DESIGN DATA				
Traffic	Average Daily			Max.Hr.
Current 2013	Pass: N/A	Trucks: N/A	Total: 325	N/A
Forecast 2033	Pass: N/A	Trucks: N/A	Total: 975	N/A
Clear Zone Distance: 18'		Design Speed: 55 M.P.H		
Minimum Sight Dist. for Stopping: 495'		Bridges: STA 197+08		
Minimum Sight Dist. for Safe Passing: N/A		Bridge Load HL93		
Sight Dist. for No Passing Zone: N/A				
Pavement Design Life (years)				

STATE	PROJECT NO.	PCN	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	20123	1	1

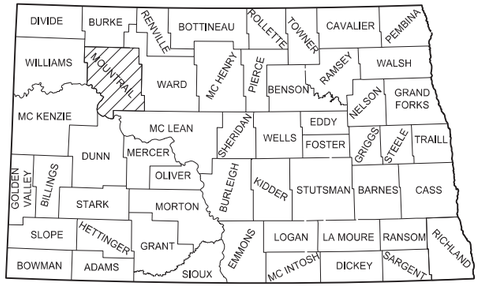
JOB# 9
MOUNTRAIL COUNTY, NORTH DAKOTA
PLANS FOR

FEDERAL AID PROJECT NUMBER BRC-3126(055)
STRUCTURE NUMBER 31-136-27.0
FHWA LIMITED INVOLVEMENT

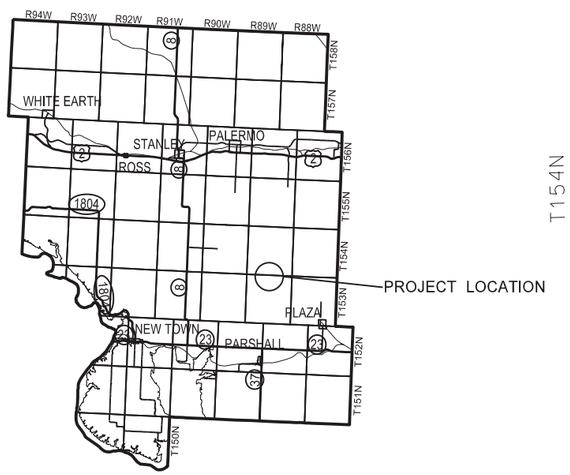
PROJECT CONSISTS OF THE REPLACEMENT OF BRIDGE STRUCTURE WITH TWO LINES OF 14X12 FOOT RCBC AND APPROXIMATELY 1000 FT. OF ROAD GRADING AND INCIDENTALS

GOVERNING SPECIFICATIONS:
Standard Specifications adopted by the North Dakota Department of Transportation October 2008; Standard Drawings currently in effect; and other Contract Provisions submitted herein.

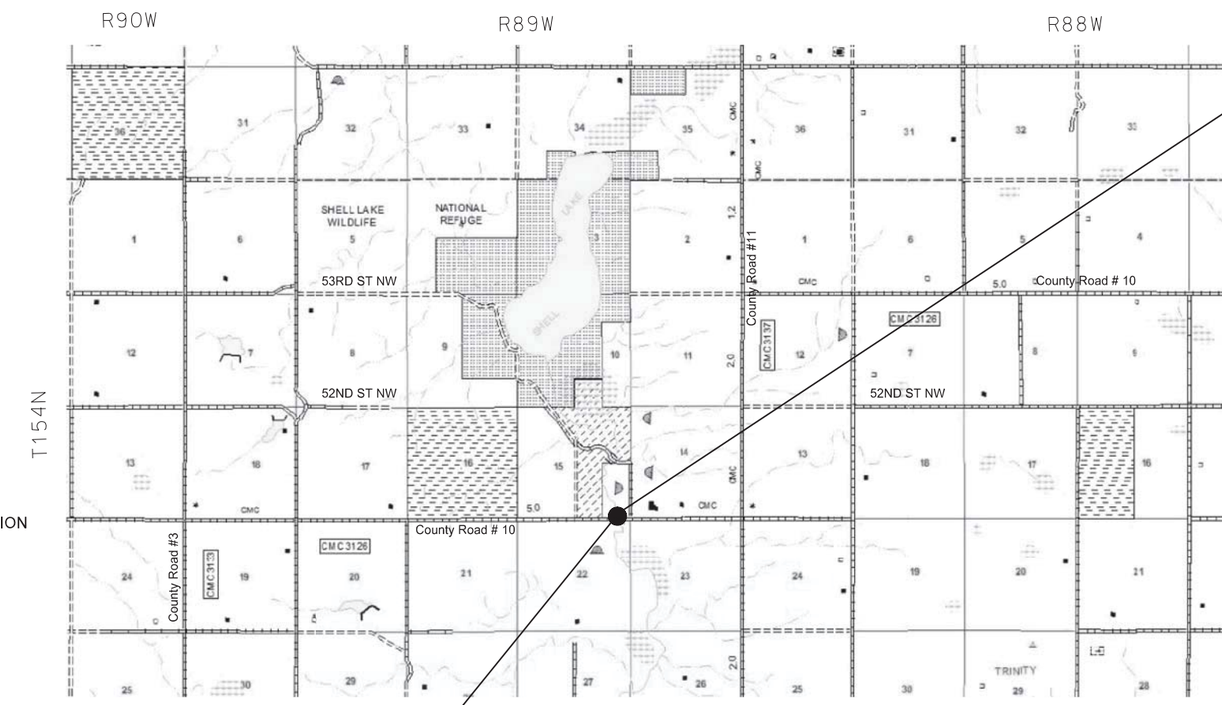
PROJECT NUMBER \ DESCRIPTION	NET MILES	GROSS MILES
BRC-3126(055)	0.189	0.189



SKETCH MAP OF NORTH DAKOTA SHOWING COUNTIES



SKETCH MAP OF MOUNTRAIL COUNTY



End Project BRC-3126(055)
Station 202+00
N= 81250.4669
E= 18315.9924
360.92' West of the SW Corner of Section14 T154N R89W

Begin Project BRC-3126(055)
Station 192+00
N= 80249.6079
E= 18313.8271
3934.13' East of the SE Corner of Secion16 T154N R89W

N

Mountrail County Commission
Arlo Borud - Chair
Greg Boschee
David Hynek
Collen Reese
Gary Jacobson

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DESIGNERS
Mike Bassingthwaite, PE
Tim Pearson

P.S.&E. CORRECTIONS MADE DATE 8-13
SURVEYED DATE 1-12
DESIGNED DATE 7-13

I hereby certify that the attached plans were prepared by me or under my direct supervision and that I am a duly registered professional engineer under the laws of the state of ND.

APPROVED DATE August 30, 2013

Michael L. Bassingthwaite /s/
INTERSTATE ENGINEERING

B12-140

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D-704-7	Breakaway Systems for Construction Zone Signs
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D-708-2	Erosion and Siltation Controls
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D-708-6	Erosion Control Median or Ditch Inlet Protection
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D-714-01	Reinforced Concrete Pipe Culvert and End Section
D-714-04	Corrugated Steel Pipe Culverts and End Sections (Round Pipe)
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LIST OF SPECIAL PROVISIONS (SP)

SP #	Description
SP 1281(08)	Permits & Environmental Considerations
SP 1010(08)	Temporary Erosion & Sediment Best Management Practices
SP 1101(08)	Split Sampling & Testing Requirements for Aggregate Base

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	6	1

NOTES

100-P01 COORDINATION OF PROJECTS: County Road #10 is scheduled for reconstruction beyond both ends of this project. This reconstruction is scheduled to occur after this project is completed however there is potential that it could be advanced to the same construction season. If the projects are constructed simultaneously traffic control and transitions shall be coordinated by the two contractors.

105-P01 CONTROL OF WORK:

1. Utility Locations: Utility locations shown on the plans are approximate. It shall be the Contractor's responsibility to contact all utilities for verification of locations prior to construction in any area**. ND One Call 1-800-795-0555**.

2. The Contractor shall confine his activities to the project right-of-way and construction easement areas as shown on the plan and profile sheets. The Contractor shall be responsible for damages incurred if his equipment or construction activities digress from the project right-of-way and construction easement areas.

107–P01 HAUL ROADS:

1. The Contractor is referred to Section 39-12-05.3 of the North Dakota Century Code, which pertains to weight limits. A portion of Paragraph #2 of this section of the code reads: "The gross weight on state highways may not exceed one hundred five thousand five hundred pounds (47,854.00 kilograms) unless otherwise posted and on all other highways the gross weight may not exceed eighty thousand pounds (36,287.39 kilograms) unless designated by local authorities for highways under their jurisdiction for gross weights not to exceed one hundred five thousand five hundred pounds (47,854.00 kilograms)..."

2. Any haul road repair deemed necessary by the Owner or the Engineer to designated haul roads occurring after the pre-haul inspection and as a result of the Contractors hauling and in accordance with the specifications will be paid for according to Section 107.05 B.7. Any repair required because of overload or over speed hauling will be paid for by the Contractor at no additional cost to the Owner.

3. Contractors shall check with the Mountrail County Highway Department, (701-628-2390) for the load limits on roads that will be considered for use as "haul roads" for this project. The Contractor shall contact the appropriate State, County, Township and City officials to determine if there are any No Haul Routes prior to preparing a bid for this project.

202-P01 REMOVAL OF STRUCTURE:

1. The existing structure to be removed at Station 197+08 consists of a single span bridge 58 feet in length. The bridge has steel girders, concrete abutments with timber piling, and a concrete deck. The contractor shall note that some riprap exists under the existing bridge that shall also be removed under this item.

2. All salvaged materials will become the property of the Contractor and disposed of off the right-of-way.

3. The Contractor shall arrange for and secure a suitable disposal site. The Contractor shall obtain any permits and site releases for the disposal site(s).

4. Any piling not fully removed shall be cut of a minimum of one foot below the bottom of the channel / class 2 excavation.

5. All costs for removal and disposal of the structure shall be included in the price bid for “Removal of Structure” including items listed as environmental commitments.

203-P01 EXCAVATION AND EMBANKMENT:

1. The topsoil shall be stripped to its full depth. The topsoil depth was estimated to be 6 inches for the overall average. Topsoil will not be measured separately and will be paid at plan quantity. All costs to salvage, stockpile, and replace the topsoil shall be included in the unit price bid for “Topsoil.” The bid item shall include topsoil for the temporary bypass area.

2. Common Excavation: Measurement for Common Excavation shall to be in accordance with Section 203.03B of the Standard Specifications (Contract Quantity).

3. After removing topsoil from original ground under all roadbed embankment areas, an additional one-foot shall be scarified and re-compacted. Benching of the existing roadway inslopes shall be required. A standard detail is included, however the contractor shall note that all benches shall be deep enough to provide sufficient width to permit placing, spreading, and compaction equipment to operate and each bench shall be thoroughly compacted before additional embankment is placed. All scarifying, re-compacting, and benching shall be included in price bid for "Common Excavation – Type A."

4. In accordance with Section 107.04 of the Specifications, the Contractor is reminded that the material source approval process applies to all material sources including contractor option borrow sources. Clearance shall be obtained before work begins.

5. Placement of embankment shall be in accordance with Section 203.02G of the Standard Specifications (Compaction Control, Type A). AASTO T-99 shall be utilized for compaction testing. 35% additional volume is included for shrinkage in the borrow quantities.

6. Borrow-Excavation shall be contractor option.

7. Borrow sources shall be stripped of topsoil and vegetation before it is cross sectioned. Erosion and sediment control devised required at contractor option sites shall be included in the price for “Borrow – Excavation”.

8. The Contractor shall spread the topsoil evenly over the entire disturbed right-of-way and construction easement areas, except the 38-foot roadbed, approaches, and riprap.

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NOTES

210-P01 STRUCTURAL EXCAVATION, STRUCTURAL FILL, AND FOUNDATION PREPARATION:

1. **Class 1 Excavation** shall be to the limits shown on the plan typical box culvert layout drawing. The quantity of Class 1 Excavation within the excavation limits is estimated at 230 cubic yards. All material not considered suitable for the roadbed shall be used to fill the road inslopes unless the material is deemed waste excavation by the engineer. It is assumed that this material will be suitable for use in embankment areas. Payment for all Class 1 Excavation to the limits shown on the plans will be Lump Sum. The price bid for Class 1 Excavation shall include the costs for placement of this material in embankment areas. The embankment shall meet the requirements of Section 203.02G Compaction Control Type A.

2. **Class 2 Excavation** shall be to the limits shown on the plan typical box culvert layout drawing. The quantity of Class 2 Excavation within the limits is estimated at 730 cubic yards. All material not considered suitable for the roadbed shall be used to fill the road inslopes unless the material is deemed waste excavation by the engineer. It is assumed that this material will be suitable for use in embankment areas. Payment for all Class 2 Excavation to the limits shown on the plans will be Lump Sum. The price bid for Class 2 Excavation shall include the costs for placement of this material in embankment areas. The embankment shall meet the requirements of Section 203.02G Compaction Control Type A.

3. **Channel Excavation** shall be excavated to the limits shown on the typical box culvert layout drawing. Excavation necessary to place riprap is included in these limits. The quantity of Channel Excavation within the limits is estimated at 120 cubic yards. It is assumed that this material will be suitable for use in embankment areas. All material not considered suitable for the roadbed shall be used to fill the road inslopes unless the material is deemed waste excavation by the engineer. Payment for all Channel Excavation to the limits shown on the plans will be Lump Sum. The price bid for Channel Excavation shall include the costs for placement of this material in embankment areas. The embankment shall meet the requirements of section 203.02G Compaction Control Type A.

4. **Foundation Fill** shall be course aggregate size 3 or Class 3 aggregate as shown in the plan details. Foundation fill shall be placed in lifts not to exceed six (6) inches, compacted with a mechanical tamper. Water shall be added to the fill as needed or as directed by the Engineer and shall be included in the price bid for Foundation Fill. Ordinary compaction shall apply for the foundation fill (not specified density). S1 fabric is required as part of the foundation fill detail all costs associated with providing and placing this fabric shall be included in the foundation fill bid costs.

5. **Select Backfill** adjacent to and over the box culvert shall be Class 3 in accordance with Section 210.02 B.1 and Section 816.03 of the Standard Specifications, placed to the limits shown on the plans. The select backfill shall be placed in lifts not to exceed six (6) inches, compacted with a mechanical tamper. Moisture and density controls for specified density shall be in accordance with Section 203.02G of the Standard Specifications utilizing AASHTO T-180.

6. **Foundation Preparation:** The contractor shall note that flowing or standing water is present in the channel at this location. The water level fluctuates throughout the year. Bidders shall include all costs generated due to site conditions into associated bid items when bidding this project. No additional compensation nor revisions to the completion date will be made due to fluctuations in the water level.

7. **Waste Excavation:** All material from the structural and channel excavation not useable as embankment material shall be removed and disposed of at a site obtained by the Contractor. The Contractor is responsible for obtaining any and all permits needed for waste disposal and shall full responsibility for complying with the requirements of said permits and with all applicable laws. The Contractor shall be responsible for restoring the waste disposal areas to satisfactory condition and any seeding required. This shall be included in the price bid for excavation with no direct compensation therefore. The Contractor shall be required to obtain a site release for the disposal site.

606-P01 PRECAST REINFORCED CONCRETE BOX CULVERT:

1. The structure shall be two lines of precast single cell 14’x12’ RCBC. The culvert shall be 63 feet long from inside of the parapet to inside of the parapet measured perpendicular to the roadway centerline. The parapet shall be parallel to the roadway centerline. Industry standard skewed end sections shall be required as detailed.

2. The contractor may substitute a double cell precast RCBC for the two specified single cells. The bid price for the single cell plan length shall be paid for as bid therefore all costs more or less shall be included in the items bid.

3. The end sections shall include a reinforced concrete parapet on the top of the roof and a reinforced concrete cutoff wall below the floor. The parapet shall be one (1) foot by one (1) foot and shall be as long as the barrel section’s outside width. The cutoff walls shall be placed under the end of the end sections and shall be a minimum of one (1) foot thick, and three (3) feet, two (2) inches deep. The cutoff walls shall extend three (3) feet beyond the edges of outside box culvert walls.

4. A flexible sealant compound shall be placed in every joint of the precast concrete box culvert. A joint sealant compound shall be installed as per the manufacturer’s recommendations. The flexible sealant shall be installed in addition to the geotextile fabric required in Section 606.04 of the Standard Specifications. Costs for the material and its installation shall be included in the price bid for the precast reinforced concrete box culvert.

5. Each precast reinforced concrete box culvert section shall be secured with four tie bolts per joint.

6. The space between single cell precast units shall be filled with controlled density backfill and a cap as shown on the detail.

All costs associated with completing these items as detailed shall be included in the price bid for the precast units.

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NOTES

7. Box Culvert Design Moments

MOMENTS DUE TO HL93 TRUCK LOADING IMPACT = 0%

COMPONENT	LOCATION	Max Mu (KIP-FT/FT)	Min Mu (KIP FT/FT)
TOP SLAB	EXTERIOR CORNER	7.94	-1.59
	MIDSPAN	40.70	9.48
	INTERIOR CORNER	7.88	-1.59
WALL	TOP CORNER	-2.96	-12.76
	MID HEIGHT	-2.05	-10.08
	BOTTOM CORNER	-4.61	-12.35
BOTTOM SLAB	EXTERIOR CORNER	3.32	-1.24
	MIDSPAN	33.85	11.16
	INTERIOR CORNER	3.32	-1.23

14 FT x 12 FT X SINGLE CELL BOX WITH 2.5 to 3.5 ft FT OF OVERFILL

NOTES

Negative moments at corners are computed at the intersection of the haunch and the regular depth member per AASHTO 12.11.4.2 LRFD Bridge Design Specification 5th Edition.

BASIS OF DESIGN
Top slab thickness = 10 inches
Bottom thickness = 10 inches
Wall thickness = 8 inches
Haunches = 12 inches

704-P01 TRAFFIC CONTROL

Construction signing for the project shall be provided and maintained by the Contractor as per Section 704 of the Standard Specifications, attached Standard Drawings, and the MUTCD Manual. Standard drawing D-704-15 provides additional guidance for the temporary bypass signing.

Traffic control for the bridge replacement shall consist of a temporary bypass roadway. Flagging shall be used to maintain traffic during construction of the temporary bypass roadway. Flagging and limited roadway closures shall be used to complete the transitions to the existing roadway once the box culvert and roadway over the box culvert is in place. Flagging shall again be used during removal of the temporary bypass roadway.

708-P01 EROSION CONTROL

1. **ROCK RIPRAP:**

   A. Any shaping necessary to prepare for the riprap placement shall be included in the price bid for "Riprap-Loose Rock". Riprap shall be paid for by the Cubic Yard (CY) as shown on the Plans unless otherwise directed by the Engineer in the field. All riprap shall conform to Section 708.04 of the Standard Specifications. Geotextile filter fabric type RR shall be installed under the Rock Riprap and shall be included in the price bid for "Riprap-Loose Rock."

2. **FIBER ROLLS:**
   After replacement of the topsoil, fiber rolls shall be installed at the locations shown on the Plan and Profile or as designated by the Engineer in the field, and in accordance with plan details and the standard specifications.

3. **EROSION CONTROL BLANKET:**
   An estimated quantity of erosion control blanket has been included in the plans to be placed at erosion critical locations primarily around the structure as directed by the engineer.

   SEEDING:

   A. Seeding shall cover the entire disturbed right-of-way & construction easement areas except the 38-foot roadbed. Seeding shall be Type B CL V in accordance with Section 708 of the Standard Specifications. Payment for seeding shall be per mile.

TYPE B, CLASS V

GRASS SPECIES	VARIETY	POUNDS PURE LIVE SEED PER ACRE
Western Wheatgrass	Rodan or Rosanna	20
Slender Wheatgrass	Revenue or Primar	8
Pubescent Wheatgrass	Mandan 906 or Greenleaf	20
Alfalfa		12
Total		60

   B. Mulching shall be required for the majority of the project limits to be seeded. The estimated quantity for acres of mulch shall be considered advisory only; all disturbed areas to be seeded may not require mulch: (Slopes to steep to property to secure the mulch will either be seeded only or ECB may be used.)

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NOTES

C. A cover crop is required as per Section 708.02C.1.a (4) and shall be included in the price bid for “Seeding-Type B CL V”. Should a temporary cover crop (CL VI) need to be seeded during the summer months, payment will be made at the bid price per mile for "Temporary Cover Crop CL VI".

4. **TEMPORARY EROSION CONTROL MEASURES:**

A. During the course of the project, the installation of silt fence unsupported will be required according to Standard Drawing D-708-2. This fencing will be placed at various locations along the project as shown in the plans or as required for permit compliance. Silt fence unsupported shall be paid for by the linear foot, complete, in place and accepted by the engineer.

B. The Field Engineer may allow this fencing to be reused as construction advances. If fencing is reused in different locations, the Contractor will be paid the unit price bid for "Silt fence unsupported" each time the fence is relocated. The fencing to be placed shall be on-site before the stripping of topsoil may begin. Approximately 200 lineal feet of fence has been added to the estimated quantities to be used if needed. Payment will be made only for the amount of silt fence actually installed.

C. The Contractor shall be responsible for maintaining the silt fence throughout the duration of the project. This shall include the removal of sediment and the repair of the silt fence as directed by the Engineer. All costs associated with this work shall be included in the price bid for silt fence or as approved by the engineer fron the PS #1 schedule.

D. A Storm Water Runoff Permit will be required from the ND Department of Health as detailed in the project proposal. Any additional temporary erosion controls required due to this permit, directed by the engineer, or needed due to site conditions shall be installed and paid for under the conditions of Specification 110 unless bid items are used. Devises required for contractor option borrow sites shall be include in the price bid for “Borrow – Excavation”.

709-P01 GEOTEXTILE FABRIC – TYPE R1

Box Culvert - Reinforcement fabric shall be placed parallel to the roadway centerline. If more than one piece of fabric is used to meet the required length, then the joint must be sewn. Adjacent strips of fabric shall be butted. All fabric must be taut and pinned with a 6” (min) pin, peg, or staple every 15’ along all edges and on all corners prior to placing fill on the fabric. The required R1 fabric for the box culvert installation shall be included in the price bid for the RCBC.

Roadway - Reinforcement fabric placed on the subgrade under the aggregate base shall follow the requirements of Section 709 of the Standard Specifications and shall be paid for by the SY.

710-P01 TEMPORARY BYPASS

1. All borrow needed for the construction of the temporary bypass shall be obtained by the contractor from a source outside of the highway right-of-way. 35% has been added to the estimated quantity shown on the typical section for shrinkage in the earth embankment. It is not anticipated that the embankment used for the temporary bypass could be reused for the roadway as traffic will have to be maintained. Therefore the contractor shall remove the embankment from the project right-of-way upon completion of the project.

2. The contractor shall provide the engineer with haul tickets to verify that the specified amount of aggregate base material has been placed on the bypass. An additional 200 tons of aggregate has been included in the project quantities as “Temporary Traffic Surface Aggregate” to be utilized through the course of the project as needed and as directed by the engineer to maintain the bypass roadway. This item shall be Class 5 Aggregate and shall be paid for as required (Not included in Temporary Bypass bid item). Aggregate base course utilized for the temporary bypass shall be considered waste and shall be removed from the project right-of-way upon completion of the project.

3. Riprap as shown on the plans for use with the temporary bypass culverts shall be included in the price bid for the bypass. The contractor shall provide the engineer with haul tickets to verify that the specified amount of riprap has been supplied. If the contractor is able to salvage and clean the riprap to the engineers satisfaction the contractor may reuse the riprap to finish the upstream side of the new box culvert once the bypass road is no longer in use. Otherwise the riprap shall be removed from the project right-of-way upon completion of the project.

4. The temporary bypass shall be constructed per section 710 of the Standard Specifications and as detailed with these plans. All labor and materials to construct and maintain the temporary bypass roadway shall be included in the price bid for “Temporary Bypass” including but not limited to the embankment, culverts, riprap, aggregate surfacing, and removal of the bypass. Temporary erosion control features and traffic control items shall be paid for separately.

5. The contractor shall note that the limited right-of-way will require the inlet side of the box culvert and the inlet riprap to be completed after the bypass roadway has been taken out of service. All costs associated with this requirement shall be included in the price bid for the respective items.

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ENVIRONMENTAL COMMITMENTS

ENVIRONMENTAL COMMITMENTS: Mountrail County, the North Dakota Department of Transportation and the Federal Highway Administration have made several environmental commitments to various agencies and the public to secure approval of this project. The environmental commitments are as follows:

Commitment No. 1: Avoid creek channel changes and placement of fill in wetlands to the fullest extent possible.

Action taken/required: No channel changes will be constructed. Wetland impacts below the ordinary high water line of the stream channel will be mitigated by placing the structure floor and riprap below the existing channel surface; i.e. the channel will be excavated and the structure and riprap will be placed 1 foot below the existing channel elevation as shown in these plans.

Wetland Number	Location	Cowardin Class.	Wetland Type	Wetland Size Ac.	Wetland Feature	USACE Jurisdictional Wetlands*	Wetland Impacts (acres) Temp. Ac.	Perm. Ac.
1	Sec.22, T154N, R89W	PEMA	Basin	0.21	Natural	Yes	0.00	0.00
2N	Sec.15, T154N, R89W	PEMABF	Basin/ Riverene	11.61	Natural	Yes	0.14	0.00
2S	Sec.22, T154N, R89W	PEMABF	Basin/ Riverene	43.46	Natural	Yes	0.12	0.00
			Totals	**55.28**			**0.26**	**0.00**

Commitment No. 2: A storm discharge permit is required if more than one acre is disturbed.

Action taken/required: The Contractor will be required to obtain a storm water discharge permit from the North Dakota Department of Health and shall comply with the requirements contained in the permit.

Commitment No. 3: A US Army Corp of Engineers Section 404 Permit is required.

Action taken/required: A permit has been obtained. The Contractor shall comply with all requirements listed in the permit per the environmental SP.

Commitment No. 4: No work shall be allowed in the channel from April 15th to June 1st.

Action taken/required: The contractor shall not conduct any work with the channel from April 15th to June 1st including work on the temporary bypass culverts.

Commitment No. 5: Care is to be taken during construction activity near any water of the state to minimize adverse effect on a water body.

Action taken/required: Best management practices and erosion control devices shall be used in accordance with the plans and storm water permit to minimize adverse effects.

Commitment No. 6: During the removal of the existing structure, caution must be taken so that no lead base paint from the steel beams is disposed of on the ground or in the creek.

Acton taken/required: The contractor shall use a method of pollution control when removing the beams. Lead contaminated waste will be containerized and characterized, to determine if the waste is hazardous before the beams are moved offsite for disposal. The contractor shall certify in writing that all procedures in accordance with the ND Department of Health have been followed. Contractors are advised to check with the NDDOT regarding the required procedures prior to bidding so that all costs for compliance can be in the bid item.

Commitment No. 7: The structure shall not be removed before July 15 unless the Contractor uses alternative measures to prevent migratory birds from nesting prior to construction

Action taken/required: The Contractor shall comply with this requirement. Netting shall be placed under the structure to prevent nesting if the contractor chooses start the project prior to July 15th. This netting shall be placed in early spring prior to the bird's arrival.

Commitment No. 8: Care is to be taken during construction activity near any water of the state to minimize adverse effects on a water body.

Action taken/required: Best management practices and erosion control devices shall be used in accordance with the plans and storm water permit to minimize adverse effects.

Commitment No. 9: Aquatic nuisance species (ANS) is a concern of the ND Game and Fish Department.

