



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Doug Burgum
Governor

March 10, 2017

ADDENDUM 1 – JOB 20

TO: All prospective bidders on project NH-6-017(043)127 & NH-6-081(091)190, Job No. 20 scheduled for the March 17, 2017 bid opening.

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

Plan Revisions for NH-6-081(091)190:

Remove and replace sheets 6-1, 6-2, 6-3, 6-4, 8-1, 10-1 and 100-4 with the enclosed sheets revised 3/9/17.

Sheet 6-1:

Note 570-P04 was revised.

Sheet 6-2:

Note 704-P04 was revised.

Note 704-P05 was revised.

Sheet 6-3:

Continued with revision of note 704-P05.

Sheet 6-4:

Notes shifted due to note revisions on previous pages.

Sheet 8-1:

Item 704 0100 FLAGGING; quantity increased from 996 to 1320 MHR.

Sheet 10-1:

Revised basis of estimate for Flagging.

Added a basis of estimate for Obliteration of Pavement Marking.

Sheet 100-4:

Revised Flagging quantity for Phase 4.

Request for Proposal Revisions:

Remove and replace pages 5 of 9 of the Proposal pages located at the beginning of the Request for Proposal, with the enclosed pages revised 3/10/2017.

Page 5 of 9:

Item 704 0100 FLAGGING; quantity increased from 1140 to 1464 MHR.

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

AASHTOWare Project Bids files should be updated by downloading the addendum file from the Bid Express on-line bidding exchange at <http://www.bidx.com/> and load it into the AASHTOWare Project Bids program.


CAL J. GENDREAU – CONSTRUCTION SERVICES ENGINEER

80:plm

Enclosure

BID ITEMS

Projects: NH-6-017(043)127 (PCN-21289) and NH-6-081(091)190 (PCN-21288)

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

| Item No. | Spec No. | Code No. | Description | Unit | Approx. Quantity | Unit Price | | Amount | |
|----------|----------|----------|---|-------|------------------|------------|-----|----------|----|
| | | | | | | \$\$\$\$ | 000 | \$\$\$\$ | 00 |
| 001 | 103 | 0100 | CONTRACT BOND | L SUM | 1. | | | | |
| 002 | 107 | 0100 | RAILWAY PROTECTION INSURANCE | L SUM | 1. | | | | |
| 003 | 202 | 0114 | REMOVAL OF CONCRETE PAVEMENT | SY | 887. | | | | |
| 004 | 202 | 0119 | SAW CONCRETE | LF | 2,012. | | | | |
| 005 | 202 | 0130 | REMOVAL OF CURB & GUTTER | LF | 1,116. | | | | |
| 006 | 202 | 0132 | REMOVAL OF BITUMINOUS SURFACING | SY | 45. | | | | |
| 007 | 202 | 0153 | SAW BITUMINOUS SURFACING-FULL DEPTH | LF | 261. | | | | |
| 008 | 302 | 0120 | AGGREGATE BASE COURSE CL 5 | TON | 275. | | | | |
| 009 | 570 | 0210 | PCC PAVEMENT GRINDING | SY | 16,325. | | | | |
| 010 | 570 | 0240 | DOWELED CONTRACTION JOINT ASSEMBLY | LF | 313. | | | | |
| 011 | 570 | 0711 | 9IN CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED | SY | 1,224. | | | | |
| 012 | 570 | 0966 | RANDOM PCC CRACK CLEANING & SEALING | LF | 262. | | | | |
| 013 | 570 | 1512 | SPALL REPAIR-PARTIAL DEPTH | SF | 2,155. | | | | |
| 014 | 570 | 1600 | EPOXY COATED DEFORMED BARS | EA | 54. | | | | |
| 015 | 702 | 0100 | MOBILIZATION | L SUM | 1. | | | | |
| 016 | 704 | 0100 | FLAGGING | MHR | 1,464. | | | | |

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| ND | NH-6-081(091)190 | 6 | 1 |

