



February 17, 2026

ADDENDUM 1 – JOB 24102

TO: All prospective bidders on Project NH-4-083(157)181, Job No. 24102 scheduled for the February 27, 2026 bid opening.

This addendum has been issued for the above referenced Job, Please see the attached summary from Matt Gangness, P.E. dated February 17, 2026 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.

A handwritten signature in blue ink, appearing to read "Phillip Murdoff".

PHILLIP MURDOFF, P.E. – CONSTRUCTION SERVICES ENGINEER

80: jwj

Enclosure

PLAN ADDENDUM SUMMARY AND APPROVAL

PROJECT INFORMATION		
Project: NH-4-0083(157)181	PCN: 24102	
Location: Ward County: US 83 So of JCT ND 23 to Near 40 th Ave SW (Minot) SB		
Date: 2/17/2026	Lead Designer: Hunter Waslaski	
Bid Opening Date: 2/27/2026	JOB#: 24102	Addendum#: 1

Special Provision Changes	
SP Number	Description
244(25)	Replaced Appendix A with IRI information for Southbound Lanes

APPROVAL

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

Yes No


 Matt Gangness, P.E. – ETS Engineer or

2-17-26
 Date

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

FLEXIBLE PAVEMENT SURFACE TOLERANCE

PROJECT 4-083(157)181 – PCN 24102

DESCRIPTION

This provision details the surface tolerance requirements, corrective actions, performance incentives, and contract price adjustments for flexible pavement.

ATTACHMENTS

Appendix A – Existing IRI Data

CONSTRUCTION REQUIREMENTS

A. General.

Any lot with any amount of grinding done before the Engineer collects the initial profile is ineligible for incentive.

The Engineer will use the straight edge method described in Section 430.04 K, "Tolerances" with the Rolling Straightedge Module of Proval to determine the surface tolerance, including leave outs.

The Engineer will profile the finished surface to determine the pavement ride quality. 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) The beginning and end of the project and 50 feet on either side of these boundaries;
- 6) 50 feet from areas not receiving surfacing;
- 7) Areas with speed limit under 50 MPH;
- 8) Where safety and the roadway geometrics do not allow the proper operating speed for the profiler to collect data. The Engineer will determine the location of these areas. These locations may include, but are not limited to the following:
 - Signal controlled intersections;
 - Stop controlled intersections;
 - T intersections; and
 - Other situations that would be detrimental to safety of the traveling public or the profiler.

On surfaces exempt from the profile testing, the Engineer will determine the pavement smoothness according to section 430.04 K "Tolerances".

B. Profiler Limitations.

The Engineer will not test the roadway in the following conditions:

- Between November 30 to May 15;
- When the air or surface temperature is below 35 °F; or
- When the roadways surface is wet or under inclement weather conditions.

C. Profiler Inputs.

1. General.

The Engineer will:

- Measure the smoothness of the roadway using the International Roughness Index (IRI) to the nearest 0.1 inch;
- Use ProVal, <http://www.roadprofile.com>, to calculate the IRI for the Pavement Profile (PPF);
- Apply a 250 mm filter to generate the IRI in ProVal;
- Average the IRI of the two wheel paths to calculate the Mean Ride Index (MRI); and
- Use the MRI option in ProVal for evaluation

2. Fixed Interval (Lot Smoothness) Ride Quality Module.

The Engineer will identify lot smoothness using the following inputs:

- Set the Ride Quality Index to “MRI”
- Segment Length – 528 feet
- Threshold – 75.0 in/mile

3. Rolling Straightedge Module.

Identify areas of surface deviation using the Rolling Straightedge Module within the current version of ProVal. Use the following settings in the Rolling Straightedge Module:

- Straightedge Length – 16 feet
- Deviation Threshold – 3/16 inch

D. Lot Definition.

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.

E. Profiling.

1. General.

a. Naming Convention and Collection Points.

Discuss with the Engineer the naming convention of the lanes before profiling as well as the beginning and end points for areas of collection.

b. Timing

Notify the Engineer that the road is ready for profiling. The Engineer will coordinate a time within 5 working days of receiving that notification.

c. Physical Surface Conditions.

