### DESIGN DATA - EAST OF MAIN AVE

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**Traffic**

Average Daily

- Pass: 3523
- Trucks: 91
- Total: 3614

Forecast

- Pass: 5236
- Trucks: 135
- Total: 5371

- Design Accumulated One-Way Rigid ESALs: 2,314,337

### DESIGN DATA - WEST OF MAIN AVE

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**Traffic**

Average Daily

- Pass: 2679
- Trucks: 91
- Total: 3034

Forecast

- Pass: 3981
- Trucks: 527
- Total: 4508

- Design Accumulated One-Way Flexible ESALs: 232,612
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This document was originally issued and sealed by Andrew Schrank, Registration Number PE-9814, on 9-1-17 and the original document is stored at the City of Dickinson, ND City Hall.

8TH STREET S RECONSTRUCTION 2ND AVE SW TO 6TH AVE SE
105-110 PAVEMENT SWEEPING: Sweep paved areas that were used by construction traffic before opening these areas to public traffic. 
- Use a vacuum or pick-up type sweeper to perform this work.

105-200 UTILITY COORDINATION: A utility coordination meeting is required.

105-P01 COORDINATION WITH CITY FOR TRAFFIC INTERRUPTIONS: At least 48 hours prior to interrupting traffic flow or access notify Police (701.456.7622), Ambulance (701.225.1500), Fire Department (701.456.7625), and Dispatch (701.456.7626). Complete the City's Application for Street Closure for Construction form found on the City's web site www.dickinsongov.com, and comply with the required lead time for submitting the application.

108-100 WEEKLY PLANNING & REPORTING MEETING: A weekly planning and reporting meeting is required.

202-P01 REMOVAL OF PAVEMENT: Haul removed material to the City Baller Building at 3389 Energy Drive and stockpile in designated location. Removed material shall become the property of the City once stockpiled. Contact Aaron Praus during normal business hours (701.456.7776) a minimum of one week prior to delivery to coordinate stockpiling. Include removal, loading, hauling, and stockpiling in the contract unit price for "Removal of Pavement".

203-010 SHRINKAGE: 30% percent additional volume is included for shrinkage in earth embankment.

203-385 AVERAGE HAUL: No average haul has been computed for this project.

203-P01 COMMON EXCAVATION-TYPE A: If the Engineer and Contractor agree, plan quantity will be used as the measurement for payment for Common Excavation-Type A.

203-P02 COMMON EXCAVATION-WASTE: Remove existing aggregate base and subsoils from the bottom of removed pavements or existing grade to the proposed subgrade. Include removal, loading, hauling, and stockpiling in the contract unit price for "Common Excavation-Waste".

216-P01 WATER: If City water is used, coordinate with the City of Dickinson to have them install a meter on an existing hydrant. The City will charge a $25.00 meter fee and $29.00 per MGal for water.

261-P01 WEIGHTED FIBER ROLLS: Provide Weighted Fiber Rolls that meet the following specifications:
- Non-degradable, extruded netting tube filled with wood curried excelsior and weighted inner core
- 8-inch roll diameter
- 3.67 ft²/ft² roll weight

Place weighted fiber rolls per the Plans to prevent sediment from leaving the work site. Fiber rolls may need to be relocated periodically to accommodate construction operations and traffic. Obtain approval from Engineer prior to removing or relocating weighted fiber rolls. Include cost for placement, maintenance, and relocations within the unit bid price for "Weighted Fiber Rolls".

302-P01 RESHAPE AGGREGATE BASE COURSE: Where specified, reshape the existing aggregate base per the requirements of Specification Section 302.04 C. Compact any loose material using a pneumatic-tired roller meeting the requirements of Specification Section 302.02 until no rolling or displacement occurs under the roller operation. Include work in the unit price bid for "Reshape Aggregate Base Course".

550-P01 CONTRACTOR STAMP - PCC PAVEMENT: Delete Specification Section 550.04 H.1.e of the Standard Specifications and replace with the following:
- Mark in each 3,000 square feet of pavement the Contractor's name, address, and year in which the pavement was constructed. Use a stamped letter that is 1-inch high by 1-inch deep. Obtain Engineer's approval of the stamp prior to use.

704-255 TRAFFIC CONTROL FOR SHOULDER DROP-OFF: 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;
- Spaced at each mile from the advance sign;
- At major intersections (CMI routes, state and US Highways, and Interstate Ramps).

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-P01 TRAFFIC CONTROL SAFETY WEDGE: Leave the work area free of hazards during non-working hours by constructing a safety wedge per the Plan details. Hazards include drop-offs greater than 2-inches or embankment areas steeper than 4:1 adjacent to traffic lanes. If a hazard as defined herein exists after working hours, provide the required flagging and necessary traffic control devices at no additional cost until the wedge is constructed.

Include costs associated with the construction, maintenance, and removal of the wedge in the unit price bid for items as noted in the "Traffic Control Safety Wedge" detail.

704-P02 TEMPORARY ACCESS: Provide temporary access meeting the requirements of Specification Section 107.07 A per the "Temporary Access Aggregate" and the "Temporary Access Asphalt Wedge" details in the General Details sheets. This includes providing access through work areas to adjacent driveways and road intersections that are to remain open to traffic. Temporary aggregate surfacing may also be used within the reconstruction area north of the roadway centerline at the 6th Avenue SE intersection. Temporary aggregate surfacing will not be allowed for through traffic on 8th Street South.

704-P03 TRAFFIC CONTROL DEVICES: The traffic control devices list to be used when applicable work conditions exist.
- D-704-15 Road Closure Layouts, Type A: For temporary road closures.
- D-704-24 Shoulder Closures and Bridge Painting Layouts, Type U and R: For shoulder work with minor or no encroachments in the driving lane.
- D-704-25 Lane Closures on Urban Streets Layouts, Type V, W, and X: For lane closures, work behind curb, and work near intersections.
- D-704-26 Miscellaneous Sign Layouts, Types BB, DD, EE, FF, and GG: For areas where road conditions warrant.
704-P04 TRAFFIC CONTROL – PHASING: The project includes two phases of construction, Phase 1 and Phase 2:

Phase sidewalk removals, replacement, and construction to keep existing sidewalk on one side of 8th Street South open at all times. Keep sidewalks open until sidewalk work is ready to begin. Chase sidewalks as shown in Section 100 of the Plans.

PHASE 1: Close the north half of 8th Street South to complete the removal and replacement of the water system, perform pavement removals, common excavation, subgrade preparation, roadway reshaping, aggregate base course, curb and gutter, and pavement construction for Phase 1 work areas. Follow Phase 1 traffic control per Section 100 of the Plans. Immediately prior to installing Phase 1 traffic control, obliterate pavement markings from Sta 35+70 to 42+45 as shown by Section 100 of the Plans. Minor road intersections on the north side of 8th Street South may be closed during this phase. Keep 6th Avenue SE fully open to traffic per Phase 1-A until work is ready to begin within the intersection. Maintain traffic at the 6th Avenue SE intersection by phasing construction as shown by Phases 1-B, 1-C, and 1-D in Section 100 of the Plans. Prior to beginning Phase 1-C, obliterate pavement markings from Sta 75+80 to 76+05 as shown in Section 100 of the Plans for traffic control Phase 1-C. Once these pavement markings are obliterated, do not use Phase 1-A traffic control unless short term pavement markings are installed as shown by the traffic control plans for Phase 2 in Section 100 of the Plans.

Phase 2 work may not begin until Phase 1 concrete paving west of Main Avenue and the bottom lift of Hot Mix Asphalt east of Main Avenue are complete and ready to be opened to traffic.

PHASE 2: Include pavement removals, common excavation, subgrade preparation, roadway reshaping, aggregate base course, curb and gutter, and pavement construction for Phase 2 areas. Follow Phase 2 traffic control per Section 100 of the Plans. Prior to installing Phase 2 traffic control, place permanent or short term pavement markings from Sta 75+87 to 76+20 as shown by the traffic control plans for Phase 2-A in Section 100 of the Plans. Minor road intersections on the south side of 8th Street South may be closed at times. Anytime Southview Avenue and/or Meadows Drive are closed, open 6th Avenue SE to traffic as shown by Traffic Control Phase 2-A. Anytime 6th Ave SE is closed, open Southview Avenue and Meadows Drive to traffic as shown by Traffic Control Phase 2-B.

