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DESIGN DATA				
Traffic	Average Daily			
Current 2022	Pass: 3,535	Trucks: 1,185	Total: 4,720	
Forecast 2042	Pass: 4,560	Trucks: 1,695	Total: 6,255	
Clear Zone Dist. 38 Ft		Design Speed: 80 MPH		
Minimum Sight Dist. for Stopping: 910 Ft		Bridges: N/A		
Full Control of Access, No Point of Access Other Than at Interchange Ramps				
Pavement Design Life 30 (years)				
Design Accumulated One-way Rigid ESALs: 15,757,800				

STATE	PROJECT NO.	PCN	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	23810	1	1

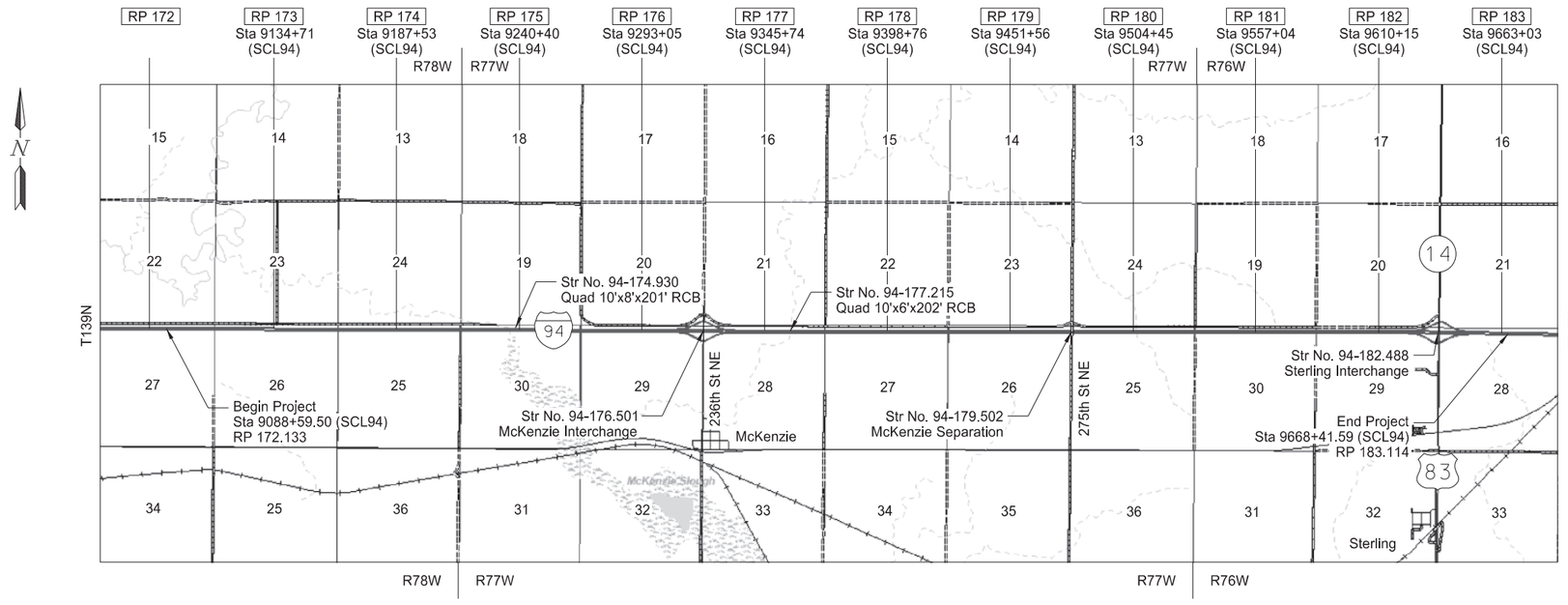
NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

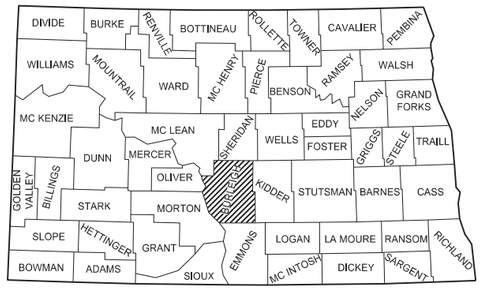
BGR-CVD-IM-1-094(238)172

Burleigh County
Interstate 94 Eastbound - Reconstruction
East Menoken Interchange to Sterling Interchange
Temporary Ramp Connections, Grading, PCC Pavement,
Mill & HMA Overlay, Culverts, Fencing, Guardrail, and Incidentals

GOVERNING SPECIFICATIONS	Date Published and Adopted by the North Dakota Department of Transportation
Standard Specifications	7/1/2025
Supplemental Specifications	NONE

PROJECT NUMBER \ DESCRIPTION	NET MILES	GROSS MILES
BGR-CVD-IM-1-094(238)172	10.981	10.981





STATE COUNTY MAP

DESIGNER
Colson Barton
DESIGNER
Josiah Erickson
DESIGNER
Kalvin Strecker

ND DEPARTMENT OF TRANSPORTATION
OFFICE OF PROJECT DEVELOPMENT

Kirk Hoff
07/07/26

HOUSTON ENGINEERING, INC.

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE 07/07/26
NORTH DAKOTA

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SSP 4	Longitudinal Joint Density
PSP 1(25)	Permits and Environmental Considerations
SP 1(25)	Concrete Paving Grade Control
SP 2(25)	Concrete Thickness Determination
SP 4(25)	Vehicle Speed Feedback Sign
SP 3(25)	Concrete Surface Tolerance
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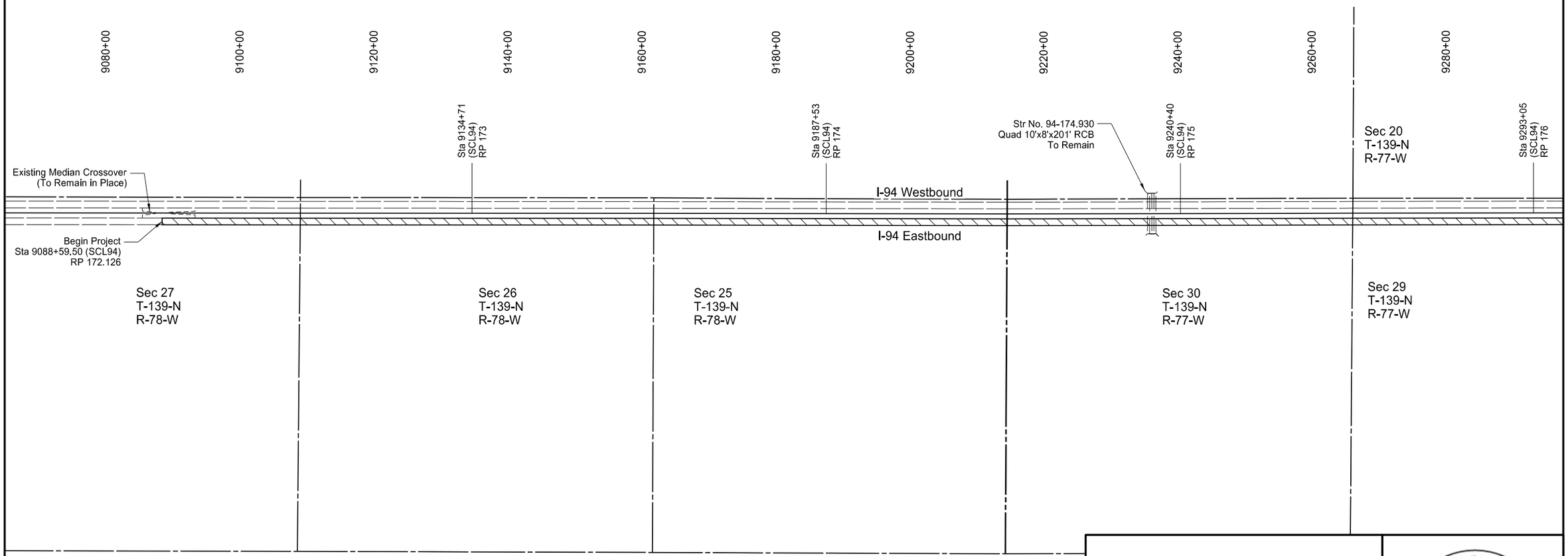
Number	Description

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Other Work:
1. Remove and replace right-of-way fence.
2. Remove and replace culverts.

N

9" PCC on 8" Salvaged Base Course (Mainline)
4" HMA on 13" Salvaged Base Course (Outside Shoulder)



Scope of Work

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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DATE
NORTH DAKOTA

6/26/2026

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
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Other Work:
1. Remove and replace right-of-way fence.
2. Remove and replace culverts.

N

9" PCC on 8" Salvaged Base Course (Mainline and Ramps)
4" HMA on 13" Salvaged Base Course (Outside Shoulder)

Construct Temporary Ramp Connection

2" Mill and 2" HMA Overlay

9300+00 9320+00 9340+00 9360+00 9380+00 9400+00 9420+00 9440+00 9460+00 9480+00 9500+00

Install Temporary Guardrail along Westbound Roadway

Sta 9293+05 (SCL94) RP 176

Sec 20 T-139-N R-77-W

Str No. 94-176.501 McKenzie Interchange

Sta 9345+74 (SCL94) RP 177

Sec 21 T-139-N R-77-W

Str No. 94-177.215 Quad 10'x6'x202' RCB To Remain

Sta 9398+76 (SCL94) RP 178

Sec 22 T-139-N R-77-W

Sec 23 T-139-N R-77-W

Sta 9451+56 (SCL94) RP 179

Str No. 94-179.502 McKenzie Separation

Sta 9504+45 (SCL94) RP 180

Construct Temporary Ramp Connection

Construct Temporary Ramp Connection

I-94 Westbound

I-94 Eastbound

Existing Temporary Ramp Connection

Existing Temporary Ramp Connection

Station equation
Sta 9319+11.88 I-94 Bk =
Sta 9319+03.08 I-94 Ahd

2" Mill & 2" Overlay

236th St NE

275th St NE

Sec 29 T-139-N R-77-W

Sec 28 T-139-N R-77-W

Sec 27 T-139-N R-77-W

Sec 26 T-139-N R-77-W

Sec 25 T-139-N R-77-W

Scope of Work

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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DATE
NORTH DAKOTA

6/26/2026

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
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Other Work:
1. Remove and replace right-of-way fence.
2. Remove and replace culverts.

N

9" PCC on 8" Salvaged Base Course (Mainline and Ramps)
4" HMA on 13" Salvaged Base Course (Outside Shoulder)

Construct Temporary Ramp Connection

2" Mill and 2" HMA Overlay

9520+00
9530+00
9540+00
9550+00
9560+00
9570+00
9580+00
9590+00
9600+00
9610+00
9620+00
9630+00
9640+00
9650+00
9660+00
9670+00
9680+00
9690+00
9700+00
9710+00
9720+00
9730+00
9740+00
9750+00
9760+00

Sta 9557+04 (SCL94) RP 181

Sta 9610+15 (SCL94) RP 182

Str No. 94-182.488 Sterling Interchange

Sta 9663+03 (SCL94) RP 183

Sta 9715+51 (SCL94) RP 184

I-94 Westbound

I-94 Eastbound

ND 14

US 83

Construct Temporary Ramp Connection

Construct Temporary Ramp Connection

Station equation
Sta 9582+30.89 I-94 Bk =
Sta 9582+43.81 I-94 Ahd

Existing Temporary Ramp Connection

2" Mill & 2" HMA Overlay

Existing Temporary Ramp Connection

2" Mill & 2" HMA Overlay

Existing Median Crossover

End Project
Sta 9668+41.59 (SCL94)
RP 183.114

Sec 20
T-139-N
R-76-W

Sec 21
T-139-N
R-76-W

Sec 22
T-139-N
R-76-W

Sec 22
T-139-N
R-76-W

Sec 25
T-139-N
R-77-W

Sec 30
T-139-N
R-76-W

Sec 29
T-139-N
R-76-W

Sec 28
T-139-N
R-76-W

Sec 27
T-139-N
R-76-W

Scope of Work

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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NOTES

107-P01 CONSTRUCTION TRAFFIC ACCESS: Construction traffic will be allowed to access the closed eastbound roadway the following ways:

1) Using the south ramps of the interchanges. Construction traffic will not be permitted to travel the wrong direction on interchange ramps used by the public.

2) Using temporary median crossovers as described below.
Temporary median crossovers will be allowed during daylight hours for right in/right out access between the westbound head-to-head lane and the eastbound closed lane with the following conditions:

- Construct median crossover according to standard drawing D-704-45;
- Construct median crossovers with a median of 4 inches of aggregate surfacing;
- Contractor determined locations for access will need to be approved by the Engineer;
- Construct crossovers prior to switching traffic head-to-head on the westbound roadway;
- Use no more than two entrance and two exit crossovers at a time;
- Use crossovers for right-hand movements only. Crossing traffic lanes is not allowed;
- Provide traffic control in accordance with standard drawing D-704-45 with the addition of a flagger positioned on the mainline roadway for existing trucks;
- Vehicles using crossovers must have a top mounted flashing beacon visible from the front and rear of the vehicle;
- Place Type III barricades across crossovers when not in use;
- Vehicles using the crossover must come to a complete stop before entering the public roadway;
- Any damage to the westbound roadway or shoulder because of the temporary crossovers will be repaired at no expense to the Department

Construct, maintain and remove temporary crossovers at no additional cost to the Department.

107-P02 MAINTAINING TRAFFIC – UNEVEN SHOULDER: If a shoulder and the adjacent lane are uneven due to milling or paving operations, the requirements of Section 704.04 O, "Traffic Control for Uneven Pavement" apply. If the uneven shoulder and adjacent lane are due to other circumstance, the contents of this note apply. If, at the end of the work-day, drop-offs greater than 2 inches and less than 18 inches or slopes steeper than 4:1 exist between the edge of a traffic lane and the outside edge of the proposed roadway, perform one of the following actions:

- Construct a traversable wedge in the area of the drop-off or steep slope; or
- Close the lane adjacent to the drop-off or steep slope and provide 24-hour flagging or pilot car operations.

When constructing a wedge, construct a wedge composed of aggregate or earthen materials with a 4:1 or flatter slope along the entire length of the area. Compact materials using Type C compaction, as specified in 203.04 G.4, "Compaction Control Type C".

Install stackable vertical panels that meet the requirements of Section 704.03 H, "Stackable Vertical Panels", along the edge of the driving lane closest to the wedge.

The Engineer will measure stackable vertical panels as specified in Section 704.05, "Method of Measurement" and will pay for panels as specified in Section 704.06, "Basis of Payment".

The Engineer will not measure material used to construct the wedge. Include the cost of materials, equipment, labor, and incidentals required for this operation in the price bid for “Salvaged Base Course”, “Borrow-Excavation”, or “Common Excavation-Type B”.

If a 4:1 or flatter wedge is not installed, provide 24 hour flagging or pilot car operations and associated traffic control at no additional cost to the Department.

The requirements of Section 704.04 O, "Traffic Control for Uneven Pavement" apply to drop-offs created by milling or the placement of hot mix asphalt.

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
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NOTES

202-P01 REMOVAL OF PAVEMENT: Removal of pavement consists of removing and salvaging concrete pavement, aggregate base and hot mix asphalt as shown in Section 30. The top 2" of the existing 3" aggregate base underneath the concrete is anticipated to be salvageable. The bottom 1" of the existing 3" aggregate base is not anticipated to be salvageable and is included in "Common Excavation – Type B."

The existing pavement and aggregate thicknesses are averages based on previous construction plans and maintenance data. Actual thicknesses may vary.

Do not stockpile concrete chunks, rebar, or fabric on the highway right of way. Include the costs for removal of steel tie bars and dowel bars in the price bid for "Removal of Pavement".

202-P02 REMOVAL OF TEMPORARY BYPASS: Remove the eastbound temporary ramp connections, and temporary ramp connection detours when no longer needed to maintain traffic.

This work consists of:
1. Saw cutting the pavement to be removed at the edge of the finished shoulder.
2. Constructing salvaged base course slough at the edge of the saw cut.
3. Shaping the median foreslope to 6:1 and placing topsoil. This includes the topsoil stockpiled in the Interstate median and on the backslope.
4. Removal, hauling, and disposal of embankment materials.

Include all labor and equipment costs for removing, hauling, and disposing of materials, removal and replacement of topsoil, and shaping of median slopes in the unit price bid for "Removal of Temporary Bypass".

202-P03 REMOVE FENCE: The number of strands on the existing fence vary along the project and may contain up to five strands of wire. The bottom wires are buried in grass and topsoil in some locations. Remove the posts and wire completely in the locations shown in section 80. Include the cost of all equipment, material, and labor to remove the existing fence in the price bid for "Remove Existing Fence."

202-P04 COMMON EXCAVATION: At temporary ramp connection locations where the existing shoulder is not being removed, include the cost to remove the bituminous and aggregate slough material, as well as to provide a vertical cut, in the bid price for "Common Excavation – Type B."

203-010 SHRINKAGE: 25 percent additional volume is included for shrinkage in earth embankment.

203-P01 SUBGRADE SURFACE TOLERANCE: Construct the subgrade elevation to within 0.08 feet of the proposed subgrade elevation using low ground pressure bulldozers that apply less than 7.0 psi on the ground surface.

203-P02 SUBGRADE REQUIREMENTS: The shoulder of eastbound I-94 can be used as a haul route. Motor scrapers, motor blades, off-road haulers, aggregate trucks, dump trucks, cranes, water trucks, trucks hauling equipment, project removals or materials and any other construction equipment specified by the Engineer are not allowed to be driven at any time on the roadway subgrade within the proposed concrete pavement width outlined in the plans, unless approved by the Engineer.

Repair any subgrade damage from construction operations per 203.04.G.3. Scarify, shape, and compact the damaged subgrade. Re-establish subgrade tolerance per contract requirements prior to placement of the salvaged base course.

Repair any subgrade damage at no additional cost to the Department.

203-P03 TOPSOIL: There will be excess topsoil in the interstate median due to the fact that the temporary ramp connections will remain in-place after the project is complete.

Do not stockpile excess topsoil within the wetlands. Do not stockpile excess topsoil to impede the existing and/or proposed drainage. The Engineer will approve the stockpile location and boundary of the excess topsoil stockpile prior to placement.

203-P04 LIGHT FOUNDATION EMBANKMENT: Place and compact embankment around existing light pole foundations within the clear zone near the Sterling Interchange. Construct slopes at a maximum of 6:1 inslopes/backslopes and 10:1 transverse slopes. Include all costs in the unit price bid for "Common Excavation-Type B".

261-P01 TEMPORARY EROSION CONTROL WITHIN WETLANDS: Fiber rolls and silt fence have been provided for placement at the back-side of earthen berms at the perimeter of the work area at wetlands. If there is no standing water within the adjacent wetland, immediate temporary seeding and mulching of the earthen berm may replace the fiber rolls. If seed/mulch is not immediately applied fiber rolls or silt fence are required. Fiber rolls will still be required at the weirs within the berm.

If there is standing water where the installation will occur, silt fence is required.

Temporary seed mix and mulch for this use will be paid for as "Temporary Cover Crop" and "Soil Stabilization".

302-P01 BASE COURSE: Use low ground pressure bulldozers that apply less than 7.0 psi on the ground surface to spread and place base course.

Trim base course under the proposed concrete section as specified in 302.04 C.3, "Surface Tolerance Type C." Trim base course placed below the asphalt shoulder as specified in Section 302.04 C.2, "Surface Tolerance Type B."

Once the trimming operation is completed, ensure the base course is tightly bound, shows no rutting, and no displacement occurs under the roller operation.

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

8/26/2026

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
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NOTES

302-P02 HAULING: The shoulder of eastbound I-94 can be used as a haul route. Motor scrapers, motor blades, off-road haulers, aggregate trucks, dump trucks, cranes, water trucks, trucks hauling equipment, project removals or materials and any other construction equipment specified by the Engineer are not allowed to be driven at any time on the roadway base course within the proposed concrete pavement width outlined in the plans, unless approved by the Engineer.

Do not drive on the base course within the proposed concrete pavement width outlined in the plans except when the haul vehicle is dumping. When dumping, the haul vehicle is allowed to drive on the base course within the proposed concrete pavement width outlined in the plans in the immediate vicinity of where the load is dumped.

Do not drive on the geosynthetic geogrid at any time prior to base course placement.

Repair any subgrade damage from hauling operations per 203.04.G.3. Scarify, shape, and compact the damaged subgrade. Re-establish subgrade tolerance per contract requirements prior to placement of the salvaged base course. Repair any base course damage from hauling operations per 302.04.B and re-establish base course tolerance per contract requirements.

Repair any base course or subgrade damage from hauling operations at no additional cost to the Department.

430-150 SPECIFIED DENSITY SHOULDER: Section 430.04 I.2 “Calculated Density” will apply to mainline shoulder pavement.

430-P01 MAINTENANCE OF TRAVELED ROADWAY USING HOT OR COLD MIX ASPHALT: The Contractor will be fully responsible for monitoring the condition of the traveled roadway, crossovers and ramp connections within the limits of the project. Perform an initial inspection of the roadway to be used by the traveling public before construction begins and make all repairs in accordance with the below requirements and as directed by the Engineer.

Patch any areas that have subsided more than one inch from the adjacent pavement, any rutting, sponginess and/or breakups as directed by the Engineer with an approved mix. Included all costs of equipment, labor and materials, including asphalt cement and tack coat in the unit price bid for “Patching”.

Use Team Lab T11F All Weather Road Patch or approved equal for cold mix patching approved by the Engineer. Have a quantity of 50 bags (50 LB bags) available on the project site prior to switching to head to head traffic.

Provide a traffic control plan that minimizes disruptions to traffic. Necessary traffic control devices and flagging will be paid for under the associated bid items.

A quantity of 500 Tons of “Patching” has been provided.

430-P02 RAP SUPERPAVE: Incorporate RAP at a rate between 10 and 35 percent of the mix, by weight.

550-P01 CONCRETE PAVEMENT: The Department will waive the requirement to place the reinforcing steel, tie bars and dowel bar assemblies a minimum of 2,000 feet ahead of the paving operation as stated in Sections 550.04 E.1 and 550.04 G.2 and allow the use of the roadway as a haul road at the Contractors request, provided the following conditions are met:

- Utilize temporary construction access crossovers and interchanges to limit the amount of hauling over the finished base course.
- Repair all damaged areas at no cost to the department.
- Provide an additional trimmer within one half mile in advance of the paving operation.
- Construct the finished surface to within 0.10 feet of the proposed elevation with the first pass of trimming equipment.
- Construct the finished surface to the specified surface tolerance prior to the placement of reinforcing steel, tie bars and dowel bar assemblies
- Place the reinforcing steel and tie bars on approved supports securely, properly and accurately in advancing of the paving operation.

550-P02 HAULING: The shoulder of eastbound I-94 can be used as a haul route. Do not drive on the base course within the proposed concrete pavement width outlined in the plans except when the haul vehicle is dumping. When dumping, the haul vehicle is allowed to drive on the base course within the proposed concrete pavement width outlined in the plans in the immediate vicinity of where the load is dumped.

Repair any subgrade damage from hauling operations per 203.04.G.3. Scarify, shape, and compact the damaged subgrade. Re-establish subgrade tolerance per contract requirements prior to placement of the salvaged base course. Repair any base course damage from hauling operations per 302.04.B and re-establish base course tolerance per contract requirements.

Repair any base course or subgrade damage from hauling operations at no additional cost to the Department.

602-P01 SINGLE SLOPE BARRIER: This work consists of constructing a reinforced concrete single slope barrier at the outside bridge pier at the McKenzie Interchange, RP 176.501.

The single slope barriers consist of a single slope barrier wall with reinforced concrete slabs. Install a guardrail connection plate at the east end of the barrier installation. The pay length is from the beginning to the end of the complete barrier wall installation. Include the reinforced concrete slab in contract unit price bid for the item “Single Slope Barrier.”

Include all costs to construct the single slope barrier in the contract unit price bid for the item “Single Slope Barrier.” The work includes furnishing and installing Class AAE-3 concrete, grade 60 reinforcing steel, guardrail connection plates, mastic, joint sealant materials, and all other materials, equipment and labor required to complete the installations as shown in the plans.

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704-100 TRAFFIC CONTROL SUPERVISOR: Provide a Traffic Control Supervisor.

704-200 STATE FURNISHED MEDIAN BARRIER: Obtain (52) 2.5’ x 10’ concrete barriers. They can be picked up and returned to the Minot District yard at 1305 Hwy 2 Bypass E in Minot ND 58701. Contact the Minot District office at 701-857-6925 to facilitate the exchanges.

Obtain (162) 2.5’ x 10’ concrete barriers. They can be picked up and returned to the New Salem yard. Contact the Bismarck District office at 701-328-6950 to facilitate the exchanges.

Obtain (230) 2.5’ x 10’ concrete barriers. They can be picked up and returned to the Casselton yard at 15482 37th St SE in Casselton ND 58012. The hardware can be picked up and returned to the Fargo District yard at 503 38th St S in Fargo ND 58103. Contact the Fargo District office at 701-239-8900 to facilitate the exchanges.

If returning barriers with connection components, coordinate the delivery location for the connecting components with the Engineer. 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 all costs associated with median barriers in the contract unit price for “State Furnished Median Barrier”.

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. W8-17-48 "Shoulder Drop Off" and supplemental plate Sign No. W20-52P-54 to identify the distance.

Locations:

- In advance of the drop off;
- Spaced at each mile from the advance sign; and
- At major intersections (CMC 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".

704-300 FLASHING BEACON: Provide solar powered flashing beacons that meet the requirements of the MUTCD and ITE. Provide beacons that are visible for a distance of 0.25 miles (1,320 feet) and are capable of operating for 20 days without a solar charge.

Include all costs for materials, equipment, labor, and incidentals in the contract unit price for "Flashing Beacon".

704-301 SEQUENCING ARROW PANEL – TYPE C – CROSSOVER: Provide solar powered arrow panels that meet the requirements of the MUTCD and ITE and that are capable of operating for 20 days without a solar charge.

Include all costs for materials, equipment, labor, and incidentals in the contract unit price for "Sequencing Arrow Panel – Type C – Crossover".

704-500 PORTABLE RUMBLE STRIPS (PRS): Use PRS made of rubber or engineered polymers.

Install PRS as part of the temporary traffic control when the following signs are also part of the required traffic control set up:

- "Be Prepared to Stop" (W3-4); and
- "Flagger" symbol (W20-7)

Install PRS that meet the following criteria:

- Have no adhesives or fasteners required for placement;
- Have a manufacturer’s speed rating that meets or exceeds the posted speed limit; and
- Each strip in the array must weigh a minimum of 100 pounds.

Use individual PRS constructed in one of the following manners:

- A single piece;
- Interlocking segments; or
- Two pieces hinged at the midpoint.

An installed array of PRS consists of a minimum of 3 individual strips.

Move rumble strips with the flagging operation. Do not place rumble strips on horizontal curves.

The Engineer will count and measure each array as one unit. Include the cost of providing, installing, maintaining, and relocating PRS in the unit price bid for "Portable Rumble Strips".

Immediately replace any damaged pieces. The Department will reimburse the Contractor for damaged pieces based on the invoice price plus 10 percent. All other costs associated with installing and maintaining replacement pieces will be at no additional cost to the Department.

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704-P01 TRAFFIC CONTROL DEVICES: The traffic control devices list for each phase has been developed using traffic control sign layouts (shown in Section 100 of the plans) and Standard Drawings listed below:

D-704-15, Layout Type A for milling and paving on the ramps and crossroads.

D-704-22, Layouts Type K and Type L for trucks entering and crossing roadways.

D-704-24, Layout Type HH for shoulder closure as needed.

D-704-26, Layouts Type CC, EE, and GG for milling and paving on the ramps and crossroads.

D-704-33 for two-lane roadway portable rumble strips.

D-704-35 for one lane closure on the interstate system.

D-704-38 and D-704-39 for median crossovers

D-704-45 and D-704-49 for construction of median crossovers.

704-P02 TRAFFIC CONTROL PHASING: The traffic control details, as indicated on the plans, have been developed based on the premise that this project will be constructed in five phases. Remove and reset devices for each phase of construction.

The construction phasing plan is listed below. Only one phase may be active at a time and each phase must be completed before proceeding to the next phase unless otherwise specified. If electing to utilize a different phasing plan, submit a detailed traffic control plan to the Engineer for approval a minimum of 14 days prior to installing traffic control devices.

Phase 1:

- Close outside lane on westbound I-94.
- Install signs and devices in accordance with Standard Drawing D-704-35.
- Install temporary W beam guardrail at Structure No 94-176.501 along the westbound roadway (McKenzie Interchange).

Phase 2:

- Close inside lane on eastbound I-94.
- Install signs and devices in accordance with Standard Drawing D-704-35.
- Rotate existing median pier protection at Str. No. 94-176.501 (McKenzie Interchange), Str. No. 94-179.502 (Mckenzie Separation), and Str. No. 94-182.488 (Sterling Interchange).
- Install shoring within the median at locations identified in the plans.
- Place embankment for barrier installation at locations identified in the plans.

Phase 3A:

- Close eastbound I-94 roadway.
- Implement head-to-head traffic on the westbound I-94 roadway and activate the temporary ramp connections and crossovers. Install signs and devices in accordance with the traffic control layout sheets.
- Reconstruct eastbound I-94.

Phase 3B:

- Construct temporary ramp bypasses at Sterling Interchange. Install signs and devices in accordance with traffic control layout sheets.
- Close existing temporary ramps at the McKenzie and Sterling Interchanges.
- Reconstruct eastbound I-94 gaps at the temporary ramp locations.

Phase 4:

- Return one lane of traffic to eastbound I-94 and provide an outside lane closure for both eastbound and westbound I-94.
- Install signs and devices for the interstate lane closures in accordance with D-704-35 and Phase 1 modifications.
- Remove eastbound I-94 temporary ramp connections and temporary ramp bypasses adjacent to the outside lane.
- Construct westbound I-94 temporary ramp connections adjacent to the outside lane.
- Mill and overlay portions of the exit and entrance ramps and crossroads at the Mckenzie Interchange and Sterling Interchange.
- Install signs and devices for ramp and crossroad construction in accordance with Standard Drawings D-704-15, D-704-26, D-704-33, and the modifications shown on the traffic control layout sheets.

Phase 5:

- Close inside lane on eastbound I-94 and westbound I-94.
- Install signs and devices for the interstate lane closures in accordance with D-704-35 and Phase 2 modifications.
- Remove eastbound I-94 temporary ramp connections and temporary ramp bypasses within median.
- Construct westbound I-94 temporary ramp connections within median.
- Install flexible delineators as shown on the traffic control layout sheets.

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704-P03 RAMP CONNECTIONS REMOVAL: Use standard drawing D-704-49 in conjunction with single lane closures when removing ramp connections. If trucks will be entering or exiting roadway from the 10 foot shoulder, Trucks Entering Highway (W8-53-48) or Trucks Exiting Highway (W8-56-48) signs should be used respectively. Scrapers will not be allowed on Interstate roadway with public traffic.

704-P04 FLEXIBLE DELINEATORS: Salvage the 193 existing flexible delineators located at existing median crossovers and ramp connections. Remove just prior to changing the traffic flow and salvage for reuse after the eastbound roadway reconstruction and the construction of the new temporary ramp connections in preparation for future westbound I-94 reconstruction.

Upon completion of the eastbound reconstruction project, reset salvaged flexible delineators at 5’ spacing to block off the median crossovers and ramp connections. Include the cost for removal, salvaging, and resetting the 193 existing flexible delineators in the contract unit price bid for “Flexible Delineators.”

704-P05 OBLITERATION OF PAVEMENT MARKINGS: Obliterate the white centerline marking and white and yellow edge lines at the begin and end project locations where the roadway alignment is changed.

Mask the dashed white centerline markings throughout the two-lane, two-way area, designated for obliteration using removable, non-reflective preformed tape is approximately the same color as the pavement surface and that overlaps the marking a minimum of 1 inch on each side.

Include the cost of all equipment, material, and labor, including the removal of tape, if used, in the unit price bid for "Obliteration of Pavement Marking."

704-P06 SPEED LIMIT RESTRICTION: During Phase 3 culvert installation at the locations listed below, reduce the speed limit for the head-to-head traffic from 65 MPH to 55 MPH. Resume the 65-MPH speed limit once sufficient culvert length has been installed to allow grading the westbound median foreslope to a 6:1 ratio within the 32’ 65 MPH clear zone.

The reduced speed limit is permitted for a maximum duration of 14 calendar days per culvert location. If the speed reduction remains in place beyond this 14-day period, the Engineer will apply a contract price reduction of $1000 per excess day in accordance with Standard Specification 704-04 A.3.

Station:	
9162+03	9536+60
9320+53	9563+11
9411+34	9634+28
9476+47	9646+38 & 9646+48
9479+58	

Refer to the plans for sign layouts and additional devices for the listed installation locations. Quantities for 5 concurrent reduced speed limit areas were provided.

704-P07 LANE CLOSURE TRAFFIC CONTROL: The contractor will be allowed to work on more than one site at a time within a one mile lane closure. There will be a minimum of two miles between the end of a lane closure and the advanced signing of the next lane closure. Sign the one mile lane closure according to standard layout D-704-35. Four one mile lane closures (2 in each direction) were provided so that work can progress at a constant pace.

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

1. Minimum total area of 800 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. DSL broadband internet and a router that broadcasts Wi-Fi and will allow for hard wiring of a computer.
9. 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.

Place the field office on the project, or as close to the project as possible. The Contractor is responsible for furnishing the office equipment and 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.

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.

710-P01 INTERCHANGE RAMP CONNECTION DETOURS: Route public ramp traffic around gap paving areas with ramp connection detours during the gap reconstruction and paving at ramp connections. Include all costs for embankment, salvaged base course, drainage items, and water to construct and maintain ramp connection detours in the unit price bid for “Temporary Bypass”.

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714-P01 TEMPORARY PIPE CONNECTION: Install temporary concrete collar or metal band between new I-94 eastbound culverts and existing I-94 westbound culverts as shown in the plans. Include all costs associated with the temporary connection in the unit price for “Pipe Conduit __IN”.

714-P02 TEMPORARY PRECAST CULVERT STOPPERS: Install precast concrete caps (to male ends) and plugs (to female ends) of RCP culverts at the left (median) end of the pipes at locations described below, which will be backfilled and remain in place until the westbound roadway is reconstructed. Manufacture the precast caps and plugs to be suitable for the height of fill associated with the class of RCP.

Station	Pipe Diameter (In.)	RCP Class	Stopper Type
9646+48	51” x 31”	III	Plug

Include all costs for labor, materials, and equipment to furnish and install the precast concrete caps and plugs in the unit prices bid for the items “Pipe Conduit __IN”.

714-P03 PIPE WORK: Provide dewatering for pipe culvert installations according to site conditions. Include all costs associated with dewatering in the price bid for pipe installation.

748-P01 CURB & GUTTER – TYPE 1 SPECIAL: Install curb and gutter at the McKenzie Interchange location, RP 0094-176.501, in accordance with Standard Drawing D-748-1, except for transitions provided at each end, as shown on Standard Drawing D-764-60.

Include all costs for constructing the curb and gutter as described above in the contract unit price bod for “Curb & Gutter – Type 1 Special.”

754-P01 DELINEATORS: An estimated 12 delineator posts need to be removed to accommodate the temporary ramp connections on this project (3 at McKenzie Interchange Westbound Entrance Ramp, 3 at McKenzie Interchange Westbound Exit Ramp, 3 at Sterling Interchange Westbound Entrance Ramp and 3 at Sterling Interchange Westbound Exit Ramp). Include all costs to remove and reset any delineator posts in the price bid for “Remove and Reset Delineators”.

754-P02 DELINEATOR-TYPE A-SINGLE SIDED: Provide 3"x9" reflectors on delineator posts. The NDDOT currently owns a stockpile of Type A delineator posts and white reflectors at the Bismarck District Yard, 218 Airport Road, Bismarck, ND. Provide new white reflectors and fastening hardware.

At least two weeks before obtaining the stockpiled materials, notify the Engineer and contact Larry Gangl, (District Engineer) of the date that the materials will be obtained. Contact the District Office at 701-328-6950. Notify the District staff 24 hours in advance to verify the time to pickup. Before obtaining the materials, perform an inventory of materials to be received with the district staff, and document the results. Both parties must sign and date the inventory. Each party must retain a signed copy of the inventory. Provide necessary equipment to load and deliver the materials to the project work site.

Include all costs for this described work in the contract unit price bid for “Delineator-Type A-Single Sided”.

764-P01 W-BEAM GUARDRAIL END TERMINALS FOR TWO-WAY TRAFFIC: One W-beam guardrail end terminal is required for pier protection on the westbound roadway.

At Str No 94-176.501, McKenzie Interchange, install two 12’-6” W-beam rail sections, and a W-beam guardrail end terminal, as shown in the Section 100.

The W-beam guardrail end terminals will be measured and paid for by the number of W-beam guardrail end terminals required and accepted by the engineer and includes the removal of existing materials, including W-beam rail sections, W-beam guardrail end terminals and all necessary posts, blocks, hardware, equipment, and labor.

764-P02 REMOVED W-BEAM GUARDRAIL: Removed end treatment materials from Str No 94-176.501 to become property of the contractor.

764-P03 MODIFY BARREL ATTENUATION DEVICE: Prior to head to head traffic operation on the westbound roadway, remove and reset the existing west attenuation device at Str No 94-176.501, McKenzie Interchange, Str No 94-179.502, Mckenzie Separation and Str No 94-182.488, Sterling Interchange. Place attenuation device to 10° toward the westbound roadway measured from centerline. Complete this work the same day traffic is switched

At the conclusion of the project, remove and reset the barrel attenuations to 10° toward the direction of travel measured from centerline at Str No 94-176.501, McKenzie Interchange, Str No 94-179.502, Mckenzie Separation and Str No 94-182.488, Sterling Interchange. Include all costs to perform this work in the price bid for “Modify Barrel Attenuation Device”.

930-P01 SHORING: Obtain the services of a registered professional engineer to design shoring for the excavations to remove southern portions, as shown in the plans, of the existing centerline RCP culverts listed below:

Station	Existing Pipe Diameter (In.)	Existing Pipe Material
9195+58	36”	RCP
9235+58	30”	RCP
9505+54 and 9505+64	48”	RCP
9655+88	42”	RCP

Design the shoring systems to allow for excavation of the eastbound roadway and removal of the southern portions of the previously listed existing RCP culverts and installation of proposed Pipe Conduit and temporary connections as detailed in the plans. Leave the shoring systems in place, and they will become property of the NDDOT upon completion of the project. Submit design calculations and working drawings for each of the shoring installations to the Engineer for review.

Install shoring during Phase 2 in the median, with maximum elevations of the top of the shoring no higher than 1’ above existing ground.

Include all costs for design, materials, equipment, and labor to install the shoring in the price bid for the item “Shoring.”

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ENVIRONMENTAL NOTES

ENVIRONMENTAL NOTES (EN): The North Dakota Department of Transportation and the Federal Highway Administration have made environmental commitments to secure approval of this project. The following environmental notes are requirements to comply with these commitments:

EN-1 AQUATIC NUISANCE SPECIES (ANS): Equipment that was last used outside of North Dakota or within a Class I infested waterbody (identified on the North Dakota Game and Fish Department (NDGFD) website) requires an inspection by NDGFD. Notify the NDGFD at least 10 business days prior to pumps, watercraft, or any equipment entering a public water to allow the NDGFD sufficient time to inspect any and all such equipment for ANS. Contact the NDGFD ANS Coordinator, Ben Holen by e-mail - bholen@nd.gov for equipment inspections. Supply one of the following to the engineer as proof of compliance prior to work taking place in the water: (1) the NDGFD inspection report, (2) documented NDGFD correspondence (email or signed letter).

EN-2 THREATENED AND ENDANGERED SPECIES: The project is located near/within suitable habitat for the species listed in the following table.

SPECIES	HABITAT	PRESENCE
Northern Long-Eared Bat	Forested/Wooded Areas/Bridges/Box Culverts/Caves/Mines	Active Season: April 15 - October 31* Inactive Season: Nov 1 – April 14*

*Time frames can differ slightly, depending on the year

If any of the above threatened and endangered species are identified within 1 mile of the project, the Contractor will notify the Engineer immediately and cease construction activities in the vicinity until an avoidance area is established. The Engineer will establish an avoidance area that is at least a 0.5 mile and immediately coordinate with the USFWS (701-355-8513), FHWA (701-221-9464), and NDDOT Environmental and Transportation Services (701-328-2592). The Contractor will not resume work within the avoidance area until the Engineer has confirmed with the agencies that work may proceed (either the species have left the area, or approved avoidance/minimization measures have been implemented).

EN-3 TEMPORARY WETLAND IMPACT: Temporary impact areas within wetlands and or other waters are incorporated into the plans for this project. Remove temporary fill placed and sedimentation in wetlands or other waters. Restore these wetlands to preconstruction contours.

EN-4 WETLAND MITIGATION: Wetland mitigation is required for unavoidable permanent wetland impacts. The wetland mitigation plan is incorporated into the plans for this project. After completion of the mitigation area, the Engineer will complete the Onsite Mitigation Certification Form SFN 61042. Any sedimentation occurring within the mitigation area will be removed.

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Estimated Quantities

SPEC	CODE	ITEM DESCRIPTION	UNIT	Mainline	TOTAL
103	0100	CONTRACT BOND	L SUM	1	1
109	1000	E-TICKETING	L SUM	1	1
202	0136	REMOVAL OF PAVEMENT	TON	207632	207632
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES	LF	2940	2940
202	0237	REMOVAL OF MEDIAN DRAIN PRECAST CONCRETE	EA	6	6
202	0312	REMOVE EXISTING FENCE	LF	57884	57884
202	0350	REMOVAL OF TEMPORARY BYPASS	EA	2	2
203	0102	COMMON EXCAVATION-TYPE B	CY	98614	98614
203	0109	TOPSOIL	CY	70980	70980
203	0113	COMMON EXCAVATION-WASTE	CY	10541	10541
216	0100	WATER	M GAL	4339	4339
220	0100	PREPARE STOCKPILE SITE	L SUM	1	1
220	0200	RESTORE STOCKPILE SITE	L SUM	1	1
230	0165	SUBGRADE PREPARATION-TYPE A-12IN	STA	52.3	52.3
251	0200	SEEDING CLASS II	ACRE	118.68	118.68
251	1000	WETLAND SEED	ACRE	1.47	1.47
251	2000	TEMPORARY COVER CROP	ACRE	114.74	114.74
253	0061	SOIL STABILIZATION	ACRE	233.42	233.42
255	0102	ECB TYPE 2	SY	1398	1398
260	0300	SILT FENCE	LF	11089	11089
260	0301	REMOVE SILT FENCE	LF	11089	11089
261	0112	FIBER ROLLS 12IN	LF	79543	79543
261	0113	REMOVE FIBER ROLLS 12IN	LF	34469	34469
261	0120	FIBER ROLLS 20IN	LF	6934	6934
261	0121	REMOVE FIBER ROLLS 20IN	LF	3498	3498
302	0100	SALVAGED BASE COURSE	TON	159284	159284
401	0050	TACK COAT	GAL	6181	6181
411	0114	MILLING PAVEMENT SURFACE - 2 INCH	SY	8582	8582
430	0143	RAP - SUPERPAVE FAA 43	TON	13927	13927
430	1000	CORED SAMPLE	EA	149	149
430	2000	PATCHING	TON	500	500
430	5815	PG 58S-34 ASPHALT CEMENT	TON	628	628
550	0305	9IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	202926	202926
602	1220	SINGLE SLOPE BARRIER	LF	28	28
702	0100	MOBILIZATION	L SUM	1	1
704	0100	FLAGGING	MHR	500	500
704	1000	TRAFFIC CONTROL SIGNS	UNIT	9457	9457
704	1043	ATTENUATION DEVICE-TYPE B-65	EA	10	10
704	1046	ATTENUATION DEVICE-TYPE B-80	EA	2	2
704	1048	PORTABLE RUMBLE STRIPS	EA	2	2
704	1052	TYPE III BARRICADE	EA	39	39
704	1060	DELINEATOR DRUMS	EA	366	366
704	1067	TUBULAR MARKERS	EA	747	747
704	1070	DELINEATOR	EA	364	364
704	1072	FLEXIBLE DELINEATORS	EA	1013	1013
704	1087	SEQUENCING ARROW PANEL-TYPE C	EA	4	4
704	1088	SEQUENCING ARROW PANEL-TYPE C-CROSSOVER	EA	2	2

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Estimated Quantities

SPEC	CODE	ITEM DESCRIPTION	UNIT	Mainline						TOTAL
704	1090	FLASHING BEACON	EA	2						2
704	1500	OBLITERATION OF PAVEMENT MARKING	SF	9613						9613
704	3511	STATE FURNISHED MEDIAN BARRIER	LF	4440						4440
704	8015	VEHICLE SPEED FEEDBACK SIGN	EA	2						2
706	0400	FIELD OFFICE	EA	1						1
706	0500	AGGREGATE LABORATORY	EA	1						1
706	0550	BITUMINOUS LABORATORY	EA	1						1
706	0600	CONTRACTOR'S LABORATORY	EA	1						1
709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	309521						309521
710	0100	TEMPORARY BYPASS	EA	2						2
714	0615	PIPE CONC REINF 24IN CL III	LF	68						68
714	4105	PIPE CONDUIT 24IN	LF	1328						1328
714	4110	PIPE CONDUIT 30IN	LF	832						832
714	4115	PIPE CONDUIT 36IN	LF	276						276
714	4120	PIPE CONDUIT 42IN	LF	118						118
714	4125	PIPE CONDUIT 48IN	LF	376						376
714	4227	PIPE CONDUIT ARCH 51IN X 31IN	LF	204						204
714	4236	PIPE CONDUIT ARCH 73IN X 45IN	LF	94						94
714	9660	REMOVE & RELAY END SECTION-ALL TYPE & SIZES	EA	4						4
720	0110	RIGHT OF WAY MARKERS	EA	52						52
720	0130	IRON PIN R/W MONUMENTS	EA	26						26
720	0135	IRON PIN REFERENCE MONUMENTS	EA	26						26
722	4565	MEDIAN DRAIN PRECAST CONCRETE-TYPE A	EA	6						6
748	0141	CURB & GUTTER-TYPE 1 SPECIAL	LF	15						15
752	0300	FENCE BARBED WIRE 4 STRAND-WOOD POST	LF	58038						58038
752	0993	FENCE TERMINAL	EA	4						4
752	3150	CORNER ASSEMBLY BARBED WIRE-WOOD POST	EA	24						24
752	4140	DOUBLE BRACE ASSEMBLY BARBED WIRE-WOOD POST	EA	40						40
754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	103						103
754	0112	FLAT SHEET FOR SIGNS-TYPE IV REFL SHEETING	SF	146						146
754	0154	DELINEATORS-TYPE A-SINGLE SIDED	EA	108						108
754	0160	DELINEATORS-TYPE B	EA	39						39
754	0162	REMOVE & RESET DELINEATORS	EA	12						12
754	0166	DELINEATORS-TYPE E	EA	8						8
754	0168	DELINEATORS-TYPE D	EA	9						9
754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	270						270
754	0210	GALV STEEL POST-STANDARD PIPE	LF	140						140
754	0214	GALV STEEL POSTS-W-SHAPE POSTS(TWO OR MORE)	LF	439						439
754	0534	PANEL FOR SIGNS-TYPE IV REFLECTIVE SHEETING	SF	1036						1036
754	0557	INTERSTATE MILE POSTS-TYPE C	EA	11						11
754	0592	RESET SIGN PANEL	EA	1						1
754	0801	OBJECT MARKERS - TYPE I	EA	4						4
754	0803	OBJECT MARKERS - TYPE III	EA	2						2
754	0805	OBJECT MARKERS - CULVERTS	EA	78						78
754	1100	CLASS AE CONCRETE-SIGN FOUNDATIONS	CY	3.7						3.7
754	1104	REMOVE SIGN FOUNDATION	EA	22						22
760	0021	SINUSOIDAL RUMBLE STRIP - CONCRETE SHOULDER	MILE	22						22

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Estimated Quantities

SPEC	CODE	ITEM DESCRIPTION	UNIT	Mainline						TOTAL
762	0114	EPOXY PVMT MK 6IN LINE	LF	2594						2594
762	0117	EPOXY PVMT MK 24IN LINE	LF	62						62
762	0200	RAISED PAVEMENT MARKERS	EA	25880						25880
762	0422	SHORT TERM 6IN LINE-TYPE R	LF	7412						7412
762	1106	PVMT MK PAINTED 6IN LINE	LF	327827						327827
762	1112	PVMT MK PAINTED 12IN LINE	LF	1938						1938
764	0131	W-BEAM GUARDRAIL	LF	164						164
764	0145	W-BEAM GUARDRAIL END TERMINAL	EA	2						2
764	0151	REMOVE W-BEAM GUARDRAIL & POSTS	LF	189						189
764	2081	REMOVE END TREATMENT & TRANSITION	EA	1						1
764	8080	MODIFY BARREL ATTENUATION DEVICE	EA	3						3
930	8230	SHORING	EA	4						4

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BASIS OF ESTIMATE

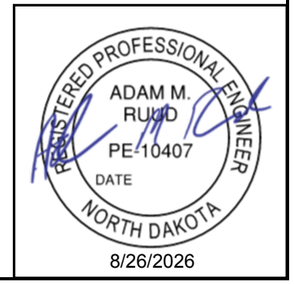
MATERIALS
Salvaged Base Course @ 1.875 TON/CY
Tack Coat @ 0.05 GAL/SY
RAP Superpave FAA 43 @ 2 TON/CY
PG 58S-34 Asphalt Cement @ 4.5% RAP Superpave FAA 43

WATER
25 MGAL/MILE for Dust Palliative
20 GAL/TON for Salvaged Base Course
10 GAL/CY for Embankment

REMOVAL OF PAVEMENT
Concrete Pavement @ 2 TON/CY
Asphalt Pavement @ 2 TON/CY
Aggregate/Bituminous Base @ 1.875 TON/CY

CORED SAMPLE

Specification Section	A	B		C	Quantity (A x B x C)	Quantity (1 per mile)	Unit
	Distance (Ft)/1000	Lanes	Joints	Lifts			
430.04 I.2.b(2), "Pavement Density Cores"							
I-94 Eastbound: HMA Mainline Shoulder							
Sta 9088+59.50 to Sta 9668+41.59 (Align: SCL94)	54	1	N/A	2	108	N/A	EA
236th St NE							
Sta 113+60.28 to Sta 121+20.00 (Align: SCL_236StNE)	1	2	N/A	1	2	N/A	EA
Sta 127+00.00 to Sta 129+76.38 (Align: SCL_236StNE)	1	2	N/A	1	2	N/A	EA
McKenzie Interchange EB Ramps							
Sta 5008+82.35 to Sta 5014+15.00 (Align: EXExit176SWRamp)	1	1	N/A	1	1	N/A	EA
Sta 5100+80.00 to Sta 5109+30.29 (Align: EXExit176SERamp)	1	1	N/A	1	1	N/A	EA
Sterling Interchange EB Ramps							
Sta 6008+97.06 to Sta 6014+00.36 (Align: EXExit182SWRamp)	1	1	N/A	1	1	N/A	EA
Sta 6106+34.00 to Sta 6109+29.10 (Align: EXExit182SERamp)	1	1	N/A	1	1	N/A	EA
Westbound Temporary Connections - McKenzie Interchange							
Sta 110+00.00 to Sta 119+72.83 (OCL_MCK_WBEnt)	1	1	N/A	2	2	N/A	EA
Sta 119+94.69 to Sta 123+00.67 (OCL_MCK_WBEnt)	1	1	N/A	2	2	N/A	EA
Sta 120+76.15 to Sta 123+73.02 (OCL_MCK_WBExit)	1	1	N/A	2	2	N/A	EA
Sta 123+94.87 to Sta 131+91.14 (OCL_MCK_WBExit)	1	1	N/A	2	2	N/A	EA
Westbound Temporary Connections - Sterling Interchange							
Sta 210+00.00 to Sta 221+72.83 (OCL_STER_WBEnt)	1	1	N/A	2	2	N/A	EA
Sta 221+94.69 to Sta 225+06.95 (OCL_STER_WBEnt)	1	1	N/A	2	2	N/A	EA
Sta 220+90.90 to Sta 224+52.54 (OCL_STER_WBExit)	1	1	N/A	2	2	N/A	EA
Sta 224+74.40 to Sta 234+70.87 (OCL_STER_WBExit)	1	1	N/A	2	2	N/A	EA
SSP 4 Longitudinal Joint Density in HMA Pavements (Centerline)							
236th St NE							
Sta 113+60.28 to Sta 122+70.99 (Align: SCL_236StNE)	1	N/A	1	1	1	N/A	EA
Sta 125+51.00 to Sta 129+76.38 (Align: SCL_236StNE)	1	N/A	1	1	1	N/A	EA
McKenzie Interchange EB Ramps							
Sta 5008+82.35 to Sta 5014+15.00 (Align: EXExit176SWRamp)	1	N/A	1	1	1	N/A	EA
Sta 5100+80.00 to Sta 5109+30.29 (Align: EXExit176SERamp)	1	N/A	1	1	1	N/A	EA
Sterling Interchange EB Ramps							
Sta 6008+97.06 to Sta 6014+00.36 (Align: EXExit182SWRamp)	1	N/A	1	1	1	N/A	EA
Sta 6106+34.00 to Sta 6109+29.10 (Align: EXExit182SERamp)	1	N/A	1	1	1	N/A	EA
430.04 I.2.b(3), "Pavement Thickness Determination Cores"							
I-94 Eastbound: HMA Mainline Shoulder							
Sta 9088+59.50 to Sta 9668+41.59 (Align: SCL94)					N/A	11	EA
				Total	**138**	**11**	**EA**



8/26/2026

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BASIS OF ESTIMATE

I-94 EB MAINLINE

				I-94 EB Asphalt Shoulder				I-94 EB No Shoulder			
				Sta 9088+59.50 to Sta 9301+90.56 Sta 9310+75.08 to Sta 9319+11.88 Sta 9319+03.08 to Sta 9327+52.25 Sta 9339+83.21 to Sta 9582+30.89 Sta 9582+43.81 to Sta 9616+73.01 Sta 9625+90.41 to Sta 9643+84.58 Sta 9656+16.78 to Sta 9668+41.59 (Align: SCL94)				Sta 9301+90.56 to Sta 9310+75.08 Sta 9327+52.25 to Sta 9339+83.21 Sta 9616+73.01 to Sta 9625+90.41 Sta 9643+84.58 to Sta 9656+16.78 (Align: SCL94)			
				Length (Ft) = 53713				Length (Ft) = 4265			
SPEC	**CODE**	**BID ITEM**	**UNIT**	Area (SF)	Depth (In)	Width (Ft)	Subtotal	Area (SF)	Depth (In)	Width (Ft)	Subtotal
Mainline Concrete											
302	0100	SALVAGED BASE COURSE	TON	23.75	8	33.33	88589	23.75	8	33.33	7034
550	0305	9IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	-	9	30.00	179043	-	9	30.00	14217
709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	-	-	33.33	198917	-	-	33.33	15795
Asphalt Outside Shoulder											
302	0100	SALVAGED BASE COURSE	TON	14.29	13	10.42	53303	-	-	-	-
401	0050	TACK COAT @ 0.05 GAL/SY	GAL	-	-	8.28	4942	-	-	-	-
430	0143	RAP SUPERPAVE FAA 43 @ 2 TON/CY	TON	2.76	4	8.00	10981	-	-	-	-
430	5815	PG 58S-34 ASPHALT CEMENT @ 4.5%	TON	2.76	4	8.00	494	-	-	-	-
709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	-	-	12.17	72632	-	-	-	-

ACCUMULATED PLAN TOTAL PAVING QUANTITIES

				Sheet 10-2 Mainline I-94 EB	Section 51	Section 90	Total
SPEC	**CODE**	**BID ITEM**	**UNIT**	**QUANTITY**	**QUANTITY**	**QUANTITY**	**QUANTITY**
302	0100	SALVAGED BASE COURSE	TON	148926	-	10358	159284
401	0050	TACK COAT @ 0.05 GAL/SY	GAL	4942	-	1239	6181
430	0143	RAP SUPERPAVE FAA 43 @ 2 TON/CY	TON	10981	-	2946	13927
430	5815	PG 58S-34 ASPHALT CEMENT @ 4.5%	TON	494	-	134	628
550	0305	9IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	193260	-	9666	202926
709	0100	GEOSYNTHETIC MATERIAL - TYPE G	SY	287344	2669	19508	309521

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8/26/2026

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BASIS OF ESTIMATE

PAVEMENT REMOVAL SUMMARY

Location	Removal of Pavement			Milling Pavement Surface - 2 Inch	Salvaged Base Course Required
	Concrete (TON)	Aggregate Base (TON)	Asphalt (TON)	(TON)	(TON)
	A	B	C	D	E
Phase 2					154436
I-94 EB Mainline	66782	44825	79739	-	-
McKenzie EB Exit Ramp	446	554	902	-	-
McKenzie EB Ent Ramp	646	740	1197	-	-
Sterling EB Exit Ramp	476	622	1099	-	-
Sterling EB Ent Ramp	645	774	1363	-	-
Phase 3					
McKenzie EB Temp Exit Ramp	-	713	352	-	-
McKenzie EB Temp Ent Ramp	-	865	432	-	-
Sterling EB Temp Exit Ramp	-	1488	516	-	-
Sterling EB Temp Ent Ramp	-	1612	566	-	-
Phases 4 & 5					4848
236th St NE & McKenzie Interchange Ramps	-	-	-	815	-
Sterling Interchange Ramps	-	-	-	139	-
McKenzie WB Temp Ent Ramp Shoulder	-	28	43	-	-
McKenzie WB Temp Exit Ramp Shoulder	-	28	43	-	-
Sterling WB Temp Ent Ramp Shoulder	-	27	43	-	-
Sterling WB Temp Exit Ramp Shoulder	-	26	40	-	-
TOTALS =	**68995**	**52302**	**86335**	**954**	**159284**

SUBGRADE PREPARATION

Location	Subgrade Preparation-Type A-12IN	
	Station Range	Length (Sta)
Phase 4 (Gore Area)		
McKenzie WB Temp Ent Ramp	Sta 119+94.69 to Sta 123+00.67	3.1
McKenzie WB Temp Exit Ramp	Sta 120+76.15 to Sta 123+73.02	3.0
Sterling WB Temp Ent Ramp	Sta 221+91.69 to Sta 225+06.95	3.2
Sterling WB Temp Exit Ramp	Sta 220+90.90 to Sta 224+52.54	3.6
Phase 5 (Median)		
McKenzie WB Temp Ent Ramp	Sta 110+00.00 to Sta 119+72.83	9.7
McKenzie WB Temp Exit Ramp	Sta 123+94.87 to Sta 131+91.14	8.0
Sterling WB Temp Ent Ramp	Sta 210+00.00 to Sta 221+72.83	11.7
Sterling WB Temp Exit Ramp	Sta 224+74.40 to Sta 234+70.87	10.0
TOTAL =		**52.3**

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BASIS OF ESTIMATE

PERMANENT PAVEMENT MARKINGS

Permanent Pavement Marking				
Location - Type	**Basis**		**Quantity**	**Unit**
I-94 EB (Sta 9068+70 to Sta 9672+36) (Align: SCL94)				
PVMT MK PAINTED 6IN LINE	Centerline Skips (White)	1320 LF/Mile	15092	LF
	Outside Edge (White)	5280 LF/Mile	56096	LF
	Inside Edge (Yellow)	5280 LF/Mile	60366	LF
	Outside Edge Dotted (White)	1320 LF/Mile	826	LF
PVMT MK PAINTED 12IN LINE	Outside Edge (White)	5280 LF/Mile	966	LF
Eastbound Exit Ramp McKenzie Interchange (Sta 9301+90.56 to Sta 9318+47.84) (Align: SCL94)				
PVMT MK PAINTED 6IN LINE	Outside Edge (White)	5280 LF/Mile	1730	LF
	Inside Edge (Yellow)	5280 LF/Mile	829	LF
PVMT MK PAINTED 12IN LINE	Inside Edge (White)	5280 LF/Mile	291	LF
Eastbound Entrance Ramp McKenzie Interchange (Sta 9319+65.95 to Sta 9339+83.21) (Align: SCL94)				
PVMT MK PAINTED 6IN LINE	Outside Edge (White)	5280 LF/Mile	2088	LF
	Inside Edge (Yellow)	5280 LF/Mile	850	LF
PVMT MK PAINTED 12IN LINE	Inside Edge (White)	5280 LF/Mile	195	LF
236th St NE Crossroad McKenzie Interchange (Sta 113+60.28 to Sta 121+20) (Align: SCL236StNE)				
EPOXY PVMT MK 6IN LINE	Centerline Skips (Yellow)	1320 LF/Mile	75	LF
	Outside Edge (White)	5280 LF/Mile	1442	LF
	Outside Edge (Yellow)	5280 LF/Mile	171	LF
	Centerline Barrier (Yellow)	5280 LF/Mile	301	LF
	Centerline Double Barrier (Yellow	10560 LF/Mile	605	LF
EPOXY PVMT MK 24IN LINE	Stop Bar (White)	5280 LF/Mile	62	LF
Eastbound Exit Ramp Sterling Interchange (Sta 9616+68.59 to Sta 9630+61.01) (Align: SCL94)				
PVMT MK PAINTED 6IN LINE	Outside Edge (White)	5280 LF/Mile	1418	LF
	Inside Edge (Yellow)	5280 LF/Mile	508	LF
PVMT MK PAINTED 12IN LINE	Inside Edge (White)	5280 LF/Mile	291	LF
Eastbound Entrance Ramp Sterling Interchange (Sta 9640+99.76 to Sta 9656+16.78) (Align: SCL94)				
PVMT MK PAINTED 6IN LINE	Outside Edge (White)	5280 LF/Mile	1525	LF
	Inside Edge (Yellow)	5280 LF/Mile	298	LF
PVMT MK PAINTED 12IN LINE	Inside Edge (White)	5280 LF/Mile	195	LF
I-94 WB (Post Reconstruction) (Sta 9085+46 to Sta 9682+90) (Align: SCL94)				
PVMT MK PAINTED 6IN LINE	Centerline Skips (White)	1320 LF/Mile	14936	LF
	Outside Edge (White)	5280 LF/Mile	55438	LF
	Inside Edge (Yellow)	5280 LF/Mile	59744	LF
	Outside Edge Dotted (White)	1320 LF/Mile	834	LF
	Outside Edge (White)	5280 LF/Mile	970	LF

Temporary Pavement Marking				
I-94 WB (During Reconstruction) (Sta 9085+46 to Sta 9682+90) (Align: SCL94)				
PVMT MK PAINTED 6IN LINE	Inside Edge (White)	5280 LF/Mile	54279	LF
Crossover West (Sta 9069+00 to Sta 9093+41) (Align: SCL94)				
SHORT TERM 6IN LINE-TYPE R	Inside Edge (Yellow)	5280 LF/Mile	995	LF
	Outside Edge (White)	5280 LF/Mile	2195	LF
Crossover East (Sta 9663+50 to Sta 9682+00) (Align: SCL94)				
SHORT TERM 6IN LINE-TYPE R	Inside Edge (Yellow)	5280 LF/Mile	2445	LF
	Outside Edge (White)	5280 LF/Mile	855	LF

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Earthwork Summary

Phase	Location	Embankment (CY)	Common Excavation - Type B (CY) Pay Item	Excess Excavation (CY)	Borrow - Excavation (CY) Pay Item	Common Excavation - Waste (CY) Pay Item
		(A)	(B)	(C)	(D) = (A) - (B) - (C)	
3	I-94 Eastbound Reconstruction - Sta 9088+59.50 to Sta 9668+41.59	79259	89818			
	Phase 3 Excess Excavation			10559		
4 & 5	Remove Temporary McKenzie Interchange Eastbound Exit Ramp	14	1611			
	Remove Temporary McKenzie Interchange Eastbound Entrance Ramp	19	1909			
	Remove Temporary Sterling Interchange Eastbound Exit Ramp	92	2829			
	Remove Temporary Sterling Interchange Eastbound Entrance Ramp	109	2321			
	Install Temporary McKenzie Interchange Westbound Entrance Ramp	1672	16			
	Install Temporary McKenzie Interchange Westbound Exit Ramp	1455	18			
	Install Temporary Sterling Interchange Westbound Entrance Ramp	2413	51			
	Install Temporary Sterling Interchange Westbound Exit Ramp	3040	41			
	Phase 4 & 5 Excess Excavation			-18		10541
Total		88073	98614		0	10541

Notes:

1. This computation report is not a balance sheet. Calculate balance of materials.
2. 25 percent additional volume is included for shrinkage in earth embankment.
3. Excess excavation consists of available excavated material from earlier phases of the project.

Topsoil Summary

Location	Topsoil from Stripping	
	Area (SY)	Volume (CY)
Project Limits	425879	70980

Notes:

1. Assumed Stripping Depth 6 Inches

Water Summary

Material	Basis	Basis Quantity	Quantity (MGAL)
Dust Palliative	25 MGAL/MILE	10.982 MILE	275
Salvaged Base Course	20 GAL/TON	159140 TON	3183
Embankment	10 GAL/CY	88073 CY	881
TOTAL			4339 MGAL

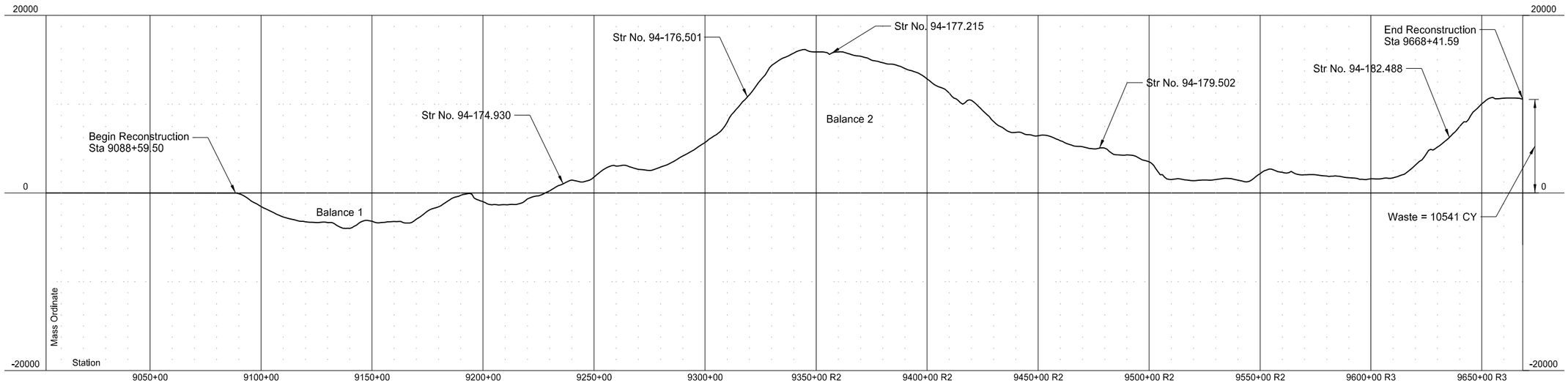
Earthwork

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ADAM M. RUUD
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DATE
NORTH DAKOTA

8/26/2026

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Earthwork Balance Summary

Balances	CY-Sta	Summation of Peaks and Valleys	Average Haul Distance (Sta)
1	29,047,615	5,918	49.08
2	285,656,019	29,888	95.58
	Total	35,806	
	Average Haul for Project (Sta)		87.89

Mass Haul

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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Superelevation Data
McKenzie Interchange Eastbound Exit Ramp (EXExit176SWRamp)

Sta	Section	Eastbound Ramp Slope
Curve: EXExit176SWRamp_C1		
PC Station: 5006+40.20		
PI Station: 5009+59.57		
PT Station: 5012+68.66		
Delta = 25° 08' 00"		
Degree = 3° 59' 57.08"		
Length = 628.46'		
Radius = 1432.69'		
5005+62.36	Normal Cross Slope	0.021
5006+40.20	PC	0.037
5007+08.05	Full Super	0.057
5009+20.78	Full Super	0.057
5009+66.78	Match Cross Slope	0.044

Superelevation Data
Sterling Interchange Eastbound Exit Ramp (EXExit182SWRamp)

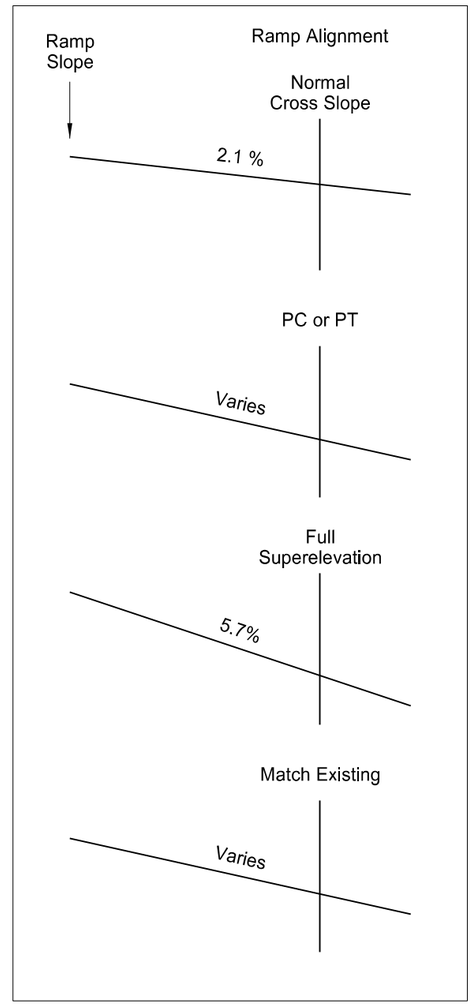
Sta	Section	Eastbound Ramp Slope
Curve: EXExit182SWRamp_C1		
PC Station: 6006+41.21		
PI Station: 6010+47.87		
PT Station: 6014+33.69		
Delta = 31° 41' 34.36"		
Degree = 3° 59' 57.03"		
Length = 792.48'		
Radius = 1432.69'		
6005+31.37	Normal Cross Slope	0.021
6006+41.21	PC	0.046
6007+09.06	Full Super	0.057
6010+76.45	Full Super / Match Cross Slope	0.057

Superelevation Data
McKenzie Interchange Eastbound Entrance Ramp (EXExit176SERamp)

Sta	Section	Eastbound Ramp Slope
Curve: EXExit176SERamp_C1		
PC Station: 5105+23.78		
PI Station: 5108+46.91		
PT Station: 5111+59.41		
Delta = 25° 25' 12"		
Degree = 3° 59' 57.08"		
Length = 635.63'		
Radius = 1432.69'		
5108+80.29	Match Cross Slope	0.050
5109+05.29	Full Super	0.057
5110+91.56	Full Super	0.057
5111+59.41	PT	0.048
5112+77.36	Normal Cross Slope	0.021

Superelevation Data
Sterling Interchange Eastbound Entrance Ramp (EXExit182SERamp)

Sta	Section	Eastbound Ramp Slope
Curve: EXExit182SERamp_C1		
PC Station: 6105+23.30		
PI Station: 6108+46.62		
PT Station: 6111+59.29		
Delta = 25° 26' 04.13"		
Degree = 3° 59' 57.03"		
Length = 635.99'		
Radius = 1432.69'		
6107+57.89	Match Existing / Full Super	0.057
6110+91.44	Full Super	0.057
6111+59.29	PT	0.039
6112+31.45	Normal Cross Slope	0.021



Note: Calculations based on AASHTO method five. A design speed of 80 mph and maximum superelevation of 6% were used.

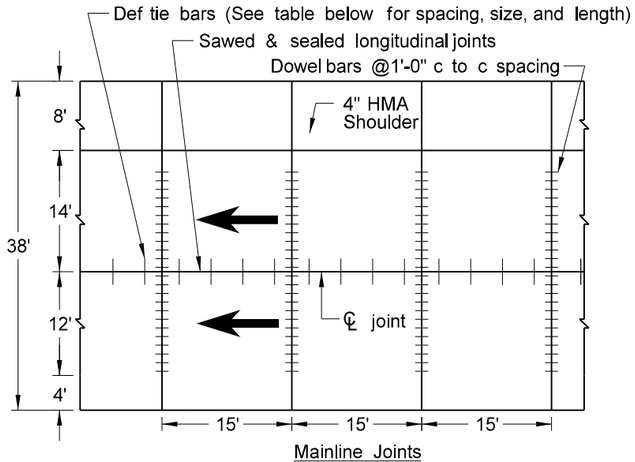
Superelevation Data

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

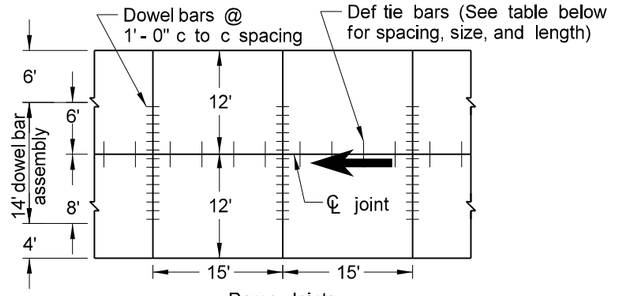
REGISTERED PROFESSIONAL ENGINEER
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NORTH DAKOTA

6/25/2026

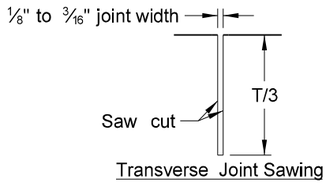
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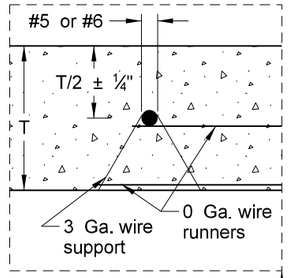
Mainline Joints
15' joint spacing

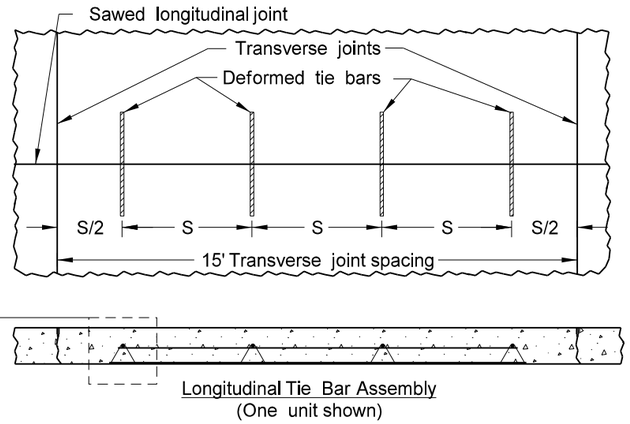


Ramp Joints



Transverse Joint Sawing



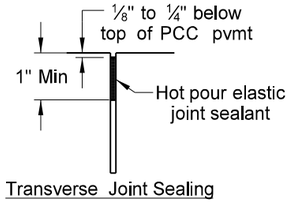


Longitudinal Tie Bar Assembly
(One unit shown)

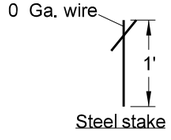
Transverse Joint Dowel Bars

Joint Location	Dia x Length
Mainline	1.25" x 18"
Ramp	1.25" x 18"

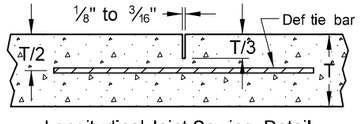
Notes:
1. S = Tiebar spacing
2. T = Pavement thickness
3. Place dowels in ramp tapers also.
4. Place no tie bar within 15" of a transverse joint.



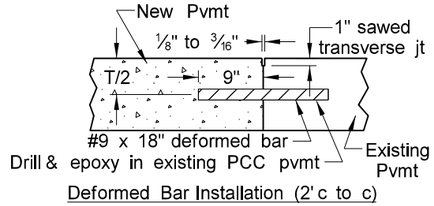
Transverse Joint Sealing



Steel stake



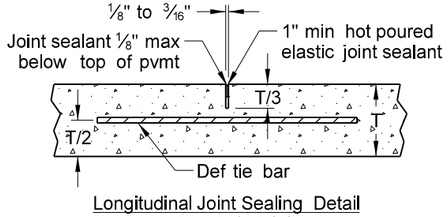
Longitudinal Joint Sawing Detail
(sawed and tied joints)



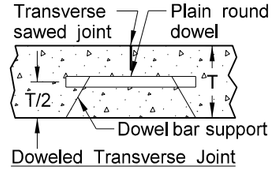
Deformed Bar Installation (2' c to c)
(Transverse Joints)

Grade 40 Longitudinal Joint Tie Bars	
PCC Depth	9"
Mainline Centerline	
Bar Size x Length (S=30")	#5 x 30"
Bar Size x Length (S=45")	#6 x 36"
Ramp/Longitudinal Joint	
Bar Size x Length (S=30")	#5 x 30"
Bar Size x Length (S=45")	#5 x 30"

Grade 60 Longitudinal Joint Tie Bars	
PCC Depth	9"
Mainline Centerline	
Bar Size x Length (S=30")	#4 x 36"
Bar Size x Length (S=45")	#5 x 42"
Ramp/Longitudinal Joint	
Bar Size x Length (S=30")	#4 x 36"
Bar Size x Length (S=45")	#5 x 42"



Longitudinal Joint Sealing Detail
(sawed and tied joints)



Doweled Transverse Joint

PCC Pavement - Perpendicular Joints @ 15' Spacing and 8' Wide 4" Depth HMA Outside Shoulder

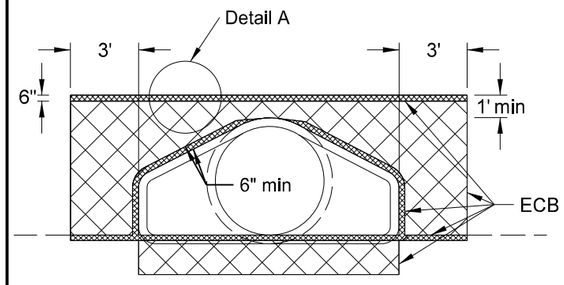
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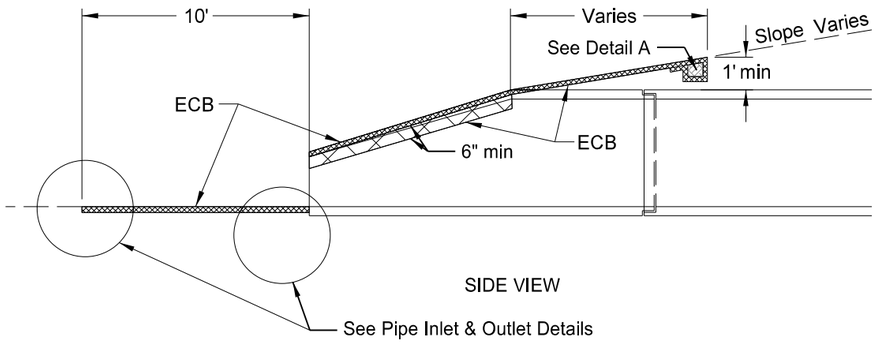
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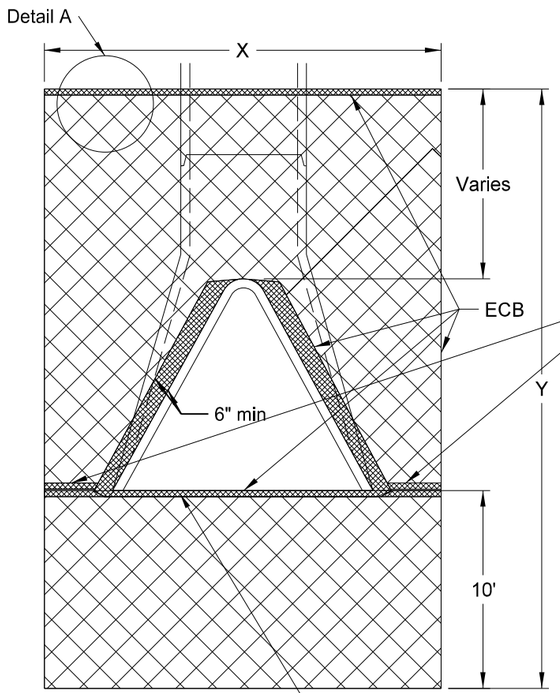
See Section 77 for Erosion Control Blanket Locations and Quantities



FRONT VIEW

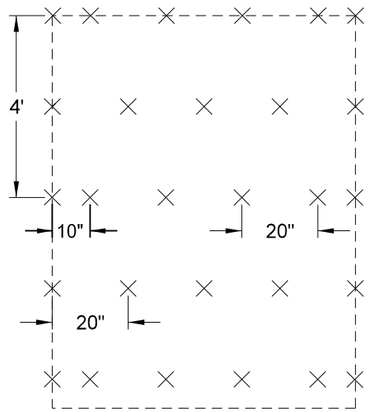


SIDE VIEW



TOP VIEW

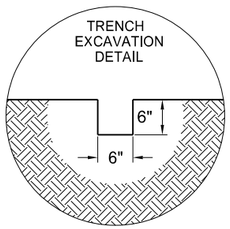
NOTE: Tuck the ECB a minimum of 6" into the embankment (against the flared end section) around the opening of the flared end section.

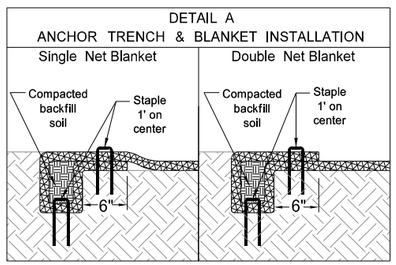


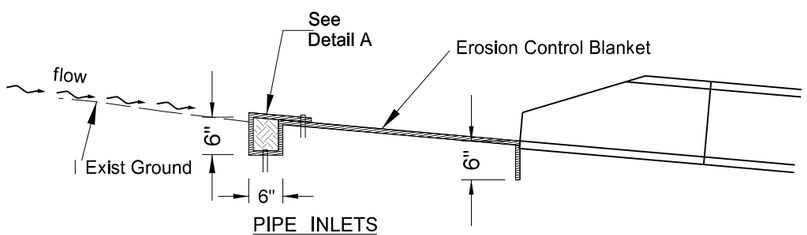
STAPLE PATTERN

APPROACH CULVERTS				
DIA	X	Y	Surface area to be protected	ECB
In	Ft	Ft	SF	SY
15	9.0	20.0	176.0	20
18	9.5	20.7	190.7	22
21	9.5	21.0	190.9	22
24	10.5	21.6	214.1	24
27	11.0	22.0	226.3	25
30	11.6	22.5	241.5	27
36	12.7	23.3	268.8	30
42	13.3	23.3	279.7	31
48	13.8	24.0	293.2	33
54	14.5	23.4	300.6	34
60	15.0	23.0	307.5	35
66	15.6	24.0	325.6	37
72	16.2	24.5	340.6	38
Note: Quantities based on 8:1 slope.				

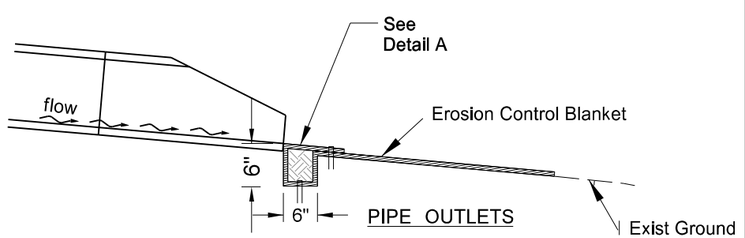
CENTERLINE CULVERTS										
DIA	X	Y	Surface area to be protected	ECB	DIA	X	Y	Surface area to be protected	ECB
In	Ft	Ft	SF	SY	In	Ft	Ft	SF	SY
24	10.5	19.6	193.1	22	24	10.5	17.6	172.1	20
27	11.0	20.0	204.3	23	27	11.0	18.0	182.3	21
30	11.6	20.5	218.3	25	30	11.6	18.5	195.1	22
36	12.7	21.2	242.1	27	36	12.7	19.2	216.7	24
42	13.3	21.2	251.8	28	42	13.3	19.2	225.2	25
48	13.8	22.0	265.6	30	48	13.8	20.0	238.0	27
54	14.5	21.5	273.7	31	54	14.5	19.5	244.7	28
60	15.0	21.0	278.3	31	60	15.0	19.0	248.3	28
66	15.6	22.0	295.7	33	66	15.6	20.0	264.5	30
72	16.2	22.5	309.2	35	72	16.2	20.5	276.8	31
Note: Quantities based on 6:1 slope.					Note: Quantities based on 4:1 slope.					







PIPE INLETS



PIPE OUTLETS

Erosion Control at Culvert Flared End Sections

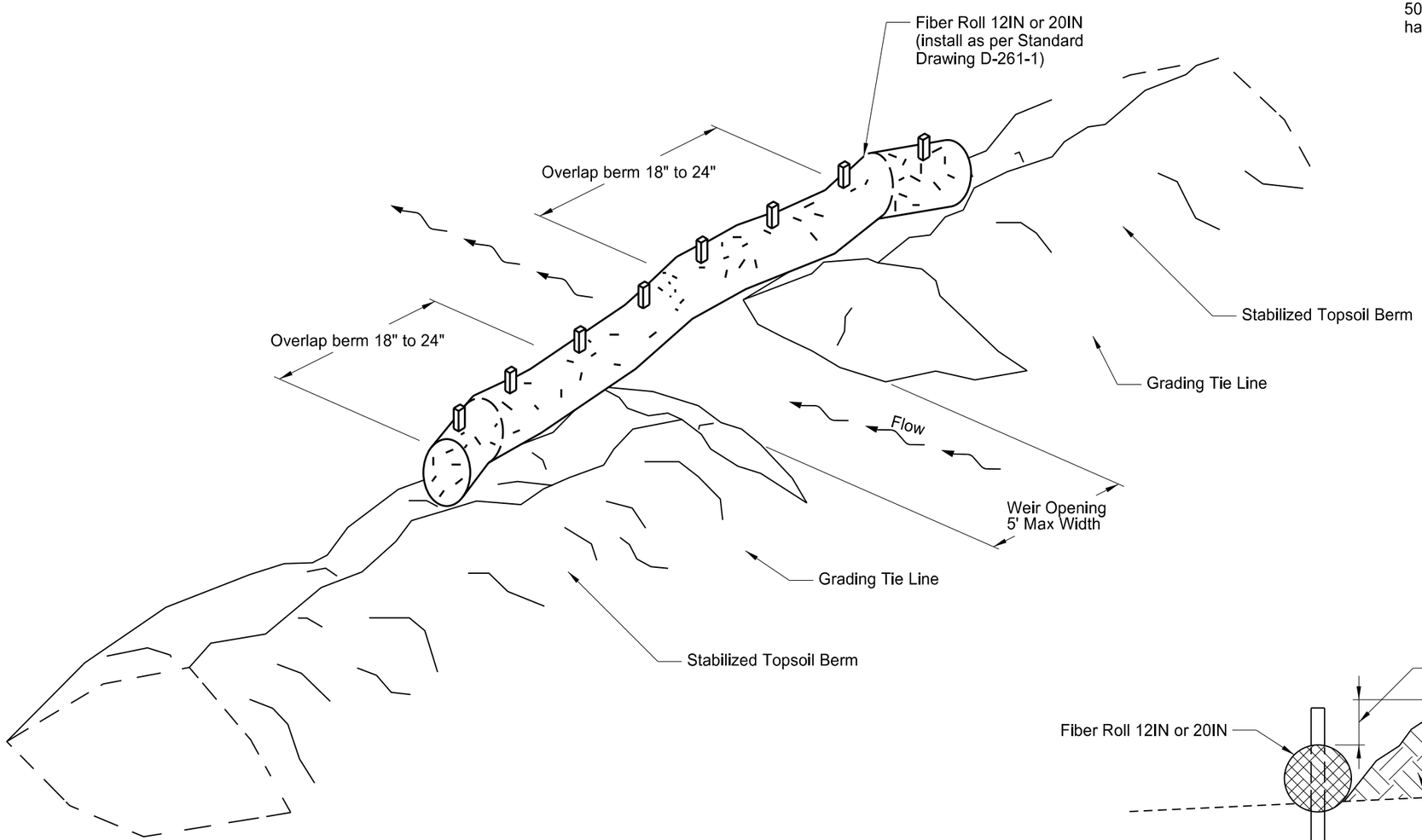
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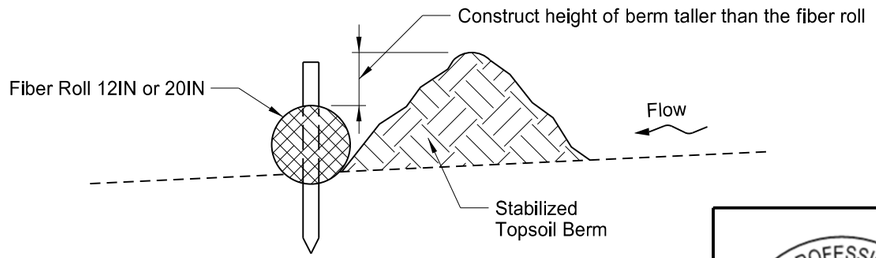
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500 LF of Fiber Roll 12IN and 500 LF of Remove Fiber Roll 12IN have been included in the quantities for use at weirs.





Topsoil Berm Detail

Notes:

1. Windrow the existing topsoil from the foreslope to create a berm at the grading tie line.
2. Stabilize berms in accordance with the Construction General Permit.
3. Place weirs intermittently throughout the length of the berm to allow stormwater to drain through the berm.
4. Avoid placing weirs adjacent to waterbodies.
5. Install fiber rolls as the weirs are created in the topsoil berm.
6. The Engineer will measure and pay for fiber rolls separately.
7. The Engineer will measure and pay for removal of fiber rolls separately when required by the specifications.
8. The Engineer will measure and pay for soil stabilization and temporary cover crop separately.
9. Include the costs to create, maintain, and dismantle the berm in the unit price bid for "Topsoil".

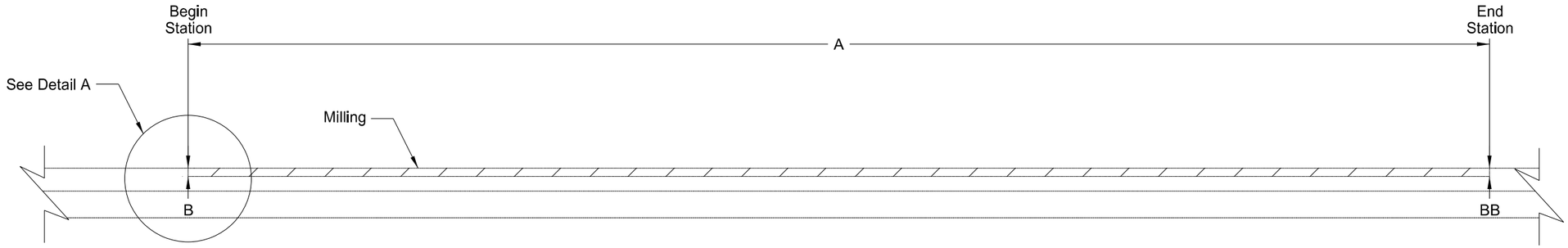
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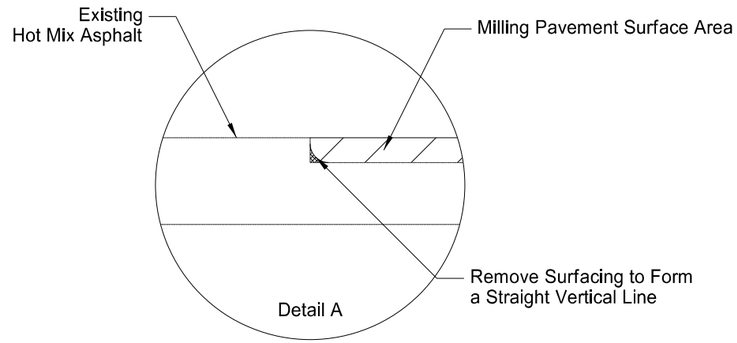
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Temporary Topsoil Berm and Weir Detail

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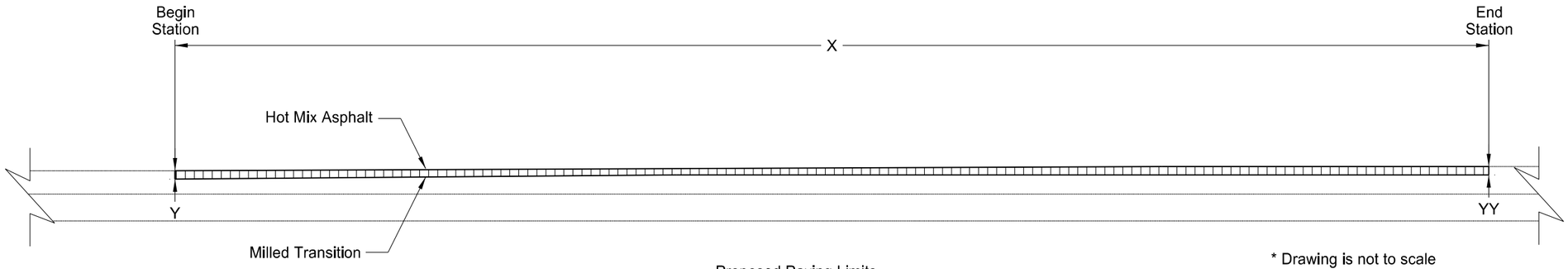




Proposed Milling Limits

Milling Transitions

Location	A (FT)	B (IN)	Begin Milling Station	BB (IN)	End Milling Station	Mill (SY)
236th St NE	759.72	2	113+60.28	2	121+20.00	2,977
McKenzie Interchange EB Exit	748.22	2	5009+66.78	2	5017+15.00	2,085
McKenzie Interchange EB Ent	800.29	2	5100+80.00	2	5108+80.29	2,272
Sterling Interchange EB Exit	323.91	2	6010+76.45	2	6014+00.36	911
Sterling Interchange EB Ent	123.89	2	6106+34.00	2	6107+57.89	337



* Drawing is not to scale

Proposed Paving Limits

Paving Limits

Location	X (FT)	Y (IN)	Begin Paving Station	YY (IN)	End Paving Station	Tack (GAL)	HMA (TON)	AC (TON)
236th St NE	759.72	2	113+60.28	2	121+20.00	149	331	15
McKenzie Interchange EB Exit	748.22	2	5009+66.78	2	5017+15.00	106	234	11
McKenzie Interchange EB Ent	800.29	2	5100+80.00	2	5108+80.29	114	252	15
Sterling Interchange EB Exit	323.91	2	6010+76.45	2	6014+00.36	47	104	5
Sterling Interchange EB Ent	123.89	2	6106+34.00	2	6107+57.89	18	39	2

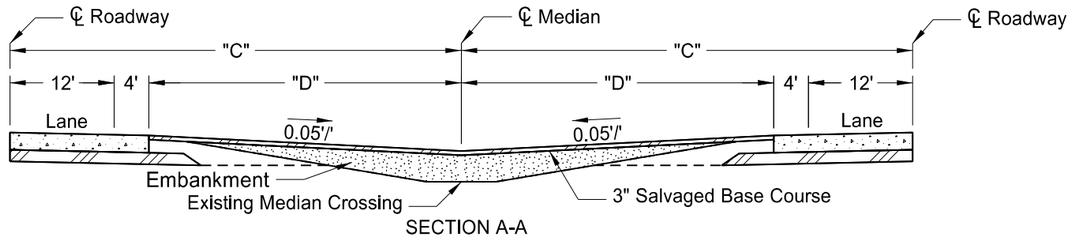
Milling and Paving Limits

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East Menoken Interchange to Sterling Interchange

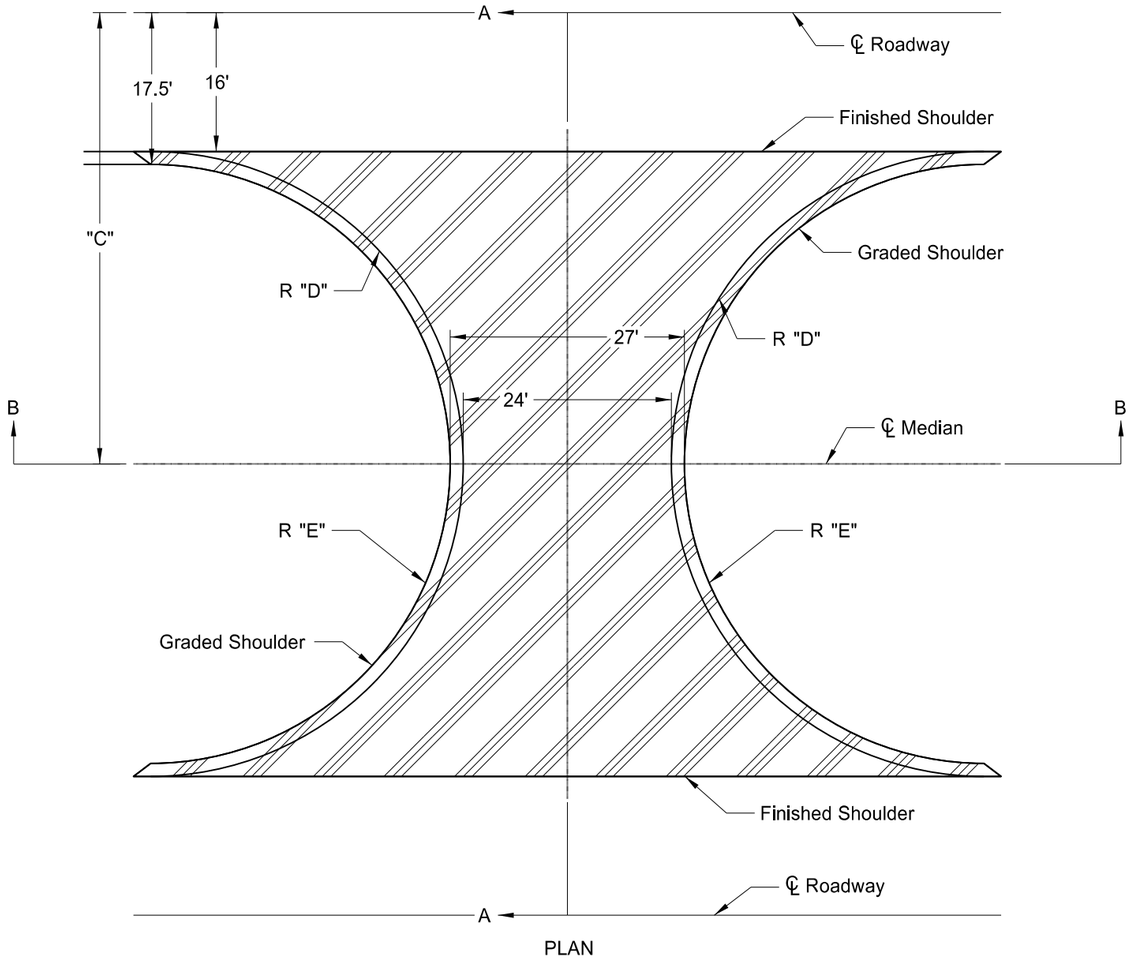
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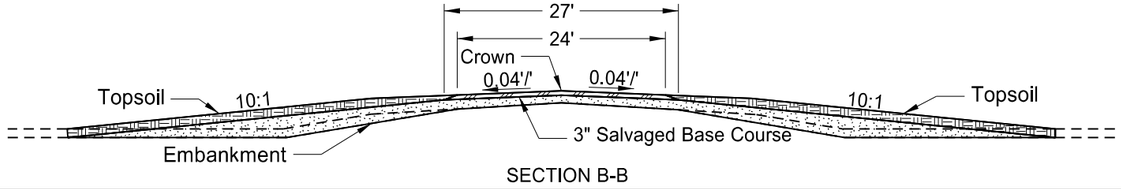
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SECTION A-A



PLAN



SECTION B-B

Note: Include the cost of labor, equipment and materials to install interstate median crossing for authorized vehicles, except for Topsoil and Salvaged Base Course, in the price bid for "Common Excavation Type - B."

