



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

November 4, 2015

ADDENDUM 1 – JOB 30

TO: All prospective bidders on project SOIB-5-094(080)051, SOIB-5-094(097)042 and SOIB-5-094(096)042, Job No. 30 scheduled for the November 13, 2015 bid opening.

The following plan and request for proposal revisions shall be made:

Plan Revisions for SOIB-5-094(080)051:

Remove and replace sheets 2-2, 6-1, 6-2, 8-2, 8-3, and 100-1 with the enclosed sheets revised 11/3/2015.

Add Standard Drawings D-704-35 and D-704-52.

Sheet 2-2:

Added Standard Drawing D-704-35, Sign Layout for One Lane Closure – Interstate System.
Added Standard Drawing D-704-52, Interstate Road Closure Using Ramps.

Sheet 6-1 and 6-2:

Note 704-P02 TRAFFIC CONTROL has been revised.

Sheet 8-2:

Item 704 1000 TRAFFIC CONTROL SIGNS, quantity increased from 4,758 to 7,790 UNIT.
Item 704 1052 TYPE III BARRICADE, quantity increased from 12 to 20 EA.
Item 704 1060 DELINEATOR DRUMS has been added, quantity 80 EA.
Item 704 1087 SEQUENCING ARROW PANEL-TYPE C has been added, quantity 2 EA.

Sheet 8-3:

Sheet has changed due to shifting caused by added items.

Sheet 100-1:

Sign quantities have been revised.

Plan Revisions for SOIB-5-094(097)042 and SOIB-5-094(096)042:

Remove and replace sheets 2-1, 6-2, 8-2, 100-1 and 100-5 with the enclosed sheets revised 11/2/2015.

Add sheet 100-14.

Sheet 2-1:

Revised to add Sheet 100-4.

Sheet 6-2:

Note 704-P01 TRAFFIC CONTROL DEVICES has been revised for Phase 2 and Phase 4 to allow the Contractor to close 125th Avenue during removal of the I-94 structures.

Sheet 8-2:

Item 704 1000 TRAFFIC CONTROL SIGNS quantity increased from 4,602 to 4,749 UNIT.

Sheet 100-1:

704-1000 TRAFFIC CONTROL SIGNS has been revised.
704-1052 TYPE III BARRICADES has been revised.

Sheet 100-5:

Revised to include 35th St and the signs required for 35th St.

Sheet 100-14:

Sheet was added for road closure of 125th Avenue during structure removals.

Request for Proposal Revision:

Remove and replace pages 8, 9 and 14 of 15 of the Proposal pages located at the beginning of the Request for Proposal, with the enclosed pages revised 11/4/2015.

Page 8 of 15:

Item 704 1000 TRAFFIC CONTROL SIGNS quantity increased from 9,360 to 12,539 UNIT.

Item 704 1052 TYPE III BARRICADE quantity increased from 71 to 79 EA.

Item 704 1060 DELINEATOR DRUMS quantity increased from 194 to 274 EA.

Page 9 of 15:

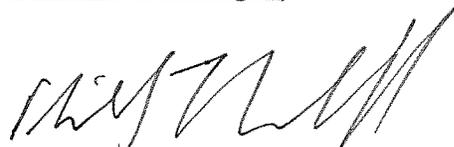
Item 704 1087 SEQUENCING ARROW PANEL-TYPE C quantity has increased from 4 to 6 EA.

Page 14 of 15:

The TIME FOR COMPLETION has been revised regarding when traffic may be impacted.

This addendum is to be incorporated into the bidder's proposal for this project.

Expedite bid files should be updated by downloading the addendum file from the Bid Express on-line bidding exchange at <http://www.bidx.com/> or the Department's web page (<http://www.dot.nd.gov>) and load it into the Expedite program.


CAL J. GENDREAU – CONSTRUCTION SERVICES ENGINEER

80:dch

Enclosure

BID ITEMS

Projects: SOIB-5-094(080)051 (PCN-18266), SOIB-5-094(097)042 (PCN-19732), and SOIB-5-094(096)042 (PCN-19731)

Bidder must type or neatly print unit prices in numerals, make extensions for each item, and total. Do not carry unit prices further than three (3) decimal places.

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount	
						\$\$\$\$\$	000	\$\$\$\$\$	00
049	604	9600	PRESTRESSED BOX BEAM-21IN	LF	1,335.				
050	604	9920	PRESTRESSED I-BEAM-63IN	LF	1,584.				
051	612	0115	REINFORCING STEEL-GRADE 60	LBS	60,538.				
052	612	0116	REINFORCING STEEL-GRADE 60-EPOXY COATED	LBS	182,315.				
053	622	0020	STEEL PILING HP 10 X 42	LF	1,605.				
054	622	0040	STEEL PILING HP 12 X 53	LF	2,120.				
055	622	0060	STEEL PILING HP 14 X 73	LF	810.				
056	622	0070	STEEL PILING HP 14 X 102	LF	495.				
057	624	3005	CONNECTION PLATE MODIFICATION	EA	2.				
058	702	0100	MOBILIZATION	L SUM	1.				
059	704	0100	FLAGGING	MHR	3,500.				
060	704	1000	TRAFFIC CONTROL SIGNS	UNIT	12,539.				
061	704	1045	ATTENUATION DEVICE-TYPE B-75	EA	6.				
062	704	1050	TYPE I BARRICADE	EA	60.				
063	704	1052	TYPE III BARRICADE	EA	79.				
064	704	1060	DELINEATOR DRUMS	EA	274.				

BID ITEMS

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Bidder must type or neatly print unit prices in numerals, make extensions for each item, and total. Do not carry unit prices further than three (3) decimal places.

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount	
						\$\$\$\$	000	\$\$\$\$	00
065	704	1067	TUBULAR MARKERS	EA	1,703.				
066	704	1072	FLEXIBLE DELINEATORS	EA	46.				
067	704	1080	STACKABLE VERTICAL PANELS	EA	67.				
068	704	1081	VERTICAL PANELS-BACK TO BACK	EA	112.				
069	704	1087	SEQUENCING ARROW PANEL-TYPE C	EA	6.				
070	704	1500	OBLITERATION OF PAVEMENT MARKING	SF	2,306.				
071	704	3510	PRECAST CONCRETE MED BARRIER-STATE FURNISHED	EA	319.				
072	706	0400	FIELD OFFICE	EA	1.				
073	706	0500	AGGREGATE LABORATORY	EA	1.				
074	706	0550	BITUMINOUS LABORATORY	EA	1.				
075	706	0600	CONTRACTOR'S LABORATORY	EA	1.				
076	708	1020	RIPRAP-LOOSE ROCK	CY	9.				
077	709	0151	GEOSYNTHETIC MATERIAL TYPE R1	SY	700.				
078	710	0410	REMOVAL OF TEMP CONNECTION	EA	2.				
079	714	0310	PIPE CONC REINF 18IN CL III	LF	10.				
080	714	0615	PIPE CONC REINF 24IN CL III	LF	72.				

PROPOSAL FORM

North Dakota Department of Transportation

BID OPENING: November 13, 2015

Job 030

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Rev: 11/4/2015

Projects: SOIB-5-094(080)051 (PCN-18266), SOIB-5-094(097)042 (PCN-19732), and SOIB-5-094(096)042 (PCN-19731)

Type of Work: STRUCTURE REPLACEMENT, AGGREGATE BASE, CPR, MILL & HMA OVERLAY, TURN LANES, GUARDRAIL, FORESLOPE RESHAPING & INCIDENTALS

County: STARK

Length: 23.2930 Miles

TIME FOR COMPLETION:

The undersigned Bidder agrees, if awarded the contract, to prosecute the work with sufficient forces and equipment to complete the contract work within the allowable time specified as follows:

WORKING DAY CONTRACT: NA working days are provided. The Department will begin charging working days beginning NA or the date work begins on the project site, whichever is earlier.

