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DESIGN DATA			
TRAFFIC	AVERAGE DAILY		
CURRENT 2021	PASS: 6705	TRUCK: 35	TOTAL: 6740
FORECAST 2045	PASS: 9140	TRUCK: 50	TOTAL: 9190
CLEAR ZONE DISTANCE: 14'		DESIGN SPEED: 25 MPH	
MINIMUM SIGHT DIST: N/A		BRIDGES: N/A	
PAVEMENT DESIGN LIFE (YRS): 30			
DESIGN ACCUMULATED ONE-WAY ESALS: N/A			

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

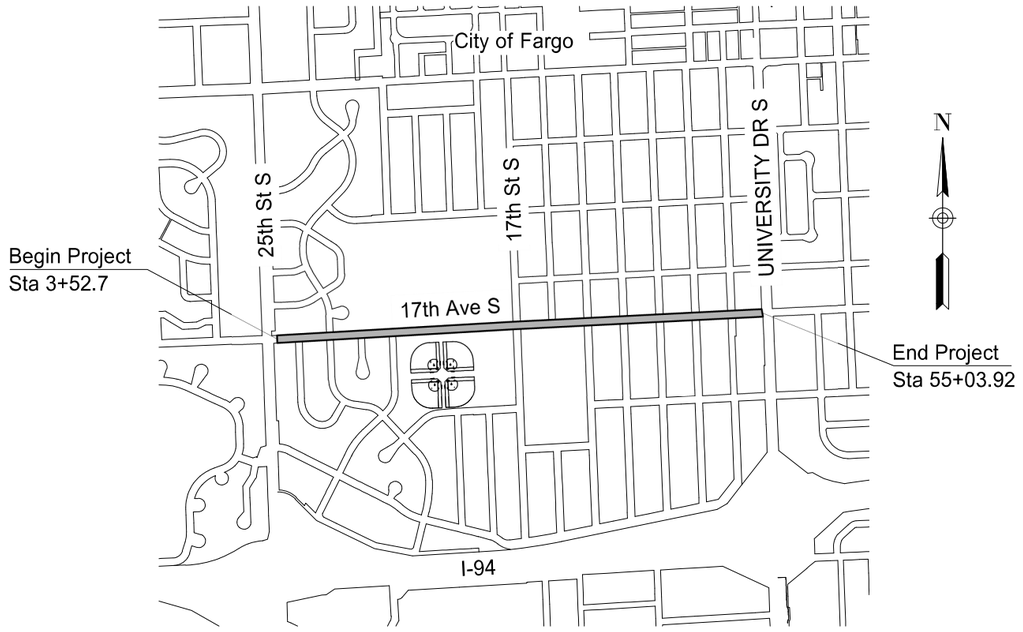
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BR-26-G1

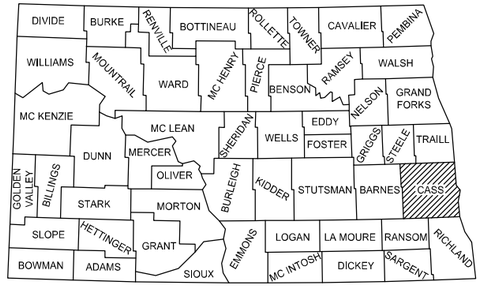
Cass County
17th Avenue S
25th St S to University Dr S
Grading, Salvaged Base, PCC Pavement, Storm Sewer,
Watermain, Sanitary Sewer, Lighting, Traffic Signal,
Shared Use Path, Pavement Marking, Signing

STATE	PROJECT NO.	PCN	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984(181)	24237	1	1

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
TMA-SU-CRP-8-984 (181)	0.976	0.976





STATE COUNTY MAP

DESIGNER	Dylan Dunn, PE
DESIGNER	Taylor Braaten, PE
DESIGNER	Joanna Bush, PE
DESIGNER	Brandi Krofcheck, PE

CITY OF FARGO, ENGINEERING DEPARTMENT
TOM KNAKMUHS, CITY ENGINEER

Digitally signed by Tom Knakmuhs
Date: 2026.07.23 11:43:57 -05'00'

MOORE ENGINEERING INC.

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

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ND	TMA-SU-CRP-8-984(181)	2	1

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20	1 - 3	General Details
30	1 - 2	Typical Sections
40	1 - 10	Removals
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55	1 - 13	Drainage Layouts
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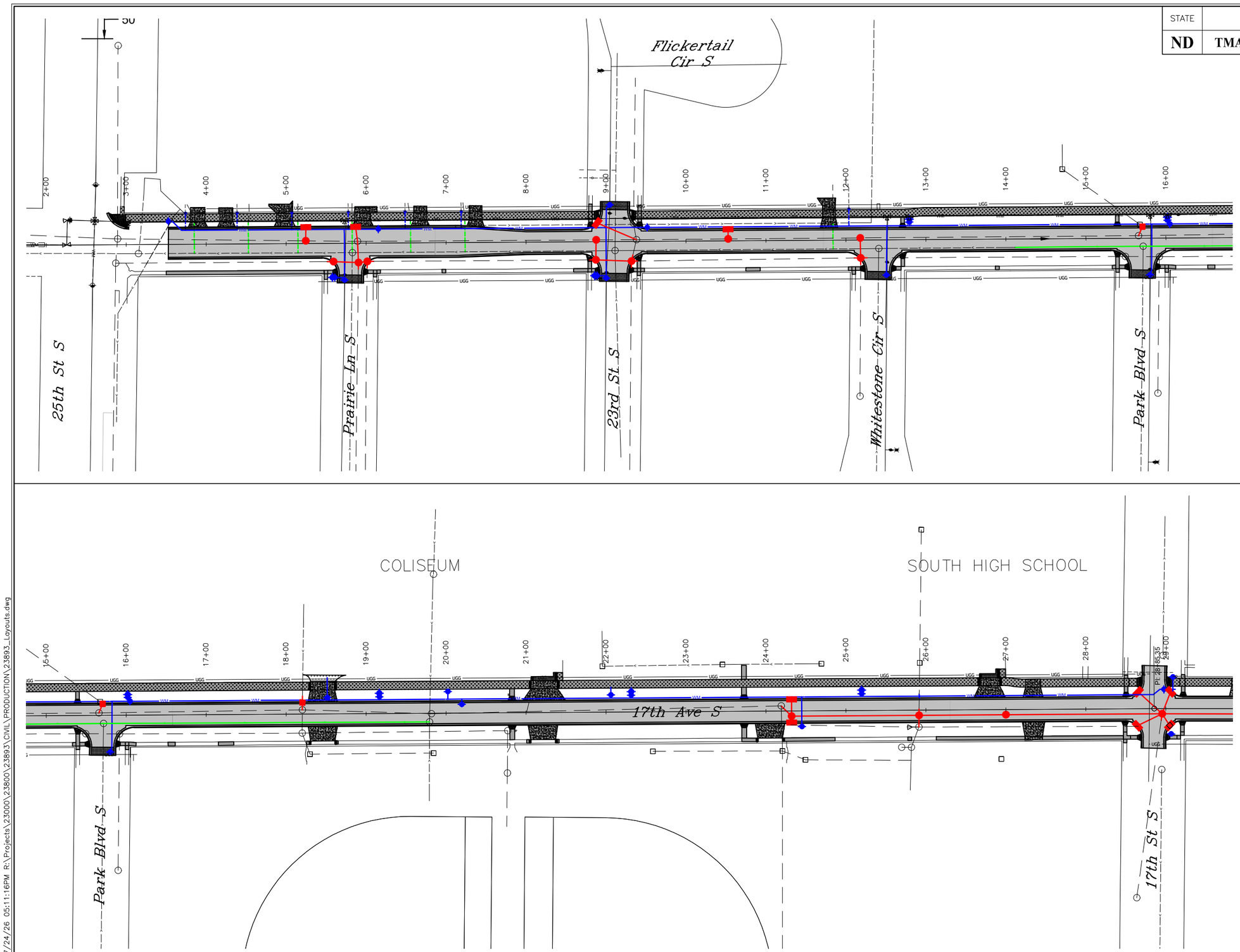
LIST OF STANDARD DRAWINGS

Number	Description
D-101-1, 2,3,4	NDDOT Abbreviations
D-101-10	NDDOT Utility Company and Organization Abbreviations
D-101-20, 21	Line Styles
D-101-30, 31,32,33	Symbols
D-101-40	Cross Section Legend
D-704-4	Work Zone Business Sign Details
D-704-8	Breakaway Systems For Construction Zone Signs - U-Channel Post
D-704-9	Construction Sign Details - Terminal And Guide Signs
D-704-10	Construction Sign Details - Regulatory Signs
D-704-13	Barricade And Channelizing Device Details
D-704-14	Construction Sign Punching And Mounting Details
D-704-21	Detour And Roadway Diversion Sign Layouts
D-704-23	Short Term Urban Detour And Lane Closure On A Divided Highway Layouts
D-704-26	Miscellaneous Sign Layouts
D-750-2	Sidewalk
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D-750-4	Curb Ramp Retrofit Transitional Area Details
D-754-23	Perforated Tube Assembly Details
D-754-24, 25	Mounting Details Perforated Tube
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D-754-26, 28, 32	Sign Punching, Stringer and Support Location Details Regulatory, Warning and Guide Signs
D-754-80	Light Standard, Signal Standard, and Span Wire Mounted Sign Assembly Detail
D-754-87	Sign Punching, Stringer And Support Location Details For Street Name Signs And 911 Signs
D-762-1	Pavement Marking Message Details

SPECIAL PROVISIONS

Number	Description
SSP 1	Temporary Erosion and Sediment Best Management Practices
SP 92(25)	Utility Coordination
SP 93(25)	City of Fargo Standard Specifications
SP 94(25)	Commerical Grade HMA without Density
SP 239(25)	Lighting and Signals
SP 240(25)	Temporary Pedestrian Facilities
SP 597(25)	Co-Funding Requirements - DEQ

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0 60' 120'

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- DRIVEWAY CONCRETE
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- SANITARY STRUCTURES
- STORM STRUCTURES
- WATER STRUCTURES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

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SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26
NORTH DAKOTA

Scope of Work

17th Ave S Reconstruction
(University Dr To 25th St)

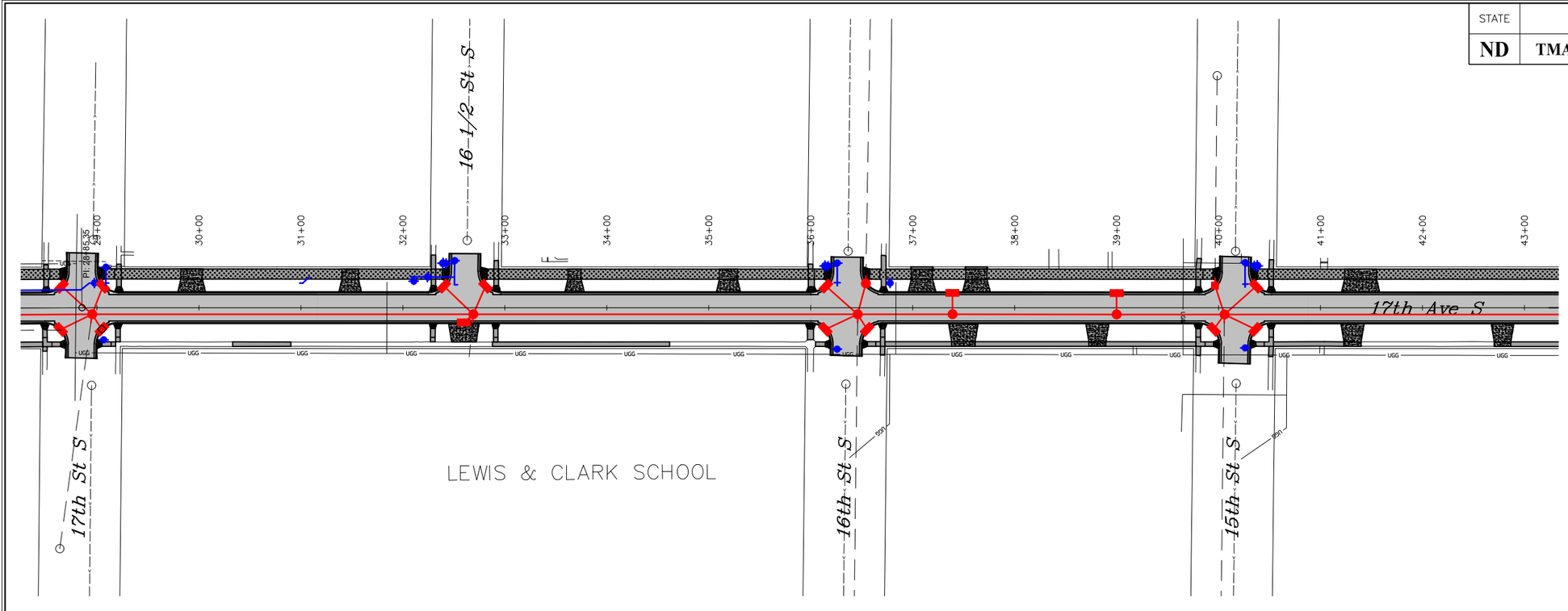
CITY OF FARGO Improvement District *BR-26-G1*

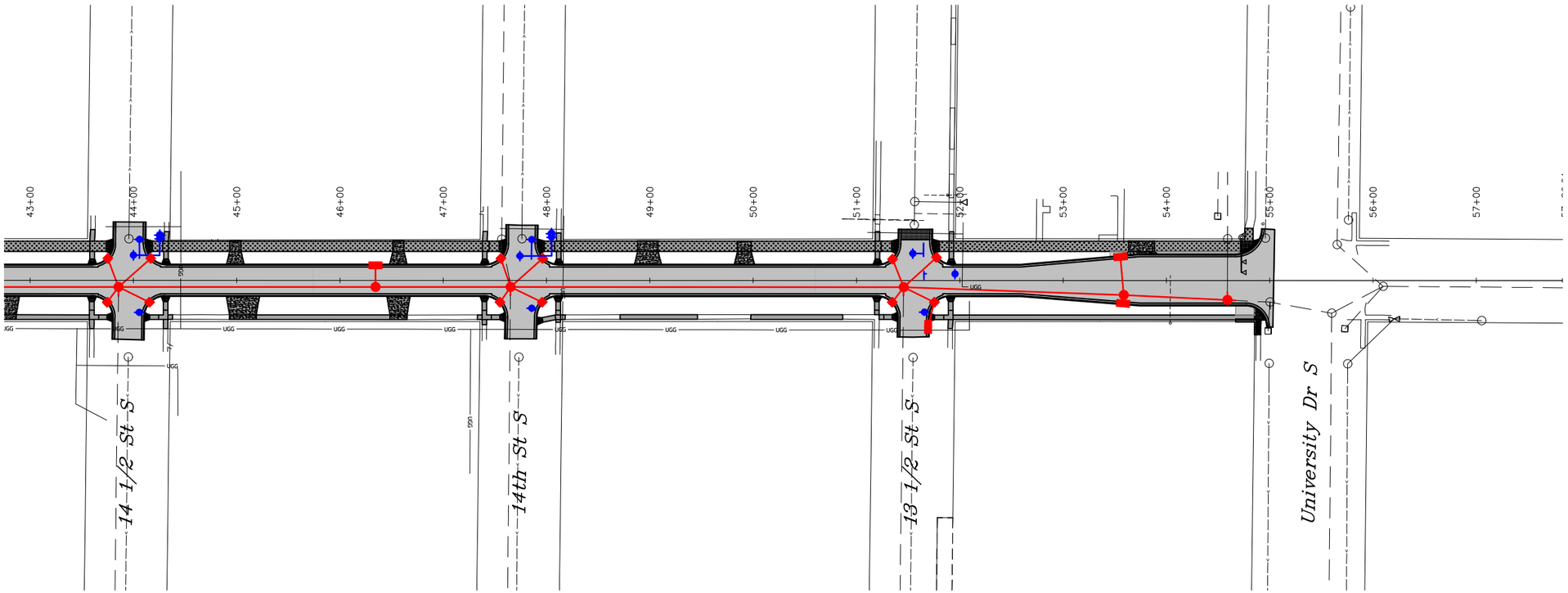
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
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0 60' 120'

N

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- SIDEWALK CONCRETE 4IN REINF
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ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

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NORTH DAKOTA

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PE-29068
Taylor Braaten
DATE: 07/24/26

Scope of Work

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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NOTES

105-110 PAVEMENT SWEEPING: Sweep paved areas that were used by construction traffic before opening these areas to public traffic.

