NORTH Dakota | Transportation
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May 8, 2026

ADDENDUM 3 – JOB 24776

TO: All prospective bidders on Project NH-7-002(195)022, Job No. 24776 scheduled for the May 15, 2026 bid opening.

This addendum has been issued for the above referenced Job, Please see the attached summary from Bill Gathman, P.E. dated May 8, 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.

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

PLAN ADDENDUM SUMMARY AND APPROVAL

PROJECT INFORMATION		
Date: 5/8/2026	**Project: NH-7-002(195)022**	**PCN: 24776**
Lead Designer: Rob DiCinno	**Technical Support: Jesse Carlsen**	
Bid Opening Date: May 15,2026	**Job Number: NH-7-002(195)022**	**Addendum Number: 3**

PLAN SHEET CHANGES		
Section	**Sheet(s)**	**Description**
002	001	Update Table of Contents to reflect plan sheets
006	001	Add note 570-P04
008	001	Add bid item 570-210 PCC Pavement Grinding
010	001	Add table for Pavement Grinding

SPECIAL PROVISION CHANGES		
SP Number	**Page(s)**	**Name of SP and locations**
299(25)	**Multiple**	**Concrete Pavement Repair Surface Tolerance**
		All Revision locations received black bars.

BID ITEMS CHANGES					
Spec	**Code**	**Description**	**Unit**	**Previous Quantity**	**Revised Quantity**
570	210	PCC Pavement Grinding	SY	0	76,778

APPROVAL

Billy P. Gathman

Bill Gathman, P.E. – District Engineer

05/08/26

Date

Project: NH-7-002(195)022 (PCN-24776)

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	570	0210	PCC PAVEMENT GRINDING	SY	76,778.				
003	570	0240	DOWELED CONTRACTION JOINT ASSEMBLY	LF	1,061.				
004	570	0650	CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED	SY	8,093.470				
005	570	1512	SPALL REPAIR-PARTIAL DEPTH	SF	6,797.				
006	570	1600	EPOXY COATED DEFORMED BARS	EA	5,141.				
007	702	0100	MOBILIZATION	L SUM	1.				
008	704	1000	TRAFFIC CONTROL SIGNS	UNIT	3,000.				
009	704	1050	TYPE I BARRICADE	EA	173.				
010	704	1052	TYPE III BARRICADE	EA	10.				
011	704	1060	DELINEATOR DRUMS	EA	97.				
012	704	1067	TUBULAR MARKERS	EA	189.				
013	704	1080	STACKABLE VERTICAL PANELS	EA	346.				
014	704	1087	SEQUENCING ARROW PANEL-TYPE C	EA	2.				
015	760	0001	RUMBLE STRIPS - CONCRETE SHOULDER	MILE	.950				
016	762	0131	EPOXY PVMT MK 6IN LINE-GROOVED	LF	112,005.				

BID ITEMS

Project: NH-7-002(195)022 (PCN-24776)

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
017	**762**	**0134**	**EPOXY PVMT MK 12IN LINE-GROOVED**	**LF**	**8,165.**				
018	**762**	**0136**	**EPOXY PVMT MK MESSAGE-GROOVED**	**SF**	**768.**				
			TOTAL SUM BID						

Revised 5/6/2026	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-7-002(195)022	2	1

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PLAN SECTIONS

LIST OF STANDARD DRAWINGS

SPECIAL PROVISIONS

Revised 5/6/2026

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-7-002(195)022	6	1

NOTES

105-P01 PAVEMENT SWEEPING: Sweep paved areas that were used by construction traffic before opening these areas to public traffic.

Sweep all newly constructed pavement no more than 24 hours before a scheduled final inspection.

107-P01 MAINTAINING TRAFFIC – UNEVEN SHOULDER: If a shoulder and the adjacent lane are uneven due to milling or paving operations, the requirements of Section 704.04 O, "Traffic Control for Uneven Pavement" apply. If the uneven shoulder and adjacent lane are due to other circumstance, the contents of this note apply. If, at the end of the work-day, drop-offs greater than 2 inches and less than 18 inches or slopes steeper than 4:1 exist between the edge of a traffic lane and the outside edge of the proposed roadway, perform one of the following actions:

- Construct a traversable wedge in the area of the drop-off or steep slope; or
- Close the lane adjacent to the drop-off or steep slope and provide 24-hour flagging or pilot car operations.