CALENDAR DAY CONTRACT: NA calendar days are provided. The completion date will be determined by adding NA calendar days to NA or the date work begins on the project site, whichever is earlier.

COMPLETION DATE CONTRACT The project completion date is 10/29/2016 *. The Department provides a minimum of NA working days. The Department will begin charging working days beginning NA or the date work begins on the project site, whichever is earlier.

***ANY WORK THAT IMPACTS TRAFFIC SHALL NOT BEGIN BEFORE APRIL 4, 2016, UNLESS OTHERWISE APPROVED BY THE ENGINEER.**

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(080)051	2	2

LIST OF STANDARD DRAWINGS (Revised: 11-03-15)

<u>Standard No.</u>	<u>Description</u>		
D-101-1, 2, 3	NDDOT Abbreviations	D-714-1	Reinforced Concrete Pipe Culverts and End Sections (Round Pipe)
D-101-10	NDDOT Utility Company and Organization Abbreviations	D-714-4	Round Corrugated Steel Pipe Culverts and End Sections
D-101-20, 21	Line Styles	D-714-18	Edgedrain Details
D-101-30, 31, 32	Symbols	D-714-22	Concrete Pipe or Precast Concrete Box Culvert Ties
D-203-8	Standard Rural Approaches	D-748-1	Curb & Gutter and Valley Gutter
D-255-1	Bridge Approach Slab Drainage Detail	D-754-1	Pipe or W-Shape Assembly Details
D-255-2	Erosion and Siltation Control – Erosion Control Blanket Installation	D-754-2	Breakaway Coupler System for Standard Pipe - Stub Post
D-261-1	Erosion Control – Fiber Roll Placement Details	D-754-3	Breakaway System for Standard Pipe - Stub Post
D-622-1	Pile Splice Details	D-754-4	Multi-Directional Breakaway System for Standard Pipe - Stub Post
D-704-1	Attenuation Device	D-754-5	Foundation Data For Steel Supports
D-704-2	Traffic Control for Coring of Hot Bituminous Pavement	D-754-6	Hinge Plate, Fuse Plate, and Foundation Details for Standard Pipe
D-704-7	Breakaway Systems for Construction Zone Signs – Perforated Tube	D-754-7	Pipe Support and Sign Mounting Details
D-704-8	Breakaway Systems for Construction Zone Signs – U-Channel Post	D-754-9	Letter and Arrow Details for Variable Lengths Signs
D-704-9	Construction Sign Details – Terminal and Guide Signs	D-754-12	Breakaway Coupler System - Structural Details for W-Shape Supports
D-704-10	Construction Sign Details – Regulatory Signs	D-754-13	Breakaway System Structural Details for W-Shape Supports
D-704-11	Construction Sign Details – Warning Signs	D-754-14	Wind Beams and Anchor Plates for W-Shape Supports
D-704-13	Barricade and Channelizing Device Details	D-754-21	Reflectorized Delineators
D-704-14	Construction Sign Punching and Mounting Details	D-754-22A	Typical Interchange Delineation
D-704-15	Road Closure Layouts	D-754-23	Perforated Tube Assembly Details
D-704-21	Detour and Roadway Diversion Sign Layouts	D-754-24	Mounting Details Perforated Tube
D-704-22	Construction Truck and Temporary Detour Layouts	D-754-24A	Breakaway Coupler System for Perforated Tubes
D-704-24	Shoulder Closures and Bridge Painting Layouts	D-754-25	Mounting Details Perforated Tube
D-704-26	Miscellaneous Sign Layouts	D-754-27, 28, 41	Sign Punching, Stringer, and Support Location Details Regulatory, Warning, and Guide Signs
D-704-27	Traffic Control Plan for Moving Operations	D-754-47, 48, 49	Sign Punching, Stringer, and Support Location Details for Variable Length Signs
D-704-35	Sign Layout for One Lane Closure - Interstate System	D-754-53, 55	Sign Punching, Stringer, and Support Location Details - Route Marker Signs
D-704-50	Portable Sign Support Assembly	D-754-83	Object Markers – Culverts
D-704-51	Portable Precast Concrete Median Barrier (Temporary Usage)	D-754-86	911 Sign Support Information and Sign Details
D-704-52	Interstate Road Closure Using Ramps- Closure For Less Than One Day - and Crossroad is not Closed	D-762-4	Pavement Marking
D-704-58	Construction Sign and Barricade Location Details	D-762-6	Short Term Pavement Marking
D-706-1	Bituminous Laboratory	D-764-1	W-Beam Guardrail General Details
D-708-6	Erosion and Siltation Controls – Median or Ditch Inlet Protection	D-764-6	Flared Energy Absorbing Terminal
		D-764-9	W-Beam Transition to Concrete Jersey Barrier with Approach Curb
		D-764-20	Short Term End Treatment for Bridges (Attenuation Device Method)
		D-764-21	Short Term End Treatment for Bridges (Guardrail Method)
		D-764-22	Typical Grading at Bridge Ends with W-Beam Guardrail
		D-900-1	Bridge Bench Marks

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(080)051	6	1

NOTES (Revised: 11/03/15)

- 105-P01 ORDER OF OPERATION: Complete structure replacement prior to beginning work on the ramps and crossroad. Build the ramp and crossroad embankment by alternating left and right side, while maintaining one lane of traffic on half of the roadway width.
- Make the embankment traversable with 4:1 slopes or flatter the same day it is placed, or provide 24 hour flagging at the contractor's expense.
- 107-710 HAUL ROADS: Before submitting a proposal, contact the appropriate State, County, Township, or City officials to determine if there are any roadways that will be designated as "no haul routes".
- 203-010 SHRINKAGE: 30 percent additional volume is included for shrinkage in earth embankment.
- 203-P01 COMMON EXCAVATION: Remove the bottom 2" of aggregate base as "Common Excavation – Type A" as this material may be contaminated and unsalvageable for use as base course.
- 230-P01 FORESLOPE RESHAPING (MAINLINE): The material required for reshaping the foreslopes is available within the right of way from the existing guardrail embankment that is to be removed. Remove the existing asphalt guardrail surfacing. Remove the guardrail embankment and reshape it to blend into the existing terrain without altering ditch grades. Payment will be made based on the length shown on the scope of work and sheet 130-3. The bid item "Foreslope Reshaping" will be paid for as plan quantity.
- 261-P01 TEMPORARY EROSION CONTROL: Use the existing topsoil to create an earthen berm at the bottom of the foreslope. The earthen berm, along with the grass remaining in the ditch and fiber rolls will serve as the temporary erosion control. The earthen berm is not a separate pay item, all costs associated with creating, maintaining, and dismantling the berm are included in the unit cost for "Topsoil".
- Build the berm 12 inches minimum height and shape it in such a way that it will not fail when pressure from stormwater is applied. When the foreslope has reached final grade, remove the earthen berm and spread the soil on the foreslope before the permanent seeding and mulching work is commenced. To allow stormwater to drain through the berm, place the weirs intermittently as needed throughout the length of the berm. Construct weirs no more than 5 feet wide and install fiber rolls across the weir on the downslope side of the berm. If a weir must be made during conditions that would allow stormwater to flow through immediately, the fiber roll must be installed before the weir is made in the earthen berm.
- 401-P01 BLOTTER MATERIAL CL 44: Blotter material will not be measured for payment but included in the price bid for "Prime Coat".
- 411-P01 MILLING PAVEMENT SURFACE: Milling Pavement Surface will be paid at plan quantity.