Remove all debris that will inhibit collection of the road profile before the profiler arrives on site for collection. Keep the lanes clear of construction activity during the time of profiling.

The Engineer will collect the profile when the pavement is dry and at a time agreed upon between the Engineer and the Contractor.

d. Profiler Data Collection.

The Engineer will use an inertial profiler 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 collection area to facilitate the collection of profile data and for run in and run out.

2. Initial Profile.

The Engineer will complete an initial profile to determine the MRI.

The Engineer will collect a complete initial profile after the mainline paving is complete.

3. Additional Profiles.

The Engineer will collect any additional profiles after corrective action has taken place.

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

4. Final Acceptance Profile.

The Engineer will collect the final acceptance profile after the necessary corrective actions on the roadway are completed.

5. Reports.

The Engineer will provide the following information to the Contractor within 5 days of completing the profile:

- PPF files;
- The Viewer;
- The Ride Quality Report; and
- The Rolling Straightedge Report.

F. Lots With MRI Less Than 75.1

For lots with an MRI less than 75.1, the Engineer will process performance incentives and contract price adjustments for each lot as specified in Section B "Ride Quality- Lot Smoothness" of the Basis of Payment Section.

G. Lots with MRI Greater or Equal to 75.1

Lots with an MRI greater than or equal to 75.1 will require corrective action, as specified in Section H, "Corrective Action" of the Construction Requirements.

Areas that would result in a contract price adjustment may be ground to a lower MRI. If grinding occurs and results in an MRI of 48.0 or less, the Engineer will not apply a performance incentive to that lot. Only lots with an initial MRI of 48.0 or less will receive a performance incentive based on the initial readings, before grinding.

H. Corrective Action.

1. General.

Any grinding performed is considered corrective action.

Complete corrective action within 21 calendar days of final profile data collection.

2. Corrective Action Plan.

Confirm date and time, locations, equipment, and timeframes with Engineer.

Contractor may develop a detailed corrective action plan using the ProVal data. Generate grinding simulations in ProVal with multiple grinding depths, varying equipment, and multiple pass patterns. Include the grinding simulations with the corrective action plan.

Submit the plan three working days in advance of grinding.

The Engineer will review the corrective action plan.

3. Corrective Grinding.

a. General.

Grind lots to a maximum MRI of 75.0 in/mile.

Grind high shoulders to provide drainage and safety.

Grind the full width of the lane and a feather pass onto the shoulder to daylight the grinding.

Grind a minimum length of 30 feet. Join grind sections if the distance between grind sections is less than 60 feet.

b. Grinding Equipment.

Use diamond grinding head for lot corrective action that does not cause strain or damage to the underlying surface of the pavement. Do not cause excessive ravels, aggregate fractures, or spalling.

c. Grinding.

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.

Ensure the surface of the ground pavement has a texture consisting of grooves between 0.090 and 0.130 inches wide. Keep the peaks of the ridges approximately 1/32 inch higher than the bottom of the grooves.

d. Slurry Removal.

When grinding in 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".

4. Profiling.

The Engineer will perform additional profiling according to Section E.3 "Additional Profiles" of the Construction Requirements. The Engineer will determine if additional Corrective Action is required based on the new profile. If additional Corrective Action is required, the Engineer will provide additional profile PPF and a new Corrective Action plan is required.

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
≤ 34.0	\$300
34.1 to 39.0	\$225
39.1 to 44.0	\$150
44.1 to 48.0	\$75
48.1 to 56.0	\$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
48.1 to 56.0	\$0
56.1 to 62.0	(\$100)
62.1 to 69.0	(\$200)
69.1 to 75.0	(\$400)
75.1 ≥	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".