Sweep all newly constructed pavement no more than 24 hours before a scheduled final inspection.

Use a vacuum or pick-up type sweeper to perform this work.

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

105-P01 UNDERGROUND UTILITY INSTALLATION: The City of Fargo Standard Specifications for Construction govern underground utility, including storm sewer, sanitary sewer, and watermain construction as referenced in SP 93(25).

105-P02 NOISE RESTRICTIONS: Construction activities or moving of equipment is prohibited between the hours of 10:00 pm and 7:00 am except for sawing of new concrete. When sawing is planned to occur during these hours, the Contractor is to distribute written notices to residents located within ½ block of the work, a minimum of 4 hours prior to the start of any sawing.

105-P03 PLAN SET VIEWING: These plans have been developed using a variety of colors in an effort to better delineate differing features and details. The Contractor will need to either print this plan set in full color or view the plan set digitally to ensure that the plan set can be interpreted with all intended detail.

105-P04 CONTRACTOR SUPERINTENDENT: Before work begins, the Contractor is to name in writing a qualified superintendent for the duration of the Project. To be considered qualified the superintendent must be:

A. A responsible employee of the Contractor with experience in the type of work being performed;

B. Capable of reading and understanding contract documents;

C. Able to speak and communicate effectively with project staff;

D. Present at the project site at all times while work is in progress, including work by subcontractors, unless otherwise approved by the Engineer;

E. Authorized to:
   1) Represent and act for the Contractor;
   2) Attend project meetings, when required by the contract;
   3) Execute orders and directions of the Engineer without delay;
   4) Ensure employees and subcontractors are performing work in accordance with the contract requirements;
   5) Schedule and conduct business with suppliers and subcontractors; and
   6) Promptly supply the materials, equipment, tools, labor, and incidentals necessary to complete the work.

The designated superintendent is not to operate equipment or perform laborer work in excess of 5 hours total during a workweek.

The Contractor may request to change the designated Superintendent during the Project by submitting a request in writing to the Engineer. A change in superintendent will only be allowed if they are qualified and approved by the Engineer.

Any superintendent who repeatedly fails to follow the Engineer's written or oral orders, directions, instructions, is incompetent or intemperate, is to be subject to removal from the project. Upon the written request of the Engineer, the Contractor is to immediately remove such superintendent and name a qualified replacement in writing.

Failure to provide a qualified superintendent will result in suspension of work and/or subject to a $500.00 per day penalty to the Contractor until a qualified superintendent is assigned to the project.

105-P05 SUPPLEMENTAL CONSTRUCTION SPECIFICATIONS: The City of Fargo Standard Specifications for Construction along with the plan notes will govern underground utility construction, concrete paving, curb and gutter, concrete sidewalks and driveways, landscaping, lighting, and traffic signals. The pertinent City specifications have been included in the following Special Provisions:

SP93(25) City of Fargo Standard Specifications

1000	Excavation, Trenching, and Backfilling for Underground Work
1200	Sanitary Sewers
1300	Sewer & Water Service Connections
1500	Storm Sewers
2100	Concrete Paving and Curbs & Gutters
2300	Concrete Sidewalks and Driveways
7000	Landscaping

SP239(25) Lighting and Signals Specifications

4200	Traffic Signals
4400	Street Lighting

REGISTERED PROFESSIONAL ENGINEER
DYLAN J. DUNN
PE-28894
DATE 8/5/2026
NORTH DAKOTA

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108-P01 WEEKLY PLANNING & REPORTING MEETING: A weekly planning and reporting meeting is required. Determine meeting time and place mutually between the Contractor and the Engineer.

The Contractor will submit a Weekly Look Ahead Schedule at the end of each week, or at such other time of the week as determined by the Engineer. The Weekly Look Ahead Schedule is to include those work activities that are scheduled to begin or are in progress for the next three weeks and is to be submitted on the form provided.

Pay estimates may be withheld if the required schedules are not received. Receipt of a pay estimate does not relieve the Contractor of the requirement to provide the schedules. All costs for Weekly Look Ahead Schedules to be considered incidental to the project.

108-150 PUBLIC RELATIONS COORDINATOR: Provide a public relations and information coordinator. The coordinator cannot be the project superintendent or construction foreman. The coordinator should be knowledgeable in construction operations, be able to develop effective media releases, possess written and verbal communication skills, and be able to organize productive meetings.

Provide the name, work address, and work phone number to the relevant project, community, and media personnel.

The public relations coordinator is responsible for providing the following:

1. Organizing, scheduling, and conducting the meeting specified in Note 108-100, "Weekly Planning/Reporting Meeting".
2. Advise Jeremy Gorden, from the City of Fargo, PH: (701) 241-1545, of upcoming construction activities in regard to street closures and traffic detour routes so that city police, emergency services, schools, and other pertinent city agencies may be notified.
3. Provide news releases and necessary drawings to the media before and during construction. News releases should inform the public on construction activities, schedules, street closures, width or height restrictions to traffic, and traffic detour routes. Update news releases regarding construction activities every other week, at a minimum.
4. Be available for media interviews.
5. Work directly with property owners and businesses affected by construction activities. The coordinator must have sufficient knowledge and authority to resolve property owner and business concerns regarding scheduling, maintaining access, and construction operations.

202-P01 REMOVAL OF CONCRETE PAVEMENT: Include all costs for removal of concrete driveways and sidewalks in the price bid for “Removal of Concrete Pavement”.

202-P02 REMOVAL OF PAVEMENT: Include all costs for removal of mainline HMA pavement, PCC pavement, curb & gutter, aggregate base, and common excavation in the price bid for “Removal of Pavement”.

202-P03 ASBESTOS CEMENT PIPE (ACP) WATERMAIN REMOVAL: The North Dakota Department of Environmental Quality classifies Asbestos Cement Pipe (Transite) waterline as Category II non-friable asbestos-containing material, which is not regulated by the state. AC pipe must be removed, handled and disposed of in a manner that keeps the material in predominantly whole pieces to be considered non-friable. Sanding, sawing, grinding, chipping, or the use of power tools is not allowed. The pipe must be kept wet during removal. Wetting minimizes asbestos fibers from being released. Snap cutters or hand operated carbide-tipped blade cutters are recommended. AC coupling removal may be accomplished by gradually splitting the coupling lengthwise using a chisel and hammer. After the top of the coupling has been split, a crowbar or similar tool can be used as a lever to split the bottom of the coupling.

If AC pipe is crushed, shattered, damaged, or badly weathered, it is considered friable and will likely release asbestos fibers into the air. Activities such as sanding, sawing, grinding, chipping, the use of power tools or crushing render the material friable. Two examples of making the material friable are driving over the pipe and using power tools, such as mechanical saws, to cut the pipe. Friable asbestos is regulated. If the Contractor’s methods cause the pipe to become friable, then it is the Contractor’s responsibility to notify and comply with state and federal regulations for asbestos abatement.

No additional compensation or time extensions will be given for asbestos abatement.

The pipe will need to be disposed of at an approved landfill, such as City of Fargo’s landfill. The Contractor will be responsible for any landfill fees. City of Fargo landfill requires a two (2) business day notification before deliveries will be taken. Deliveries will only be allowed during normal landfill hours.

In a case where the City of Fargo Landfill cannot accept asbestos materials, the Contractor will be required to find an alternate approved landfill site to dispose the materials. Two known landfills that accept asbestos pipe in the region are Big Dipper Enterprise, Inc. in Gwinner, ND and Veit Disposal in Rogers, MN.

All costs associated with removal and disposal of existing asbestos cement pipe in the City of Fargo Landfill to be included in the contract unit price for the bid item “ACP Watermain Removal”.

203-P01 TOPSOIL: Minimum 6” of topsoil required for placement. Pay contract plan quantity for “Topsoil”.

REGISTERED PROFESSIONAL ENGINEER
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203-P02 PROOF ROLLING: In addition to density/moisture testing, perform a proof roll test to verify the uniformity of support and to identify unstable areas which will require correction. Perform a proof roll test on subgrade located under the roadway. In fill areas, perform a proof roll test per one foot of each compacted lift.

Complete proof rolling by using a fully loaded tandem dump truck. Other heavy equipment may be substituted to complete proof rolling upon prior approval of the Engineer. Offset each trip of the proof roller by no more than one tire width.

If the grade shows no signs of pumping, cracking, or rutting, the grade being tested is considered acceptable. Correct any defective areas discovered during proof rolling and proof roll again.

Include all costs associated with performing the proof roll test and any corrective work in the price bid for “Subgrade Preparation-Type A-12In.”

203-P03 BOULEVARD GRADING: Prior to seeding, re-grade the entire boulevard to establish positive drainage from the sidewalk to the curb and to blend any areas behind the sidewalk that have been disturbed. Cut down any high areas and / or fill any low areas to provide a minimum 4” thick topsoil section for all areas to be seeded. Include all costs associated with this work in the price bid for “Topsoil”.

251-P01 SEEDING CLASS III: Use the following seed mix for all permanent seeding.

Species	Percent by Weight	Purity	Germination
Perennial Ryegrass	40%	90%	85%
Creeping Red Fescue	30%	90%	85%
Annual Ryegrass	15%	90%	85%
Kentucky Bluegrass	15%	90%	85%

Rate of Seeding = 220 Lbs/Acre

Remove all stumps, brush, sticks, roots, stones larger than ½ inch in diameter, concrete chunks, rebar, wire or other material that may hinder seeding and maintenance operations. Dispose of any accumulated material at no additional cost to the project.

Drill seed prior to installation of hydraulic mulch. Water the seeded areas sufficiently to moisten the seedbed to a depth of 2 inches. Apply water in a manner that provides uniform coverage and prevents erosion and damage to the final surface. Provide daily watering for the first five days and sufficient water to maintain surface moisture in the top 2 inches of the soil until such time as the grass (not cover crop) has been evenly established to a height of 2 inches. Include all costs for labor, equipment and materials necessary to complete the work in the price bid for “Seeding Class III”.

302-110 BASE COURSE: Trim base course as specified in Section 302.04 C.1, "Surface Tolerance Type B."

430-P01 COMMERCIAL GRADE HOT MIX ASPHALT: Include Tack Coat, Prime Coat, and PG 58H-34 in the price bid for “Commercial Grade Hot Mix Asphalt”.

550-P01 CONCRETE PAVEMENT AND CURB & GUTTER: Install manhole castings with the paving operation or install with each adjoining full concrete panel. Manhole isolation or box outs will not be allowed.

Pour curb & gutter separate from adjacent concrete pavement.

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

704-P01 PORTABLE CHANGEABLE MESSAGE SIGN: Install two (2) Portable Changeable Message Signs (PCMS) two (2) weeks before work begins on the project. The Engineer will determine the locations for PCMS installation. Relocate the PCMS as directed by the Engineer.

Provide an operator trained in the use of the PCMS.

The Engineer will determine the message to be displayed. Program the message within one hour of the Engineer's request to change the message.

704-P02 TRAFFIC CONTROL PHASING: The traffic control details, as indicated on the plans, have been developed on the basis that this project will be constructed in segments as described below. Multiple segments may be completed concurrently provided the follow criteria is met:

- Allowance of 70 calendar days from closure to reopening for each individual block. Liquidated Damages will be assessed at $1,000 for each calendar day that expires after the 70 days.
- Access must be maintained to Fargo South High School and Tharaldson Little League Complex from either 25th St S or 17th St S at all times. Park Boulevard cannot be used for access for traffic to Fargo South High School and Tharaldson Little League Complex.
- Access must be maintained to Whitestone Cr from 23rd St S or Park Blvd at all times.
- The intersection at 17th Ave S and 16th St S must be open to vehicle north-south traffic and north-south pedestrian crossing from 7:30am to 8:30am and 2:00pm to 3:00pm during the school year.

Segment 1: Fargo South High School driveway (Sta 19+00) to University Dr.
Segment 2: Whitestone Circle to Fargo South High School driveway (Sta 19+00).
Segment 3: 25th St to Whitestone Circle.

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704-P03 PEDESTRIAN FACILITITES & ACCESS: Maintain a minimum of one (1) north / south ADA compliant pedestrian crossing at Tharaldson Little League Complex at all times. Stage reconstruction of the sidewalk and the shared use path in a manner to always maintain a minimum one (1) parallel pedestrian facility, either on the north or south side of 17th Avenue S. A quantity of 10 Sidewalk Barricades have been included in the project to be used and moved as needed.

If sidewalk is to be removed to install services, provide ADA compliant surfacing after backfilling excavation until sidewalk is replaced.

704-P04 PHASING NOTICE: Provide written notice to residents whose driveway access will be interrupted two (2) weeks before roadway at the driveway is removed.

708-P01 INLET PROTECTION-SPECIAL: Install a manufactured inlet protection device in curb inlets, such as a Silt Sack, Dandy Bag, Storm Flex, or approved equal. Include all costs for labor, materials, and equipment necessary to install, clean/maintain, and remove inlet protection devices in the price bid for “Inlet Protection-Special.”

714-P01 STORM SEWER MANAGEMENT: During construction, provide means of temporary drainage or pumping to maintain the existing storm sewer system. This includes, but is not limited to, temporary grading, temporary pipe connections, and pumping. Include all storm water management costs in the price bid for “Pipe Conc Reinf __IN CL III-Storm Drain”.

722-P01 SANITARY MANHOLE REPAIR: Remove cone section and install shorter section. Order new shorter section to accommodate 4” - 8” of adjusting rings and floating casting. Include all labor, equipment, and materials to remove and install manhole sections in price bid for “Sanitary Manhole Repair”.

722-P02 ADJUST MANHOLE SPECIAL: Remove cover and top section of manhole structure, install new shorter section, and reinstall cover. Install new shorter section to accommodate 4”-8” of adjusting rings and floating casting. Include all labor, equipment, and materials to remove and install manhole sections in price bid for “Adjust Manhole Special”.

722-P03 MANHOLE CASTING: Remove existing casting and rings. Provide a Neenah R-1955-1 manhole frame or approved equal. Self-sealing solid lid and concealed pick bar with “Sanitary Sewer” and open pickholes with “Storm Sewer”. See Special Provision – SP 93(25) for floating casting details. Include all labor, equipment, and materials to install new castings on existing structures in the price bid for “Manhole Casting”.