NOTES

- 100-P01 PUBLIC NOTIFICATION: Hand deliver written public notices to each property and business owner that surrounds the perimeter of the project limits at least 7 days in advance prior to work beginning. The notice is to include a proposed start and end date of construction, construction activities, and a generalized schedule of activities for the project duration from start to finish. Submit to Engineer for approval prior to delivering.
- 100-P02 GRAFTON SUMMERFEST: The annual Grafton Community Summerfest Celebration is scheduled for Thursday June 22nd through Sunday June 25th in downtown Grafton.
- Contact Dennis Sevigny at the Grafton Chamber of Commerce (701)-352-0781 prior to beginning work in the city and project limits to verify the dates.
- Coordinate work so that US HWY 81 is completely open to traffic & pedestrians. Move all traffic control from downtown Grafton off the project to an area approved by the Engineer a minimum of 1 day before the event.
- No work will be allowed during the celebration from Thursday to Sunday within the city and project limits.
- 105-P01 PAVEMENT SWEEPING: Sweep paved areas that were used by construction traffic before opening these areas to public traffic.
- Use a vacuum or pick-up type sweeper to perform this work.
- 107-700 HAUL ROADS: The Engineer will not designate paved roads off the state system as haul roads.
- 107-710 HAUL ROADS: Before submitting a proposal, contact the appropriate State, County, Township, or City officials to determine if there are any roadways that will be designated as "no haul routes".
- 108-100 WEEKLY PLANNING & REPORTING MEETING: A weekly planning and reporting meeting is required.
- 108-P01 LIMITATIONS OF OPERATIONS: Perform all grinding work between the hours of 9:00 PM and 7:00 AM in order to minimize interference unless otherwise approved by the Engineer.
- The contractor will have the option of performing all other work items either during the day or at night. If work other than grinding takes place at night, work during the day will not be allowed without written permission from the Engineer. Define the work schedule, either night or day, for a two week period.
- A noise variance will be required for work taking place between the hours of 9:30 PM and 6:30 AM. To obtain a noise variance, contact the Engineer and submit a written request 7 days in advance of the work taking place.

- 302-P01 AGGREGATE BASE COURSE CL 5: Provide Class 5 Aggregate Base course for all sidewalk and ADA curb ramp locations. Compact base course to a depth of 4". An additional 20% has been added to the quantity and is to be used as directed by the Engineer.
- 570-P01 CONCRETE PAVEMENT REPAIR: An additional 20% has been added to the quantities for "Doweled Contraction Joint Assembly", 9 IN Concrete Pavement Repair – Full Depth – Doweled", "Random PCC Crack Cleaning and Sealing", Spall Repair – Partial Depth", and "Epoxy Coated Deformed Bars" to be used as directed by the Engineer.
- 570-P02 PCC PAVEMENT GRINDING: Grind up to all manholes, inlets, and water valves.
- 570-P03 CORRECTIVE CENTERLINE GRINDING: Due to a faulted centerline joint, corrective grinding will be required. Perform corrective grinding by overlapping 1' in to the southbound lane while matching existing cross slope of northbound lane. Details for this operation and the thickness of the pavement to be ground have been provided in Section 20, Sheets 12-13 of the Plans.
- Grind PCC Pavement, while matching existing cross slopes, for 11' & 13' lanes, respectively, after corrective grinding. Details regarding the grinding depth of the southbound lane have been included in Section 20, Sheet 12 of the Plans.
- Grinding will be measured and paid for by the SY of ground surface area. Include all costs for the corrective grinding and any additional grinding passes in the contract unit price for "PCC Pavement Grinding."
- 570-P04 EXISTING PAVEMENT MARKING: Existing PCC Pavement on the project has grooved-in Preformed Patterned Pavement Marking including centerline skips, double yellow barrier lines, crosswalks, and arrows. Include all costs associated with the removal of Preformed Patterned Pavement Marking, within the grinding areas, in the contract unit price for "PCC Pavement Grinding."
- 704-100 TRAFFIC CONTROL SUPERVISOR: Provide a Traffic Control Supervisor
- 704-P01 LANE CLOSURE-SIGNAL CONTROL/FLAGGING CONTROL: Install either the signal controlled lane closure on Standard D-704-16 or the flagging controlled lane closure on Standard D-704-17 for Traffic Control Phases 1 and 3.