Appendix A Existing IRI Data

IRI DATA FOR PCN 24102 PROJECT NO. NH-4-083(157)181							
HWY 83, Southbound Survey Data Collection Date = 9/24/2025							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
83	181	181.1	51.7	34.9	46.8	33.7	49.3
83	181.1	181.2	74	77.8	59.7	74.4	66.9
83	181.2	181.3	56.6	40.2	58.8	44.1	57.7
83	181.3	181.4	52.5	41.4	51	45.2	51.8
83	181.4	181.5	69	49.2	70.2	52.7	69.6
83	181.5	181.6	60.8	41.1	52.1	36.8	56.5
83	181.6	181.7	74.6	45.1	63.7	44.3	69.1
83	181.7	181.8	67.7	54.9	64.9	51.4	66.3
83	181.8	181.9	98.5	90.1	105.5	80.2	102
83	181.9	182	90.6	86.8	116.5	93.4	103.5
83	182	182.1	92.5	101.6	135.7	108.7	114.1
83	182.1	182.2	75.9	81	111	120.6	93.4
83	182.2	182.3	95	86.3	172.1	168.9	133.5
83	182.3	182.4	97.8	89.7	127.1	102.7	112.4
83	182.4	182.5	101.9	100.5	142.3	129.1	122.1
83	182.5	182.6	96.1	69	141.6	136.1	118.8
83	182.6	182.7	126.8	97.1	134.5	115.6	130.7
83	182.7	182.8	140.7	151.2	150.3	168	145.5
83	182.8	182.9	103.9	70.4	115.7	92.8	109.8
83	182.9	183	109.9	83.9	104.4	88.8	107.1
83	183	183.1	114.7	88.9	97.3	91.2	106
83	183.1	183.2	87.9	87.1	93.9	74.9	90.9
83	183.2	183.3	98.1	104.1	94.3	93.1	96.2
83	183.3	183.4	70.8	64.9	80.2	69.1	75.5
83	183.4	183.5	93.3	109	95.2	104.8	94.2
83	183.5	183.6	80.4	78.1	82.6	86	81.5
83	183.6	183.7	81.4	68.1	78.4	72.5	79.9
83	183.7	183.8	83	83.4	82	77.4	82.5
83	183.8	183.9	89.8	112.4	91.3	90.4	90.5
83	183.9	184	91.3	91	79.8	72.4	85.6
83	184	184.1	104	118.5	96	100.1	100
83	184.1	184.2	100.5	109.9	98	107.6	99.3
83	184.2	184.3	95.8	97.9	90.1	103.2	92.9
83	184.3	184.4	76.5	69.3	79.8	63.8	78.2

IRI DATA FOR PCN 24102 PROJECT NO. NH-4-083(157)181							
HWY 83, Southbound Survey Data Collection Date = 9/24/2025							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
83	184.4	184.5	80.5	72.3	91.9	90.1	86.2
83	184.5	184.6	84.2	92.2	111	118.3	97.6
83	184.6	184.7	82.3	84.2	96.9	104.5	89.6
83	184.7	184.8	82.3	76.7	73.1	72	77.7
83	184.8	184.9	90.4	85.9	88.1	76.9	89.3
83	184.9	185	86.4	100	86.5	82.9	86.4
83	185	185.1	71.8	64.4	76.5	60.3	74.1
83	185.1	185.2	89	102.2	85.4	106.4	87.2
83	185.2	185.3	100.8	111.7	100	121.3	100.4
83	185.3	185.4	98.1	95.5	96.4	103.4	97.2
83	185.4	185.5	82.5	82.4	86.4	89	84.5
83	185.5	185.6	79.7	95	86.8	107.8	83.2
83	185.6	185.7	71.3	75.2	79	88.2	75.1
83	185.7	185.8	93.3	82.2	101	92.2	97.2
83	185.8	185.9	84.7	75.9	92	80.5	88.3
83	185.9	186	90.2	101.1	97.3	94.7	93.8
83	186	186.1	78.7	88.1	81.1	87.6	79.9
83	186.1	186.2	63.3	58.4	62.2	63.4	62.7
83	186.2	186.3	76.8	73.3	82.6	70.9	79.7
83	186.3	186.4	69.5	67.9	69.3	72.9	69.4
83	186.4	186.5	78.5	82.4	74	89.1	76.3
83	186.5	186.6	67.7	62.7	67.1	61.9	67.4
83	186.6	186.7	64.5	65.2	66.3	72.2	65.4
83	186.7	186.8	63.7	60.2	86.3	94.4	75
83	186.8	186.9	86.3	71.6	67	66.4	76.6
83	186.9	187	86.5	66.5	88	86.4	87.3
83	187	187.1	71.2	66	98.6	121.9	84.9
83	187.1	187.2	58.7	63.8	71.7	86.2	65.2
83	187.2	187.3	72.5	74.1	69.1	74.5	70.8
83	187.3	187.4	78.8	79.8	77	79.4	77.9
83	187.4	187.5	72.7	68.6	80.7	81.7	76.7
83	187.5	187.6	77.9	78.7	79	95.2	78.5
83	187.6	187.7	66.2	63.5	55.8	55.7	61
83	187.7	187.8	94.7	109	86.9	103.5	90.8
83	187.8	187.9	86.2	111.7	82.7	107.4	84.4
83	187.9	188	89.2	109.7	98.3	127.1	93.7
83	188	188.1	86.7	117.3	101.5	132.9	94.1

