ADDENDUM NO. 3

March 4, 2026

FOR

Beach 2026 Main St and Central Ave Reconstruction

FOR

CITY OF BEACH

This Addendum No. 3 forms a part of the Contract Documents and modifies the original Bidding Documents as noted within this Addendum. All provisions of the Contract Documents not in conflict with this Addendum shall remain in full force. Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may subject the Bidder to disqualification.

This addendum consists of two (2) pages and three (3) attachments.

CHANGES TO DIVISION 01 –GENERAL REQUIREMENTS:

1. Section 01 39 00 – Coordination and Meetings

    a. **ADD** Preconstruction Meeting Paragraphs 1.05.B.7 through 1.05.B.9 for additional attendance requirements:
        7. Fire Chief.
        8. Ambulance Representative.
        9. Sheriff.

CHANGES TO DIVISION 33 –UTILITIES:

1. Section 33 42 11 – Stormwater Gravity Piping

    a. **ADD** Standard Reference Paragraph 1.02.A.9 – "AASHTO M 36 - Standard Specification for Corrugated Steel Pipe, Metallic-Coated, for Sewers and Drains; 2024."
    b. Products Paragraph 2.01.D.1 – **DELETE** "and therefore requires no protective coating."
    c. **ADD** Products Paragraph 2.01.E – "Corrugated Steel Pipe: AASHTO M 36 Type II Arch Pipe with exterior and interior corrugations; nominal wall thickness of 0.064 inches (16 gage); helical lock seam; and shall have galvanized zinc coating on the interior and exterior of the pipe."

CHANGES TO DRAWINGS:

1. SHEET C001 CONSTRUCTION NOTES
    a. **ADD** to GENERAL NOTES Note 12.:

        DIRECT INQUIRES AND COORDINATION OF BNSF'S RESURFACING OF THE PAVEMENT AT THE CROSSINGS TO:

        LOREN NANTT
        ROADMASTER
        1 VILLARD ST W, DICKINSON, ND 58601
        (701) 227-7235
        LOREN.NANTT@BNSF.COM

2. SHEETS C002 THROUGH C005 CONSTRUCTION NOTES
    a. **NO CHANGES** are being made to the notes on these sheets. These sheets are being reissued as some text has moved from page to page due to the addition of text on Sheet C001 as described above.

3. SHEET C006 CONSTRUCTION NOTES

    a. **REVISE** BORING Note 3.e.i:

        i. USE PIPE THAT IS STRAIGHT SEAM PIPE, SEAMLESS PIPE, OR SPRIAL SEAM PIPE.

END OF ADDENDUM NO. 3 (SEE ATTACHMENTS)

Attachments

SECTION 01 39 00

COORDINATION AND MEETINGS

PART 1 GENERAL

1.01 SUMMARY

A. Section Includes:
1. Coordination and Project Conditions.
2. Field Engineering.
3. Prebid Meeting.
4. Preconstruction Meeting.
5. Progress Meetings.

B. Related Sections Include; but are not limited to:
1. Section 01 10 00 – Summary of Work.
2. Section 01 33 00 – Submittals.
3. Section 01 77 00 – Contract Closeout.

1.02 COORDINATION AND PROJECT CONDITIONS

A. General:
1. Coordinate scheduling, submittals, and Work of the various sections of the Project Manual to ensure efficient and orderly sequence of installation of interdependent construction elements, with provisions for accommodating items installed later.
2. Verify utility requirements and characteristics of operating equipment are compatible with site utilities. Coordinate Work of various sections having interdependent responsibilities for installing, connecting to, and placing in service, such equipment.
3. Coordinate access to site for correction of defective Work and Work not in accordance with Contract Documents, to minimize disruption of Owner's activities.

B. Responsibilities of the Contractor:
1. Duties and responsibilities in scheduling and performance of the Work.
   a. Allocate and coordinate use of Site for field offices and construction trailers and for access, traffic, and parking facilities.
   b. Instruct and coordinate the use of temporary utilities and construction facilities.
   c. Coordinate field engineering and layout Work.
2. Verify all shop drawing dimensions.
3. Submit (and revise) progress schedule in accordance with Section 01 33 00 – Submittals coordinating the entire project construction schedule.
4. Organize and submit Applications for Payment. Submit applications on EJCDC forms C-620 (2018 Edition) for review by Engineer.
5. Submit shop drawings, product data, and samples in accordance with Section 01 33 00 – Submittals.
6. Submit request for interpretation of Contract Documents and obtain instructions through Engineer.
7. Process requests for Change Orders through Engineer.

8. Organize all closeout submittals and preliminary inspection reports for transmittal to Engineer. Organize all record drawings and submit to Engineer. Review all drawings before submitting to Engineer.
9. Notify Engineer when ready for final inspection and organize Substantial and Final inspections.
10. Ensure punch list items are completed prior to scheduling final inspection by Engineer.
11. Provide information required by Construction Coordinator for preparation of record drawings.

1.03 FIELD ENGINEERING

A. Field verify and confirm all dimensions and elevations. Notify Engineer concerning discrepancies.

B. Locate and protect survey control and reference points.

C. Engineer shall provide field engineering services and equipment to establish baselines and benchmarks for grades, lines, and levels by use of recognized engineering survey practices. Protect established survey markers from damage. Once established, Obtain the services of a licensed surveyor to replace damaged or lost survey reference markers.

D. Maintain required elevations, lines, and levels utilizing recognized engineering practices. Obtain the services of a licensed surveyor as required to ensure Work is in accordance with the grade and elevation shown on the Drawings.

E. Site service utilities are shown in their approximate locations on the Drawings. Contractor shall be responsible for field verification of all utility locations as required to accommodate construction activities.

F. Control datum for construction is that shown on Drawings.

1.04 PRE-BID MEETING

A. Engineer will schedule a pre-bid meeting hosted online prior to the Bid Date as specified in the Instructions to Bidders.

B. Attendees: Owner, Engineer, prospective Prime Contractors, and prospective jack and boring Subcontractors.

C. Engineer will lead an online meeting to discuss the proposed Work and answer questions and/or concerns from prospective Contractors.

D. Neither the Owner nor the Engineer will record or distribute meeting minutes to participants or Planholders.

E. See Article 4 – Pre-bid Conference in EJCDC C-200 for more details.

1.05 PRECONSTRUCTION MEETING

A. Engineer will schedule a meeting at the Project Site after Notice of Award.

B. Attendance required by:
1. Construction Coordinator.
2. Contractor(s).
3. Contractor's Superintendent(s).
4. Owner.
5. Engineer.
6. Major Subcontractor(s).
7. Fire Chief.
8. Ambulance Representative.
9. Sheriff.

C. Agenda:
1. Contract Forms and Conditions of the Contract.
2. Distribution of Contract Documents.
3. Submission of list of Subcontractors, list of Products, Schedule of Values, and progress schedule.
4. Designation of personnel representing the parties in Contract, and the Engineer.
5. Procedures and processing of field decisions, submittals, substitutions, applications for payments, proposal request, Change Orders, and Contract closeout procedures.
6. Scheduling.

D. Engineer will record minutes and distribute copies after meeting to participants.

1.06 PROGRESS MEETINGS

A. Engineer will:
1. Schedule and administer meetings at the Site throughout progress of the Work at weekly intervals, or as deemed necessary by the Engineer.
2. Make arrangements for hosting meetings.

B. Attendance required by:
1. Construction Coordinator.
2. Contractor's Superintendent(s).
3. Major Subcontractors and suppliers.
4. Owner.
5. Engineer.
6. Others as appropriate to agenda topics for each meeting.

C. Agenda:
1. Review minutes of previous meetings.
2. Review of Work progress.
3. Field observations, problems, and decisions.
4. Identification of problems which impede planned progress.
5. Review of submittals schedule and status of submittals.
6. Review of off-site fabrication and delivery schedules.
7. Maintenance of progress schedule.

8. Corrective measures to regain projected schedules.
9. Planned progress during succeeding Work period.
10. Coordination of projected progress.
11. Maintenance of quality and Work standards.
12. Effect of proposed changes on progress schedule and coordination.
13. Other business relating to Work.

D. Engineer will record minutes and distribute copies after meeting to participants.

PART 2 PRODUCTS

NOT USED

PART 3 EXECUTION

NOT USED

END OF SECTION

SECTION 33 42 11

STORMWATER GRAVITY PIPING

PART 1 GENERAL

1.01 SUMMARY

A. Section includes:

1. Stormwater drainage piping.
2. Flared-end section.
3. Stormwater pipe accessories.

B. Related Sections include, but are not limited to:

1. Section 03 30 00 - Cast-In-Place Concrete.
2. Section 31 23 16 - Excavation.
3. Section 31 23 16.13 - Trenching.
4. Section 31 23 19 - Dewatering.
5. Section 31 23 23.23 - Backfilling.
6. Section 33 42 30 - Stormwater Structures.

1.02 REFERENCE STANDARDS

A. Reference Standards include, but are not limited to:

1. AASHTO M 170 - Standard Specification for Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe; 2024.
2. ASTM A139/A139M - Standard Specification for Electric-Fusion (Arc)-Welded Steel Pipe (NPS 4 and Over); 2022.
3. ASTM C76 - Standard Specification for Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe; 2025.
4. ASTM C76M - Standard Specification for Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe (Metric); 2022a.
5. ASTM C443 - Standard Specification for Joints for Concrete Pipe and Manholes, Using Rubber Gaskets; 2021.
6. ASTM C443M - Standard Specification for Joints for Concrete Pipe and Manholes, Using Rubber Gaskets (Metric); 2021.
7. ASTM A139/A139M - Standard Specification for Electric-Fusion (Arc)-Welded Steel Pipe (NPS 4 and Over); 2022.
8. AWS D1.1/D1.1M - Structural Welding Code - Steel; 2025.
9. AASHTO M 36 - Standard Specification for Corrugated Steel Pipe, Metallic-Coated, for Sewers and Drains; 2024.
10. AASHTO M 170 - Standard Specification for Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe; 2024.