722-P01 ADJUST GATE VALVE BOX: Include all labor, equipment, and materials needed to adjust previously installed gate valves and tracer wire boxes, and to construct concrete collars as shown by the "Gate Valve Box Adjustment" detail and "Utility Adjustment Concrete Collar" detail in Section 20 of the Plans in the unit price bid for "Adjust Gate Valve Box".

722-P02 ADJUST MANHOLE: Remove without damage and salvage existing manhole frames and grates. Remove existing adjustment rings and clean top of existing manhole structure. Include City to inspect removed frames and grates to determine which items are to be salvaged to the City. Deliver items the City determines to be salvageable to the Public Works maintenance shop located at 3411 Public Works Boulevard. Dispose of items the City does not wish to salvage per Specification Section 107.17.

After manhole has been adjusted install an internal chimney seal per the "Internal Chimney Seal" detail in Section 20 of the Plans and the "Internal Manhole Chimney Seals" Special Provision.

Include all labor, equipment, and materials needed to remove existing frames and grates, to install and adjust new manhole frames and grates, to install internal chimney seals, and to construct concrete collars on existing manhole structures in the unit price bid for "Adjust Manhole".

748-P01 CURB AND GUTTER: Where curb and gutter is being replaced, the new curb and gutter section shall match the adjacent existing curb and gutter section unless otherwise noted. Construct new curb and gutter over 6-inches of Class 5 Aggregate Base. Construct a keyway as shown by the "Keyway for Curb & Gutter" detail on Standard Drawing D-748-1 in the back of the curb beginning 2-1/4-inches from the top of the curb with "T" being equal to 6-inches. Follow Standard Drawing D-750-3 when constructing curb and gutter sections at ramps.

When curb and gutter is being placed in a new location, construct standard curb and gutter as shown by the "Standard Curb and Gutter" detail in the Detail Sheets.

748-P02 CONTRACTOR STAMP - CURB AND GUTTER: Mark every 100 linear feet for new pours of continuous curb and gutter, each end of property lines, and every curb and gutter patch per lot with the Contractor's name, address, and year in which the pavement was constructed. Use a stamped letter that is 1-inch high by 3/8-inch deep. Obtain Engineer's approval of the stamp prior to use.

750-P01 SIDEWALK: Construct sidewalk per Standard Drawing D-750-2, but replace the "Sidewalk Detail (Installed adjacent to curb and gutter)" with the "Sidewalk Abutting Curb & Gutter" detail in the General Detail Sheets.

750-P02 CONTRACTOR STAMP - SIDEWALK: Mark every 100 linear feet for new pours of continuous sidewalk, each end of property lines, and every sidewalk patch per lot with the Contractor's name, address, and year in which the pavement was constructed. Use a stamped letter that is 1-inch high by 3/8-inch deep. Obtain Engineer's approval of the stamp prior to use.

754-P01 SIGNS: Allow the City to inspect signs and supports designated by the Plans to be removed from the project which will not be reset to determine which items are to be salvaged. Deliver salvageable items to the Public Works maintenance shop located at 3411 Public Works Boulevard. Dispose of items the City does not wish to salvage per Specification Section 107.17. Provide all equipment, labor, loading, unloading, and hauling in the unit price bid for "Steel Sign Posts-Telescoping Perforated Tube".

770-P01 LIGHTING SYSTEM-LANDSCAPING: If construction is in a previously seeded area, replace topsoil upon completion of backfilling and seed disturbed area per Standard Specification Section 251 using Seeded Class I unless otherwise noted in the Plans. If construction is in an otherwise landscaped area, replace any disturbance to the existing landscaping to its existing condition unless otherwise noted in the Plans. Include cost of work in the unit price bid for the applicable lighting appurtenance being installed.

970-P01 STONE MULCH: In areas designated by the Plans, place 1-inch to 3-inch diameter round river rock to a depth of 4-inches. Rock shall be placed over Type S1 Geosynthetic Fabric meeting the requirements Standard Specification Section 858. Include materials and labor in the unit price bid for "Stone Mulch".

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<td>HYDRAULIC MULCH</td>
<td>ACRE</td>
<td>0.30</td>
<td>0.30</td>
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<tr>
<td>202</td>
<td>0106</td>
<td>FIBER ROLLS 8IN</td>
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<td>1.332</td>
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<tr>
<td>202</td>
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<td>REMOVE FIBER ROLLS 8IN</td>
<td>LF</td>
<td>1.332</td>
<td>1.332</td>
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<tr>
<td>202</td>
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<td>WEIGHTED FIBER ROLLS</td>
<td>LF</td>
<td>144</td>
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<tr>
<td>202</td>
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<td>REMOVAL WEIGHTED FIBER ROLL</td>
<td>LF</td>
<td>144</td>
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<tr>
<td>302</td>
<td>0120</td>
<td>AGGREGATE BASE COURSE CL 5</td>
<td>TON</td>
<td>6,456</td>
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<tr>
<td>302</td>
<td>0407</td>
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<td>STA</td>
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<tr>
<td>401</td>
<td>0050</td>
<td>TACK COAT</td>
<td>GAL</td>
<td>714</td>
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<td>0060</td>
<td>PRIME COAT</td>
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<td>SUPERPAVE FAA 40</td>
<td>TON</td>
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<tr>
<td>430</td>
<td>1000</td>
<td>CORED SAMPLE</td>
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<td>PG-58-28 ASPHALT CEMENT</td>
<td>TON</td>
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<td>190</td>
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<td>540</td>
<td>3020</td>
<td>FIN NON-REINF CONCRETE PVMT CL AE-DOWELED</td>
<td>SY</td>
<td>3,884</td>
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<td>702</td>
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<td>MOBILIZATION</td>
<td>LSUM</td>
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<td>704</td>
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<td>TRAFFIC CONTROL SIGNS</td>
<td>MHR</td>
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<td>UNIT</td>
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<tr>
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<td>166</td>
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<td>STACKABLE VERTICAL PANELS</td>
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<tr>
<td>704</td>
<td>1500</td>
<td>OBLITERATION OF PAVEMENT MARKING</td>
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<td>706</td>
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<td>BITUMINOUS LABORATORY</td>
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<td>0600</td>
<td>CONTRACTOR'S LABORATORY</td>
<td>EA</td>
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<td>1</td>
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<tr>
<td>706</td>
<td>1540</td>
<td>INLET PROTECTION SPECIAL</td>
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<td>7</td>
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<td>722</td>
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<td>ADJUST GATE VALVE BOX</td>
<td>EA</td>
<td>27</td>
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<tr>
<td>722</td>
<td>6200</td>
<td>ADJUST MANHOLE</td>
<td>EA</td>
<td>8</td>
<td>8</td>
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<tr>
<td>724</td>
<td>0210</td>
<td>FITTINGS-DUCTILE IRON</td>
<td>LBS</td>
<td>1,440</td>
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<tr>
<td>724</td>
<td>0270</td>
<td>REMOVE GATE VALVE &amp; BOX</td>
<td>EA</td>
<td>14</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>724</td>
<td>0300</td>
<td>GATE VALVE &amp; BOX 6IN</td>
<td>EA</td>
<td>8</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>724</td>
<td>0310</td>
<td>GATE VALVE &amp; BOX 8IN</td>
<td>EA</td>
<td>15</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>724</td>
<td>0411</td>
<td>6IN HYDRANT</td>
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<tr>
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<td>0430</td>
<td>REMOVE HYDRANT</td>
<td>EA</td>
<td>5</td>
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<tr>
<td>724</td>
<td>0805</td>
<td>PLUG 6IN WATERMAIN</td>
<td>EA</td>
<td>2</td>
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</tbody>
</table>
**Basis of Estimate**