Median Crossover Table	
Station	℄ to ℄ Median Width
9449+15.00	84'
9594+29.99	84'

Variable Dimensions Table			
	℄ to ℄ Median Width		
Var	75'	84'	104'
"C"	37.5'	42'	52'
"D"	21.5'	26'	36'
"E"	20'	24.5'	34.5'

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Interstate Median Crossings For Authorized Vehicles

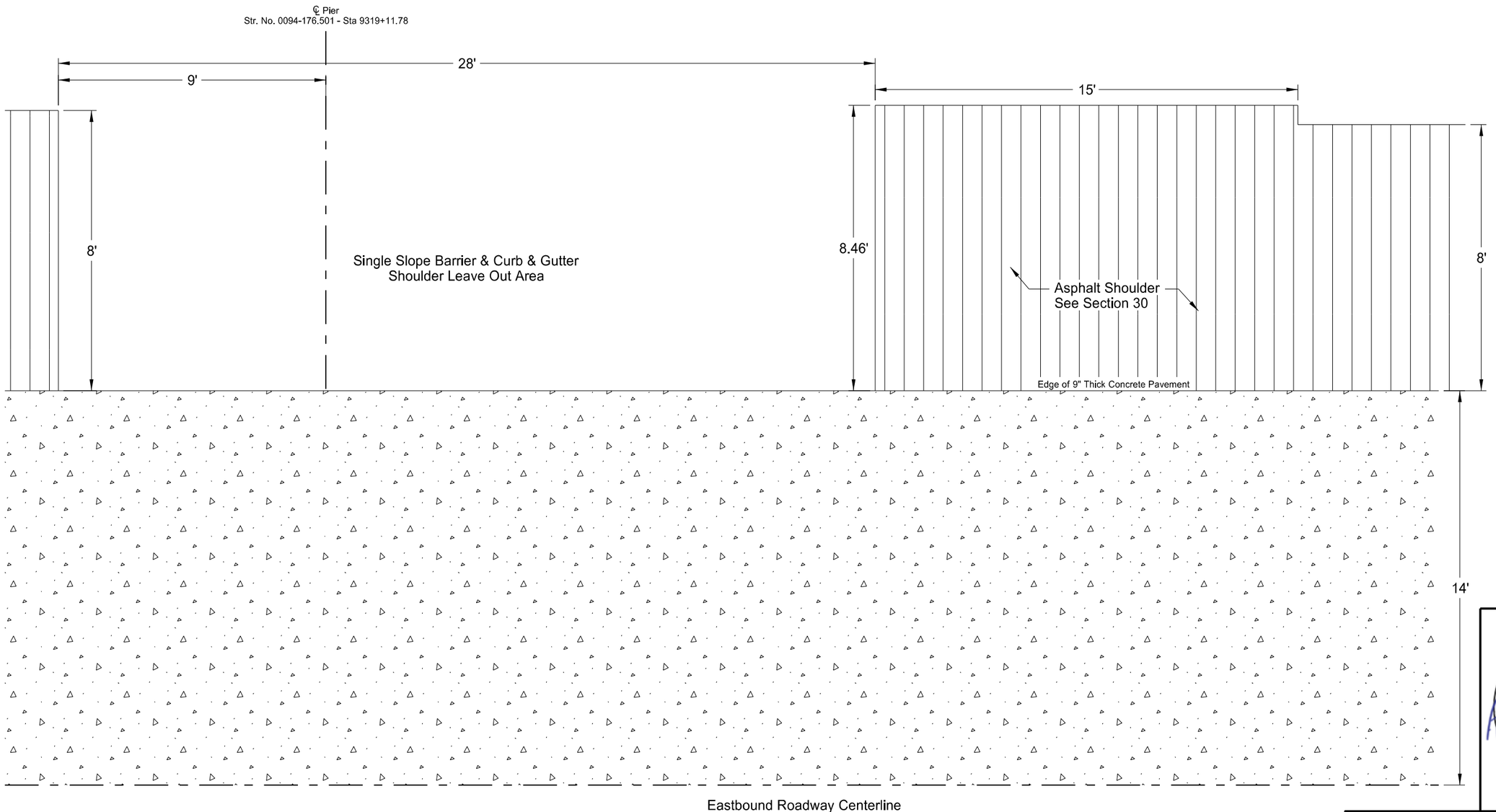
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Mainline Concrete Pavement

Asphalt Pavement

The cross slope of the slab shall match the proposed shoulder cross slope. However, minor adjustment of the cross slope may be required to maintain drainage of the shoulder along the face of the barrier and curb.



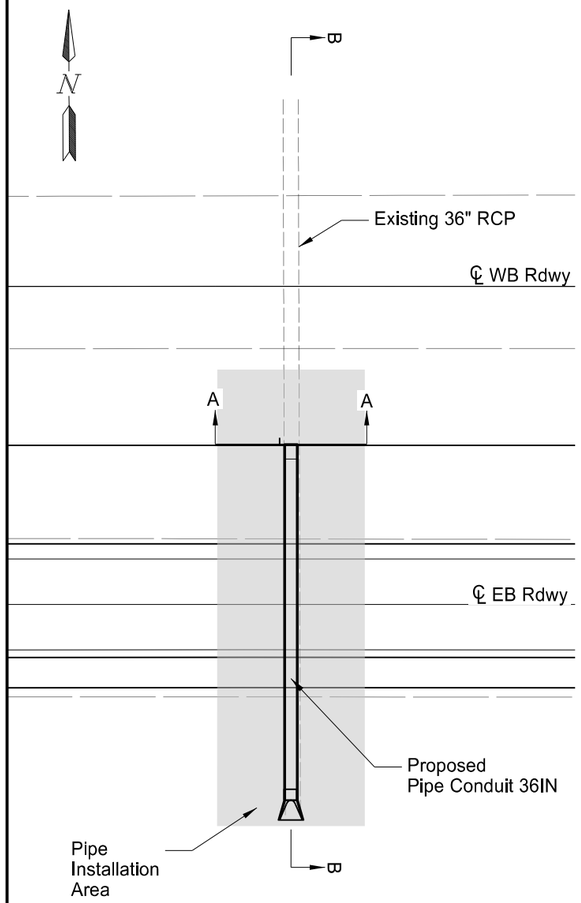
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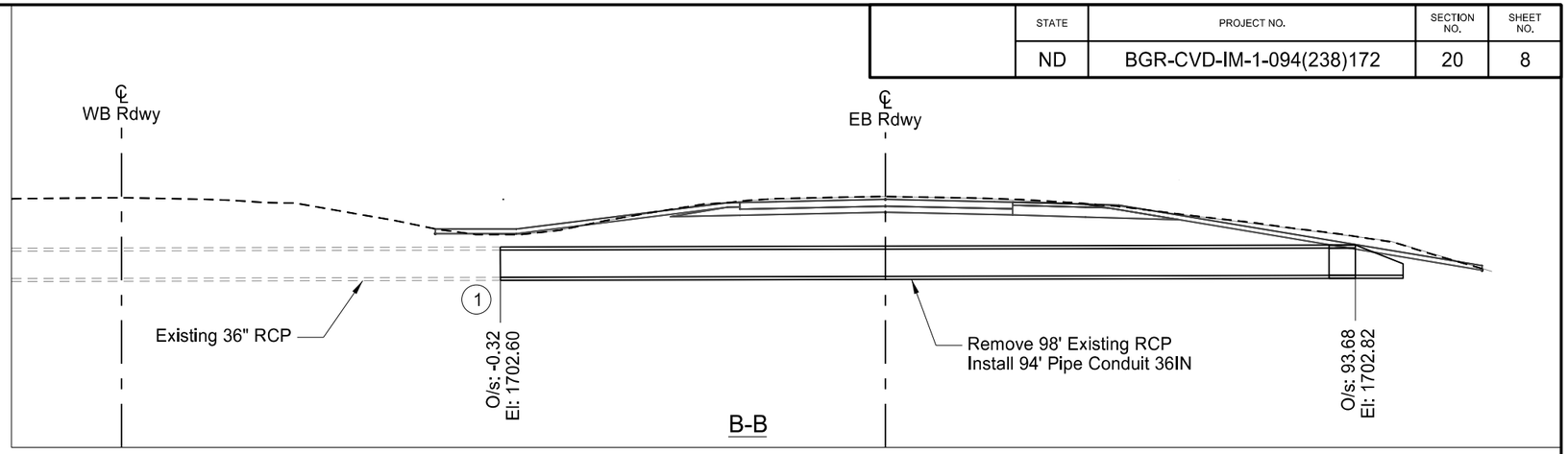
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Shoulder Pavement Detail
Str. No. 0094-176.501

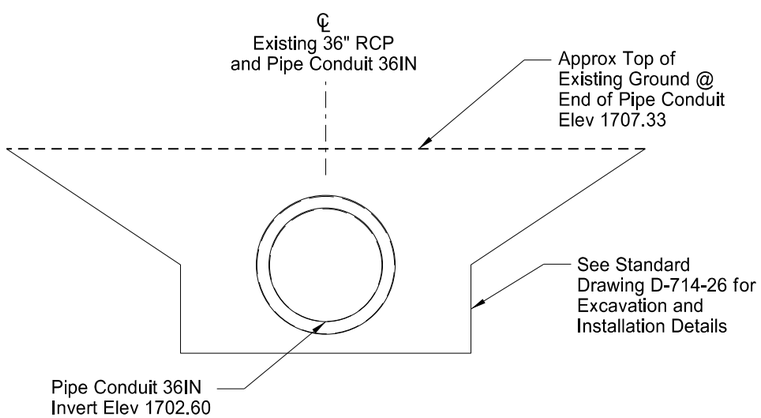
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B-B



A-A

NOTES:

(1) See Section 20 "Exterior Steel Band Details" For Connection Details

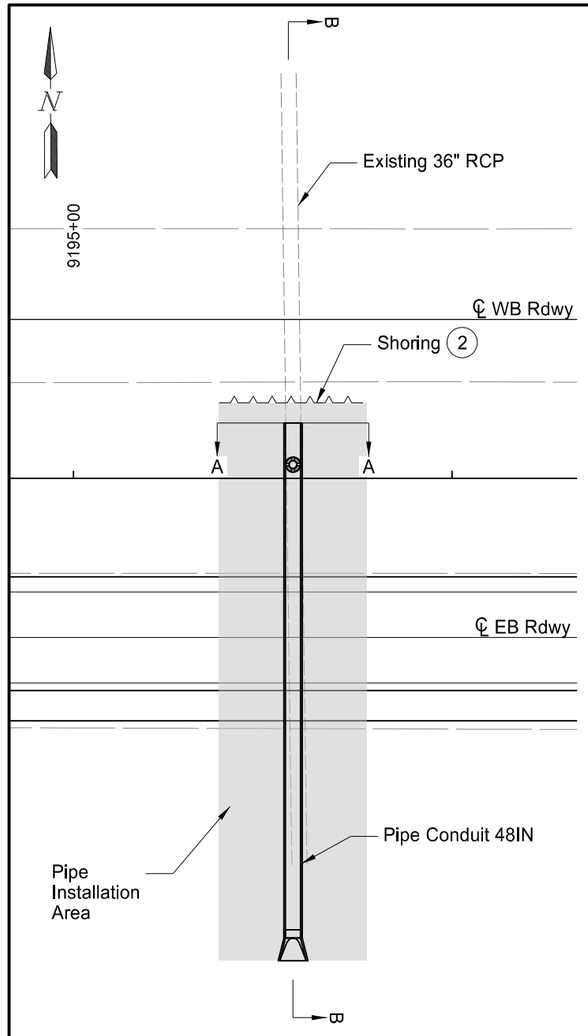
Culvert Installation Detail
Sta 9162+03

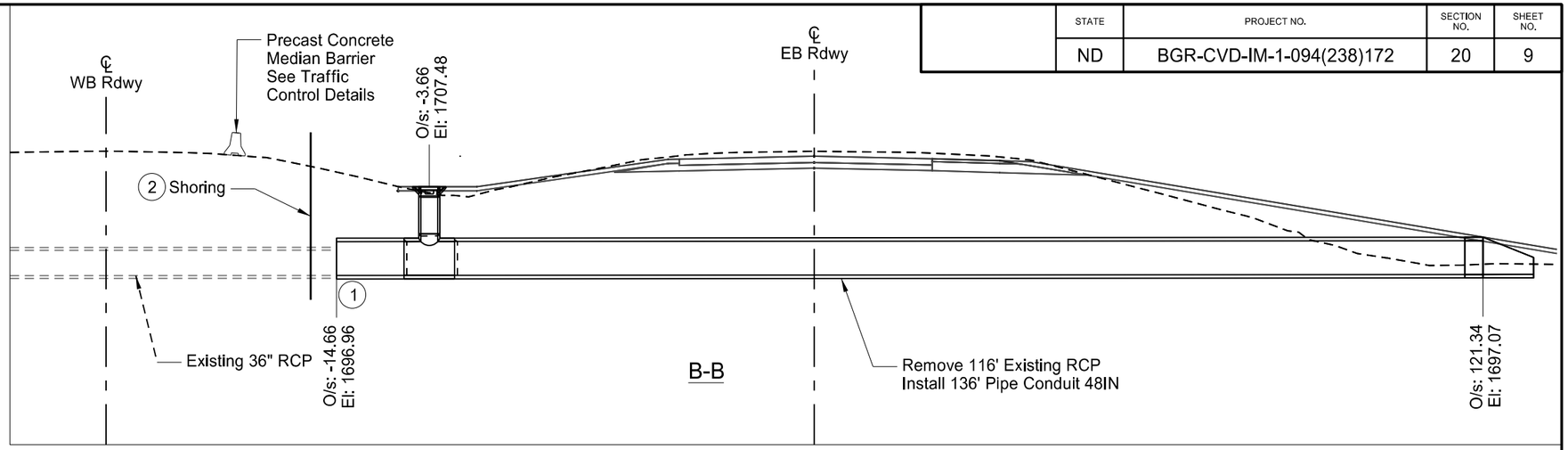
Interstate 94 - Eastbound Reconstruction
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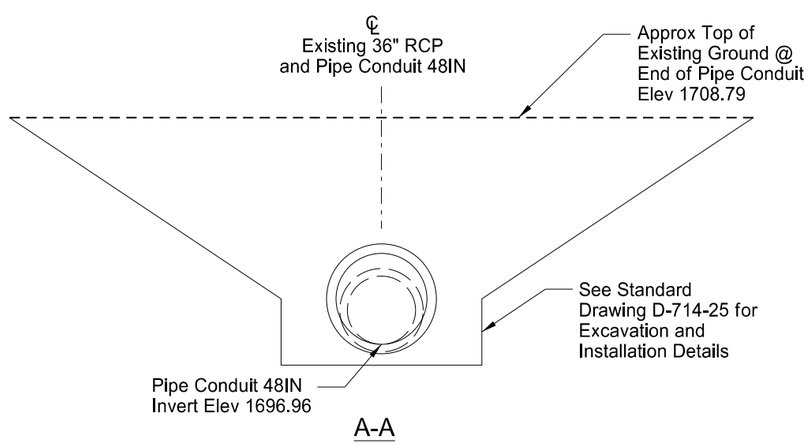
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NOTES:

1. See Section 20 "Concrete Collar Detail" For Connection Details
2. Shoring is shown parallel to the median centerline. Location and alignment of shoring to be determined by the contractor to accomodate their operations.

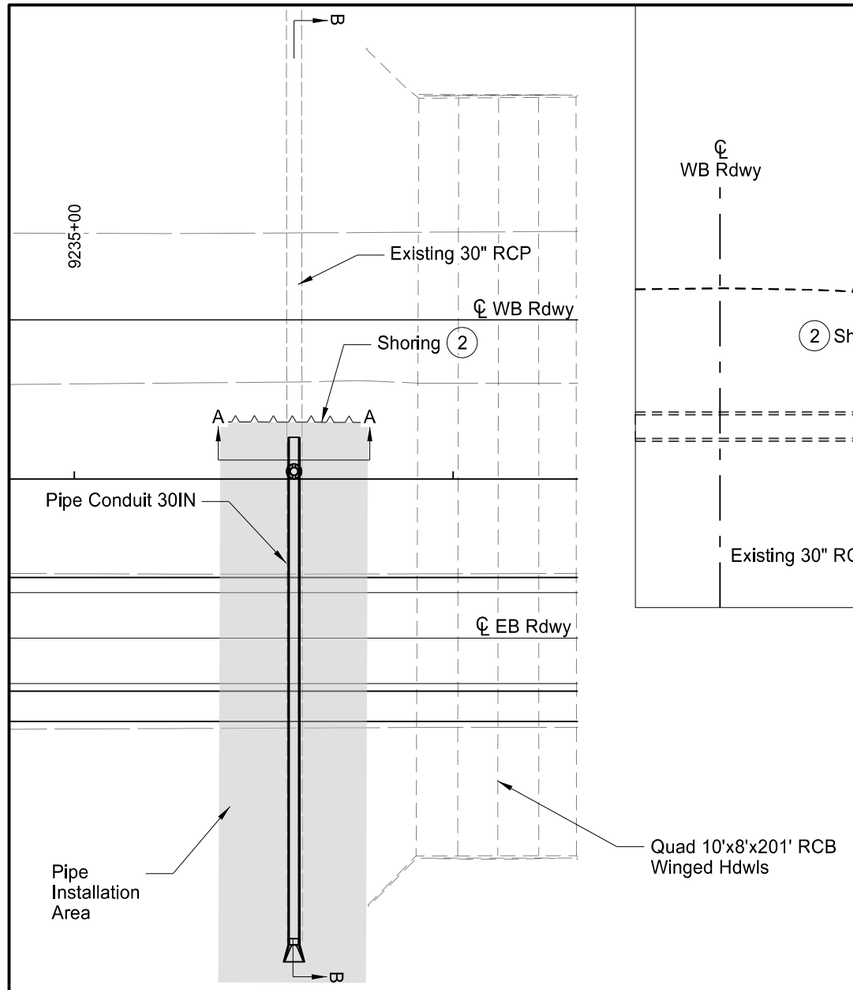
Culvert Installation Detail
Sta 9195+58

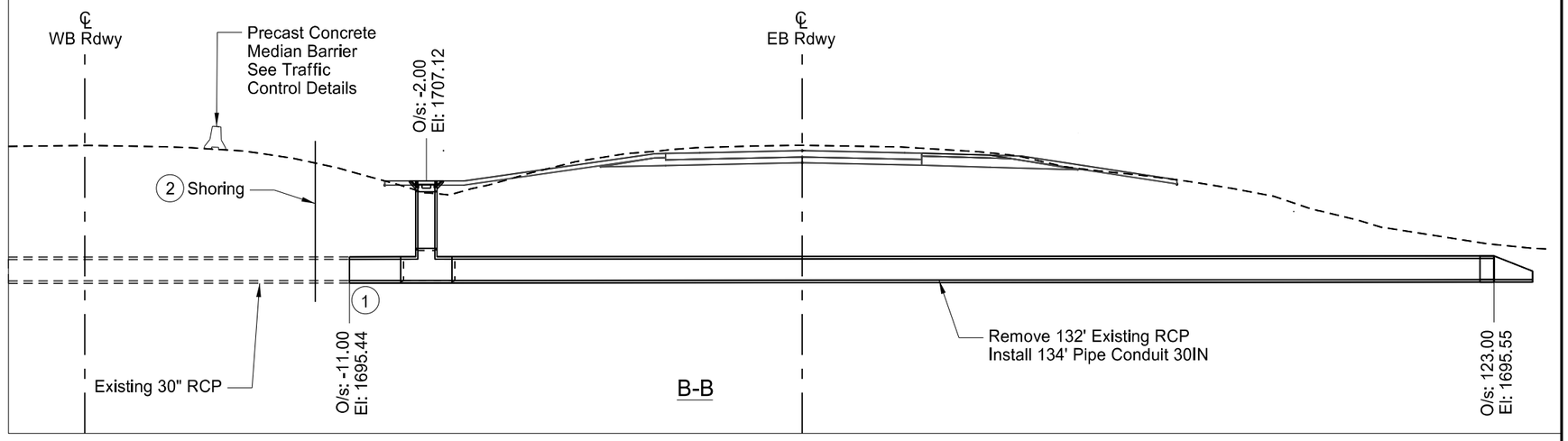
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

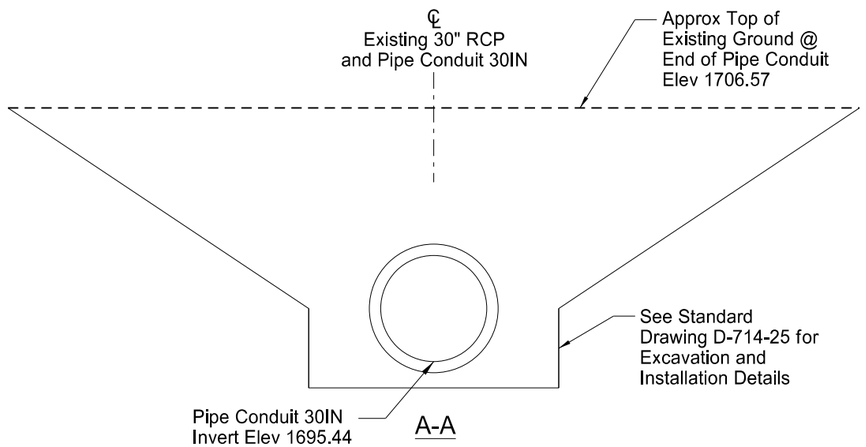
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NOTES:

(1) See Section 20 "Exterior Steel Band Details" For Connection Details

(2) Shoring is shown parallel to the median centerline. Location and alignment of shoring to be determined by the contractor to accomodate their operations.

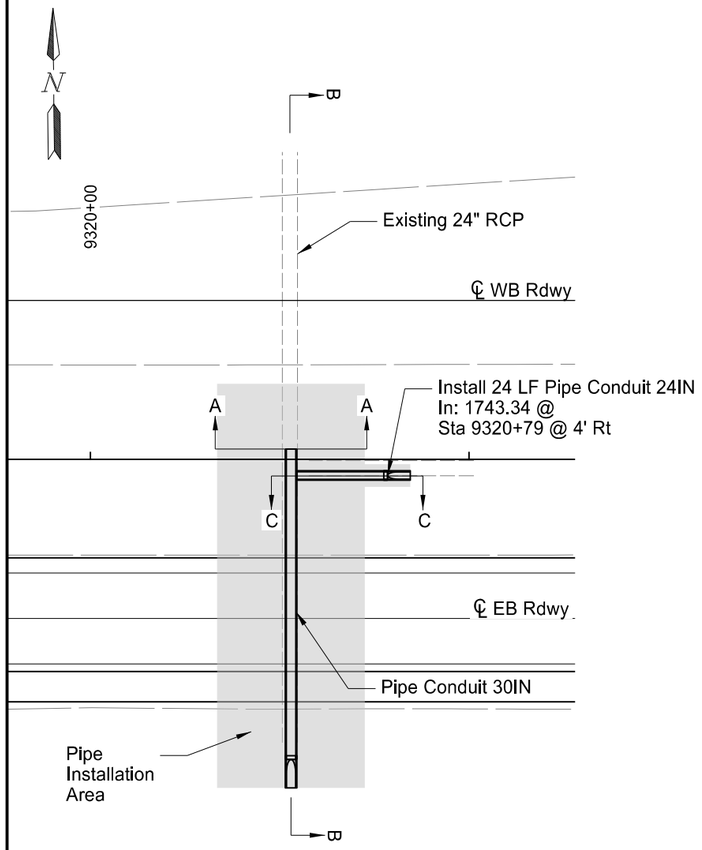
Culvert Installation Detail
Sta 9235+58

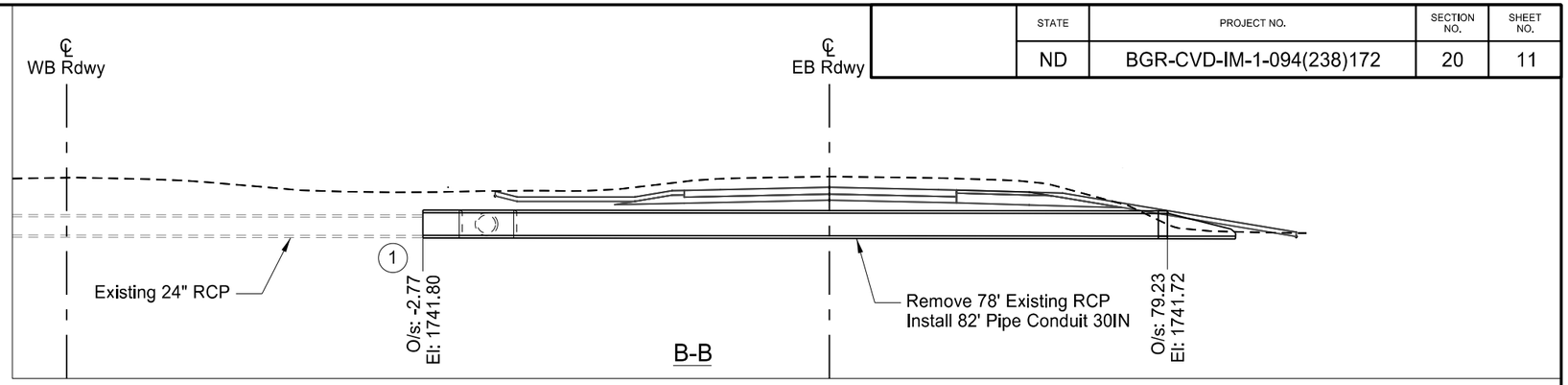
Interstate 94 - Eastbound Reconstruction
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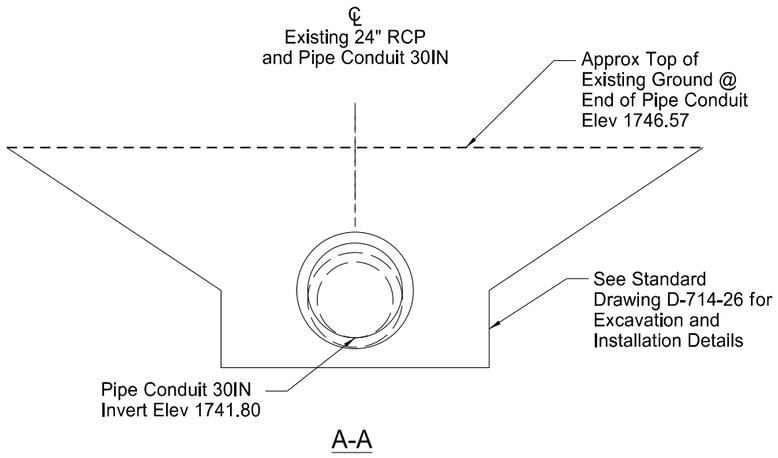
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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
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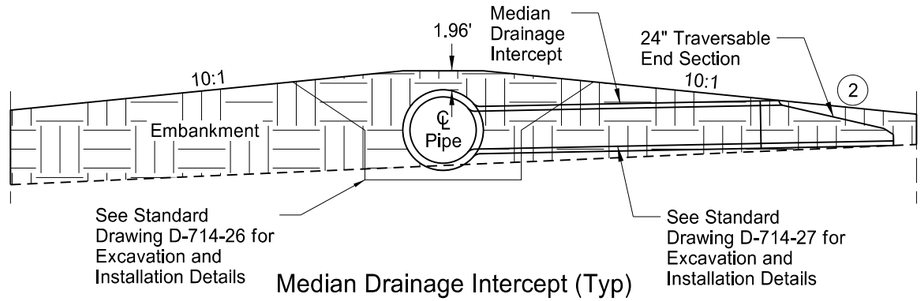




B-B



A-A



Median Drainage Intercept (Typ)

C-C

NOTES:

1. See Section 20 "Concrete Collar Detail" For Connection Details
2. Place fill to provide drainage into the pipe end sections.

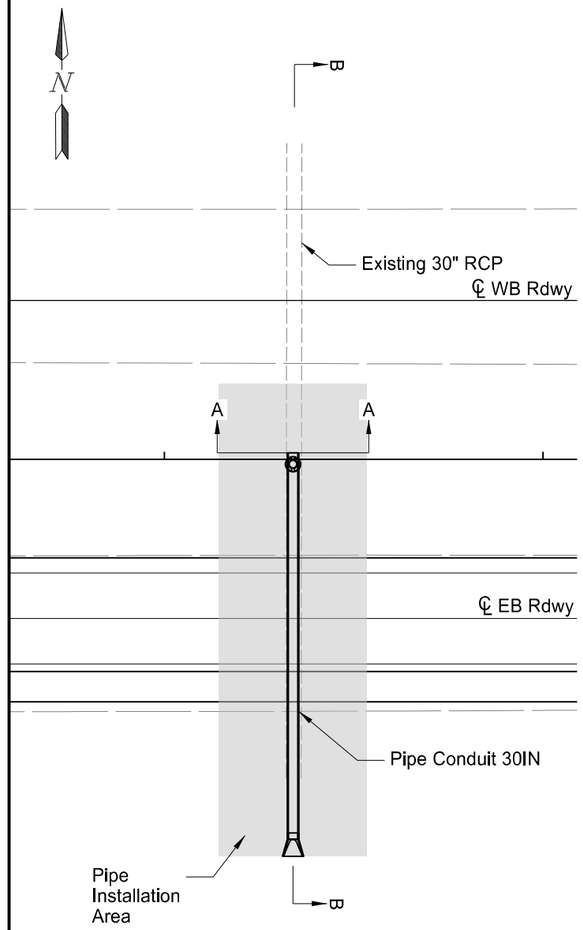
Culvert Installation Detail
Sta 9320+53

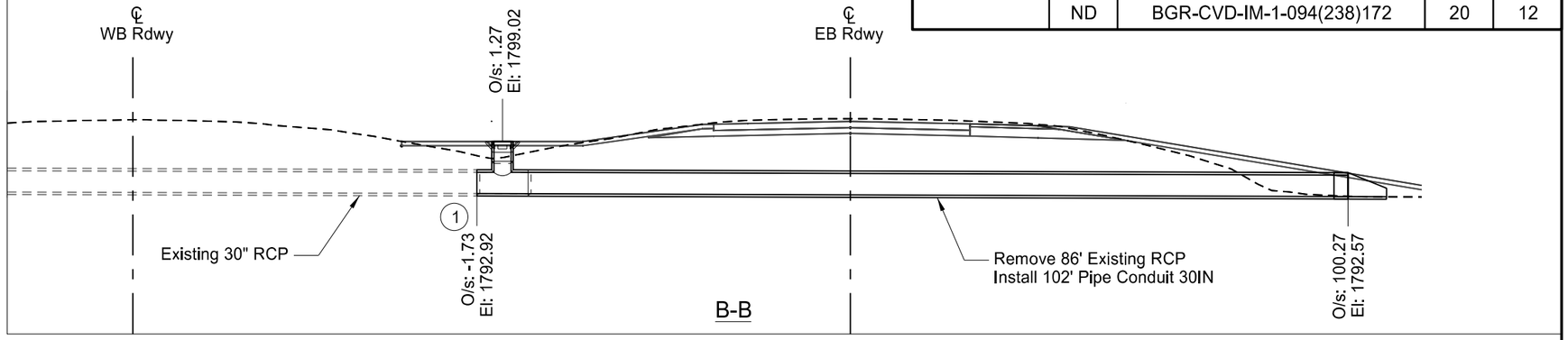
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

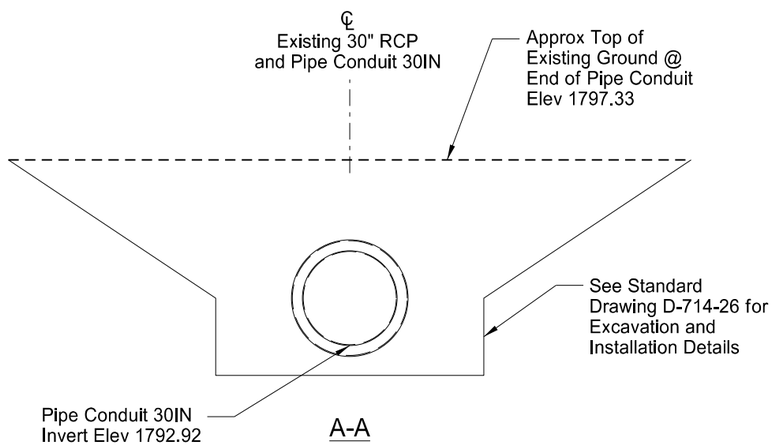
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
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NORTH DAKOTA

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	20	12







NOTES:

(1) See Section 20 "Exterior Steel Band Details" For Connection Details

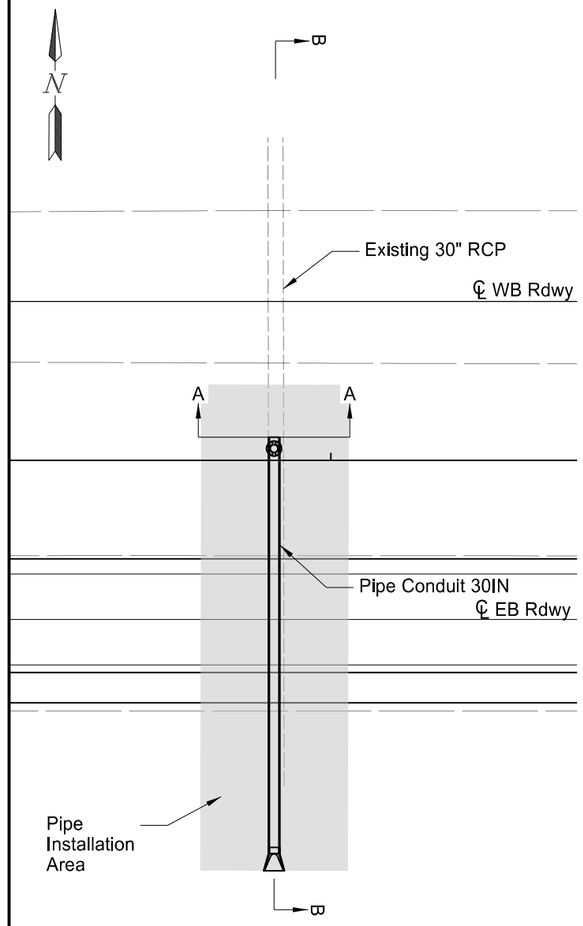
Culvert Installation Detail
Sta 9411+34

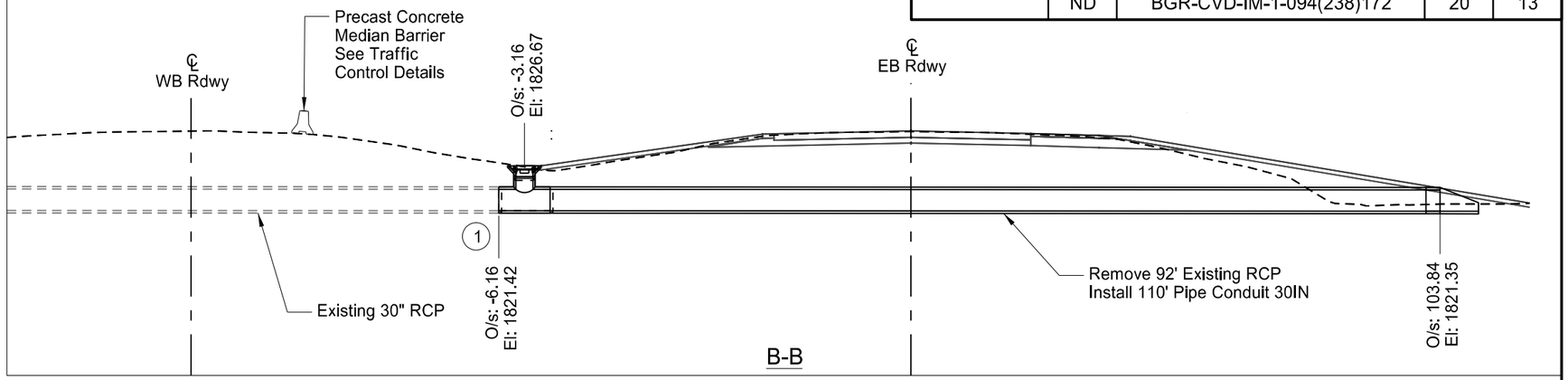
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ADAM M. RUUD
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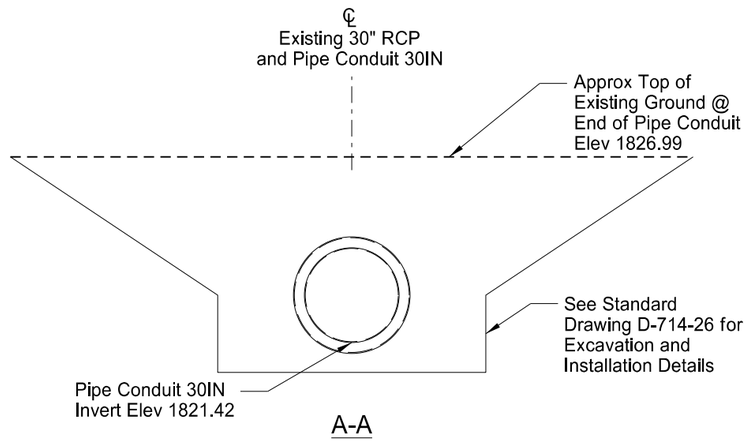
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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	20	13





B-B



A-A

NOTES:

1. See Section 20 "Exterior Steel Band Details" For Connection Details
2. Shoring is shown parallel to the median centerline. Location and alignment of shoring to be determined by the contractor to accomodate their operations.

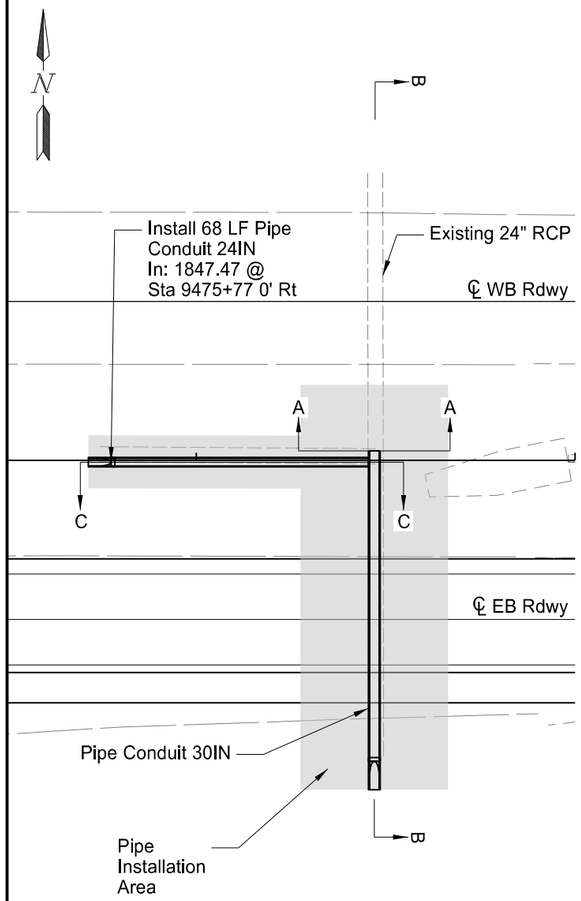
Culvert Installation Detail
Sta 9428+85

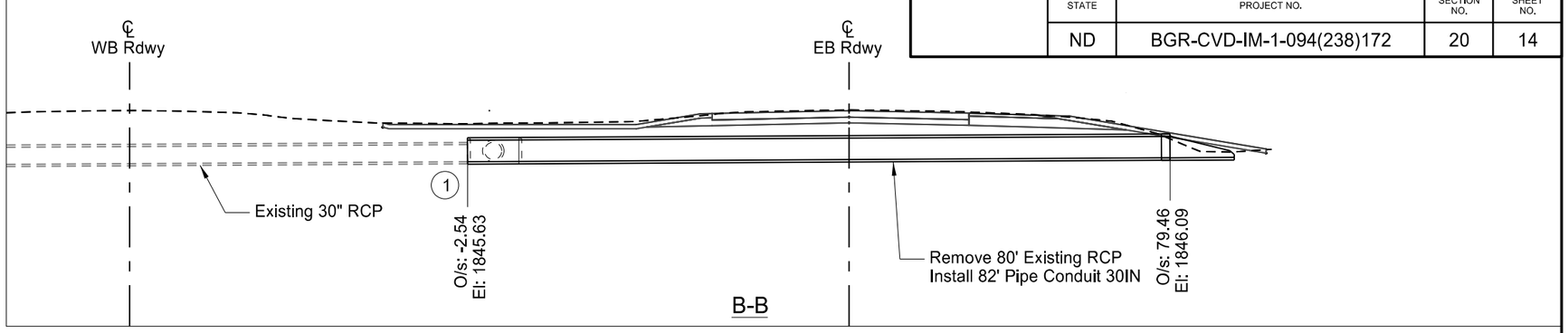
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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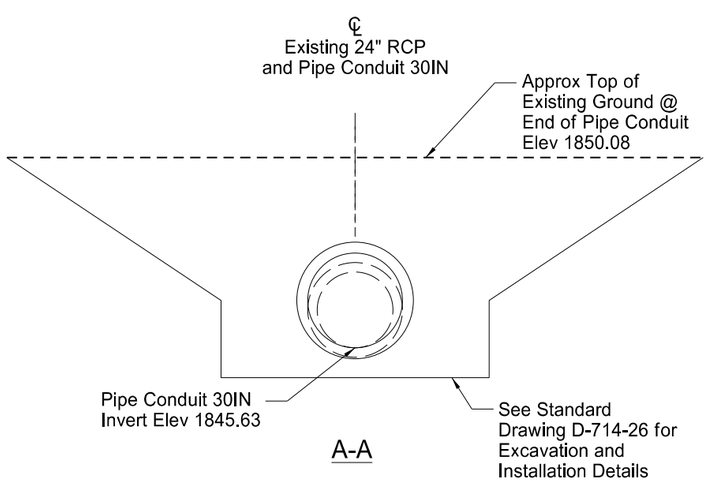
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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	20	14

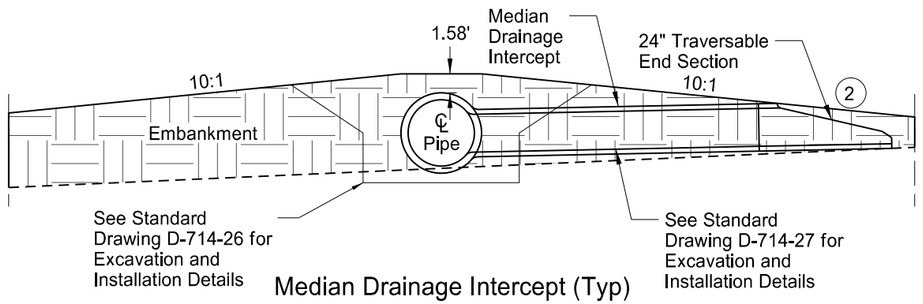




B-B



A-A



Median Drainage Intercept (Typ)

C-C

NOTES:

1. See Section 20 "Concrete Collar Detail" For Connection Details
2. Place fill to provide drainage into the pipe end sections.

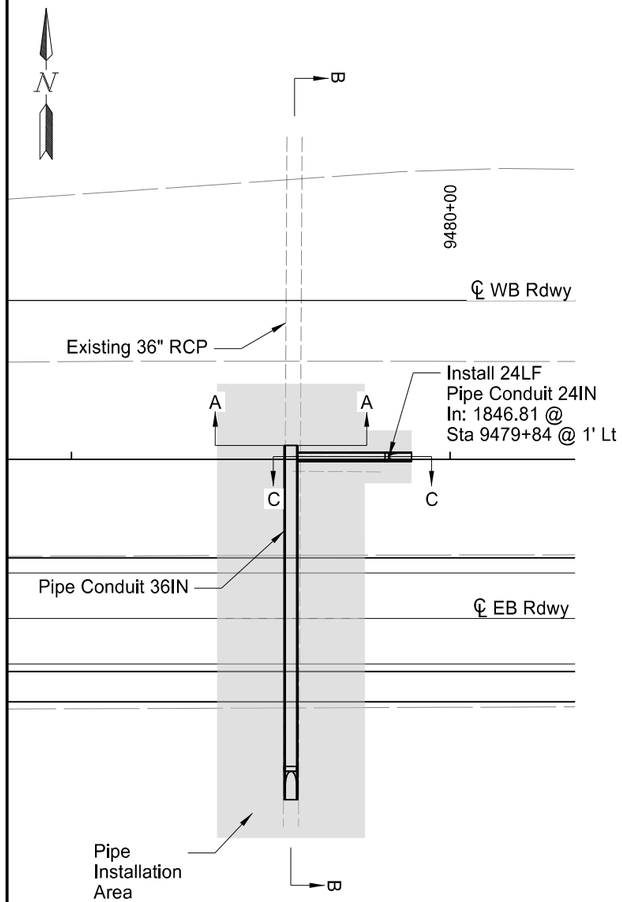
Culvert Installation Detail
Sta 9476+47

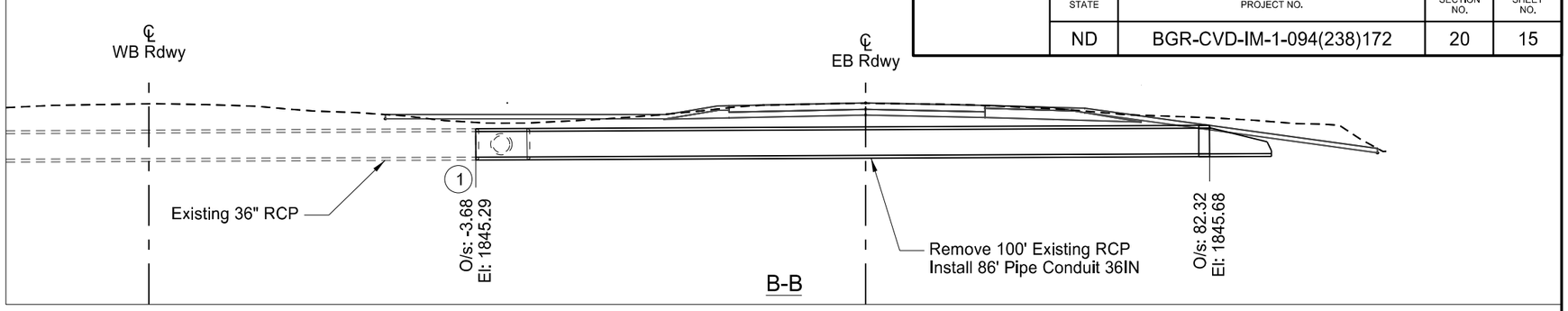
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ADAM M. RUUD
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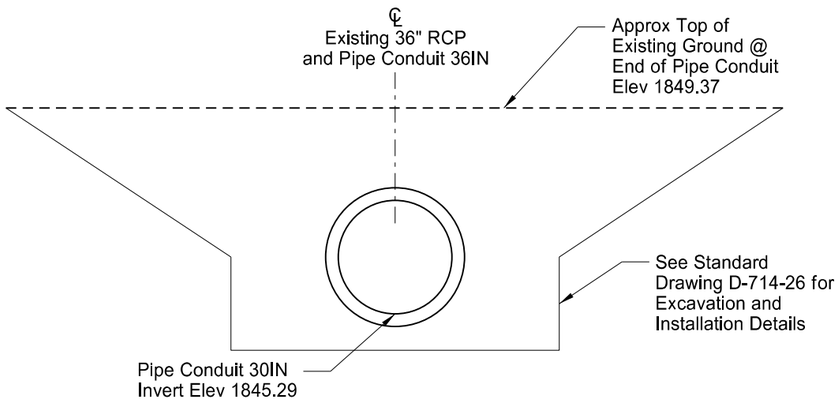
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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	20	15

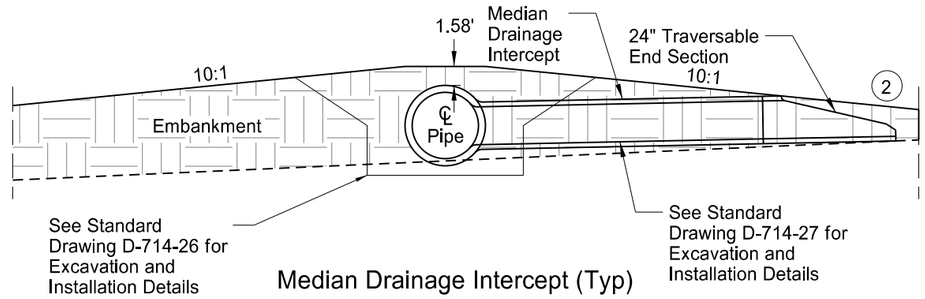




B-B



A-A



Median Drainage Intercept (Typ)

C-C

NOTES:

1. See Section 20 "Exterior Steel Band Details" For Connection Details
2. Place fill to provide drainage into the pipe end sections.

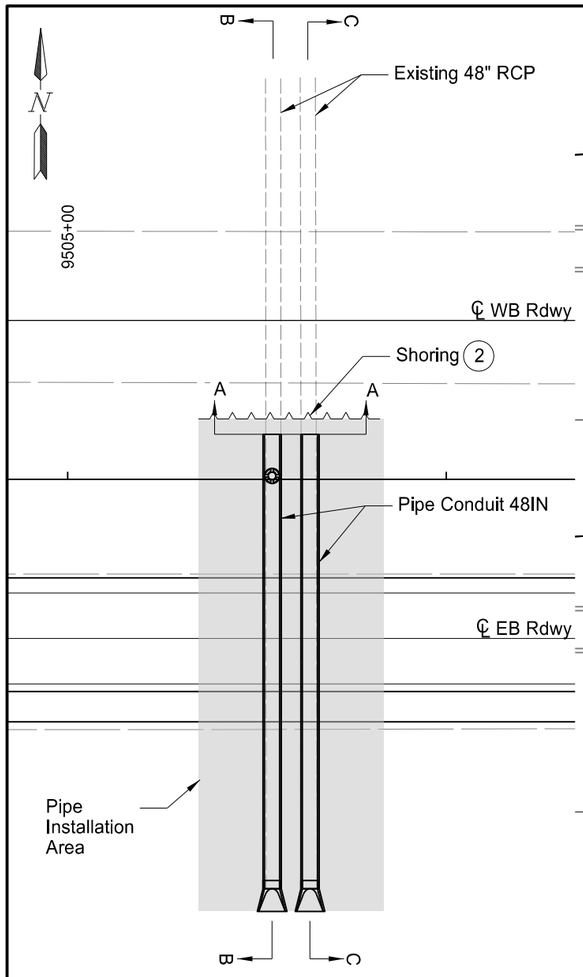
Culvert Installation Detail
Sta 9479+58

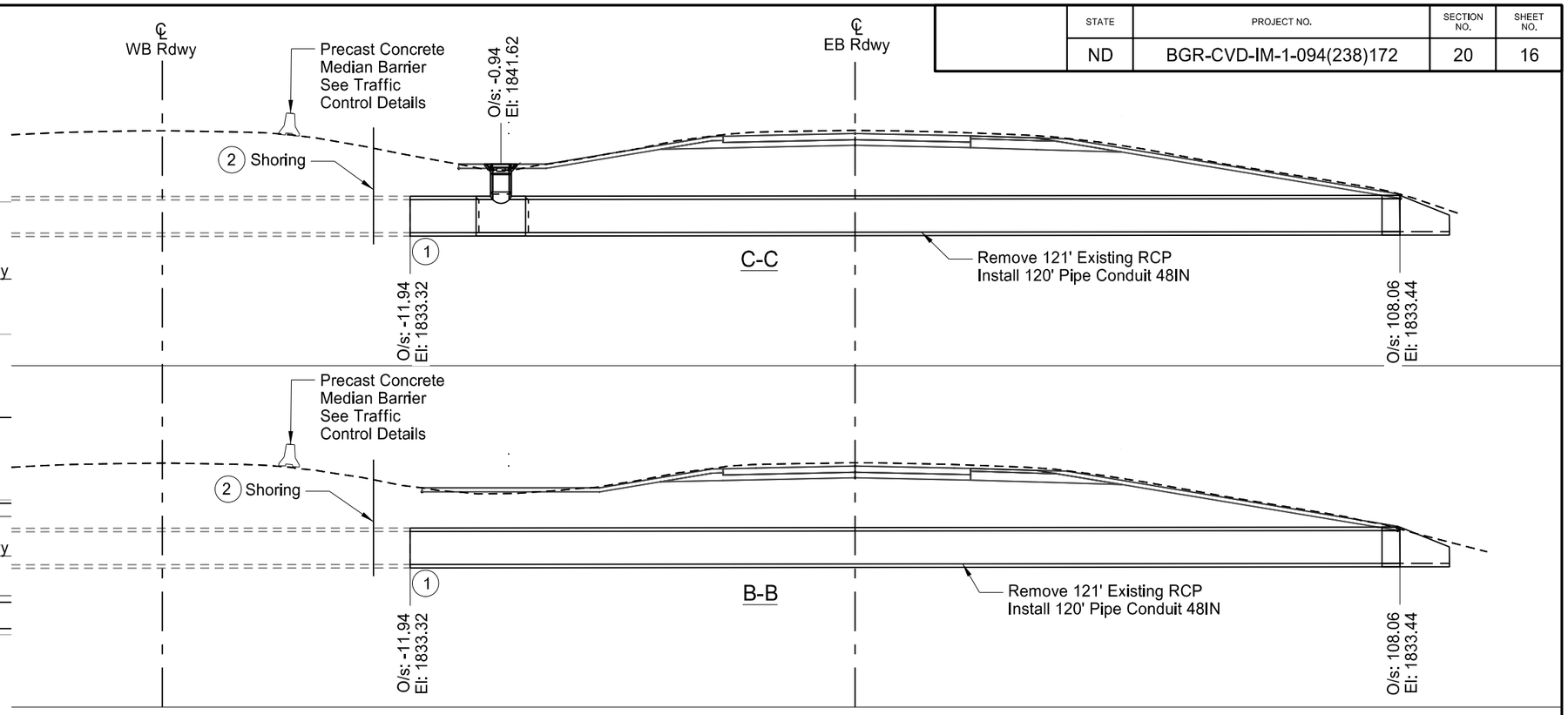
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

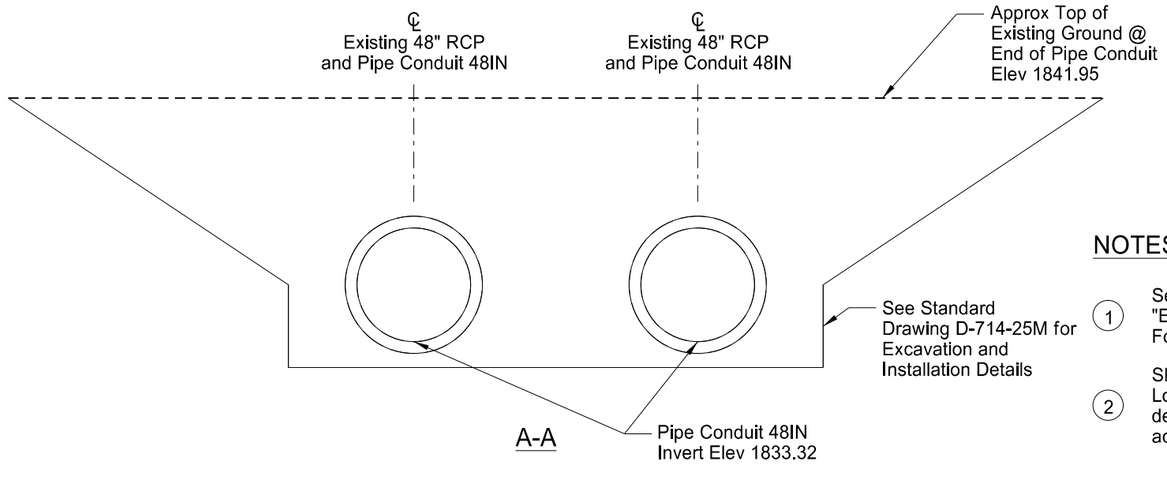
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ND	BGR-CVD-IM-1-094(238)172	20	16







NOTES:

1. See Section 20 "Exterior Steel Band Details" For Connection Details
2. Shoring is shown parallel to the median centerline. Location and alignment of shoring to be determined by the contractor to accomodate their operations.

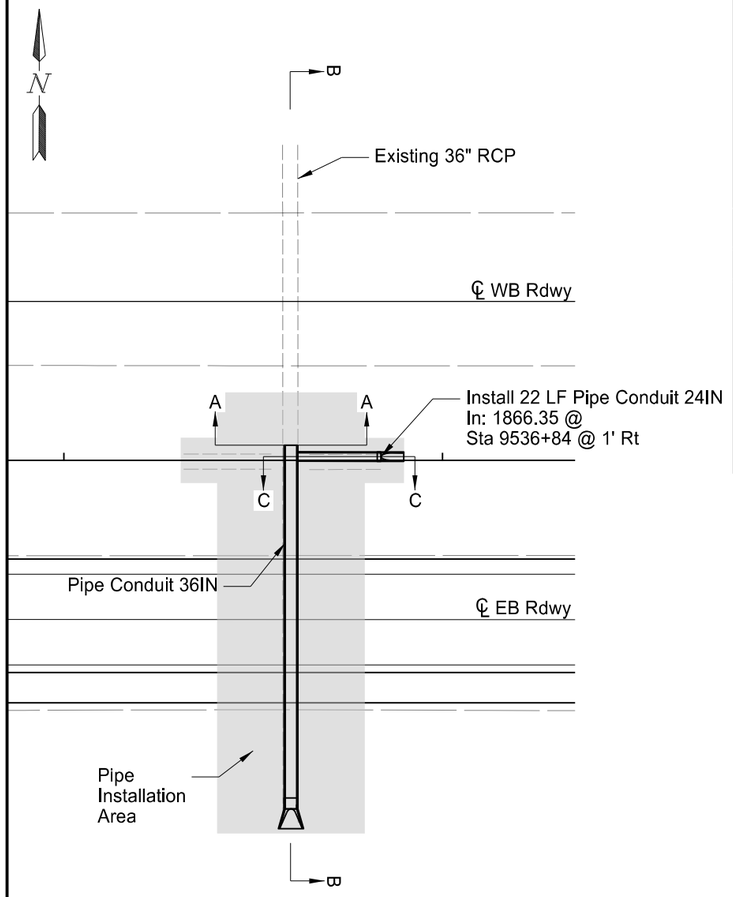
Culvert Installation Detail
Sta 9505+54 & Sta 9505+64

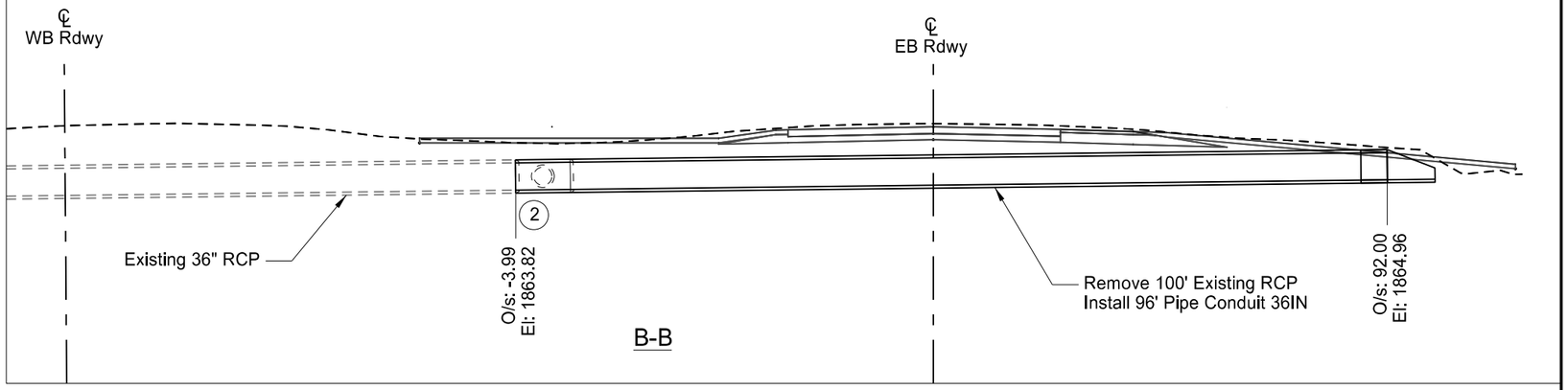
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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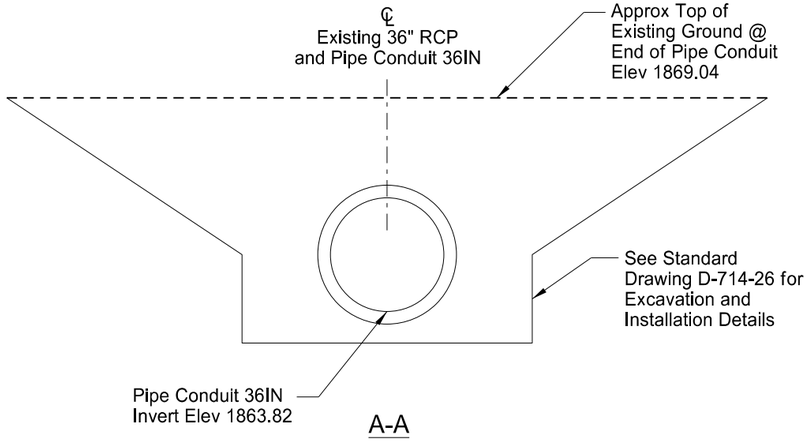
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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	20	17

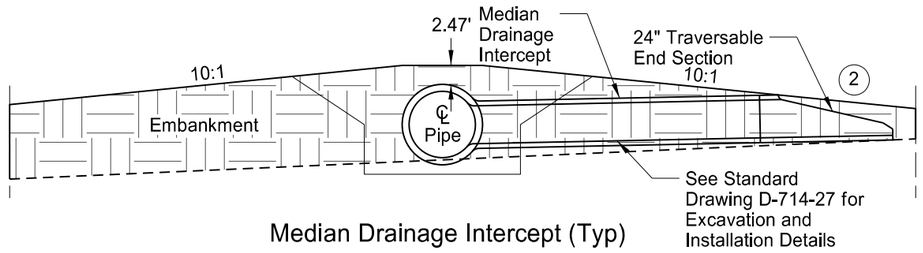




B-B



A-A



Median Drainage Intercept (Typ)

C-C

NOTES:

1. See Section 20 "Exterior Steel Band Details" For Connection Details
2. Place fill to provide drainage into the pipe end sections.

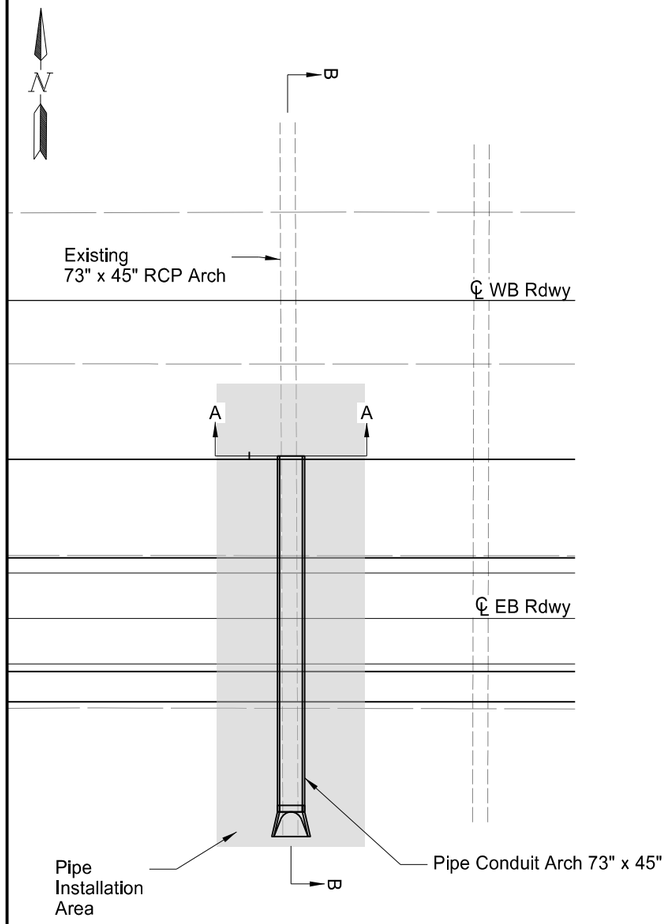
Culvert Installation Detail
Sta 9536+60

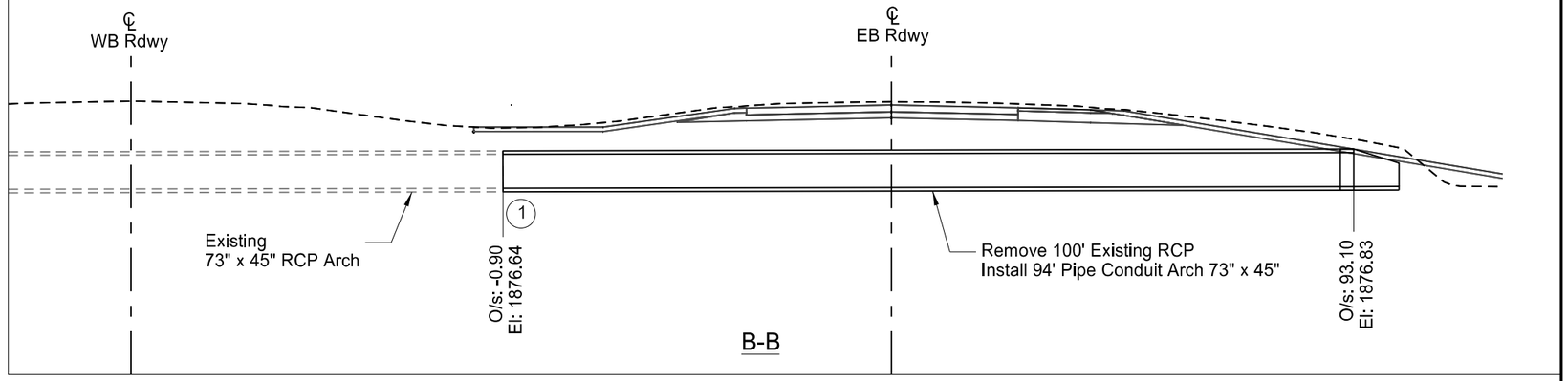
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

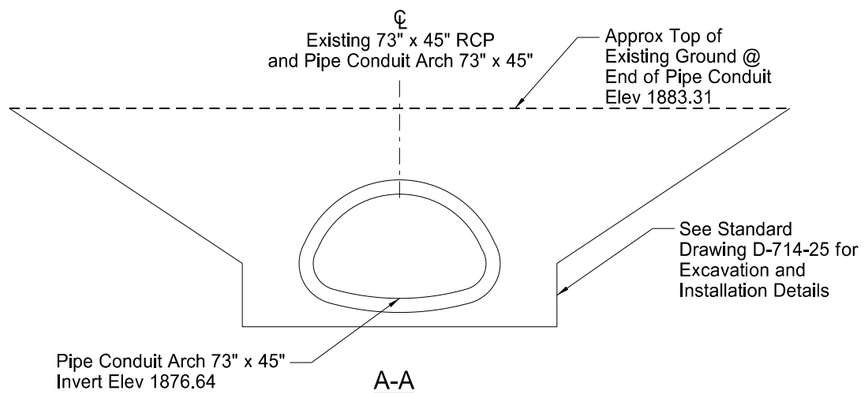
REGISTERED PROFESSIONAL ENGINEER
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ND	BGR-CVD-IM-1-094(238)172	20	18







NOTES:

(1) See Section 20 "Exterior Steel Band Details" For Connection Details

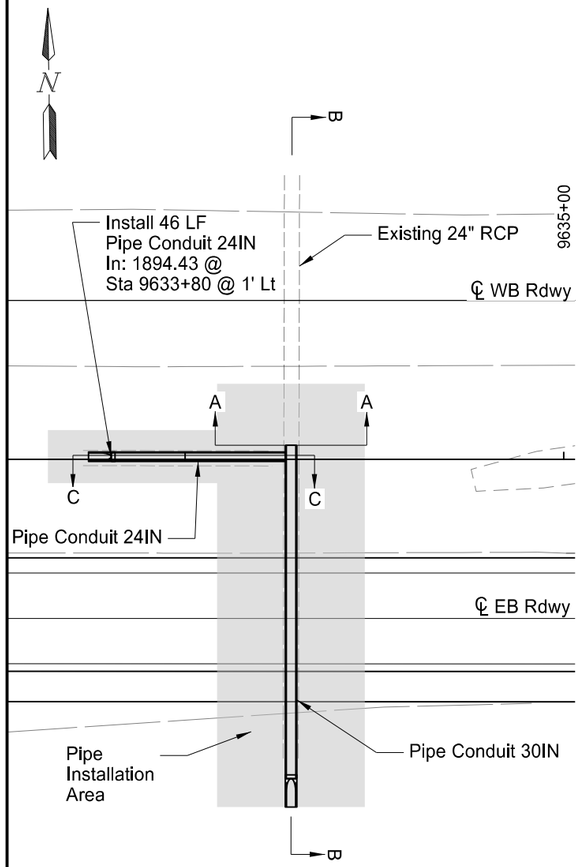
Culvert Installation Detail
Sta 9563+11

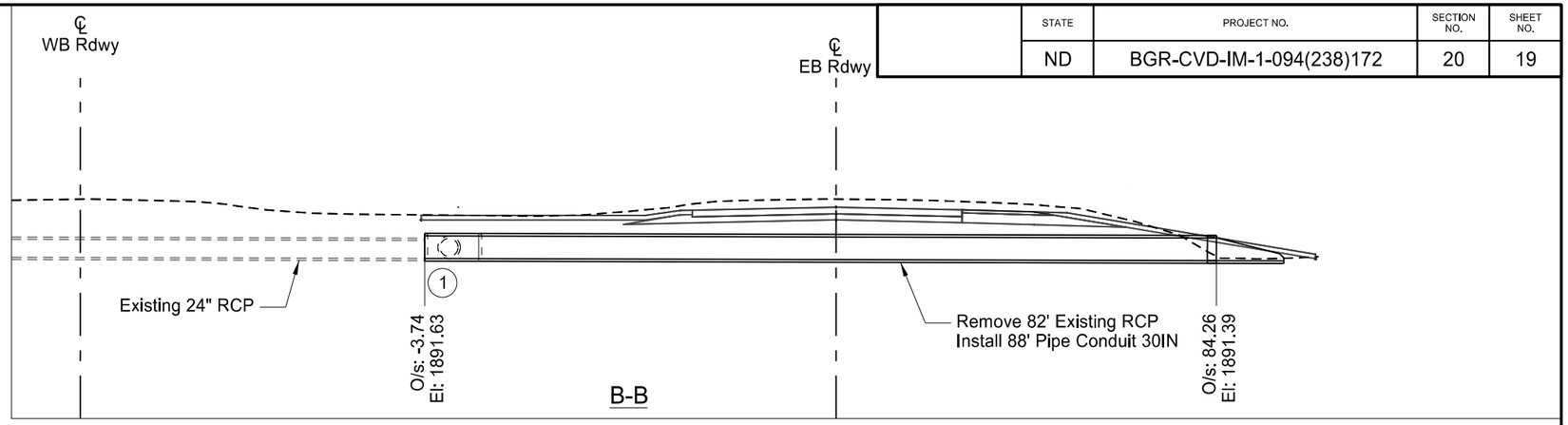
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ADAM M. RUUD
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DATE
NORTH DAKOTA

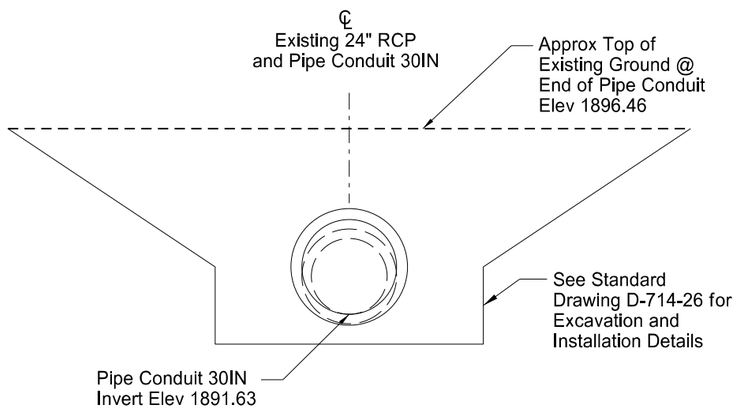
6/25/2026

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	20	19

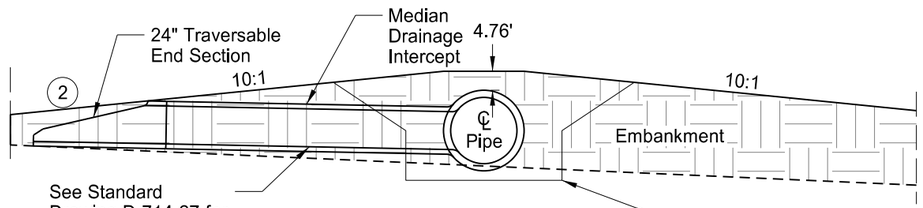




B-B



A-A



Median Drainage Intercept (Typ)

C-C

NOTES:

1. See Section 20 "Concrete Collar Detail" For Connection Details
2. Place fill to provide drainage into the pipe end sections.

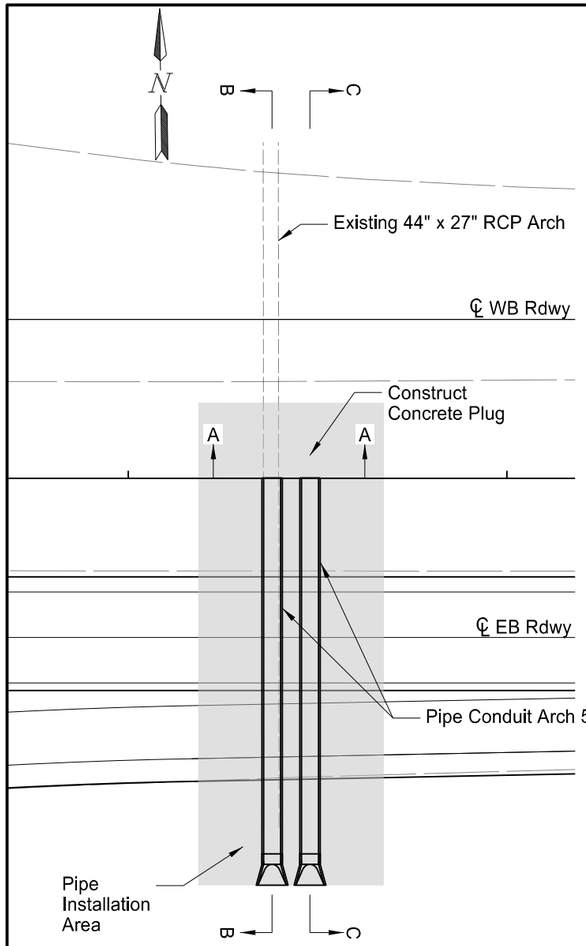
Culvert Installation Detail
Sta 9634+28

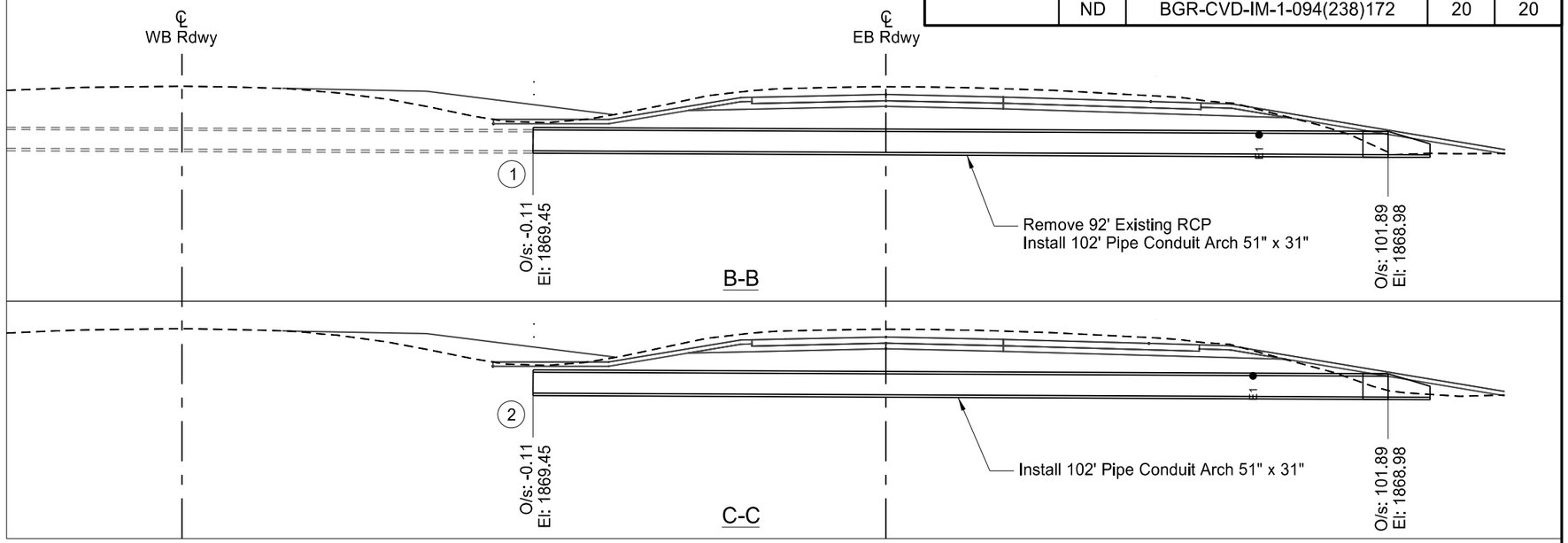
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

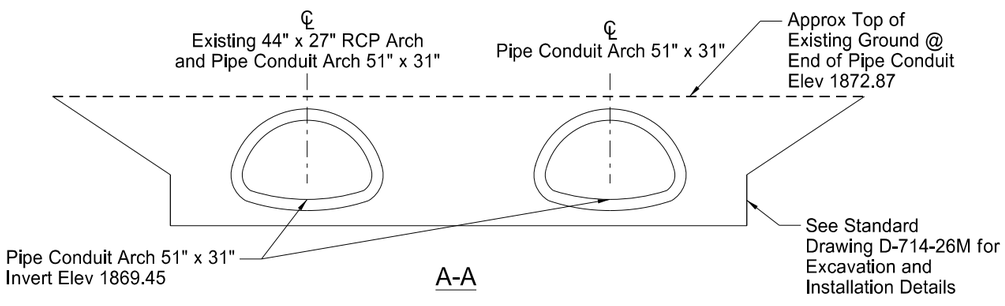
REGISTERED PROFESSIONAL ENGINEER
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DATE
NORTH DAKOTA

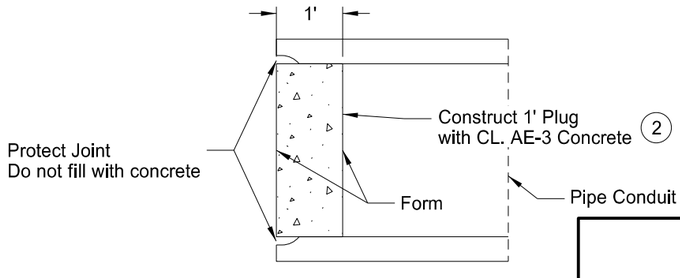
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NOTES:

1. See Section 20 "Concrete Collar Detail" For Connection Details
2. Construct Concrete Plug as detailed. Cost of plug to be included in the bid price for "Pipe Conduit Arch 51IN x 31IN"

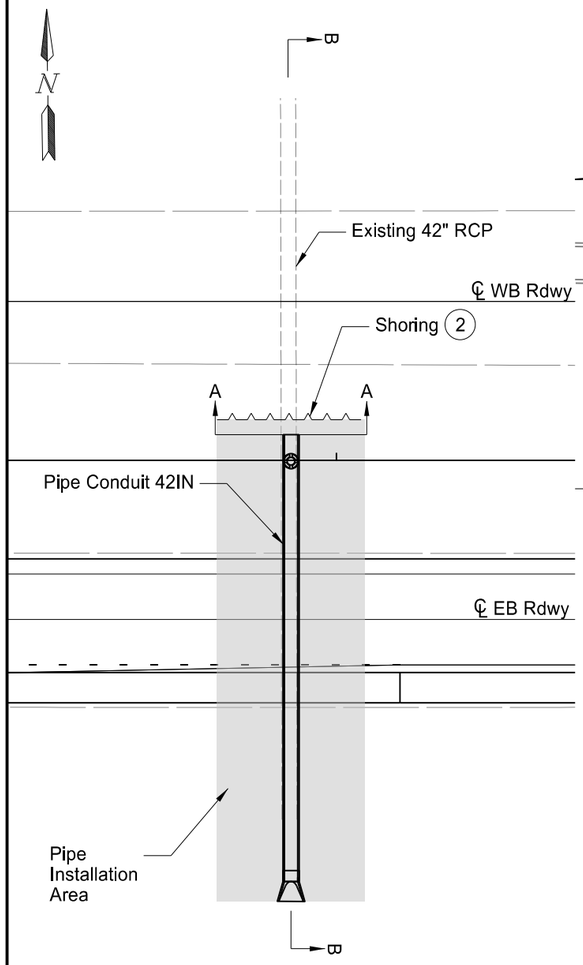
Culvert Installation Detail
Sta 9646+38 & Sta 9646+48

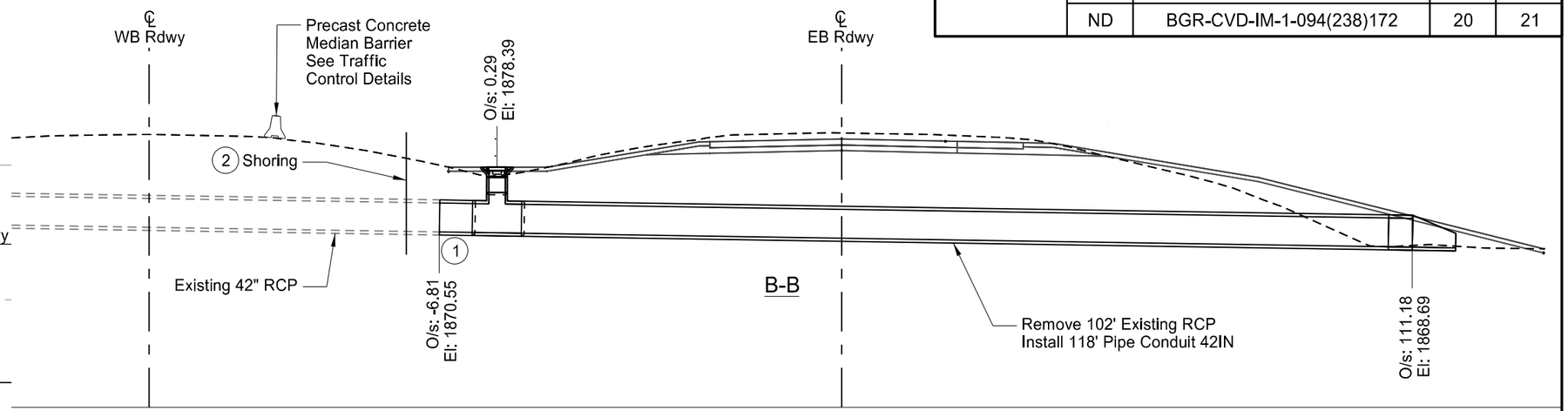
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

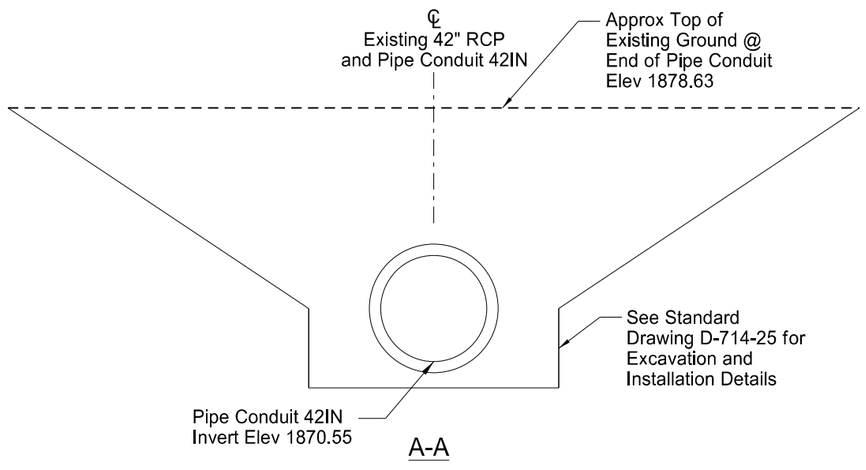
REGISTERED PROFESSIONAL ENGINEER
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PE-10407
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NORTH DAKOTA

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ND	BGR-CVD-IM-1-094(238)172	20	21







NOTES:

(1) See Section 20 "Exterior Steel Band Details" For Connection Details

(2) Shoring is shown parallel to the median centerline. Location and alignment of shoring to be determined by the contractor to accomodate their operations.

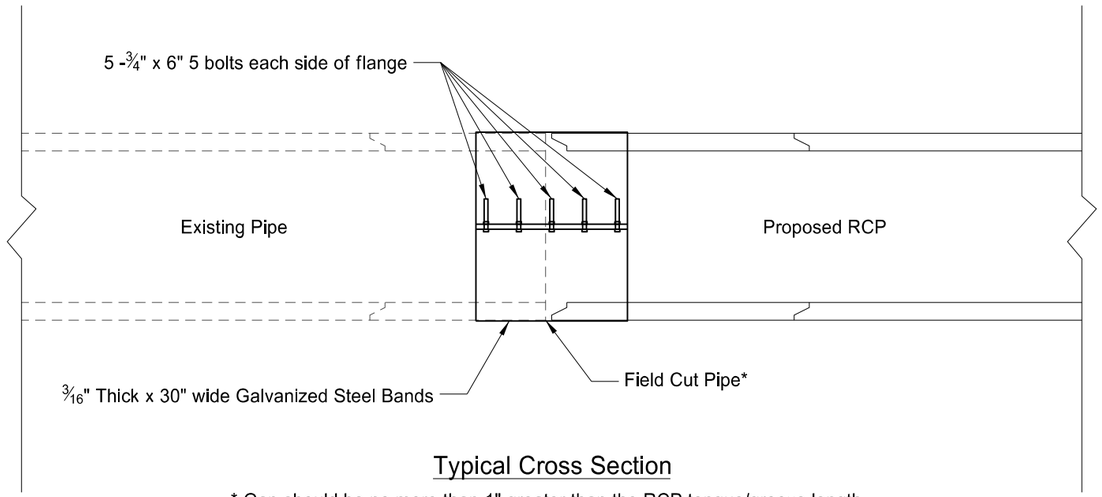
Culvert Installation Detail
Sta 9655+88

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East Menoken Interchange to Sterling Interchange

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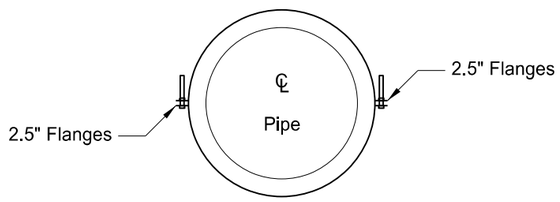
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
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Typical Cross Section

* Gap should be no more than 1" greater than the RCP tongue/groove length

Station	Proposed	Exisitng
9162+03	Pipe Conduit 36IN	36" RCP
9235+58	Pipe Condit 30IN	30" RCP
9411+34	Pipe Condit 30IN	30" RCP
9428+85	Pipe Conduit 30IN	30" RCP
9479+58	Pipe Conduit 36IN	36" RCP
9505+54	Pipe Conduit 48IN	48" RCP
9505+64	Pipe Conduit 48IN	48" RCP
9536+60	Pipe Conduit 36IN	36" RCP
9563+11	Pipe Conduit Arch 73" x 45"	73" x 45" RCP Arch
9655+88	Pipe Conduit 42IN	42" RCP



Typical Pipe Section

NOTES:

1. Use butyl joint material to seal the pipes to the band.
2. Include all costs for steel band connection in "PIPE CONDUIT XXIN"

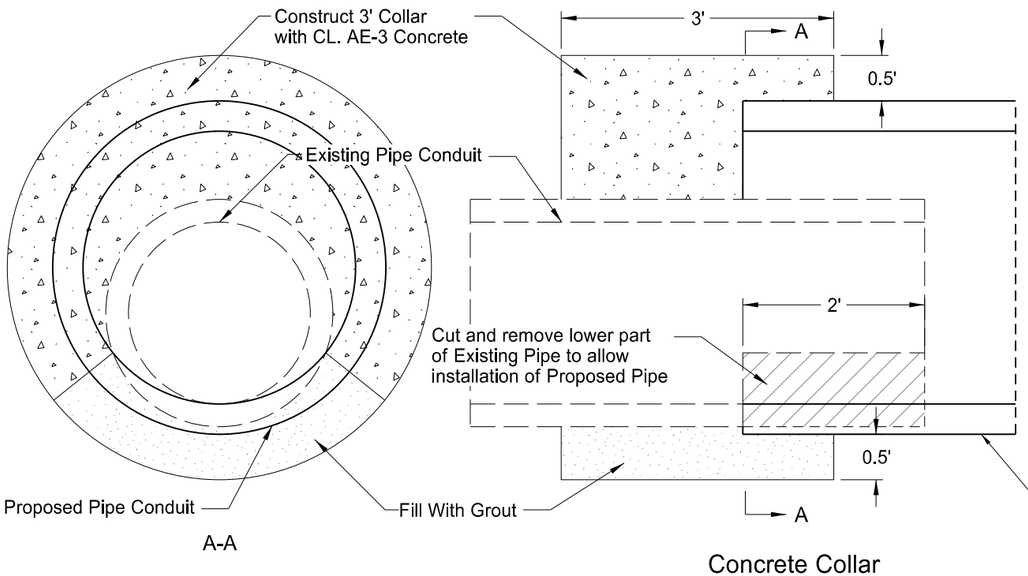
Exterior Steel Band Detail

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

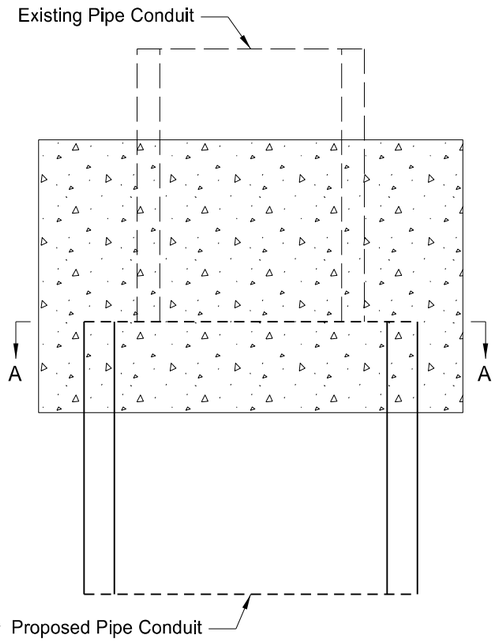
REGISTERED PROFESSIONAL ENGINEER
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Concrete Collar



Station	Proposed	Exisitng	Concrete (CY)	Grout (CY)
9195+58	Pipe Conduit 48IN	36" RCP	1.10	0.41
9320+53	Pipe Conduit 30IN	24" RCP	0.48	0.33
9476+47	Pipe Conduit 30IN	24" RCP	0.48	0.33
9634+28	Pipe Conduit 30IN	24" RCP	0.48	0.33
9646+38	Pipe Conduit Arch 51" x 31"	44" x 27" RCP Arch	0.62	0.48

* Concrete and Grout quantities for informational use only.
Cost of connections to be included in the bid price
for "Pipe Conduit __IN"

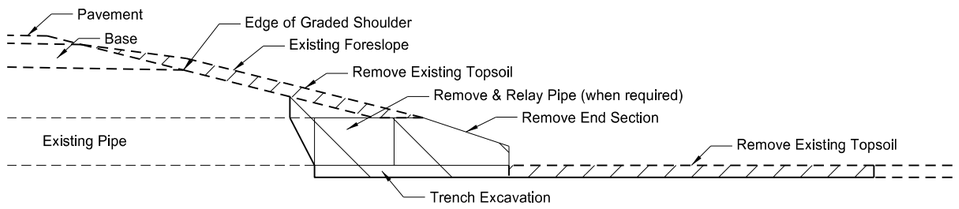
Concrete Collar Detail

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

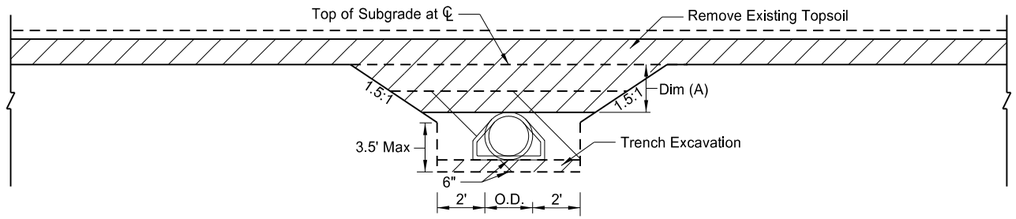
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NORTH DAKOTA

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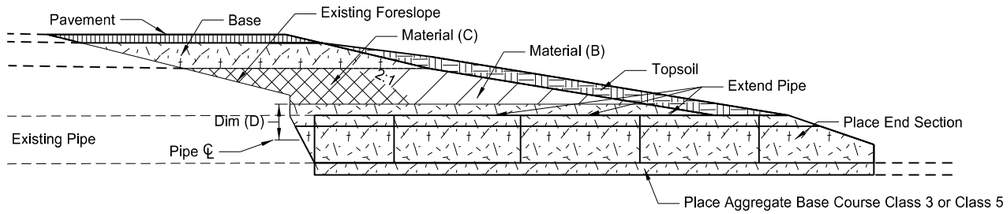
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	20	24



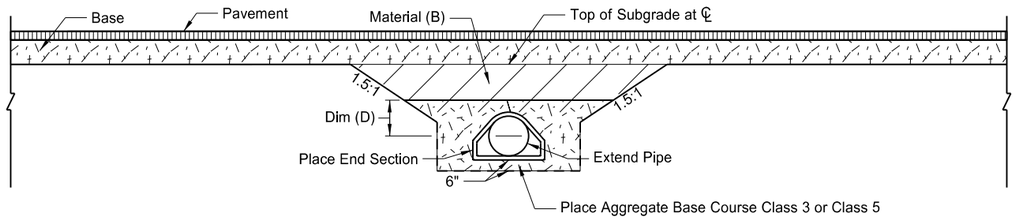
Removal Section
Cross Section View



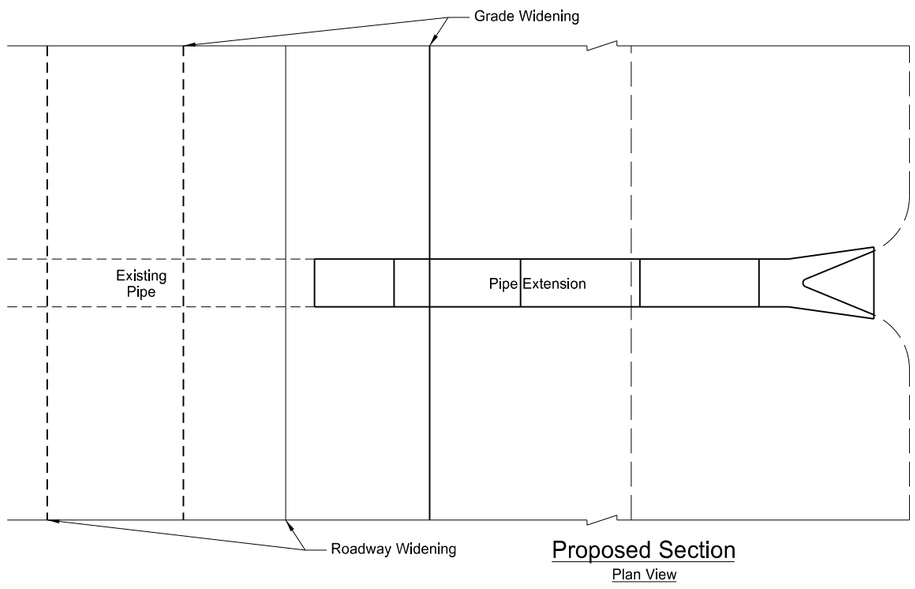
Removal Detail
Side View



Proposed Section
Cross Section View



Backfill Detail
Side View (Topsoil not shown)



Proposed Section
Plan View

Pay Items
1) Pipe Conc Reinf 24IN Cl III
2) Remove & Relay End Section - All Types & Sizes
3) Remove & Relay Pipe - All Types & Sizes (When required)
4) Borrow Excavation or Common Excavation
5) Topsoil
6) Seeding
7) Straw Mulch

*Included in Pipe Conc Reinf 24IN Cl III Pay Item
1) Pipe
2) Trench excavation
3) Aggregate Base Course Class 3 or Class 5

Pipe Materials	Dim (A)<=4 Feet		Backfill Dimension
	Material (B)	Material (C)	Dim (D)
Concrete	Embank or Aggr	Aggregate	0.5 O.D.
Metal	Embank or Aggr	Aggregate	0.5 O.D.+1 Foot

Pipe Materials	Dim (A)>4 Feet		Backfill Dimension
	Material (B)	Material (C)	Dim (D)
Concrete	Embankment	Embankment	0.5 O.D.
Metal	Embankment	Embankment	0.5 O.D.+1 Foot

NOTES:
1. Embankment may be either Borrow Excavation or Common Excavation

2. Aggregate may be either Class 3 or Class 5 Aggregate Base Course.

Pipe Extension Detail

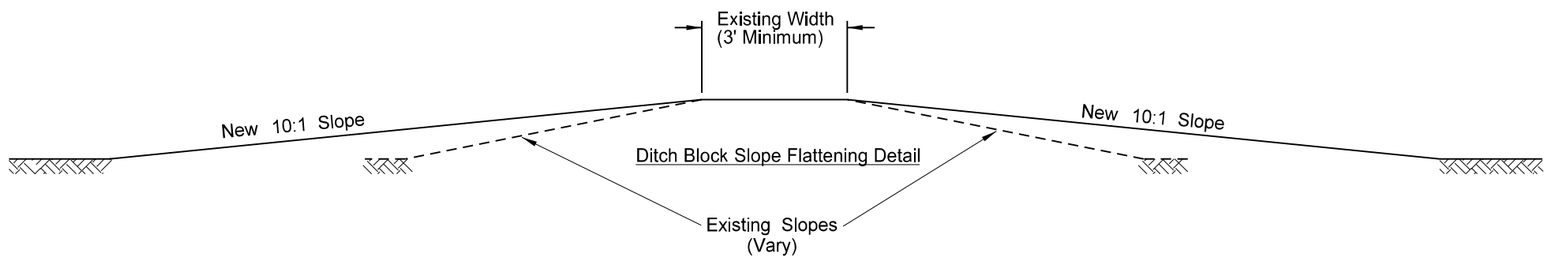
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

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	ND	BGR-CVD-IM-1-094(238)172	20	25

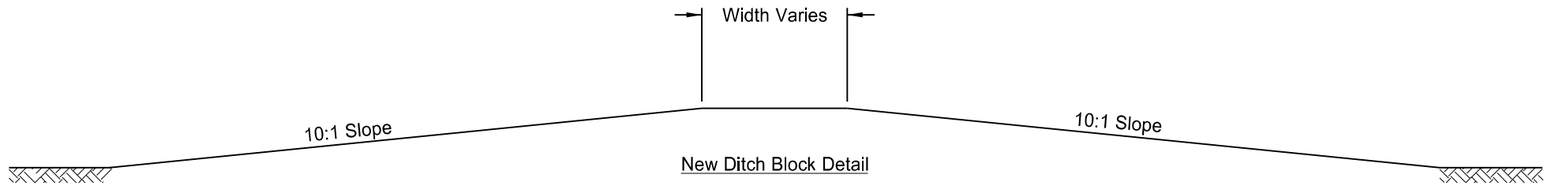
Existing Ditch Blocks	
Location	Elevation
9293+45	1718.99
9468+75	1854.86
9519+36	1848.06
9528+36	1858.78
9545+46	1878.90
9581+41	1899.70
9614+99	1925.41



Ditch Block Slope Flattening Detail

Note: When existing ditch block slopes are steeper than 8:1, flatten them to 10:1.

New Ditch Blocks	
Location	Elevation
9119+85	1710.66
9306+08	1739.32
9335+93	1738.47
9345+94	1727.97
9367+13	1739.48
9378+14	1754.21
9389+09	1766.89
9400+09	1779.19
9410+99	1799.77
9419+16	1815.97
9428+40	1828.76
9439+11	1840.53
9506+04	1843.92
9536+42	1869.71
9564+06	1884.72
9622+34	1922.59
9655+43	1880.19



New Ditch Block Detail

Notes:

1. Ditch block locations based off SCL94 alignment.
2. When existing ditch block slopes are steeper than 8:1, flatten them to 10:1.
3. Refer to median profiles in Section 60 for new ditch block slopes and tie points.