Obtain an electrical source for traffic signals. Solar powered signals may be used. Place generators as far as possible from the roadway centerline, unless the generator and signal are part of a trailer mounted unit.

Place utility poles and equipment a minimum of 60 feet from the roadway centerline and place power conductors a minimum of 6 inches below the ground surface. Remove poles after they are no longer necessary.

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NOTES

The Engineer will measure individual traffic control devices, other than the signal system and flaggers, shown on the standards. Payment will be made at the respective contract unit price.

Include the cost of either a traffic signal system or flaggers in the contract unit price for "Lane Closure-Signal Control/Flagging Control."

704-P02 TEMPORARY TRAFFIC SIGNALS: Set the initial timing to account for the traffic movements with the traffic control phasing covered in Section 100 of the plans. Adjustments may be required during work operations or peak hours of traffic movements.

Notify the Engineer upon operation of the system and for approval of any signal timing adjustments.

Cover the pedestrian and traffic signal heads at 7th St and 8th St during Phase 1 of the Traffic Control Plan according to Section 100, Sheets 5-8.

Include all costs to install, operate, and remove a wood pole/span wire signal system or portable signal system in the contract unit price for "Lane Closure-Signal Control/Flagging Control."

704-P03 LANE CLOSURE-FLAGGING CONTROL: Provide a flagging controlled lane closure according to Standard D-704-17 for Traffic Control Phase 4.

Provide 3 flaggers and install traffic control devices according to Section 100, Sheets 25-26 of the plans.

Cover the pedestrian and traffic heads of the traffic signals at the JCT of US 81 and ND 17 during this phase of the Traffic Control Plan.

The Engineer will measure individual traffic control devices. Included the costs to provide flagging man hours in the contract unit price for "Flagging".

704-P04 TRAFFIC CONTROL FOR CPR, and, GRINDING: Provide traffic control devices consisting of a temporary lane closure.

Traffic control devices are based on the phasing layouts in Section 100, Sheets 5-26 and the list below. Provide additional devices at no cost to the Department.

1. Standard Drawing D-704-15, for CPR and Grinding
2. Standard Drawing D-704-16, for CPR and Grinding
3. Standard Drawing D-706-17, for CPR and Grinding

Place stackable vertical panels adjacent to open lanes in areas of full-depth removals. Place the panels at 10 foot intervals, with a minimum of 2 panels per full-depth removal area. Leave the panels in place until the newly placed concrete is strong enough to be opened to traffic.

Place Type 1 Barricades in front of each open full depth repair or as directed by the Engineer.

Lane closures will only be allowed while work is being performed or until the concrete has cured to the required design strength. After grinding, place tubular markers on centerline until permanent pavement marking has been installed.

704-P05 TRAFFIC CONTROL PHASING: Coordinate phasing with tied project. Adjacent lane closures will not be allowed to perform work concurrently between Phase 1 and Phase 4. Phase 2 may have work being performed concurrently with phase 1, 3, or 4.

Phase 1A: Set up traffic control consisting of closing the northbound lane on US 81 from 11th St to 7th St. Close intersections according to Section 100, Sheets 5-6 of the Traffic Control Plan.

Phase 1B: Set up traffic control consisting of closing the southbound lane on US 81 from 11th St to 7th St. Close intersections according to Section 100, Sheets 7-8 of the Traffic Control Plan.

Phase 2A: Set up traffic control consisting of closing the northbound lane on US 81 from 7th St to 2nd St. Close intersections according to Section 100, Sheets 9-10 of the Traffic Control Plan.