When constructing a wedge, construct a wedge composed of aggregate or earthen materials with a 4:1 or flatter slope along the entire length of the area. Compact materials using Type C compaction, as specified in 203.04 G.4, "Compaction Control Type C".

Install stackable vertical panels that meet the requirements of Section 704.03 H, "Stackable Vertical Panels", along the edge of the driving lane closest to the wedge.

The Engineer will measure stackable vertical panels as specified in Section 704.05, "Method of Measurement" and will pay for panels as specified in Section 704.06, "Basis of Payment".

The Engineer will not measure material used to construct the wedge. Include the cost of materials, equipment, labor, and incidentals required for this operation in the price bid for Concrete Pavement Repair – Full Depth - Doweled.

If a 4:1 or flatter wedge is not installed, provide 24 hour flagging or pilot car operations and associated traffic control at no additional cost to the Department.

570-P01 ITS EQUIPMENT: An Automatic Traffic Recorder is located on US-2 westbound @ RP 27.661 to 27.718. Do not perform CPR activities in this area. Discontinue grinding 150’ on either side ITS equipment to avoid loops in this area.

570-P02 CONCRETE PAVEMENT REPAIR – FULL DEPTH: An additional 20% has been added to the quantities for “CONCRETE PAVEMENT REPAIR – FULL DEPTH - DOWELED”, “SPALL REPAIR – PARTIAL DEPTH”, “EPOXY COATED DEFORMED BARS”, and “DOWELED CONTRACTION JOINT ASSEMBLY” to be used as directed by the engineer.

570-P03 APPROACH ROAD WAYS: Maintain at least one lane of traffic on all local roads and private drive approaches. Any temporary widening or aggregate surfacing that is required to accommodate this work will not be paid for separately. Include the cost of materials, equipment, labor and incidental required for this operation in the price of bid for concrete pavement repair-Full Depth-doweled.

570-P04 PCC PAVEMENT GRINDING: After construction of CPR repairs, grinnd surface of the driving lane according to Specification 507.04F. Grind the 12 ft lane with a 1 ft feather pass on both sides of the lane. Transverse Joint Sealing will be incidental to PCC Pavement Grinding.

704-100 TRAFFIC CONTROL SUPERVISOR: Provide a Traffic Control Supervisor.

REGISTERED PROFESSIONAL ENGINEER
Robert A. DiCinno
PE-41105
DATE 05/08/26
NORTH DAKOTA

Revised 5/6/2026

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-7-002(195)022	6	2

NOTES

704-525 TRAFFIC CONTROL FOR CONCRETE PAVEMENT REPAIR: Provide traffic control consisting of a temporary lane closure.

The maximum work zone length is five miles. The length of the work zone includes the daily construction area plus the longitudinal buffer space and does not include tapers. Lane closures may be less than five miles in length, dependent upon the overall length of the project.

Two work zones are allowed but must be separated by a three mile gap. The gap is considered the distance between the sign reestablishing the normal speed limit after the first work zone and the reduced speed ahead sign for second lane closure.

Place vertical panels on the roadway centerline adjacent to full depth repair areas. Place panels every 10 feet and use a minimum of two panels at each full depth repair area.

Place Type I barricades in front of each full depth removal area. Position barricades so that they do not encroach into the traffic lane.

The traffic control device list is based on two 5-mile lane closures and the following list:

1. Standard D-704-20, Type G;
2. Standard D-704-34 – quantities include 97 delineator drums for approaches;
3. Standard D-704-34A.

The Department will pay for delineator drums used for approach access within the work zone at the contract unit price.

Quantities of Type I barricades and vertical panels are based on 173 full depth repair locations and 2 vertical panels per location. The Department will pay for additional barricades and panels at the contract unit price for the devices.

Remove or shorten lane closures after new concrete has reached the required strength for opening to traffic specified in Section 570.04 A.1.b, "Full Depth Repairs".

