add the following:

A. Application of Bitumen.

1. General.
Prepare the surface by removing loose dirt and deleterious material.

Provide the Engineer with the manufacturer recommended application temperature ranges. During application, maintain the temperature of bitumen within the ranges recommended by the manufacturer.

Apply bitumen with a distributor on a compacted and stable surface. Use hand sprayers to cover irregular areas. Completely cover the area receiving the bitumen application.

If applying bitumen in multiple passes, overlap the bitumen along adjoining edges of the passes.

Protect the surfaces of structures and other roadway appurtenances against tracking and splattering.

2. Prime Coat.
Apply prime coat when the ambient air temperature is at least 40°F.

Allow the prime coat to cure a minimum of 48 hours before placing pavement.

3. Tack Coat.
Apply tack coat when the air temperature and existing mat temperature are at least 35°F.

Apply tack coat to a dry surface.

Allow tack coat to cure before applying surfacing material.

4. Fog Coat.
Apply fog coat when the ambient air temperature is at least 40°F.

Apply fog coat to a dry surface.

420.04 A General **PAGE 224** **10/01/15**

Replace Section 420.04 A with the following:

A. General.
Do not start seal work after September 1.

Allow material to cure as shown in Table 420-01 before applying seal coat materials.

Table 420-01
Curing Period

Material Type	Curing Period
Prime Coat	4 days
Asphalt Cement Pavements	7 days
Emulsion Pavements	15 days

Schedule the work so that the last bitumen application of the day is sufficiently cured to allow installation of the short-term pavement marking before sunset.

420.04 D Cover Coat Material Application **PAGE 225** **10/01/15**

Replace the third paragraph with the following:

Within one minute following the application of the bitumen, spread the cover coat material uniformly over the bituminous material with an aggregate spreader. Apply cover material by hand to areas that are inaccessible to the aggregate spreader.

420.04 D Cover Coat Material Application **PAGE 225** **10/01/15**

Delete the eighth paragraph in its entirety.

420.04 H.1 Bitumen **PAGE 226** **10/01/16**

Replace Section 420.04 H.1 with the following:

1. **Bitumen.**
   Obtain samples of this material under the observation of the Engineer. The Engineer will take immediate possession of the samples.

421.03 MATERIALS **PAGE 228** **10/01/16**

Add the paragraph following to the end of Section 421.03:

Obtain samples of the bitumen under the observation of the Engineer. The Engineer will take immediate possession of the samples.

422.03 MATERIALS **PAGE 232** **10/01/16**

Add the paragraph following to the end of Section 422.03:

Obtain samples of the bitumen under the observation of the Engineer. The Engineer will take immediate possession of the samples.

430.03 F Commercial Grade Asphalt **PAGE 238** **10/01/15**

Replace the second paragraph of Section 430.03 F with the following:

The requirements of the following sections will not be applied to commercial grade asphalt:

- Section 430.04 A, “Contractor Quality Control Plan”;
- Section 430.04 B, “Engineer’s Quality Assurance Plan”;
- Section 430.04 C.2, “Determination of Specific Gravity”;
- Section 430.04 E, “QC Testing”; and
- Section 430.04 M, “Acceptance”.

430.04 D.1 General **PAGE 241** **10/01/15**

Replace the third paragraph of Section 430.04 D.1 with the following:

Submit the mix design a minimum of 10 calendar days before beginning paving operations. The Engineer will review the mix design. If the Engineer does not approve the mix design, revise the mix design and submit the revised mix design. Allow 10 calendar days for the Engineer to review a revised mix design before beginning paving operations.

430.04 D.2 Items to be Submitted **PAGE 242** **10/01/15**

Add the following item to Section 430.04 D.2:

e. If the mix contains RAP, submit a 50 pound sample of the milled material.

430.04 F Surface Preparation **PAGE 246** **10/01/15**

Replace the second paragraph of Section 430.04 F with the following:

Correct local irregularities in the existing surface before placing the first lift of bituminous material. If milling is specified, correct local irregularities after milling. Apply a tack coat to the surface before correcting the irregularities. Use the same type of mix that is required for the subsequent lift. Use a pneumatic roller as specified in Section 151.01 A.3. “Self-Propelled Pnuematic-Tired Roller” to compact the mix.

430.04 G Patching **PAGE 247** **10/01/15**

Replace Section 430.04 G with the following:

G. Patching.
Remove existing broken or unstable surface material and replace that material with the same mixture specified for the next course.

Place the bituminous material in lifts not to exceed 3 inches and compact the material. Allow the patch material to cool to 130°F before placing additional material. If patching is required during the paving operation, allow the patch material to cool to 185°F before placing additional material.

430.04 H.1 General **PAGE 248** **10/01/15**

Delete the ninth paragraph of Section 430.04 H.1

430.04 I.3.c Intermediate Rolling **PAGE 250** **10/01/15**

Replace the second paragraph of Section 430.04 I.3.c with the following:

If roller tires pick up the bituminous material or there are excessive roller marks in the mat, the Engineer may allow the removal of the intermediate rolling operation if it appears to the Engineer that compaction is being achieved.

430.04 J Joints **PAGE 250** **10/01/15**

Replace Section 430.04 J with the following:

J. Joints.

1. General.
Place pavement against the surface of curbing, gutters, manholes, and similar structures uniformly near the contact surfaces so the pavement is slightly higher than the edge of the structure after compaction. Do not construct a joint on top of a joint from a previous lift.

2. Longitudinal Joints.
Construct longitudinal joints on successive lifts between 6 and 12 inches from the previous longitudinal joint.

Place and follow markings to guide the paver. Construct joints in a uniform line. Correct pavement edges that deviate from the uniform line and correct areas of the joint that vary from the intended location of the joint by more than 2 inches. Construct joints with tight seams and no visible segregation.

3. Transverse Joints.
Construct transverse joints on successive lifts a minimum of 12 feet from the previous transverse joint.

430.06 A General **PAGE 253** **10/01/16**

Replace Commercial Grade Asphalt with:

Commercial Grade Hot Mix Asphalt

Add the following paragraph to the end of Section 430.06 A:

Include the cost of aggregate, asphalt cement, prime coat, and tack coat in the contract unit price for "Commercial Grade Hot Mix Asphalt."

550.03 Materials **PAGE 261** **10/01/15**

Add the following to Section 550.03:

Develop a mix design with a maximum water-cement ratio of 0.40 when placing concrete with a slip form paving machine. Use the water-cement ratio shown in Section 802.01 B.2, "Concrete Class Designation" for all other paving methods.

550.04 D.1 General **PAGE 263** **10/01/16**

Replace the fourth paragraph with the following:

Adjacent concrete may be used as a side form after the concrete has attained a minimum compressive strength of 3,000 psi or a minimum flexural strength of 450 psi.

550.04 H.1.d Final Surface Finish **PAGE 268** **10/01/15**

Replace Section 550.04 H.1.d with the following:

d. Final Surface Finish.

(1) General.
Uniformly texture the surface by dragging a seamless strip of stiff-fiber artificial grass carpet longitudinally along the full width of the pavement in a single pass.

Use and maintain a taut string line for operating the carpet drag. Attach the leading edge of the carpet drag to a bridge. If the Engineer determines it is not feasible to use a bridge or string line, other texturing methods will be allowed.

Maintain a clean carpet free of encrusted concrete.

Provide a minimum texture depth of 0.031 inches.

(2) Roadways with Speed Limits Less than 45 MPH.
The Engineer will test the texture achieved by the carpet drag in accordance with ASTM E 965 and the Field Sampling and Testing Manual. The Engineer will determine the test location.

If three or more lots have texture depths less than 0.031 inches but greater than or equal to 0.025 inches, perform diamond grinding on those lots.

Perform diamond grinding any lot having a texture depth of less than 0.025 inches.

Perform grinding as specified in Section 550.04 M.4, “Grinding.”

The Engineer will determine the limits of any failing test by running additional tests at 100 foot intervals before and after the failing test. The Engineer will determine the location of the additional tests.

(3) Roadways with Speed Limits 45 MPH or Greater.
Run a clean, metal tine longitudinally along the surface immediately following the carpet drag. Exclude areas within 3 inches of the edge of the slab and longitudinal joints. Run the tine continuously across transverse joints.

Use a tine that provides:
- 1/8 inch ±1/64 inch groove width;
- 3/16 inch ±1/16 inch groove depth; and
- 3/4 inch spacing of between grooves.

If the concrete has becomes too stiff to receive the metal tine finish, use diamond bladed equipment to produce the longitudinal grooves.

550.04 I.3 Impervious Membrane Cure **PAGE 271** **10/01/15**

Replace the first paragraph of Section 550.04 I.3 with the following:

Use a curing compound that meets the requirements of Section 810.01 B.2, “Type 2, Class B”.

550.04 M.3.a General **PAGE 273** **10/01/16**

Replace the first sentence of the first paragraph with the following:

The Engineer will determine the pavement smoothness by profiling the finished surface of the mainline pavement.

550.04 M.3.b Operation **PAGE 273** **10/01/16**

Replace the second paragraph with the following:

The Engineer will apply a liquidated damage of $1,500 per trip for each profile collected after the second profile.

570.03 A General **PAGE 281** **10/01/15**

Add the following item to the table:

Impervious Membrane Cure	810.01 B.1

570.03 B.2.a Concrete **PAGE 281** **10/01/15**

Replace Section 570.03 B.2.a with the following:

a. Concrete.
Use Class AE concrete with cement that meets the requirements of AASHTO M 85, Type I or Type IA for spall repairs.

570.03 D Curing Compound **PAGE 281** **10/01/15**

Delete Section 570.03 D.

570.04 A.1.b Full Depth Repairs **PAGE 282** **10/01/15**

Replace Section 570.04 A.1.b with the following:

b. Full Depth Repairs.
Use the lift out method to remove concrete in full depth repair areas with minimal disruption to the subgrade and without damage to the remaining concrete. Do not operate equipment, other than compaction equipment, in areas where concrete has been removed. Fill voids deeper than 1 inch with aggregate and compact the material to the level of the existing subgrade.

Place concrete for repairs less than 100 feet long the same day that removals are initiated. Place concrete for repairs longer than 100 feet within 48 hours of initiating removals. Dampen the faces of existing concrete before placing new concrete.

Place, consolidate, finish, and cure concrete according to the following portions of Section 550.04, “Construction Requirements”:

- 550.04 C, “Roadbed Condition”;
- 550.04 D, “Placing and Spreading Concrete”;
- 550.04 E, “Placing Reinforcing Steel and Tie Bars”;
- 550.04 F, “Uncontrolled Cracking”;
- 550.04 G, “Joints”;
- 550.04 H, “Finishing Concrete”, except parts 1.d, “Final Surface Finish” and 1.e, “Imprinting Pavement”;
- 550.04 J, “Removing Forms”;
- 550.04 K, “Sealing Joints”; and
- 550.04 L, “Opening to Traffic”.

Provide finished concrete that is flush with all adjacent pavement surfaces. Before the concrete sets, check the repair utilizing a 10 foot straight edge and correct areas that deviate by 1/8 inch or greater.

Texture the repair by dragging a carpet of artificial grass longitudinally over the repaired area.

If repairs involve multiple lanes, fill the gap between the lane under repair and the existing concrete with cold bituminous material. Remove this material before making the repair to the adjacent lane.

(1) Repairs One Lane Wide.

Use a bond breaker along the centerline joint. Tie bars are not required on repairs that are one lane wide.

When the repair falls in a ramp, restore the longitudinal joints crossing the repair, but do not use tie bars.

(2) Repairs Wider Than One Lane.

Before placing the concrete in the second lane, install 30 inch #5 tie bars in the longitudianl joint using the original tie bar pattern. Drill holes for the bars and secure the bars in the holes using epoxy.

(3) Impervious Membrane Cure.

Use a curing compound that meets the requirements of Section 810.01 B.1, “Type 2”.

Apply the cure at a minimum rate of 1 gallon per 150 square feet of pavement in one or two applications. If applying two coats, apply the second application within 30 minutes of the first application.

Protect joints that require sealing from infiltration of the curing compound.

Immediately cover the exposed sides of the concrete pavement with curing compound if removing forms exposes curing concrete before the expiration of the curing period.

Immediately reapply curing compound to damaged areas within the curing period.

570.04 A.2.c Dowel Bars **PAGE 284** **10/01/15**

Replace the first paragraph of Section 570.04 A.2.c with the following:

Drill 1-3/8 inch diameter holes using a rigid frame-mounted drill. Clean the hole, inject epoxy into the hole, and insert dowels.

570.04 A.3.a Concrete Removal **PAGE 285** **10/01/15**

Replace the third paragraph of Section 570.04 A.3.a with the following:

If existing reinforcing steel is damaged or bent within the 18 inch lap area, replace the damaged reinforcing steel.

570.04 C Grinding **PAGE 285** **10/01/15**

Replace the first paragraph of Section 570.04 C with the following:

Allow new concrete and dowel bar retrofit patch material to cure for a minimum of 24 hours before grinding.

570.04 C.6 Slurry Removal **PAGE 286** **10/01/15**

Replace Section 570.04 C.6 with the following:

6. Slurry Removal.
Continuously collect all slurry or residue resulting from the grinding operation.

In areas with speed limits of 45 mph or less and in areas with curb and gutter, dispose of slurry as specified in Section 107.17, “Removed Material”.

In areas with speeds greater than 45 mph and without curb and gutter, slurry may be place on the foreslope of the roadway. Prevent slurry from entering pipes, culverts, storm drains, ravines, streams, waterways, wetlands, and all other water conveyances. Install erosion control features as necessary to prevent contamination, or dispose of slurry as specified in Section 107.17, “Removed Material”.

570.04 D.1 General **PAGE 286** **10/01/16**

Replace the first sentence of the first paragraph with the following:

The Engineer will determine the pavement smoothness by profiling the finished surface of the mainline pavement.

570.04 D.2 Operation **PAGE 286** **10/01/16**

Replace the second paragraph with the following:

The Engineer will apply a liquidated damage of $1,500 per trip for each profile collected after the second profile.

570.05 METHOD OF MEASUREMENT **PAGE 289** **10/01/16**

Add the following to Section 570.05:

E. Full-Depth Doweled.
Include the cost of the end dowel bars in the contract unit price "___-Inch Concrete Pavement Repair – Full-Depth Doweled". The cost for intermediate dowel bar assemblies is paid by "Doweled Contraction Joint Assembly".

570.06 BASIS OF PAYMENT **PAGE 289** **10/01/15**

Delete the following paragraph from Section 570.06:

Include all costs for saw cuts, steel reinforcing, bar supports, tie bars, and joint sealing in the unit price bid for "__Inch Concrete Pavement Repair - Full-Depth _____".

602.02 EQUIPMENT **PAGE 299** **10/01/16**

Add the following to Section 602.02.

E. Curing Concrete.
Use a fogging machine as specified in Section 156.02, "Fogger" for exposed surfaces.

602.03 A General **PAGE 299** **10/01/16**

Delete the last paragraph.

602.04 D Deck Finishing **PAGE 303** **10/01/16**

Replace Section 602.04 D with the following:

D. Deck and Bridge Approach Slab Finishing.
Following the screed operations, obtain the final surfacing with a 10 foot long scraping straightedge with a suitable handle. Ensure the final surface has the required crown and does not vary more than 1/8 inch from a 10 foot straightedge laid longitudinally thereon.

Pull a burlap or artificial grass drag over the surface in a longitudinal direction while the concrete is plastic.

Immediately following the artificial grass drag, run a clean metal tine transversely across the deck. Stop the tine 18 inches from the face of the barrier or curb and 6 inches from the beginning and end of the deck or approach slab. The tine may be hand-operated. Use a tine that provides:

- 1/8 inch ±1/64 inch groove width;
- 3/16 inch ±1/16 inch groove depth; and
- 3/4 inch spacing between grooves.

602.04 F.2 Deck Slab Concrete **PAGE 304** **10/01/16**

Delete Section 602.04 F.2 and replace with the following:

2. Deck and Bridge Approach Slab Concrete.
Cure the concrete surface by covering with a double thickness of burlap. Moisten the concrete surface using a light fog spray if the surface begins to dry after finishing and before placement of the wet cure. Keep the burlap continuously moist at all times.

During the curing process do not allow vehicles and equipment on the deck or approach slab and do not perform work on the deck or approach slab.

For deck slab concrete, place the wet cure burlap and start the wet cure within 15 minutes of the passing of the finishing machine.

602.04 G Barriers **PAGE 305** **10/01/16**

Delete Section 602.04 G and add the following:

G. Barriers.

1. General.
Use Class AAE-3 concrete for barriers.

Perform corrective actions of any surface that deviates by 3/8 inches or more when measured with a 10 foot straightedge. Make corrections by grinding, filling with an approved epoxy mortar, or replacing.

Except at expansion joints, construct V-grooves that are 3/4 inch wide and 3/4 inch deep in all faces of the barriers at each pier and at equal spaces between piers and abutments at approximately 10 foot spacing.

2. Conventional Forming.
Adequately tie forms to avoid any shifting during concrete placement.

If concrete inserts in the deck slab are holding the barrier forms in place, remove the inserts. Clean and fill the cavities flush with the deck slab using an epoxy resin adhesive.

3. Slipforming.
Conventional form a minimum distance of 4 feet on each side of expansion joints before slip forming.

After the reinforcement is installed, check the clear distance between the reinforcement and the slipform for the entire length of the pour.

The Engineer will allow slab overhang distance to be increased up to 1 inch provided the specified gutterline is maintained.

The Engineer will allow a radius to be used instead of a bevel on all edges of the barrier.

602.04 J Penetrating Water Repellent Treatment of Concrete Surfaces **PAGE 307**
10/01/15

Replace section 602.04 J with the following:

J. Penetrating Water Repellent Treatment.
Apply penetrating water repellant to the driving surface of the bridge deck after barrier forms have been removed.

Before treating the deck, use sandblasting or water washing equipment to clean the surfaces of material that might inhibit the coverage and penetration of the solution.

Prepare the deck by applying pre-treatment cleaning agents before the use of water washing cleansing methods. Add detergent to the cleansing water, if necessary. After washing, rinse with clear water.

Use solvents and hand tools to remove bonded foreign materials.

Use a cleaning process that does not remove or alter the existing deck finish and does not expose the coarse aggregate.

Before treatment, allow the deck to dry to meet the requirements of the repellent manufacturer.

Apply penetrating water repellent treatment solution when the air or concrete surface temperature is 40°F and rising. Use airless application equipment with 15 to 40 psi application pressure. Apply treatment solution at the rate recommended by the solution manufacturer.

602.04 K.1 General **PAGE 307** **10/01/15**

Replace Section 602.04 K.1 with the following:

1. General.
When shown in the plans, apply membrane and primer in dry weather and when the air temperature is above 40°F. Apply to surfaces that are dry, clean, free of sharp protrusions and above 40°F.

604.03 B.1 General **PAGE 309** **10/01/16**

Replace Section 604.03 B.1 with the following:

1. General.
Develop a mix design that produces concrete that will achieve a minimum compressive strength of 5,000 psi within 28 days.

Section 802.01 H, “Air Content” will not apply.

Obtain the Engineer’s approval for admixtures before developing the mix design. Include approved ad mixtures in the mix design.

Perform tests to determine the concrete’s compressive strength using 6 inch by 12 inch cylinders.