Phase 2B: Set up traffic control consisting of closing the northbound lane on US 81 from 7th St to 2nd St. Close intersections according to Section 100, Sheets 11-12 of the Traffic Control Plan.

Phase 2C: Set up traffic control consisting of closing the shared left turn lane on US 81 from 7th St to 2nd St. Close intersections according to Section 100, Sheets 13-14 of the Traffic Control Plan.

Phase 2D: Set up traffic control consisting of closing the shared left turn lane on US 81 from 7th St to 2nd St. Close intersections according to Section 100, Sheets 15-16 of the Traffic Control Plan.

Phase 2E: Set up traffic control consisting of closing the southbound lane on US 81 from 7th St to 2nd St. Close intersections according to Section 100, Sheets 17-18 of the Traffic Control Plan.

Phase 2F: Set up traffic control consisting of closing the southbound lane on US 81 from 7th St to 2nd St. Close intersections according to Section 100, Sheets 17-18 of the Traffic Control Plan.

Phase 3A: Set up traffic control consisting of closing the northbound lane on US 81 from 2nd St to the bridge. Close intersections according to Section 100, Sheets 21-22 of the Traffic Control Plan.

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Phase 3B: Set up traffic control consisting of closing the southbound lane on US 81 from 2nd St to the bridge. Close intersections according to Section 100, Sheets 23-24 of the Traffic Control Plan.

Phase 4A: Set up traffic control consisting of closing the northbound lane on US 81 from JCT ND 17 to 11th St. Close intersections according to Section 100, Sheet 25 of the Traffic Control Plan.

Phase 4B: Set up traffic control consisting of closing the northbound lane on US 81 from JCT ND 17 to 11th St. Close intersections according to Section 100, Sheet 25 of the Traffic Control Plan.

The traffic control phasing plan is to be followed in order when constructing the project unless an alternate traffic control phasing plan is submitted to the Engineer for review and approval at least 1 week in advance of the proposed work. Perform grinding as part of the phases or as a separate mobile operation after all CPR work is completed.

Include all costs to install, operate, and remove devices within the multiple traffic control phases in their respective contract unit prices.

704-P06 SIDEWALK CLOSURES: Provide ADA accessible, pedestrian detour routes during construction of ADA curb ramps in accordance with Section 6 of the MUTCD. Signing quantities based on 9 concurrent work locations have been included for closures & detours.

Close sidewalks no more than 7 days for each crosswalk location.

704-P07 NO PARKING AREAS: Install "No-Parking" signs at locations designated by the Engineer prior to setting up traffic control for each phase.

722-P01 UTILITY ADJUSTMENTS: Adjust Manholes and Appurtenances to 1/4" to 3/8" lower than the concrete under the appropriate bid item as shown of Section 80 sheets 1-13. Adjustments are to be approved methods allowed by the City of Grafton.

Any vertical adjustments greater than 2 1/2" is to be completed by the use of concrete adjustment rings. Mortar rings once in place.

722-P02 ADJUST UTILITY APPURTENANCE: Adjustments to gate valves boxes, survey monument boxes, pull boxes, manholes, and inlets will be required due to concrete pavement repair, ADA ramp installation, and sidewalk installation, at the direction of the Engineer.

750-P01 SIDEWALK CONCRETE: Place #3 deformed reinforcing bars at 24" on center both longitudinally and transversely. Reinforcing bars will be 6" inches shorter than the width of the slab and placed at one-half the depth of the concrete. Plastic chairs will be used. If random cracking occurs, remove and replace all damaged panels at no expense to the Department.

750-P02 ISOLATION JOINTS: Construct Sidewalks according to Standard Drawings D-750-1 & D-750-2 with the following exception. Provide expansion material that matches the existing width of isolation & expansion joints.

750-P03 SILICONE SEALING: Install expansion material where newly placed sidewalk concrete abuts buildings. Seal this area using a one-part silicone joint sealant that meets the requirements of ASTM D 5893, Type SL. Engineer may adjust sidewalk slopes and elevations to accommodate building foundations. Include all costs for silicone sealing in the contract unit price for "Sidewalk Concrete."