722-P04 MANHOLE SPECIAL: Install manhole over existing pipe by cutting top half of pipe, slide manhole base under remaining pipe, install manhole structure over pipe, and grout ancillary space under and around pipe. Manholes vary in size. See Section 55 for specific size and location. Include all labor, equipment, and materials to install manhole, in the price bid for “Manhole Special”.

722-P05 ABANDON STORM SEWER: Abandon storm sewer as shown in plans. Completely fill pipe with controlled density fill or sand and cap or plug ends. Include all labor, equipment, and materials to abandon pipe in price bid for “Abandon Storm Sewer.”

722-P06 ABANDON WATER MAIN/SERIVCE LINE: Abandon water main as shown in plans. Completely fill pipe with controlled density fill or sand and cap or plug ends. Include all labor, equipment, and materials to abandon pipe in price bid for “Abandon Water Main/Service Line.”

724-P01 WATER MAIN SHUTDOWNS: Coordination with the City of Fargo’s Main and Hydrants Department for water main shutdowns. Contact Andy Gudding with Mains and Hydrants at 701-318-0375 a minimum of 48 hours before shutdown request.

724-P02 BORE & PUSH 12IN WATERMAIN: Bore and push watermain as shown in the plans. Open cut is not allowed in locations shown as bore to protect tree root systems and power poles. Contractor to determine locations of bore pits that do not disturb existing trees and power poles. Include all labor, equipment, and materials to bore watermain, including excavating and backfilling bore pits, in the price bid for “Bore & Push 12In Watermain”.

724-P03 WATERMAIN LOWERING: Complete water main lowering according to the detail in Special Provision – SP 93(25) and as directed by the Engineer to maintain the required clearance between water main and any other utilities within the corridor. Quantities have been included in Section 8 to pay for the lowering of the water main.

724-P04 CONNECT TO EXISTING MAIN: Connect to existing watermain with appropriate coupler as shown in the plans (as necessary). Include all labor, equipment, and materials to locate and connect to existing watermain in the price bid for “Connect to Existing Main”.

724-P05 CURB STOP & BOX 1IN: Removal of existing curb stop & box and installation of new curb stop & box to be included in price bid for “Curb Stop & Box 1IN”.

724-P06 WATER SERVICE CONNECTION 1IN: Connect existing water service to new main as shown in plans. Include all labor, equipment, and materials to locate and connect to existing watermain, including corporation, required couplers, and necessary removal of existing service, in the price bid for “Water Service Connection 1In”.

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DYLAN J. DUNN
PE-28894
DATE 8/5/2026
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NOTES

724-P07 TEMPORARY WATER SERVICE: Contractor to supply temporary water to City water users affected by work.

Residential:
Contractor must provide temporary water service to all affected residential City water users if water service is to be interrupted for more than 12 hours per day.

Non-residential:
Contractor to provide temporary water service to all non-residential properties affected by this work. A list of known businesses and estimated existing services sizes are provided below:

- American Gold Gymnastics – 8” Service
- Fargo Youth Baseball – The ATTIC – 4” Fire Line & 2” Domestic Line
- Fargo South High School – 10” Service
- Lewis & Clark Elementary – 8” Service

Notify the Engineer and City 48 hours prior to disruption of water service. Contact City of Fargo Public Works Mains and Hydrants at 701-241-1453 to locate gate valves & coordinate water shut off. Provide a written notice to any home or business 48 hours before disruption of the water service explaining anticipated method of providing temporary water service. Written notice to be approved by Engineer. Include all cost for labor, equipment and material necessary for the installation and removal of temporary water service system in the price bid for “Temporary Water Service.”

724-P08 WATERMAIN 16IN PVC: Connect to existing storm sewer pipe 16” C-900 Certa-Lok PVC and extend to ST-23 with 16” C-900 PVC Pipe. Include all labor, equipment, and materials to locate and connect to existing storm sewer, required couplers, and necessary removal of existing service, in the price bid for “Watermain 16In PVC”.

724-P09 SANITARY SEWER SERVICE CONNECTION: Connect existing sanitary sewer service to existing sanitary sewer main. Include all labor, equipment, and materials to connect to the main, including new saddle and locating the existing service, in price bid for “Sanitary Sewer Service Connection”.

750-P01 PIGMENTED IMPRINTED CONCRETE: Provide a pigment from the list below or provide an approved equal. To be considered an approved equal, pigments must meet the requirements of ASTM C 979.

1. Number 338 Leather, produced by Solomon Colors, Inc http://www.solomoncolors.com/;
   or
2. Number 6058 Rustic Brown, produced by Davis Colors, http://www.daviscolors.com/

Use the same supplier for all colored concrete placed under the contract. Add pigment at the ratio recommended by the manufacturer directly into the mixer along with the aggregate, cement, and water. Add pigment while the mixer is operating at mixing speed. Continue mixing for 5 to 10 minutes or between 50 and 100 revolutions.

Form a pattern in the concrete using a roller to a pinwheel pattern. Cure concrete using curing compound meeting the requirements of ASTM C309, Type 1. Reinforce pigmented imprinted concrete with #4 deformed reinforcing bar at 24” o.c. each way. Accurately place reinforcement at one-half depth of the slab using plastic chairs. Match concrete joint of the adjacent pavement.

750-P02 DETECTABLE WARNING PANELS: For 4.5ft sidewalk ramps, use combination of 24”x24” and 24”x30” panels to create detectable warning panel of 4.5ft.

750-P03 SIDEWALK CONCRETE: Saw joints in a timely manner and construct per details in Section 20. Place one ½” expansion joint at intervals not to exceed 150’.

Use a #4 deformed reinforcing bar placed 24” o.c. both ways on all sidewalks. The bar is to be 6” shorter than the width of the slab and placed accurately at one-half depth of the slab. Use plastic chairs.

Use four (4) #4 bars 10’ long, centered over new utility trenches. Place and compact the aggregate base to the required uniform section prior to setting forms.

Saw longitudinal and transverse joints. Saw a centerline longitudinal joint on sidewalk 8’ or wider per details in Section 20. Match the existing elevation for newly placed concrete within +/- 1/8” of all adjoining concrete. Remove and placed concrete not properly matching elevations as deemed by the Engineer and replace at the Contractor’s expense. Include all items list above in the price bid for “Sidewalk Concrete _IN”.

750-P04 DRIVEWAY CONCRETE: Reinforce and joint driveways per City of Fargo Standard Drawing 2300 5.4, 5.5, 5.6, and 5.7.

750-P05 DRIVEWAY CONCRETE: Salvage landscaping pavers adjacent to driveways and provide to property owners. Include salvaging pavers in price bid for “Driveway Concrete”.

750-P06 SIDEWALK CONCRETE & ADA COMPLIANCE: Contractor and Engineer to confirm 17th Avenue S south sidewalk replacements are connecting to existing ADA compliant sidewalk. An additional 10% “Removal of Concrete Pavement” and “Sidewalk Concrete 4 IN” has been included to account for any additional sidewalk replacement to achieve ADA compliance.

REGISTERED PROFESSIONAL ENGINEER
DYLAN J. DUNN
PE-28894
DATE 8/5/2026
NORTH DAKOTA

Docusign Envelope ID: 526BDCE3-836C-8356-82F5-F303D0AF2C12

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NOTES

752-P01 TEMPORARY SAFETY FENCE: The Contractor to furnish, install, and maintain temporary safety barriers to protect the public from hazardous areas, including but not limited to open trenches, pavement removal areas, excavations, or other locations that may pose a risk to public safety. The type, material, and method of installation of safety barriers to be the Contractor's responsibility and to be appropriate for the specific site conditions and level of risk. At a minimum, safety barriers in pedestrian-accessible areas shall be highly visible (e.g., orange in color), at least 4 feet in height, and constructed of durable material capable of withstanding wind and incidental contact. Safety fence products such as Tenax Sentry Diamond Mesh or approved equal may be used, provided they meet or exceed the minimum public safety requirements. The Contractor to be solely responsible for selecting appropriate barrier systems, ensuring their effectiveness, complying with manufacturer installation requirements, and correcting any deficiencies promptly. Include all costs for labor, equipment, and materials necessary for installing, maintaining, removing, and resetting safety barriers in the price bid for "Temporary Safety Fence." Temporary Safety Fence will be paid for once (1) and no additional compensation will be made for using the temporary safety fence at multiple locations.

754-P01 SIGN MOUNTING HARDWARE FOR LIGHT STANDARDS: Bolts – Stainless Steel Hex Bolts, ¼" diameter. Self-Tapping Screws – ¼" self-tapping screws with hex head and longing flange. Washer – Steel flat washers will be fabricated meeting ASTM F844. Plastic washers to be fabricated to the sheeting manufacturer's specifications. Include all the costs associated with the installing hardware in the price bid for "Flat Sheet for Signs-Type __ Refl Sheeting".

766-P01 RESET MAILBOX: Remove existing mailboxes on 17th Avenue S (addresses 2413 – 2317 & 2201). Construct and maintain a mailbox cluster for the homeowners that will be without curb side postal service while the street is closed. Construct mailboxes to match permanent height requirements of 42"-48" above the driving surface and include house numbers clearly marked on each of them. The Contractor must notify the affected homeowners and Post Office of the temporary location of the mailboxes. After Segment 3 is complete, reset mailboxes in permanent location. Include all costs for labor, equipment, and materials necessary for the removing, storing, and resetting of permanent mailboxes and providing temporary mailboxes in the price bid for "Reset Mailbox".

772-P01 FLASHING BEACON-POST MOUNTED: Install pedestrian flasher as shown in Section 20. Include all costs for labor, equipment, and materials necessary to install pedestrian flasher system in the price bid for "Flashing Beacon-Post Mounted."

910-P01 MODIFY MANHOLE: Add new invert and fill bottom of manhole of Ex-M42 (Station 25+91 21' Rt). Include all costs for labor, equipment, and materials necessary for the adding new invert and filling remaining structure in the price bid for "Modify Manhole".

970-P01 TREE PROTECTION: The Contractor is to use care to protect trees within the work area that are to remain during construction. In order to minimize tree damage the critical root zone (CRZ) must be protected from heavy construction activities at all times. The CRZ is an area defined by the diameter of the tree as measured at a point 4.5 feet above the ground line. For every 1 inch of tree diameter, a 1 foot clear zone must be established to protect the CRZ. For a 24 inch diameter tree, the CRZ would be a 24 feet radius from the base of the tree. The Contractor will be required to establish and mark out the CRZ areas prior to construction or staging occurring.

In the event the Contractor has work that must be performed within the CRZ, every effort must be made to minimize damage to the tree within the CRZ. Prior to commencing work within the CRZ, the Contractor will be required to present a plan of action to City personnel that may include using smaller equipment, trenchless installation of sewer and water services, or other means of non-evasive action that will protect the trees. All branches and any roots over 4" diameter that are to be cut will require an inspection by a Forestry Department representative or other designated individual. Exposed roots to be cut clean and backfilled as quickly as possible to avoid drying out.

If damage is caused to any existing tree due to the Contractor's failure to adhere to the tree protection requirements, the City Forester will assess the damage to determine if the damage can be repaired or if the tree must be removed. Any action plan, as determined by the City Forester, to repair damaged trees to be done by a certified arborist at the Contractor's expense. If damage is so severe that tree removal is necessary the tree's appraised value, as determined by the City Forester utilizing the most recent edition of the Guide for Plant Appraisal by the Council of Tree and Landscape Appraisers, to be deducted from the contract.

All costs related to tree protection to be incidental to other tree items.

990-P01 GUARD POST-PERMANENT: Install steel bollards as shown in Section 20. Include all costs for labor, equipment, and materials necessary to install bollards in the price bid for "Guard Post-Permanent."

REGISTERED PROFESSIONAL ENGINEER
DYLAN J. DUNN
PE-28894
DATE 8/5/2026
NORTH DAKOTA

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
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Estimated Quantities

SPEC	CODE	ITEM DESCRIPTION	UNIT	FEDERAL AID	CPR FUNDS	DRAINAGE (77% / 23%)	Co-Funded Sewer/Water			TOTAL
103	0100	CONTRACT BOND	L SUM	0.85			0.15			1
201	0352	REMOVAL OF TREES & BRUSH	L SUM	1						1
201	0370	REMOVAL OF TREES 10IN	EA	9						9
201	0380	REMOVAL OF TREES 18IN	EA	7						7
201	0390	REMOVAL OF TREES 30IN	EA	1						1
202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	6621						6621
202	0136	REMOVAL OF PAVEMENT	TON	18880						18880
202	0173	REMOVAL OF SEWER PIPE	LF	4167						4167
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES	LF	1287						1287
202	0210	REMOVAL OF MANHOLES	EA	16						16
202	0235	REMOVAL OF CATCH BASIN	EA	28						28
202	0500	ACP WATERMAIN REMOVAL	LF	558						558
203	0109	TOPSOIL	CY	1500						1500
216	0100	WATER	M GAL	75						75
230	0165	SUBGRADE PREPARATION-TYPE A-12IN	STA	51.5						51.5
251	0300	SEEDING CLASS III	ACRE	3.5						3.5
253	0201	HYDRAULIC MULCH	ACRE	7.1						7.1
302	0101	SALVAGED BASE COURSE	CY	6776						6776
302	9970	TYPE II PIPE BEDDING	CY	250			150			400
430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	143						143
550	0310	10IN NON REINF CONCRETE PVMT CL AE-DOWELED	SY	18119						18119
702	0100	MOBILIZATION	L SUM	0.85			0.15			1
704	0100	FLAGGING	MHR	450						450
704	1000	TRAFFIC CONTROL SIGNS	UNIT	1382						1382
704	1052	TYPE III BARRICADE	EA	108						108
704	1054	SIDEWALK BARRICADE	EA		10					10
704	1058	PEDESTRIAN WALKWAY	LF		400					400
704	1060	DELINEATOR DRUMS	EA	63						63
704	1500	OBLITERATION OF PAVEMENT MARKING	SF	45						45
704	2108	TEMPORARY CURB RAMP	EA		20					20
704	4011	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2						2
708	1540	INLET PROTECTION-SPECIAL	EA	52						52
709	0151	GEOSYNTHETIC MATERIAL TYPE R1	SY	22499						22499
714	0137	PIPE CONC REINF 12IN CL V-STORM DRAIN	LF	32						32
714	0215	PIPE CONC REINF 15IN CL V-STORM DRAIN	LF	1110						1110
714	0337	PIPE CONC REINF 18IN CL V-STORM DRAIN	LF			26				26
714	0405	PIPE CONC REINF 21IN CL III-STORM DRAIN	LF			43				43
714	0620	PIPE CONC REINF 24IN CL III-STORM DRAIN	LF			128				128
714	0710	PIPE CONC REINF 27IN CL III-STORM DRAIN	LF			16				16
714	0825	PIPE CONC REINF 30IN CL III-STORM DRAIN	LF			463				463
714	0910	PIPE CONC REINF 36IN CL III-STORM DRAIN	LF			458				458
714	1010	PIPE CONC REINF 42IN CL III-STORM DRAIN	LF			1496				1496
714	1110	PIPE CONC REINF 48IN CL III-STORM DRAIN	LF			8				8
714	1212	PIPE CONC REINF 54IN CL III-STORM DRAIN	LF			703				703
714	7028	PIPE PVC 10IN	LF	8						8
714	9696	EDGEDRAIN NON PERMEABLE BASE	LF	10758						10758
722	0100	MANHOLE 48IN	EA	1						1