**Removal of Paved pavement**

<table>
<thead>
<tr>
<th>Material to be Removed</th>
<th>Unit</th>
<th>Depth (FT)</th>
<th>End Area (SF)</th>
<th>Area (SF)</th>
<th>Linear Feet (LF)</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainline Bituminous &amp; Concrete Surfacing @ 2 Ton/CY</td>
<td>Ton</td>
<td>0.42</td>
<td></td>
<td>164,300</td>
<td>5,112</td>
<td></td>
</tr>
<tr>
<td>Other Bituminous Surfacing @ 2 Ton/CY</td>
<td>Ton</td>
<td>0.42</td>
<td></td>
<td>824</td>
<td>26</td>
<td></td>
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<tr>
<td>Sidewalk Concrete @ 2 Ton/CY</td>
<td>Ton</td>
<td>0.33</td>
<td></td>
<td>1574</td>
<td>38</td>
<td></td>
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<tr>
<td>Driveway Concrete @ 2 Ton/CY</td>
<td>Ton</td>
<td>0.50</td>
<td></td>
<td>145</td>
<td>5</td>
<td></td>
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<tr>
<td>Curb and Gutter @ 2 Ton/CY</td>
<td>Ton</td>
<td>1.3</td>
<td></td>
<td>887</td>
<td>85</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>5,266</strong></td>
</tr>
</tbody>
</table>

**Aggregate Base Course CL @ 1.875 Ton/CY for Curb & Gutter, Valley Gutter, Sidewalk Concrete, and Driveway Concrete**

<table>
<thead>
<tr>
<th>Item Aggregate Base will be Beneath</th>
<th>Unit</th>
<th>Depth (FT)</th>
<th>End Area (SY)</th>
<th>Area (SY)</th>
<th>Linear Feet (CY)</th>
<th>Volume (CY)</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb &amp; Gutter - When Abutting New Sidewalk or Unpaved Areas *</td>
<td>Ton</td>
<td>0.5</td>
<td>622</td>
<td>3,175</td>
<td></td>
<td>104</td>
<td>195</td>
</tr>
<tr>
<td>Curb &amp; Gutter - When Abutting Existing Sidewalk</td>
<td>Ton</td>
<td>0.3</td>
<td>549</td>
<td>55</td>
<td></td>
<td>103</td>
<td></td>
</tr>
<tr>
<td>Valley Gutter</td>
<td>Ton</td>
<td>0.33</td>
<td>30</td>
<td>3</td>
<td></td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Sidewalk &amp; Driveway Concrete</td>
<td>Ton</td>
<td>0.33</td>
<td>967</td>
<td>106</td>
<td></td>
<td>199</td>
<td></td>
</tr>
</tbody>
</table>

* Includes aggregate base beneath and 1-foot behind curb & gutter.

**HOT Mix Asphalt Reconstruction Area Quantities East of Main Avenue**

<table>
<thead>
<tr>
<th>Spec Code</th>
<th>Material</th>
<th>Unit</th>
<th>Depth (IN)</th>
<th>Surface Area (SY)</th>
<th>Linear Feet (LF)</th>
<th>Volume (CY)</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>302</td>
<td>Aggregate Base Course CL @ 1.875 Ton/CY</td>
<td>Ton</td>
<td>8</td>
<td>14,287</td>
<td></td>
<td>3,175</td>
<td>5,953</td>
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<tr>
<td>401</td>
<td>Task Coat @ 0.05 Gal/SY (1 application)</td>
<td>Gal</td>
<td></td>
<td>14,287</td>
<td></td>
<td></td>
<td>714</td>
</tr>
<tr>
<td>401</td>
<td>Prime Coat @ 0.25 Gal/SY</td>
<td>Gal</td>
<td></td>
<td>14,287</td>
<td></td>
<td></td>
<td>5,094</td>
</tr>
<tr>
<td>430</td>
<td>Superpave FAD 49 @ 2 Ton/CY</td>
<td>Ton</td>
<td>4</td>
<td>14,287</td>
<td></td>
<td>1,587</td>
<td>3,174</td>
</tr>
<tr>
<td>430</td>
<td>PG 56-28 Asphalt Cement @ 6.0%</td>
<td>Ton</td>
<td></td>
<td>14,287</td>
<td></td>
<td></td>
<td>380</td>
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</tbody>
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**HBP Cored Samples**

<table>
<thead>
<tr>
<th>Specification Section</th>
<th>Distance (ft)</th>
<th>Lanes</th>
<th>Lifts</th>
<th>Sublots (A x B x C)</th>
<th>Quantity (D x 2)</th>
<th>Quantity (1 per mile)</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>430.04.I.2.b(1), &quot;General&quot;</td>
<td>1</td>
<td>4</td>
<td>2</td>
<td>8</td>
<td>16</td>
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<td>EA</td>
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<tr>
<td>430.04.I.2.b(2), &quot;Pavement Thickness Determination Corea&quot;</td>
<td></td>
<td></td>
<td></td>
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<td>1</td>
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<td>EA</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

**Water**

- 25 Mgal/Mile of Dust Palliative = (0.63 Miles) x (25 Mgal/Mile) = 16 Mgal
- 20 Gal/Ton for Aggregates = (6,458 Ton) x (20 Gal/Ton) = (1200 Mgal/Gal) = 129 Mgal

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**EARTHWORK SUMMARY**

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C = 5 * B / 324</td>
<td>D = A - C</td>
<td>E (See Table Below)</td>
<td>F</td>
<td>G</td>
<td>H = G</td>
</tr>
</tbody>
</table>

### 2nd Ave SW to Main Avenue
- A: 1,173
- B: 34,947
- C: 539
- D: 634
- E: ---
- F: 0
- G: 0
- H: 0
- I: ---

### Main Avenue to 6th Ave SE
- A: 5,520
- B: 129,353
- C: 1,996
- D: 3,524
- E: ---
- F: 116
- G: 26
- H: 26
- I: ---

### Total Project
- A: 6,693
- B: 164,300
- C: 2,535
- D: 4,158
- E: 180
- F: 116
- G: 26
- H: 26
- I: 4,428

**NOTE:** Quantity shown for embankment has been increased by 30% to account for shrinkage.

**COMMON EXCAVATION FOR SIDEWALK, DRIVEWAYS, AND CURB & GUTTER RECONSTRUCTION AREAS**

<table>
<thead>
<tr>
<th>Item Earthwork is to be Performed Under</th>
<th>Unit</th>
<th>Depth (FT)</th>
<th>End Area (SY)</th>
<th>Area (SY)</th>
<th>Linear Feet (LF)</th>
<th>A x B / 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb &amp; Gutter - When Abutting New Sidewalk or Unpaved Areas *</td>
<td>CY</td>
<td>---</td>
<td>0.5</td>
<td>---</td>
<td>622</td>
<td>104</td>
</tr>
<tr>
<td>Curb &amp; Gutter - When Abutting Existing Sidewalk</td>
<td>CY</td>
<td>---</td>
<td>0.3</td>
<td>---</td>
<td>549</td>
<td>55</td>
</tr>
<tr>
<td>Sidewalk Reconstruction</td>
<td>CY</td>
<td>0.33</td>
<td>---</td>
<td>174</td>
<td>---</td>
<td>19</td>
</tr>
<tr>
<td>Driveway Reconstruction</td>
<td>CY</td>
<td>0.33</td>
<td>---</td>
<td>16</td>
<td>---</td>
<td>2</td>
</tr>
</tbody>
</table>

* Includes aggregate base beneath and 1-foot behind curb & gutter.

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DATA TABLES
Earthwork Summary

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
TRANVERSE JOINT SPACING 12.5" (TYP.)

NOTES
1. TRANSVERSE JOINTS SHALL BE CONSTRUCTED PER STANDARD DRAWING D-550-3, EXCEPT THAT SPACING SHALL BE AS SHOWN ABOVE.
2. SEE SECTION 90 FOR JOINT LAYOUT.