REGISTERED PROFESSIONAL ENGINEER
Robert A. DiCinno
PE-41105
DATE 05/08/26
NORTH DAKOTA

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-7-002(195)022	8	1

REVISED 05/06/2026

SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
103	0100	CONTRACT BOND	L SUM	1	1
570	0210	PCC PAVEMENT GRINDING	SY	76,778	76,778
570	0240	DOWELED CONTRACTION JOINT ASSEMBLY	LF	1,061	1,061
570	0650	CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED	SY	8,093.47	8,093.47
570	1512	SPALL REPAIR-PARTIAL DEPTH	SF	6,797	6,797
570	1600	EPOXY COATED DEFORMED BARS	EA	5,141	5,141
702	0100	MOBILIZATION	L SUM	1	1
704	1000	TRAFFIC CONTROL SIGNS	UNIT	3,000	3,000
704	1050	TYPE I BARRICADE	EA	173	173
704	1052	TYPE III BARRICADE	EA	10	10
704	1060	DELINEATOR DRUMS	EA	97	97
704	1067	TUBULAR MARKERS	EA	189	189
704	1080	STACKABLE VERTICAL PANELS	EA	346	346
704	1087	SEQUENCING ARROW PANEL-TYPE C	EA	2	2
760	0001	RUMBLE STRIPS - CONCRETE SHOULDER	MILE	0.95	0.95
762	0131	EPOXY PVMT MK 6IN LINE-GROOVED	LF	112,005	112,005
762	0134	EPOXY PVMT MK 12IN LINE-GROOVED	LF	8,165	8,165
762	0136	EPOXY PVMT MK MESSAGE-GROOVED	SF	768	768

ESTIMATE NUMBER: 25502 ESTIMATE TYPE: FINAL FINALIZED: Y RUN DATE: 05/06/2026 TIME: 13:02:21

BASIS OF ESTIMATE

Revised 5/6/2026	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-7-002(195)022	10	1

WB Concrete Pavement Repair Locations					
RP	**Full Depth (SY) 570 - 0650**	**Dowel Joint (LF) 570 -0240**	**Partial Depth (SF) 570 - 1512**	**Stitch (LF) Not a bid item**	**Epoxy coated Deformed bars (No's) 570 - 1600**
22	356.00	0	237	776	404
23	477.11	44	356	953	500
24	620.00	86	884	562	294
25	827.67	68	769	1090	573
26	1468.89	206	626	992	526
27	471.89	46	596	618	322
28	625.44	93	995	558	297
29	1254.00	323	552	1102	578
30	467.67	18	428	950	501
31	175.89	0	221	541	289
TOTAL	**6744.56**	**884**	**5664**	**8142**	**4284**
+ 20%	**8093.47**	**1061**	**6797**	**9770**	**5141**

Permanent Stripping

6" **GROOVED EPOXY 762-0131**

White Edge Line (Driving Lane Edge)

RP 31.774 to 22.346 = 9.428 miles @ 5280 LF/mile = 49,780 LF Solid White

Yellow Edge Line (Passing Lane Edge)

RP 31.774 to 22.346 = 9.428 miles @ 5280 LF/mile = 49,780 LF Solid Yellow

Centerline White Skips

RP 31.774 to 22.346 = 9.428 miles @ 1320 LF / mile = 12,445 LF White Skips

Total 6" Grooved Epoxy

White Edge Line + Yellow Edge Line + Centerline White skips

49,780 + 49,780 + 12,445 = 112,005 LF

Grind Driving Lane					
Begin RP	End RP	Length (ft)	Width (ft)	SF	SY
31.774	29.442	12313	14	172382	19154
29.419	27.718	8981	14	125734	13970
27.661	22.346	28063	14	392882	43654
				Total	76778