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Estimated Quantities

SPEC	CODE	ITEM DESCRIPTION	UNIT	FEDERAL AID	CPR FUNDS	DRAINAGE (77% / 23%)	Co-Funded Sewer/Water			TOTAL
722	0110	MANHOLE 60IN	EA	2						2
722	0120	MANHOLE 72IN	EA	7						7
722	0130	MANHOLE 84IN	EA	1						1
722	0140	MANHOLE 96IN	EA	4						4
722	0315	MANHOLE CASTING	EA	13						13
722	2500	MANHOLE SPECIAL	EA	4						4
722	3297	ABANDON STORM SEWER	LF	434						434
722	3300	SANITARY MANHOLE REPAIR	EA				7			7
722	3460	CASTING INLET-TYPE 2	EA	3						3
722	3510	INLET-TYPE 2	EA	36						36
722	3701	INLET SPECIAL-TYPE 2 48IN	EA	5						5
722	3761	INLET SPECIAL-TYPE 2 60IN	EA	3						3
722	3766	INLET SPECIAL-TYPE 2 72IN	EA	1						1
722	3769	INLET SPECIAL-TYPE 2 96IN	EA	1						1
722	6140	ADJUST GATE VALVE BOX	EA	1						1
722	6201	ADJUST MANHOLE SPECIAL	EA	4						4
724	0210	FITTINGS-DUCTILE IRON	LBS				5146			5146
724	0270	REMOVE GATE VALVE & BOX	EA				43			43
724	0290	GATE VALVE & BOX 4IN	EA				2			2
724	0300	GATE VALVE & BOX 6IN	EA				13			13
724	0310	GATE VALVE & BOX 8IN	EA				15			15
724	0314	GATE VALVE & BOX 12IN	EA				9			9
724	0315	GATE VALVE & BOX 10IN	EA				7			7
724	0410	HYDRANT-INSTALL 5IN	EA				12			12
724	0430	REMOVE HYDRANT	EA				12			12
724	0496	SLEEVE 12IN	EA				3			3
724	0530	TAPPING SLEEVE & VALVE 12IN X 6IN	EA				4			4
724	0541	TAPPING SLEEVE & VALVE 12IN X 10IN	EA				1			1
724	0611	WATER SERVICE LINE 1IN	LF				154			154
724	0670	TEMPORARY WATER SERVICE	L SUM				1			1
724	0790	WATERMAIN 4IN PVC	LF				50			50
724	0810	WATERMAIN 6IN PVC	LF				173			173
724	0830	WATERMAIN 8IN PVC	LF				356			356
724	0840	WATERMAIN 10IN PVC	LF				217			217
724	0850	WATERMAIN 12IN PVC	LF				1111			1111
724	0851	BORE & PUSH 12IN PVC WATER	LF				1091			1091
724	0852	WATERMAIN 16IN PVC	LF				8			8
724	0858	WATERMAIN 16IN	LF				8			8
724	0905	CURB STOP & BOX 1IN	EA				7			7
724	0944	CONNECTION TO EXISTING MAIN	EA				47			47
724	0955	WATER SERVICE CONNECTION 1IN	EA				7			7
724	1120	6IN SEWER SERVICE PIPE	LF				260			260
724	5040	SANITARY SEWER SERVICE CONNECTION	EA				7			7
724	5050	PIPE PVC 8IN SEWER	LF				408			408
724	5100	PIPE PVC 10IN SEWER	LF				160			160
724	6031	ABANDON WATER MAIN/SERVICE LINE	LF				2509			2509
744	0050	INSULATION BOARD	CF				200			200

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Estimated Quantities

SPEC	CODE	ITEM DESCRIPTION	UNIT	FEDERAL AID	CPR FUNDS	DRAINAGE (77% / 23%)	Co-Funded Sewer/Water			TOTAL
748	0190	CURB & GUTTER-TYPE I 30IN	LF	10758						10758
750	0030	PIGMENTED IMPRINTED CONCRETE	SY	48						48
750	0115	SIDEWALK CONCRETE 4IN	SY		1525					1525
750	0120	SIDEWALK CONCRETE 5IN REINF	SY		4887					4887
750	0140	SIDEWALK CONCRETE 6IN	SY		386					386
750	1000	DRIVEWAY CONCRETE	SY	1942						1942
750	2115	DETECTABLE WARNING PANELS	SF		1170					1170
752	0911	TEMPORARY SAFETY FENCE	LF	2000						2000
754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	373						373
754	0112	FLAT SHEET FOR SIGNS-TYPE IV REFL SHEETING	SF	95						95
754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	1024						1024
754	0592	RESET SIGN PANEL	EA	1						1
762	0116	EPOXY PVMT MK 16IN LINE	LF	12						12
762	0117	EPOXY PVMT MK 24IN LINE	LF	156						156
762	0122	PREFORMED PATTERNED PVMT MK-MESSAGE(GROOVED)	SF	144						144
762	0806	METHYL METHACRYLATE PVMT MK 6IN LINE	LF	90						90
762	0816	METHYL METHACRYLATE PVMT MK 16IN LINE	LF	164						164
762	0824	METHYL METHACRYLATE PVMT MK 24IN LINE	LF		476					476
762	1305	PREFORMED PATTERNED PVMT MK 4IN LINE-GROOVED	LF	3055						3055
762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROOVED	LF	522						522
766	0120	RESET MAILBOX	EA	7						7
770	0001	LIGHTING SYSTEM	EA		1					1
770	4567	REMOVE LIGHTING SYSTEM	EA	1						1
772	2110	FLASHING BEACON-POST MOUNTED	EA		2					2
772	2906	REVISE TRAFFIC SIGNAL SYSTEM-SITE 1	EA	1						1
772	2907	REVISE TRAFFIC SIGNAL SYSTEM-SITE 2	EA	1						1
910	0570	MODIFY MANHOLE	EA	1						1
970	2017	HOT WING MAPLE	EA	7						7
970	2045	AMUR CHOKECHERRY	EA	7						7
970	2050	COMMON HACKBERRY	EA	4						4
970	2202	SPRING SNOW CRABAPPLE	EA	6						6
970	2300	PRAIRIE GEM PEAR	EA	4						4
970	2392	IVORY SILK LILAC	EA	13						13
970	2436	HARVEST GOLD LINDEN	EA	3						3
970	2464	TRIUMPH ELM	EA	1						1
990	0220	GUARD POST-PERMANENT	EA	3						3

Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

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BASIS OF ESTIMATE

Material Unit Weights - Existing
Asphalt or Concrete Pavement: 2.0 TON/CY
Aggregate Base: 1.5 TON/CY

Material Unit Weights - Proposed
Commercial Grade HMA: 2.0 TON/CY
Aggregate Base (Includes 25% Contingency): 1.875 TON/CY

216 0100 Water
25 MGal/Mile for Dust Palliative
20 Gal/Ton for Aggregates
10 Gal/CY for Embankment

766 0120 Reset Mailboxes

Station	Type	Work
3+74 – LT	Single	Reset
4+41 – LT	Single	Reset
5+14 – LT	Single	Reset
6+14 – LT	Single	Reset
6+84 – LT	Single	Reset
7+23 – LT	Single	Reset
11+94 – LT	Single	Reset

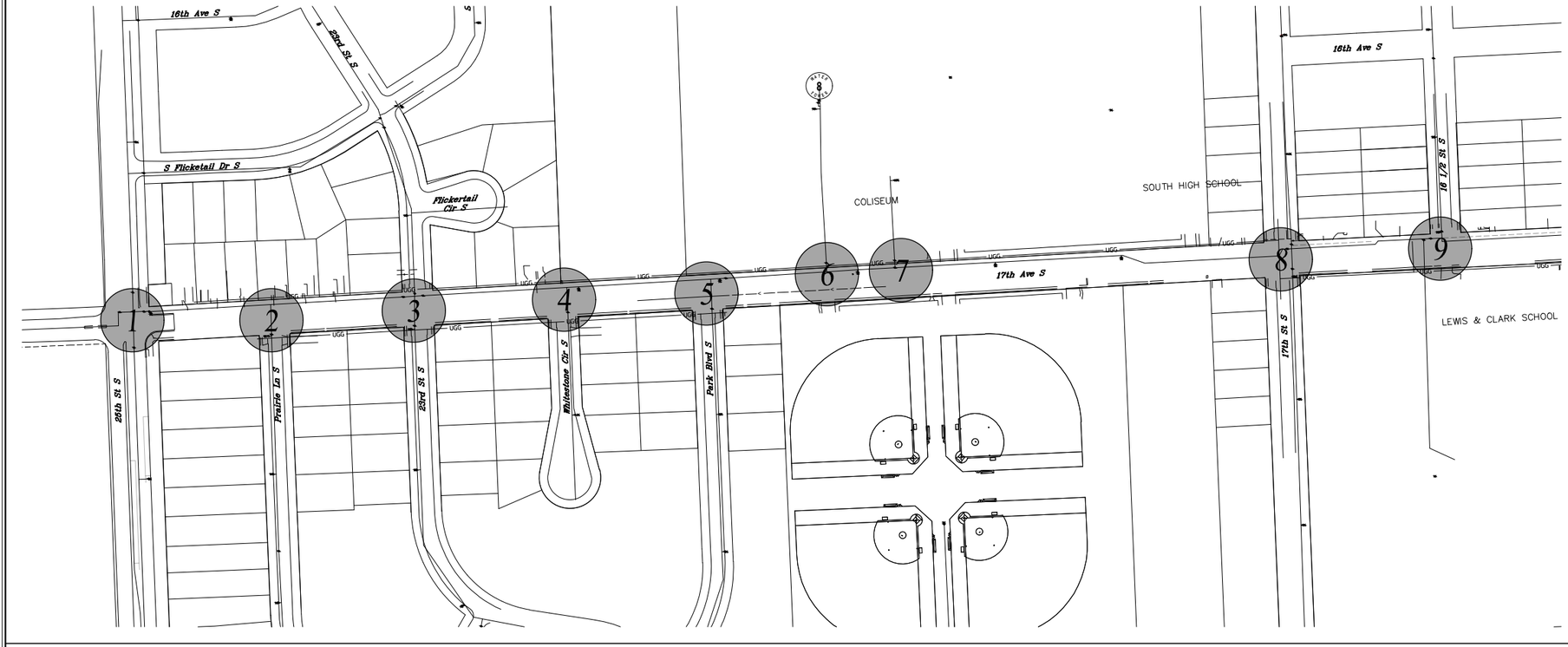
201 0352 Removal of Trees & Brush (LSUM)

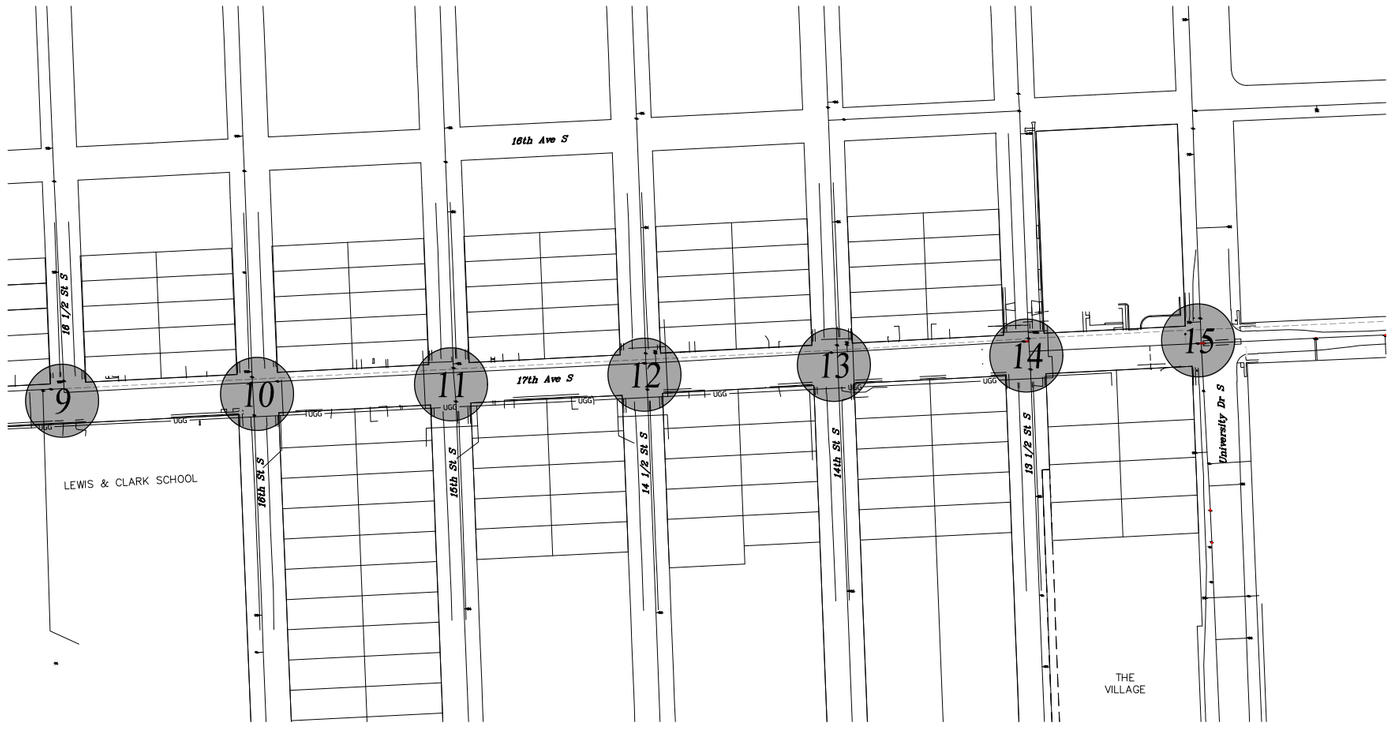
Station	Diameter	Station	Diameter
3+52	4”	34+66	3”
5+50	5”	34+94	4”
7+62	1”	35+45	5”
7+95	1”	40+74	2”
12+56	3”	41+08	3”
29+42	7”	42+79	6”
29+67	7”	43+08	4”
30+20	5”	46+01	1”
30+56	6”	46+37	3”
30+91	6”	46+78	7”
31+74	5”	50+16	2”
32+04	4”	50+96	3”