Action taken/required: The Contractor, including any and all Subcontractors or others involved in the project, shall take appropriate and reasonable precautions to prevent the introductions of ANS into the State's waters or the movement of ANS within North Dakota or between North Dakota waters. These ANS precautions extend to any and all vehicles, vessels, trailers, pumps, and such equipment that will be used in the waters of the State. The Contractor shall provide the Department a reasonable opportunity to inspect any and all vehicles, vessels, pumps, and equipment that will be used in the waters of the State prior to those items being launched or placed in the waters of the State. A minimum 72 hour notice must be provided to the Department for scheduling an inspection. The Department's ANS Biologist, Mr. Fred Ryckman, shall be contacted at the Riverdale Office (701-770-0920) for equipment inspections or any additional information regarding ANS prevention protocols.

PERMITS REQUIRED:

A Section 404 Permit (US Army Corps of Engineers) – See Permits & Environmental Considerations SP

NDPDES permit from NDDoH – Contractor to obtain – Note that Mountrail County shall be listed as the owner on the permit. The County Engineer Mr. David Nicoletti, PE (701) 628-2390 shall be the owners contact.

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	8	1

ESTIMATED QUANTITIES

SPEC	CODE	DESCRIPTION	UNIT	NO. OF UNITS
103	0100	CONTRACT BOND	L SUM	1
202	0105	REMOVAL OF STRUCTURE	L SUM	1
203	0101	COMMON EXCAVATION-TYPE A	CY	364
203	0109	TOPSOIL	CY	1,014
203	0140	BORROW-EXCAVATION	CY	5,177
210	0101	CLASS I EXCAVATION	L SUM	1
210	0111	CLASS 2 EXCAVATION	L SUM	1
210	0127	CHANNEL EXCAVATION	L SUM	1
210	0200	SELECT BACKFILL	CY	1,400
210	0210	FOUNDATION FILL	CY	800
210	0411	FOUNDATION PREPARATION	L SUM	1
216	0100	WATER	M GAL	180
302	0120	AGGREGATE BASE COURSE CL 5	TON	3820
302	0314	TEMPORARY TRAFFIC SURFACE AGGREGATE	TON	200
606	1412	14FT X 12FT PRECAST RCB CULVERT	LF	130
606	5412	14FT X 12FT PRECAST RCB END SECTION	EA	4
702	0100	MOBILIZATION	L SUM	1
704	0100	FLAGGING	MHR	100
704	1000	TRAFFIC CONTROL SIGNS	UNIT	1133
704	1052	TYPE III BARRICADE	EA	8
704	1060	DELINEATOR DRUMS	EA	10
704	1081	VERTICAL PANELS - BACK TO BACK	EA	20
708	1020	RIPRAP-LOOSE ROCK	CY	180
708	1322	SILT FENCE UNSUPPORTED	LF	1,200
708	1332	REMOVAL OF SILT FENCE UNSUPPORTED	LF	990
708	1375	FLOTATION SILT CURTAIN	LF	55
708	1376	REMOVAL FLOTATION SILT CURTAIN	LF	55
708	1430	FIBER ROLLS 12IN	LF	1,514
708	1431	REMOVAL FIBER ROLLS 12IN	LF	100
708	2281	SEEDING-TYPE B-CL V	MILE	0.189
708	5201	TEMPORARY COVER CROP CL VI	MILE	0.189
708	5500	MULCHING	ACRE	2.0
708	5650	ECB TYPE 1	SY	400
709	0701	GEOTEXTILE FABRIC-TYPE R1	SY	5,556
710	0200	TEMPORARY BYPASS	LSUM	1
754	0803	OBJECT MARKER - TYPE III	EA	4

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	10	1

BASIS OF ESTIMATE

203 BORROW – EXCAVATION

Plan dimension less structural fill plus 35% for shrinkage

210 SELECT BACKFILL

Plan dimension plus 25% for shrinkage

216 WATER

Common Excavation	6 gal/CY
Borrow	6 gal/CY
Dust Palliative	25 Mgal/Mile
Aggregate Base Course	30 gal/Ton

302 AGGREGATE BASE COURSE CL5

15” Depth, 38’ Top Width. 6’ Sloughs	1.875 Ton/CY

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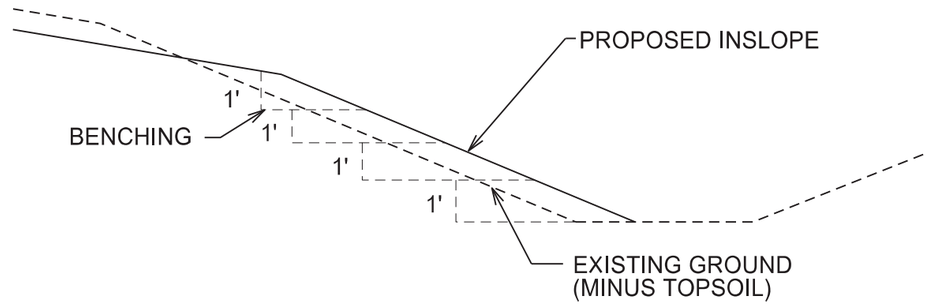
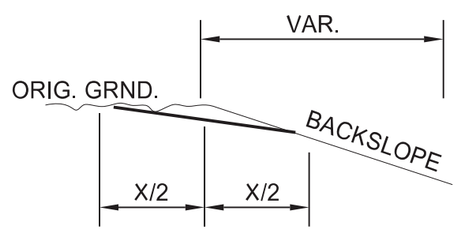
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	20	1



BENCHING TYPICAL SECTION

N.T.S.



BACKSLOPE ROUNDING WHERE X = 10'
UNLESS RESTRICTED BY HEIGHT OF BACKSLOPE

BACKSLOPE ROUNDING

N.T.S.

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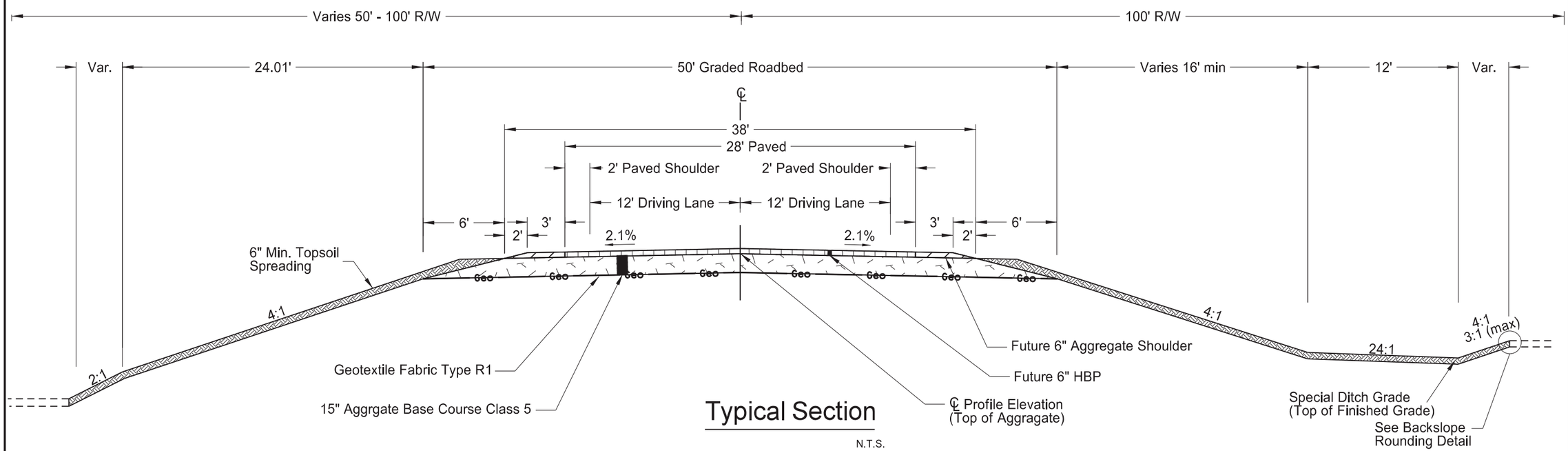
Details

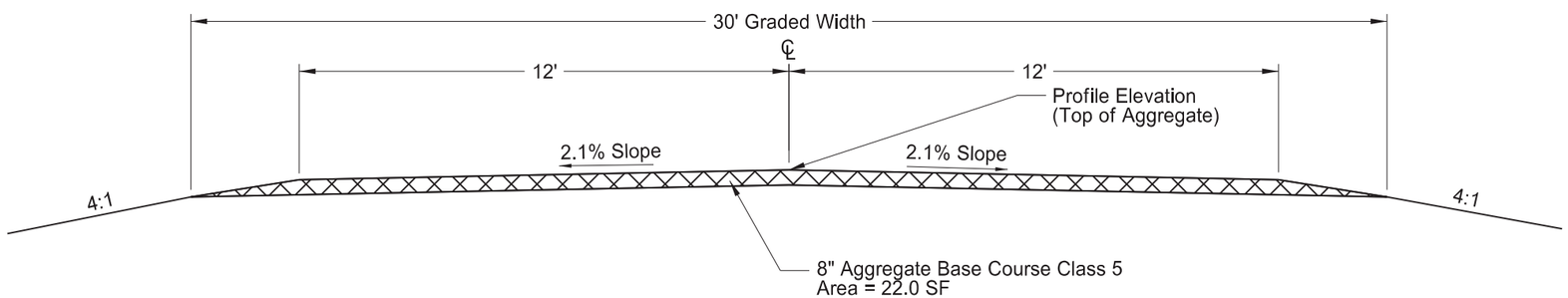
Mountrail County North Dakota

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	30	1



Typical Section

N.T.S.



(Not to be paid for separately - but shall be included in the price bid for "Temporary Bypass")

SURFACING BASIS OF ESTIMATE - TEMPORARY BYPASS

DESCRIPTION	UNIT	QUANTITY
*48" CSP	LF	120
*Aggregate Base Course Class 5	Ton	650
*Borrow Material	CY	2100
*Removal of Embankment and Aggregate	CY	2680
*Riprap-Loose Rock	CY	30

Note

* = Not A Pay Item. Bidding Purposes Only

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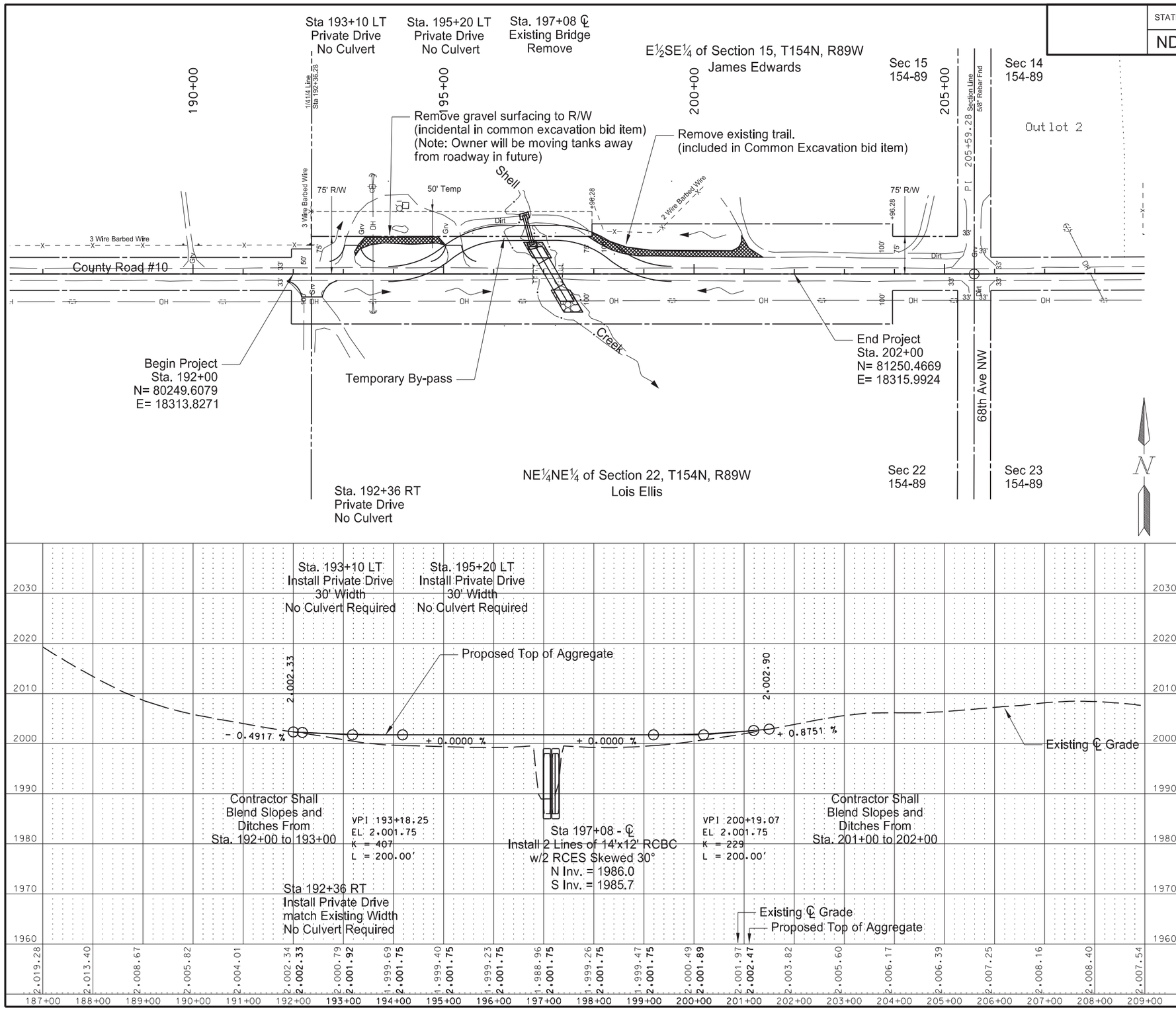
Typical Section

Mountrail County North Dakota

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	60	1



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Plan and Profile

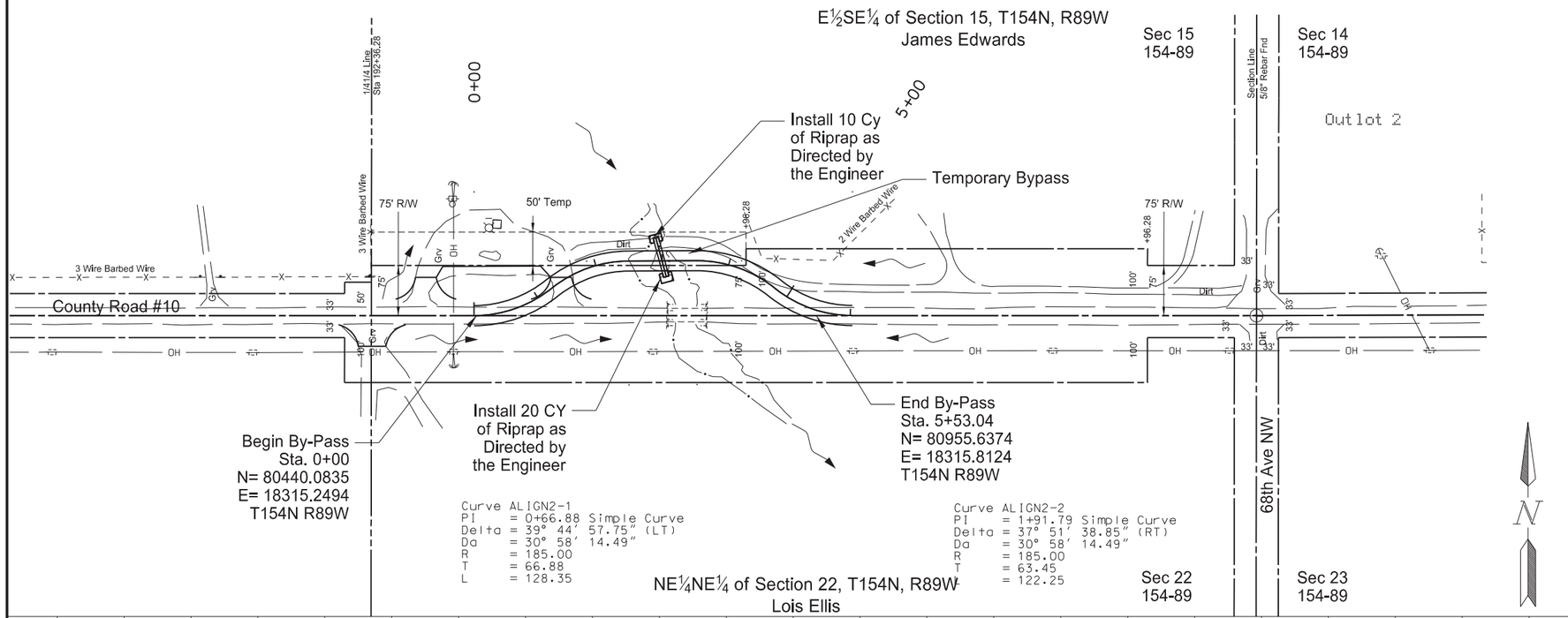
Mountrail County North Dakota

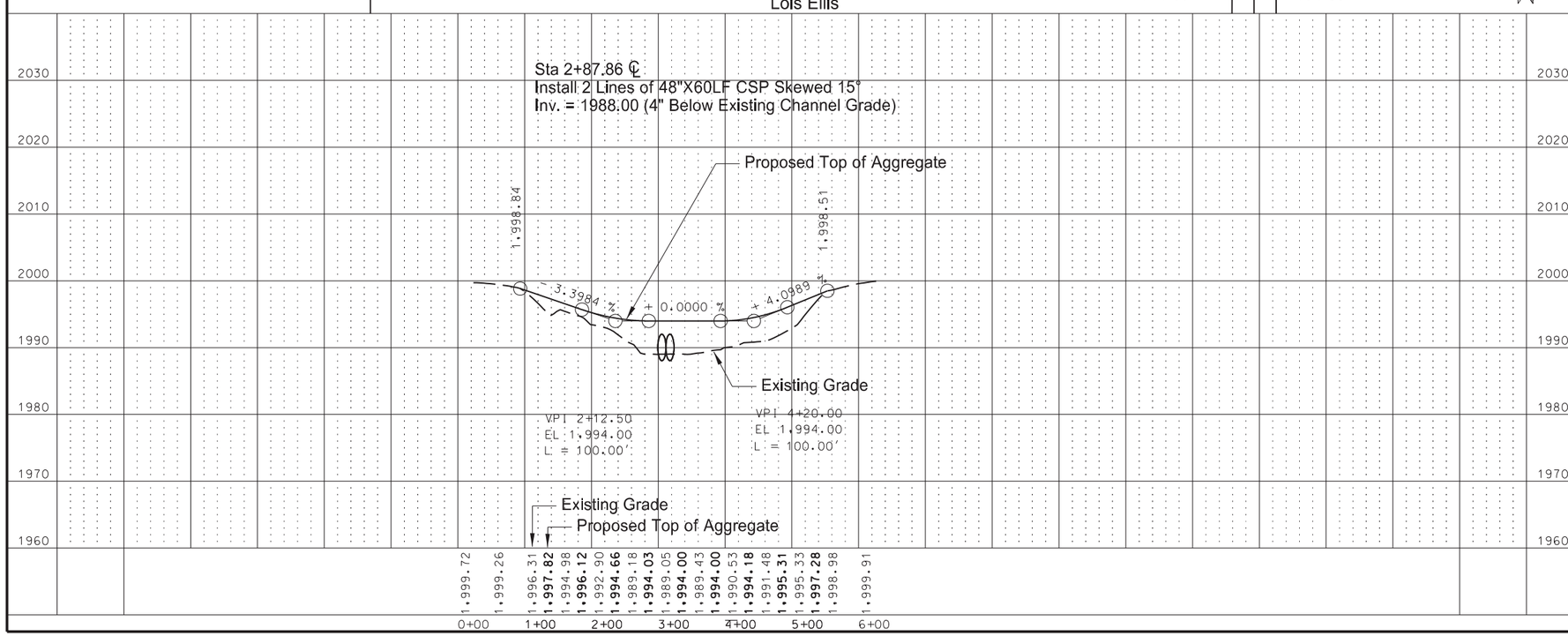
8/30/2013 1:54:10 PM Shelley.Terfehr Q:\2012\B12s\B1200140\CADD\Design\Sheets\060PP_001.dgn

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	60	2

Curve ALIGN2-3
PI = 4+18.78 Simple Curve
Delta = 39° 30′ 48.11″ (RT)
Da = 30° 58′ 14.49″
R = 185.00
T = 66.45
L = 127.58

Curve ALIGN2-4
PI = 5+43.85 Simple Curve
Delta = 38° 07′ 44.18″ (LT)
Da = 30° 58′ 14.49″
R = 185.00
T = 63.93
L = 123.11





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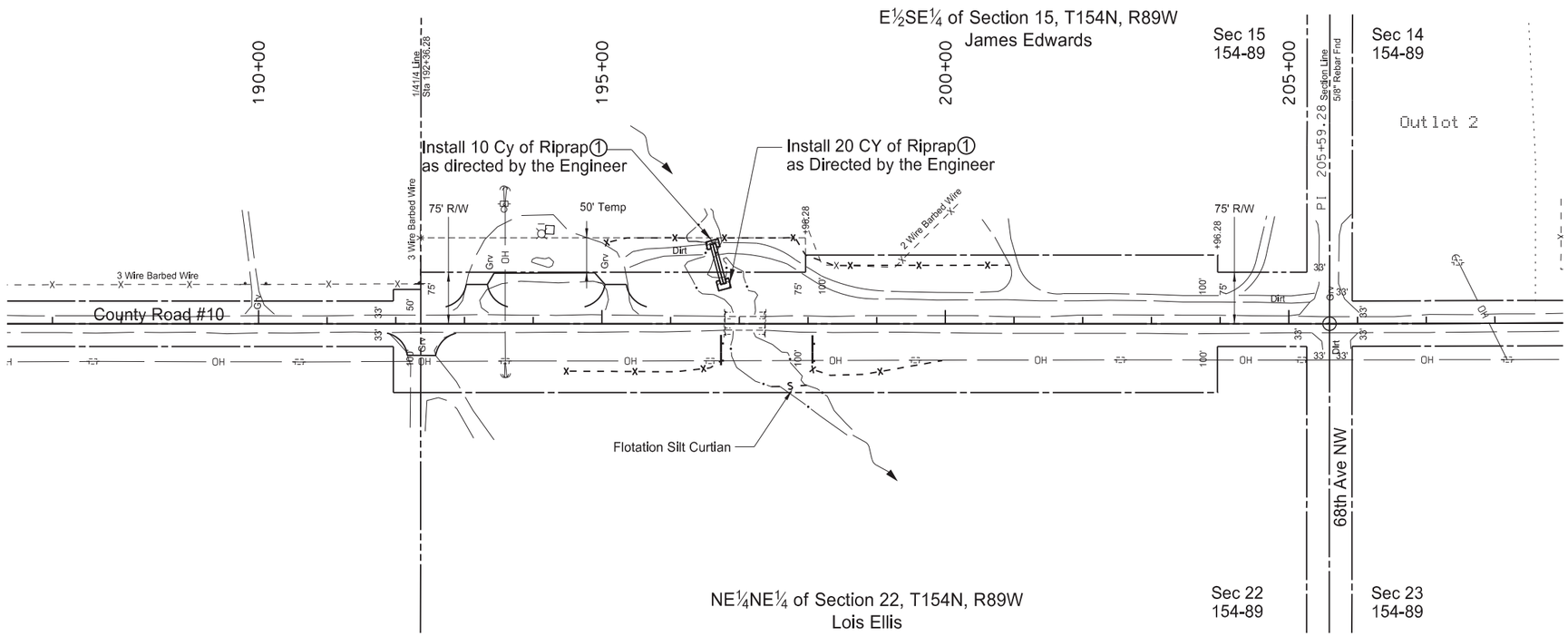
Temporary Bypass Plan and Profile

Mountrail County North Dakota

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	75	1



Flotation Silt Curtain

Sta 197+50 - RT		55 LF

Riprap - Loose Rock

① Temporary Bypass Culvert		30CY

Silt Fence Unsupported

STA 195+00 to 196+40 (Inside Bypass)	LT	140LF
STA 194+50 to 196+70 (S side Road)	LT	220 LF
STA 196+70 to 201+00 (N Side Bypass)	LT	430 LF
STA 198+00 to 200+00 (S Side Road)	LT	200 LF

Fiber Rolls 12IN

Sta 196+50 - RT	50 LF
Sta 198+50 - RT	50 LF

① For Informational Purpose Not a Pay Item

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Erosion Control Legend

x- - - - -x- Silt Fence Unsupported

Fiber Rolls 12IN

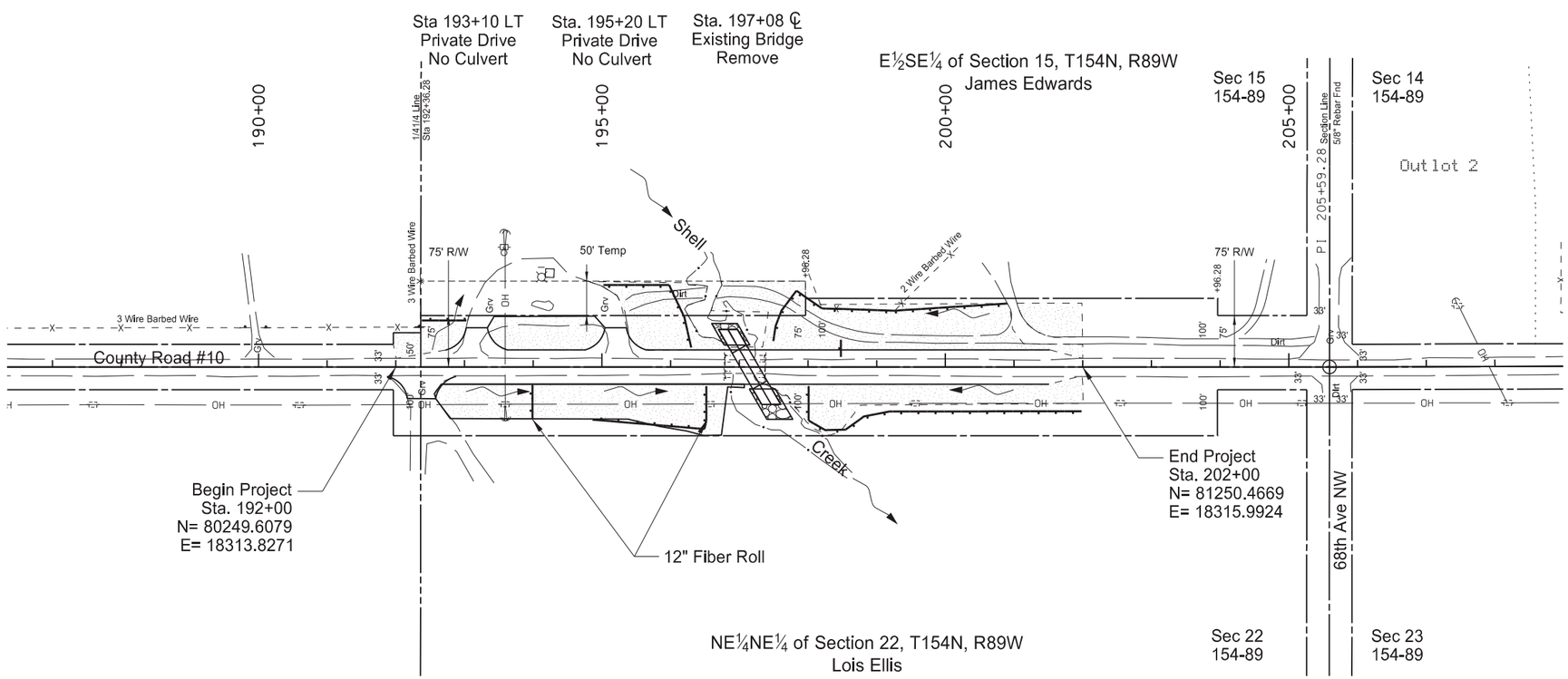
——— s – Flotation Silt Curtain

Note: Note that some of the erosion control shown may require installation after the temporary bypass is complete however perimeter controls will be required before any land disturbing activities.
Once Box Culvert is complete erosion control will change to complete roadway.
All features shown shall be adjusted as needed to comply with NDPES Permit
If the erosion control features are to be installed by a subcontractor the prime contractor shall be responsible to coordinate locations so as to facilitate construction activities.