604.03 B.3 Trial Mix **PAGE 310** **10/01/15**

Replace the “AASHTO T 23” test requirement with “ND T 23”

604.03 E.1 Concrete **PAGE 310** **10/01/15**

Replace the “AASHTO T 23” test requirement with “ND T 23”

604.04 B Work Drawings **PAGE 311** **10/01/16**

Replace Section 604.04 B with the following:

B. Work Drawings.

Provide work drawings that include:

- Beam dimensions;
- Size and location of all reinforcing and prestressing steel including;
    - Strand layout;
    - Pull down locations;
    - Tensioning forces;
    - Elongation; and
    - Proposed changes in the reinforcing steel;
- Initial prestress forces;
- Location of handling hooks or devices; and
- Losses in the prestress due to:
    - Elastic shortening;
    - Shrinking or creeping of concrete; and
    - Relaxation of steel stress as determined by the Contractor method of stressing.

Submit calculations and work drawings that are signed, sealed, and dated by a Professional Engineer registered in the State of North Dakota as set forth in NDCC Title 43.

604.04 D Placing Concrete **PAGE 312** **10/01/16**

Replace Section 604.04 D with the following:

D. Placing Concrete.

Place concrete in forms made entirely of steel.

Vibrate concrete for the beams. Vibrate without displacement of reinforcing, conduits, voids, or wire. Vibrate for a sufficient duration and intensity to thoroughly consolidate the concrete without causing segregation.

Rough float and transversely broom the top of the beams.

606.04 A Design and Manufacture **PAGE 314** **10/01/15**

Replace the second paragraph in Section 606.04 A with the following:

Use an ACPA or NPCA certified plant in the construction.

624.03 B E-Rail Retrofit **PAGE 336** **10/01/16**

Replace ASTM A 307, Grade C with ASTM F 1554, Grade 36.

624.03 C Free Standing Rail Retrofit **PAGE 336** **10/01/16**

Replace ASTM A 307, Grade C with ASTM F 1554, Grade 36.

650.02 EQUIPMENT **PAGE 341** **10/01/16**

Replace the Equipment list with the following:

Equipment	Section
Mobile Mixer	155.03 C
Bridge Deck Overlays Finishing Equipment	155.07 D
Sawing	155.09
Grinding	155.11
Concrete Buggy	155.12
Fogger	156.02
Milling Machine	156.03

650.03 A Concrete **PAGE 342** **10/01/16**

Delete the last paragraph in its entirety.

650.03 B Low Slump Concrete **PAGE 342** **10/01/16**

Replace Section 650.03 B with the following:

B. Low Slump Concrete.

Item	Section
Fine Aggregate	802.01 C.3
Coarse Aggregate – Size 5	802.01 C.2
Concrete Admixtures	808
Burlap Cloth	810.01 A
Water	812

Use cement that meets the requirements of AASHTO M 85, Type I or Type IA.

Mix low slump concrete using 8.75 bags of cement per cubic yard and a maximum water-cement ration of 0.42.

Use coarse aggregate composed of crushed stone. Use crushed stone that has at least one fractured face on 75 percent of the particles retained on the number 4 sieve.

Entrain air within the concrete as specified in Section 802.01 H, “Air Content”, except supply concrete with an air content between 5.0 and 7.0 percent of the volume of the concrete at the time of placement.

Produce concrete that has a slump of 1 inch or less, when determined according to ND T 119.

Use a mobile mixer to produce low slump concrete.

650.04 C Removals with Hydrodemolition Equipment **PAGE 343** **10/01/16**

Add the following to 650.04 C:

In areas inaccessible for using hydrodemolition equipment, remove concrete using hand held hydrodemolition equipment or mechanical equipment.

650.04 C.1 Class 1H **PAGE 343** **10/01/16**

Delete the last paragraph in 650.04 C.1.

650.04 G Finishing **PAGE 345** **10/01/16**

Remove and replace the last paragraph of 650.04 G with the following:

Pull a burlap or artificial grass drag over the surface in a longitudinal direction while the concrete is plastic. Immediately follow the drag with a metal tine finish as specified in Section 602.04 D, “Deck and Approach Slab Finishing”.

650.04 I Curing **PAGE 345** **10/01/16**

Replace all instances of Section 602.04 F.2, “Deck Slab Concrete” with the following:

Section 602.04 F.2, “Deck and Bridge Approach Slab Concrete”.

702.06 Basis of Payment **PAGE 355** **10/01/15**

Replace the Table 702-01 with the following:

Table 702-01

Payment for Mobilization

Original Contract Amount Earned	Payment will be the Lesser of:	
	Mobilization Bid Amount	Original Contract Amount
5%	25%	2.5%
10%	50%	5.0%
50%	100%	7.5%
75%	100%	10.0%

704.04 B Traffic Control Device Condition Classifications **PAGE 359** **10/01/15**

Replace all instances of “ATSAA” in Section 704.04 B with “ATSSA”.

704.04 M Protection Vehicle with Truck Mounted Attenuation Device (TMA) **PAGE 366** **10/01/15**

Replace the last paragraph of 704.04 M with the following:

Equip the protection vehicle with an advance warning flashing or sequencing arrow panel conforming to Section 704.03 M, “Advance Warning Flasher or Sequencing Arrow Panel” and the MUTCD.

704.04 O Traffic Control for Uneven Pavement **PAGE 367** **10/01/15**

Replace all instances of “Sign W20-52-24” in Section 704.04 O with “W20-52-54”.

Change the title of Section 704.04 O.3.b to “Uneven Pavement Greater Than 2 Inches.”

706.02 A General **PAGE 372** **10/01/16**

Add the following to the end of Section 706.02 A:

Furnish Aggregate and Bituminous labs with DSL broadband internet and a router that broadcasts Wi-Fi and will allow for hard wiring of a computer.

706.02 B Aggregate Laboratory **PAGE 372** **10/01/15**

Replace Section 706.02 B with the following:

B. Aggregate Laboratory.

Place the laboratory at a location acceptable to the Engineer. The Engineer will have the full control and the exclusive use of the laboratory.

Provide a laboratory with a minimum floor area of 230 square feet, minimum exterior width of 8 feet, and a minimum ceiling height of 7 feet.

Partition the building into a minimum of two rooms, a smaller room having a floor area of approximately 70 square feet.

Provide a workbench with a length of 7 feet in the smaller room.

Provide the following equipment in the larger room:

1. Mechanical shaker capable of receiving 6 trays that have a screen size of 14 inches by 14 inches and the following compatible sieves:
   - 1-1/2 inch;
   - 1-1/4 inch;
   - 1 inch;
   - 3/4 inch;
   - 1/2 inch;
   - 3/8 inch;
   - No. 4; and
   - An enclosed dust pan.
2. Mary Ann shaker capable of being adjusted to receive 8 and 12 inch diameter sieves;

3. Splitter with a maximum hopper capacity of 0.6 cubic feet;
4. Splitter with a minimum hopper capacity of 1.0 cubic feet; and
5. An exhaust fan capable of changing the air in the room every minute.

709.04 C Geosynthetic Geogrid (Type G) **PAGE 376** **10/01/15**

Replace Section 709.04 C with the following:

C. Geosynthetic Geogrid (Type G).

Unroll geogrid parallel to the centerline of the road. Do not drag the geogrid across the underlying material. Use geogrid widths that produce overlaps of parallel rolls at the centerline and at the shoulders and so that no overlaps are required along wheel paths.

Overlap geogrid a minimum of 30 inches at all splices and joints when placing on subgrade. Overlap geogrid a minimum of 12 inches at all splices and joints when placing on base.

Construct overlaps at the end of a roll so the previous roll laps over the subsequent roll in the direction of the cover material placement. Mechanically tie transverse joints to maintain the minimum overlap. Place pins, staples, or small piles of aggregate to maintain the geogrid position before placement of cover material.

Stagger end overlaps at least 10 feet from other end overlaps in parallel rolls. Cut or increase overlaps to conform to curves.

Patch damaged areas of geogrid. Place a patch that overlaps the damaged area by 36 inches on all sides. Mechanically tie the patch to the underlying grid.

Place the first lift of material over geogrid installed on subgrade to a depth of 10 inches of loose material. Place the first lift of material over geogrid installed on base to a depth of 6 inches of loose material.

Use low ground pressure equipment to spread the initial lift of material. If rutting occurs, fill the ruts with additional material before placing the subsequent lift. Do not blade out ruts. Do not turn construction equipment on the first layer of material.

714.03 A Culverts and Storm Drains **PAGE 378** **10/01/16**

Replace the last paragraph of Section 714.03 A with the following:

Provide mortar consisting of a mixture of one part Portland Cement to two parts mortar sand, and sufficient water to furnish proper consistency.

Where placing new end sections on existing pipe, identify whether the type of end section needed is male or female.

714.04 A.1 Bedding **PAGE 379** **10/01/15**

Delete the first paragraph from Section 714.04 A.1.

714.04 A.5 Deflection Testing **PAGE 380** **10/01/16**

Replace the second paragraph of 714.04 A.5 with the following;

The Engineer will visually inspect all metal and thermoplastic pipe under unpaved approaches for deflection. If the Engineer sees any deflection, the Engineer will require the Contractor to pass a nine point mandrel or other approved object through the pipe to check for deflection. Use a mandrel with a diameter not less than 95 percent of the inside diameter of the pipe. If the mandrel cannot be passed through the pipe, replace the pipe.

714.04 A.6 Connection to Manholes, Inlets, and Pipes **PAGE 380** **10/01/15**

Replace Section 714.04 A.6 with the following:

6. Connection to Manholes, Inlets, and Pipes.
If connections are required to a manhole, inlet barrel, or pipe entrance; connect pipe by cutting the opening and grouting in the connecting pipe.

714.04 A.7 Compaction Control for Aggregate **PAGE 380** **10/01/15**

Replace Section 714.04 A.7 with the following:

7. Compaction Control for Aggregate.
Compact aggregate according to Section 203.04 E.2, “Compaction Control, Type A”. The moisture content of the aggregate at the time of compaction shall be not less than 2.0 percentage points below, nor more than 3.0 percentage points above the optimum moisture content.

Compact aggregate for approach pipes according to the conduit manufacturer’s recommendation

Use a maximum lift thickness of 6 inches.

714.04 A.8 Compaction Control for Non-Aggregate Material **PAGE 380** **10/01/15**

Replace Section 714.04 A.8 with the following:

8. Compaction Control for Non-Aggregate Material.
If Common Excavation Type A is specified, follow the compaction requirements in Section 203.04 E.2, “Compaction Control, Type A”. If Common Excavation Type B is specified, follow the compaction requirements in Section 203.04 E.3, “Compaction Control, Type B”.

Compact material for approach pipes according to the conduit manufacturer’s recommendations.

748.03 MATERIALS **PAGE 393** **10/01/15**

Add the following item to the table:

Impervious Membrane Cure	810.01 B.1 or 810.01 B.2

750.03 MATERIALS **PAGE 395** **10/01/15**

Add the following item to the table:

Impervious Membrane Cure	810.01 B

Replace the paragraph directly after the table with the following:

For imprinted concrete use any size coarse aggregate specified in Section 802.01 C.2, “Coarse Aggregate”. Produce a mix that consists of 60 percent fine aggregate and 40 percent coarse aggregate

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754.04 D.2 Anchor for Telescoping Perforated Tubes Supports **PAGE 403** **10/01/15**

Replace the last two paragraphs in Section 754.04 D.2 with the following:

If installation is in either concrete or bituminous material, omit the soil plate or use a surface mount anchor base.

Core concrete and bituminous surfacing before installing the anchor unit and fill the cored area with like material that matches the surrounding surfacing.

754.04 F Removing and Resetting Signs and Supports **PAGE 407** **10/01/15**
10/01/16

Replace the Section 754.04 F with the following:

F. Removing and Resetting Signs and Supports.

1. General.
Remove and reset existing signs and supports as specified. Stockpile all signs and supports not to be reset at designated locations within the project limits. The Engineer will arrange to have stockpiled signs removed from the project limits and delivered to the Department’s facility.

Replace removed or reset signs and supports that are damaged during removing, resetting, or stockpiling at no additional cost to the Department.

Remove existing signs and supports as construction progresses, and immediately reset or install new signs.

The Engineer will allow the temporary reset of existing signs, or the temporary installation of new signs. Include the cost of installing and resetting signs temporarily in the price bid for other items.

2. Reset Sign Panel.
Remove sign panels from existing supports. Reinstall sign panels, angles, stringers, and steel channels on new supports.

Provide all necessary brackets and hardware to attach sign panels, angles, stringers, and steel channels on new supports.

3. Reset Sign Support.
Remove sign panels from existing supports. Reinstall support and install new sign panels, angles, stringers, and steel channels.

Provide all necessary brackets and hardware to attach sign panels, angles, stringers, and steel channels on supports.

754.04 I Overlay Panel Sign Refacing **PAGE 407** **10/01/15**

Replace the second paragraph of Section 754.04 I with the following:

Remove the legend, border, and symbol on those signs that have demountable copy and remove any existing sign overlays and place overlay panels on the signs. Do not remove direct applied sheeting legends, borders, and symbols. Direct apply the new legends, borders, and symbols to the overlay panels and install on the existing signs.

754.04 J Auxiliary Signs **PAGE 408** **10/01/15**

Replace the Section 754.04 J with the following:

J. Auxiliary Signs.
Install auxiliary signs used with route markers with the same background color as the route markers:
- Interstate, Blue;
- Interstate Business Loop, Green;
- State, White;
- US, White; and
- County, Blue.

754.05 METHOD OF MEASUREMENT **PAGE 408** **10/01/15**

Add the following to Section 754.05:

D. Reset Sign Panel.
The Engineer will measure the item “Reset Sign Panel” by the number of locations a sign or sign assembly has been reset.

E. Reset Sign Support.
The Engineer will measure the item “Reset Sign Support” by each leg of a sign support that has been reset.

760.03 Materials **PAGE 410** **10/01/15**

Replace Section 760.03 with the following:

760.03 MATERIALS
Use one of the following materials when applying a fog coat to rumple strips:
- SS-1h, Section 818.02 F, “Anionic Emulsified Asphalt”;
- MS-1 Section 818.02 F, “Anionic Emulsified Asphalt”; or
- CSS-1h Section 818.02 E.1 “Cationic Emulsified Asphalt”.

When MS-1 is used it may be diluted by the supplier or the Contractor.

760.04 F Traffic Control **PAGE 411** **10/01/15**

Replace Section 760.04 F with the following:

F. Traffic Control.

1. General.
Use a TMA as specified in Section 704.04 M, “Protection Vehicle with Truck Mounted Attenuation Device (TMA)”.

2. Centerline Rumble Strip Installation.
Provide flaggers and 2 sets of the required flagger signing for each direction of travel. Ensure that at least one set of the required flagger signing is in place in each direction of travel whenever work centerline installation is performed. Limit the work area to a maximum of 3 miles.

760.05 METHOD OF MEASUREMENT **PAGE 411** **10/01/15**
10/01/16

Add the following to the end of Section 760.05:

The Engineer will measure flagging and traffic control signs as specified in Section 704.05, “Method of Measurement.

The Engineer will count each leg of an intersection receiving rumbles strips as one “Set”.

760.06 BASIS OF PAYMENT **PAGE 411** **10/01/15**
10/01/16

Delete “Rumble Strips – Intersection, Each” and replace with “Rumble Strips – Intersection, Set”.

Add the following paragraph after the list of pay items in Section 760.06:

Flagging and traffic control signs will be paid for as specified in Section 704.06, “Basis of Payment”.

762.04 A.4 Grooved Pavement Markings **PAGE 413** **10/01/16**

Replace Section 762.04 A.4 with the following:

4. Grooved Pavement Markings.

a. General.
For messages, groove the same area as the messages. Do not groove a rectangular area to contain the message.

After grinding, blow the grooved slot clean to remove any residue and loose material before the installation of the pavement marking. When wet-grinding, immediately pressure wash the grooved slot to remove residue.

b. Grooves for Preformed Patterned Pavement Marking Film.
If specified in the plans, groove a recess into the pavement surface for each stripe that meets the tolerances specified in Table 762-01.

Table 762-01
Preformed Patterned Pavement Marking Film Grooves

Parameter	Tolerance
Depth	90 to 110 mils
Smoothness	Ridges, within the groove, shall be no more than 6 mils higher than either adjacent valley
Width	line width plus 1/2 inch
Length	line length plus 3 inches per end of line
Line End Tapers	3 inches

If pavement marking installation does not occur within 24 hours of grinding, sandblast the groove and install the pavement markings the same day the sandblasting occurs.

c. Grooves for Epoxy Paint.
If specified in the plans, groove a recess into the pavement surface for each stripe that meets the tolerances specified in Table 762-02.

Table 762-02
Epoxy Paint Grooves

Parameter	Tolerance
Depth	45 to 55 mils
Smoothness	Ridges, within the groove, shall be no more than 6 mils higher than either adjacent valley
Width	line width plus 1 inch
Length (skips)	line length plus 3 inches per end of line
Line End Tapers	3 inches

After creating the groove, prepare the surface in accordance with the manufacturer's instruction.

762.04 C.1.a Application **PAGE 415** **10/1/16**

Delete the last paragraph of Section 762.04 C.1.a.

762.04 C.1.b. Data Logging System (DLS) **PAGE 415** **10/1/16**

Replace the first paragraph of Section 762.04 C.1.b with the following:

The use of a computerized DLS is required for monitoring the application of water based paint and epoxy pavement markings when the plan quantity of long lines for liquid pavement marking is 30,000 linear feet or greater.

762.04 C.2.a Method of Application **PAGE 416** **10/1/16**

Replace Section 762.04 C.2.a with the following:

a. Method of Application.
Allow new bituminous treatment to cool to a temperature below 125°F and cure for a period of 72 hours before applying permanent pavement marking.

Apply pavement marking paint and glass beads separately by machine. Use hand application where machine application is not feasible.

Apply water based paint when the air and pavement surface temperatures are 45°F or warmer. Do not apply paint when the air or pavement surface temperatures are forecasted to be colder than the minimum application temperature during the curing period of the paint. Apply pavement marking paint and beads only during daylight hours.

762.04 C.3.a General **PAGE 417** **10/1/16**

Replace the last paragraph of Section 762.04 C.3.a with the following:

Place epoxy material after bituminous material has been in place for a minimum of 14 days.

762.04 D.2 Short-Term Pavement Marking – Type NR (Non-Removable) **PAGE 418**
10/01/15

Replace the second paragraph of Section 762.04 D.2 with the following:

Place the short term pavement markings at the rate specified in Section 762.04 C.2.b, “Rate of Application” with the following exception:

Exception: When the permanent pavement marking is specified as epoxy paint, apply the short term pavement marking at a thickness of 10 mils.

762.04 D.3 Short-Term Pavement Marking – Type R (Removable) **PAGE 419** **10/01/15**

Replace Section 762.04 D.3 with the following:

3. **Short-Term Pavement Marking – Type R (Removable).**
   Install Type R markings when the air and pavement temperatures are at a minimum of 50°F and expected to remain above 50°F.

   If the air or pavement temperature falls below 50°F during installation, Type NR markings may be installed as specified in Section 762.04 D.2, “Short-Term Pavement Markings – Type NR (Non-Removable)”. Install Type R markings once the specified temperatures exist.

   Remove Type R markings once they are no longer necessary for traffic control operations. If Type NR markings were substituted for Type R markings, remove the Type NR markings using a method that does not leave a scar on the pavement.

762.06 Basis of Payment **PAGE 419** **10/01/15**

Add the following to the end of the first paragraph:

If Type NR markings are substituted for Type R markings due to temperature requirements, the markings will be paid for at the contract unit price for Type R markings.