LONGITUDINAL JOINT TIE BAR SIZE, LENGTH, AND SPACING

<table>
<thead>
<tr>
<th>PVMT THICKNESS 'T'</th>
<th>STEEL GRADE</th>
<th>BAR SIZE &amp; LENGTH</th>
<th>SPACING 'S'</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot;</td>
<td>40</td>
<td>#8 BAR X 36&quot;</td>
<td>27&quot;</td>
</tr>
</tbody>
</table>

NOTES
1. LONGITUDINAL CONSTRUCTION JOINTS SHALL BE TIED BUTT JOINTS CONSTRUCTED PER STANDARD DRAWING D-550-2.
2. SEE SECTION 90 FOR JOINT LAYOUT.
NOTES
1. CURB AND GUTTER SECTION FOR ALL CURB AND GUTTER CONSTRUCTED IN NEW LOCATIONS SHALL MATCH THE DETAIL SHOWN.
2. FOLLOW STANDARD DRAWING D-748-1 FOR CONSTRUCTION OF CURB AND GUTTER JOINTS AND SPACING.
3. KEYWAYS IN THE BACK OF THE CURB SHALL BE CONSTRUCTED WHEN THE BACK OF CURB WILL ABUT SIDEWALK OR OTHER CONCRETE PAVEMENT. CONSTRUCT KEYWAYS AS SHOWN BY THE "KEYWAY FOR CURB & GUTTER" DETAIL ON STANDARD DRAWING D-748-1 WITH 'T' EQUAL TO 6-INCHES.
4. CURB AND GUTTER SHALL NOT BE TIED TO ABUTTING PCC PAVEMENT.
5. WHERE CURB AND GUTTER ENDS AND DOES NOT ABUT EXISTING CURB AND GUTTER, END THE CURB PER THE "BULLNOSE CURB" DETAIL.
6. CONSTRUCT CURB & GUTTER OVER 6-INCHES OF CLASS 5 AGGREGATE BASE. EXTEND BASE 12-INCHES BEHIND CURB WHEN AREAS BEHIND CURB ARE UNPAVED. OR WHEN PAVED AREAS BEHIND THE CURB ARE BEING RECONSTRUCTED. AGGREGATE BASE WILL BE MEASURED AND PAID FOR AS "AGGREGATE BASE COURSE CL 5".

STANDARD CURB AND GUTTER

SIDEWALK ABUTTING CURB & GUTTER

GENERAL DETAILS
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
NOTES
1. USE CLASS 5 AGGREGATE FOR TEMPORARY AGGREGATE SURFACING COMPACTED PER SPECIFICATION 302.04 B.
2. MINIMUM THICKNESS OF TEMPORARY SURFACING, T, SHALL BE AS FOLLOWS:
   2.1. DRIVEWAYS: T = 4-INCHES
   2.2. INTERSECTIONS WITH LOCAL STREETS: T = 6-INCHES
3. MINIMUM TOP WIDTH OF SURFACING, W, SHALL BE AS FOLLOWS. ADDITIONAL WIDTH MAY BE NEEDED IN SOME AREAS TO ACCOMMODATE TURNING MovEMENTS OF VEHICLES.
   3.1. RESIDENTIAL DRIVEWAYS: W = 10-Feet
   3.2. COMMERCIAL DRIVEWAYS: W = 20-Feet
   3.3. INTERSECTIONS WITH LOCAL STREETS: W = 30-Feet
4. INCLUDE MATERIALS AND LABOR NEEDED TO CONSTRUCT, MAINTAIN, REMOVE, AND RELOCATE THE TEMPORARY AGGREGATE ACCESS IN THE UNIT PRICE BID FOR "TEMPORARY ACCESS".
5. WHEN A TEMPORARY ACCESS IS NO LONGER NEEDED, THE TEMPORARY AGGREGATE SURFACING MAY BE SALVAGED AND REUSED AS AGGREGATE BASE COURSE CL 5. REUSED MATERIAL WILL BE MEASURED AND PAID FOR AS "AGGREGATE BASE COURSE CL 5.

TEMPORARY ACCESS AGGREGATE
NOT TO SCALE

SECTION A-A

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GENERAL DETAILS
8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

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## Notes

### Internal Chimney Seal

1. **NOT TO SCALE**
2. **NOT TO SCALE**
3. **NOT TO SCALE**

### Traffic Control Safety Wedge

**NOT TO SCALE**

### Standard Crosswalk

**NOT TO SCALE**

### Yield Line Layout

**NOT TO SCALE**

### Traffic Flow

**NOT TO SCALE**

### General Details

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
Inlet Protection Device

Installation Notes:
1. Place device tightly against drain opening and cover entire grate. Extend the device at least 2 inches past the grate toward the street.
2. Overlap the segments at longer openings.
3. Anchor the device so that water cannot flow behind it.

General Notes:
1. Remove material that falls into the inlet during maintenance or removal of the device.

High Density Polyethylene (HDPE) high flow jacket filter (8,000 opening per SY) with an integrated 425 um (micron meter) fine filter particle mesh.

Acceptable Anchor Method: Fasten to inlet casting grate with a UV/Weather Resistant Plastic Cable Zip Ties - 6 to 24 in. Install zip ties at each corner of the inlet near the perimeter and two additional zip ties near the middle of the casting. Punch hole through filter and run cable tie downward around grate and back up to fasten.

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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
NOTES
1. CONSTRUCT SELF STANDING SIDEWALK BARRICADE WITH NO SUPPORTS EXTENDING INTO THE PEDESTRIAN PATH.
2. CONSTRUCT ADA COMPLIANT AND NCHRP 350 APPROVED SIDEWALK BARRICADES.
3. INCLUDE ALL COSTS TO FURNISH, MAINTAIN, AND REMOVE THE SIDEWALK BARRICADES IN THE PRICE BID FOR "SIDEWALK BARRICADE."

SIDEWALK BARRICADE
NOT TO SCALE

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GENERAL DETAILS

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
TYPICAL EXISTING ROADWAY SECTION

STA. 42+45 TO 49+58

NOT TO SCALE

EXISTING SIDEWALK IS PRESENT ONLY AT THE FOLLOWING LOCATIONS:
- B.O.P. TO STA 45+99 LT
- STA 48+60 TO STA 59+58 LT

CURB AND GUTTER IS MOUNTABLE TYPE CURB AND GUTTER EXCEPT AT THE FOLLOWING LOCATIONS THAT CONSIST OF STANDARD CURB AND GUTTER:
- STA 49+28 TO STA 49+58 LT
- STA 49+95 TO STA 49+58 RT

TYPICAL EXISTING ROADWAY SECTION

STA. 50+43 TO 76+53

NOT TO SCALE

EXISTING SIDEWALK IS PRESENT ONLY AT THE FOLLOWING LOCATIONS:
- STA 50+43 TO STA 63+62 LT
- STA 54+00 TO E.O.P. RT

CURB AND GUTTER IS MOUNTABLE TYPE CURB AND GUTTER EXCEPT AT THE FOLLOWING LOCATIONS THAT CONSIST OF STANDARD CURB AND GUTTER:
- STA 50+43 TO STA 50+51 LT
- STA 50+43 TO STA 50+72 RT
- STA 54+00 TO STA 57+68 RT
- STA 63+50 TO E.O.P. LT

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TYPICAL PROPOSED ROADWAY SECTION

STA. 43+50 TO 44+75

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TYPICAL SECTIONS
Proposed

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

TRANSITION AREAS: THE FOLLOWING AREAS ARE TRANSITION AREAS BETWEEN THE TYPICAL SECTIONS SHOWN.

SEE CROSS-SECTION SHEETS FOR DETAILS AT THE FOLLOWING TRANSITION AREAS.

- STA. B.O.P. TO 43+50
- STA. 59+00 TO 62+25
- STA. 44+75 TO 49+50
- STA. 63+00 TO 65+00
- STA. 50+43 TO 51+50
- STA. 66+75 TO 67+50
- STA. 52+25 TO 52+50
- STA. 75+25 TO E.O.P.
- STA. 54+00 TO 54+75
- STA. 59+00 TO 62+25
- STA. 44+75 TO 49+50
- STA. 63+00 TO 65+00
- STA. 50+43 TO 51+50
- STA. 66+75 TO 67+50
- STA. 52+25 TO 52+50
- STA. 75+25 TO E.O.P.
- STA. 54+00 TO 54+75

8" NON-REINFORCED CONCRETE P.W.T. CLAE-DOWELED

EXISTING CURB & GUTTER

RESHAPE AGGREGATE BASE COURSE

5" MIN. EXISTING AGGREGATE BASE

LONGITUDINAL JOINT

LONGITUDINAL JOINT CROWN

MATCH EXISTING 6% MAX.