Temporary Erosion Control

Mountrail County North Dakota

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	75	2



Erosion Control Legend

Seeding

Fiber Rolls 12IN

Riprap Loose Rock

Sta. 197+08 LT	55CY
Sta. 197+08 RT	105CY

Fiber Rolls 12in

Sta. 192+36 to 193+00 - LT	65 LF
Sta. 195+00 to 196+40 - LT	195 LF
Sta. 197+50 to 200+90 - LT	396 LF
Sta. 195+00 to 196+50 - RT	198 LF
Sta. 198+00 to 202+00 - RT	410LF
Sta 194+00 - RT	50 LF
Sta 196+50 - RT	50 LF
Sta 198+00 - RT	50 LF

Seeding - Type B - CL V

0.189 Mile

ECB Type 1

Sta. 198+00 LT	100 SY
Sta. 198+50 RT	100 SY
Sta. 196+00 LT	100 SY
Sta. 196+50 RT	100 SY

Mulching

*Various	2 ACRES

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N

* 2:1 slopes near RCBC shall be covered with ECB.

Note: Permanent Erosion Control features are the items to be installed at project completion

Permanent Erosion Control

Mountrail County North Dakota

SURVEY COORDINATE AND CURVE DATA - COUNTY ROAD #10

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	81	1

HORIZONTAL ALIGNMENT

PNT	STATION	NORTHING	EASTING
POT	100+00.00	71050.3670	18305.9740
PI 1	152+67.69	76318.0570	18311.5090
PI 2	179+13.38	78963.7470	18313.7390
PI 3	205+59.28	81609.6430	18316.4460
POT	258+39.86	86890.1790	18336.5700

CURVE DATA

ARC DEFINITION

US PUBLIC LAND SURVEY DATA

DESC. SEC-TWP-RGE	NORTHING	EASTING
SESEC 15-154-89	18316.45	81609.64
SQCOR 15-154-89	18313.74	78963.75
SWSEC 15-154-89	18311.51	76318.06

SURVEY CONTROL POINTS

PNT	NORTHING	EASTING	ELEV	STATION	OFFSET	CONTROL POINT DESCRIPTION
CP 1	18409.67	78963.94	2086.89	179+13.38		
CP 2	18386.34	87284.96	2079.35	262+34.64		

BENCH MARKS

BM 1	18293.70	86930.01	2055.716	258+79.69	
USGS U246					

NOTES:

Date Survey Completed 11/12

[X] Assumed Coordinates

[ ] All coordinates on this sheet are County ground coordinates. They are derived from the "North Dakota Coordinate System of 1983", NAD83(2011), North Zone Combination factor (cf) = 0.99984863

All coordinates and measurements on this document derived from the International Foot definition.

INITIALIZING BENCH MARK

[X] NAVD-88
[ ] NGVD-29

[X] ENGLISH UNITS
[ ] METRIC UNITS

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Revised

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	100	1

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
D3-36	36"x6"	STREET NAME SIGN (Sign and installation only)		6	
G20-1a-60	60"x24"	ROAD WORK NEXT __ MILES		34	
G20-1b-60	60"x24"	WORK IN PROGRESS/ NO WORK IN PROGRESS (Sign and installation only)		26	
G20-2a-48	**48"x24"**	**END ROAD WORK**	**2**	**19**	**38**
G20-4-36	36"x18"	PILOT CAR FOLLOW ME		18	
G20-10-108	108"x48"	CONTRACTOR SIGN		64	
G20-50a-72	72"x36"	ROAD WORK NEXT __ MILES RT & LT ARROWS		37	
G20-52a-72	72"x24"	ROAD WORK NEXT __ MILES RT or LT ARROW		30	
G20-55-96	**96"x48"**	**SPEED LIMIT ENFORCED - MINIMUM FEE $80 WHEN WORKERS PRESENT**	**2**	**59**	**118**
M1-1-36	36"x36"	INTERSTATE ROUTE MARKER (Post and installation only)		10	
M1-4-24	24"x24"	U.S. ROUTE MARKER (Post and installation only)		10	
M1-5-24	24"x24"	STATE ROUTE MARKER (Post and installation only)		10	
M3-1-24	24"x12"	NORTH (Mounted on route marker post)		7	
M3-2-24	24"x12"	EAST (Mounted on route marker post)		7	
M3-3-24	24"x12"	SOUTH (Mounted on route marker post)		7	
M3-4-24	24"x12"	WEST (Mounted on route marker post)		7	
M4-8-24	24"x12"	DETOUR (Mounted on route marker post)		7	
M4-9-30	30"x24"	DETOUR ARROW RIGHT or LEFT/AHD AND RT or LT		15	
M4-10-48	48"x18"	DETOUR ARROW RIGHT or LEFT		23	
M5-1-21	21"x15"	ARROW AHD AND RT or LT(Mounted on route marker post)		7	
M5-2-21	21"x15"	ARROW AHD UP & RT or LT (Mounted on route marker post)		7	
M6-1-21	21"x15"	ARROW RT or LT (Mounted on route marker post)		7	
M6-2-21	21"x15"	ARROW UP & RT or LT (Mounted on route marker post)		7	
M6-3-21	21"x15"	ARROW AHD (Mounted on route marker post)		7	
R1-1-48	48"x48"	STOP		32	
R1-1a-18	**18"x18"**	**STOP and SLOW PADDLE Back to Back**	**2**	**5**	**10**
R1-2-60	60"x60"	YIELD		29	
R2-1-48	**48"x60"**	**SPEED LIMIT __**	**2**	**39**	**78**
R2-1a-24	**24"x18"**	**MINIMUM FEE $80 (Mounted on Speed Limit post)**	**2**	**10**	**20**
R3-7-48	48"x48"	LEFT or RIGHT LANE MUST TURN LEFT or RIGHT		35	
R4-1-48	48"x60"	DO NOT PASS		39	
R4-7-48	48"x60"	KEEP RIGHT SYMBOL		39	
R5-1-48	48"x48"	DO NOT ENTER		35	
R6-1-36	36"x12"	ONE WAY RIGHT or LEFT		13	
R7-1-12	12"x18"	NO PARKING		11	
R10-6-24	24"x36"	STOP HERE ON RED		16	
R11-2-48	**48"x30"**	**ROAD CLOSED**	**2**	**28**	**56**
R11-2a-48	48"x30"	STREET CLOSED		28	
R11-3a-60	60"x30"	ROAD CLOSED __ MILES AHEAD LOCAL TRAFFIC ONLY		31	
R11-3c-60	60"x30"	STREET CLOSED __ MILES AHEAD LOCAL TRAFFIC ONLY		31	
R11-4a-60	60"x30"	STREET CLOSED TO THRU TRAFFIC		31	
W1-3-48	48"x48"	RIGHT or LEFT SHARP REVERSE CURVE ARROW		35	
W1-4-48	**48"x48"**	**RIGHT or LEFT REVERSE CURVE ARROW**	**4**	**35**	**140**
W1-4b-48	48"x48"	DOUBLE RIGHT or LEFT REVERSE CURVE ARROW		35	
W1-6-48	**48"x24"**	**LARGE ARROW**	**4**	**26**	**104**
W3-1-48	48"x48"	STOP AHEAD SYMBOL		35	
W3-3-48	48"x48"	SIGNAL AHEAD SYMBOL		35	
W3-4-48	**48"x48"**	**BE PREPARED TO STOP**	**2**	**35**	**70**
W3-5-48	**48"x48"**	**SPEED REDUCTION AHEAD**	**2**	**35**	**70**
W4-2-48	48"x48"	RIGHT or LEFT LANE TRANSITION SYMBOL		35	
W5-1-48	48"x48"	ROAD NARROWS		35	
W5-8-48	48"x48"	THRU TRAFFIC RIGHT LANE		35	
W5-9-48	48"x48"	ROAD WORK TRAFFIC ONLY DOWN & LT or RT ARROW		35	
W6-3-48	48"x48"	TWO WAY TRAFFIC SYMBOL		35	
W8-1-48	**48"x48"**	**BUMP**	**2**	**35**	**70**
W8-3-48	48"x48"	PAVEMENT ENDS		35	
W8-7-48	48"x48"	LOOSE GRAVEL		35	
W8-9a-48	48"x48"	SHOULDER DROP-OFF		35	
W8-11-48	48"x48"	UNEVEN LANES		35	
W8-12-48	48"x48"	NO CENTER STRIPE		35	
W8-53-48	48"x48"	TRUCKS ENTERING HIGHWAY		35	
W8-54-48	48"x48"	TRUCKS ENTERING AHEAD or __ FT.		35	
W8-55-48	48"x48"	TRUCKS CROSSING AHEAD or __ FT.		35	
W8-56-48	48"x48"	TRUCKS EXITING HIGHWAY		35	
W9-3a-48	48"x48"	CENTER LANE CLOSED SYMBOL		35	
W12-2-48	48"x48"	LOW CLEARANCE SYMBOL		35	
W13-1-24	**24"x24"**	**__ MPH ADVISORY SPEED PLATE (Mounted on warning sign post)**	**4**	**11**	**44**
W13-4-48	48"x60"	RAMP ARROW		39	
W14-3-48	48"x36"	NO PASSING ZONE		23	
W20-1-48	**48"x48"**	**ROAD WORK AHEAD or _FT or _ MILE**	**5**	**35**	**175**
W20-2-48	48"x48"	DETOUR AHEAD or __FT		35	
W20-3-48	48"x48"	ROAD or STREET CLOSED AHEAD or __ FT.		35	
W20-4-48	48"x48"	ONE LANE ROAD AHEAD or __ FT.		35	
W20-5-48	48"x48"	RIGHT or LEFT LANE CLOSED AHEAD or __ FT.		35	
W20-7a-48	**48"x48"**	**FLAGGING SYMBOL**	**2**	**35**	**70**
W20-7k-24	24"x18"	__ FEET (Mounted on warning sign post)		10	
W20-8-48	48"x48"	STREET CLOSED		35	
W20-51-48	48"x48"	EQUIPMENT WORKING		35	
W20-52-54	54"x12"	NEXT __ MILES (Mounted on warning sign post)		12	
W21-1a-48	**48"x48"**	**WORKERS SYMBOL**	**2**	**35**	**70**
W21-2-48	48"x48"	FRESH OIL		35	
W21-3-48	48"x48"	ROAD MACHINERY AHEAD or __ FT		35	

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
W21-5-48	48"x48"	SHOULDER WORK		35	
W21-5a-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED		35	
W21-5b-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED AHEAD or __ FT.		35	
W21-6a-48	48"x48"	SURVEY CREW AHEAD		35	
W21-50-48	48"x48"	BRIDGE PAINTING AHEAD or __ FT.		35	
W21-51-48	48"x48"	MATERIAL ON ROADWAY		35	
W22-8-48	48"x48"	FRESH OIL LOOSE ROCK		35	
	24"x24"	TAKE TURNS (6" D letters) (Mounted on stop sign post)		11	
M1-6-24		County Route Marker		14	

SPECIAL SIGNS

SPEC & CODE

704-1000	**TRAFFIC CONTROL SIGNS**	**TOTAL UNITS**	**1133**

SPEC & CODE	DESCRIPTION	UNIT	QUANTITY
704-0100	**FLAGGING**	**MHR**	**100**
704-1041	ATTENUATION DEVICE-TYPE B-55	EACH	
704-1043	ATTENUATION DEVICE-TYPE B-65	EACH	
704-1044	ATTENUATION DEVICE-TYPE B-70	EACH	
704-1050	TYPE I BARRICADES	EACH	
704-1051	TYPE II BARRICADES	EACH	
704-1052	**TYPE III BARRICADES**	**EACH**	**8**
704-1060	**DELINEATOR DRUMS**	**EACH**	**10**
704-1065	TRAFFIC CONES	EACH	
704-1067	TUBULAR MARKERS	EACH	
704-1070	DELINEATOR	EACH	
704-1072	FLEXIBLE DELINEATORS	EACH	
704-1081	**VERTICAL PANELS - BACK TO BACK**	**EACH**	**20**
704-1085	SEQUENCING ARROW PANEL - TYPE A	EACH	
704-1086	SEQUENCING ARROW PANEL - TYPE B	EACH	
704-1087	SEQUENCING ARROW PANEL - TYPE C	EACH	
704-1088	SEQUENCING ARROW PANEL - TYPE C - CROSSOVER	EACH	
704-1095	TYPE B FLASHERS	EACH	
704-3501	PORTABLE PRECAST CONCRETE MED BARRIER	LF	
704-3510	PRECAST CONCRETE MED BARRIER - STATE FURNISHED	EACH	
762-0200	RAISED PAVEMENT MARKERS	EACH	
762-0420	SHORT TERM 4IN LINE - TYPE R	LF	
762-0430	SHORT TERM 4IN LINE - TYPE NR	LF	
762-1500	OBLITERATION OF PVMT MK	SF	
772-2110	FLASHING BEACON - POST MOUNTED	EACH	

NOTE:
If additional signs are required, units will be calculated using the formula from Section III-19.06 of the Design Manual.
http://www.dot.nd.gov/

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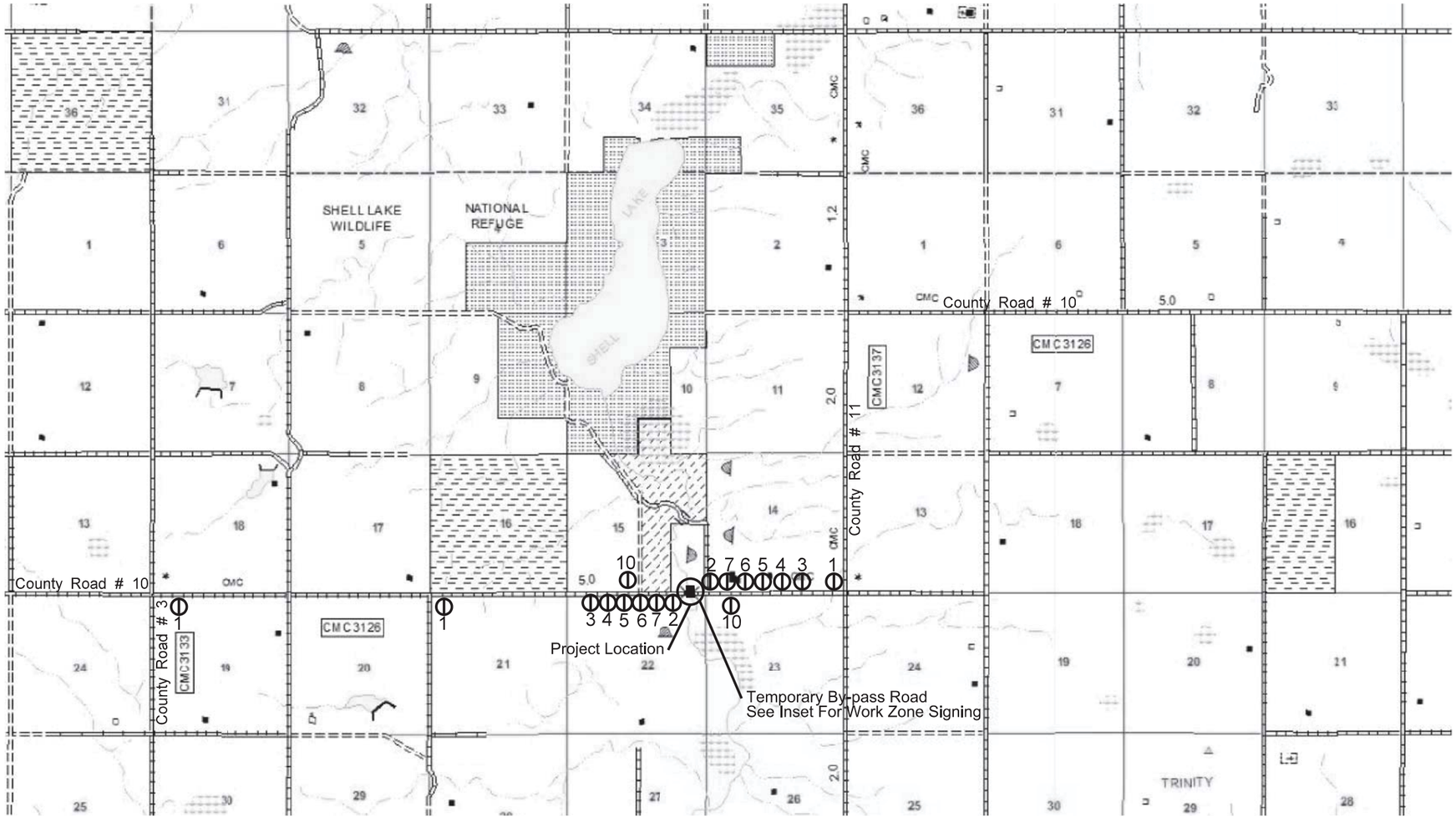
Traffic Control Devices List

Mountrail County, ND

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	100	2



1. W20-1-48 "Road Work Ahead" with Type III Barricade Mounted (1 Barricade Postmount)
2. R11-2-48 "Road Closed" & W1-6-48 Type III Barricade Mounted (4 Barricades)
3. G20-55-96 Post Mounted
4. W20-1-48 "Road Work 200 FT" Post Mounted
5. W3-5-48 25 mph Ahead Post Mounted
6. R2-1-48 25 mph With R2-1a-24 Post Mounted
7. W1-4(R)-48 With W13-1-24 (15 mph) Post Mounted
8. W1-6-48 Post Mounted
9. W1-4(L)-48 With W13-1-24 (15 mph)
10. G20-2a-48 End Road Work Post Mounted

Note: The existing roadway is signed for 35 mph

The construction signing layout is for informational purposes only. Traffic control signing shall be installed as per MUTCD manual and/or standard drawings.

See STD DWG D-704-15 for further details

INTERSTATE ENGINEERING

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N

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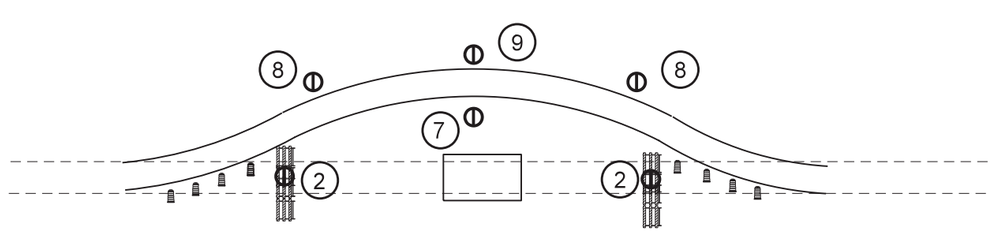
Work Zone Signing



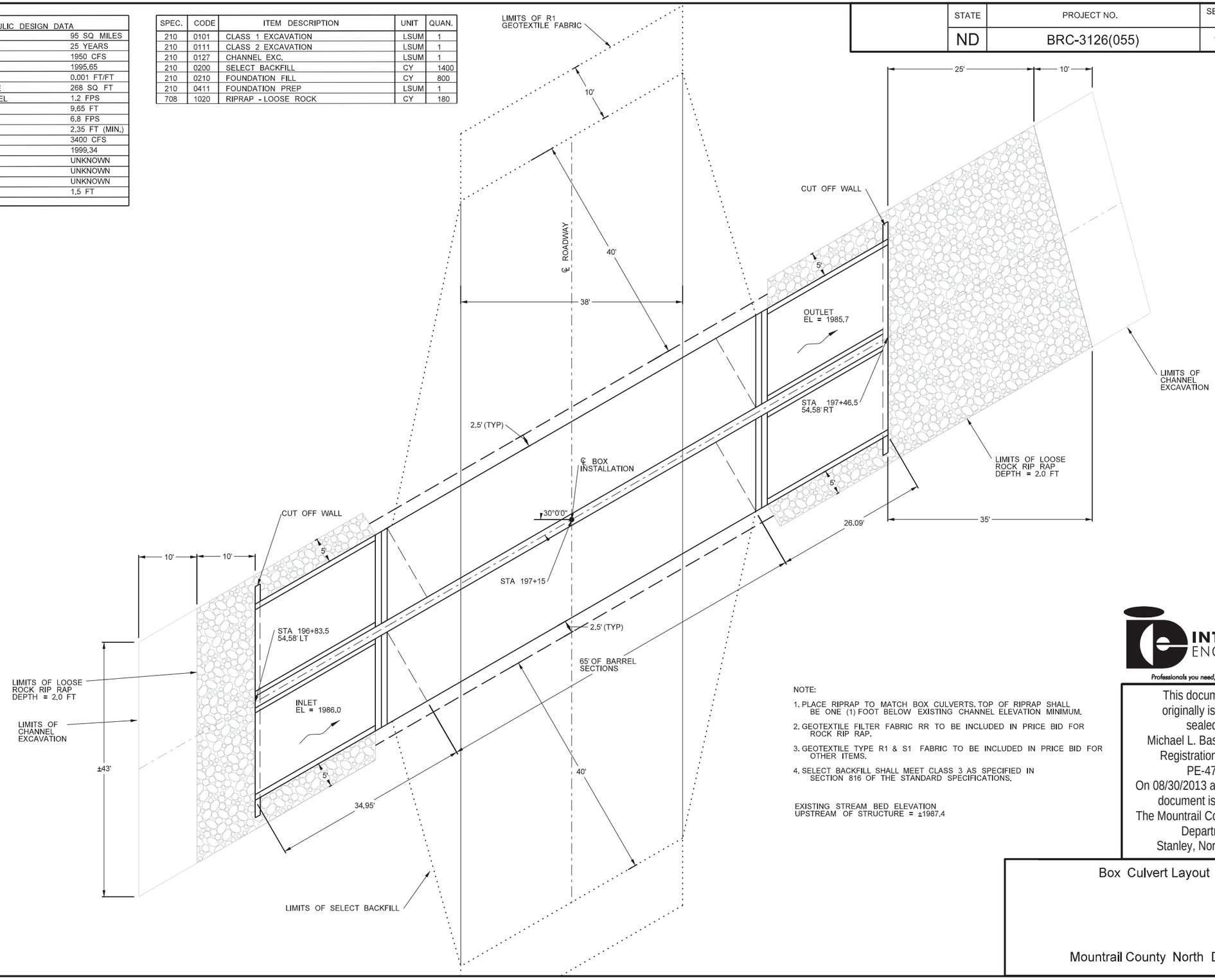
Traffic Control Layout

Mountrail County North Dakota

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	170	1

HYDRAULIC DESIGN DATA	
DRAINAGE AREA (CONTRIBUTING)	95 SQ MILES
DESIGN FREQUENCY	25 YEARS
DESIGN DISCHARGE	1950 CFS
DESIGN STAGE	1995.65
STREAM GRADIENT	0.001 FT/FT
WATERWAY PROVIDED BELOW DESIGN STAGE	268 SQ FT
AVG. VELOCITY OF FLOW IN NATURAL CHANNEL	1.2 FPS
DEPTH OF FLOW	9.65 FT
VELOCITY OF FLOW THRU CULVERT	6.8 FPS
FREEBOARD PROVIDED	2.35 FT (MIN.)
100 YEAR FREQUENCY DISCHARGE	3400 CFS
100 YEAR FREQUENCY STAGE	1999.34
MAXIMUM OBSERVED STAGE	UNKNOWN
MAXIMUM RECORDED DISCHARGE	UNKNOWN
FREQUENCY OF MAXIMUM FLOOD	UNKNOWN
MINIMUM WATER ELEVATION	1.5 FT

SPEC.	CODE	ITEM DESCRIPTION	UNIT	QUAN.
210	0101	CLASS 1 EXCAVATION	LSUM	1
210	0111	CLASS 2 EXCAVATION	LSUM	1
210	0127	CHANNEL EXC.	LSUM	1
210	0200	SELECT BACKFILL	CY	1400
210	0210	FOUNDATION FILL	CY	800
210	0411	FOUNDATION PREP	LSUM	1
708	1020	RIPRAP - LOOSE ROCK	CY	180



NOTE:

1. PLACE RIPRAP TO MATCH BOX CULVERTS. TOP OF RIPRAP SHALL BE ONE (1) FOOT BELOW EXISTING CHANNEL ELEVATION MINIMUM.
2. GEOTEXTILE FILTER FABRIC RR TO BE INCLUDED IN PRICE BID FOR ROCK RIP RAP.
3. GEOTEXTILE TYPE R1 & S1 FABRIC TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS.
4. SELECT BACKFILL SHALL MEET CLASS 3 AS SPECIFIED IN SECTION 816 OF THE STANDARD SPECIFICATIONS.

EXISTING STREAM BED ELEVATION UPSTREAM OF STRUCTURE = ±1987.4

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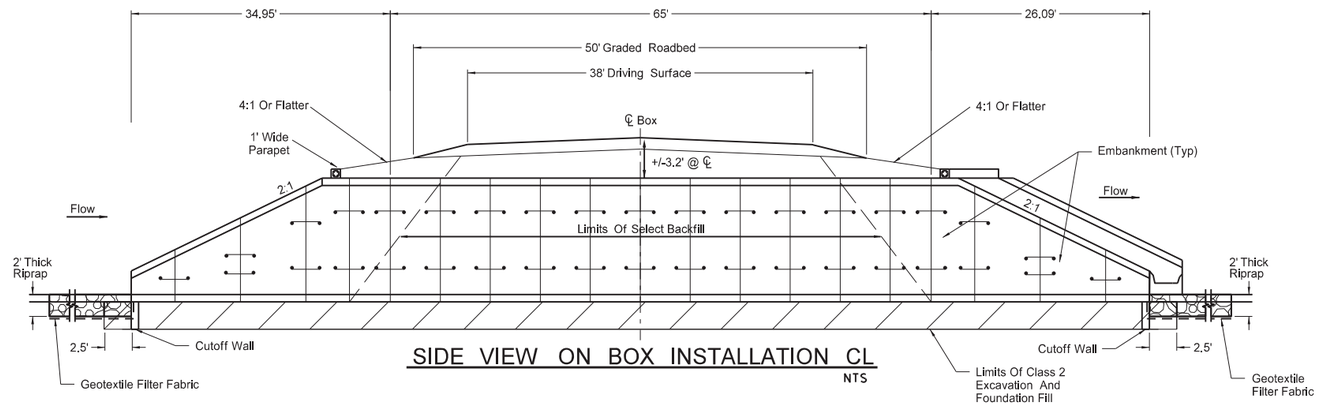
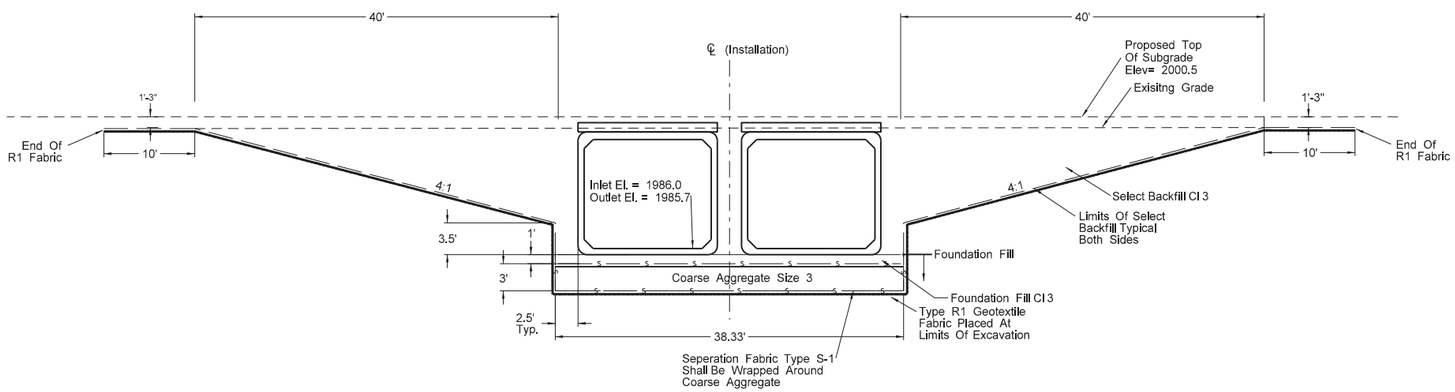
Box Culvert Layout

Mountrail County North Dakota

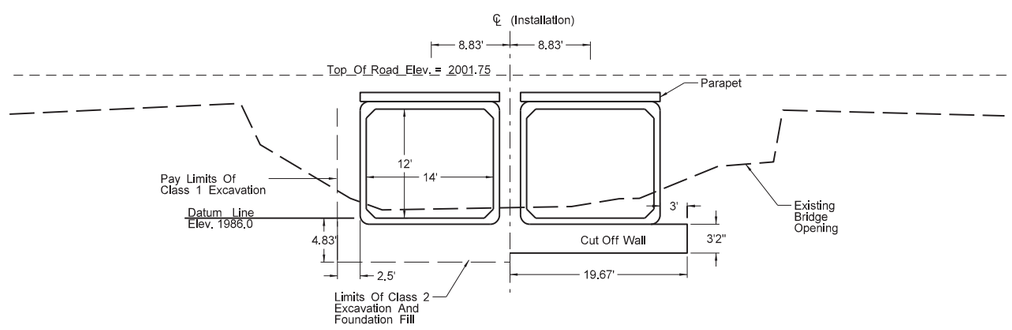
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	170	2



SIDE VIEW ON BOX INSTALLATION CL
NTS



END VIEW SHOWING FOUNDATION FILL
NTS



END VIEW
NTS

Note:

Geotextile type R1 & S1 fabric to be incidental to the box culvert bid item.