Structure Name	Station	Offset	Ex Rim Elev	Ex Casting Thickness	Ex Ring Thickness	Ppsd Rim Elev	Ppsd Casting Thickness	Ppsd Ring Thickness	Existing Structure Type	**722 0315 Manhole Casting (EA)** (Floating Casting)	**722 3300 Sanitary Manhole Repair (EA)**	**722 3460 Casting Inlet-Type 2 (EA)**	**722 6201 Adjust Manhole Special (EA)**
ST-2	5+89	2.3’ Lt	901.40	7”	8”	901.44	13”	2.5”	10’x5’ box	1			
Ex-S6	5+83	11.8’ Rt	901.48	7”	6”	901.14	13”	4”	48” round		1		
Ex-S5	9+11	11.3’ Rt	901.61	7”	7”	901.35	13”	4”	48” round	1	1		
Ex-M32	9+34	22.7’ Lt	900.92	4”	10”	901.05	4”	11.5”	Tee MH			1	
ST-3	9+38	2.1’ Lt	901.72	7”	10”	901.51	13”	1.5”	10’x5’ box	1			
Ex-S4	12+42	10.9’ Rt	902.29	7”	10”	902.57	13”	7.5”	48” round	1	1		
M-7	15+49	22.7’ Rt	900.57	4”	6”	900.47	4.5”	4”	48” round			1	
ST-5	15+66	3.2’ Lt	901.33	7”	6”	900.90	13”	4”	10’x5’ box	1			1
Ex-S3	15+72	10.1’ Rt	901.30	7”	4”	900.73	13”	4”	48” round	1	1		
M-8	15+91	23.3’ Rt	900.68	4”	8”	900.48	5.5”	4“	48” round			1	
ST-6	18+20	5.4’ Lt	902.10	7”	4”	901.92	13”	4”	Tee MH	1			1
Ex-S2	19+79	10.8’ Rt	902.60	7”	6”	902.51	13”	4”	48” round	1	1		
ST-7	19+82	0.5’ Rt	902.75	7”	4”	902.77	13”	4”	3’ 48” cone on 10’x5’ box	1			1
ST-8	24+19	6.4’ Lt	902.59	7”	6”	902.42	13”	4”	2’ 48” cone on 10’x5’ box	1			1
Ex-S18	43+96	40.2’ Lt	903.13	7”	4”	902.79	13”	4”	48” round	1	1		
Ex-S20	47+76	40.2’ Lt	902.01	7”	5”	901.94	13”	4”	48” round	1	1		
ST-24	55+02	21.0’ Rt	903.07	7”	14”	903.04	13”	7.5”	30” brick	1			
									TOTALS	**13**	**7**	**3**	**4**

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A





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0 150' 300'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

GV Locations

17th Ave S Reconstruction
(University Dr To 25th St)

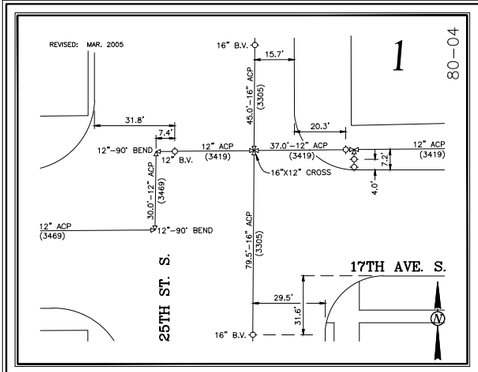
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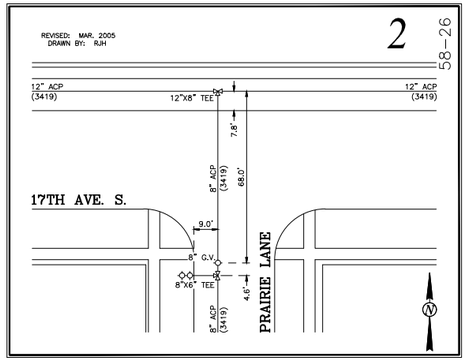
DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

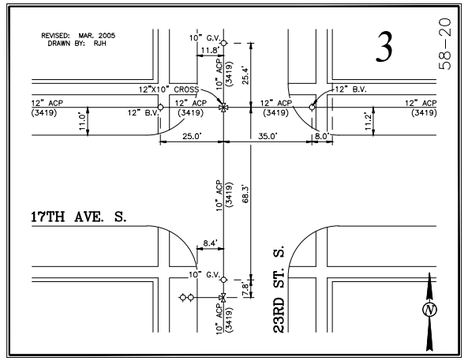
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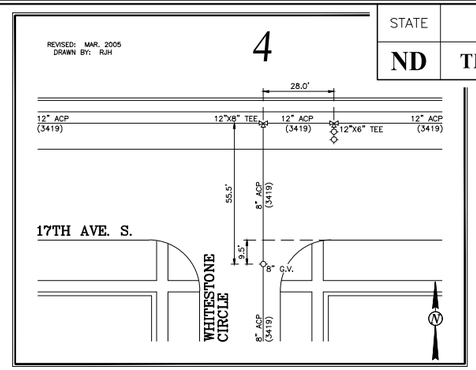
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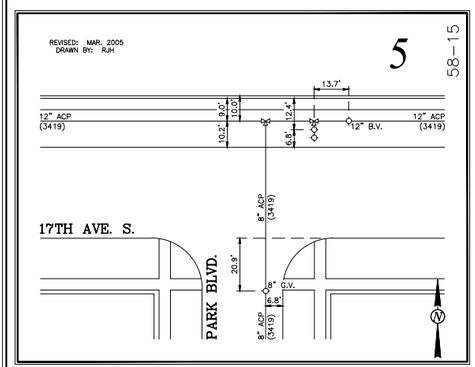
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ND	TMA-SU-CRP-8-984 (181)	20	2

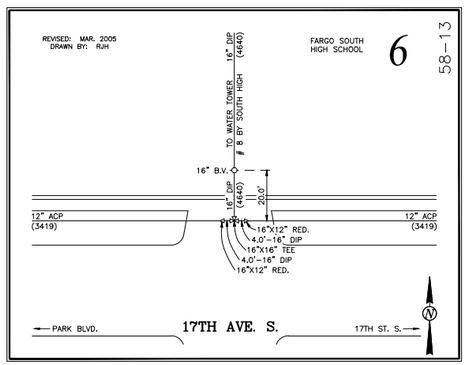


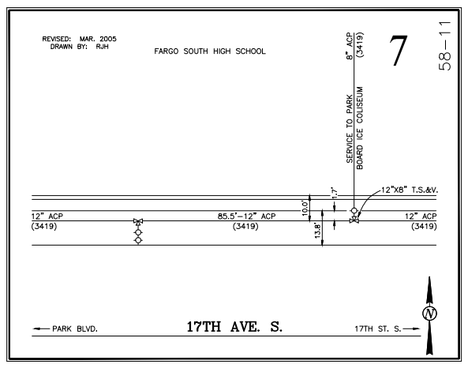


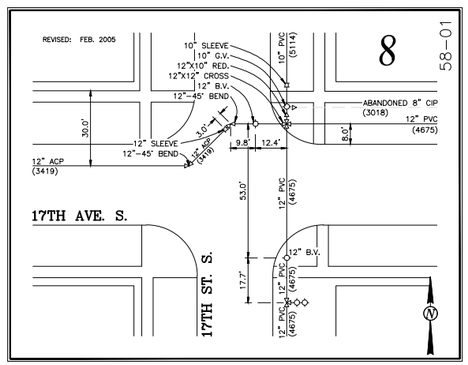


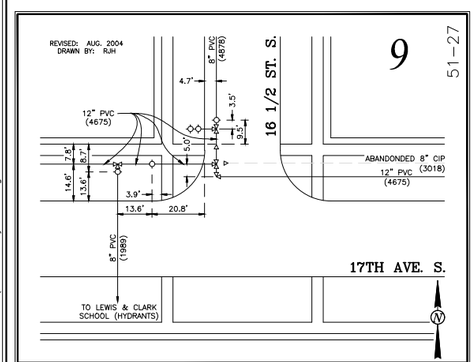


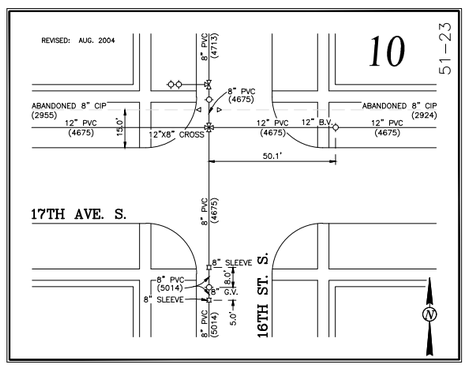


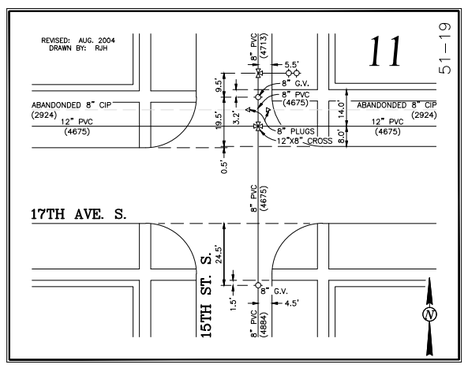


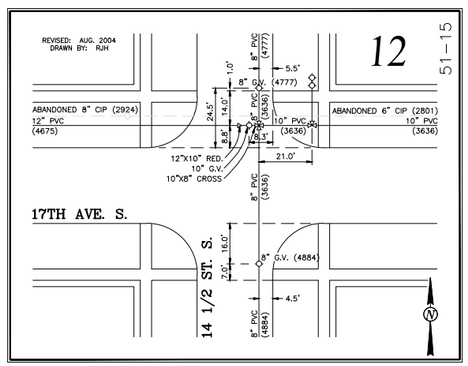


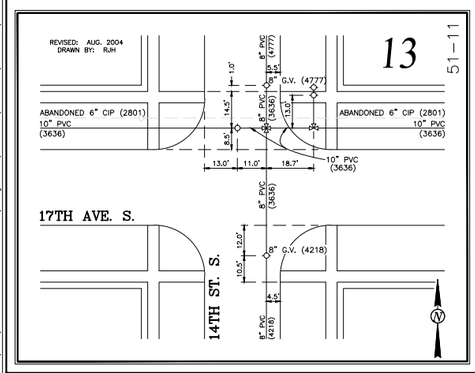


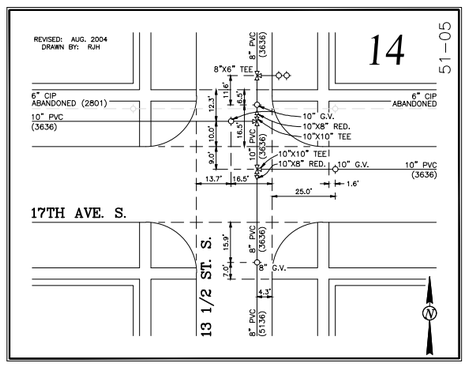


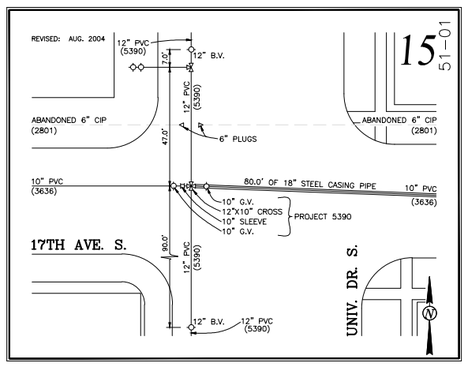












0 30' 60'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

GV Ties

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-GI*

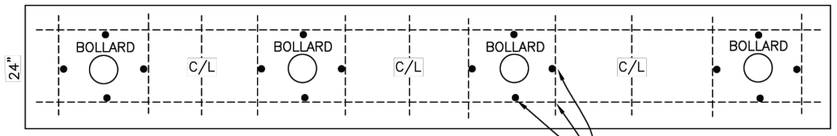
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	20	3

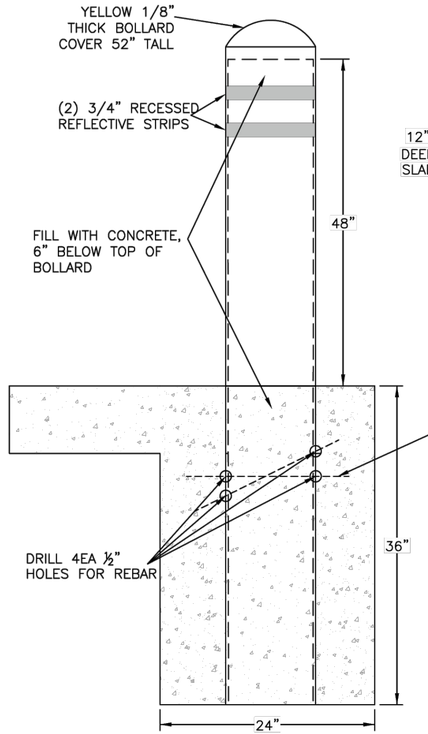
#3 REBAR REINFORCING REQUIRED. INSTALL 6" FROM POST QUADRANTS, AND ON THE CENTER LINE BETWEEN POSTS. REINFORCING WILL BE 6" FROM TOP OF SURFACE SLAB.(CENTERED ON DEPTH)



FOUNDATION TOP SLAB
24" WIDTH x 12" DEEP x LENGTH (VARIES)
4" BASE OF CLASS 5 GRAVEL

STEEL BOLLARD FOUNDATION TOP DETAIL

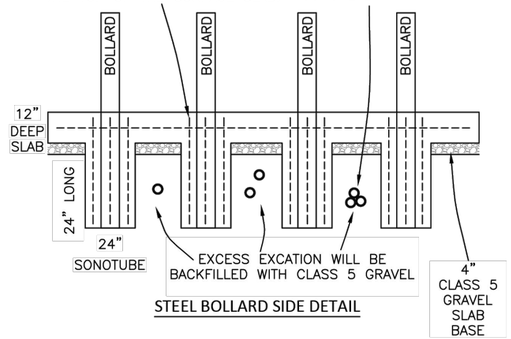
ALL REINFORCING REBAR WILL BE TIED TOGETHER



STEEL BOLLARD DETAIL

#3 REBAR VERTICAL REINFORCING ON ALL 4 QUADRANTS. INSTALL FROM BOTTOM OF FOUNDATION TO A POINT THAT IS 3" FROM THE TOP OF THE SURFACE SLAB.

TRAFFIC SIGNAL CONDUITS WILL NOT BE POURED INTO THE CONCRETE.

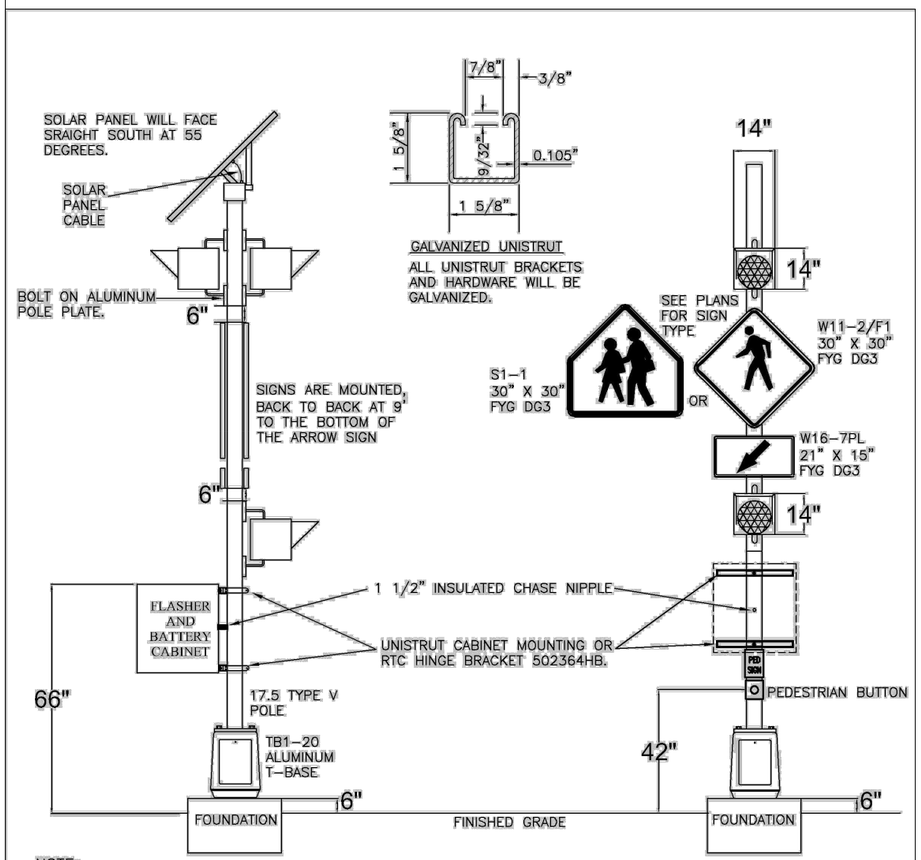


STEEL BOLLARD SIDE DETAIL

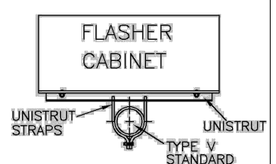
2EA #3 REBAR X 12". INSTALL 18" DOWN FROM TOP OF BASE THROUGH PIPE TO ANCHOR INTO CONCRETE.