MATCH EXISTING 2.2% MAX.

EXISTING CURB & GUTTER

EXISTING SIDEWALK

MATCH EXISTING 2.2% MAX.

MATCH EXISTING 5.8% MAX.

VARES

VARES

±45' RIGHT-OF-WAY

±40' RIGHT-OF-WAY

CONCRETE SURFACE

VARES
TYPICAL PROPOSED ROADWAY SECTION

STA. 45+50 TO 49+58

1. EXISTING SIDEWALK IS PRESENT ONLY AT THE FOLLOWING LOCATIONS:
   - STA 48+92 TO STA 49+58 LT

2. CURB AND GUTTER IS MOUNTABLE TYPE CURB AND GUTTER EXPECT AT THE FOLLOWING LOCATIONS THAT CONSIST OF STANDARD CURB AND GUTTER:
   - STA 49+28 TO STA 49+58 LT
   - STA 48+55 TO STA 49+58 RT

TYPICAL PROPOSED ROADWAY SECTION

STA. 51+50 TO 52+25

1. CURB AND GUTTER IS MOUNTABLE TYPE CURB AND GUTTER.
TYPICAL PROPOSED ROADWAY SECTION

STA. 52+50 TO 54+00

TYPICAL PROPOSED ROADWAY SECTION
(NOT TO SCALE)
STA. 52+50 TO 54+00

1. CURB AND GUTTER IS MOUNTABLE TYPE CURB AND GUTTER.

TYPICAL PROPOSED ROADWAY SECTION
(NOT TO SCALE)
STA. 54+75 TO 59+00

1. CURB AND GUTTER IS MOUNTABLE TYPE CURB AND GUTTER EXCEPT AT THE FOLLOWING LOCATIONS THAT CONSIST OF STANDARD CURB AND GUTTER:
   * STA 54+75 TO STA 57+68 RT

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TYPICAL PROPOSED ROADWAY SECTION
STA. 62+25 TO 63+00

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TYPICAL PROPOSED ROADWAY SECTION
(NOT TO SCALE)
STA. 62+25 TO 63+00

1. CURB AND GUTTER IS MOUNTABLE TYPE CURB AND GUTTER.

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

TYPICAL PROPOSED ROADWAY SECTION
STA. 65+00 TO 66+75

3. CURB AND GUTTER IS STANDARD CURB AND GUTTER ON THE LEFT SIDE AND MOUNTABLE TYPE CURB AND GUTTER ON THE RIGHT SIDE.
TYPICAL PROPOSED ROADWAY SECTION

STA. 67+50 TO 75+25

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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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REMOVALS

8TH STREET S RECONSTRUCTION 2ND AVE SW TO 6TH AVE SE
8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

REMOVALS

0 40'
SCALE: 1" = 40'

REMOVAL OF PAVEMENT
Sta 46+00 to 49+58 - Phase 1
Mainline Bituminous & Concrete
9,649 SF
Sidewalk Concrete
65 SF
Curb & Gutter
44 LF

Sta 49+56, Lt 0.5 LSUM
REMOVAL OF TREES & BRUSH
56 LF

REMOVAL OF TREES 10IN
Sta 49+56, Lt 1 EA

REMOVAL OF CURB & GUTTER

REMOVAL OF SIDEWALK CONCRETE

REMOVAL OF MAINLINE CONCRETE

REMOVAL OF BITUMINOUS SURFACING

LEGEND

PHASE 1 REMOVALS

PHASE 2 REMOVALS

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REMOVALS

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

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LEGEND

PHASE 1 REMOVALS

PHASE 2 REMOVALS

REMOVAL OF BITUMINOUS SURFACING

REMOVAL OF MAINLINE CONCRETE

REMOVAL OF SIDEWALK CONCRETE

REMOVAL OF CURB & GUTTER

REMOVAL OF PAVEMENT

REMOVAL OF TREES & BRUSH

REMOVAL OF TREES 10IN

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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

REMOVALS

SCALE: 1" = 40'

REMOVAL OF PAVEMENT
Sta 54+00 to 58+30 - Phase 1
Mainline Bituminous & Concrete
13,272 SF
Sidewalk Concrete
287 SF
Curb & Gutter
46 LF

Sta 54+00 to 58+30 - Phase 2
Mainline Bituminous & Concrete
8,665 SF
Sidewalk Concrete
143 SF

LEGEND

PHASE 1 REMOVALS

PHASE 2 REMOVALS

REMOVAL OF BITUMINOUS SURFACING

REMOVAL OF MAINLINE CONCRETE

REMOVAL OF SIDEWALK CONCRETE

REMOVAL OF CURB & GUTTER
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

REMOVALS

SCALE: 1" = 40'

<table>
<thead>
<tr>
<th>PROJECT NO.</th>
<th>SECTION NO.</th>
<th>SHEET NO.</th>
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<tbody>
<tr>
<td>SU-5-983(059)059</td>
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<th>PROJECT NO.</th>
<th>SECTION NO.</th>
<th>SHEET NO.</th>
</tr>
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<tr>
<td>ND</td>
<td>SU-5-983(059)059</td>
<td>40</td>
<td>6</td>
</tr>
</tbody>
</table>

LEGEND

- PHASE 1 REMOVALS
- PHASE 2 REMOVALS
- REMOVAL OF BITUMINOUS SURFACING
- REMOVAL OF MAINLINE CONCRETE
- REMOVAL OF SIDEWALK CONCRETE
- REMOVAL OF DRIVEWAY CONCRETE
- REMOVAL OF CURB & GUTTER

REMOVAL OF PAVEMENT

- Station 62+00 to 66+00 - Phase 1
  - Mainline Bituminous & Concrete: 11,225 SF
  - Sidewalk Concrete: 76 SF

- Station 62+00 to 66+00 - Phase 2
  - Mainline Bituminous & Concrete: 7,974 SF
  - Other Bituminous Surfacing: 130 SF
  - Sidewalk Concrete: 395 SF
  - Driveway Concrete: 140 SF
  - Curb and Gutter: 177 LF
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

STATE
ND
PROJECT NO.
SU-5-983(059)059
SECTION NO.
40
SHEET NO.
7

REMOVAL OF PAVEMENT
- State to Young Street - Phase 1
  Mainline Bituminous & Concrete 9,982 SF
  Sta 66+00 to 70+00 - Phase 2
  Mainline Bituminous & Concrete 8,922 SF
  Curb and Gutter 31 LF

LEGEND
PHASE 1 REMOVALS
PHASE 2 REMOVALS
REMOVAL OF BITUMINOUS SURFACING
REMOVAL OF CURB & GUTTER

SCALE: 1" = 40'

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REMOVALS
8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

STATE
ND
PROJECT NO.
SU-5-983(059)059
SECTION NO.
40
SHEET NO.
7

1" = 40'

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REMOVALS
8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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8TH STREET S RECONSTRUCTION 
2ND AVE SW TO 6TH AVE SE
LEGEND

- HOT MIX ASPHALT
- CURB & GUTTER
- SIDEWALK CONCRETE

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**SUBGRADE PREPARATION - TYPE A**
- STA 70+00 to 74+00 Lt 2.00 STA
- STA 70+00 to 74+00 Rt 2.00 STA

**HOT MIX ASPHALT**
- STA 70+00 to 74+00 Lt 1007 SY
- STA 70+00 to 74+00 Rt 989 SY
- 1996 SY

**SIDEWALK CONCRETE**
- STA 70+00 to 74+00 Lt 222 SY
- STA 70+00 to 74+00 Rt 222 SY

**LEGEND**
- HOT MIX ASPHALT
- CURB & GUTTER
- SIDEWALK CONCRETE

**PLAN AND PROFILE**

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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LEGEND