Select backfill shall meet CL3 as specified in Section 816 of the standard specifications.

Foundation Fill shall be coarse aggregate size 3 (concrete rock) for the lower 3 feet. The final one foot shall be class 3 aggregate meeting the same specification as select backfill.

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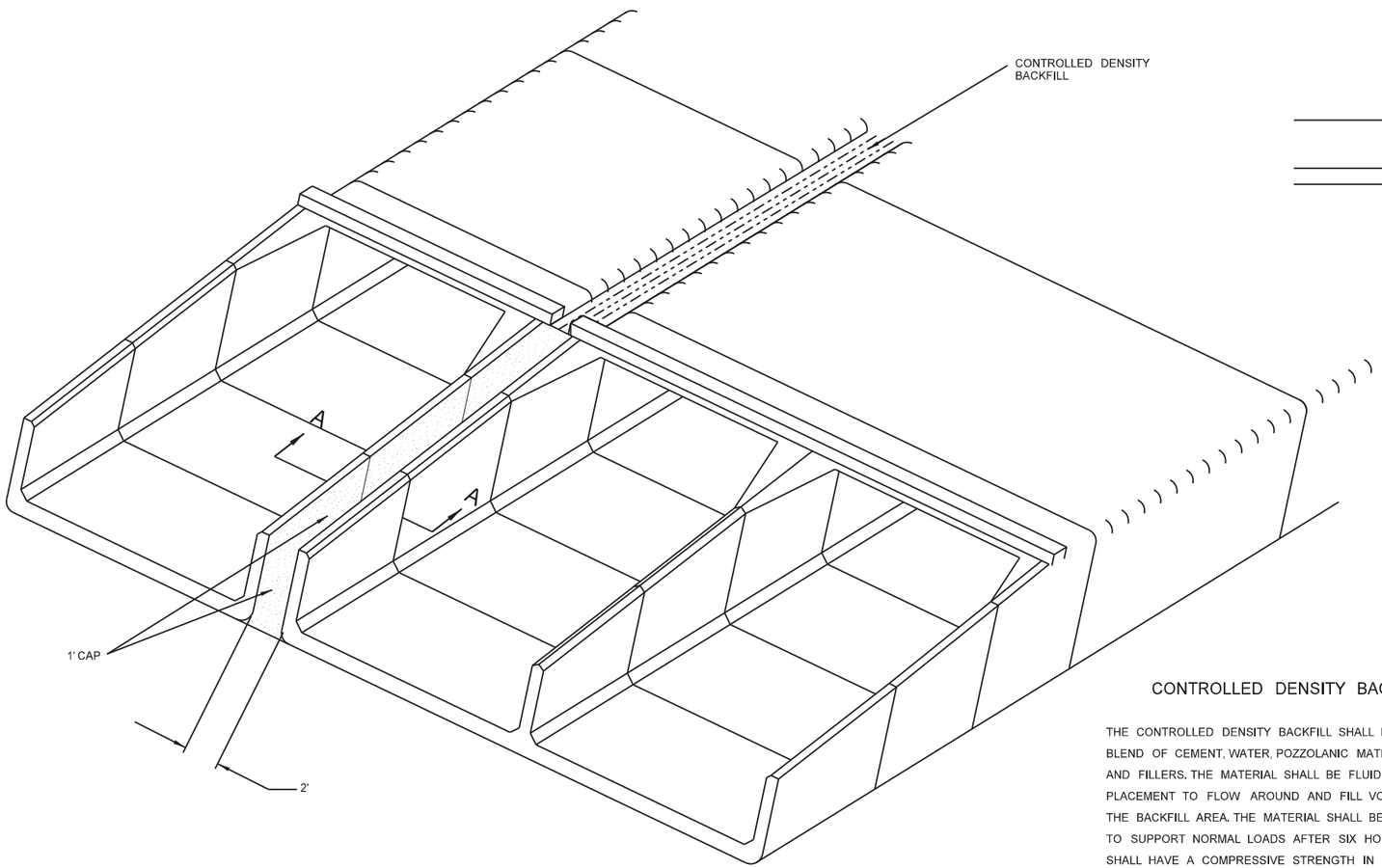
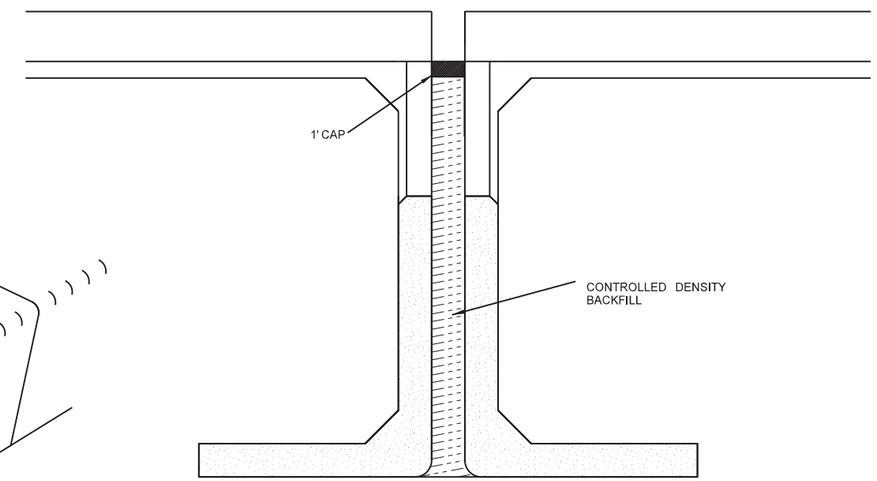
Excavation Limits & Foundation Fill

Mountail County North Dakota

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BRC-3126(055)	170	3





SECTION A-A

CONTROLLED DENSITY BACKFILL:

THE CONTROLLED DENSITY BACKFILL SHALL BE A BLEND OF CEMENT, WATER, POZZOLANIC MATERIALS AND FILLERS. THE MATERIAL SHALL BE FLUID ON PLACEMENT TO FLOW AROUND AND FILL VOIDS IN THE BACKFILL AREA. THE MATERIAL SHALL BE ABLE TO SUPPORT NORMAL LOADS AFTER SIX HOURS AND SHALL HAVE A COMPRESSIVE STRENGTH IN THE RANGE OF 75 psi TO 125 psi AT 28 DAYS. THE CONTRACTOR SHALL PROVIDE MIX DESIGNS AND COMPRESSION-STRENGTH TEST RESULTS OF THE MATERIAL TO THE ENGINEER FOR APPROVAL FIVE DAYS PRIOR TO PLACEMENT. A TYPICAL MIX DESIGN IS SHOWN BELOW. THIS MIX DESIGN YIELDS APPROX. ONE (1) CUBIC YARD OF CONTROLLED DENSITY BACKFILL.

SAND	3000 LBS
WATER	450 LBS
FLYASH	250 LBS
CEMENT	30 LBS

THE ONE FOOT CAP SHALL CONSIST OF A WEATHERPROOF FREEZE/THAW RESISTANT MATERIAL SUCH AS SIKA GROUT 212, EVA-POX EPOXY PASTE No. 22, SPEED CRETE RED LINE, OR AN APPROVED EQUAL.

MULTIPLE CELL INSTALLATION

THE INTENT OF THIS DRAWING IS TO SHOW ONLY THE PLACEMENT OF THE SPECIAL BACKFILL BETWEEN ADJACENT BARRELS IF, AND ONLY IF, THE MULTIPLE CELL CONDITION IS BUILT. THE REPRESENTATION OF THE NUMBER OF BARRELS AND THE WING GEOMETRY SHOWN IS ARBITRARY.

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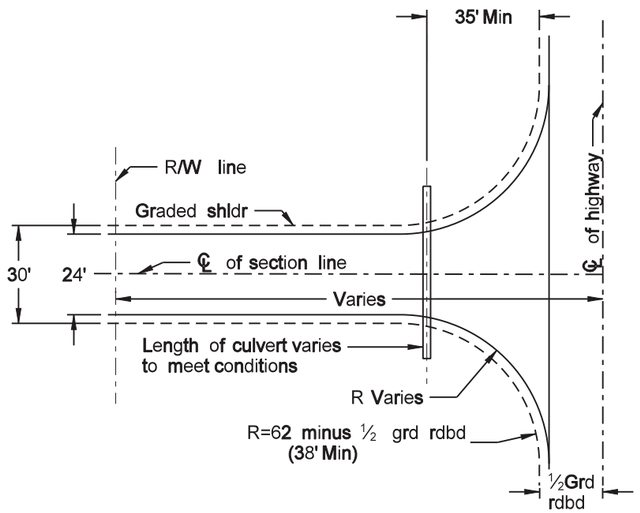
Multiple Cell Installation

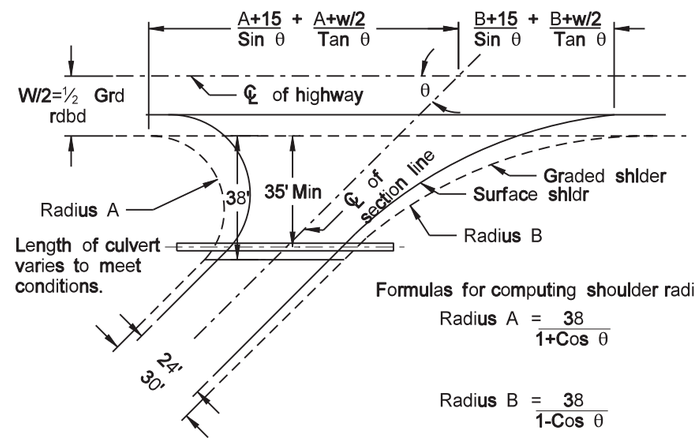
Mountrail County North Dakota

SECTION LINE & PRIVATE DRIVE APPROACHES (RURAL)

D-203-08



PLAN VIEW SECTION LINE APPROACH (WITHOUT SKEW)

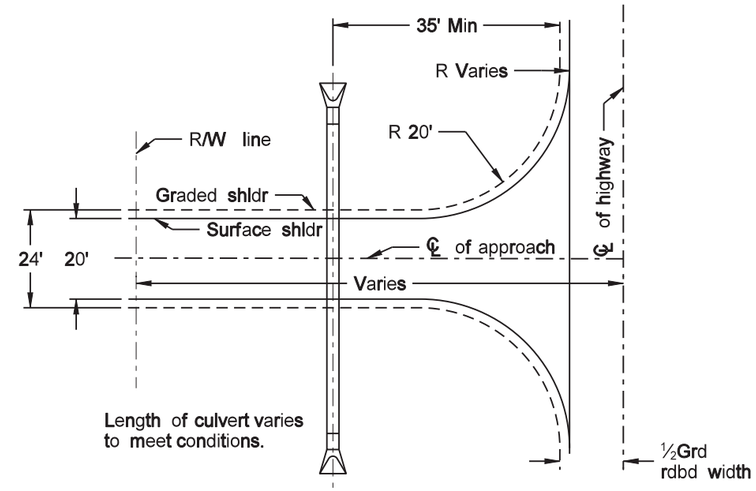


Formulas for computing shoulder radii

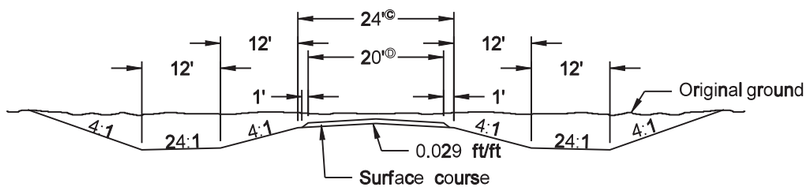
$$\text{Radius A} = \frac{38}{1+\cos\theta}$$

$$\text{Radius B} = \frac{38}{1-\cos\theta}$$

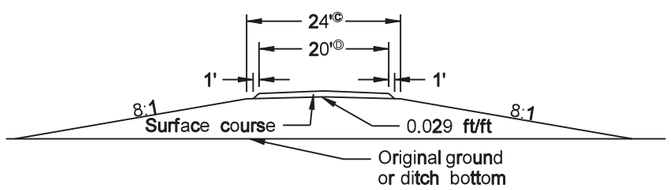
PLAN VIEW SECTION LINE APPROACH (SKEWED)



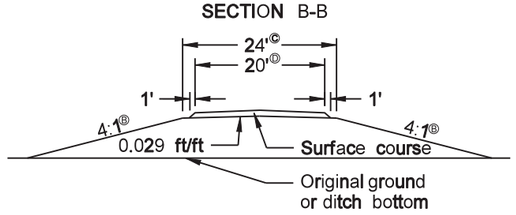
PLAN VIEW PRIVATE DRIVE APPROACH



SECTION A-A



SECTION B-B



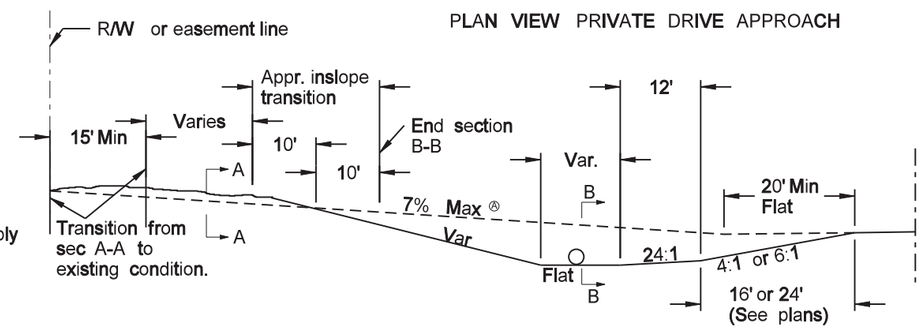
SECTION C-C

NOTES:

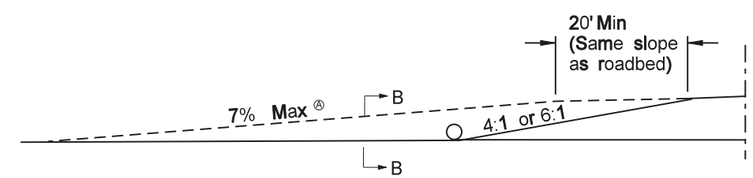
1. Dimensions shown for surfacing are for aggregate surface course or bituminous surface constructed with grading contract.
2. Approach grades and typical sections apply to both private drives and section line approaches.
3. Pipes shall be installed per Manufacturer's recommendations. Deflection testing may be performed at the discretion of the Engineer.

FOOT NOTES

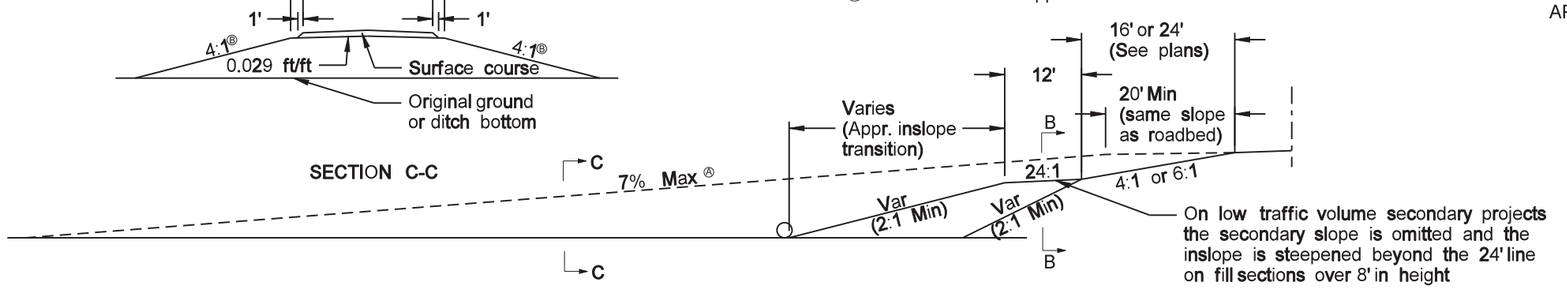
Ⓐ 10% Max on field drives
Ⓑ 3:1 Slope - 20' to 30' fill
2:1 Slope on fills over 30'
Ⓒ 30' on sec. line approaches
Ⓓ 24' on sec line approaches



APPROACH GRADE ON CUT SECTION



APPROACH GRADE ON FILL SECTION 12 FEET OR LESS



On low traffic volume secondary projects the secondary slope is omitted and the inslope is steepened beyond the 24' line on fill sections over 8' in height

APPROACH GRADE ON FILL SECTION OVER 12 FEET

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
06-03-03	Revised roadway crown
12-01-04	PE Stamp added
04-05-06	General revisions
12-08-08	Format revisions/added Note 3

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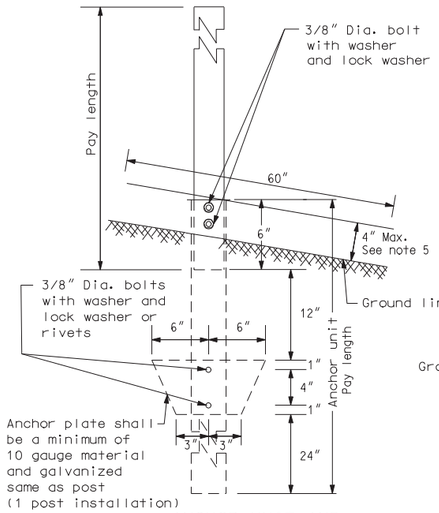
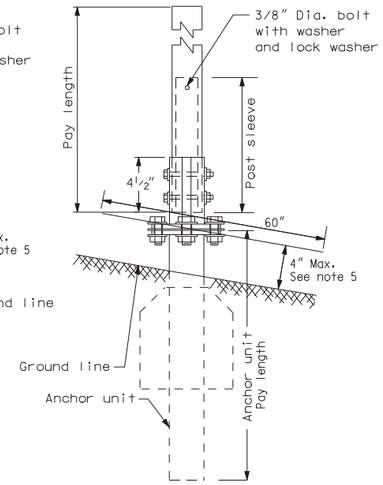
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

PERFORATED TUBE

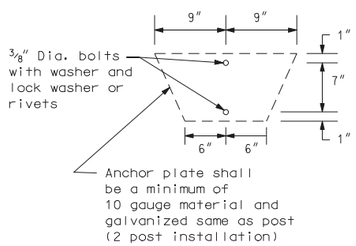
D-704-7

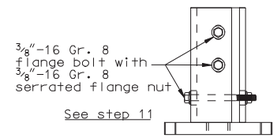


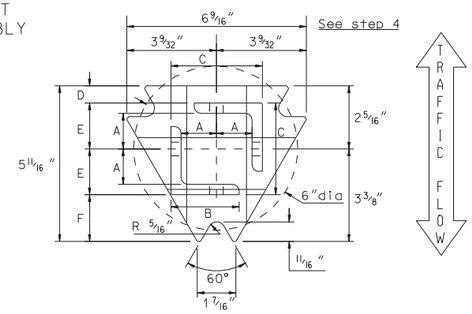
ANCHOR UNIT AND POST ASSEMBLY



SLIP BASE ANCHOR UNIT AND POST SLEEVE ASSEMBLY





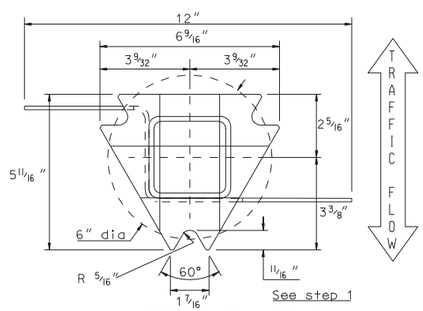


TOP POST RECEIVER

Materials: Plate - ASTM A572 grade 50
Angle receiver - 2 1/2" x 2 1/2" x 3/8" ASTM A36 structural angle

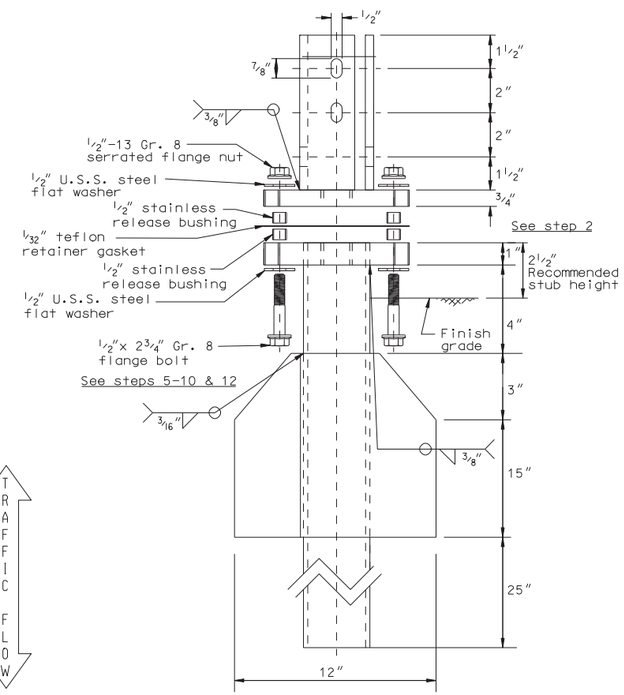
TOP POST RECEIVER DATA TABLE						
Square Post Sizes	A	B	C	D	E	F
2 3/16" x 10 Ga. Square Post	1 9/64"	2 1/2"	3 1/32"	25/32"	1 33/64"	1 7/8"
2 1/2" x 10 Ga. Square Post	1 9/32"	2 1/2"	3 5/16"	5/8"	1 21/32"	1 3/4"

2 3/16" x 10 gauge may be inserted into 2 1/2" x 10 gauge for additional wind load.

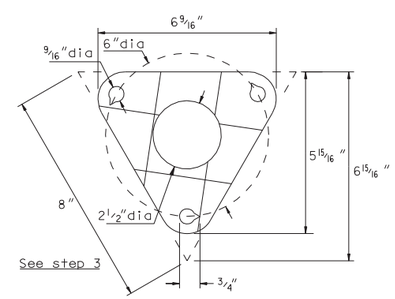


BOTTOM SOIL STUB

Materials: Tube - 3"x 3"x 7 gauge ASTM A500 Gr B tube
Stabilizing Wing - 7 gauge H.R.P.O. ASTM A 569
Plate - ASTM A572 grade 50



MULTI-DIRECTIONAL SLIP BASE ASSEMBLY



BOLT RETAINER FOR BASE CONNECTION

Materials: 1/32" reprocessed Teflon

Notes
1. Slip base bolts shall be torqued as specified by the manufacturer.
2. The 2 3/16" size 10 gauge is shown as 2.19" size on the plans. The 2 1/2" size 10 gauge is shown as 2.51" size on the plans.
3. Anchor for 2", 2 1/4", and 2 1/2" posts.
4. Anchor material shall be 7 gauge H.R.P.O. Commercial quality ASTM A569 and 3"x 3"x 7 gauge ASTM A500 Grade B. Anchor shall have a yield strength of 43.9 KSI and tensile strength of 59.3 KSI. Anchor shall be hot dipped galvanized per ASTM A123/A153. All tolerances on anchor unit and slip base bottom assembly are ± 0.005 unless otherwise noted.
5. 4" vertical clearance of anchor or breakaway base. The 4" x 60" measurement shall be made above and below post location and also back and ahead of post.
6. When used in concrete sidewalk, anchor shall be the same except without the wings.
7. Four post signs shall have over 8' between the first and fourth posts.

Number of Posts	Telescoping Perforated Tube					
	Post Size In.	Wall Thick-ness Gauge	Sleeve Size In.	Wall Thick-ness Gauge	Slip Base	Anchor Size Without Slip Base In.
1	2	12			No	2 1/4
1	2 1/4	12			No	2 1/2
1	2 1/2	12			B	3
1	2 1/2	10			Yes	
1	2 1/4	12	2	12	Yes	
1	2 1/2	12	2 1/4	12	Yes	
2	2	12			No	2 1/4
2	2 1/4	12			No	2 1/2
2	2 1/2	12			Yes	
2	2 1/2	10			Yes	
2	2 1/4	12	2	12	Yes	
2	2 1/2	12	2 1/4	12	Yes	
3 & 4	2 1/2	12			Yes	
3 & 4	2 1/2	10			Yes	
3 & 4	2 1/2	12	2 1/4	12	Yes	
3 & 4	2 1/4	12	2	12	Yes	
3 & 4	2 1/2	10	2 3/16	10	Yes	

B - The 2 1/2", 12 gauge posts do not need breakaway bases when placed in standard soils, but require a shim as specified by the manufacturer. The breakaway base is required when the support is placed in weak soils. The Engineer shall determine if the soils are weak. Weak soils are classified as boggy, wet, or loose soil areas.