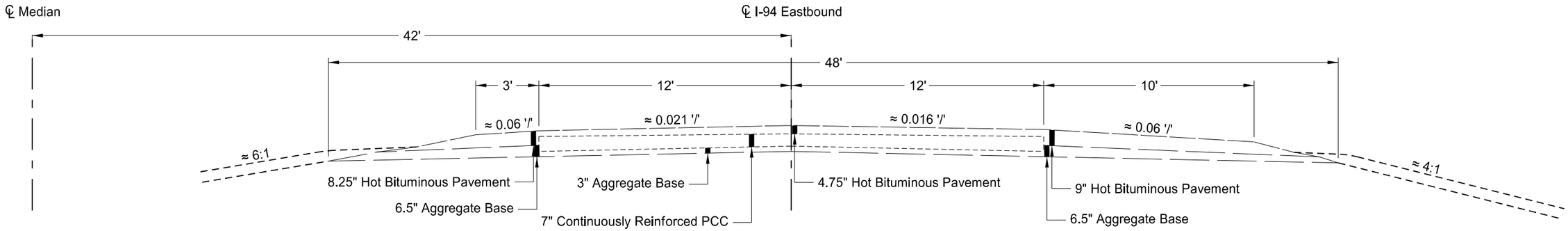
Ditch Block Detail

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

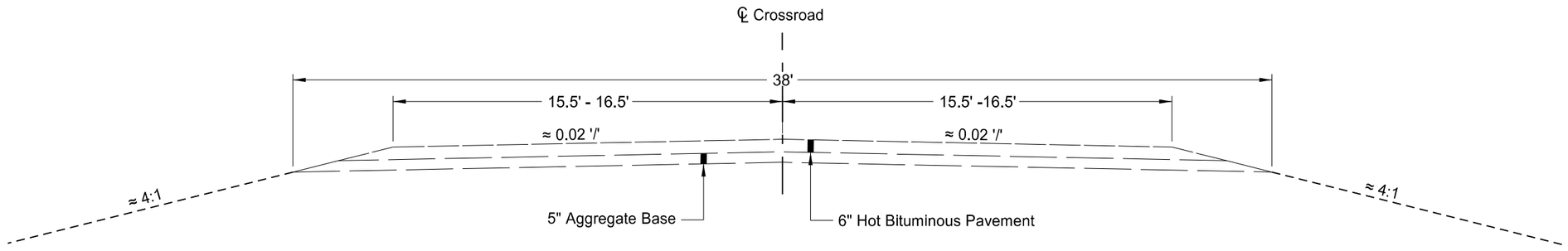
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	ND	BGR-CVD-IM-1-094(238)172	30	1



Existing Typical Section - Eastbound Mainline
Sta 9088+59.50 to Sta 9668+41.60 (Align:SCL94)



Existing Typical Section - 236th St NE Crossroad McKenzie Interchange
Sta 113+60.28 to Sta 121+20.00 (Align: SCL_236StNE)

Existing Typical Sections
Mainline Eastbound & 236th St NE Crossroad

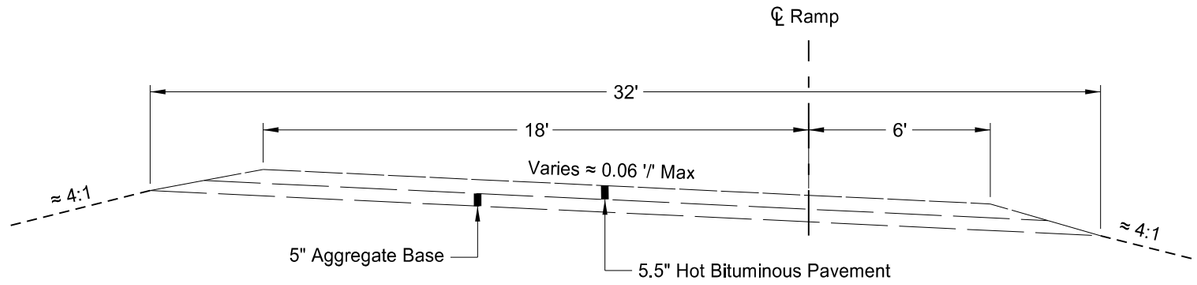
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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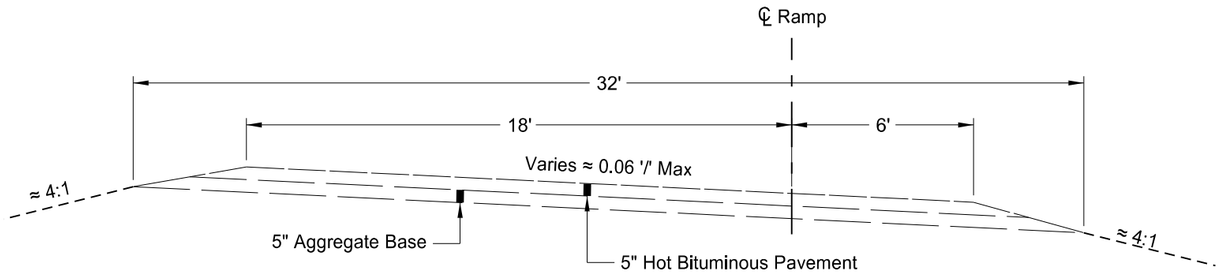
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	2



Existing Typical Section - Eastbound Exit Ramp McKenzie Interchange
Sta 5008+82.35 to Sta 5017+15.00 (Align: EXEXIT176SWRamp)



Existing Typical Section - Eastbound Entrance Ramp McKenzie Interchange
Sta 5100+80 to Sta 5109+30.29 (Align: EXExit176SERamp)

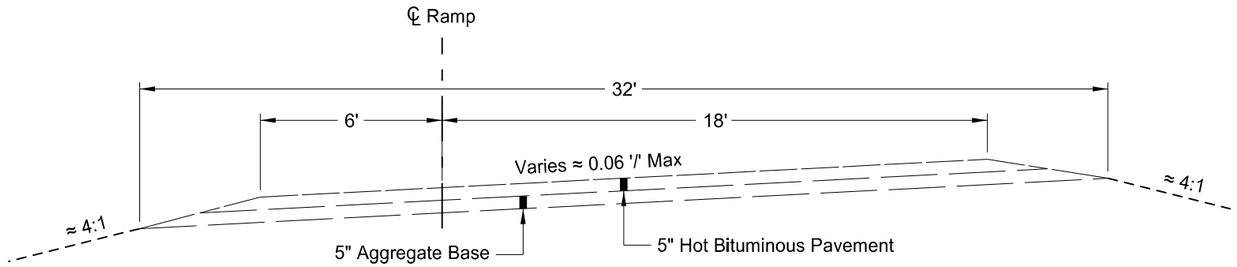
Existing Typical Sections
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

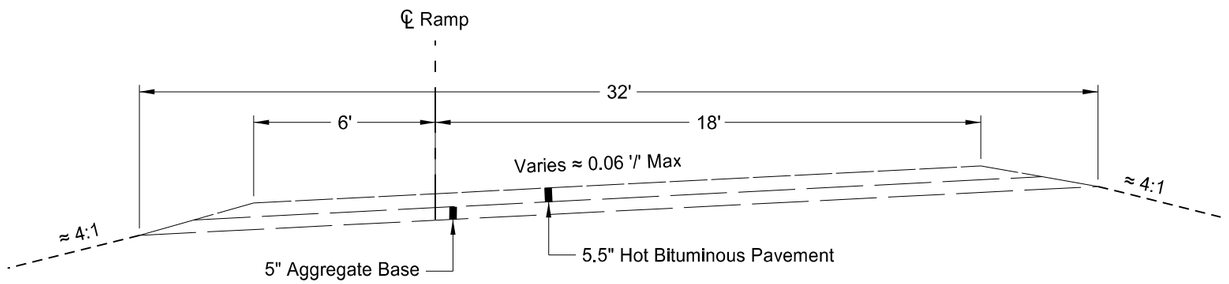
REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	3



Existing Typical Section - Westbound Entrance Ramp McKenzie Interchange
Sta 5312+95.35 to Sta 5321+50.00 (Align: EXExit176NWRamp)



Existing Typical Section - Westbound Exit Ramp McKenzie Interchange
Sta 5200+70.00 to Sta 5209+18.17 (Align: EXExit176NERamp)

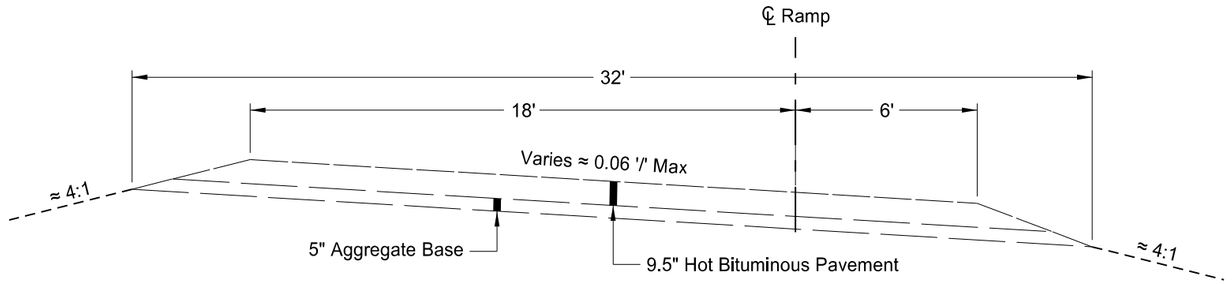
Existing Typical Sections
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

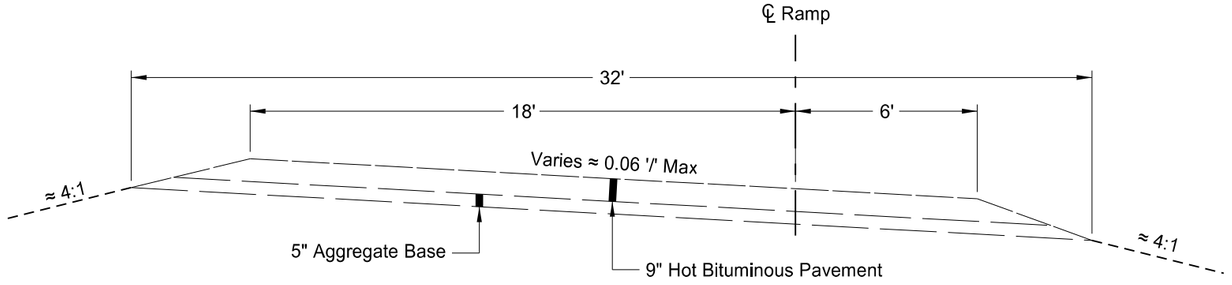
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	ND	BGR-CVD-IM-1-094(238)172	30	4



Existing Typical Section - Eastbound Exit Ramp Sterling Interchange
Sta 6008+97.06 to Sta 6014+00.36 (Align: EXExit182SWRamp)



Existing Typical Section - Eastbound Entrance Ramp Sterling Interchange
Sta 6106+34.00 to Sta 6109+29.10 (Align: EXExit182SERamp)

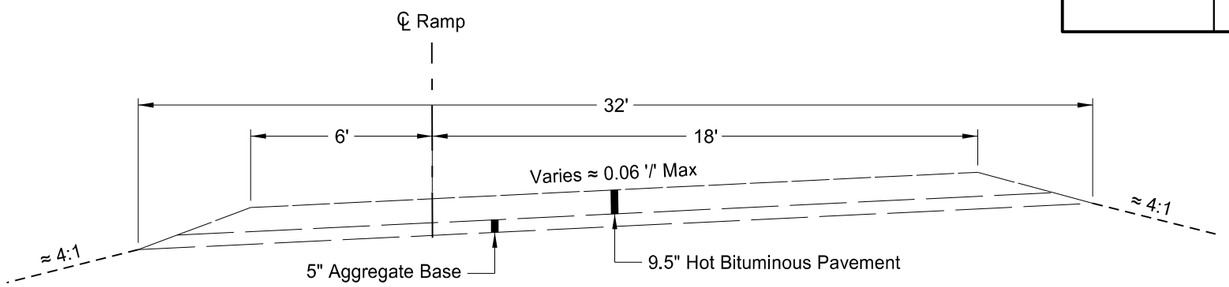
Existing Typical Sections
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

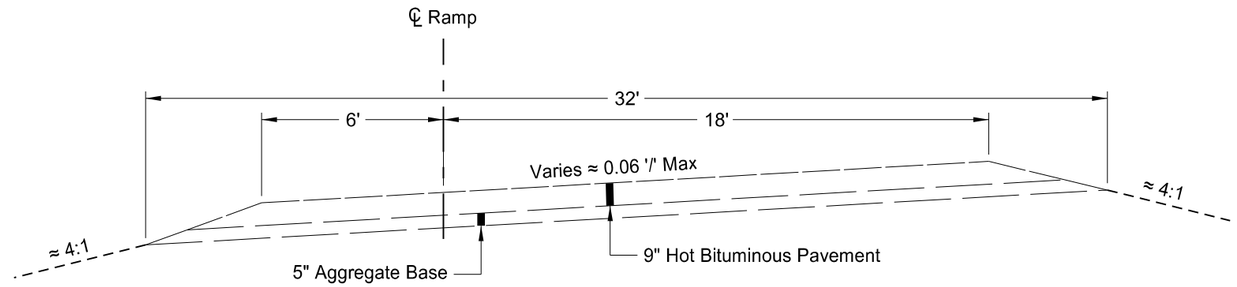
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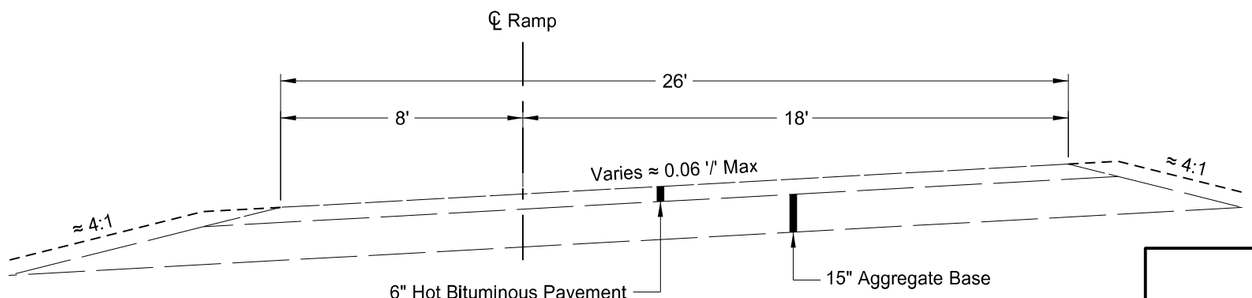
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	5



Existing Typical Section - Westbound Entrance Ramp Sterling Interchange
Sta 6312+36.53 to Sta 6314+70.02 (Align: EXExit182NWRamp)



Existing Typical Section - Westbound Exit Ramp Sterling Interchange
Sta 6208+15.15 to Sta 6210+30.04 (Align: EXExit182NERamp)



Existing Typical Section - Westbound Entrance and Exit Ramp Sterling Interchange
Sta 6205+95.39 to Sta 6208+15.15 (Align: EXExit182NERamp)
Sta 6314+70.02 to Sta 6315+82.68 (Align: EXExit182NWRamp)

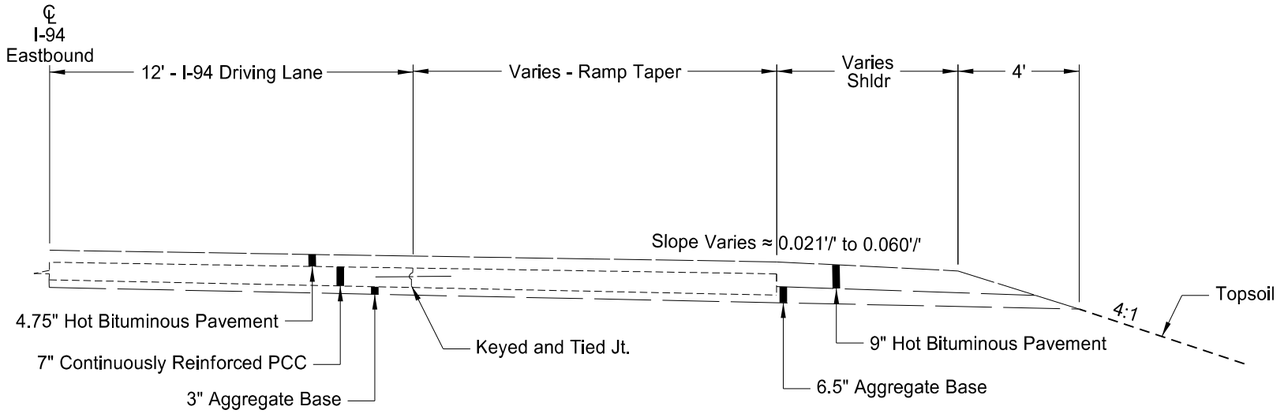
Existing Typical Sections
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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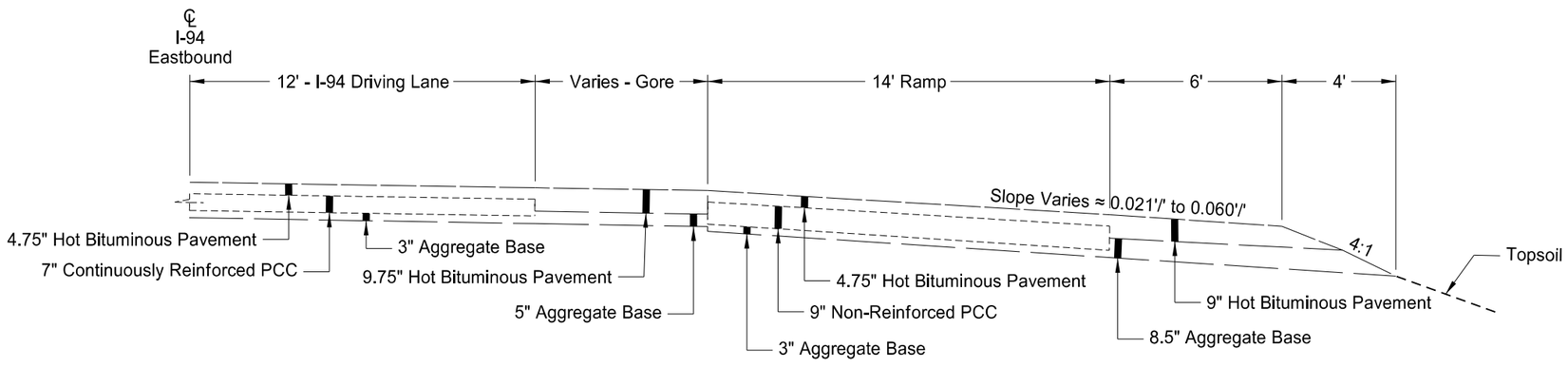
8/26/2026

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	ND	BGR-CVD-IM-1-094(238)172	30	6



Existing Typical Section - Mainline Eastbound with Ramp Tapers

Sta 9301+90.56 to Sta 9305+95.31 (Align: SCL94)
Sta 9334+72.25 to Sta 9339+83.21 (Align: SCL94)
Sta 9616+91.37 to Sta 9620+51.72 (Align: SCL94)
Sta 9651+04.58 to Sta 9656+16.78 (Align: SCL94)



Existing Typical Section - Mainline Eastbound Gore Area

Sta 9305+95.31 to Sta 9310+75.08 (Align: SCL94)
Sta 9327+52.25 to Sta 9334+72.25 (Align: SCL94)
Sta 9620+51.72 to Sta 9625+90.41 (Align: SCL94)
Sta 9643+84.58 to Sta 9651+04.58 (Align: SCL94)

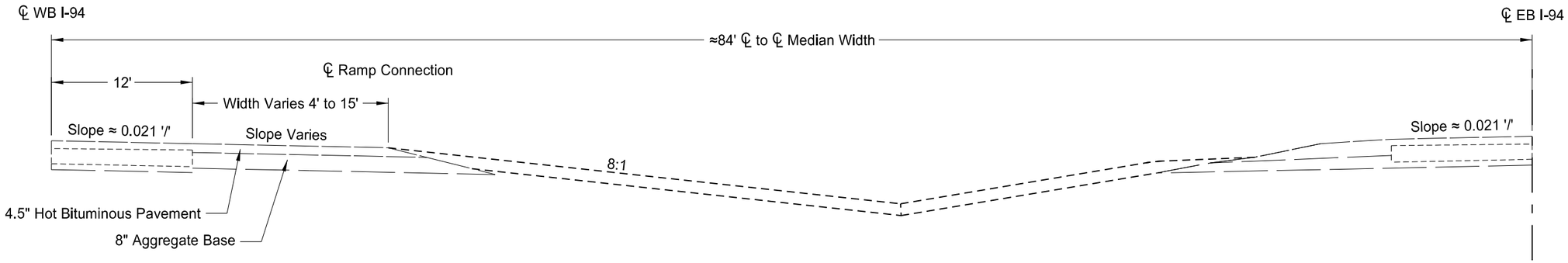
Existing Typical Sections
Mainline Eastbound

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

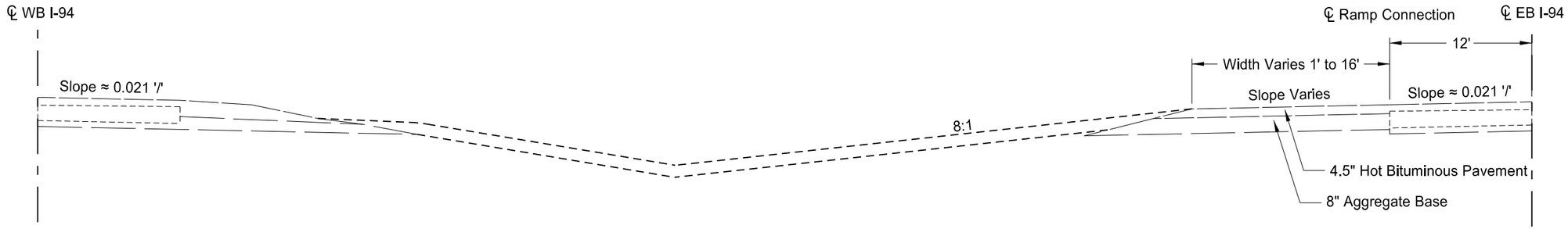
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NORTH DAKOTA

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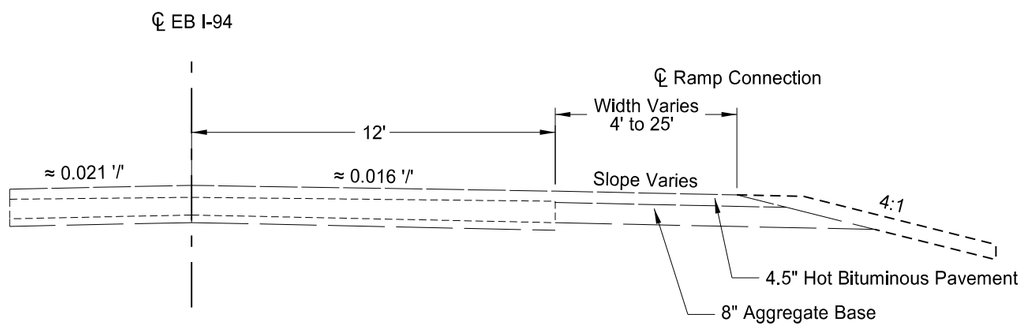
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Existing Typical Section - McKenzie Interchange Ramp Connections
Sta 9302+92.32 to Sta 9308+84.71 (Align: SCL94)
Sta 9329+29.75 to Sta 9336+98.13 (Align: SCL94)



Existing Typical Section - McKenzie Interchange Ramp Connections
Sta 9310+40.53 to Sta 9310+88.78 (Align: SCL94)
Sta 9327+25.67 to Sta 9327+73.92 (Align: SCL94)



Existing Typical Section - McKenzie Interchange Ramp Connections
Sta 9311+01.64 to Sta 9311+57.40 (Align: SCL94)
Sta 9326+57.03 to Sta 5327+12.82 (Align: SCL94)

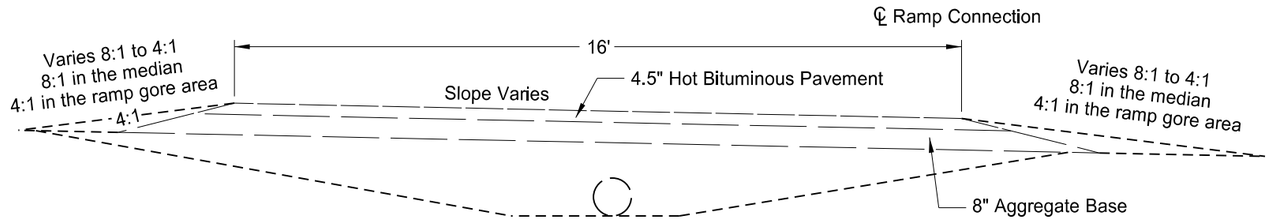
Existing Typical Sections
Temporary Ramp Connections
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

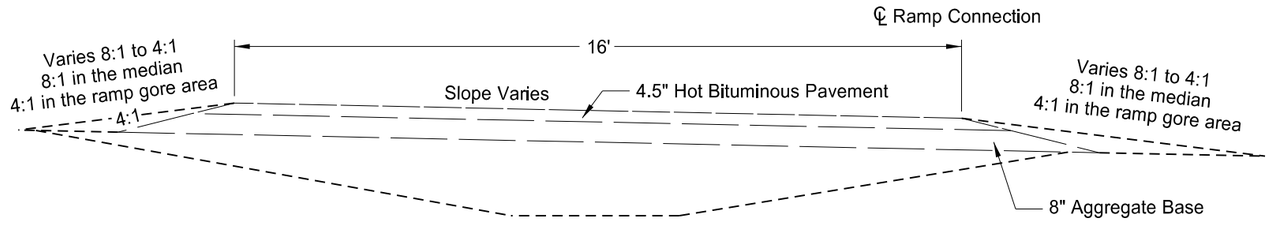
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Existing Typical Section - McKenzie Interchange Ramp Connections
Sta 9308+84.71 to Sta 9310+40.53 (Align: SCL94)
Sta 9327+73.92 to Sta 9329+29.75 (Align: SCL94)



Existing Typical Section - McKenzie Interchange Ramp Connections
Sta 9311+57.40 to Sta 9312+31.70 (Align: SCL94)
Sta 9325+74.88 to Sta 9326+57.03 (Align: SCL94)

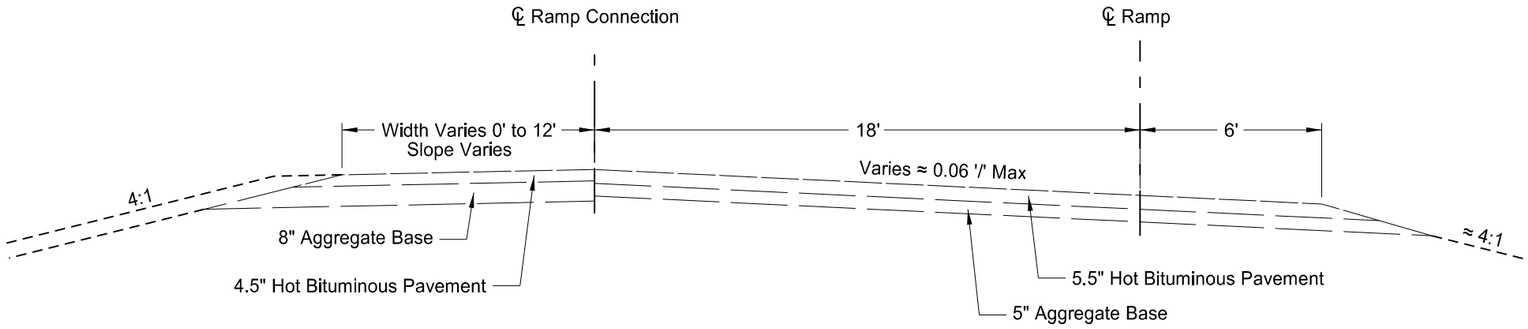
Existing Typical Sections
Temporary Ramp Connections
Eastbound Exit and Entrance Ramps

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

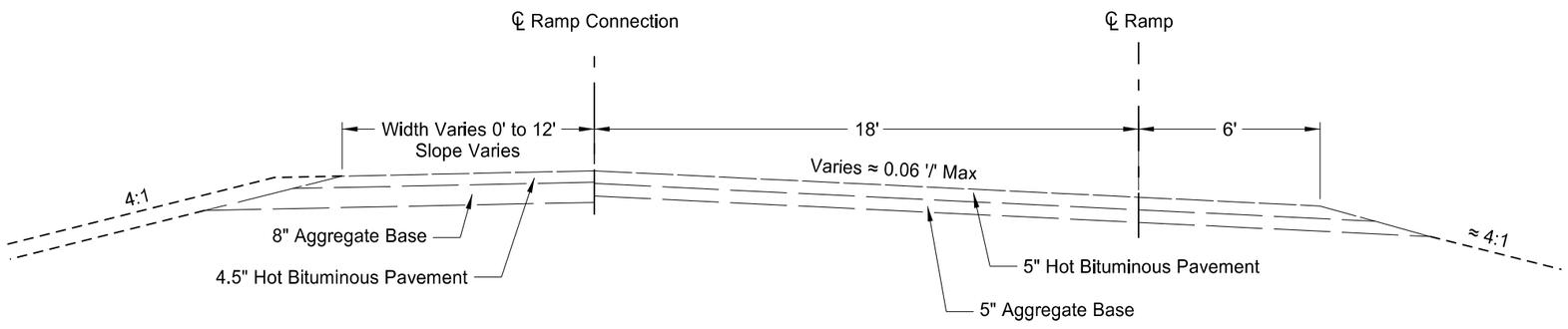
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Existing Typical Section - Eastbound Exit Ramp McKenzie Interchange
Sta 9312+31.70 to Sta 9313+74.51 (Align: SCL94)



Existing Typical Section - Eastbound Entrance Ramp McKenzie Interchange
Sta 9324+32.07 to Sta 9325+74.88 (Align: SCL94)

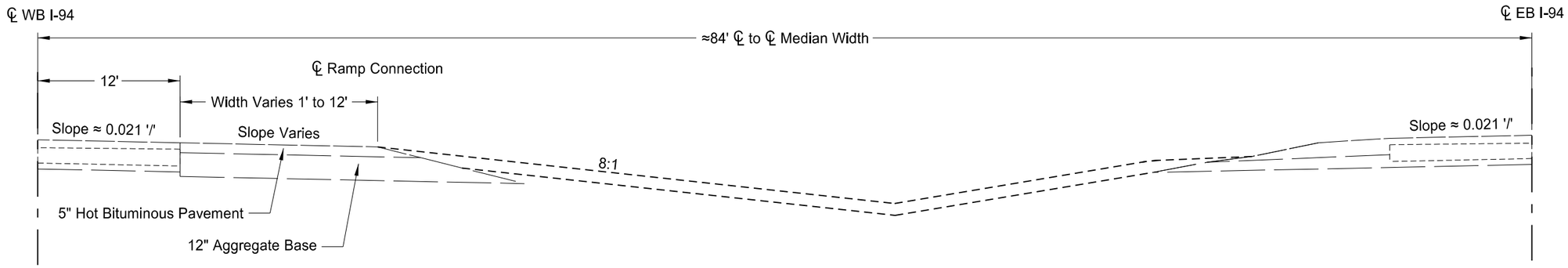
Existing Typical Sections
Temporary Ramp Connections
Eastbound Exit and Entrance Ramps

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

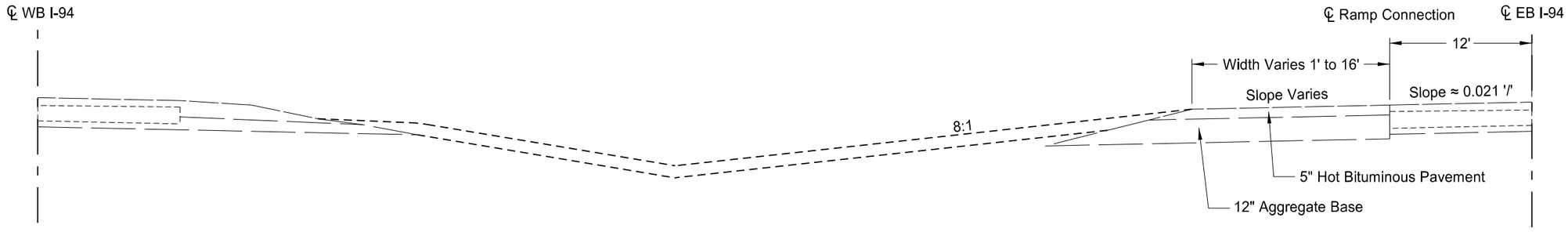
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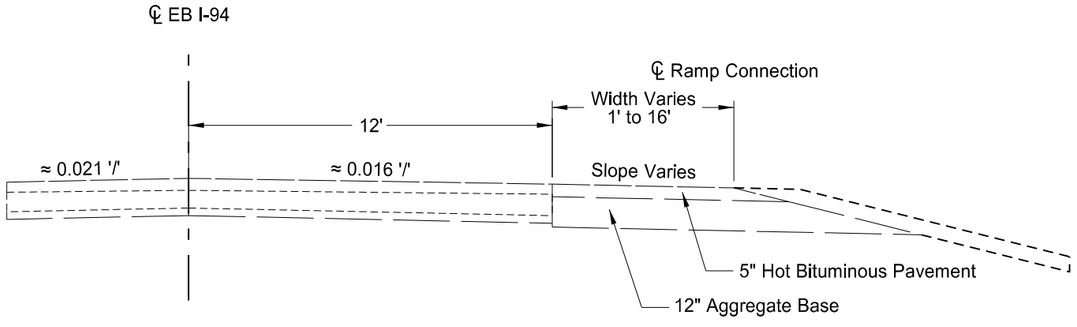
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	10



Existing Typical Section - Sterling Interchange Ramp Connections
Sta 9616+81.39 to Sta 9624+73.59 (Align: SCL94)
Sta 6945+61.75 to Sta 9655+30.14 (Align: SCL94)



Existing Typical Section - Sterling Interchange Ramp Connections
Sta 9626+26.42 to Sta 9626+77.67 (Align: SCL94)
Sta 9643+57.67 to Sta 9644+05.92 (Align: SCL94)



Existing Typical Section - Sterling Interchange Ramp Connections
Sta 9626+90.51 to Sta 9627+41.51 (Align: SCL94)
Sta 9642+89.00 to Sta 9643+44.82 (Align: SCL94)

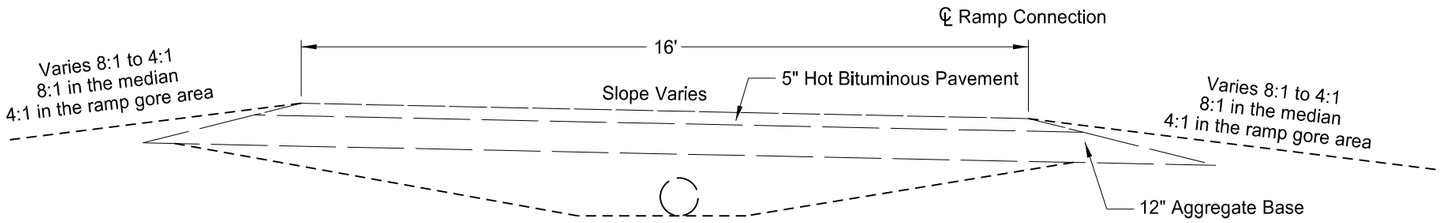
Existing Typical Sections
Temporary Ramp Connections
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

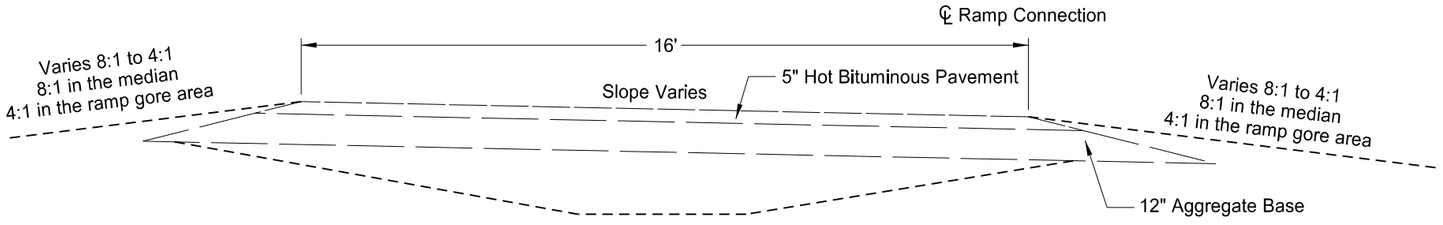
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Existing Typical Section - Sterling Interchange Ramp Connection
Sta 9624+73.59 to Sta 9626+26.42 (Align: SCL94)
Sta 9644+05.92 to Sta 9645+61.75 (Align: SCL94)



Existing Typical Section - Sterling Interchange Ramp Connection
Sta 9627+41.51 to Sta 9628+74.45 (Align: SCL94)
Sta 9642+06.74 to Sta 9642+89.00 (Align: SCL94)

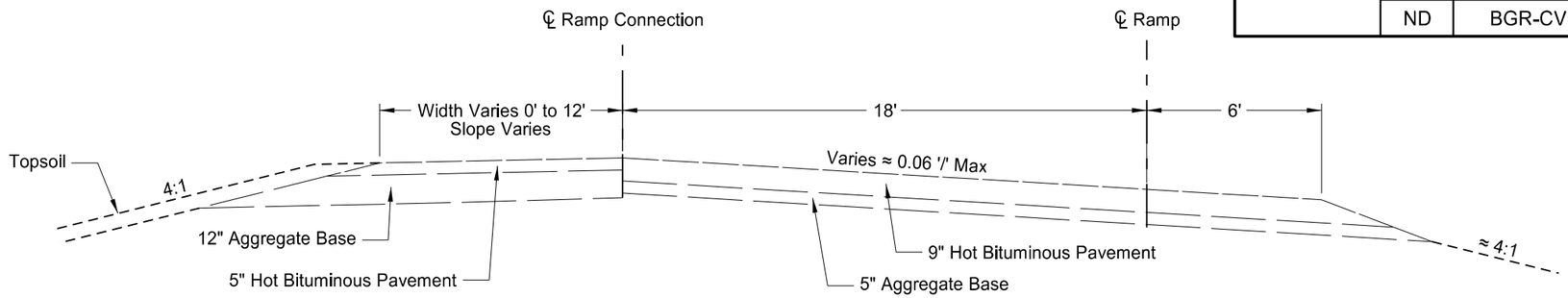
Existing Typical Sections
Temporary Ramp Connections
Eastbound Exit and Entrance Ramps

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

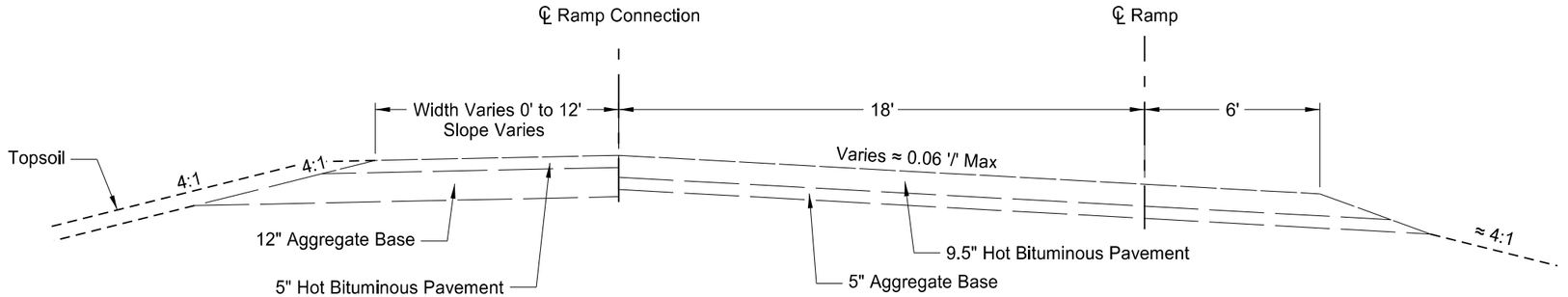
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NORTH DAKOTA

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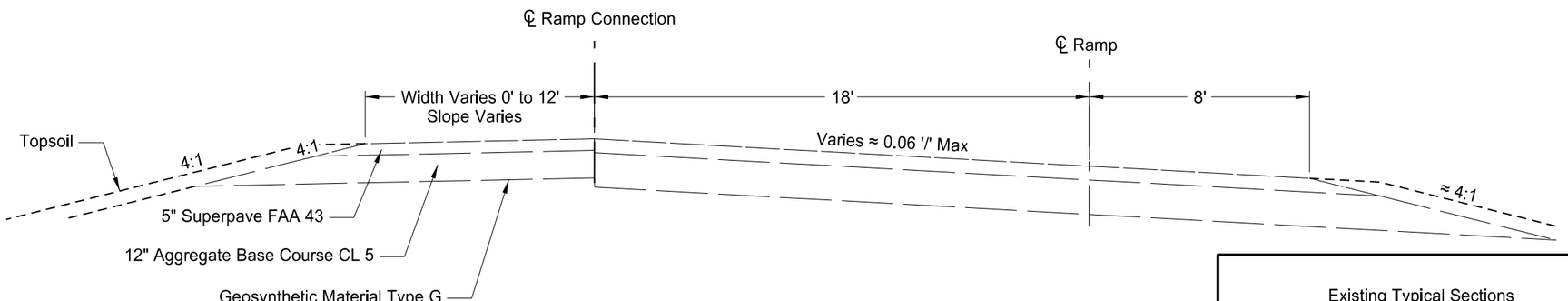
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	12



Existing Typical Section - Eastbound Exit Ramp Sterling Interchange
Sta 9628+74.45 to Sta 9630+11.70 (Align: SCL94)



Existing Typical Section - Eastbound Entrance Ramp Sterling Interchange
Sta 9640+98.26 to Sta 9642+06.74 (Align: SCL94)



Existing Typical Section - Eastbound Entrance Ramp Sterling Interchange
Sta 9640+63.92 to Sta 9640+98.26 (Align: SCL94)

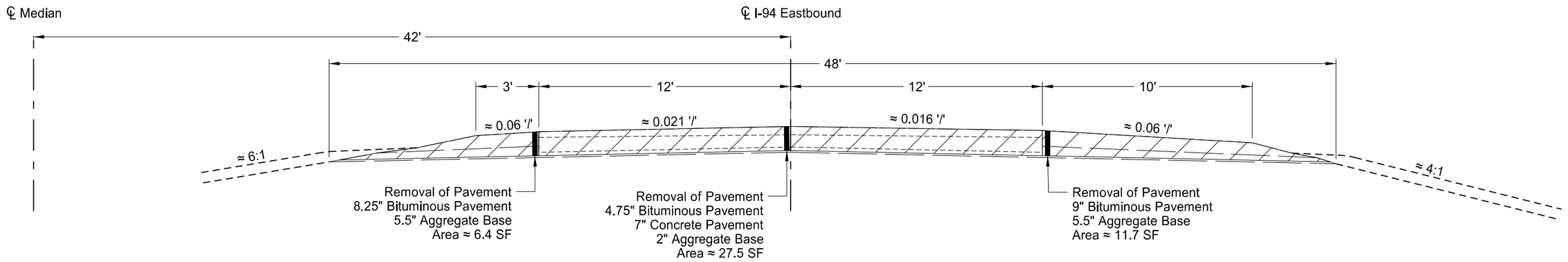
Existing Typical Sections
Temporary Ramp Connections
Eastbound Exit and Entrance Ramps

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

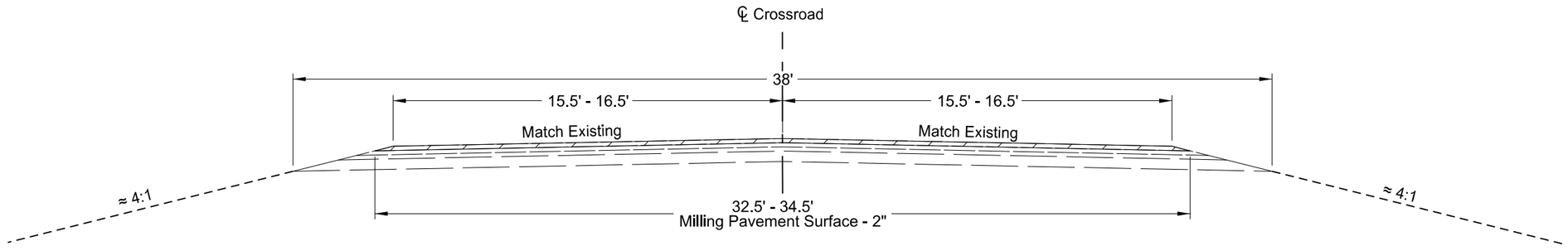
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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DATE
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	13



Removal Typical Section - Eastbound Mainline
Sta 9088+59.50 to Sta 9668+41.60 (Align:SCL94)



Milling Typical Section - 236th St NE Crossroad McKenzie Interchange
Sta 113+60.28 to Sta 121+20.00 (Align: SCL_236StNE)

Note:
The bottom 1" of Existing Aggregate Base is not salvageable and is included in Common Excavation - Type B.

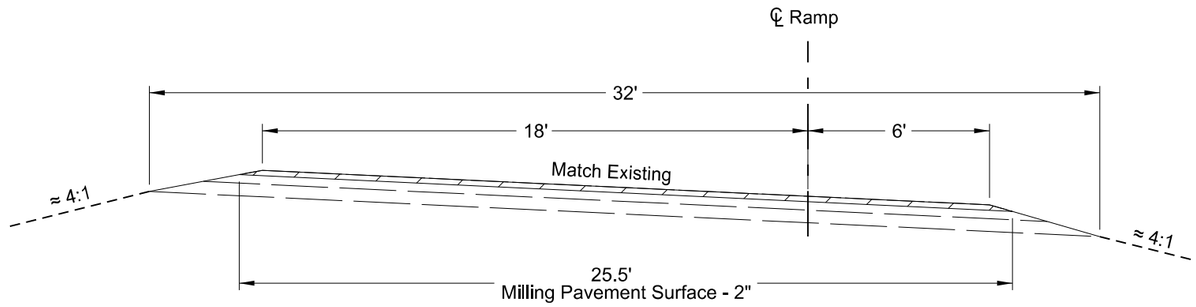
Removal Typical Sections
Mainline Eastbound & 236th St NE Crossroad

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

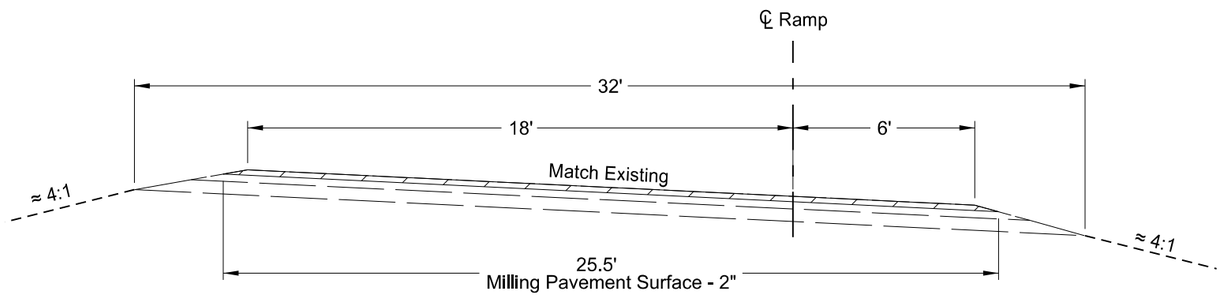
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	14



Milling Typical Section - Eastbound Exit Ramp McKenzie Interchange
Sta 5009+66.78 to Sta 5017+15 (Align: EXEXIT176SWRamp)



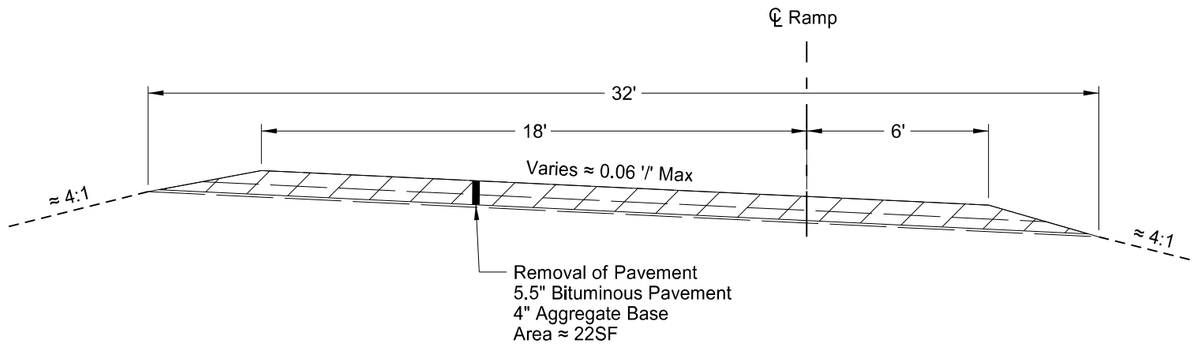
Milling Typical Section - Eastbound Entrance Ramp McKenzie Interchange
Sta 5100+80 to Sta 5108+80.29 (Align: EXExit176SERamp)

Milling Typical Sections
McKenzie Interchange

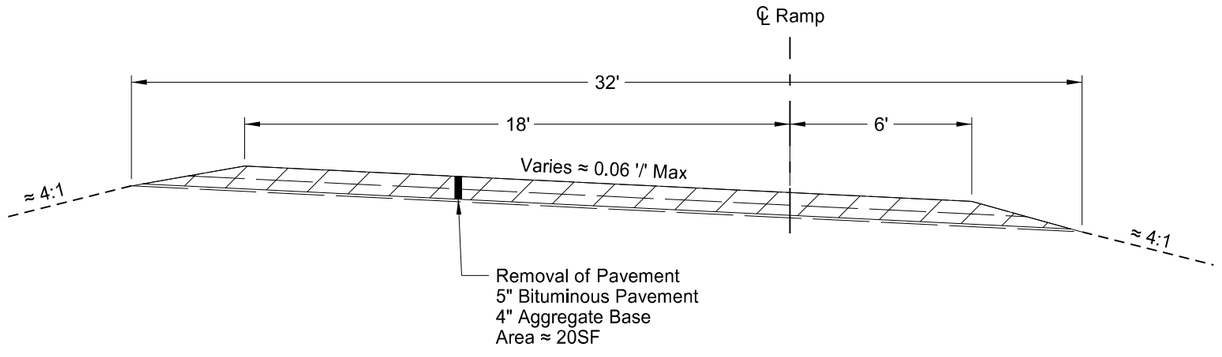
Interstate 94 -Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ADAM M. RUUD
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	ND	BGR-CVD-IM-1-094(238)172	30	15



Removal Typical Section - Eastbound Exit Ramp McKenzie Interchange
Sta 5008+82.98 to Sta 5009+66.78 (Align: EXEXIT176SWRamp)



Removal Typical Section - Eastbound Enterance Ramp McKenzie Interchange
Sta 5108+80.29 to Sta 5109+40.63 (Align: EXEXIT176SERamp)

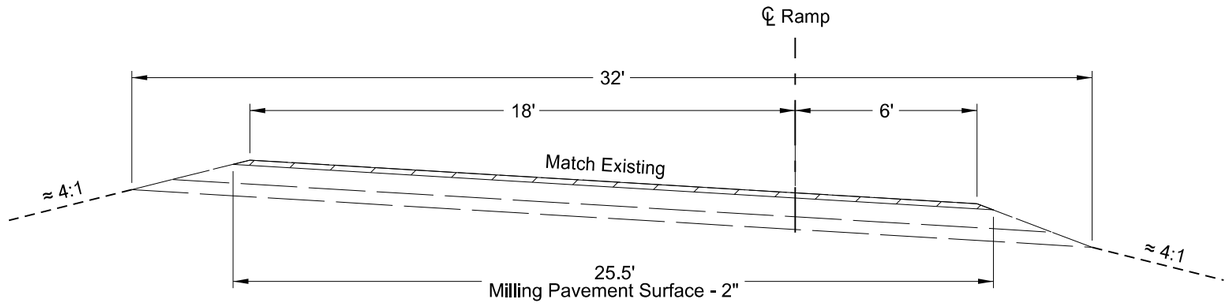
Note:
The bottom 1" of existing Aggregate Base is not salvageable and is included in Common Excavation - Type B.

Removal Typical Sections
McKenzie Interchange

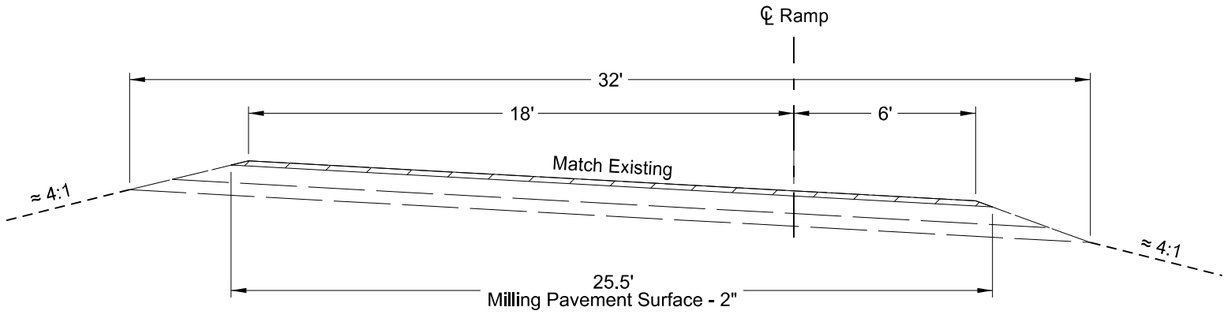
Interstate 94 -Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ADAM M. RUUD
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8/26/2026

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	ND	BGR-CVD-IM-1-094(238)172	30	16



Milling Typical Section - Eastbound Exit Ramp Sterling Interchange
Sta 6010+76.45 to Sta 6014+00.36 (Align: EXExit182SWRamp)



Milling Typical Section - Eastbound Entrance Ramp Sterling Interchange
Sta 6106+34.00 to Sta 6107+57.89 (Align: EXExit182SERamp)

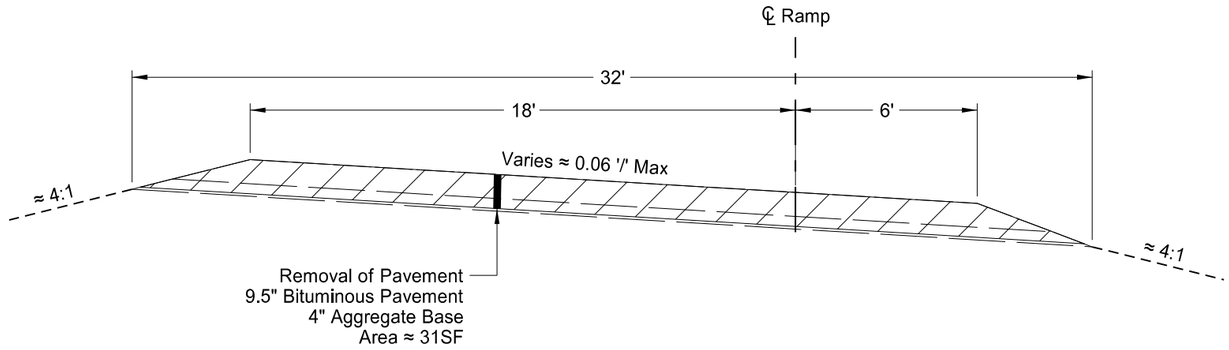
Milling Typical Sections
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

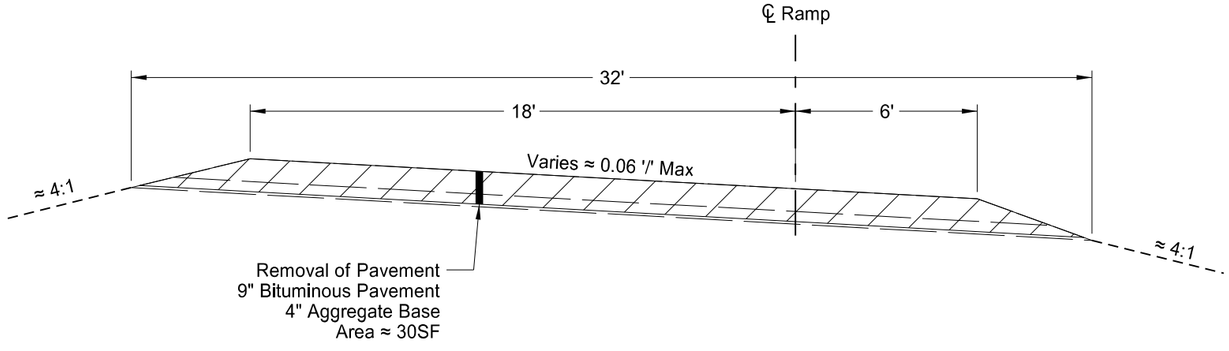
REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	17



Removal Typical Section - Eastbound Exit Ramp Sterling Interchange
Sta 6008+89.18 to Sta 6010+76.45 (Align: EXExit182SWRamp)



Removal Typical Section - Eastbound Entrance Ramp Sterling Interchange
Sta 6107+57.89 to Sta 6109+40.10 (Align: EXExit182SERamp)

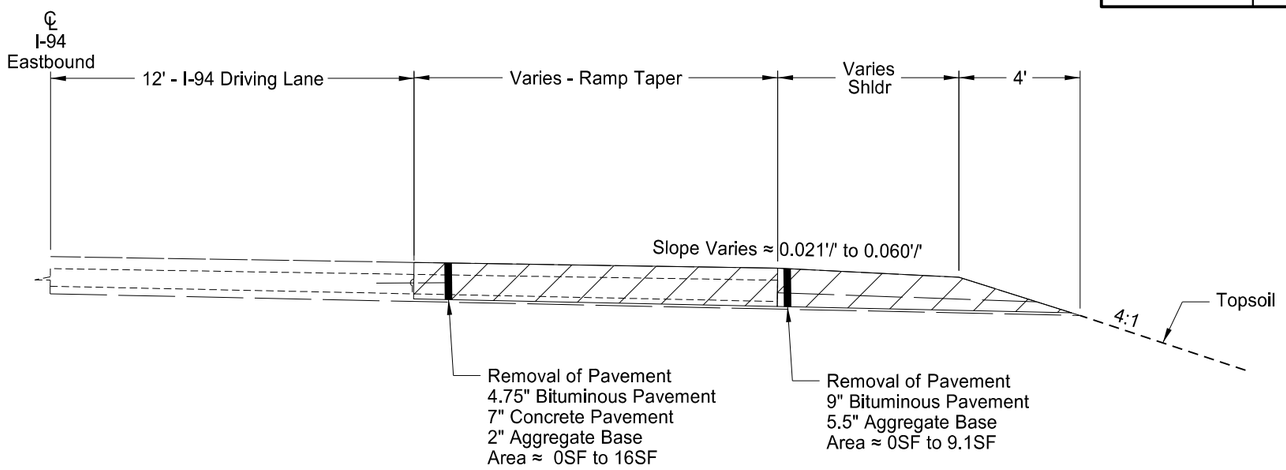
Note:
The bottom 1" of existing Aggregate Base is not salvageable and is included in Common Excavation - Type B.

Removal Typical Sections
Sterling Interchange

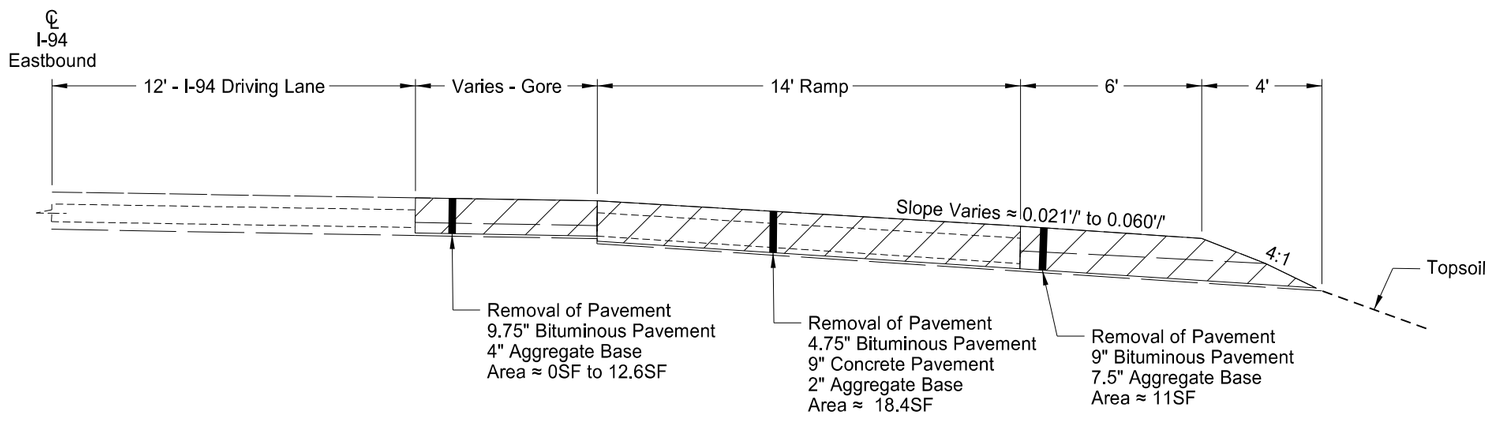
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ADAM M. RUUD
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8/26/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	18



Removal Typical Section - Mainline Eastbound with Ramp Tapers
Sta 9301+90.56 to Sta 9305+95.31 (Align: SCL94)
Sta 9334+72.25 to Sta 9339+83.21 (Align: SCL94)
Sta 9616+91.37 to Sta 9620+51.72 (Align: SCL94)
Sta 9651+04.58 to Sta 9656+16.78 (Align: SCL94)



Removal Typical Section - Mainline Eastbound Gore Area
Sta 9305+95.31 to Sta 9310+75.08 (Align: SCL94)
Sta 9327+52.25 to Sta 9334+72.25 (Align: SCL94)
Sta 9620+51.72 to Sta 9625+90.41 (Align: SCL94)
Sta 9643+84.58 to Sta 9651+04.58 (Align: SCL94)

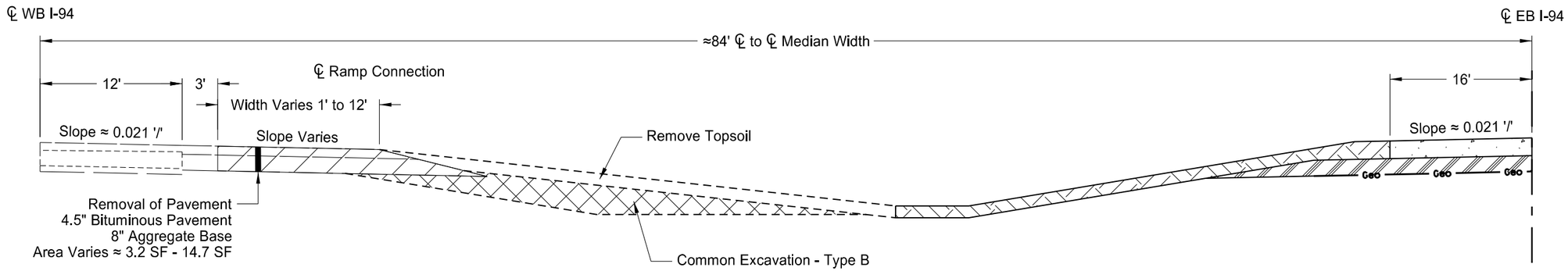
Note:
The bottom 1" of Existing Aggregate Base is not salvageable and is included in Common Excavation - Type B.

Removal Typical Sections
Mainline Eastbound

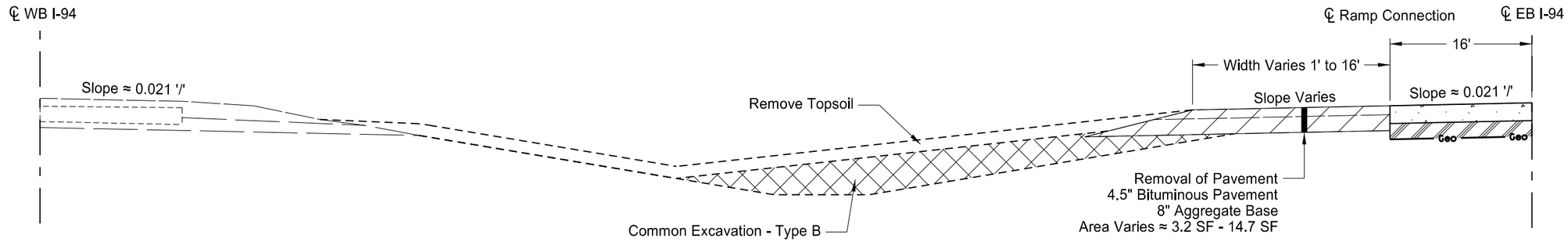
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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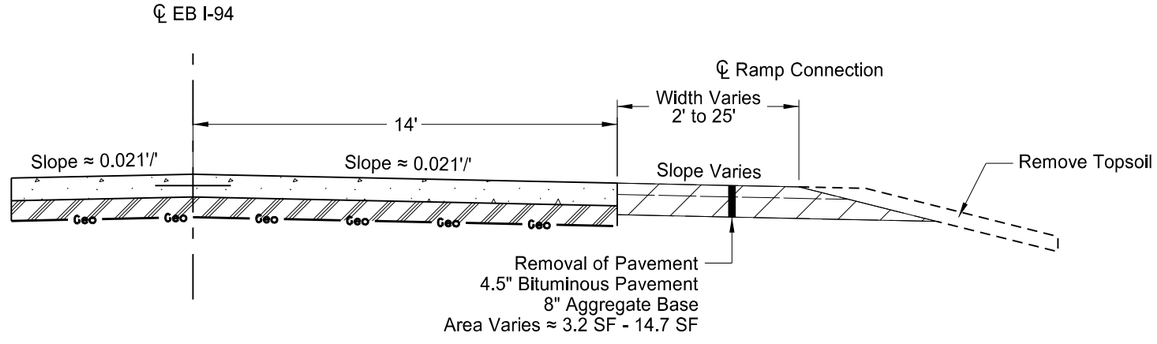
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	19



Removal Typical Section - McKenzie Interchange Ramp Connections
Sta 9302+92.32 to Sta 9308+84.71 (Align: SCL94)
Sta 9329+29.75 to Sta 9336+98.13 (Align: SCL94)



Removal Typical Section - McKenzie Interchange Ramp Connections
Sta 9310+40.53 to Sta 9310+88.78 (Align: SCL94)
Sta 9327+25.67 to Sta 9327+73.92 (Align: SCL94)



Removal Typical Section - McKenzie Interchange Ramp Connections
Sta 9311+01.64 to Sta 9311+57.40 (Align: SCL94)
Sta 9326+57.03 to Sta 9327+12.82 (Align: SCL94)

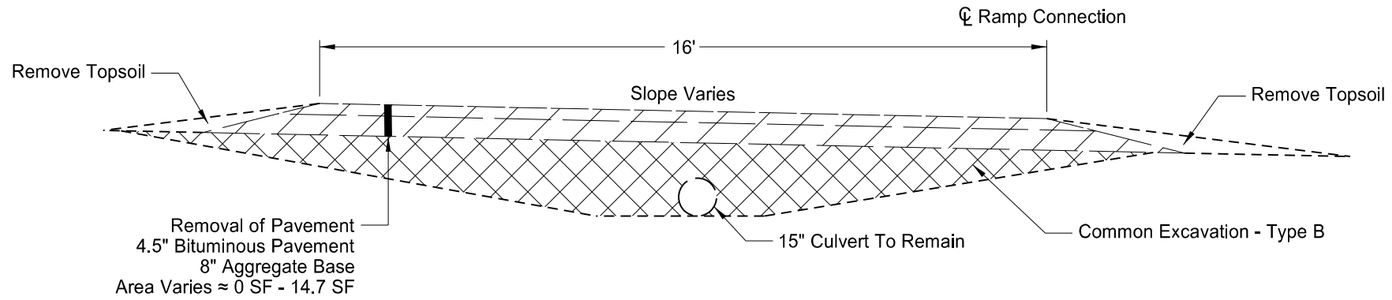
Removal Typical Sections
Temporary Ramp Connections
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

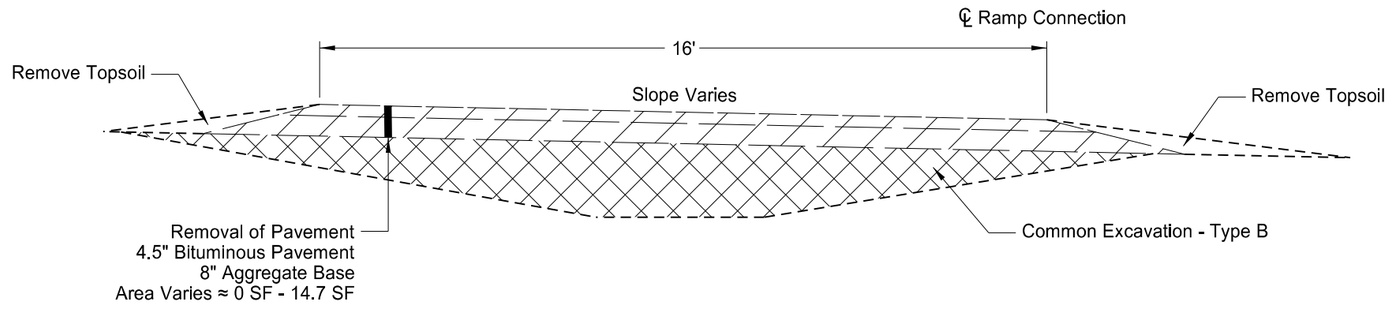
REGISTERED PROFESSIONAL ENGINEER
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	ND	BGR-CVD-IM-1-094(238)172	30	20



Removal Typical Section - McKenzie Interchange Ramp Connections
Sta 9308+84.71 to Sta 9310+40.53 (Align: SCL94)
Sta 9327+73.92 to Sta 9329+29.75 (Align: SCL94)



Removal Typical Section - McKenzie Interchange Ramp Connections
Sta 9311+57.40 to Sta 9312+31.70 (Align: SCL94)
Sta 9325+74.88 to Sta 9326+57.03 (Align: SCL94)

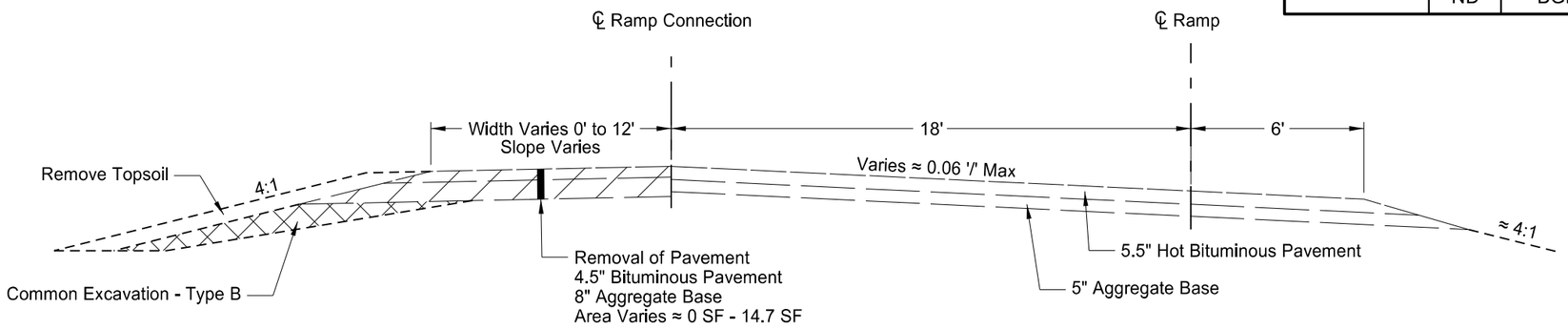
Removal Typical Sections
Temporary Ramp Connections - McKenzie
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

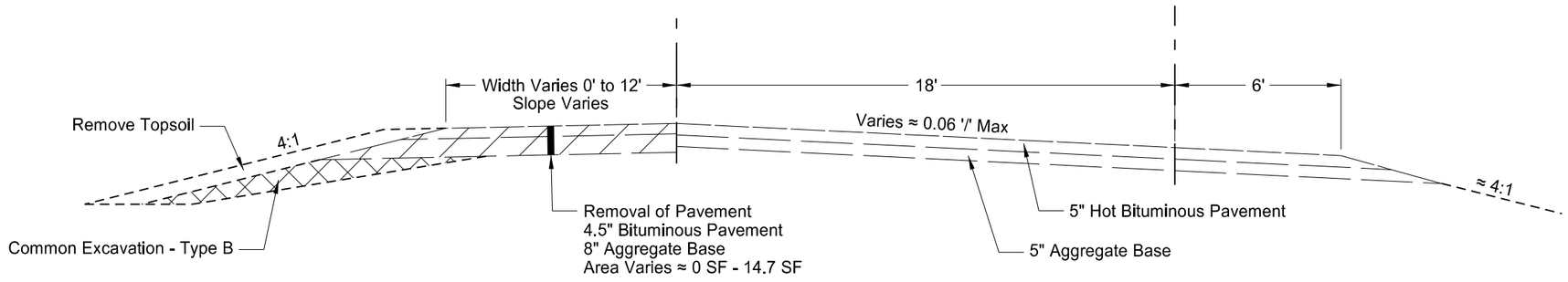
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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Removal Typical Section - Eastbound Exit Ramp McKenzie Interchange
Sta 9312+31.70 to Sta 9313+74.51 (Align: SCL94)



Removal Typical Section - Eastbound Entrance Ramp McKenzie Interchange
Sta 9324+32.07 to Sta 9325+74.88 (Align: SCL94)

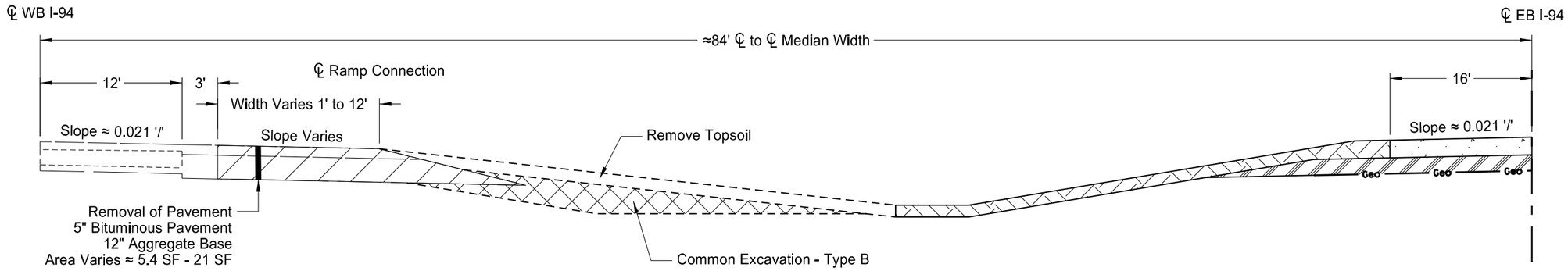
Removal Typical Sections
Temporary Ramp Connections - McKenzie
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

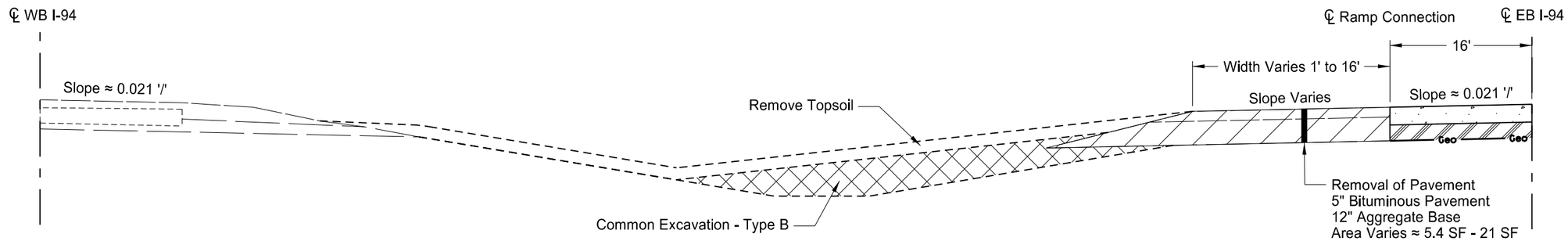
REGISTERED PROFESSIONAL ENGINEER
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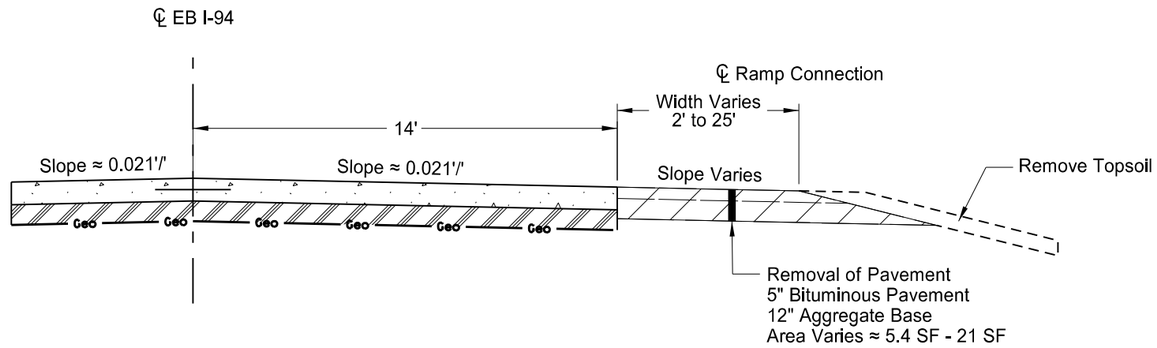
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	22



Removal Typical Section - McKenzie Interchange Ramp Connections
Sta 9616+81.39 to Sta 9624+73.59 (Align: SCL94)
Sta 9645+61.75 to Sta 9655+30.14 (Align: SCL94)



Removal Typical Section - McKenzie Interchange Ramp Connections
Sta 9626+26.42 to Sta 9626+77.67 (Align: SCL94)
Sta 9643+57.67 to Sta 9644+05.92 (Align: SCL94)



Removal Typical Section - McKenzie Interchange Ramp Connections
Sta 9626+90.51 to Sta 9627+41.51 (Align: SCL94)
Sta 9642+89.00 to Sta 9643+44.82 (Align: SCL94)

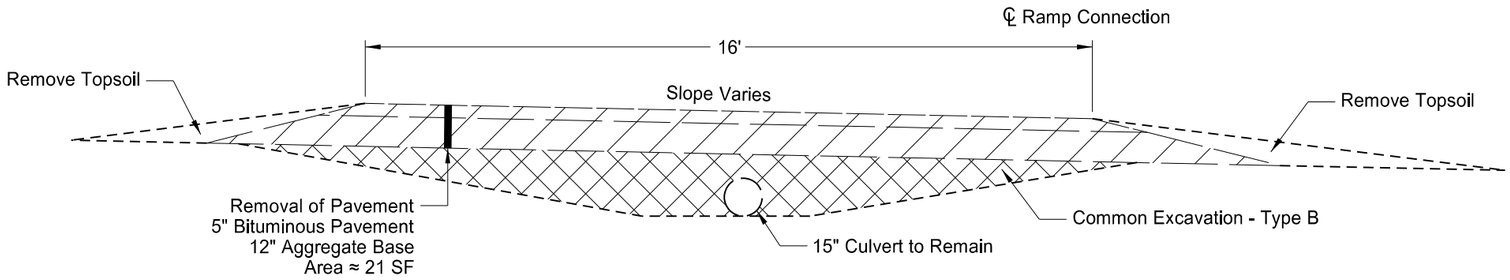
Removal Typical Sections
Temporary Ramp Connections
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

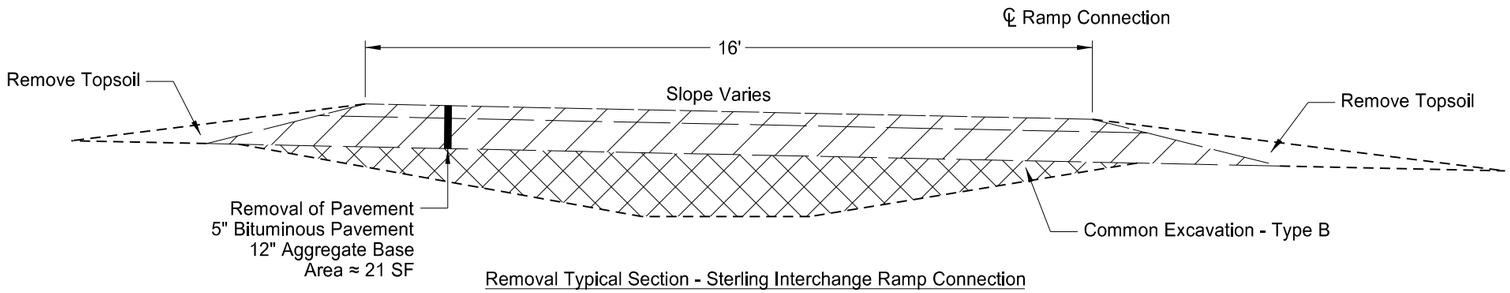
REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	23



Removal Typical Section - Sterling Interchange Ramp Connection
Sta 9624+73.59 to Sta 9626+26.42 (Align: SCL94)
Sta 9644+05.92 to Sta 9645+61.75 (Align: SCL94)



Removal Typical Section - Sterling Interchange Ramp Connection
Sta 9627+41.51 to Sta 9628+74.45 (Align: SCL94)
Sta 9642+02.40 to Sta 9642+89.00 (Align: SCL94)

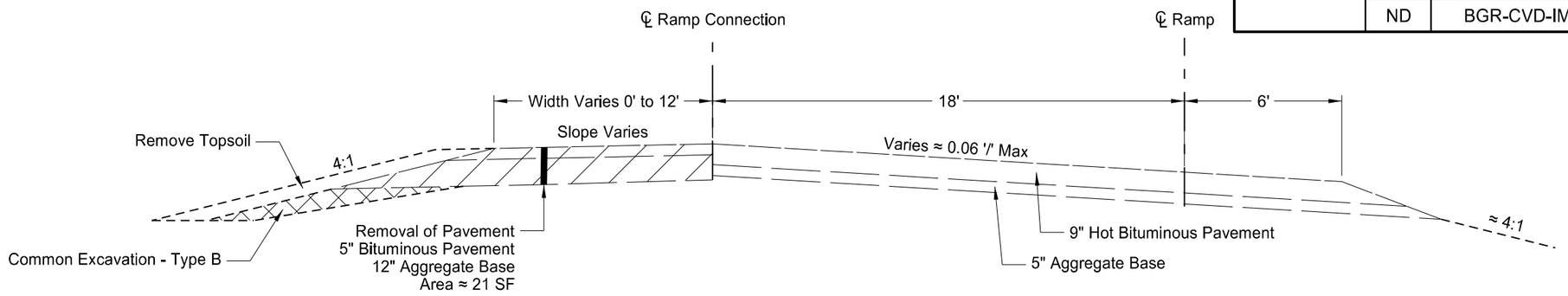
Removal Typical Sections
Temporary Ramp Connections
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

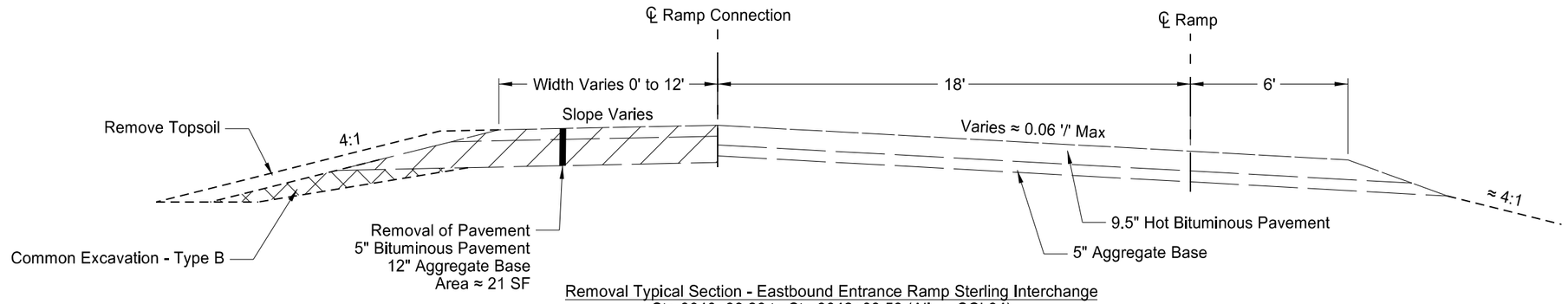
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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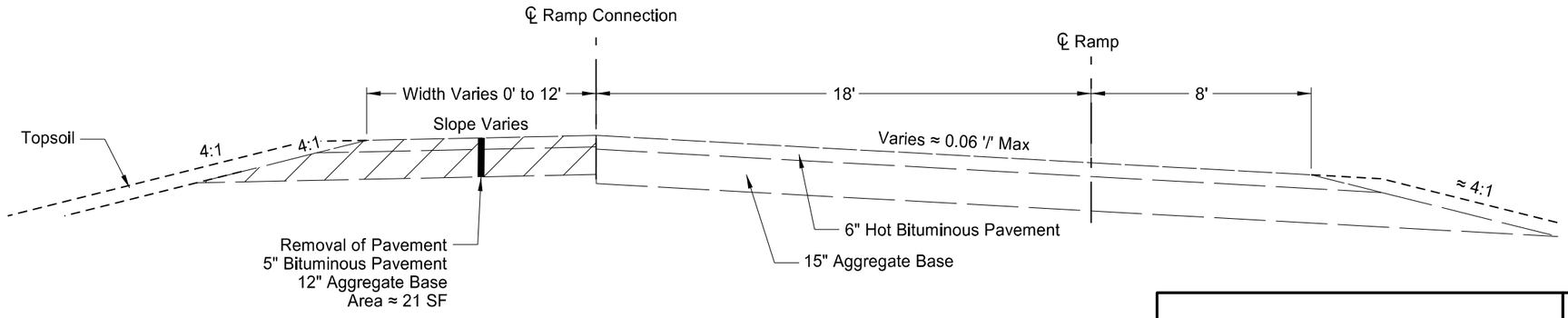
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	24



Removal Typical Section - Eastbound Exit Ramp Sterling Interchange
Sta 9628+74.45 to Sta 9630+11.70 (Align: SCL94)



Removal Typical Section - Eastbound Entrance Ramp Sterling Interchange
Sta 9640+98.26 to Sta 9642+08.58 (Align: SCL94)



Proposed Typical Section - Eastbound Entrance Ramp Sterling Interchange
Sta 9640+63.92 to Sta 9640+98.26 (Align: SCL94)

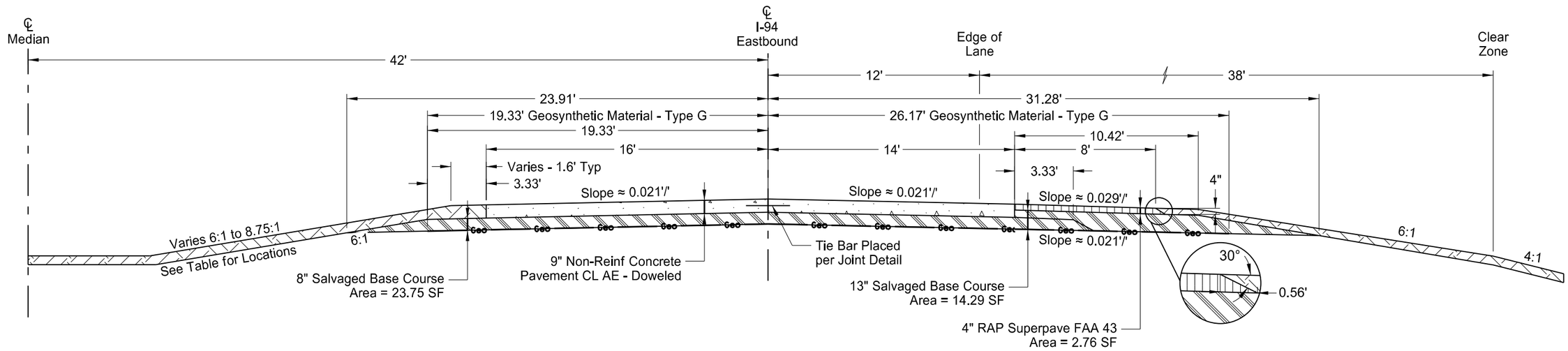
Removal Typical Sections
Temporary Ramp Connections
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

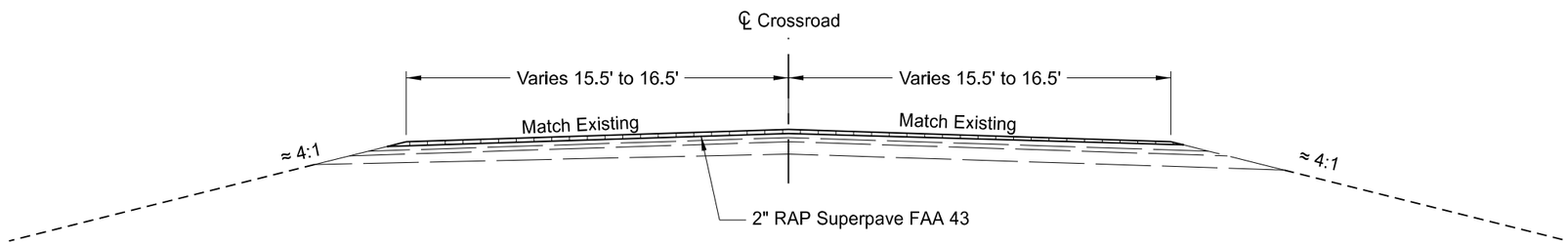
REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	25



Proposed Typical Section - Eastbound Mainline
Sta 9088+59.50 to Sta 9668+41.60 (Align:SCL94)



Proposed Typical Section - 236th St NE Crossroad McKenzie Interchange
Sta 113+60.28 to Sta 121+20.00 (Align: SCL_236StNE)

Proposed Typical Sections
Mainline Eastbound & 236th St NE Crossroad

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
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Mainline Eastbound Median Inslope Table			
Beg Sta	End Sta	Beg Slope	End Slope
9088+59.50	9120+16.00	6:1	6:1
9120+16.00	9131+18.00	7:1	7:1
9131+18.00	9132+94.00	6:1	6:1
9132+94.00	9137+25.00	7:1	7:1
9137+50.00	9141+25.00	8:1	8:1
9141+50.00	9152+58.00	7.5:1	7.5:1
9152+58.00	9154+58.00	6:1	6:1
9154+58.00	9160+75.00	7:1	7:1
9161+00.00	9168+50.00	8:1	8:1
9168+75.00	9174+59.00	7:1	7:1
9174+59.00	9176+59.00	6:1	6:1
9176+59.00	9181+75.00	7:1	7:1
9182+00.00	9189+50.00	8:1	8:1
9189+75.00	9200+75.00	7:1	7:1
9201+00.00	9210+75.00	8:1	8:1
9211+00.00	9214+58.00	7:1	7:1
9214+58.00	9216+58.00	6:1	6:1
9216+58.00	9219+75.00	7:1	7:1
9220+00.00	9224+25.00	8:1	8:1
9224+50.00	9237+75.00	7:1	7:1
9238+00.00	9242+75.00	8:1	8:1
9243+00.00	9251+50.00	8.75:1	8.75:1
9251+75.00	9255+75.00	8:1	8:1
9256+00.00	9264+50.00	7:1	7:1
9264+75.00	9304+67.00	8:1	8:1
9304+67.00	9305+73.00	8:1	6:1
9305+73.00	9306+97.00	6:1	6:1

Mainline Eastbound Median Inslope Table			
Beg Sta	End Sta	Beg Slope	End Slope
9306+97.00	9308+10.00	6:1	8.5:1
9307+75.00	9318+50.00	8.5:1	8.5:1
9318+50.00	9357+39.00	6:1	6:1
9357+39.00	9463+75.00	7:1	7:1
9463+75.00	9506+34.00	6:1	6:1
9506+34.00	9508+30.00	7:1	7:1
9508+30.00	9513+16.00	6:1	6:1
9513+16.00	9518+87.00	7:1	7:1
9518+87.00	9520+59.00	6:1	6:1
9520+59.00	9527+87.00	7:1	7:1
9527+87.00	9529+59.00	6:1	6:1
9529+59.00	9544+98.00	7:1	7:1
9544+98.00	9546+59.00	6:1	6:1
9546+59.00	9563+61.00	7:1	7:1
9563+61.00	9571+91.00	6:1	6:1
9571+91.00	9580+93.00	7:1	7:1
9580+93.00	9582+73.00	6:1	6:1
9582+73.00	9593+87.00	7:1	7:1
9593+87.00	9595+75.00	6:1	6:1
9595+75.00	9612+16.00	7:1	7:1
9612+16.00	9624+57.00	6:1	6:1
9615+16.00	9619+46.00	7:1	7:1
9619+46.00	9620+78.00	7:1	6:1
9620+78.00	9624+57.00	6:1	6:1
9624+57.00	9626+64.00	6:1	7:1
9626+64.00	9634+75.00	7:1	7:1
9634+75.00	9668+41.60	6:1	6:1

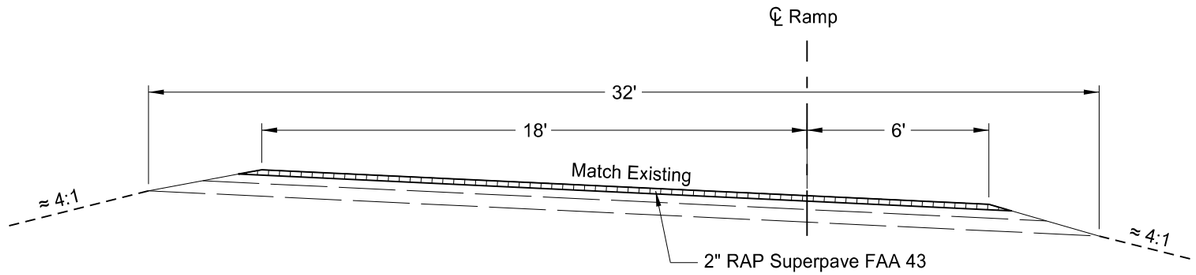
Mainline Inslope Table
Mainline Eastbound

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

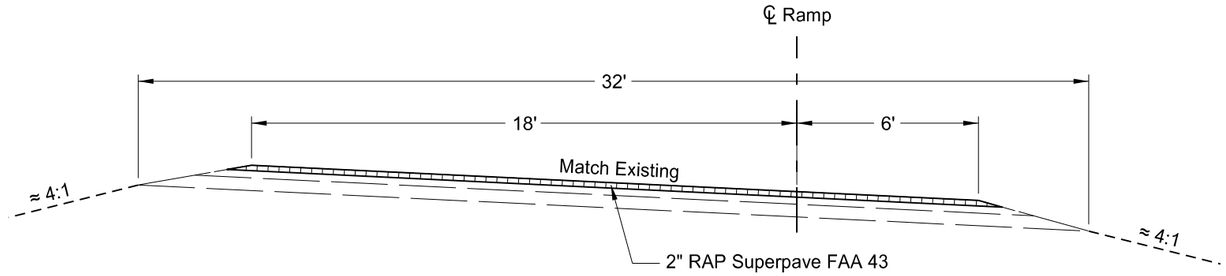
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

8/26/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	27



Proposed Typical Section - Eastbound Exit Ramp McKenzie Interchange
Sta 5009+66.78 to Sta 5017+15 (Align: EXEXIT176SWRamp)



Proposed Typical Section - Eastbound Entrance Ramp McKenzie Interchange
Sta 5100+80 to Sta 5108+80.29 (Align: EXExit176SERamp)

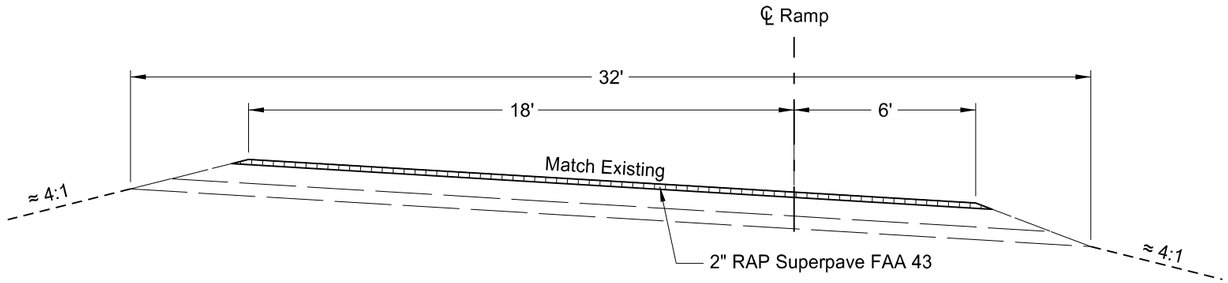
Proposed Typical Sections
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

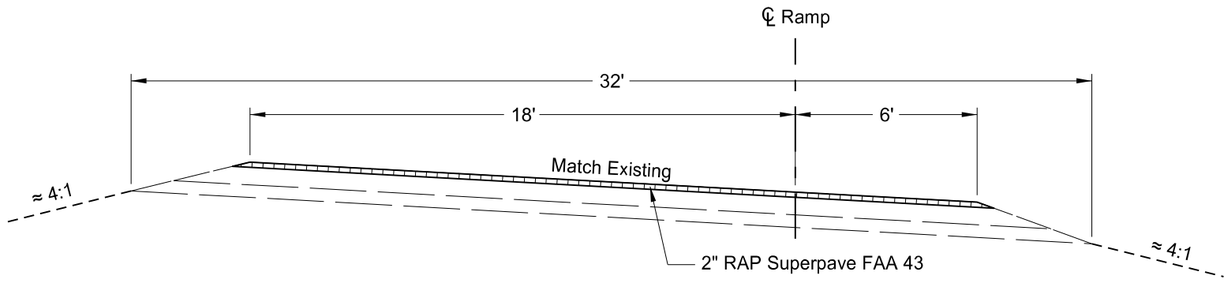
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

8/26/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	28



Proposed Typical Section - Eastbound Exit Ramp Sterling Interchange
Sta 6010+76.45 to Sta 6014+00.36 (Align: EXExit182SWRamp)



Proposed Typical Section - Eastbound Entrance Ramp Sterling Interchange
Sta 6106+34.00 to Sta 6107+57.89 (Align: EXExit182SERamp)

Proposed Typical Sections
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

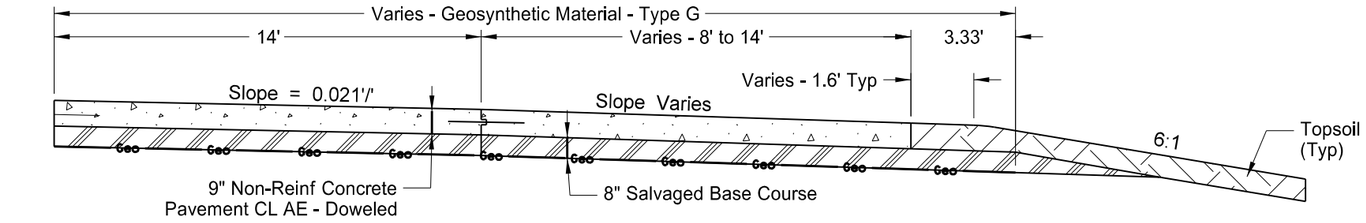
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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DATE
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8/26/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	29

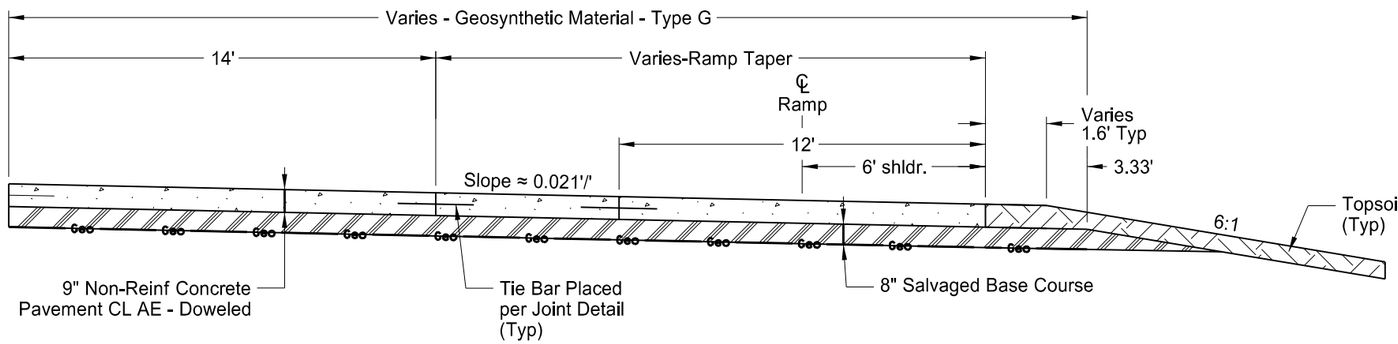
℄
I-94
Eastbound

See Mainline Sections for A-A



℄
I-94
Eastbound

B-B



Note: See Paving Layout sheets for location of typical sections

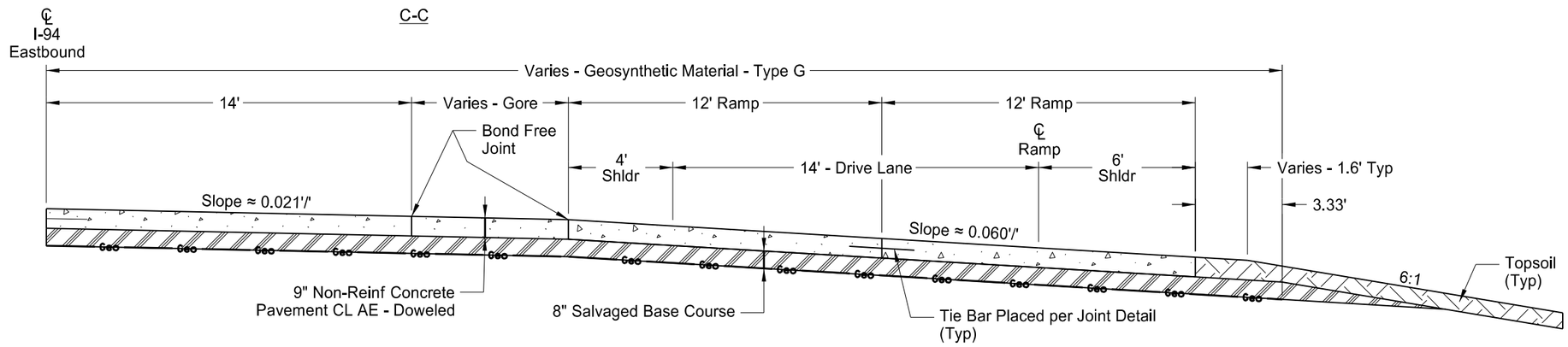
Proposed Typical Sections
Mainline Eastbound

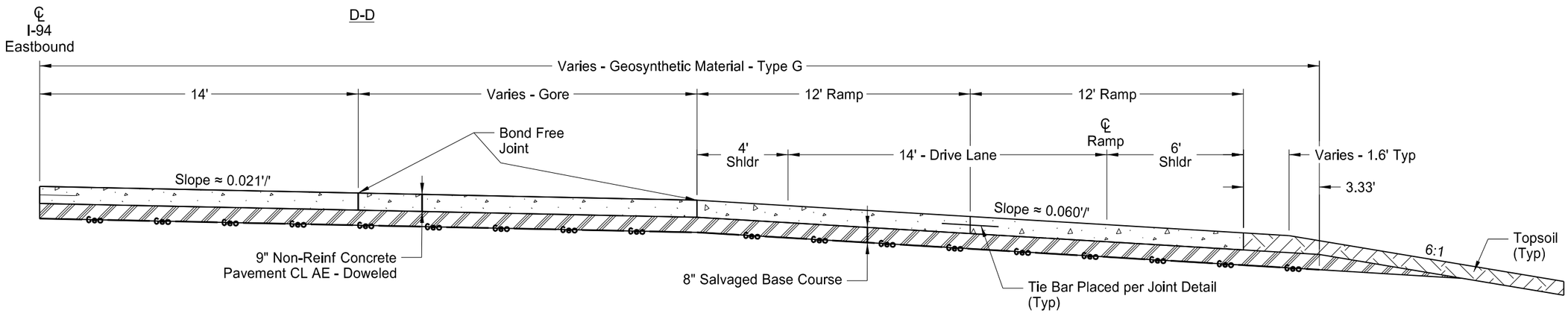
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ADAM M. RUUD
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NORTH DAKOTA

