

November 7, 2025

ADDENDUM 1 – JOB 24654

TO: All prospective bidders on Project SC-0500(022), Job No. 24654 scheduled for the November 14, 2025 bid opening.

This addendum has been issued for the above referenced Job, Please see the attached summary from Derek D. Pfeifer, P.E. dated November 7, 2025 for an explanation of changes.

This addendum is to be incorporated into the bidder's proposal for this project. If there are bid item changes the 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.



for PHILLIP MURDOFF, P.E. – CONSTRUCTION SERVICES ENGINEER
80: jwj
Enclosure

PLAN ADDENDUM SUMMARY AND APPROVAL

PROJECT INFORMATION		
Date: 11/06/2025	Project: SC-0500(022)	PCN: 24654
Lead Designer: Jesse Brandvold	Technical Support: Kent Leben	
Bid Opening Date: 11/14/2025	Job Number: 24654	Addendum Number: 1

PLAN SHEET CHANGES		
Section	Sheet(s)	Description
6	2	Revisions made to note 430-P09 ADJACENT LIFTS:
20	1	Revisions made to Pavement Repair Section Detail

SPECIAL PROVISION CHANGES		
SP Number	Page(s)	Description

BID ITEMS CHANGES					
Spec	Code	Description	Unit	Previous Quantity	Revised Quantity

APPROVAL



 Derek D. Pfeifer, P.E. – Local Government Engineer

11/7/2025

 Date

NOTES

REVISED 11/06/25

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SC-0500(022)	6	2

430-P08 NEW APPROACH PAVING: There are approximately 5 approaches without existing asphalt. The existing aggregate material on these approaches will need to be removed to a depth that will allow for 4" of new HMA on the paved aprons. All costs associated with this work will be included in the unit price bid for "Superpave FAA 42".

430-P09 ADJACENT LIFTS: In pavement repair areas the previous lift will be allowed to cool to 130°F prior to paving the next lift.

704-P01 TRAFFIC CONTROL FOR UNEVEN PAVEMENT: The Contractor has the option of making the paving lanes even at the end of each day's paving operation or signing for the uneven pavement and providing the following devices: Install "Uneven Lanes" signs (Sign No. W8-11-48) and a supplemental plate (Sign No. W20-52-54), identifying the distance, on the right shoulder (both directions) in advance of the beginning of the uneven pavement and at major intersections. A major intersection will be defined as a CMC, state, U.S. highway, or Interstate ramp. Install "Do Not Pass" signs (Sign No. R4-1-48) on the right shoulder (both directions) between the uneven lanes sign and the beginning of the uneven pavement and at major intersections. Install tubular markers spaced at two times the posted speed limit on the centerline where uneven pavement exists.

These traffic control devices will be left in place until the lanes are even. These signs and tubular markers are included in the "Traffic Control Devices List" and will be measured and paid for at the contract unit price for each device. No extra compensation will be allowed for relocation due to work progression.

704-P02 TRAFFIC CONTROL: Traffic control for the paving will consist of a temporary road closure, flagging, and a pilot car. Traffic Control Devices will comply with the following Standard Drawings:

1. Standard D-704-15, layout A: For temporary roadway closure during paving operations.
2. Standard D-704-20, layout G: For construction signing during paving operations. Sign G20-1b-60 will not be required. Signs R2-1-48 and R2-1a-24 are to be moved as the work area moves through the construction zone and should be placed a minimum of 500 feet in advance of flagging signs. Signs will be required at the junctions shown on the Traffic Control Layout.
3. Standard D-704-22, layouts K and L: For trucks hauling material.
4. Standard D-704-26, layouts CC, EE, and GG: For paving operations.
5. Standard D-704-7,8,9,10,11,13, and 14 are applicable.

The required traffic control signs and devices are included in the "Traffic Control Devices List" and will be measured and paid at the contract unit price for each device.

The Department will pay for all necessary deployed devices, regardless of the length of the lane closure.

704-P03 TRAFFIC CONTROL DURING WORKING AND NON-WORKING HOURS: The Contractor will maintain one lane of traffic at the posted speed limit at all times during working hours. During non-working hours, the Contractor will leave the work area free of all hazards. The Contractor will open the roadway to two-way traffic during non-working hours. A minimum 24 foot roadway width will be required to maintain two lanes of traffic.

During paving and milling operations, flagging and pilot car will be used to maintain traffic during working hours. The traffic control devices for flagging will be removed at the end of each day and reinstalled when work commences.

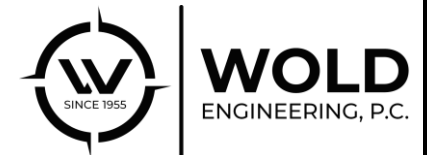
704-P04 COVER SIGNS: Existing signs requiring covering will be covered with durable covering such as plywood or pressed board so that no damage is done to the sign face. If any damage is done, the signs will be replaced at the Contractor's expense. Alternate methods of covering may be used if approved by the Engineer. The cost of providing material and covering existing signing will not be bid separately but will be included in the traffic control items.