1.03 ADMINISTRATIVE REQUIREMENTS

A. Coordination: Coordinate the installation of the bored stormwater gravity piping with size, location and installation of stormwater structures according to Section 33 42 30 - Stormwater Structures.

B. Preinstallation Meeting: Conduct a preinstallation meeting 2 weeks prior to the start of the work of this section; require attendance by all affected installers and utility companies that cross the smooth steel pipe installation inlcuding RTC, AT&T, MDU Gas, and Sprint. See Section 01 39 00 - Coordination and Meetings.

C. Sequencing: Ensure that utility adjustments and connections are achieved in an orderly and expeditious manner prior to the start of jack and boring pipe.

1.04 SUBMITTALS

A. See Section 01 33 00 - Submittals, for submittal procedures.

B. Product Data: Provide data indicating pipe, pipe coatings, and pipe accessories.

C. Project Record Documents:

1. Record location of pipe runs, connections, and invert elevations.

1.05 QUALITY ASSURANCE

A. See Section 01 45 00 - Quality Control, for control of installation and tolerances.

PART 2 PRODUCTS

2.01 STORMWATER PIPE MATERIALS

A. Provide products that comply with applicable code(s).

B. Concrete Pipe Joint Devices: ASTM C443 (ASTM C443M) rubber compression gasket joint.

C. Concrete Pipe: Reinforced, ASTM C76 (ASTM C76M), Class III with Wall type A; mesh reinforcement; tongue and groove end joints.

D. Smooth Steel Pipe: Smooth steel pipe used as a drainage culvert, regardless of the method of installation, shall be in accordance with ASTM A139/A139M, a specified minimum yield strength (SMYS) of at least 35,000 psi, Grade B, and is satisfactory for auger boring.

1. Smooth steel pipe used as a drainage culvert shall have an increased wall thickness to allow for corrosion resistance.
2. Wall Thickness shall be a minimum of 0.562 inches.
3. Weight of pipe material shall be no less than 213 pounds per lineal foot.

E. Corrugated Steel Pipe: AASHTO M 36 Type II Arch Pipe with exterior and interior corrugations; nominal wall thickness of 0.064 inches (16 gage); helical lock seam; and shall have galvanized zinc coating on the interior and exterior of the pipe.

2.02 PIPE ACCESSORIES

A. Flared-End Section:

1. RCP
   a. Meets the requirements of AASHTO M 170.

2.03 BEDDING AND COVER MATERIALS

A. Bedding: As specified in Section 31 05 16 - Aggregates for Earthwork.

B. Cover: As specified in Section 31 05 13 - Soils for Earthwork.

PART 3 EXECUTION

3.01 TRENCHING

A. See Section 31 23 16.13 - Trenching for additional requirements.

B. Backfill around sides and to top of pipe with cover fill, tamp in place and compact, then complete backfilling.

3.02 INSTALLATION

A. Verify that trench cut is ready to receive work and excavations, dimensions, and elevations are as indicated on layout drawings.

B. Install pipe, fittings, and accessories in accordance with manufacturer's instructions. Seal watertight.

C. Lay pipe to slope gradients noted on layout drawings; with maximum variation from true slope of 1/8 inch (3 mm) in 10 feet (3 m).

D. Smooth Wall Steel Pipe.

1. Perform boring in accordance with plan notes.

3.03 FIELD QUALITY CONTROL

A. Perform field inspection in accordance with Section 01 45 00 - Quality Control.

3.04 PROTECTION

A. Protect pipe and bedding cover from damage or displacement until backfilling operation is in progress.

END OF SECTION

GENERAL NOTES

1. THESE NOTES ARE NOT ALL-INCLUSIVE. ALL WORK MUST COMPLY WITH CONSTRUCTION SPECIFICATIONS.
2. THESE NOTES APPLY TO THE ENTIRE PLAN SET EXCEPT AS INDICATED OTHERWISE. CONTRACTOR SHOULD NOTE THAT ADDITIONAL CONSTRUCTION NOTES AND REQUIREMENTS ARE INCLUDED ON INDIVIDUAL DRAWINGS AND IN THE SPECIFICATIONS.
3. THIS PLAN SET HAS A LEGEND WITH A LIST OF GENERAL ABBREVIATIONS, SYMBOLS, AND MATERIALS LISTED ON IT. SOME SYMBOLS, MATERIALS, AND ABBREVIATIONS MAY NOT BE UTILIZED ON THIS SPECIFIC PROJECT.
4. ALL CONTOURS, ELEVATIONS, AND COORDINATES FOR THE PROJECT ARE BASED ON NAD83 STATE PLANE COORDINATE SYSTEM, NORTH DAKOTA SOUTH ZONE, INT'L FEET, AND VERTICAL DATUM NAVD-88.
5. THE AERIAL PHOTOGRAPHY SHOWN ON THE CONSTRUCTION PLAN SHEETS WAS COLLECTED IN 2017 BY WSN. THEREFORE, ACTUAL FIELD CONDITIONS MAY VARY FROM THOSE DISPLAYED IN THE CONSTRUCTION PLANS.
6. ALL PAVEMENT REMOVAL AND RESTORATION QUANTITIES LISTED IN THE PLANS REFER TO THE BASE BID ONLY. REFER TO ALTERNATIVE BID TAB FOR LIST OF QUANTITIES FOR ALTERNATES.
7. ITEMS NOT INCLUDED IN THE BID FORM AS A PAY ITEM BUT INCLUDED ELSEWHERE IN THE PLANS SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AND SHALL BE CONSIDERED INCIDENTAL ITEMS. ENGINEER SHALL REVIEW AND VERIFY ACTUAL PAID QUANTITIES IN THE FIELD.
8. PROVIDE ONE (1) WEEK NOTICE TO ENGINEER, OWNER, AND PROPERTY OWNERS PRIOR TO BEGINNING ANY CONSTRUCTION.
9. COLOR IS USED ON THESE PLANS TO DESIGNATE VARIOUS SYMBOLS AND QUANTITIES. ENSURE THAT PERSONNEL WORKING ON THIS PROJECT ARE IN POSSESSION OF COLORED PLANS ONLY.
10. MISCELLANEOUS ITEMS SUCH AS MAILBOXES, ROAD SIGNS, FENCES, LIGHT AND POWER POLES, AND CULVERTS, UNLESS SPECIFICALLY CALLED OUT, SHALL BE PROTECTED OR REMOVED AND REPLACED BY THE CONTRACTOR INCIDENTAL TO THE CONTRACT.
11. LIMIT CONSTRUCTION WORK TO THE AREA BOUNDED BY THE PUBLIC SIDEWALKS, PROPERTY LINES, CONSTRUCTION LIMITS, OR R.O.W. UNLESS APPROVED BY ENGINEER. IN NO CASE SHALL MATERIALS OR EQUIPMENT BE PLACED ON THE PUBLIC SIDEWALK, ON PRIVATE PROPERTY, OR ON RAILROAD RIGHT-OF-WAY UNLESS WRITTEN AUTHORIZATION IS PROVIDED IN ADVANCE BY AN APPROPRIATE ENTITY. CONTRACTOR SHALL LIMIT CONSTRUCTION TO ONE PHASE OF THE PROJECT AT A TIME UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY DAMAGE FROM CONSTRUCTION ACTIVITIES OUTSIDE OF THE CONSTRUCTION LIMITS OR R.O.W. SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
12. THIS PROJECT CROSSES THE BURLINGTON NORTHERN SANTA FE RAILWAY AT RP 0174.259 AND RP 0174.122. THE TYPE OF WORK THAT WILL BE PERFORMED WITHIN THE RAILROAD RIGHT-OF-WAY IS ROADWAY RECONSTRUCTION AND STORM SEWER INSTALLATION. DIRECT INQUIRIES REGARDING PERMITS TO:

    DANIEL PELTIER
    MANAGER ENGINEERING
    BURLINGTON NORTHERN SANTA FE RAILWAY
    80 44TH AVENUE NE, MINNEAPOLIS, MN 55421
    (763) 782-3495
    DANIEL.PELTIER@BNSF.COM

    DIRECT INQUIRES REGARDING PROTECTIVE LIABILITY INSURANCE TO:

    ALEXIS JONES
    MANAGER OF PUBLIC PROJECTS
    BURLINGTON NORTHERN SANTA FE RAILWAY
    80 44TH AVENUE NE, MINNEAPOLIS, MN 55421
    (901) 495-3778
    ALEXIS.JONES@BNSF.COM

    OBTAIN INFORMATION REGARDING THE CROSSING NUMBERS 092843G AND 060461X FROM THE FEDERAL RAILROAD ADMINISTRATION WEBSITE:
    http://safetydata.fra.dot.gov/Officeofsafety/