8/26/2026

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	ND	BGR-CVD-IM-1-094(238)172	30	30





Note: See Paving Layout sheets for location of typical sections

Proposed Typical Sections
Mainline Eastbound

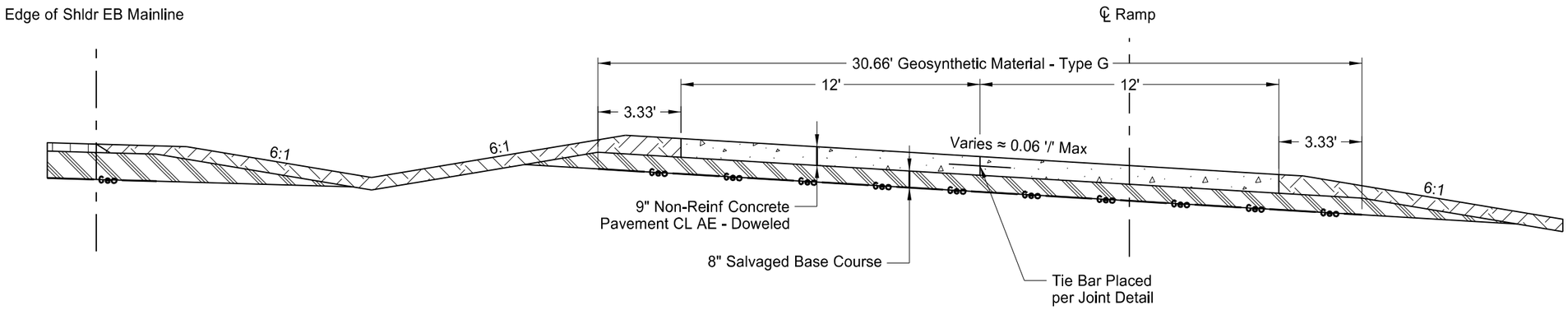
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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NORTH DAKOTA

8/26/2026

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	ND	BGR-CVD-IM-1-094(238)172	30	31

E-E



Proposed Typical Section - McKenzie and Sterling Interchange Ramp Connections
Sta 5008+82.98 to Sta 5009+66.78 (Align: EXExit176SWRamp)
Sta 5108+80.29 to Sta 5109+40.63 (Align: EXExit176SERamp)
Sta 6008+89.18 to Sta 6010+76.45 (Align: EXExit182SWRamp)
Sta 6107+57.89 to Sta 6109+40.10 (Align: EXExit182SERamp)

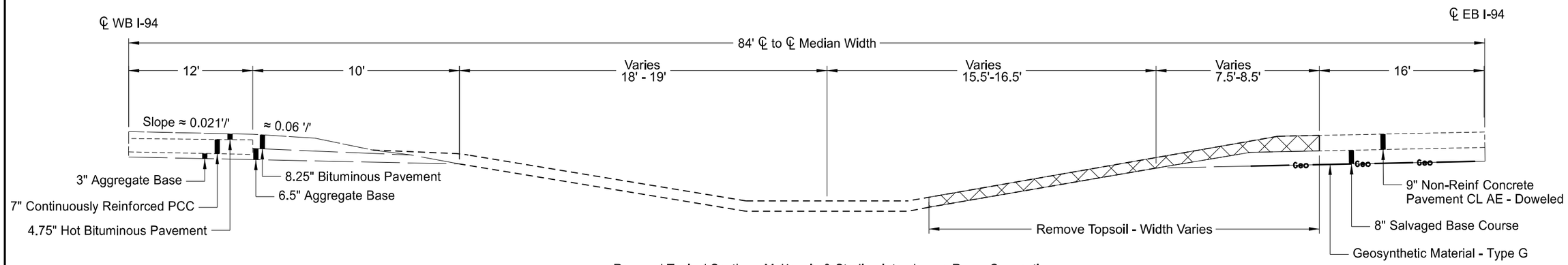
Proposed Typical Section
McKenzie and Sterling Interchanges
Eastbound Exit and Entrance Ramps

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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DATE
NORTH DAKOTA

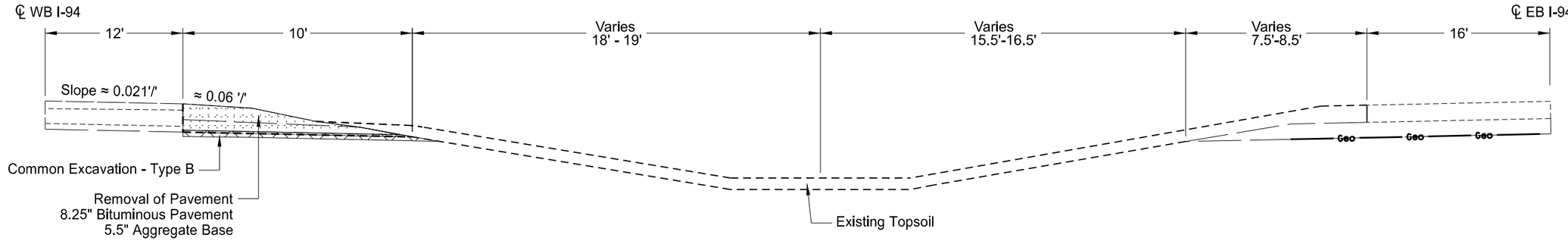
8/26/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	32



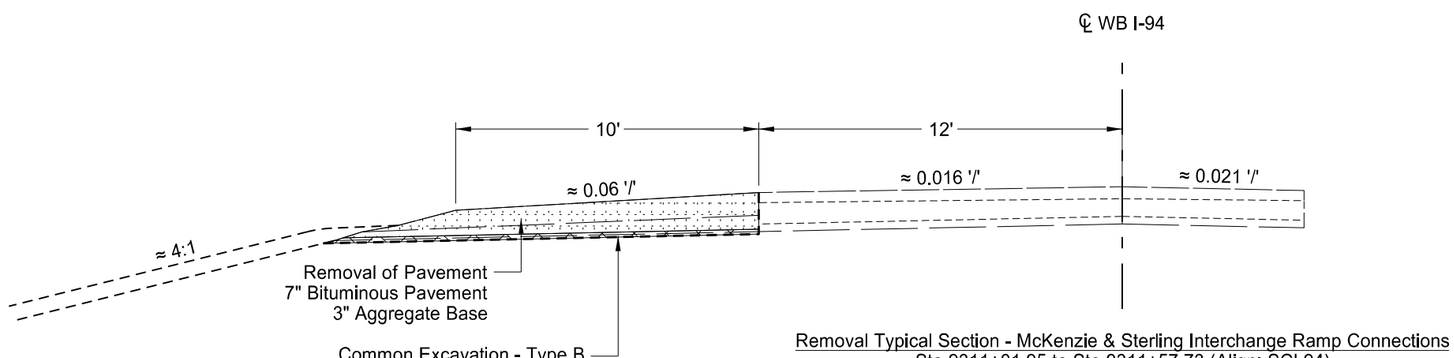
Removal Typical Section - McKenzie & Sterling Interchange Ramp Connections

Sta 9301+18.60 to Sta 9308+87.02 (Align: SCL94)
Sta 9329+28.07 to Sta 9335+20.46 (Align: SCL94)
Sta 6917+54.62 to Sta 9625+23.13 (Align: SCL94)
Sta 9645+97.79 to Sta 9651+90.18 (Align: SCL94)



Removal Typical Section - McKenzie & Sterling Interchange Ramp Connections

Sta 9310+40.20 to Sta 9310+88.93 (Align: SCL94)
Sta 9327+26.14 to Sta 9327+74.87 (Align: SCL94)
Sta 9626+76.02 to Sta 9627+24.75 (Align: SCL94)
Sta 9643+95.88 to Sta 9644+44.61 (Align: SCL94)



Removal Typical Section - McKenzie & Sterling Interchange Ramp Connections

Sta 9311+01.95 to Sta 9311+57.73 (Align: SCL94)
Sta 9326+57.34 to Sta 9327+13.12 (Align: SCL94)
Sta 9627+37.77 to Sta 9627+92.87 (Align: SCL94)
Sta 9643+31.54 to Sta 9643+82.86 (Align: SCL94)

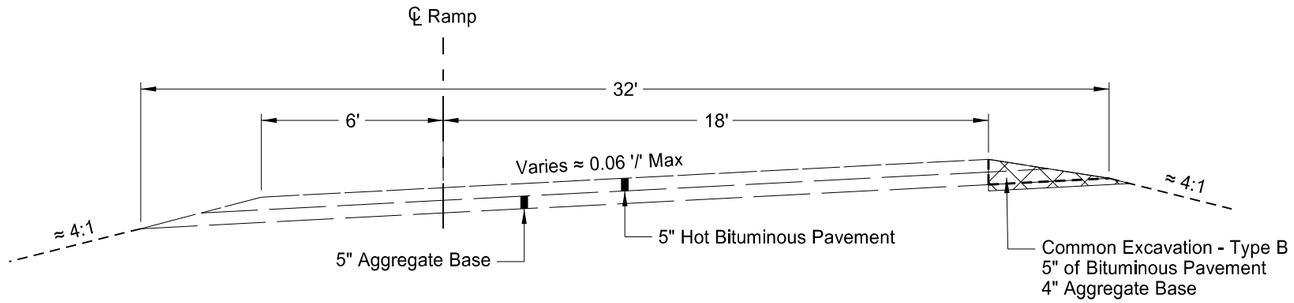
Existing & Removal Typical Sections
McKenzie & Sterling Interchange - Westbound

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

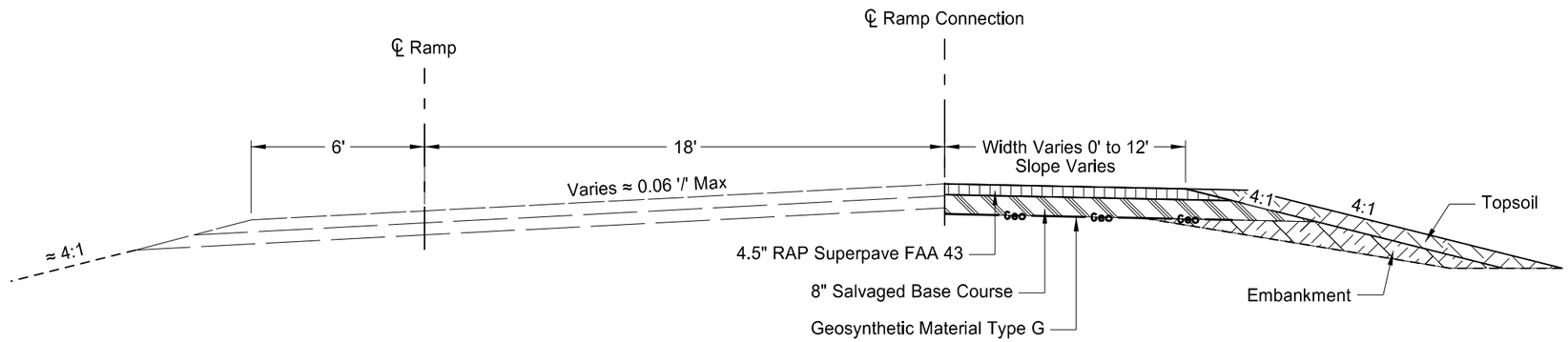
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	ND	BGR-CVD-IM-1-094(238)172	30	33



Removal Typical Section - Westbound Entrance Ramp McKenzie Interchange
Sta 5314+76.66 to Sta 5316+27.35 (Align: EXExit176NWRamp)



Proposed Typical Section - Westbound Entrance Ramp McKenzie Interchange
Sta 121+49.00 to Sta 123+00.67 (Align: OCL_MCK_WBEnt)

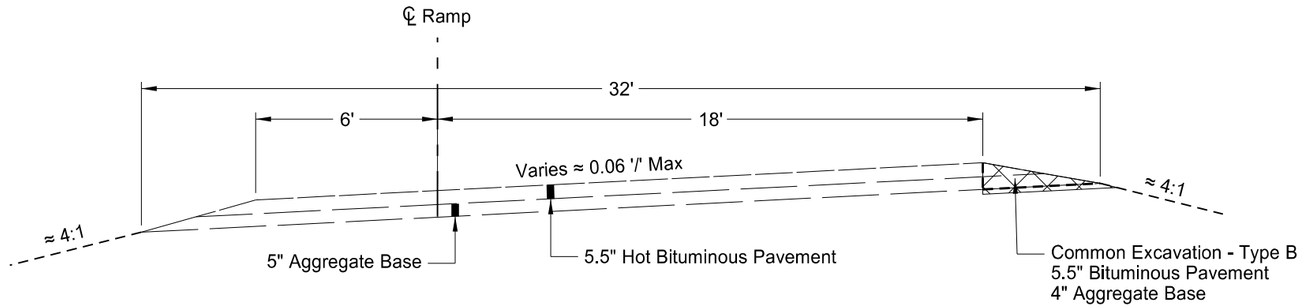
Removal & Proposed Typical Sections
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

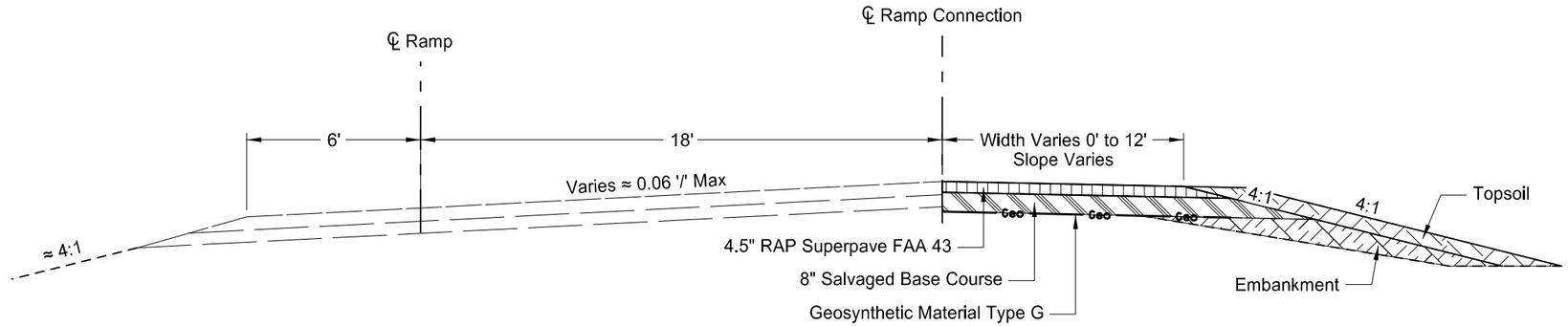
REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	34



Removal Typical Section - Westbound Exit Ramp McKenzie Interchange
Sta 5206+07.75 to Sta 5207+58.43 (Align: EXExit176NERamp)



Proposed Typical Section - Westbound Exit Ramp McKenzie Interchange
Sta 120+76.15 to Sta 122+27.82 (Align: OCL_MCK_WBExit)

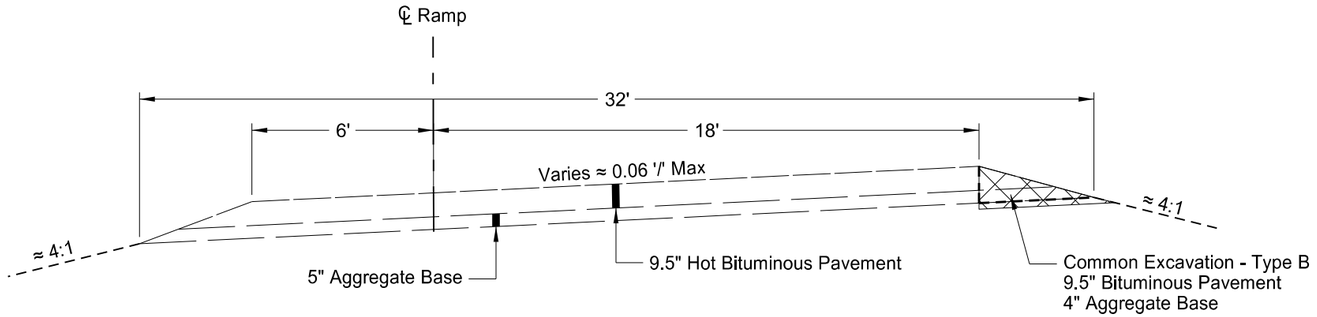
Removal & Proposed Typical Sections
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

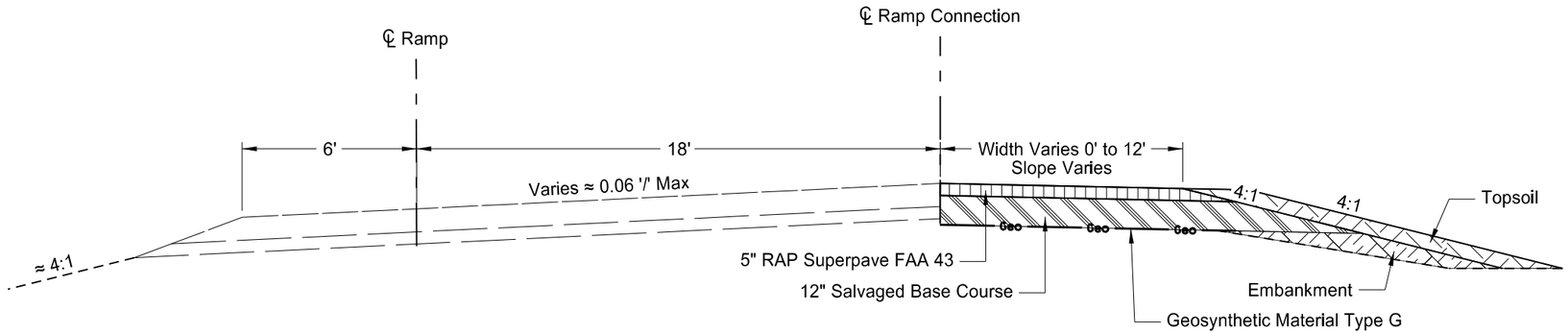
REGISTERED PROFESSIONAL ENGINEER
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	ND	BGR-CVD-IM-1-094(238)172	30	35



Removal Typical Section - Westbound Entrance Ramp Sterling Interchange
Sta 6314+32.36 to Sta 6314+70.02 (Align: EXExit182NWRamp)



Proposed Typical Section - Westbound Entrance Ramp Sterling Interchange
Sta 223+55.65 to Sta 223+94.11 (Align: OCL_STER_WBEnt)

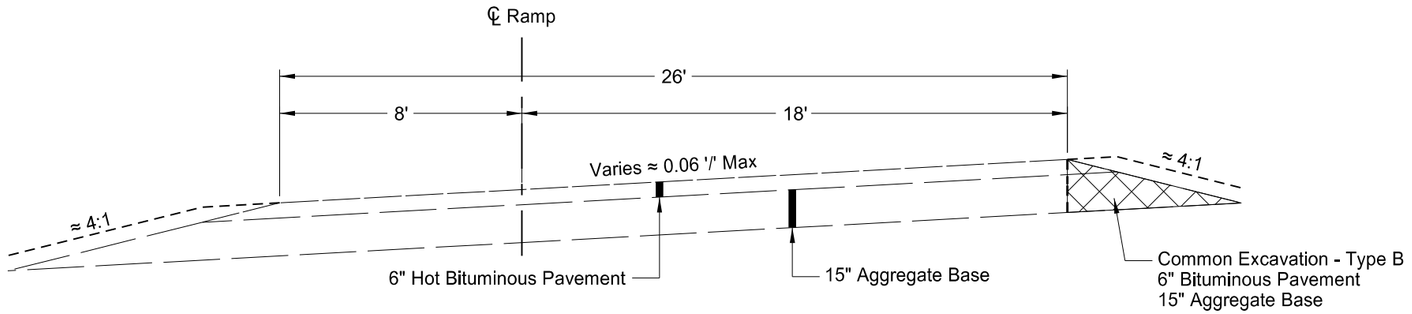
Note:
The bottom 1" of Existing Aggregate Base in not salvageable and is included in Common Excavation - Type B

Removal & Proposed Typical Sections
Sterling Interchange

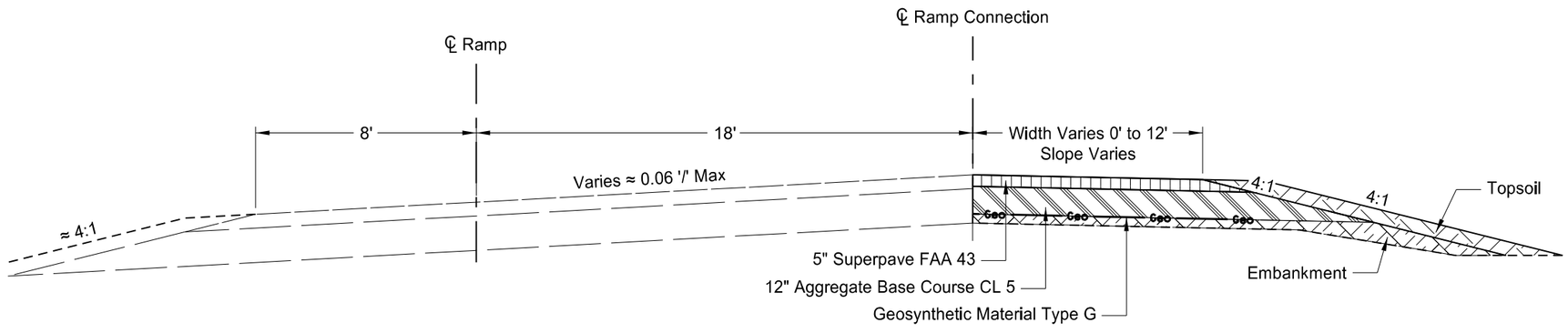
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	ND	BGR-CVD-IM-1-094(238)172	30	36



Removal Typical Section - Westbound Entrance and Exit Ramp Sterling Interchange
Sta 6314+70.02 to Sta 6315+82.68 (Align: EXExit182NWRamp)
Sta 6205+95.39 to Sta 6207+45.28 (Align: EXExit182NERamp)



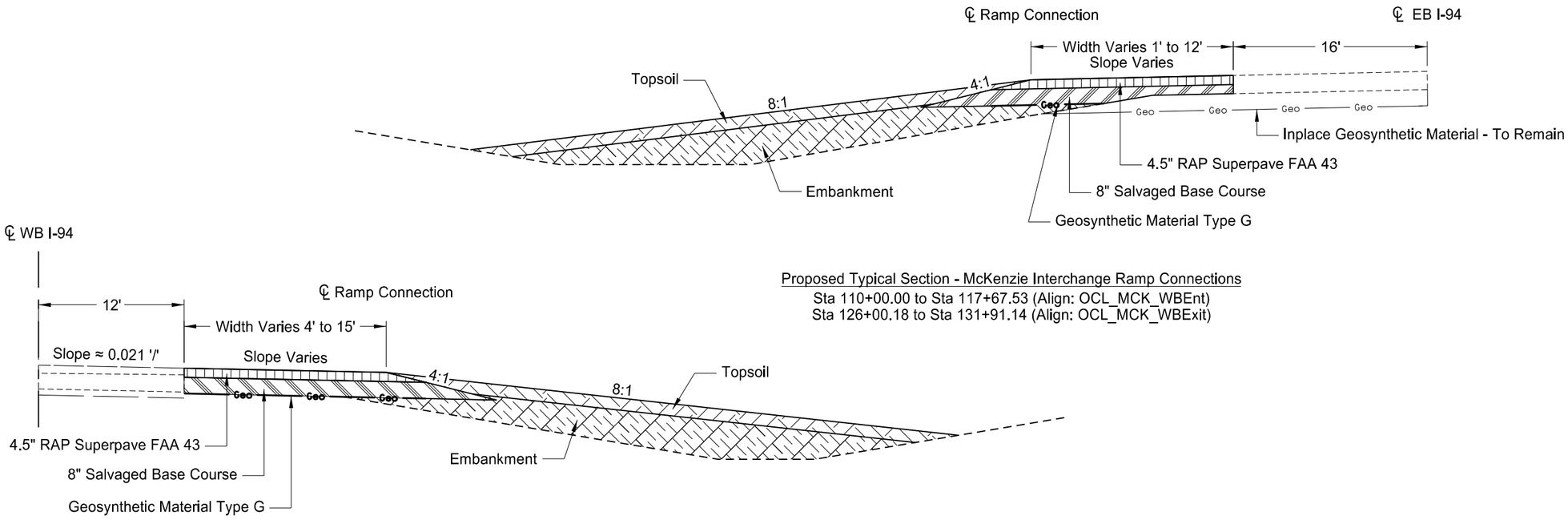
Proposed Typical Section - Westbound Entrance and Exit Ramp Sterling Interchange
Sta 223+94.11 to Sta 225+06.95 (Align: OCL_STER_WBEnt)
Sta 220+90.90 to Sta 222+41.76 (Align: OCL_STER_WBExit)

Removal & Proposed Typical Sections
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

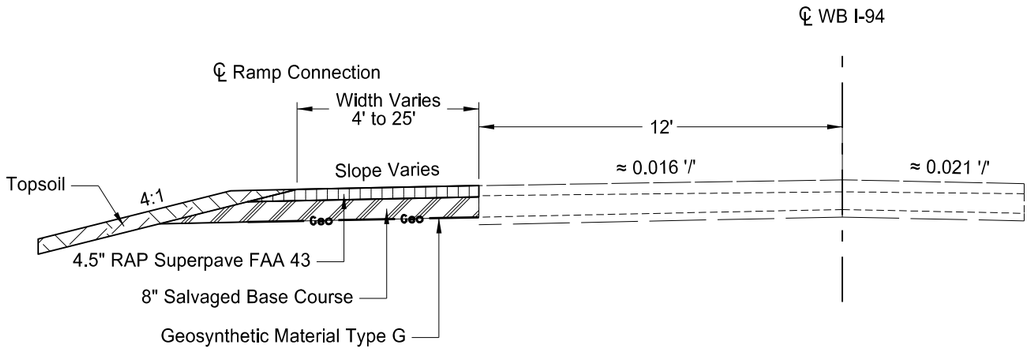
REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	37



Proposed Typical Section - McKenzie Interchange Ramp Connections
Sta 110+00.00 to Sta 117+67.53 (Align: OCL_MCK_WBEnt)
Sta 126+00.18 to Sta 131+91.14 (Align: OCL_MCK_WBExit)

Proposed Typical Section - McKenzie Interchange Ramp Connections
Sta 119+27.26 to Sta 119+72.83 (Align: OCL_MCK_WBEnt)
Sta 123+94.87 to Sta 124+40.44 (Align: OCL_MCK_WBExit)



Proposed Typical Section - McKenzie Interchange Ramp Connections
Sta 119+94.69 to Sta 120+49.05 (Align: OCL_MCK_WBEnt)
Sta 123+18.66 to Sta 123+73.02 (Align: OCL_MCK_WBExit)

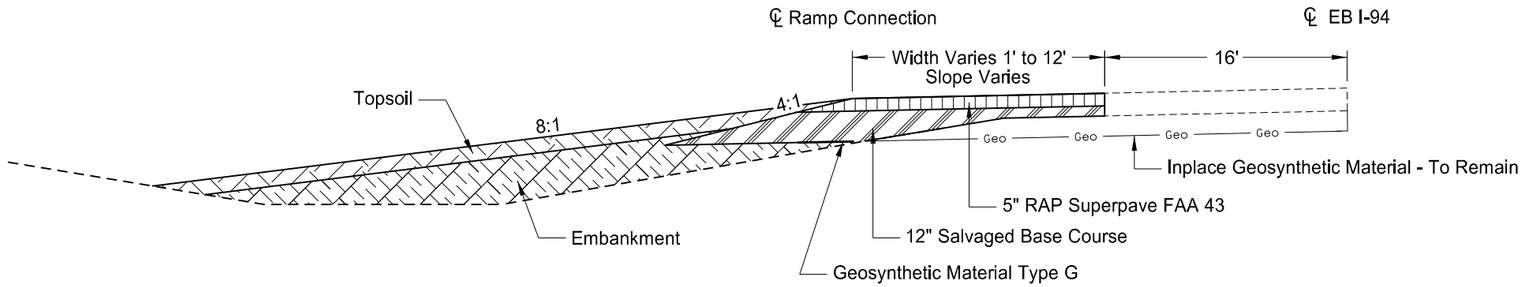
Proposed Typical Sections
Ramp Connections - Westbound
McKenzie Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

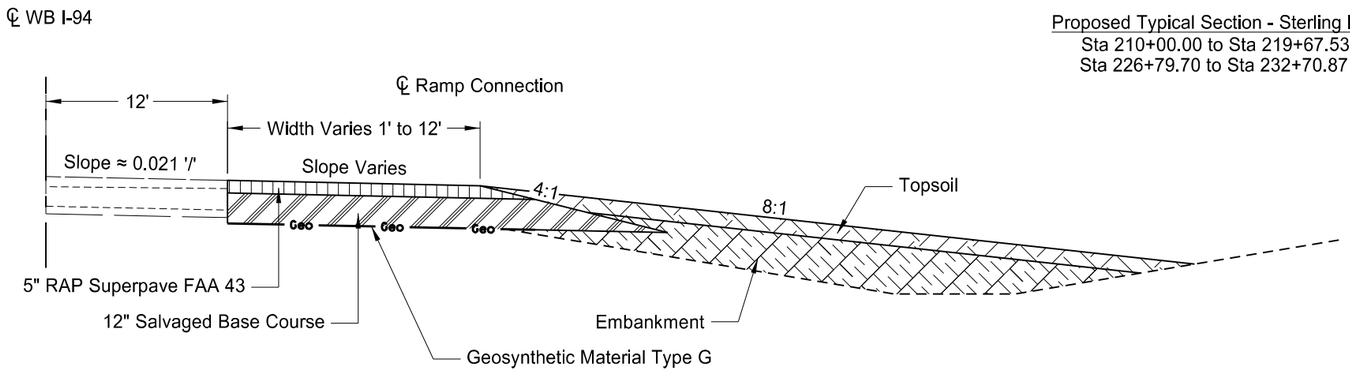
REGISTERED PROFESSIONAL ENGINEER
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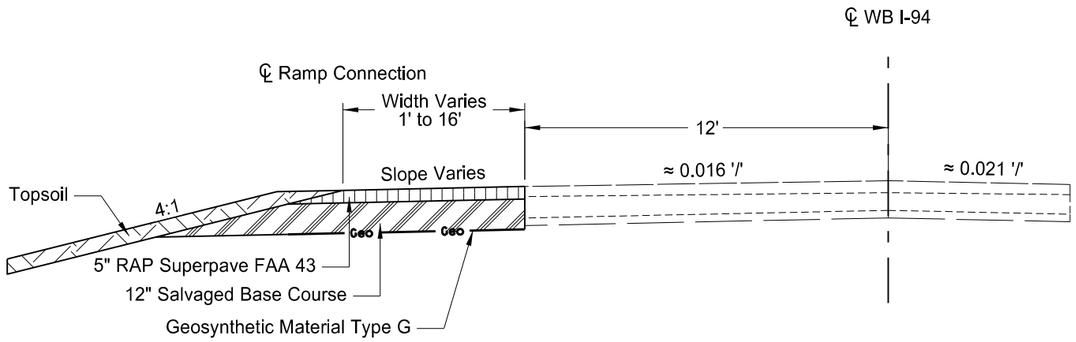
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	38



Proposed Typical Section - Sterling Interchange Ramp Connections
Sta 210+00.00 to Sta 219+67.53 (Align: OCL_STER_WBEnt)
Sta 226+79.70 to Sta 232+70.87 (Align: OCL_STER_WBExit)



Proposed Typical Section - Sterling Interchange Ramp Connections
Sta 221+27.26 to Sta 221+72.83 (Align: OCL_STER_WBEnt)
Sta 224+74.40 to Sta 225+19.97 (Align: OCL_STER_WBExit)



Proposed Typical Section - Sterling Interchange Ramp Connections
Sta 221+94.69 to Sta 222+48.36 (Align: OCL_STER_WBEnt)
Sta 224+03.36 to Sta 224+50.28 (Align: OCL_STER_WBExit)

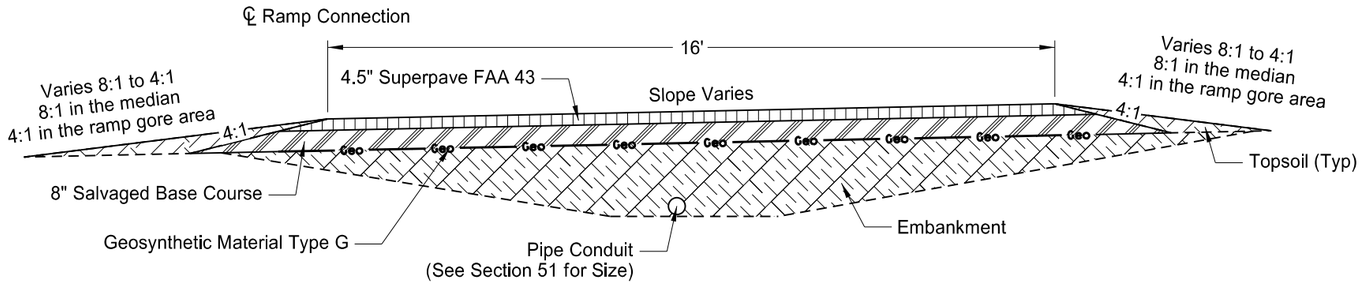
Proposed Typical Sections
Ramp Connections - Westbound
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

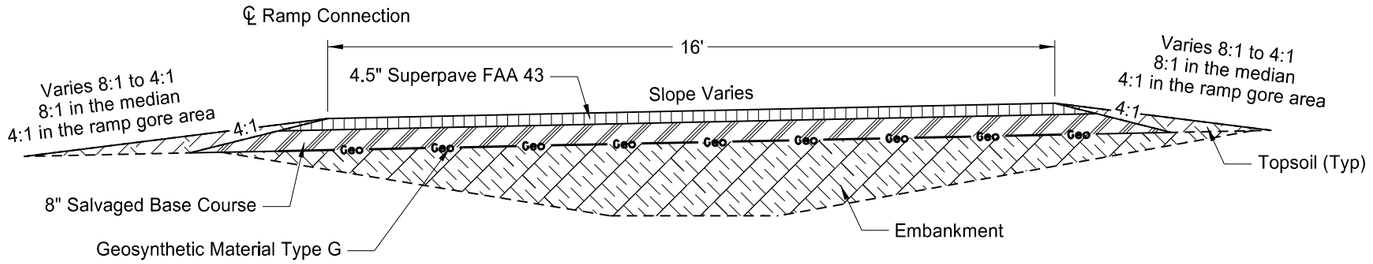
REGISTERED PROFESSIONAL ENGINEER
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	ND	BGR-CVD-IM-1-094(238)172	30	39



Proposed Typical Section - McKenzie Interchange Ramp Connections
Sta 117+67.53 to Sta 119+27.26 (Align: OCL_MCK_WBEnt)
Sta 124+40.44 to Sta 126+00.18 (Align: OCL_MCK_WBExit)



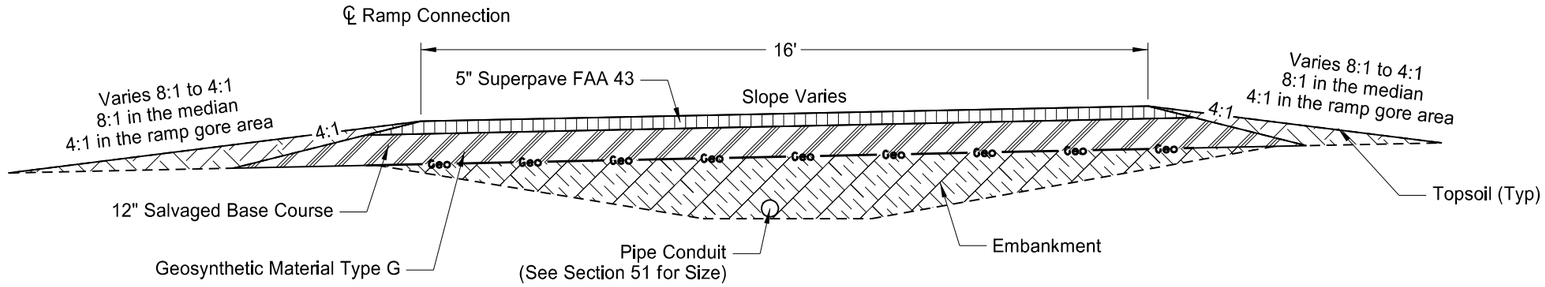
Proposed Typical Section - McKenzie Interchange Ramp Connections
Sta 120+49.05 to Sta 121+49.00 (Align: OCL_MCK_WBEnt)
Sta 122+27.82 to Sta 123+18.66 (Align: OCL_MCK_WBExit)

Proposed Typical Sections
Ramp Connections - Westbound
McKenzie Interchange

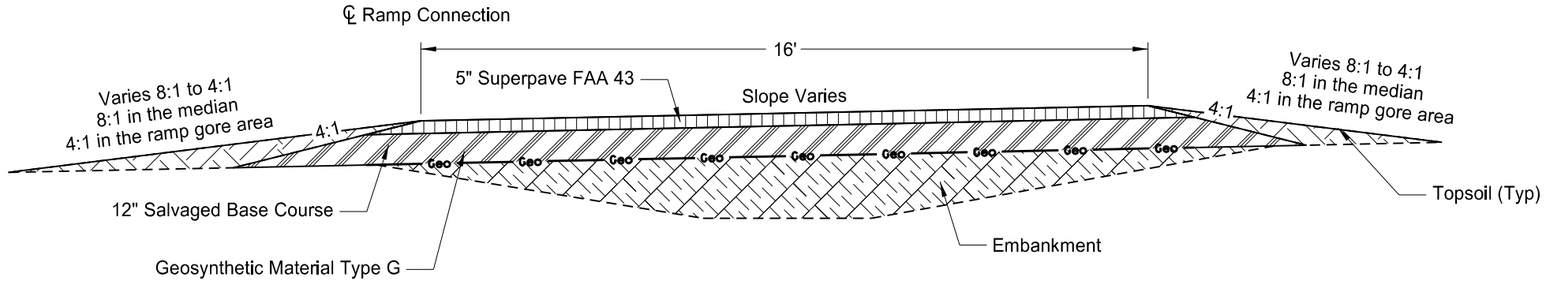
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	30	40



Proposed Typical Section - Sterling Interchange Ramp Connections
Sta 219+67.53 to Sta 221+27.26 (Align: OCL_STER_WBEnt)
Sta 225+19.97 to Sta 226+79.70 (Align: OCL_STER_WBExit)



Proposed Typical Section - Sterling Interchange Ramp Connections
Sta 222+48.36 to Sta 223+55.65 (Align: OCL_STER_WBEnt)
Sta 222+41.76 to Sta 224+03.36 (Align: OCL_STER_WBExit)

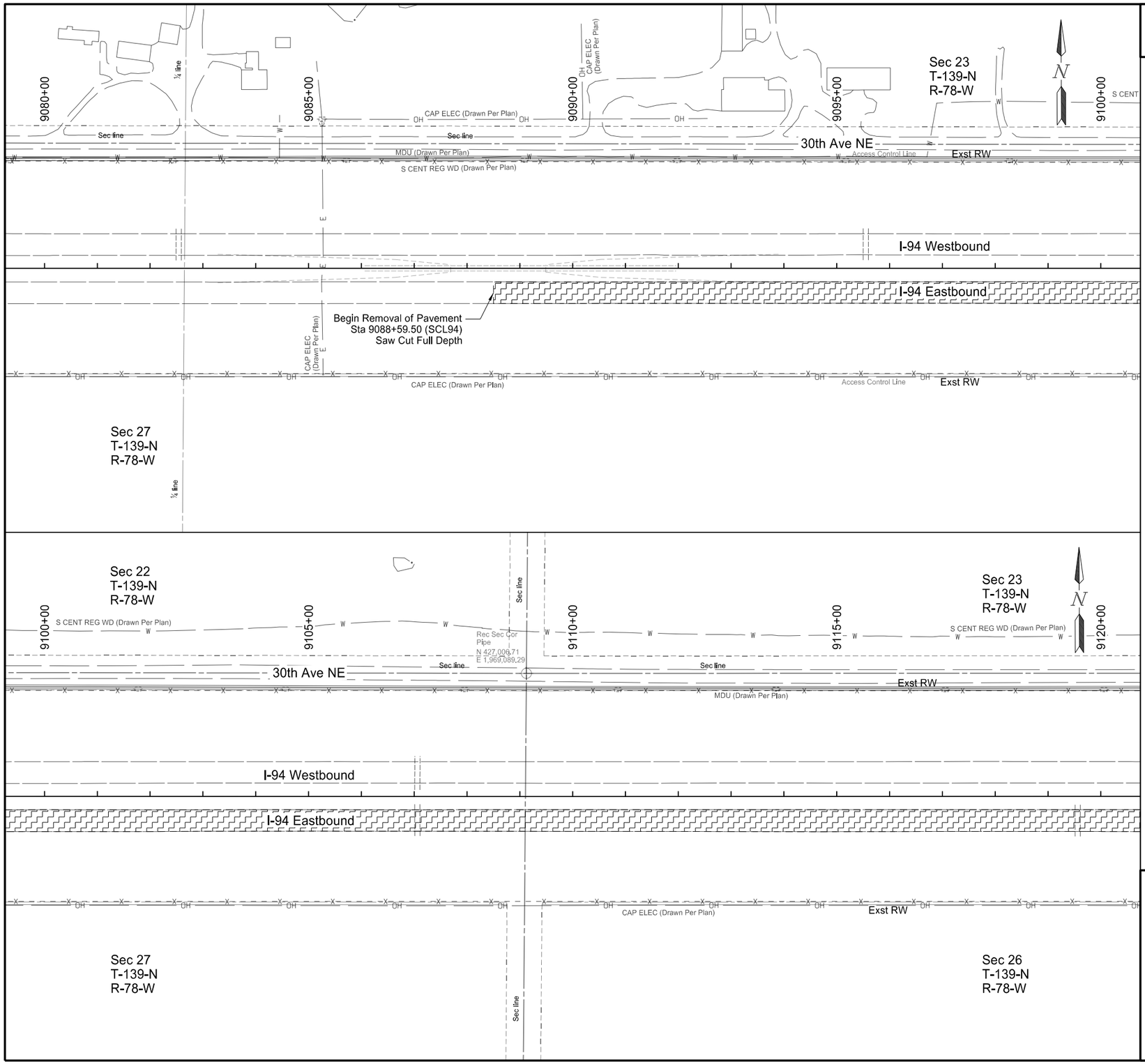
Proposed Typical Sections
Ramp Connections - Westbound
Sterling Interchange

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

8/26/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	1



SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9088+59.5 to Sta 9120+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	4454	TON
		Mainline Concrete (7" Depth)	3614	TON
		Mainline Aggregate Base (2" Depth)	2496	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

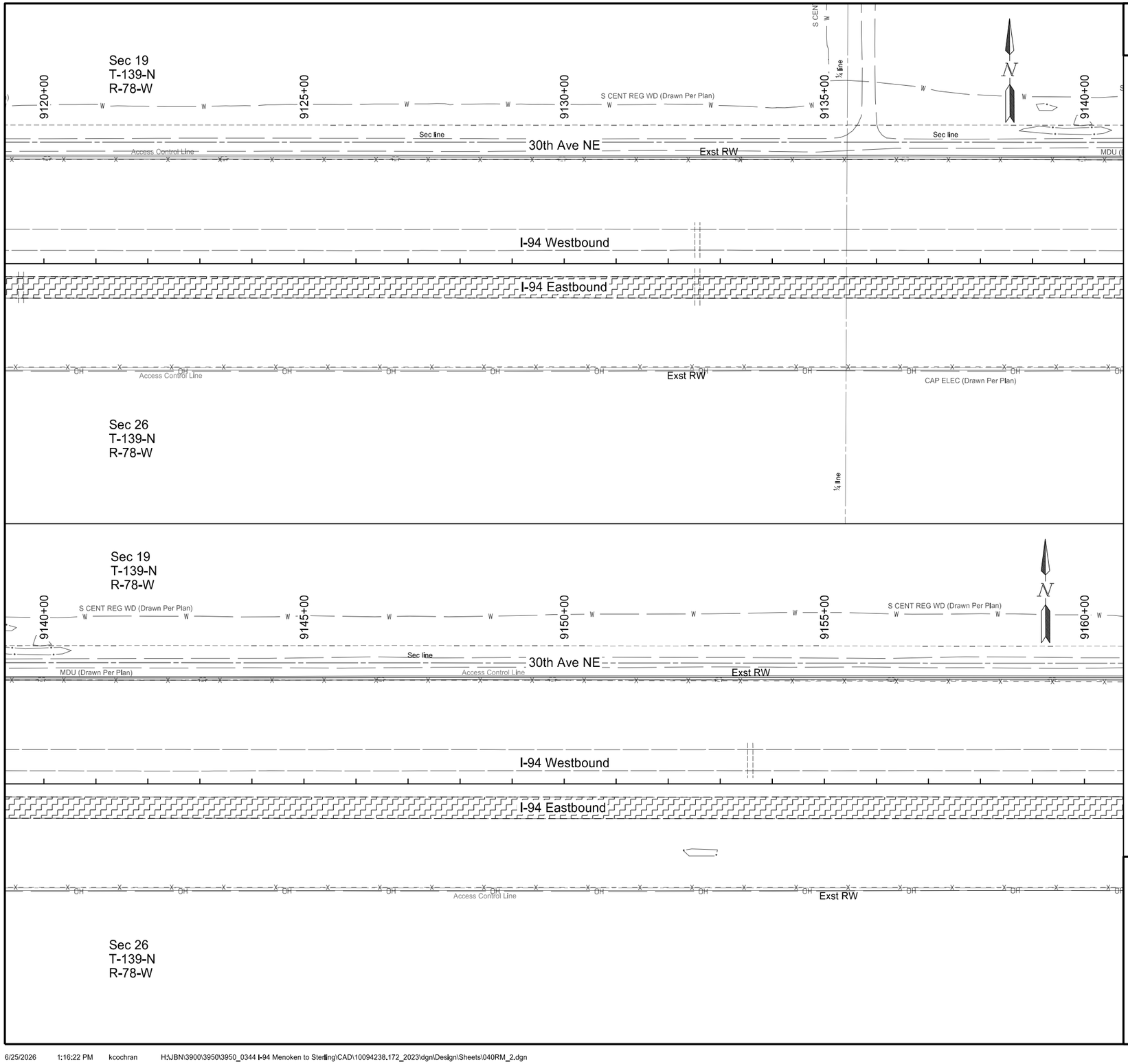
Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9088+50.00 to 9120+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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6/25/2026



	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	2

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9120+00 to Sta 9160+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5656	TON
		Mainline Concrete (7" Depth)	4590	TON
		Mainline Aggregate Base (2" Depth)	3169	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

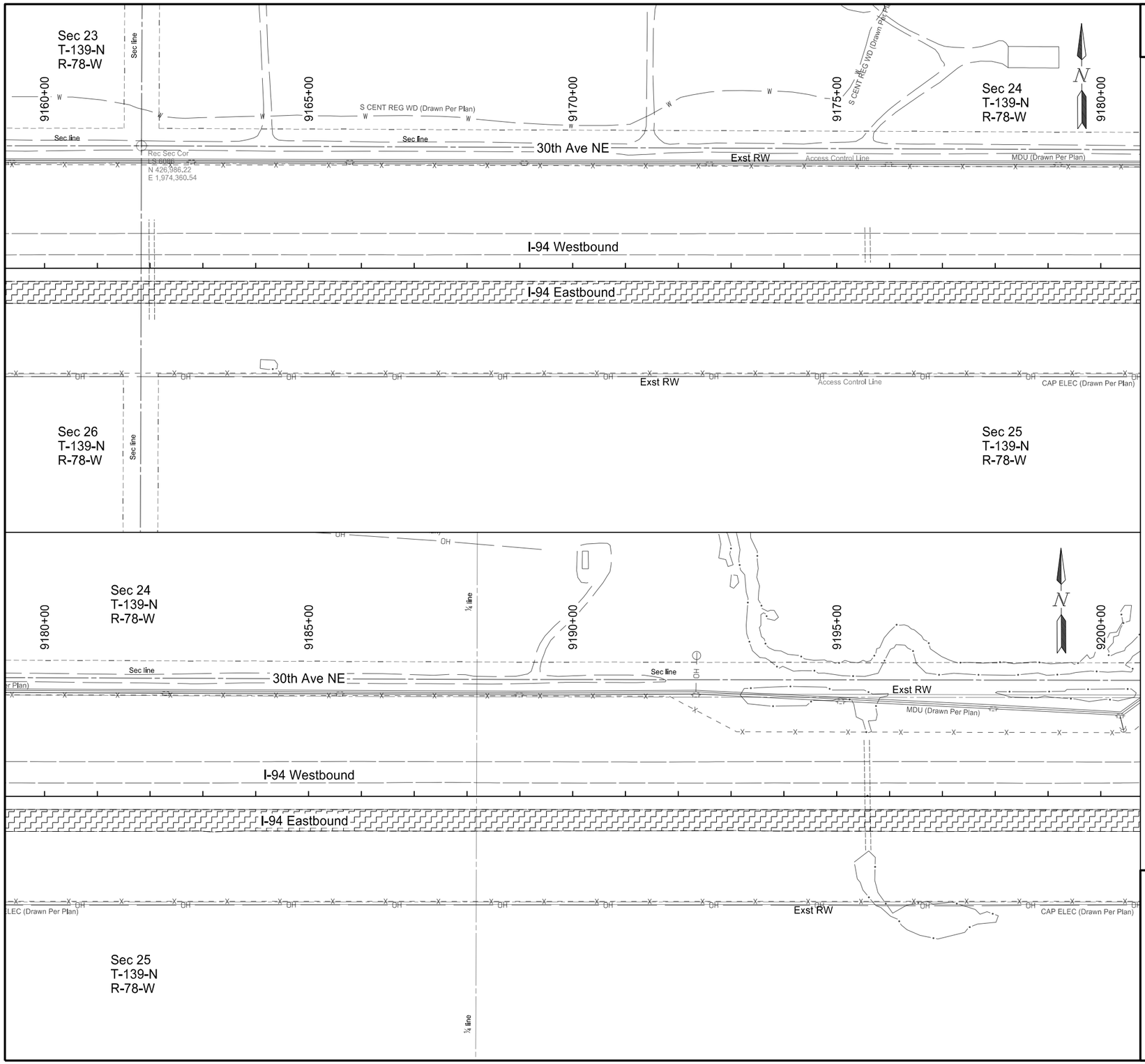
Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9120+00.00 to 9160+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	3

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9160+00 to Sta 9200+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5656	TON
		Mainline Concrete (7" Depth)	4590	TON
		Mainline Aggregate Base (2" Depth)	3169	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

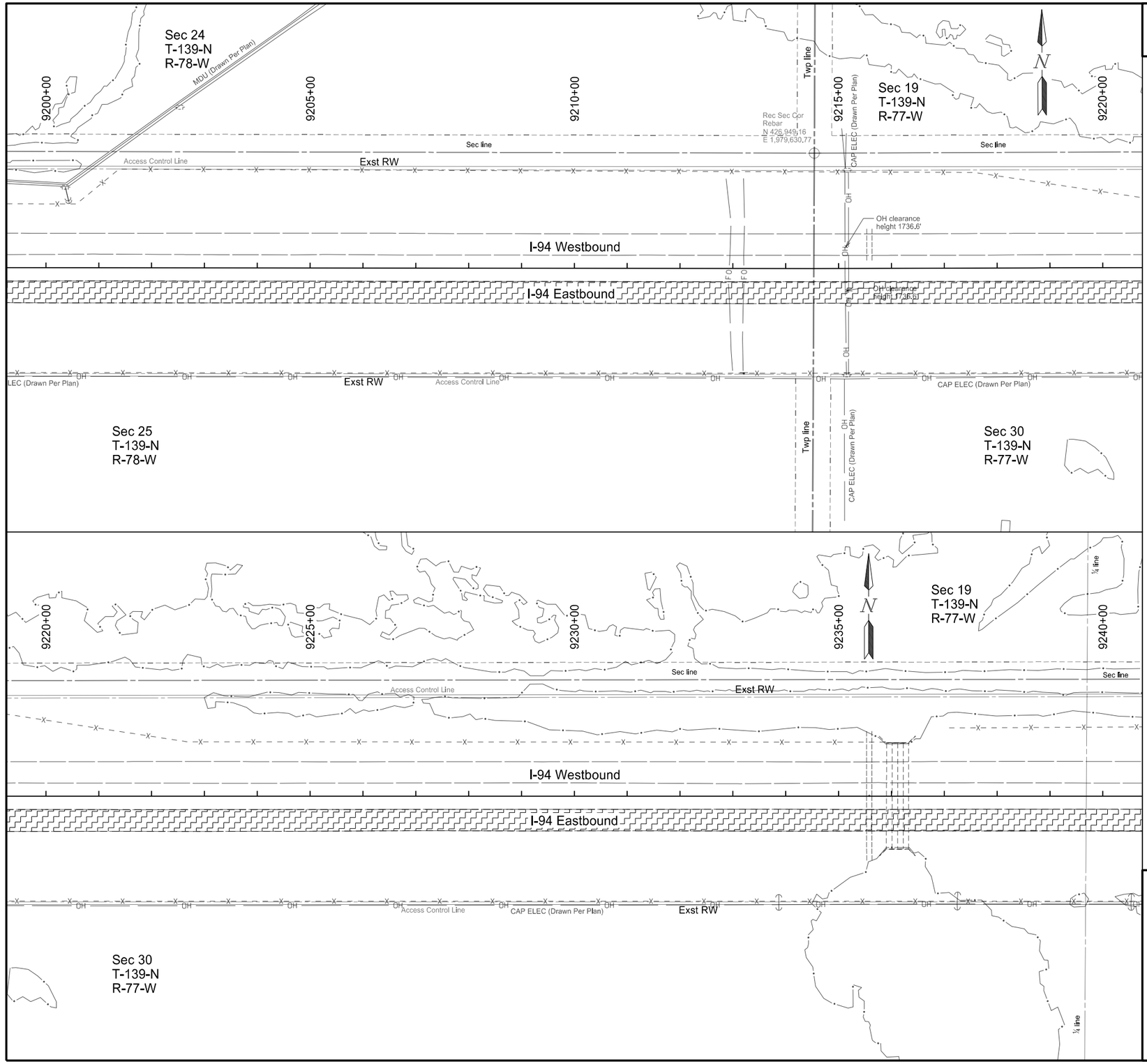
Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9160+00.00 to 9200+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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6/25/2026



	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	4

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9200+00 to Sta 9240+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5656	TON
		Mainline Concrete (7" Depth)	4590	TON
		Mainline Aggregate Base (2" Depth)	3169	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9200+00.00 to 9240+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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6/25/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	5

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9240+00 to Sta 9280+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5656	TON
		Mainline Concrete (7" Depth)	4590	TON
		Mainline Aggregate Base (2" Depth)	3169	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9240+00.00 to 9280+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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DATE
NORTH DAKOTA

6/25/2026

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	6

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9280+00 to Sta 9320+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5178	TON
		Mainline Concrete (7" Depth)	4669	TON
		Mainline Aggregate Base (2" Depth)	2916	TON
		Mainline Guardrail Asphalt (2" Depth)	30	TON
		Mainline Guardrail Aggregate Base (4" Depth)	57	TON
		Ramp Asphalt	902	TON
		Ramp Concrete	446	TON
		Ramp Aggregate Base	554	TON
		Concrete Barrier	6	TON
411	0114	MILLING PAVEMENT SURFACE - 2 INCH		
Phase 4		Sta 5009+46.84 to Sta 5017+15 (EXExit176SWRamp)	2085	SY

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

Removal of Pavement - Phase 3

Milling Pavement Surface - 2 Inch - Phase 4

Removals
Phase 3
Sta 9280+00.00 to Sta 9320+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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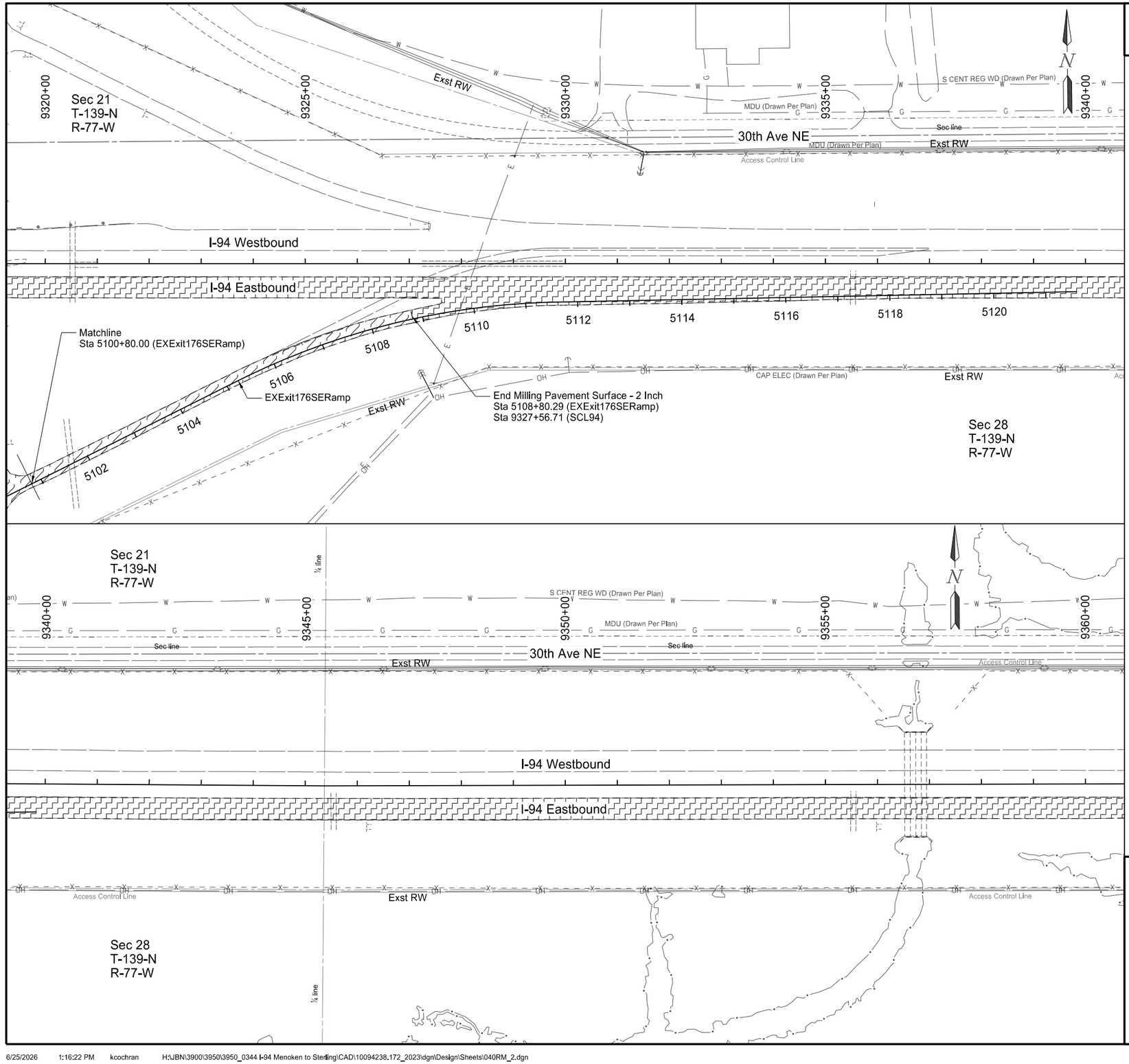
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	7

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9320+00 to Sta 9360+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	4980	TON
		Mainline Concrete (7" Depth)	4652	TON
		Mainline Aggregate Base (2" Depth)	2810	TON
		Ramp Asphalt	1197	TON
		Ramp Concrete	646	TON
		Ramp Aggregate Base	740	TON
411	0114	MILLING PAVEMENT SURFACE - 2 INCH		
Phase 4		Sta 5100+80 to Sta 5108+80.29 (EXExit176SERamp)	2272	SY

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities



Removal of Pavement - Phase 3

Milling Pavement Surface - 2 Inch - Phase 4

Removals
Phase 3
Sta 9320+00.00 to 9360+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

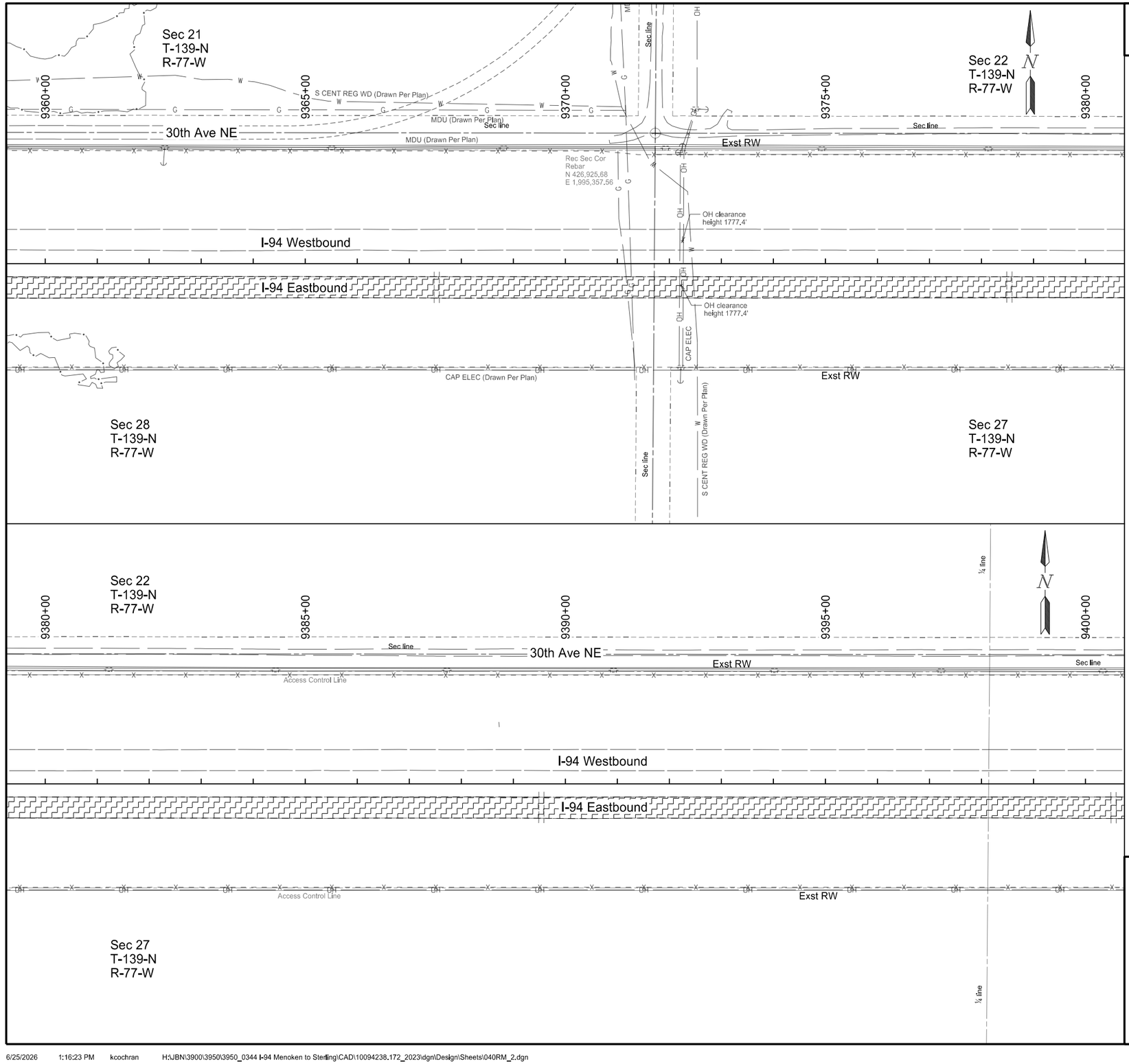
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6/25/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	8

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9360+00 to Sta 9400+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5656	TON
		Mainline Concrete (7" Depth)	4590	TON
		Mainline Aggregate Base (2" Depth)	3169	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities



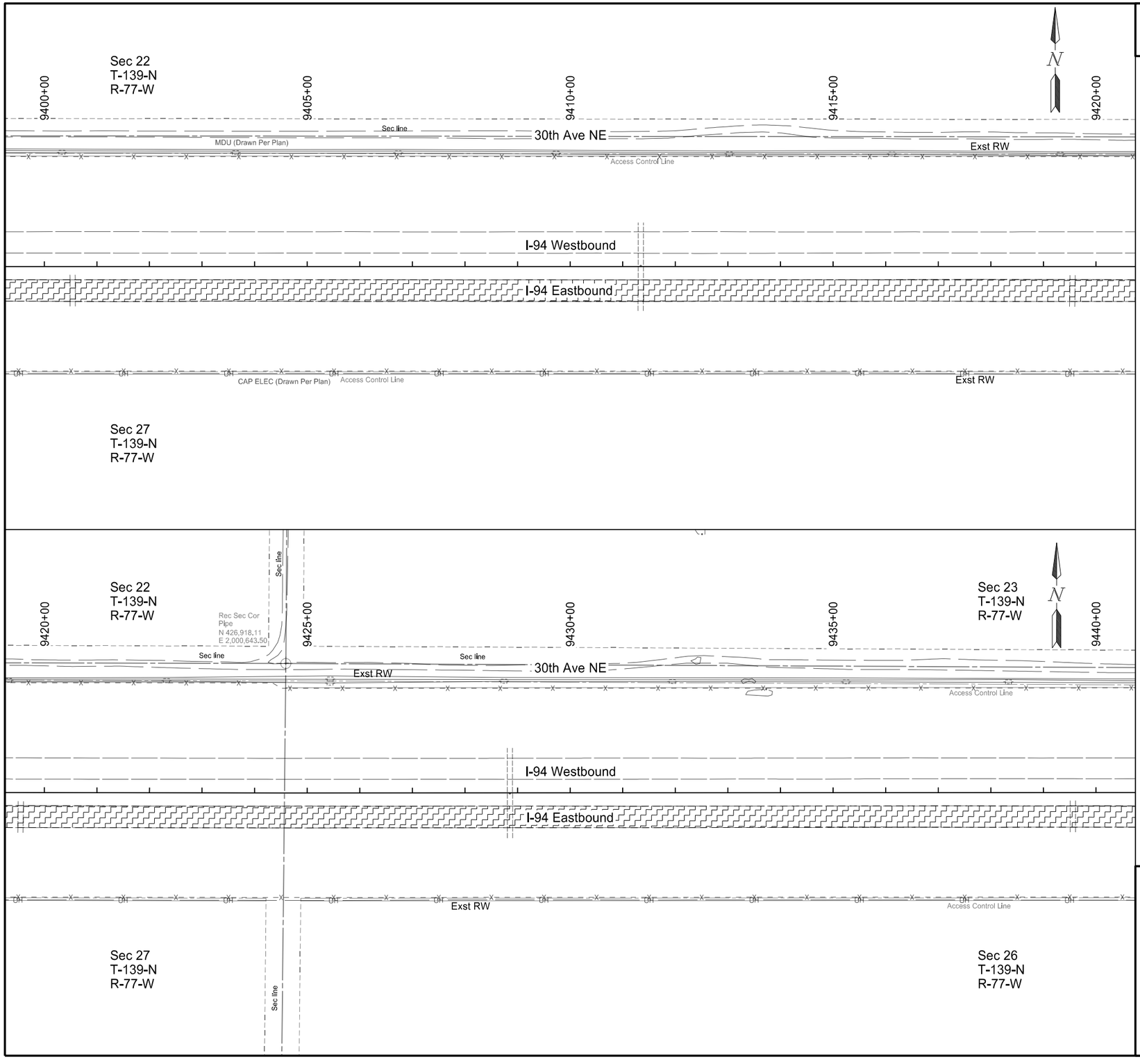
Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9360+00.00 to 9400+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	9

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9400+00 to Sta 9440+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5656	TON
		Mainline Concrete (7" Depth)	4590	TON
		Mainline Aggregate Base (2" Depth)	3169	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9400+00.00 to 9440+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

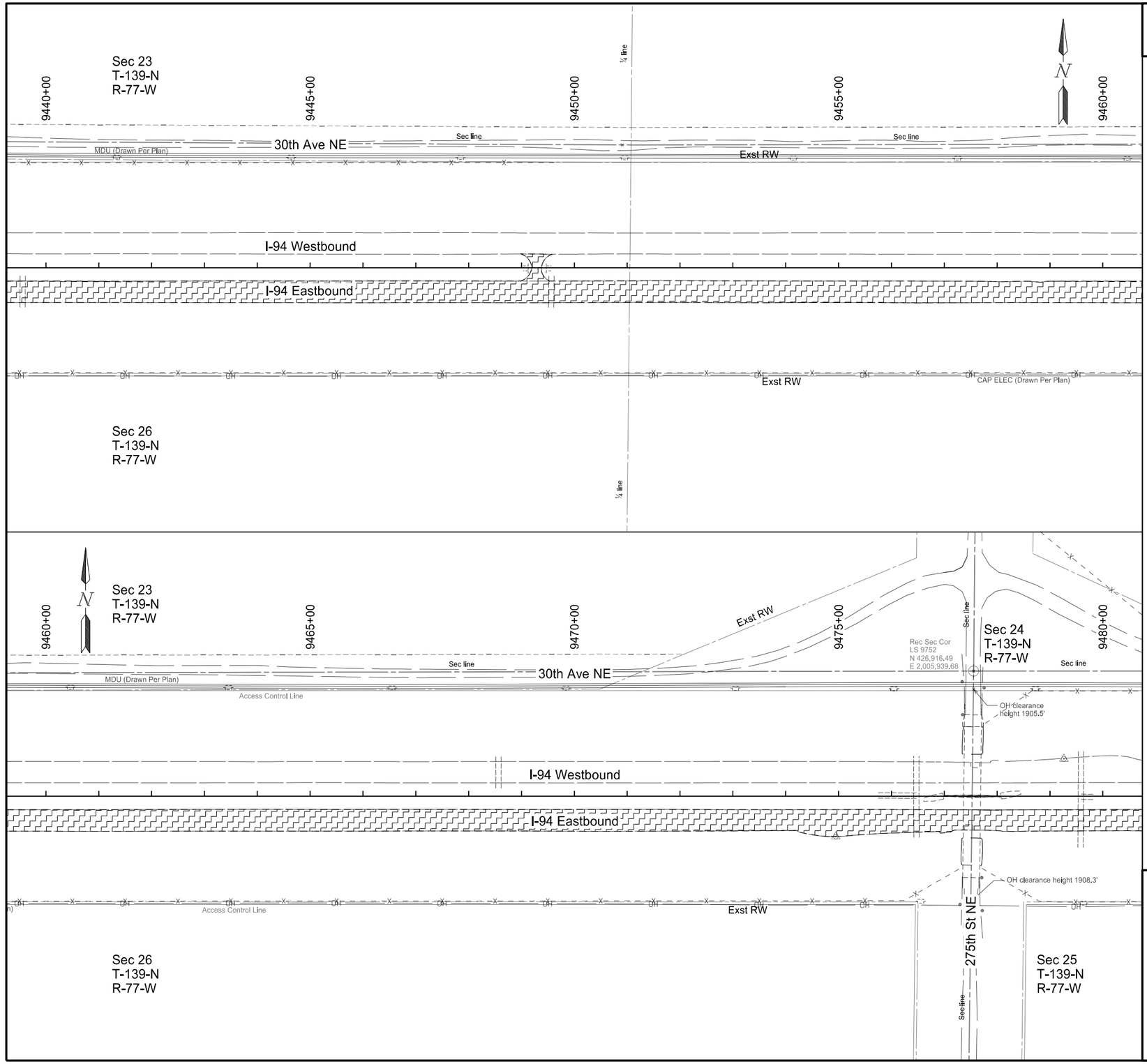
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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6/25/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	10

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9440+00 to Sta 9480+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5656	TON
		Mainline Concrete (7" Depth)	4590	TON
		Mainline Aggregate Base (2" Depth)	3169	TON
		Mainline Guardrail Asphalt (2" Depth)	26	TON
		Mainline Guardrail Aggregate Base (4" Depth)	18	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities



Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9440+00.00 to 9480+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

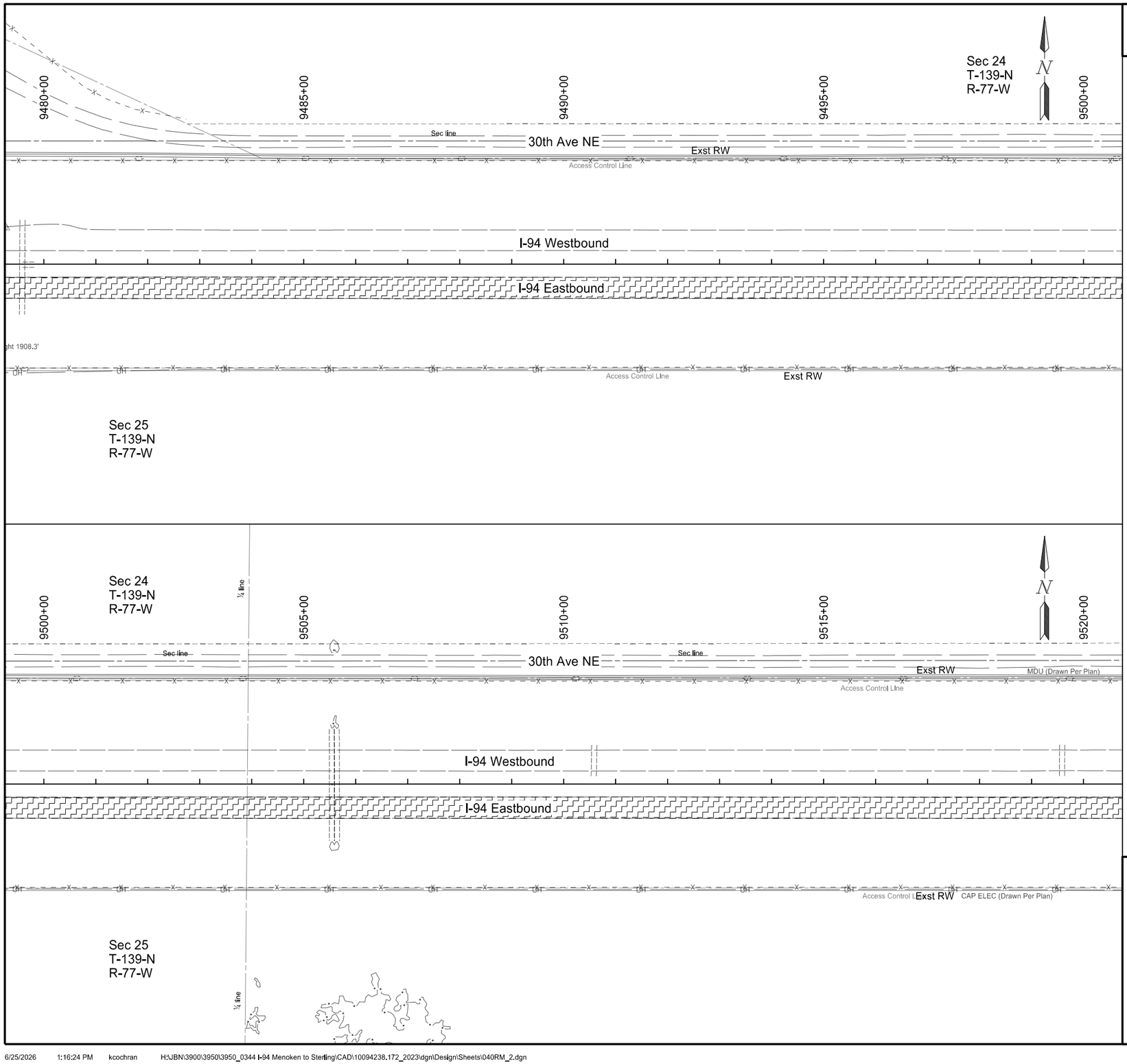
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
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NORTH DAKOTA

6/25/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	11

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9480+00 to Sta 9520+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5656	TON
		Mainline Concrete (7" Depth)	4590	TON
		Mainline Aggregate Base (2" Depth)	3169	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities



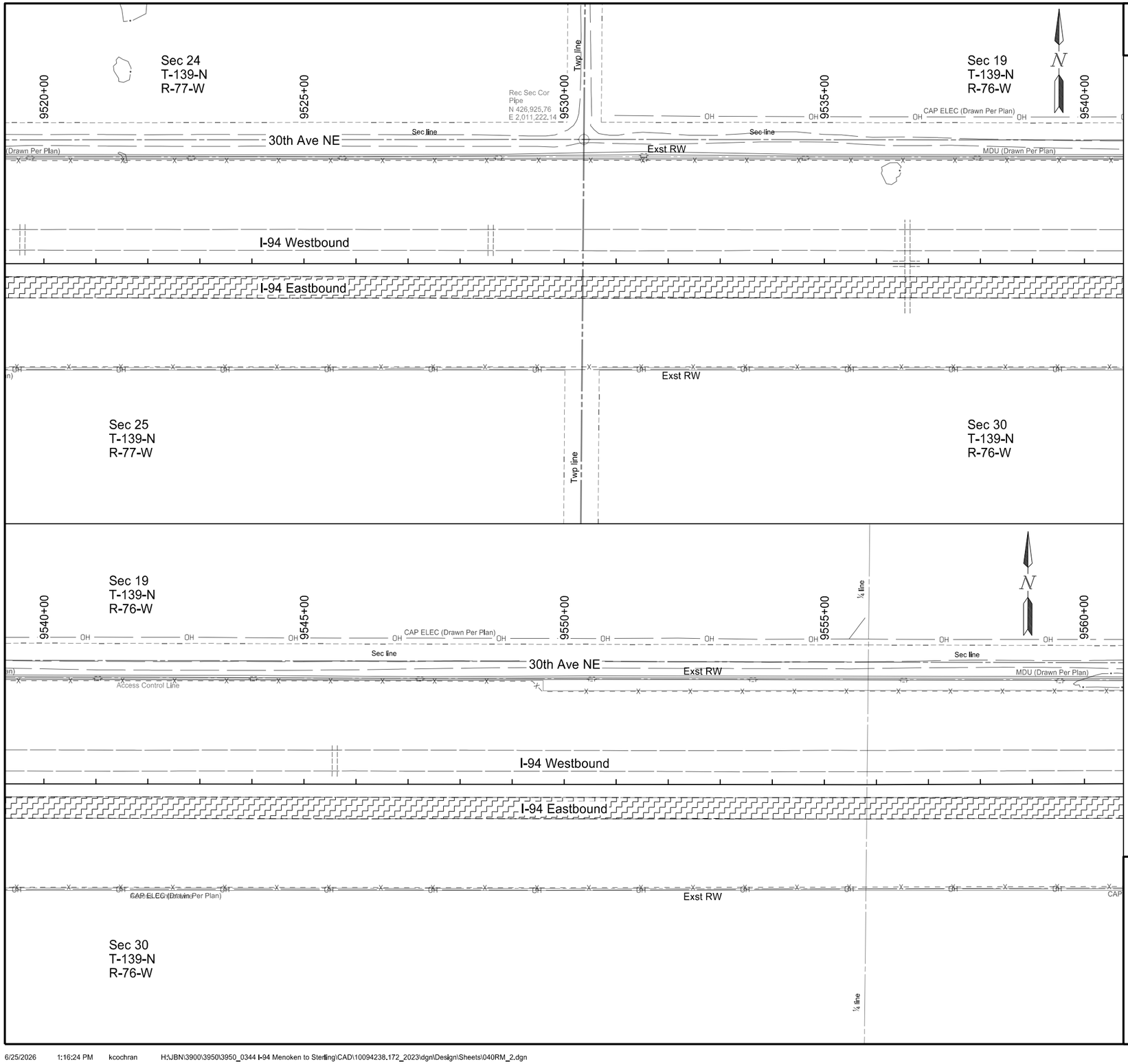
Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9480+00.00 to 9520+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	ND	BGR-CVD-IM-1-094(238)172	40	12

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9520+00 to Sta 9560+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5656	TON
		Mainline Concrete (7" Depth)	4590	TON
		Mainline Aggregate Base (2" Depth)	3169	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9520+00.00 to 9560+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

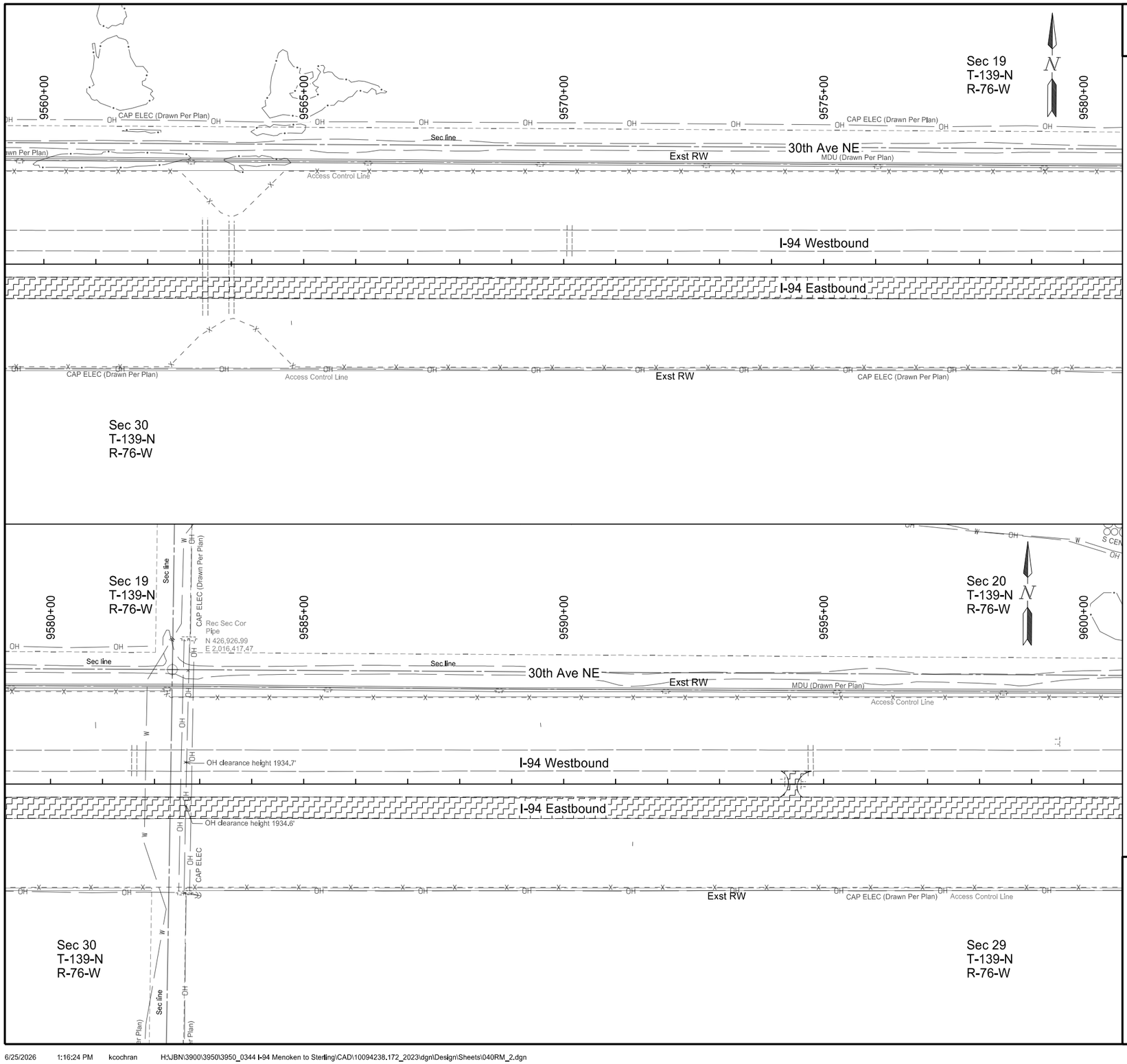
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	13

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9560+00 to Sta 9600+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5638	TON
		Mainline Concrete (7" Depth)	4575	TON
		Mainline Aggregate Base (2" Depth)	3159	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities



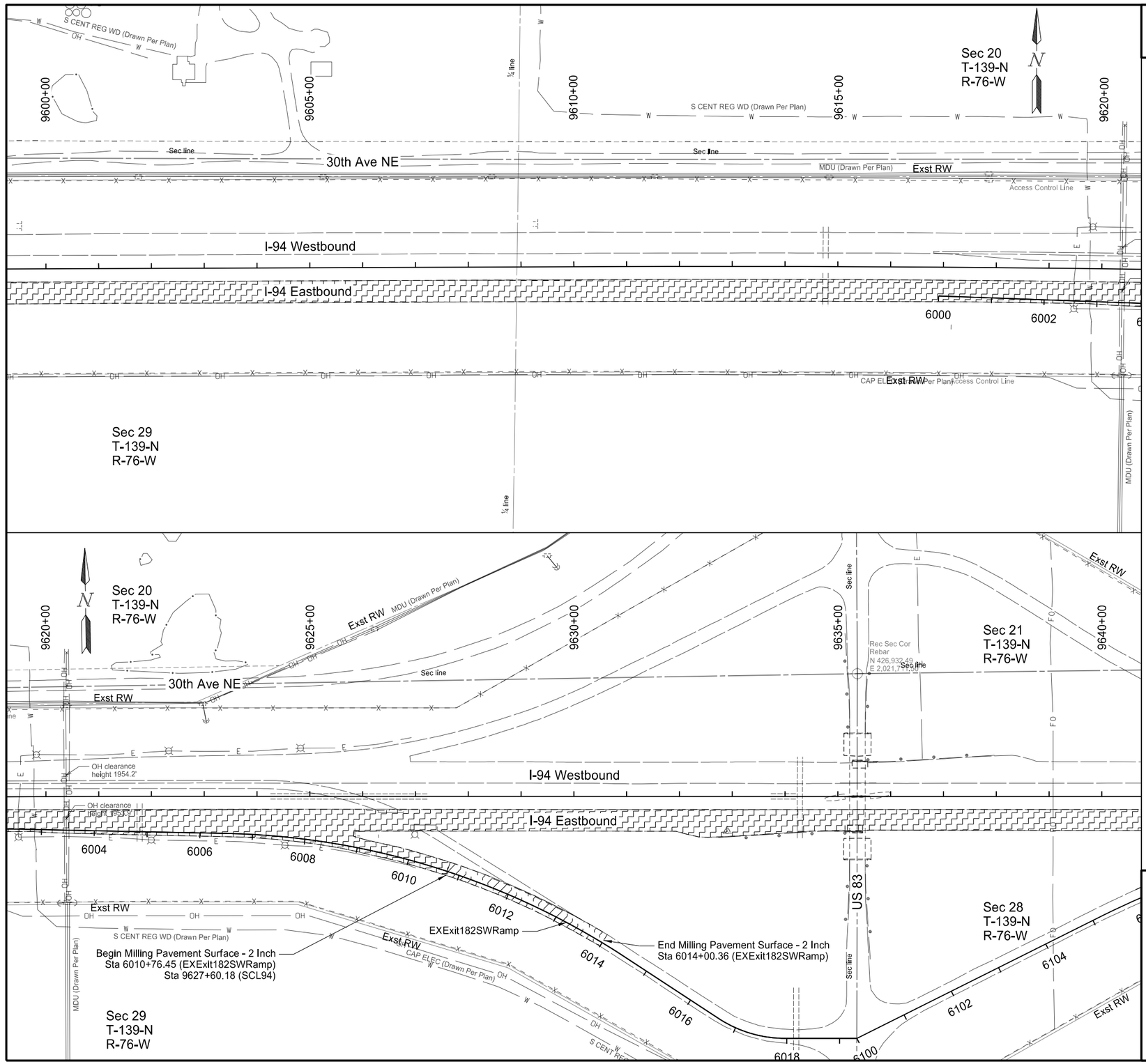
Removal of Pavement - Phase 3

Removals
Phase 3
Sta 9560+00.00 to 9600+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	14

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9600+00 to Sta 9640+00 (SCL94)		
		Mainline Asphalt (4.75" Depth)	5162	TON
		Mainline Concrete (7" Depth)	4659	TON
		Mainline Aggregate Base (2" Depth)	2907	TON
		Mainline Guardrail Asphalt (2" Depth)	26	TON
		Mainline Guardrail Aggregate Base (4" Depth)	49	TON
		Ramp Asphalt	1099	TON
		Ramp Concrete	476	TON
		Ramp Aggregate Base	622	TON
411	0114	MILLING PAVEMENT SURFACE - 2 INCH		
Phase 4		Sta 6009+45.10 to Sta 6014+00.36 (EXExit182SWRamp)	911	SY

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

Removal of Pavement - Phase 3

Milling Pavement Surface - 2 Inch - Phase 4

Removals
Phase 3
Sta 9600+00.00 to 9640+00.00 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

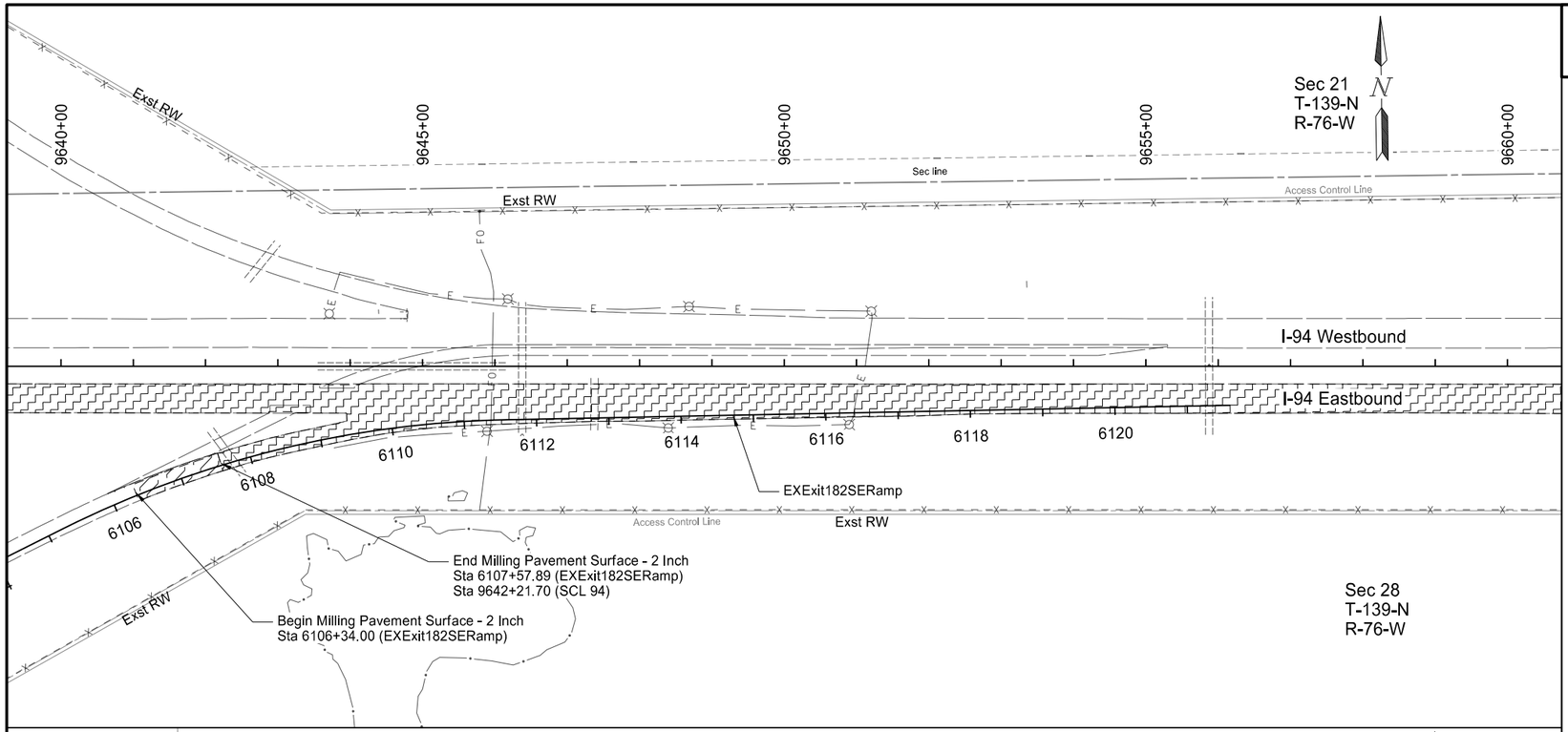
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

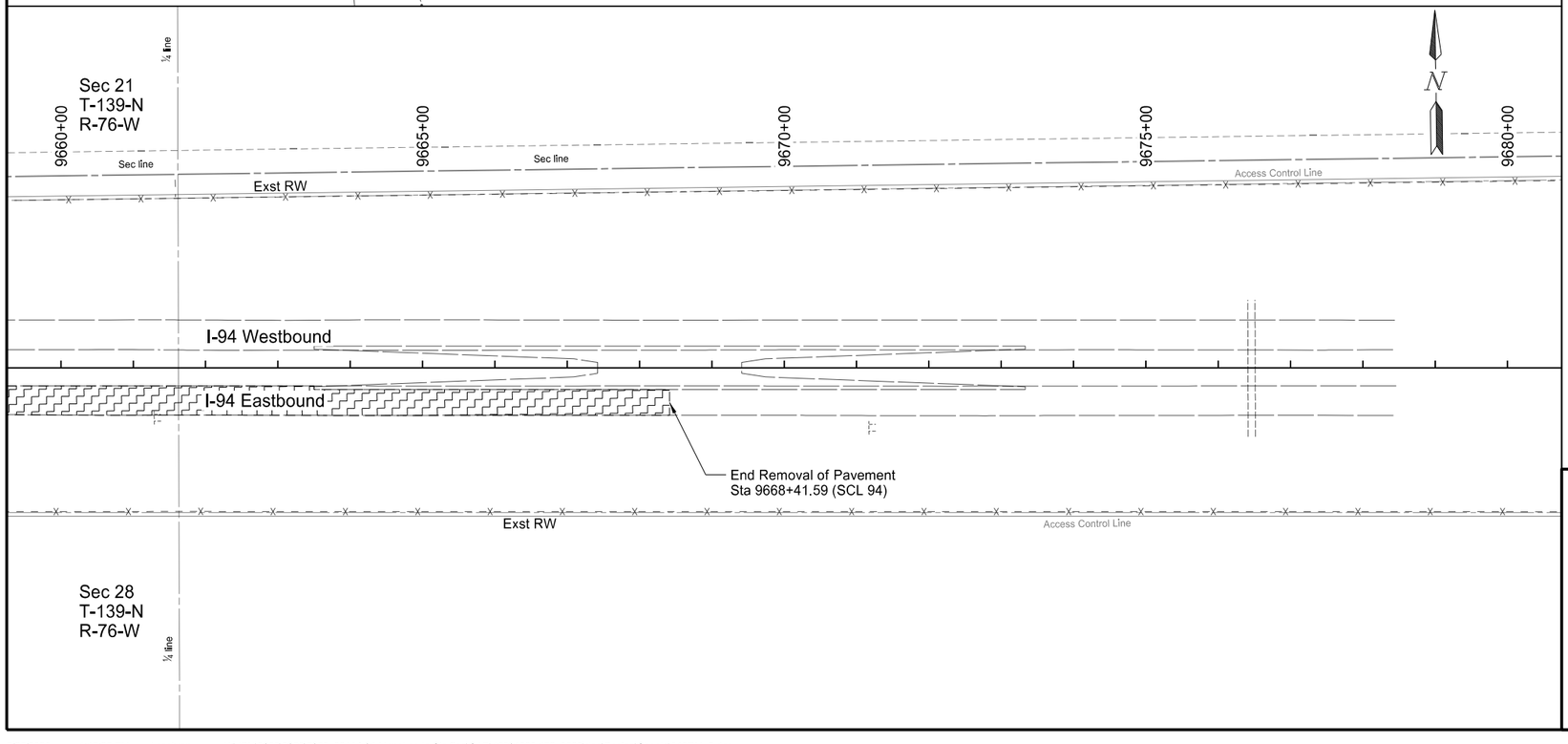
6/25/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	15

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 3		Sta 9640+00 to Sta 9668+42 (SCL94)		
		Mainline Asphalt (4.75" Depth)	3341	TON
		Mainline Concrete (7" Depth)	3297	TON
		Mainline Aggregate Base (2" Depth)	1892	TON
		Ramp Asphalt	1363	TON
		Ramp Concrete	645	TON
		Ramp Aggregate Base	774	TON
411	0114	MILLING PAVEMENT SURFACE - 2 INCH		
Phase 4		Sta 6106+34 to Sta 6108+80.90 (EXExit182SERamp)	337	SY

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities





Removal of Pavement - Phase 3

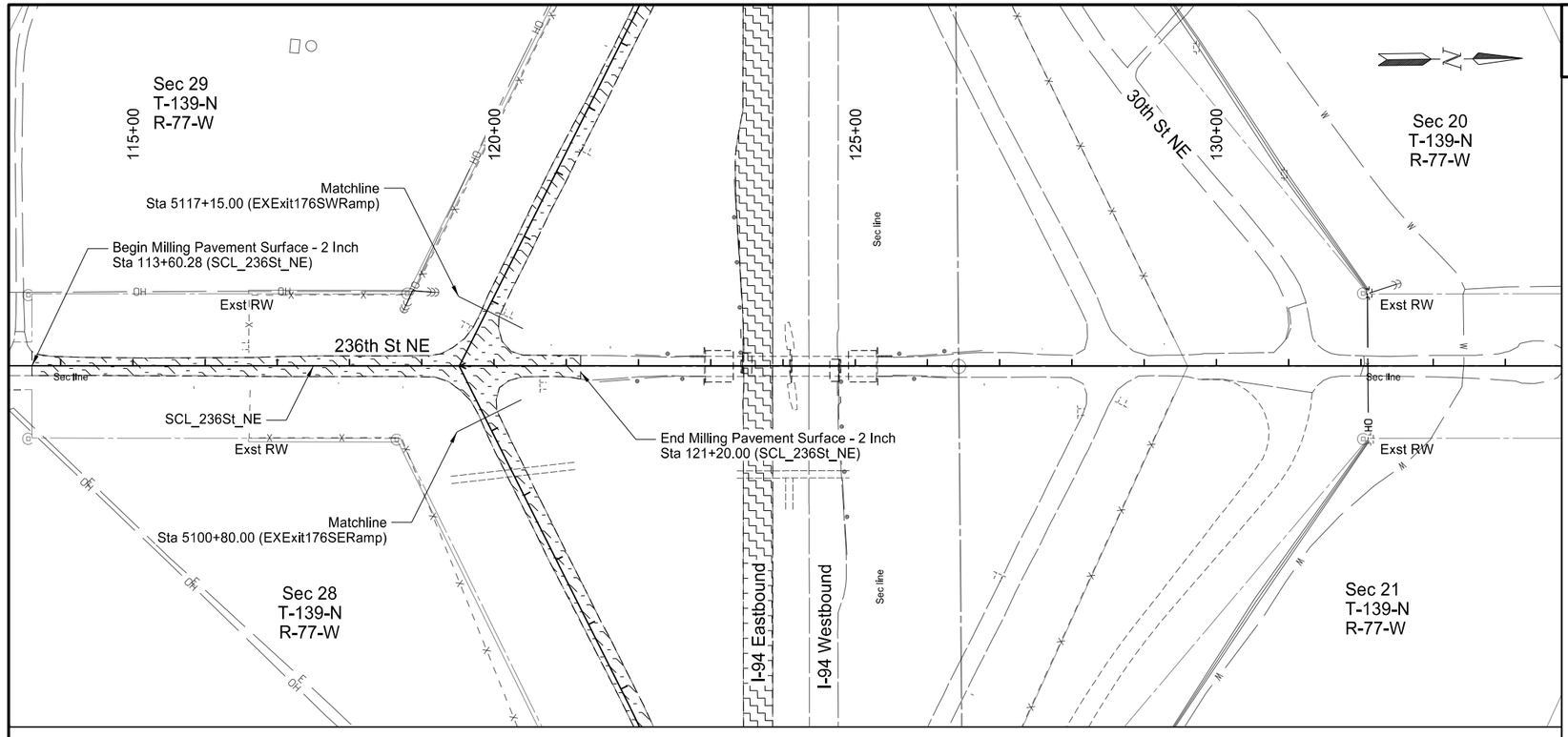
Milling Pavement Surface - 2 Inch - Phase 4

Removals
Phase 3
Sta 9640+00.00 to 9668+41.59 (SCL94)

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	16

SPEC	CODE	BID ITEM	QTY	UNIT
411	0114	MILLING PAVEMENT SURFACE - 2 INCH		
Phase 4		Sta 113+60 to Sta 121+20 (SCL_236StNE)	2977	SY