IRI DATA FOR PCN 24102 PROJECT NO. NH-4-083(157)181							
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HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
83	188.1	188.2	79	98.7	89.2	112.2	84.1
83	188.2	188.3	104.5	125.4	104.9	122.3	104.7
83	188.3	188.4	87.1	88.9	91	87.5	89.1
83	188.4	188.5	89	98.3	90	100	89.5
83	188.5	188.6	95.7	136.5	104.5	137.9	100.1
83	188.6	188.7	83.9	143.7	80.9	125.5	82.4
83	188.7	188.8	86.2	114.4	105.2	114.1	95.7
83	188.8	188.9	85.3	102.1	85.6	103.7	85.5
83	188.9	189	90.4	126.2	89.5	134.1	89.9
83	189	189.1	97.9	106.1	100.2	112.3	99.1
83	189.1	189.2	82.2	123.6	78.2	109.9	80.2
83	189.2	189.3	82.2	125.5	81.4	133.4	81.8
83	189.3	189.4	77.3	95.9	70	91.7	73.7
83	189.4	189.5	68.9	84.9	65.9	84.8	67.4
83	189.5	189.6	79.9	103.4	79.9	94.9	79.9
83	189.6	189.7	80	105.6	87.1	126.5	83.5
83	189.7	189.8	73.3	70.1	71.3	77.3	72.3
83	189.8	189.9	77.6	82.4	82.9	101.2	80.3
83	189.9	190	83.7	94.5	89.3	91.4	86.5
83	190	190.1	65.6	91.1	65.5	80.2	65.6
83	190.1	190.2	75.3	88.5	86.5	99.5	80.9
83	190.2	190.3	73.2	70	79.2	86.6	76.2
83	190.3	190.4	75.5	79.1	74.1	71.8	74.8
83	190.4	190.5	84.3	81	71.7	77.6	78
83	190.5	190.6	76.9	105.5	73.8	91.6	75.4
83	190.6	190.7	77.6	95.2	77.1	82.8	77.4
83	190.7	190.8	93.7	99.6	86.9	87.1	90.3
83	190.8	190.9	89	116.6	97.8	130.6	93.4
83	190.9	191	76.4	91.4	84.8	108.4	80.6
83	191	191.1	83.7	101.7	88.8	124.5	86.2
83	191.1	191.2	81.5	70.1	69.4	69.4	75.4
83	191.2	191.3	88.3	75.6	69.5	72.9	78.9
83	191.3	191.4	76.5	62.7	73.6	59.5	75.1
83	191.4	191.5	77.4	60.8	71.4	54.6	74.4
83	191.5	191.6	72.9	51.3	77.1	70.5	75
83	191.6	191.7	81.3	60.9	79	67.1	80.1
83	191.7	191.8	63.2	49.7	63.7	58.4	63.4