766.04 CONSTRUCTION REQUIREMENTS **PAGE 425** **10/01/15**

Replace Section 766.04 with the following:

766.04 CONSTRUCTION REQUIREMENTS

A. General.
The mailbox owner will furnish a postal service approved mailbox. Install the furnished mailbox on the new support system.

B. Temporary Relocation.
If construction activities require the removal of the support system and delayed installation of the new support system, reset the existing support system at a location approved by the Engineer and postal service.

If construction activities require the removal of the support system and delayed installation of the new support system, relocate mailboxes to a location approved by the Engineer and postal service.

If existing mailboxes meet NCHRP 350 or MASH requirements, they may be reset adjacent to the roadway. If existing mailboxes do not meet NCHRP 350 or MASH requirements perform one of the following actions:

- Place them outside the clear zone;
- Place them on a 4 × 4 inch post; or
- Reset them using assemblies shown in the plans.

After construction has progressed to allow permanent installation, install the mailbox assemblies and mailboxes at the specified locations.

770.04 C. Concrete Foundation **PAGE 428** **10/01/16**

Add the following to Section 770.04 C:

Install anchor bolts according to Section 754.04 D.5.b, “Anchor Bolt Installation”.

770.04 D.1 General **PAGE 428** **10/01/15**

Add the following to the end of Section 770.04 D.1:

Install duct seal on all conduits containing cables at controller cabinets, traffic signal bases, and pull boxes.

770.04 G Light Standards **PAGE 430** **10/01/16**

Replace the first paragraph of Section 770.04 G with the following:

Plumb the light standard with leveling nuts. Adjust the leveling nuts on assembled light standards before 10:00 am. Tighten anchor nuts according to Section 754.04 D.5.c “Anchor Bolt Tightening”.

772.03 D Wiring Diagrams **PAGE 434** **10/01/15**

Replace the first paragraph with the following:

At the time the cabinet and control equipment is accepted, furnish a traffic signal cabinet wiring diagrams showing all circuits and parts in detail. Place the wiring diagram in the signal cabinet and submit one PDF copy to the Engineer.

772.04 A General **PAGE 435** **10/01/15**

Replace the second paragraph with the following:

Provide and bear all costs for the electrical service necessary to operate and maintain the traffic signal system until the system is accepted as specified in Section 772.04 N.3, “Supplemental Inspections and Final Acceptance”.

772.04 E.8 Final Testing **PAGE 439** **10/01/15**

Replace Section 772.04 E.8 with the following:

After installing sealer, perform the tests specified in Section 772.04 E.6, “Initial Testing”. Record the test results on SFN 60844 *Traffic Signal Loop Detector Test Report* and submit the form to the Engineer.

772.04 G Traffic Signal Standards and Combination Signal and Light Standards **PAGE 439**
10/01/15

Replace number 3 with the following:

Install and tighten the anchor bolts as specified in Section 754.04 D.5, “Overhead Sign Structures”.

772.04 N Tests and Acceptance **PAGE 442** **10/01/15**

Replace 772.04 N with the following:

1. **General.**
   Furnish all instruments and personnel required for testing and record test results. If a subcontractor performed electrical work, ensure the subcontractor is present during testing and inspection.

   The Engineer will perform the initial and final inspections when:
   - Winds are 30 mph or less;
   - Ambient temperature is 15°F or greater; and
   - It is not raining or snowing.

   a. **Malfunction Management Unit Test.**
   Before uncovering the signal heads, perform a malfunction management unit test. Record the test results on SFN 60836 *Traffic Signal Malfunction Management Unit Test* and submit the results to the Engineer.

b. Ground Test.
Before opening to traffic, perform a ground test. The maximum allowable resistance at the controller cabinet is 10 Ohms. The maximum allowable resistance at each traffic signal standard is 25 Ohms. Record and submit the test results on SFN 60834, *Traffic Signal Ground Test*.

2. Initial Inspection.
After the signal system is operational and open to traffic, submit a request to schedule the initial inspection. The system must be fully operational for a minimum of 15 days before the Engineer will perform the initial inspection. The Engineer will record the inspection results on form SFN 59867, *Traffic Signal Inspection* Checklist or SFN 60845 *Flashing Beacon Inspection Checklist*. Copies of completed forms will be sent to the Contractor.

3. Supplemental Inspections and Final Acceptance.
After performing corrections, submit a request for a supplemental inspection. The Engineer will perform a supplemental inspection within 30 days of receiving the request.

If this inspection discloses any unsatisfactory items, the Engineer will provide the Contractor with a written list of items that require correction. After correcting the items, request another supplemental inspection.

If the Engineer determines that the work is complete, the signal system must operate for 14 consecutive days without interruption from defective equipment or improper workmanship.

If the signal system fails within the 14 days, make necessary repairs. After repairs are complete, request another supplemental inspection.

If the signal system operates for 14 consecutive days without interruption from defective equipment or improper workmanship, the Engineer will consider the last supplemental inspection as the final inspection and will accept the signal system.

802.01 A.1 Development **PAGE 453** **10/01/16**

Replace the second paragraph of Section 802.01 A.1 with the following:

Design a mix that will attain a compressive strength of 3,000 psi after 7 days or a flexural strength of 450 psi after 7 days. Mix designs used for Section 550, “Concrete Pavement” will be required to attain both a compressive strength of 3,000 psi and a flexural strength of 450 psi after 7 days. Measure compressive strength according to AASHTO T 22 and flexural strength according to AASHTO T 97. Apply a correction factor of 0.92 when using 4 inch x 8 inch concrete cylinders.

802.01 C.2 Coarse Aggregate **PAGE 454** **10/01/15**

Replace Table 802-02 with the following:

Table 802-02
Miscellaneous Coarse Aggregate Properties

Test	Method	Max. Percent by Weight of the Plus No. 4 fraction
Shale	NDDOT 3	0.7
Iron oxide particles	NDDOT 3	4.0[1]
Lignite and other coal	NDDOT 3	0.5
Soft Particles (Excluding Shale, Iron oxide particles and Lignite and other coal)	NDDOT 3	2.5
Thin or Elongated Pieces	NDDOT 3	15
L.A. Abrasion	AASHTO T 96	40.0
Soundness (Sodium Sulfate)	AASHTO T 104	12

[1] For concrete for spall repairs and bridge deck overlays, the maximum iron oxide particles shall be 2.0 percent.

802.01 C.3 Fine Aggregate **PAGE 454** **10/01/15**

Replace the second paragraph of Section 802.01 C.3 with the following:

Test fine aggregates in accordance with AASHTO T 21. If the results of the analysis are darker than the standard color, determine the compressive strength of mortar mixed using the aggregate in accordance with AASHTO T 71. If the results of the AASHTO T 71 test result in a relative strength less than 95 percent, do not use the fine aggregate.

802.01 J Tests on Concrete **PAGE 457** **10/01/16**

Delete 802.01 J “Tests on Concrete” and replace with the following:

J. Tests on Concrete.
Furnish the concrete necessary for the tests.

Near the site of concrete placement, provide a level area protected from construction activities near the site of placement for the Engineer to conduct tests.

810.01 B Liquid-Membrane-Forming Compounds **PAGE 464** **10/01/15**

Add the following to the end of Section 810.01 B:

3. Curing Compound for Pigmented Concrete.
Use a curing compound when curing pigmented concrete that meets the requirements of ASTM C 309 Type 1-D.

816.03 AGGREGATES FOR BLOTTER AND SEAL COATS PAGE 467 10/01/16

Replace Table 816-02 with the following:

Table 816-02
Aggregates for Blotter and Seal coats

Sieve Size Or Testing Method	Aggregate Class					
	41	41M	42	43	44	45
	Percent Passing or Testing Requirement					
5/8 inch					100	
3/8 inch	100					100
No. 4	20-70				90-100	85-100
No. 8	0-17		2-20	0-17		
No. 16						45-80
No. 50						10-30
No. 200	0-1.5		0-5	0-2	0-20	0-3
ND T 113, Shale (max %)	8.0%					3.0%
AASHTO T 96, L.A. Abrasion (max %)	40%					
NDDOT 4, Fractured Faces[1]		50%				

[1] Minimum weight percentage allowable for the portion of the aggregate retained on a No. 4 sieve having at least 1 fractured face for Class 41M.

816.04 AGGREGATE FOR MICRO SURFACING PAGE 467 10/01/15

Replace Section 816.04 with the following:

816.04 AGGREGATE FOR MICRO SURFACING

A. General.

Use aggregate that is manufactured crushed stone such as granite, slag, limestone, or other high quality aggregate or combination thereof.

Before stockpiling aggregate, perform the tests specified in Table 816-03.

Table 816-03

Test	Test Method	Requirement
Soundness of Aggregates by Use of Sodium Sulfate	AASHTO T 104	15% Max
Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine[1]	AASHTO T 96	30% Max
Deleterious Substances	ND T 176	60 or Higher

[1] Perform the AASHTO T 96 test on the parent aggregate

B. Mix Design.

Develop a mix design using aggregate that meets the requirements of Table 816-04. Establish mix design target values for each sieve and submit the mix design before beginning placement operations.

Table 816-04
Aggregate Gradation for Development of Mix Design

SIEVE SIZE	TYPE II %PASSING	TYPE III %PASSING
3/8”	100	100
#4	90 – 100	70 – 90
#8	65 – 90	45 – 70
#16	45 – 70	28 – 50
#30	30 – 50	19 – 34
#50	18 – 30	12 – 25
#100	10 – 21	7 – 18
#200	5 – 15	5 – 15

C. Stockpile Tolerances.

The mix design target values will be used for acceptance of material. Gradation tests may vary from the mix design target values based on the stockpile tolerance shown in Table 816-05. The percent passing each sieve for gradation tests may not fall outside the gradation limits specified in Table 816-04.

Table 816-05

SIEVE SIZE	STOCKPILE TOLERANCE
3/8”	-
#4	± 5%
#8	±5%
#16	±5%
#30	±5%
#50	±4%
#100	±3%
#200	±2%

D. Acceptance.

1. Stockpile Testing.

Perform a gradation test in accordance with ND T 11 and ND T 27 for every 500 tons of material produced and placed in the stockpile. Also perform test ND T 176 when performing gradation tests. Submit the test results to the Engineer.

The Engineer will perform acceptance testing. If the result of the Engineer’s testing lead to rejection of the stockpile, additional material may be blended with the stockpiled material so that the stockpile meets the requirements. The Engineer will resample and retest for both gradation and deleterious substances to determine if the stockpiled material will be accepted.

If choosing to blend additional material into the stockpile, use additional material that meets the requirements of Table 816-06. After blending, develop and submit a new mix design.

2. Gradation.

The Engineer will obtain 5 independent samples from the stockpile and perform a gradation analysis in accordance with ND T 11 and ND T 27. If the average gradation for each sieve is within the stockpile tolerance of the mix design target values, the Engineer will accept the material.

If the stockpile is rejected, additional material may be blended with the stockpiled material to obtain the required gradation. The Engineer will resample and retest to determine if the stockpiled material will be accepted.

If choosing to blend additional material into the stockpile, use additional material that meets the requirements of Table 816-03. After blending, develop and submit a new mix design.

3. Deleterious Substances.
The Engineer will determine the amount of deleterious substances in the aggregate using the same samples obtained in Section 816.04 D.2, "Gradation". If the average of the test results is 60 or higher, the Engineer will accept the material.

816.05 AGGREGATE FOR SLURRY SEAL PAGE 469 10/01/15

Replace Section 816.05 with the following:

816.05 AGGREGATE FOR SLURRY SEAL

A. General.
Use aggregate that is manufactured crushed stone such as granite, slag, limestone, or other high quality aggregate or combination thereof. Use aggregate with 100 percent of the parent aggregate larger than the largest stone in the specified gradation.

Before stockpiling aggregate, perform the tests specified in Table 816-06.

Table 816-06

Test	Test Method	Requirement
Soundness of Aggregates by Use of Sodium Sulfate	AASHTO T 104	15% Max
Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine[1]	AASHTO T 96	35% Max
Deleterious Substances	ND T 176	60 or Higher

[1] Perform the AASHTO T 96 test on the parent aggregate

B. Mix Design.
Develop a mix design using aggregate that meets the requirements of Table 816-07. Establish mix design target values for each sieve and submit the mix design before beginning placement operations.

Table 816-07
Aggregate Gradation for Development of Mix Design

SIEVE SIZE	TYPE II %PASSING	TYPE III %PASSING
3/8"	100	100
#4	90 – 100	70 – 90
#8	65 – 90	45 – 70
#16	45 – 70	28 – 50
#30	30 – 50	19 – 34
#50	18 – 30	12 – 25
#100	10 – 21	7 – 18
#200	5 – 15	5 – 15

C. Stockpile Tolerances.
The mix design target values will be used for acceptance of material. Gradation tests may vary from the mix design target values based on the stockpile tolerance shown in Table 816-08. The percent

passing each sieve for gradation tests may not fall outside the gradation limits specified in Table 816-07.

Table 816-08

SIEVE SIZE	STOCKPILE TOLERANCE
3/8”	-
#4	± 5%
#8	±5%
#16	±5%
#30	±5%
#50	±4%
#100	±3%
#200	±2%

D. Acceptance.

1. Stockpile Testing.
Perform a gradation test in accordance with ND T 11 and ND T 27 for every 500 tons of material produced and placed in the stockpile. Also perform test ND T 176 when performing gradation tests. Submit the test results to the Engineer.

The Engineer will perform acceptance testing. If the result of the Engineer’s testing lead to rejection of the stockpile, additional material may be blended with the stockpiled material so that the stockpile meets the requirements. The Engineer will resample and retest for both gradation and deleterious substances to determine if the stockpiled material will be accepted.

If choosing to blend additional material into the stockpile, use additional material that meets the requirements of Table 816-06. After blending, develop and submit a new mix design.

2. Gradation.
The Engineer will obtain 5 independent samples from the stockpile and perform a gradation analysis in accordance with ND T 11 and ND T 27. If the average gradation for each sieve is within the stockpile tolerance of the mix design target values, the Engineer will accept the material.

3. Deleterious Substances.
The Engineer will determine the amount of deleterious substances in the aggregate using the same samples obtained in Section 816.05 D.2, “Gradation”. If the average of the test results is 60 or higher, the Engineer will accept the material.

817.01 D.2.a Extraction Test Method **PAGE 472** **10/01/15**

Replace the second paragraph of Section 817.01 D.2.a with the following:

The Engineer will determine the percentage of asphalt binder in the stockpile in accordance with AASHTO T 164 and average the results obtained from the three samples. The material will be rejected if any single sample has a value greater than 4.0 percent or the average extraction is greater than 3.5 percent. If the stockpile is rejected, the stockpiled material may be blended with other material.

818.02 E.2 Modified Cationic Emulsified Asphalt **PAGE 474** **10/01/16**

Replace the second paragraph of Section 818.02 E.2 with the following:

Use asphalt with a maximum 3.0 percent oil distillate by volume of emulsified asphalt when tested according to AASHTO T 59, Residue and Oil Distillate by Distillation on Emulsified Asphalt. Use the manufacturer's recommended distillation temperature when using CRS-2P emulsion.

818.03 Bituminous Materials for Micro Surfacing **PAGE 475** **10/01/15**

Replace Table 818-01 with the following:

Table 818-01

Test	Specification	Requirement
Settlement and Storage Stability of Emulsified Asphalts, 24-h	AASHTO T 59	1% Minimum
Distillation of Emulsified Asphalt[1]	AASHTO T 59	62% Minimum
Tests on Emulsified Asphalt Residue		
Softening Point of Bitumen (Ring and Ball Apparatus)	AASHTO T 53	135°F Minimum

[1] Hold the temperature for this test at 350°F for 20 minutes.

822.02 TESTING **PAGE 477** **10/01/16**

Replace the first sentence of Section 822.02 with the following:

Provide a repellent that, when applied to concrete, meets the following requirements:

826.02 B.1 Sealant **Page 479** **10/01/16**

Replace Section 826.02 B.1 with the following:

1. **Sealant.**
   Provide a one-part silicone joint sealant that meets the requirements of ASTM D 5893, Type NS and the following:
   - Low modulus; and
   - Is capable of withstanding repeated joint movement between 50 percent shrinkage and 100 percent expansion without losing adhesion to the concrete and without cohesion failure.

826.02 B.2 Backer Rod **PAGE 479** **10/01/16**

Replace the first paragraph of Section 826.02 B.2 with the following:

Use backer rod that meets the requirements of ASTM D 5249, Type 1 or Type 3.

830.01 CONCRETE PIPE AND DRAINAGE STRUCTURES PAGE 480 10/01/16

Replace Section 830.01 with the following:

830.01 CONCRETE PIPE AND DRAINAGE STRUCTURES
The Department will evaluate the fabricator's concrete pipe plant according to Department procedures described in Field Sampling and Testing Manual, Quality Assurance Program for Prestressed and Precast Concrete Products. The results of this evaluation will determine if the material may be accepted by certificate of compliance as specified in Section 106.01 C "Certificate of Compliance."

Use an ACPA or NPCA certified plant in the construction.

A. Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe.
Provide pipe that meets AASHTO M 170, M 206, or M 207 for the specified diameters and strength class except use aggregates that meet the requirements in:
- Table 802-02 of Section 802.01 C.2 "Course Aggregate"
- Table 802-05 of Section 802.01 C.3 "Fine Aggregate"

B. Work Drawings.
Provide work drawings for Class IV and V Pipes that include:
- Reinforcing steel layouts;
- Type and strength of concrete and reinforcing steel;
- All concrete and reinforcing dimensions;
- Installation and handling instructions; and
- Design calculations.

Submit calculations and work drawings that are signed, sealed, and dated by a Professional Engineer registered in the State of North Dakota as set forth in NDCC Title 43.

C. Fasteners and Tie Bolts.
Provide tie bolts and nuts that are of steel meeting ASTM A 307 Grade A. Provide steel washers that meet ASTM A 1008 or ASTM A 1011. Provide fastener castings that are gray iron castings that meet ASTM A 48 Class 20.

834.03 A.2 Rotational Capacity Testing of Assemblies PAGE 483 10/01/16

Replace Section 834.03 A.2 with the following:

2. Rotational Capacity Testing of Assemblies.
Perform the rotational capacity test according to ASTM A 325, except as modified by this specification.

a. General.
Perform rotational capacity tests on all bolt, nut, and washer assemblies before shipping.

If galvanized parts are required, perform the rotational capacity test after galvanization.

Washers are required as part of the tests even if the final assembly does not require washers.

b. Assemblies.
Test each combination of bolt lot, nut lot, and washer lot as an assembly.

c. Rotational Capacity Lot Numbers.
Assign each combination of lots a rotational capacity lot number. Washers do not need to be identified as part of the assembly lot if they are not required in the final assembly.

d. Testing Frequency.
Test a minimum of two assemblies per rotational capacity lot.

e. Testing Device.
Use a Skidmore-Wilhelm Calibrator, or an approved alternate, to perform the rotational capacity tests.

Test bolts that are too short for the Skidmore-Wilhelm Calibrator in a steel joint. The tension requirements of Table 834-02 do not apply. Compute the maximum torque required in Section 834.03 A.2.g, “Results” using a value of “P” equal to the Turn Test Tension in Table 834-02.

f. Performance of the Test.
The minimum rotation from initial tightening (10 percent of the specified proof load) shall be as specified in Table 834-01.