12" GROOVED EPOXY 762-0134

Turn Lanes

Location		Type	Start RP	End RP	Total	Units
63rd St NW	Left Turn Lane	12" White	31.537	31.433	549	ft
62nd St NW	Left Turn Lane	12" White	30.552	30.437	607	ft
60th St NW	Right Turn Lane	12" White	28.559	28.439	634	ft
60th St NW	Left Turn Lane	12" White	28.539	28.439	528	ft
VAC U Jet	Right Turn Lane	12" White	28.310	28.181	681	ft
59th St NW	Left Turn Lane	12" White	27.566	27.431	713	ft
58th St NW	Left Turn Lane	12" White	26.504	26.429	396	ft
57th St NW	Right Turn Lane	12" White	25.833	25.680	808	ft
57th St NW	Left Turn Lane	12" White	25.747	25.680	354	ft
Energy St	Left Turn Lane	12" White	25.005	24.920	449	ft
56th St NW	Left Turn Lane	12" White	24.506	24.422	444	ft
Frontage Road	Left Turn Lane	12" White	23.996	23.921	396	ft
Frontage Road	Left Turn Lane	12" White	23.549	23.470	417	ft
Caron Transportation	Right Turn Lane	12" White	23.282	23.197	449	ft
58th St W	Right Turn Lane	12" White	22.486	22.416	370	ft
59th St W	Left Turn Lane	12" White	22.486	22.416	370	ft
	Total	**12" White**			**8165**	**ft**

MESSAGE GROOVED EPOXY 762-0136

16 Turn Lanes X 3 arrows per lane X 16 SF per arrow = **768 SF Messages**

RUMBLE STRIPS 760-0001

Sum of Full Depth Repair lengths (See Section 11 table locations)

Concrete shoulder 5016 LF/5280 LF per mile = **0.950 Mile**

Basis Of Estimate
US 2 WB CPR
RP 22.346 to 31.774

REGISTERED PROFESSIONAL ENGINEER
Robert A. DiCinno
PE-41105
DATE 05/08/26
NORTH DAKOTA

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

CONCRETE PAVEMENT REPAIR SURFACE TOLERANCE

PROJECT 7-002(195)022 – PCN 24776

DESCRIPTION

This provision details the surface tolerance requirements and corrective actions for concrete pavement repair after the planned specified grinding is completed.

ATTACHMENTS

Existing Ride Data

CONSTRUCTION REQUIREMENTS

A. General.

The Engineer will use the straight edge method described in Section 570.04 G, “Ride Quality” with the Rolling Straightedge Module of Proval to determine the surface tolerance in both the passing (inside) and driving (outside) lanes, including leave outs.

The Engineer will profile the finished surface to determine the pavement ride quality. Mean Roughness Index (MRI) and areas of localized roughness will only be evaluated in the driving (outside) lane. The Engineer will not profile the following leave outs:

1) Bridge decks and/or approach slabs;
2) Side roads and approaches;
3) Shoulders, ramps, and gore areas;
4) At-grade railroad crossings;
5) The beginning and end of the project;
6) Where utility appurtenances are placed in the wheel paths of the lanes;
7) Finished surfaces 20 feet before and after the excluded areas shown in 1, 4, 5, and 6;
8) Speed limit under 50 MPH; and
9) 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 570.04 G, “Ride Quality”.

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; and
- 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. Smoothness Assurance Module (SAM).
The Engineer will identify areas of localized roughness and lot smoothness using the Smoothness Assurance Module (SAM) within the current version of ProVal. The Engineer will use following inputs in the SAM:

1) Short Continuous (Localized Roughness)
   - Set the Ride Quality Index to “MRI”
   - Segment Length – 25 feet
   - Threshold – default setting.
2) Fixed Interval (Lot Smoothness)
   - Set the Ride Quality Index to “MRI”
   - Segment Length – 528 feet
   - Threshold – 70.0 in/mile
3) Long Continuous - default settings.

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 – 10 feet
- Deviation Threshold – 1/8 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 project to facilitate the collection of profile data and for run in and run out.

2. Initial Profile.
The Engineer will collect an initial profile in both the passing (inside) and driving (outside) lanes after the plan specified grinding is completed. The initial profile will determine the MRI and identify areas of localized roughness in the driving (outside) lane. The Engineer will apply the straightedge method to both the passing (inside) and driving (outside) lane.

The Engineer will complete an initial profile to determine the MRI and to identify localized roughness in the driving (outside) lane.

The Engineer will collect a complete initial profile after the plan specified grinding 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 SAM Report; and

- The Rolling Straightedge Report.

F. Surface Tolerance Requirements.
Driving (outside) lane lots with an MRI greater than or equal to 70.1 will require corrective action, as specified in Section H, “Corrective Action” of the Construction Requirements.