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

Removal of Pavement - Phase 3

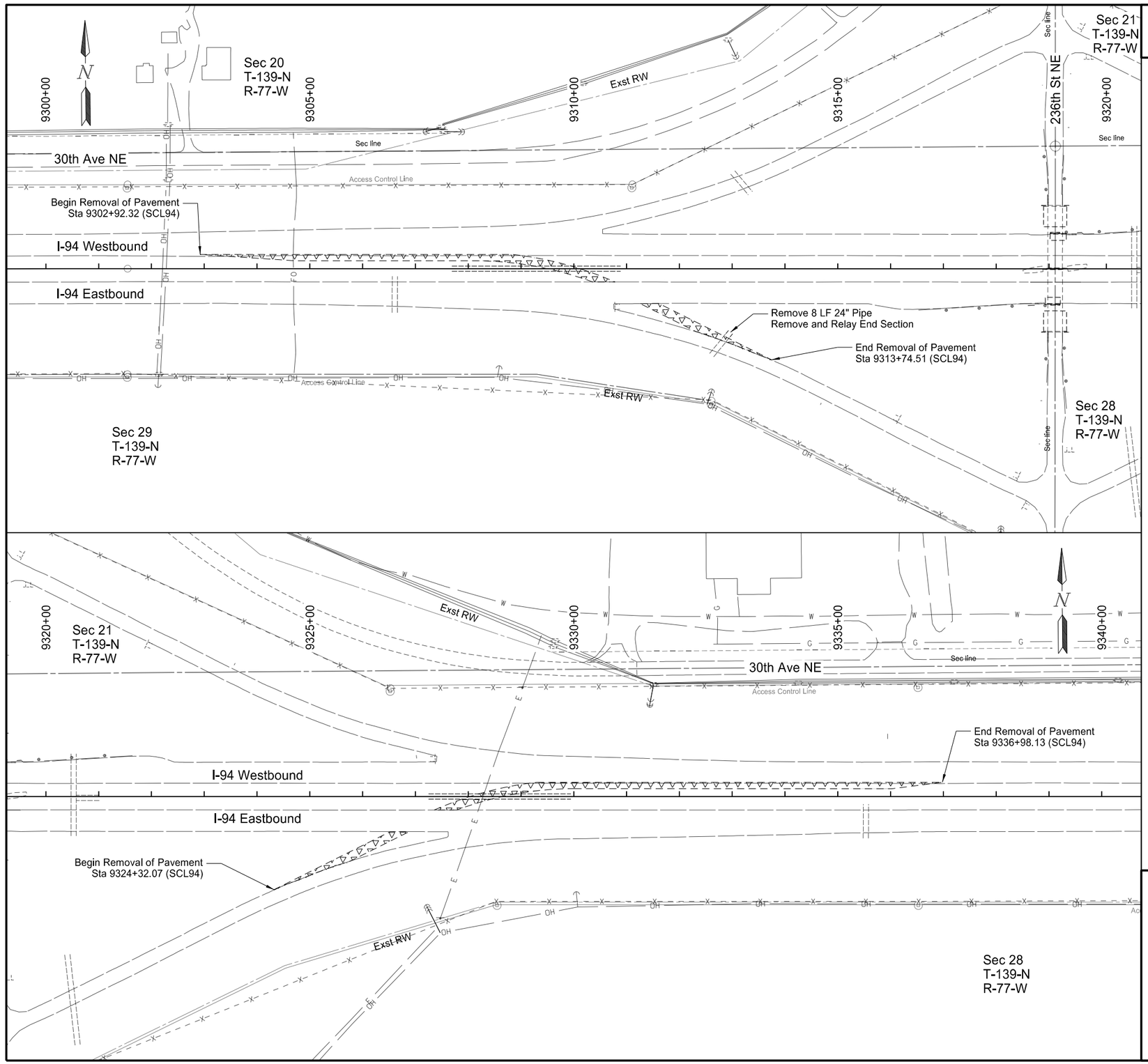
Milling Pavement Surface - 2 Inch - Phase 4

Removals
Phase 4
236th St NE Cross Road - RP-176.501

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	17

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phases 4 & 5		Sta 9302+92 to Sta 9313+75 (SCL94)		
		Temp Ramp Asphalt (4.5" Depth)	352	TON
		Temp Ramp Aggregate Base (8" Depth)	713	TON
Phases 4 & 5		Sta 9324+32 to Sta 9336+74 (SCL94)		
		Temp Ramp Asphalt (4.5" Depth)	432	TON
		Temp Ramp Aggregate Base (8" Depth)	865	TON
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
Phases 4 & 5		Temp Ramp Pipe Extension	8	LF
714	9660	REMOVE & RELAY END SECTION-ALL TYPE & SIZES		
Phases 4 & 5		Temp Ramp Pipe Extension	1	EA

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 80 for fence removal quantities
3. See Section 130 for guardrail removal quantities

Removal of Pavement - Phases 4 & 5

Removals
Phases 4 & 5
Temporary Ramps
McKenzie Interchange RP-176.501

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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6/25/2026

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	40	18

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phases 4 & 5		Sta 9619+10 to Sta 9629+85 (SCL94)		
		Temp Ramp Asphalt (5" Depth)	516	TON
		Temp Ramp Aggregate Base (12" Depth)	1488	TON
Phases 4 & 5		Sta 9640+64 to Sta 9653+06 (SCL94)		
		Temp Ramp Asphalt (5" Depth)	566	TON
		Temp Ramp Aggregate Base (12" Depth)	1612	TON
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
Phases 4 & 5		Temp Ramp Pipe Extension	22	LF
714	9660	REMOVE & RELAY END SECTION-ALL TYPE & SIZES		
Phases 4 & 5		Temp Ramp Pipe Extension	1	EA

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 80 for fence removal quantities
3. See Section 130 for guardrail removal quantities

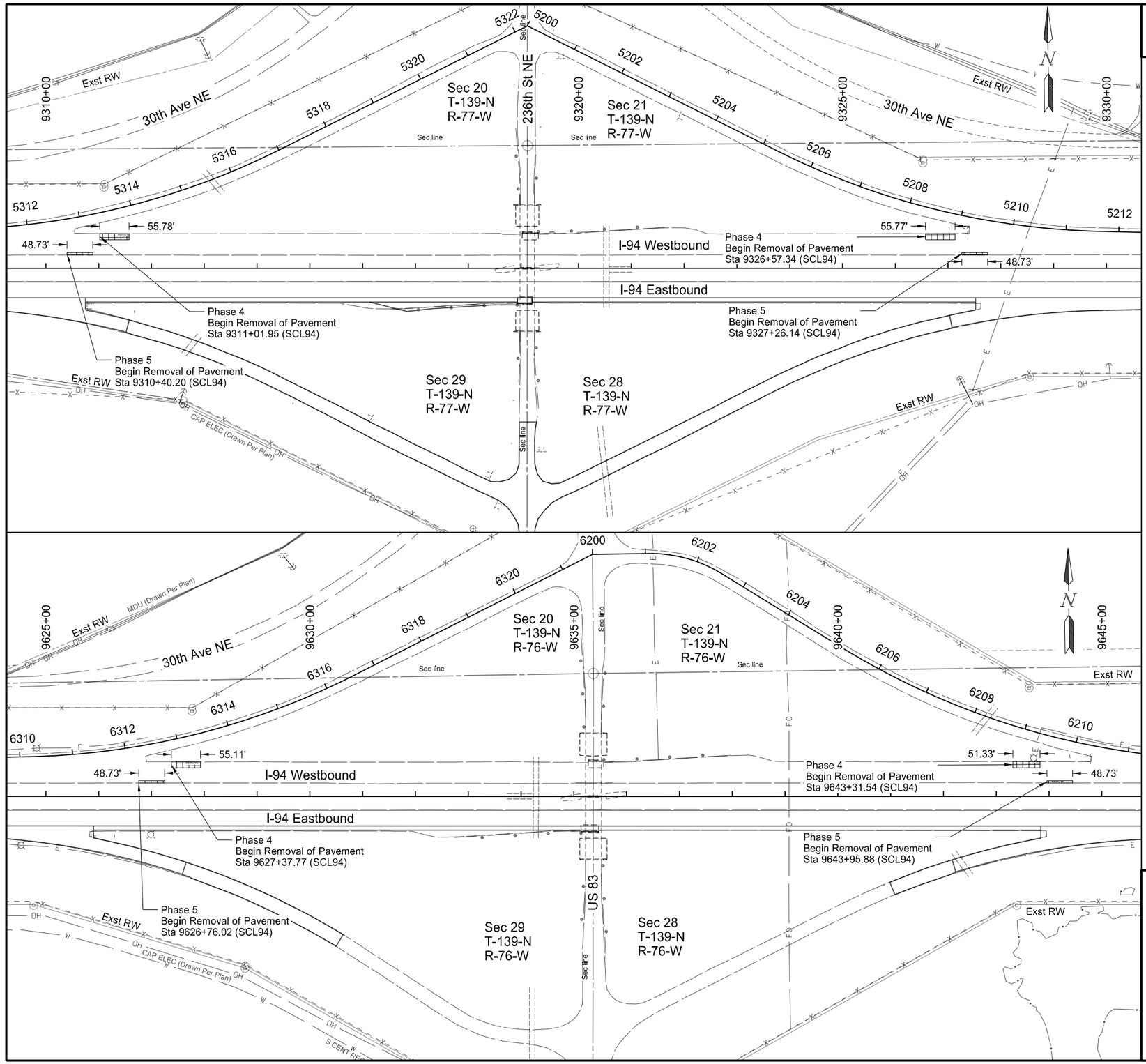
Removal of Pavement - Phases 4 & 5

Removals
Phases 4 & 5
Temporary Ramps
Sterling Interchange RP-182.488

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA
6/25/2026

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	40	19

SPEC	CODE	BID ITEM	QTY	UNIT
202	0136	REMOVAL OF PAVEMENT		
Phase 4		Sta 9311+25.08 to Sta 9311+60.71 (SCL94)		
		Shoulder Asphalt (7" Depth)	31	TON
		Shoulder Aggregate Base (3" Depth)	17	TON
Phase 4		Sta 9326+54.31 to Sta 9326+90.32 (SCL94)		
		Shoulder Asphalt (7" Depth)	31	TON
		Shoulder Aggregate Base (3" Depth)	17	TON
Phase 5		Sta 9310+35.41 to Sta 9310+78.20 (SCL94)		
		Shoulder Asphalt (8.25" Depth)	12	TON
		Shoulder Aggregate Base (5.5" Depth)	11	TON
Phase 5		Sta 9327+37.06 to Sta 9327+79.70 (SCL94)		
		Shoulder Asphalt (8.25" Depth)	12	TON
		Shoulder Aggregate Base (5.5" Depth)	11	TON
Phase 4		Sta 9627+57.50 to Sta 9627+92.87 (SCL94)		
		Shoulder Asphalt (7" Depth)	31	TON
		Shoulder Aggregate Base (3" Depth)	16	TON
Phase 4		Sta 9643+31.54 to Sta 9643+63.73 (SCL94)		
		Shoulder Asphalt (7" Depth)	28	TON
		Shoulder Aggregate Base (3" Depth)	15	TON
Phase 5		Sta 9626+76.02 to Sta 9627+18.12 (SCL94)		
		Shoulder Asphalt (8.25" Depth)	12	TON
		Shoulder Aggregate Base (5.5" Depth)	11	TON
Phase 5		Sta 9644+02.51 to Sta 9644+44.61 (SCL94)		
		Shoulder Asphalt (8.25" Depth)	12	TON
		Shoulder Aggregate Base (5.5" Depth)	11	TON

Notes:
1. Pavement and aggregate depths based on existing typical sections
2. See Section 60 for pipe removal quantities
3. See Section 80 for fence removal quantities
4. See Section 130 for guardrail removal quantities

Legend

Removal of Pavement

Removals
Phases 4 & 5
Westbound Temporary Ramp Connections
McKenzie Interchange RP-176.501
Sterling Interchange RP-182.488

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	50	1

Table 5: (A) HYDRAULIC DATA FOR *Project BGR-CVD-IM-1-094(238)172 PCN 23810*

SCL94 STATION	EXISTING PIPE	PROPOSED PIPE SIZE	DRAINAGE AREA (ACRES)	50-YEAR DATA				100-YEAR DATA	
				DESIGN DISCHARGE (CFS)	[E]DESIGN HEADWATER (FT)	DESIGN VELOCITY (FPS)	DESIGN STAGE (NAVD 88)	[E]100-YEAR DISCHARGE (CFS)	100-YEAR STAGE (NAVD 88)
9107+06	24" RCP	30" RCP	111.8	23	1.9	5.50	1709.26 (D)	28	1709.26 (D)
9119+56 Rt	18" RCP	24" RCP (B)	2.5	5	1.1	7.19	1709.29	6	1709.42
9132+56	24" RCP	30" RCP (C)	73.3	36	1.3	1.84	1705.58 (D)	44	1705.58 (D)
9162+03	36" RCP	36" RCP	1765.5	87	3.7	6.74	1705.86 (D)	110	1705.86 (D)
9195+58	36" RCP	48" RCP	28.0	73	4.4	7.35	1701.49	102	1703.09
9259+59 Rt	18" RCP	24" RCP (B)	3.7	9	1.5	12.96	1708.27	11	1708.48
9306+61 Rt	18" RCP	24" RCP (B)	2.5	9	1.6	8.05	1737.9	11	1738.12
9320+53	24" RCP	30" RCP (C)	5.1	7	1.4	4.55	1743.28	8	1743.38
9320+79	18" RCP	24" RCP (B)	1.3	5	1.1	9.32	1744.4	6	1744.53
9335+53 Rt	18" RCP	24" RCP (B)	1.9	8	1.5	8.84	1737.99	9	1738.1
9345+54 Rt	18" RCP	24" RCP (B)	1.9	7	1.3	10.69	1727.16	9	1727.39
9355+54 Rt	18" RCP	24" RCP (B)	4.2	17	2.5	14.26	1727.29	20	1727.72
9367+53 Rt	18" RCP	24" RCP (B)	2.1	9	1.6	8.66	1739.19	10	1739.3
9378+54 Rt	18" RCP	24" RCP (B)	2.1	9	1.6	9.15	1753.88	10	1753.98
9389+54 Rt	18" RCP	24" RCP (B)	2.1	9	1.6	8.44	1766.15	10	1766.26
9400+54 Rt	18" RCP	24" RCP (B)	2.1	8	1.5	8.34	1778.33	10	1778.55
9411+34	30" RCP	30" RCP	6.5	26	1.4	4.69	1794.36 (D)	33	1794.36 (D)
9419+56 Rt	18" RCP	24" RCP (B)	1.8	7	1.3	8.12	1815.49	8	1815.61
9428+85	30" RCP	30" RCP	4.0	16	2.3	5.90	1823.73 (D)	19	1823.73 (D)
9439+56 Rt	18" RCP	24" RCP (B)	1.9	8	1.5	7.73	1839.74	9	1839.85
9449+57 Rt	18" RCP	24" RCP (B)	2.1	9	1.6	8.47	1850.79	10	1850.9
9475+77	18" RCP	24" RCP (B)	1.7	6	1.2	8.96	1848.69	7	1848.81
9476+47	24" RCP	30" RCP (C)	16.9	16	2.0	6.69	1848.1	19	1848.33
9479+58	36" RCP	36" RCP	37.9	31	2.8	7.30	1848.43	38	1848.47 (D)
9479+84	18" RCP	24" RCP (B)	2.8	8	1.5	9.27	1848.26	9	1848.37
9505+54 and 9505+64	Double 48" RCP	Double 48" RCP	738.5	110	3.6	7.64	1837.06	144	1837.75
9536+60	36" RCP	36" RCP	30.6	36	2.4	9.88	1866.97 (D)	44	1866.97 (D)
9536+84	18" RCP	24" RCP (B)	1.7	7	1.3	12.62	1867.61	8	1867.72
9563+11	45" x 73" RCP	45" x 73" RCP	212.4	76	2.9	9.91	1880.57	95	1881.15
9614+77	24" RCP	30" RCP (C)	4.1	3	0.9	3.59	1923.32	4	1923.47
9621+78 Rt	18" RCP	24" RCP (B)	1.4	5	1.1	6.24	1920.46	6	1920.6
9633+80	18" RCP	24" RCP (B)	2.7	11	1.8	12.84	1896.18	13	1896.4
9634+28	24" RCP	30" RCP (C)	6.5	26	2.8	6.96	1894.39 (D)	31	1894.39 (D)
9646+38 and 9646+48	43.2"x27.6" RCP	Double 51.120"x31.310" RCP	139.7	101	3.1	5.83	1872.98	138	1874.49
9647+38 Rt	18" RCP	24" RCP (B)	4.3	17	2.5	10.27	1874.08	20	1874.52
9655+88	42" RCP	42" RCP	121.3	84	5.5	14.65	1877.53	106	1879.31

(A) Hydraulic data provided is for smooth-walled type conduits (Manning's n=0.012).

(B) Culvert diameter given at this location is the NDDOT Policy minimum diameter and exceeds hydraulic requirements.

(C) Culvert diameter given at this location is the NDDOT Policy minimum diameter for culverts that are greater than 100 ft length.

(D) Ditch block overflow elevation is provided. Stage elevation not available at location because water overflows to adjacent watersheds.

(E) Peak discharges include breakout flow from adjacent watersheds, if applicable.

Hydraulic Data

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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6/25/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	51	1

Phase	Begin Station / Location	Begin Offset	End Station / Location	End Offset	Pipe Installation (Pay Item)			Allowable Material	Required Diameter	Steel Pipe Coatings	Steel Pipe Corrugations or Spiral Ribs	Steel Pipe Minimum Thickness	Geosynthetic Material - Type G (Pay Item)	(*) End Sections		Applicable Backfill
														Begin	End	
					In	Bid Item	LF		In	Type		In	SY	EA	EA	
3	9107+06	81' Rt	9107+06	7' Rt	30	Pipe Conduit 30IN	74	Reinforced Concrete Pipe - Class III (barrel length =72 LF)	30				59	TES	TES	D-714-26
3	9119+56	16' Rt	9119+56	82' Rt	24	Pipe Conduit 24IN	66	Reinforced Concrete Pipe - Class III (barrel length 64 LF)	24				48	TES	TES	D-714-26
3	9132+56	3' Rt	9132+56	89' Rt	30	Pipe Conduit 30IN	86	Reinforced Concrete Pipe - Class III (barrel length = 84 LF)	30				68	TES	TES	D-714-26
3	9162+03	94' Rt	9162+03	0'	36	Pipe Conduit 36IN	94	Reinforced Concrete Pipe - Class III (barrel length =92 LF)	36				81	FES	Connect to Existing	D-714-26
3	9195+58	121' Rt	9195+58	15' Lt	48	Pipe Conduit 48IN	136	Reinforced Concrete Pipe - Class III (barrel length = 134 LF, 1 Tee section)	48				134	FES	Connect to Existing	D-714-25
3	9195+58	4' Lt	9195+58	4' Lt	24	Pipe Conduit Reinf 24IN CL III	6	Reinforced Concrete Pipe - Class III (Median Riser)	24					Median Drain		Specification 722.04.E
3	9235+58	123' Rt	9235+58	11' Lt	30	Pipe Conduit 30IN	134	Reinforced Concrete Pipe - Class III (barrel length = 132 LF, 1 Tee section)	30				106	FES	Connect to Existing	D-714-25
3	9235+58	2' Lt	9235+58	2' Lt	24	Pipe Conduit Reinf 24IN CL III	8	Reinforced Concrete Pipe - Class III (Median Riser)	24					Median Drain		Specification 722.04.E
3	9259+59	14' Rt	9259+59	101' Rt	24	Pipe Conduit 24IN	88	Reinforced Concrete Pipe - Class III (barrel length = 84 LF)	24				64	TES	FES	D-714-26
3	9306+61	2' Rt	9306+61	90' Rt	24	Pipe Conduit 24IN	88	Reinforced Concrete Pipe - Class III (barrel length = 86 LF)	24				64	TES	TES	D-714-26
4	9313+34	143' Lt	9313+38	139' Lt	24	Pipe Conduit Reinf 24IN CL III	6	Reinforced Concrete Pipe - Class III (barrel length 6 LF)	24					Connect to Existing	Remove & Relay End Section	
3	9320+53	3' Lt	9320+53	79' Rt	30	Pipe Conduit 30IN	82	Reinforced Concrete Pipe - Class III (barrel length = 82 LF, 1 Tee section)	30				65	Connect to Existing	TES	D-714-26
3	9320+53	4' Rt	9320+79	4' Rt	24	Pipe Conduit 24IN	24	Reinforced Concrete Pipe - Class III (Median Drainage Intercept, barrel length = 22 LF)	24				18	Tee	TES	D-714-27
3	9335+53	19' Rt	9335+53	87' Rt	24	Pipe Conduit 24IN	68	Reinforced Concrete Pipe - Class III (barrel length = 66 LF)	24				50	TES	TES	D-714-26
3	9345+54	15' Rt	9345+54	96' Rt	24	Pipe Conduit 24IN	82	Reinforced Concrete Pipe - Class III (barrel length = 78 LF)	24				60	TES	FES	D-714-26
3	9355+54	14' Rt	9355+54	98' Rt	24	Pipe Conduit 24IN	84	Reinforced Concrete Pipe - Class III (barrel length = 80 LF)	24				61	TES	FES	D-714-26
3	9367+53	16' Rt	9367+53	82' Rt	24	Pipe Conduit 24IN	66	Reinforced Concrete Pipe - Class III (barrel length = 64 LF)	24				48	TES	TES	D-714-26
3	9378+54	16' Rt	9378+54	84' Rt	24	Pipe Conduit 24IN	68	Reinforced Concrete Pipe - Class III (barrel length = 66 LF)	24				50	TES	TES	D-714-26
3	9389+54	15' Rt	9389+54	83' Rt	24	Pipe Conduit 24IN	68	Reinforced Concrete Pipe - Class III (barrel length = 66 LF)	24				50	TES	TES	D-714-26
3	9400+54	14' Rt	9400+54	84' Rt	24	Pipe Conduit 24IN	70	Reinforced Concrete Pipe - Class III (barrel length = 68 LF)	24				51	TES	TES	D-714-26
3	9411+34	2' Lt	9411+34	100' Rt	30	Pipe Conduit 30IN	102	Reinforced Concrete Pipe - Class III (barrel length = 100 LF, 1 Tee section)	30				81	Connect to Existing	FES	D-714-26
3	9411+34	1' Rt	9411+34	1' Rt	24	Pipe Conduit Reinf 24IN CL III	4	Reinforced Concrete Pipe - Class III (Median Riser)	24					Median Drain		Specification 722.04.E
3	9419+56	14' Rt	9419+56	84' Rt	24	Pipe Conduit 24IN	70	Reinforced Concrete Pipe - Class III (barrel length = 68 LF)	24				51	TES	TES	D-714-26

Corrugations: 2 = 2-2/3"x1/2"
3 = 3"x1"
5 = 5"x1"

Coatings: Z = Zinc
A = Aluminum
P = Polymeric (over Zinc or Aluminum)

Spiral Ribs: 3/4 = 3/4"x3/4"@7-1/2"
1 = 3/4"x1"@11-1/2"

(*) End sections are measured and paid for separately for pipe extensions.
FES = Flared End Section
TES = Traversable End Section

Allowable Pipe List

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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NORTH DAKOTA

6/25/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	51	2

Phase	Begin Station / Location	Begin Offset	End Station / Location	End Offset	Pipe Installation (Pay Item)			Allowable Material	Required Diameter	Steel Pipe Coatings	Steel Pipe Corrugations or Spiral Ribs	Steel Pipe Minimum Thickness	Geosythetic Material - Type G (Pay Item)	(*) End Sections		Applicable Backfill
														Begin	End	
					In	Bid Item	LF		In	Type		In	SY	EA	EA	
3	9428+85	6' Lt	9428+85	104' Rt	30	Pipe Conduit 30IN	110	Reinforced Concrete Pipe - Class III (barrel length = 108 LF, 1 Tee section)	30				87	Connect to Existing	FES	D-714-25
3	9428+85	3' Lt	9428+85	3' Lt	24	Pipe Conduit Reinf 24IN CL III	2	Reinforced Concrete Pipe - Class III (Median Riser)	24					Median Drain		Specification 722.04.E
3	9439+56	14' Rt	9439+56	82' Rt	24	Pipe Conduit 24IN	68	Reinforced Concrete Pipe - Class III (barrel length = 66 LF)	24				50	TES	TES	D-714-26
3	9449+57	15' Rt	9449+57	83' Rt	24	Pipe Conduit 24IN	68	Reinforced Concrete Pipe - Class III (barrel length = 66 LF)	24				50	TES	TES	D-714-26
3	9475+77	0'	9476+47	0'	24	Pipe Conduit 24IN	68	Reinforced Concrete Pipe - Class III (Median Drainage Intercept, barrel length = 66 LF)	24				50	TES	Tee	D-714-27
3	9476+47	79' Rt	9476+47	3' Lt	30	Pipe Conduit 30IN	82	Reinforced Concrete Pipe - Class III (barrel length = 82 LF, 1 Tee section)	30				65	TES	Connect to Existing	D-714-26
3	9479+58	82' Rt	9479+58	4' Lt	36	Pipe Conduit 36IN	86	Reinforced Concrete Pipe - Class III (barrel length = 84 LF, 1 Tee section)	36				74	TES	Connect to Existing	D-714-26
3	9479+84	1' Lt	9479+58	1' Lt	24	Pipe Conduit 24IN	24	Reinforced Concrete Pipe - Class III (Median Drainage Intercept, barrel length = 22 LF)	24				18	TES	Tee	D-714-27
3	9505+54	108' Rt	9505+54	12' Lt	48	Pipe Conduit 48IN	120	Reinforced Concrete Pipe - Class III (barrel length = 118 LF, 1 Tee section)	48				118	FES	Connect to Existing	D-714-25M
3	9505+54	1' Lt	9505+54	1' Lt	24	Pipe Conduit Reinf 24IN CL III	4	Reinforced Concrete Pipe - Class III (Median Riser)	24					Median Drain		Specification 722.04.E
3	9505+64	108' Rt	9505+54	12' Lt	48	Pipe Conduit 48IN	120	Reinforced Concrete Pipe - Class III (barrel length = 118 LF)	48				118	FES	Connect to Existing	D-714-25M
3	9536+60	92' Rt	9536+60	4' Lt	36	Pipe Conduit 36IN	96	Reinforced Concrete Pipe - Class III (barrel length = 94 LF, 1 Tee section)	36				82	FES	Connect to Existing	D-714-26
3	9536+84	1' Lt	9536+60	1' Lt	24	Pipe Conduit 24IN	22	Reinforced Concrete Pipe - Class III (Median Drainage Intercept, barrel length = 20 LF)	24				16	TES	Tee	D-714-27
3	9563+11	93' Rt	9563+11	1' Lt	73 x 45	Pipe Conduit Arch 73IN x 45IN	94	Reinforced Concrete Pipe - Class III (barrel length = 92 LF)	73 x 45				116	FES	Connect to Existing	D-714-25
3	9614+77	9' Rt	9614+77	83' Rt	30	Pipe Conduit 30IN	74	Reinforced Concrete Pipe - Class III (barrel length = 72 LF)	30				59	TES	TES	D-714-26
3	9621+78	2' Rt	9621+78	91' Rt	24	Pipe Conduit 24IN	90	Reinforced Concrete Pipe - Class III (barrel length = 86 LF)	24				65	TES	FES	D-714-26
3	9633+80	1' Lt	9634+28	1' Lt	24	Pipe Conduit 24IN	46	Reinforced Concrete Pipe - Class III (Median Drainage Intercept, barrel length = 44 LF)	24				34	TES	Tee	D-714-27
3	9634+28	4' Lt	9634+28	84' Rt	30	Pipe Conduit 30IN	88	Reinforced Concrete Pipe - Class III (barrel length = 88 LF, 1 Tee section)	30				70	Connect to Existing	TES	D-714-26
4	9642+58	119' Lt	9642+36	93' Lt	24	Pipe Conduit Reinf 24IN CL III	34	Reinforced Concrete Pipe - Class III (barrel length 34 LF)	24					Connect to Existing	Remove & Relay End Section	
3	9646+38	0'	9646+38	102' Rt	51 x 31	Pipe Conduit Arch 51IN x 31IN	102	Reinforced Concrete Pipe - Class III (barrel length = 100 LF)	51 x 31				103	Connect to Existing	FES	D-714-26M
3	9646+48	0'	9646+48	102' Rt	51 x 31	Pipe Conduit Arch 51IN x 31IN	102	Reinforced Concrete Pipe - Class III (barrel length = 100 LF)	51 x 31				103	Plug See Section 20 Sheet 20	FES	D-714-26M
3	9647+38	2' Rt	9647+38	101' Rt	24	Pipe Conduit 24IN	100	Reinforced Concrete Pipe - Class III (barrel length = 96 LF)	24				73	TES	FES	D-714-26
3	9655+88	7' Lt	9655+88	111' Rt	42	Pipe Conduit 42IN	118	Reinforced Concrete Pipe - Class III (barrel length = 116 LF, 1 Tee section)	42				109	Connect to Existing	FES	D-714-25
3	9655+88	0'	9655+88	0'	24	Pipe Conduit Reinf 24IN CL III	4	Reinforced Concrete Pipe - Class III (Median Riser)	24					Median Drain		Specification 722.04.E

Corrugations: 2 = 2-2/3"x1/2"
3 = 3"x1"
5 = 5"x1"

Coatings: Z = Zinc
A = Aluminum
P = Polymeric (over Zinc or Aluminum)

Spiral Ribs: 3/4 = 3/4"x3/4"@7-1/2"
1 = 3/4"x1"@11-1/2"

(*) End sections are measured and paid for separately for pipe extensions.
FES = Flared End Section
TES = Traversable End Section

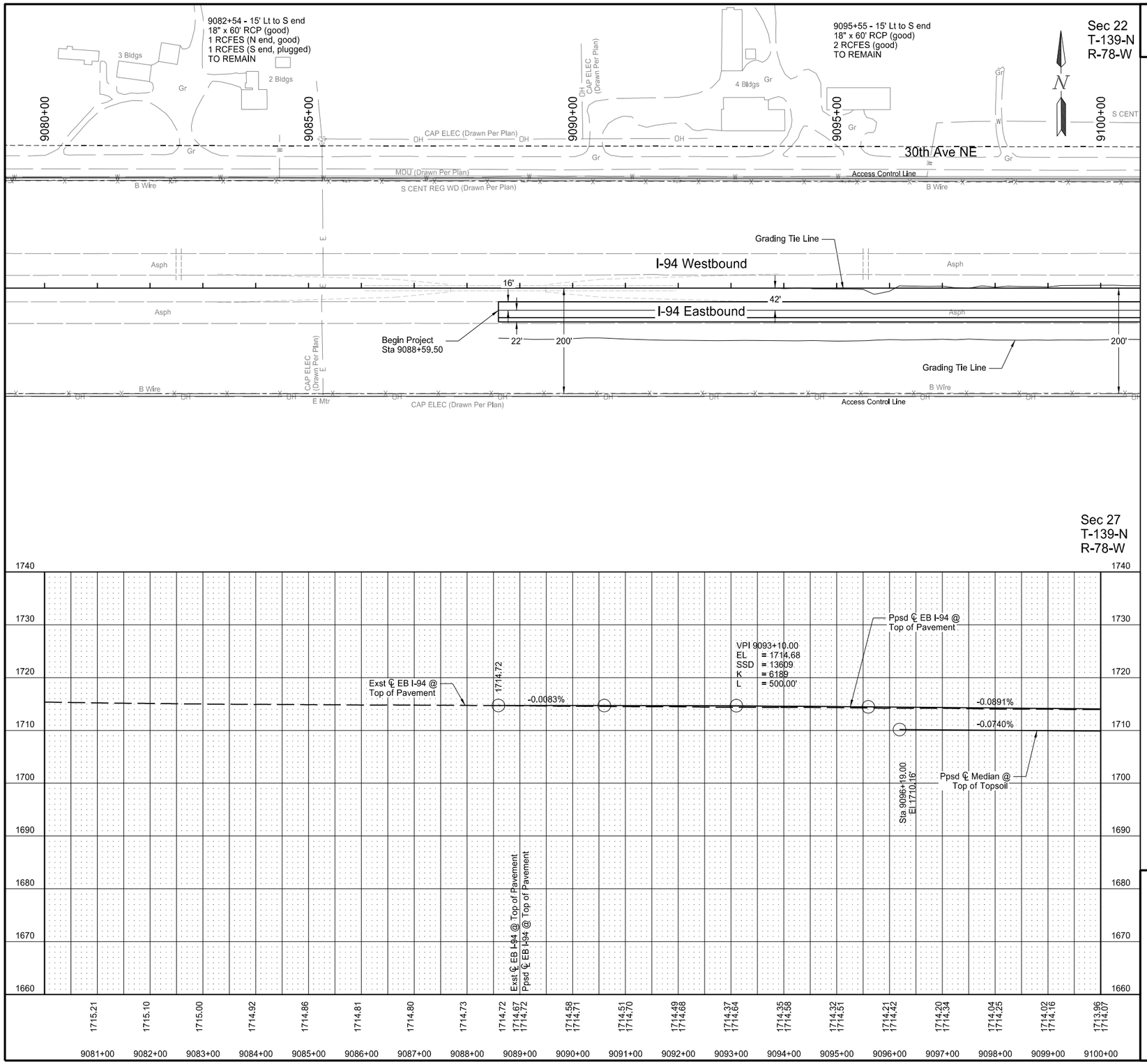
Allowable Pipe List

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	60	1



Legend

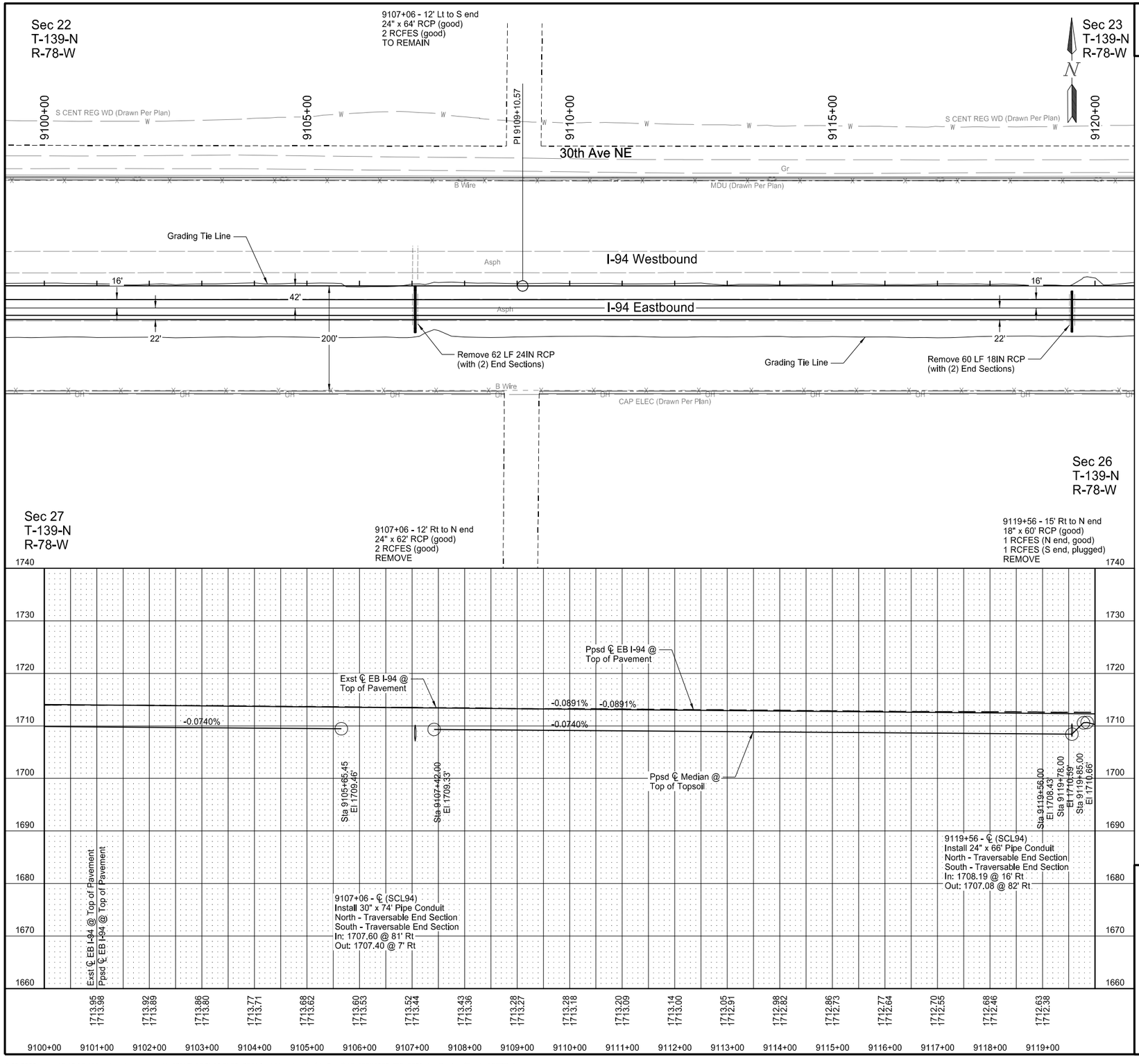
- - - - - - - - - - - - - - Ditch Bottom

Plan & Profile
Sta 9080+00.00 to 9100+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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6/30/2026



	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	2

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9107+06 (SCL94)	62	LF
		Sta 9119+56 (SCL94)	60	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9119+56 (SCL94)	66	LF
714	4110	PIPE CONDUIT 30IN		
		Sta 9107+06 (SCL94)	74	LF

Legend

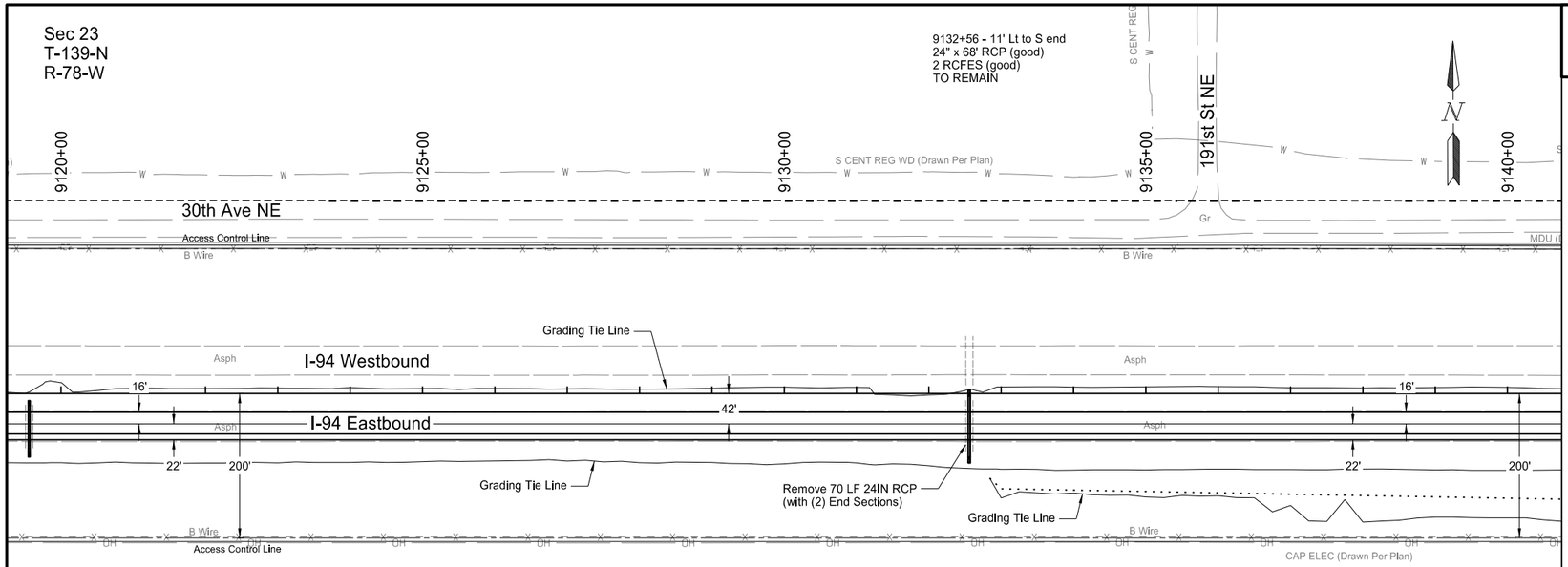
. . . . . Ditch Bottom

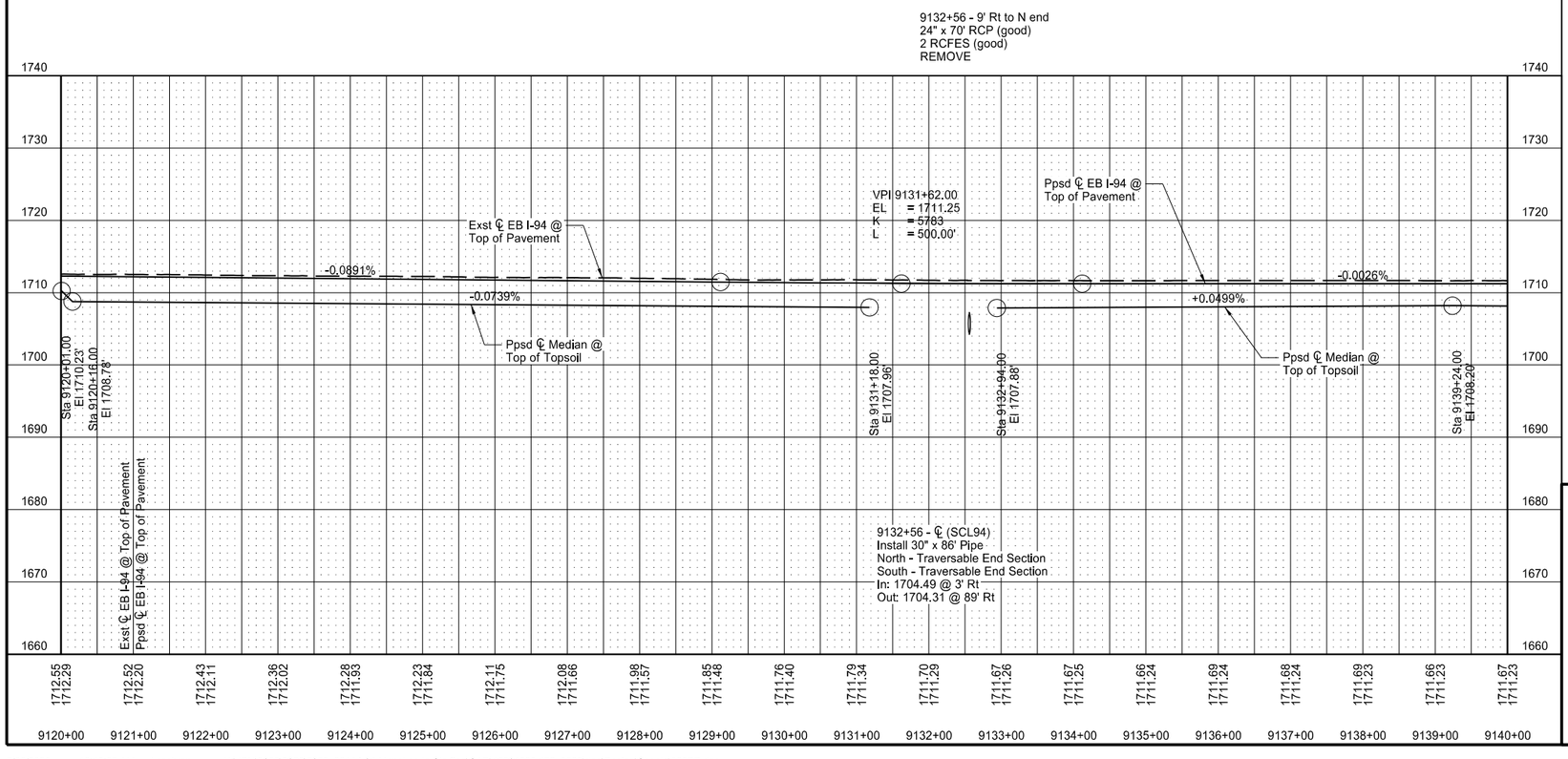
Plan & Profile
Sta 9100+00.00 to 9120+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	3

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9132+56 (SCL94)	70	LF
714	4110	PIPE CONDUIT 30IN		
		Sta 9132+56 (SCL94)	86	LF

Legend

- - - - - - - - - - - - - - Ditch Bottom

Plan & Profile
Sta 9120+00.00 to 9140+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/30/2026

6/30/2026 10:18:05 AM kcochran H:\JBN\3900\3950\3950_0344 I-94 Menoken to Sterling\CAD\10094238.172_2023\dgn\Design\Sheets\060PP.dgn

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	60	4

9153+58 - 11' Lt to S end
18" x 66' RCP (good)
2 RCFES (good)
TO REMAIN

Sec 23
T-139-N
R-78-W

9140+00 9145+00 9150+00 9155+00 9160+00

S CENT REG WD (Drawn Per Plan)

30th Ave NE

MDU (Drawn Per Plan)

Access Control Line

B Wire

Grading Tie Line

I-94 Westbound

Asph

16' 16'

42'

I-94 Eastbound

Asph

22' 200' 200' 22'

Grading Tie Line

Grading Tie Line

B Wire

Access Control Line

Sec 26
T-139-N
R-78-W

1740 1730 1720 1710 1700 1690 1680 1670 1660

Exst ℄ EB I-94 @ Top of Pavement

Ppsd ℄ EB I-94 @ Top of Pavement

-0.0500% -0.0026% -0.0026% +0.0500%

Ppsd ℄ Median @ Top of Topsoil

Sta 9152+58.00 El 1707.53'

Sta 9154+58.00 El 1707.53'

Ppsd ℄ Median @ Top of Topsoil

1711.69 1711.23 | 1711.63 1711.22 | 1711.63 1711.22 | 1711.61 1711.22 | 1711.62 1711.22 | 1711.64 1711.21 | 1711.64 1711.21 | 1711.60 1711.21 | 1711.59 1711.21 | 1711.58 1711.20 | 1711.58 1711.20 | 1711.62 1711.20 | 1711.63 1711.20 | 1711.57 1711.19 | 1711.61 1711.19 | 1711.64 1711.19 | 1711.64 1711.19 | 1711.61 1711.18 | 1711.60 1711.18 | 1711.59 1711.18

9141+00 9142+00 9143+00 9144+00 9145+00 9146+00 9147+00 9148+00 9149+00 9150+00 9151+00 9152+00 9153+00 9154+00 9155+00 9156+00 9157+00 9158+00 9159+00 9160+00

Legend

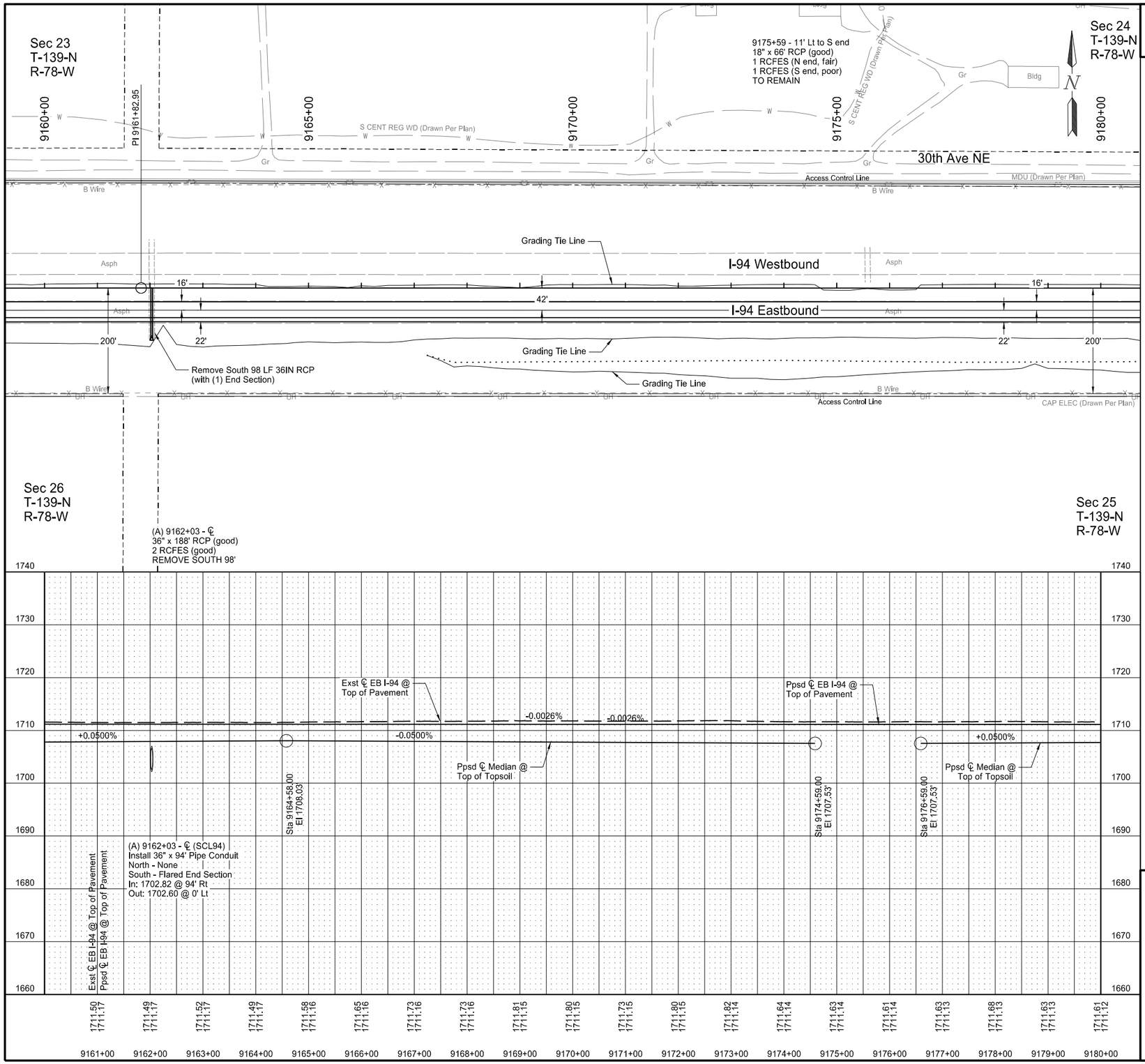
Ditch Bottom

Plan & Profile
Sta 9140+00.00 to 9160+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	5

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9162+03 (SCL94) (A)	98	LF
714	4115	PIPE CONDUIT 36IN		
		Sta 9162+03 (SCL94) (A)	94	LF

Legend

- - - - - - - - - - - - - - Ditch Bottom

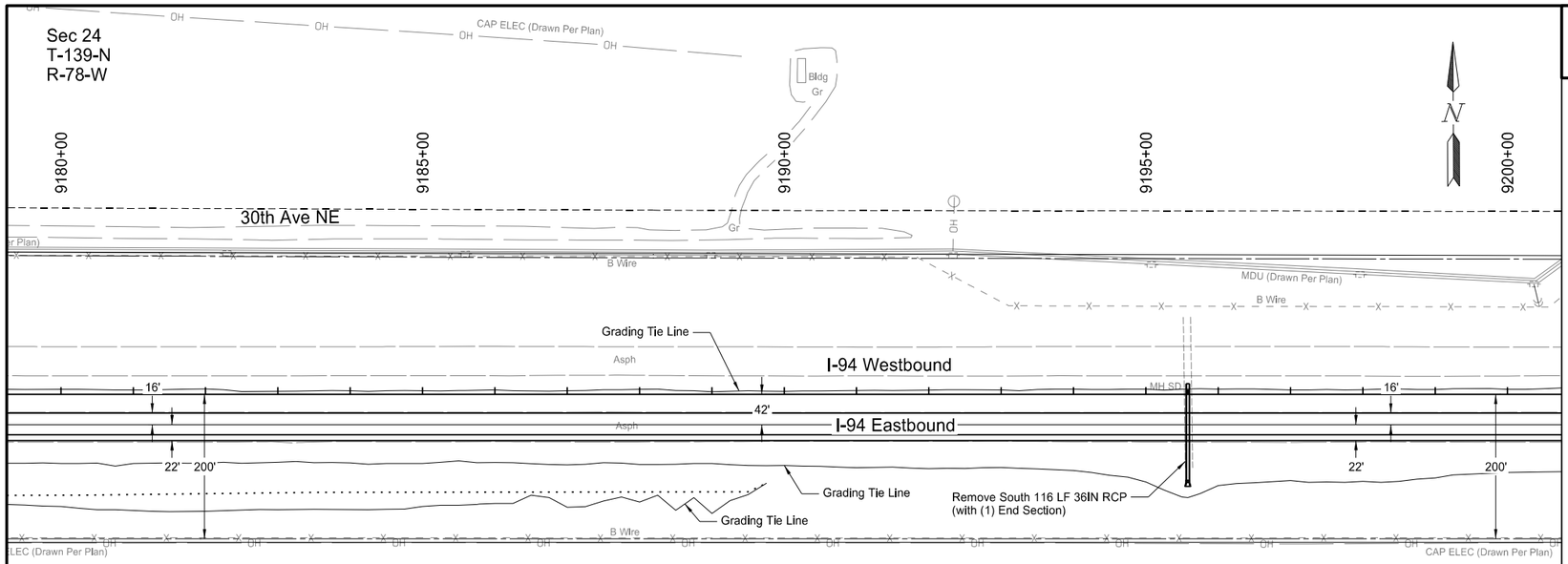
(A) See Section 20 "Culvert Installation Detail - 9162+03" For Additional Removal and Installation Details

Plan & Profile
Sta 9160+00.00 to 9180+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

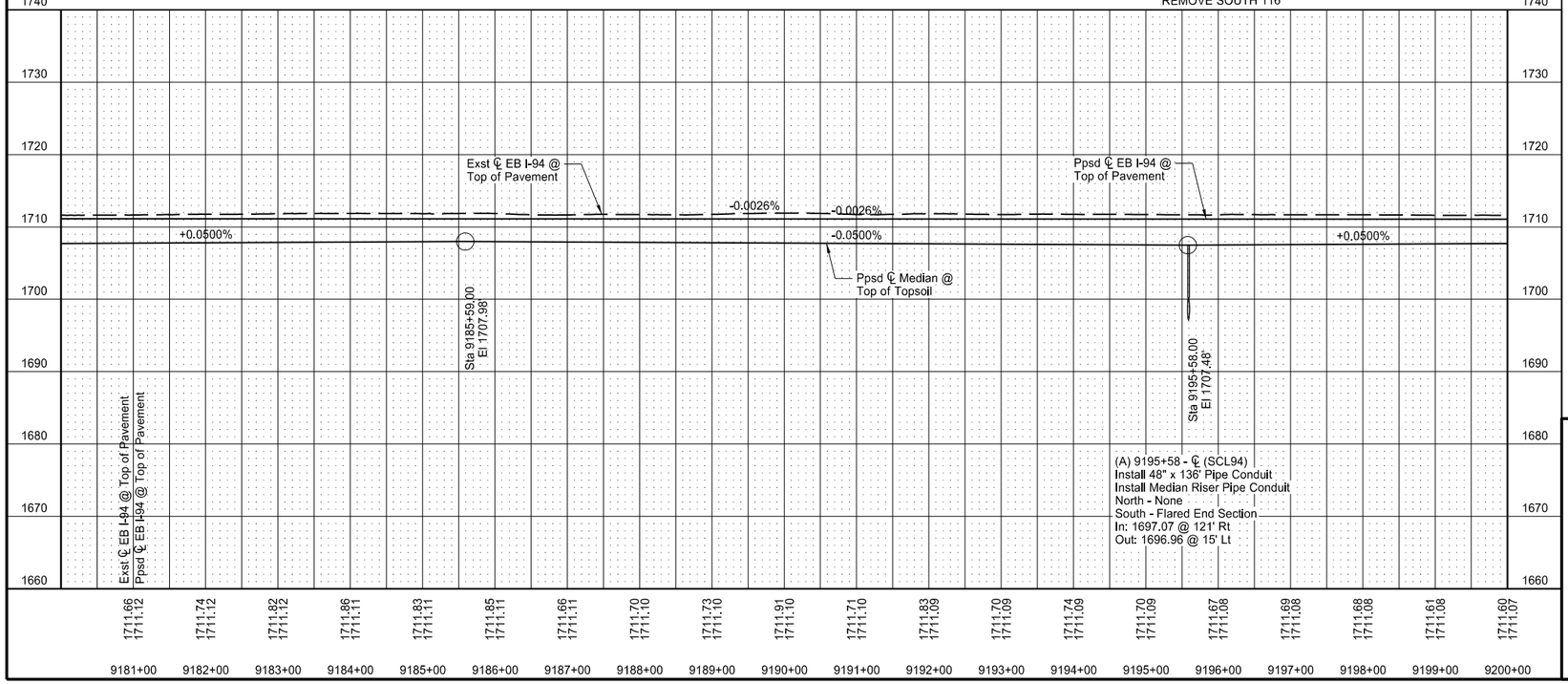
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/30/2026



Sec 25
T-139-N
R-78-W

(A) 9195+58 - ℄
36" x 208' RCP
2 RCFES (plugged, buried)
Placed per plans
REMOVE SOUTH 116'



	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	6

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9195+58 (SCL94) (A)	116	LF
202	0237	REMOVAL OF MEDIAN DRAIN PRECAST CONCRETE		
		Sta 9195+58 (SCL94) (A)	1	EA
714	0615	PIPE CONC REINF 24IN CL III		
		Sta 9195+58 (SCL94) (A) (Riser)	6	LF
714	4125	PIPE CONDUIT 48IN		
		Sta 9195+58 (SCL94) (A) (1 Tee)	136	LF
722	4565	MEDIAN DRAIN PRECAST CONCRETE-TYPE A		
		Sta 9195+58 (SCL94) (A)	1	EA
930	8230	SHORING		
		Sta 9195+58 (SCL94) (A)	1	EA

Legend

- - - - - - - - - - - - - - Ditch Bottom

(A) See Section 20 "Culvert Installation Detail - 9195+58" For Additional Removal and Installation Details

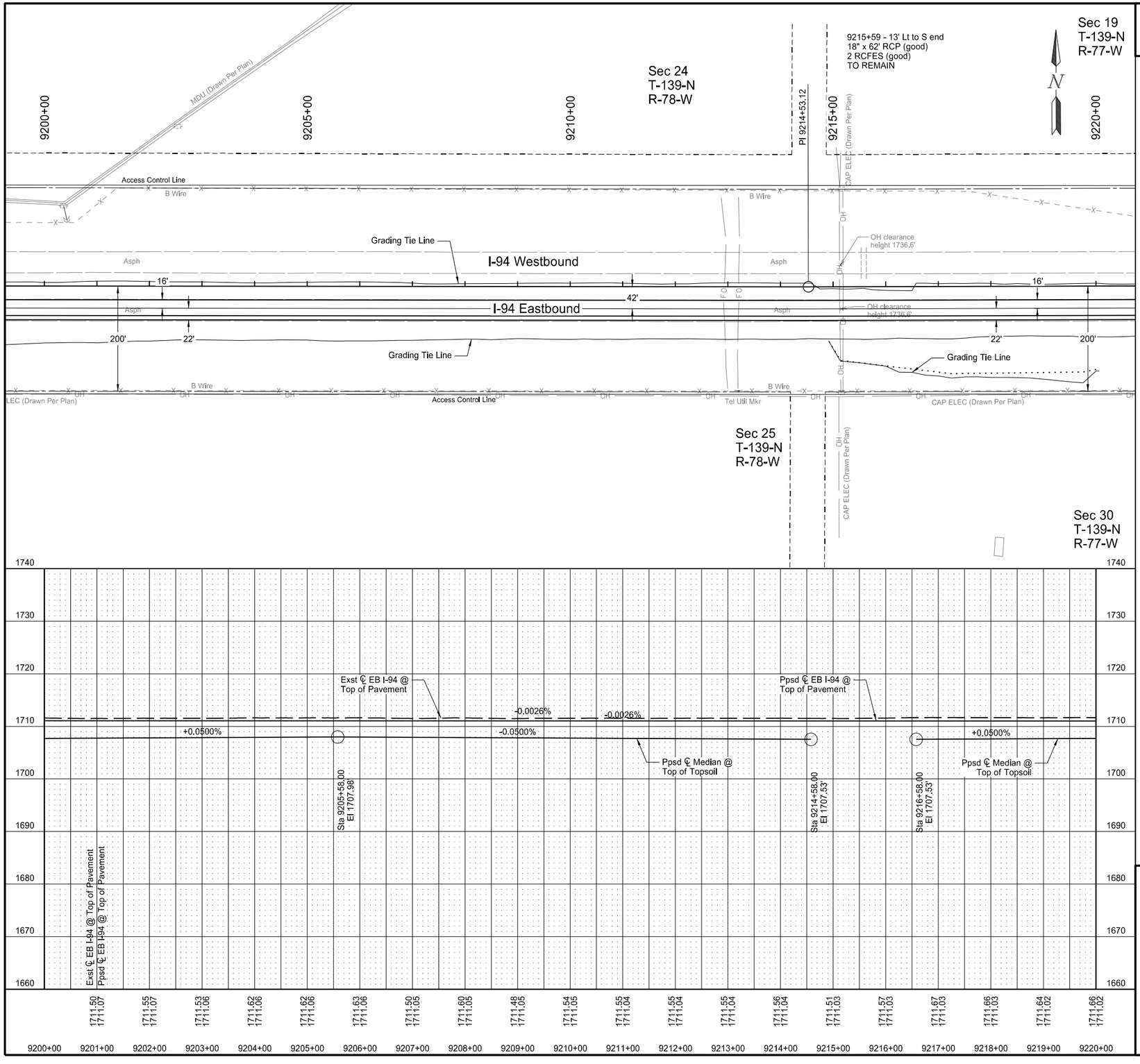
Plan & Profile
Sta 9180+00.00 to 9200+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	7



Legend

. . . . . Ditch Bottom

Plan & Profile
Sta 9200+00.00 to 9220+00.00

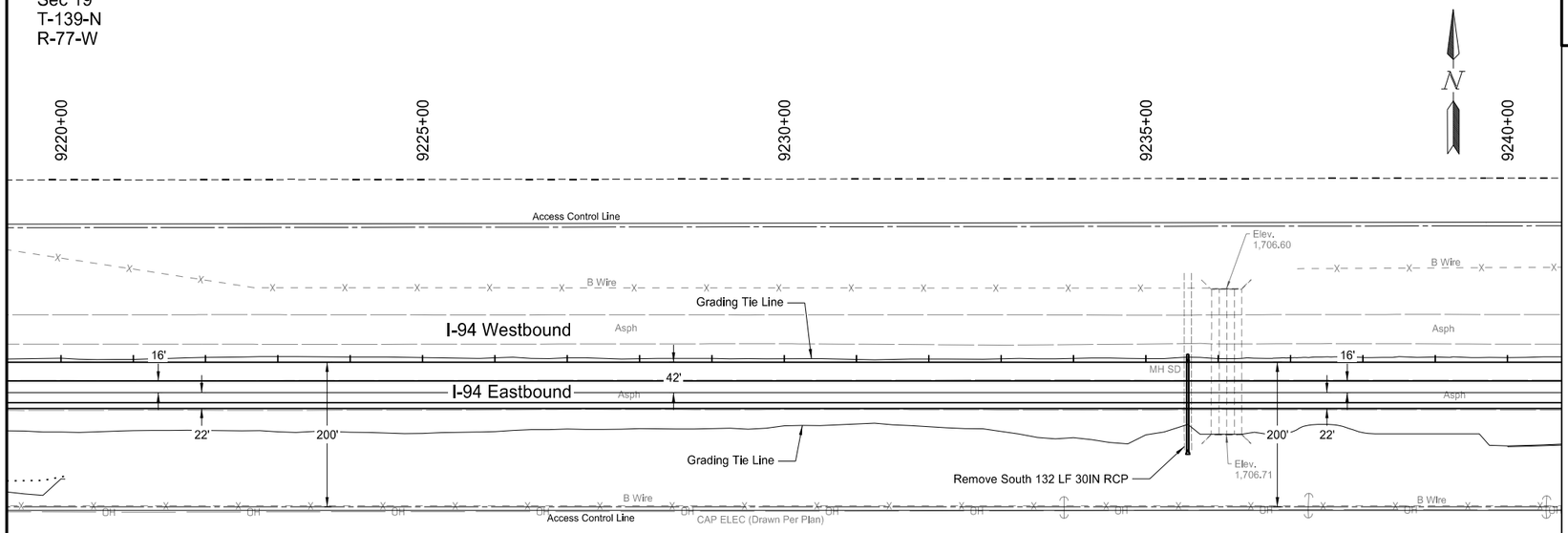
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

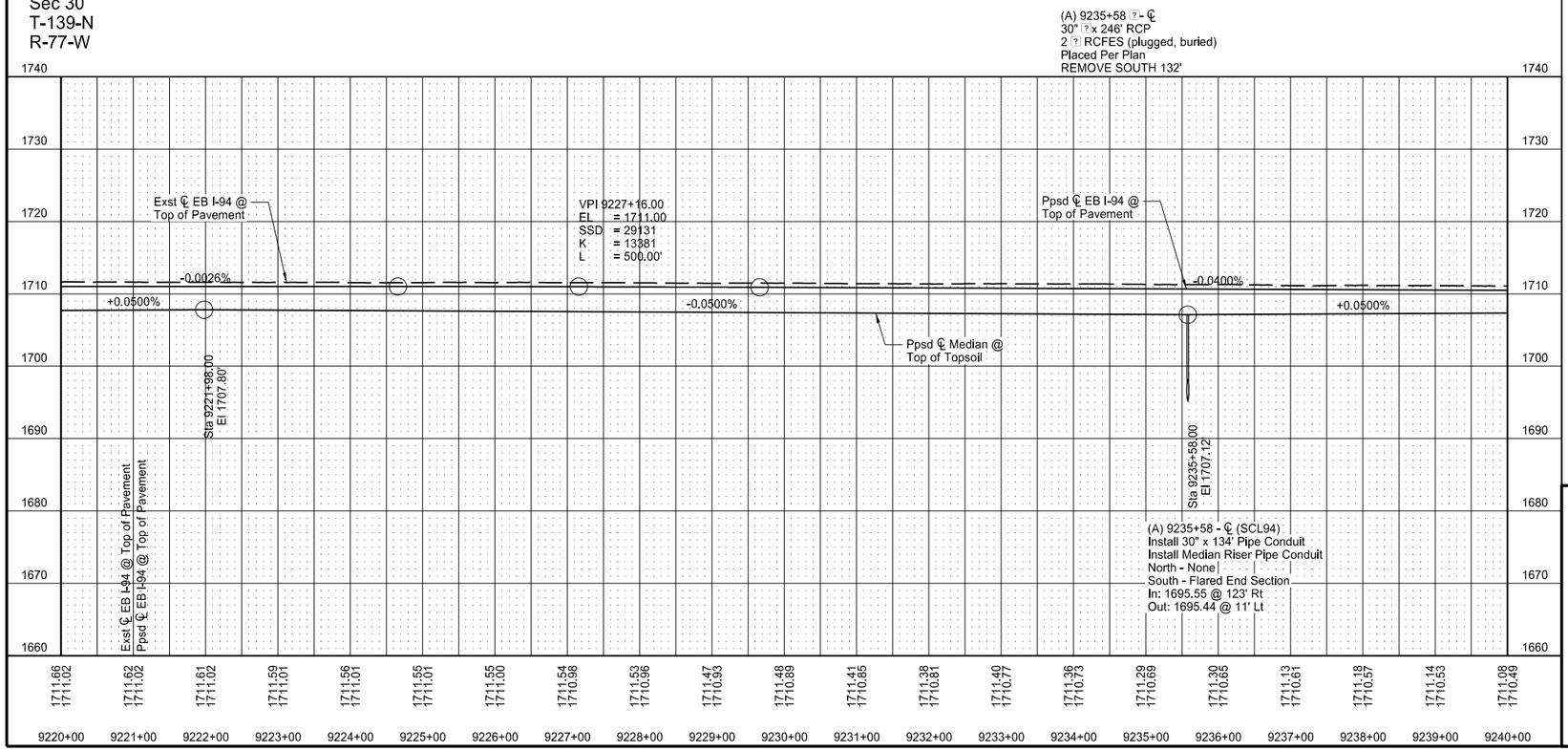
6/30/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	8

Sec 19
T-139-N
R-77-W



Sec 30
T-139-N
R-77-W



SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9235+58 (SCL94) (A)	132	LF
202	0237	REMOVAL OF MEDIAN DRAIN PRECAST CONCRETE		
		Sta 9235+58 (SCL94) (A)	1	EA
714	0615	PIPE CONC REINF 24IN CL III		
		Sta 9235+58 (SCL94) (A) (Riser)	8	LF
714	4110	PIPE CONDUIT 30IN		
		Sta 9235+58 (SCL94) (A) (1 Tee)	134	LF
722	4565	MEDIAN DRAIN PRECAST CONCRETE-TYPE A		
		Sta 9235+58 (SCL94) (A)	1	EA
930	8230	SHORING		
		Sta 9235+58 (SCL94) (A)	1	EA

Legend

. . . . . Ditch Bottom

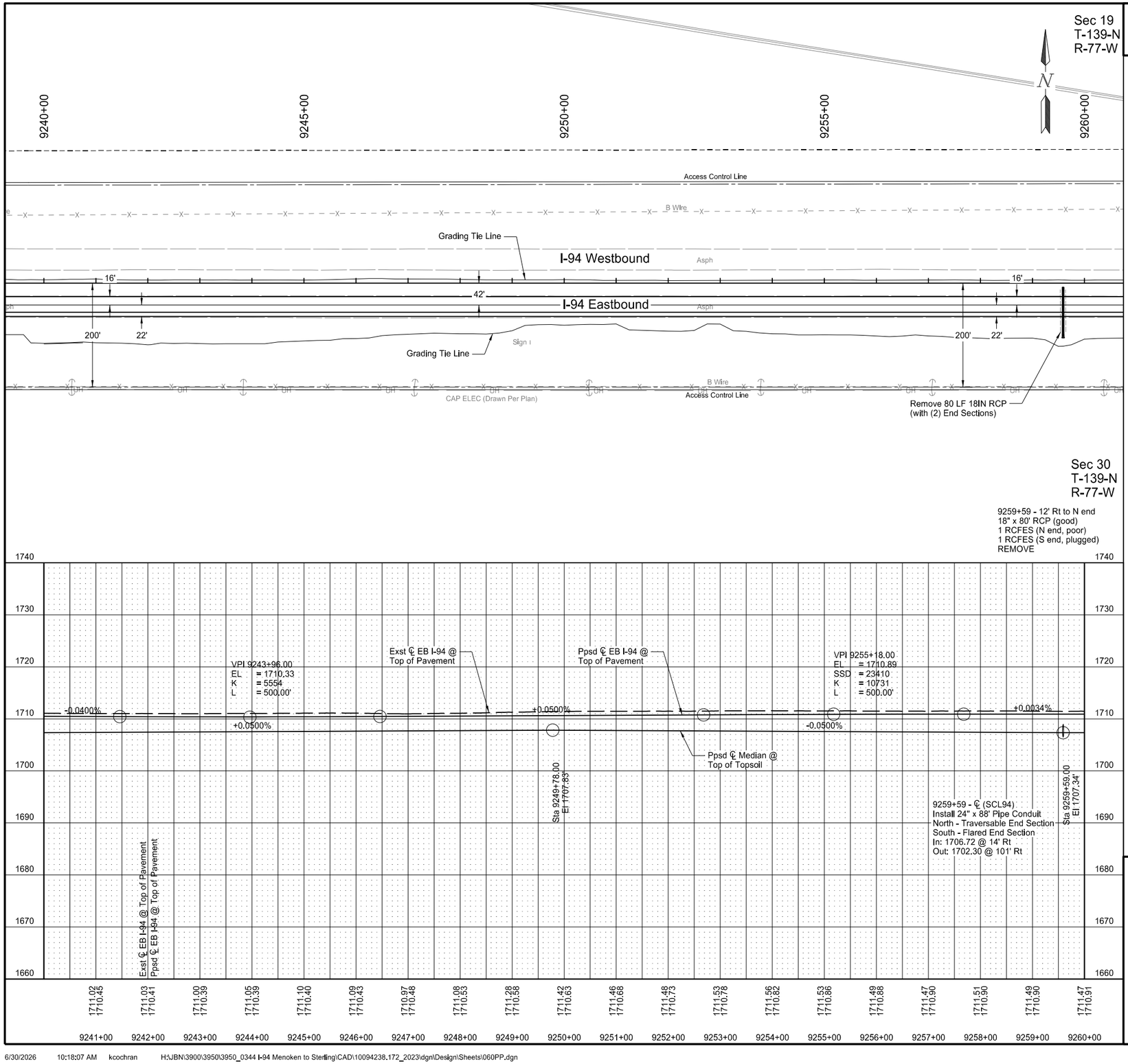
(A) See Section 20 "Culvert Installation Detail - 9235+58" For Additional Removal and Installation Details

Plan & Profile
Sta 9220+00.00 to 9240+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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NORTH DAKOTA

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	9

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9259+59 (SCL94)	80	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9259+59 (SCL94)	88	LF

Legend

- - - - - - - - - - - - - - Ditch Bottom

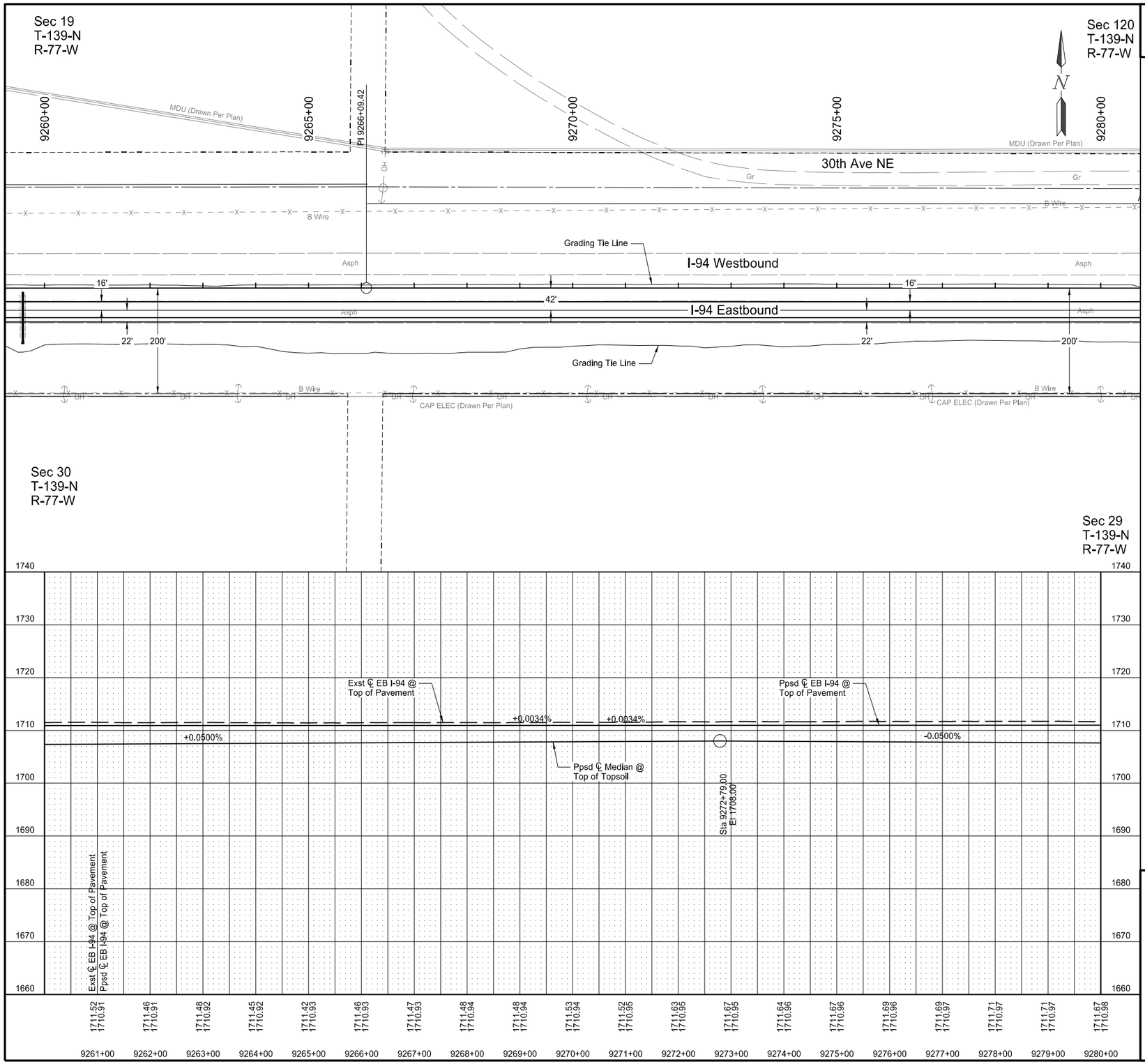
Plan & Profile
Sta 9240+00.00 to 9260+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
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NORTH DAKOTA

6/30/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	10



Legend

- - - - - - - - - - - - - - Ditch Bottom

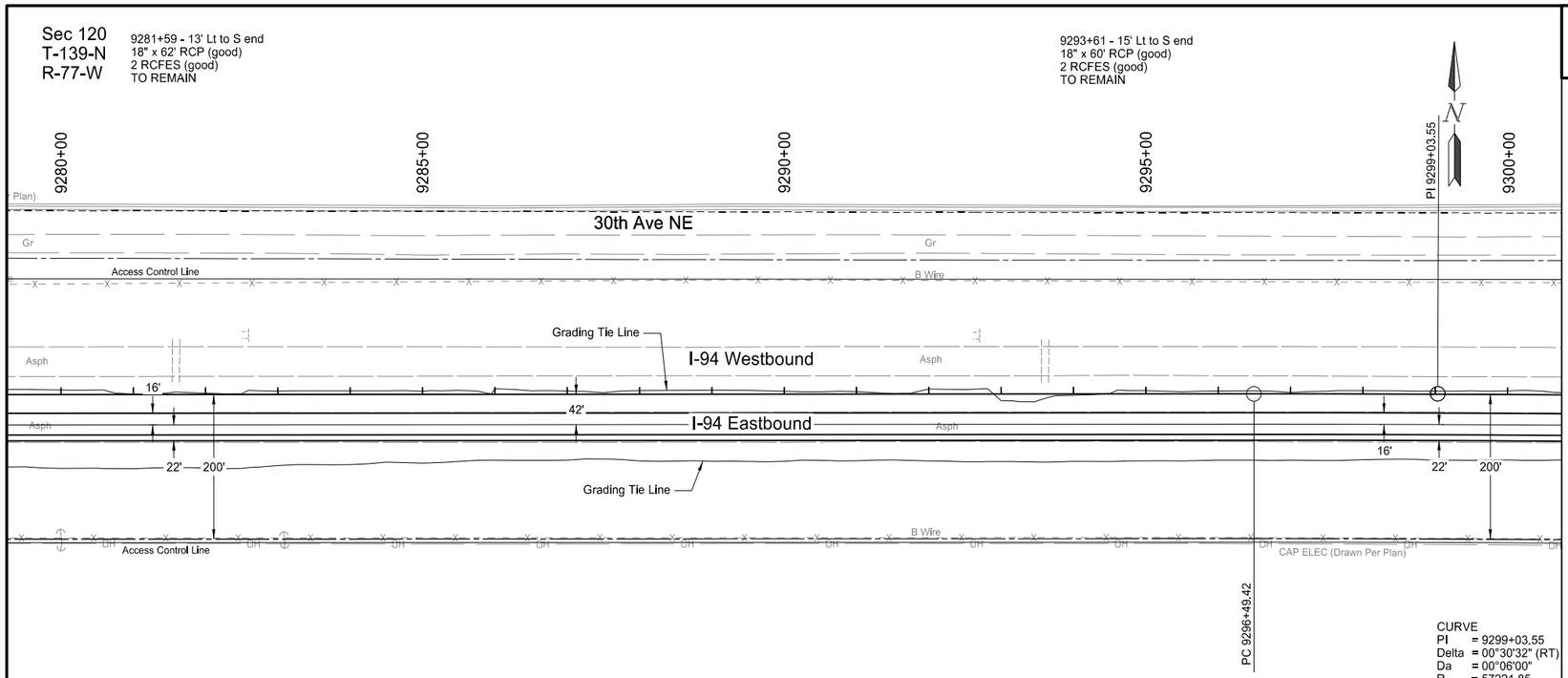
Plan & Profile
Sta 9260+00.00 to 9280+00.00

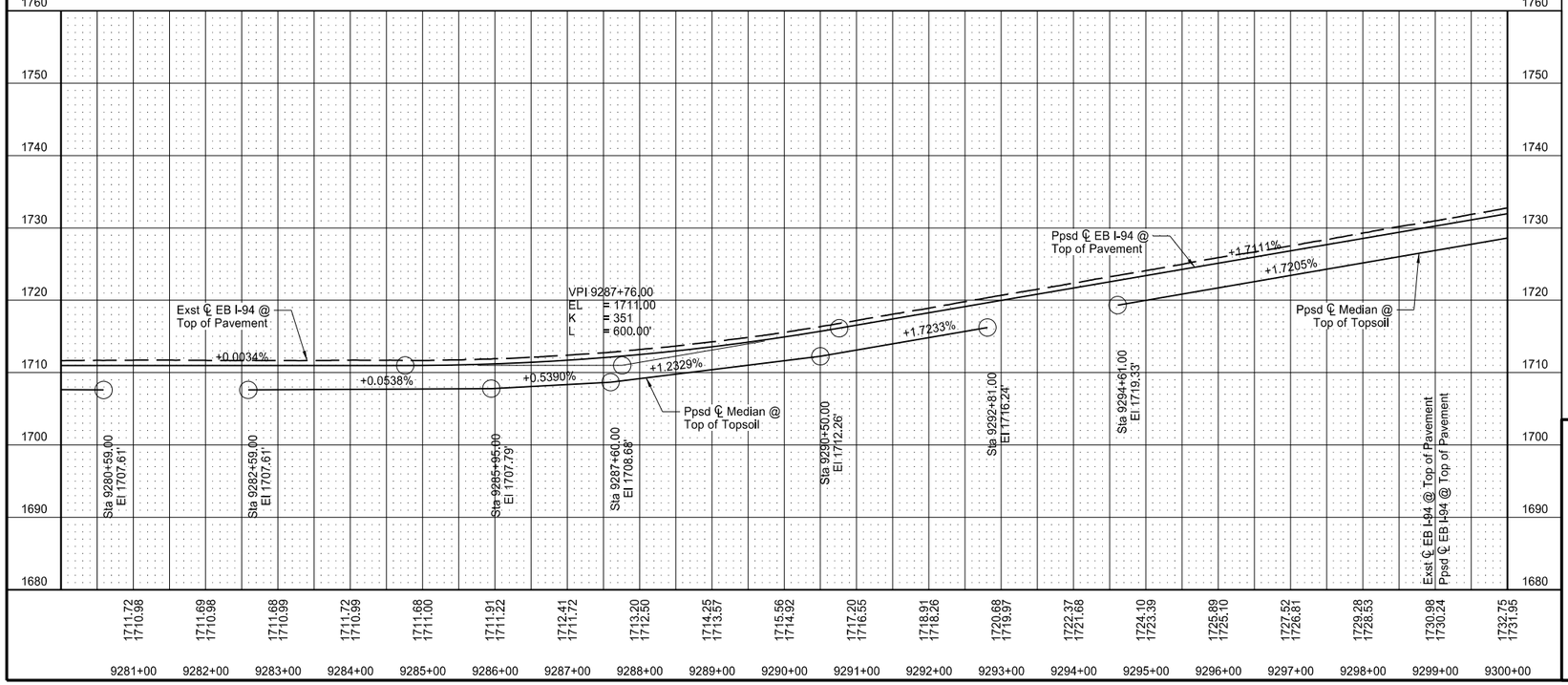
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/30/2026

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	60	11





Legend

. . . . . Ditch Bottom

Plan & Profile
Sta 9280+00.00 to 9300+00.00

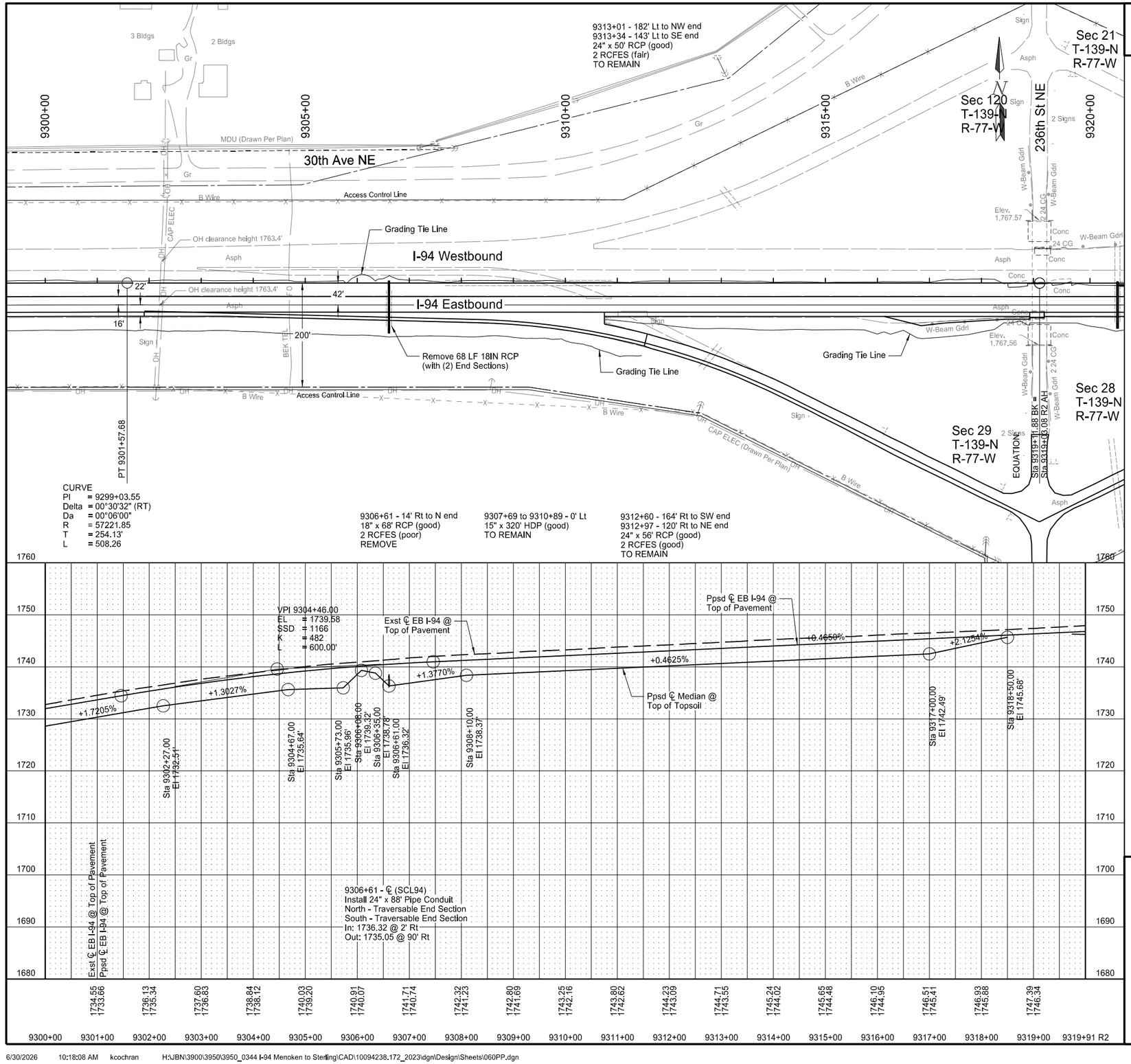
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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NORTH DAKOTA

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	12

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9306+61 (SCL94)	68	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9306+61 (SCL94)	88	LF



Legend

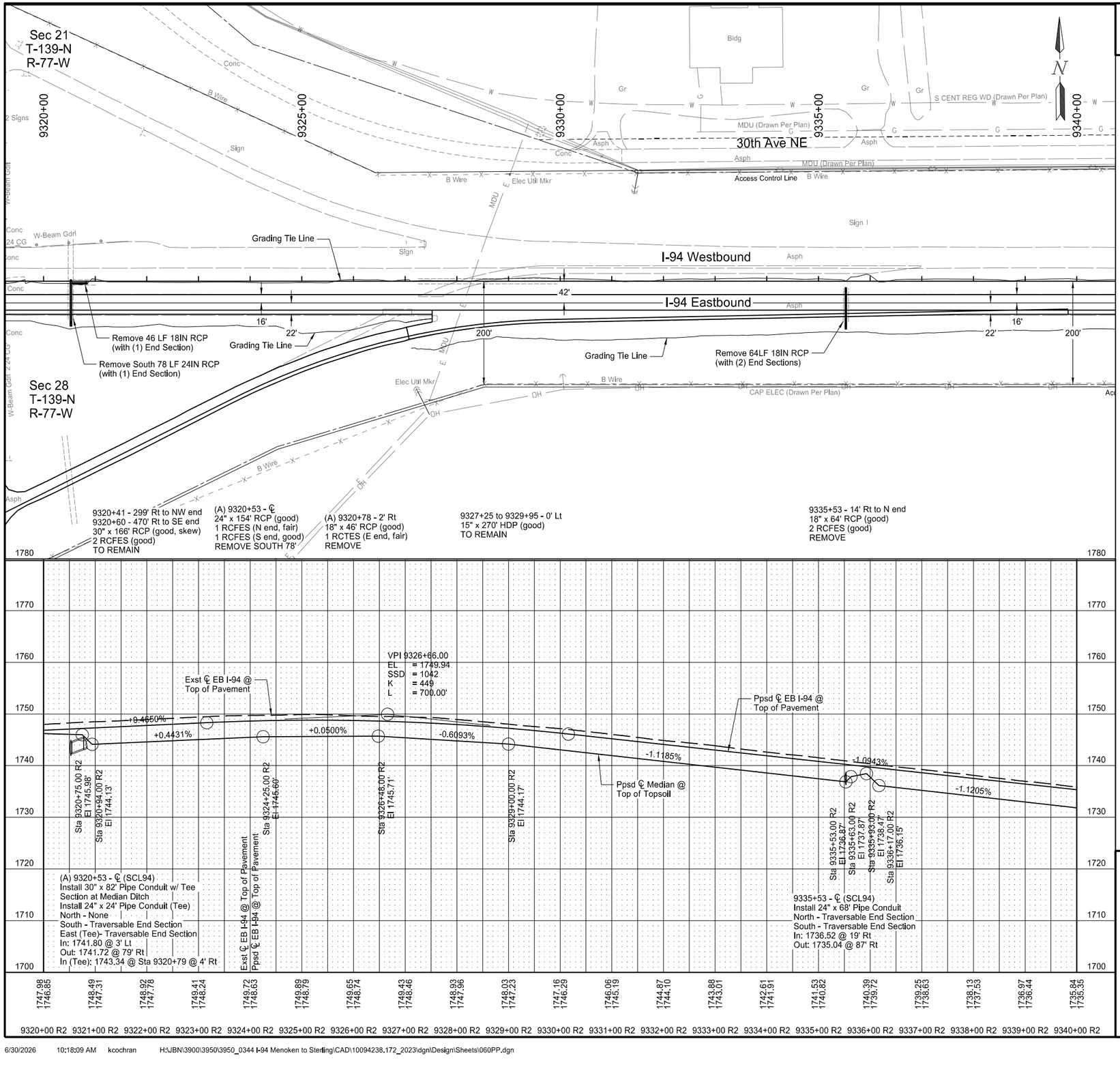
. . . . . Ditch Bottom

Plan & Profile
Sta 9300+00.00 to 9320+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	13

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9320+53 (SCL94) (A)	124	LF
		Sta 9335+53 (SCL94)	64	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9320+53 (SCL94) (A)	24	LF
		Sta 9335+53 (SCL94)	68	LF
714	4110	PIPE CONDUIT 30IN		
		Sta 9320+53 (SCL94) (A) (1 Tee)	82	LF

Legend

. . . . . Ditch Bottom

(A) See Section 20 "Culvert Installation Detail - 9320+53" For Additional Removal and Installation Details

Plan & Profile
Sta 9320+00.00 to 9340+00.00

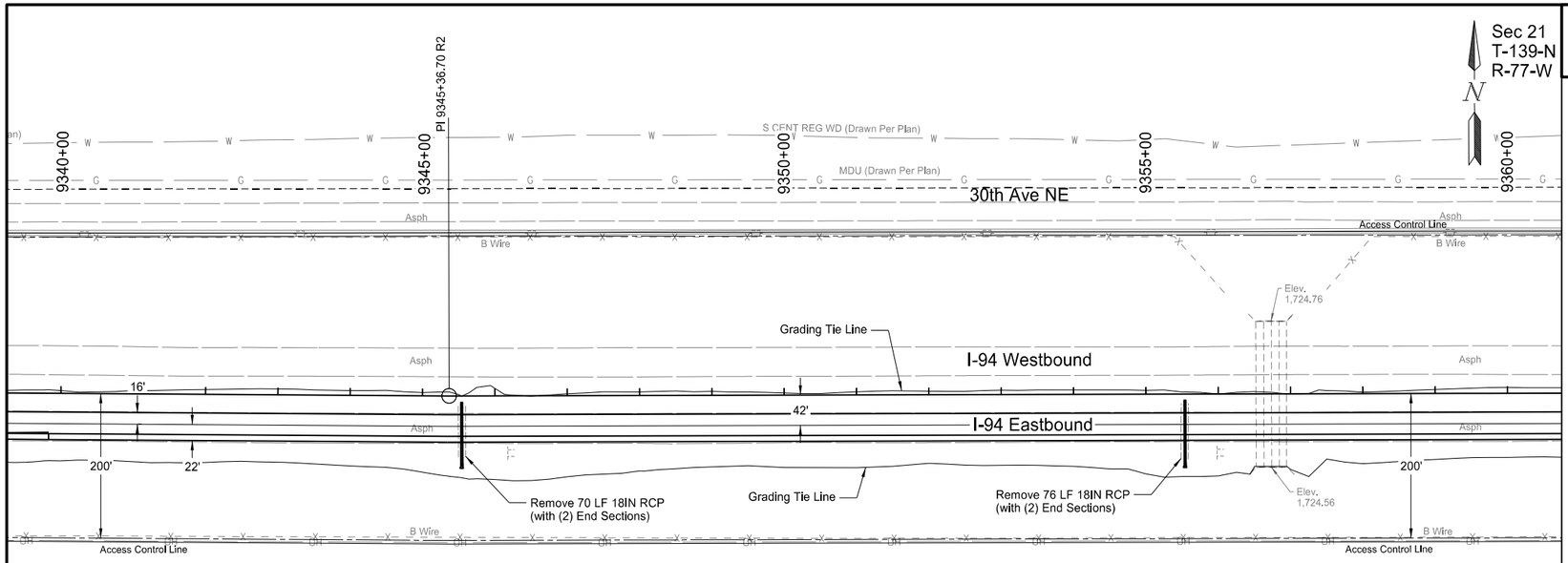
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

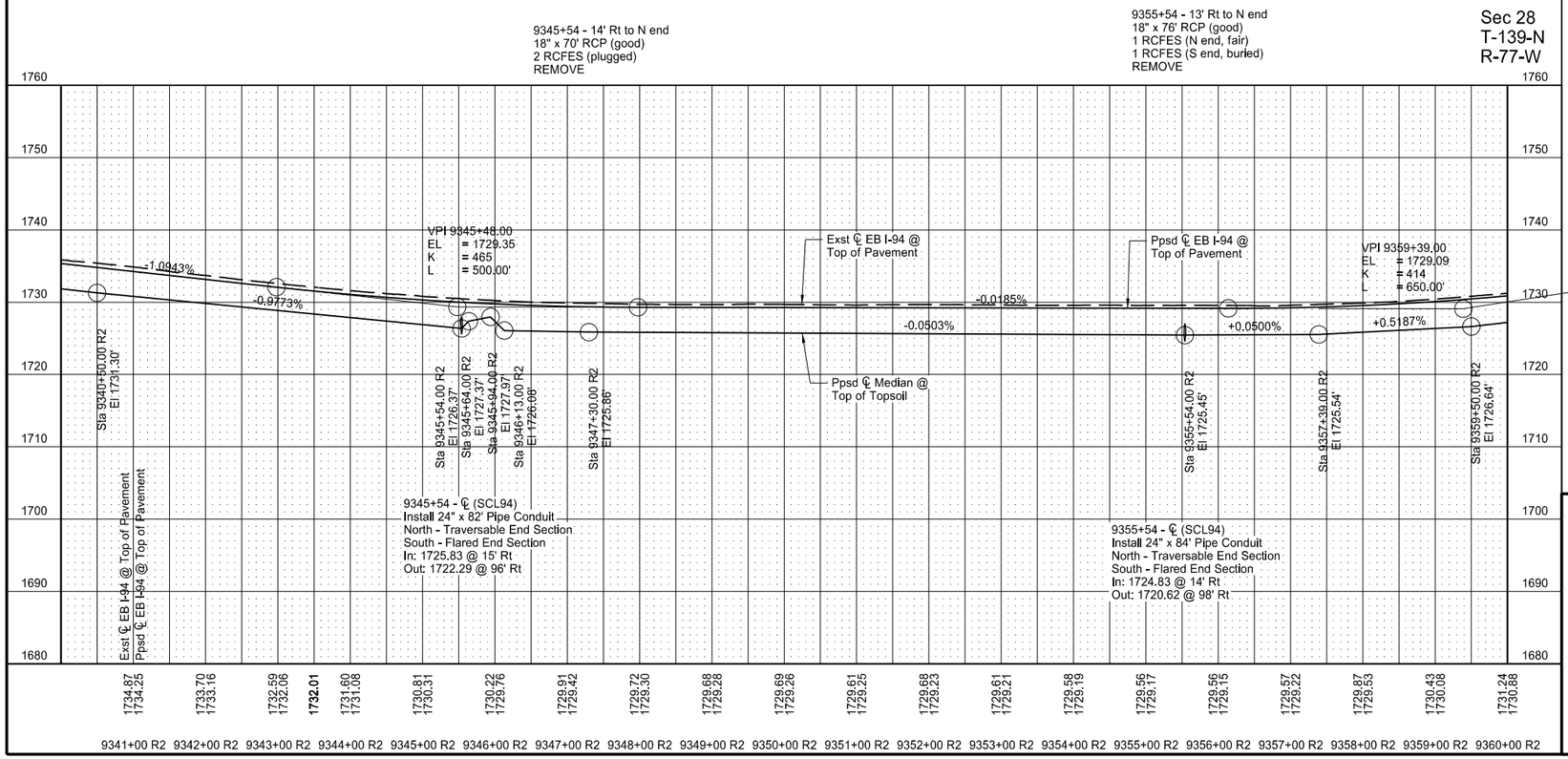
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	60	14

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9345+54 (SCL94)	70	LF
		Sta 9355+54 (SCL94)	76	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9345+54 (SCL94)	82	LF
		Sta 9355+54 (SCL94)	84	LF





Legend

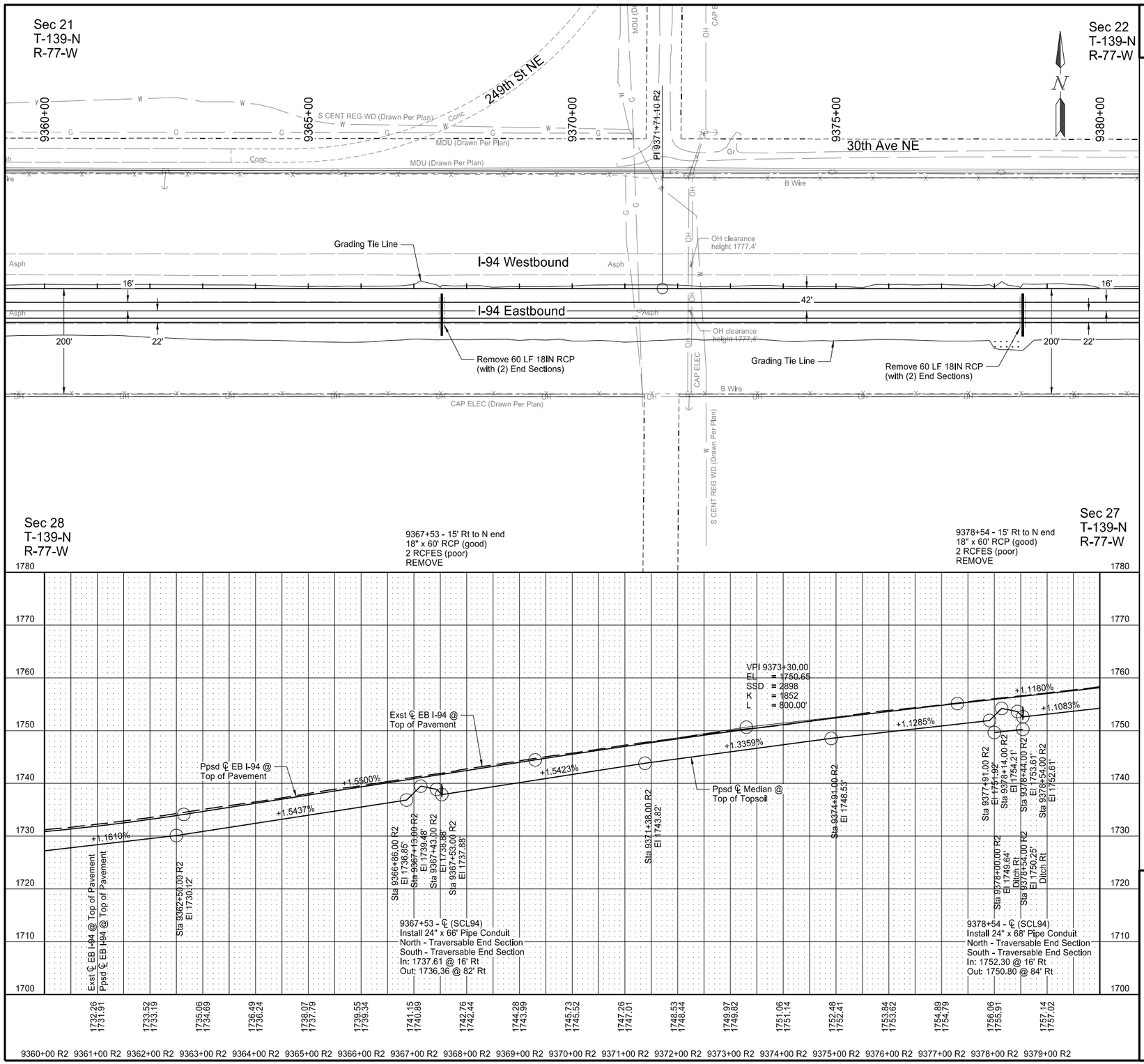
- - - - - - - - - - - - - - Ditch Bottom

Plan & Profile
Sta 9340+00.00 to 9360+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	15

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9367+53 (SCL94)	60	LF
		Sta 9378+54 (SCL94)	60	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9367+53 (SCL94)	66	LF
		Sta 9378+54 (SCL94)	68	LF