- 704-200 PRECAST CONCRETE MEDIAN BARRIERS – STATE FURNISHED: Obtain 232 barriers from the Casselton Storage Yard. Return barriers to the Casselton Storage Yard.
- Some 4 inch x 4 inch boards are available at the return location. Provide any additional 4 inch x 4 inch boards necessary to stack barriers. The boards will become property of the Department. Include the cost for boards in the contract unit price for "Precast Concrete Median Barrier - State Furnished".
- 704-P01 TRAFFIC CONTROL FOR SHOULDER DROP-OFF (CROSSROAD): If the shoulder and adjacent driving lane are not even at the end of the day, the following criteria will apply:
- Place the following sign assembly at the locations listed below.
- Sign Assembly: Sign No. W8-9a-48 "Shoulder Drop Off" and supplemental plate Sign No. W20-52-54 to identify the distance.
- Locations:
- In advance of the drop off;
- If the difference in elevation between the shoulder and the driving lane is 2" or greater, construct a slough on the driving lane that is 4:1 or flatter.
- If the difference in elevation between the shoulder and driving lane is less than 2", no slough is required.
- Sign assemblies will be measured and paid for according to Section 704 "Temporary Traffic Control".
- 704-P02 TRAFFIC CONTROL: Traffic control device quantities are based on the following list:
- D-704-15, Layout Type A for flagging during construction of the ramps and crossroad
 - D-704-22, Layouts Type K and L for trucks hauling material.
 - D-704-24, Layouts Type S, T, and HH for shoulder work and pipe extension work outside of the shoulder.
 - D-704-26, Layout Type Y for trucks hauling material.
 - D-704-26, Layouts Type BB, CC, EE, and GG as needed.
 - D-704-52 for interstate road closure during the canopy installation, removal of existing bridge, beam setting operations, and deck pour. Traffic control devices for the crossroad closure have been provided in the plans.
 - D-704-58 for structure, pier, and footing removal.
 - Section 100 sheets.

This document was originally issued and sealed by Ranka Samardzic, Registration Number PE-4888, on 11/03/15 and the original document is stored at the North Dakota Department of Transportation.

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(080)051	6	2

NOTES (Revised: 11/03/15)

For each interstate roadway, divert traffic onto the ramps for a maximum of 10 days. A day will be counted if traffic is on the ramps for any time between 12:01 AM and midnight. Traffic shall utilize the ramps for beam setting, deck pour and the first 72 hours of deck curing. The 72 hours of deck curing will begin once the deck pour commences. The remaining ramp traffic days can be used for whatever operations the contractor chooses. When traffic is not diverted onto the ramps, maintain traffic on the interstate roadway with the use of lane closures and shoulder closures to complete all other bridge construction activities.

704-P03 TRAFFIC CONTROL: Use milled material and removed aggregate for maintaining traffic on the ramps and the crossroad.

Apply a 4-inch thick mat of milled material/removed aggregate in locations directed by the Engineer. Salvage and reuse this material to the extent feasible. Incorporate material that cannot be picked up into the subgrade.

No measurement will be made for this material. Include all costs for this work in the price bid for "Common Excavation-Type A."

704-P04 TRAFFIC CONTROL PLAN: Provide the engineer a written traffic control plan prior to removing any pavement on the project. The plan needs to address, but is not limited to how the contractor will construct the project to minimize the impact to the travelling public, how the contractor will maintain traffic at all times (including the inclement weather), name and phone numbers of people involved in the 24 hour a day ramps and crossroad maintenance, when the temporary traffic service aggregate will be placed, and step by step process on how to handle roadway conditions.

Include all costs for preparing the traffic control plan in the price bid for "Common Excavation-Type A."

706-P01 FIELD OFFICE: Provide a field office which meets the following requirements:

1. Minimum total area of 440 square feet
2. Indoor bathroom facilities and supplies with weekly cleaning services
3. Hookups for heat, electricity, sewer, and potable water.
4. Minimum cabinet space of 32 cubic feet
5. Minimum counter space of 40 square feet
6. Air conditioner with a minimum of 20,000 BTUs
7. Lighting with a minimum of 110 foot-candles
8. Photocopy/Printer with scanning capabilities capable of 11x17 photocopies and toner to last the duration of the project. Other features to include digital copying and scanning. Copier/printer machine with operating software compatible with that used by the NDDOT.
1. Supply a photocopier with enough toner to last the length of the project and with the following capabilities:
 - a. Printing;
 - b. Scanning; and
 - c. Producing 11 x 17 photocopies and prints.

Place the field office on the project, or as close to the project as possible. The Contractor is responsible for the pay for the following:

- Rental fees;
- Heating;
- Electrical;
- Sewer; and
- Potable water.

Make the field office available for occupancy one week before the start of the project. The Engineer will approve the location and the condition of the office. Do not remove the field office until the Engineer releases the field office.

The Engineer is responsible for the following items:

- Furnishing office equipment;
- Supplying paper; and
- Supplying and paying for internet service.

All requirements of the Field Office are subject to approval by the Engineer. Include the costs for the field office in the bid item "Field Office".

Schedule for Payments:

- 25% when set up on site.
- 50% when 30% of the work is complete.
- 75% when 60% of the work is complete.
- 100% when project is complete.

990-P01 PIPE CLEANOUT: There is a 24" pipe crossing the interstate at Sta 1382+27 that is currently silted on the north end. Remove the silt from the existing pipe and reestablish drainage before adding the pipe connection through the median. Include all materials, equipment, and labor required to perform the removal of the silt from the pipe and reestablish drainage in the price bid for "Pipe Cleanout."

This document was originally issued and sealed by Ranka Samardzic, Registration Number PE-4888, on 11/03/15 and the original document is stored at the North Dakota Department of Transportation.

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(080)051	8	2

REVISED 11/03/2015

SPEC CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
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604	9920 PRESTRESSED I-BEAM-63IN	LF	1,584	1,584
612	0115 REINFORCING STEEL-GRADE 60	LBS	19,440	19,440
612	0116 REINFORCING STEEL-GRADE 60-EPOXY COATED	LBS	96,969	96,969
622	0020 STEEL PILING HP 10 X 42	LF	725	725
622	0060 STEEL PILING HP 14 X 73	LF	810	810
622	0070 STEEL PILING HP 14 X 102	LF	495	495
702	0100 MOBILIZATION	L SUM	0.22	0.22
704	0100 FLAGGING	MHR	500	500
704	1000 TRAFFIC CONTROL SIGNS	UNIT	7,790	7,790
704	1045 ATTENUATION DEVICE-TYPE B-75	EA	4	4
704	1052 TYPE III BARRICADE	EA	20	20
704	1060 DELINEATOR DRUMS	EA	80	80
704	1067 TUBULAR MARKERS	EA	229	229
704	1087 SEQUENCING ARROW PANEL-TYPE C	EA	2	2
704	3510 PRECAST CONCRETE MED BARRIER-STATE FURNISHED	EA	232	232
706	0400 FIELD OFFICE	EA	0.22	0.22
706	0500 AGGREGATE LABORATORY	EA	0.22	0.22
706	0550 BITUMINOUS LABORATORY	EA	0.22	0.22
706	0600 CONTRACTOR'S LABORATORY	EA	0.22	0.22
714	0310 PIPE CONC REINF 18IN CL III	LF	10	10
714	0615 PIPE CONC REINF 24IN CL III	LF	72	72
714	3013 END SECT-TRAVERSABLE REINF. CONC.18IN	EA	1	1
714	5015 PIPE CORR STEEL .064IN 18IN	LF	16	16
714	9660 REMOVE & RELAY END SECTION-ALL TYPE & SIZES	EA	6	6
748	0141 CURB & GUTTER-TYPE 1 SPECIAL	LF	80	80
754	0110 FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	188	188
754	0112 FLAT SHEET FOR SIGNS-TYPE IV REFL SHEETING	SF	147	147
754	0195 DIAMOND GRADE DELINEATORS-TYPE A	EA	1	1
754	0196 DIAMOND GRADE DELINEATORS-TYPE B	EA	10	10
754	0198 DIAMOND GRADE DELINEATORS-TYPE D	EA	18	18
754	0206 STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	455	455
754	0210 GALV STEEL POST-STANDARD PIPE	LF	116	116
754	0214 GALV STEEL POSTS-W-SHAPE POSTS(TWO OR MORE)	LF	114	114