MULTI-DIRECTIONAL SLIP BASE ASSEMBLY	
STEP	INSTALLATION PROCEDURE
1.	Install bottom soil anchor stub plumb and squared up with road, with point of plate facing oncoming traffic.
2.	Depth of imbedment to leave 2 1/2" from grade to top of anchor plate.
3.	Place teflon bolt retainer gasket on top of bottom plate (make sure that notches in holes are pointing counter clockwise).
4.	Place top post receiver on to retainer gasket, properly indexed so that angle receivers are squared up with road.
5.	Slide 1 each 1/2" flat washer on to 1 each inverted 1/2"-13 gr. 8 flange bolt, followed by 1 each stainless steel release bushing.
6.	Insert above bolt with washer and bushing up through notched points of top and bottom plates, passing through hole in gasket.
7.	Slide second bushing down on to above bolt until it rests on top of gasket followed by second washer.
8.	Complete by threading 1/2"-13 gr. 8 serrated flange nut snugly down against top of washer.
9.	Repeat steps 5,6,7 & 8 at the two remaining notched triangle points.
10.	Insert sign post into angle receivers on top half until post(s) bottom out. *NOTE: Where higher wind load is desired, insert the next size smaller square post inside bottom of main upright post (Minimum of 48", not to exceed beyond bottom edge of sign).
11.	Secure posts into receivers using 3 each 3/8"-16 gr. 8 flange bolts and 3 each 3/8"-16 serrated flange nuts in receiver slots (top 2 bolts should be parallel to highway) do not tighten nuts until all bolts are in place.
12.	After all sub-assembly hardware is tightened, then torque the three 1/2"-13 nuts to 42 ft-lbs, in a circular pattern until all bolt assemblies reach the required torque. *NOTE: On multi-leg installations, be sure that all anchors are squared and lined up with each other.

Telescoping Perforated Tubes						
Tube Size In.	Wall Thickness In.	U.S. Standard Gauge	Weight Per Foot Lbs.	Moment of Inertia In.^{4}	Cross Sect. area In.^{2}	Section Modulus In.^{3}
1 1/2 x 1 1/2	0.105	12	1.702	0.129	0.380	0.172
2 x 2	0.105	12	2.416	0.372	0.590	0.372
2 1/4 x 2 1/4	0.105	12	2.773	0.561	0.695	0.499
2 3/16 x 2 3/16	0.135	10	3.432	0.605	0.841	0.590
2 1/2 x 2 1/2	0.105	12	3.141	0.804	0.803	0.643
2 1/2 x 2 1/2	0.135	10	4.006	0.979	1.010	0.785
4 x 4	0.250	1/4	6.600	3.040	1.940	1.050

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-21-02	
REVISIONS	
DATE	CHANGE
12-01-04	PE stamp added

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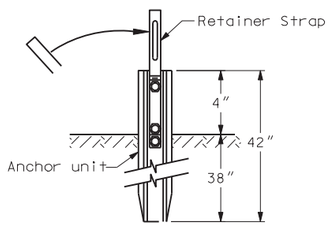
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-8

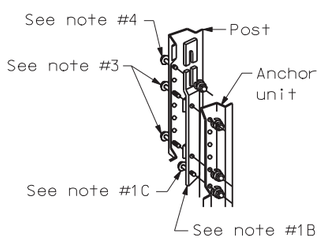
FLANGED CHANNEL



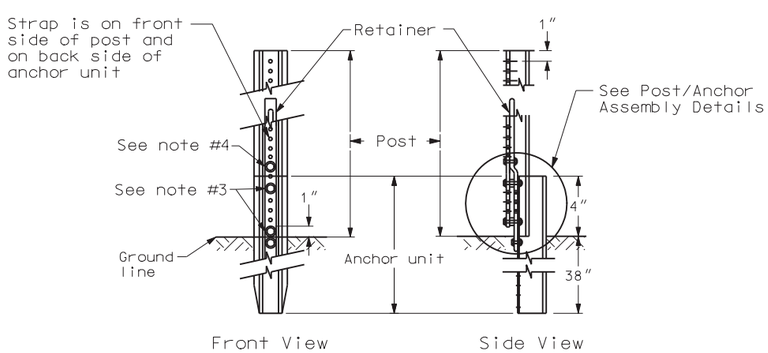
Anchor Unit & Strap Assembly Detail

STEPS OF INSTALLATION

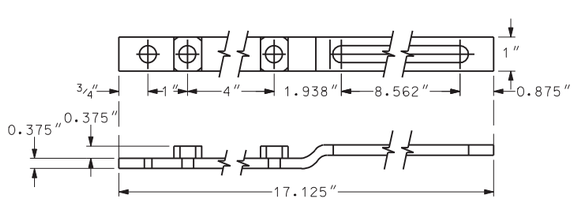
1. A) Drive anchor unit to within 12″ of ground level.
   B) Proper assembly established by lining up the top ¾″ slot of retainer spacer strap with top hole of anchor unit.
   C) Assemble strap to back of anchor unit using ⅜″-16 UNC x 2.0″ long bolt, lock washer and nut.
   D) Rotate strap 90° to left.
2. A) Drive anchor unit to 4″ dimension.
   B) Rotate strap to vertical position.
3. A) Place ⅜″-16 UNC x 2″ bolt, lock washer & nut in bottom of sign post to facilitate alignment of sign post with proper hole in anchor unit (this coincides with the bottom ¾″ slot in the strap).
   B) Alternately tighten two connector bolts.
4. A) Complete assembly by tightening ⅜″-16 UNC x 2″ long retainer bolt (this fastens sign post to retainer spacer strap).
5. The base post, strap & sign post shall be properly nested. Proper nesting occurs when all flat surfaces of the base post, strap and sign post at the bolts have full contact across the entire width.



Post/Anchor Assembly Details



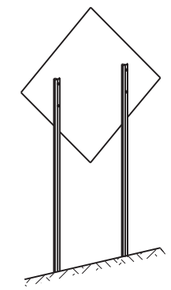
Sign Post Assembly Detail



Retainer/Spacer Strap Detail

CHANNEL SIZE IN.	WALL THICKNESS IN.	WEIGHT PER FOOT LBS.	MOMENT OF INERTIA IN. 4	CROSS SECT. AREA IN. SQ.	SECTION MODULUS IN. 3
1.516 x 3.125″	.116	2.00	.179	.590	.225
1.532 x 3.125″	.124	2.25	.201	.648	.254
1.562 x 3.125″	.132	2.50	.233	.748	.289
1.578 x 3.125″	.140	2.75	.271	.819	.329
1.750 x 3.500″	.150	3.00	.372	.918	.403
1.750 x 3.500″	.175	4.00	.500	1.190	.560

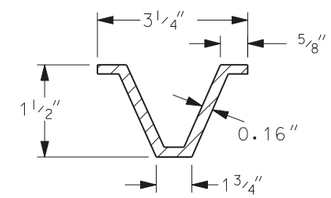
3 LB/FT U POSTS



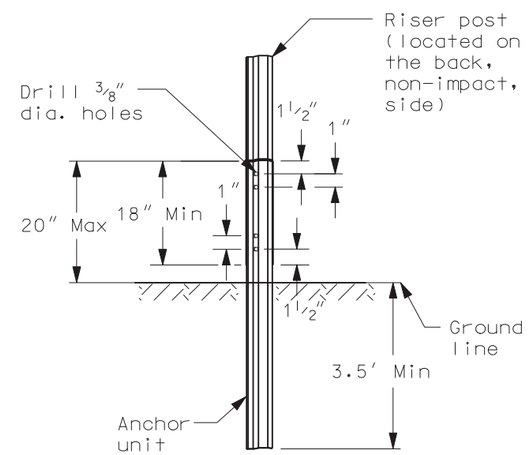
Typical Installation

Notes

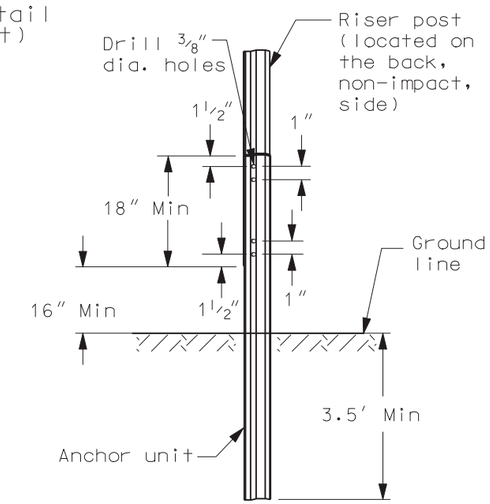
1. Use 3 lb/ft riser anchor units and risers
2. Driven riser posts shall be at least 7′ long and embedded at least 3.5′.
3. A splice shall overlap a minimum of 18″.
4. Use 4 bolts ⅝″ diameter with washers and nuts. Two at top and two at bottom of splice.
5. Anchor unit for guy wires shall be no more than 4″ above ground and embedded at least 3.5′.



U-Post Detail (3 lb/ft)



U-Channel Splice Option 1



U-Channel Splice Option 2

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-28-93	
REVISIONS	
DATE	CHANGE
03-07-01	Revised U-post details
11-21-02	Deleted perforated tube
05-08-03	Revised U-Channel splice
12-01-04	PE stamp added
06-29-05	Revised flanged channel note

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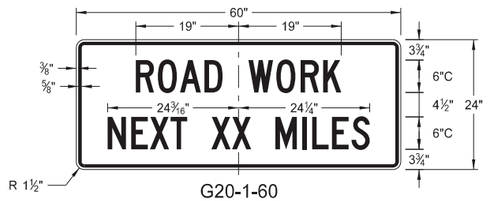
CONSTRUCTION SIGN DETAILS
TERMINAL AND GUIDE SIGNS

D-704-9



G20-1-60
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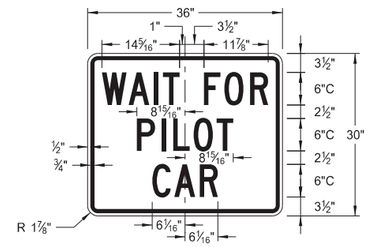
Background: orange



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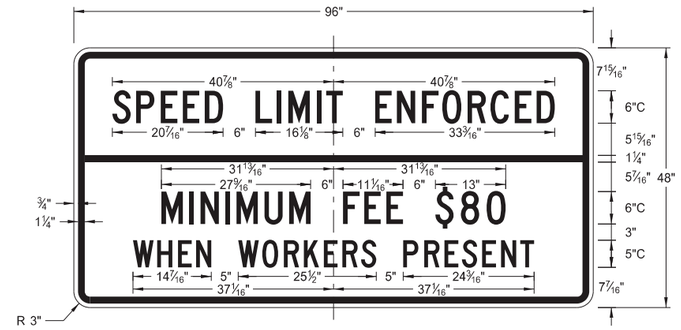

G20-55-96
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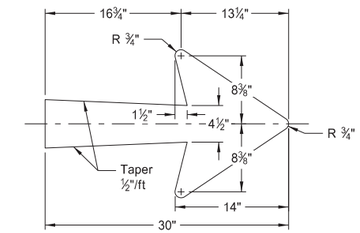
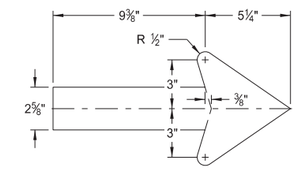
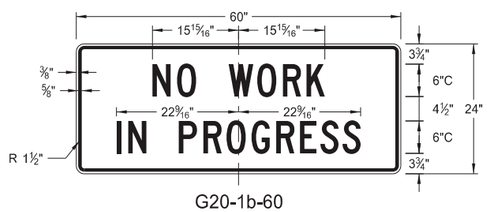


E5-1-48



G20-50a-72
G20-52a-72



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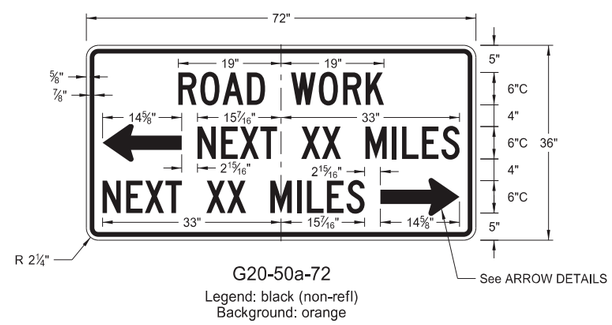

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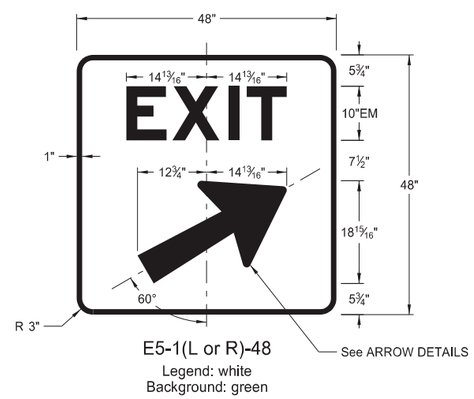

E5-1(L or R)-48
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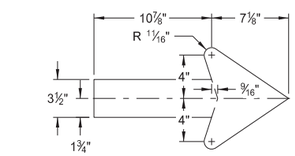
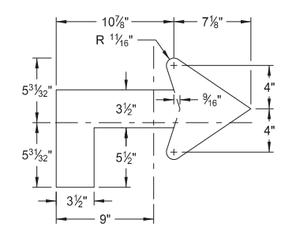
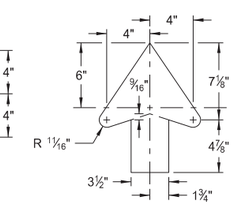
Background: green



M4-9(L or R)-30
Right or Left

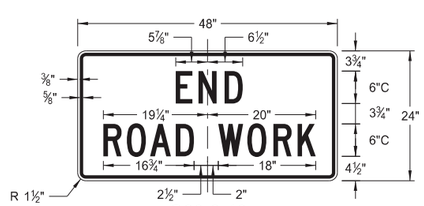


M4-9(L or R)-30
Advanced Right or Left



M4-9-30
Straight

ARROW DETAILS



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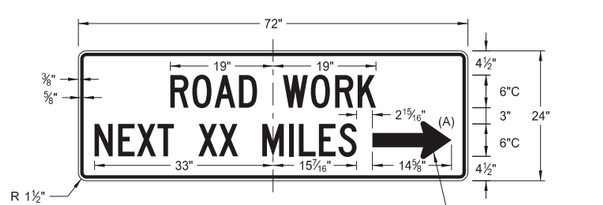

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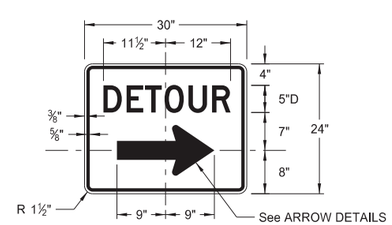

M4-9(L or R)-30 &
M4-9-30
Legend: black (non-refl)
Background: orange

NOTES:

(A) Arrow may be right or left of the legend to indicate construction to the right or left.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE

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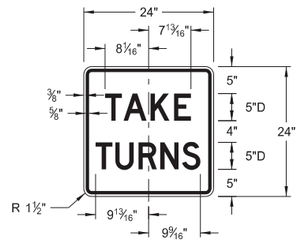
CONSTRUCTION SIGN DETAILS
REGULATORY SIGNS



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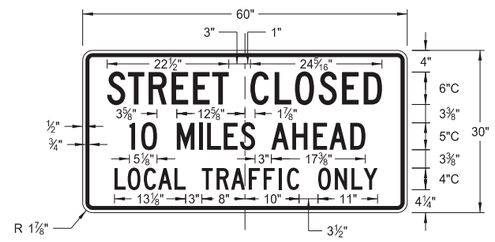

R11-3c-60
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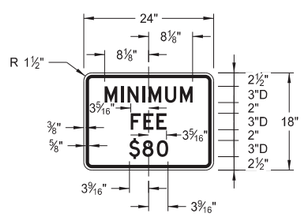

R2-1a-24
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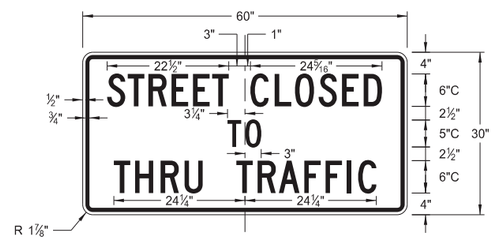

R11-4a-60
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R11-2a-48
Legend: black (non-refl)
Background: white

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
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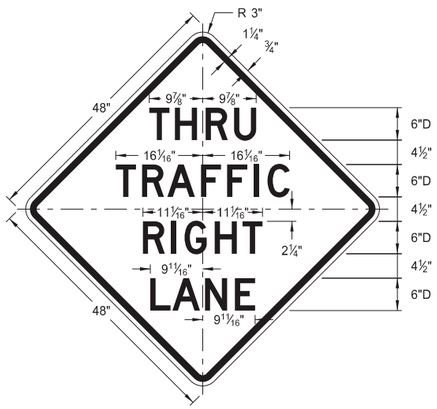
D-704-11

CONSTRUCTION SIGN DETAILS
WARNING SIGNS



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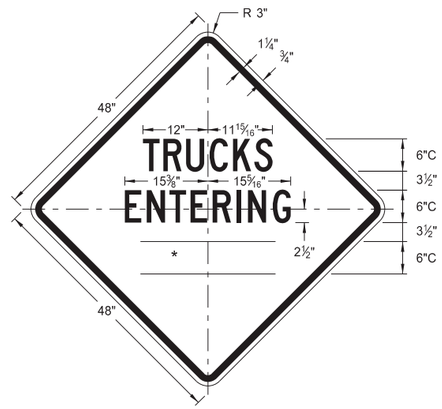

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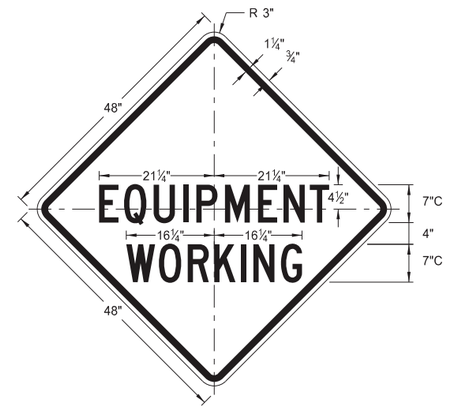

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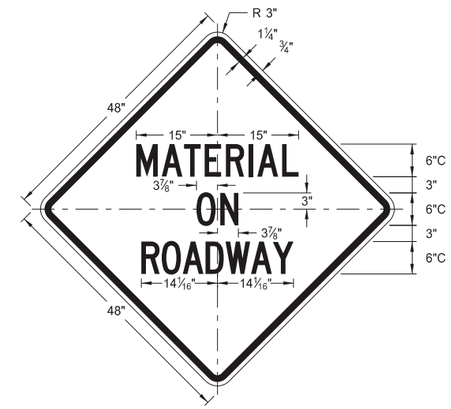
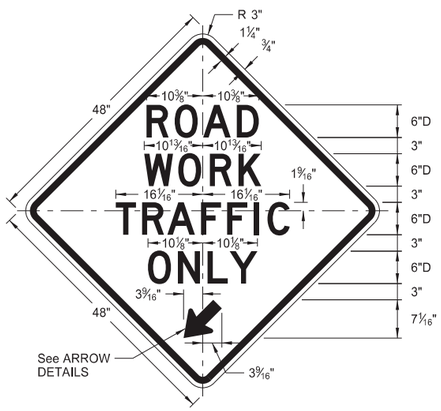


W21-51-48
Legend: black (non-refl)
Background: orange

WORD	LETTER SPACING
AHEAD	Standard
200 FT	Standard
350 FT	Standard
500 FT	Standard
1000 FT	Reduce 40%
1500 FT	Reduce 40%
½ MILE	Reduce 50%
1 MILE	Standard

* DISTANCE MESSAGES



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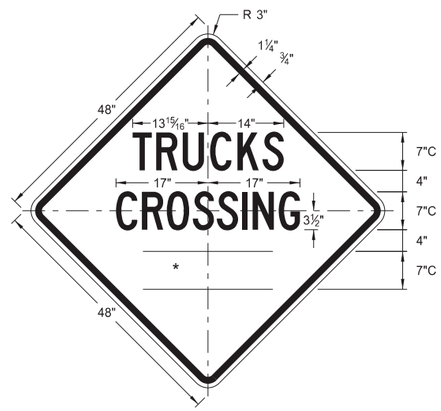

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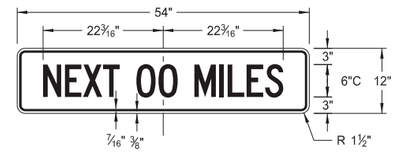

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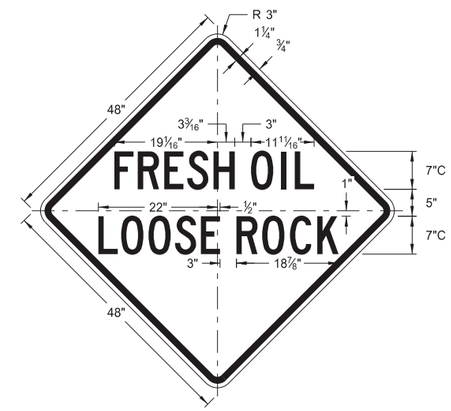

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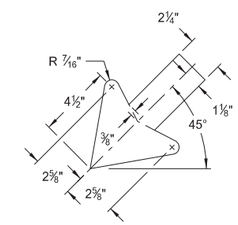
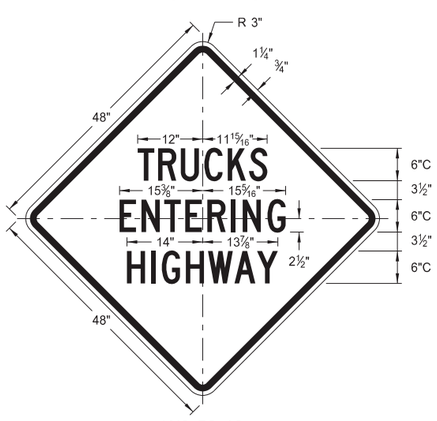


W5-9-48

ARROW DETAILS



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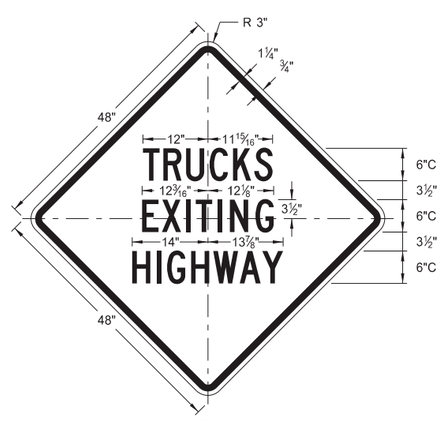

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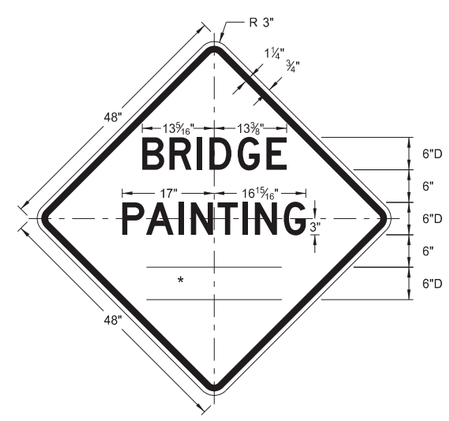

W21-50-48
Legend: black (non-refl)
Background: orange

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE

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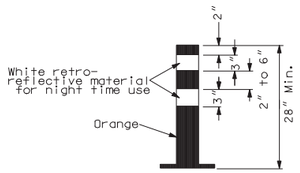
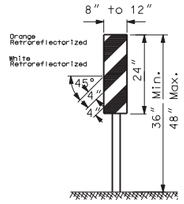
BARRICADE DETAILS AND CHANNELIZING DEVICES

D-704-13



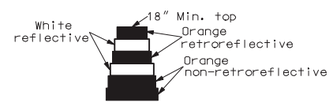
TUBULAR MARKER



VERTICAL PANEL

(Retroreflective sheeting shall be placed on both sides)

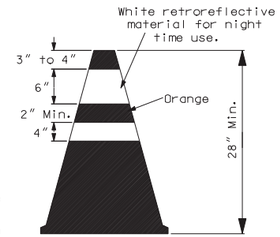
NOTE: Vertical panels used on the expressways or other high speed roadways shall be 12" by 24"



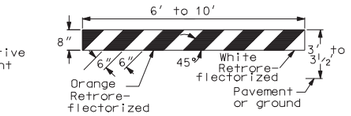
DELINEATOR DRUM

36" Min. height

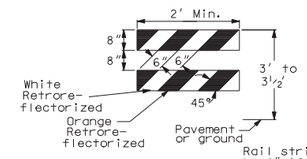
The markings on drums shall be orange and white stripes 4 to 6 inches wide. There shall be at least two orange and two white stripes. Where drums have ribs or indentations, there shall be no retroreflectorized sheeting in this area. This space shall be no more than 2 inches wide. The drum surface shall be prepared as recommended by the sheeting manufacturer before retro reflective sheeting is applied



CONE

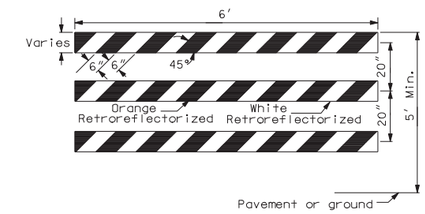


TYPE I BARRICADE



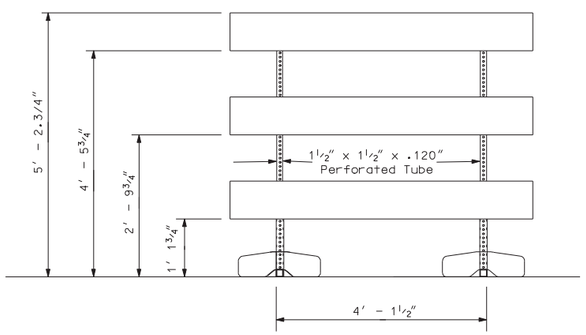
Rail stripe width shall be 4" if barricade length is less than 36".

TYPE II BARRICADE

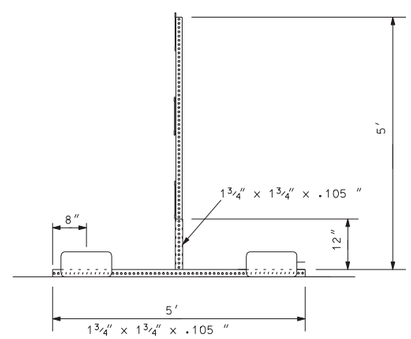


TYPE III BARRICADE

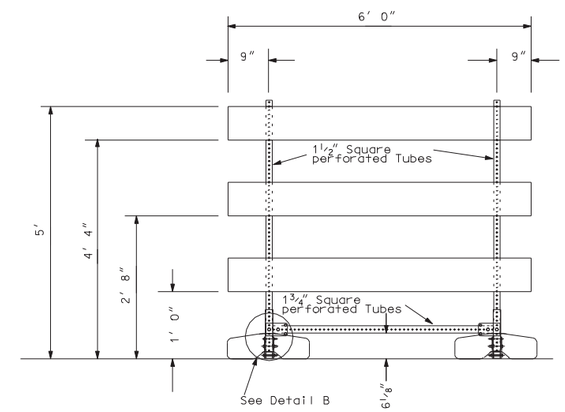
BARRICADES:
Number of retroreflectorized rail faces:
Type I - 2 (One each direction)
Type II - 4 (Two each direction)
Type III- 6 (Three in each direction)

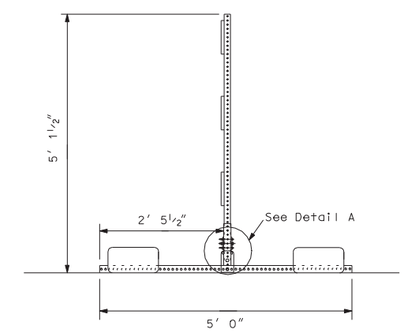


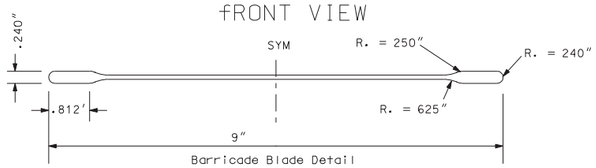
FRONT VIEW



END VIEW







Barricade Blade Detail

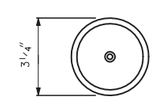
Ballast = 45lb sandbag at the end of each leg.