WEIGHTED FIBER ROLLS

SCALE: 1" = 40'
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LEGEND

WEIGHTED FIBER ROLLS

SCALE: 1" = 40'

TEMPORARY EROSION CONTROL

8TH STREET S RECONSTRUCTION

2ND AVE SW TO 6TH AVE SE
LEGEND

WEIGHTED FIBER ROLLS

FIBER ROLLS 6IN

Sta 63+52 to Sta 66+00 Lt 248 LF

WEIGHTED FIBER ROLLS

Sta 63+00 to Sta 63+50 Lt 24 LF

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SCALE: 1" = 40'

STATE ND
PROJECT NO. SU-5-983(059)059
SECTION NO. 76
SHEET NO. 6

TEMPORARY EROSION CONTROL

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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LEGEND
- FIBER ROLLS 6IN

TEMPORARY EROSION CONTROL

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
LEGEND

INLET PROTECTION SPECIAL

FIBER ROLLS 6IN

STA. 75+00.4 (84' L)

STA. 75+52.4 (84' L)

STA. 76+43.5 (118' L)

STA. 78+27.4 (1' L)

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TEMPORARY EROSION CONTROL

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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8TH STREET S RECONSTRUCTION
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PERMANENT EROSION CONTROL

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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
### SURVEY COORDINATE DATA

#### HORIZONTAL ALIGNMENT

<table>
<thead>
<tr>
<th>Point</th>
<th>Station</th>
<th>Northing</th>
<th>Easting</th>
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</thead>
<tbody>
<tr>
<td>POT-1</td>
<td>34+00.00</td>
<td>99,925.78</td>
<td>98,454.37</td>
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<tr>
<td>POT-2</td>
<td>39+00.00</td>
<td>99,926.20</td>
<td>98,954.37</td>
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<tr>
<td>POT-3</td>
<td>41+71.00</td>
<td>99,937.85</td>
<td>99,225.11</td>
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<tr>
<td>POT-4</td>
<td>50+00.00</td>
<td>99,929.84</td>
<td>100,054.08</td>
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<tr>
<td>POT-5</td>
<td>80+60.00</td>
<td>99,923.21</td>
<td>103,054.07</td>
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#### SURVEY CONTROL POINTS

<table>
<thead>
<tr>
<th>Point</th>
<th>Northing</th>
<th>Easting</th>
<th>Elevation</th>
<th>Station</th>
<th>Offset</th>
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<td>CP-1</td>
<td>100,000.20</td>
<td>100,000.20</td>
<td>2426.93</td>
<td>49+45.44</td>
<td>69.84 LT</td>
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<tr>
<td>CP-2</td>
<td>99,959.19</td>
<td>97,105.15</td>
<td>2427.21</td>
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<td>CP-3</td>
<td>99,959.84</td>
<td>104,022.50</td>
<td>2491.89</td>
<td>88+38.34</td>
<td>38.56 LT</td>
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</table>

### NOTES:

Horizontal Data: All coordinates are assumed coordinates derived from a local coordinate system. All coordinates and measurements are ground distances, international foot definition.

Vertical Data: NAVD-88, GEOID03 (CONUS)

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LEGEND

CONTROL POINT
SECTION CORNER
QUARTER CORNER
SECTION LINE
ROADWAY CL ALIGNMENT
RIGHT-OF-WAY LINE
PROPERTY LINE

SCALE: 1" = 40'

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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LEGEND
CONTROL POINT
SECTION CORNER
QUARTER CORNER
SECTION LINE
ROADWAY CL ALIGNMENT
RIGHT-OF-WAY LINE
PROPERTY LINE

SCALE: 1" = 40'

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
DRILL AND EPOXY DOWELS INTO EXISTING SLAB AT 12" O.C.
KEEP DOWELS 12"-18" FROM THE EDGES OF ALL SLABS

DRILL AND EPOXY TIE BARS INTO EXISTING SLAB AT 27" O.C.
KEEP DOWELS 18" MIN. FROM THE EDGES OF ALL SLABS

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LEGEND

TIED LONGITUDINAL JOINT
DOWELED TRANSVERSE JOINT
NON-DOWELED/NON-TIED CONTRACTION JOINT
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<th>NUMBER</th>
<th>SIGN NO.</th>
<th>SIGN SIZE</th>
<th>DESCRIPTION</th>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>SPEED LIMIT</td>
<td>4 100</td>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>STOP DURING PEAK TRAFFIC</td>
<td>4 100</td>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>STREET CLOSED</td>
<td>4 100</td>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>YIELD</td>
<td>4 100</td>
</tr>
<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>BUMP</td>
<td>4 100</td>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>SIDEWALK BARRICADE</td>
<td>2 100</td>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>TYPE III BARRICADES</td>
<td>2 100</td>
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<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>DETOUR AHEAD</td>
<td>2 100</td>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>TRUCKS ENTERING AHEAD</td>
<td>2 100</td>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>TRUCKS CROSSING AHEAD</td>
<td>2 100</td>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>TRUCKS EXITING HIGHWAY</td>
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<td>CENTERS LANE CLOSED</td>
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<td>W20-4-24 24&quot;x24&quot;</td>
<td>ROAD WORK AHEAD</td>
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<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>TIGHTENING MARKER</td>
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<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>MOUNTED ON ROUTE MARKER POST</td>
<td>2 100</td>
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<tr>
<td>60-48</td>
<td>W20-4-24 24&quot;x24&quot;</td>
<td>MOUNTED ON ROUTE MARKER POST</td>
<td>2 100</td>
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**TOTAL UNITS:** 2541

**DESCRIPTION:**
- SPECIAL SIGNS
- ROAD WORK AHEAD
- CENTER LANE CLOSED
- TRUCKS ENTERING AHEAD
- TRUCKS CROSSING AHEAD
- TRUCKS EXITING HIGHWAY
- ROAD WORK AHEAD
- MOUNTED ON ROUTE MARKER POST
- MOUNTED ON ROUTE MARKER POST

**Design Manual:**
- Traffic Control Devices List
- Traffic Control Signs

**NOTES:**
- Additional signs may be required.
- Calculated using the formula from Section 10-19.06 of the Design Manual.
- http://www.dot.nd.gov/

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WORK ZONE TRAFFIC CONTROL
Typical Traffic Control Sections

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- **Delineator Drums**: 25-Feet
- **Tubular Markers**: 25-Feet
- **Stackable Vertical Panels**: 25-Feet

**Legend:**
- Work Area
- Work Zone Traffic Control Sign
- Sidewalk Barricade
- Type III Barricade
- Delineator Drum
- Tubular Marker
- Stackable Vertical Panel

**Revision Summary:**

- **Modification of Pavement Marking**
  - Sta 38+00 to 42+00 RT
    - 4" Skip Lines - White
    - 27 SF
  - Sta 39+00 to 42+00 CL
    - Double Barrier Lines - Yellow
    - 150 SF

- **Side Walk Barricade**

**Project Information:**
- State: ND
- Project No.: SU-5-983(059)059
- Section No.: 100
- Sheet No.: 4

**SCALE:** 1" = 40'
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TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- Delineator Drums: 25-Feet
- Tubular Markers: 25-Feet
- Stackable Vertical Panels: 25-Feet

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH Speed Limit Areas: A = 280-Feet Min.
- 25-MPH Speed Limit Areas: B = 150-Feet Min.

NOTES:
- Traffic control devices in front of driveways may be shifted along the width of the driveway to accommodate construction and maintain access.
- Traffic zone traffic control sign
  - Sidewalk barricade
  - Type III barricade
  - Delineator drum
  - Tubular marker
  - Stackable vertical panel

SCALE: 1" = 40'

9TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

9-1-17
Andrew Schrank
Registration Number PE-9814
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- DELINEATOR DRUMS: 25-FEET
- TUBULAR MARKERS: 25-FEET
- STACKABLE VERTICAL PANELS: 25-FEET

NOTES:
TRAFFIC CONTROL DEVICES IN FRONT OF DRIVEWAYS MAY BE SHIFTED ALONG THE WIDTH OF THE DRIVEWAY TO ACCOMMODATE CONSTRUCTION AND MAINTAIN ACCESS.
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- Delineator Drums: 25-Feet
- Tubular Markers: 25-Feet
- Stackable Vertical Panels: 25-Feet

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH Speed Limit Areas: A = 280-Feet Min.
- 25-MPH Speed Limit Areas: B = 150-Feet Min.