Table 834-01

Bolt Length	Amount of Turn
Length ≥ 4 diameters	240 degrees (2/3 turn)
4 diameters < Length ≤ 8 diameters	360 degrees (1 turn)
Length > 8 diameters	480 degrees (1-1/3 turn)

The tension reached at the rotation specified in Table 834-01 shall be equal to values for the Turn Test Tension shown in Table 834-02.

Table 834-02

Diameter (in)	**1/2**	**5/8**	**3/4**	**7/8**	**1**	**1-1/8**	**1-1/4**	**1-3/8**	**1-1/2**
Installation Tension (kips)	12	19	28	39	51	56	71	85	103
Turn Test Tension (kips)	12	22	32	45	59	64	82	98	118

g. Results.
After exceeding the Installation Tension specified in Table 834-02, obtain and record a reading of the tension and torque.

The maximum torque (T) shall be equal to 0.25 the measured bolt tension (P) and the bolt diameter (D):

$$T \text{ (foot pounds)} \leq 0.25 \times P\text{(pounds)} \times D\text{(feet)}$$

856.01 A General **PAGE 495** **10/01/15**

Replace the “Slope Gradient” row in Table 856-01 with the following:

Slope Gradient Application	≤ 3H:1V	< 3H:1V - 2H:1V	≤ 2H:1V	< 2H:1 - 1.5H:1V

860.02 A Barbed Wire **PAGE 501** **10/01/15**

Replace Section 860.02 A with the following:

A. Barbed Wire.
Provide barbed wire that meets the requirements of AASHTO M 280. Provide wire that has a minimum gage of 12½ and at least 2 point barbs.

860.02 B Woven Wire **PAGE 501** **10/01/15**

Replace Section 860.02 B with the following:

Provide woven wire that meets the requirement of AASHTO M 279, Design Number 939-6-12½.

862.04 C 3-Cable **PAGE 505** **10/01/15**

Replace the Section 862.04 C with the following:

C. 3-Cable.
Provide round treated timber posts used for three-cable guardrail that are between 4.5 and 6.5 inches in diameter.

880.02 B.2 Epoxy Resin Material **PAGE 509** **10/01/15**

Replace Section 880.02 B.2 with the following:

2. Color.
Provide material that meets the requirements of Table 880-03 and 880-04 when tested in accordance with ASTM D 2805.

Table 880-03
CIE Chromaticity limits using illuminant "C" for Yellow Epoxy

x	0.470	0.485	0.520	0.048
y	0.440	0.460	0.450	0.420

Table 880-04
Daylight Directional Reflectance (Y)

Color	Minimum Value
White	83
Yellow	50

885.01 E.1 Cast Iron **PAGE 514** **10/01/16**

Replace Section 885.01 E.1 with the following:

1. **Cast Iron**.
   Provide cast iron panels with a minimum thickness of 0.2 inches. Use either grey cast iron that meets AASHTO M 105, Class 35 B or use ductile cast iron that meets ASTM A 536, Grade 65-45-12. Provide panels without a surface coating and allow the panels to transition to the iron's natural patina.

894.03 A.1 General **PAGE 517** **10/01/16**

Delete the second paragraph from Section 894.03 A.1:

894.05 A General **PAGE 522** **10/01/16**

Replace Section 894.05 A with the following:

A. General.
Galvanize all materials requiring galvanization according to Section 854, "Galvanizing" after fabrication.

Submit work drawings for all structures for overhead signs according to Sections 105.08 A.3, "Additional Section 600 Work Drawing Submittal Requirements".

1. Welding.

a. General.
Perform all steel welding according to the specifications for welding of steel structures in the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

b. Treatment of Welded Areas.
Punch a minimum 3/4 inch hole into chords to facilitate galvanizing the struts and diagonal tubes. Provide two 1/2 inch holes at the top and bottom of the chords on the capped end to facilitate galvanizing. Provide on the end tower vertical columns two 1/4 inch holes in the base plate and two 3/4 inch holes at the top of each column to facilitate galvanizing.

c. Repair Galvanization.
Repair damaged galvanization according to Section 854, "Galvanizing".

894.05 B.2 Round-Tapered or Octagonal-Tapered Tubes **PAGE 523** **10/1/16**

Replace the second paragraph of 894.05 B.2 with the following

Retain major dimensions, such as truss cross section and length, and end towers vertical dimensions. If this option is chosen, furnish to the Engineer all necessary calculations and drawings used in designing these structures. Design the structures according to the latest issue of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals. Use a wind velocity of 90 mph to compute the wind pressures on the signs and structures.

895.05 A General **PAGE 528** **10/01/16**

Replace Section 895.05 A with the following:

A. General.

Design lighting poles to meet the requirements of AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

When a breakaway base is required, provide a manufacturer certification that the light standard base meets the AASHTO requirements for both breakaway and structural adequacy.

Use a wind velocity of 90 mph with the following height and exposure correction factor:

- If the traffic signal is less than 33 feet use a K_z^a of 1.00; or
- If the traffic signal is greater than 33 feet use the K_z^a found in Table 3.8.4-1 "Height and Exposure Factors, K_z^a".

Apply different wind pressures to the structure at different heights rather than using an average wind pressure for the entire height of the structure.

Design each structural component on light standards 55 feet or greater for fatigue using the requirements of Table 11.6-2, "Fatigue Importance Categories for HMLT's".

Furnish all the necessary calculations and drawings used in the design of poles with the shop drawing submittal. A Professional Engineer duly registered in the State of North Dakota must sign, seal, and date the calculations and work drawings used in the design of lighting standards.

896.05 A GENERAL **Page 549** **10/01/16**

Replace Section 896.05 A with the following:

A. Design.

Design traffic signal standards to meet the requirements of AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

Use a wind velocity of 90 mph with the following height and exposure correction factor:

- If the traffic signal is less than 33 feet use a K_z^a of 1.00; or
- If the traffic signal is greater than 33 feet use the K_z^a found in Table 3.8.4-1 "Height and Exposure Factors, K_z^a".

Apply different wind pressures to the structure at different heights rather than using an average wind pressure for the entire height of the structure.

Design each structure component using the requirements of Table 11.6-1, "Fatigue Importance Factors, I_F."

Design the components for the total deflection, with galloping, at the free end of the traffic signal arm is limited to less than 8 Inches.

Furnish all the necessary calculations and drawings used in the design of poles with the shop drawing submittal. A Professional Engineer duly registered in the State of North Dakota must sign, seal, and date the calculations and work drawings used in the design of lighting standards.

Replace the 3 with the following:

3. Provide a metal weatherproof cover that blocks air flow in cold weather, and adequately covers the fan vent assembly and the louver on the door. Install a gasket to the cover and attach the cover to the inside of the cabinet. Construct the cover of the same material as the cabinet.

   Provide a weep hole in the bottom loop on each end of the cabinet full-size door.

   Build the cabinet to contain the following items:

   - All items of control equipment specified in these Specifications.

   - Provide a thermostatically-controlled minimum 250 watt strip-type heater mounted on the full-size door cover with a protective wire-mesh shield installed around the heater. Use a heavy-duty thermostat capable of being set within a temperature range of 30°F to 90°F. Activate the power to the fan and to the heater using a three-position toggle switch located on the auxiliary switch panel.

     Use a switch that operates vertically up and down with the:

     - Up position being FAN (power to the fan on and power to the heater off);
     - Center position being OFF (power to both the fan and the heater off); and
     - Down position being HEATER (power to the heater on and power to the fan off).

     Provide an electrical three-prong twist lock-type plug between the switch and the heater. Mount the heater thermostat on the auxiliary switch panel. Make the connection to the heater with stranded copper wire having 200°C insulation and non-insulated, solderless terminals.

   - Provide three duplex receptacles with ground fault interrupter. Fuse the receptacles ahead of the main circuit breaker.

   - Provide a switched lamp socket, fuse the lamp socket ahead of the main circuit breaker.

   - Include the following in the maintenance switches inside the cabinet:
     - Stop time control.
     - Timer power.
     - Flash.
     - Vehicle detector input for each phase in use and all future phases.
     - Pedestrian input for each phase in use and all future phases.

10/1/2014

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PRICE SCHEDULE FOR MISCELLANEOUS ITEMS (PS-1)

The Contractor agrees to accept the following unit prices for each listed item of work and or material when no project contract unit price exists for that item. Each price listed will be full compensation for the cost of labor, material and equipment necessary to provide the item of work and/or material, complete in place, including (but not limited to) royalty, disposal of unsuitable material, equipment rental, sales tax, use tax, overhead, profit, and incidentals.

Each listed item is referenced to the Standard Specifications by Section number and Section name.

SECTION NO.	SECTION NAME	ITEM NAME	PRICE PER ITEM
107.08	Haul Roads	Water	$27 per M Gal
107.08	Haul Roads	Bitumen for Mix	Invoice Price [1] + 10%
107.08	Haul Roads	Bituminous Mix	$42 per Ton [2]
107.08	Haul Roads	Aggregate Base	$17 per Ton [2]
203.01 B	Rock Excavation	Rock Excavation	$11 per CY
203.01 C	Shale Excavation	Shale Excavation	Common Excavation Price + $1.00 per CY
203.01 D	Muck Excavation	Muck Excavation	$9 per CY
203.05 H.3	Embankment	Overhaul	$1.40 per CY - Mile
260	Silt Fence	Mucking Silt Fence	$3.90 per LF
260	Silt Fence	Removal of Silt Fence [3]	$4.25 per LF
261	Fiber Rolls	Mucking of Fiber Rolls	$3.90 per LF
261	Fiber Rolls	Removal of Fiber Rolls [3]	$4.25 per LF
420.04 E	Bituminous Seal Coat	Blotter Sand	$27 per Ton [2]
430.04 G	Hot Mix Asphalt (Exc. Material Hauled to Disposal Area)	Bituminous Mixture	Machine Placed: Bid or Invoice Price + $31 per ton Hand Placed: Bid or Invoice Price + $48 per Ton
704	Temporary Traffic Control	Flagging	$32 per MHR

[1] Price paid for bituminous material will be invoice price plus freight costs.

[2] Price Includes haul up to 10 miles. Payment for haul exceeding 10 miles will be according to Section 109.03 E, “Force Account.” The haul distance for aggregate base and bituminous mix will be based on the average haul. The haul distance for blotter sand will be from the point where the haul begins to the point where it enters the project.

[3] This is only for pre-existing items that were not installed under the Contract.

Effective October 1, 2014

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
APPENDIX A OF THE TITLE VI ASSURANCES

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the Contractor) agrees as follows:

1. Compliance with Regulations: The Contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, the Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. Non-discrimination: The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of the Contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. Information and Reports: The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the Recipient or the Federal Highway Administration as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

   a. withholding payments to the Contractor under the contract until the Contractor complies; and/or
   b. cancelling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The Contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

Effective October 1, 2014

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
APPENDIX E OF THE TITLE VI ASSURANCES

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the Contractor) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.),* (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.),* (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION (NDDOT)
2017 ON-THE-JOB TRAINING PROGRAM SPECIAL PROVISION

The bidder's signature on the proposal sheet indicates the bidder agrees to take part in the On-the-Job Training (OJT) Program and to follow the OJT Program Manual and Special Provision. Contractors that fail to do so will be subject to suspension of progress payments or sanctions up to and including revocation of bidding privileges.

OJT is training conducted in a highway construction work environment designed to enable minority, female, and economically disadvantaged individuals to learn a bona fide skill and qualify for a specific occupation through demonstration and practice.

After a training program and trainee candidate have been approved, the contractor begins training its regular employee according to the approved program. The goal of this training is to retain the trainee as a permanent employee. OJT involves individuals at the entry level. Training is designed to help participants reach their fullest potential and become self-sufficient in the job.

I. POLICY STATEMENT

The purpose of the OJT Program is to provide training in the highway construction industry for minority, female, and economically disadvantaged individuals, from this time known as the targeted group. Pursuant to 23 Code of Federal Regulations Part 230, Subpart A, Appendix B - Training Special Provisions, this program provides for on-the-job training aimed at developing journey-level workers in skilled trades.

The Contractor shall take all necessary and reasonable steps to ensure that minorities and women have the opportunity to compete for and participate as trainees or apprentices and to develop as journey-level workers employed in the skilled trades.

Contractors should select a training program(s) based on their company's employment/staffing needs as stated in the OJT Program Manual.

II. INTRODUCTION/PROGRAM BACKGROUND

The OJT Program was originally prepared through the cooperative efforts of the Associated General Contractors of North Dakota (AGC); the Federal Highway Administration (FHWA); the North Dakota Department of Transportation (Department); and, other program stakeholders.

Successful operation of the OJT Program requires contractors to follow uniform and basic training procedures, keep records of trainee progress, and report each trainee's completion or termination.

III. ASSIGNED OJT POSITIONS

A. Trainee positions are assigned contractors based only on federal highway dollars awarded from October 1 to September 30. Trainee assignments are not project specific; that means the contractor may train program participants on any project where training opportunities exist.

The number of trainee positions assigned will be determined by formula based on calculations involving particular project specification numbers on applicable projects. The types of projects NOT applicable in the calculation to assign trainee positions are:

- County-only or state-only funded projects
- Emergency relief, concrete pavement repair (CPR), electrical, rest area, signing, striping projects
- Projects subject to Tribal Employment Rights Ordinances (TERO)
- Projects not let through NDDOT bid openings

B. Contractors will receive the number of positions assigned and links to resources necessary for completion of program requirements via email.

C. The number of trainee positions assigned to each contractor will increase proportionately, as shown below, for any applicable federally funded projects awarded to them.

For all federal highway dollars awarded from October 1 to September 30:

6,000,000	to 15,000,000	1	trainee
15,000,001	to 23,000,000	2	trainees
22,000,001	to 31,000,000	3	trainees
31,000,001	and above	4	trainees

A maximum of four (4) trainee positions in a federal fiscal year will be assigned to any prime contractor regardless of dollar amount. Carryover positions from a prior construction season are not included in the four trainee maximum, e.g., a contractor with one carryover and four assigned positions may have a total five trainees.

Failure to follow this OJT Special Provision and the accompanying OJT Program Manual may result in suspension of progress payments or sanctions up to and including revocation of bidding privileges.

IV. FUNDING

The Department will establish an OJT fund annually from which contractors may bill the Department directly for eligible trainee hours. The funds for payment of trainee hours on federal-aid projects will be made available based on 23 USC 504(e) to a maximum of $100,000. The funds for payment of trainee hours on state-aid only projects will be allocated to a maximum of $10,000.

V. ONLINE RESOURCES

OJT Program Manual: Includes program requirements, wage rates, and curriculum:
https://www.dot.nd.gov/divisions/civilrights/docs/ojtprogram.pdf

SFN 60226 Request for On-the-Job Training Program and Trainee Approval:
http://www.dot.nd.gov/forms/sfn60226.pdf

SFN 51023 Voucher for On-the-Job Training Program Hourly Reimbursement:
http://www.dot.nd.gov/forms/sfn51023.pdf

Davis-Bacon and Related Acts (DBRA) Handbook: https://www.dot.nd.gov/manuals/civilrights/davisbacon.pdf

VI. APPROVALS REQUIRED

A. Requests for Training Programs and Trainee Approvals must be submitted to Civil Rights Division (CRD). Contractors must request and receive program and trainee candidate approval in order to pay trainees less than the established Davis-Bacon wage for the job classification concerned. No training program hours will count toward the fulfillment of an assigned trainee position or be eligible for reimbursement without prior approval. No retroactive approval will be granted.

1. Submit SFN 60226 *Request for On-the-Job Training Program and Trainee Approval* with each trainee's employment application. http://www.dot.nd.gov/forms/sfn60226.pdf and the pre-approved training curriculum for each trainee position assigned by April 1 or within fifteen (15) calendar days of notification of any additional position assignments.

2. Submit *SFN 7857 Application for Eligibility,* Job Service North Dakota (JSND) approval of an economically disadvantaged individual for participation in the OJT Program.

B. Pre-approved curriculum: NDDOT's OJT Program Manual contains pre-approved training curriculum for a number of skilled trade positions. Contractors should select a training program(s) based on their company's employment/staffing needs.

C. Customized curriculum: To request a training curriculum not included in the pre-approved curriculum, submit a written request for approval by NDDOT and FHWA.

The request must include:

- A training curriculum, including the classification requested, minimum number of hours required, and type of training the individual will receive to achieve journey-level worker status.
- A minimum wage scale.

If approved, each new classification must comply with the provisions specified in the OJT Program Manual. No hours worked prior to approval will be credited toward completion of the customized training program. Training programs for classifications not covered by the Davis-Bacon and Related Acts (DBRA) will be considered on a limited basis.

The contractor may commence its "customized" training as of the date of the written approval.

D. Union apprenticeship and on-the-job training programs registered with the Bureau of Apprenticeship and Training (BAT), U.S. Department of Labor, may be used for trainee positions assigned under the OJT Program, provided the trainees or apprentices are minority, female, or economically disadvantaged. Nonminority males not certified as economically disadvantaged may only be used when the contractor has requested and received approval, from the Department, for additional trainee positions. The apprenticeship indenture agreements serve as the trainee's job application and must be provided prior to any hours being credited toward OJT Program completion.

E. Power Equipment Operators:

The contractor may train an individual on a combination of equipment if each piece of equipment falls within the same groups of power equipment operators identified in the training curricula (groups 1-3 and groups 4-6). These power equipment operator groups are referenced to the federal DBRA wage rates contained in the contract proposal. As an example, a "utility operator" may receive training on a broom, a front-end loader less than 1½ cubic yards, or other piece of equipment that is used around a paver if each piece falls within either groups 1-3 or groups 4-6. When multiple wage rates apply, the trainee's wage will be based on the equipment being operated at the time or on the highest of the applicable wage rates.

Use of the classification "pickup machine operator (asphalt dump-person)" as a group 4 power equipment operator is considered standard industry practice. The classification is defined as: "Operates the controls on the pickup machine that runs in front of the paver, trips the levers on the dump trucks, and balances the loads for the paver. The pickup machine operates on similar principles as a shouldering machine."

F. Contractors not qualifying for the OJT Program, or contractors desiring to train more than the allotted number of trainees, may apply to the Department for additional trainee positions. Approval of additional positions will be at the sole discretion of the Department. The Department will take into consideration whether there is enough work for the trainee to successfully complete the curriculum and whether the contractor will be exceeding the allowable ratio of trainees to journey-workers (generally considered to be one trainee or apprentice to every three to five journey-workers).

The additional positions may be filled by individuals outside of the targeted groups. The contractor may pay the reduced training rates to additional trainees outside of the targeted groups, but will not receive hourly reimbursement for any individuals who are outside the targeted groups.

VII. NDDOT'S RESPONSIBILITIES

A. The NDDOT OJT supportive services (OJTSS) consultant will monitor excerpts from the weekly certified payrolls submitted with the monthly vouchers for reimbursement. This includes weekly payrolls from

contractors working on state funded only projects. On contracts where certified payrolls are not required and not available for supporting documentation, contractors may enter trainee wages, hours in training, and the project control number(s) (PCN) in a spreadsheet to support their reimbursement vouchers. In this case, contractors should work with OJTSS to assure that all information required for payment is provided. The OJTSS consultant will assess when the trainees have completed the specified number of hours and their wages are increased accordingly. The OJTSS consultant will also assure that applicable fringe benefits are paid either directly to the trainees or for the trainee into approved plans, funds, or programs.