Barricade blade fastened to vertical supports with 2" corner bolts.

Vertical potion of leg is welded to horizontal portion on all four sides.

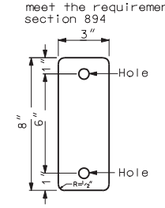
Masts slide inside vertical portion of legs. No bolts or fastenings devices used.

BARRICADE ASSEMBLY DETAIL
(Use when aluminum blade as detailed above)



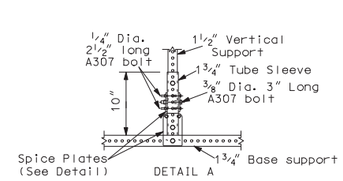
ACRYLIC PLASTIC REFLECTOR

Delineator reflector shall meet the requirements of section 894

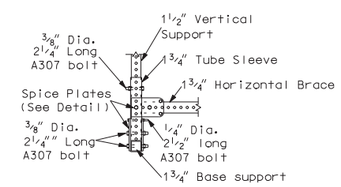


DELINEATOR REFLECTOR

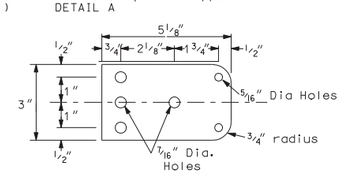
3"x8"- 18 Gauge galvanized steel sheet or 0.080" aluminum plate with white retroreflective sheeting (Type 3A or 3B) as specified in section 894 of the Standard Specifications.



DETAIL A



DETAIL B



SPLICE PLATE

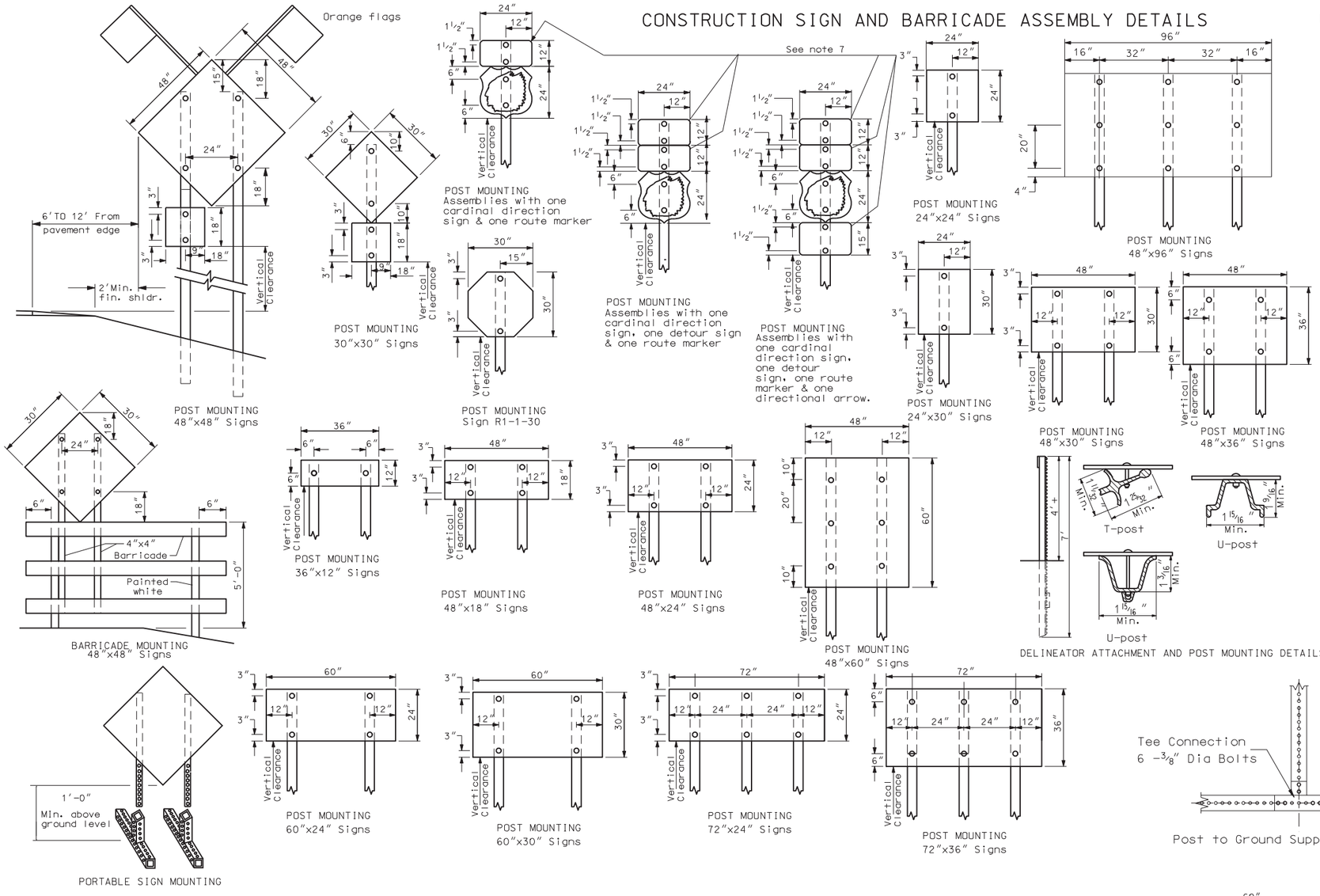
BARRICADE ASSEMBLY DETAIL
(Use when Plastic I-Beam w/ 1½" Hollow Core Flanges or 1" x 8" x72" wood boards.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
08-03-87	Type sheeting
10-01-87	Delineator drum note
06-08-88	Barricade type III
06-01-92	General revision
06-10-93	General revision
09-23-93	Vertical panel
06-09-95	Reflective sheeting
03-01-02	Barricade type III assembly details
04-01-02	Type III barricade
12-01-04	PE stamp added
06-29-05	Revised Type II barricade stripe

This document was originally issued and sealed by MARK S GAYDOS Registration Number PE-4518, on 06/29/05 and the original document is stored at the North Dakota Department of Transportation

CONSTRUCTION SIGN AND BARRICADE ASSEMBLY DETAILS

D-704-14



NOTES:

1. Barricade and Sign Supports: Wooden supports shall be painted white. Steel supports shall be galvanized or painted.

2. Barricade Mounting Signs: The bottom of the sign shall be flush with the top of the top rail. Wood sign posts shall be 4"x4" min. SFS or equivalent steel posts. All barricades and barricade mounted signs shall be assembled with 3/8" bolts.

3. Sign Supports: Sign supports shall be 4"x4" min. SFS or equivalent steel post. The anchor for steel supports shall have a stub height of 4" or less. Wood posts more than 4"x4" shall be breakaway. Sign supports shall be imbedded to a sufficient depth so that signs will remain plumb throughout duration of project. It is suggested that wood posts have a min. depth of embedment of 5' and steel posts be embedded a min. 3'-6".
   Material: All signs shall be 0.100" aluminum, 12 gauge steel, 1/2" plywood or other approved material.
   Holes: All holes to be punched round for 3/8" bolts.

4. Alternate Messages: The signs that have alternate messages may have these alternate messages placed on a reflectorized plate without a border and this plate installed and removed as required.

5. Advance Warning Flashing or Sequencing Arrow Panels: The minimum mounting height shall be 7 feet above the roadway to the bottom of the panel, except on vehicle mounted panels which shall be as high as practicable.

6. Delineator Posts: Typical fence post sections are shown in Attachment Details. Other types of metal fence posts may be substituted upon approval of the engineer. These substituted posts shall have reflectors attached similar to the ones shown.

7. Route Marker Auxiliary Signs: The route marker auxiliary signs such as the cardinal direction and directional arrows shall have background colors the same as the route marker they are used with (Interstate route markers, blue background, US and State route markers, white background, Interstate Business loop and spur, green background, and County route markers, blue background).

8. Vertical Clearance: Post mounted signs placed in rural areas shall have a vertical clearance of at least 5 feet measured from the bottom of the sign to the near edge of the driving lane. In business, commercial and residential districts where parking and/or pedestrian movement is likely to occur or where other obstructions to view, the distance between the bottom of the sign to the near edge of the driving lane shall be at least 7 feet. The height to the bottom of secondary signs mounted below another sign may be 1 foot less than the appropriate height specified. Large signs having an area exceeding 50 square feet that are installed on multiple breakaway posts shall be mounted a minimum of 7 feet above the ground.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
08-01-88	Sign assembly
05-01-92	Sign assembly
03-30-93	Sign supports note
03-04-96	Sign height
08-15-96	Note 8
07-10-97	Note revision
07-31-98	Note & portable sign
10-01-99	Skid mounted sign
02-07-03	Vertical clearance note
11-30-04	Third post added to some signs
12-01-04	PE stamp added

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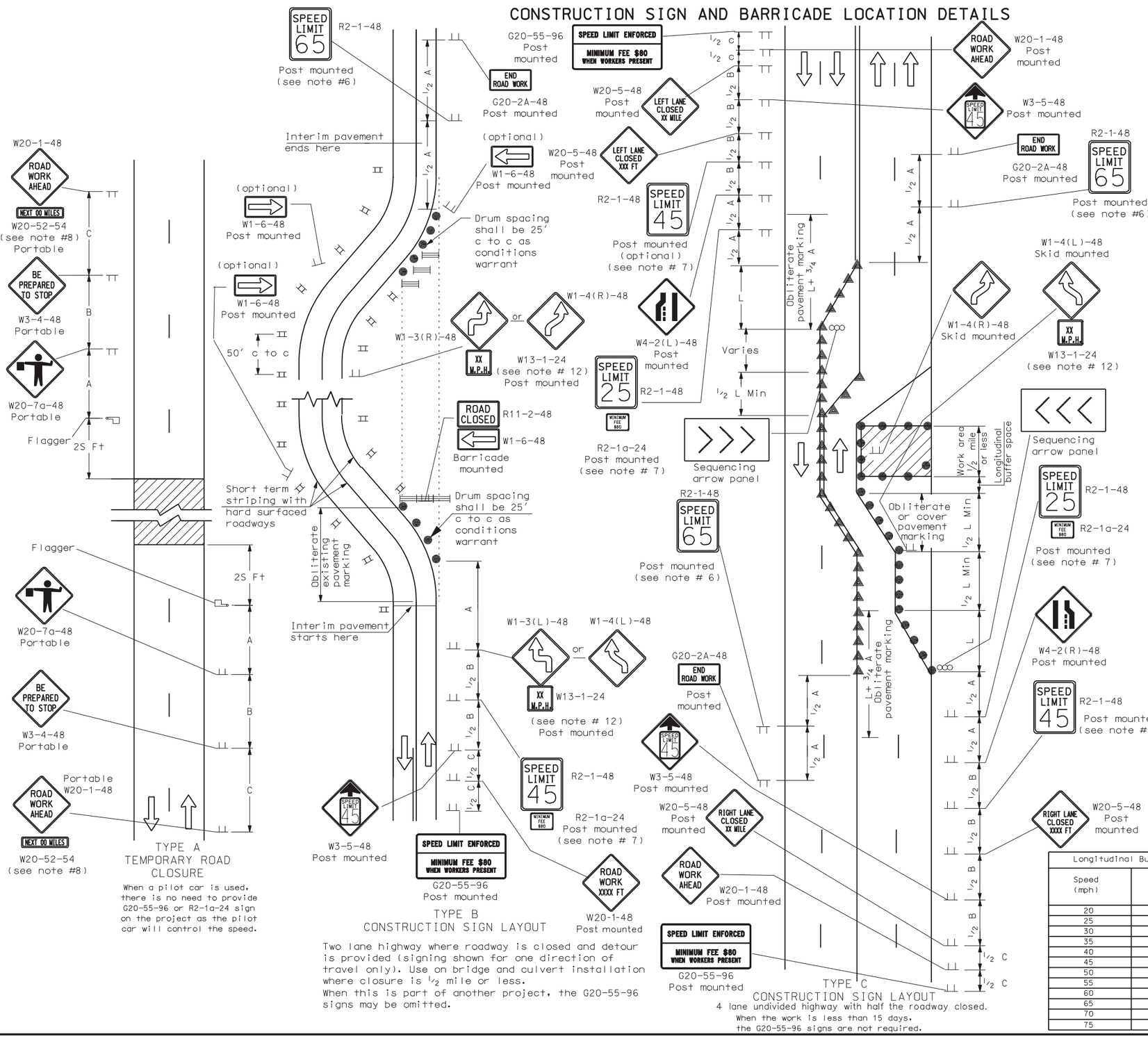
CONSTRUCTION SIGN AND BARRICADE LOCATION DETAILS

D-704-15



Notes

1. Variables
   S = Numerical value of speed limit or 85th percentile.
   W = The width of taper.
   L = Minimum length of taper, or S x W for freeways, expressways, and all other roads with speeds of 45 mph or greater, or W x $S^2/60$ for urban, residential, and other streets with speeds of 40 mph or less.
2. Barricade shown to be placed on roadway shall be on a moveable assembly. Sign to be mounted on barricades shall be mounted with the sign bottom on the top of the top barricade bar. Sign shown to be placed on roadway shall be placed on skid mounted assemblies.
3. Delineator drums, barricades or cones used for tapering traffic shall be spaced at the dimension "S". Delineator drums or cones used for tangents shall be spaced at 2 times dimension "S".
4. Existing striping shall be removed as required. Delineators will only be used when foreslope is 1V:4H or better and roadway alignment is visible to approaching vehicles. Vertical panels shall be used where roadways has steep slopes and alignment is not visible to approaching vehicles. Delineators and vertical panels shall be installed back to back.
5. Sequencing Arrow Panels
   Panels should normally be placed at the beginning of the taper. Where shoulder width does not provide sufficient room, the panel should be moved closer to the work area so that it can be placed on the roadway surface.
   Type A shall be used on roadways with slow moving traffic speeds and low volume (25 mph and 750 ADT or less).
   Type B shall be used on roadways with moderate traffic speeds and volumes (40 mph and 5000 ADT or less).
   Type C shall be used on roadways with high traffic speeds and volumes (over 40 mph and 5000 ADT).
6. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
7. The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at 1/2 B.
8. Use when work area is 1 mile or longer.
9. When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
10. Existing speed limit signs within a reduced speed zone shall be covered.
11. Obliterated or covered pavement marking shall be paid for as Obliteration of Pavement Marking. The covering shall be approved by the engineer.
12. Where necessary, safe speed to be determined by the Engineer.
13. The contractor has the option of using portable sign supports in lieu of post mounted sign as shown on the standard drawings as specified in section 704.03 C.

ADVANCE WARNING SIGN SPACING

Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

KEY

- Type I barricade
- Type II barricade
- Type III barricade
- Sign
- Delineator drum
- Cones
- Work area
- Flagger
- Sequencing arrow panel
- Type A delineator or vertical panels back to back

Longitudinal Buffer Space

Speed (mph)	Length Min (feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

10-1-86

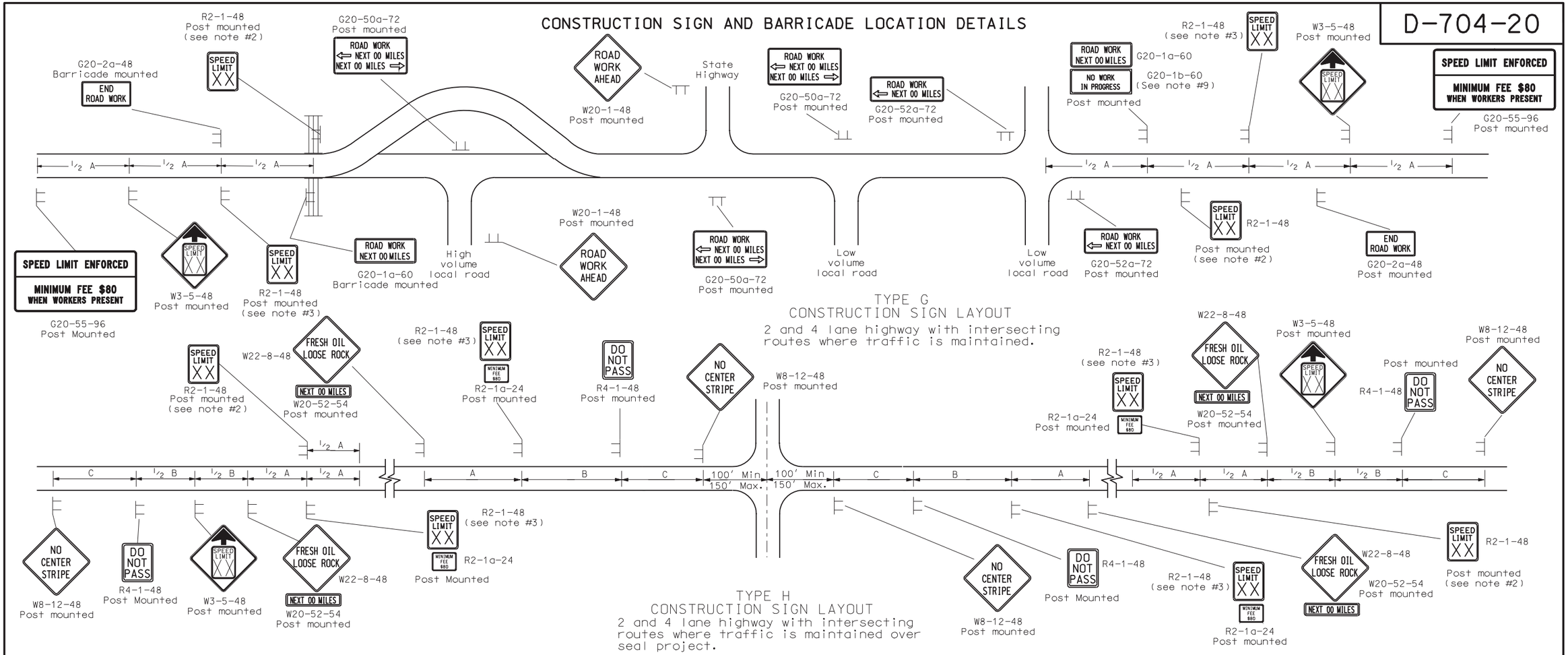
REVISIONS

DATE	CHANGE
01-05-01	Revised note 3
07-19-02	Reversed End Road Work & Speed Signs
07-25-03	Revised R2-1, R2-1a and W20-1
04-01-04	Change Fee Sign, Warning & Buffer Spacing
12-18-03	Relocated reverse curve
12-01-04	PE stamp added
06-29-05	Revised W4-2, Replaced R2-5a with W3-5, Rev. Adv. Warning Table, Rev. Note 7.
07-05-05	Changed W20-7b to W3-4

This document was originally issued and sealed by Mark S Gaydos Registration Number PE-4518, on 07/05/05 and the original document is stored at the North Dakota Department of Transportation

CONSTRUCTION SIGN AND BARRICADE LOCATION DETAILS

D-704-20



TYPE G
CONSTRUCTION SIGN LAYOUT
2 and 4 lane highway with intersecting routes where traffic is maintained.

TYPE H
CONSTRUCTION SIGN LAYOUT
2 and 4 lane highway with intersecting routes where traffic is maintained over seal project.

1. Barricade shown to be placed on roadway shall be on a moveable assembly. Sign to be mounted on barricades shall be mounted with the sign bottom on the top of the top barricade bar. Sign shown to be placed on the roadway shall be placed on skid mounted assemblies.
2. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
3. The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 MPH below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 MPH. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at ½ B.
4. When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
5. Existing speed limit signs within a reduced speed zone shall be covered.
6. Sign no. R2-1-48, R2-1a-24, R4-1-48, W22-8-48, W20-52-54, and W8-12-48 shall be placed just after all important intersections and every five miles in either direction. Sign no W8-12-48 shall be placed when traffic volumes are 750 ADT or less. No short term markings are placed when this condition exists.
7. The contractor has the option of using portable sign supports in lieu of post mounted sign as shown on the standard drawings as specified in section 704.03 C.
8. Type H construction sign traffic control shall have the speed limit signs covered or removed once the loose aggregate has been removed.
9. The contractor shall install the G20-1b-60 sign when work is suspended for winter.
10. The layouts show the signs needed before work begins. The requirements at the actual work areas will require the use of other standards. If the speed limit is reduced in the work areas, the speed limit signs shall have the R2-1a-24 sign placed below.

KEY

- Type I barricade
- Type II barricade
- Type III barricade
- Sign
- Delineator drum
- Cones
- Work area
- Flagger
- Sequencing arrow panel
- Type A delineator or vertical panels back to back

ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

10-1-86

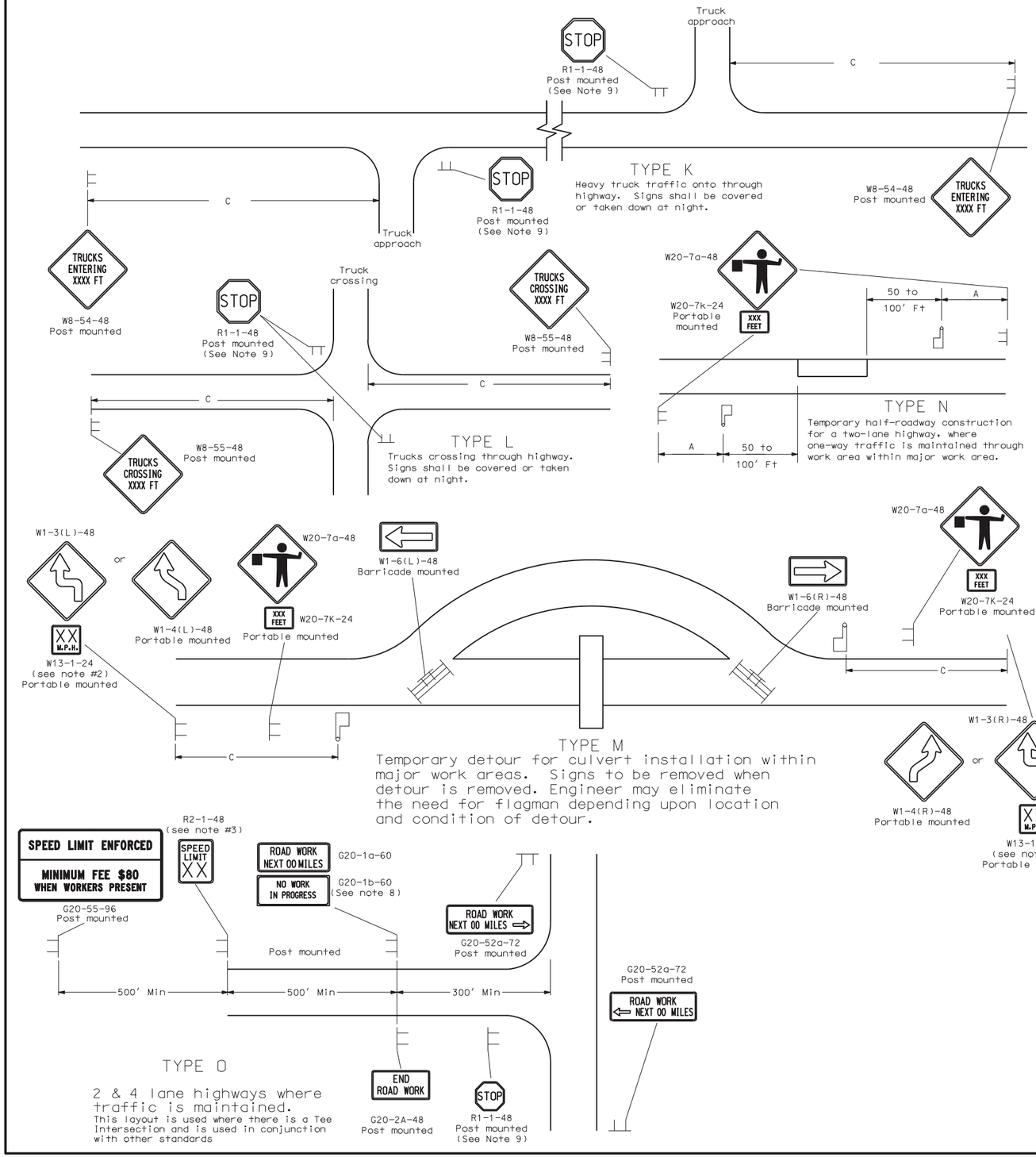
REVISIONS

DATE	CHANGE
08-15-96	Revise flag note
10-01-99	General revisions
10-18-01	Added note 8 & 9
07-19-02	Rev. end road work & speed limit sign
07-25-03	Rev. R2-1a & W20-1
04-01-04	Rev. fee sign & warning sign spacing Rev note 3, add note 10
12-01-04	PE Stamp added
06-29-05	Added W3-5 to Type H and Type G. Rev. Adv. Warning Table. Rev. Note 3
04-05-06	Corrected sign W3-5

This document was originally issued and sealed by MARK S. GAYDOS, Registration Number PE-4518, on 04/05/06 and the original document is stored at the North Dakota Department of Transportation

CONSTRUCTION SIGN AND BARRICADE LOCATION DETAILS

D-704-22



Notes

1. Barricade shown to be placed on roadway shall be on a moveable assembly. on the top of the top barricade bar. Sign shown to be placed on the roadway Sign to be mounted on barricades shall be mounted with the sign bottom shall be placed on skid mounted assemblies.
2. Where necessary, safe speed to be determined by the Engineer.
3. The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at ½ B.
4. When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
5. Existing speed limit signs within a reduced speed zone shall be covered.
6. Obliterated or covered pavement marking shall be paid for as Obliteration of Pavement Marking. The covering shall be approved by the engineer.
7. The contractor has the option of using portable sign supports in lieu of post mounted sign as shown on the standard drawings as specified in section 704.03 C.
8. The contractor shall install the G20-1b-60 sign when work is suspended for winter.
9. If existing stop sign is in place, a 48" stop sign is not required.