750-P04 REMOVE & SALVAGE SIDEWALK BRICK: Remove and salvage decorative sidewalk brick according to Section 80, Sheets 17-23 of the plans. Where bricks are removed and replaced with sidewalk concrete, brick removals will be paid by the SY at the contract unit price for "Removal of Concrete Pavement." After the project is completed, all excess bricks will become property of the city of Grafton.

772-P01 TRAFFIC SIGNAL LOOPS: Abandon existing loops being replaced. Remove loop conductor from the pull box and cut off. Install and connect new loops to the existing loop lead in conductors. Include all costs for abandoning existing loops and making the necessary connections in the pull box in the contract unit price for "Detector Loop-Polyethylene Conduit Pre-wired."

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

970-P01 LANDSCAPE PREPARATION: All areas designated in Section 80 Sheets 17-23 as "Landscape Preparation" will involve:

1. Remove topsoil and earth necessary for placement of new concrete and base material.
2. Backfill topsoil around new concrete and grade existing ground to blend into newly constructed curb ramps prior to seeding.

It has been estimated to blend topsoil in to the existing ground at a width of 2 feet. Widths may vary at the discretion of the Engineer.

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NOTES

Seed areas disturbed during the removal and construction of ADA Curb Ramps.
Seeding will be Class III. Hydraulic mulch after areas have been seeded.

| <u>Grass Species</u> | <u>Variety</u> | <u>PLS per Acre</u> |
|--------------------------------------|----------------|---------------------|
| Western Blue Grass | Park | 100 |
| Perennial Rye Grass | ----- | 40 |
| Six-Week Fescue or Dural-hard Fescue | ----- | 60 |
| Annual Rye Grass | ----- | 50 |

Water seed for three weeks minimum after placement in order to provide sufficient moisture for growth as determined by the Engineer. Prevent run-off and puddling. Water trucks will not be driven over turf areas.

Include all costs to remove and replace topsoil, seed, mulch, and water in the contract unit price for "Landscape Preparation".

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ESTIMATE OF QUANTITIES

| | | | |
|-----------|------------------|-------------|-----------|
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REVISED 03/09/2017

