



ADDENDUM NO. 2

February 10, 2026

FOR

Beach 2026 Main St and Central Ave Reconstruction

FOR

CITY OF BEACH

This Addendum No. 2 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 one (1) page and one (1) attachment.

Note: This addendum is to specify that the storm sewer related work at 2nd Ave NE has been granted permission by BNSF Railway following the completion of their review process.

CHANGES TO DIVISION 01 – GENERAL REQUIREMENTS:

1. Section 01 15 00 – Special Provisions
 - a. **REVISE** Paragraph G.1.e from “The permitting for the storm sewer improvements at the 2nd Ave NE crossing in the railroad right-of-way are in the review process at the time publication of the Ad for Bid.” to “The permitting for the storm sewer improvements at the 2nd Ave NE crossing in the railroad right-of-way has been granted.”

END OF ADDENDUM NO. 2 (SEE ATTACHMENT)

Attachment

SECTION 01 15 00

SPECIAL PROVISIONS

PART 1 GENERAL

The following Special Provisions shall be incorporated into the Work:

A. UTILITY LOCATION AND PROTECTION

1. The approximate location of known existing underground utility lines and trenches are shown on the plans. Other unknown utilities may exist. The General Contractor shall be responsible for coordinating with all utility companies for location of buried utilities prior to excavation. All costs associated with the measures necessary for location and protection of all utilities during construction shall be considered incidental to the contract. All damage to utilities resulting from construction activities shall be the sole responsibility of the Contractor performing the Work and be repaired at such Contractor's expense.
2. All bracing for light/utility poles, telephone lines, gas lines, etc. required during open excavations shall be coordinated by and the responsibility of the General Contractor. All costs of equipment, vehicles, personnel, or private service shall be incidental to the cost of the project.

B. DUST CONTROL

1. Take all measures necessary to control dust within the project limits. Keep all haul roads/streets and all streets adjacent to the project clean and free of dirt and debris. These streets will be subject to dust control measures as requested by Engineer or Owner during construction.
2. Streets that are disturbed by construction and have a temporary gravel surface shall have dust controlled and frequencies of water application shall be conveyed by the Engineer or Owner. Contractor is responsible for the application of all dust control measures, incidental to the contract. Owner will supply the water.
3. Payment shall be incidental to the contract.

C. DEWATERING

1. Provide and maintain adequate dewatering equipment to remove and dispose of all water entering excavations and trenches at no additional cost to Owner. Excavations and trenches shall be maintained dry during sub-grade preparation and continually thereafter until the structure is built or the pipe is installed (to the extent that no damage from hydrostatic pressure, flotation, or other detrimental effects will result).
2. All excavations or trenches below groundwater elevation shall be dewatered by lowering the water surface 12 inches below the bottom of the excavation. Surface water shall be diverted or otherwise prevented from entering excavations or trenches.
3. Obtain all dewatering permits to remove and dispose of water at no additional cost to Owner. The permits shall be obtained prior to the start of construction. Pumping to dewater is subject to the Water Appropriations Act.
4. All costs associated with dewatering shall be incidental to the Contract.

D. EROSION CONTROL

1. Erosion control is mandated on all construction projects by the North Dakota Department of Environmental Quality under the National Pollutant Discharge Elimination System (NPDES.) The CONTRACTOR will be required to enter into NPDES storm water permit coverage with the OWNER for the project. A Storm Water Pollution Prevention Plan (SWPPP) shall be submitted by the Contractor. Erosion control measures shall be established by the Contractor at the beginning of construction and maintained during the entire project. Areas that are subject to severe erosion and off-site areas vulnerable to damage from erosion and/or sedimentation are to receive additional erosion control measures that may not be shown on the SWPPP. Failure to implement the controls and practices will result in violation of the Environmental Protection Act and Clean Water Act and is grounds for penalties. Contractor is responsible for all penalties for violations. Maintain the erosion and sediment resulting from construction from the project. All land-disturbing activities shall be coordinated and conducted so as to minimize the size of the area to be exposed at any one time and to minimize the time of exposure. All land-disturbing activities shall also be coordinated and conducted so as to minimize off-site sedimentation damage. Periodically clean out and dispose of all sediment. Clean out and dispose of all sediment at the completion of the project. Additional on-site protection may be needed so that sediment is not permitted to leave the project confines due to unforeseen conditions or accidents. Remove the temporary erosion and sediment control devices and verifying the cleaning out of all storm drainage structures, including flumes, pipes, and ditches once final stabilization has occurred. Maintain temporary erosion control devices until permanent facilities are constructed and final stabilization has occurred. All erosion control measures shall be incidental to the other bid items.