G. Localized Roughness.
The Engineer will allow localized roughness in the driving (outside) lane according to Table 1.

Table 1

Percent of Localized Roughness Allowed	MRI greater than
10 %	80 in/mile
5 %	90 in/mile

H. Corrective Action.

1. General.
Any grinding performed after the initial profile is considered corrective action.

Complete corrective action within 21 calendar days of 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 maximum IRI of 70.0 in/mile in the driving (outside) lane.

Grind localized roughness areas in the driving (outside) lane so that a maximum of 10% of each lane is above 80.0 in/mile and a maximum of 5% of each lane is above 90.0 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 equipment that does not cause strain or damage to the underlying surface of the pavement. Do not cause excessive ravels, aggregate fractures, spalling, or disturbance of the joints.

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. MISCELLANEOUS
Include costs necessary to prepare the roadway for testing in the contract unit price for concrete pavement items.

Traffic control items, including flagging and pilot cars will be paid for according to Section 109.03, “Compensation for Contract Revisions”.

Attachment
Existing Rid Data

IRI DATA FOR PCN 24776 PROJECT NO. NH-7-002(195)022							
Hwy 2, Eastbound Survey Data Collection Date = 9/29/2025							
HWY	Start-Mi	End-Mi	IRI_ Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_Average
2	22.3	22.4	121.4	105.7	116.7	138.6	119.1
2	22.4	22.5	85.7	69.6	77.2	65.5	81.4
2	22.5	22.6	70.1	43.3	69.4	43.4	69.8
2	22.6	22.7	60.1	40.9	64.5	45.8	62.3
2	22.7	22.8	55.2	27	49.6	26	52.4
2	22.8	22.9	79.1	62.8	83.7	65.2	81.4
2	22.9	23	63.8	39.1	64.9	42.5	64.3
2	23	23.1	62.9	39.9	66	46.2	64.5
2	23.1	23.2	58.5	32.5	57.3	31.8	57.9
2	23.2	23.3	43.9	30.4	55.9	42.4	49.9
2	23.3	23.4	60.4	35.9	65	37.6	62.7
2	23.4	23.5	135.1	104.3	93.2	67.6	114.1
2	23.5	23.6	68.4	39	61.2	34.9	64.8
2	23.6	23.7	52.8	29.4	50.8	27.1	51.8
2	23.7	23.8	49.4	24.2	52.9	24.7	51.1
2	23.8	23.9	52.2	30.7	49.2	27.1	50.7
2	23.9	24	48	38.8	56.5	53.5	52.2
2	24	24.1	45.7	55.5	47.7	31	46.7
2	24.1	24.2	47.7	24	51.9	26.5	49.8
2	24.2	24.3	63	26.6	56.2	24.8	59.6
2	24.3	24.4	51.2	26.6	55.5	29.7	53.3
2	24.4	24.5	61.7	35.6	63.6	38.7	62.7
2	24.5	24.6	55	22.3	54.1	26.3	54.5
2	24.6	24.7	52.3	26.4	57.6	26.4	54.9
2	24.7	24.8	56.7	29.7	63	30.7	59.8
2	24.8	24.9	46.9	23.6	47.7	23.5	47.3
2	24.9	25	69	66.2	54.7	54.4	61.8
2	25	25.1	41	22.1	55.6	41.4	48.3
2	25.1	25.2	62.5	36.5	64.4	40.2	63.5
2	25.2	25.3	59.8	33.1	72.1	33.4	66
2	25.3	25.4	66.5	32.9	67.5	33.6	67
2	25.4	25.5	51.9	25.7	55.7	28.4	53.8
2	25.5	25.6	80	65.2	82.3	71.1	81.2
2	25.6	25.7	137.7	84.1	146.6	85.8	142.2