NOTES:
- Traffic control devices in front of driveways may be shifted along the width of the driveway to accommodate construction and maintain access.

LEGEND
- Work Area
- Work Zone Traffic Control Sign
- Sidewalk Barricade
- Type I Barricade
- Delineator Drum
- Tubular Marker
- Stackable Vertical Panel

SCALE: 1" = 40'

0 40'

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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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WORK ZONE TRAFFIC CONTROL
Phase 1

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- DELINEATOR DRUMS: 25-FEET
- TUBULAR MARKERS: 25-FEET
- STACKABLE VERTICAL PANELS: 25-FEET

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 25-MPH SPEED LIMIT AREAS: A = 260- FEET MIN.
- 25-MPH SPEED LIMIT AREAS: B = 150- FEET MIN.

NOTES:
- TRAFFIC CONTROL DEVICES IN FRONT OF DRIVEWAYS MAY BE SHIFTED ALONG THE WIDTH OF THE DRIVEWAY TO ACCOMODATE CONSTRUCTION AND MAINTAIN ACCESS.
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
DELINEATOR DRUMS: 25-FEET
TUBULAR MARKERS: 25- FEET
STACKABLE VERTICAL PANELS: 25- FEET

WORK ZONE TRAFFIC CONTROL
Phase 1
8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

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TYPICAL TRAFFIC CONTROL DEVICE SPACING:
DELINEATOR DRUMS: 25-FEET
TUBULAR MARKERS: 25-FEET
STACKABLE VERTICAL PANELS: 25-FEET

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LEGEND
WORK AREA
WORK ZONE TRAFFIC CONTROL SIGN
SIDEWALK BARRICADE
TYPE III BARRICADE
DELINEATOR DRUM
TUBULAR MARKER
STACKABLE VERTICAL PANEL

SCALE: 1" = 40'
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- DELINEATOR DRUMS: 25-FOOT
- TUBULAR MARKERS: 25-FOOT
- STACKABLE VERTICAL PANELS: 25-FOOT

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH SPEED LIMIT AREAS: A = 280-FOOT MIN.
- 25-MPH SPEED LIMIT AREAS: B = 150-FOOT MIN.

LEGEND
- WORK ZONE TRAFFIC CONTROL SIGN
- SIDEWALK BARRICADE
- TYPE III BARRICADE
- DELINEATOR DRUM
- TUBULAR MARKER
- STACKABLE VERTICAL PANEL

WORK ZONE TRAFFIC CONTROL SIGN SPACING:
- 35-MPH SPEED LIMIT AREAS: A = 280-FOOT MIN.
- 25-MPH SPEED LIMIT AREAS: B = 150-FOOT MIN.

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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
WORK ZONE TRAFFIC CONTROL
Phase 1-A

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

LEGEND

WORK AREA
WORK ZONE TRAFFIC CONTROL SIGN
SIDEWALK BARRICADE
TYPE III BARRICADE
DELINEATOR DRUM
TUBULAR MARKER
STACKABLE VERTICAL PANEL

TYPICAL TRAFFIC CONTROL DEVICE SPACING:
DELINEATOR DRUMS: 25-Feet
TUBULAR MARKERS: 25-Feet
STACKABLE VERTICAL PANELS: 25-Feet

TYPICAL TRAFFIC CONTROL SIGN SPACING:
35-MPH SPEED LIMIT AREAS: A = 280-Feet MIN.
25-MPH SPEED LIMIT AREAS: B = 150-Feet MIN.
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- DELINEATOR DRUMS: 25- FEET
- TUBULAR MARKERS: 25- FEET
- STACKABLE VERTICAL PANELS: 25- FEET

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH SPEED LIMIT AREAS: A = 280- FEET MIN.
- 25-MPH SPEED LIMIT AREAS: B = 150- FEET MIN.
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
DELIMINATOR DRUMS: 25-FEET
TUBULAR MARKERS: 25-FEET
STACKABLE VERTICAL PANELS: 25-FEET

TYPICAL TRAFFIC CONTROL SIGN SPACING:
35-MPH SPEED LIMIT AREAS: A = 280- FEET MIN.
25-MPH SPEED LIMIT AREAS: B = 150- FEET MIN.

LEGEND

WORK AREA

- WORK ZONE TRAFFIC CONTROL SIGN
- SIDEWALK BARRICADE
- TYPE III BARRICADE
- DELINER DRUM
- TUBULAR MARKER
- STACKABLE VERTICAL PANEL
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WORK ZONE TRAFFIC CONTROL
Phase 1-C

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

STATE PROJECT NO. SECTION SHEET NO.
ND SU-5-983(059)059 100 18

TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- Delineator Drums: 25 Feet
- Tubular Markers: 25 Feet
- Stackable Vertical Panels: 25 Feet

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH Speed Limit Areas: A = 280 Feet Min.
- 25-MPH Speed Limit Areas: B = 150 Feet Min.

LEGEND
- WORK AREA
- WORK ZONE TRAFFIC CONTROL SIGN
- SIDEWALK BARRICADE
- TYPE III BARRICADE
- DELEGATOR DRUM
- TUBULAR MARKER
- STACKABLE VERTICAL PANEL
- SCALE: 1" = 40'
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- DELINEATOR DRUMS: 25-FEET
- TUBULAR MARKERS: 25-FEET
- STACKABLE VERTICAL PANELS: 25-FEET

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH SPEED LIMIT AREAS: A = 280-FEET MIN.
- 25-MPH SPEED LIMIT AREAS: B = 150-FEET MIN.

LEGEND
- WORK AREA
- WORK ZONE TRAFFIC CONTROL SIGN
- SIDEWALK BARRICADE
- TYPE III BARRICADE
- DELINEATOR DRUM
- TUBULAR MARKER
- STACKABLE VERTICAL PANEL

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TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- DELINEATOR DRUMS: 25-FEET
- TUBULAR MARKERS: 25-FEET
- STACKABLE VERTICAL PANELS: 25-FEET

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH SPEED LIMIT AREAS: A = 280-FEET MIN.
- 25-MPH SPEED LIMIT AREAS: B = 150-FEET MIN.
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- Delineator Drums: 25-FEET
- Tubular Markers: 25-FEET
- Stackable Vertical Panels: 25-FEET

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH Speed Limit Areas: A = 280-FEET MIN.
- 25-MPH Speed Limit Areas: B = 150-FEET MIN.
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- DELINEATOR DRUMS: 25-FEET
- TUBULAR MARKERS: 25-FEET
- STACKABLE VERTICAL PANELS: 25-FEET

LEGEND
- WORK AREA
- WORK ZONE TRAFFIC CONTROL SIGN
- SIDEWALK BARRICADE
- TYPE III BARRICADE
- DELINEATOR DRUM
- TUBULAR MARKER
- STACKABLE VERTICAL PANEL

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WORK ZONE TRAFFIC CONTROL
Phase 2
8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
DELINERATOR DRUMS: 25-FEET
TUBULAR MARKERS: 25-FEET
STACKABLE VERTICAL PANELS: 25-FEET

TYPICAL TRAFFIC CONTROL SIGN SPACING:
35-MPH SPEED LIMIT AREAS: A = 280-FEET MIN.
25-MPH SPEED LIMIT AREAS: B = 150-FEET MIN.

LEGEND
WORK AREA
WORK ZONE TRAFFIC CONTROL SIGN
SIDEWALK BARRICADE
TYPE III BARRICADE
DELINERATOR DRUM
TUBULAR MARKER
STACKABLE VERTICAL PANEL

0 40' 0'
SCALE: 1" = 40'

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WORK ZONE TRAFFIC CONTROL
Phase 2

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- Delineator Drums: 25-Feet
- Tubular Markers: 25-Feet
- Stackable Vertical Panels: 25-Feet

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH Speed Limit Areas: A = 280-Feet Min.
- 25-MPH Speed Limit Areas: B = 150-Feet Min.