B. The OJTSS consultant is charged with visiting trainees and monitoring their progress under the OJT Program. To facilitate the on-site visits, the OJTSS consultant will contact contractors for the location of the trainees weekly.

VIII. CONTRACTOR'S RESPONSIBILITIES

A. Consistently demonstrate efforts to recruit, hire, and train candidates for the OJT Program.

B. Assign each trainee to a particular person–either a supervisor or an employee proficient in the skills to be trained–who shall see that the trainee is given timely, instructional experience. This person must be familiar with the OJT Program, keep proper records, and ensure completion of the required training hours in accordance with the training curriculum.

C. Appoint a company employee who will be available and responsive to weekly contacts by the OJTSS consultant. OJTSS monitors the status of assigned trainee positions (e.g., program and trainee approvals, trainees' progress, etc.). The OJTSS consultant will contact the individual listed on the company's approved SFN 60226 Request for OJT Trainee Approval. This person must reply to communications from the Department and the OJTSS consultant in a timely manner.

D. Make trainees available to the OJTSS consultant for at least two on-site visits during the construction season.

E. Make the trainer and project superintendent available to the OJTSS consultant for at least two on-site visits each construction season.

F. Make trainees aware they are formally enrolled in the OJT program.

G. Identify trainees on the payroll excerpts, for example: "grp. 4 roller operator trainee." This includes trainees in job classifications not covered by DBRA. Handwritten notes are appropriate for identification.

H. Notify the Department when a trainee completes the number of hours required to graduate from the OJT Program. The Department will issue the trainee a certificate of completion and a wallet-sized card as proof of the graduate's successful training program completion.

I. Notify the Department to "propose graduation" or discontinue the training period of a trainee who has completed 90% or more of their hours and thereafter advance the trainee to journey-worker status.

J. Elect to upgrade proficient trainees from one power equipment operator group or truck driver group to another, with the approval of CRD. Fewer hours are required to complete the upgraded position.

Minimum number of hours required:

Power Equipment Operator Groups 4-6 to Groups 1-3 = 400 hrs.
Class C Truck Driver to Class B = 200 hrs.
Class B Truck Driver to Class A = 200 hrs.

Depending on the variety of experience the trainee has gained under the previous curriculum, the difference in the hours may be deducted from the actual operation of the piece of equipment or truck. The contractor will need to review the trainee's past performance in order to make this determination.

K. May hire commercial driver's license (CDL) holders as truck driver trainees. Those having over-the-road driving experience, with little or no highway construction experience, may be considered to have completed

the Class C truck driver training curriculum and, therefore, are eligible to be upgraded to a Class B truck driver trainee, with the approval CRD.

L. May transfer trainees from one project to another in order to complete the OJT Program. If transfers are made, CRD must be notified and provided with the name of the trainer. The training hours will count toward overall OJT Program completion.

M. May train trainees on municipal, private, out-of-state projects or other non-highway work. These training hours must be paid at the OJT minimum wage scale to count toward their OJT Program completion; however, no program reimbursement will be made for those hours.

N. May delegate or reassign trainee positions to subcontractors, with the acceptance of the subcontractors and the approval of CRD. The prime contractor must verify that the trainee will be able to accumulate enough hours to complete his or her training program. If approved, the subcontractor must obtain training program and trainee approval from CRD before the trainee begins work under the OJT program. Program reimbursement will be made directly to the prime contractor. The trainee position will remain the responsibility of the prime contractor.

O. May use trainees on projects subject to TERO requirements as part of the core crew or as part of the skilled labor supplied by the contractor. The training hours will count toward overall OJT Program completion; however, no program reimbursement will be made for those hours unless it is a NDDOT let project.

P. May not use one trainee to simultaneously fill multiple trainee positions

Q. May use a trainee on a piece of equipment in groups 1-3 or groups 4-6 for one assigned trainee position, then once that trainee has completed the program, the trainee may be trained on a different piece of equipment in groups 1-3 or groups 4-6 to fulfill a second assigned trainee position. When a trainee is used for a second time within a group, the contractor must pay that trainee at the higher wage rate as described in paragraph B under Wage Rates (page 8).

IX. CLASSROOM TRAINING

A. Classroom training may be used to train employees. Each classroom training curriculum must be pre-approved by CRD if the contractor wishes to count the classroom hours as training hours and be reimbursed.

Submit a proposed classroom training curriculum to CRD for approval. Define the type of training the individual will receive, classroom training curriculum, and the minimum number of hours required. The Department will determine the number of hours of credit each trainee will receive toward their training. No retroactive approval will be granted.

B. Contractors will be reimbursed for classroom training hours after the trainee has completed 80 hours of work on highway construction projects.

C. Reimbursement for classroom training will be limited to 60 hours per trainee per construction season. Reimbursement for classroom training required under the NDDOT Transportation Technician Qualification Program will be at the NDDOT discretion.

D. The minimum wage scale to be used for classroom training will be that of the first federal-aid highway construction project on which the trainee will be employed. If the trainee is already employed on a federal-aid highway construction project, the trainee will be paid in accordance with the minimum wage scale applicable to that project. However, if the first project on which the trainee will be employed is a state funded only contract, the minimum wage scale to be used for the classroom training will be that of the appropriate DBRA wage in effect at the time of award of the state funded contract.

X. WAGE RATES

A. When the contractor is submitting the trainee's hours toward training program, wages paid shall in no case

be less than that of those stated in the approved curriculum. A trainee working on a state funded only project, must be paid the DBRA wage rate in effect at the time of award for the type of work the trainee is performing as a trainee.

B. The minimum wage rates shall not be less than 80% of the journey-worker rate for the first two quarters of training, 85% of the journey-worker rate for the third quarter, and 90% of the journey-worker rate for the fourth quarter.

- Under the power equipment operator training curricula only, once a trainee has completed a training curriculum in either groups 1-3 or groups 4-6, the contractor may enroll the trainee in another training curriculum on a different piece of equipment in either groups 1-3 or groups 4-6.
- The minimum wage rate under the trainee's second program shall not be less than 85% of the journey-worker rate for the first two quarters of training, 90% of the journey-worker rate for the third quarter, and 95% of the journey-worker rate for the fourth quarter.
- For the purpose of the OJT Program, a quarter is 25% of the hours the trainee works toward completion of their approved program. The first two quarters of a 550-hour training curriculum would end after 275 hours, the third quarter after 138 hours, and the fourth after 137 hours.

C. At any time hours are being attributed toward the completion of the approved training program, trainees shall be paid full fringe benefit amounts, where applicable, in accordance to DBRA requirements.

D. At the completion of the OJT Program, the trainee shall receive the wages of a skilled journey-worker.

XI. RECRUITMENT AND SELECTION

A. Prerequisites:

Trainees must possess basic physical fitness for the work to be performed, dependability, willingness to learn, ability to follow instructions, and an aptitude to maintain a safe work environment.

B. Licenses:

Truck driver trainees must possess appropriate driver permits or licenses for the operation of Class A, B, and C trucks. When an instructional permit is used in lieu of a license, the trainee must be accompanied by an operator who:

1. Holds a license corresponding to the vehicle being operated;
2. Has had at least one year of driving experience; and
3. Is occupying the seat next to the driver.

C. Recruitment:

1. Place notices and posters setting forth the contractor's Equal Employment Opportunity (EEO) Policy and the availability of the OJT Program in areas readily accessible to employees, applicants for employment, and potential employees.
2. Employ members of the targeted group (minority, female, or economically disadvantaged individuals) for all trainee positions assigned in accordance with the OJT Program. Additional positions requested by the contractor may be filled by individuals outside of the targeted groups.
3. Conduct systematic and direct recruitment through public and private employee referral sources.
4. Screen present employees for upgrading to higher skilled crafts. A present employee may qualify as a trainee; however, no work hours will be reimbursed or counted toward program completion prior to training program and trainee approval by CRD.

D. Selection:

1. Hire and enroll OJT trainee candidates who qualify as an individual in the targeted group.

2. Select a training program(s) based on their company's employment/staffing needs.

3. Individuals in the targeted group having experience in the selected curriculum may be eligible to participate in the OJT Program providing they:

    - Are not or have not been journey-workers in the selected curriculum, and/or
    - Have not been previously trained in the selected curriculum.

4. Non-minority males who are economically disadvantaged must obtain written certification from Job Service North Dakota (JSND) to qualify for the OJT Program. Contractors wishing to hire and enroll economically disadvantaged candidates must provide JSND's certification along with SFN 60226 and the employment application when requesting trainee approval.

    - JSND is the only agency that may certify an individual as economically disadvantaged. If JSND refers the candidate to the contractor, written certification under this category will be provided to the contractor at the time of the interview.
    - Any person wishing to obtain this certification must apply to JSND and complete the Workforce Investment Act Program's Application for Eligibility (SFN 7857). A contractor recruiting a candidate who may qualify must contact the Workforce Investment Act Program Manager at JSND. JSND contacts are also online: http://www.dot.nd.gov/divisions/civilrights/docs/jobservice-workforce-invest-contacts.pdf

XII. BASIS OF PAYMENT

A. Contractors will be paid $4.00 for each hour of training in accordance with the OJT Program Manual.

B. Reimbursement will be made directly to the contractor. Complete SFN 51023 Voucher for On-the-Job Training Program Hourly Reimbursement for each trainee. Attach excerpts from the weekly certified payrolls showing the trainee's hours, rate of pay, and how applicable fringe benefits were paid. Excerpts from weekly payrolls are also required for state funded only projects. Vouchers without excerpts from payrolls will not be paid until the excerpts are provided. If the excerpts from the payrolls are not provided within one week, the voucher will not be paid and the trainee's hours will not be credited toward completion. http://www.dot.nd.gov/forms/sfn51023.pdf

C. On contracts where certified payrolls are not required and not available for supporting documentation, contractors may enter trainee wages, hours in training, and the project control number(s) (PCN) in a spreadsheet to support their reimbursement vouchers. In this case, contractors should work with OJTSS to assure that all information required for payment is provided.

D. Submit completed vouchers to CRD for approval and processing by the fifteenth (15th) calendar day of every following month the trainee is employed under the OJT Program.

Regardless, all vouchers for trainee hours worked on state funded only projects from July 1 to June 30 must be received by CRD no later than July 15 in order to be reimbursed. All vouchers for trainee hours worked on federally funded projects from October 1 to September 30 must be received by CRD no later than October 15 in order to be reimbursed. This is due to state and federal end-of-the-year budget fiduciary requirements.

XIII. FAILURE TO PROVIDE THE TRAINING OR HIRE THE TRAINEE AS A JOURNEY-WORKER

A. The contractor is required to consistently demonstrate efforts to recruit, hire, and train candidates for the OJT Program.

B. If the contractor does not show in a timely manner good faith efforts to recruit, hire, and train candidates in the targeted group, the Department may withhold progress payments

C. If payments have been made, the Department will deduct the amount paid from the contractor's progress

payment.

D. No payment shall be made to a contractor for failure to provide the required training or failure to hire the trainee as a journey-worker when such failure is caused by the contractor and evidences a lack of good faith on the part of the contractor in meeting the requirements of this OJT Program Special Provision.

E. Hiring a trainee to begin training as soon as feasible after start of work is evidence of a contractor's good faith efforts to comply with the OJT Program requirements. Additional evidence supporting a contractor's good faith efforts would be to keep the trainee employed as long as training opportunities exist in the approved work classification or until the trainee has completed his or her training program.

F. It is not required that all trainees be employed for the entire length of the construction season. A contractor will have fulfilled its responsibilities under this OJT Special Provision if it has provided acceptable training to the number of trainees assigned.

XIV. UNFILLED OR INCOMPLETE TRAINEE POSITIONS

A. By October 1, provide written explanation of the firm's good faith efforts for unfilled or incomplete trainee assignments to CRD. CRD will decide, on a case-by-case basis, whether to carry the assigned positions over to the next construction season.

B. Positions carried over from the previous construction season must be among the first positions filled at season startup. To notify CRD of the trainee's rehiring, submit *SFN 60226 Request for On-the-Job Trainee Approval*, marking 'Check if Carryover Trainee' in the Approved Training Program section of the form. There is no need for the training position or a returning trainee to be re-approved.

C. Sanctions, up to and including revocation of bidding privileges, may be imposed on the contractor for failure to provide sufficient explanation and documentation for reasons assigned trainee positions when unfilled or incomplete.

XV. DEFINITIONS

Carryover Position: Incomplete trainee position carried forward from a prior program year.

Carryover Trainee: Trainee scheduled to continue training hours under prior year's approved program.

CRD: NDDOT's Civil Rights Division administers the NDDOT On-the-Job Training Program.

Good Faith Efforts: Documentation supporting a contractor's efforts to fulfill the program requirements, e.g., new hires list, advertising examples/locations, current employees reviewed for upgrades, etc.

Journey-worker: A worker employed in a trade or craft who has attained a level of skill, abilities, and competencies recognized within the industry.

OJT Supportive Services (OJTSS): Department contractor providing in-person oversight, support, and guidance to contractors and trainees to increase the effectiveness of approved training programs.

Trainee: A person who receives training through an apprenticeship program or other FHWA approved program.

Trainer/Supervisor: Contractor's employee assigned to train, supervise, and support a trainee.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

TEMPORARY EROSION AND SEDIMENT BEST MANAGEMENT PRACTICES

1. GENERAL

Install, maintain and remove appropriate Temporary Best Management Practices (BMPs).

Definitions:

A. Temporary Erosion and Sediment BMPs are to be installed and maintained before and during the term of the land disturbance activity. These items are removed when permanent erosion and sediment BMPs are installed.

B. Permanent Erosion and Sediment BMPs are to be installed and maintained once the project is completed so that the applicable permits can be terminated.

In some instances, individual temporary and permanent erosion and sediment BMPs for a site may consist of identical BMPs. In these cases, the temporary erosion and sediment BMPs may be used as the permanent erosion and sediment BMPs if they meet the following criteria:

1. The BMP was installed correctly,
2. Is in a functional condition,
3. Has had all accumulated sediment removed.

C. The Stormwater Pollution Prevention Plan (SWPPP) is the document that identifies potential sources of sediment or other pollution from construction activity and ensures practices are used to reduce the contribution of pollutants from construction site runoff.

D. Contractor Controlled Areas are areas not included in the contract, but are obtained and solely controlled by the Contractor (e.g., concrete or asphalt batch plants, concrete washout areas, equipment staging yards, material storage areas, excavated material disposal areas, Contractor furnished borrow areas, etc.).

E. Maintenance is any action taken to keep a BMP in working condition. These actions may consist of repairing failures of the BMP itself.

F. **Noncompliance** is any action or inaction that violates the regulations imposed by the applicable permits or the requirements of this special provision and other contract documents. Failure of a BMP does not necessarily constitute noncompliance as long as the BMP is repaired, replaced or supplemented within the timelines established in the applicable permits and no sediment is discharged from the site or into a water of the state.

2. CONSTRUCTION REQUIREMENTS

Develop a SWPPP specific to the project. The creation of the SWPPP is a cooperative effort between the NDDOT who creates the project plan sheets and the Contractor who creates a complete SWPPP which incorporates the plan sheets and the Contractor's means and methods. The project plan sheets by themselves do not meet the requirements of a complete SWPPP and should not be considered as such. The Contractor has the flexibility to modify the design and implementation of the temporary erosion and sediment controls to match the Contractor's means and methods and/or field conditions. These changes must be documented in the SWPPP and meet all regulatory requirements.

Obtain appropriate permit coverage for the activities conducted in Contractor Controlled Areas. A permit will be required for these areas regardless of their size. The NDDOT will have no responsibility for these areas.

Install perimeter erosion and sediment BMPs according to the plans/SWPPP prior to site disturbance.

Change the location of temporary erosion and sediment BMPs to fit the field conditions.

Update the SWPPP as work progresses, or as directed by the Engineer. Update the SWPPP to show changes due to revisions in work schedules or sequence of construction. Update the site map to reflect erosion and sediment BMPs that have been installed, changed, or removed.

Do not rely on perimeter BMPs as the sole method of controlling erosion. As the project progresses, install temporary erosion and sediment BMPs within the perimeter BMPs to control erosion resulting from the construction of the project.

Use temporary erosion and sediment BMPs to prevent contamination of adjacent streams or other watercourses, lakes, ponds or other areas of water impoundment.

Coordinate temporary erosion and sediment BMPs with the construction of permanent erosion and sediment BMPs to provide continuous erosion control. Do not install temporary erosion and sediment BMPs when permanent erosion and sediment BMPs are able to be installed. Once the permit is terminated or transferred to the Department, the maintenance of the permanent erosion and sediment BMPs becomes the responsibility of the NDDOT.

Install stabilization BMPs (mulch, seeding and mulch, etc.) in areas that have been disturbed where work has temporarily or permanently ceased following the timelines established in the applicable permits. If implementation of stabilization is precluded by snow cover, undertake such measures as soon as conditions allow.

Maintain the effectiveness of the temporary erosion and sediment BMPs as long as required to contain sediment runoff. Inspect the temporary erosion and sediment BMPs and complete the inspection and maintenance reports every 14 days and within 24 hours of a rainfall event of 0.25 inch or more. During prolonged rainfall (more than 1 day), conduct an inspection within 24 hours of the first day of the event and within 24 hours after the end of the event. Inspections are required only during normal business hours. Install a rain gauge to monitor rainfall amounts as required by the appropriate permit.

Correct any deficiencies in the BMPs within the timelines established in the applicable permits. If conditions do not permit access to the BMP, corrective actions can be taken by installing additional BMPs. Correct the original deficiencies as soon as conditions allow access to their location without causing additional damage to the slopes. In the inspection logs, document the conditions that prohibit access.

Provide copies of all inspections, documentation, record keeping, maintenance, remedial actions, and repairs required by the applicable permits to the Engineer. Provide inspection and maintenance reports within 3 working days after an inspection has been conducted.

Provide immediate written notification to the Engineer of proposed changes to the erosion control plan or SWPPP. The Engineer will review the proposed changes and determine if they are adequate. Documentation of maintenance and inspections that does not affect the erosion control plan or SWPPP does not require approval by the Engineer.

Remove the temporary devices when directed by the Engineer or when permanent erosion and sediment controls are installed.

3. Erosion and Sediment Control Supervisor.

A. General. Designate an erosion and sediment control supervisor. Provide the name and contact information for the supervisor at the preconstruction meeting. If this erosion and sediment control supervisor becomes unavailable on the project, designate a replacement supervisor. Notify the Engineer if this supervisor changes and provide the contact information for the new supervisor.

B. Qualifications. The supervisor shall be:

1. An employee of the Prime Contractor;

2. Familiar with installation, maintenance and removal of BMPs and the requirements of the erosion and sediment control plans, applicable permit requirements, specifications, plans and this provision; and

3. Competent to supervise personnel in erosion and sediment control operations.

C. Duties. The supervisor shall:

1. Provide erosion and sediment control as required by the SWPPP, Plans, and Specifications.

2. Be on the site to supervise the installation, operation, inspection, maintenance, and removal of the erosion and sediment BMPs.

3. Update the SWPPP as work progresses to show changes due to revisions in work schedules or sequence of construction, or as directed by the Engineer. Update the site map to reflect erosion and sediment BMPs that have been installed, changed, or removed.

4. Propose changes to improve erosion and sediment control.

5. Be accessible to the job site within 24-hours.

6. Provide the Engineer with documentation of all erosion and sediment control activities and inspections as required above.