E. TREE PROTECTION, REMOVAL AND REINSTALL, OR REPLACEMENT

1. Protect and care of trees within the construction limits of the Project unless otherwise indicated on the drawings. Trees identified for protection but damaged or killed as a direct result of construction activities will be replaced. Replacement of damaged trees must be of equal quality, size, and type of tree removed and grubbed during construction. If removal and reinstallation is allowed, the Contractor shall be responsible for the following provisions:
 - a. Find a holding area for temporary planting.
 - b. After planting at temporary holding area, work loose soil into area between the hole and tree plug to fill all air cavities. Water and maintain health of tree(s).
 - c. Add 3-inch layer organic mulch to surface of root ball.
 - d. Repeat procedure when transplanting tree to original site. Owner has final decision for location of permanent placement.
 - e. Maintain the health of the trees. Trees that die during temporary or permanent transplanting shall be replaced with equal quality, size, and type of tree at Contractor's expense.

F. MANHOLE RECONSTRUCTION

1. Reconstruction of existing manholes is not expected to be required during the Work. Existing adjustment ring stack heights and adjustment of road profiles allow for the removal of existing manhole castings and/or adjusting rings to install floating manhole castings at all existing manholes.
2. Should it be determined during construction that any manholes need to be reconstructed,

the Work required shall be paid for under a Time and Materials (T&M) contract with a contractor markup of 20%. The manhole reconstruction T&M shall include the labor and materials necessary to reconstruct the manhole including, but not limited to, removing and replacing the existing manhole cone section, removing and replacing any necessary barrel sections, grout, joint wrapping tape, and mastic joint seals to achieve the elevation, grade, or dimensions as indicated on the Drawings or as ordered by the Engineer.

G. RAILROAD REQUIREMENTS

1. This Special Provision incorporates the requirements set forth by Burlington Northern Santa Fe Railway (BNSF). Prior to any work within railroad right-of-way, the following must be completed:
 - a. Complete and submit the BNSF Railway **EXHIBIT “C”** and **EXHIBIT “C-1”** that is attached at the end of this Special Provision.
 - b. Abide by the “Contractor Orientation for BNSF Railway” at <https://bnsfcontractor.com/> and at <https://www.eRailsafe.com/>.
 - c. Request flagging from BNSF if work will be performed within BNSF right-of-way. Flagging needs to be requested 30 days prior to the work starting.
 - d. The permitting for the removal and installation of the asphalt pavement at the Central Ave and 2nd Ave NE crossings in the railroad right-of-way has been granted.
 - e. The permitting for the storm sewer improvements at the 2nd Ave NE crossing in the railroad right-of-way has been granted.
 - i. Prior to beginning work on the storm sewer improvements on 2nd Ave NE, submit the following items to the Engineer:
 1. Dewatering Plan
 2. Recovery Plan
 3. Work Plan (including a detailed description of construction methods and equipment)

H. SETTLEMENT MONITORING

1. For the purpose of assessing allowable movements, reference the document entitled “Utility Accommodation Policy” that can be found on BNSF’s website. The document provides a threshold amount for construction in BNSF right-of-way. For this project, the “Alert” threshold amount is ¼-inch. The actual threshold amounts shall be provided by BNSF for this project and can be based on Track Class and/or train speeds.
2. In the event the “Alert” amount is measured, the surveyor should immediately notify the appropriate on-site BNSF representative(s), Engineer, and the Contractor. In the event the “Maximum” threshold amount is measured, the surveyor shall immediately notify the appropriate on-site BNSF representative(s), Engineer, and the Contractor, and the work will be halted. If the “Maximum” threshold amount is measured, BNSF may request the installation be abandoned and a new installation procedure be submit for review and acceptance by BNSF.
3. Further BNSF requirements to receive an agreement or approval for construction should be reviewed in the “Utility Accommodation Policy” document.
4. A settlement monitoring program shall be implemented for this project in general accordance with BNSF Railway requirements. The settlement monitoring program required will be provided by the BNSF project engineer or their designated representative. Installation and surveying of subsurface and surface monuments/points is required to monitor ground and track movement before, during, and after drilling and installation of the carrier pipe. Surveying should be performed to provide measurements to the nearest

0.005 feet or 1/16-inch. This general precision should meet the requirements of BNSF and provide measurements that are no more than one-half of the minimum BNSF movement requirement. Consideration should also be given to monitoring settlement/movement of any utilities and existing structures near the construction.