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(080)051	8	3

REVISED 11/03/2015

SPEC CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
-----	-----	-----	-----	-----
754 0534	PANEL FOR SIGNS-TYPE IV REFLECTIVE SHEETING	SF	99	99
754 0592	RESET SIGN PANEL	EA	2	2
754 0801	OBJECT MARKERS - TYPE I	EA	1	1
754 0805	OBJECT MARKERS - CULVERTS	EA	6	6
754 1100	CLASS AE CONCRETE-SIGN FOUNDATIONS	CY	2.5	2.5
754 1104	REMOVE SIGN FOUNDATION	EA	12	12
762 0430	SHORT TERM 4IN LINE-TYPE NR	LF	4,610	4,610
762 1104	PVMT MK PAINTED 4IN LINE	LF	15,148	15,148
762 1124	PVMT MK PAINTED 24IN LINE	LF	120	120
764 0131	W-BEAM GUARDRAIL	LF	158	158
764 0151	REMOVE W-BEAM GUARDRAIL & POSTS	LF	758	758
764 1050	RESET W-BEAM GUARDRAIL	LF	100	100
764 1059	RESET W-BEAM GUARDRAIL END TERMINAL	EA	4	4
764 2081	REMOVE END TREATMENT & TRANSITION	EA	6	6
764 8071	BARREL ATTENUATION DEVICE-TYPE B-75	EA	2	2
930 7012	ROADWAY CANOPY	L SUM	0.4	0.4
930 8686	AGGREGATE SLOPE PROTECTION	SY	515	515
930 9537	ABUTMENT UNDERDRAIN SYSTEM	EA	2	2
990 0400	PIPE CLEANOUT	EA	1	1

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(080)051	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	
G20-1-60	60"x24"	ROAD WORK NEXT ___ MILES		34	
G20-1b-60	60"x24"	WORK IN PROGRESS/ NO WORK IN PROGRESS (Sign and installation only)		26	
G20-2-48	48"x24"	END ROAD WORK	8	19	152
G20-4-36	36"x18"	PILOT CAR FOLLOW ME (Mounted to back of pilot car)		18	
G20-10-108	108"x48"	CONTRACTOR SIGN	2	64	128
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		59	
M1-1-36	36"x36"	INTERSTATE ROUTE MARKER (Post and installation only)	16	10	160
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)	3	7	21
M3-1-30	30"x15"	NORTH	5	8	40
M3-2-24	24"x12"	EAST (Mounted on route marker post)	3	7	21
M3-2-30	30"x15"	EAST	3	8	24
M3-2(I)-30	30"x15"	EAST (Mounted on route marker post)	2	8	16
M3-3-24	24"x12"	SOUTH (Mounted on route marker post)	3	7	21
M3-3-30	30"x15"	SOUTH	5	8	40
M3-4-24	24"x12"	WEST (Mounted on route marker post)	3	7	21
M3-4-30	30"x15"	WEST	3	8	24
M3-4(I)-30	30"x15"	WEST (Mounted on route marker post)	2	8	16
M4-8-24	24"x12"	DETOUR (Mounted on route marker post)	12	7	84
M4-8-30	30"x15"	DETOUR (Mounted on route marker post)	20	8	160
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	4	23	92
M5-1-21	21"x15"	ARROW AHD AND RT or LT (Mounted on route marker post)	4	7	28
M5-2-21	21"x15"	ARROW AHD UP & RT or LT (Mounted on route marker post)		7	
M5-2(I)-21	21"x15"	ARROW AHD UP & RT or LT (Mounted on route marker post)	2	7	14
M6-1-21	21"x15"	ARROW RT or LT (Mounted on route marker post)	12	7	84
M6-2-21	21"x15"	ARROW UP & RT or LT (Mounted on route marker post)	6	7	42
M6-2(I)-21	21"x15"	ARROW UP & RT or LT (Mounted on route marker post)	2	7	14
M6-3-21	21"x15"	ARROW AHD (Mounted on route marker post)	6	7	42
R1-1-48	48"x48"	STOP	4	32	128
R1-1a-18	18"x18"	STOP and SLOW PADDLE Back to Back	6	5	30
R1-2-60	60"x60"	YIELD	2	29	58
R2-1-48	48"x60"	SPEED LIMIT	40	39	1560
R2-1a-24	24"x18"	MINIMUM FEE \$80 (Mounted on Speed Limit post)	6	10	60
R3-7-48	48"x48"	LEFT or RIGHT LANE MUST TURN LEFT or RIGHT		35	
R4-1-48	48"x60"	DO NOT PASS	8	39	312
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	4	28	112
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		35	
W1-4b-48	48"x48"	DOUBLE RIGHT or LEFT REVERSE CURVE ARROW		35	
W1-6-48	48"x24"	LARGE ARROW		26	
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	4	35	140
W3-5-48	48"x48"	SPEED REDUCTION AHEAD	14	35	490
W4-2-48	48"x48"	RIGHT or LEFT LANE TRANSITION SYMBOL	8	35	280
W5-1-48	48"x48"	ROAD NARROWS		35	
W5-4-48	48"x48"	RAMP NARROWS	2	35	70
W5-9-48	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	1	35	35
W8-3-48	48"x48"	PAVEMENT ENDS		35	
W8-7-48	48"x48"	LOOSE GRAVEL		35	
W8-9a-48	48"x48"	SHOULDER DROP-OFF	1	35	35
W8-11-48	48"x48"	UNEVEN LANES	1	35	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.	2	35	70
W8-55-48	48"x48"	TRUCKS CROSSING AHEAD or ___ FT.	2	35	70
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)		11	
W13-4-30	36"x36"	ON RAMP	8	17	136
W13-4-48	48"x60"	RAMP ARROW	2	39	78
W14-3-48	48"x36"	NO PASSING ZONE		23	
W20-1-48	48"x48"	ROAD WORK AHEAD or ___ FT or ___ MILE	21	35	735
W20-2-48	48"x48"	DETOUR AHEAD or ___ FT	8	35	280

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
W20-3-48	48"x48"	ROAD or STREET CLOSED AHEAD or ___ FT.	2	35	70
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.	8	35	280
W20-7a-48	48"x48"	FLAGGING SYMBOL	6	35	210
W20-7k-24	24"x18"	___ FEET (Mounted on warning sign post)	2	10	20
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)	5	12	60
W21-1a-48	48"x48"	WORKERS SYMBOL		35	
W21-2-48	48"x48"	FRESH OIL	1	35	35
W21-3-48	48"x48"	ROAD MACHINERY AHEAD or ___ FT	4	35	140
W21-5-48	48"x48"	SHOULDER WORK	3	35	105
W21-5a-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED	2	35	70
W21-5b-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED AHEAD or ___ FT.	6	35	210
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	

SPECIAL SIGNS	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
Consign1 102"x72" EXIT 51 NORTHBOUND CLOSED USE EXIT 56	1	75	75
Consign2 102"x72" EXIT 51 SOUTHBOUND CLOSED USE EXIT 42	1	75	75
Consign3 66"x30" EXIT 51	10	32	320
Consign4 54"x24" EXIT 51	6	27	162