706-P01 BITUMINOUS LABORATORY: Supply a copy machine, with reduction capabilities, and toner. The payment for these items will be included in the price bid for "BITUMINOUS LABORATORY."

762-P01 SHORT-TERM PAVEMENT MARKINGS: The short-term application will be applied immediately following completion of the paving operation on the entire mainline. No intermediate application will be necessary while Sign No. W8-12-48, "No Center Stripe", is in place. Short-Term Pavement Marking will not be field measured unless the Engineer authorizes a change in the field and will be paid for at plan quantity.

762-P02 PERMANENT PAVEMENT MARKINGS: Permanent pavement markings will be placed no sooner than 14 days and no later than 21 days after completion of the paving.

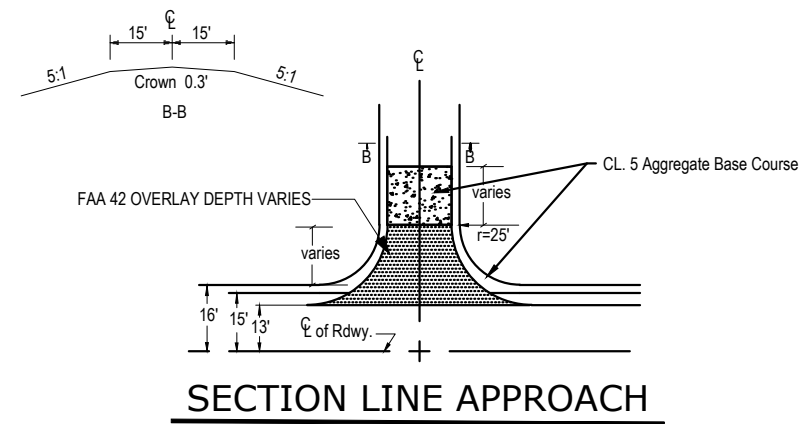
762-P03 PAVEMENT MARKINGS EDGE LINES: Edge lines will be continued through private drives and broken at intersections and will be placed only upon completion of the pavement overlay.



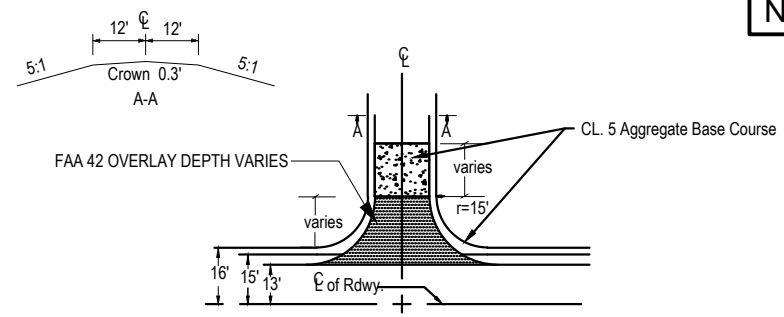
This document was originally issued and sealed by
 Jesse R. Brandvold,
 Registration Number
 PE-40107
 on 11/06/25 and the original document is stored at
 Wold Engineering, P.C.
 Bottineau, North Dakota

REVISED 11/06/25

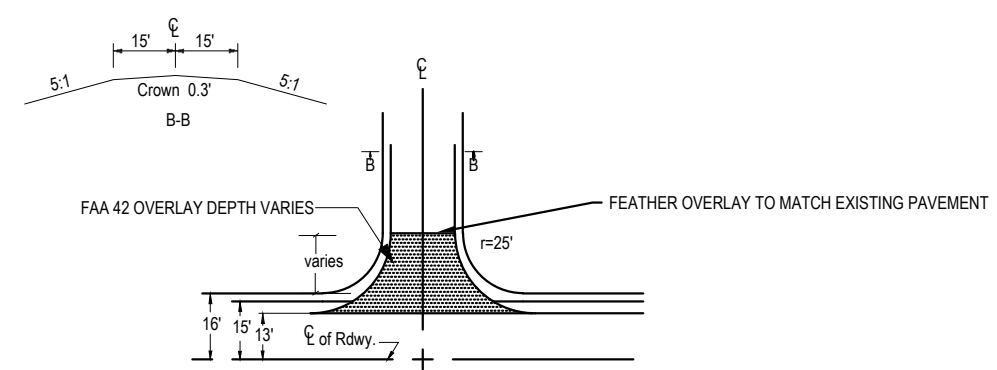
STATE.	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SC-0500(022)	20	1