3. PERFORMANCE

Correct all areas of noncompliance within 24 hours after notification of noncompliance. If corrective actions are not taken within 24 hours, the Engineer may:

1. Assess a contract price reduction of $500 per day per instance;

2. Have deficiencies corrected by another Contractor and deduct the cost of the work from the monies due or to become due to the Contractor;

3. Suspend all work; or

4. Withhold payment on other contract items/pay estimates.

These actions will be applied until deficiencies have been corrected.

4. BASIS OF PAYMENT

BMP installation will be paid for at the contract unit price for erosion and sediment control for the appropriate items and sections. The plans will detail the required BMPs for temporary and permanent installations. The same bid items may be used for temporary and permanent BMPs.

BMP items will be measured as specified in the “Method of Measurement” portion of the appropriate section of the specifications.

BMP item removal will be paid for at the contract unit price for “Remove _____”in the appropriate section of the specifications.

Include the costs for labor, materials, maintenance, equipment, disposal, adherence to the permit, and SWPPP modifications in the respective pay items.

When the Engineer directs the replacement of temporary erosion and sediment BMPs that are no longer functional because of deterioration or functional incapacity and those items were installed as specified in the Contract or as directed by the Engineer, the Department will pay for replacement BMPs

No payment will be made for replacing temporary erosion and sediment BMPs that the Engineer determines are ineffective because of improper installation, lack of maintenance, or the Contractor’s failure to pursue timely installation of permanent erosion and sediment BMPs as required in the Contract.

No payment will be made for replacing temporary erosion and sediment BMPs due to contractor operations. Include the cost to move Flotation Silt Curtain as work progresses in the price bid for “Flotation Silt Curtain”.

Erosion and sediment controls for Contractor Controlled Areas are the responsibility of the Contractor and will not be paid for by the Department.

Removal of sediment from silt fence and fiber rolls will be paid for at the price listed in the “Price Schedule PS-1.”

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

FEDERAL MIGRATORY BIRD TREATY ACT

GENERAL

Work may impact migratory birds or active migratory bird nests. A nest is considered active when it contains eggs or chicks.

Nests are active primarily during the primary breeding season for migratory birds in North Dakota from February 1 to July 15.

All reasonable, prudent, and effective measures should be identified and implemented to avoid take. The definition of take in 50 CFR 10.12 is: to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect.

PREVENTATIVE MEASURES

General

If no active nests are present at bridges, reinforced concrete box culverts, or structural plate pipes; prevent migratory birds from building new nests and from using nests built in previous years.

Preventative measures include securing tarps, fabric, netting, or wire mesh to the structure to prevent and discourage nesting. Additional measures may include hosing or knocking down any inactive nests or unfinished nests while avoiding take.

Preventative measures may be utilized before, during, and after breeding season.

Collect nests and nest debris and treat as agriculture waste. Disposal can occur by hauling waste to a permitted landfill or on-site when mixed with topsoil uniformly at the rate of 2 tons per acre away from water bodies and runoff.

If a nest where birds are present is found; the Contractor shall have a qualified biologist conduct a bird/nest survey no more than 5 working days prior to starting work at the structure site. A biologist is considered qualified if they have obtained a 4 year degree from an accredited university in a natural sciences field and is employed as an environmental professional.

If active nests are identified, cease construction or demolition and maintain a minimum buffer of 25 feet around active nests to avoid take. The qualified biologist may adjust the buffered distance in coordination with the USFWS. Maintain the buffer as construction resumes until the nests are no longer active.

SURVEY REQUIREMENTS

The USFWS requires that field surveys conducted for nesting birds with the intent of avoiding take include documentation of the presence of migratory birds, eggs, inactive and active nests, along with information regarding the qualifications of the biologists performing the survey, and any avoidance measures implemented at the project site.

If the survey or other available information indicates a potential for take of migratory birds, their eggs, or active nests, contact the USFWS for further coordination on the extent of the impact and the long-term implications of the intended use of the project on migratory bird populations.

Ecological Services
U.S. Fish & Wildlife Service
3425 Miriam Avenue
Bismarck, ND 58501
701-250-4481

BASIS OF PAYMENT
Include the costs for the removal and disposal of nests, the prevention of nesting, and bird/nest surveys in the price bid for the work at the structure site.

Such payment is full compensation for furnishing all materials, equipment, labor, and incidentals to complete the work as specified.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

CERTIFICATE OF COMPLIANCE (CoC)

DESCRIPTION

Section 106.01 C, “Certificate of Compliance” is no longer valid. Use this Special Provision in place of that section.

Certificate of Compliance

A Certificate of Compliance (CoC) states that the materials represented by the CoC comply with the contract requirements.

All materials manufactured off-site require either a Manufacturer or Contractor CoC. Materials listed in Table 1 require a Manufacturer CoC. All other materials require a Contractor CoC.

Submit a CoC before incorporating the material into the work. Submit CoC’s electronically. Some materials require the submission of additional information as part of the CoC. When this is required, the contract documents will state the additional requirements.

The Department will not include quantities of material represented by a CoC on a progressive estimate until the Contractor has fully met the CoC requirements.

The Department may sample, test, and inspect material represented by a CoC at any time before project acceptance, and will accept or reject materials based on inspections or test results.

A. Manufacturer Certificate of Compliance.

A Manufacturer CoC requires the signature of a person having the legal authority to act for the material manufacturer. The manufacturer and prime contractor must sign the Manufacturer CoC.

Provide Manufacturer CoC for the products shown in Table 1. The entity batching Portland Cement Concrete is considered the manufacturer.

Table 1
Manufacturer Certificates of Compliance

Section	Item
604	Prestressed Concrete Beams
606	Precast Reinforced Concrete Box Culverts
802	Portland Cement Concrete
804	Cement (excluding Section 802) and Lime
820	Fly Ash (excluding Section 802)
830	Pipe and Drainage Structures
834	Structural Steel
836	Reinforcing Steel, Dowel Bars, and Tie Bars
840	Piling
846	Preservatives and Pressure Treatment

Table 1
Manufacturer Certificates of Compliance

	Process for Timber
858	Geosynthetics

Submit Manufacturer CoC using the form *Manufacturer Certificate of Compliance (SFN 61041)*.

B. Contractor Certificate of Compliance.
A Contractor CoC requires the signature of a person having the legal authority to act for the prime Contractor. The prime Contractor may require the manufacturer, supplier, or subcontractor to sign the Contractor CoC.

Submit Contractor CoC using the form *Contractor Certificate of Compliance (SFN 61040)*.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

CEMENT STABILIZED BASE COURSE

PROJECT # 5-200(025)095 – PCN 19734

GENERAL

This work consists of constructing a cement treated base course by uniformly mixing aggregate base course, Portland Cement, and water.

EQUIPMENT

A. General.

Item	Section
Pneumatic-Tired Rollers	151.01 A
Vibratory Sheeps Foot/Pad Foot/ Extended Pad Foot Rollers	151.01 E
12 Ton Steel Wheel Vibratory Roller	151.01 C
Water Trucks	152.01 B
Aggregate Trucks	152.01 C

B. Cement Truck.

Use a truck equipped with a vane feeder and measuring device to distribute the cement.

C. Mining and Blending Machine.

Provide machinery that will pulverize the existing pavement section, blend the cement, and meets the requirements of Section 153.01 “Reclaimer” and the following:

Equip the machine with a computerized integral liquid proportioning system capable of regulating and monitoring the liquid applications rate relative to the depth of cut, width of injection, advance speed, and material density.

Mount the spray bar to allow liquid additive to be injected directly into the cutting drum/mixing chamber area of pulverized material in suspension.

Use a machine that is equipped with both an automated and manual operations for injecting liquids to be mixed.

Machine functions include:

- automatic nozzle cleaning,
- partial spray bar use, and
- on-the-fly changes to the quantities of material being added.

Use non-contact flow meters to measure liquid volumes.

During automatic operation, the system will allow liquids to be added only when the machine is in motion.

MATERIALS

Item	Section
Prime Coat	401
Cement	804.01
Water	812

CONSTRUCTION REQUIREMENTS

A. Contractor Developed Mix Design.

Develop a mix design that achieves approximately 300 psi strength at 7 days.

Obtain a representative sample from the roadway. When obtaining the sample obtain an additional 3 cubic feet of material for the verification testing.

Determine the optimum moisture content and the maximum density of the aggregate base according to AASHTO T 99.

Once the optimum moisture content has been determined, generate a cement content curve by plotting compressive strength of the cement treated aggregate versus the cement content used in the sample.

Mix each sample with a moisture content of at least optimum moisture content and a maximum of 2 percent above optimum moisture content.

Prepare samples according to AASHTO T 99 Section 5.

Cure the specimens in an environment that prevents moisture loss from the specimens. Compressive strength will be determined according to AASHTO T 22 and Section 8.2 will not apply

Include the following information in the mix design report:

- Density and optimum moisture content of the in place material;
- Plots of compressive strength versus cement content with two points on both sides of 300 psi;
- Plots of compressive strength at 1.5 percent above and below the recommended percentage of cement; and
- Recommended percent of cement with the compressive strength at the following time frames:
    - 1 day;
    - 3 days;
    - 5 days; and
    - 7 days.

Submit the mix design and the representative sample to the Engineer a minimum of 14 days before beginning cement stabilized base operations. If the Engineer does

not approve the mix design, revise the mix design and submit the revised mix design and an additional 3 CF representative sample.

Do not begin cement stabilized base operations until the mix design has been approved.

B. Engineers Acceptance of Mix Design

If the results of the cement content curve are unsatisfactory to the Engineer, a revised mix design is required.

C. Cement Application and Blending.

Do not apply cement or blend the surface in the following conditions:

- The roadway is frozen;
- Air temperature is below 40°F; or
- The air temperature will fall below 40°F for 4 hours within 24 hours of completion.

Construct a 1000 foot test section to demonstrate the application and blending of the materials. The Engineer and Contractor will evaluate the results of the test section.

If the test section is unsatisfactory, revise the method and construct another test section.

Uniformly add Portland Cement to the road at the mix design rate, within a tolerance of 0.3 percent.

Do not spread Portland Cement in the following conditions:

- Over ponded water;
- During rain;
- When rain is imminent; or
- When wind speed is 15 mph or greater.

Begin blending immediately after the cement has been spread and continue blending until a uniform cement stabilized base is produced.

Add water to the blended material so that the moisture content is within 2 percentage points of the optimum mix designs moisture content.

Do the following work in a continuous manner:

- Applying cement;
- Mixing;
- Compaction; and
- Finishing.

Complete finishing within 2 hours of applying the cement to the surface. Do not leave the cement undisturbed for more than 30 minutes until finishing is complete.

D. Compaction.

Compact the cement stabilized base course to a uniform density. Moisten the base to obtain compaction.

Obtain initial compaction using the vibratory sheeps foot/pad foot/extended pad foot roller until the feet or pads ride up within 1/2 inch of the surface of the cement stabilized base.

Obtain final compaction using a pneumatic roller until the surface is bound tightly and shows no sign of rutting or displacement under compaction operation. Compact the base to 97 percent of the maximum density and within 2 percentage points of the optimum moisture content as determined by the mix design.

E. Finishing.

Keep the surface moist by using a spray device that will not erode the surface. Complete all finishing operations within 2 hours of the application of cement.

Continue compaction until uniform and adequate density is obtained. Keep the surface free of:

- Compaction planes;
- Cracks;
- Ridges; and
- Loose material.

F. Wet Curing.

Apply the wet cure within 15 minutes of completion of the finishing process in any area.

Wet cure the Cement Stabilized Base for a minimum of 72 hours with a water spray that will not erode the surface of the base or until a prime coat has been applied.

Keep the surface moist during the entire wet curing period.

Only equipment related to curing, mirco cracking and the application of prime coat is allowed on the base during the curing period. Allow the base to cure for at least 4 hours before allowing equipment on the base.

G. Micro Cracking.

Begin micro cracking between 48 and 120 hours of finishing of the cement stabilized base.

Micro crack all but the outside 1 foot of the roadway.

Use a 12 ton steel-wheel vibratory roller traveling at 2 mph and vibrating at the maximum amplitude to generate micro cracking.

Notify the Engineer two weeks before beginning cement treatment. Falling Weight Deflectometer (FWD) tests will be conducted by the Materials and Research Division of NDDOT.

The Engineer will determine a 1,500 foot micro cracking test section outside of the initial 1,000 foot application and blending section. The micro cracking test section will be used to determine the rolling pattern and number of passes. Micro cracking

will be considered complete when a 50 to 60 percent reduction in the stiffness of the section has been achieved compared to the pre-cracked readings.

The Engineer may require another test section if the rolling pattern is not effective.

H. Construction Joints.

1. Transverse Joints.
Construct transverse joints by blending 5 feet into the previously stabilized base.

2. Longitudinal Joints,
Construct longitudinal joints when the blended base is more than 2 hours old.

Overlap blending a minimum of 6 inches into the previously constructed area.

I. Soft Areas.
Rework unstable areas resulting from inadequate compaction effort until compaction is obtained.

The Engineer may direct manipulation and drying of the subgrade to repair areas identified as soft areas. Payment for this work will be in accordance with Section 104.02, “Contract Revisions”.

J. Maintenance.
Repair any defects that occur.

If needed, replace any processed material. Make full depth vertical cuts into the cement treated base before replacing the material.

Do not use skin patches for repairs.

K. Construction Traffic.
Only equipment necessary for the construction of the roadway will be allowed on the completed cement stabilized base. Do not use the completed base as a haul road.

METHOD OF MEASUREMENT

A. Cement Stabilized Base Course.
The Engineer will base the measurement of Cement Stabilized Base Course on the plan quantity.

B. Portland Cement.
Measurement is based on the cement truck weight tickets.

C. Water.
Measurement and payment will be made according to Section 216, “Water”

D. Prime.
Measurement and prime will be made according to Section 401, “Prime or Tack Coat and Fog Seal”.

BASIS OF PAYMENT
Payment will be made at the contract unit price for the following:

Pay Item	**Pay Unit**
Cement Stabilized Base Course	Square Yard
Portland Cement	Ton

Such payment is full compensation for furnishing all materials, equipment, labor, and incidentals to complete the work as specified.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

FLEXIBLE PAVEMENT SURFACE TOLERANCE

Project # 5-200(025)095 – PCN 19734

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”.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

ERIONITE CONTAINMENT

Project # 5-200(025)095 – PCN 19734

DESCRIPTION

The location of this project and the construction history of the roadway indicate that the asphalt and aggregate base contain the mineral erionite. Information regarding the properties of erionite can be found at the North Dakota Department of Health (NDDoH) website:

http://www.ndhealth.gov/EHS/Erionite/

The presence of erionite requires special handling of the existing material.

CONSTRUCTION REQUIREMENTS

Salvage the existing surfacing using one or both of the following methods:

A. In Place Blending.

1. Crush and blend the existing asphalt pavement and aggregate base in place. Reincorporated existing material into the new base course.

2. Provide a mining/blending machine that meets the requirements of Section 153.01, “Reclaimer” with the additional capability of adding water to the blended aggregate and asphalt pavement during the crushing and blending operation,.

3. Keep the aggregate and crushed asphalt damp throughout the operation to minimize fugitive dust.

B. Off Site Blending.

1. General.

a. Mill the existing asphalt pavement and reincorporate into the new base course.

b. Provide a milling machine that meets the requirements of Section 156.03, “Milling Machine” with the additional capability of adding water directly to the asphalt pavement during milling operations.

c. Keep the milled asphalt damp throughout the operation to minimize fugitive dust.

2. Hauling.

Cover loads of removed material to prevent loss of material during hauling operations.

3. **Stockpiling and Mixing Plant.**
   Removed material may be crushed or screened to meet gradation requirements. If crushing or screening is performed, obtain approval from the Engineer and the NDDoH of a Dust Prevention Plan before crushing or screening.

   A cold feed system may be used in blending the material with the virgin aggregate. If a cold feed system is used, it shall meet the requirements of Section 154.01 G, “Cold-Feed Control.”

C. Traffic and Maintenance.

1. Keep aggregate and blended base courses damp at all times until the courses are covered with asphalt pavement or prime.

2. Have personnel on the project at all times to monitor the moisture of exposed courses and apply water as necessary to prevent fugitive dust caused by public and construction traffic.

D. Exclusion Areas.
Do not use erionite containing salvaged base for Traffic Service Aggregate or on approaches.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

CONSTRUCTION MONITORING AND DISCOVERY PLAN

PROJECT SOIB-5-200(025)095 – PCN 19734

DESCRIPTION

Work described in the provision includes coordination with construction monitoring and a discovery plan in the event of a discovery of important cultural resources and/or sacred burials.

CONSTRUCTION REQUIREMENTS

A. General.

A Class III Cultural Resource Inventory (CRI) was completed for this project and is available on the NDDOT Bid Opening Plans and Proposal website: http://www.dot.nd.gov/dotnet/eplans/default.aspx.

B. Construction Monitoring.

Sites 32DU2147, 32DU972, and 32DU999 have been selected for construction monitoring and can be found in *Appendix C: Site Maps* of the Class III CRI.

Coordinate with the Project Archaeologist before working in the following areas:

- 5267+00 to 5271+00 near 32DU2147;
- 5271+00 to 5292+00 within 32DU972; and
- 5390+00 to 5414+00 within 32DU999.

No grading activities are allowed in these areas without the presence of the Project Archaeologist and Tribal Traditional Cultural Specialist(s).

C. Discovery Plan.

The Engineer and Contractor should be aware of the potential for discovery of important cultural resources and sacred burials. If burials or other cultural features are noted during construction in any work area, stop all construction activity in the immediate vicinity and notify the Project Engineer or Archeologist immediately. "Immediate vicinity" means an entire isolated landform (e.g., hilltop, knoll) or a 300 foot radius around the discovery, when an isolated landform is not present. The Project Engineer or Archeologist should notify the NDDOT Cultural Resource Section immediately.

NDDOT Cultural Resource Section contacts:

- Bob Christensen – Office: (701) 328-4539
- Jeanie Borchert – Office: (701) 328-4378 / Cell: (701) 391-0286
- Greg Wermers – Office: (701) 328-2731

Do not resume work within the discovery areas without the written permission from the Engineer.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION (SP)

TEMPORARY WATER DIVERSION

Project # 5-200(025)095 – PCN 19734

DESCRIPTION

Diversions are used to temporarily reroute surface water or restrict flows to allow for the construction activities to take place.

This work consists of constructing and maintaining a temporary diversion to allow for the installation of a 3 barrel box culvert at Station 5238+80.

This work is in conjunction with the requirements of SP 03(14) "Temporary Erosion and Sediment Best Management Practices," and the Construction General Permits.

MATERIALS

Item	Section
Geosynthetic Type R1	858

Where R1 material is specified according to the design, alternative materials may be used if the alternative material has a lower permittivity and higher strength than Geosynthetic Type R1.

CONSTRUCTION REQUIREMENTS

A. General.

Obtain and modify all appropriate permits before work commences on the diversions.

Design, construct, operate, and remove temporary diversions to prevent soil/water interaction.

Strip and stockpile topsoil from areas where the temporary diversion will be constructed and installed. Do not place stockpiles between the diversion and the work area. Stabilize stockpiles placed within 200 feet of the diversion and work area within 24 hours of construction of the stockpile

Isolate work area using dikes or other methods even when no water is present. Construct the diversion before beginning work on the structure.

1. Plan Submittal.

Submit a plan for the diversion that includes work drawings and include the submittals with the Storm Water Pollution Prevention Plan (SWPPP).