KEY

- Type I barricade
- Type II barricade
- Type III barricade
- Sign
- Delineator drum
- Cones
- Work area
- Flagger
- Sequencing arrow panel
- Type A delineator or vertical panels back to back

ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
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Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

10-1-86

REVISIONS

DATE	CHANGE
09-30-93	General revisions
06-21-95	General revisions
08-15-96	Revise flag note
10-01-99	General revisions
02-02-00	W8-55-48
10-17-02	Deleted Work In Progress Sign
07-25-03	Revised R2-1a
04-01-04	Revised fee sign & Warning sign spacing. Revised note 3
12-01-04	PE stamp added
02-14-05	Added note 9 and revised stop sign size
06-29-05	Rev. Adv. Warning Table. Rev. Note 3

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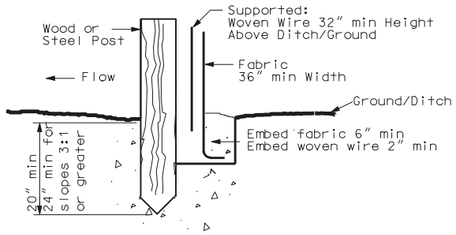
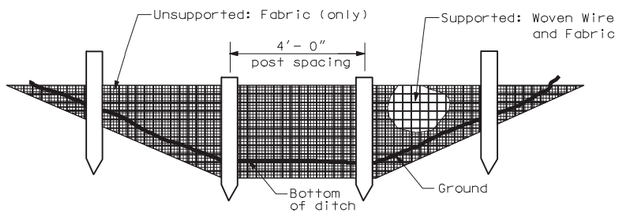
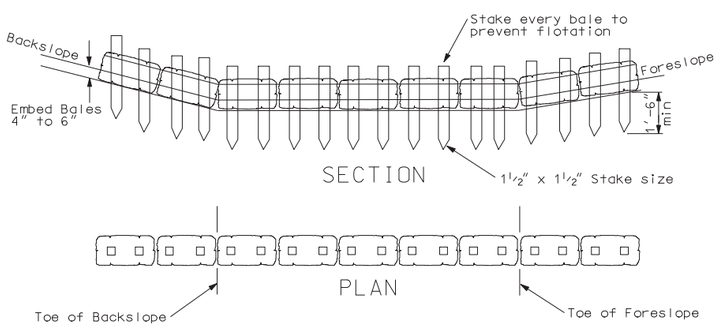
EROSION AND SILTATION CONTROLS

D-708-2

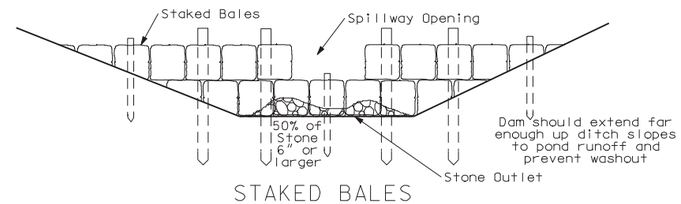




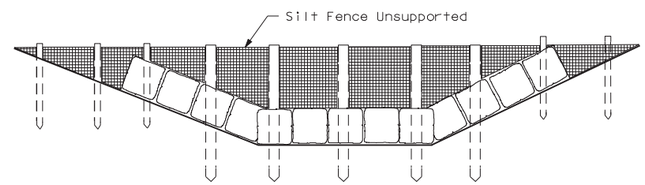
SILT FENCE
Supported and Unsupported



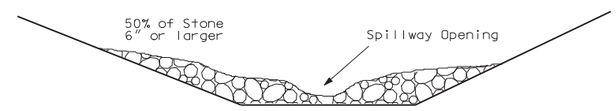
"TYPE A"



STAKED BALES

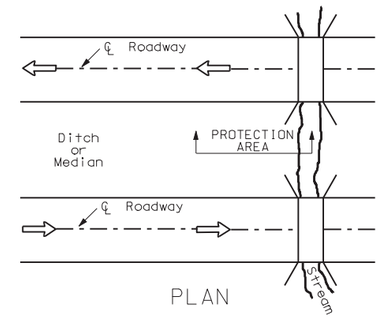


FENCE-BACKED BALES

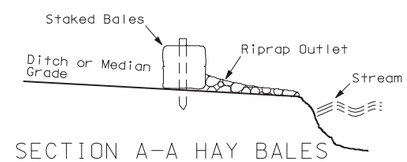


GRADED STONE

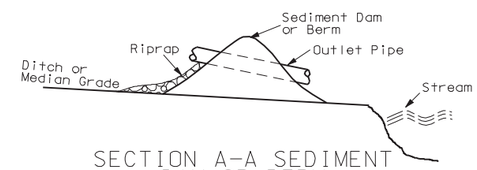
DITCH EROSION DAMS



PLAN

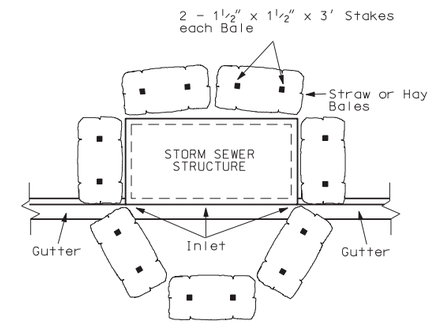


SECTION A-A HAY BALES

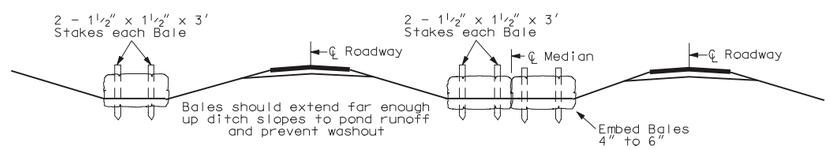


SECTION A-A SEDIMENT DAM OR BERM

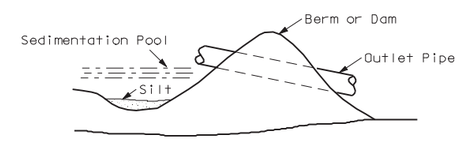
MEDIAN OR DITCH PROTECTION AT STREAM CROSSING



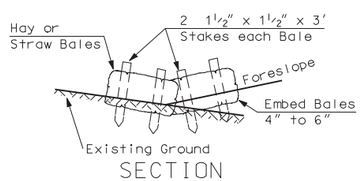
STORM SEWER INLET EROSION & SILTATION BARRIER



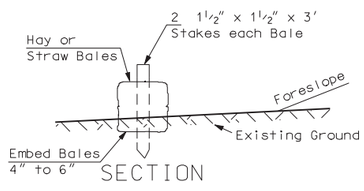
SECTION



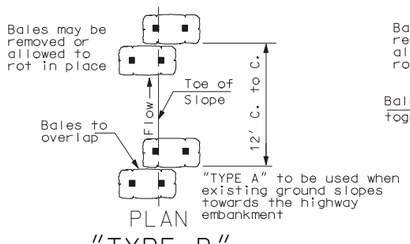
SMALL SEDIMENT DAM OR BERM



SECTION

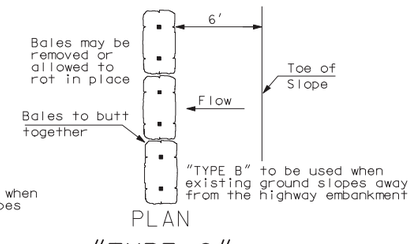


SECTION



PLAN

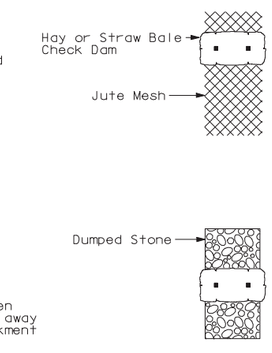
"TYPE B"



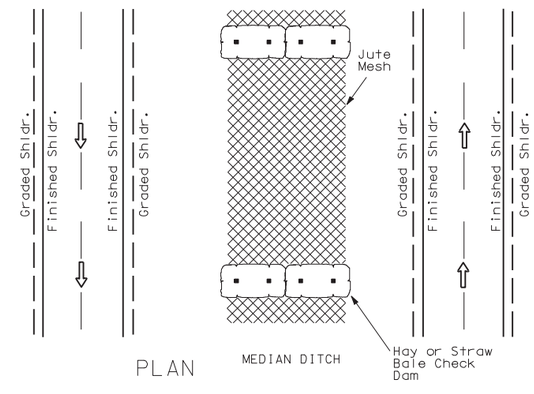
PLAN

"TYPE C"

BALED HAY OR STRAW EROSION CHECKS



ROADSIDE DITCH



PLAN

MEDIAN DITCH

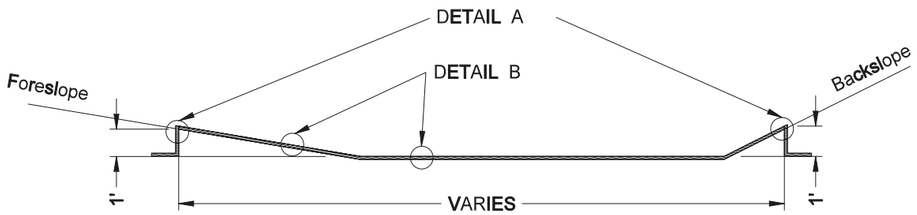
STONE, JUTE, MESH, OR SOD DITCH & MEDIAN EROSION CONTROL

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
09-04-92	Ditch check
09-16-92	Sediment cont. fencing
01-31-95	General revisions
10-09-02	Sediment fence
01-24-04	Silt fence
02-06-04	Rev silt fence details
12-01-04	PE Stamp added

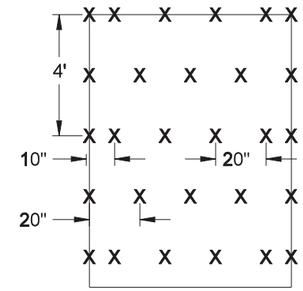
This document was originally issued and sealed by MARK S GAYDOS, Registration Number PE-4518, on 12/01/04 and the original document is stored at the North Dakota Department of Transportation

EROSION AND SILTATION CONTROL BLANKET INSTALLATION

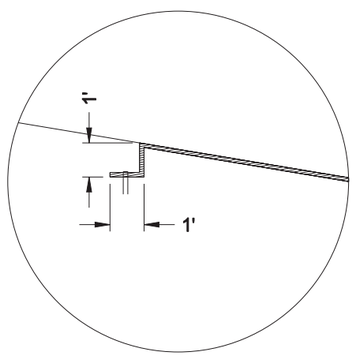
D-708-5



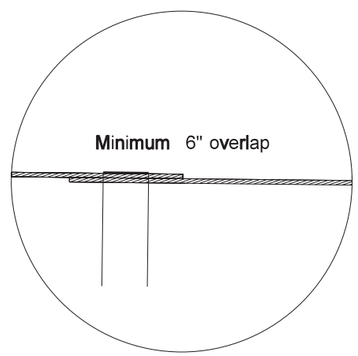
DITCH



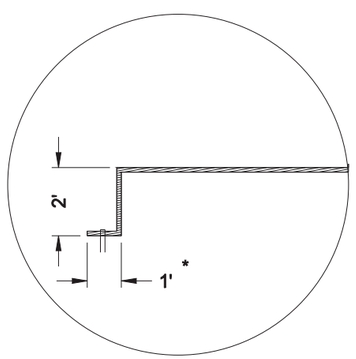
STAPLE PATTERN: 3.8 staples per square yard using 8-inch 11 gauge wire "u" staples.



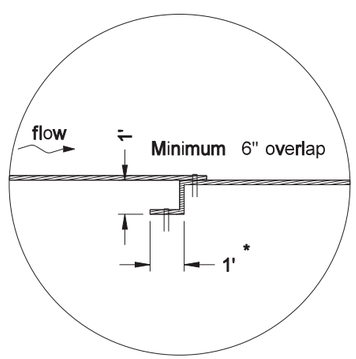
DETAIL A



DETAIL B

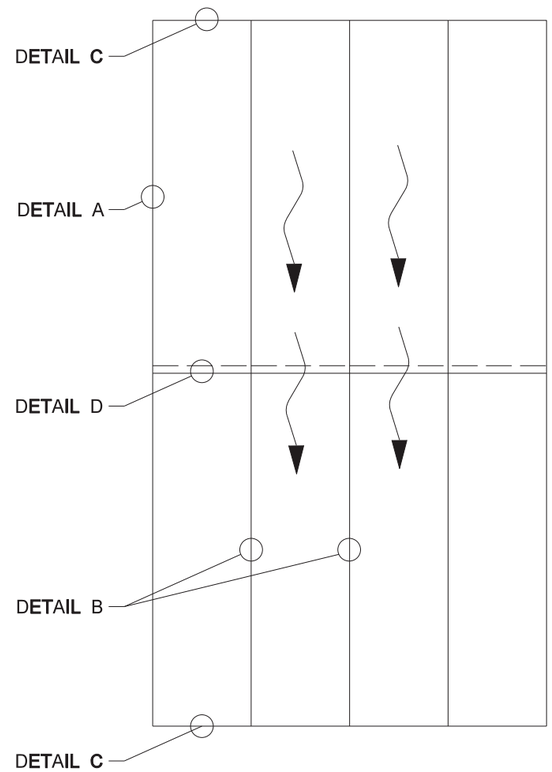


DETAIL C



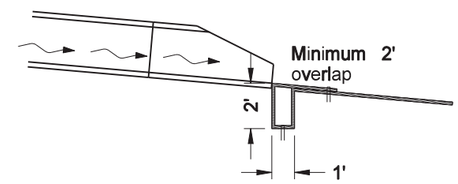
DETAIL D

* This tie may be placed ahead or back.

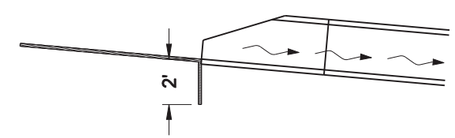


BLANKET LAYOUT

Note: Beginning and ending of erosion control blanket areas shall be installed as DETAIL C.



PIPE OUTLETS



PIPE INLETS

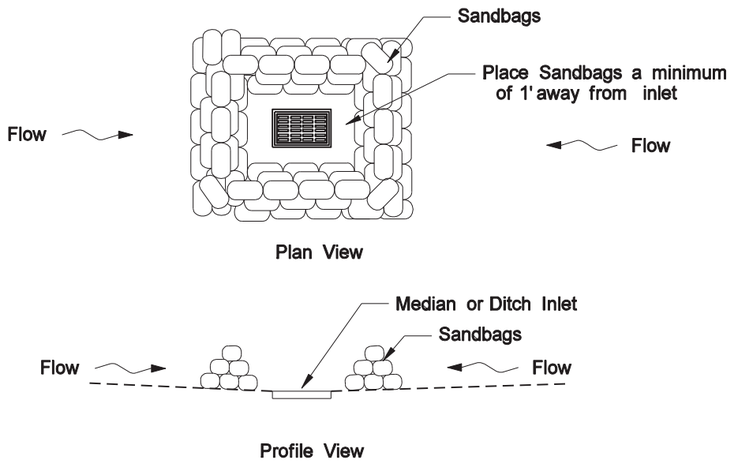
INSTALLATION AT PIPE ENDS

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-13-06	
REVISIONS	
DATE	CHANGE

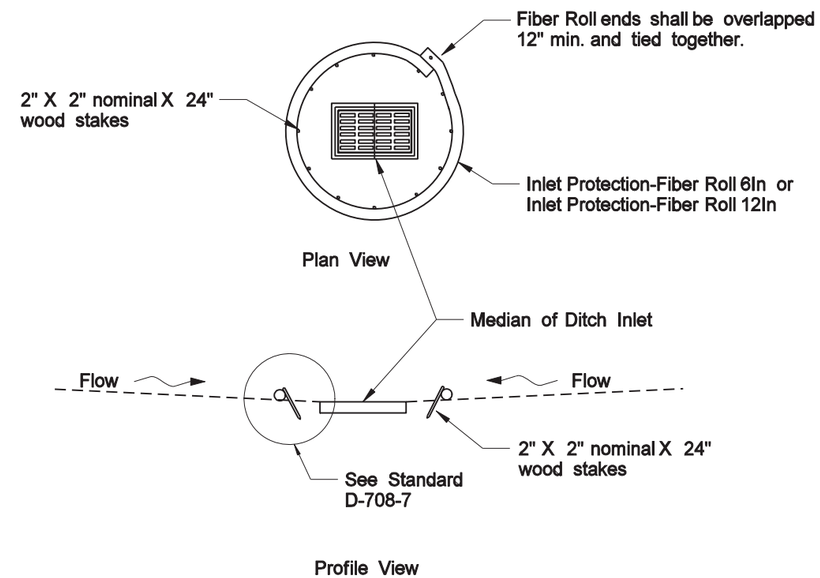
This document was originally issued and sealed by MARK S. GAYDOS Registration Number PE- 4518, on 12/13/06 and the original document is stored at the North Dakota Department of Transportation

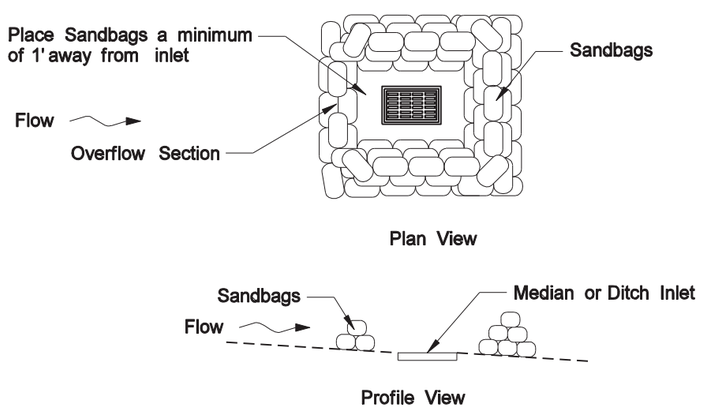
EROSION CONTROL
MEDIAN OR DITCH INLET PROTECTION

D-708-6

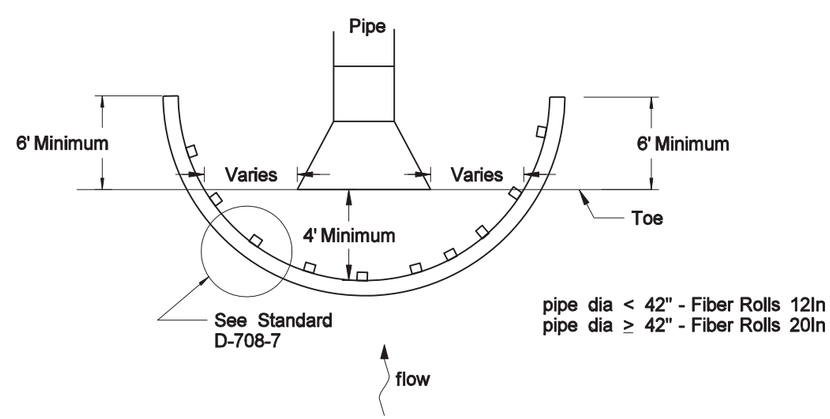


SANDBAG PROTECTION
LOW POINT





SANDBAG PROTECTION
ON SLOPE



pipe dia < 42" - Fiber Rolls 12In
pipe dia ≥ 42" - Fiber Rolls 20In

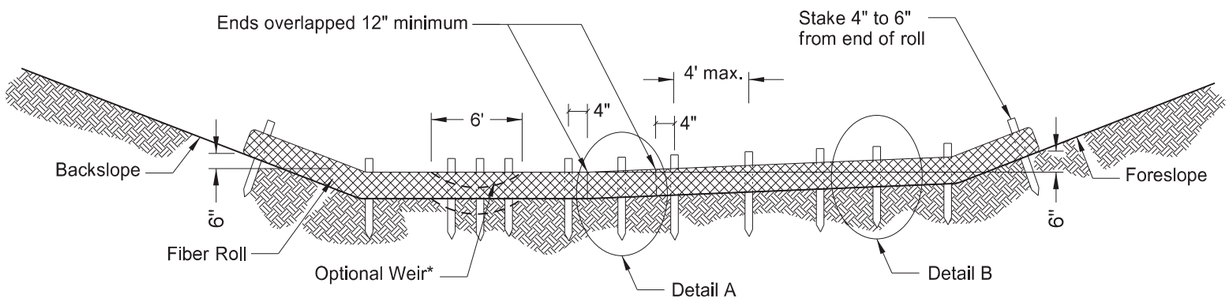
FIBER ROLL PROTECTION
INLET OF PIPE END

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-13-06	
REVISIONS	
DATE	CHANGE
12-14-07	Added 12" Fiber roll overlap, option of butting fiber roll ends removed.

This document was originally issued and sealed by MARK S GAYDOS Registration Number PE-4518, on 12/14/07 and the original document is stored at the North Dakota Department of Transportation

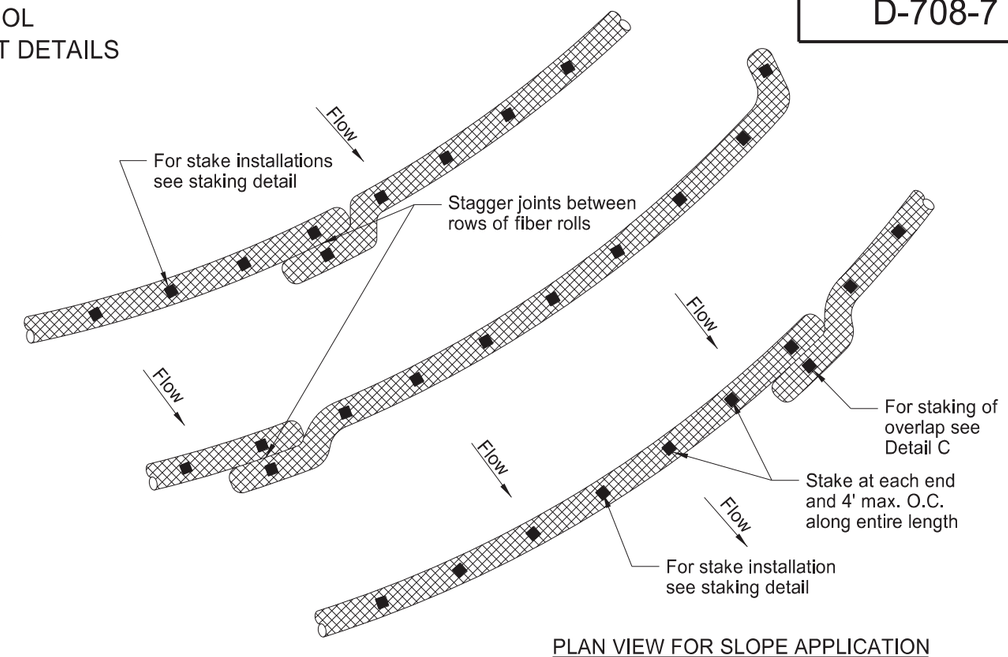
D-708-7

EROSION CONTROL
FIBER ROLL PLACEMENT DETAILS

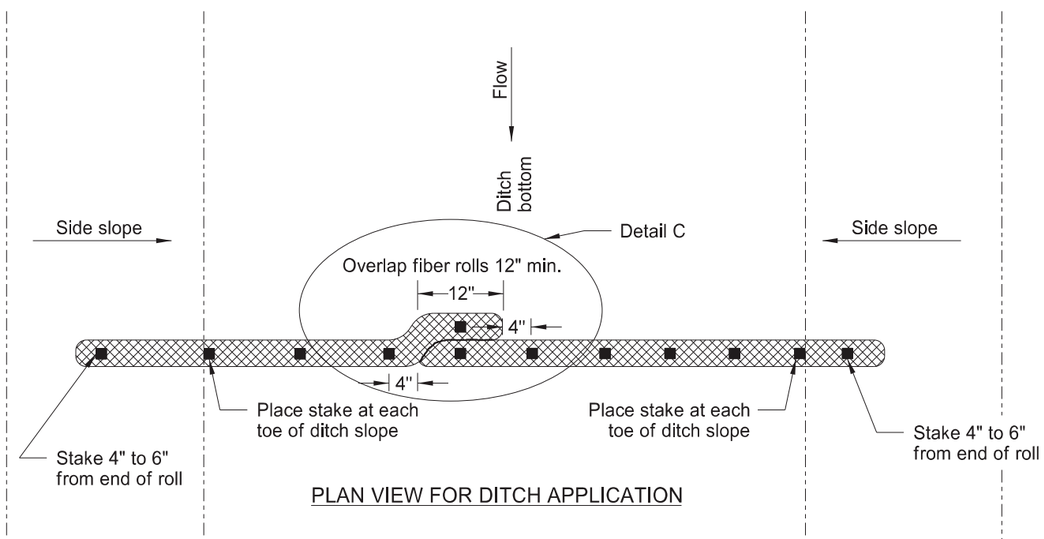


*Optional Weir. Use in flat areas, such as the Red River Valley, where there is potential for water to back up on adjacent property. Lower fiber roll enough to prevent water from backing up on adjacent property. Do not use 20-inch fiber rolls in flat areas where there is potential for water to back up on adjacent property.

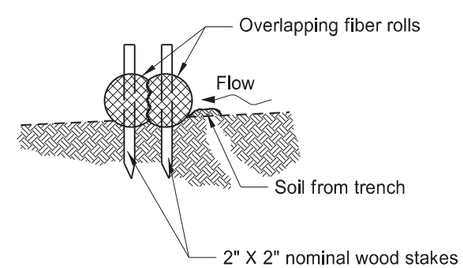
12 OR 20 INCH FIBER ROLL - DITCH BOTTOM



PLAN VIEW FOR SLOPE APPLICATION

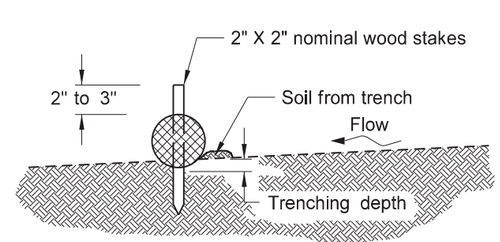


PLAN VIEW FOR DITCH APPLICATION



Detail A

Fiber Roll Overlapping Staking Detail



Detail B

Fiber Roll Staking Detail

FIBER ROLL DIAMETER	NOMINAL STAKE SIZE	MINIMUM STAKE LENGTH	MINIMUM TRENCH DEPTH	MAXIMUM TRENCH DEPTH
6"	2" x 2"	18"	2"	2"
12"	2" x 2"	24"	2"	3"
20"	2" x 2"	36"	3"	5"

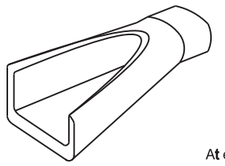
NOTE: Runoff must not be allowed to run under or around roll.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-18-10	
REVISIONS	
DATE	CHANGE
06-10-13	Added plan view for ditch and slope application. Added table with values for stake and trench dimensions.

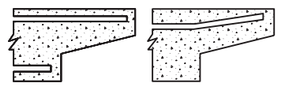
This document was originally issued and sealed by Roger Weigel, Registration Number PE-2930, on 06/10/13 and the original document is stored at the North Dakota Department of Transportation

REINFORCED CONCRETE PIPE CULVERT AND END SECTIONS

D-714-01

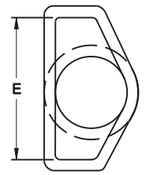


PERSPECTIVE

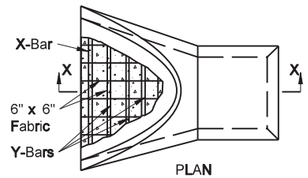


ARRANGEMENT FOR REINFORCEMENT

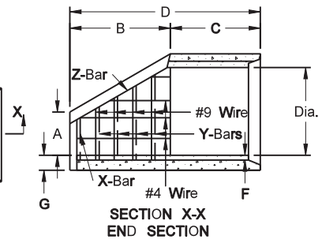
At end of 36" to 106" pipe. At end of 12" to 33" pipe.