    2 DIRECT INQUIRES AND COORDINATION OF BNSF'S RESURFACING OF THE PAVEMENT AT THE CROSSINGS TO:

    LOREN NANTT
    ROADMASTER
    1 VILLARD ST W, DICKINSON, ND 58601
    (701) 227-7235
    LOREN.NANTT@BNSF.COM
13. MANHOLE CASTINGS AND VALVE COVERS SHALL BE COVERED AND PROTECTED DURING PAVING AND SEAL COAT OPERATIONS FROM MATERIALS THAT MAY ADHERE TO THE CASTING SURFACE. ADJUST ALL MANHOLE CASTINGS AND GATE VALVE BOXES TO FINAL GRADE AND CLEANED OF ANY FOREIGN MATERIAL. A MAXIMUM ADJUSTMENT OF 12 INCHES WILL BE ALLOWED. ANY ADJUSTMENT HEIGHTS LARGER THAN A CHANGE OF 12 INCHES WILL REQUIRE MANHOLE RECONSTRUCTION BY ADDING OR REMOVING RISER SECTIONS. SEE SPECIFICATIONS SECTION 01 15 00 – SPECIAL PROVISIONS REGARDING MANHOLE RECONSTRUCTION.
14. THE OWNER WILL INITIALLY FURNISH AND SET CONSTRUCTION STAKES AND MARKS FOR PIPELINE ALIGNMENT AND PROJECT CONTROL. PRESERVE AND PROTECT ALL STAKES AND MARKS. THE OWNER AND ENGINEER ARE NOT RESPONSIBLE FOR STAKES AND MARKS DESTROYED OR DISTURBED. THE CONTRACTOR SHALL HIRE THE ENGINEER/SURVEYOR AND PAY TO RESET ANY DESTROYED OR DISTURBED STAKES AND MARKS AT ENGINEER'S CURRENT HOURLY AND REIMBURSABLE FEES. BEFORE THE SURVEY CREW LEAVES THE SITE, THE CONTRACTOR SHALL DETERMINE THE MEANING OF ALL STAKES, MEASUREMENTS, AND MARKS.
15. MAINTAIN EROSION CONTROL DURING CONSTRUCTION AND REMOVE AT PROJECT COMPLETION. AN EROSION CONTROL PLAN WILL BE PREPARED AND SUBMITTED BY THE CONTRACTOR TO THE NORTH DAKOTA DEPARTMENT OF ENVIRONMENTAL QUALITY AND ENGINEER PER SPECIAL PROVISIONS BEFORE COMMENCEMENT OF WORK.
16. PROVIDE AND MAINTAIN ADEQUATE DEWATERING EQUIPMENT TO REMOVE AND DISPOSE OF ANY SURFACE AND GROUNDWATER ENTERING THE TRENCH. ALL COSTS ASSOCIATED WITH DEWATERING METHODS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
17. ALL BOLTS AND ANCHOR BOLTS INSTALLED THROUGHOUT THE PROJECT SHALL BE STAINLESS STEEL, UNLESS OTHERWISE NOTED IN THE DRAWINGS AND SPECIFICATIONS.
18. ONLY THOSE ROADS DESIGNATED AS TRUCK ROUTES CAN BE USED FOR THIS PROJECT, UNLESS OTHER ARRANGEMENTS ARE MADE AND APPROVED BY THE OWNER, THE ENGINEER, AND LOCAL GOVERNING AGENCY. LOAD LIMITS ARE ONLY MAXIMUM LIMITS AND DO NOT REPRESENT THE LOAD CARRYING CAPACITY OF THE HAUL ROAD. DAMAGE TO ANY ROAD (HAUL ROAD OR OTHERWISE) CAUSED BY THE CONTRACTOR SHALL BE INCIDENTAL AND REPAIRED TO PRECONSTRUCTION CONDITION AT THE CONTRACTOR'S EXPENSE REGARDLESS OF LOAD LIMITS PROVIDED. CONTRACTOR MUST MEET WITH INSPECTORS FROM GOVERNING AUTHORITY FOR PRE AND POST CONSTRUCTION INSPECTIONS.
19. LIMIT STAGING TO WITHIN THE RIGHT-OF-WAY, OR FURNISH ADDITIONAL STAGING AREAS, IF NEEDED, FOR CONTRACTOR OPERATIONS. OBTAIN WRITTEN APPROVAL FOR STAGING ON PRIVATE PROPERTY PRIOR TO STAGING EQUIPMENT OR MATERIALS ON SUCH PROPERTY. ANY DAMAGE TO PRIVATE PROPERTY SHALL BE REPLACED OR REPAIRED AT THE CONTRACTOR'S EXPENSE.
20. SALVAGE EXISTING TOPSOIL TO FULL DEPTH OR A MAXIMUM OF 8 INCHES FROM THE ENTIRE AREA TO BE DISTURBED AND WHERE EXCAVATED MATERIAL IS STOCKPILED (EXCLUDING TOPSOIL STOCKPILES). TOPSOIL SHALL BE FREE FROM VEGETATION, FOR REPLACEMENT DURING RESTORATION. THE TOPSOIL SHALL BE STRIPPED AND STOCKPILED PRIOR TO PIPELINE EXCAVATION PERFORMED BY BACKHOE. ANY CONTAMINATED TOPSOIL SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
21. MINIMUM TESTING IS REQUIRED PRIOR TO PLACEMENT OF ALL MATERIALS REQUIRING COMPACTION CONTROL. A MINIMUM OF ONE 5 POINT PROCTOR FOR EACH TYPE OF MATERIAL ENCOUNTERED, WITH MATERIAL SAMPLES SPLITS SUBMITTED TO THE ENGINEER FOR ENGINEER'S REFERENCE AND IDENTIFICATION. THIS REQUIREMENT WILL APPLY TO GENERAL FILL, BASE COURSES, AND PIPE BACKFILL MATERIAL. THE COST OF TESTING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE BID PRICE FOR RESPECTIVE ITEMS.
22. WATER REQUIRED FOR COMPACTION PURPOSES SHALL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT IT SHALL BE INCLUDED IN THE PRICE OF THE ITEM BEING PLACED.
23. TEMPORARY EROSION AND SEDIMENT CONTROL:
    a. OBTAIN COVERAGE UNDER "AUTHORIZATION TO DISCHARGE UNDER THE NORTH DAKOTA POLLUTANT DISCHARGE ELIMINATION SYSTEM" PRIOR TO CONSTRUCTION, PERMIT NO. NDR10-0000, HEREAFTER REFERRED TO AS THE "STATE'S CONSTRUCTION GENERAL PERMIT". WITH THIS EROSION CONTROL PLAN, THE ENGINEER HAS MADE AN ATTEMPT TO DESIGN A PLAN THAT REDUCES THE DISCHARGES OF STORM WATER POLLUTANTS FROM THE SITE. AMEND THE SWPPP WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE WHICH HAS A SIGNIFICANT EFFECT ON THE POTENTIAL FOR THE DISCHARGE OF POLLUTANTS TO WATERS OF THE STATE.

AE2S

Certification of Individual Project Design Disciplines Are Included On Their Individual Drawings, Respectively

REGISTERED PROFESSIONAL ENGINEER
ZACHARY RANISATE
PE-30017
Date 3/4/2026
NORTH DAKOTA

STATUS:	DATE	SYM	APPR
BID DOCUMENTS	3/4/2026	2	
ADDENDUM 3			

PROJECT TITLE:
BEACH 2026 MAIN ST AND CENTRAL AVE RECONSTRUCTION

SHEET REISSUED BY ADDENDUM 3

SHEET TITLE: CONSTRUCTION NOTES

CLIENT: **CITY OF BEACH**, BEACH, NORTH DAKOTA

PREPARED BY: KRK
CHECKED BY: ZJR
APPROVED BY: ZJR

PROJECT NO: 05066-2024-001
DATE: OCTOBER 2025
ALT. PROJECT NO:

SHEET DESIGNATOR: **CIV**

SHEET NO.: **C001**

THE SWPPP SHALL ALSO BE AMENDED IF THE PLAN IS FOUND TO BE INEFFECTIVE IN CONTROLLING POLLUTANTS PRESENT IN STORM WATER. ALL COSTS FOR SUBMITTING OR AMENDING SWPPP WITH THE STATE ARE INCIDENTAL TO THE CONTRACT.

b. COMPLY WITH ALL REQUIREMENTS OF ALL LOCAL, STATE, AND FEDERAL REGULATIONS AND PERMITS. IF EROSION, SEDIMENTATION, OR DISTURBANCE OCCURS DUE TO NON-COMPLIANCE WITH ANY OF THESE PERMITS OR REGULATIONS, RESTORE IMPACTED AREAS AT NO COST TO THE OWNER. IF NON-COMPLIANCE WITH REGULATIONS AND PERMITS OCCURS, AT NO ADDITIONAL COST TO THE OWNER:

   i. REMOVE SEDIMENT AND RESTORE IMPACTED AREAS TO THE SATISFACTION OF THE OWNER AND THE AUTHORITIES HAVING JURISDICTION;

   ii. INSTALL OR CORRECT PREVENTATIVE MEASURES TO THE SATISFACTION OF THE AUTHORITIES HAVING JURISDICTION;

   iii. PAY ANY FINES OR OTHER ADDITIONAL REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION; AND

   iv. MEET THE CONTRACT SCHEDULE FOR PROJECT COMPLETION.

c. ALL TEMPORARY PERIMETER EROSION AND SEDIMENT CONTROL DEVICES, SUCH AS SILT FENCE AND CONSTRUCTION ENTRANCES, SHALL BE IN PLACE PRIOR TO BEGINNING ANY CONSTRUCTION ON THE PROJECT. TEMPORARY EROSION CONTROL AND SEDIMENT DEVICES INTERIOR TO THE SITE, SUCH AS INLET PROTECTION AND DITCH CHECKS, SHALL BE INSTALLED AS CONSTRUCTION PROGRESSES. THE TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSPECTED, MONITORED, AND MAINTAINED CONSISTENT WITH THE REQUIREMENTS OF THE STATE'S CONSTRUCTION GENERAL PERMIT UNTIL FINAL TURF COVER HAS BEEN ESTABLISHED AND ACCEPTED BY THE CITY AND NOTICE OF TERMINATION HAS BEEN FILED WITH THE STATE.

d. TEMPORARILY STABILIZE EXPOSED AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED CONSISTENT WITH THE STATE'S CONSTRUCTION GENERAL PERMIT.

e. PROVIDE A CONCRETE WASHOUT AREA ONSITE, MEETING THE STATE'S CONSTRUCTION GENERAL PERMIT.

f. CLEAN STREETS, DRIVEWAYS, INTERSECTIONS, ETC. AFFECTED BY CONSTRUCTION ACTIVITIES INSIDE OR OUTSIDE OF CONSTRUCTION LIMITS DURING THE CONSTRUCTION PERIOD ON A DAILY BASIS. CONTRACTOR SHALL REPAIR AND CLEAN PAVEMENTS TO THE CONDITION THEY WERE IN PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO REOPENING LANE PORTIONS TO TRAFFIC BEFORE PAYMENT FOR RESTORATION BID ITEMS WILL BE PAID. THE CONTRACTOR SHALL SWEEP NEW PAVEMENTS BEFORE OPENING TO PUBLIC TRAFFIC AND NO MORE THAN 24 HOURS BEFORE A SCHEDULED INSPECITON. FOR ALL PAVEMENT SWEEPING, UTILIZE A VACUUM TYPE SWEEPER.

g. ALL EROSION PREVENTION AND SEDIMENT CONTROL DEVICES MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/3 OF THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW.

h. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED ONCE THE NOTICE OF TERMINATION HAS BEEN FILED WITH THE STATE. SITE DISTURBANCE CAUSED BY REMOVAL OF THESE PRACTICES SHALL BE RESTORED CONSISTENT WITH THE SURFACE RESTORATION REQUIREMENTS SHOWN ON THE DRAWINGS. COSTS FOR RESTORATION SHALL BE AT THE CONTRACTOR'S EXPENSE.

i. INSPECTIONS OF EROSION CONTROL PRACTICES AND RECORDS OF SITE INSPECTIONS SHALL BE CONSISTENT WITH THE REQUIREMENTS OF THE STATE'S CONSTRUCTION GENERAL PERMIT.