NOTES:
1. BOLLARD SHALL BE SCHEDULE 80 CARBON STEEL BLACK LINE PIPE THAT CONFORMS TO ASTM-A53 O.D. 6.625" AND WALL THICKNESS OF .432".
2. PRODUCT IS AVAILABLE FROM MCNEILUS STEEL INC. IN FARGO IN 21' LENGTHS. THEY MAY ALSO BE AVAILABLE FROM ANY OTHER STEEL MANUFACTURER, BUT MUST MEET THE EXACT SAME SPECIFICATIONS.

THE CITY OF Fargo FARGOND.GOV ENGINEERING DEPARTMENT	SECTION: 4200	DRAWING: 5.8
	REVISION: 2024	
	STEEL BOLLARD POSTS	
	APPROVED: TAK	DATE: TBD, 2024



NOTE:
1. DRILL, TAP AND DIE MOUNTING HOLES. SECURE BOLT ON ALUMINUM POLE PLATE WITH CABLE GUIDE USING TWO 5/16" x 1 1/2" GALVANIZED HEX BOLTS USING A GALVANIZED WASHER AND A GALVANIZED LOCK WASHER ON EACH BOLT.
2. SIGN MOUNTING – DRILL, TAP, AND DIE THE POLE WITH A MINIMUM OF THREE 3/8" X 1" STAINLESS STEEL HEX BOLT USING A 3/8" STAINLESS STEEL FLAT FENDER WASHER AND A 1" NYLON WASHER.
3. 120V WIRED TYPE FLASHERS THAT ARE CONTROLLED BY THE TRAFFIC SIGNAL CABINET WILL HAVE THE SAME INSTALL, MINUS THE FLASHER/BATTERY CABINET, AND THE SOLAR PANEL. TOP OF TYPE V WILL HAVE A WEATHER PROOF WELL SECURED ALUMINUM CAP.
4. ALL DRILLED OPENINGS INTO THE FLASHER CABINET WILL BE CAULKED WITH SIKAFLEX 15LM.



CABINET MOUNT TOP VIEW

ENGINEERING DEPARTMENT	SECTION: 4200	DRAWING: 5.21
	REVISION: 2025	
	PEDESTRIAN FLASHER	
	APPROVED: TAK	DATE: TBD, 2025

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REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

STREET DETAILS

17th Ave S Reconstruction
(University Dr To 25th St)

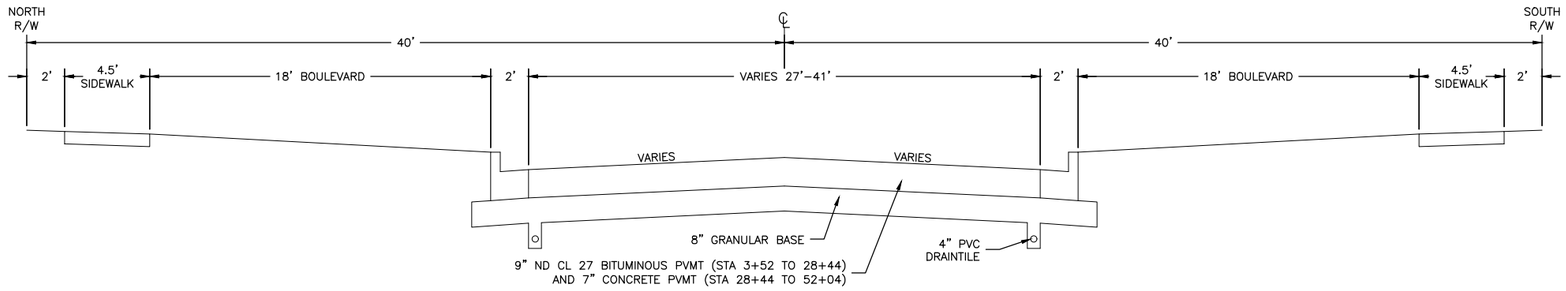
CITY OF FARGO Improvement District *BR-26-G1*

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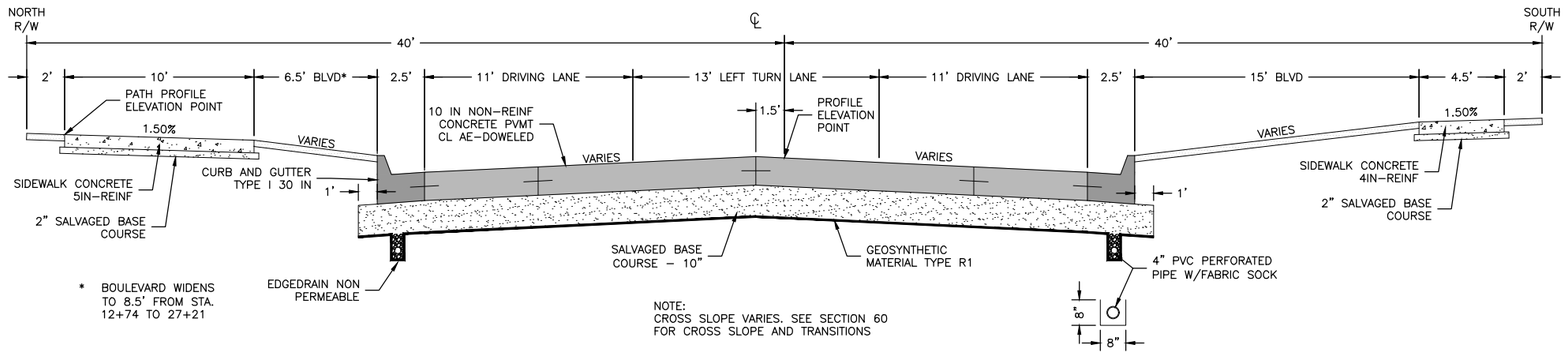
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	30	1



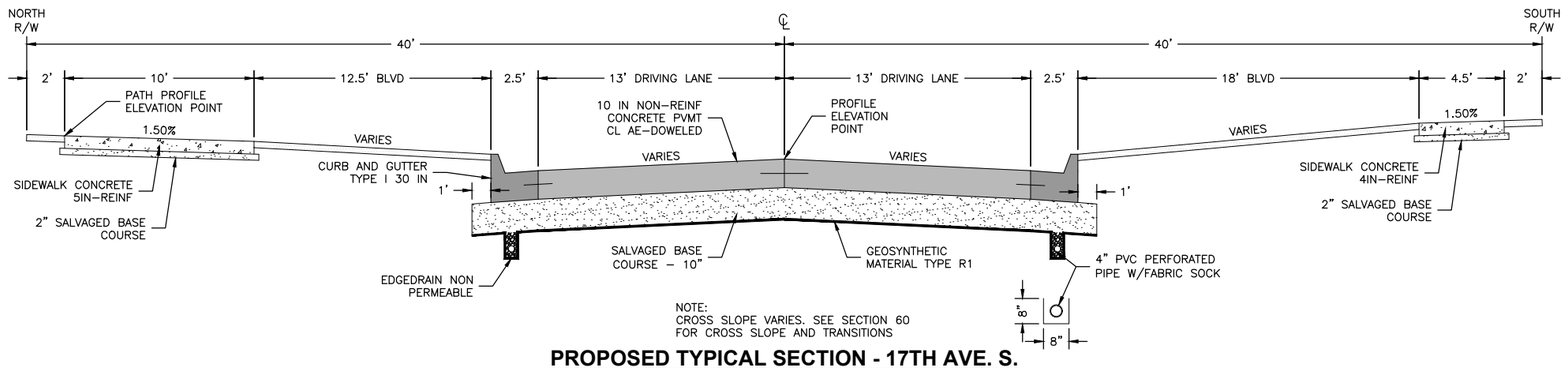
EXISTING TYPICAL SECTION - 17TH AVE. S.

NO SCALE *FROM 25TH ST. S. TO UNIVERSITY DR. S.*



PROPOSED TYPICAL SECTION - 17TH AVE. S.

NO SCALE *STA 3+52 TO STA 7+15*



PROPOSED TYPICAL SECTION - 17TH AVE. S.

NO SCALE *STA 8+00 TO STA 12+74*

STA 27+21 TO STA 52+59

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REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
DATE: 07/07/26

Existing & Proposed Typical Sections

17th Ave S Reconstruction
(University Dr To 25th St)

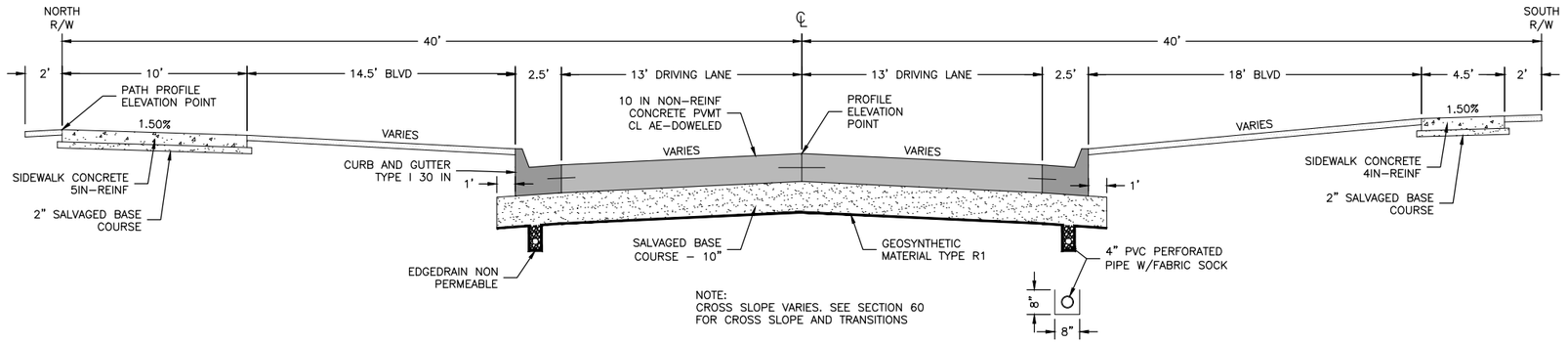
CITY OF FARGO Improvement District *BR-26-G1*

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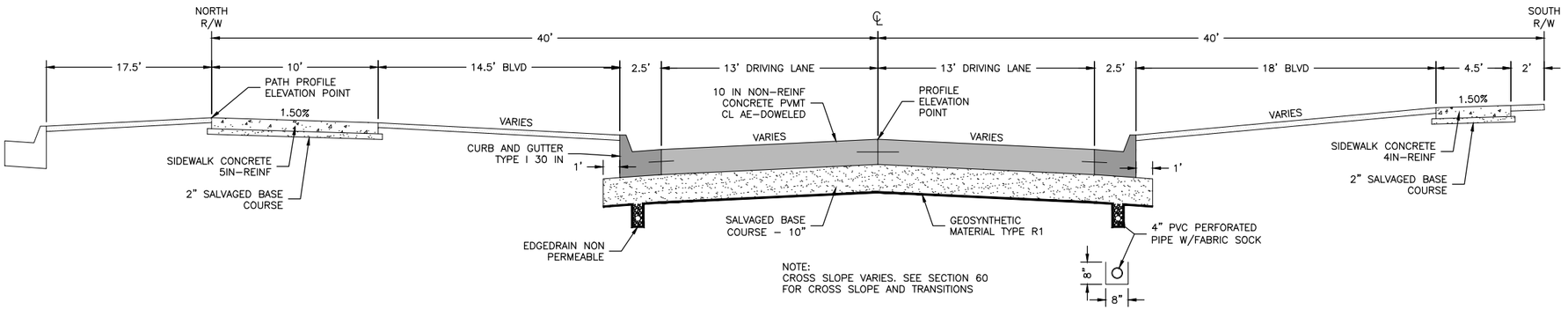
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	30	2



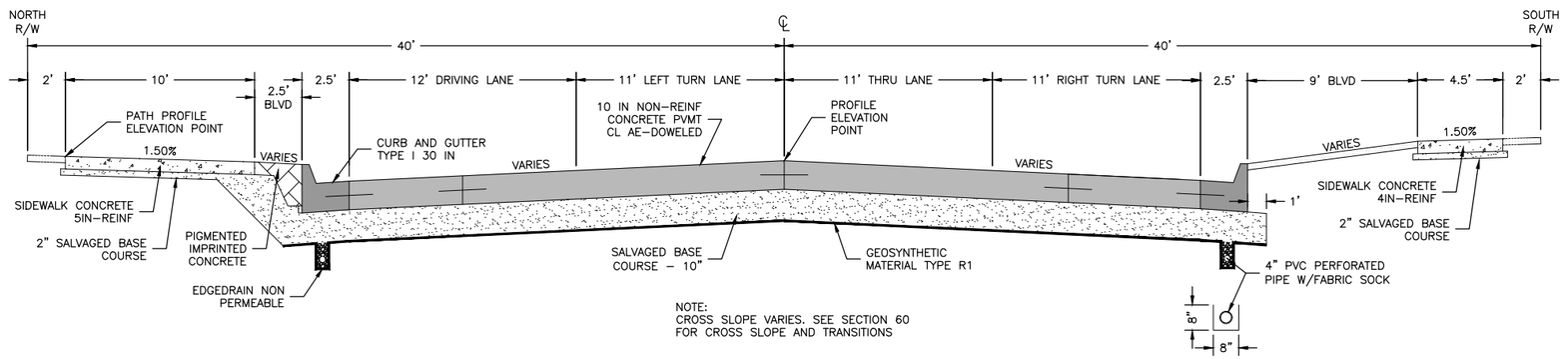
PROPOSED TYPICAL SECTION - 17TH AVE. S.

NO SCALE *STA 13+00 TO STA 21+50*



PROPOSED TYPICAL SECTION - 17TH AVE. S.

NO SCALE *STA 21+50 TO STA 27+00*



PROPOSED TYPICAL SECTION - 17TH AVE. S.