SPEC & CODE	DESCRIPTION	TOTAL UNITS
704-1000	TRAFFIC CONTROL SIGNS	7790

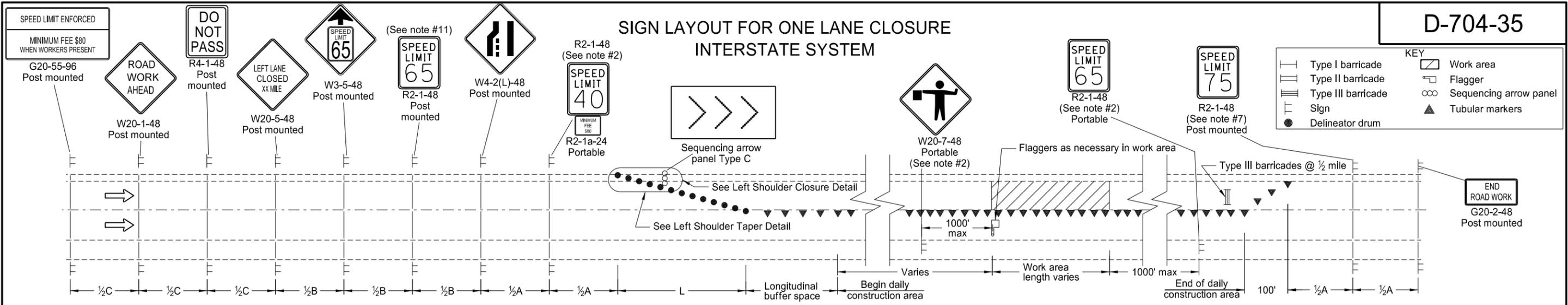
SPEC & CODE	DESCRIPTION	UNIT	QUANTITY
704-0100	FLAGGING	MHR	500
704-1041	ATTENUATION DEVICE-TYPE B-55	EACH	
704-1043	ATTENUATION DEVICE-TYPE B-65	EACH	
704-1044	ATTENUATION DEVICE-TYPE B-70	EACH	
704-1045	ATTENUATION DEVICE-TYPE B-75	EACH	4
704-1050	TYPE I BARRICADES	EACH	
704-1051	TYPE II BARRICADES	EACH	
704-1052	TYPE III BARRICADES	EACH	20
704-1060	DELINEATOR DRUMS	EACH	80
704-1065	TRAFFIC CONES	EACH	
704-1067	TUBULAR MARKERS	EACH	229
704-1070	DELINEATOR	EACH	
704-1072	FLEXIBLE DELINEATORS	EACH	
704-1081	VERTICAL PANELS - BACK TO BACK	EACH	
704-1085	SEQUENCING ARROW PANEL - TYPE A	EACH	
704-1086	SEQUENCING ARROW PANEL - TYPE B	EACH	
704-1087	SEQUENCING ARROW PANEL - TYPE C	EACH	2
704-1088	SEQUENCING ARROW PANEL - TYPE C - CROSSOVER	EACH	
704-1095	TYPE B FLASHERS	EACH	
704-1500	OBLITERATION OF PVMT MK	SF	
704-3501	PORTABLE PRECAST CONCRETE MED BARRIER	LF	
704-3510	PRECAST CONCRETE MED BARRIER - STATE FURNISHED	EACH	232
762-0200	RAISED PAVEMENT MARKERS	EACH	
762-0420	SHORT TERM 4IN LINE - TYPE R	LF	
762-0430	SHORT TERM 4IN LINE - TYPE NR	LF	
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/>

This document was originally issued and sealed by Ranka Samardzic, Registration Number PE-4888, on 11/3/15 and the original document is stored at the North Dakota Department of Transportation.

Traffic Control Devices List

SIGN LAYOUT FOR ONE LANE CLOSURE INTERSTATE SYSTEM



KEY

—	Type I barricade	▨	Work area
—	Type II barricade	⚠	Flagger
—	Type III barricade	↔	Sequencing arrow panel
—	Sign	▲	Tubular markers
●	Delineator drum		

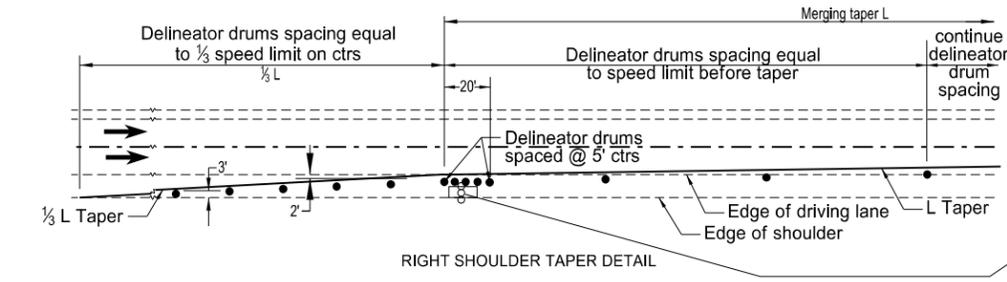
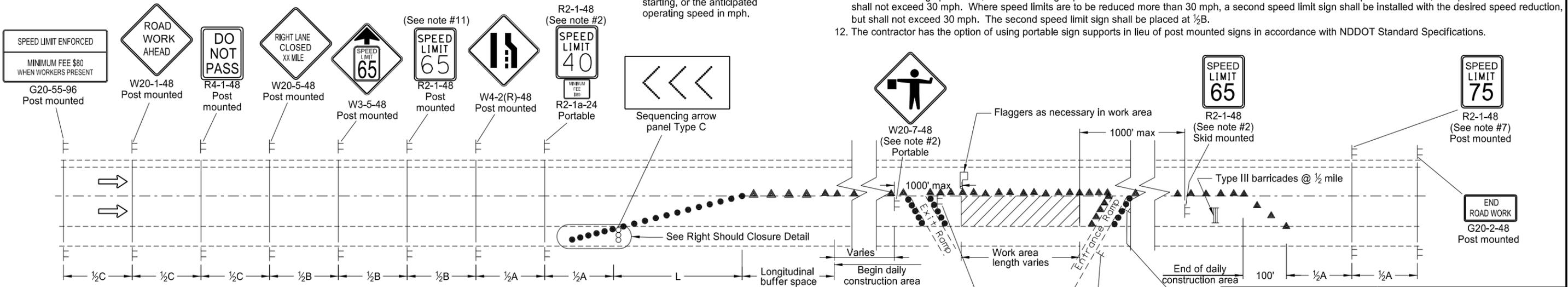
LEFT LANE CLOSED WORKERS IN WORK AREA

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

*Posted speed, off-peak 85th percentile speed prior to work starting, or the anticipated operating speed in mph.

- Notes:
- Advance signs for flagging shall be installed when flaggers are flagging.
 - The advanced flagger sign and the speed limit signs shall be moved as the work area moves through the construction zone. When the work area is not visible from the flagger, the flagger station shall be placed so the work area is visible. The 65 mph speed limit and the 40 mph speed limit sign shall be spaced at 1/2A in advance of the flagger sign. The 65 mph speed limit sign shall also be moved. Upon completion of the work day or when workers are not present, the 65 mph speed limit, 40 mph speed limit, and the Minimum Fee \$80 signs shall be covered or removed.
 - RAMPS: When the work area encompasses an entrance ramp, the ramp shall be controlled by installing a 40 mph speed limit sign and covering any existing yield sign. Install new yield sign as necessary. When the main line 40 mph speed zone is moved past the ramp, the ramp speed limit sign shall be removed.
 - Variables:
 - S=Numerical value of speed limit or 85th percentile
 - W=The width of taper.
 - L=Minimum length of taper, or SxW for freeways, expressways, and all other roads with speeds of 45 mph or greater, or WxSxS/60 for urban, residential, and other streets with speeds of 40 mph or less.
 - Existing speed limit signs within a reduced speed zone shall be covered.
 - Obliterated or covered pavement marking shall be paid for as Obliteration of Pavement Marking. The covering shall be approved by the engineer.
 - 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.
 - 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 1/2B.
 - The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Specifications.