5. Establish at least two appropriate benchmarks by a civil engineering/land surveying firm a week before excavation and boring to provide several sets of baseline measurements. The plan will need to include frequent surveys during boring within the right-of-way and consider train schedules. Settlement monitoring will continue to be performed after completion of the steel pipe installation and any grouting; the period in which monitoring should be performed will need to consider track use and the means and methods and construction in-place.
6. Place the surface settlement points along the rails spaced approximately 5 feet apart within 10 feet of the bore centerline. This will include a total of five pairs of surface settlement points within 10 feet of the bore centerline each way.
7. Install at least two additional pairs of surface settlement points beyond the “interior pairs” of surface settlement points spaced at 10 feet from the bore centerline each way. This will result in an additional four pairs of surface settlement points along each rail, and a total of eighteen surface settlement points for each trackage. The reduced spacing of interior surface settlement points will help provide a better determination of the lateral extent of any settlement for the bore and profile and the subsurface conditions at this project site. The surface settlement points can consist of reflective targets used in automated surveying systems. Obtain permission from BNSF for surface settlement points consisting of accessible points, such marks near the rails for reference on the rails. Consideration should be given to the need for sightlines to perform the surveying of settlement points at this paved road and rail crossing site.
8. Include two subsurface settlement points between the launching pit and trackage at distances of about 15 to 20 feet and 40 feet perpendicular to the track. Provide a third subsurface settlement point between the exit pit/point and trackage at an approximate distance of 15 to 20 feet from the track. These settlement points should be beyond the ballast. Alternate distances from the trackage can be utilized, considering the site conditions at the time of construction and the distances that BNSF will allow for the project site. The subsurface settlement points provide an indication of the performance of the boring process prior to and after the crossing of the bore beneath the tracks and provides ground movement measurements where trackage may ‘bridge’ over a ground subsidence and not necessarily be measured at the rails.
9. Construct the subsurface settlement points within boreholes having a diameter of about 11 to 12 inches (6.25-inch I.D. hollow-stem auger with cutterhead). The bases of the holes should extend no closer than 3.5 feet from the crown of the bore/steel casing alignment planned. Seat a base plate with a diameter of 5 inches at the base of the borehole and a 1-inch steel pipe coupled to the steel base plate. Extend the steel pipe to within about 3 inches of the ground surface. Seat or tamp the steel pipe and the base plate into the base of the borehole until no further downward movement is measured. Isolate the 1-inch steel pipe from the surrounding ground with a PVC pipe sleeve extended from the level of the steel plate at the base of the borehole to the ground surface. The annulus between the PVC pipe and the borehole wall and the annulus between the pipe and the PVC shall be backfilled with fine to medium sand with 6 percent or less fines. Protect the subsurface settlement point at the ground surface by providing a flush-mounted, steel cover for it. Commercially available casing and rod assemblies can also be utilized.
10. The following surveying/settlement monitoring program can be considered to meet BNSF

requirements. Some modifications can be made to this general program to account for train schedules and the construction planned. Include field surveying of the monitoring points at the following minimum survey intervals:

11. Establish at least two, fixed/permanent benchmarks, and install surface and subsurface settlement monitoring points prior to beginning the bore, or as is practical considering construction operations and the need to preserve the monuments.
12. Perform surveying of the surface and subsurface settlement monitoring points three times prior to commencement of boring.
13. Note that a difference reference before and after a train pass is desirable for later reference during and after boring.
14. A difference reference is also desirable during days in which the temperature varies considerably.
15. Survey the settlement monitoring points a minimum of twice per day during the boring phase of the project (e.g., prior to beginning boring and after completion of work for a day when the bore has not reached the right-of-way).
16. Survey the “settlement monitors” more frequently (e.g., before and after a train pass) during boring in the railroad right-of-way, and for times when frequent train traffic occurs.
17. Survey at least twice per day, or before and after a train pass, for a minimum of 3 consecutive days after completion of the steel casing installation.
18. Survey a minimum of twice per day, or before and after a train pass, on the 4th through the 7th day after completion of the steel casing installation.
19. If mitigative measures are required, a grouted bore is undertaken, or if the “Alert” threshold is reached, survey weekly for a duration of 3 weeks after completion of the steel casing installation.
20. Refer to the Trenchless Construction section in the Geotechnical Engineering Report titled “Beach 2nd Ave Storm Sewer Pipe” for additional comments regarding surveying and reporting to BNSF if an “Alert” or “Maximum” amount of movement is measured.

PART 2 PRODUCTS

NOT USED

PART 3 EXECUTION

NOT USED

END OF SECTION