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HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
83	191.8	191.9	69.3	47.8	72.7	66.4	71
83	191.9	192	77.3	61.3	100.8	91.2	89.1
83	192	192.1	84.2	81	85	85.7	84.6
83	192.1	192.2	87.1	90.1	89	118.7	88
83	192.2	192.3	84.6	87.2	77.8	102.8	81.2
83	192.3	192.4	102.5	102	106.2	116.4	104.3
83	192.4	192.5	78.7	82.8	90.3	116.4	84.5
83	192.5	192.6	71.7	71.9	75.5	83.1	73.6
83	192.6	192.7	77.4	80.3	85.8	122.8	81.6
83	192.7	192.8	109.7	113.2	116.7	132	113.2
83	192.8	192.9	90.1	97.1	88.5	88.7	89.3
83	192.9	193	103.8	87.3	102	85	102.9
83	193	193.1	105.3	94.2	83.4	60.9	94.3
83	193.1	193.2	98.6	87.2	77.8	74.9	88.2
83	193.2	193.3	83.7	71.7	67.3	57.1	75.5
83	193.3	193.4	87.7	98	71.4	81.5	79.6
83	193.4	193.5	96.1	87.9	84.4	87.6	90.3
83	193.5	193.6	78	80.6	71.5	76.3	74.7
83	193.6	193.7	67	63.7	59.7	51.2	63.3
83	193.7	193.8	79.9	65.1	82.9	85.1	81.4
83	193.8	193.9	76.3	53.6	83.6	65.6	80
83	193.9	194	93.3	93.4	85	85.4	89.1
83	194	194.1	92.2	84.5	83.1	81.5	87.6
83	194.1	194.2	86.4	70.2	71.8	65.2	79.1
83	194.2	194.3	77.3	69	66.5	61	71.9
83	194.3	194.4	91.4	82.4	77.1	80.8	84.2
83	194.4	194.5	88.2	93.4	82.6	84.5	85.4
83	194.5	194.6	85.7	78.6	81	67	83.4
83	194.6	194.7	77	61.5	68.7	52.5	72.9
83	194.7	194.8	61	40	51.8	37.4	56.4
83	194.8	194.9	74.8	61.3	71.2	59.5	73
83	194.9	195	78.7	73.1	88.3	76.7	83.5
83	195	195.1	77	63.3	93.5	80.5	85.3
83	195.1	195.2	81.9	54.6	95.8	79.1	88.9
83	195.2	195.3	73	48.4	88.5	67.7	80.8
83	195.3	195.4	103.1	90.8	117.7	112.6	110.4
83	195.4	195.5	89.9	80.2	107.6	97.7	98.8

IRI DATA FOR PCN 24102 PROJECT NO. NH-4-083(157)181							
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HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
83	195.5	195.6	82.4	68.4	110.8	95.3	96.6
83	195.6	195.7	68.8	45.8	91.8	86.7	80.3
83	195.7	195.8	86.4	69.7	75.2	57.8	80.8
83	195.8	195.9	69.8	56.7	64.8	50.9	67.3
83	195.9	196	68	67	75.3	70.9	71.6
83	196	196.1	69.9	59.2	69.7	57.8	69.8
83	196.1	196.2	65.7	58.6	63.1	71.1	64.4
83	196.2	196.3	56	56.8	69.8	72.1	62.9
83	196.3	196.4	60.8	44.7	76.4	69.4	68.6
83	196.4	196.5	67.8	44.9	66.3	45.7	67
83	196.5	196.6	78	59.7	63.8	46.2	70.9
83	196.6	196.7	72.8	56.4	74.5	65.7	73.7
83	196.7	196.8	79.9	73.3	84	64.7	82
83	196.8	196.9	77.2	52.5	77.9	70.5	77.6
83	196.9	197	82.9	63.7	75.8	65.6	79.4
83	197	197.1	90.7	79.1	79.9	76	85.3
83	197.1	197.2	81.2	63.8	78.3	71.4	79.8
83	197.2	197.3	79.8	67	68.7	60.1	74.3
83	197.3	197.4	78.9	58.3	72.7	60.9	75.8
83	197.4	197.5	75.8	60.5	83	69	79.4
83	197.5	197.6	114.2	69.3	123.8	108.6	119
83	197.6	197.7	141.5	118.4	146.5	130.2	144
83	197.7	197.8	162.6	131	128.6	107.1	145.6
83	197.8	197.9	94.6	77	104.7	69.6	99.7
83	197.9	198	171.3	179.3	150.1	125.3	160.7