| SPEC CODE | ITEM DESCRIPTION | UNIT | MAINLINE | TOTAL |
|-----------|--|-------|----------|--------|
| ----- | ----- | ----- | ----- | ----- |
| 103 | 0100 CONTRACT BOND | L SUM | 0.95 | 0.95 |
| 202 | 0114 REMOVAL OF CONCRETE PAVEMENT | SY | 838 | 838 |
| 202 | 0119 SAW CONCRETE | LF | 1,926 | 1,926 |
| 202 | 0130 REMOVAL OF CURB & GUTTER | LF | 1,060 | 1,060 |
| 302 | 0120 AGGREGATE BASE COURSE CL 5 | TON | 252 | 252 |
| 570 | 0210 PCC PAVEMENT GRINDING | SY | 16,325 | 16,325 |
| 570 | 0240 DOWELED CONTRACTION JOINT ASSEMBLY | LF | 313 | 313 |
| 570 | 0711 9IN CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED | SY | 1,224 | 1,224 |
| 570 | 0966 RANDOM PCC CRACK CLEANING & SEALING | LF | 262 | 262 |
| 570 | 1512 SPALL REPAIR-PARTIAL DEPTH | SF | 2,155 | 2,155 |
| 570 | 1600 EPOXY COATED DEFORMED BARS | EA | 54 | 54 |
| 702 | 0100 MOBILIZATION | L SUM | 0.95 | 0.95 |
| 704 | 0100 FLAGGING | MHR | 1,320 | 1,320 |
| 704 | 1000 TRAFFIC CONTROL SIGNS | UNIT | 4,563 | 4,563 |
| 704 | 1018 LANE CLOSURE-SIGNAL CONTROL/FLAGGING CONTROL | EA | 1 | 1 |
| 704 | 1050 TYPE I BARRICADE | EA | 20 | 20 |
| 704 | 1052 TYPE III BARRICADE | EA | 100 | 100 |
| 704 | 1060 DELINEATOR DRUMS | EA | 307 | 307 |
| 704 | 1067 TUBULAR MARKERS | EA | 55 | 55 |
| 704 | 1080 STACKABLE VERTICAL PANELS | EA | 40 | 40 |
| 704 | 1500 OBLITERATION OF PAVEMENT MARKING | SF | 1,797 | 1,797 |
| 708 | 1540 INLET PROTECTION-SPECIAL | EA | 60 | 60 |
| 722 | 6160 ADJUST INLET | EA | 1 | 1 |
| 722 | 6200 ADJUST MANHOLE | EA | 2 | 2 |
| 722 | 6240 ADJUST UTILITY APPURTENANCE | EA | 6 | 6 |
| 748 | 0140 CURB & GUTTER-TYPE I | LF | 1,060 | 1,060 |
| 748 | 0520 CURB-TYPE I | LF | 140 | 140 |
| 750 | 0100 SIDEWALK CONCRETE | SY | 832 | 832 |
| 750 | 2115 DETECTABLE WARNING PANELS | SF | 702 | 702 |
| 750 | 3001 REMOVE & REINSTALL SIDEWALK BRICK | SF | 137 | 137 |
| 754 | 0593 RESET SIGN SUPPORT | EA | 6 | 6 |
| 762 | 0110 EPOXY PVMT MK 4IN LINE-GROOVED | LF | 5,272 | 5,272 |
| 762 | 0131 EPOXY PVMT MK 6IN LINE-GROOVED | LF | 3,461 | 3,461 |

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BASIS OF ESTIMATE

570 PCC Pavement Grinding

ND 17 Intersection

- See Section 80 of the plans = 566.6 SY

STA 10082+41 to STA 10099+66

- Northbound – 13' width = 2491.7 SY
- Northbound Feather Pass – 2' width = 383.3 SY
- Southbound – 11' width = 2108.3 SY
- Southbound Feather Pass – 4' width = 766.7 SY

STA 10099+66 to STA 10118+38

- Northbound – 12' width = 2496 SY
- Southbound – 12' width = 2496 SY
- Shared Left Turn Lane = 12' Width = 2496 SY
- 1' Feather Pass x 2 = 416 SY

STA 10118+38 to STA 10125+66

- Northbound – 12' width = 970.7 SY
- Southbound – 12' width = 970.7 SY
- 1' Feather Pass x 2 = 161.8 SY

704 Flagging

Concrete Pavement Repair

- Phases 1-3 - 12 Days x 12 Hrs/Day x 2 Flaggers = 288 Mhrs
- Phase 4 (Traffic Control) – 6 Days x 24 Hrs/Day x 3 Flaggers = 432 Mhrs

Grinding

- Phases 1-3 – 8 Days x 12 Hrs/Day x 1 Flagger = 96 Mhrs
- Phase 4 (Traffic Control) – 3 Days x 24 Hrs/Day x 3 Flaggers = 216 Mhrs

ADA Curb Ramps

- 12 Days x 12 Hrs/Day x 2 Flaggers = 288 Mhrs

704 Obliteration of Pavement Marking

Removal of Preformed Patterned Pavement Marking Outside of the Proposed Grinding Area

- 6" Crosswalk Lines across adjoining streets – 3594 LF (total) x 0.5' = 1797 SF

762 Temporary Pavement Marking

SHORT TERM 4 IN LINE – TYPE R

- Phase 1A – 1490 LF
- Phase 1B – 1490 LF
- Phase 3A – 1012 LF
- Phase 3B – 1003 LF

SHORT TERM 24 IN LINE – TYPE R

- Phase 1 – 38 LF
- Phase 2 – 38.5 LF

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Basis of Estimate