Legend

. . . . . Ditch Bottom

Plan & Profile
Sta 9360+00.00 to 9380+00.00

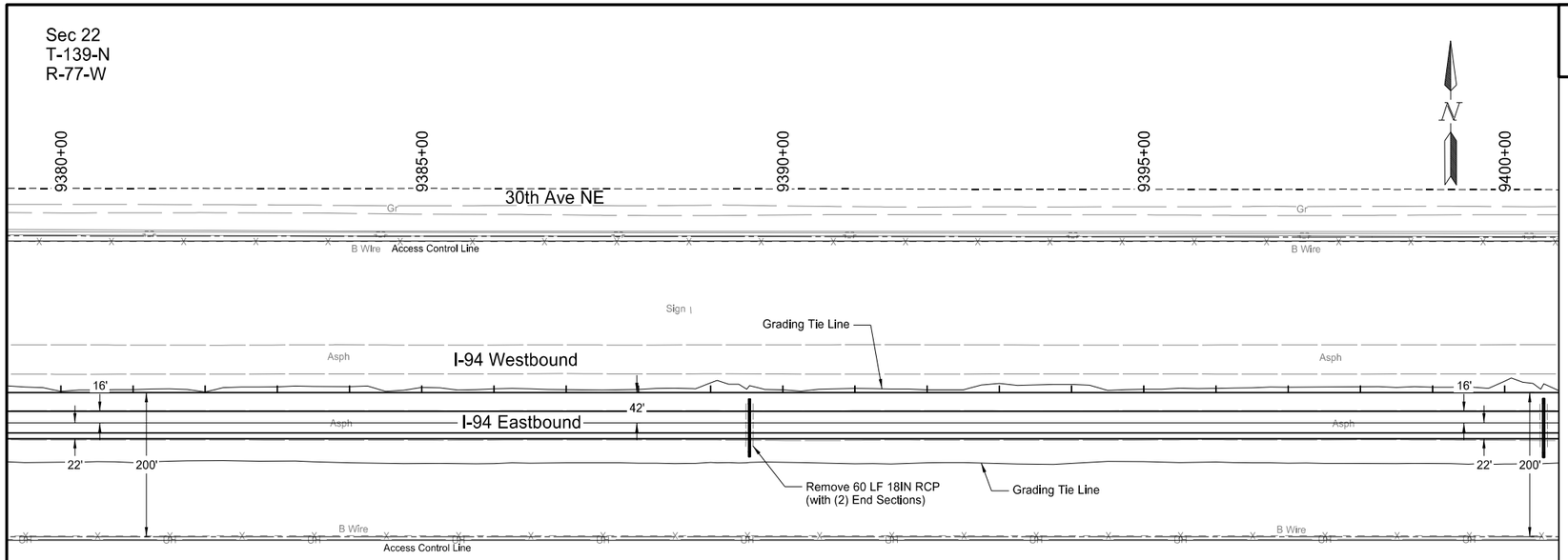
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

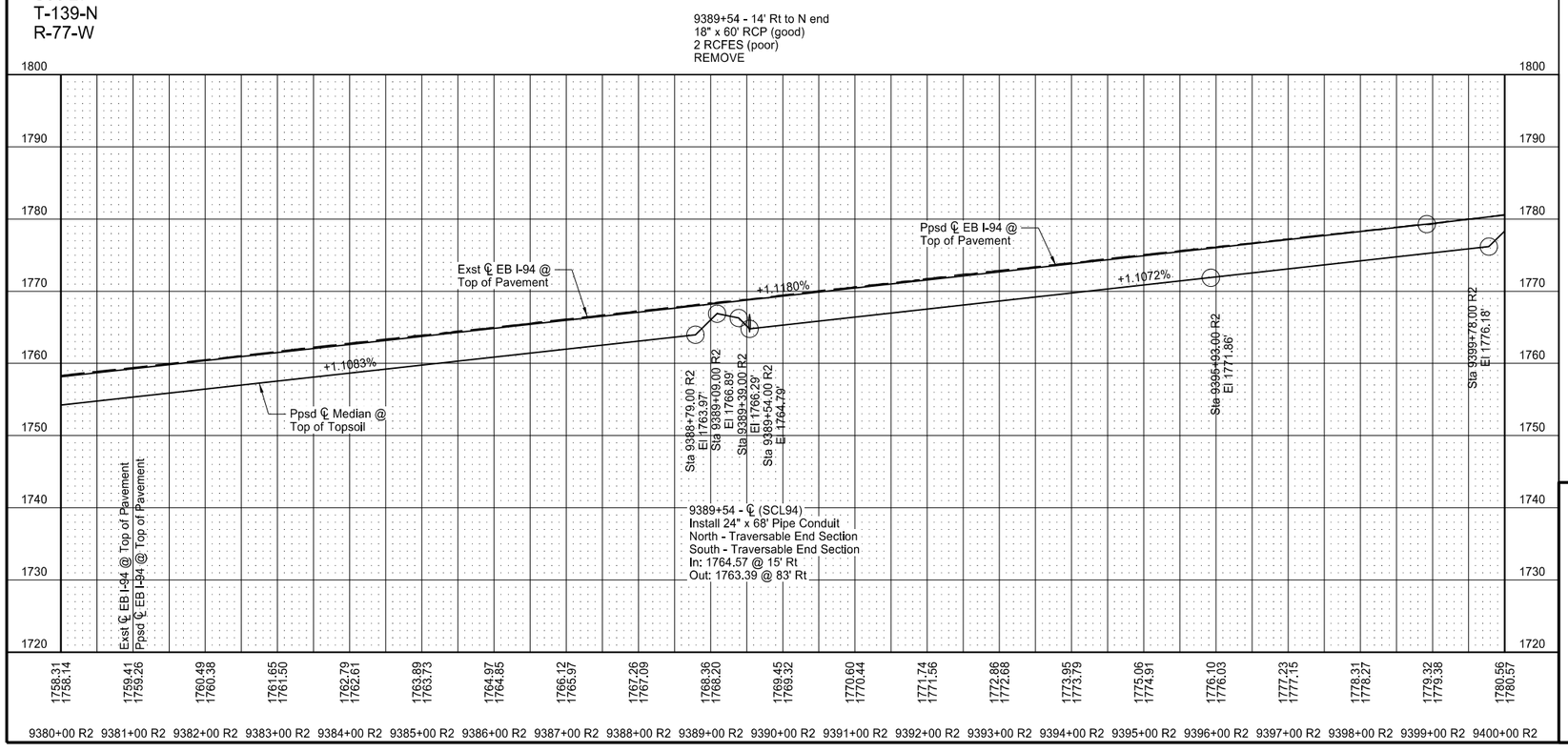
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	16

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9389+54 (SCL94)	60	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9389+54 (SCL94)	68	LF





Legend

- - - - - - - - - - - - - - Ditch Bottom

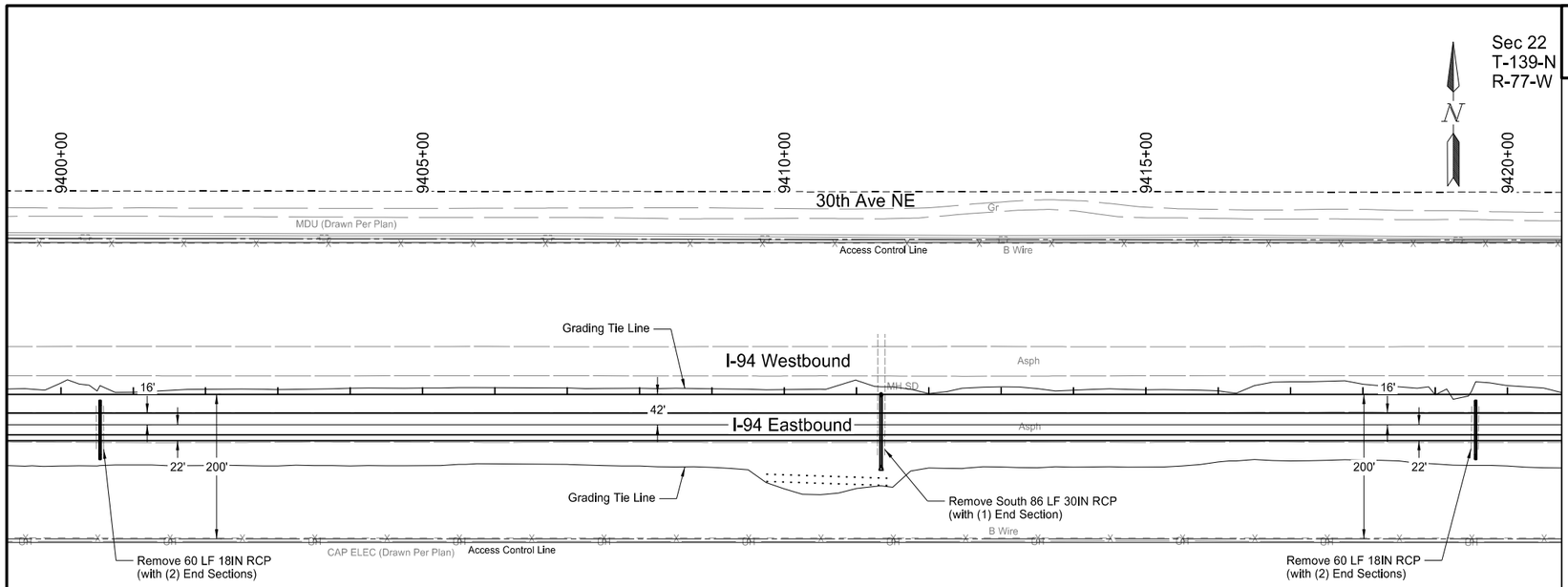
Plan & Profile
Sta 9380+00.00 to 9400+00.00

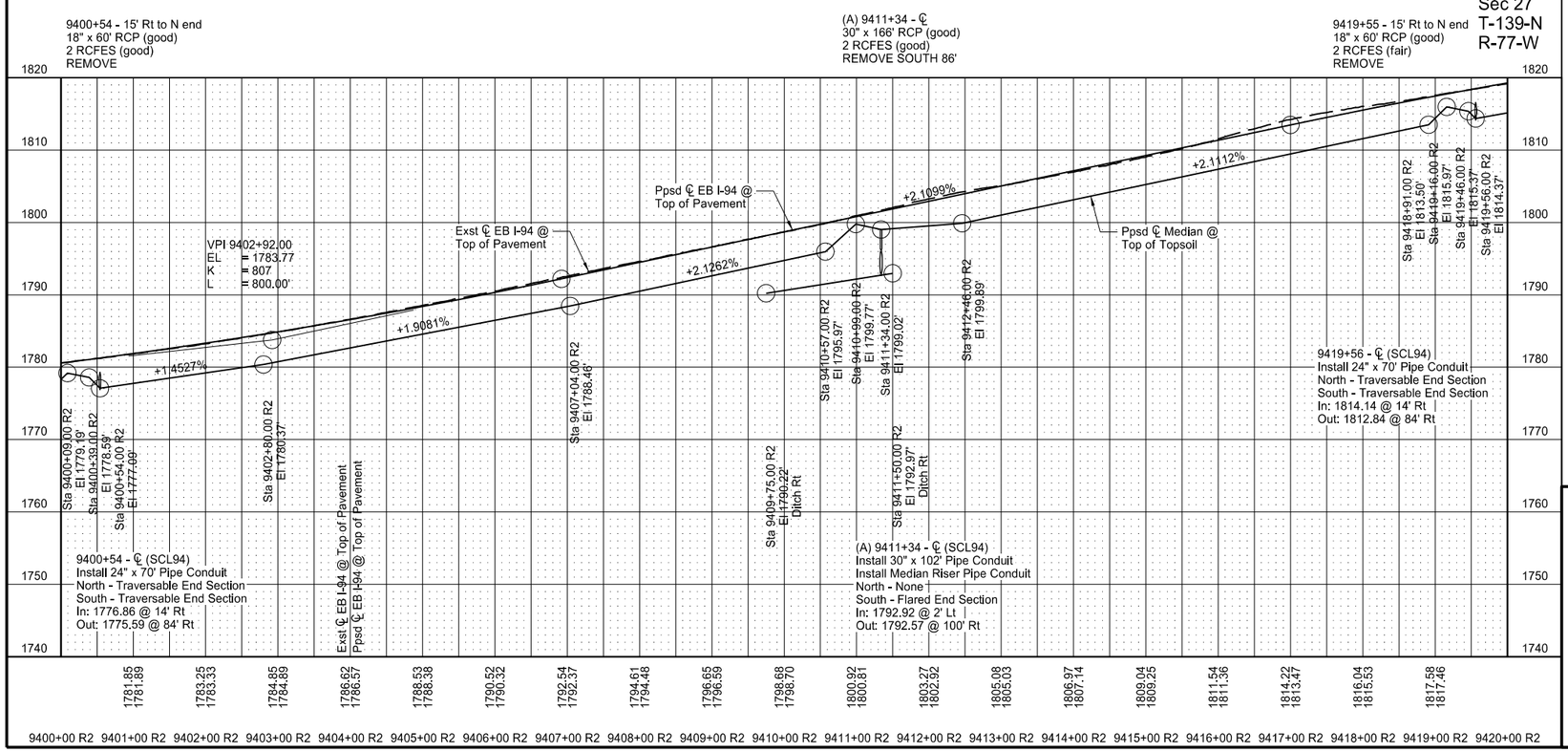
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	17





SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9400+54 (SCL94)	60	LF
		Sta 9411+34 (SCL94) (A)	86	LF
		Sta 9419+55 (SCL94)	60	LF
202	0237	REMOVAL OF MEDIAN DRAIN PRECAST CONCRETE		
		Sta 9411+34 (SCL94) (A)	1	EA
714	0615	PIPE CONC REINF 24IN CL III		
		Sta 9411+34 (SCL94) (A) (Riser)	4	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9400+54 (SCL94)	70	LF
		Sta 9419+56 (SCL94)	70	LF
714	4110	PIPE CONDUIT 30IN		
		Sta 9411+34 (SCL94) (A) (1 Tee)	102	LF
722	4565	MEDIAN DRAIN PRECAST CONCRETE-TYPE A		
		Sta 9411+34 (SCL94) (A)	1	EA

Legend

. . . . . Ditch Bottom

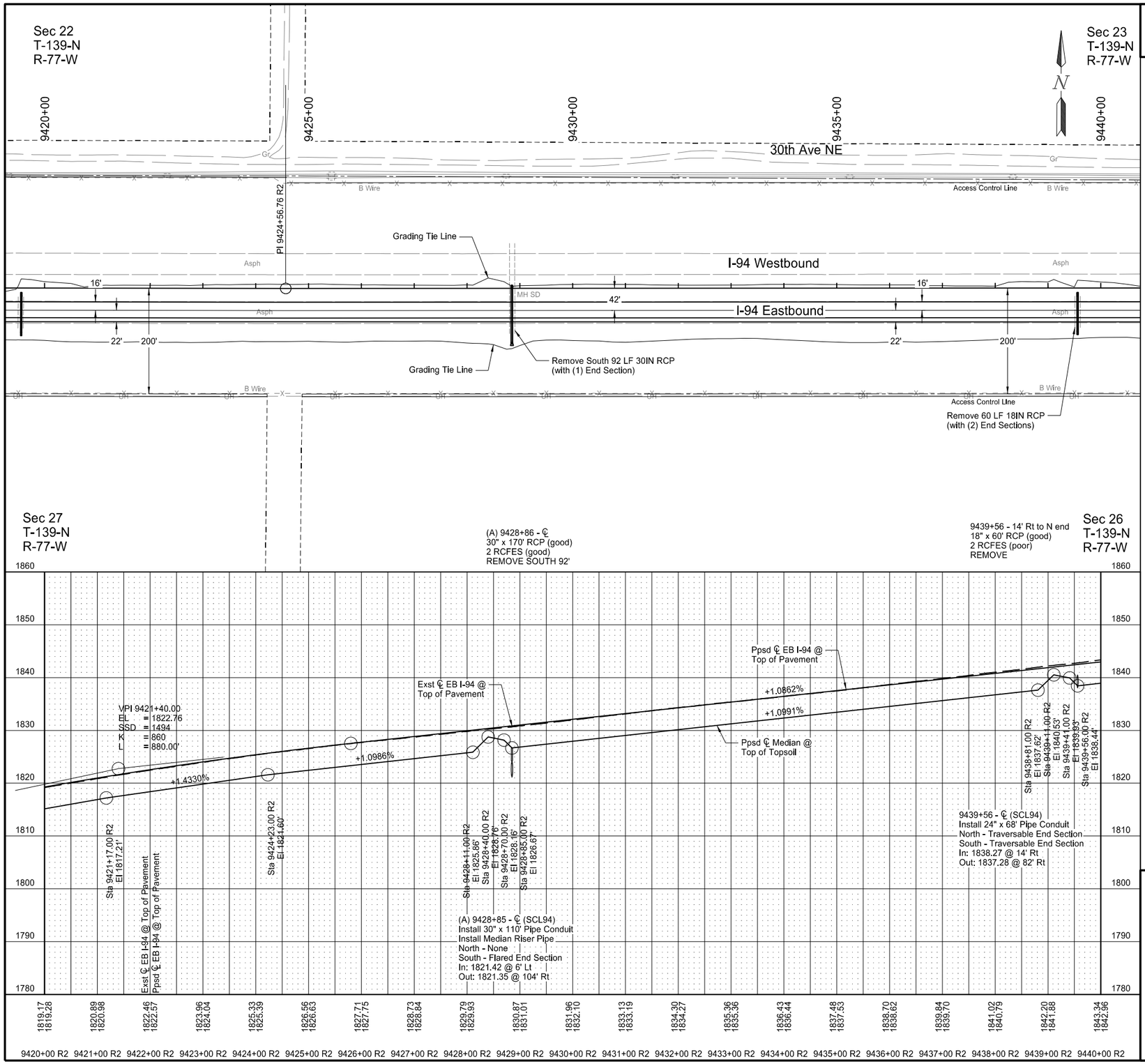
(A) See Section 20 "Culvert Installation Detail - 9411+34" For Additional Removal and Installation Details

Plan & Profile
Sta 9400+00.00 to 9420+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	18

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9428+85 (SCL94) (A)	92	LF
		Sta 9439+56 (SCL94)	60	LF
202	0237	REMOVAL OF MEDIAN DRAIN PRECAST CONCRETE		
		Sta 9428+85 (SCL94) (A)	1	EA
714	0615	PIPE CONC REINF 24IN CL III		
		Sta 9428+85 (SCL94) (A) Riser)	2	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9439+56 (SCL94)	68	LF
714	4110	PIPE CONDUIT 30IN		
		Sta 9428+85 (SCL94) (A) (1 Tee)	110	LF
722	4565	MEDIAN DRAIN PRECAST CONCRETE-TYPE A		
		Sta 9428+85 (SCL94) (A)	1	EA

Legend

. . . . . Ditch Bottom

(A) See Section 20 "Culvert Installation Detail - 9428+85" For Additional Removal and Installation Details

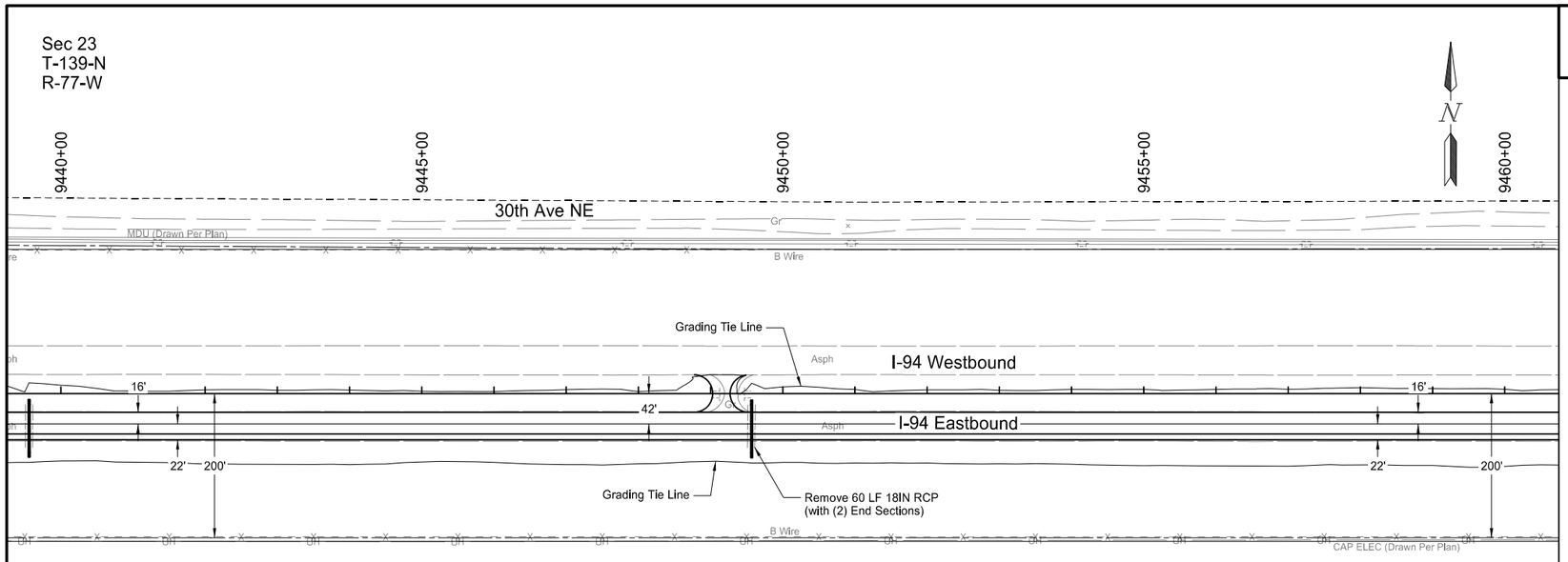
Plan & Profile
Sta 9420+00.00 to 9440+00.00

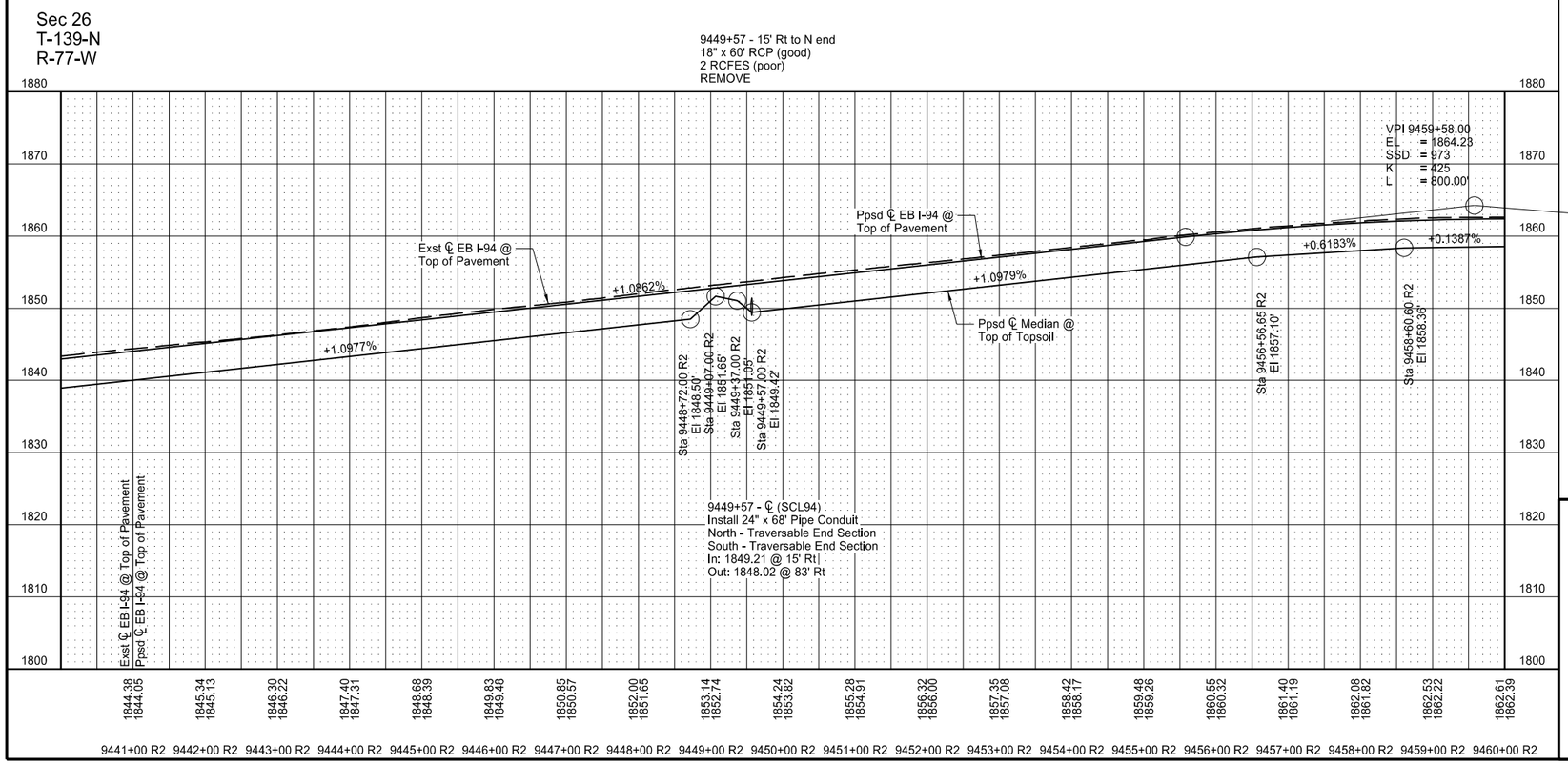
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/30/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	19





SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9449+57 (SCL94)	60	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9449+57 (SCL94)	68	LF

Legend

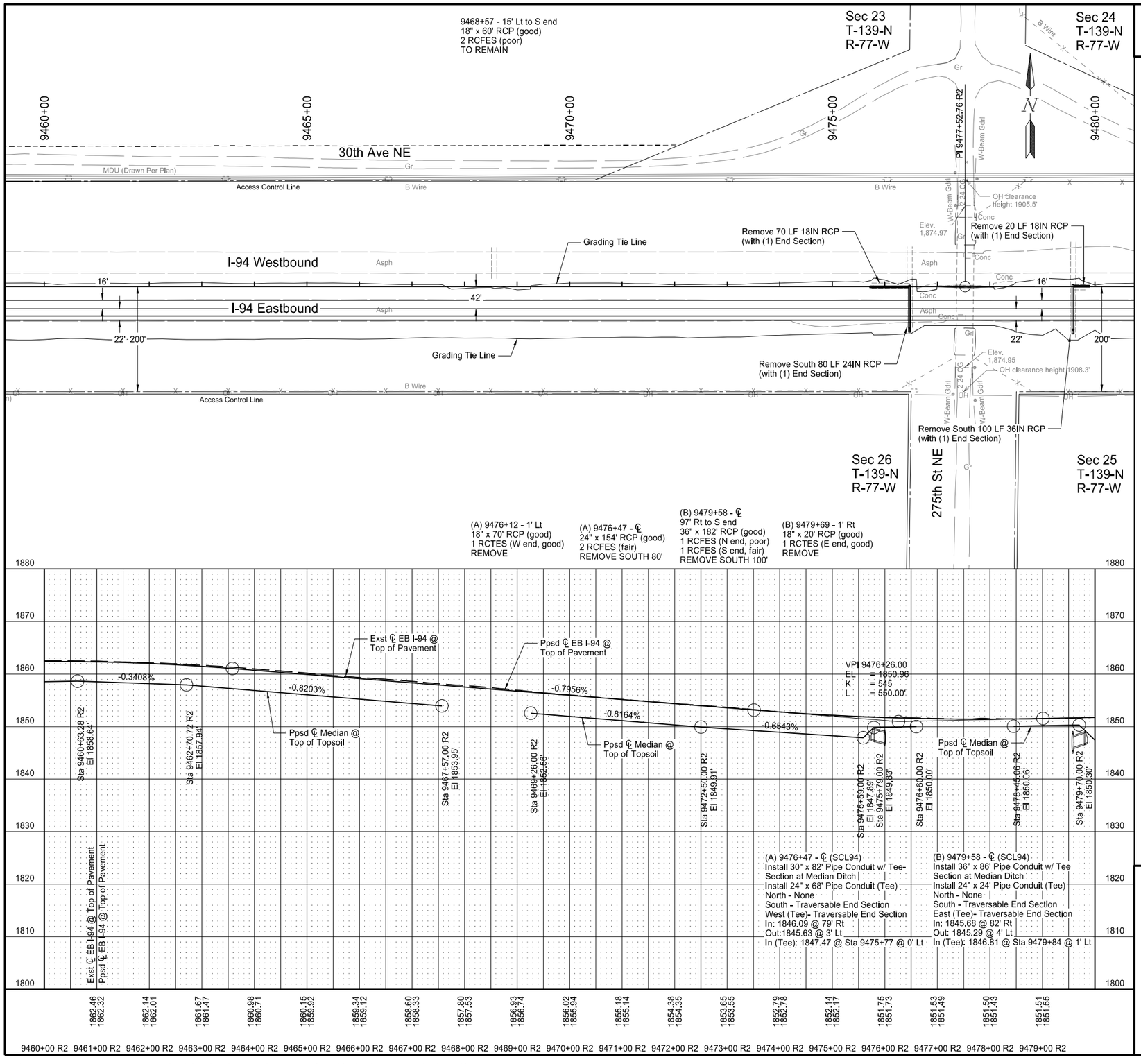
- - - - - - - - - - - - - - Ditch Bottom

Plan & Profile
Sta 9440+00.00 to 9460+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	20

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9476+47 (SCL94) (A)	150	LF
		Sta 9479+58 (SCL94) (B)	120	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9476+47 (SCL94) (A)	68	LF
		Sta 9479+58 (SCL94) (B)	24	LF
714	4110	PIPE CONDUIT 30IN		
		Sta 9476+47 (SCL94) (A) (1 Tee)	82	LF
714	4115	PIPE CONDUIT 36IN		
		Sta 9479+58 (SCL94) (B) (1 Tee)	86	LF

Legend

- - - - - - - - - - - - - - Ditch Bottom

(A) See Section 20 "Culvert Installation Detail - 9476+47" For Additional Removal and Installation Details

(B) See Section 20 "Culvert Installation Detail - 9479+58" For Additional Removal and Installation Details

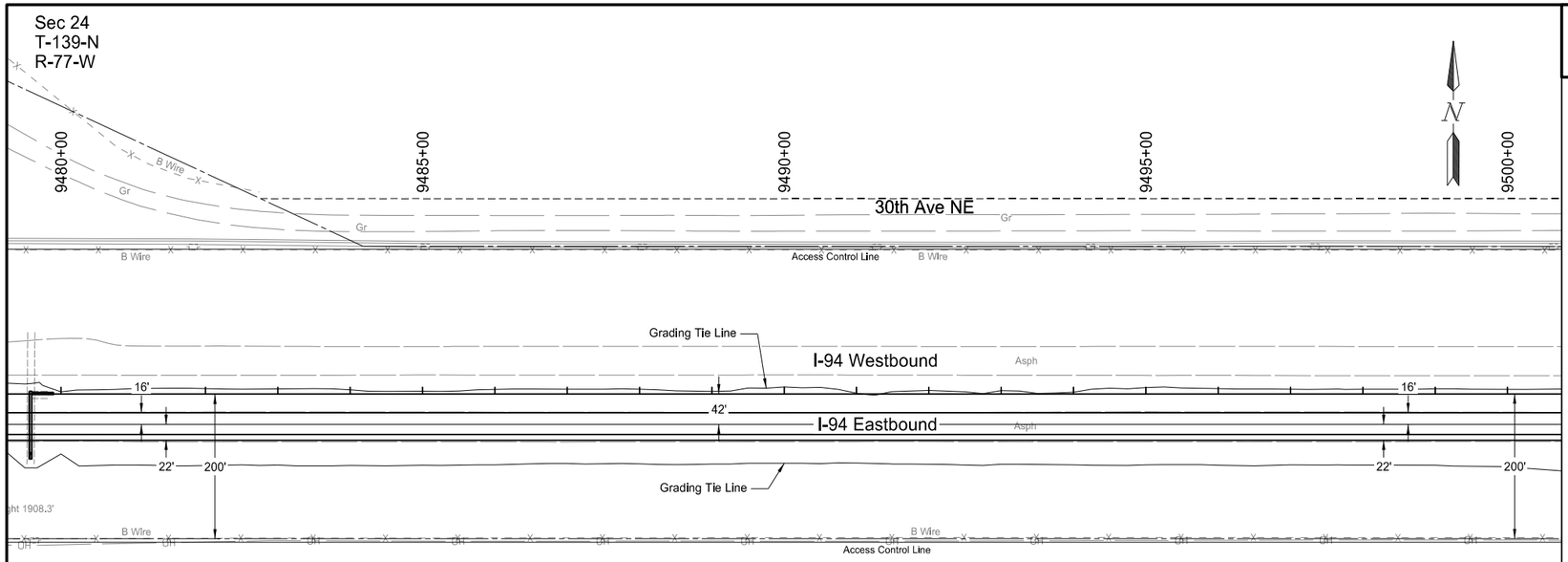
Plan & Profile
Sta 9460+00.00 to 9480+00.00

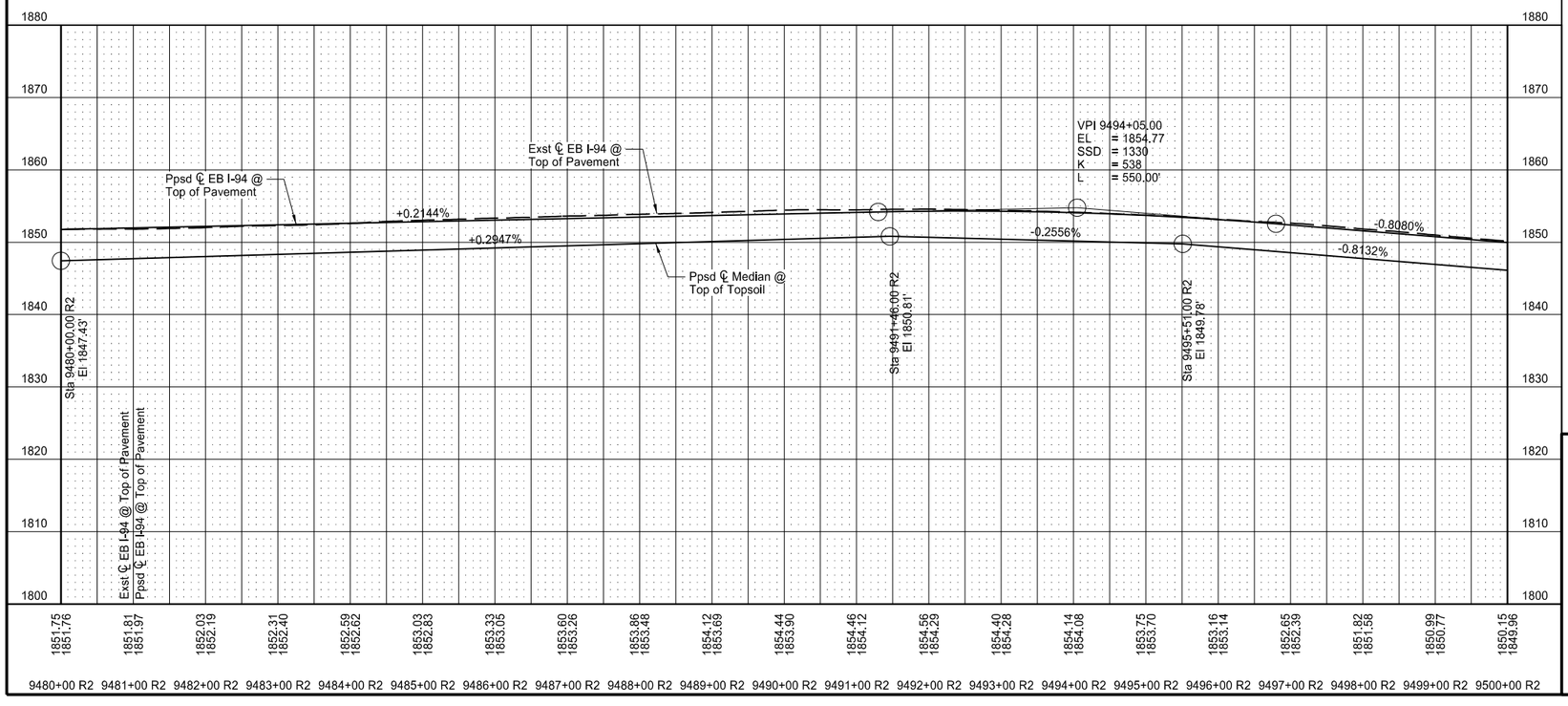
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ND	BGR-CVD-IM-1-094(238)172	60	21





Legend

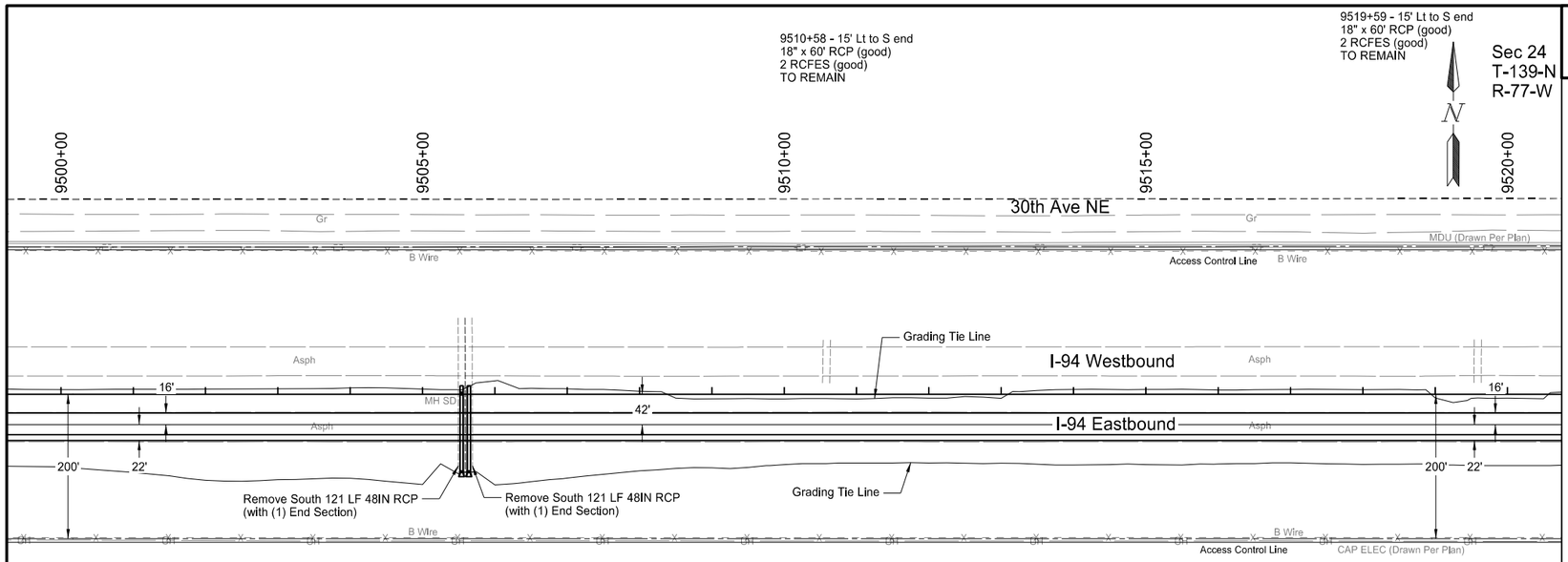
- - - - - - - - - - - - - - Ditch Bottom

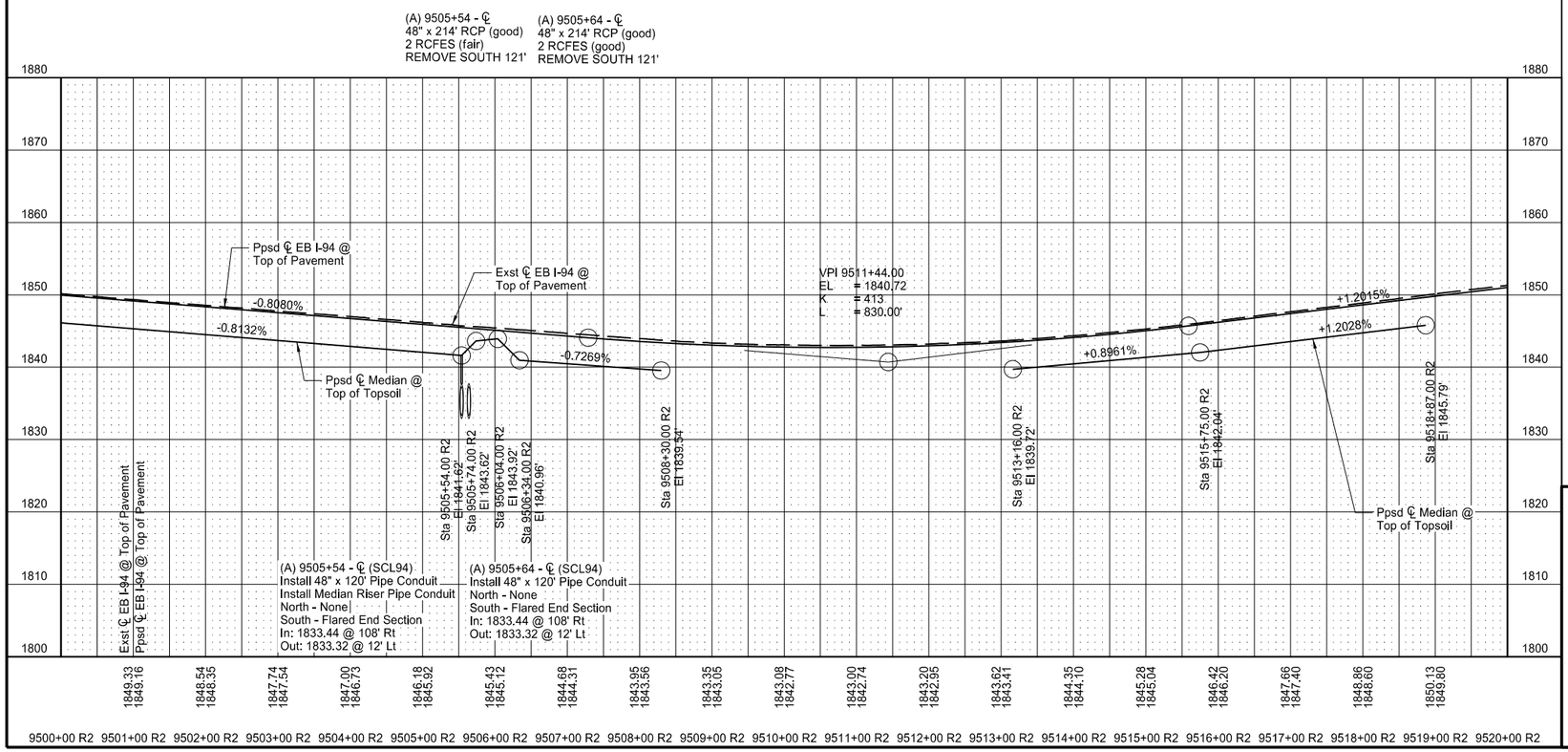
Plan & Profile
Sta 9480+00.00 to 9500+00.00

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East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	22

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9505+54 (SCL94) (A)	121	LF
		Sta 9505+64 (SCL94) (A)	121	LF
202	0237	REMOVAL OF MEDIAN DRAIN PRECAST CONCRETE		
		Sta 9505+54 (SCL94) (A)	1	EA
714	0615	PIPE CONC REINF 24IN CL III		
		Sta 9505+54 (SCL94) (A) (Riser)	4	LF
714	4125	PIPE CONDUIT 48IN		
		Sta 9505+54 (SCL94) (A) (1 Tee)	120	LF
		Sta 9505+64 (SCL94) (A)	120	LF
722	4565	MEDIAN DRAIN PRECAST CONCRETE-TYPE A		
		Sta 9505+54 (SCL94) (A)	1	EA
930	8230	SHORING		
		Sta 9505+59 (SCL94) (A)	1	EA

Legend

- - - - - - - - - - - - - - Ditch Bottom

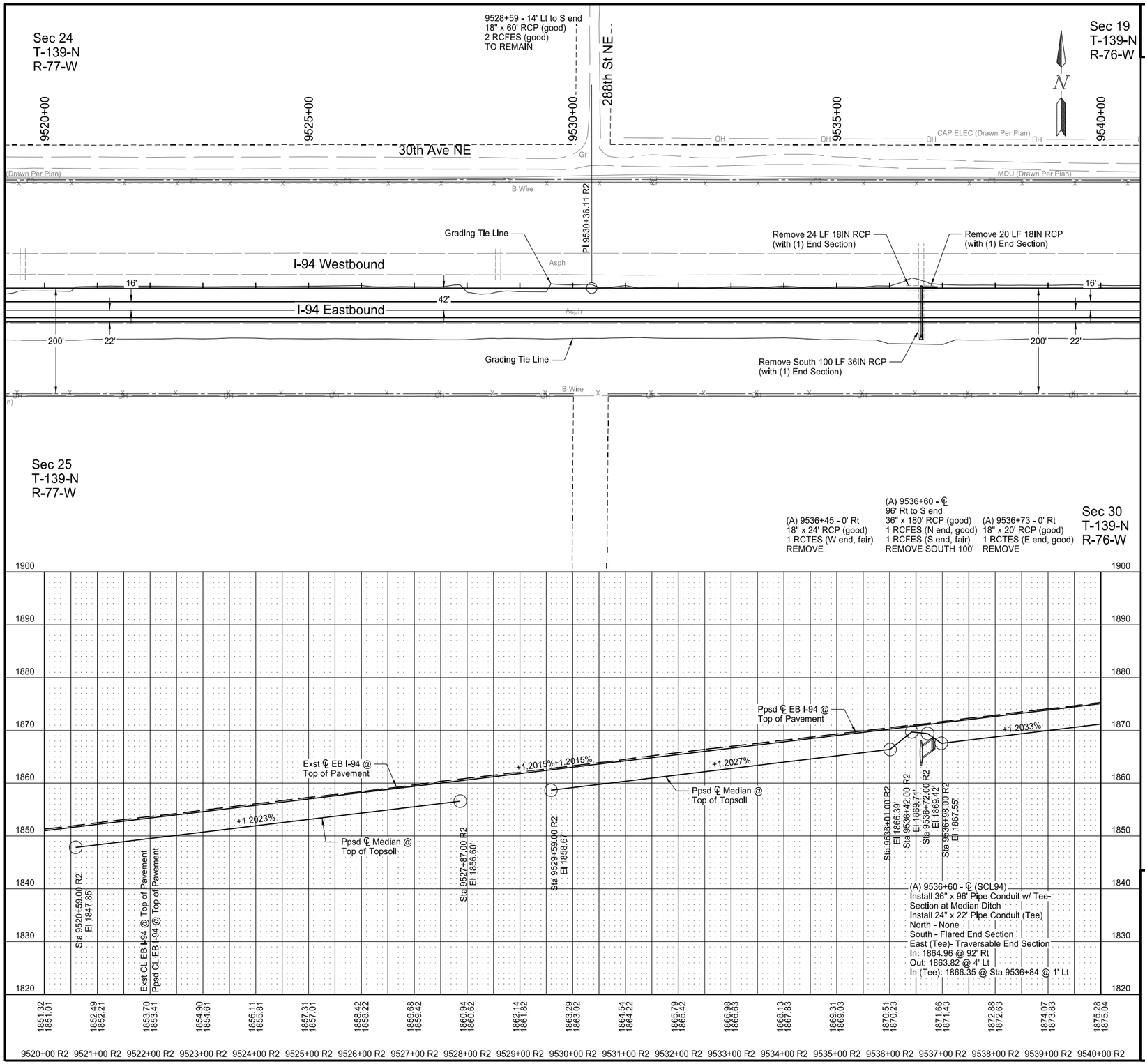
(A) See Section 20 "Culvert Installation Detail - 9505+54 & 9505+64" For Additional Removal and Installation Details

Plan & Profile
Sta 9500+00.00 to 9520+00.00

Interstate 94 - Eastbound Reconstruction
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	23

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9536+60 (SCL94) (A)	144	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9536+60 (SCL94) (A)	22	LF
714	4115	PIPE CONDUIT 36IN		
		Sta 9536+60 (SCL94) (A) (1 Tee)	96	LF

Legend

- - - - - - - - - - - - - - Ditch Bottom

(A) See Section 20 "Culvert Installation Detail - 9536+60" For Additional Removal and Installation Details

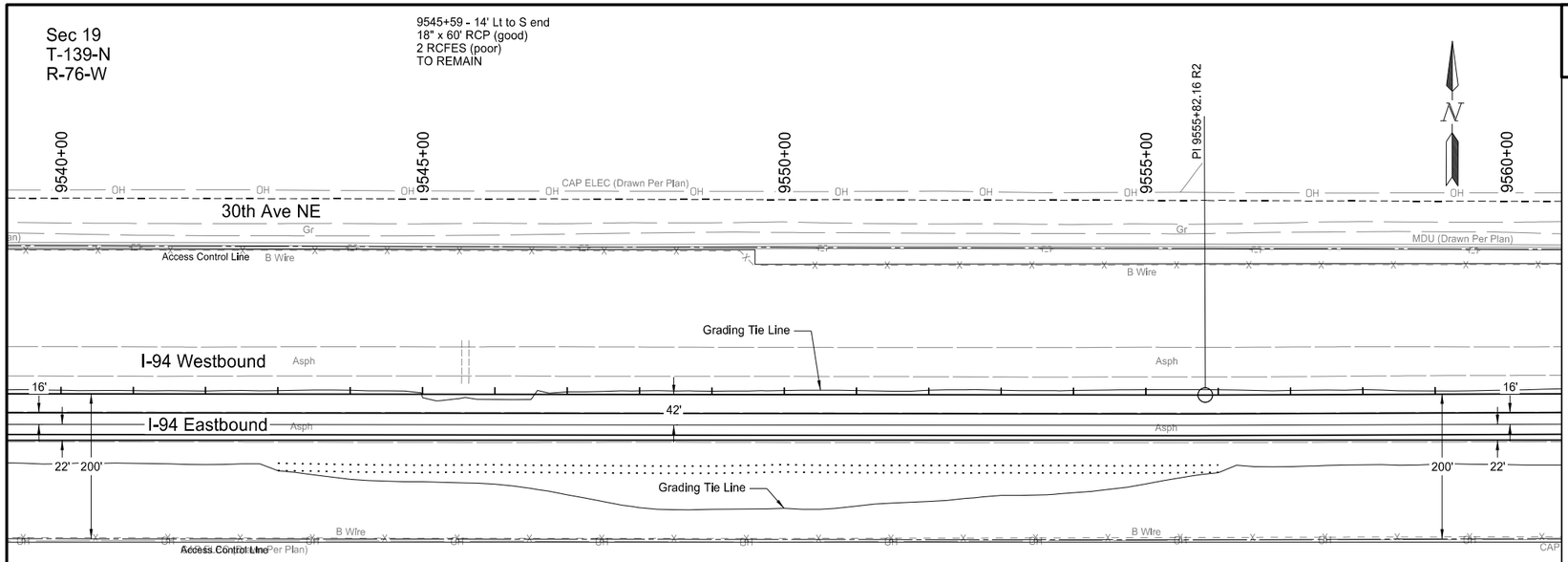
Plan & Profile
Sta 9520+00.00 to 9540+00.00

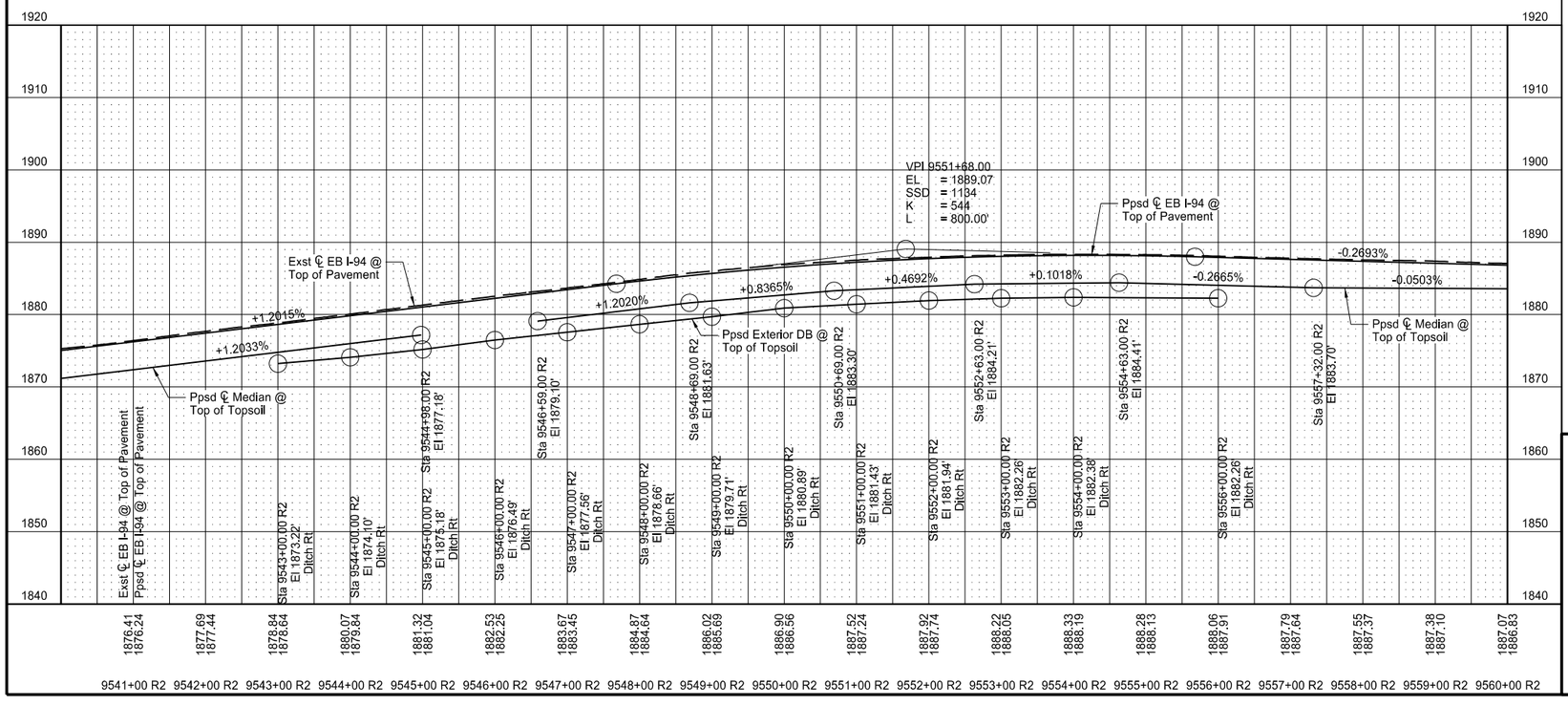
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	60	24





Legend

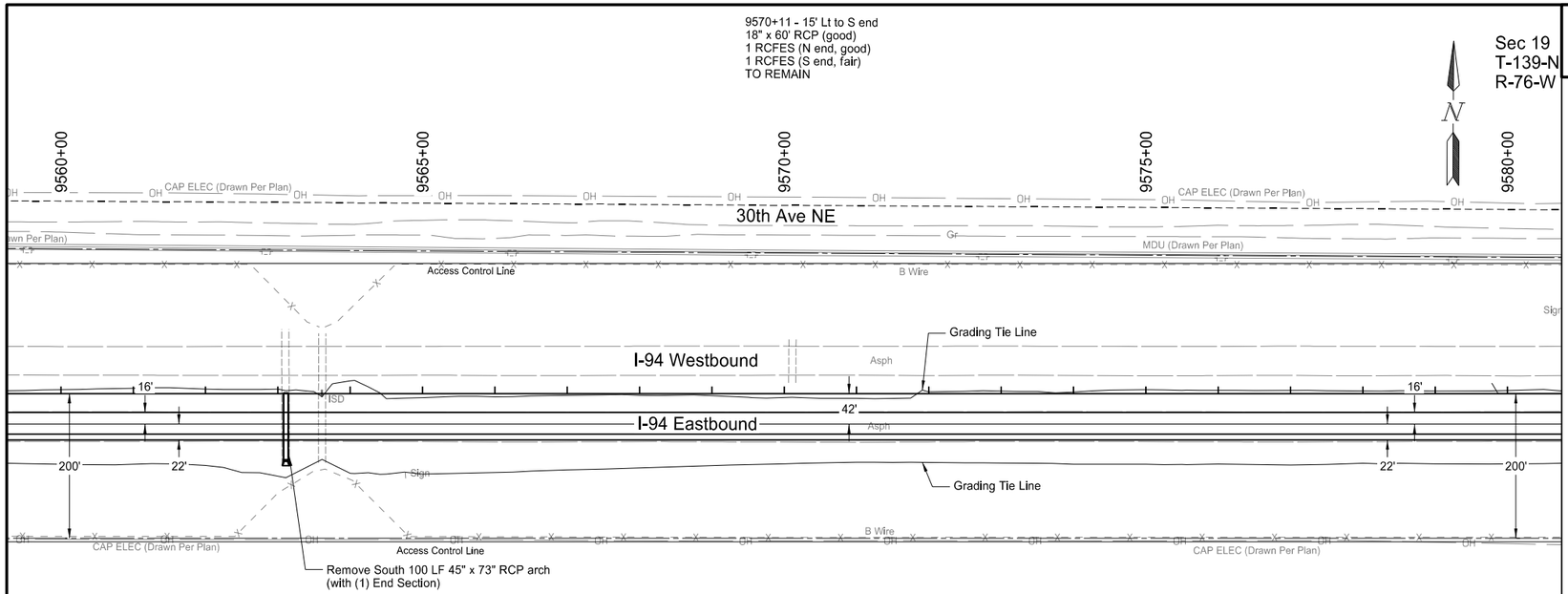
Ditch Bottom

Plan & Profile
Sta 9540+00.00 to 9560+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

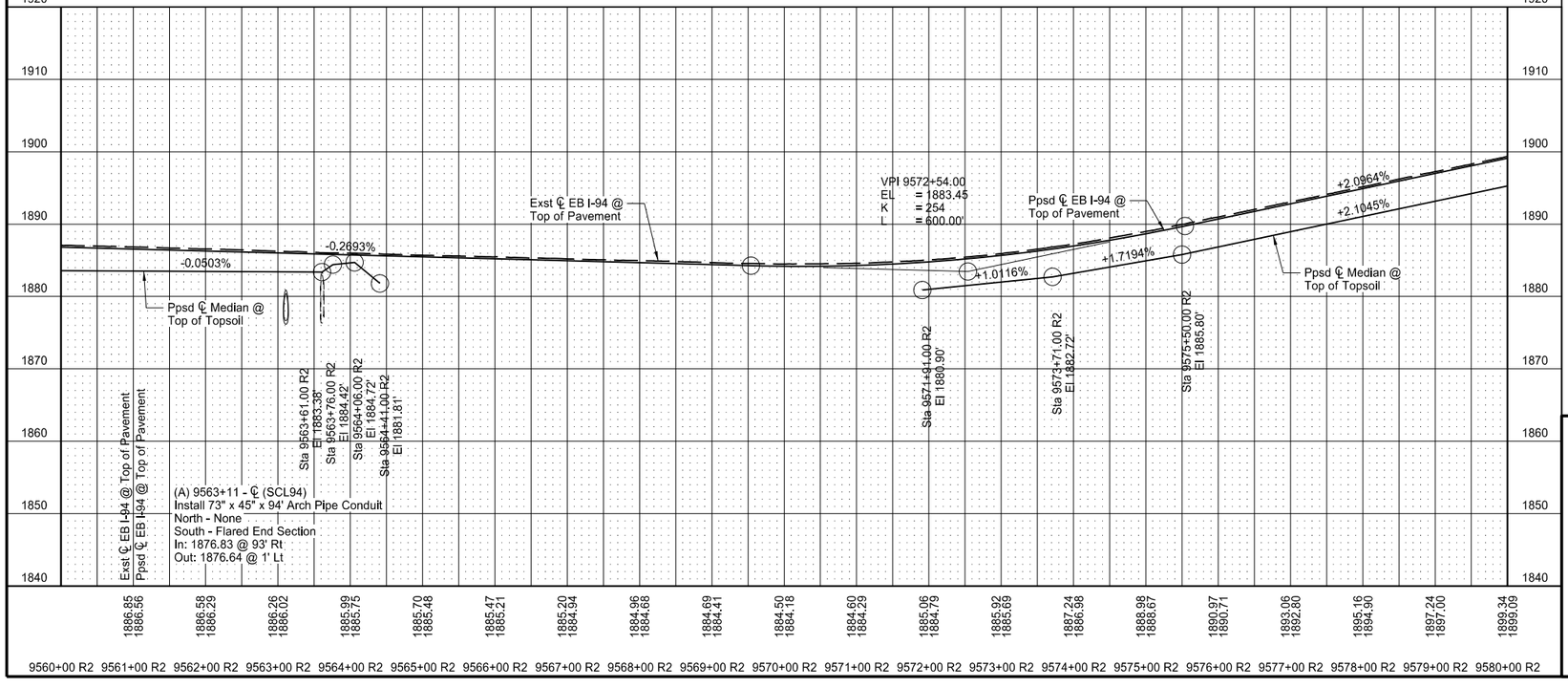
REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

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(A) 9563+11 - ℄
99' Rt to S end
45" x 73" x 188' RCP arch (good)
2 RCFES (good)
REMOVE SOUTH 100'

9563+61 - ℄
98' Rt to S end
48" x 72" x 178' RCP Cattle Pass (good)
2 RCFES (good)
TO REMAIN



	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	25

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9563+11 (SCL94) (A)	100	LF
714	4236	PIPE CONDUIT ARCH 73IN X 45IN		
		Sta 9563+11 (SCL94) (A)	94	LF

Legend

- - - - - - - - - - - - - - Ditch Bottom

(A) See Section 20 "Culvert Installation Detail - 9563+11" For Additional Removal and Installation Details

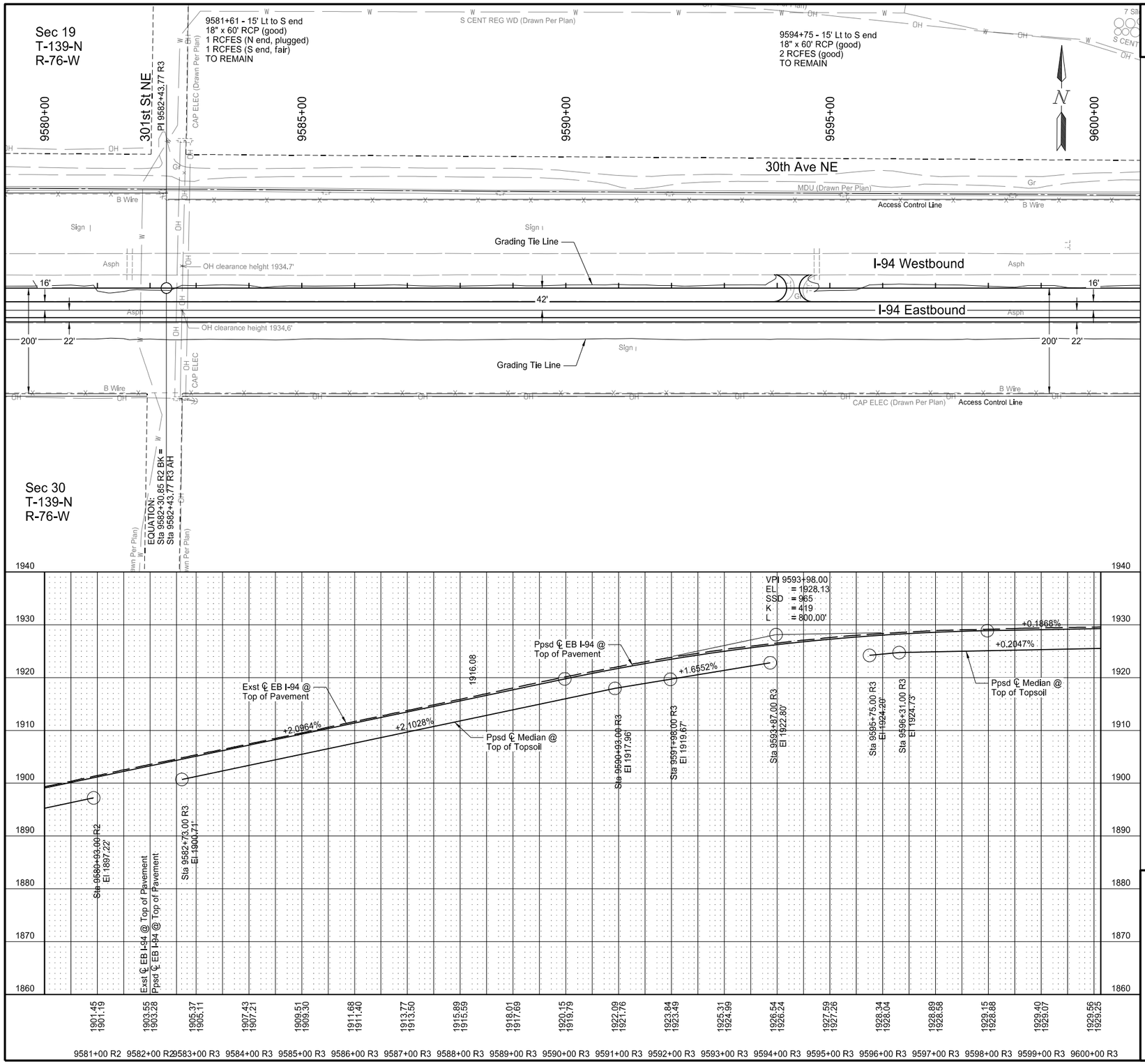
Plan & Profile
Sta 9560+00.00 to 9580+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	26



Legend

Ditch Bottom

Plan & Profile
Sta 9580+00.00 to 9600+00.00

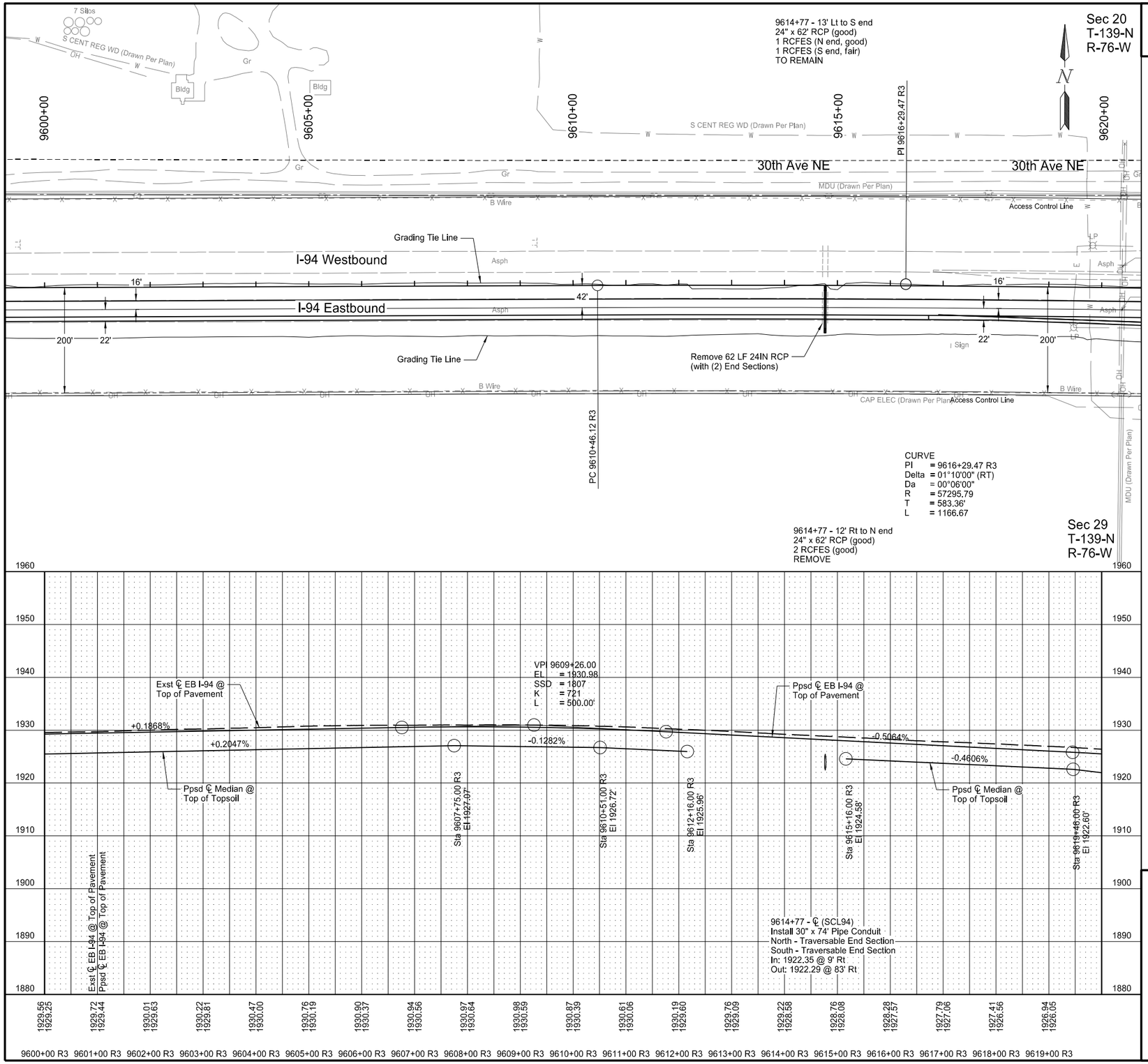
Interstate 94 - Eastbound Reconstruction
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REGISTERED PROFESSIONAL ENGINEER
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	27

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9614+77 (SCL94)	62	LF
714	4110	PIPE CONDUIT 30IN		
		Sta 9614+77 (SCL94)	74	LF



Legend

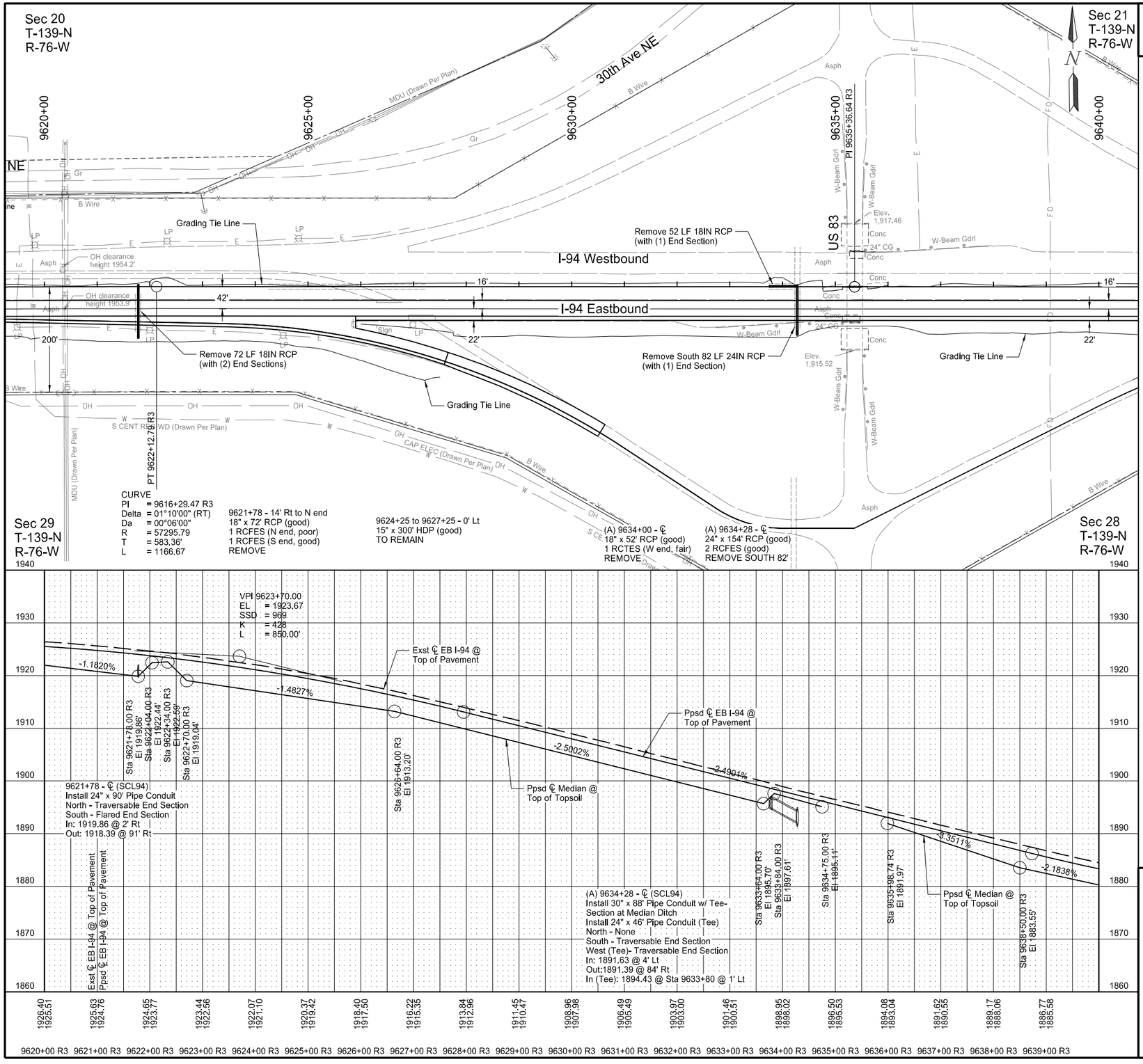
. . . . . Ditch Bottom

Plan & Profile
Sta 9600+00.00 to 9620+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	28

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9621+78 (SCL94)	72	LF
		Sta 9634+28 (SCL94) (A)	134	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9621+78 (SCL94)	90	LF
		Sta 9634+28 (SCL94) (A)	46	LF
714	4110	PIPE CONDUIT 30IN		
		Sta 9634+28 (SCL94) (A) (1 Tee)	88	LF

Legend

- - - - - - - - - - - - - - Ditch Bottom

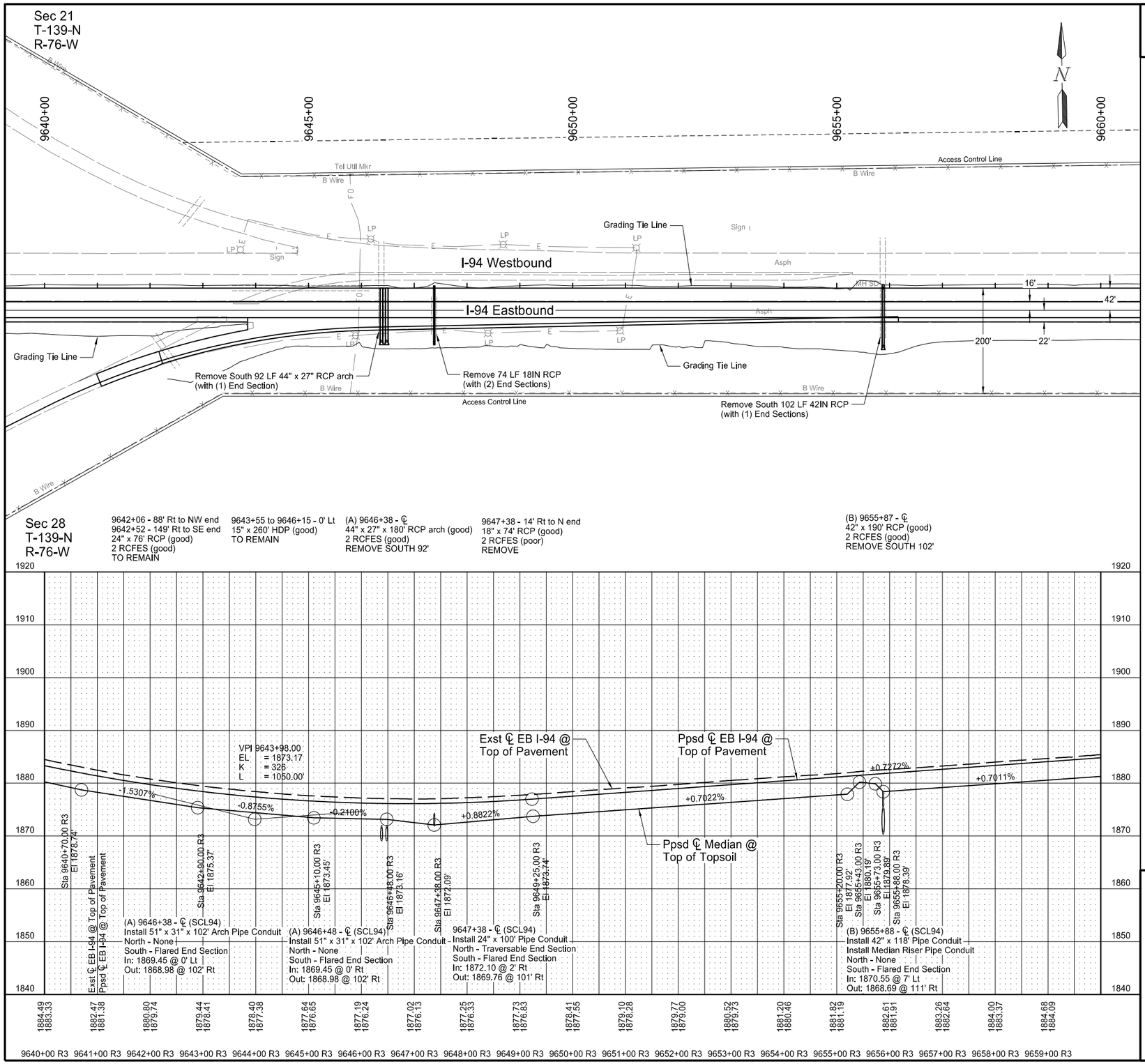
(A) See Section 20 "Culvert Installation Detail - 9634+28"
For Additional Removal and Installation Details

Plan & Profile
Sta 9620+00.00 to 9640+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	29

SPEC	CODE	BID ITEM	QTY	UNIT
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES		
		Sta 9646+38 (SCL94) (A)	92	LF
		Sta 9647+38 (SCL94)	74	LF
		Sta 9655+88 (SCL94) (B)	102	LF
202	0237	REMOVAL OF MEDIAN DRAIN PRECAST CONCRETE		
		Sta 9655+88 (SCL94) (B)	1	EA
714	0615	PIPE CONC REINF 24IN CL III		
		Sta 9655+88 (SCL94) (B) (Riser)	4	LF
714	4105	PIPE CONDUIT 24IN		
		Sta 9647+38 (SCL94)	100	LF
714	4120	PIPE CONDUIT 42IN		
		Sta 9655+88 (SCL94) (B) (1 Tee)	118	LF
714	4227	PIPE CONDUIT ARCH 51IN X 31IN		
		Sta 9646+38 (SCL94) (A)	102	LF
		Sta 9646+48 (SCL94) (A)	102	LF
722	4565	MEDIAN DRAIN PRECAST CONCRETE-TYPE A		
		Sta 9655+88 (SCL94) (B)	1	EA
930	8230	SHORING		
		Sta 9655+88 (SCL94) (B)	1	EA

Legend

- - - - - - - - - - - - - - Ditch Bottom

(A) See Section 20 "Culvert Installation Detail - 9646+38 & 9646+48" For Additional Removal and Installation Details

(B) See Section 20 "Culvert Installation Detail - 9655+88" For Additional Removal and Installation Details

Plan & Profile
Sta 9640+00.00 to 9660+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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ND	BGR-CVD-IM-1-094(238)172	60	30

Sec 21
T-139-N
R-76-W

N

9660+00 9665+00 9670+00 9675+00 9680+00

B Wire
B Wire
Access Control Line
B Wire

Grading Tie Line
Asph
16' 16'
42'
I-94 Westbound
Asph
Asph
I-94 Eastbound
Asph
200' 22' 22' 200'
Grading Tie Line
End Project
Sta 9668+41.59
B Wire
B Wire
Access Control Line

Sec 28
T-139-N
R-76-W

9676+46 - ℄
6.5' x 5' x 188' CSP arch (good)
2 CSFES (good)
TO REMAIN

1920 1910 1900 1890 1880 1870 1860 1850 1840

Exst ℄ EB I-94 @ Top of Pavement
Ppsd ℄ EB I-94 @ Top of Pavement
+0.7011%
Ppsd ℄ Median @ Top of Topsoil
Sta 9662+70.00 R3 El 1883.17
Sta 9663+50.00 R3 El 1883.24
VPI 9667+00.00
EL = 1889.91
SSD = 915
K = 388
L = 1050.00'
Sta 9668+41.59 El 1886.21

Exst ℄ EB I-94 @ Top of Pavement: 1885.41 1884.82 | 1886.05 1885.55 | 1886.73 1886.27 | 1887.26 1886.80 | 1887.42 1887.08 | 1887.39 1887.10 | 1887.11 1886.86 | 1886.51 1886.36 | 1885.66 1885.60 | 1884.55 1884.59 | 1883.12 1883.31 | 1881.41 1881.78 | 1879.70 1880.00 | 1877.87 1878.02 | 1876.76 1876.11 | 1874.33 | 1872.49 | 1870.76 | 1869.29 | 1868.87

Ppsd ℄ EB I-94 @ Top of Pavement

9660+00 R3 9661+00 R3 9662+00 R3 9663+00 R3 9664+00 R3 9665+00 R3 9666+00 R3 9667+00 R3 9668+00 R3 9669+00 R3 9670+00 R3 9671+00 R3 9672+00 R3 9673+00 R3 9674+00 R3 9675+00 R3 9676+00 R3 9677+00 R3 9678+00 R3 9679+00 R3

Legend

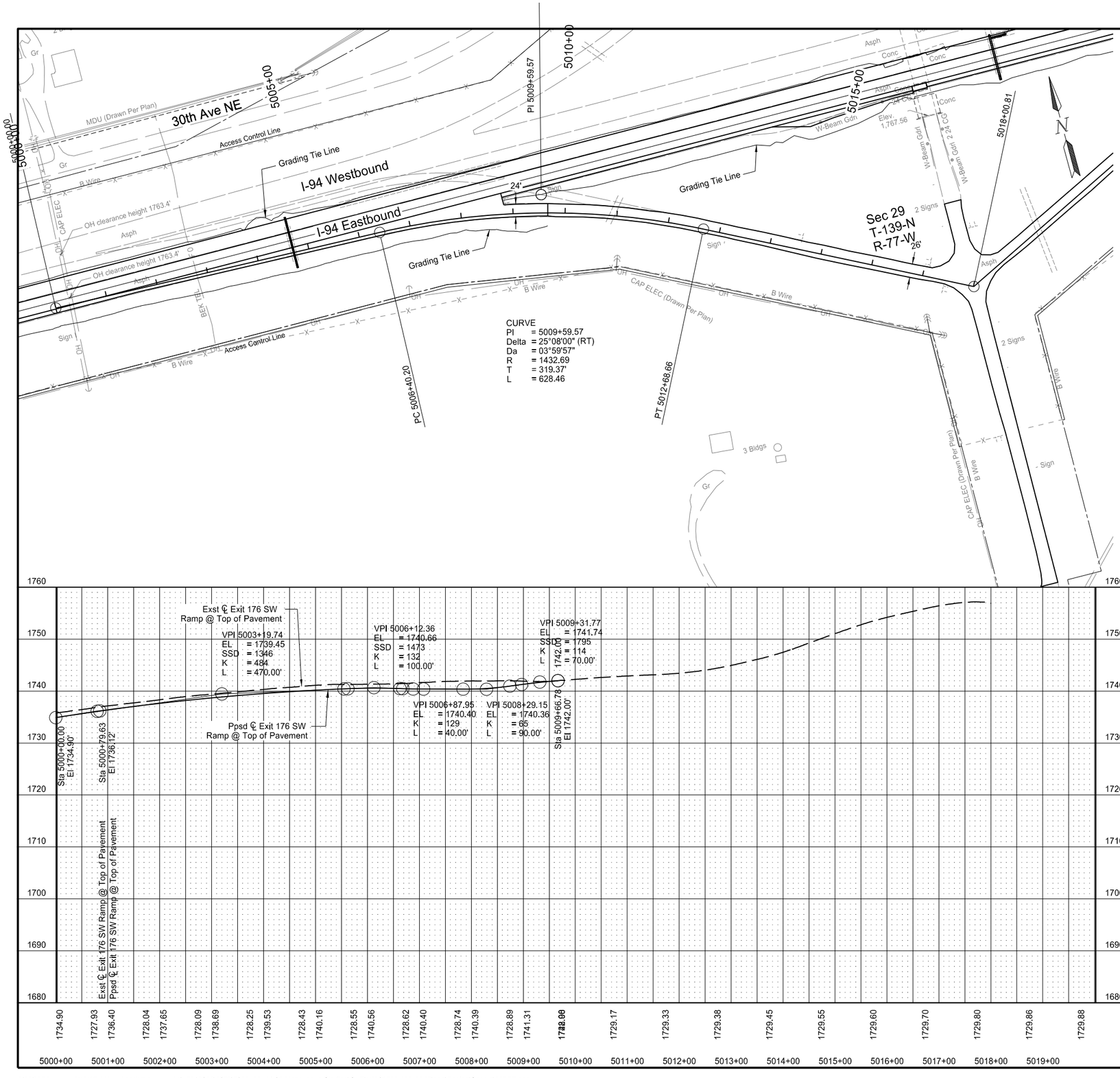
- - - - - - - - - - - - - - Ditch Bottom

Plan & Profile
Sta 9660+00.00 to 9680+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	60	31

Legend

- - - - - - - - - - - - - - Ditch Bottom

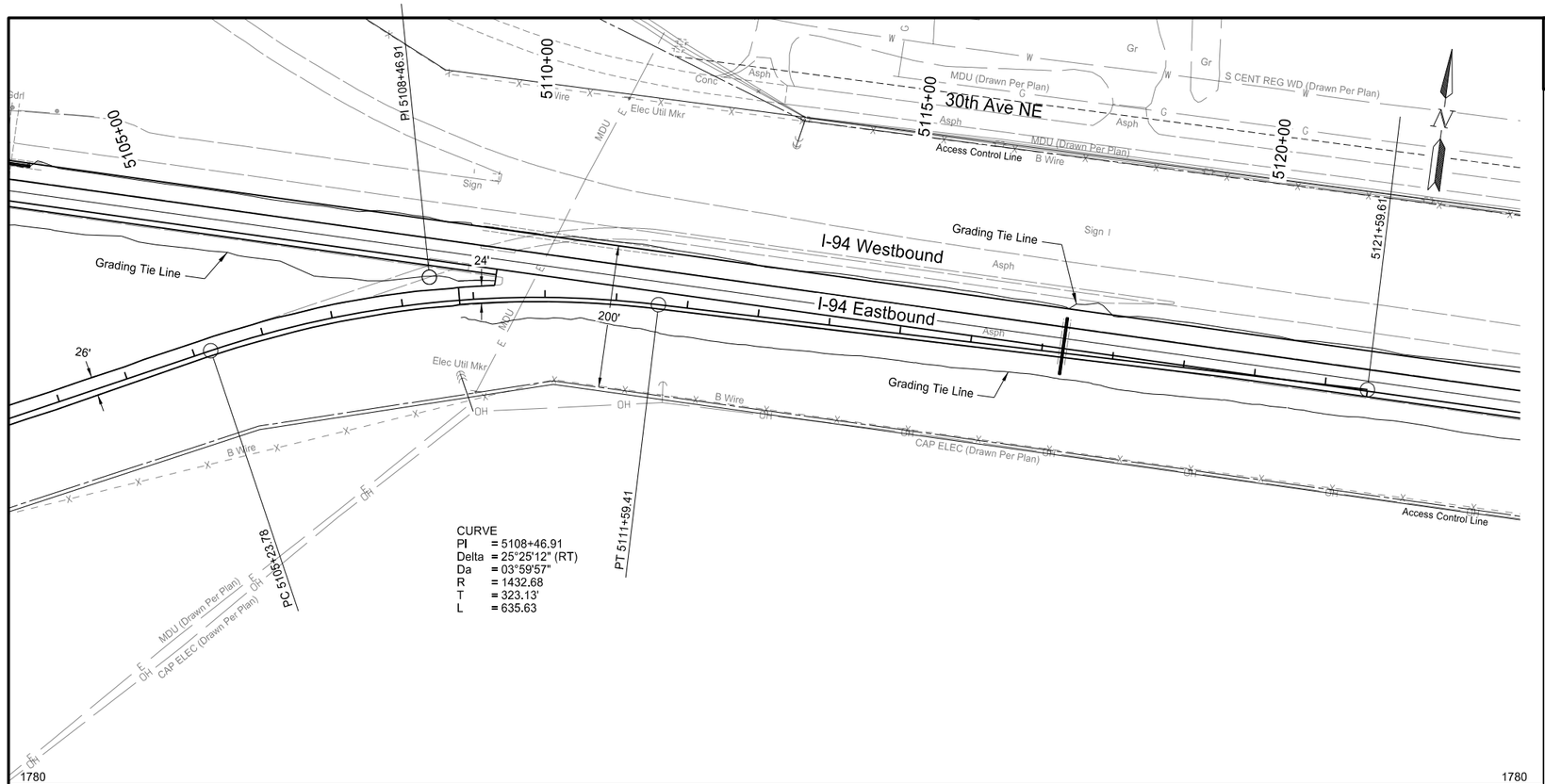
Plan & Profile
Sta 5000+00.00 to 5020+00.00
Exit 176 SW Ramp

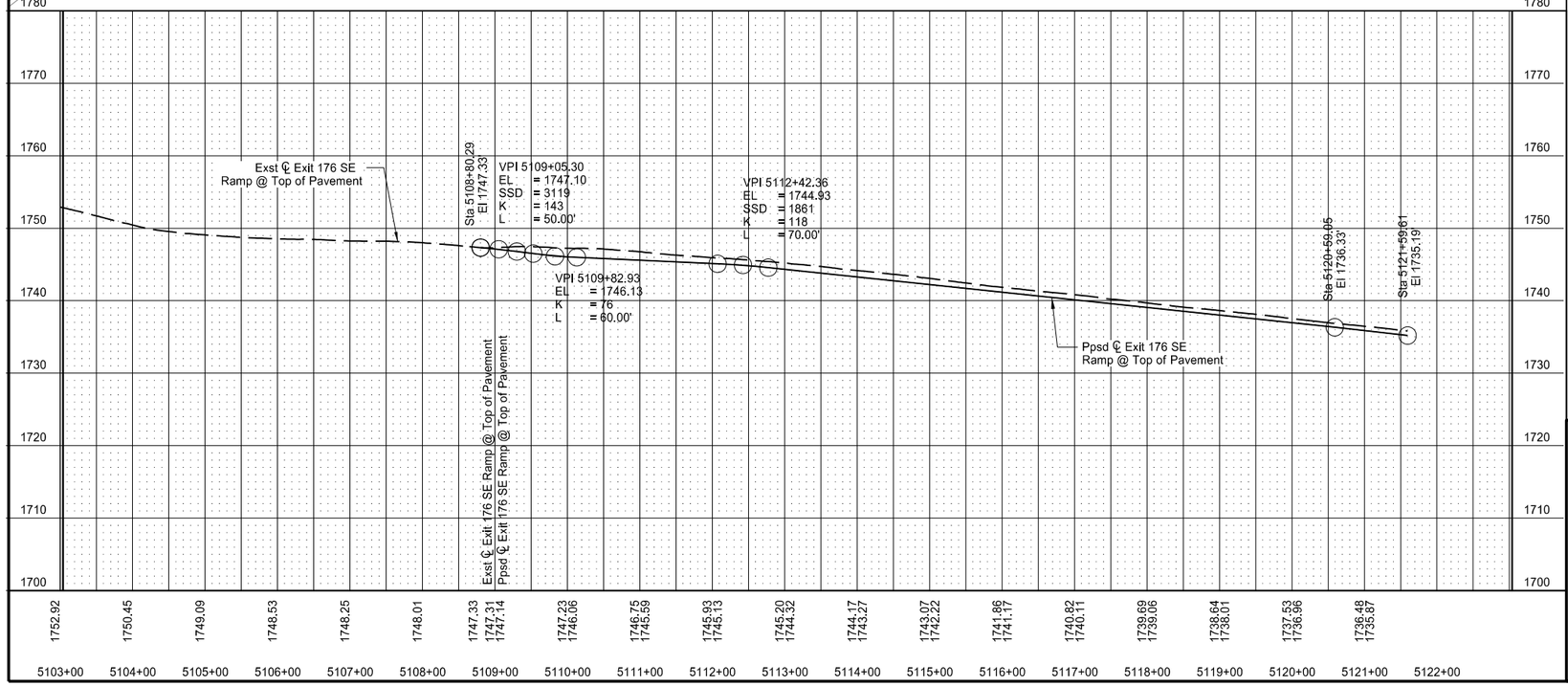
Interstate 94 - Eastbound Reconstruction
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ADAM M. RUUD
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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	60	32





Legend

. . . . . Ditch Bottom

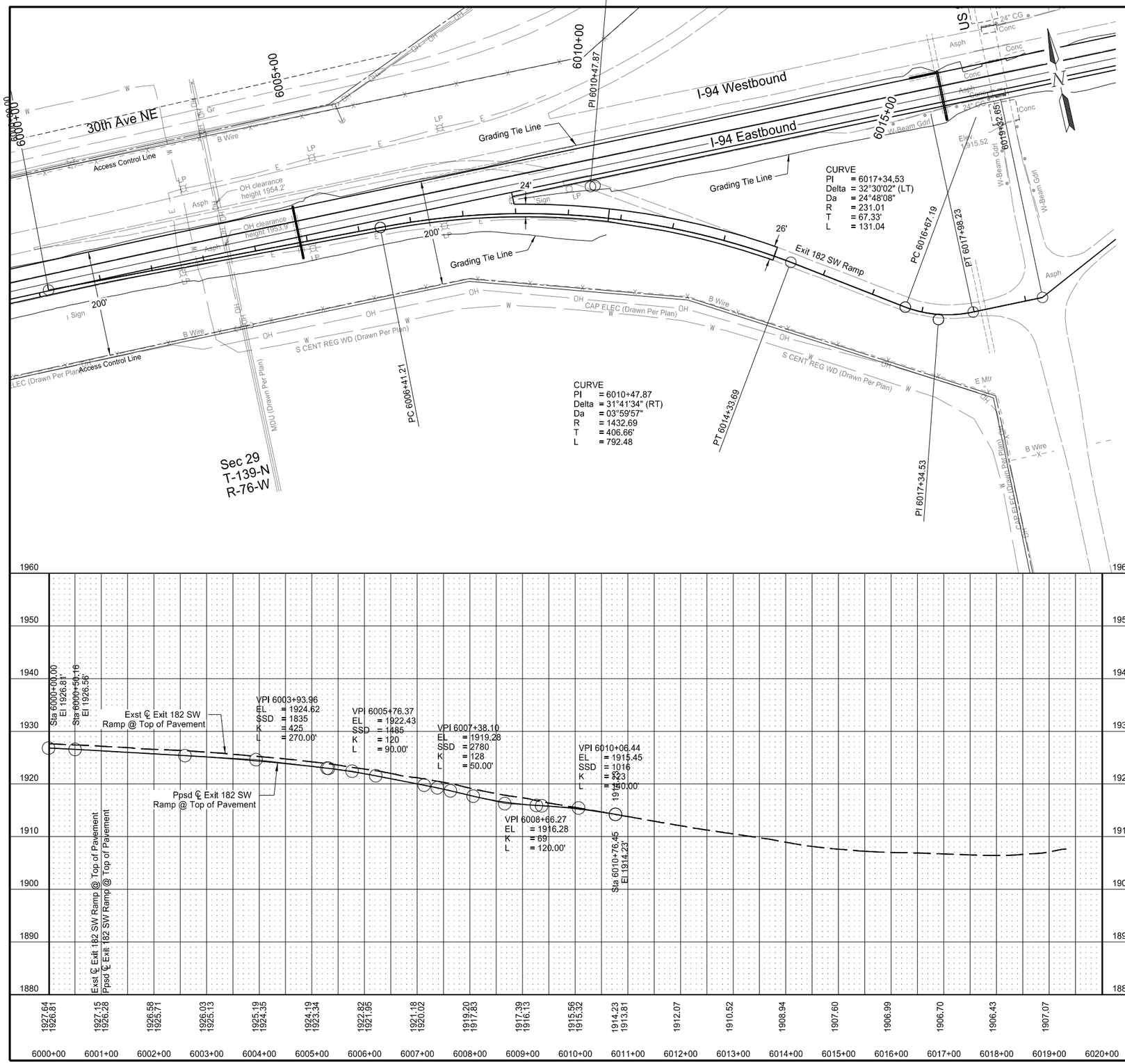
Plan & Profile
Sta 5103+00.00 to 5123+00.00
Exit 176 SE Ramp

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	60	33



Legend

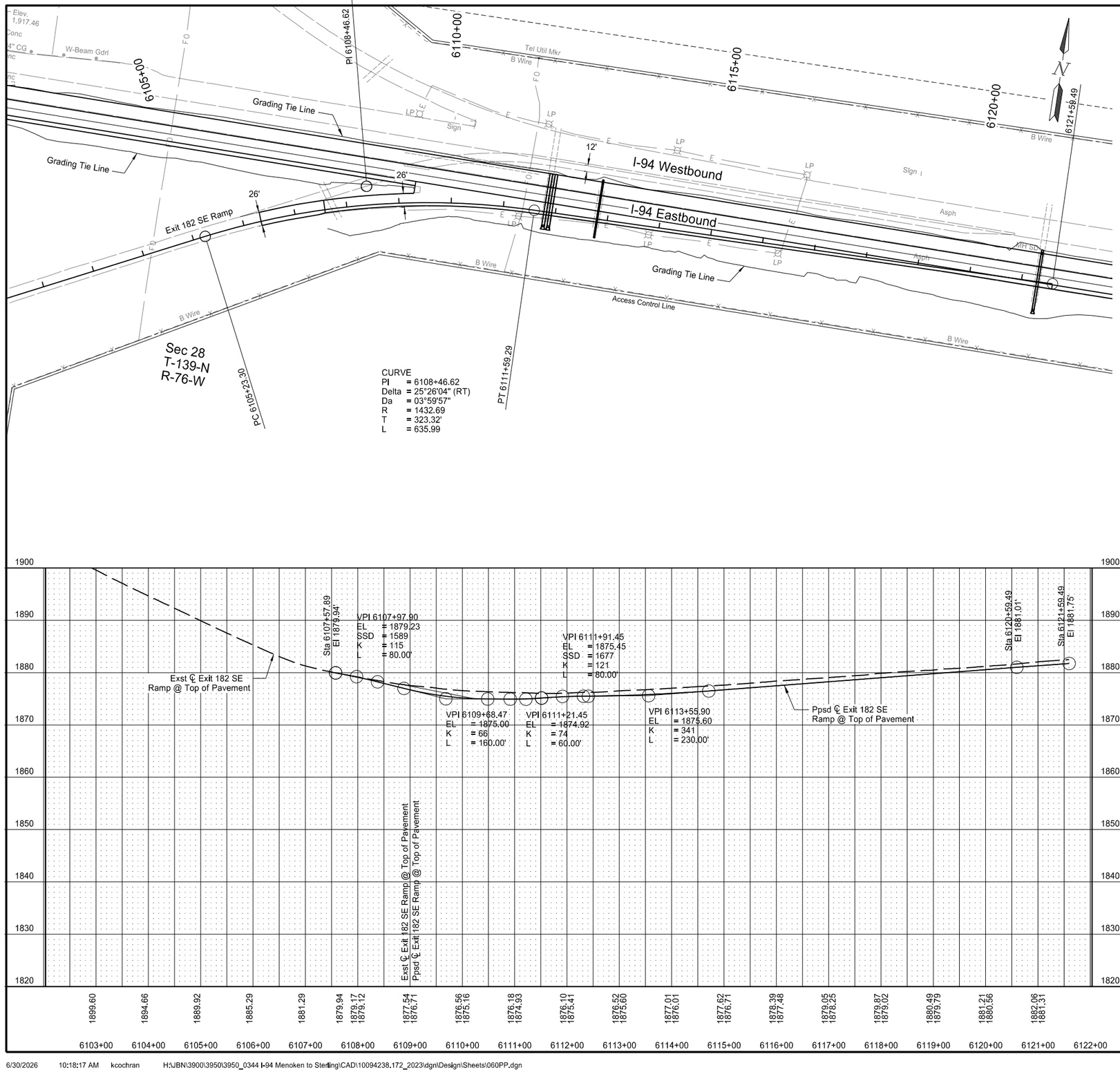
- - - - - - - - - - - - - - Ditch Bottom