TRAFFIC CONTROL NOTES

1. GIVE THE ENGINEER A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO PLACING TRAFFIC CONTROL SIGNS FOR UNDERGROUND CONSTRUCTION, PAVEMENT REPLACEMENT, AND STREETSCAPE CONSTRUCTION.

2. INFORM RESIDENTS AND BUSINESS OWNERS TO MOVE VEHICLES AND OF NO PARKING CONDITIONS TO ACCOMMODATE CONSTRUCTION ACTIVITIES A MINIMUM OF 48 HOURS IN ADVANCE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ACCESS AT ALL TIMES. CONTRACTOR SHALL MINIMIZE DISRUPTION OF TRAFFIC ON STREETS AND SIDEWALKS DURING THE ENTIRE CONSTRUCTION PERIOD.

3. FOLLOW THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS AND GUIDES FOR TRAFFIC CONTROL FOR STREET AND HIGHWAY CONSTRUCTION.

4. CONSTRUCT THE PROJECT IN FOUR PHASES. CREATE AND MAINTAIN TRAFFIC CONTROL PLAN FOR EACH PHASE. SUBMIT TRAFFIC CONTROL PLANS TO ENGINEER FOR REVIEW AND APPROVAL. SEE SHEETS G101-G110. “2” PHASES CAN BE CONSTRUCTED FIRST UPON ENGINEER’S APPROVAL. COMPLETE “A” PHASES PRIOR TO STARTING “B” PHASES. IN ALL CASES, PHASES SHALL ADHERE TO THE FOLLOWING CRITERIA:

   a. PHASE 1A: WORK SHALL BE COMPLETED AND ACCEPTED IN THE ROADWAY (LESS PAVEMENT STRIPING) IN THIS AREA BEFORE STARTING PHASE 1B.

   b. PHASE 1B: START THIS PHASE NO EARLIER THAN JUNE 1ST, 2026. THE GRAIN ELEVATOR AGRONOMY BUILDING LOADS TRUCKS THROUGH TO THE END OF MAY AND TRUCKS NEED TO EXIT ONTO 2ND AVE NE AND TURN ONTO MAIN STREET. COMPLETE THE WORK FROM CENTRAL AVE AND 4TH AVE NW TO 6TH ST NW AND 1ST AVE NW AND OPEN FOR TRAFFIC BY JULY 30Th, 2026, PRIOR TO SCHOOL START DATE.

   c. PHASE 2A: WORK SHALL BE COMPLETED AND ACCEPTED IN THE ROADWAY (LESS PAVEMENT STRIPING) IN THIS AREA BEFORE STARTING PHASE 2B.

   d. PHASE 2B: START THIS PHASE NO EARLIER THAN JUNE 1ST, 2026. THE GRAIN ELEVATOR AGRONOMY BUILDING LOADS TRUCKS THROUGH TO THE END OF MAY AND TRUCKS NEED TO EXIT ON 2ND AVE NE AND TURN ONTO MAIN STREET.

   e. ALL PHASES: THE CONTRACTOR IS NOT ALLOWED TO WORK ON THE PROJECT DURING THE SPIRIT OF THE WEST FESTIVAL (JULY 30Th, 2026 THROUGH AUGUST 2ND, 2026). THE FOLLOWING WORK THAT HAS BEEN STARTED PRIOR TO THE FESTIVAL MUST BE COMPLETED A MINIMUM OF ONE (1) WEEK BEFORE THE START OF THE FESITVAL:

      i. ANY ACTIVE WORK WITHIN THE PROJECT ROADWAYS (LESS PAVEMENT STRIPING BUT INCLUDING CURB AND GUTTER) MUST BE COMPLETED AND ACCEPTED.

      ii. ANY ACTIVE WORK OUTSIDE OF THE ROADWAY (INCLUDING SIDEWALKS, DRIVEWAYS, APPROACHES, AND SEEDING BUT EXCLUDING PIPE BORING) MUST BE COMPLETED.

      iii. ENSURE NEW PAVEMENT INSTALLED HAS ACHIEVED THE REQUIRED STRENGTH, REMOVE EQUIPMENT AND MATERIALS, SWEEP PROJECT ROADWAYS, AND CLEAR TRAFFIC CONTROL FROM THE ROADWAY AND SIDEWALKS (EXCLUDING TRAFFIC CONTROL DEVICES USED FOR THE BORING OPERATIONS) FOR THE ENTIRE PROJECT FOR THE SPIRIT OF THE WEST FESTIVAL. COMPLETE ANY WORK STARTED PRIOR TO SWEEPING AND REMOVAL OF TRAFFIC CONTROL DEVICES.

      iv. COORDINATE WITH BNSF RAILWAY FOR THEIR FORCES TO COMPLETE ALL REMOVALS AND INSTALLATIONS REQUIRED IN THE RAILROAD RIGHT-OF-WAY.

5. MAINTAINING TRAFFIC –DROP-OFFS: 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:

   a. CONSTRUCT A TRAVERSABLE WEDGE IN THE AREA OF THE DROP-OFF OR STEEP SLOPE; OR

   b. PLACE TRAFFIC CONTROL DEVICES BETWEEN THE EDGE OF TRAVEL LANE AND THE DROP-OFF. USE A LATERAL BUFFER WIDTH NO LESS THAN 3 FEET. PROVIDE TEMPORARY SHOULDER DROP-OFF SIGNS PER MUTCD STANDARDS.

   WHEN CONSTRUCTING A WEDGE, CONSTRUCT A WEDGE COMPOSED OF AGGREGATE MATERIALS WITH A 4:1 OR FLATTER SLOPE ALONG THE ENTIRE LENGTH OF THE AREA.

   INSTALL STACKABLE VERTICAL PANELS ALONG THE EDGE OF THE DRIVING LANE CLOSEST TO THE WEDGE.

   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 TRAFFIC CONTROL PAY ITEM(S).

AE2S

Certification of Individual Project Design Disciplines Are Included On Their Individual Drawings, Respectively

REGISTERED PROFESSIONAL ENGINEER
ZACHARY RANISATE
PE-30017
Date 3/4/2026
NORTH DAKOTA

STATUS:	DATE	SYM	APPR
BID DOCUMENTS	3/4/2026	2	
ADDENDUM 3			

PROJECT TITLE:
BEACH 2026 MAIN ST AND CENTRAL AVE RECONSTRUCTION

Advanced Engineering and Environmental Services, LLC www.ae2s.com

SHEET REISSUED BY ADDENDUM 3

SHEET TITLE: CONSTRUCTION NOTES

CLIENT: CITY OF BEACH, BEACH, NORTH DAKOTA

PREPARED BY: KRK
CHECKED BY: ZJR
APPROVED BY: ZJR

PROJECT NO: 05066-2024-001
DATE: OCTOBER 2025
ALT. PROJECT NO:

SHEET DESIGNATOR: CIV

SHEET NO.: C002

REMOVAL NOTES

1. SAW CUT FULL DEPTH ALL CURB AND GUTTER, SIDEWALK, AND PAVEMENT PRIOR TO REMOVAL. IN FRONT OF ALL RECESSED PORTIONS OF BUILDINGS, CONCRETE SHALL BE REMOVED WITHIN BUILDING ENTRANCES BY MEANS OF FULL-DEPTH SAW CUT. ALL WORK INCIDENTAL TO CONTRACT.
2. THE OWNER RESERVES THE RIGHT TO INSPECT AND RETAIN ANY REMOVED VALVES, HYDRANTS, STREETLIGHT POLES AND BASES, TRAFFIC SIGNS AND POSTS, MANHOLE FRAMES, CATCH BASIN FRAMES, SOIL MATERIALS, OR OTHER SALVAGEABLE MATERIAL AND SHALL BE RELOCATED TO A DESIGNATED SITE AS APPROVED BY THE OWNER. EXCESS EXCAVATED MATERIAL INCLUDING SUBGRADE, PIPE, STUMPS, ROOTS, ASPHALT AND CONCRETE PAVEMENT, SIDEWALK, CURB AND GUTTER, AND ANY OTHER ITEMS THE CITY DOES NOT WISH TO SALVAGE SHALL BECOME CONTRACTOR'S PROPERTY AND SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY, INCIDENTAL TO THE CONTRACT.
3. ALL PATCH AREAS SHALL BE SAW-CUT TO PRODUCE A VERTICAL EDGE. EDGES ADJACENT TO ASPHALT PAVING SHALL BE TACK COATED IMMEDIATELY BEFORE PAVING.
4. ALL PIPELINES AND HYDRANTS THAT WILL BE RELOCATED SHALL BE REMOVED TO THE GREATEST EXTENT POSSIBLE WHEN NEW PIPING IS TO BE INSTALLED IN THE SAME ALIGNMENT OR TRENCH PROXIMITY AS EXISTING PIPE.
5. ALL INLETS THAT WILL BE REPLACED SHALL BE REMOVED TO THE GREATEST EXTENT POSSIBLE WHEN NEW MANHOLES, INLETS, AND PIPING ARE TO BE INSTALLED IN THE SAME LOCATION/ALIGNMENT OR TRENCH PROXIMITY AS EXISTING PIPE.

