November 10, 2020

ADDENDUM 3 – JOB 3

TO: All prospective bidders on Project IM-8-029(135)088, Job No. 3 scheduled for the November 13, 2020 bid opening.

The following plans and request for proposal revision shall be made:

Plan Revisions:
See attached summaries from Kirk Hoff, P.E. dated November 10, 2020 for an explanation.

Request for Proposal Revisions:

The completion date has been changed from 10/9/2021 to 10/16/2021.

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.

PHILLIP MURDOFF, P.E. – CONSTRUCTION SERVICES ENGINEER
80: jwj
Enclosure
# PLAN ADDENDUM SUMMARY AND APPROVAL

## PROJECT INFORMATION

| Project: | IM-8-029(135)088 | PCN: | 18988 |
| Location: | I-29 Hunter Separation to North of Blanchard Interchange |
| Date: | 11/10/2020 | Lead Designer: | Sam Welch |
| Bid Opening Date: | 11/13/2020 | JOB#: | 3 | Addendum#: | 3 |

## PLAN SHEET CHANGES

<table>
<thead>
<tr>
<th>Section</th>
<th>Sheet</th>
<th>Description</th>
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<tbody>
<tr>
<td>6</td>
<td>2</td>
<td>Removed the word “jute” from note 261-P02.</td>
</tr>
<tr>
<td>20</td>
<td>3</td>
<td>Revised the Transverse Joint Dowel Bars diameter from 1.5” to 1.25”.</td>
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## CHANGES MADE TO BID ITEMS FOR JOB

<table>
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<th>Spec</th>
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<th>Revised Quantity</th>
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<td>none</td>
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## APPROVAL

Should the revisions described above be processed as a plan addendum?

- X Yes  
- No

_Kirk J. Hoff /s/____________________     _11/10/2020__
Kirk J. Hoff, P.E. – Design Engineer or  
Date
Type of Work: GRADING, PCC PAVEMENT, MILL & HMA OVERLAY, SLOPE PROTECTION, STRUCTURE REPLACEMENT, CULVERTS, FENCING, GUARDRAIL, REST AREA REPAIRS

Counties: CASS and TRAILL

Length: 13.2570 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 10/16/2021. 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.
TEMPORARY EROSION CONTROL WITHIN WETLANDS: Fiber rolls and silt fence have been provided for placement at the back-side of earthen berm at the perimeter of the work area at wetlands. If there is no standing water within the adjacent wetland, temporary seeding and mulching of the earthen berm may replace the fiber roll. If seed/mulch is not immediately applied, fiber rolls or silt fence are required. Fiber rolls will still be required at the weirs within the berm.

If there is standing water where the installation will occur, silt fence is required.

Temporary seed mix and mulch for this use will be paid for as “Temporary Cover Crop” and “Straw Mulch”.

PERMANENT FIBER ROLLS: If fiber rolls are to remain on the project, use fiber rolls that are composed of 100 percent biodegradable netting that has a life expectancy between 6 to 12 months.

HAULING: The shoulder of northbound I-29 can be used as a haul route. Do not drive on the base course and/or geosynthetic material, except when the haul vehicle is dumping. When dumping, the haul vehicle is allowed to drive on the base course in the immediate vicinity of where the load is dumped. Re-establish subgrade surface tolerance prior to placement of the salvaged base course.

CONTRACTOR FURNISHED PROCTORs: Determine the optimum moisture and density, as specified in ND T 180 Method A or D, for aggregate for pipe.

PERMANENT FIBER ROLLS: If fiber rolls are to remain on the project, use fiber rolls that are composed of 100 percent biodegradable netting that has a life expectancy between 6 to 12 months.

The Engineer will perform comparison tests using the same procedure on the split sample. The Engineer's results will be used for determining in place density of material.

Perform a multi-point test using a minimum of 5 points. Submit the results to the Engineer along with a split sample of each material.

The Engineer will perform comparison tests using the same procedure on the split sample. The Engineer's results will be used for determining in place density of material.

The cost of testing will not be paid for separately but to be included in the bid price for the applicable size for Pipe Conduit pay items.

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Contractor will be fully responsible for monitoring the condition of the traveled roadway, crossovers and ramp connections within the limits of the project.

Patch with an approved mix any areas that have subsided more than one inch from the adjacent pavement, any rutting, sponginess and/or breakups as directed by the Engineer. Compact patched areas in accordance with Section 430.04 I.3 of the Standard Specifications. Include all cost of equipment, labor, and materials, including asphalt cement and tack coat in the unit price bid for "Patching".

Provide a traffic control plan that minimizes disruption to traffic. Necessary traffic control devices and flagging will be paid for under the normal contract bid item.

Additionally, the contractor will be required to perform an initial inspection of the roadway, used by the traveling public before construction begins, and make all repairs in accordance with the above requirements or as directed by the Engineer.

CROSSROAD PAVING: Mill and overlay crossroads as close to the existing guardrail as possible without damaging the guardrail. Any repairs needed to fix the damaged guardrail will be at the Contractor's expense. It is estimated that milling and paving would end approximately 1 foot from the guardrail.

CONCRETE PAVEMENT: The Department will waive the requirement to place the reinforcing steel, tie bars and dowel bar assemblies a minimum of 2,000 feet ahead of the paving operation as stated in Sections 550.04 E.1 and 550.04 G.2 and allow the use of the roadway as a haul road at the Contractor's request, provided the following conditions are met:

- Repair all damaged areas.
- Provide an additional trimmer in advance of the paving operation.
- Construct the finished surface to within 0.10 feet of the proposed elevation with the first pass of trimming equipment.
- Construct the finished surface to the specified surface tolerance prior to the placement of reinforcing steel, tie bars and dowel bar assemblies.
- Place the reinforcing steel and tie bars on approved supports securely, properly and accurately in advancing of the paving operation.

TRAFFIC CONTROL SUPERVISOR: Provide a Traffic Control Supervisor.

PRECAST CONCRETE MEDIAN BARRIERS – STATE FURNISHED: Obtain 80 barriers for use at the median crossovers from the NDDOT Maintenance Storage Yard at Casselton, ND (15482 37th St SE). Return barriers to the NDDOT Casselton Maintenance Storage Yard.

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

FLASHING BEACON: Provide solar powered flashing beacons that meet the requirements of the MUTCD and ITE. Provide beacons that are visible for a distance of 0.25 miles (1,320 feet) and are capable of operating for 20 days without a solar charge.

Include all costs for materials, equipment, labor, and incidentals in the contract unit price for "Flash Beacon".

SEQUENCING ARROW PANEL – TYPE C – CROSSOVER: Provide solar powered arrow panels that meet the requirements...