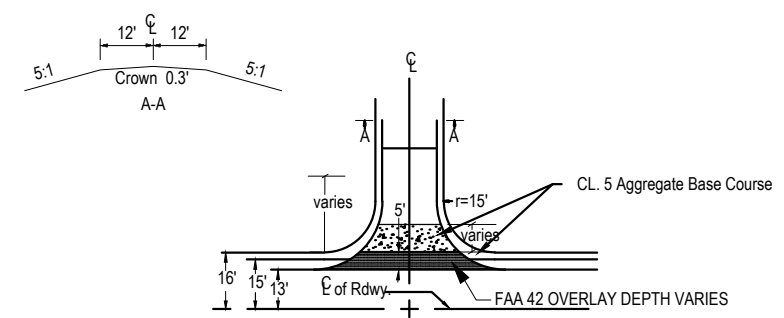
SECTION LINE APPROACH



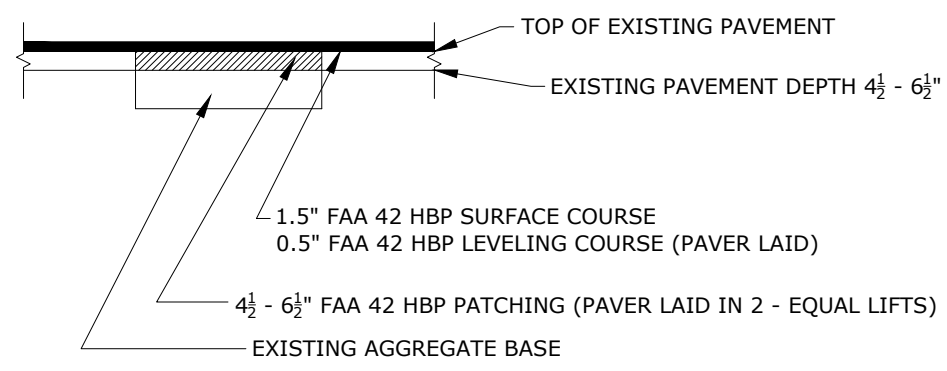
PRIVATE DRIVE APPROACH



STREET APPROACH

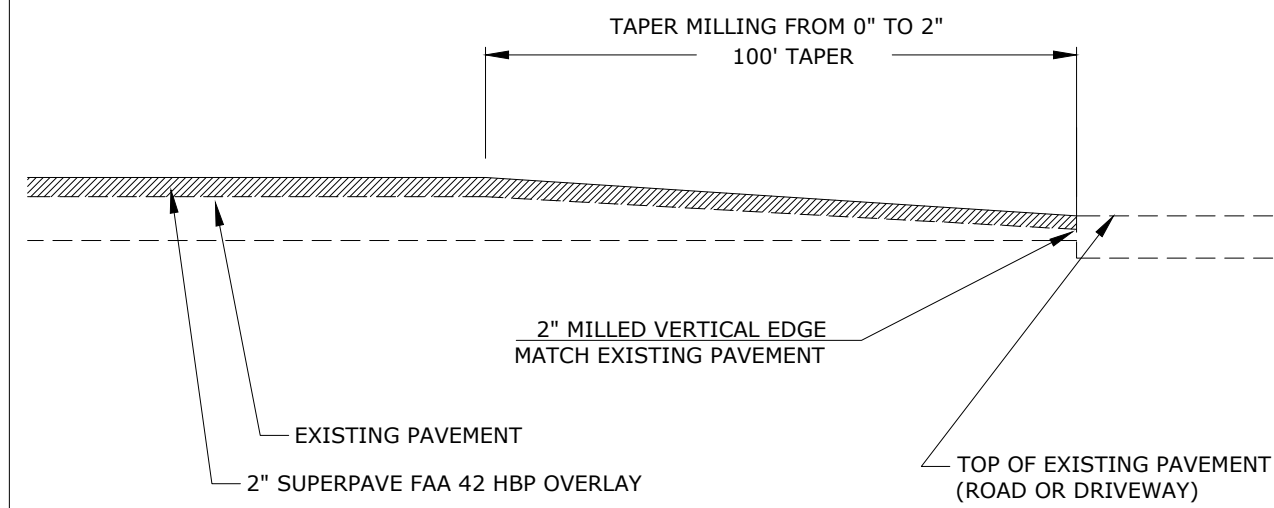


FIELD APPROACH

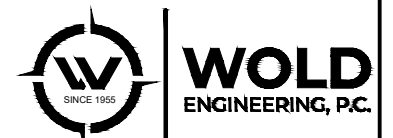


PAVEMENT REPAIR SECTION DETAIL

STA. 49+20 LT TO 50+00 LT
 STA. 315+00 TO 315+50
 STA. 329+40 TO 331+40



TYPICAL PAVEMENT TRANSITION DETAIL



This document was originally issued and sealed by Jesse R. Brandvold, Registration Number PE-40107 on 11/06/25 and the original document is stored at Wold Engineering, P.C. Bottineau, North Dakota

APPROACH PAVING, PAVEMENT REPAIR & MILLING TRANSITION DETAILS