NO SCALE *STA 53+75 TO STA 54+67*

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REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Existing & Proposed Typical Sections

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

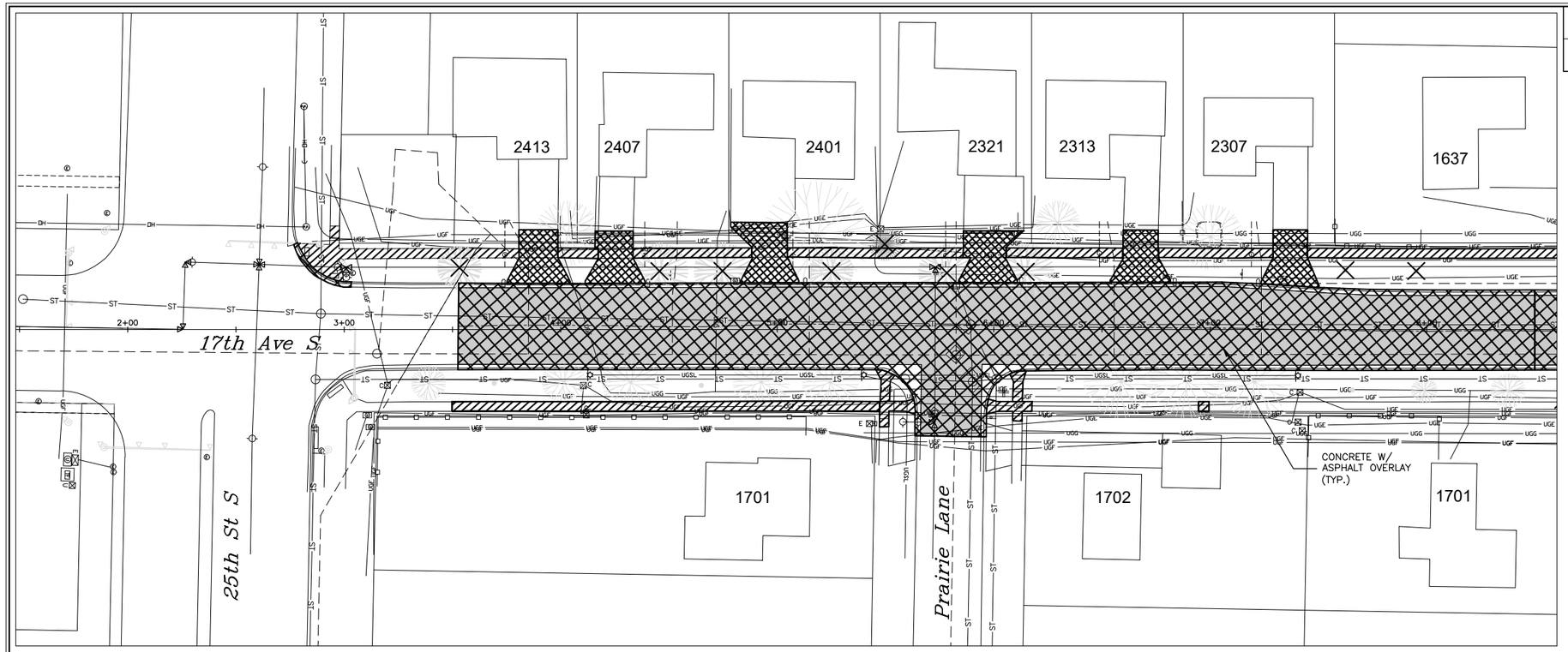
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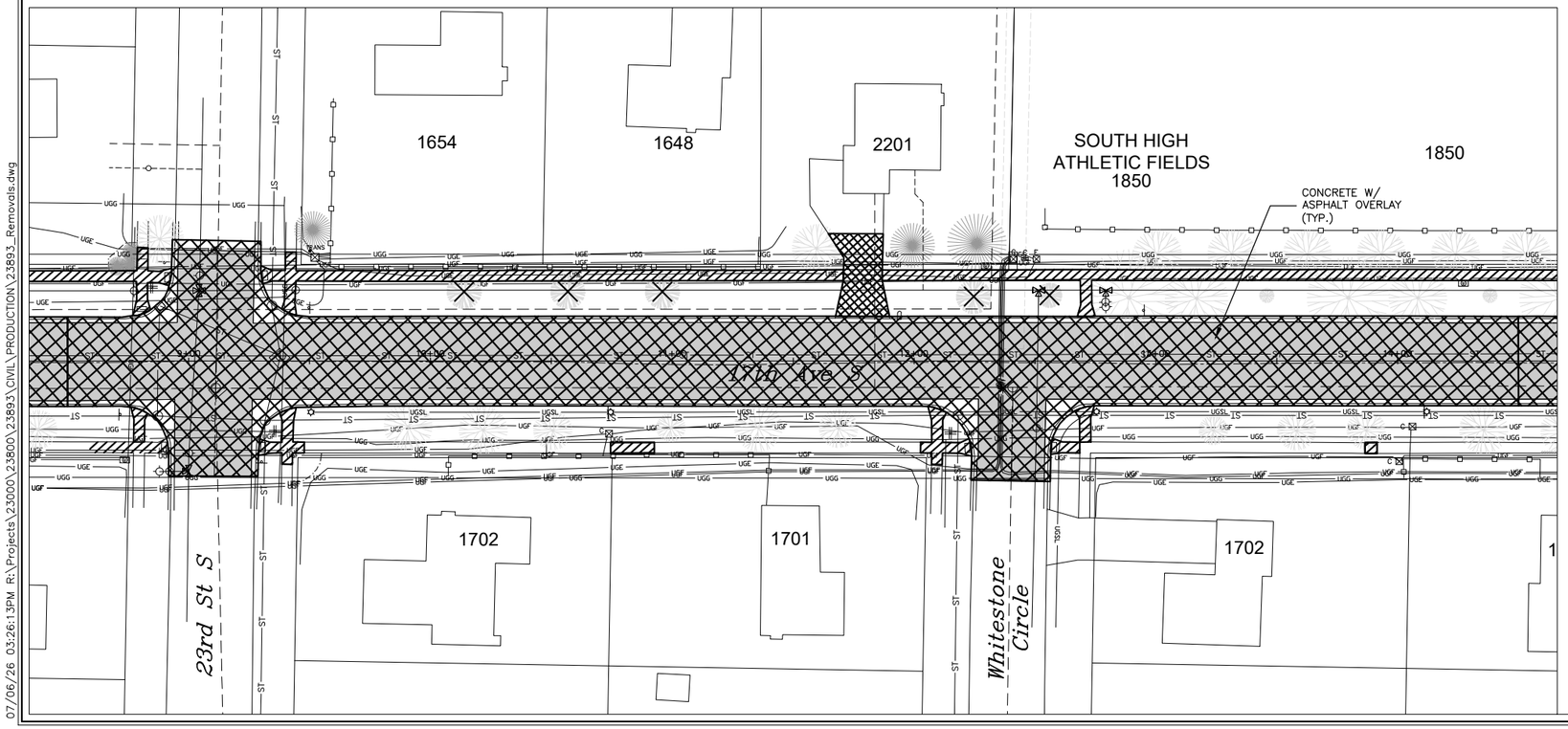
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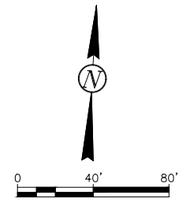
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	1

SPEC	CODE	PAY ITEM	QTY UNIT
201	0370	Removal of Trees 10IN Sta 3+50 to Sta 12+15	5 EA
201	0380	Removal of Trees 18IN Sta 4+45 to Sta 8+62	5 EA
202	0114	Removal of Concrete Pavement Sta 2+00 to Sta 14+50	1194 SY
202	0136	Removal of Pavement Sta 2+00 to Sta 14+50	4343 TON







REMOVE PAVING ALL THICKNESS, ALL TYPES

REMOVE CONCRETE DRIVEWAY

REMOVE CONCRETE SIDEWALK

REMOVE TREES

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REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Removals - Surface

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

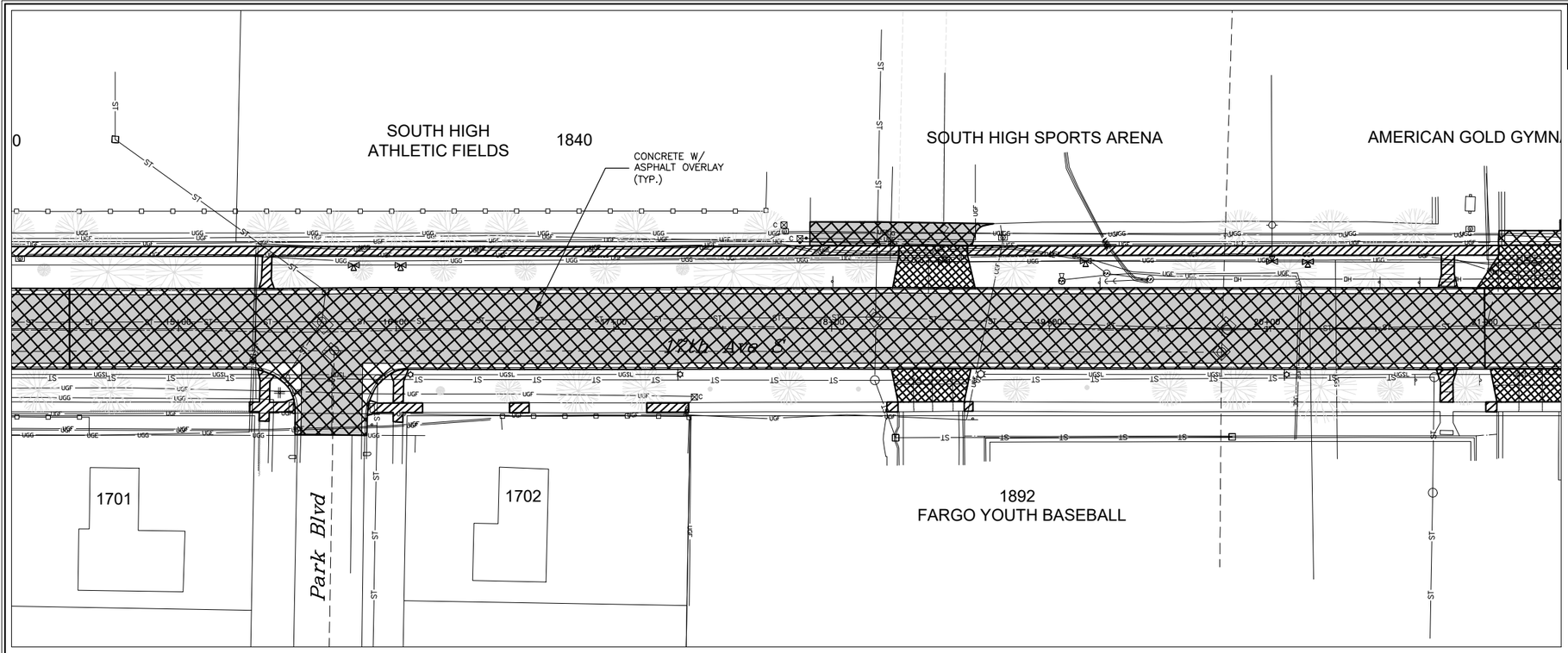
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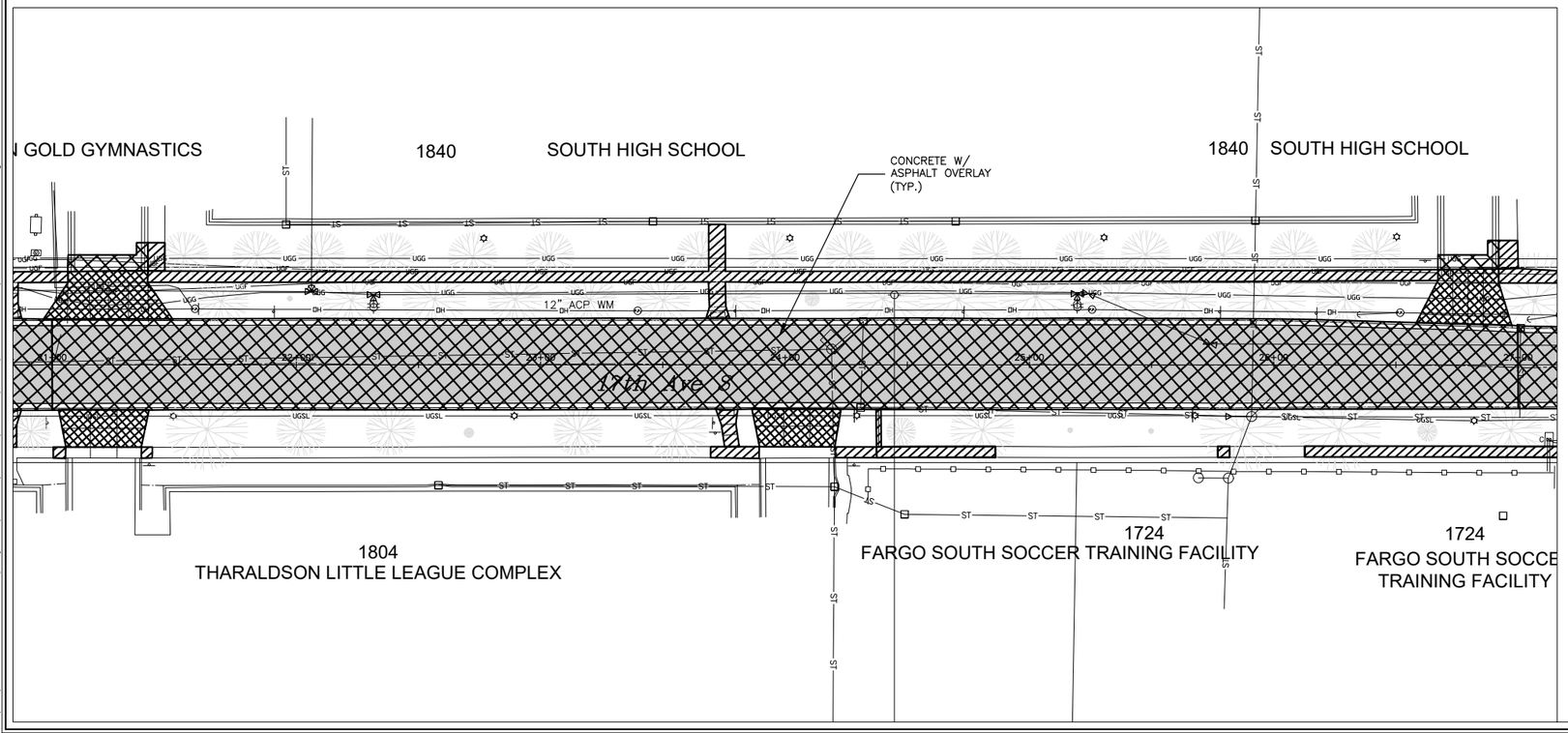
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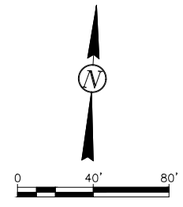
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	2

SPEC	CODE	PAY ITEM	QTY	UNIT
202	0114	Removal of Concrete Pavement Sta 14+50 to Sta 27+00	1223	SY
202	0136	Removal of Pavement Sta 14+50 to Sta 27+00	4521	TON







- REMOVE PAVING ALL THICKNESS, ALL TYPES
- REMOVE CONCRETE DRIVEWAY
- REMOVE CONCRETE SIDEWALK
- REMOVE TREES

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REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Removals - Surface