IRI DATA FOR PCN 24776 PROJECT NO. NH-7-002(195)022							
Hwy 2, Eastbound Survey Data Collection Date = 9/29/2025							
HWY	Start-Mi	End-Mi	IRI_ Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_Average
2	25.7	25.8	101.5	87.2	106	79.5	103.7
2	25.8	25.9	68.8	33.7	67.5	34.8	68.1
2	25.9	26	53.2	24.7	51.4	27.4	52.3
2	26	26.1	64	46.3	53.7	31.1	58.8
2	26.1	26.2	39.4	25.7	43.5	26.3	41.4
2	26.2	26.3	38	23.8	49.1	28.7	43.6
2	26.3	26.4	37.4	25.2	48.6	29.1	43
2	26.4	26.5	41.3	26.5	63.1	29.5	52.2
2	26.5	26.6	42.4	29.2	46.6	25	44.5
2	26.6	26.7	37.2	20	42.9	26.1	40
2	26.7	26.8	38.8	23.3	40.5	21.1	39.6
2	26.8	26.9	44.5	23.4	46	24	45.3
2	26.9	27	43.5	19.4	42	22.2	42.7
2	27	27.1	34.3	19.3	46.1	29.9	40.2
2	27.1	27.2	45.8	30.9	63.7	75.1	54.7
2	27.2	27.3	44	22.8	42.9	23.2	43.5
2	27.3	27.4	38.7	21.3	56.7	31.8	47.7
2	27.4	27.5	49.3	25.3	48.4	30.8	48.9
2	27.5	27.6	38.1	20.2	43.4	24.6	40.8
2	27.6	27.7	41	19.2	52.5	31.9	46.8
2	27.7	27.8	42.7	23.9	43.2	26.8	43
2	27.8	27.9	40.7	21	39.7	21.2	40.2
2	27.9	28	41.4	25.4	40.1	22.2	40.8
2	28	28.1	39.6	19.5	46.6	34.2	43.1
2	28.1	28.2	44.9	23.7	51.9	34.1	48.4
2	28.2	28.3	42.8	20.7	50.8	29.5	46.8
2	28.3	28.4	31.9	18.5	41.2	22.2	36.6
2	28.4	28.5	43.7	23.5	38.2	19.7	41
2	28.5	28.6	42	35.1	47.8	30.5	44.9
2	28.6	28.7	47.1	26.4	47	32.5	47
2	28.7	28.8	45.5	21.3	45.8	28	45.7
2	28.8	28.9	42.5	24.6	40.4	28.7	41.5
2	28.9	29	40	34.9	48.9	36.1	44.5
2	29	29.1	38.6	27.6	56.4	49.8	47.5
2	29.1	29.2	33	16.7	36.2	20	34.6
2	29.2	29.3	42.5	21	47.8	36.2	45.2
2	29.3	29.4	47.6	32.7	50.7	32.7	49.2

IRI DATA FOR PCN 24776 PROJECT NO. NH-7-002(195)022							
Hwy 2, Eastbound Survey Data Collection Date = 9/29/2025							
HWY	Start-Mi	End-Mi	IRI_ Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_Average
2	29.4	29.5	41.9	26.1	44.8	26.7	43.4
2	29.5	29.6	33.1	21	41.9	22.4	37.5
2	29.6	29.7	39.7	18	46.7	29.8	43.2
2	29.7	29.8	37.8	22.5	43.3	25.2	40.5
2	29.8	29.9	42.6	30.8	50.3	27.4	46.4
2	29.9	30	32.1	20.5	43.7	24.1	37.9
2	30	30.1	38.9	33.3	46.1	32.3	42.5
2	30.1	30.2	35.4	21.1	47.9	26.8	41.7
2	30.2	30.3	40.1	22.7	50.5	27.8	45.3
2	30.3	30.4	39.7	22.7	52.1	28	45.9
2	30.4	30.5	44.1	24.2	56.4	35.1	50.3
2	30.5	30.6	42.7	27.5	50.7	28.8	46.7
2	30.6	30.7	42.9	25.4	45.3	26.8	44.1
2	30.7	30.8	39.5	20.5	42.1	25.7	40.8
2	30.8	30.9	45	24.8	51	41.4	48
2	30.9	31	39.2	22.7	37.8	25.4	38.5
2	31	31.1	35.4	36.6	37.7	27.6	36.5
2	31.1	31.2	48.3	31.5	39.6	23.3	44
2	31.2	31.3	47.6	26	45.3	22.4	46.4
2	31.3	31.4	39.6	19.7	42.8	32.1	41.2
2	31.4	31.5	37.2	23.3	37.3	20.7	37.3
2	31.5	31.6	41.7	22	39.9	26.4	40.8
2	31.6	31.7	40.7	21.6	53.1	49.2	46.9
2	31.7	31.8	45.6	26.8	44.7	25.3	45.1