END VIEW



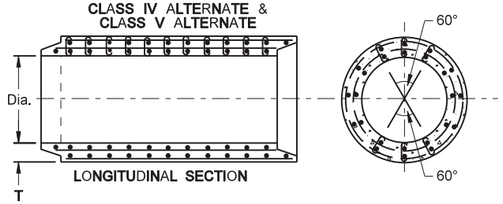
PLAN



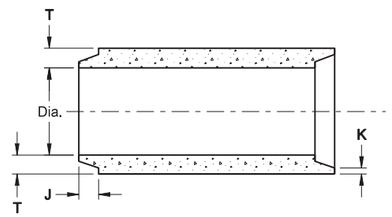
SECTION X-X
END SECTION
Equivalent to Class III Pipe

END SECTION										
TERMINAL DIMENSIONS								REINFORCING STEEL		
DIA	A	B	C	D	E	F	G	X	Y	Z
12	0'-4"	2'-0"	4'-0⅞"	6'-0⅞"	2'-0"	2"	2"	2-1/4" x 2'	6-1/4"x 2' @ 6"c.c.	2-1/4"x 4'
15	0'-6"	2'-3"	3'-10"	6'-1"	2'-6"	2¼"	2¼"	2-1/4" x 2½'	6-1/4"x 2½' @ 6"c.c.	2-3/8"x 4'
18	0'-9"	2'-3"	3'-10"	6'-1"	3'-0"	2½"	2½"	2-3/8" x 3'	6-1/4"x 3' @ 6"c.c.	2-3/8"x 4'
21	0'-9"	3'-0"	3'-1½"	6'-1½"	3'-6"	2¾"	2¾"	2-3/8" x 3½'	8-1/4"x 3½' @ 6"c.c.	2-3/8"x 5'
24	0'-9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3"	3"	2-1/2" x 4'	8-3/8"x 4' @ 8"c.c.	2-3/8"x 6'
27	0'-10½"	4'-1½"	2'-0"	6'-1½"	4'-6"	3¼"	3¼"	2-1/2 " x 5'	8-3/8"x 5' @ 9"c.c.	2-3/8"x 6'
30	1'-0"	4'-6"	1'-7¾"	6'-1¾"	5'-0"	3½"	3½"	2-1/2 " x 5'	12-3/8"x 5' @ 8"c.c.	2-1/2"x 6'
36	1'-3"	5'-3"	2'-10¼"	8'-1¾"	6'-0"	4"	4"	2-1/2 " x 6'	12-3/8"x 6' @ 6"c.c.	2-1/2"x 8'
42	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	4½"	4½"	2-1/2" x 7'	12-1/2"x 7' @ 9"c.c.	2-1/2"x 8'
48	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	5"	5"	2-1/2" x 8'	16-1/2"x 8' @ 8"c.c.	2-1/2"x 8'
54	2'-3"	5'-5"	2'-9¼"	8'-2¼"	7'-6"	5½"	5½"	2-1/2" x 8'	16-1/2"x 8' @ 7"c.c.	2-1/2"x 8'
60	2'-11"	5'-0"	3'-3"	8'-3"	8'-0"	6"	5"	2-1/2" x 9'	16-1/2"x 9' @ 6"c.c.	2-1/2"x 9'
66	2'-6"	6'-0"	2'-3"	8'-3"	8'-6"	6½"	5½"	2-1/2" x 9'	22-1/2"x 9' @ 6"c.c.	2-1/2"x 9'
72	3'-0"	6'-6"	1'-9"	8'-3"	9'-0"	7"	6"	2-1/2" x 10'	24-1/2"x 10' @ 6"c.c.	2-1/2"x 9'
78	3'-0"	7'-6"	1'-9"	9'-3"	9'-6"	7½"	6½"	2-1/2" x 10'	28-1/2"x 10' @ 6"c.c.	2-1/2"x 10'
84	3'-0"	7'-6½"	1'-9"	9'-3½"	10'-0"	8"	6½"	4-1/2" x 10'	28-1/2"x 10' @ 6"c.c.	4-1/2"x 10'
90	3'-5"	7'-3½"	2'-0"	9'-3½"	11'-0"	8½"	6½"	4-1/2" x 11'	28-1/2"x 11' @ 6"c.c.	4-1/2"x 10'

CLASS IV ALTERNATE &
CLASS V ALTERNATE

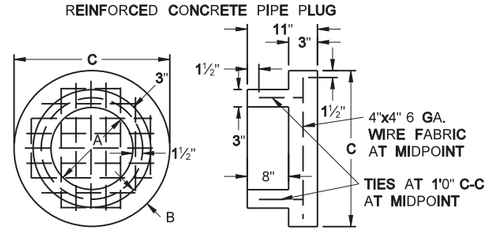


LONGITUDINAL SECTION

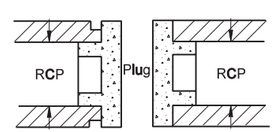


		All Classifications of Round Concrete Pipe				CLASS IV ALTERNATE								CLASS V ALTERNATE						
						D-LOAD TO PRODUCE A 0.01 INCH CRACK														
						2000								3000						
						D-LOAD TO PRODUCE ULTIMATE LOAD														
						3000								3750						
Internal Dia.of pipe in inches	Cross-Sectional Water Area	Weight per lin. foot of Pipe Std. Wall	Joint J. Groove End Min./Max.	Joint K. Tongue End Min.	Minimum Wall Thickness (T)	5000 P.S.I. Inner Cage	Ellip Cage	Outer Cage	Shear Steel			Height of Fill Normal Backfill		5000 P.S.I. Inner Cage	Ellip Cage	Outer Cage	Shear Steel			Height of Fill Normal Backfill
						Ai	Ae	Ao	N	S	Ar			Ai	Ae	Ao	N	S	Ar	
Dia	Sq. ft.	Lbs.	In.	In.	In.	Sq.in	Sq.in	Sq.in	No.	In.	Sq.in	Ft.		Sq.in	Sq.in	Sq.in	No.	In.	Sq.in	Ft.
12	0.79	92	1⅝-2⅜	¾	2															
15	1.23	127	1¾-2¾	⅞	2¼															
18	1.77	168	1⅞-2⅞	1	2½															
21	2.40	214	1⅞-3⅛	1⅛	2¾															
24	3.14	265	2¾-3¾	1⅛	3															
27	3.98	322	2¾-4	1¼	3¼															
30	4.91	384	3¼-4¼	1¼	3½															
33	5.94	452	3¼-4¼	1½	3¾															
36	7.07	524	3¼-4¼	1½	4															
42	9.62	685	3¾-4¾	1¾	4½															
48	12.57	685	3⅞-4¾	1⅞	5									.66	.33	.50	8	4	.22	24-35
54	15.90	1070	4⅛-5¼	2	5½									.74	.37	.56	9	4	.22	24-35
60	19.63	1296	4½-5½	2¼	6	.54	.27	.41	7	6	.22	16-24		.82	.41	.62	7	6	.22	24-35
66	23.76	1542	5-6	2⅝	6½	.60	.30	.45	8	6	.22	16-24		.88	.44	.66	8	6	.22	24-35
72	28.27	1810	5⅝-6¾	2⅞	7	.64	.32	.48	8	6	.23	16-24		.96	.48	.72	8	6	.23	24-35
78	33.18	2098	6⅛-7¼	2⅞	7½	.70	.35	.53	9	6	.25	16-24		1.04	.52	.78	9	6	.25	24-35
84	38.48	2410	5⅝-7¾	3⅛	8	.76	.38	.57	10	6	.28	16-24		1.12	.56	.84	10	6	.28	24-35
90	44.18	2793	6¾-8½	3⅛	8½	.82	.43	.62	11	6	.31	16-24		1.20	.65	.90	11	6	.31	24-35
96	50.27	3092	7-8¼	3½	9	.88	.46	.66	11	6	.34	16-24		1.32		.99	11	8	.34	24-35
102	56.75	3466	7-8¼	3½	9½	.94	.52	.71	12	6	.37	16-24		1.42		1.07	12	8	.37	24-35
108	63.62	3864	7⅛-8½	3¾	10	1.02	.57	.76	12	6	.40	16-24								

REINFORCED CONCRETE PIPE PLUG

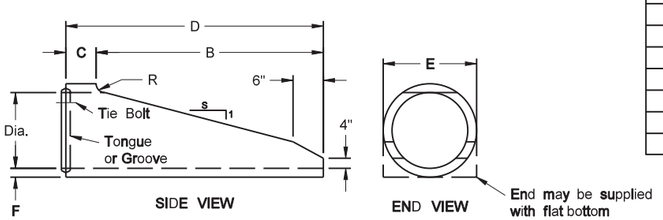


CONCRETE SHALL CONFORM TO STRENGTH REQUIREMENTS FOR REINFORCED CONCRETE PIPE CULVERTS, CL. II.



CONCRETE PIPE PLUG			
DIMENSIONS (in inches)			
PIPE DIAMETER	A	B	C
15	8	2.25	19.5
18	11	3.0	23.0
21	14	3.25	26.5
24	17	3.50	30.0
27	20	3.75	33.5
30	23	4.0	37.0
33	26	4.25	40.5
36	29	4.50	44.0
42	35	5.0	51.0
48	41	5.50	58.0

TRAVERSABLE END SECTION



SIDE VIEW END VIEW

TRAVERSABLE END SECTION							
DIA	B	C	D	E	F	R	S
15"	4'	9"	4'-9"	1'-7½"	2¼"	3"	6
18"	5'-9"	9"	6'-6"	1'-11"	2½"	3"	6
24"	6'	1'	7'	2'-6"	3"	3"	4
30"	7'-6"	1'	8'-6"	3'-1"	3½"	3½"	4
36"	7'-6"	15"	7'-3"	3'-8"	4"	3"	4

NOTES (Traversable End Section):

1. Manufactured in accordance with applicable portions of ASTM C76/AASHTO M170.
2. Reinforcement per class II RCP with double reinforcement in the upper 120° of the full barrel portion.

NOTES:

1. All reinforcement shall be electrically welded cold drawn steel wire fabric.
2. Circular reinforcement shall lap in accordance to AASHTO M170.
3. All circular, longitudinal, and elliptical reinforcement shall be assembled and securely fastened in cage fashion so as to maintain reinforcement in exact shape and correct positions within the forms.
4. Laying length of pipe: 12" to 66" (incl.) = not less than 4 feet
   66" to 108" (incl.) = not less than 6 feet
5. Joints shall be sealed with rubber gaskets or with sealer approved by the engineer whenever pipe are specified for storm drain or sanitary sewers.
6. Welded steel wire fabric may be substituted for the reinforcing steel bars but must match the area of steel provided by the bars and the lap of the fabric must be in accordance with AASHTO specifications
7. All Reinforcing Steel shall meet AASHTO M170 requirements.

Ai, Ae, Ao = Minimum circumferential reinforcement required in square inches per lineal foot of pipe.
Ar = Minimum radial reinforcement required in square inches per square foot of pipe.
N = Minimum number of rows of radial reinforcement at top and bottom of pipe.
S = Maximum circumferential spacing of rows of radial reinforcing.

SEE STANDARD D-714-22 FOR DETAILS OF CONCRETE PIPE TIES (TIE BOLTS).

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

10-1-86

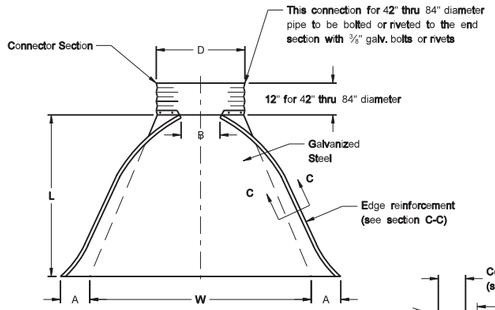
REVISIONS

DATE	CHANGE
11-05-86	Note added
07-17-87	Added pipe plug detail
09-01-88	Reinforcement cage
03-10-95	General revisions
12-23-98	Note # 6, 30° FES
12-01-04	PE stamp added
12-08-08	Major Revisions

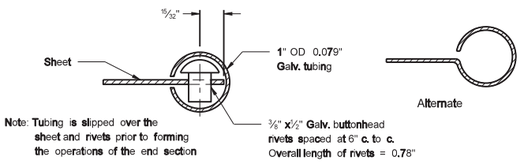
This document was originally issued and sealed by Terrence R. Udland, Registration Number PE- 2674, on 12/18/2008 and the original document is stored at the North Dakota Department of Transportation

CORRUGATED STEEL PIPE CULVERTS AND END SECTIONS
(Round pipe)

D-714-04

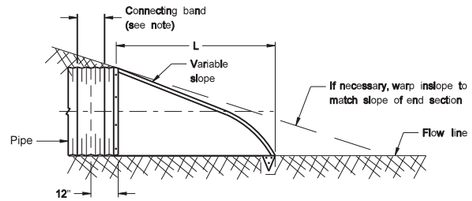


Plan



Note: Tubing is slipped over the sheet and rivets prior to forming the operations of the end section

SECTION C-C

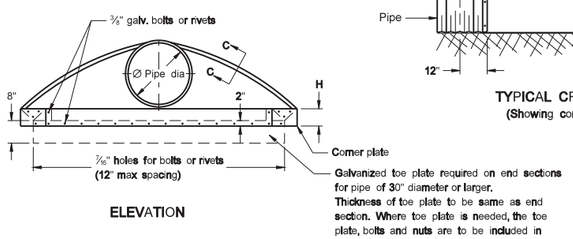


TYPICAL CROSS SECTION
(Showing connector section)

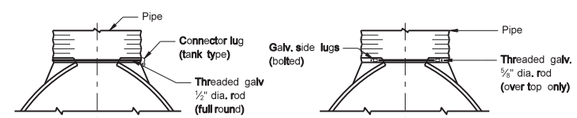
NOTES:

1. Pipe and connecting bands shall conform to applicable sections of NDDOT Standard Specifications and to AASHTO M-36.
2. Top edge of all end sections to have tubing reinforcement or rolled tube reinforcement (See section C-C). The tubing is to be supplemented with 2" x 2" x ¼" galv. angle for 60" through 72" dia. and 2½" x 2½" x ¼" galv. angle for 78" and 84" dia.. Angles to be attached by galv. ⅜" dia. bolts and nuts. Angles are to extend from pipe to the corner wing bend.
3. Elongated pipe shall be factory preformed so that the vertical diameter shall be 5% greater and the horizontal diameter 5% less than a circular pipe.

	WATERWAY AREA, SQ FT			
PIPE DIA, IN	2 2/3" x ½"	3" x 1" (5" x 1")	¾" x ¾" Rib @ 7 ½"	¾" x 1" Rib @ 11 ½"
15	1.2		1.2	1.2
18	1.8		1.8	1.8
24	3.1		3.1	3.1
30	4.9		4.9	4.9
36	7.1	7.1	7.1	7.1
42	9.6	9.6	9.6	9.6
48	12.6	12.6	12.6	12.6
54	15.9	15.9	15.9	15.9
60	19.6	19.6	19.6	19.6
66	23.8	23.8	23.8	23.8
72	28.3	28.3	28.1	28.1
78	33.2	33.2	33.2	33.2
84	38.5	38.5	38.5	38.5
90		44.2	44.2	
96		50.3		
102		56.7		
108		63.6		
114		70.9		
120		78.5		



ELEVATION



15", 18" and 24" only — 30" and 36" only

ROD CONNECTION DETAILS

* * PIPE DIA.	GALV. THICK.	END SECTION DIMENSIONS A	B	H	L	W	APPROX. SLOPE	BODY
IN	IN	IN	IN	IN	IN	IN	RATE	PIECE
15	0.064	7	8	6	26	30	2½:1	1
18	0.064	8	10	6	31	36	2½:1	1
24	0.064	10	13	6	41	48	2½:1	1
30	0.079	12	16	8	51	60	2½:1	1 or 2
36	0.079	14	19	9	60	72	2½:1	2
42	0.109	16	22	11	69	84	2½:1	2
48	0.109	18	27	12	78	90	2¼:1	2
54	0.109	18	30	12	84	102	2:1	2
* 60	0.109	18	33	12	87	114	1¾:1	3
* 66	0.109	18	36	12	87	120	1½:1	3
* 72	0.109	18	39	12	87	126	1 1/3 :1	3
* 78	0.109	18	42	12	87	132	1¼:1	3
* 84	0.109	18	45	12	87	138	1 1/6 :1	3

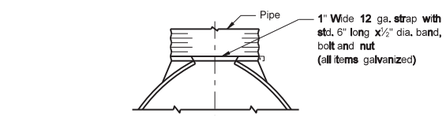
* These sizes have 0.138" center panels.

* * Pipe diameter is equal to dimension "D" of end section.

Manufacturers tolerances of above dimensions will be allowed.

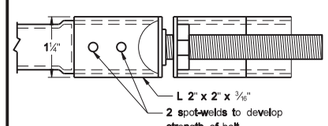
Splices to be the lap rivated type.

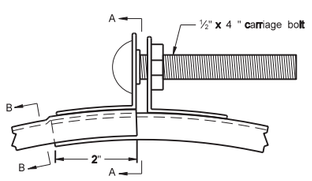
Multiple panel bodies shall have lap seams which are to be tightly joined with ⅜" dia. galv. bolts or rivets. Nuts to be torqued to 25 foot-lbs ±.

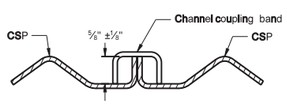


15", 18" and 24" only

STRAP CONNECTION DETAIL

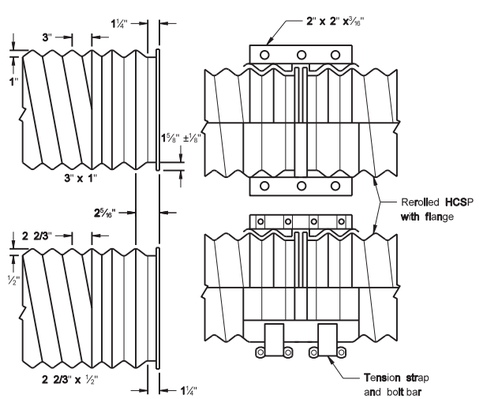






SECTION B-B

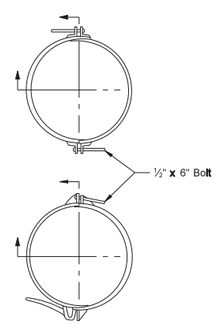
Channel coupling band for use on flanged end C.S.P.
(Channel coupling bands shall be two piece)

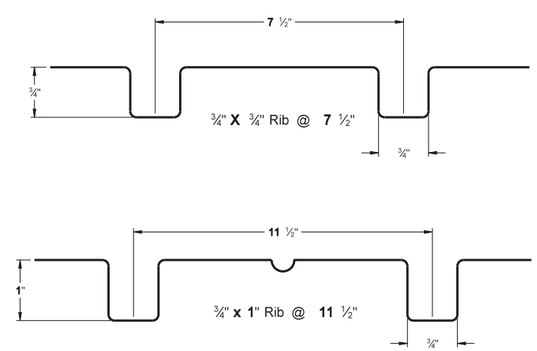


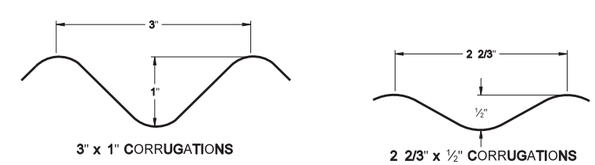
SPIRAL C.S.P

Reformed to accept flange, annular, dimple and hugger couplers

WING CHANNEL COUPLING BAND

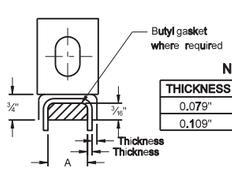






3" x 1" CORRUGATIONS
(5"x1" Corrugation may be used in lieu of 3" x 1")

2 2/3" x ½" CORRUGATIONS

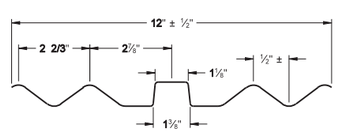


SECTION A-A

NOMINAL DIMENSIONS

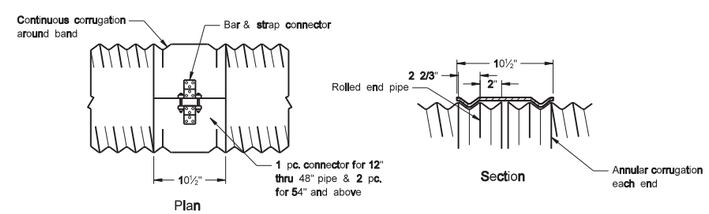
THICKNESS	A	FOR USE WITH C.S.P.
0.079"	¾"	0.09" Thick or lighter
0.109"	1"	0.138" Thick or heavier

CORRUGATED STEEL PIPE FLANGE BAND DETAILS



CROSS SECTION OF WING CHANNEL COUPLING BAND

WING CHANNEL COUPLING BAND FOR ANNULAR C.S.P. OR REFORMED H.C.S.P.



CONNECTING BAND DETAILS FOR HELICAL, WELDED-SEAM CULVERT

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
04-28-89	Toe plate note
12-06-95	Corrugation
07-02-03	Revised note
12-01-04	PE Stamp added
12-08-08	Removed min/max fill info and added 2 rib types

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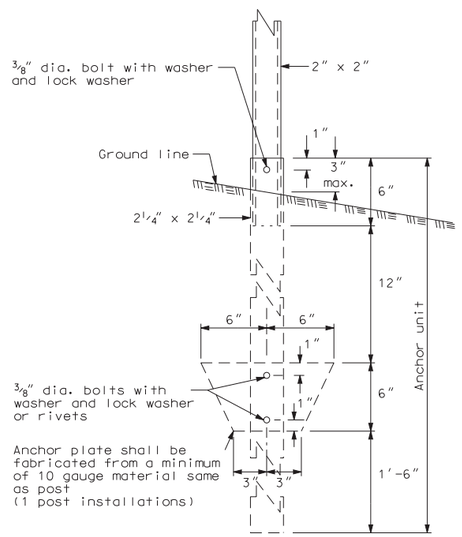
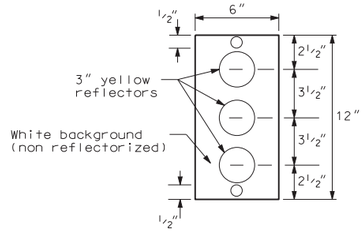
OBJECT MARKERS

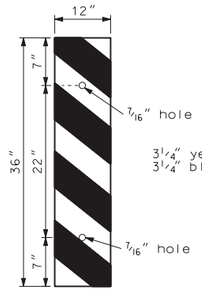
D-754-82



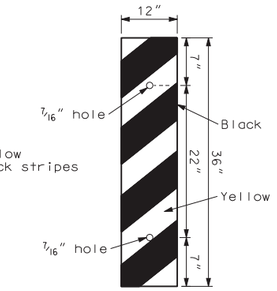
ANCHOR UNIT AND
POST PERFORATED TUBE ASSEMBLY



OM2-1V 6" x 12"
Object marker
Type II

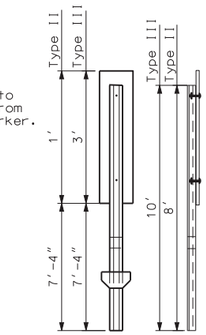


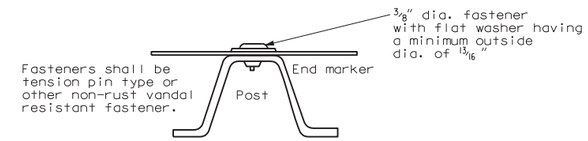
OM-3L Object marker left
12" x 36"
Type III

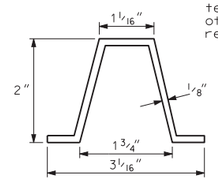


OM-3R Object marker right
12" x 36"
Type III

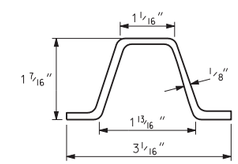
Bottom of marker to be a min. of 4' from ground line at marker.







ALUMINUM POST DETAIL
Aluminum alloy 6061-T6
approx. 0.88 lb./ft.



STEEL POST DETAIL
approx. 2 lb./ft.

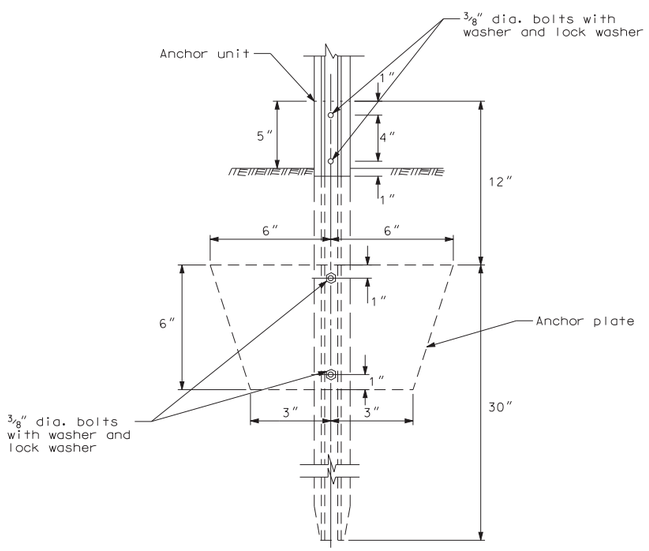
Notes:

1. The white background shall be given two coats of enamel conforming to the requirement of the manufacturer. Sign faces shall be fabricated in conformance to the requirements of Section 754.03 of the Standard Specifications. The reflective sheeting shall be Type III conforming to the requirements of Section 894.02 of the Standard Specifications. The item object markers will be measured by the number of sign markers installed complete in place. Back to back mountings require two sign markers. The 3" yellow reflector shall conform to the requirements of Section 894.06 B.2 of the Standard Specifications. Object markers to be mounted vertically on steel posts in front of the bridge railing on each side of highway, to mark the horizontal clearance on all bridges where distance between wheel guards is les than approach width. All sign backing material shall be .100 inch sheet aluminum. All signs have reflectorized background unless shown otherwise on the plans. In no case is the color black reflectorized. In lieu of the white painted background of the Type II object marker, a Type II reflective sheet may be substituted.

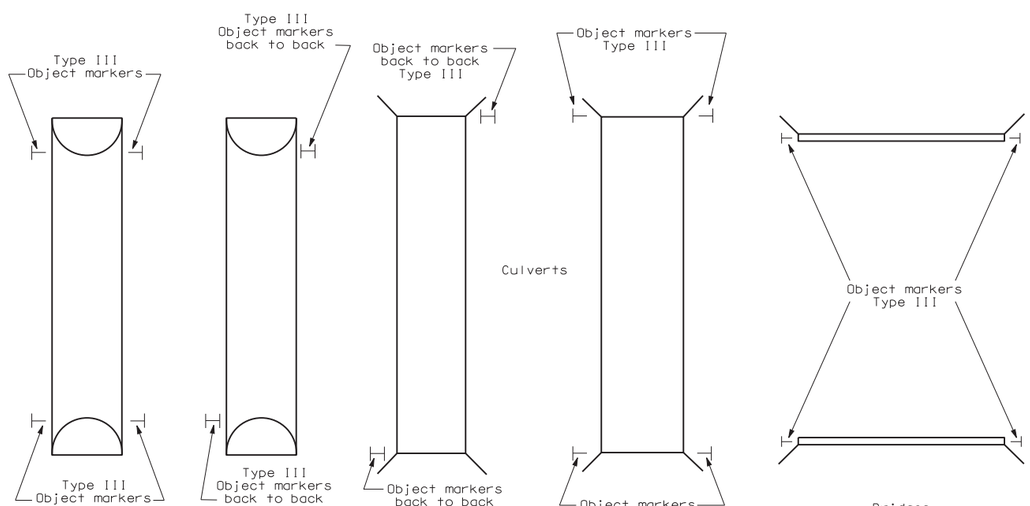
2. Posts shall conform to Section 894.05 B of the Standard Specifications. Steel posts shall be galvanized in accordance with AASHTO M-183 and M-232.

3. County Roads: Counties may adjust placement height of object markers based on an engineering review. On low volume county roads, the height of object markers within 8' of the shoulder of the roadway may be as low as 1' measured from the surface of the nearest traffic lane to the bottom of the marker.

4. Object markers are not required if approach guardrail is installed with reflectors and end treatment with delineation.



ANCHOR UNIT AND
POST ASSEMBLY
2# post or aluminum 0.88 lb./ft.



Pipe culverts greater than 10'

Pipe culverts 10' max.

Box culverts 10' max.

Box culverts greater than 10'

Bridges

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
08-01-89	Type II hazard markers
10-25-89	Note change
09-30-91	Note change
07-08-03	Hazard to object markers
12-01-04	PE Stamp added
02-18-05	Added notes 3 & 4
04-23-07	Revised sign number for object markers

This document was originally issued and sealed by MARK S. GAYDOS Registration Number PE- 4518, on 04/23/07 and the original document is stored at the North Dakota Department of Transportation