UTILITY NOTES

1. THE APPROXIMATE LOCATION OF KNOWN EXISTING UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS. OTHER UNKNOWN UTILITIES MAY EXIST. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES OR REPAIRING ANY DAMAGE WHICH OCCURS BECAUSE OF THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES INCIDENTAL TO CONTRACT. NOT ALL OVERHEAD UTILITIES ARE SHOWN ON THE PLANS.
2. FIELD VERIFY THE LOCATION, ELEVATION, SIZE, AND MATERIAL OF THE EXISTING UNDERGROUND PIPING AT THE POINTS OF CONNECTION. APPROVED TRANSITIONS SHALL BE USED TO MAKE ALL CONNECTIONS. PRECISE LOCATION AND ARRANGEMENT OF CONNECTIONS OF NEW PIPELINES WITH EXISTING PIPELINES ARE TO BE FIELD VERIFIED. PROVIDE FITTINGS, ADAPTERS, SOLID SLEEVE CLOSURES, HARNESSED MECHANICAL COUPLINGS, AND ROTATE FITTINGS, AND DEFLECT JOINTS (WITHIN MANUFACTURER'S SPECIFICATIONS) AS REQUIRED TO MAKE CONNECTIONS. PROVIDE TEMPORARY PLUG WITH FACTORY OUTLET SIZED AS REQUIRED FOR CONTRACTOR'S TESTING AND DISINFECTION WORK BEFORE MAKING CONNECTION. ANY DIFFERENT FITTINGS NECESSARY TO MAKE ALL CONNECTIONS SHALL BE INCIDENTAL.
3. CALL THE NORTH DAKOTA ONE CALL (1-800-795-0555) TO LOCATE UNDERGROUND FACILITIES PRIOR TO ANY EXCAVATION. ONE-CALL DOES NOT GUARANTEE LOCATION OF UTILITIES. ADDITIONAL UNMARKED UTILITIES MAY BE PRESENT WITHIN THE PROJECT AREA.
4. UTILITY APPURTENANCES SHALL BE ADJUSTED AND/OR REMOVED BY RESPECTIVE UTILITY COMPANIES. UTILITY COMPANIES SHALL BE CONTACTED BY CONTRACTOR TO COORDINATE ADJUSTMENTS.
5. THE PROTECTION, TEMPORARY SUPPORT, ADJUSTMENT, OR REQUIRED RELOCATION OF ANY UTILITIES AND STRUCTURES (UNDERGROUND, SURFACE, OR OVERHEAD) IS TO BE COORDINATED WITH THE CONTRACTOR AND THE OWNER OF EACH UTILITY BEFORE CONSTRUCTION COMMENCES. THE CONTRACTOR IS RESPONSIBLE FOR ALL RELATED COSTS.
6. WHERE EXISTING UTILITY WIRES (TELEPHONE, ELECTRIC, FIBER OPTIC) ARE LOCATED ADJACENT TO OR ABOVE THE PROPOSED WORK, TEMPORARILY SUPPORT EXISTING WIRES AND INSTALL PIPING UNDER EXISTING WIRES. ANY DECISION TO HAVE THE EXISTING UTILITIES RELOCATE WIRES WILL BE AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL HAVE THE UTILITY COMPANY PROVIDE AN ON-SITE REPRESENTATIVE TO INSPECT THE EXCAVATION AND TEMPORARY SUPPORT OF THE EXISTING UTILITY WIRES TO ENSURE THEY CONCUR WITH THE METHOD USED FOR TEMPORARY SUPPORT. THE CONTRACTOR IS RESPONSIBLE FOR COMPLETION OF WORK AS INDICATED AND MEETING ALL UTILITY REQUIREMENTS TO ENSURE A FINAL INSTALLATION THAT BENEFITS BOTH THE CITY AND THE UTILITY COMPANY.
7. OUTFIT ALL NEW, ADJUSTED, OR REPAIRED MANHOLES WITH AN AMERICAN PIPE & MANHOLE (AP/M) PERMAFORM INFILTRATION AND INFLOW (I&I) BARRIER MANUFACTURED BY STRIKE PRODUCTS, OR APPROVED EQUIVALENT, INSTALLED AND FIELD TESTED ACCORDING TO THE MANUFACTURERS' SPECIFICATIONS. SET THE MANHOLE COVER WITH THE ADJUSTING RINGS AND CASTING AROUND THE I&I BARRIER.

   PROVIDE A WATERTIGHT SEAL TO THE TOP OF MANHOLE BARREL USING BUTYL SEALANT, OR APPROVED EQUIVALENT, AS SPECIFIED BY THE MANUFACTURER OF THE I&I BARRIER. BEFORE APPLYING THE SEALANT AND THE I&I BARRIER, ENSURE THE TOP OF THE MANHOLE IS FREE OF DUST AND DEBRIS. SUFFICIENT QUANTITY OF SEALANT MUST BE USED TO ACCOMMODATE FLAWS IN THE TOP OF MANHOLE BARREL.

   IF DEEMED NECESSARY BY THE ENGINEER, TO CHECK THE SEAL OF THE I&I BARRIER, FILL THE EXCAVATED AREA AROUND THE I&I BARRIER WITH WATER TO A LEVEL ABOVE THE JOINT BETWEEN THE I&I BARRIER AND THE TOP OF MANHOLE BARREL. IF ANY LEAKAGE OR MOISTURE IS PRESENT IN THE AREA INSIDE THE MANHOLE AROUND THE SEAL, REMOVE THE I&I BARRIER AND RESEAL AT NO ADDITIONAL COST.

   DO NOT SEAL THE BOTTOM RING PLACED ON THE I&I BARRIER TO THE I&I BARRIER TO ALLOW INFILTRATED WATER TO ESCAPE. SEAL ALL SUCCESSIVE RINGS ABOVE THE BOTTOM RING TOGETHER PER MANUFACTURE'S RECOMMENDATIONS. EXTEND THE BOTTOM OF THE I&I BARRIER A MINIMUM OF 2 INCHES ABOVE THE TOP RING. IF A FLOATING MANHOLE CASTING IS USED, TRIM THE I&I BARRIER EXTENDING ABOVE THE TOP RING SO THAT THE I&I BARRIER DOES NOT INTERFERE WITH THE MANHOLE CASTING'S ABILITY TO FUNCTION. OUTFIT ALL PRESSURE-REDUCING VALVE AND AIR RELEASE VALVE MANHOLES WITH A CAP 'N SEAL AS MANUFACTURED BY STRIKE PRODUCTS.

   I&I BARRIERS WILL NOT BE REQUIRED WHEN CASTING, ALL RINGS AND TOP OF CONE ARE ENCASED IN CONCRETE AND LOCATED IN A PAVED ROADWAY, INCLUDING ROADWAYS SCHEDULED TO BE PAVED.

   INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR THE I&I BARRIER IN THE PRICE BID FOR THE RESPECTIVE MANHOLE.
8. ADJUST EXISTING MANHOLES TO THE ELEVATION, GRADE, OR DIMENSIONS AS INDICATED ON THE DRAWINGS OR AS ORDERED BY THE ENGINEER. THE STRUCTURES ARE ASSUMED TO BE CLEAN PRIOR TO THE BEGINNING OF THE ADJUSTMENT CONSTRUCTION UNLESS OTHERWISE AGREED TO WITH THE ENGINEER.

   CAREFULLY REMOVED AND REINSTALL CASTINGS AS INDICATED ON THE DRAWINGS. IF THE HEIGHT OF A RECTANGULAR CASTING IS TO BE INCREASED, THE ADDITION MAY BE OF SOLID CONCRETE BLOCK OR PRECAST CONCRETE RISER SECTION. USE SOLID CONCRETE BLOCK TO INCREASE THE HEIGHT OF CIRCULAR CASTINGS. REPLACE ALL WEAK AND FAULTY PARTS OF THE EXISTING STRUCTURE AND COMPLETE THE EXTENSION. WHERE THE CASTING, GRATING, I & I BARRIER, OR COVER IS TO BE LOWERED, REMOVE THE MASONRY OR CONCRETE TO SUFFICIENT DEPTH SO THAT A SEAT OF PROPER DIMENSIONS MAY BE RECONSTRUCTED TO RECEIVE THE CASTING, GRATING, I & I BARRIER, OR COVER AT THE NEW GRADE. SET CASTINGS IN FULL MORTAR BEDS OR OTHERWISE SECURED AS SHOWN ON THE PLANS.

   USE MORTAR CONTAINING A COMPOUND OF 1-PART PORTLAND CEMENT TO 2-PARTS OF SAND BY VOLUME TO WHICH LIME MAY BE ADDED NOT TO EXCEED 10 PERCENT OF THE CEMENT BY WEIGHT. ACCURATELY SET CASTING TO CORRECT ELEVATION AND LINE SO THAT NO SUBSEQUENT ADJUSTMENT WILL BE NECESSARY. IF NECESSARY, USE TAPERED OR SLOPED ADJUSTING RISERS.

   INCLUDE ALL COSTS TO RAISE OR LOWER EXISTING MANHOLES THE PRICE BID FOR "ADJUST MANHOLE CASTINGS".
9. STORM SEWER CONNECTIONS TO EXISTING STRUCTURES OR PIPES ARE NOT A SEPARATE PAY ITEM. INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO CONNECT NEW STORM SEWER INTO AN EXISTING MANHOLE, INLET, OR PIPE IN THE PRICE BID FOR OTHER ITEMS.

PROTECTION NOTES

1. DURING CONSTRUCTION PROVIDE BARRIERS AROUND EXCAVATIONS, AS NECESSARY, TO PROTECT THE PUBLIC. CONTRACTOR TO LIMIT THE LENGTH OF OPEN TRENCH TO 100 FEET MAXIMUM. NO OPEN TRENCH SHALL BE LEFT UNATTENDED. ALL TRENCHES TO BE BACKFILLED AND PROTECTED PRIOR TO THE END OF EACH WORKDAY (EXCEPT THE BORING TRENCHES OR AS OTHERWISE APPROVED BY THE ENGINEER). COSTS FOR THESE MEASURES SHALL BE INCIDENTAL TO THE CONTRACT.
2. MISCELLANEOUS ITEMS SUCH AS, BUT NOT LIMITED TO, SIGNS, MAILBOXES, STREET LIGHTS, FENCES, SIGNS AND POLES SHALL BE PROTECTED OR REMOVED AND REPLACED BY THE CONTRACTOR AS AN INCIDENTAL TO THE CONTRACT, AS APPLICABLE.