RIGHT LANE CLOSED WORKERS IN WORK AREA



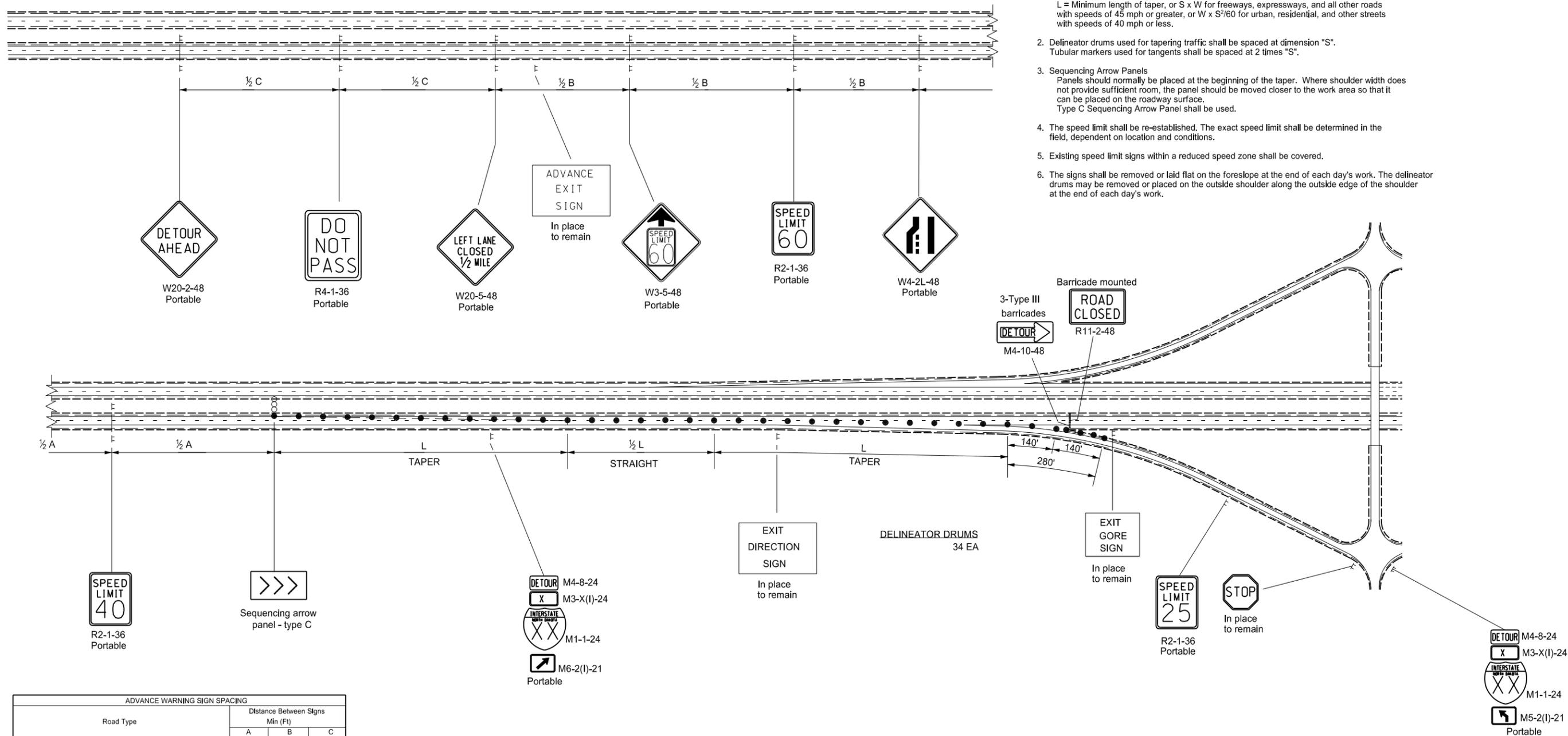
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-7-2012	
REVISIONS	
DATE	CHANGE
6/23/2014	Revised Note 12

This document was originally issued and sealed by Roger Weigel, Registration Number PE-2930, on 6/23/14 and the original document is stored at the North Dakota Department of Transportation

INTERSTATE ROAD CLOSURE USING RAMPS CLOSURE FOR LESS THAN ONE DAY and Crossroad is not Closed

Notes:

1. Variables
 S = Numerical value of speed limit or 85th percentile prior to work starting.
 W = The width of the 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 S²/60 for urban, residential, and other streets with speeds of 40 mph or less.
2. Delineator drums used for tapering traffic shall be spaced at dimension "S". Tubular markers used for tangents shall be spaced at 2 times "S".
3. 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 C Sequencing Arrow Panel shall be used.
4. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
5. Existing speed limit signs within a reduced speed zone shall be covered.
6. The signs shall be removed or laid flat on the foreslope at the end of each day's work. The delineator drums may be removed or placed on the outside shoulder along the outside edge of the shoulder at the end of each day's work.



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	
○○○	Sequencing arrow panel
≡≡≡	Type III barricade
⊥	Sign
●	Delineator drum

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
09-05-12	
REVISIONS	
DATE	CHANGE
06-24-14	Updated sign sizes and added mounting type.

This document was originally issued and sealed by
Roger Weigel
 Registration Number
PE- 2930,
 on **06/24/14** and the original document is stored at the
 North Dakota Department
 of Transportation

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(096)042-EB	2	1

SOIB-5-094(097)042-WB

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200	1-20	Cross Sections – I-94 Westbound (Zenith Separation)
	21-41	Cross Sections – I-94 Eastbound (Zenith Separation)
	42-49	Cross Sections – NE Ramp (Belfield Interchange)
	50-59	Cross Sections – SW Ramp (Belfield Interchange)
	60-63	Cross Sections – US 85 (Belfield Interchange)

LIST OF SPECIAL PROVISIONS (SP)

<u>SP #</u>	<u>Description</u>
SP 0003(14)	Temporary Erosion & Sediment Best Management Practices
SP 0004(14)	Federal Migratory Bird Treaty Act
SP 0196(14)	Flexible Pavement Surface Tolerance
SP 0197(14)	Hot Mix Asphalt (HMA) – Hydrated Lime
SP 0198(14)	Pipe Joint Repair
SP 5000(14)	Permits and Environmental Considerations

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(096)042 - EB SOIB-5-094(097)042 - WB	6	2

NOTES

- Acceptance of material shall be in accordance with Section 105.07 of the Standard Specifications. The Engineer reserves the right to test the Commercial Grade Hot Mix Asphalt for conformance. If the Engineer determines that the Commercial Grade Hot Mix Asphalt does not conform and does not produce work that serves the design purpose, the contractor shall remove and replace or repair the work at no expense to the Department.

430-P02 ASPHALT PATCH AT CPR LOCATIONS: At the full depth concrete pavement repair locations, an asphalt patch must be placed that matches the profile of the existing pavement before the lane is opened back up to traffic. The contractor may use the same Recycled Hot Mix Asphalt as the mainline paving or a mixture that meets Superpave FAA 45 requirements (not recycled).

The non-recycled option shall include asphalt cement at 6% and may be either PG 58-28 or PG 64-28. No lime will be required in this mix.

All costs associated with labor, materials, and equipment for the patching of the bituminous surfacing at the CPR locations shall be included in the price bid for "Commercial Grade Hot Mix Asphalt".