2. Design.
Design the temporary diversion to withstand the 2 year event shown in Appendix A and meet the following:

- If flow occurs while the diversion is in place, a portion of the flow must be passed as water accumulates in order to maintain flows downstream;
- Maintain downstream water quality equal to the preconstruction upstream water quality; and
- Include provisions that will prevent the accumulation of job site sediment in the diversion.

B. Diversion Components.
Construction of the diversion may entail using the components listed below or other methods approved by the Engineer.

Install diversion measures before beginning work on the structure.

1. Dike.
Construct upstream and downstream dikes to isolate the work area. Construct dikes using one or more of the following materials:

- Sandbags;
- Sheet piles;
- Soil or rock wrapped with Geosynthetic Type R1;
- Water filled bladder;
- Impermeable containers; or
- Prefabricated dams.

2. Work Area Dewatering.
Operate the dewatering system within the work area to prevent any change in water quality of the water body. Before beginning dewatering of the work area, provide an inlet control system that limits sediment from entering the system and provide a stabilized discharge from the dewatering system.

Inlet control systems may include:

- Surface skimmers;
- Aggregate filled perforated containers; or
- Inlet filter sock.

Stabilized discharges may include:

- Dewatering basin;
- Sediment bag; or
- Filtering through vegetation.

Design and operate the discharge so that there is no visible sediment plume present in the water body and the discharge causes no additional erosion or sediment.

Do not discharge water directly to the water body or the diversion.

3. Culvert Installation.
Provide positive drainage from the upstream to downstream ends of the culvert and install energy dissipation measures at culvert outlets.

a. Culvert Through Existing Structure.
Install pipes through the existing structure.

Construction may include using the following steps:
(1) Install a temporary culvert through the structure.
(2) Anchor and seal the installed pipes at the upstream impervious dike.
(3) Extend the installed pipes through the downstream impervious dike.

b. Culvert Diversion.
Install a temporary pipe crossing under the roadway near the existing culvert.

4. Channels.
Construct channels with side slopes that are 2:1 or flatter with a channel bottom of sufficient width. Cover disturbed slopes and channel bottom with Geosynthetic Material, Type R1.

Overlap splices and joints placed at least 36 inches.

Secure the liner using methods that will ensure that the liner will not be disturbed by the design flows shown in Appendix A. Potential methods of securing the liner may include:
- Staples;
- Pins;
- Sandbags; or
- Riprap.

Patch damaged areas by overlapping the tear a minimum of 36 inches with geosynthetic and secure the perimeter of the patch area.

Install fiber rolls or silt fence along the top of the channel to prevent any sediment or debris from entering the channel.

Connect the downstream end of the channel before connecting the upstream end of the channel to the existing water body.

5. Diversion Pumping.
Place an inlet control system at pump inlets. An inlet control systems may include:
- Surface skimmers;
- Aggregate filled perforated containers; or
- Inlet filter sock.

Route the discharge hose through the structure or work area.

Design and operate the discharge so that no visible sediment plume is present in the water body and so the discharge causes no additional erosion of the water body.

C. Diversion Removal.
Do not begin removal of the temporary diversion until the construction activities relating to the structure are complete and all permanent erosion and sediment control devices are in place. Remove the diversion in a manner that prevents soil/water interaction.

Remove all materials used to construct the diversion.

Restore the area affected by the temporary diversion to the same condition that existed before construction.

1. **Downstream Dike.**
   Remove the downstream dike first. Stabilize the areas above the waterline where the downstream dike was located.

2. **Upstream Dike.**
   Remove the upstream dike to restore normal flow through the structure before removal of any devices used to create the diversion.

   Stabilize the areas above the waterline where the upstream dike was located.

   a. **Suspended Pipe.**
      Remove the suspended pipe at the same time as removing the upstream dike.

   b. **Channel and Pipe Diversion.**
      Remove the upstream dike and construct a dike to prevent water from entering the channel or pipe diversion.

3. **Pipe.**
   Remove pipe after the stream has been restored to normal flow.

4. **Channel.**
   Backfill temporary channels outside of the roadway embankment as specified in Section 203.04 E.3, “Compaction Control, Type B”. When backfilling roadway embankment areas, benching of slopes will be required as specified in Section 203.04 E.1, “General”.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

Pay Item	Pay Unit
Temporary Stream Diversion	Each

The Engineer will pay for the stream diversion according to the Table 1.

Table 1	
Work Completed	**Percent of Contract Unit Price**
Stream Diversion Installed	75
Restoration of the Diversion	25

Include the cost for installation, maintenance, and removal of erosion control devices used in conjunction with the stream diversion in the contract unit price for “Temporary Stream Diversion”. Section 4, “Basis of Payment” in SP 03(14) does not apply to erosion control devices used in conjunction with stream diversions.

Such payment is full compensation for designing, furnishing all equipment, material, labor, and other incidentals to complete the work as specified.

Appendix A

2 Year 24 Hour Flow			
Structure Station	Structure Number	Existing Structure Type	Discharge (cfs)
5238+80	200-099.221	Bridge	344

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

FULL DEPTH RECLAMATION

PROJECT #5-200(025)095 – PCN 19734

DESCRIPTION

This work consists of creating a uniform base through the blending of existing bituminous surfacing and aggregate base.

This SP replaces the requirements of Section 306, “Full Depth Reclamation”.

EQUIPMENT

Equipment	Section
Tow-Type Pneumatic-Tired Rollers	151.01 A.2
Self-Propelled Pneumatic-Tired Rollers	151.01 A.3
Vibratory Sheeps Foot/Pad Foot/Extended Pad Foot Rollers	151.01 E
Water Trucks	152.01 B
Aggregate Trucks	152.01 C
Reclaimer	153.01

MATERIALS

Produce blended material that meets the following gradation:

Sieve Size	Percent Passing
2 Inch	97 –100
1-1/2 Inch	90 – 100

CONSTRUCTION REQUIREMENTS

A. Full Depth Reclamation.

1. **Blending.**
   Use reclaiming equipment to blend material. If damage to the subgrade occurs, stop and repair the subgrade before continuing the reclaiming process.

2. **Blending Depth.**
   Blend to a minimum depth of 9 inches, measured from the top of the milled surface.

   On each pass, dig a hole every 500 feet to check the blending depth. Ensure the blended material is not contaminated by the subgrade.

3. **Compaction.**
   Compact blended material in two stages:

a. Stage One.
Compact using a vibratory roller until the roller pads penetrate the blended base surface a maximum of 0.5 inch.

b. Stage Two.
Compact using pneumatic rollers until no rutting or displacement occurs under the roller operation.

B. Maintenance of Completed Courses.
Perform maintenance as specified in Section 302.04 E, “Maintenance of Completed Courses”.

METHOD OF MEASUREMENT

The Engineer will measure completed and in place as specified in Section 109.01, “Measurement of Quantities” and as follows:

Full Depth Reclamation.
The Engineer will measure the blended base between the outside edges of the existing asphalt pavement slough.

BASIS OF PAYMENT

General.

Pay Item	Pay Unit
Full Depth Reclamation	Square Yard

Such payment is full compensation for furnishing all materials, equipment, labor, and incidentals to complete the work as specified.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

PERMITS AND ENVIRONMENTAL CONSIDERATIONS

PROJECT NUMBER: SOIB-5-200(025)095 - PCN 19734

A US Army Corps of Engineers (USACE) Section 404 Permit, US Fish and Wildlife (USFWS) Special Use Permit, and Floodplain Permits from Dunn Center and Dunn County are required for this project. All of the applications have been submitted but the permits have not been obtained. The pending permits will be obtained prior to the bid opening. The Permits and Environmental Considerations Special Provision, with all the required permits, will be incorporated into the plans by addendum when they are obtained.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

MATERIALS PIT LIST

GENERAL NOTES

NOTES: All pit data for the **December 16, 2016** bid opening has been carefully prepared, and is believed to be correct insofar as reliable preliminary pit information can reasonably be obtained. The contractors are advised to check all pit information before bidding.

It is recommended all bidders discuss pertinent pit data with the Materials and Research Engineer prior to the bid opening. Information such as field notes, field loggings, and comments may not be included in the materials pit list or boring logs. This additional information if present would be in the respective pit file at the Materials and Research Division.

Field logging by prospecting crews may list silt, clay, or silty clay. Our test hole plat will show silt-clay for those listings because the Department does not test to determine what percent is clay and what percent is silt.

Each pit shall be operated to prevent waste and to make the best use of the deposit and to produce a uniform gradation for the item of work under construction. Usually, the material will be removed to the full width and depth of the deposit. The purpose is to exhaust the portion of the pit being worked so the stripping or topsoil can be pushed into this exhausted area and smoothed, thereby eliminating the necessity of covering unused material in the pit unless the owner agrees otherwise.

In the use of pits, the contractor is required to comply with all federal, state, and local laws and regulations.

In the use of department-owned or optioned pits, the contractor shall fulfill all obligations imposed on the Department under the Department's options or agreements.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
MATERIALS PIT LIST

Material	Location	Approximate Quantity	Price and Ownership

STATE AID PROJECT SOIB-5-200(025)095 – FULL DEPTH REC/HOT BIT PAVE/CULVERT REHAB/ SELECTIVE GRADE/STRUCT/INCID/LIGHTING – ND 200 FROM JCT 22-KILLDEER TO E OF DUNN CENTER – DUNN COUNTY

Aggregate	W1/2E1/2 12-14-53 Montana	1,022,450 ton	State optioned until December 31, 2018 for 90.0¢ per cu.yd. or 60.0¢ per ton. Mike and Sandra Guelff, 51 Road 247, Glendive, MT 59330 Home Phone: (406) 687-3714

% Pass	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**
1"	92	90	91	92	92	92	89	92	94	92	90	92	92	91	89
3/4"	85	84	82	82	86	83	80	85	88	85	82	85	85	83	82
5/8"	79	78	77	75	82	79	75	80	82	80	77	80	79	77	76
1/2"	71	72	70	67	75	71	67	74	75	71	70	74	72	69	67
No. 4	51	53	52	45	58	53	47	58	56	51	51	56	55	51	48
No. 8	47	48	46	41	53	48	43	54	51	46	46	52	50	46	43
No. 10	46	47	45	40	52	47	42	53	50	45	45	51	50	45	42
No. 16	44	45	43	38	50	44	39	51	48	42	43	49	48	43	39
No. 30	38	39	39	34	46	39	35	44	41	37	39	44	43	38	35
No. 40	33	35	35	31	42	35	32	38	37	34	37	40	39	34	31
No. 50	25	28	28	24	35	28	26	28	28	27	31	33	32	27	25
No. 100	8	9	10	8	12	10	9	7	8	9	10	11	9	10	9
No. 200	3.4	3.3	4.0	4.2	4.4	3.6	3.3	2.4	3.0	3.4	3.7	3.8	3.0	3.8	3.4
+No. 4 *	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
-No. 4 **	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.0	0.1	0.1

Total ***	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.3	0.3	0.2	0.1	0.0	0.1	0.2
Wt/cf ls	116.5	114.7	113.5	117.2	114.9	119.0	119.3	114.8	114.3	115.1	117.1	117.5	115.4	111.3	116.7
Wt/cf rd	122.4	124.1	120.6	124.0	121.6	124.5	127.0	120.9	121.0	121.8	124.9	123.0	120.8	120.5	122.8
P.I.(-40)	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP

% Pass	**P**
1"	90
3/4"	82
5/8"	77
1/2"	69
No. 4	49
No. 8	45
No. 10	44
No. 16	41
No. 30	37
No. 40	34
No. 50	26
No. 100	9
No. 200	3.7
+No. 4 *	0.0
-No. 4 **	0.1
Total ***	0.1
Wt/cf ls	117.4
Wt/cf rd	123.7
P.I.(-40)	NP

L.A. Abrasion 15.8% Combined Sample

*Plus No. 4 fraction - percent by weight of total sample
**Minus No. 4 fraction - Plus No. 30 fraction - percent by weight of total sample
***In total sample

Size	Aggregate Type	Sieve	Water Absorption
-5/8" +No. 4	natural	+ No. 4	1.5 %
Minus No. 4	natural fines	-No. 4	1.5 %

NOTE: The water absorption data is to be used for information purposes. Water absorption numbers may vary throughout the pit. The contractor shall be responsible for verifying the actual absorption prior to using the material in the project. Prior to the use of this location the contractor must acquire and comply with an Open Cut Mining Permit from the Montana Department of Environmental Quality (406-444-4970). Look at Material Source Certificate of Approval for other actions to follow. If a contractor utilizes this pit; once the contractor has completed processing material for this project they will have to complete an Assignment form with the DEQ or allow work under their permit at no charge if another contractor plans to utilize the pit. The bottom half of the drilled area seemed coarser than the upper half. The deposit contains some clay and scoria in the material. The gravel is fairly coarse with a fair amount of oversize up to 3” to 4”. There is more material outside the drilled area. This deposit was also shown for project SOIB-5-094(105)0121 and it will have priority in use. Previously awarded projects will have priority in use of materials and contractors must contact companies that are awarded these projects for information on availability.

NDDOT Material Source Certificate of Approval is attached at the end of this job pit list.

Interested bidders are advised to investigate all the details concerning these deposits to their own satisfaction before considering them for bidding.

Aggregate SE1/4 10-24-59 Montana 316,000 ton

State optioned until December 31, 2019 for 202.5¢ per cu.yd. or 135.0¢ per ton.
Prewitt Land & Livestock (Rod Prewitt),
924 12th Street SW, Sidney, MT 59270
Phone: (406) 480-2777

% Pass	A	B	C	D	E	F
1"	91	90	89	93	94	92
3/4"	82	81	83	83	89	84
5/8"	76	77	77	78	84	78
1/2"	67	70	69	71	77	70
No. 4	43	50	45	50	58	49
No. 8	37	44	40	43	54	44
No. 10	36	43	39	42	53	43
No. 16	34	41	37	40	51	41
No. 30	32	38	35	37	46	39
No. 40	31	35	34	34	39	38
No. 50	25	28	30	26	28	33
No. 100	8	9	13	7	8	12
No. 200	3.6	3.4	5.6	3.4	3.1	4.0
+No. 4*	0.0	0.1	0.1	0.0	0.1	0.0
-No. 4**	0.0	0.0	0.0	0.0	0.0	0.0
Total***	0.0	0.1	0.0	0.0	0.1	0.0
Wt/cf ls	115.2	111.3	116.3	114.5	111.1	114.8
Wt/cf rd	123.4	118.6	126.7	121.7	119.4	124.3
P.I.(-40)	NP	NP	NP	NP	NP	NP

L.A. Abrasion 16.3% Combined Sample

*Plus No. 4 fraction - percent by weight of total sample

**Minus No. 4 fraction - Plus No. 30 fraction - percent by percent by weight of total sample
***In total sample

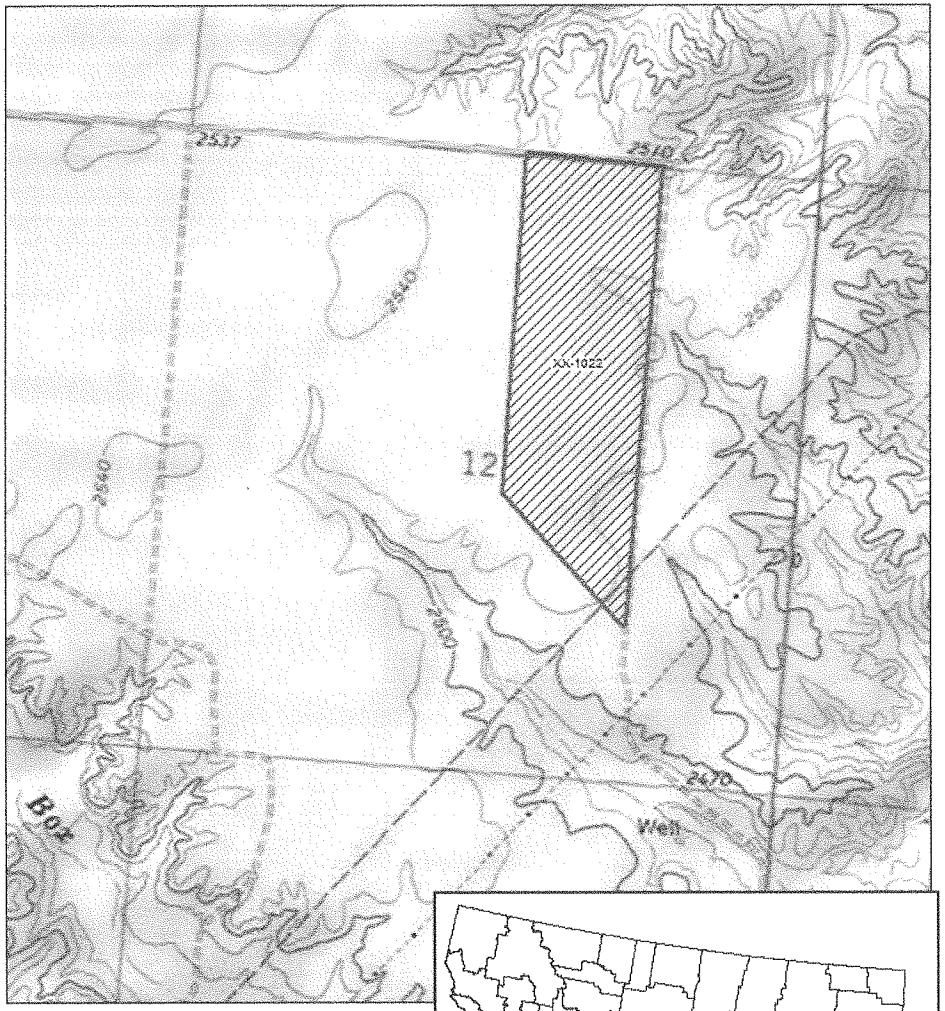
Size	Aggregate Type	Sieves	Water Absorption
-5/8" +No. 4	natural rock	+ No. 4	1.3 %
Minus No. 4	natural fines	- No. 4	1.9 %

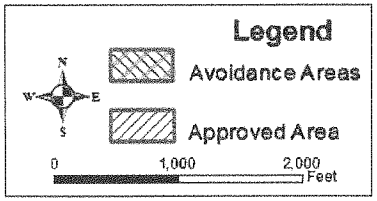
NOTE: The water absorption data is to be used for information purposes. Water absorption numbers may vary throughout the pit. The contractor shall be responsible for verifying the actual absorption prior to using the material in the project. Prior to the use of this location the contractor must acquire and comply with an Open Cut Mining Permit from the Montana Department of Environmental Quality (406-444-4970). Look at Material Source Certificate of Approval for other actions to follow. If a contractor utilizes this pit; once the contractor has completed processing material for this project they will have to complete an Assignment form with the DEQ or allow work under their permit at no charge if another contractor plans to utilize the pit. This deposit has a fair amount of oversize rock from 2” to 3” with not much over 3”. There is a lot more material outside the drilled area to the east and south. This source was also shown for project SOIB-5-200(016)004 and it will have priority of use of the material. Previously awarded projects will have priority in use of material and contractors must contact companies that are awarded these projects for information on availability.

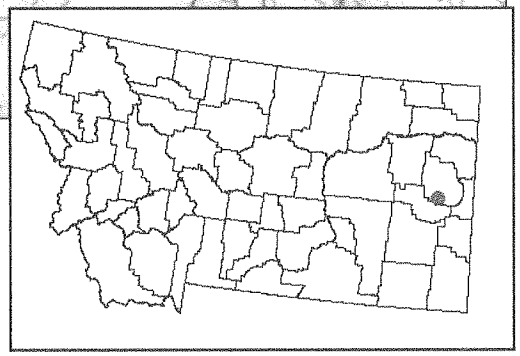
NDDOT Material Source Certificate of Approval is attached at the end of this job pit list.