LEGEND
- Work Area
- Work Zone Traffic Control Sign
- Sidewalk Barricade
- Type III Barricade
- Delineator Drum
- Tubular Marker
- Stackable Vertical Panel

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TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- Delineator Drums: 25-Feet
- Tubular Markers: 25-Feet
- Stackable Vertical Panels: 25-Feet

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH Speed Limit Areas: A = 280-Feet Min.
- 25-MPH Speed Limit Areas: B = 150-Feet Min.

NOTES:
- Traffic control devices in front of driveways may be shifted along the width of the driveway to accommodate construction and maintain access.

LEGEND
- Work Area
- Work Zone Traffic Control Sign
- Sidewalk Barricade
- Type III Barricade
- Drum Mounted
- Tubular Marker
- Stackable Vertical Panel

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**TYPICAL TRAFFIC CONTROL DEVICE SPACING:**
- **DELINEATOR DRUMS:** 25-Feet
- **TUBULAR MARKERS:** 25-Feet
- **STACKABLE VERTICAL PANELS:** 25-Feet

**TYPICAL TRAFFIC CONTROL SIGN SPACING:**
- 35-MPH SPEED LIMIT AREAS: \( A = 280\) FEET MIN.
- 25-MPH SPEED LIMIT AREAS: \( B = 150\) FEET MIN.

**LEGEND**
- WORK AREA
- WORK ZONE TRAFFIC CONTROL SIGN
- SIDEWALK BARRICADE
- TYPE III BARRICADE
- DELINEATOR DRUM
- TUBULAR MARKER
- STACKABLE VERTICAL PANEL

**WORK ZONE TRAFFIC CONTROL**
Phase 2-B

**8TH STREET S RECONSTRUCTION**
2ND AVE SW TO 6TH AVE SE
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- Delineator Drums: 25-FEET
- Tubular Markers: 25-FEET
- Stackable Vertical Panels: 25-FEET

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH Speed Limit Areas: A = 280-FEET MIN.
- 25-MPH Speed Limit Areas: B = 150-FEET MIN.
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

TYPICAL TRAFFIC CONTROL DEVICE SPACING:
- Delineator Drums: 25-Feet
- Tubular Markers: 25-Feet
- Stackable Vertical Panels: 25-Feet

TYPICAL TRAFFIC CONTROL SIGN SPACING:
- 35-MPH Speed Limit Areas: A = 280-Feet Min.
- 25-MPH Speed Limit Areas: B = 150-Feet Min.
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PROJECT NO. SU-5-983(059)059
SHEET NO. 100 31

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

TYPICAL TRAFFIC CONTROL DEVICE SPACING:
DELINEATOR DRUMS: 25-FEET
TUBULAR MARKERS: 25- FEET
STACKABLE VERTICAL PANELS: 25- FEET

NOTES:
TRAFFIC CONTROL DEVICES IN FRONT OF DRIVEWAYS MAY BE SHIFTED
ALONG THE WIDTH OF THE DRIVEWAY TO ACCOMODATE CONSTRUCTION
AND MAINTAIN ACCESS.

LEGEND
WORK AREA
WORK ZONE TRAFFIC CONTROL SIGN
SIDEWALK BARRICADE
TYPE III BARRICADE
DELINEATOR DRUM
TUBULAR MARKER
STACKABLE VERTICAL PANEL

SCALE: 1" = 40'
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
DELINETER DRUMS: 25- FEET
TUBULAR MARKERS: 25- FEET
STACKABLE VERTICAL PANELS: 25- FEET

NOTES:
TRAFFIC CONTROL DEVICES IN FRONT OF DRIVEWAYS MAY BE SHIFTED
ALONG THE WIDTH OF THE DRIVEWAY TO ACCOMMODATE CONSTRUCTION
AND MAINTAIN ACCESS.

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9/1/2017 4:34:26 PM Andrew Schrank
h:\58193\project cood\schemet plans\100W2_002_trafficcontrol.dwg
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WORK ZONE TRAFFIC CONTROL
Phase 2-A

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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WORK ZONE TRAFFIC CONTROL Phase 2-B

8TH STREET S RECONSTRUCTION 2ND AVE SW TO 6TH AVE SE
TYPICAL TRAFFIC CONTROL DEVICE SPACING:
DELINETER DRUMS: 25- FEET
TUBULAR MARKERS: 25- FEET
STACKABLE VERTICAL PANELS: 25- FEET

TYPICAL TRAFFIC CONTROL SIGN SPACING:
35-MPH SPEED LIMIT AREAS: A = 280- FEET MIN.
25-MPH SPEED LIMIT AREAS: B = 150- FEET MIN.
Project: 8TH STREET S RECONSTRUCTION

8ND AVE SW TO 6TH AVE SE

Overwidth Vehicles

Notes:

1. Use this layout when lane widths are reduced to less than 10-feet on 8TH STREET SW.

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Scale: 1" = 1000'

State: ND
Project No.: SU-5-983(059)059
Section No.: 100
Sheet No.: 36
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WORK ZONE TRAFFIC CONTROL
Construction Signing

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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### Basis of Estimate

**Sign Support Lengths**

The sign support lengths have been calculated using the following vertical clearances:

- Areas where parking and/or pedestrian movement will occur - 84"
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<th>Sta/RP</th>
<th>Sign No.</th>
<th>Assembly No.</th>
<th>Flat Sheet</th>
<th>Sign Support Length</th>
<th>Max Post Len</th>
<th>Sleeve Length</th>
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**Sub Total**

|          | 0.0  | 262.1 | Total 418.6 | Total 164 | 2  | 0  | 3 |

**Grand Total**

|          | 0.0  | 262.1 | Total 418.6 | Total 164 | 2  | 0  | 3 |

**Basis of Estimate**

**Sign Support Lengths**

The sign support lengths have been calculated using the following vertical clearances:

- Areas where parking and/or pedestrian movement will occur - 84”

**Sign Summary**

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8th Street S Reconstruction
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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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SPECIAL ASSEMBLY A (SA A)

SCALE: NOT TO SCALE

(Perforated Steel Tube)

Area: 8.3 SF

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
DYNAMIC SPEED DISPLAY SIGN NOTES:
1. Sign shall use either series "E" or "D" font.
2. Static sheeting shall be white with black legend.
3. The changeable message display shall have a black background with an amber (yellow) illuminated legend.
4. The sign punching of the dynamic speed display sign shall be as recommended by the manufacturer.
5. The changeable display shall be programmed to read "XX" or have no display when the vehicle speed exceeds 15 MPH over the posted speed.
6. When activated, the dynamic speed display sign shall give drivers immediate feedback on their individual driving speed when the posted speed is exceeded. The flash rate shall be between 50 and 60 cycles per minute when the posted speed is exceeded.
7. Use materials capable of withstanding extreme temperatures and that are vandalism resistant. Lenses shall be shatter proof plexiglass with water tight seals.
8. All elements of the dynamic speed display sign shall conform to guidance and standards as outlined in the latest edition of the MUTCD adopted by the NDDOT.
9. Identification and contact information for the municipality in which it is installed shall be displayed on the case of the dynamic speed display sign.
10. The sign shall be solar-powered.
11. The cost of furnishing and installing the dynamic speed display sign and providing solar power to this sign shall be paid for in the bid item for "dynamic speed display sign".

SPECIAL ASSEMBLY B (SA B) - DYNAMIC SPEED DISPLAY SIGN
NOT TO SCALE
SIGN NUMBER: DSDS

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8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
LEGEND

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PAVEMENT MARKINGS

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE
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PAVEMENT MARKINGS

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PAVEMENT MARKINGS

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE

SCALE: 1" = 40'
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SCALE: 1" = 40'

0 40' 80'

0 100 200 300 400 500 600 700 800 900 1000 1100 1200

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SCALE: 1" = 40'

PAVEMENT MARKINGS

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2ND AVE SW TO 6TH AVE SE
PAVEMENT MARKINGS

8TH STREET S RECONSTRUCTION
2ND AVE SW TO 6TH AVE SE