550-P01 DOWELED EXPANSION JOINT: The contractor shall install two transverse doweled expansion joint assemblies on each end of the Zenith Separation Structure (8 total) as indicated in the Paving Joint Layout Sheets in Section 90 of the plans. The doweled expansion joint assemblies shall be constructed as shown in the Standard Drawing D-550-4. All costs for materials, labor and equipment to construct the expansion joints shall not be a separate pay item but shall be included in the price bid for Concrete Pavement Repair-Full Depth-Con.

570-P01 REMOVAL OF BITUMINOUS SURFACING AT CPR LOCATIONS: Actual thickness of the bituminous overlay at areas of concrete pavement repair may vary due to patching. No additional payment will be made for unforeseen pavement thickness. All saw cuts and pavement removals (bituminous and PCC) shall be included in the unit price for "Concrete Pavement Repair – Full Depth – Continuous".

704-200 PRECAST CONCRETE MEDIAN BARRIERS – STATE FURNISHED: Obtain 87 barriers from the NDDOT Maintenance Yard in Belfield. Return barriers to the NDDOT Maintenance Yard in Belfield.

Some 4 inch x 4 inch boards are available at the return location. Provide any additional 4 inch x 4 inch boards necessary to stack barriers. The boards will become property of the Department. Include the cost for boards in the contract unit price for "Precast Concrete Median Barrier - State Furnished".

704-P01 TRAFFIC CONTROL DEVICES: The traffic control devices list shall comply with the following Standard Drawings:

D-704-15, Layout Type A for Flagging Ramps and Crossroads.
D-704-22, Layouts Type K and Type L for construction trucks hauling material.

D-704-26, Layouts Type EE, and GG
D-704-27, For pavement marking operations
D-704-56, For grinding shoulder rumble strips

The device list and plan sheets have been developed based the following phases:

Phase 1:

Two one-lane closures (one for eastbound roadway and one for westbound roadway) have been provided to place concrete jersey barriers at each median cross-over. Place signs and devices in accordance with D-704-35 & D-704-49.

Phase 2:

Traffic shall use the median cross-over and travel head to head on the westbound roadway of I-94 while the eastbound Zenith Separation Structure and adjacent roadway reconstruction is taking place. Place signs and devices in accordance with D-704-38, D-704-39, & D-704-49. 125th Avenue (road under the structures) can be closed up to 12 hours during the removal of the EB I-94 Zenith Separation Structure.

Phase 3:

Two one-lane closures (one for eastbound roadway and one for westbound roadway) have been provided to reset concrete jersey barriers at each median cross-over. Place signs and devices in accordance with D-704-35 & D-704-49.

Phase 4:

Traffic shall use the median cross-over and travel head to head on the eastbound roadway of I-94 while the westbound Zenith Separation Structure and adjacent roadway reconstruction is taking place. Place signs and devices in accordance with D-704-38, D-704-39, & D-704-49. 125th Avenue (road under the structures) can be closed up to 12 hours during the removal of the WB I-94 Zenith Separation Structure.

Phase 5: CPR, Mill & Overlay:

Two one-lane closures (one for eastbound roadway and one for westbound roadway) have been provided to remove the median crossovers, perform CPR, mill and overlay I-94. Place signs and devices in accordance with D-704-35 & D-704-49. A majority of the CPR, mill & overlay work could be completed in Phase 2 and/or Phase 4 by extending the one lane closures shown in D-704-38 & 39 to each end of the project termini.

The CPR locations require vertical panels to be placed at 10 foot spacing on the centerline of the roadway until the concrete has been replaced. A minimum of two vertical panels will be used at each full-depth removal area. Type I Barricades will be placed in front of each open area. The barricades shall not encroach onto the traffic lane. The quantity of 50 Vertical Panels and 30 Type I Barricades have been provided for each roadway.

Mainline milling and paving one-lane closures:

- Each one-lane closure shall be a maximum of 11.2 miles in length, but the lane closure length shall not extend beyond the immediate work area.

This document was originally issued and sealed by Chad Frisinger, Registration Number PE-4876, on 11/2/15 and the original document is stored at the North Dakota Department of Transportation.

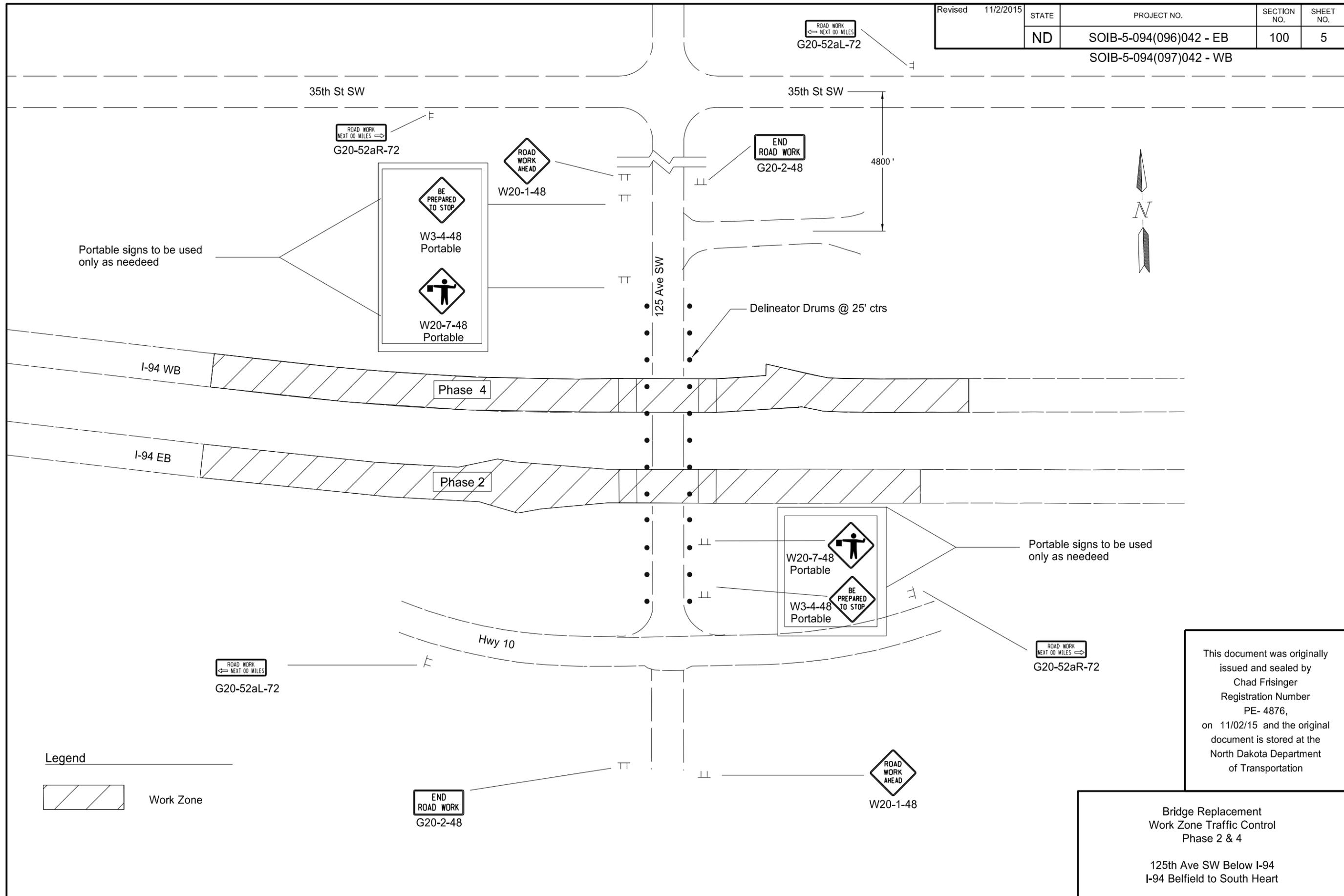
ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SOIB-5-094(096)042	8	2