AE2S

Certification of Individual Project Design Disciplines Are Included On Their Individual Drawings, Respectively

REGISTERED PROFESSIONAL ENGINEER
ZACHARY RANISATE
PE-30017
Date 3/4/2026
NORTH DAKOTA

STATUS: BID DOCUMENTS

SYM	DATE	APPR
2	3/4/2026	ADDENDUM 3

SHEET REISSUED BY ADDENDUM 3

PROJECT TITLE:
BEACH 2026 MAIN ST AND CENTRAL AVE RECONSTRUCTION

Advanced Engineering and Environmental Services, LLC www.ae2s.com

SHEET TITLE: CONSTRUCTION NOTES

CLIENT: CITY OF BEACH, BEACH, NORTH DAKOTA

PREPARED BY: KRK
CHECKED BY: ZJR
APPROVED BY: ZJR

PROJECT NO: 05066-2024-001
DATE: OCTOBER 2025
ALT. PROJECT NO:

SHEET DESIGNATOR: CIV

SHEET NO.: C003

3. UNDERGROUND SPRINKLER SYSTEMS AND LANDSCAPING FEATURES SHALL BE PROTECTED BY CONTRACTOR. ANY DAMAGED COMPONENTS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL CONTACT PROPERTY OWNER PRIOR TO REMOVING ANY SPRINKLER OR LANDSCAPING ITEMS AND COORDINATE TEMPORARY INTERRUPTIONS AND FINAL INSPECTIONS OF REPAIRED/REPLACED ITEMS.
4. RE-ESTABLISH ANY DISTURBED PROPERTY PINS OR CONTROL POINTS WITH SERVICES OF REGISTERED LAND SURVEYOR (RLS) REGISTERED IN NORTH DAKOTA. CONTRACTOR MUST SUBMIT CERTIFICATE OF SURVEY FOR EACH PROPERTY WITH RE-ESTABLISHED PROPERTY PINS. THE COST FOR RLS SERVICES SHALL BE INCIDENTAL.
5. MEET OSHA STANDARDS FOR EXCAVATION AND TRENCHING.
6. PROVIDE CONCRETE TRUCK WASH OUT AREA AT SITE EXIT. CLEAN UP AND REMOVE WASH OUT DEBRIS FROM THE SITE ON A WEEKLY BASIS.
7. TAKE MEASURES TO PROTECT EXISTING ASPHALT AND CONCRETE SURFACES NOT SCHEDULED FOR REPLACEMENT FROM DAMAGE. PROTECT NEWLY PLACED SURFACING FROM DAMAGE FROM CONSTRUCTION ACTIVITIES AND PUBLIC TRAFFIC. ANY DAMAGE SHALL BE REPLACED OR REPAIRED AT THE CONTRACTORS EXPENSE.
8. DO NOT DISTURB, DAMAGE, OR REMOVE ANY EXISTING TREES OR BUSHES. NOTIFY THE ENGINEER PRIOR TO REMOVAL OF ANY TREES.

WATERS AND WETLAND PROTECTION

1. OWNER HAS OBTAINED A NATIONWIDE PERMIT FRON THE UNITED STATES ARMY CORPS OF ENGINEERS FOR THIS PROJECT FOR WORK OCCURRING WITHIN JURISDICTIONAL WETLANDS AND WITHIN DELINEATED ORDINARY HIGH WATER MARK OF WATER OF THE UNITED STATES. THE OWNER OR ENGINEER WILL PROVIDE CONTRACTOR WITH THE PERMIT AND THE CONTRACTOR SHALL ABIFE BY ALL REQUIREMENTS OF THE PERMIT. CONTRACTOR SHALL NOT COMMENCE WORK IMPACTING THE WATERS OF THE UNITED STATES UNTIL THE PERMITS ARE RECEIVED.
2. CONTRACTOR SHALL PROTECT ALL DELINEATED WATERS AS REPRESENTED ON THE PLANS, WITH THE EXCEPTION OF THOSE AREAS PERMITTED FOR IMPACT. WHEN IN QUESTION, CONTRACTOR SHALL EXERCISE CAUTION AND COORDINATE WITH ENGINEER.

ASPHALT PAVEMENT

1. RAP MIXES ARE NOT ALLOWED.
2. ASPHALT MIX SHALL BE SUPERPAVE FAA 45, AND OIL SHALL BE PG58S-28.
3. ASPHALT PATCHING SHALL BE INCIDENTAL TO THE BITUMINOUS PAVING BID ITEM THAT IS MOST APPLICABLE TO THE DEPTH OF THE PATCH. WHERE THERE ARE PATCHES THAT ARE NARROW, AND COMPACTION OF AGGREGATE BASE MATERIAL MAY BE DIFFICULT TO ACHIEVE, CONCRETE CONTROLLED DENSITY FILL (CDF) MAY BE USED AS A BASE COURSE, AS APPROVED BY THE ENGINEER. SUBMIT THE MIX DESIGN TO ENGINEER FOR APPROVAL AT LEAST SEVEN (7) DAYS PRIOR TO POURING THE CDF.

COORDINATION NOTES

1. BI-WEEKLY PLANNING & REPORTING MEETING IS REQUIRED.
2. DESIGNATED HAUL ROUTES SHALL BE REQUESTED BY THE CONTRACTOR IN ADVANCE AND APPROVED BY THE ENGINEER AND THE OWNER.
3. CONSTRUCTION ON A CITY BLOCK SHALL PROCEED CONTINUOUSLY FROM ONE END TO THE OTHER. TRAFFIC SHALL BE MAINTAINED INTO PROPERTY ENTRIES, UNLESS OTHERWISE APPROVED BY PROPERTY OWNER. THE MAXIMUM LENGTH OF OPEN TRENCH SHALL BE 100 FEET UNLESS ADDITIONAL CREWS ARE PROVIDED FOR SEPARATE LOCATIONS. CONTRACTOR SHALL RESTORE SURFACES AS WORK PROGRESSES AND NOT WAIT UNTIL THE END OF THE PROJECT.
4. COORDINATE THE SUPPORT OF UTILITY CROSSINGS WITH UTILITY COMPANY, TRAFFIC CONTROL, AND PEDESTRIAN CROSSING ISSUES WITH THE ENGINEER AND OWNER, AND MOBILITY ISSUES WITH OTHER CONSTRUCTION SITES IN THE AREA.
5. MAINTAIN CONTINUOUS ACCESS TO EXISTING FACILITIES, DRIVEWAYS, AND PARKING LOTS AFFECTED BY CONSTRUCTION FOR THE DURATION OF CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INFORM RESIDENTS AND BUSINESS OWNERS TO MOVE VEHICLES AND OF NO PARKING CONDITIONS TO ACCOMMODATE CONSTRUCTION AND CONSTRUCTION RELATED ACTIVITIES A MINIMUM OF 48 HOURS IN ADVANCE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ACCESS AT ALL TIMES.
6. NOTIFY ENGINEER, OWNER, AND PROPERTY OWNERS AT LEAST 48 HOURS IN ADVANCE (EXCLUDING WEEKENDS AND HOLIDAYS) OF TEMPORARY DISRUPTION OF TRAFFIC OR ACCESS, WHEN SECTIONS OF SIDEWALK AND/OR ROAD WILL BE REMOVED AND REPLACED, OR WHEN WATER SERVICE WILL BE DISRUPTED.
7. COORDINATE STORAGE AND STOCKPILE SITES WITH THE ENGINEER AND OWNER.
8. PROVIDE A TEMPORARY 4" (MINIMUM) GRAVEL DRIVING SURFACE WITHIN 48 HOURS OF CLOSING ROADWAY WHERE TRAFFIC WILL STILL TRAVEL. IN ADDITION, THE CONTRACTOR SHALL ALSO PROVIDE ALL THE NECESSARY TRAFFIC CONTROL AND SIGNAGE AS REQUIRED TO CLOSE THE ROADWAY AND DETOUR TRAFFIC. AFTER SURFACE RESTORATION IS COMPLETE, TEMPORARY GRAVEL SHALL BE STOCKPILED WITHIN THE CONSTRUCTION LIMITS. SALVAGED GRAVEL WILL BECOME THE PROPERTY OF THE OWNER. TEMPORARY GRAVEL SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
9. COORDINATE THE OPERATION OF EXISTING PIPELINES, VALVES, AND HYDRANTS WITH CITY PERSONNEL. GREAT CARE MUST BE USED IN OPERATING VALVES AND HYDRANTS ON THE EXISTING WATER SYSTEM (DUE TO AGE AND CONDITION). ANY MAIN BREAKS CAUSED BY CONTRACTOR WILL BE CORRECTED AND PAID FOR BY CONTRACTOR INCIDENTAL TO CONTRACT.

EARTHWORK

1. NO AVERAGE HAUL HAS BEEN COMPUTED FOR THIS PROJECT.
2. RESTORE AND SEED ALL ESTABLISHED GRASS AREAS DISTURBED BY CONSTRUCTION PER THE PROJECT MANUAL.
3. PRIOR TO GRADING, ALL TOPSOIL, VEGETATION, BRUSH, TREES (INCLUDING ROOT BALLS), OLD CONSTRUCTION DEBRIS, AND EXISTING STRUCTURES AND PAVEMENTS SHALL BE REMOVED.