Interested bidders are advised to investigate all the details concerning these deposits to their own satisfaction before considering them for bidding

NDDOT Material Source Certificate of Approval







XX-1022

Pit Name:
Guelf

WE, S. 12, 14/53, Dawson Co., MT

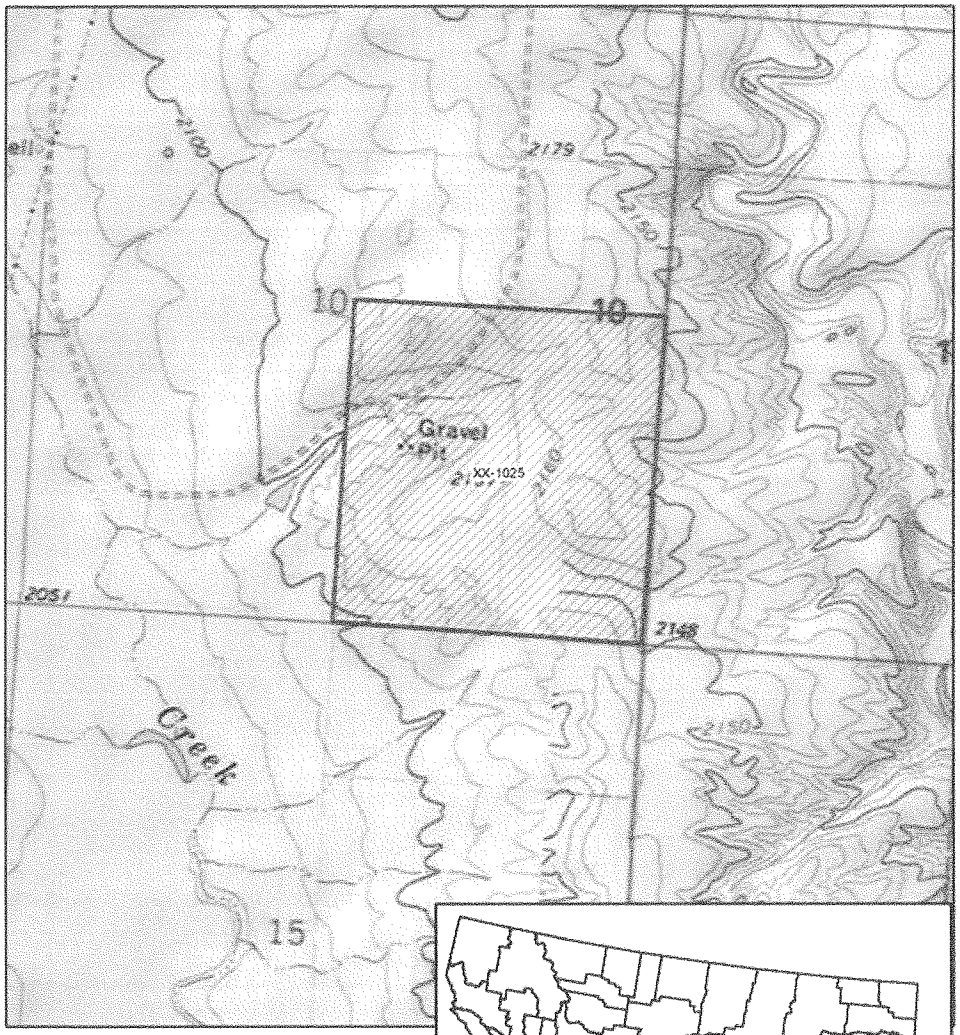
Conditions: Prior to the use of this location the contractor must acquire an Open Cut Mining Permit from the Montana Department of Environmental Quality (406-444-4970). Additionally, the source may be located on property encumbered by USFWS (United States Fish and Wildlife Service) property interest. The contractor must coordinate with Montana United States Fish and Wildlife Service Ecological Services (406-449-5225) in Helena, Montana and the landowner regarding any terms and conditions before using material from this source.

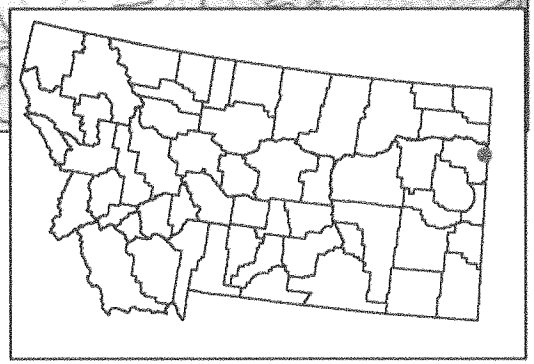
This location is approved for use, provided all avoidance areas shown on the map are avoided and all Conditions listed above and below are complied with.

NDDOT advises that all applicants (contractors or their representatives) may be subject to meeting certain legal responsibilities pursuant to one or more of the following authorities administered by the USFWS: Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.); Endangered Species Act (ESA) (16 U.S.C. 1531 et seq.); and Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d, 54 Stat. 250). It is the responsibility of the applicants and/or any individual conducting activities at any approved site to fulfill the requirements of these Acts. The contractor will be responsible obtaining all applicable permits outlined in Section 107 of the Standard Specifications for Road and Bridge Construction (SSRBC). Additionally, contractor will be responsible for any impacts to wetlands, including permitting those impacts and mitigating the loss of the wetlands. As with all projects, if cultural artifacts and/or features (e.g., stone tools, fire hearths, stone circles, burials) are encountered, provisions outlined in Section 107.06 of SSRBC shall be followed.

This approval does not imply landowner permission to acquire material at this location. An agreement with the landowner is still necessary. If you have any questions regarding material sources please email materialsource@nd.gov

NDDOT Material Source Certificate of Approval





Legend

Avoidance Areas

Approved Area

0 1,000 2,000 Feet

XX-1025

Pit Name:
Prewitt

SE S. 10 T. 24 N, R 59 W

County: Montana - all

Conditions: Prior to the use of this location the contractor must acquire an Open Cut Mining Permit from the Montana Department of Environmental Quality (406-444-4970). Additionally, the source may be located on property encumbered by USFWS (United States Fish and Wildlife Service) property interest. The contractor must coordinate with Montana United States Fish and Wildlife Service Ecological Services (406-449-5225) in Helena, Montana and the landowner regarding any terms and conditions before using material from this source.

This location is approved for use, provided all avoidance areas shown on the map are avoided and all Conditions listed above and below are complied with.

NDDOT advises that all applicants (contractors or their representatives) may be subject to meeting certain legal responsibilities pursuant to one or more of the following authorities administered by the USFWS: Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.); Endangered Species Act (ESA) (16 U.S.C. 1531 et seq.); and Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d, 54 Stat. 250). It is the responsibility of the applicants and/or any individual conducting activities at any approved site to fulfill the requirements of these Acts. The contractor will be responsible obtaining all applicable permits outlined in Section 107 of the Standard Specifications for Road and Bridge Construction (SSRBC). Additionally, contractor will be responsible for any impacts to wetlands, including permitting those impacts and mitigating the loss of the wetlands. As with all projects, if cultural artifacts and/or features (e.g., stone tools, fire hearths, stone circles, burials) are encountered, provisions outlined in Section 107.06 of SSRBC shall be followed.

This approval does not imply landowner permission to acquire material at this location. An agreement with the landowner is still necessary. If you have any questions regarding material sources please email materialsource@nd.gov

BORROW AREA LIST
North Dakota Department of Transportation, Design Division
SFN 9683 (Rev. 01-2015)

Project Control No.: 19734

Project: SOIB-5-200(025)095

Type of Project: Major Rehabilitation

Borrow Area No.: Site B-1

Borrow Cu. Yd.	Entered at Station	Approximate Topsoil	Minimum Payment	Cost Per Cu. Yd.	Acreage
200,000 CY	5035+00	12,500 CY	$45,000	$0.75	40

Location: Twp144N; Rge 95W; Section 5: S½ SW¼ NW¼ & N½ NW¼ SW¼ less highway right of way and less the west 50 feet

Owner: Walter Kukla

Contractor's Responsibilities:

1. Make a minimum payment of $45,000 equivalent to 30% percent of the estimated 200,000 cubic yardage. After the contractor has removed the minimum quantity estimated, the contractor shall pay the grantor 80 percent of the minimum payment within 30 days after NDDOT has made payment to the contractor. The balance of the royalty payment shall be paid to the grantor within 30 days after NDDOT makes final payment to the contractor and the contractor has obtained a pit release from the grantor.
2. The contractor will contact the landowner to determine final leveling requirements. A copy of the final plan signed by the owner and contractor will be submitted to the engineer before any borrow is removed.
3. In accordance with Section 203.04 D of the Standard Specifications.
4. A minimum depth of 6" topsoil will be stripped. In those areas where topsoil depth is in excess of 6", a maximum of 12" will be stripped.

N.D. Department of Transportation Responsibilities:

1. Pay cash rent on the disturbed acreage at the rate of $ 40.00 per acre. If the optioned area is still being utilized for borrow after May 15 of the following year, an additional year's cash rent will be paid.
2. Make an additional rehabilitation payment on the disturbed acreage in the sum of $175.00 per acre.
3. Make an additional payment of $175.00 per acre if the area excavated was seeded when the work commenced.

Total estimated NDDOT responsibility = $15,600

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION

FUEL COST ADJUSTMENT CLAUSE

Revision Date: 9/8/2006

Introduction

This Special Provision provides for price adjustments to the Contract when significant changes in the cost of motor fuels and burner fuels occur while completing the Contract work. Participation in fuel cost adjustment program is not mandatory. A Contractor is not required to notify the Department at the time of submitting bids whether the Contractor will or will not participate in the fuel cost adjustment provision.

The North Dakota Department of Transportation (NDDOT) will send the low responsible bidder a "Fuel Cost Adjustment Affidavit" (SFN 58393) with the proposed Contract. The Contractor shall return a completed Fuel Adjustment Affidavit with the signed Contract as specified in Standard Specification Section 103.06, Execution and Approval of the Contract. The affidavit shall be returned on all Contracts with this provision even if the Contractor elects not to participate in the provision.

Compensation adjustments for motor fuels and burner fuels consumed in prosecuting the Contract shall be determined by the Engineer in accordance with the provisions set forth herein. Compensation adjustments will be assessed monthly for the cost of the motor fuels and burner fuels whenever the Current Fuel Index (CFI) is outside the given threshold of the Base Fuel Index (BFI) for the Contract.

If the Contractor has a fixed price for fuel for motor or burner fuels to complete the work, no fuel cost adjustments will be made for that fuel type. If there is no fixed fuel price for motor or burner fuels, participation in the Fuel Adjustment provision is the decision of the prime Contractor.

If the prime Contractor decides not to participate, no fuel cost adjustments will be made to the Contract for the Contractor or any subcontractors. If the prime Contractor elects to participate in the fuel cost adjustment provision, the prime Contractor shall include the anticipated fuel cost of subcontractors who wish to participate. If fuel cost adjustments are made to the Contract, the prime Contractor shall ensure that participating subcontractors including second and lower tier, are included in the adjustments in proportion to the percentage of work and anticipated fuel cost by that subcontractor.

Fuel Indexes

Each month, NDDOT will record the average wholesale price for No. 2 diesel fuel and the average wholesale price for unleaded gasoline (87 octane). The monthly average will be the average of the daily rack prices for the month as reported by DTN Energy for Fargo ND.

The burner fuel index will be the No. 2 diesel fuel index regardless of the type of burner fuel actually used.

The Base Fuel Index (BFI) price for motor fuels and burner fuel to be used in the Contract will be the average wholesale price for the month prior to the bid opening.

The Current Fuel Index (CFI) price for motor fuels and burner fuel to be used for each monthly adjustment will be the average wholesale price for the month prior to the adjustment month.

Fuel Ratio

For motor fuels diesel and unleaded gas, the fuel ratio of the Contract will be determined by dividing the Contractor's affidavit costs for each motor fuel by the original Contract amount.

For burner fuels, the fuel ratio of the contract will be determined by dividing the Contractor's affidavit cost for burner fuels by the original Contract amount of plant-mixed hot bituminous pavement paid by the ton. Asphalt cement, binders and other miscellaneous bituminous items shall not be included.

The fuel ratio of the contract for motor and burner fuels will remain the same throughout the length of the contract. The sum of the affidavit fuel costs shall not exceed 15% of the original Contract amount.

The fuel ratio for the three fuel types will be determined by the following equation:

$$\textbf{Fuel Ratio}_{(x, y, z)} = \textbf{Affidavit Cost}_{(x, y, z)} / \textbf{Original Contract Amount}_{(x, y, z)}$$

(x)	=	Motor Fuel (Diesel)
(y)	=	Motor Fuel (Unleaded)
(z)	=	Burner Fuel
Fuel Ratio$_{(x, y, z)}$	=	Fuel ratio of the contract for each respective fuel type
Affidavit Cost$_{(x, y, z)}$	=	Fuel costs from Fuel Adjustment Affidavit (SFN 58393)
Original Contract Amount$_{(x, y)}$	=	Total of the original contract amount excluding lane rental, and Part B of the bid (when A+B bidding is used), if applicable.
Original Contract Amount$_{(z)}$	=	Total original contract amount for all hot bituminous pavement bid items combined, excluding bid items for asphalt cement, sawing and sealing joints, coring, etc. Only hot bituminous pavement bid items measured by the Ton will be included in the calculation.

Cost Change

The monthly change in fuel costs will be determined by the following equation:

$$\textbf{Cost Change}_{(x, y, z)} = (\textbf{CFI}_{(x, y, z)} - \textbf{BFI}_{(x, y, z)}) / \textbf{BFI}_{(x, y, z)}$$

(x)	=	Motor Fuel (Diesel)
(y)	=	Motor Fuel (Unleaded)
(z)	=	Burner Fuel (use diesel prices)
Cost Change$_{(x, y, z)}$	=	The relative change in the current CFI and the BFI for each fuel type
CFI$_{(x, y, z)}$	=	Current Fuel Index for each fuel type
BFI$_{(x, y, z)}$	=	Base Fuel Index for each fuel type

Contract Adjustments

Contract adjustments will be made for the cost of motor and burner fuels whenever the cost change exceeds a ±0.10 threshold. No fuel cost adjustment will be made for work done under liquidated damages. Adjustments will be determined for Motor Fuel (diesel), Motor Fuel (unleaded), and Burner Fuel (burner) separately and shall be computed on a monthly basis.

When the cost change is greater than 0.10, the rebate to the Contractor for each fuel type shall be computed according to the following formulas:

$$\mathbf{FCA_{(x,\,y,\,z)} = Fuel\ Ratio_{(x,\,y,\,z)} \times Estimate_{(x,\,y,\,z)} \times (\ Cost\ Change_{(x,\,y,\,z)} - 0.10\ )}$$

(x)	=	Motor Fuel (Diesel)
(y)	=	Motor Fuel (Unleaded)
(z)	=	Burner Fuel
$FCA_{(x,\,y,\,z)}$	=	Fuel Cost Adjustment for each of the fuel types
$Fuel\ Ratio_{(x,\,y,\,z)}$	=	Fuel Ratio for each of the fuel types
$Estimate_{(x,\,y)}$	=	The monthly total of work done on estimates issued in the current month excluding incentive or disincentive payments, pay factor adjustments and any work completed under liquidated damages.
$Estimate_{(z)}$	=	The monthly total of hot bituminous pavement work done on estimates issued in the current month, excluding bid items for asphalt cement, sawing and sealing joints, coring, etc. Only hot bituminous pavement bid items measured by the Ton will be included in the calculation. Hot bituminous pavement work completed under liquidated damages will not be included.
$Cost\ Change_{(x,\,y,\,z)}$	=	The monthly change in fuel costs for each of the fuel types

When the cost change is less than -0.10, the credit to the Department for each fuel type shall be computed according to the following formulas:

$$\mathbf{FCA_{(x,\,y,\,z)} = Fuel\ Ratio_{(x,\,y,\,z)} \times Estimate_{(x,\,y,\,z)} \times (\ Cost\ Change_{(x,\,y,\,z)} + 0.10\ )}$$

(x)	=	Motor Fuel (Diesel)
(y)	=	Motor Fuel (Unleaded)
(z)	=	Burner Fuel
$FCA_{(x,\,y,\,z)}$	=	Fuel Cost Adjustment for each of the fuel types
$Fuel\ Ratio_{(x,\,y,\,z)}$	=	Fuel Ratio for each of the fuel types
$Estimate_{(x,\,y)}$	=	The monthly total of work done on estimates issued in the current month excluding any incentive or disincentive payments, pay factor adjustments and any work completed under liquidated damages.
$Estimate_{(z)}$	=	The monthly total of hot bituminous pavement work done on estimates issued in the current month, excluding bid items for asphalt cement, sawing and sealing joints, coring, etc. Only hot bituminous pavement bid items measured by the Ton will be included in the calculation. Hot bituminous pavement work completed under liquidated damages will not be included.
$Cost\ Change_{(x,\,y,\,z)}$	=	The monthly change in fuel costs for each of the fuel types

Payments

Adjustments will be determined by the Engineer monthly. Adjustments will be made under the following spec and code for each fuel type:

109 0100	Motor Fuels (Diesel)
109 0200	Motor Fuels (Unleaded)
109 0300	Burner Fuel

When significant payment adjustments are made on final estimates to account for final in-place measured quantities, the Engineer may prorate the adjustments back to the months when the work was done.

Attachments

For informational purposes, a ‘Fuel Cost Adjustment Affidavit’ (SFN 58393) is included as Attachment A.

FUEL COST ADJUSTMENT AFFIDAVIT

North Dakota Department of Transportation, Construction Services
SFN 58393 (08-2006)

Attachment A

Project Number

The Contractor is not required to notify the Department at the time of submitting bids whether he will or will not participate in the fuel cost adjustment program. The Contractor shall return the affidavit on all Contracts with this Provision even if the Contractor elects not to participate.

Check the box for each fuel type that has a fixed price.
No adjustments in fuel price will be made for the boxes that are checked.

☐ Diesel ☐ Unleaded ☐ Burner Fuel

Does your company elect to participate in a fuel adjustment for this contract for the fuels that do not have a fixed price?
No adjustments in fuel prices will be made if **No** is checked.

☐ Yes ☐ No

If yes, provide the total dollars for each of the applicable fuels.

Diesel (x)	$		
Unleaded (y)	$		
Burner Fuel (z)	$		
Sum (x+y+z)	$	% of Original Contract Amount	%*

*The sum of the x, y, and z may not exceed 15% of the original contract amount.

Under the penalty of law for perjury of falsification, the undersigned,

_____, _____
Name Title

of _____, here by certifies that the documentation is submitted in good
Contractor

faith, that the information provided is accurate and complete to the best of their knowledge and belief, and that the monetary amount identified accurately reflects the cost for fuel, and that they are duly authorized to certify the above documentation on behalf of the company.

I hereby agree that the Department or its authorized representative shall have the right to examine and copy all Contractor records, documents, work sheets, bid sheets and other data pertinent to the justification of the fuel costs shown above.

_____ **X** _____
Date Signed

State of _____

County of _____

Subscribed and sworn to before me this _____ day of _____, _____.

(Seal) **X** _____
Signature of Notary Public

My Commission Expires _____