REVISED 11/02/2015

SPEC CODE	ITEM DESCRIPTION	UNIT	5094(096)042 EASTBOUND	5094(097)042 WESTBOUND	TOTAL
-----	-----	-----	-----	-----	-----
570 0648	FULL DEPTH REPAIR-END PREPARATION	EA	343	306	649
570 0652	CONCRETE PAVEMENT REPAIR-FULL DEPTH-CONTINUOUS	SY	2,225	2,406	4,631
602 0130	CLASS AAE-3 CONCRETE	CY	205.9	205.9	411.8
602 1130	CLASS AE-3 CONCRETE	CY	147.6	147.6	295.2
602 1133	CONCRETE BRIDGE APPROACH SLAB	SY	190.4	190.4	380.8
602 1134	PILE SUPPORTED APPROACH SLAB	SY	190.4	190.4	380.8
602 1200	JERSEY BARRIER FORMED OR SLIP FORMED	LF	53	53	106
602 1250	PENETRATING WATER REPELLENT TREATMENT	SY	616	616	1,232
604 9600	PRESTRESSED BOX BEAM-21IN	LF	667.5	667.5	1,335
612 0115	REINFORCING STEEL-GRADE 60	LBS	20,549	20,549	41,098
612 0116	REINFORCING STEEL-GRADE 60-EPOXY COATED	LBS	42,673	42,673	85,346
622 0020	STEEL PILING HP 10 X 42	LF	440	440	880
622 0040	STEEL PILING HP 12 X 53	LF	1,060	1,060	2,120
624 3005	CONNECTION PLATE MODIFICATION	EA	2		2
702 0100	MOBILIZATION	L SUM	0.39	0.39	0.78
704 0100	FLAGGING	MHR	1,500	1,500	3,000
704 1000	TRAFFIC CONTROL SIGNS	UNIT	2,375	2,374	4,749
704 1045	ATTENUATION DEVICE-TYPE B-75	EA	1	1	2
704 1050	TYPE I BARRICADE	EA	30	30	60
704 1052	TYPE III BARRICADE	EA	29	30	59
704 1060	DELINEATOR DRUMS	EA	97	97	194
704 1067	TUBULAR MARKERS	EA	737	737	1,474
704 1072	FLEXIBLE DELINEATORS	EA	23	23	46
704 1080	STACKABLE VERTICAL PANELS	EA	33	34	67
704 1081	VERTICAL PANELS-BACK TO BACK	EA	56	56	112
704 1087	SEQUENCING ARROW PANEL-TYPE C	EA	2	2	4
704 1500	OBLITERATION OF PAVEMENT MARKING	SF	1,153	1,153	2,306
704 3510	PRECAST CONCRETE MED BARRIER-STATE FURNISHED	EA	44	43	87
706 0400	FIELD OFFICE	EA	0.39	0.39	0.78
706 0500	AGGREGATE LABORATORY	EA	0.39	0.39	0.78
706 0550	BITUMINOUS LABORATORY	EA	0.39	0.39	0.78
706 0600	CONTRACTOR'S LABORATORY	EA	0.39	0.39	0.78

Revised 11/2/2015	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SOIB-5-094(096)042 - EB	100	5
SOIB-5-094(097)042 - WB				



Legend

 Work Zone

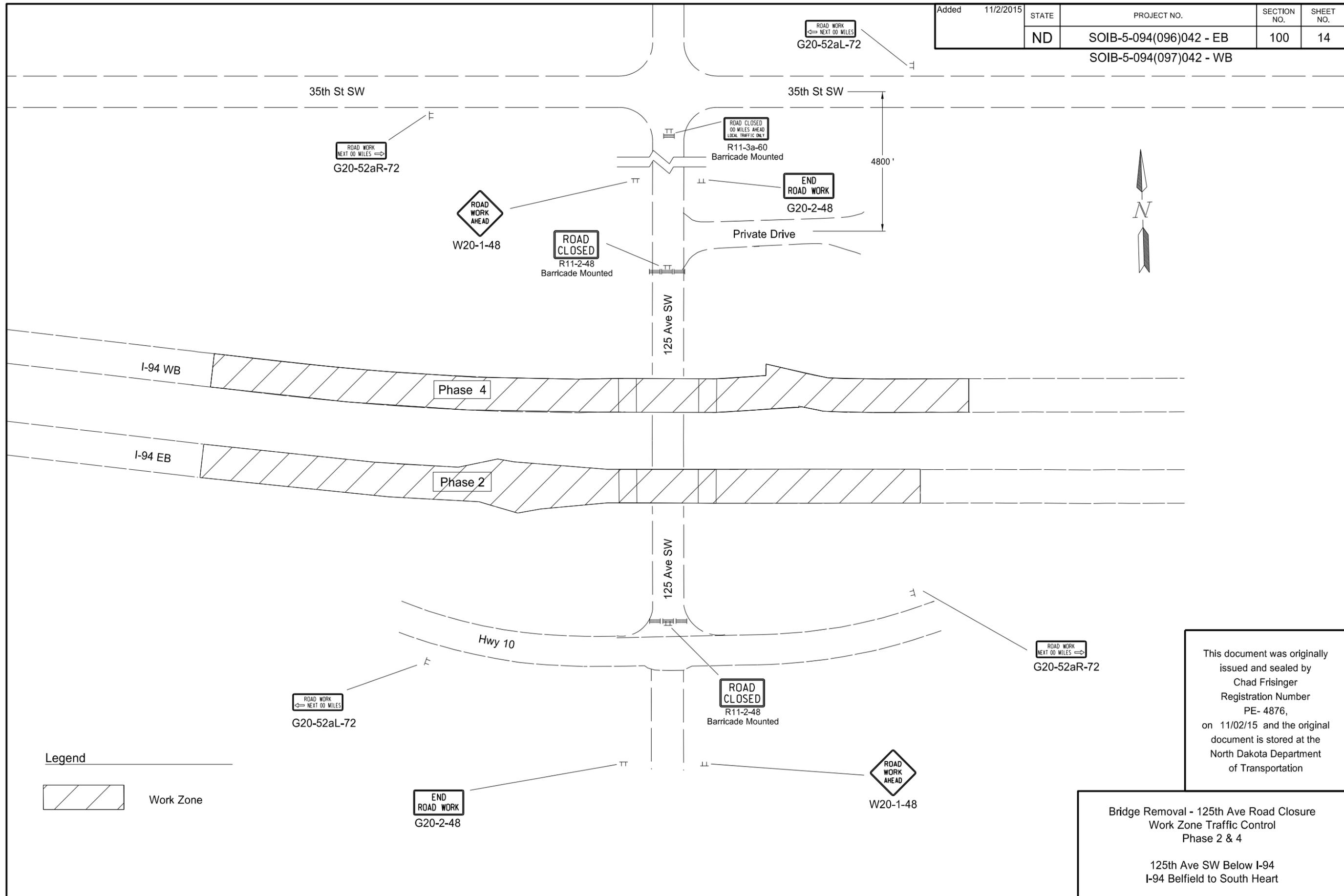
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Bridge Replacement Work Zone Traffic Control Phase 2 & 4

125th Ave SW Below I-94 I-94 Belfield to South Heart

Added	11/2/2015	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
		ND	SOIB-5-094(096)042 - EB	100	14

SOIB-5-094(097)042 - WB



Legend

 Work Zone

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 of Transportation

Bridge Removal - 125th Ave Road Closure
 Work Zone Traffic Control
 Phase 2 & 4

 125th Ave SW Below I-94
 I-94 Belfield to South Heart