BORING

1. JACK AND BORE GENERAL REQUIREMENTS:
   a. PROVIDE VERIFICATION / PROTECTION REQUIREMENTS:
      i. LOCATE ALL EXISTING UNDERGROUND UTILITIES AND FACILITIES PRIOR TO EXCAVATION.
      ii. LET ENGINEER KNOW PROMPTLY OF ANY DISCREPANCIES THAT WILL IMPACT OR INTERFERE WITH THE BORING OPERATIONS AS SHOWN IN THE CONSTRUCTION DOCUMENTS.
      iii. PROVIDE SUPPORTS, PROTECTION AND MAINTENANCE OF UNDERGROUND AND SURFACE UTILITIES.
      iv. PROVIDE PROTECTION FOR VEHICULAR AND PEDESTRIAN TRAFFIC.
      v. CONSTANTLY MONITOR MOVEMENT OF THE ROAD OR RAIL SERVICE. STOP OPERATIONS IF VERTICAL MOVEMENT EXCEEDS ¼ INCH AND IMMEDIATELY NOTIFY THE BNSF REPRESENTATIVE AND THE ENGINEER. REFER TO SPECIAL PROVISIONS FOR MORE DETAILS REGARDING SETTLEMENT MONITORING.
      vi. COMPLY WITH THE PERMITS ISSUED TO THE CITY OF BEACH BY BNSF FOR WORK ADJACENT TO THE RAILROAD(S).
   b. PROVIDE THE FOLLOWING SUBMITTALS:
      i. PRODUCT DATA INCLUDING SMOOTH STEEL PIPE, FITTINGS, COATINGS, AND ACCESSORIES.
      ii. INSTALLER QUALIFICATIONS: COMPANY SPECIALIZING IN PERFORMING WORK OF THIS SECTION WITH MINIMUM FIVE YEARS DOCUMENTED EXPERIENCE.
         1. WORK EXPERIENCE INCLUDING PROJECTS OF SIMILAR MAGNITUDE AND CONDITIONS.
         2. QUALIFICATIONS AND EXPERIENCE OF KEY PERSONNEL.
         3. FURNISH LIST OF REFERENCES UPON REQUEST.
         4. SUBMIT MATERIALS A MINIMUM OF 10-DAYS PRIOR TO THE PRECONSTRUCTION CONFERENCE.
         5. OWNER MAY REJECT PROPOSED INSTALLER IF QUALIFICATIONS ARE NOT SATISFACTORY.
      iii. ENGINEERED DESIGN FOR THE PROPOSED EARTH PRESSURE SUPPORT SYSTEM: FOR EACH BORE PIT.

AE2S

Certification of Individual Project Design Disciplines Are Included On Their Individual Drawings, Respectively

REGISTERED PROFESSIONAL ENGINEER
ZACHARY RANISATE
PE-30017
Date 3/4/2026
NORTH DAKOTA

STATUS:	DATE	APPR
BID DOCUMENTS		
2 ADDENDUM 3	3/4/2026	SYM

SHEET REISSUED BY ADDENDUM 3

PROJECT TITLE:
BEACH 2026 MAIN ST AND CENTRAL AVE RECONSTRUCTION

Advanced Engineering and Environmental Services, LLC www.ae2s.com

SHEET TITLE: CONSTRUCTION NOTES

CLIENT: **CITY OF BEACH**, BEACH, NORTH DAKOTA

PREPARED BY: KRK
CHECKED BY: ZJR
APPROVED BY: ZJR

PROJECT NO: 05066-2024-001
DATE: OCTOBER 2025
ALT. PROJECT NO:

SHEET DESIGNATOR: **CIV**

SHEET NO. **C004**

1. DESIGN SHALL INCLUDE EARTH PRESSURE THAT FITS THE PLANNED SUPPORT OF EXCAVATION (SOE) METHOD, SHAPE AND STIFFNEESS AND GROUND MOVEMENT LIMITS.
2. DESIGN MUST BE STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF NORTH DAKOTA.

iv. INSTALLATION PLAN OF THE PROPOSED CONSTRUCTION PLAN AND METHODS TO BE USED TO ESTABLISH AND MAINTAIN VERTICAL AND HORIZONTAL ALIGNMENT. INCLUDE DETAILS THE EQUIPMENT AND TECHNIQUES TO BE USED. SUBMIT PLAN FOR REVIEW AND APPROVAL A MINIMUM OF 30-DAYS PRIOR TO COMMENCING WORK. THE WORK PLAN WILL NEED TO FOLLOW THE APPROPRIATE BNSF AND AREMA GUIDELINES AND REQUIREMENTS.

v. WELDING PLAN: PREQUALIFY ALL WELDING PROCEDURES USED TO FABRICATE STEEL CASINGS UNDER THE PROVISIONS OF ANSI/AWS D1.1. WELDING PROCEDURES ARE REQUIRED, BUT NOT NECESSARILY LIMITED TO, LONGITUDINAL AND GIRTH OR SPECIAL WELDS FOR PIPE CYLINDERS, PIPE JOINT WELDS, REINFORCING PLATES AND GROUT COUPLING CONNECTIONS.

vi. FIELD WELDING QUALIFICATIONS DEMONSTRATING ADEQUATE EXPERIENCE FOR ALL SKILLED WELDERS, WELDING OPERATORS, AND TACKERS FOR THE TYPE OF MATERIALS TO BE USED ON THE PROJECT.

vii. PROJECT RECORD DOCUMENTS INCLUDING ACTUAL LOCATIONS OF PIPE, CONNECTIONS, AND INVERT ELEVATIONS.

c. INCLUDE THE CASH ALLOWANCE AMOUNTS, AS INDICATED IN THE ALLOWANCE SCHEDULE, IN THE SPECIFIED CONTRACT BID AMOUNT. THE OWNER WILL MAKE PAYMENT TO CONTRACTOR IN THE INVOICED AMOUNT FOR THESE PURCHASES. ANY MONETARY SUM NOT SUBMITTED FOR REIMBURSEMENT TO THE OWNER SHALL NOT BE PAID TO THE CONTRACTOR. COMPENSATION FOR CASH ALLOWANCE ITEMS EXCEEDING THE SPECIFIED AMOUNT WILL BE COORDINATED DURING CONSTRUCTION.

d. “BEACH 2nd AVE STORM SEWER PIPE” GEOTECHNICAL ENGINEERING REPORT PREPARED BY TERRACON AND DATED NOVEMBER 7, 2025 IS INCLUDED IN THE PROJECT DOCUMENTS FOR REFERENCE ONLY.

2. JACK AND BORE MATERIALS:

a. FURNISH AND INSTALL A SMOOTH STEEL PIPE MEETING THE FOLLOWING:

i. MATERIAL: CARBON STEEL

ii. CONFORM TO ASTM A53 GRADE B STEEL PIPE WITH MINIMUM YIELD STRENGTH OF 35,000 PSI.

iii. MINIMUM WALL THICKNESS OF 0.562 INCHES.

iv. WEIGHT OF PIPE MATERIAL SHALL BE NO LESS THAN 213 POUNDS PER LINEAL FOOT.

v. PROVIDE CASING PIPES:

1. DESIGNED FOR A MINIMUM OF E-80 LOADING, AND
2. WITH ENDS BEVELED FOR FIELD WELDING.

vi. HYDROSTATIC TSTING WILL NTO BE REQUIRED FOR THE STEEL CASING PIPE.

vii. UTILIZE CERTIFIED WELDERS TO COMPLETE ALL FIELD WELDS FOR BOTH JOINT WELDS AND EXOTHERMIC ANODE WELDS.

viii. UTILIZE FULL PENETRATION BUTT TYPE WELDS FOR ALL FIELD JOINTS.

ix. EXTERIOR COATING MEETING THE REQUIREMENTS OF TNEMEC SERIES 425 EPOXOLINE ARO, OR APPROVED EQUIVALENT, DIRECTLY ON THE STEEL PIPE (DIRECT TO METAL – DTM).

x. EXTERIOR COATING REPAIRS SHALL UTILITIZE COATING REQUIREMENTS OF TNEMEC SERIES 423 FJW EPOXOLINE, OR APPROVED EQUIVALENT, DIRECTLY ON THE EXPOSED STEEL PIPE (DIRECT TO METAL – DTM).

xi. INTERERIOR COATING MEETING THE REQUIREMENTS OF TNEMEC SERIES 431, PERMA-SHIELD PL, OR APPROVED EQUIVALENT.

xii. APPLICATIONS OF THE COATINGS WILL BE IN CONFORMANCE WITH THE MANUFACTURERS’ RECOMMENDATIONS INCLUDING, BUT NOT LIMITED TO:

1. WEATHER REQUIRMENTS,
2. APPLICATION PREPARATIONS,
3. MIXING,
4. APPLICATION RATES, METHODS, THICKNESSES, AND RECOATS,
5. CURING TIME BEFORE PLACING IN SERVICE,
6. HANDLING OF COATED PIPES,
7. INSPECTION,
8. CLEAN UP.

3. JACK AND BORE INSTALLATION

a. PERFORM WORK WITH THE FOLLOWING PIT EXCAVATION REQUIREMENTS:

i. LOCATED A MINIMUM OF THIRTY (30) FEET FROM RAILROAD TRACK CENTERLINES.

ii. DIMENSION THE PIT LARGE ENOUGH TO PROVIDE SAFE, ADEQUATE WORKING AREA.

iii. EXCAVATION SLOPES NO STEEPER THAN ONE HORIZONTAL TO ONE VERTICAL.

iv. BRACE, SHORE OR OTHERWISE SUPPORT TRENCH WALLS IN UNSTABLE SOILS.

v. STABILIZE PIT FLOOR TO ENSURE SOLID, STABLE BASE FOR BORING EQUIPMENT.

vi. DEWATER PIT EXCAVATION AS NECESSARY.

vii. CONSTRUCT THE JACKING AND RECEIVING PITS OF SUFFICIENT SIZE TO ACCOMMODATE EQUIPMENT AND WORKMEN.

1. SELECT, DESIGN, AND IMPLENTATION OF AN EARTH SUPPORT SYSTEM TO BE UTILIZED IN THE BORING ACTIVITIES.
2. PROVIDE A DESIGN PREPARED BY A NORTH DAKOTA PROFESSIONAL ENGINEER FOR THE DESIGN OF THE PIT SHORING, FLOOR AND JACK THRUST RESTRAINT WALL TO CARRY THE CYCLIC LOADS AND THRUST APPLIED BY THE OPERATION.
3. SLOPE OR SHORE THE PIT WALLS TO COMPLY WITH ALL APPLICABLE STATE AND FEDERAL REGULATIONS.
4. WATER WILL NOT BE ALLOWED TO ACCUMULATE IN THE JACKING PIT.
5. REMOVE ALL COMPONENTS OF THE JACKING AND RECEIVING PITS AFTER INSTALLATION OF THE CARRIER PIPE UNLESS OTHERWISE ALLOWED BY THE ENGINEER.

b. PROVIDE EXCAVATION SUPPORT & PROTECTION:

i. SELECT, DESIGN, AND IMPLEMENTATION OF AN EARTH SUPPORT SYSTEM TO BE UTILIZED IN THE BORING ACTIVITIES.

ii. PROVIDE AN EXCAVATION PLAN & SHOP DRAWINGS CONSISTING OF COMPREHENSIVE DOCUMENTATION OF THE EARTH SUPPORT SYSTEM DESIGN INCLUDING AT A MINIMUM.