Plan & Profile
Sta 6000+00.00 to 6020+00.00
Exit 182 SW Ramp

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	34

Legend

- - - - - - - - - - - - - - Ditch Bottom

Plan & Profile
Sta 6102+00.00 to 6122+00.00
Exit 182 SE Ramp

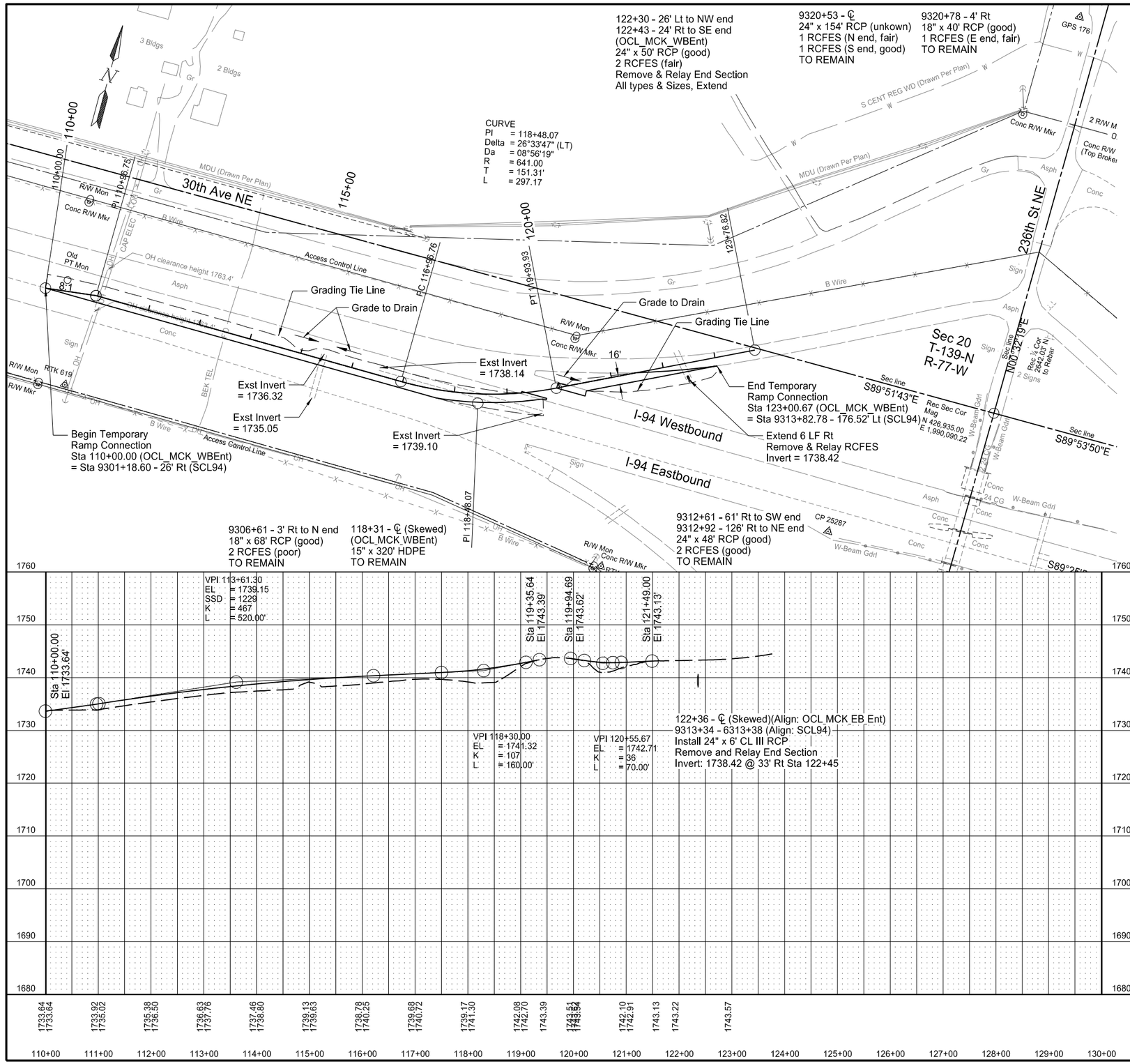
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	60	35

SPEC	CODE	BID ITEM	QTY	UNIT
714	0615	PIPE CONC REINF 24IN CL III		
		122+36 (OCL_MCK_WBEnt)	6	LF
714	9660	REMOVE & RELAY END SECTION-ALL TYPE & SIZES		
		122+36 (OCL_MCK_WBEnt)	1	EA



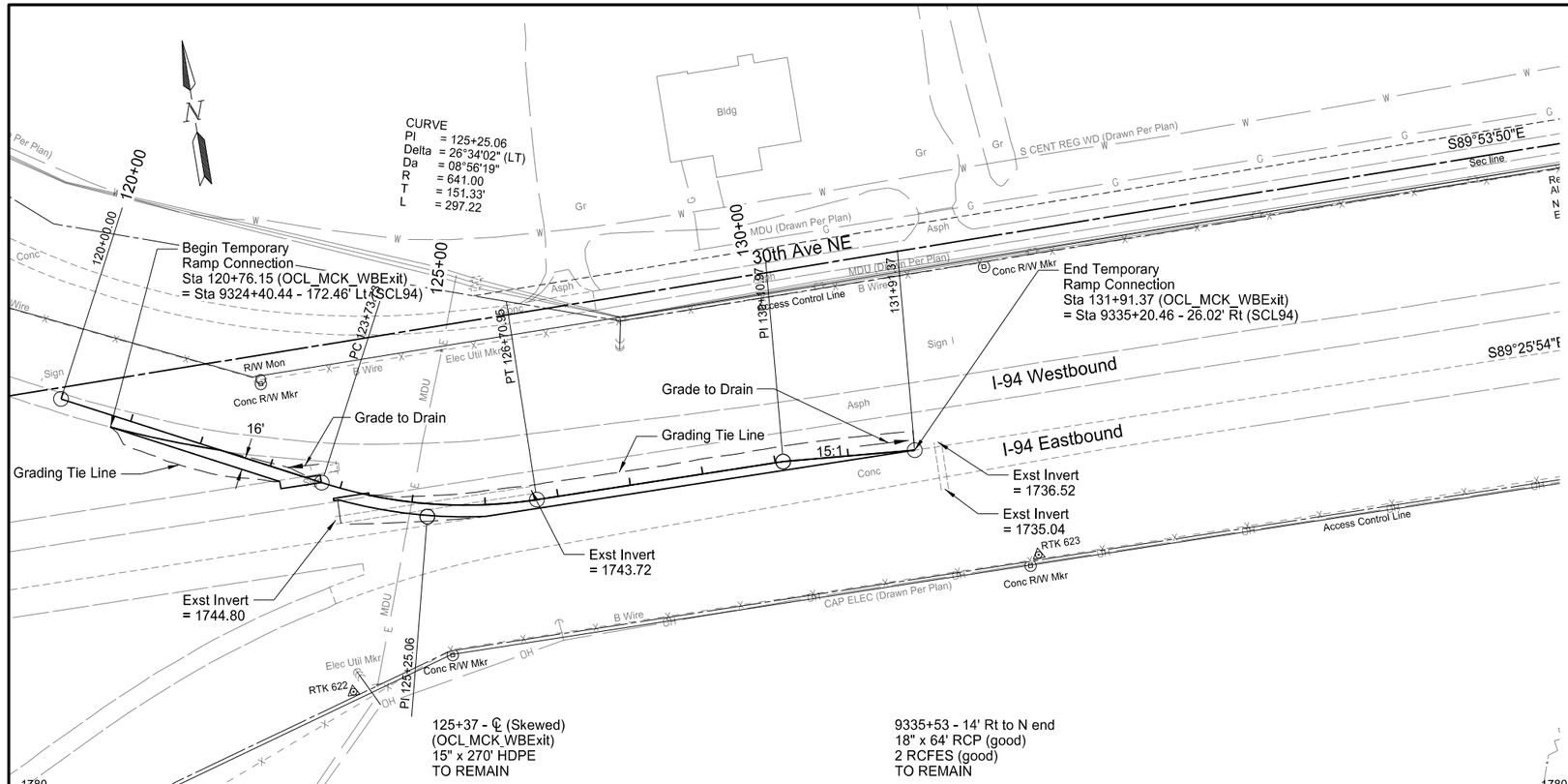
Plan & Profile
McvKenzie Interchange Westbound
Temporary Exit Ramp Connection

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/30/2026

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ND	BGR-CVD-IM-1-094(238)172	60	36



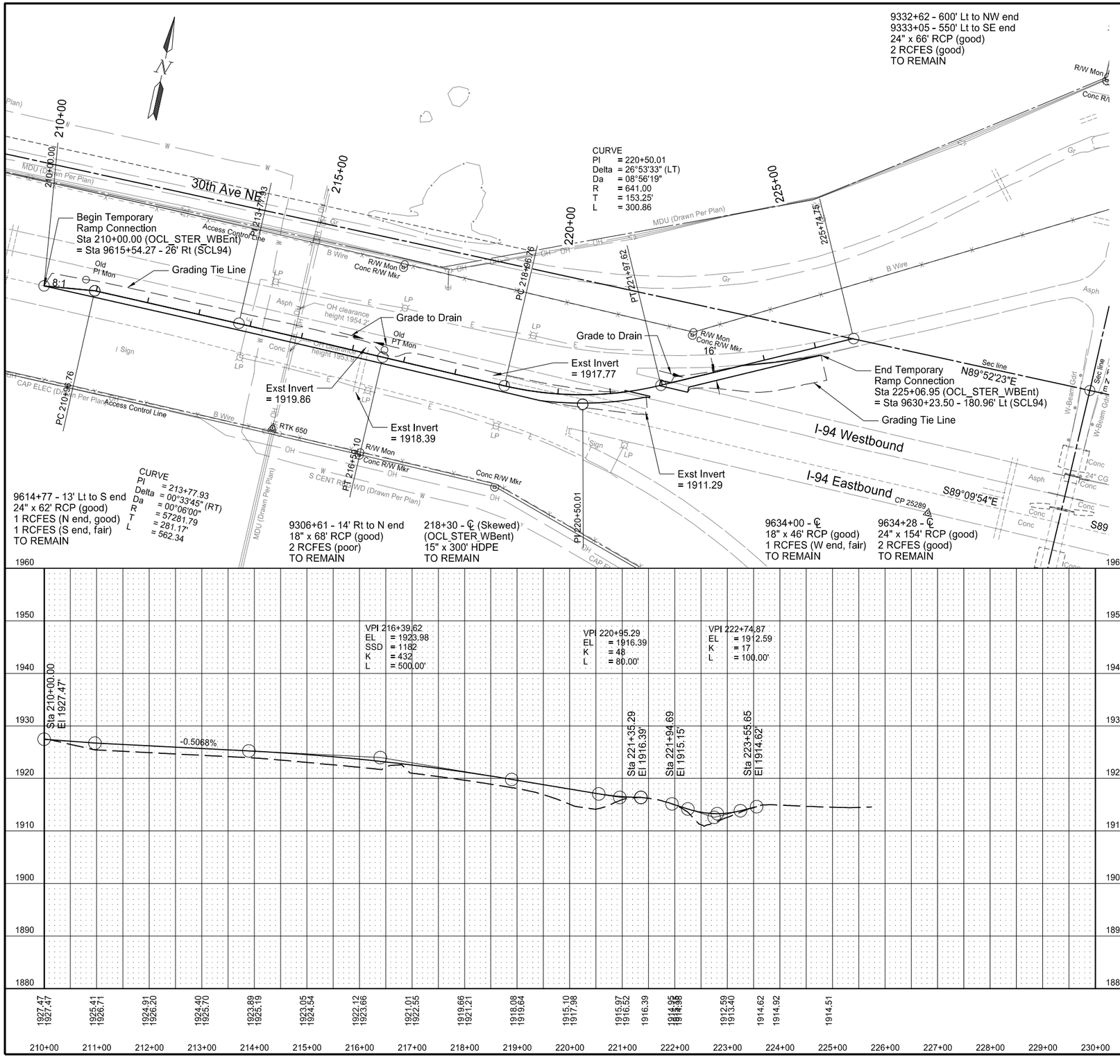
Plan & Profile
McKenzie Interchange Westbound
Temporary Exit Ramp Connection

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ND	BGR-CVD-IM-1-094(238)172	60	37

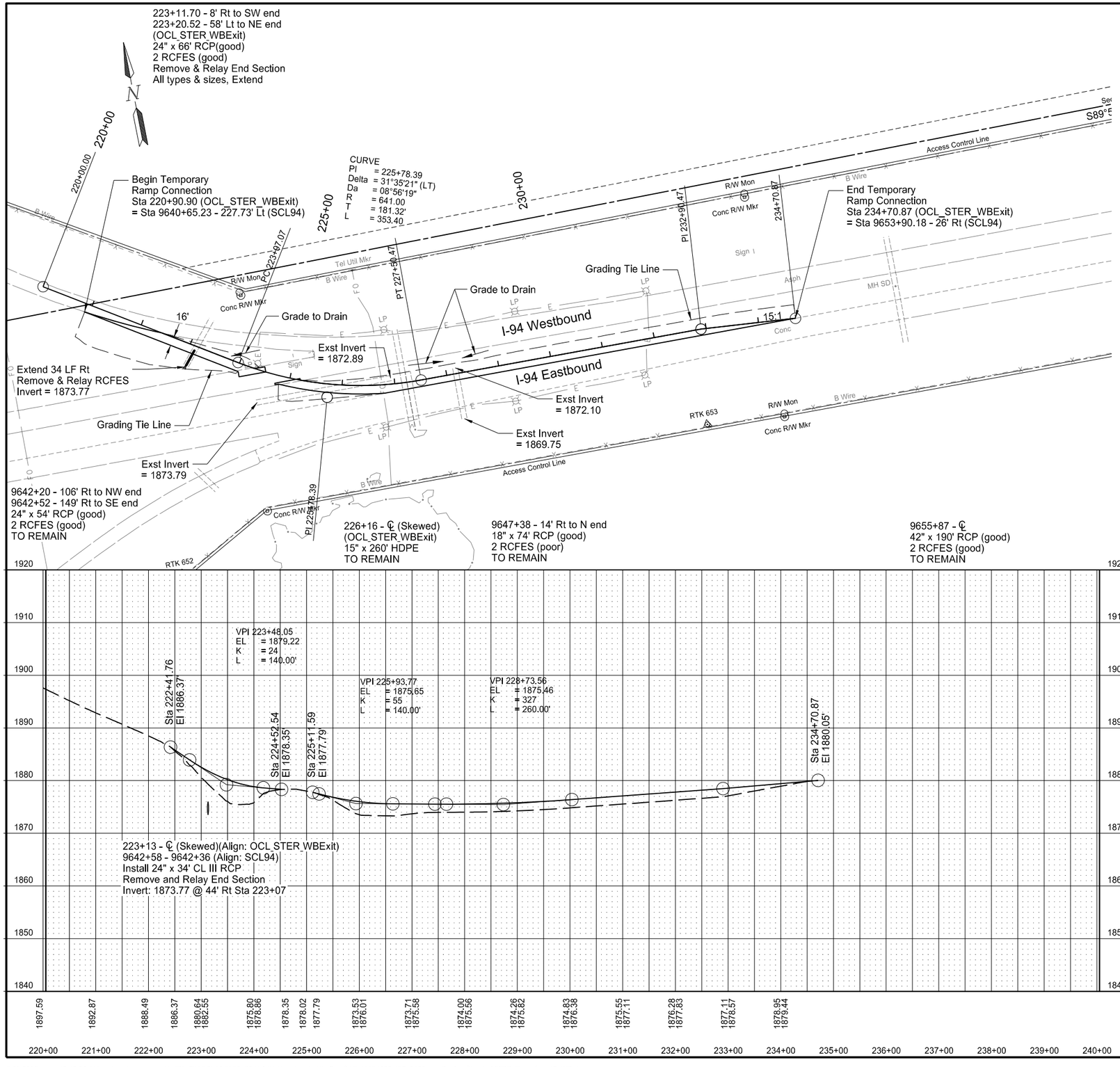


Plan & Profile
Sterling Interchange Westbound
Temporary Exit Ramp Connection

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SPEC	CODE	BID ITEM	QTY	UNIT
714	0615	PIPE CONC REINF 24IN CL III		
		223+13 (OCL_STER_WBExit)	34	LF
714	9660	REMOVE & RELAY END SECTION-ALL TYPE & SIZES		
		223+13 (OCL_STER_WBExit)	1	EA

Plan & Profile
Sterling Interchange Westbound
Temporary Exit Ramp Connection

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Wetland Impact Table

Wetland Number	Location	Wetland Type	Wetland Feature	USACE Jurisdictional Wetlands	Wetland Impact		Wetland Mitigation								
					Wetland Impacts Acre(s)		Mitigation Proposed		USACE/11990 Bank		11990 Bank		Onsite Mitigation Method		
					Temp.	Perm. (Fill/Drain)	EO 11990	USACE	Location	Acre(s)	Location	Acre(s)	Mitigation Location; Ratio	Ditch Shift Acre(s)	Onsite Acre(s)
1a	26/25-T139N-R78W	Ditch	Created	Yes	1.214	0.830	N	Y					Ditch Shift 1a; 1:1	0.830	
1b	26/25-T139N-R78W	Basin	Natural	Yes	0.000	0.000	N	N							
1c	26/25-T139N-R78W	Basin	Natural	Yes	0.000	0.000	N	N							
5	26-T139N-R78W	Ditch	Created	No	0.000	0.069	N	N							
6	25-T139N-R78W	Ditch	Created	No	0.000	0.024	N	N							
8	25-T139N-R78W	Ditch	Created	No	0.000	0.034	N	N							
10	25-T139N-R78W	Ditch	Created	No	0.042	0.226	N	N							
11	25-T139N-R78W	Basin	Natural	Yes	0.043	0.073	Y	N			Anderson Bank	0.073			
13	25-T139N-R78W	Ditch	Created	No	0.032	0.028	N	N							
14	30-T139N-R77W	Ditch	Created	Yes	0.253	0.130	N	Y					Ditch Shift 14; 1:1	0.130	
15	30-T139N-R77W	Ditch	Created	No	0.009	0.089	N	N							
16e	30/29-T139N-R77W	Ditch	Created	No	0.284	1.396	N	N							
16f	30-T139N-R77W	Basin	Natural	Yes	0.023	0.000	N	N							
16h	30-T139N-R77W	Basin	Natural	Yes	0.150	0.176	Y	Y	Koenig Bank	0.176					
16i	30/29-T139N-R77W	Basin	Natural	Yes	0.227	0.120	Y	Y	Koenig Bank	0.120					
18a	28-T139N-R77W	Ditch	Created	Yes	0.051	0.032	N	N							
18b	28-T139N-R77W	Basin	Natural	Yes	0.048	0.047	Y	N			Anderson Bank	0.047			
18d	28-T139N-R77W	Basin	Natural	Yes	0.030	0.010	Y	N			Anderson Bank	0.010			
19	28-T139N-R77W	Ditch	Created	No	0.003	0.029	N	N							
22	28-T139N-R77W	Ditch	Created	No	0.000	0.052	N	N							
23	28-T139N-R77W	Ditch	Created	No	0.004	0.040	N	N							
25	28-T139N-R77W	Ditch	Created	No	0.039	0.030	N	N							
26	27-T139N-R77W	Ditch	Created	No	0.042	0.063	N	N							
28a	25-T139N-R77W	Basin	Natural	Yes	0.000	0.000	N	N							
31	28-T139N-R76W	Basin	Natural	Yes	0.000	0.000	N	N							
				Totals	2.494	3.498				0.296		0.130		0.960	0.000

Wetland Impacts

Interstate 94 - Eastbound Reconstruction
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Other Waters and Streams Impact Table

Number	Location	Type	USACE Jurisdictional	Impacts to Other Waters						Other Water Mitigation	
				Acres			Linear Feet			Mitigation Proposed	
				Temp.	Perm. (Fill/Drain)	Perm. (Cut)	Temp.	Perm. (Fill/Drain)	Perm. (Cut)	EO 11990	USACE
#OW 16g	30-T139N-R77W	Creek	Yes	0.041							
#OW 18c	28-T139N-R77W	Creek	Yes								
			Totals	0.041	0.000	0.000	0.000	0.000	0.000		

[1] A wetland Jurisdictional Determination was issued by the USACE on 4/17/2024; NWO-2021-01865-BIS.

Impact Summary Table

Permanent Impact Summary		Temporary Impacts and additional Information	
Wetland Type	Total Acre(s)	WaterType	Total Acre(s)
Natural/JD (Fill/Drain)	0.426	Temporary Wetland JD	2.039
Natural/Non-JD (Fill/Drain)	0.000	Non-JD Wetland Temporary	0.455
Artificial/JD (Fill/Drain)	0.992		
Artificial /Non-JD (Fill/Drain))	2.080	Permanent OW	0.000
Total	3.498	Temporary OW	0.041
JD Natural (Cut)	0.000	Permanent OW-d	0.000
JD Artificial (Cut)	0.000	Temporary OW-d	0.000
Non-JD Natural (Cut)	0.000		
Non-JD Artificial (Cut)	0.000		
Total	0.000		

Mitigation Summary Table

	Location	Ditch Shift Acre(s)	Onsite Acre(s)	11990 Bank Acre(s)	USACE/11990 Bank Acre(s)	USFWS Bank Acre(s)
USACE Only	Ditch Shift	0.960	0.000			
EO 11990 Only	Anderson Bank	0.000	0.000	0.130		
USACE/11990	Koenig Bank	0.000	0.000		0.296	
	Total	0.96	0	0.13	0.296	0

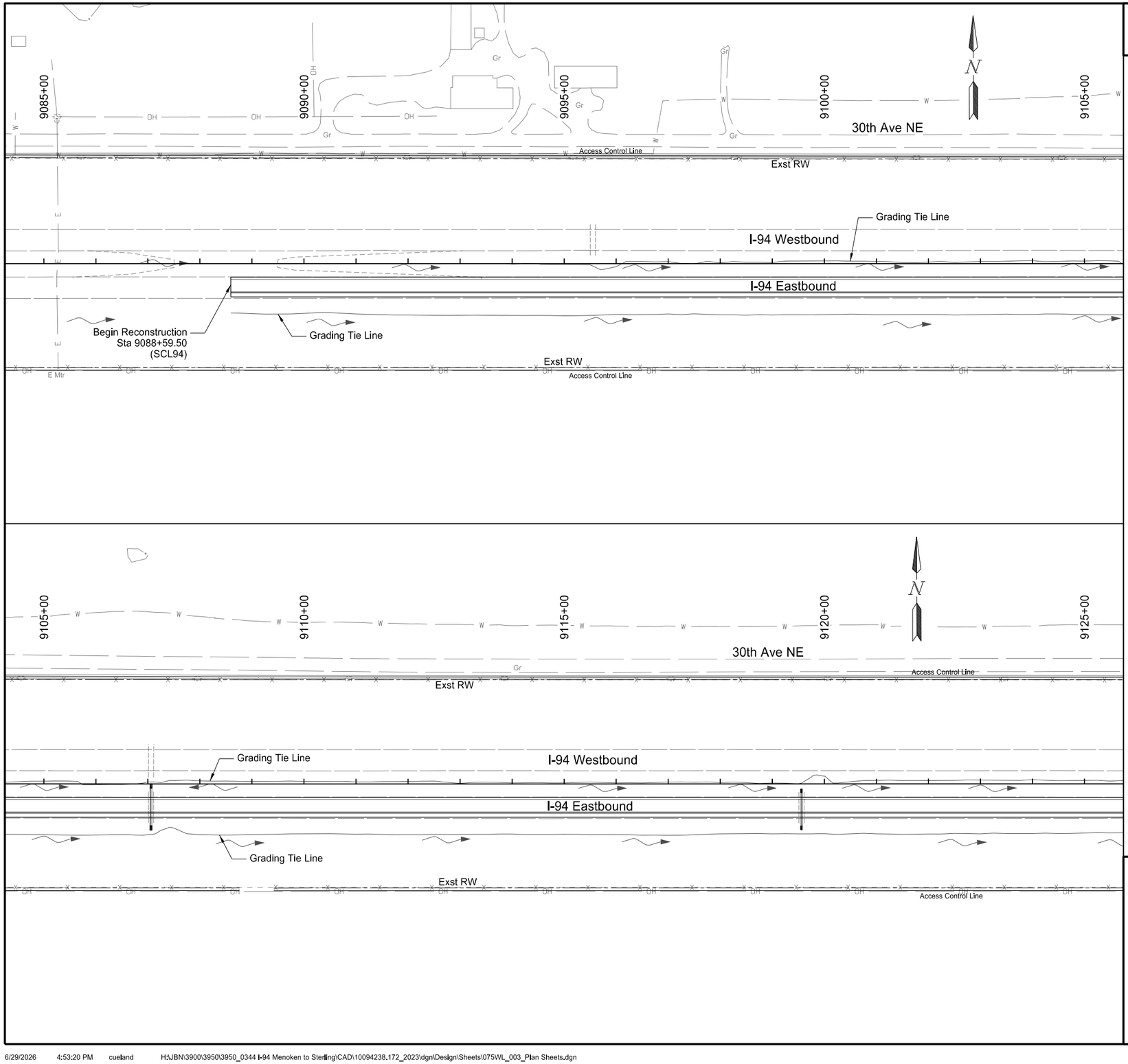
Wetland Impacts

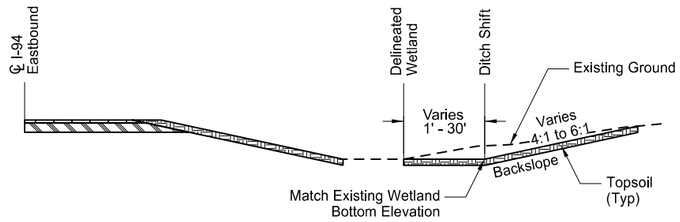
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

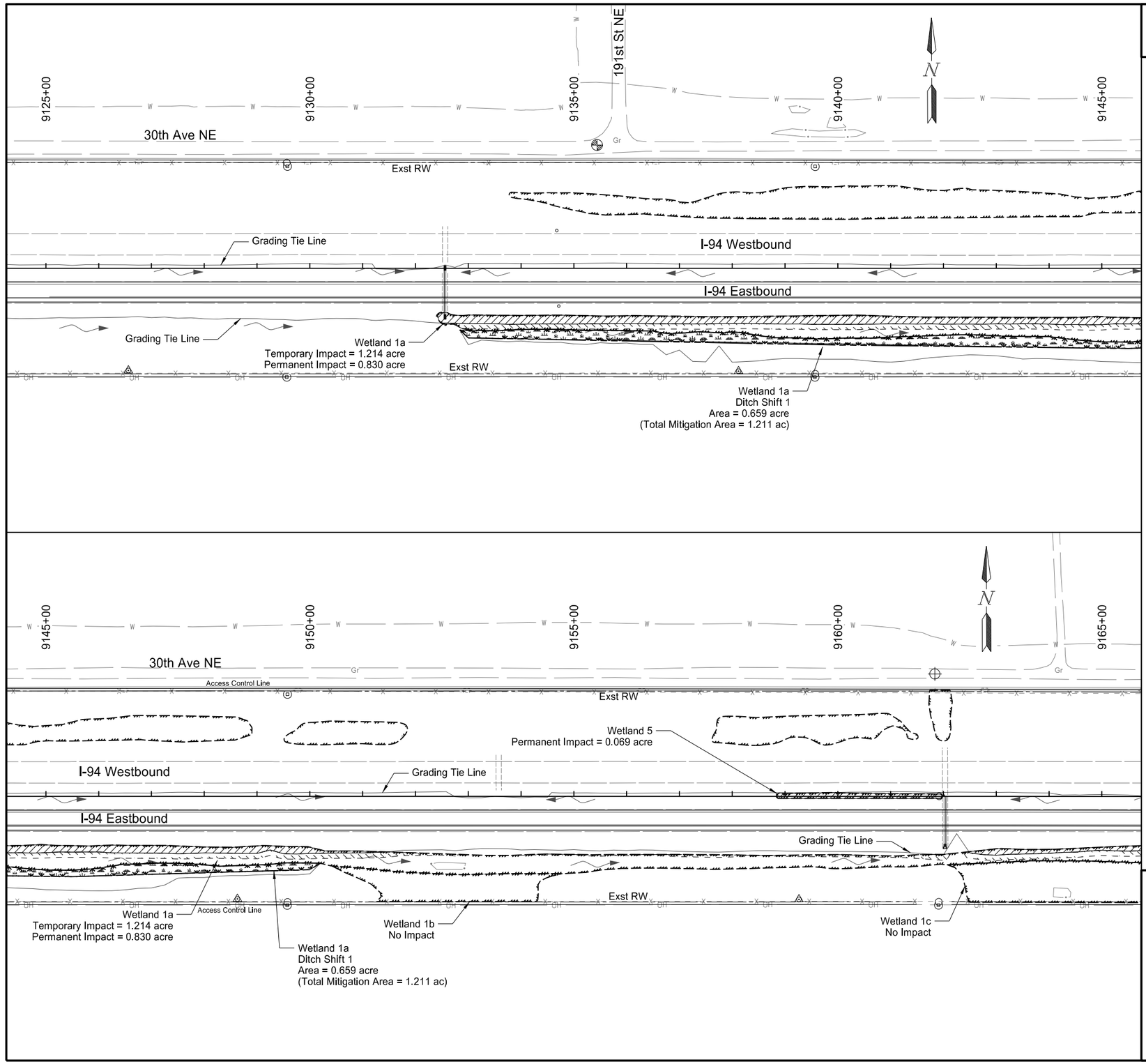
Wetland Impacts
Sta 9085+00.00 to Sta 9125+00.00

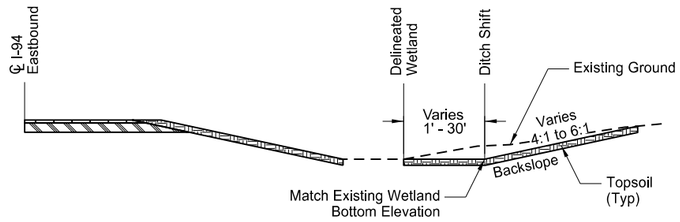
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

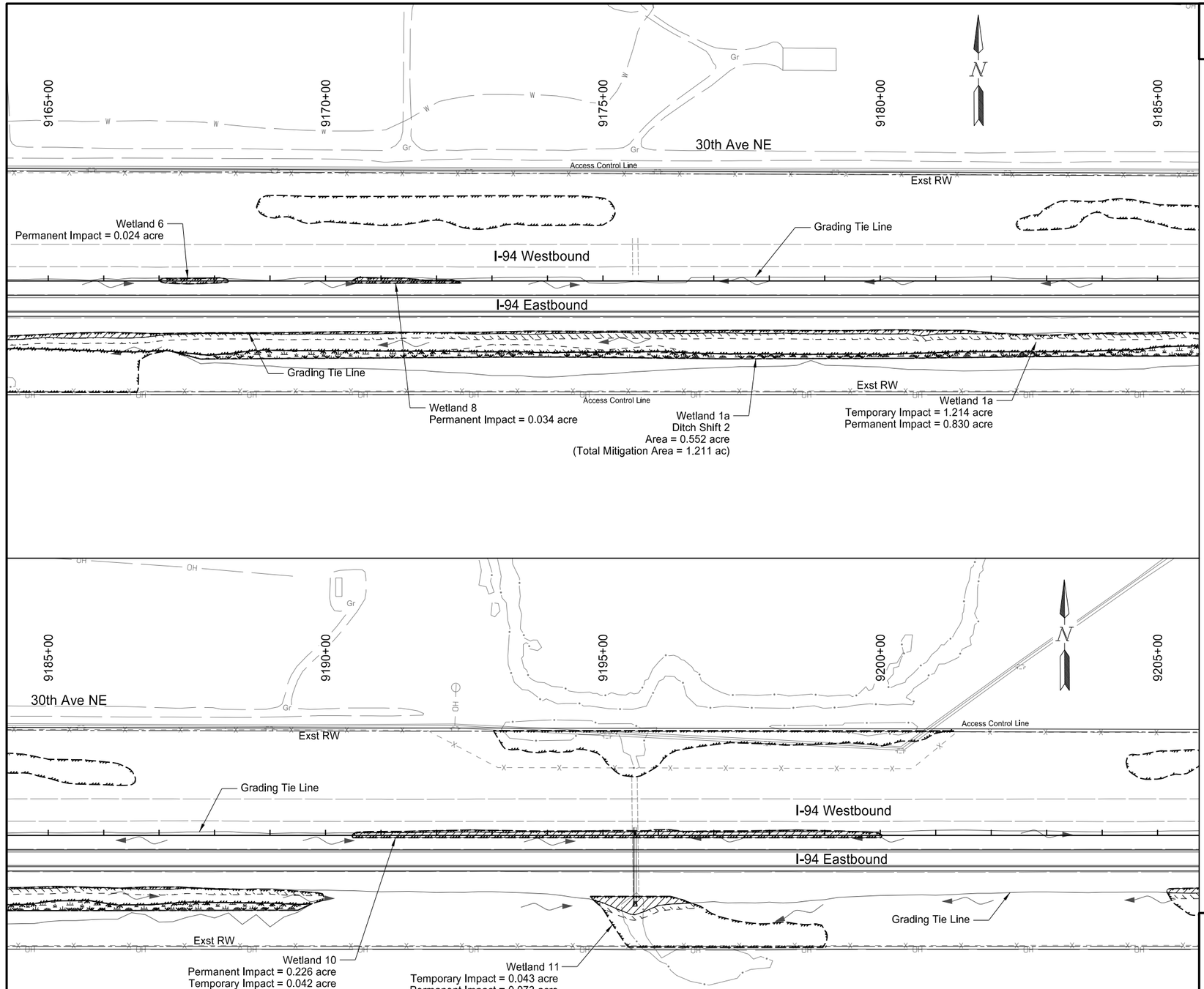
Wetland Impacts
Sta 9125+00.00 to Sta 9165+00.00

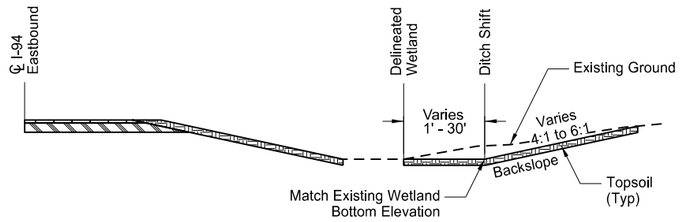
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

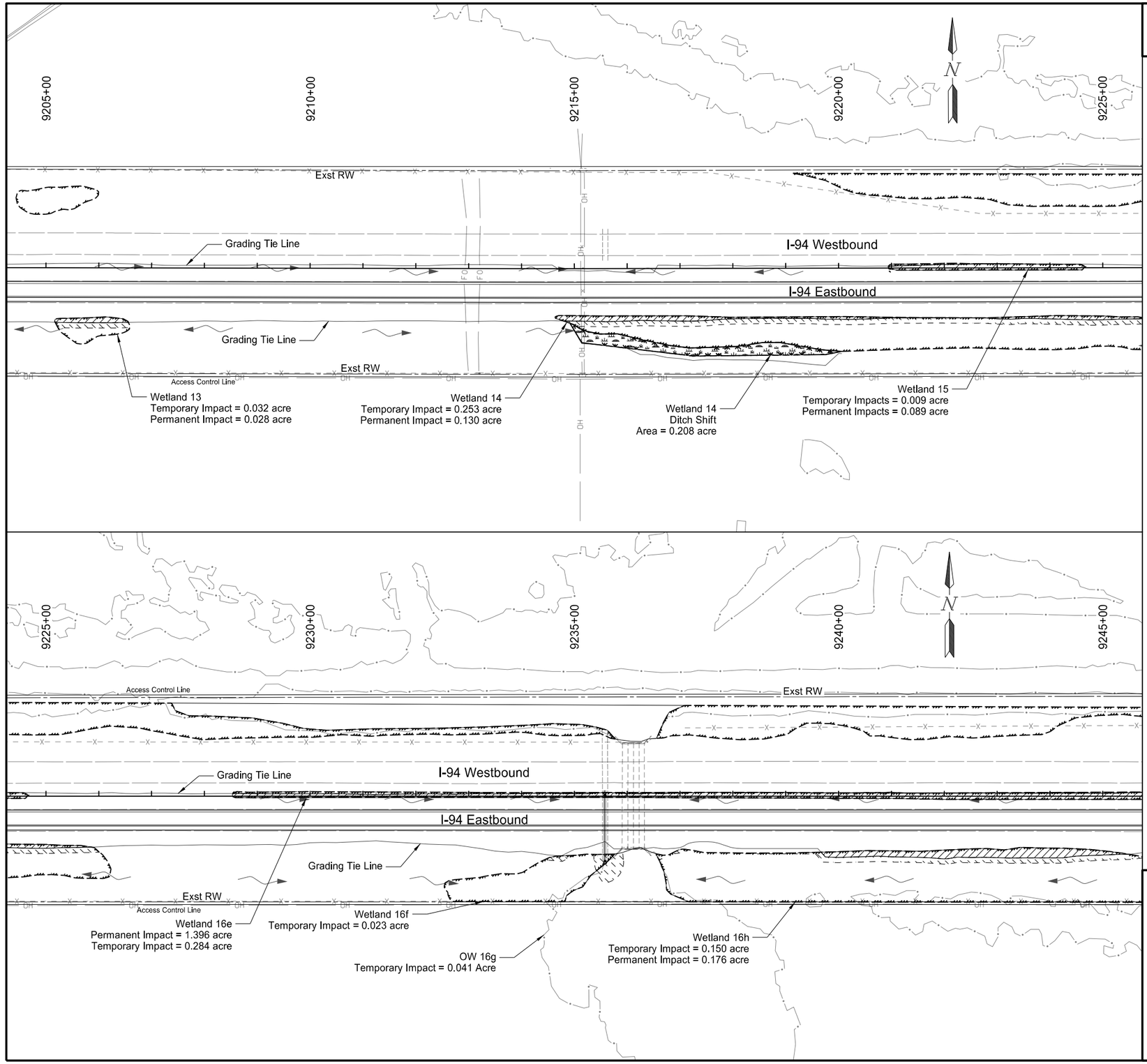
Wetland Impacts
Sta 9165+00.00 to Sta 9205+00.00

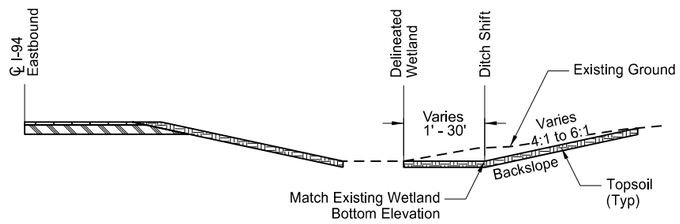
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

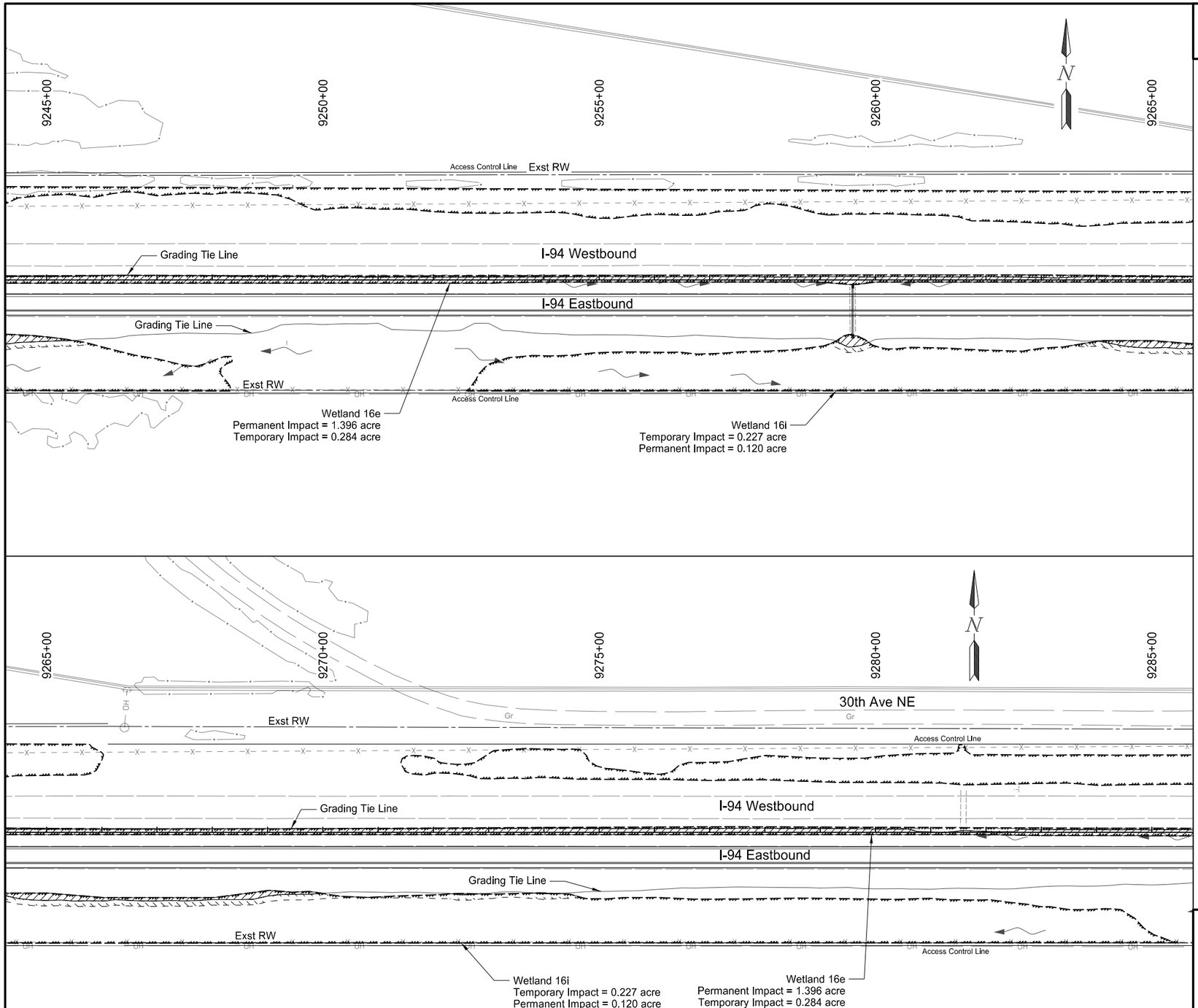
Wetland Impacts
Sta 9205+00.00 to Sta 9245+00.00

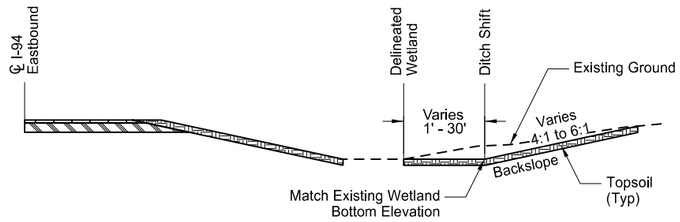
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

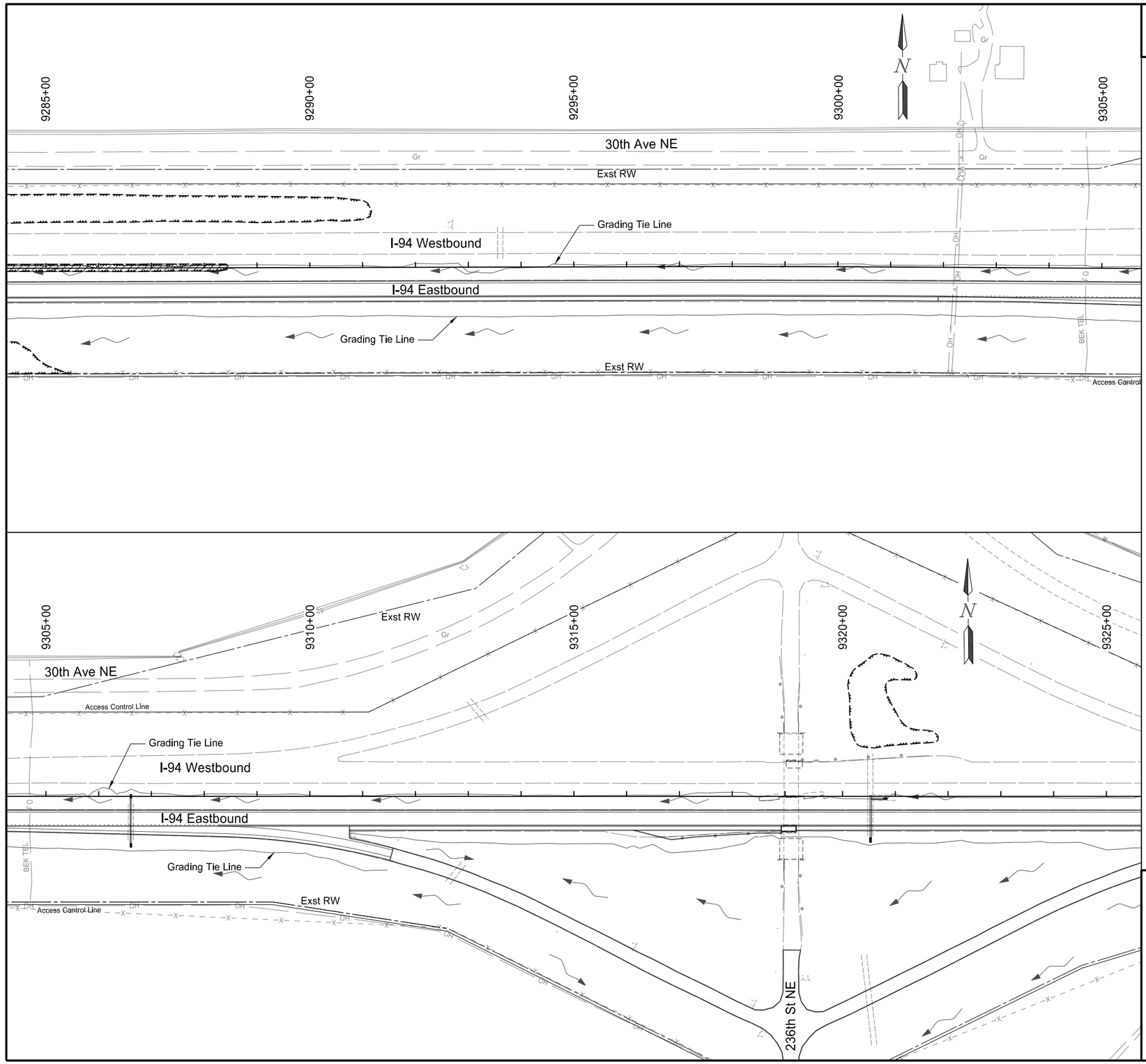
Wetland Impacts
Sta 9245+00.00 to Sta 9285+00.00

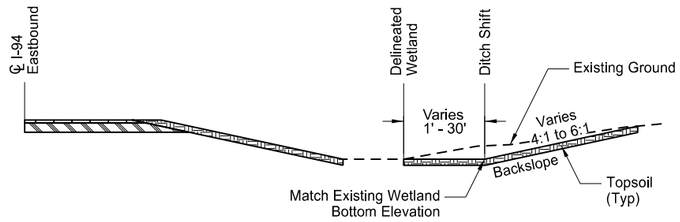
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

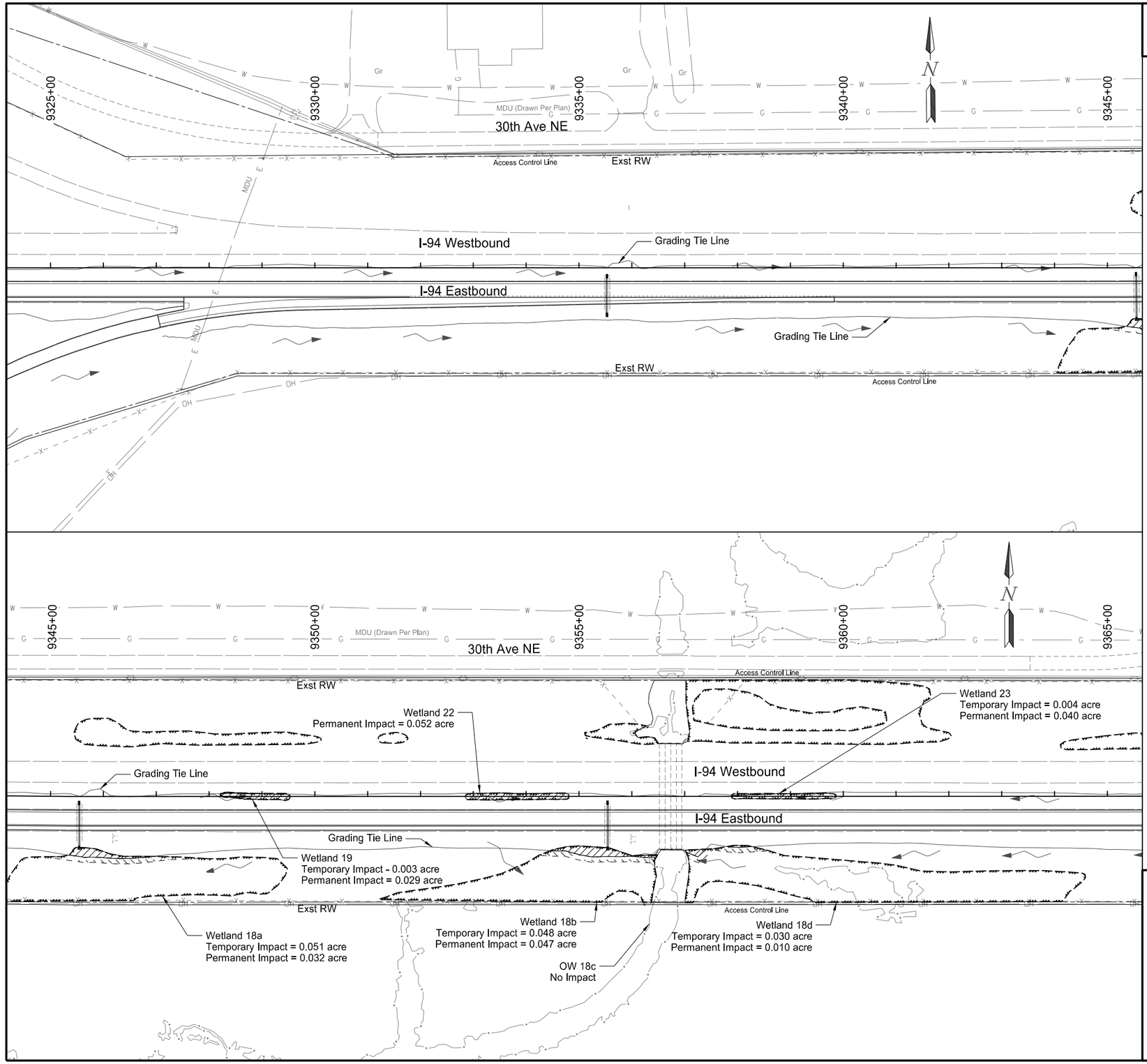
Wetland Impacts
Sta 9285+00.00 to Sta 9325+00.00

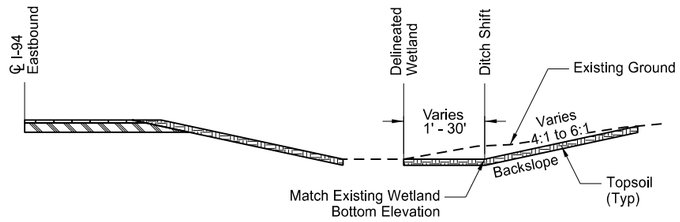
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

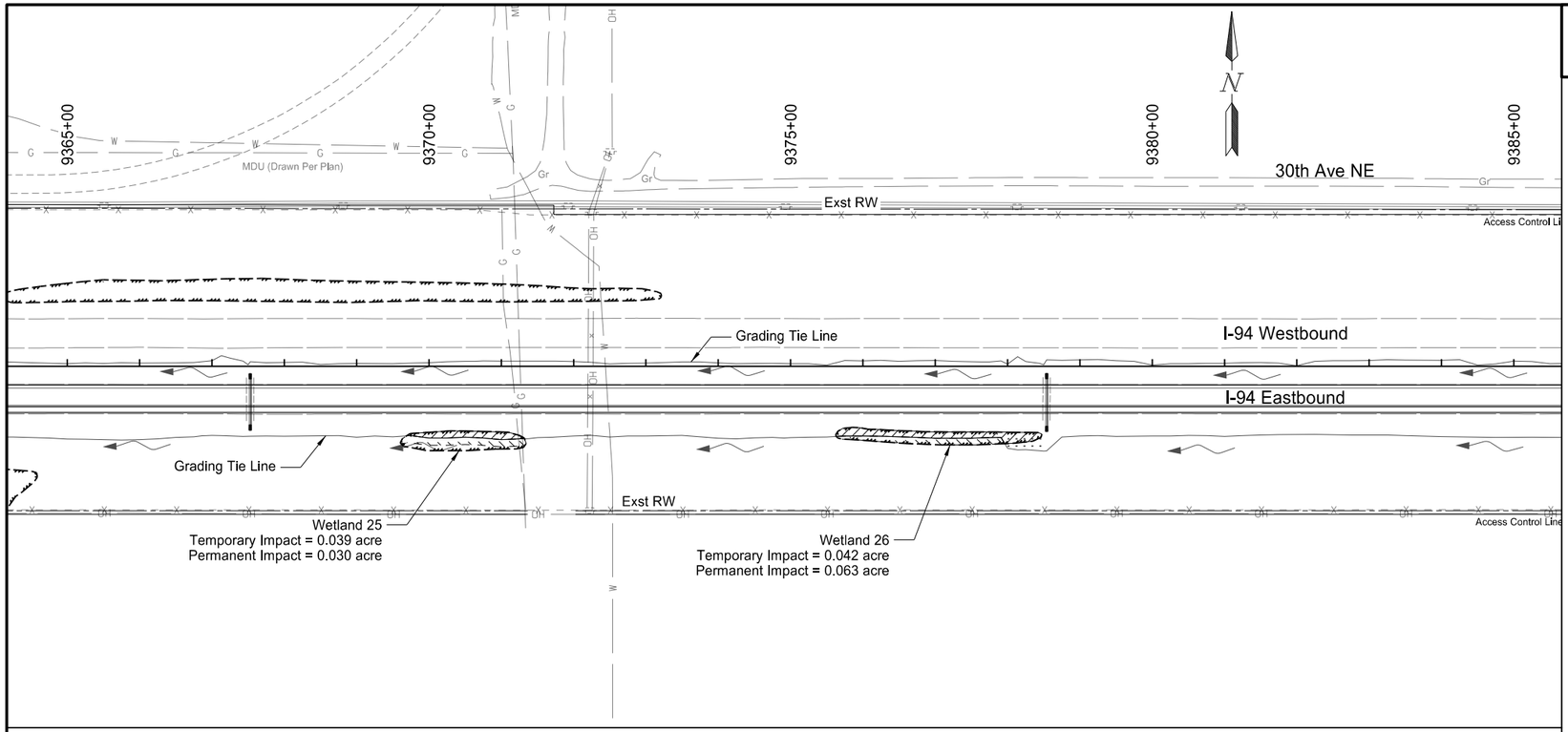
Wetland Impacts
Sta 9325+00.00 to Sta 9365+00.00

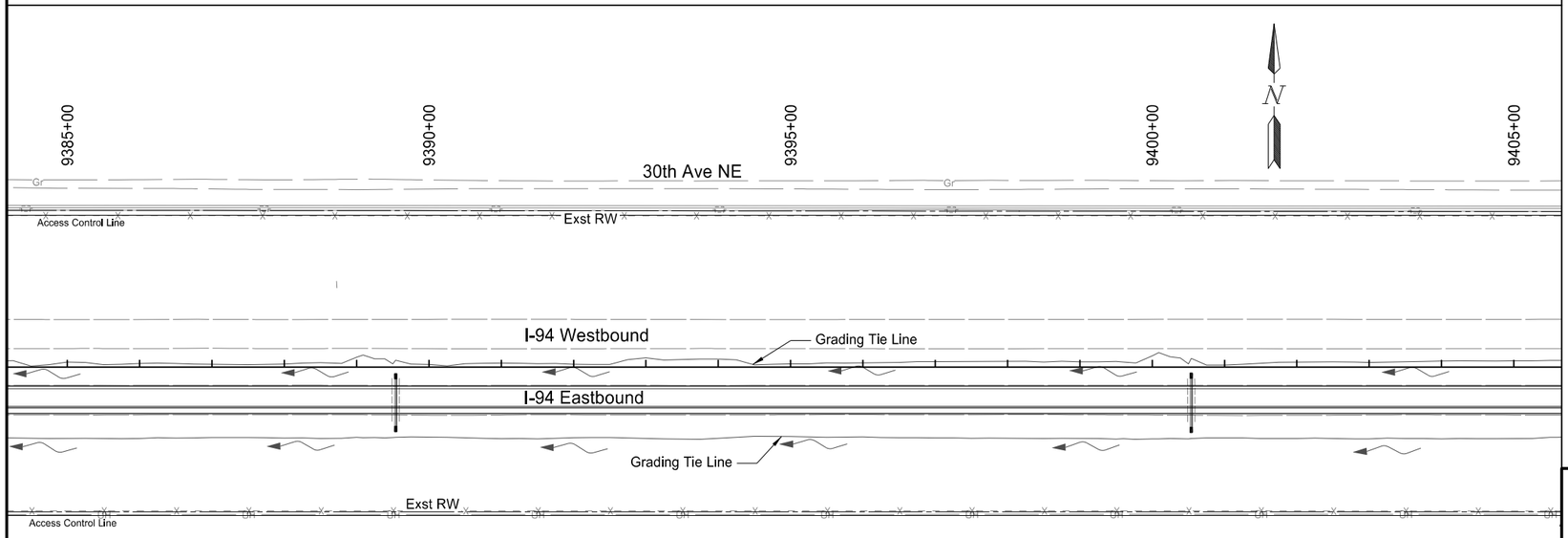
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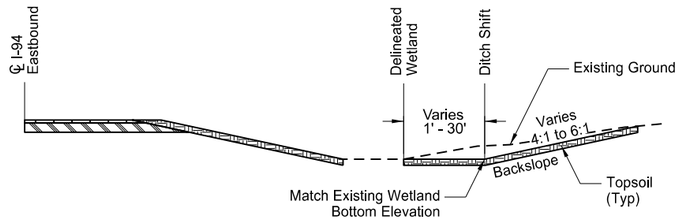
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

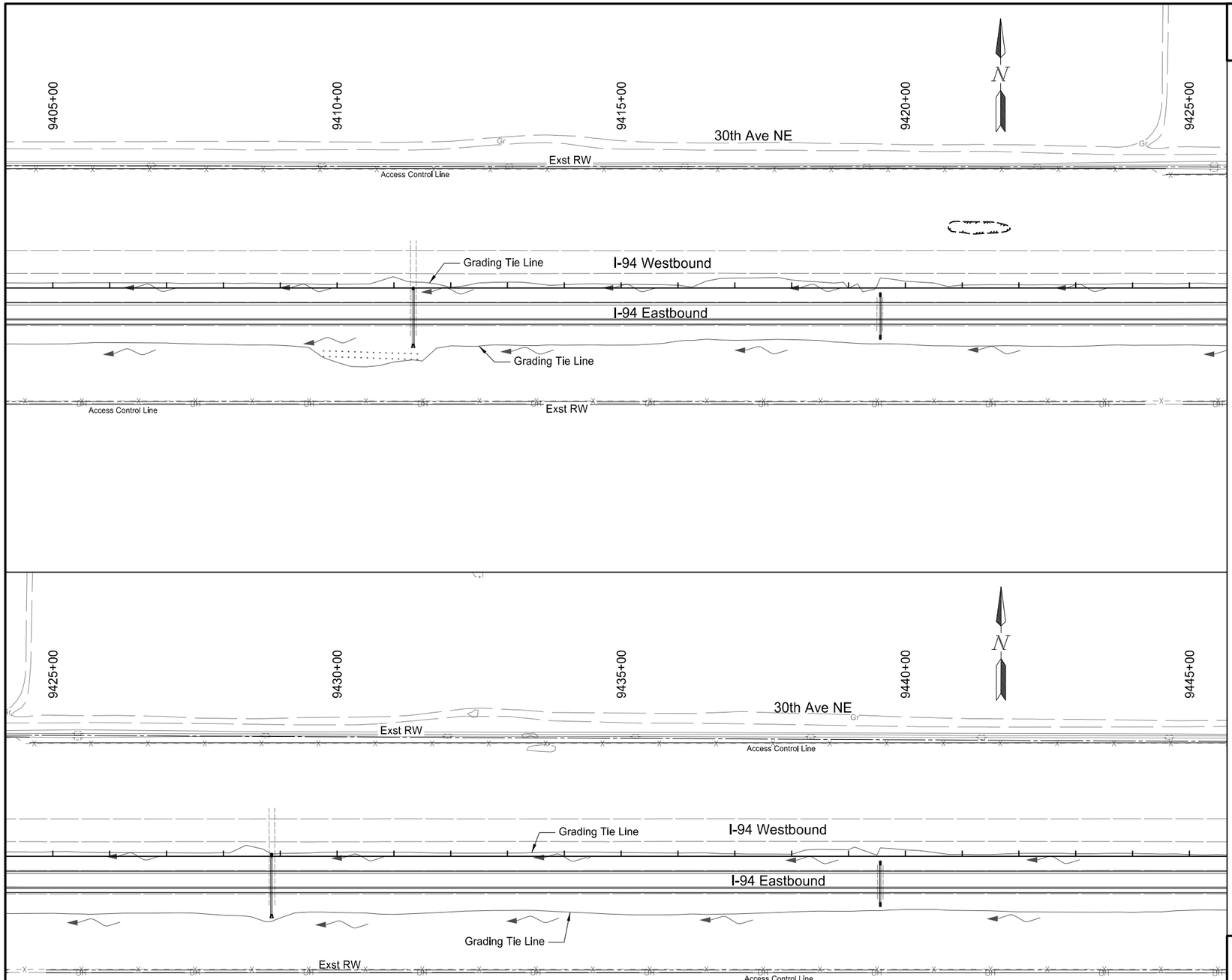
Wetland Impacts
Sta 9365+00.00 to Sta 9405+00.00

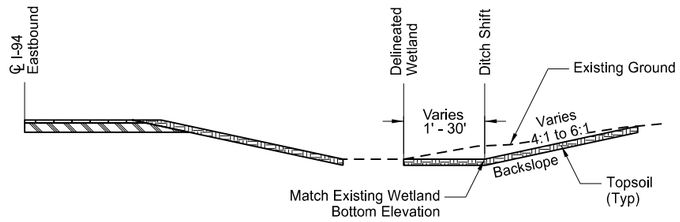
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

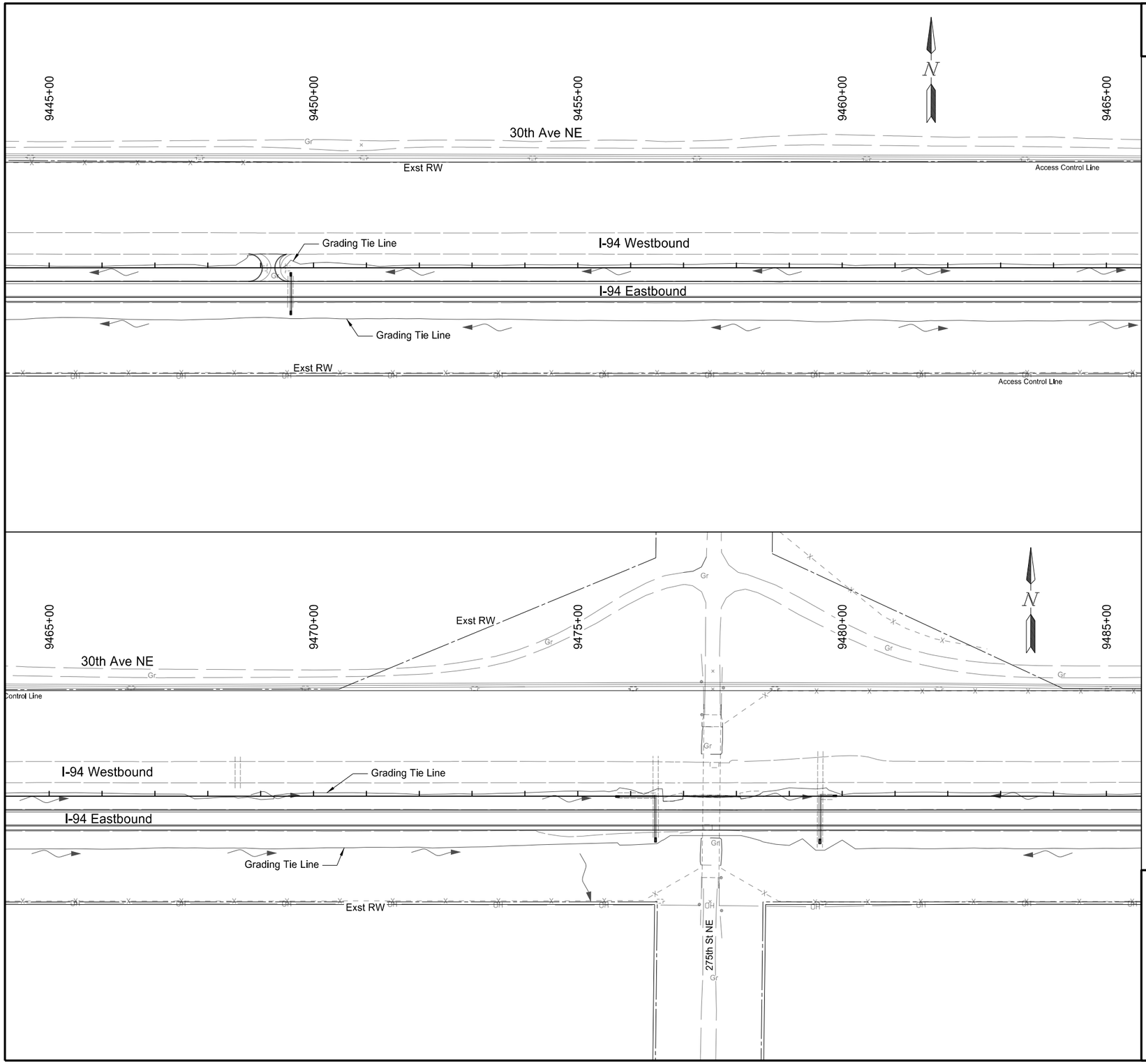
Wetland Impacts
Sta 9405+00.00 to Sta 9445+00.00

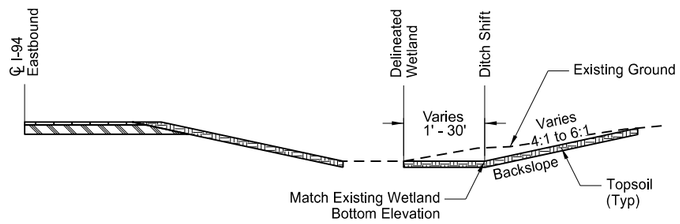
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

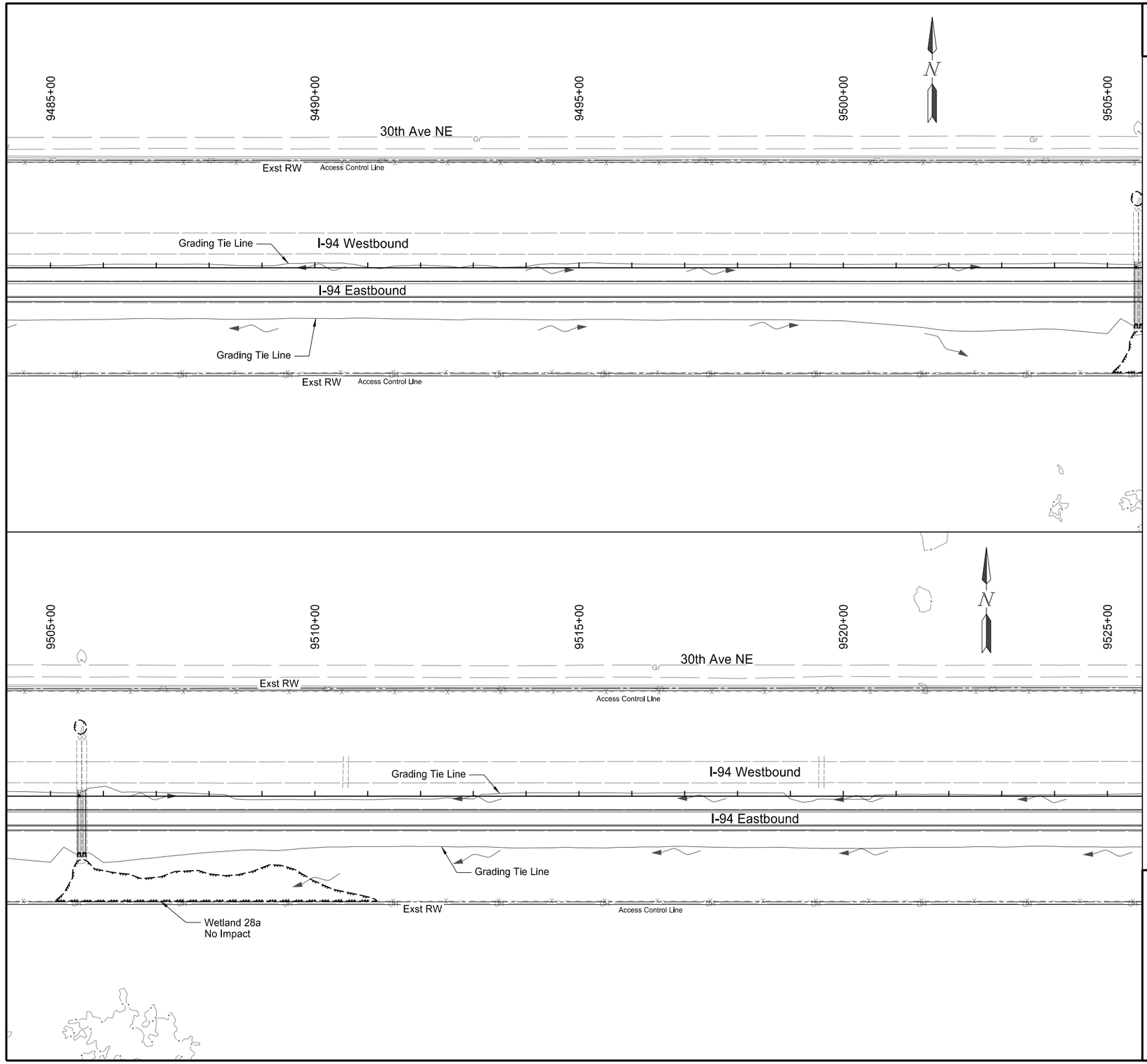
Wetland Impacts
Sta 9445+00.00 to Sta 9485+00.00

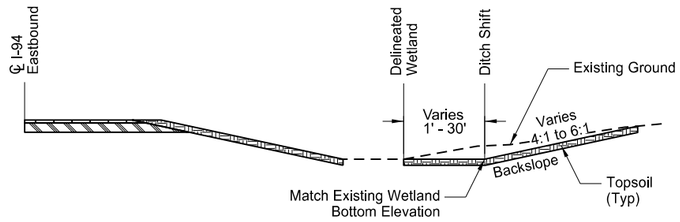
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Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

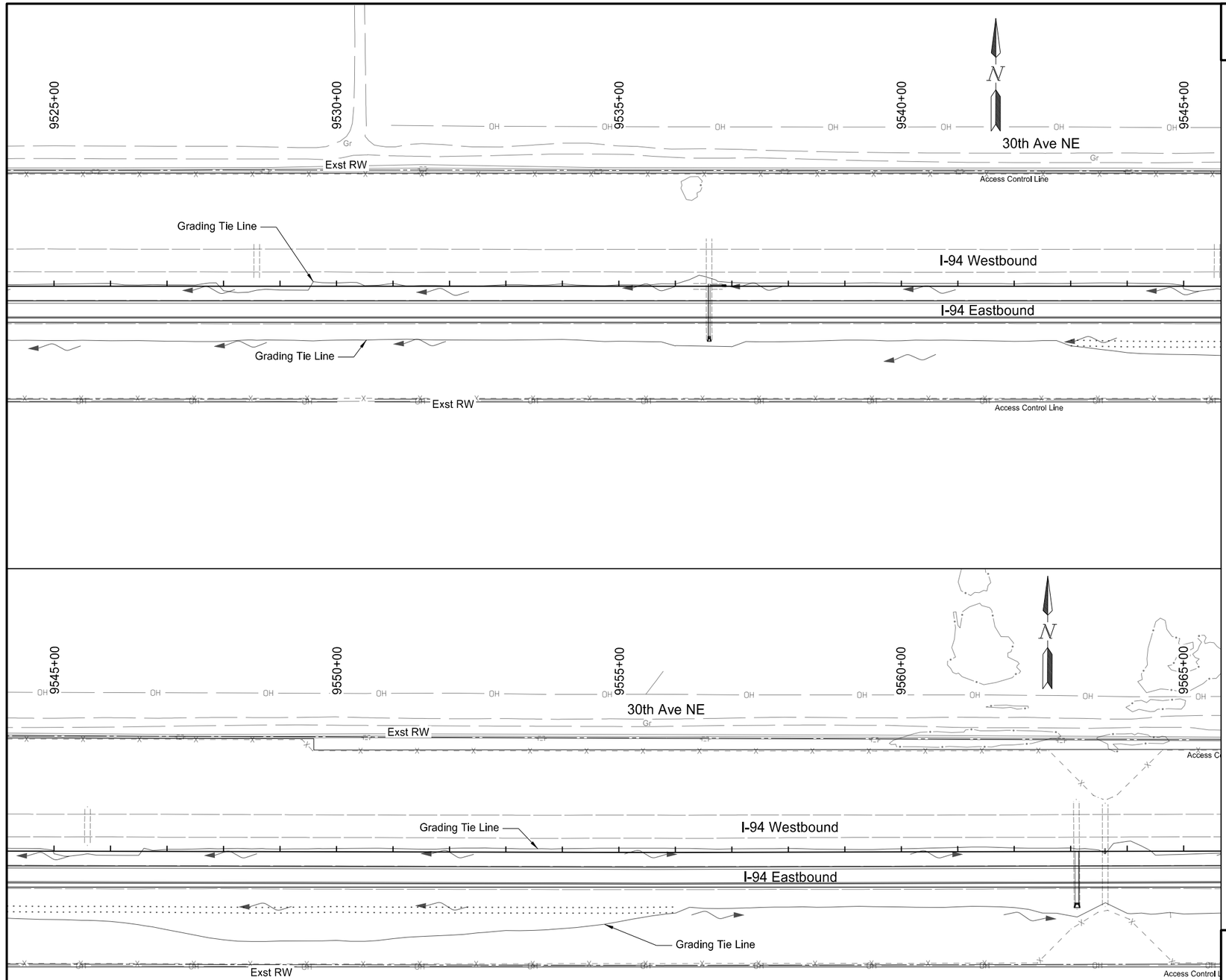
Wetland Impacts
Sta 9485+00.00 to Sta 9525+00.00

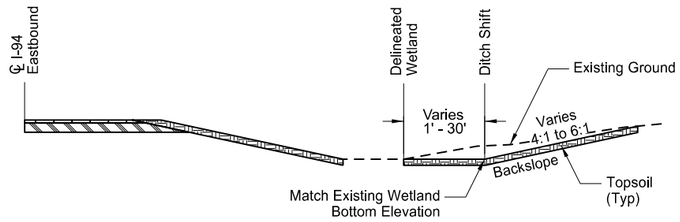
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/29/2026

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	ND	BGR-CVD-IM-1-094(238)172	75	14





Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

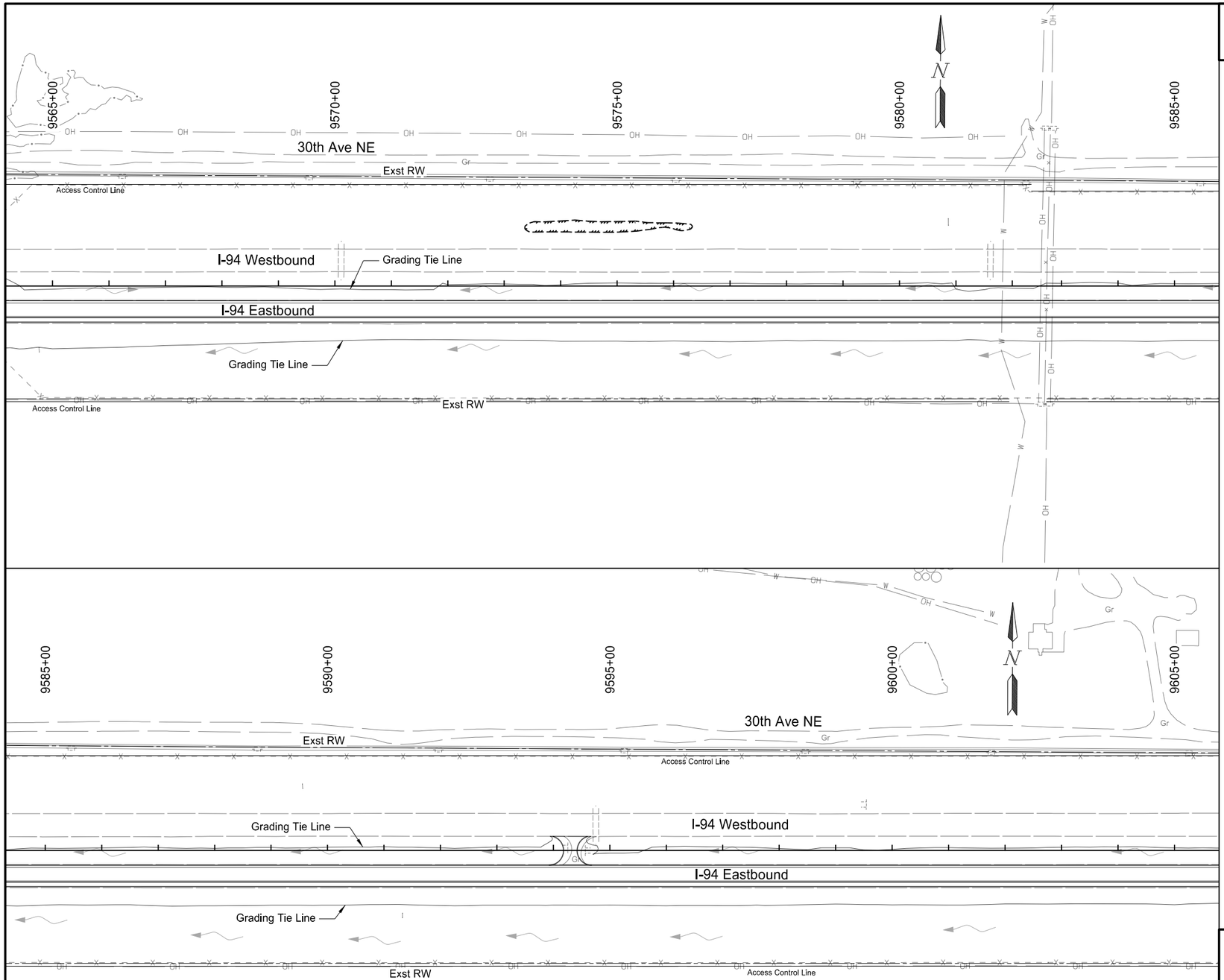
Wetland Impacts
Sta 9525+00.00 to Sta 9565+00.00

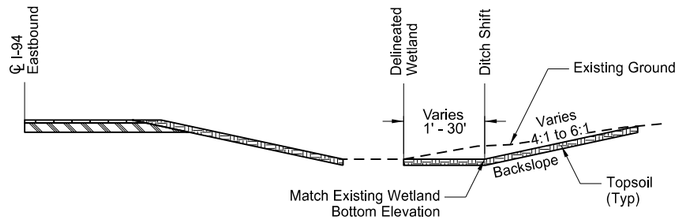
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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ADAM M. RUUD
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	ND	BGR-CVD-IM-1-094(238)172	75	15





Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

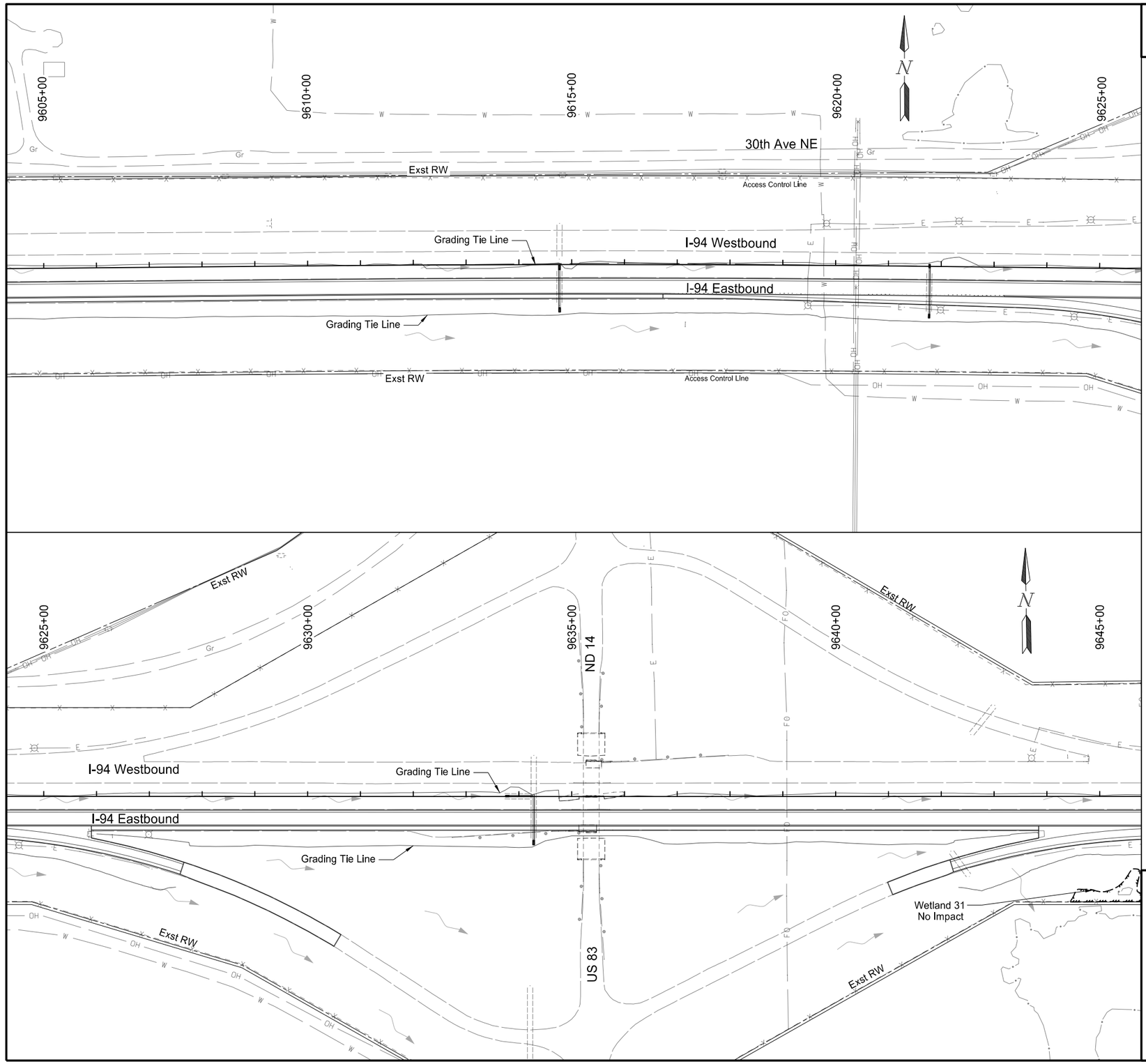
Wetland Impacts
Sta 9565+00.00 to Sta 9605+00.00

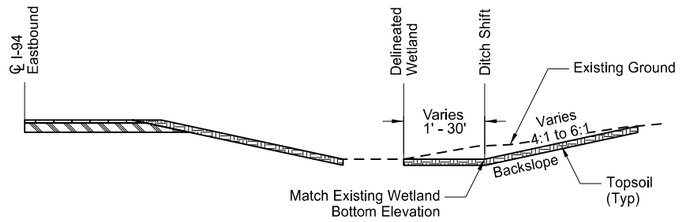
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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	ND	BGR-CVD-IM-1-094(238)172	75	16





Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

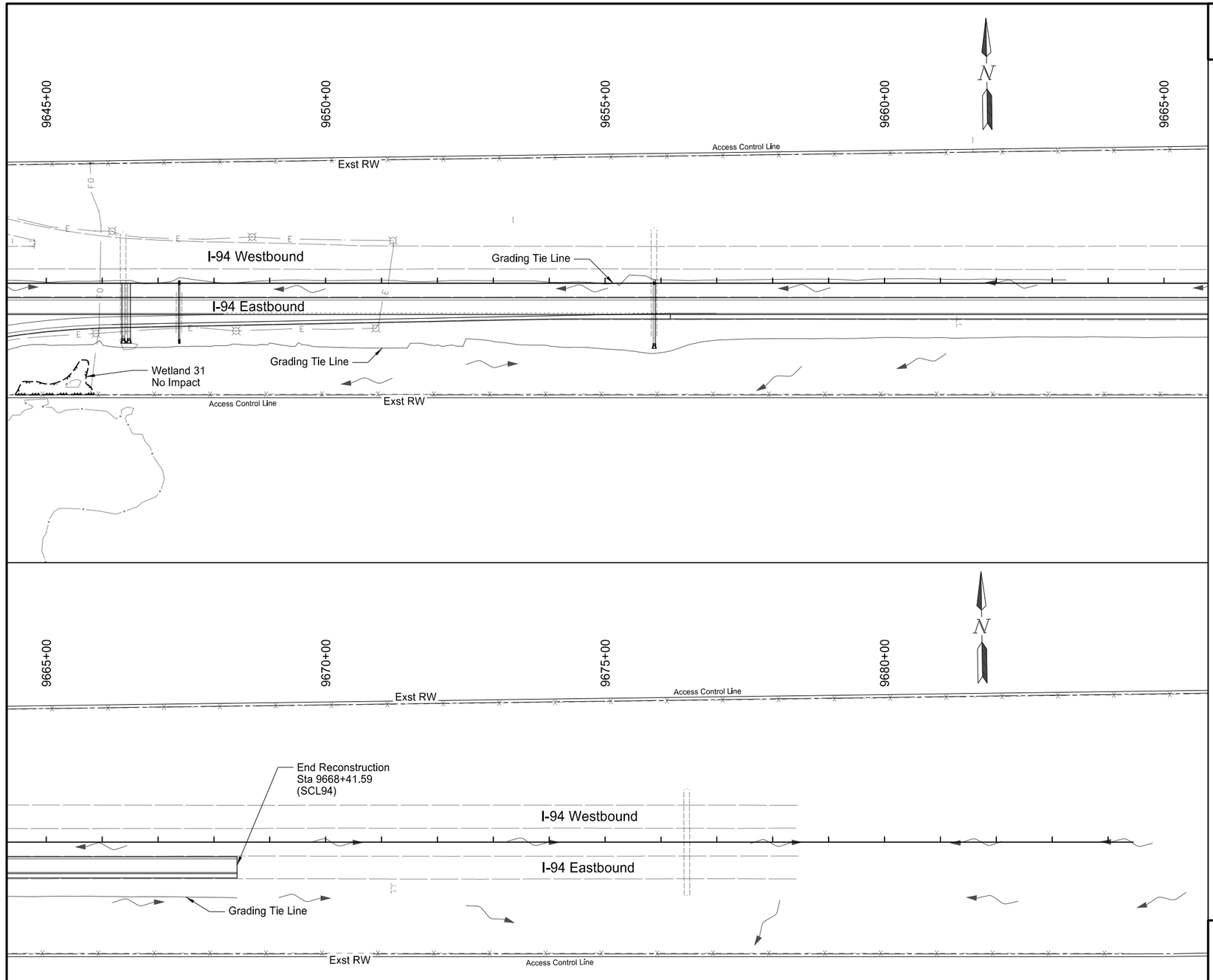
Wetland Impacts
Sta 9605+00.00 to Sta 9645+00.00

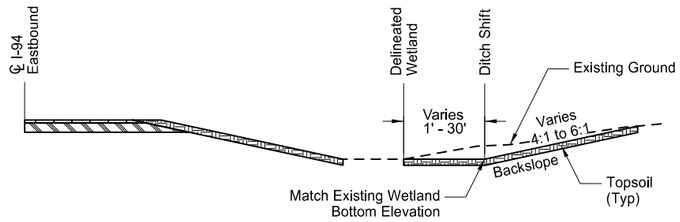
Interstate 94 - Eastbound Reconstruction
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ND	BGR-CVD-IM-1-094(238)172	75	17





Proposed Typical Section - Wetland Mitigation Ditch Shift
All Locations

Legend

- Permanent Other Waters Impact
- Temporary Other Waters Impact
- Permanent Wetland Impact
- Temporary Wetland Impact
- Wetland Mitigation Ditch Shift
- Ditch Bottom Line
- Flow Direction

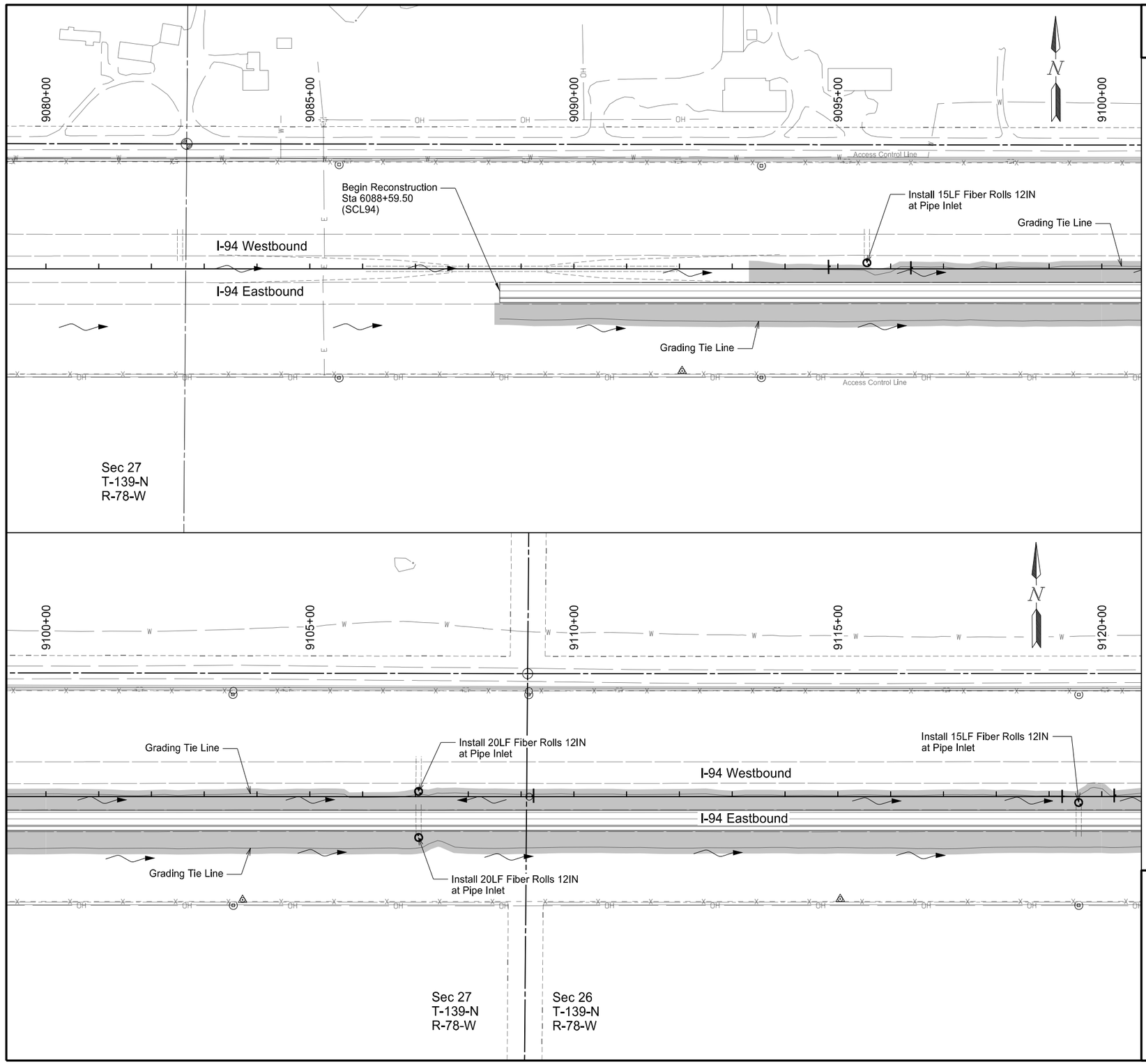
Wetland Impacts
Sta 9645+00.00 to Sta 9685+00.00

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East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	1



SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9088+59.50 to 9100+00	1.76	ACRE
		Sta 9100+00 to 9120+00	3.85	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9088+59.50 to 9100+00	1.76	ACRE
		Sta 9100+00 to 9120+00	3.85	ACRE
261	0112	FIBER ROLLS 12IN		
		Sta 9088+59.50 to 9100+00	67	LF
		Sta 9100+00 to 9120+00	107	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9088+59.50 to 9100+00	67	LF
		Sta 9100+00 to 9120+00	107	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

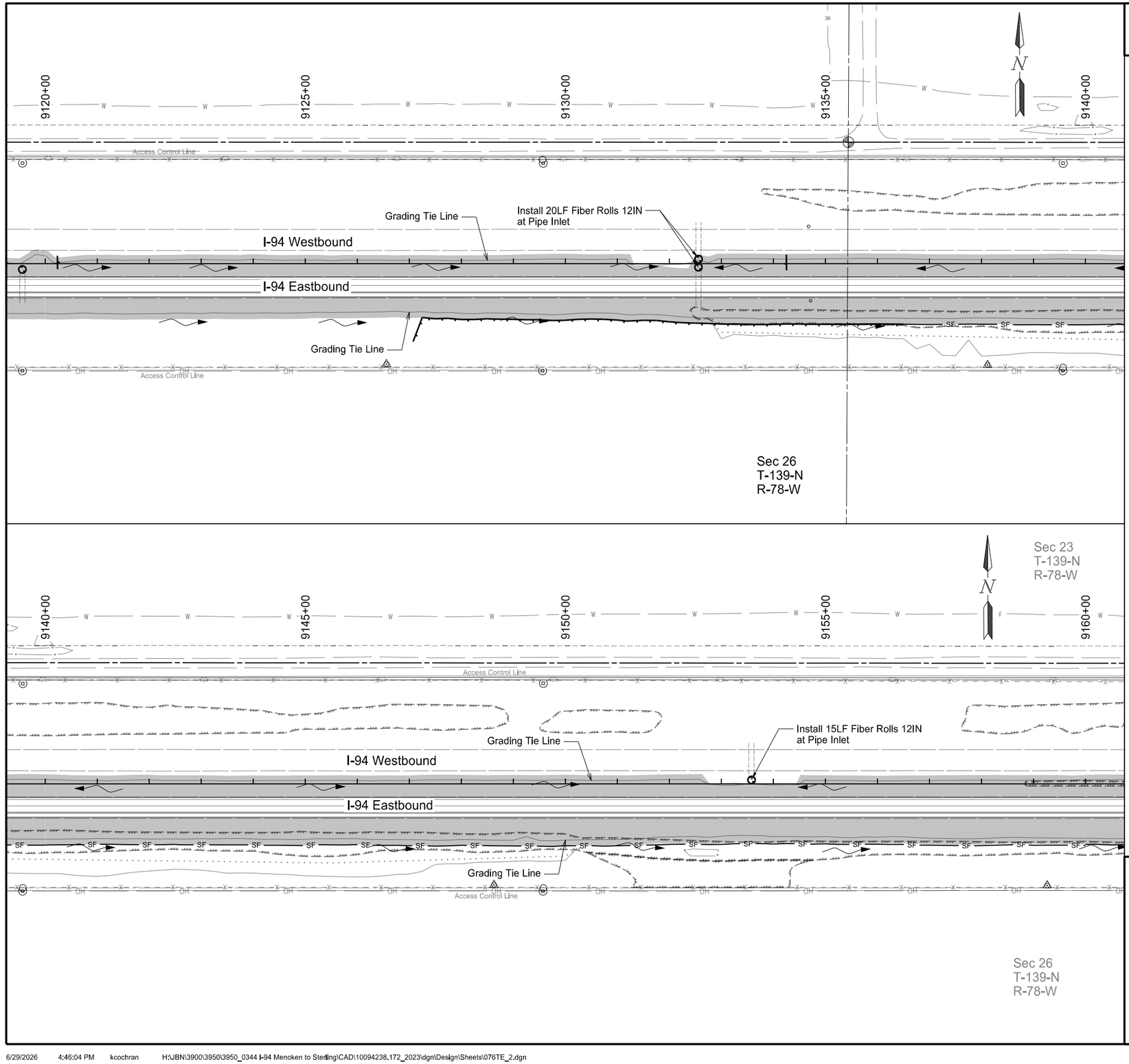
Temporary Erosion Control
Sta 9088+59.50 to 9120+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	2



SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9120+00 to 9140+00	4.07	ACRE
		Sta 9140+00 to 9160+00	4.3	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9120+00 to 9140+00	4.07	ACRE
		Sta 9140+00 to 9160+00	4.3	ACRE
260	0300	SILT FENCE		
		Sta 9136+50 to 9140+00	350	LF
		Sta 9140+00 to 9160+00	2000	LF
260	0301	REMOVE SILT FENCE		
		Sta 9136+50 to 9140+00	350	LF
		Sta 9140+00 to 9160+00	2000	LF
261	0112	FIBER ROLLS 12IN		
		Sta 9120+00 to 9140+00	1072	LF
		Sta 9140+00 to 9160+00	15	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9120+00 to 9140+00	1072	LF
		Sta 9140+00 to 9160+00	15	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

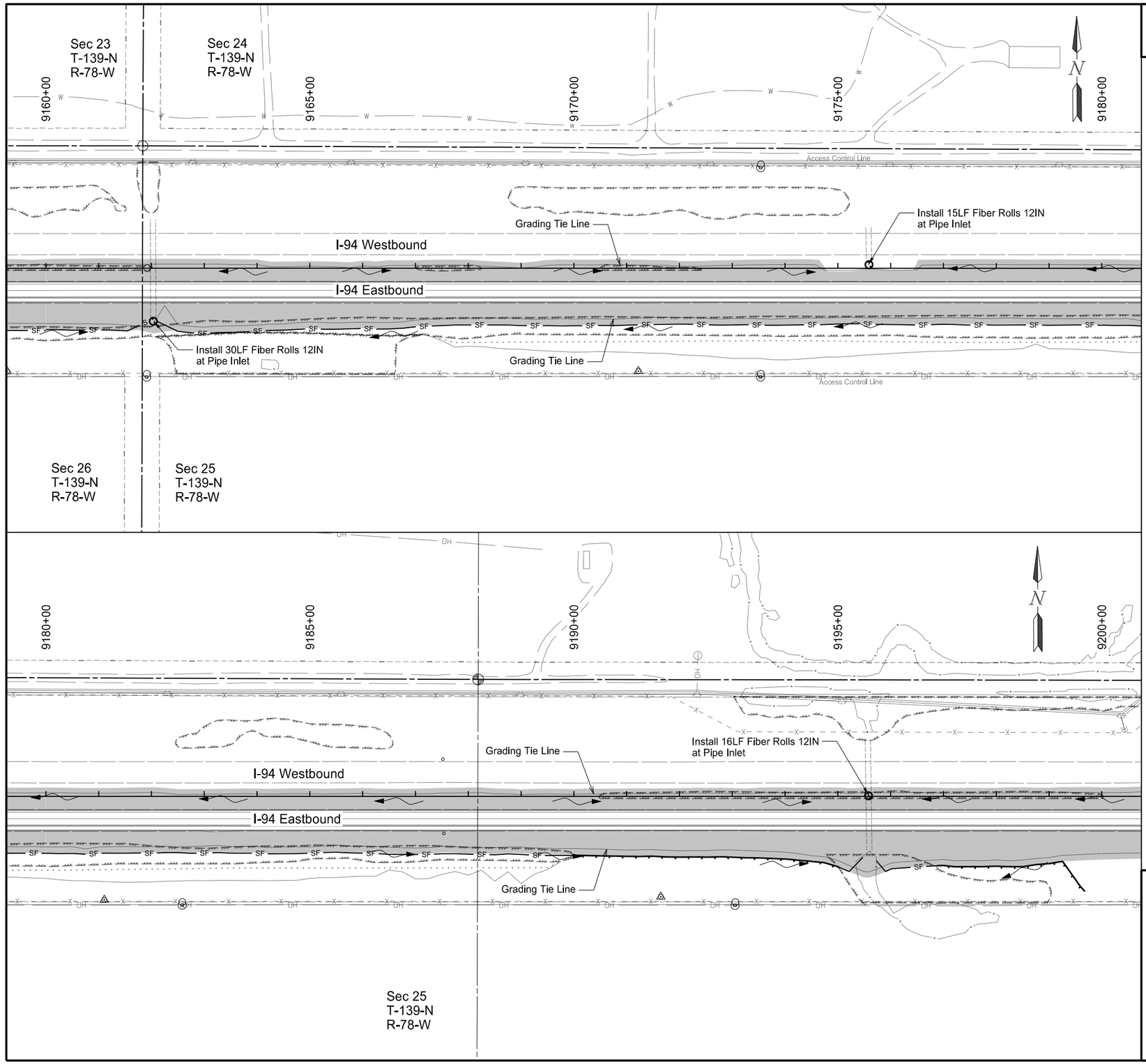
- Temporary Cover Crop Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

Temporary Erosion Control
Sta 9120+00.00 to 9160+00.00

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	3

SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9160+00 to 9180+00	3.95	ACRE
		Sta 9180+00 to 9200+00	4.29	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9160+00 to 9180+00	3.95	ACRE
		Sta 9180+00 to 9200+00	4.29	ACRE
260	0300	SILT FENCE		
		Sta 9160+00 to 9180+00	1990	LF
		Sta 9180+00 to 9200+00	1180	LF
260	0301	REMOVE SILT FENCE		
		Sta 9160+00 to 9180+00	1990	LF
		Sta 9180+00 to 9200+00	1180	LF
261	0112	FIBER ROLLS 12IN		
		Sta 9160+00 to 9180+00	45	LF
		Sta 9180+00 to 9200+00	834	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9160+00 to 9180+00	45	LF
		Sta 9180+00 to 9200+00	834	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