1. LIMITS AND DEPTHS OF ALL EXCAVATIONS,
2. LOCATIONS OF ALL EXISTING AND PROPOSED UTILITIES AND PIPING,
3. LAYOUT AND DETAILS INDICATING MEMBER SIZES, CONNECTION DETAILS AND CONSTRUCTION SEQUENCE FOR BRACING, SHORING AND UNDERPINNING. SHOP DRAWINGS AND SUBMITTALS ARE TO BE APPROVED PRIOR TO WORK RELATED TO BRACING, SHORING OR UNDERPINNING COMMENCING.
4. STATEMENT THAT PROPOSED SHORING MEETS APPLICABLE DESIGN CRITERIA.
5. PROVIDE SHOP DRAWINGS & EXCAVATION PLAN SEALED BY A QUALIFIED PROFESSIONAL ENGINEER.
6. PROVIDE UNDAMAGED AND HIGH-QUALITY MATERIALS FOR THE EARTH SUPPORT SYSTEM
7. DESIGN TO SELECT SHORING MATERIALS CONSIDERING PROJECT SOIL CONDITIONS.

c. EQUIPMENT SETUP REQUIREMENTS:

i. SET UP EQUIPMENT TO ENSURE PROPER CONTROL OF LINE AND GRADE.

ii. NO MECHANIZED EQUIPMENT IS PERMITTED WITHIN TWENTY-FIVE (25) FEET OF RAILROAD CENTERLINES.

AE2S

Certification of Individual Project Design Disciplines Are Included On Their Individual Drawings, Respectively

REGISTERED PROFESSIONAL ENGINEER
ZACHARY RANISATE
PE-30017
Date 3/4/2026
NORTH DAKOTA

STATUS: BID DOCUMENTS

SYM	DATE	APPR
2	3/4/2026	ADDENDUM 3

PROJECT TITLE:
BEACH 2026 MAIN ST AND CENTRAL AVE RECONSTRUCTION

Advanced Engineering and Environmental Services, LLC www.ae2s.com

SHEET REISSUED BY ADDENDUM 3

SHEET TITLE: CONSTRUCTION NOTES

CLIENT: CITY OF BEACH, BEACH, NORTH DAKOTA

PREPARED BY: KRK
CHECKED BY: ZJR
APPROVED BY: ZJR

PROJECT NO: 05066-2024-001
DATE: OCTOBER 2025
ALT. PROJECT NO:

SHEET DESIGNATOR: CIV

SHEET NO.: C005

d. BORING REQUIREMENTS:

i. PERFORM BORING-JACKING OPERATIONS ACCORDING TO APPROVED SUBMITTALS.

ii. TAKE WHATEVER CORRECTIVE ACTION IS NECESSARY TO PREVENT RUNNING, FLOWING, OR SQUEEZING GROUND CONDITIONS AT THE CUTTING FACE FROM CAUSING LARGE VOIDS OR SIGNIFICANT LOSS OF SOIL THAT MAY CAUSE SURFACE SETTLEMENT.

iii. CONTROL THE ALIGNMENT AND GRADE OF THE PIPE INSTALLATION TO MEET THE FOLLOWING TOLERANCES:

1. MAXIMUM VERTICAL LINE TOLERANCE IS LESS THAN 0.15% OF PIPE LENGTH FROM THE DOWN STREAM END OF THE PIPE TO THE POINT OF MEASUREMENT.

2. MAXIMUM HORIZONTAL LINE TOLERANCE IS LESS THAN 0.075% OF PIPE LENGTH FROM THE DOWN STREAM END OF THE PIPE TO THE POINT OF MEASUREMENT.

3. USE GUIDED AUGER BORING TO REDUCE THE RISK OF THE AUGER DIVING INTO SOFTER SOILS AND MINIMIZE GROUND SETTLEMENT.

iv. USE ACCEPTABLE EXCAVATED MATERIAL FROM THE BORING PITS AS BACKFILL FOR THE PIT AND COMPACTED IN THE PLACE TO THE SATISFACTION OF THE ENGINEER. CONCRETE FLOWABLE FILL WITH A 28-DAY COMPRESSIVE STRENGTH RANGING FROM 25-50 PSI MAY BE USED IN LEIU OF NATIVE MATERIAL UPON APPROVAL OF ENGINEER.

v. REDUCING SKIN FRICTION BETWEEN CASING AND SOIL WILL BE ALLOWED, BUT NOT GREATER THAN ¾ INCH LARGER THAN CASING DIAMETER.

vi. IF CASING LUBRICANT IS REQUIRED, USE BENTONITE SLURRY OR OTHER APPROVED LUBRICANT.

vii. DO NOT USE JETTING OR WATER SLUICING.

viii. DO NOT CREATE ANY VOIDS CAUSED BY BORING – JACKING ACTIVITIES GREATER THAN ONE (1) INCH.

ix. DISPOSE OF ALL MATERIAL EXCAVATED BY THE BORING HEAD FOR THE PIPE INSTALLATION.

e. WELDED JOINT REQUIREMENTS:

△2 i. USE PIPE THAT IS STRAIGHT SEAM PIPE, SEAMLESS PIPE, OR SPIRAL SEAM PIPE.

ii. MADE IN NEAT WORKMANLIKE MANNER.

iii. AIRTIGHT AND CONTINUOUS OVER PIPE CIRCUMFERENCE.

iv. DO NOT INCREASE THE OUTSIDE DIAMETER BY MORE THAN ¾ INCH TOTAL.

v. UTILIZE A CERTIFIED WILDER IN ACCORDANCE WITH SECTION 714.04.C OF THE NDDOT STANDARD SPECIFICATIONS TO WELD ALL STELL PIPE JOINTS.

vi. AFTER THE WELDING HAS BEEN COMPLETED, COAT ANY EXPOSED STEEL AREA OUTSIDE THE PIPE WITH AN APPROVED ABRASION RESISTANT OVERCOAT (ARO).

f. JACKING REQUIREMENTS:

i. PUSH THE PIPE INTO POSITION FROM THE JACKING PIT WITH HYDRAULIC JACKS WHILE SIMULTANEOUSLY EXCAVATING AT THE FORWARD END OF THE PIPE.

ii. ADVANCE EACH PIPE SECTION FROM THE JACKING PIT AS THE EXCAVATION AT THE BORING HEAD PROGRESSES SO THAT THE EXCAVATION IS SUPPORTED BY THE BORING HEAD OR THE PIPE AT ALL POINTS.

iii. APPLY JACKING THRUST TO THE PIPE BY MEANS OF A YOKE OR FRAME DESIGNED TO DISTRIBUTE THE THRUST UNIFORMLY AROUND THE PIPE JOINT.

iv. DO NOT EXCEED THE MAXIMUM FORCE RECOMMENDED BY THE PIPE MANUFACTURER.

v. ADVANCE THE PIPE INTO PLACE WITHOUT CREATING VISIBLE DAMAGE TO THE PIPE OR JOINT.

vi. USE A BORING HEAD THAT CREATES A CIRCULAR EXCAVATION WITH A MAXIMUM DIAMETER EQUAL TO THE OUTSIDE DIAMETER OF THE JACKING PIPE PLUS ONE (1) INCH.

4. JACK AND BORE MEASUREMENT AND PAYMENT:

a. MEASUREMENT WILL BE TO THE NEAREST FOOT FOR ACTUAL INSTALLED STEEL PIPE AS SHOWN ON THE CONSTRUCTION PLANS.

b. INCLUDE ALL COSTS FOR FURNISHING THE STEEL PIPE, EXCLUDING FIELD COATING, IN THE BID ITEM “36” SMOOTH STEEL STORM SEWER PIPE”. NO PAYMENT WILL BE MADE FOR ADDITIONAL PIPE THAT MAY BE NEEDED DUE TO FAILED OR ABANDONED INSTALLATION ATTEMPTS OF THE PIPE.

c. INCLUDED ALL COSTS FOR ALL LABOR, MATERIALS, AND COSTS TO INSTALL THE STEEL CASING PIPE, RESTRAINTS, AND ASSOCIATED EARTHWORK AND BORE PITS REQUIRED TO COMPLETE THE INSTALLATION NECESSARY FOR THE STEEL CASING PIPE IN THE BID ITEM “36” JACKED AND BORED STORM SEWER PIPE”. NO PAYMENT WILL BE MADE FOR FAILED OR ABANDONED INSTALLATION ATTEMPTS OF THE PIPE.

AE2S

Certification of Individual Project Design Disciplines Are Included On Their Individual Drawings, Respectively

REGISTERED PROFESSIONAL ENGINEER
ZACHARY RANISATE
PE-30017
Date 3/4/2026
NORTH DAKOTA

STATUS: BID DOCUMENTS

SYM	DATE	ADDENDUM 3	APPR
2	3/4/2026		

PROJECT TITLE:
BEACH 2026 MAIN ST AND CENTRAL AVE RECONSTRUCTION

Advanced Engineering and Environmental Services, LLC www.ae2s.com

SHEET REISSUED BY ADDENDUM 3

SHEET TITLE: CONSTRUCTION NOTES

CLIENT: CITY OF BEACH, BEACH, NORTH DAKOTA

PREPARED BY: KRK
CHECKED BY: ZJR
APPROVED BY: ZJR

PROJECT NO: 05066-2024-001
DATE: OCTOBER 2025
ALT. PROJECT NO:

SHEET DESIGNATOR: CIV

SHEET NO.: C006