Temporary Erosion Control
Sta 9160+00.00 to 9200+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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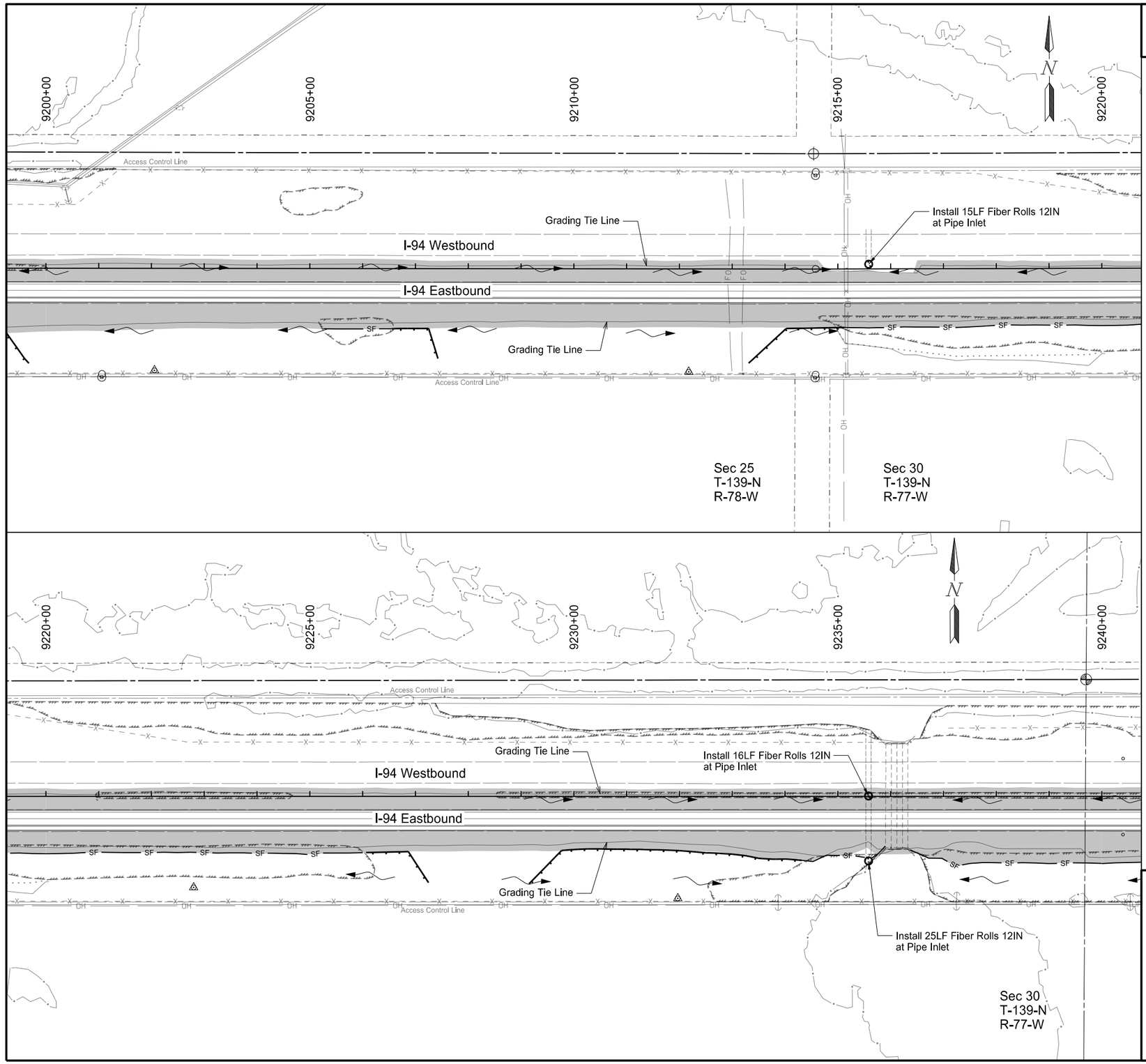
6/29/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	4

SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9200+00 to 9220+00	4.07	ACRE
		Sta 9220+00 to 9240+00	4	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9200+00 to 9220+00	4.07	ACRE
		Sta 9220+00 to 9240+00	4	ACRE
260	0300	SILT FENCE		
		Sta 9200+00 to 9220+00	617	LF
		Sta 9220+00 to 9240+00	1135	LF
260	0301	REMOVE SILT FENCE		
		Sta 9200+00 to 9220+00	617	LF
		Sta 9220+00 to 9240+00	1135	LF
261	0112	FIBER ROLLS 12IN		
		Sta 9200+00 to 9220+00	352	LF
		Sta 9220+00 to 9240+00	735	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9200+00 to 9220+00	352	LF
		Sta 9220+00 to 9240+00	735	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted



Legend

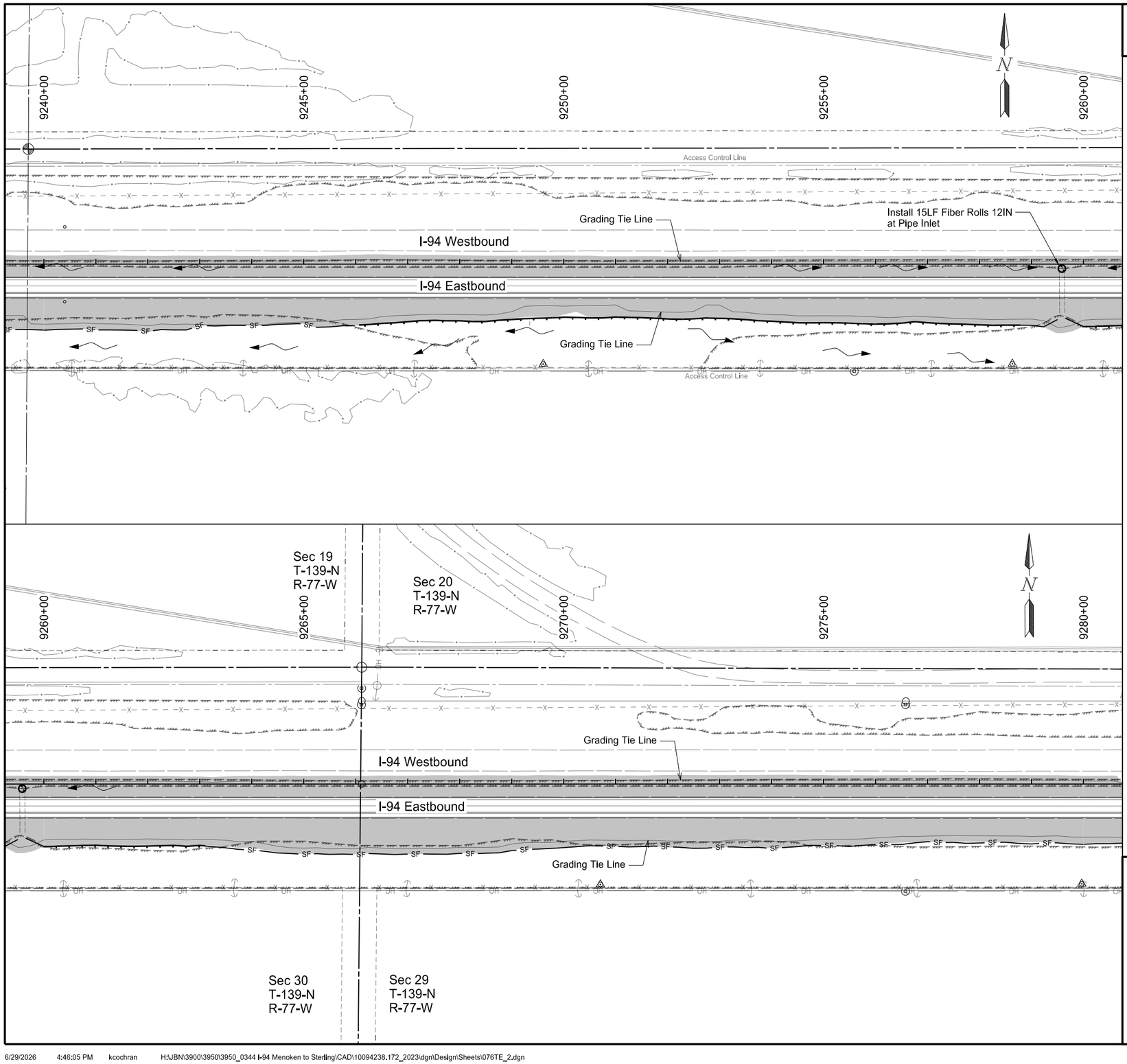
- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

Temporary Erosion Control
Sta 9200+00.00 to 9240+00.00

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	ND	BGR-CVD-IM-1-094(238)172	76	5

SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9240+00 to 9260+00	4.21	ACRE
		Sta 9260+00 to 9280+00	4.6	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9240+00 to 9260+00	4.21	ACRE
		Sta 9260+00 to 9280+00	4.6	ACRE
260	0300	SILT FENCE		
		Sta 9240+00 to 9260+00	725	LF
		Sta 9260+00 to 9280+00	1695	LF
260	0301	REMOVE SILT FENCE		
		Sta 9240+00 to 9260+00	725	LF
		Sta 9260+00 to 9280+00	1695	LF
261	0112	FIBER ROLLS 12IN		
		Sta 9240+00 to 9260+00	1289	LF
		Sta 9260+00 to 9280+00	311	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9240+00 to 9260+00	1289	LF
		Sta 9260+00 to 9280+00	311	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

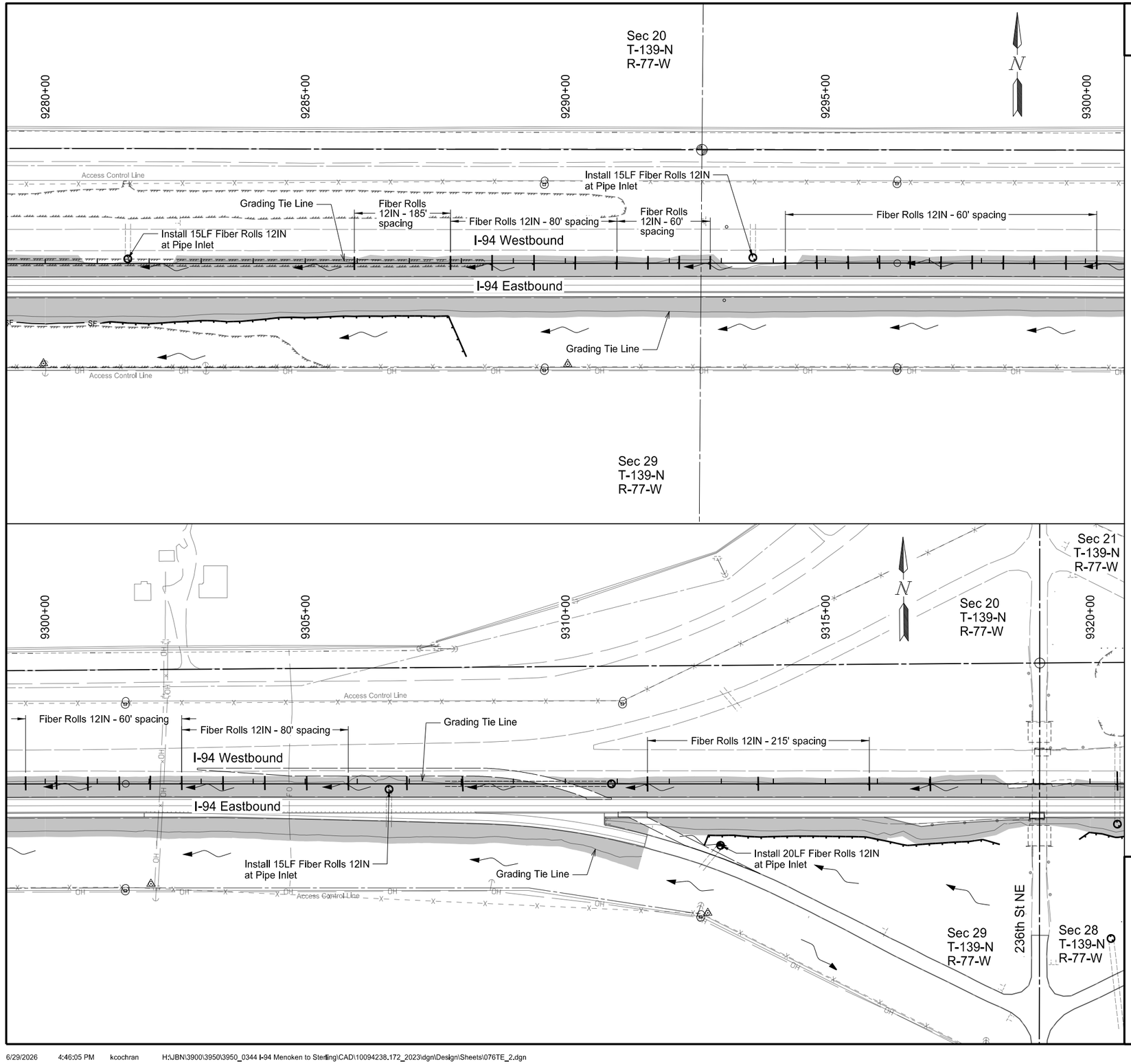
Temporary Erosion Control
Sta 9240+00.00 to 9280+00.00

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East Menoken Interchange to Sterling Interchange

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	ND	BGR-CVD-IM-1-094(238)172	76	6



SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9280+00 to 9300+00	3.62	ACRE
		Sta 9300+00 to 9320+00	3.41	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9280+00 to 9300+00	3.62	ACRE
		Sta 9300+00 to 9320+00	3.41	ACRE
260	0300	SILT FENCE		
		Sta 9280+00 to 9281+10	110	LF
260	0301	REMOVE SILT FENCE		
		Sta 9280+00 to 9281+10	110	LF
261	0112	FIBER ROLLS 12IN		
		Sta 9280+00 to 9300+00	1287	LF
		Sta 9300+00 to 9320+00	1071	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9280+00 to 9300+00	1287	LF
		Sta 9300+00 to 9320+00	1071	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

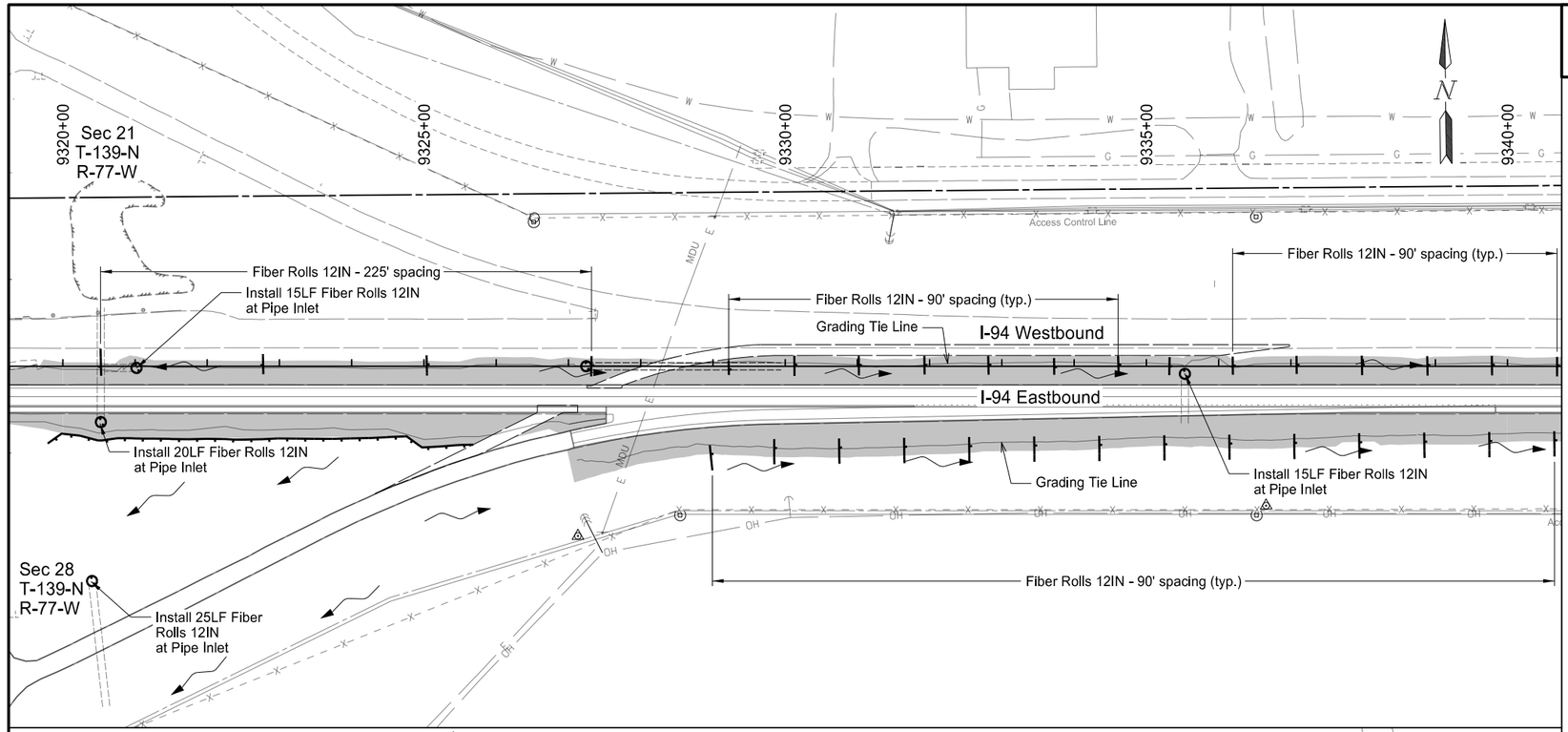
Temporary Erosion Control
Sta 9280+00.00 to 9320+00.00

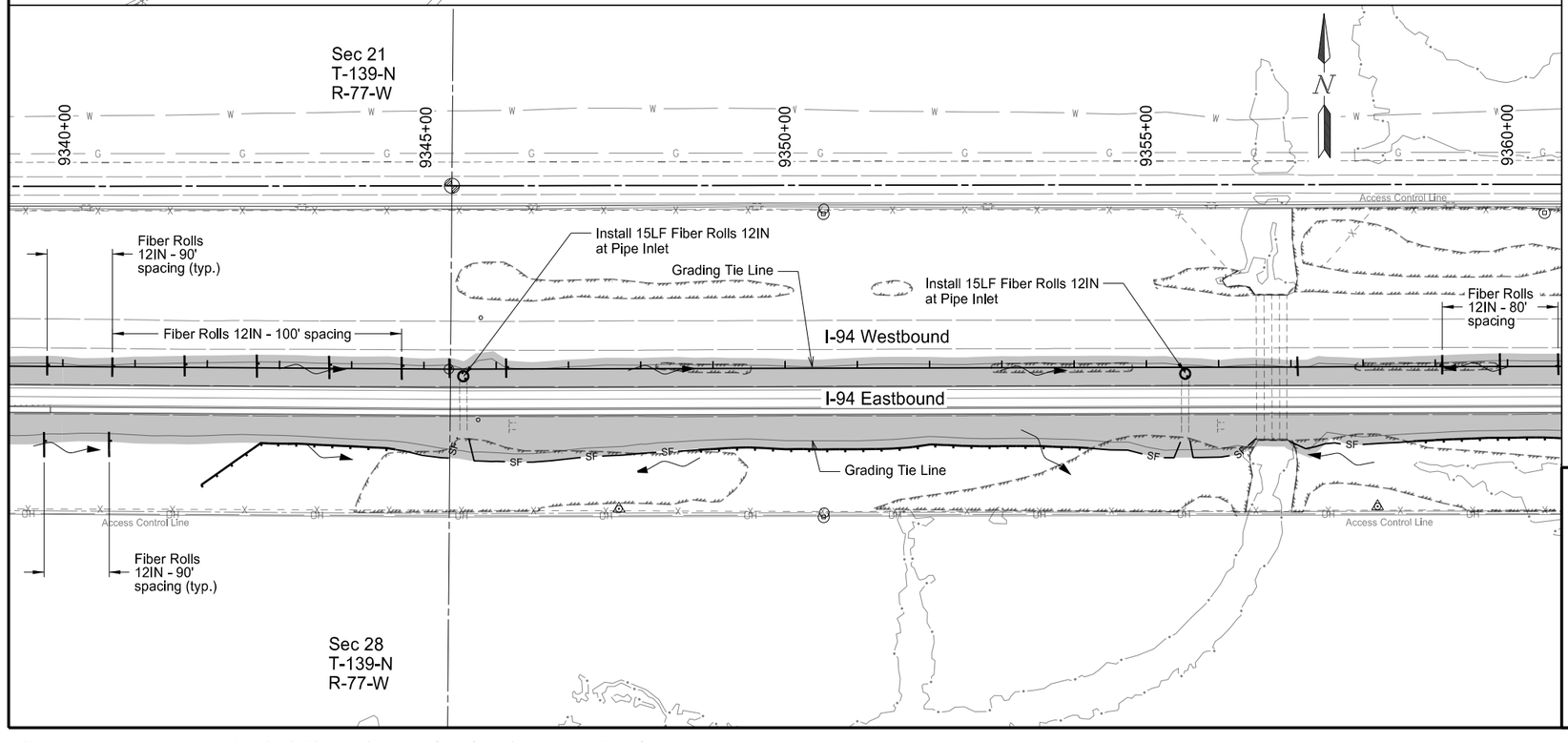
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

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	ND	BGR-CVD-IM-1-094(238)172	76	7





SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9320+00 to 9340+00	3.55	ACRE
		Sta 9340+00 to 9360+00	4.07	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9320+00 to 9340+00	3.55	ACRE
		Sta 9340+00 to 9360+00	4.07	ACRE
260	0300	SILT FENCE		
		Sta 9344+61 to 9348+80	451	LF
		Sta 9354+20 to 9358+71	439	LF
260	0301	REMOVE SILT FENCE		
		Sta 9344+61 to 9348+80	451	LF
		Sta 9354+20 to 9358+71	439	LF
261	0112	FIBER ROLLS 12IN		
		Sta 9320+00 to 9340+00	1577	LF
		Sta 9340+00 to 9360+00	2278	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9320+00 to 9340+00	1577	LF
		Sta 9340+00 to 9360+00	2278	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

Temporary Erosion Control
Sta 9320+00.00 to 9360+00.00

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	ND	BGR-CVD-IM-1-094(238)172	76	8

SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9360+00 to 9380+00	3.93	ACRE
		Sta 9380+00 to 9400+00	3.9	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9360+00 to 9380+00	3.93	ACRE
		Sta 9380+00 to 9400+00	3.9	ACRE
260	0300	SILT FENCE		
		Sta 9369+65 to 9371+25	160	LF
260	0301	REMOVE SILT FENCE		
		Sta 9369+65 to 9371+25	160	LF
261	0112	FIBER ROLLS 12IN		
		Sta 9360+00 to 9380+00	1215	LF
		Sta 9380+00 to 9400+00	1387	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9360+00 to 9380+00	1215	LF
		Sta 9380+00 to 9400+00	1387	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

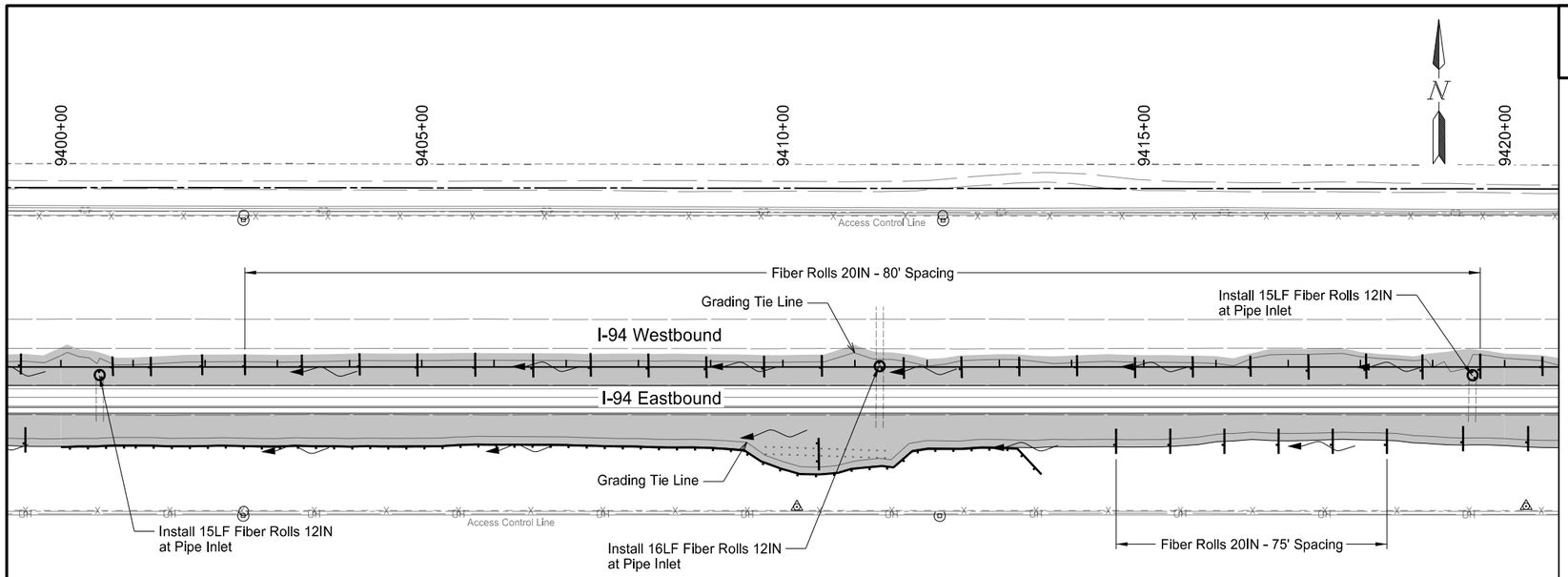
Temporary Erosion Control
Sta 9360+00.00 to 9400+00.00

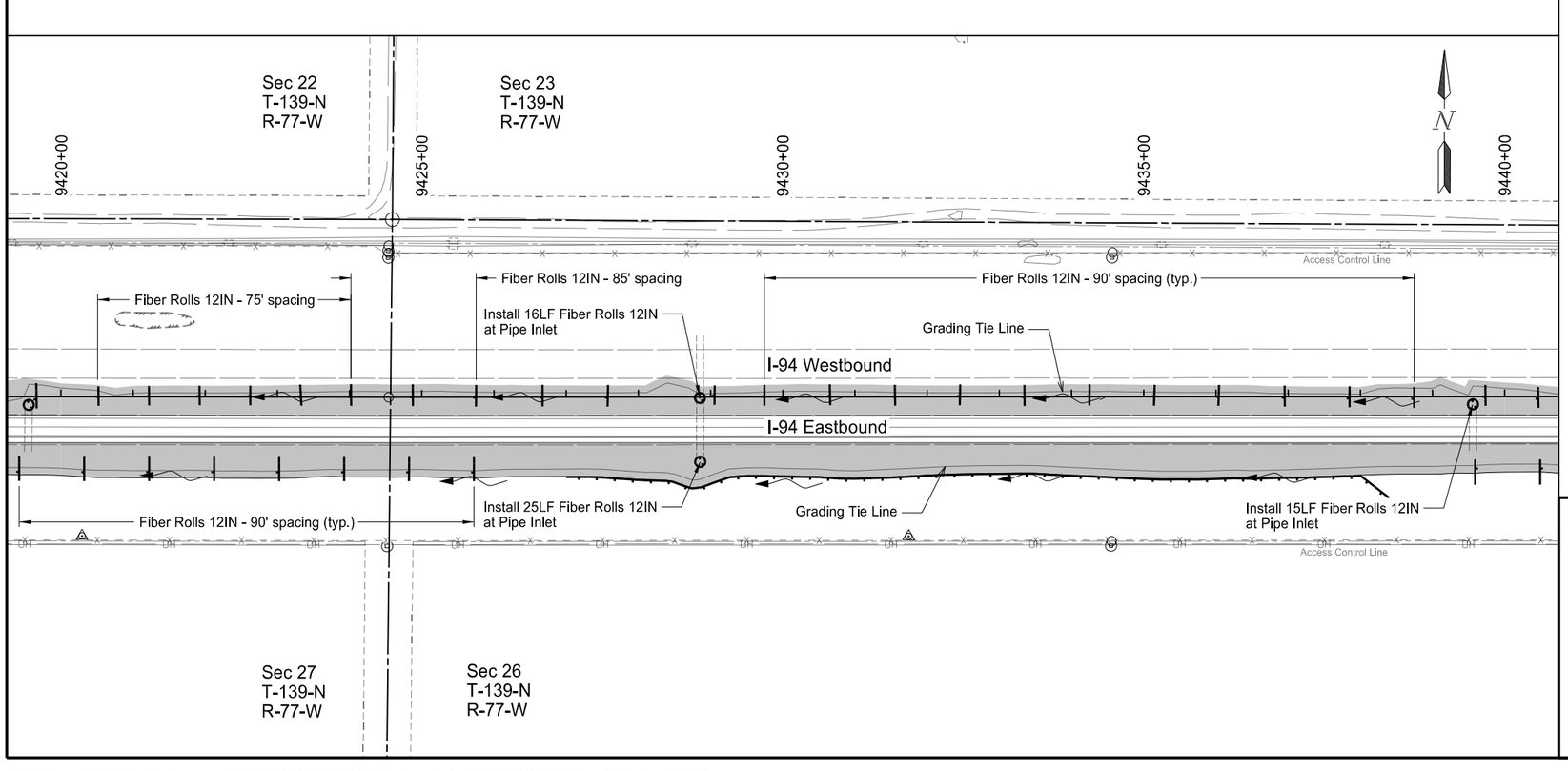
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	9

SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9400+00 to 9420+00	4.22	ACRE
		Sta 9420+00 to 9440+00	4.11	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9400+00 to 9420+00	4.22	ACRE
		Sta 9420+00 to 9440+00	4.11	ACRE
261	0112	FIBER ROLLS 12IN		
		Sta 9400+00 to 9420+00	1600	LF
		Sta 9420+00 to 9440+00	2153	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9400+00 to 9420+00	1600	LF
		Sta 9420+00 to 9440+00	2153	LF
261	0120	FIBER ROLLS 20IN		
		Sta 9400+00 to 9420+00	896	LF
261	0121	REMOVE FIBER ROLLS 20IN		
		Sta 9400+00 to 9420+00	896	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop
  Soil Stabilization
- Fiber Rolls 12IN
  Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

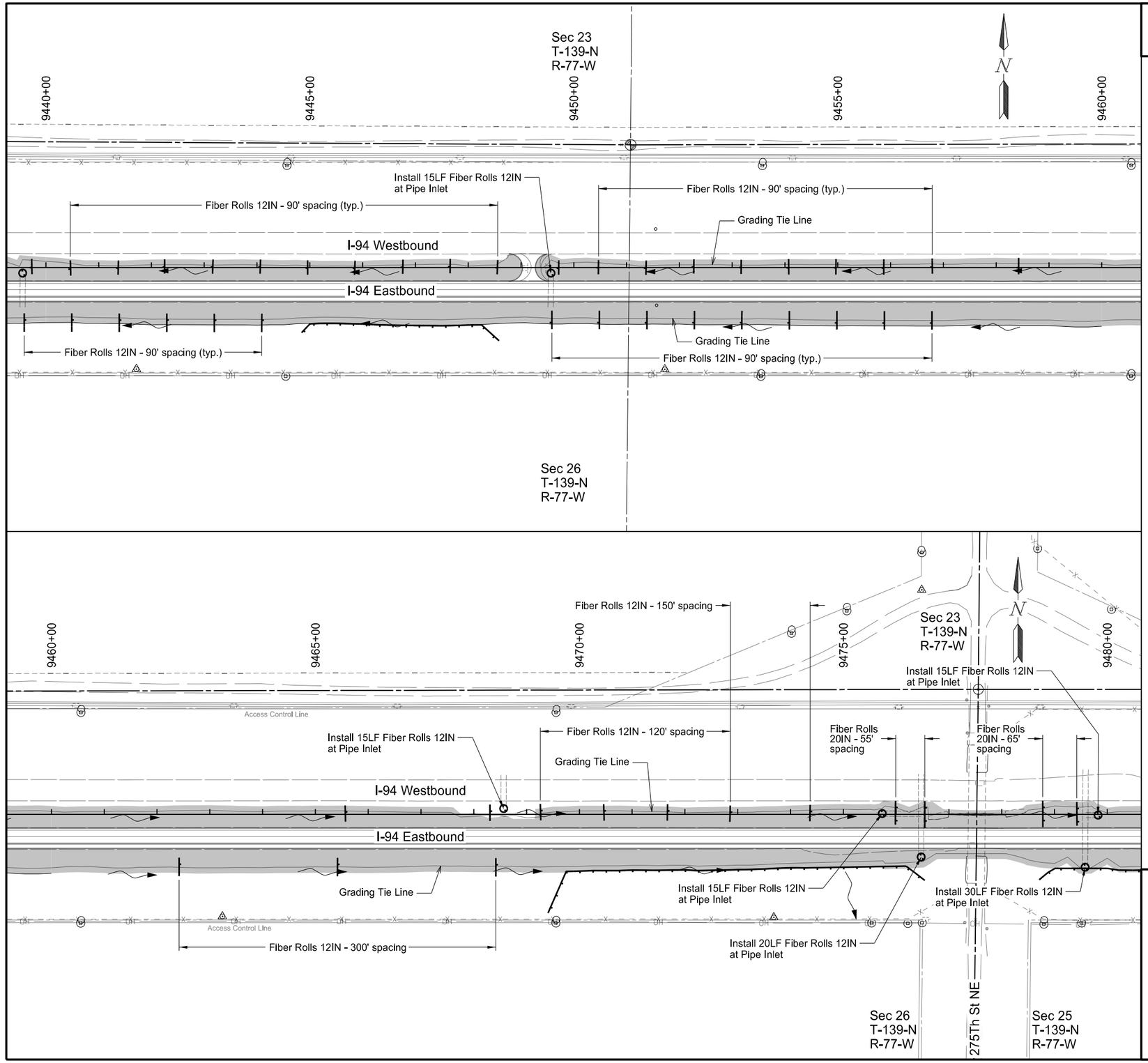
Temporary Erosion Control
Sta 9400+00.00 to 9440+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/29/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	10



SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9440+00 to 9460+00	3.91	ACRE
		Sta 9460+00 to 9480+00	3.79	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9440+00 to 9460+00	3.91	ACRE
		Sta 9460+00 to 9480+00	3.79	ACRE
261	0112	FIBER ROLLS 12IN		
		Sta 9440+00 to 9460+00	1452	LF
		Sta 9460+00 to 9480+00	1422	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9440+00 to 9460+00	1452	LF
		Sta 9460+00 to 9480+00	1422	LF
261	0120	FIBER ROLLS 20IN		
		Sta 9460+00 to 9480+00	96	LF
261	0121	REMOVE FIBER ROLLS 20IN		
		Sta 9460+00 to 9480+00	96	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

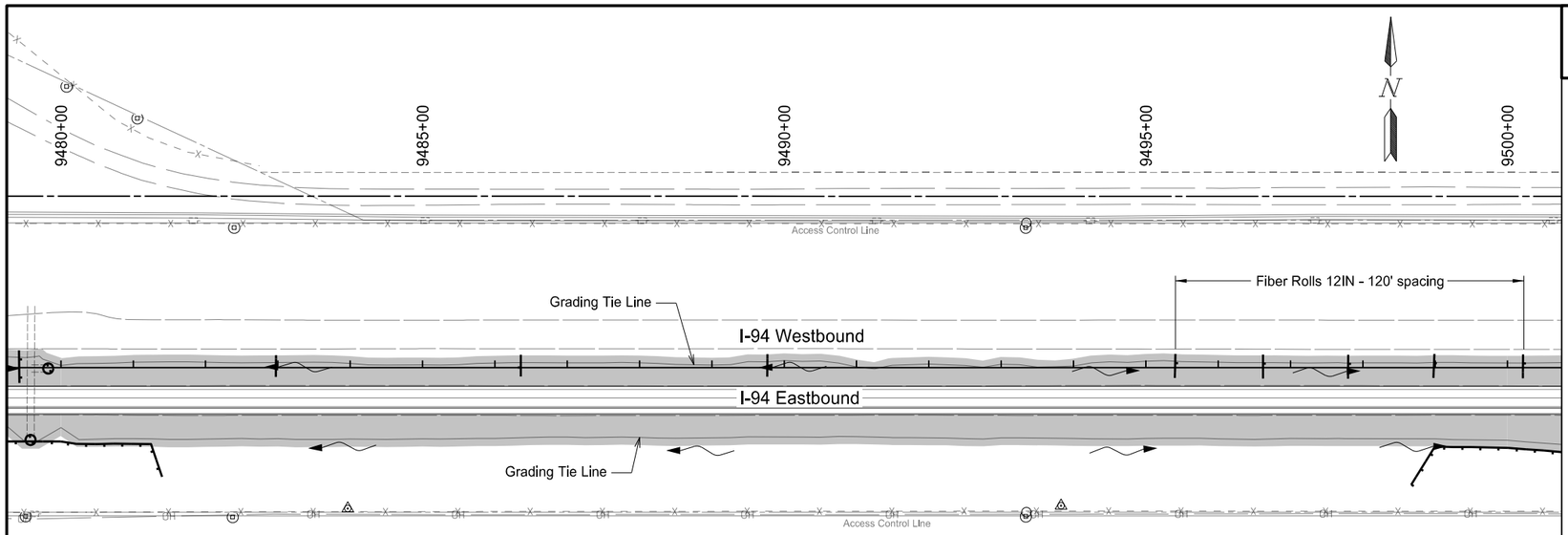
- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

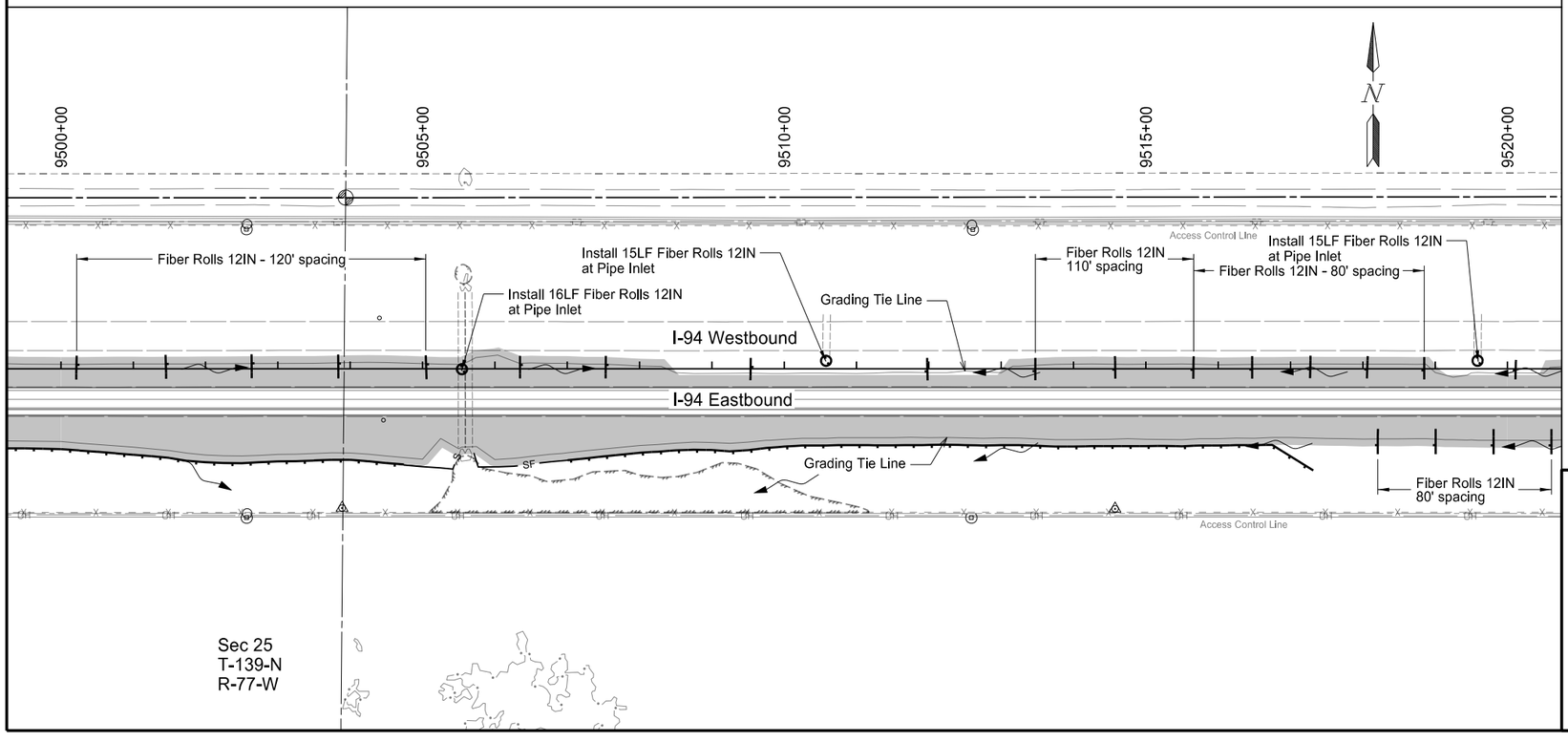
Temporary Erosion Control
Sta 9440+00.00 to 9480+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	11

SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9480+00 to 9500+00	3.95	ACRE
		Sta 9500+00 to 9520+00	3.98	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9480+00 to 9500+00	3.95	ACRE
		Sta 9500+00 to 9520+00	3.98	ACRE
260	0300	SILT FENCE		
		Sta 9504+74 to 9507+01	237	LF
260	0301	REMOVE SILT FENCE		
		Sta 9504+74 to 9507+01	237	LF
261	0112	FIBER ROLLS 12IN		
		Sta 9480+00 to 9500+00	559	LF
		Sta 9500+00 to 9520+00	2175	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9480+00 to 9500+00	559	LF
		Sta 9500+00 to 9520+00	2175	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

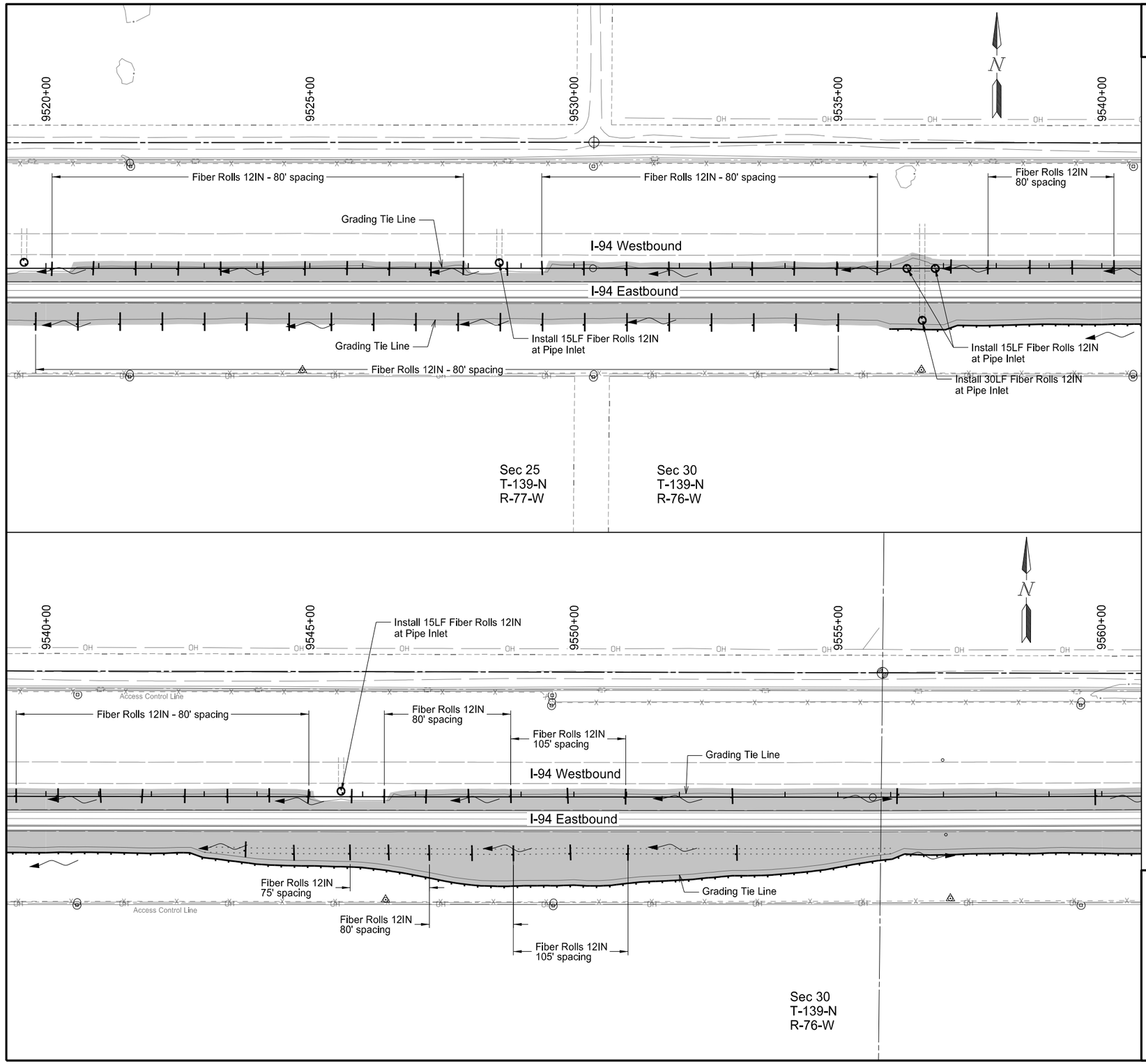
- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

Temporary Erosion Control
Sta 9480+00.00 to 9520+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	12

SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9520+00 to 9540+00	3.7	ACRE
		Sta 9540+00 to 9560+00	5.01	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9520+00 to 9540+00	3.7	ACRE
		Sta 9540+00 to 9560+00	5.01	ACRE
261	0112	FIBER ROLLS 12IN		
		Sta 9520+00 to 9540+00	1819	LF
		Sta 9540+00 to 9560+00	2800	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9520+00 to 9540+00	1819	LF
		Sta 9540+00 to 9560+00	2800	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

Temporary Cover Crop
Soil Stabilization

Fiber Rolls 12IN
Fiber Rolls 20IN

SF — Silt Fence

Flow Direction

Ditch Bottom

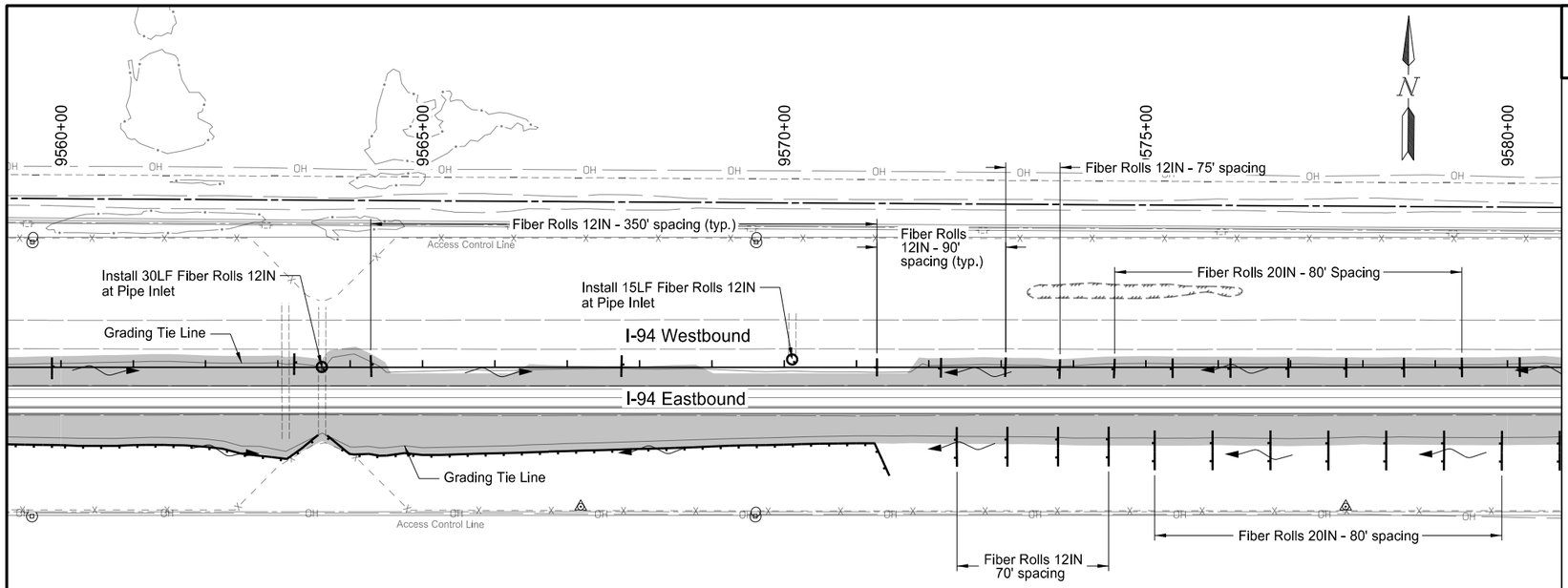
Temporary Erosion Control
Sta 9520+00.00 to 9560+00.00

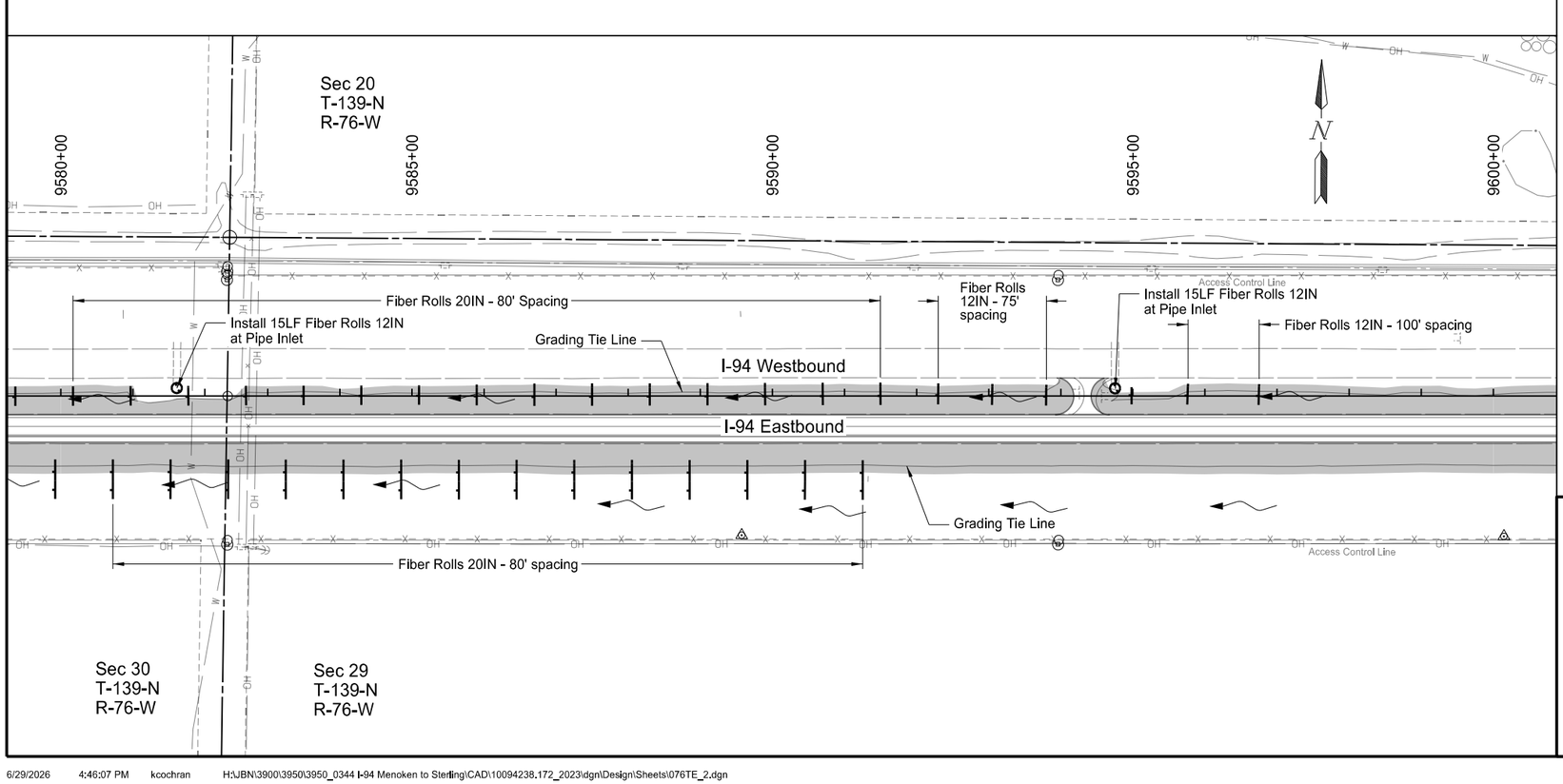
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/29/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	13





SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9560+00 to 9580+00	3.7	ACRE
		Sta 9580+00 to 9600+00	3.73	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9560+00 to 9580+00	3.7	ACRE
		Sta 9580+00 to 9600+00	3.73	ACRE
261	0112	FIBER ROLLS 12IN		
		Sta 9560+00 to 9580+00	1646	LF
		Sta 9580+00 to 9600+00	199	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9560+00 to 9580+00	1646	LF
		Sta 9580+00 to 9600+00	199	LF
261	0120	FIBER ROLLS 20IN		
		Sta 9560+00 to 9580+00	574	LF
		Sta 9580+00 to 9600+00	1205	LF
261	0121	REMOVE FIBER ROLLS 20IN		
		Sta 9560+00 to 9580+00	574	LF
		Sta 9580+00 to 9600+00	1205	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

Temporary Erosion Control
Sta 9560+00.00 to 9600+00.00

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	14

SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9600+00 to 9620+00	3.64	ACRE
		Sta 9620+00 to 9640+00	3.68	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9600+00 to 9620+00	3.64	ACRE
		Sta 9620+00 to 9640+00	3.68	ACRE
261	0112	FIBER ROLLS 12IN		
		Sta 9600+00 to 9620+00	595	LF
		Sta 9620+00 to 9640+00	1271	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9600+00 to 9620+00	595	LF
		Sta 9620+00 to 9640+00	1271	LF
261	0120	FIBER ROLLS 20IN		
		Sta 9620+00 to 9640+00	700	LF
261	0121	REMOVE FIBER ROLLS 20IN		
		Sta 9620+00 to 9640+00	700	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

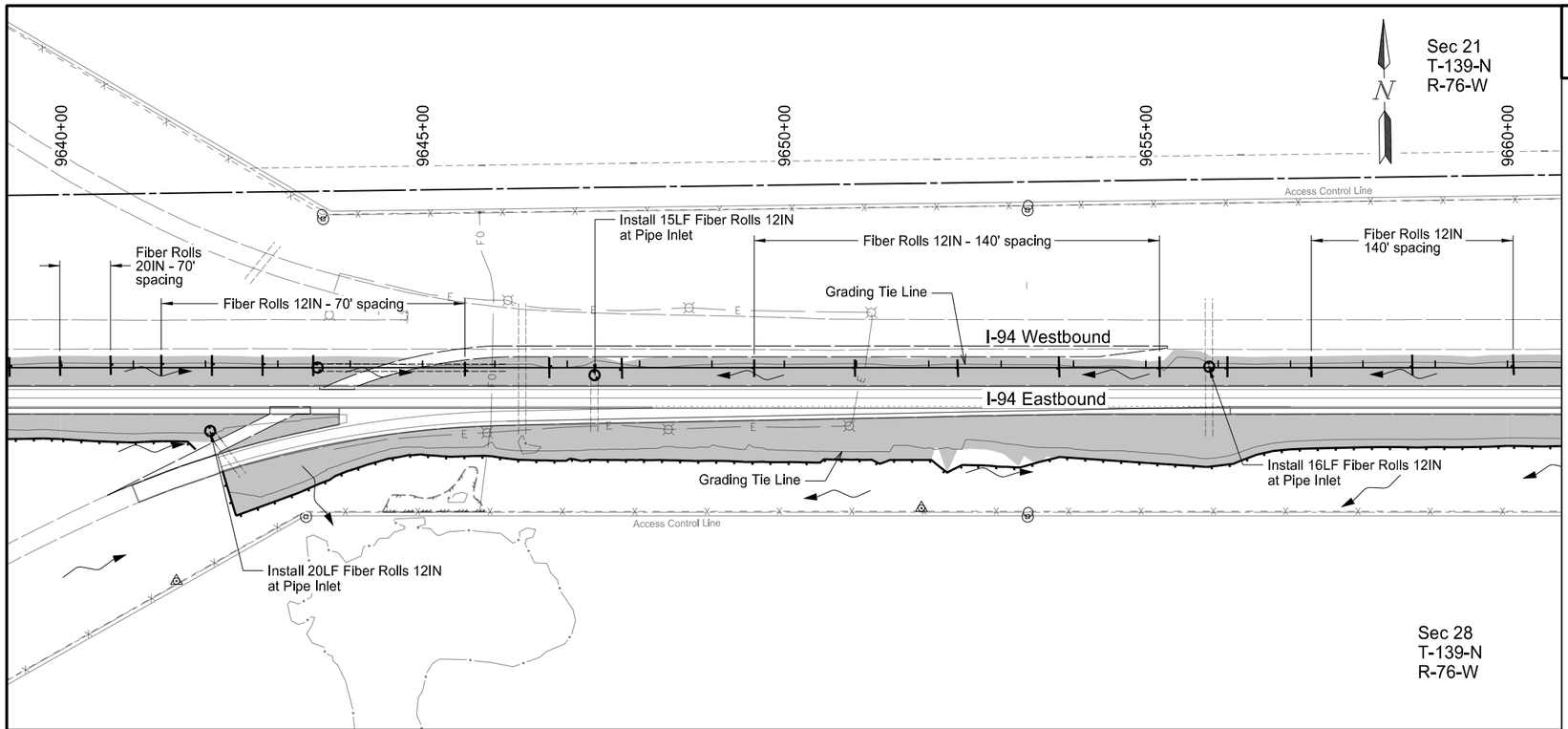
Temporary Erosion Control
Sta 9600+00.00 to 9640+00.00

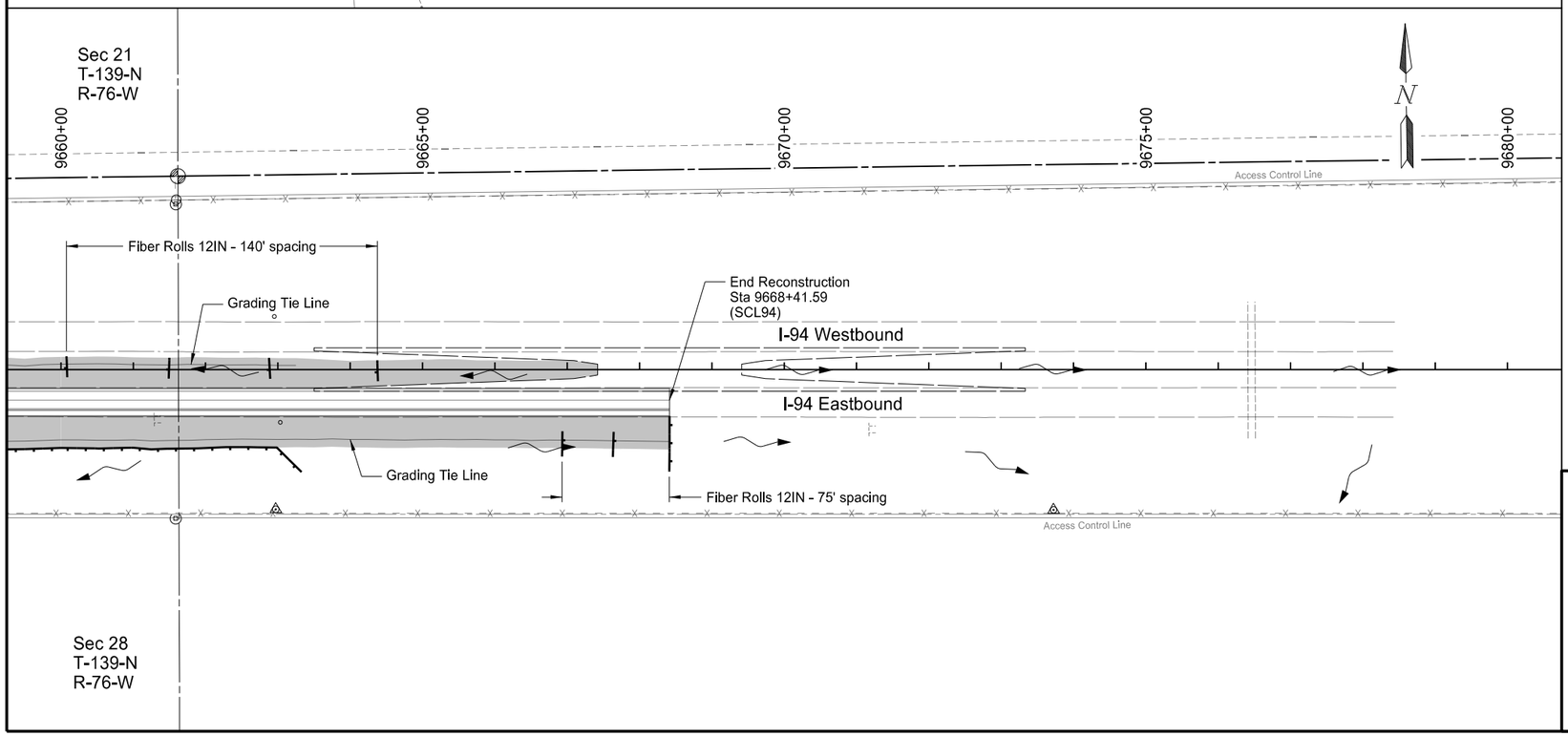
Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
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DATE
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6/29/2026

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	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	15

SPEC	CODE	BID ITEM	QTY	UNIT
251	2000	TEMPORARY COVER CROP		
		Sta 9640+00 to 9660+00	4.26	ACRE
		Sta 9660+00 to 9668+41.59	1.48	ACRE
253	0061	SOIL STABILIZATION		
		Sta 9640+00 to 9660+00	4.26	ACRE
		Sta 9660+00 to 9668+41.59	1.48	ACRE
261	0112	FIBER ROLLS 12IN		
		Sta 9640+00 to 9660+00	2526	LF
		Sta 9660+00 to 9668+41.59	610	LF
261	0113	REMOVE FIBER ROLLS 12IN		
		Sta 9640+00 to 9660+00	2526	LF
		Sta 9660+00 to 9668+41.59	610	LF
261	0120	FIBER ROLLS 20IN		
		Sta 9640+00 to 9660+00	27	LF
261	0121	REMOVE FIBER ROLLS 20IN		
		Sta 9640+00 to 9660+00	27	LF

*See Section 76: Sheets 16-19 for Device Locations

*All Fiber Rolls are 12IN unless otherwise noted

Legend

- Temporary Cover Crop / Soil Stabilization
- Fiber Rolls 12IN / Fiber Rolls 20IN
- SF — Silt Fence
- Flow Direction
- Ditch Bottom

Temporary Erosion Control
Sta 9640+00.00 to 9668+41.59

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/29/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	16

Temporary 12IN Fiber Rolls				
Sheet 1: Sta 9080+00 to Sta 9120+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9094+82	17' Lt	9094+82	10' Rt	27
9095+48	11' Lt	9095+48	11' Lt	15
9096+38	14' Lt	9096+38	11' Rt	25
9106+99	77' Rt	9106+99	77' Rt	20
9106+99	10' Lt	9106+99	10' Lt	20
9109+24	12' Rt	9109+24	15' Lt	27
9119+25	13' Lt	9119+25	12' Rt	25
9119+49	11' Rt	9119+49	11' Rt	15
			Total	174

Temporary 12IN Fiber Rolls				
Sheet 2: Sta 9120+00 to Sta 9160+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9120+23	15' Lt	9120+24	11' Rt	26
9127+07	150' Rt	9136+50	117' Rt	976
9132+49	7' Rt	9132+49	7' Rt	20
9132+49	8' Lt	9132+49	8' Lt	20
9134+25	13' Rt	9134+25	17' Lt	30
9153+51	7' Lt	9153+51	7' Lt	15
			Total	1087

Temporary 12IN Fiber Rolls				
Sheet 3: Sta 9160+00 to Sta 9200+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9161+97	100' Rt	9161+97	100' Rt	30
9175+52	7' Lt	9175+52	7' Lt	15
9189+98	112' Rt	9195+03	135' Rt	507
9195+51	1' Lt	9195+51	1' Lt	16
9196+88	131' Rt	9199+68	180' Rt	310
			Total	879

Temporary 12IN Fiber Rolls				
Sheet 4: Sta 9200+00 to Sta 9240+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9206+55	114' Rt	9207+43	170' Rt	129
9213+31	178' Rt	9215+12	111' Rt	207
9215+51	9' Lt	9215+51	9' Lt	15
9226+06	106' Rt	9227+25	163' Rt	151
9229+15	165' Rt	9234+31	121' Rt	544
9235+51	122' Rt	9235+51	122' Rt	25
9235+51	1' Lt	9235+51	1' Lt	16
			Total	1087

Temporary 12IN Fiber Rolls				
Sheet 5: Sta 9240+00 to Sta 9280+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9246+06	117' Rt	9258+79	118' Rt	1274
9259+52	8' Rt	9259+52	8' Rt	15
9260+00	120' Rt	9263+11	119' Rt	311
			Total	1600

Temporary 12IN Fiber Rolls				
Sheet 6: Sta 9280+00 to Sta 9320+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9281+10	114' Rt	9288+10	180' Rt	752
9281+52	9' Lt	9281+52	9' Lt	15
9285+94	13' Rt	9285+95	13' Lt	26
9287+79	13' Rt	9287+79	14' Lt	27
9288+59	14' Rt	9288+59	16' Lt	30
9289+40	14' Rt	9289+40	16' Lt	30
9290+19	12' Rt	9290+19	14' Lt	26
9290+99	12' Rt	9290+99	14' Lt	26
9291+59	12' Rt	9291+59	14' Lt	26
9292+19	12' Rt	9292+19	14' Lt	26
9292+79	12' Rt	9292+79	14' Lt	26
9293+54	11' Lt	9293+54	11' Lt	15
9294+23	12' Rt	9294+23	14' Lt	26
9294+83	15' Lt	9294+84	11' Rt	26
9295+43	14' Lt	9295+44	12' Rt	26
9296+04	11' Rt	9296+04	15' Lt	26
9296+63	11' Rt	9296+63	14' Lt	25
9297+22	12' Rt	9297+22	13' Lt	25
9297+82	12' Rt	9297+82	15' Lt	27
9298+42	12' Rt	9298+42	15' Lt	27
9299+02	12' Rt	9299+02	15' Lt	27
9299+62	15' Lt	9299+63	12' Rt	27
9300+22	11' Rt	9300+22	16' Lt	27
9300+82	13' Rt	9300+82	14' Lt	27
9301+42	14' Lt	9301+43	13' Rt	27
9302+02	12' Rt	9302+02	15' Lt	27
9302+62	15' Lt	9302+63	12' Rt	27
9303+42	12' Rt	9303+42	15' Lt	27
9304+22	15' Lt	9304+23	12' Rt	27
9305+03	13' Rt	9305+03	14' Lt	27
9305+83	13' Rt	9305+83	14' Lt	27
9306+54	10' Rt	9306+54	10' Rt	15
9306+95	15' Lt	9306+96	12' Rt	27
9308+02	15' Lt	9308+03	14' Rt	29
9310+89	0' Rt	9310+89	0' Rt	15
9311+58	15' Rt	9311+58	14' Lt	29
9312+67	119' Rt	9318+35	116' Rt	586
9312+98	118' Rt	9312+98	118' Rt	20
9313+71	13' Rt	9313+71	14' Lt	27
9315+85	13' Rt	9315+85	14' Lt	27
9317+02	14' Rt	9317+02	14' Lt	28
9319+79	107' Rt	9320+00	93' Rt	25
Total				2358

Temporary 12IN Fiber Rolls				
Sheet 7: Sta 9320+00 to Sta 9360+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9320+00	93' Rt	9325+68	108' Rt	574
9320+34	297' Rt	9320+34	297' Rt	25
9320+46	77' Rt	9320+46	77' Rt	20
9320+52	13' Lt	9320+53	24' Rt	37
9320+95	2' Rt	9320+95	2' Rt	15
9322+77	17' Lt	9322+78	11' Rt	28
9325+04	15' Lt	9325+04	13' Rt	28
9327+25	0' Lt	9327+25	0' Lt	20
9327+31	14' Rt	9327+32	14' Lt	28
9328+96	109' Rt	9328+99	144' Rt	35
9329+22	8' Lt	9329+22	12' Rt	20
9329+85	101' Rt	9329+85	136' Rt	35
9330+13	15' Lt	9330+13	13' Rt	28
9330+75	100' Rt	9330+75	135' Rt	35
9331+02	14' Lt	9331+02	13' Rt	27
9331+65	99' Rt	9331+65	134' Rt	35
9331+93	14' Lt	9331+93	12' Rt	26
9332+55	98' Rt	9332+55	133' Rt	35
9332+81	14' Lt	9332+82	12' Rt	26
9333+45	97' Rt	9333+45	132' Rt	35
9333+72	11' Lt	9333+73	12' Rt	23
9334+35	96' Rt	9334+35	131' Rt	35
9334+61	14' Lt	9334+62	12' Rt	26
9335+25	95' Rt	9335+25	130' Rt	35
9335+32	13' Lt	9335+32	12' Rt	25
9335+46	10' Rt	9335+46	10' Rt	15
9336+15	94' Rt	9336+15	129' Rt	35
9336+19	13' Lt	9336+20	12' Rt	25
9337+05	94' Rt	9337+05	129' Rt	35
9337+08	14' Lt	9337+08	11' Rt	25
9337+95	93' Rt	9337+95	128' Rt	35
9337+98	15' Lt	9337+99	12' Rt	27
9338+85	92' Rt	9338+85	127' Rt	35
9338+89	14' Lt	9338+89	13' Rt	27
9339+75	91' Rt	9339+75	126' Rt	35
9339+78	14' Lt	9339+79	13' Rt	27
9340+65	90' Rt	9340+65	125' Rt	35
9340+69	13' Lt	9340+69	14' Rt	27
9341+68	16' Lt	9341+69	13' Rt	29
9341+93	163' Rt	9344+61	112' Rt	288
9342+68	18' Lt	9342+69	14' Rt	32
9343+68	17' Lt	9343+69	15' Rt	32
9344+69	17' Lt	9344+69	15' Rt	32
9345+35	15' Lt	9345+36	12' Rt	27
9345+47	10' Rt	9345+47	10' Rt	15
9346+14	15' Lt	9346+14	12' Rt	27
9348+80	113' Rt	9354+20	112' Rt	541
9355+47	9' Rt	9355+47	9' Rt	15
9357+09	14' Lt	9357+10	13' Rt	27
9358+70	103' Rt	9359+99	99' Rt	129
9359+10	11' Rt	9359+10	16' Lt	27
9359+89	18' Lt	9359+90	12' Rt	30
9359+99	99' Rt	9369+63	107' Rt	965
			Total	3855

Temporary 12IN Fiber Rolls				
Sheet 8: Sta 9360+00 to Sta 9400+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9360+70	12' Rt	9360+70	18' Lt	30
9361+50	18' Lt	9361+51	12' Rt	30
9362+29	18' Lt	9362+30	12' Rt	30
9362+94	18' Lt	9362+95	12' Rt	30
9363+59	18' Lt	9363+60	12' Rt	30
9364+25	14' Rt	9364+25	16' Lt	30
9364+90	12' Rt	9364+90	14' Lt	26
9365+54	15' Lt	9365+55	11' Rt	26
9366+20	11' Rt	9366+20	15' Lt	26
9366+83	12' Rt	9366+83	14' Lt	26
9367+46	11' Rt	9367+46	11' Rt	15
9367+72	13' Lt	9367+73	13' Rt	26
9368+18	14' Lt	9368+19	12' Rt	26
9368+83	14' Lt	9368+84	12' Rt	26
9369+50	14' Lt	9369+51	12' Rt	26
9370+14	11' Rt	9370+14	15' Lt	26
9370+79	17' Lt	9370+80	13' Rt	30
9371+23	110' Rt	9373+59	143' Rt	264
9371+44	13' Rt	9371+44	17' Lt	30
9372+17	13' Rt	9372+18	17' Lt	30
9372+91	15' Rt	9372+92	15' Lt	30
9373+69	13' Rt	9373+69	17' Lt	30
9374+38	122' Rt	9374+38	87' Rt	35
9374+42	15' Rt	9374+42	15' Lt	30
9375+12	120' Rt	9375+12	85' Rt	35
9375+17	13' Rt	9375+18	14' Lt	27
9376+08	13' Rt	9376+09	14' Lt	27
9376+97	14' Rt	9376+98	13' Lt	27
9377+89	15' Lt	9377+90	12' Rt	27
9378+04	121' Rt	9378+04	91' Rt	30
9378+47	11' Rt	9378+47	11' Rt	15
9378+54	92' Rt	9378+55	122' Rt	30
9378+77	13' Rt	9378+77	14' Lt	27
9379+44	13' Rt	9379+44	14' Lt	27
9379+71	120' Rt	9379+71	85' Rt	35
9380+34	13' Rt	9380+34	14' Lt	27
9380+61	120' Rt	9380+61	85' Rt	35
9381+24	12' Rt	9381+25	15' Lt	27
9381+51	120' Rt	9381+51	85' Rt	35
9382+15	13' Lt	9382+16	14' Rt	27

Temporary 12IN Fiber Rolls				
Sheet 8: Sta 9360+00 to Sta 9400+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9382+41	84' Rt	9382+41	119' Rt	35
9383+05	13' Rt	9383+06	14' Lt	27
9383+31	84' Rt	9383+31	119' Rt	35
9383+94	14' Lt	9383+94	13' Rt	27
9384+21	84' Rt	9384+21	119' Rt	35
9384+85	14' Lt	9384+85	13' Rt	27
9385+11	84' Rt	9385+11	119' Rt	35
9385+75	14' Lt	9385+75	13' Rt	27
9386+01	84' Rt	9386+01	119' Rt	35
9386+64	15' Lt	9386+65	12' Rt	27
9386+91	84' Rt	9386+91	119' Rt	35
9387+55	14' Lt	9387+55	13' Rt	27
9387+81	84' Rt	9387+81	119' Rt	35
9388+44	16' Lt	9388+44	11' Rt	27
9388+71	84' Rt	9388+71	119' Rt	35
9389+47	10' Rt	9389+47	10' Rt	15
9389+61	84' Rt	9389+61	119' Rt	35
9389+77	12' Rt	9389+78	15' Lt	27
9390+43	15' Lt	9390+44	12' Rt	27
9390+51	84' Rt	9390+51	119' Rt	35
9391+34	16' Lt	9391+34	11' Rt	27
9391+41	84' Rt	9391+41	119' Rt	35
9392+23	15' Lt	9392+23	12' Rt	27
9392+31	84' Rt	9392+31	119' Rt	35
9393+14	14' Rt	9393+15	13' Lt	27
9393+21	84' Rt	9393+21	119' Rt	35
9394+04	13' Lt	9394+04	14' Rt	27
9394+11	84' Rt	9394+11	119' Rt	35
9394+94	15' Lt	9394+94	12' Rt	27
9395+01	84' Rt	9395+01	119' Rt	35
9395+84	11' Rt	9395+85	16' Lt	27
9395+91	84' Rt	9395+91	119' Rt	35
9396+75	18' Lt	9396+75	11' Rt	29
9396+81	84' Rt	9396+81	119' Rt	35
9397+65	18' Lt	9397+65	11' Rt	29
9397+71	84' Rt	9397+71	119' Rt	35
9398+54	12' Rt	9398+55	17' Lt	29
9398+61	84' Rt	9398+61	119' Rt	35
9399+45	18' Lt	9399+45	11' Rt	29
9399+51	84' Rt	9399+51	119' Rt	35
			Total	2602

Temporary Erosion Control
Devices Table

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/29/2026

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	BGR-CVD-IM-1-094(238)172	76	17

Temporary 12IN Fiber Rolls				
Sheet 9: Sta 9400+00 to Sta 9440+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9400+00	111' Rt	9401+00	109' Rt	100
9400+47	11' Rt	9400+47	11' Rt	15
9400+71	14' Lt	9400+72	13' Rt	27
9401+00	109' Rt	9413+58	149' Rt	1291
9401+25	13' Rt	9401+25	14' Lt	27
9401+96	12' Rt	9401+96	17' Lt	29
9410+50	143' Rt	9410+50	98' Rt	45
9411+27	1' Lt	9411+27	1' Lt	16
9419+42	117' Rt	9419+42	82' Rt	35
9419+49	11' Rt	9419+49	11' Rt	15
9420+32	117' Rt	9420+32	82' Rt	35
9420+52	13' Rt	9420+52	14' Lt	27
9421+22	12' Rt	9421+22	15' Lt	27
9421+22	117' Rt	9421+22	82' Rt	35
9421+92	11' Rt	9421+92	16' Lt	27
9422+12	117' Rt	9422+12	82' Rt	35
9422+62	11' Rt	9422+62	16' Lt	27
9423+02	117' Rt	9423+02	82' Rt	35
9423+32	17' Lt	9423+33	12' Rt	29
9423+92	117' Rt	9423+92	82' Rt	35
9424+02	12' Rt	9424+02	18' Lt	30
9424+82	117' Rt	9424+82	82' Rt	35
9424+87	18' Lt	9424+88	12' Rt	30
9425+72	117' Rt	9425+72	82' Rt	35
9425+75	13' Rt	9425+75	17' Lt	30
9426+67	13' Rt	9426+67	17' Lt	30
9427+00	111' Rt	9438+39	140' Rt	1155
9427+57	13' Rt	9427+58	17' Lt	30
9428+78	1' Rt	9428+78	1' Rt	16
9428+79	90' Rt	9428+79	90' Rt	25
9429+05	11' Rt	9429+06	16' Lt	27
9429+74	12' Rt	9429+75	17' Lt	29
9430+65	18' Lt	9430+66	11' Rt	29
9431+55	17' Lt	9431+56	12' Rt	29
9432+45	12' Rt	9432+46	17' Lt	29
9433+35	13' Rt	9433+35	16' Lt	29
9434+25	12' Rt	9434+25	17' Lt	29
9435+14	12' Rt	9435+15	17' Lt	29
9436+03	13' Rt	9436+04	16' Lt	29
9436+95	14' Rt	9436+95	15' Lt	29
9437+85	15' Rt	9437+85	14' Lt	29
9438+74	15' Rt	9438+74	14' Lt	29
9439+49	10' Rt	9439+49	10' Rt	15
9439+59	87' Rt	9439+59	122' Rt	35
9439+73	16' Lt	9439+74	13' Rt	29
			Total	3753

Temporary 12IN Fiber Rolls				
Sheet 10: Sta 9440+00 to Sta 9480+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9440+46	14' Lt	9440+47	15' Rt	29
9440+49	87' Rt	9440+49	122' Rt	35
9441+37	14' Rt	9441+37	13' Lt	27
9441+39	87' Rt	9441+39	122' Rt	35
9442+25	12' Rt	9442+25	15' Lt	27
9442+29	87' Rt	9442+29	122' Rt	35
9443+16	12' Rt	9443+17	15' Lt	27
9443+19	87' Rt	9443+19	122' Rt	35
9444+06	12' Rt	9444+07	15' Lt	27
9444+09	87' Rt	9444+09	122' Rt	35
9444+84	123' Rt	9448+58	139' Rt	393
9444+96	14' Rt	9444+96	13' Lt	27
9445+85	14' Rt	9445+86	13' Lt	27
9446+76	12' Rt	9446+77	15' Lt	27
9447+66	11' Rt	9447+66	16' Lt	27
9448+55	13' Rt	9448+56	14' Lt	27
9449+50	11' Rt	9449+50	11' Rt	15
9449+58	117' Rt	9449+58	82' Rt	35
9449+71	14' Rt	9449+72	13' Lt	27
9450+47	13' Rt	9450+47	14' Lt	27
9450+48	117' Rt	9450+48	82' Rt	35
9451+37	14' Rt	9451+37	13' Lt	27
9451+38	117' Rt	9451+38	82' Rt	35
9452+27	12' Rt	9452+28	15' Lt	27
9452+28	117' Rt	9452+28	82' Rt	35
9453+17	12' Rt	9453+17	15' Lt	27
9453+18	117' Rt	9453+18	82' Rt	35
9454+07	13' Rt	9454+07	16' Lt	29
9454+08	117' Rt	9454+08	82' Rt	35
9454+96	13' Rt	9454+97	16' Lt	29
9454+98	117' Rt	9454+98	82' Rt	35
9455+87	14' Rt	9455+87	15' Lt	29
9455+88	118' Rt	9455+88	83' Rt	35
9456+78	118' Rt	9456+78	83' Rt	35
9456+79	12' Rt	9456+79	17' Lt	29
9458+42	13' Rt	9458+43	18' Lt	31
9462+42	82' Rt	9462+42	117' Rt	35
9465+42	82' Rt	9465+42	117' Rt	35
9465+56	17' Lt	9465+57	14' Rt	31
9468+31	19' Lt	9468+31	12' Rt	31
9468+42	83' Rt	9468+42	118' Rt	35
9468+50	11' Lt	9468+50	11' Lt	15
9469+26	20' Lt	9469+27	11' Rt	31
9469+41	187' Rt	9476+54	125' Rt	774
9470+46	19' Lt	9470+47	12' Rt	31
9471+66	12' Rt	9471+67	19' Lt	31
9472+85	14' Rt	9472+86	17' Lt	31
9474+37	18' Lt	9474+37	13' Rt	31
9475+67	1' Lt	9475+67	1' Lt	15
9476+40	80' Rt	9476+40	80' Rt	20
9478+71	124' Rt	9480+00	102' Rt	136
9478+78	26' Lt	9478+78	24' Rt	50
9479+42	24' Lt	9479+43	21' Rt	45
9479+51	100' Rt	9479+51	100' Rt	30
9479+75	1' Rt	9479+75	1' Rt	15
			Total	2874

Temporary 12IN Fiber Rolls				
Sheet 11: Sta 9480+00 to Sta 9520+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9480+00	102' Rt	9481+40	151' Rt	173
9482+97	13' Rt	9482+97	17' Lt	30
9486+36	12' Rt	9486+36	18' Lt	30
9489+77	13' Rt	9489+77	18' Lt	31
9495+40	14' Rt	9495+41	19' Lt	33
9496+62	18' Lt	9496+62	15' Rt	33
9497+80	18' Lt	9497+80	15' Rt	33
9498+67	162' Rt	9500+00	111' Rt	163
9498+98	14' Rt	9498+99	19' Lt	33
9500+00	111' Rt	9504+74	132' Rt	475
9500+21	15' Rt	9500+22	18' Lt	33
9501+45	19' Lt	9501+46	14' Rt	33
9502+64	20' Lt	9502+64	13' Rt	33
9503+83	20' Lt	9503+84	13' Rt	33
9505+04	19' Lt	9505+06	14' Rt	33
9505+47	0' Rt	9505+47	0' Rt	16
9506+35	18' Lt	9506+35	13' Rt	31
9507+01	126' Rt	9517+31	140' Rt	1042
9507+53	18' Lt	9507+53	13' Rt	31
9509+53	16' Rt	9509+54	15' Lt	31
9510+51	11' Lt	9510+51	11' Lt	15
9511+98	16' Rt	9511+98	15' Lt	31
9513+47	16' Rt	9513+47	15' Lt	31
9514+57	18' Lt	9514+58	13' Rt	31
9515+66	14' Rt	9515+66	17' Lt	31
9516+47	13' Rt	9516+47	18' Lt	31
9517+27	13' Rt	9517+28	18' Lt	31
9518+06	13' Rt	9518+07	18' Lt	31
9518+21	118' Rt	9518+21	83' Rt	35
9518+85	15' Rt	9518+85	16' Lt	31
9519+01	118' Rt	9519+01	83' Rt	35
9519+52	11' Lt	9519+52	11' Lt	15
9519+81	118' Rt	9519+81	83' Rt	35
			Total	2734

Temporary 12IN Fiber Rolls				
Sheet 12: Sta 9520+00 to Sta 9560+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9520+11	15' Rt	9520+12	12' Lt	27
9520+61	118' Rt	9520+61	83' Rt	35
9520+89	14' Rt	9520+91	13' Lt	27
9521+41	118' Rt	9521+41	83' Rt	35
9521+70	14' Rt	9521+70	13' Lt	27
9522+21	119' Rt	9522+21	84' Rt	35
9522+50	14' Rt	9522+51	13' Lt	27
9523+01	119' Rt	9523+01	84' Rt	35
9523+31	14' Rt	9523+31	13' Lt	27
9523+81	119' Rt	9523+81	84' Rt	35
9524+11	14' Rt	9524+11	13' Lt	27
9524+61	119' Rt	9524+61	84' Rt	35
9524+91	14' Rt	9524+91	13' Lt	27
9525+41	119' Rt	9525+41	84' Rt	35
9525+70	13' Rt	9525+71	14' Lt	27
9526+21	119' Rt	9526+21	84' Rt	35
9526+50	14' Rt	9526+51	13' Lt	27
9527+01	119' Rt	9527+01	84' Rt	35
9527+29	15' Rt	9527+29	12' Lt	27
9527+81	119' Rt	9527+81	84' Rt	35
9527+90	13' Rt	9527+91	14' Lt	27
9528+52	10' Lt	9528+52	10' Lt	15
9528+61	119' Rt	9528+61	84' Rt	35
9528+74	14' Rt	9528+74	13' Lt	27
9529+39	14' Lt	9529+40	13' Rt	27
9529+41	120' Rt	9529+41	85' Rt	35
9530+19	14' Rt	9530+19	13' Lt	27
9530+21	120' Rt	9530+21	85' Rt	35
9531+00	15' Rt	9531+00	12' Lt	27
9531+01	120' Rt	9531+01	85' Rt	35
9531+80	14' Rt	9531+80	13' Lt	27
9531+81	120' Rt	9531+81	85' Rt	35
9532+58	13' Lt	9532+60	14' Rt	27
9532+61	120' Rt	9532+61	85' Rt	35
9533+38	15' Rt	9533+38	12' Lt	27
9533+41	120' Rt	9533+41	85' Rt	35
9534+17	14' Rt	9534+18	13' Lt	27
9534+21	120' Rt	9534+21	85' Rt	35
9534+98	14' Rt	9534+98	13' Lt	27

Temporary 12IN Fiber Rolls				
Sheet 12: Sta 9520+00 to Sta 9560+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9535+01	120' Rt	9535+01	85' Rt	35
9535+75	13' Rt	9535+75	14' Lt	27
9535+97	115' Rt	9540+00	107' Rt	404
9536+24	0' Rt	9536+24	0' Rt	15
9536+53	98' Rt	9536+53	98' Rt	30
9536+78	0' Rt	9536+78	0' Rt	15
9537+14	10' Rt	9537+14	17' Lt	27
9537+84	12' Rt	9537+84	15' Lt	27
9538+64	11' Rt	9538+64	16' Lt	27
9539+44	12' Rt	9539+44	15' Lt	27
9540+00	107' Rt	9560+00	108' Rt	2011
9540+23	12' Rt	9540+23	15' Lt	27
9541+03	15' Lt	9541+04	12' Rt	27
9541+81	13' Rt	9541+83	14' Lt	27
9542+63	12' Rt	9542+64	15' Lt	27
9543+44	12' Rt	9543+44	14' Lt	27
9543+78	115' Rt	9543+79	85' Rt	30
9544+23	11' Rt	9544+23	16' Lt	27
9544+70	121' Rt	9544+70	91' Rt	30
9544+96	13' Rt	9544+98	14' Lt	27
9545+52	10' Lt	9545+52	10' Lt	15
9545+76	90' Rt	9545+77	120' Rt	30
9545+79	13' Rt	9545+79	14' Lt	27
9546+41	12' Rt	9546+41	15' Lt	27
9546+49	91' Rt	9546+50	121' Rt	30
9547+20	13' Rt	9547+21	14' Lt	27
9547+26	91' Rt	9547+27	121' Rt	30
9548+00	15' Lt	9548+02	12' Rt	27
9548+07	92' Rt	9548+08	122' Rt	30
9548+80	15' Lt	9548+81	12' Rt	27
9548+86	122' Rt	9548+86	92' Rt	30
9549+88	17' Lt	9549+89	13' Rt	30
9549+93	90' Rt	9549+94	120' Rt	30
9550+98	14' Rt	9550+98	16' Lt	30
9551+02	121' Rt	9551+03	91' Rt	30
9553+00	17' Lt	9553+01	13' Rt	30
9553+09	121' Rt	9553+09	91' Rt	30
9556+12	13' Rt	9556+13	17' Lt	30
9559+87	14' Lt	9559+87	16' Rt	30
			Total	4619

Temporary Erosion Control
Devices Table

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/29/2026

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	BGR-CVD-IM-1-094(238)172	76	18

Temporary 12IN Fiber Rolls				
Sheet 13: Sta 9560+00 to Sta 9600+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9560+00	108' Rt	9563+56	94' Rt	368
9563+68	94' Rt	9571+46	150' Rt	817
9563+22	11' Rt	9563+23	19' Lt	30
9563+54	0' Lt	9563+54	0' Lt	30
9564+28	17' Lt	9564+29	13' Rt	30
9567+75	16' Lt	9567+75	14' Rt	30
9570+04	11' Lt	9570+04	11' Lt	15
9571+28	13' Rt	9571+28	12' Lt	25
9572+17	14' Rt	9572+17	13' Lt	27
9572+39	138' Rt	9572+39	83' Rt	55
9573+06	13' Rt	9573+06	14' Lt	27
9573+09	137' Rt	9573+09	82' Rt	55
9573+79	137' Rt	9573+79	82' Rt	55
9573+80	16' Rt	9573+81	11' Lt	27
9574+49	137' Rt	9574+49	82' Rt	55
9581+54	11' Lt	9581+54	11' Lt	15
9592+30	11' Rt	9592+30	18' Lt	29
9593+05	12' Rt	9593+05	17' Lt	29
9593+80	13' Rt	9593+80	16' Lt	29
9594+68	11' Lt	9594+68	11' Lt	15
9594+98	12' Rt	9594+98	12' Lt	24
9595+75	12' Rt	9595+76	17' Lt	29
9596+74	12' Rt	9596+75	17' Lt	29
			Total	1845

Temporary 12IN Fiber Rolls				
Sheet 14: Sta 9600+00 to Sta 9640+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9601+50	15' Rt	9601+50	14' Lt	29
9606+25	14' Rt	9606+25	15' Lt	29
9610+49	15' Rt	9610+50	14' Lt	29
9612+62	14' Lt	9612+62	15' Rt	29
9612+75	158' Rt	9615+75	164' Rt	375
9614+70	77' Rt	9614+70	77' Rt	20
9614+70	10' Lt	9614+70	10' Lt	20
9615+54	17' Lt	9615+55	12' Rt	29
9617+54	14' Lt	9617+54	15' Rt	29
9619+63	16' Lt	9619+64	13' Rt	29
9620+98	7' Lt	9620+98	13' Rt	20
9621+71	9' Rt	9621+71	9' Rt	15
9622+62	6' Lt	9622+63	14' Rt	20
9623+36	7' Lt	9623+37	13' Rt	20
9624+10	7' Lt	9624+10	13' Rt	20
9627+39	208' Rt	9627+58	148' Rt	80
9627+25	0' Rt	9627+25	0' Rt	15
9628+10	106' Rt	9634+64	97' Rt	656
9633+72	0' Lt	9633+72	0' Lt	15
9634+14	358' Rt	9634+14	358' Rt	25
9636+17	87' Rt	9640+00	99' Rt	385
			Total	1889

Temporary 12IN Fiber Rolls				
Sheet 15: Sta 9640+00 to Sta 9680+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9640+00	99' Rt	9641+86	113' Rt	191
9641+39	18' Lt	9641+39	11' Rt	29
9642+09	18' Lt	9642+09	11' Rt	29
9642+06	88' Rt	9642+06	88' Rt	20
9642+79	17' Lt	9642+79	12' Rt	29
9642+24	143' Rt	9660+00	108' Rt	1858
9643+49	17' Lt	9643+49	12' Rt	29
9643+55	0' Lt	9643+55	0' Lt	15
9645+59	8' Lt	9645+59	12' Rt	20
9646+75	14' Lt	9646+75	15' Rt	29
9647+31	10' Rt	9647+31	10' Rt	15
9647+75	14' Lt	9647+76	15' Rt	29
9649+58	11' Lt	9649+59	13' Rt	24
9650+98	13' Rt	9650+98	11' Lt	24
9652+39	11' Lt	9652+40	13' Rt	24
9653+80	15' Lt	9653+81	14' Rt	29
9655+19	14' Rt	9655+19	15' Lt	29
9655+81	1' Lt	9655+81	1' Lt	16
9656+13	13' Rt	9656+13	16' Lt	29
9657+29	13' Rt	9657+29	16' Lt	29
9658+68	18' Lt	9658+69	11' Rt	29
9660+00	108' Rt	9663+33	141' Rt	347
9660+08	19' Lt	9660+09	10' Rt	29
9661+49	12' Rt	9661+50	17' Lt	29
9662+89	16' Lt	9662+88	13' Rt	29
9664+37	13' Lt	9664+38	16' Rt	29
9666+93	85' Rt	9666+93	120' Rt	35
9667+63	121' Rt	9667+64	86' Rt	35
9668+41	141' Rt	9668+42	64' Rt	77
			Total	3136

Temporary 20IN Flber Rolls				
Sheet 9: Sta 9400+00 to Sta 9440+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9402+55	12' Rt	9402+55	17' Lt	29
9403+34	12' Rt	9403+34	17' Lt	29
9404+14	12' Rt	9404+14	19' Lt	31
9404+94	13' Rt	9404+94	19' Lt	32
9405+74	13' Rt	9405+74	20' Lt	33
9406+54	19' Lt	9406+55	14' Rt	33
9407+34	14' Rt	9407+34	19' Lt	33
9408+14	15' Rt	9408+14	18' Lt	33
9408+94	16' Rt	9408+94	14' Lt	30
9409+74	14' Rt	9409+74	16' Lt	30
9410+54	13' Rt	9410+54	17' Lt	30
9411+67	14' Lt	9411+68	16' Rt	30
9412+47	15' Lt	9412+48	15' Rt	30
9413+27	14' Lt	9413+28	13' Rt	27
9414+07	16' Lt	9414+08	13' Rt	29
9414+62	121' Rt	9414+62	86' Rt	35
9414+88	16' Rt	9414+88	13' Lt	29
9415+37	121' Rt	9415+37	86' Rt	35
9415+68	14' Rt	9415+68	15' Lt	29
9416+12	120' Rt	9416+12	85' Rt	35
9416+48	13' Rt	9416+48	16' Lt	29
9416+87	120' Rt	9416+87	85' Rt	35
9417+28	18' Rt	9417+28	17' Lt	35
9417+62	120' Rt	9417+62	85' Rt	35
9418+08	16' Rt	9418+08	19' Lt	35
9418+37	120' Rt	9418+37	85' Rt	35
9418+86	17' Rt	9418+86	18' Lt	35
9419+66	16' Rt	9419+66	19' Lt	35
			Total	896

Temporary 20IN Fiber Rolls				
Sheet 10: Sta 9440+00 to Sta 9480+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9475+99	26' Lt	9475+99	19' Rt	45
9476+54	25' Lt	9476+54	26' Rt	51
			Total	96

Temporary 20IN Flber Rolls				
Sheet 13: Sta 9560+00 to Sta 9600+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9574+56	15' Rt	9574+57	12' Lt	27
9575+12	142' Rt	9575+12	87' Rt	55
9575+37	15' Rt	9575+37	12' Lt	27
9575+92	142' Rt	9575+92	87' Rt	55
9576+17	15' Rt	9576+17	12' Lt	27
9576+72	142' Rt	9576+72	87' Rt	55
9576+97	14' Rt	9576+97	13' Lt	27
9577+52	143' Rt	9577+52	88' Rt	55
9577+77	14' Rt	9577+77	13' Lt	27
9578+32	143' Rt	9578+32	88' Rt	55
9578+57	14' Rt	9578+57	13' Lt	27
9579+12	143' Rt	9579+12	88' Rt	55
9579+37	14' Rt	9579+37	13' Lt	27
9579+92	143' Rt	9579+92	88' Rt	55
9580+17	14' Rt	9580+17	13' Lt	27
9580+72	143' Rt	9580+72	88' Rt	55
9580+97	13' Rt	9580+97	14' Lt	27
9581+52	143' Rt	9581+52	88' Rt	55
9581+77	13' Rt	9581+77	14' Lt	27
9582+45	143' Rt	9582+45	88' Rt	55
9582+70	13' Rt	9582+70	14' Lt	27
9583+25	143' Rt	9583+25	88' Rt	55
9583+50	13' Rt	9583+50	14' Lt	27
9584+05	143' Rt	9584+05	88' Rt	55
9584+30	12' Rt	9584+30	15' Lt	27
9584+85	143' Rt	9584+85	88' Rt	55
9585+10	12' Rt	9585+10	15' Lt	27
9585+65	143' Rt	9585+65	88' Rt	55
9585+90	13' Rt	9585+90	16' Lt	29
9586+45	143' Rt	9586+45	88' Rt	55
9586+70	14' Rt	9586+70	17' Lt	31
9587+25	144' Rt	9587+25	89' Rt	55
9587+50	14' Rt	9587+50	17' Lt	31
9588+05	144' Rt	9588+05	89' Rt	55
9588+30	13' Rt	9588+30	18' Lt	31
9588+85	144' Rt	9588+85	89' Rt	55
9589+10	13' Rt	9589+10	18' Lt	31
9589+65	144' Rt	9589+65	89' Rt	55
9589+90	13' Rt	9589+90	18' Lt	31
9590+45	144' Rt	9590+45	89' Rt	55
9590+70	13' Rt	9590+70	18' Lt	31
9591+25	144' Rt	9591+25	89' Rt	55
9591+50	12' Rt	9591+50	19' Lt	31
			Total	1779

Temporary 20IN Flber Rolls				
Sheet 14: Sta 9600+00 to Sta 9640+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9625+83	12' Lt	9625+84	17' Rt	29
9626+63	7' Lt	9626+63	22' Rt	29
9627+43	9' Lt	9627+43	20' Rt	29
9628+23	10' Lt	9628+23	19' Rt	29
9629+03	11' Lt	9629+03	18' Rt	29
9629+83	12' Lt	9629+83	17' Rt	29
9630+63	13' Lt	9630+63	16' Rt	29
9631+43	14' Lt	9631+43	15' Rt	29
9632+23	16' Lt	9632+23	13' Rt	29
9633+03	17' Lt	9633+03	12' Rt	29
9633+83	24' Lt	9633+83	17' Rt	41
9634+52	25' Lt	9634+53	23' Rt	48
9636+08	25' Lt	9636+09	23' Rt	48
9636+58	25' Lt	9636+59	23' Rt	48
9637+08	26' Lt	9637+09	22' Rt	48
9637+58	27' Lt	9637+59	21' Rt	48
9638+08	27' Lt	9638+09	21' Rt	48
9638+59	13' Lt	9638+59	14' Rt	27
9639+29	14' Lt	9639+29	13' Rt	27
9639+98	16' Lt	9639+99	11' Rt	27
Total				700

Temporary 20IN Fiber Rolls				
Sheet 15: Sta 9640+00 to Sta 9680+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9640+68	17' Lt	9640+69	10' Rt	27
			Total	27

Temporary Erosion Control
Devices Table

Interstate 94 - Eastbound Reconstruction
East Menoken Interchange to Sterling Interchange

REGISTERED PROFESSIONAL ENGINEER
ADAM M. RUUD
PE-10407
DATE
NORTH DAKOTA

6/29/2026

Silt Fence				
Sheet 2: Sta 9120+00 to Sta 9160+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9136+50	117' Rt	9140+00	118' Rt	350
9140+00	118' Rt	9160+00	118' Rt	2000
			Total	2350

Silt Fence				
Sheet 3: Sta 9160+00 to Sta 9200+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9160+00	116' Rt	9161+91	101' Rt	195
9162+11	100' Rt	9180+00	108' Rt	1795
9180+00	108' Rt	9189+98	112' Rt	998
9195+03	135' Rt	9195+47	116' Rt	57
9195+73	122' Rt	9196+88	131' Rt	125
			Total	3170

Silt Fence				
Sheet 4: Sta 9200+00 to Sta 9240+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9205+26	114' Rt	9206+56	114' Rt	129
9215+12	111' Rt	9220+00	108' Rt	488
9220+00	108' Rt	9226+06	106' Rt	607
9234+31	121' Rt	9235+51	115' Rt	123
9235+64	117' Rt	9235+90	94' Rt	35
9236+37	101' Rt	9240+00	127' Rt	370
			Total	1752

Silt Fence				
Sheet 5: Sta 9240+00 to Sta 9280+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9240+00	127' Rt	9246+07	118' Rt	609
9258+79	118' Rt	9259+54	105' Rt	79
9259+65	104' Rt	9260+00	120' Rt	39
9263+10	119' Rt	9270+00	122' Rt	692
9270+00	122' Rt	9280+00	116' Rt	1001
			Total	2420

Silt Fence				
Sheet 6: Sta 9280+00 to Sta 9320+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9280+00	116' Rt	9281+10	114' Rt	110
			Total	110

Silt Fence				
Sheet 7: Sta 9320+00 to Sta 9360+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9344+61	112' Rt	9345+46	95' Rt	107
9345+62	96' Rt	9348+80	113' Rt	344
9354+20	112' Rt	9355+47	103' Rt	143
9355+60	101' Rt	9356+52	99' Rt	120
9356+97	103' Rt	9358+70	103' Rt	176
			Total	890

Silt Fence				
Sheet 8: Sta 9360+00 to Sta 9400+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9369+63	107' Rt	9371+23	110' Rt	160
			Total	160

Silt Fence				
Sheet 11: Sta 9480+00 to Sta 9520+00				
Start Sta	Offset	End Sta	Offset	Length (LF)
9504+74	133' Rt	9505+50	116' Rt	92
9505+71	116' Rt	9507+01	126' Rt	145
			Total	237

Temporary Erosion Control
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