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

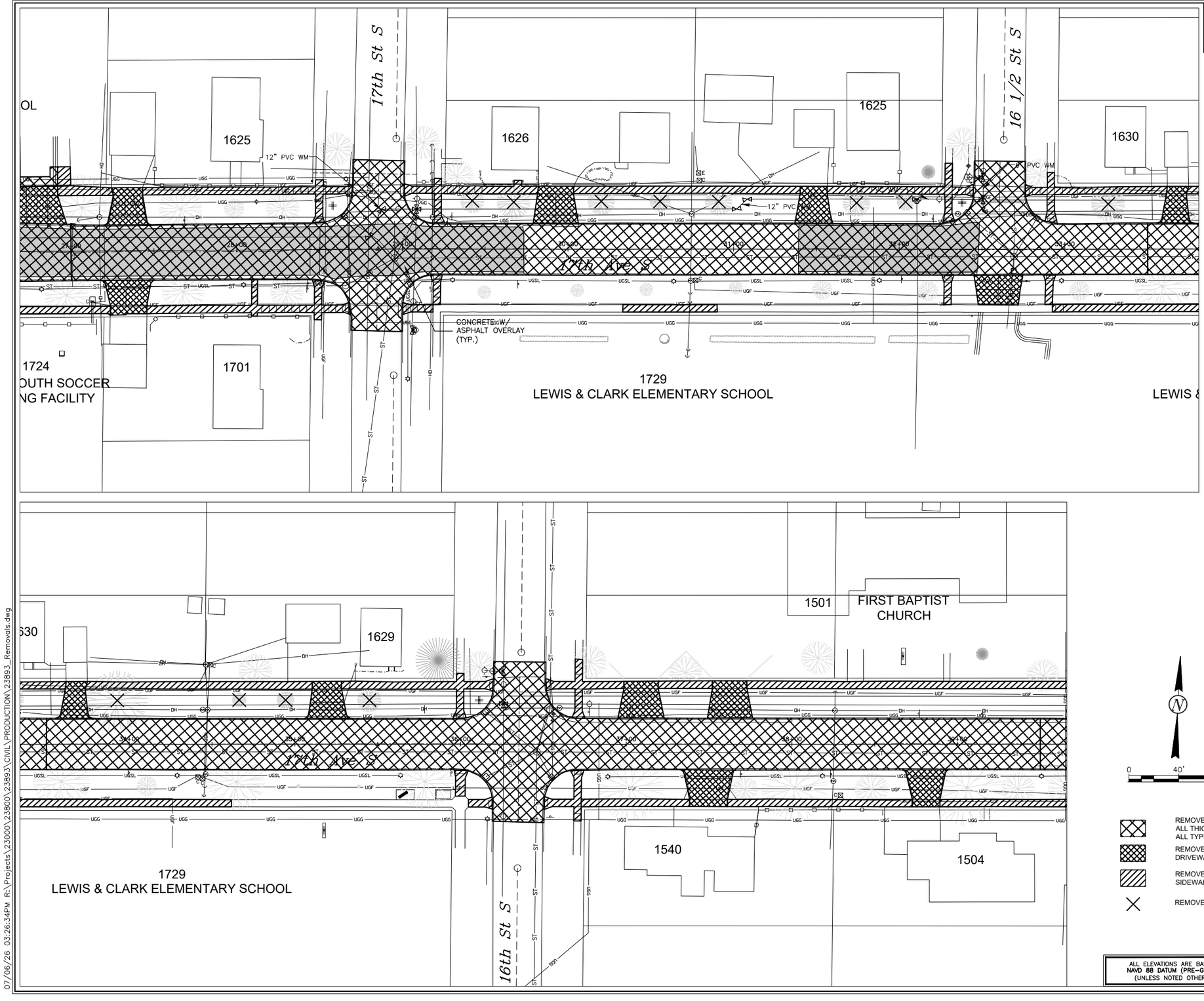
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	3

SPEC	CODE	PAY ITEM	QTY	UNIT
201	0370	Removal of Trees 10IN Sta 33+26		1 EA
201	0380	Removal of Trees 18IN Sta 33+92		1 EA
202	0114	Removal of Concrete Pavement Sta 27+00 to Sta 39+50		1581 SY
202	0136	Removal of Pavement Sta 27+00 to Sta 39+50		4234 TON



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REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
DATE: 07/07/26
NORTH DAKOTA

Removals - Surface

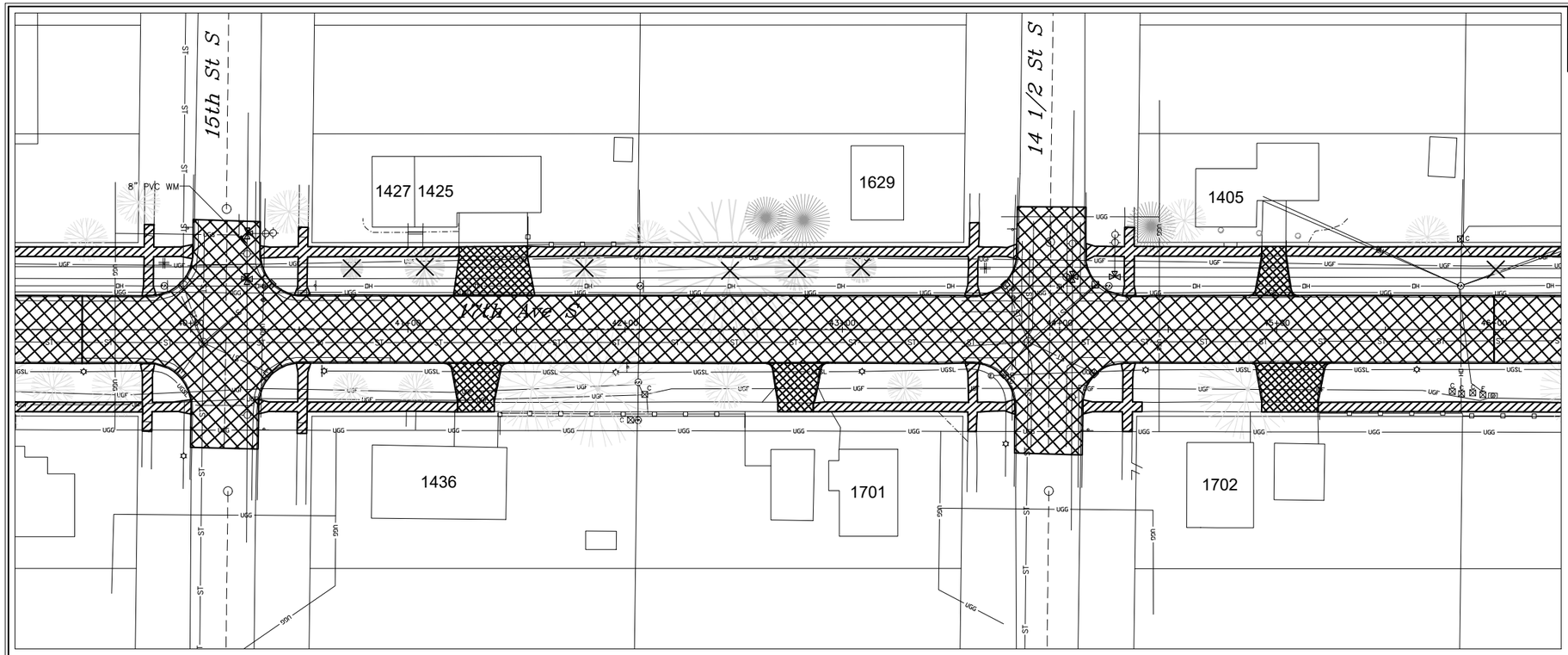
17th Ave S Reconstruction
(University Dr To 25th St)

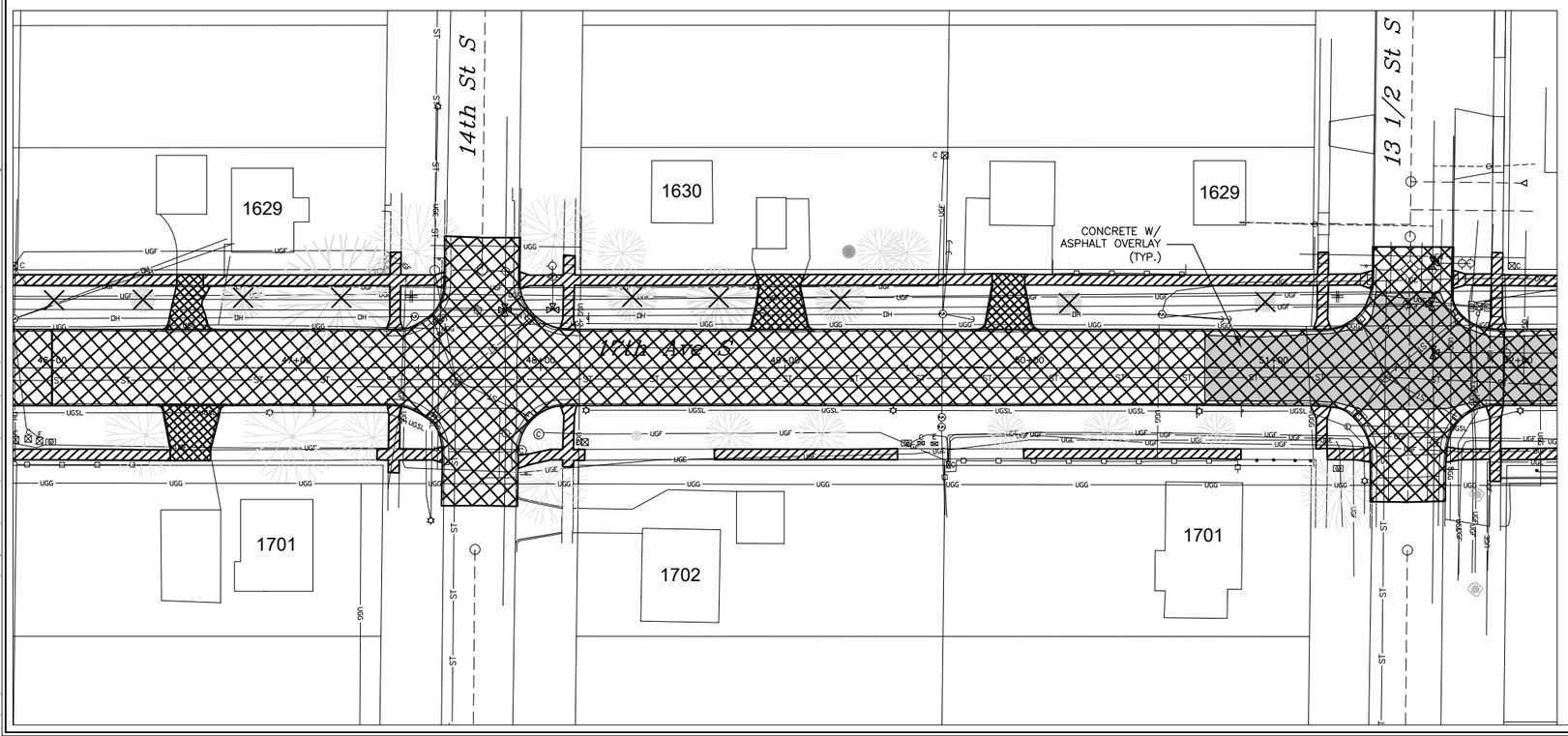
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	4

SPEC	CODE	PAY ITEM	QTY	UNIT
201	0370	Removal of Trees 10IN Sta 41+81 to Sta 49+23	3	EA
201	0380	Removal of Trees 18IN Sta 47+18	1	EA
201	0390	Removal of Trees 30IN Sta 42+48	1	EA
202	0114	Removal of Concrete Pavement Sta 39+50 to Sta 51+94	1501	SY
202	0136	Removal of Pavement Sta 31+50 Sta 51+94	4602	TON

0 40' 80'

REMOVE PAVING ALL THICKNESS, ALL TYPES

REMOVE CONCRETE DRIVEWAY

REMOVE CONCRETE SIDEWALK

REMOVE TREES

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REVISIONS

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Taylor Braaten
PE-29068
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DATE: 07/07/26
NORTH DAKOTA

Removals - Surface

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

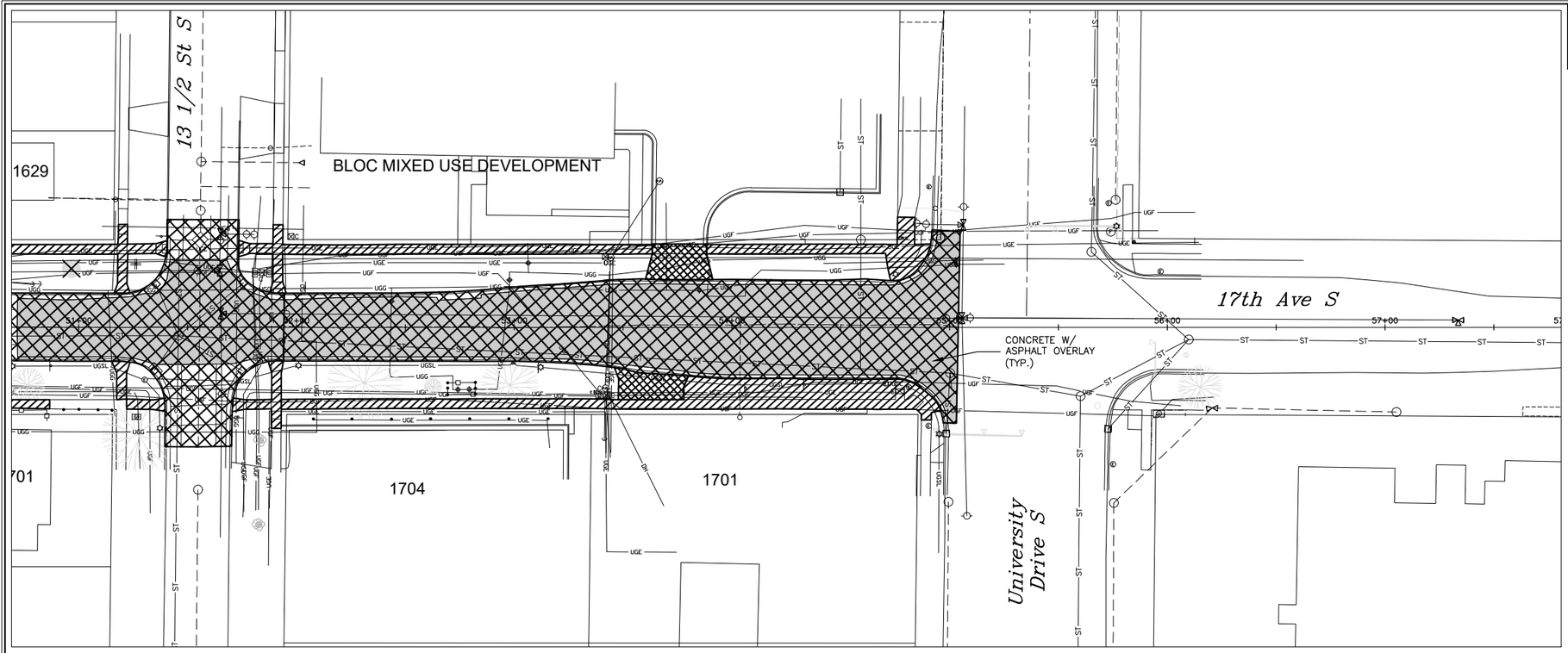
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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

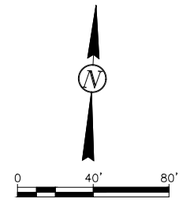
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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	5

SPEC	CODE	PAY ITEM	QTY	UNIT
202	0114	Removal of Concrete Pavement Sta 51+94 to Sta 55+50	520	SY
202	0136	Removal of Pavement Sta 51+94 to Sta 55+50	1180	TON





- REMOVE PAVING ALL THICKNESS, ALL TYPES
- REMOVE CONCRETE DRIVEWAY
- REMOVE CONCRETE SIDEWALK
- REMOVE TREES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
DATE: 07/07/26

Removals - Surface

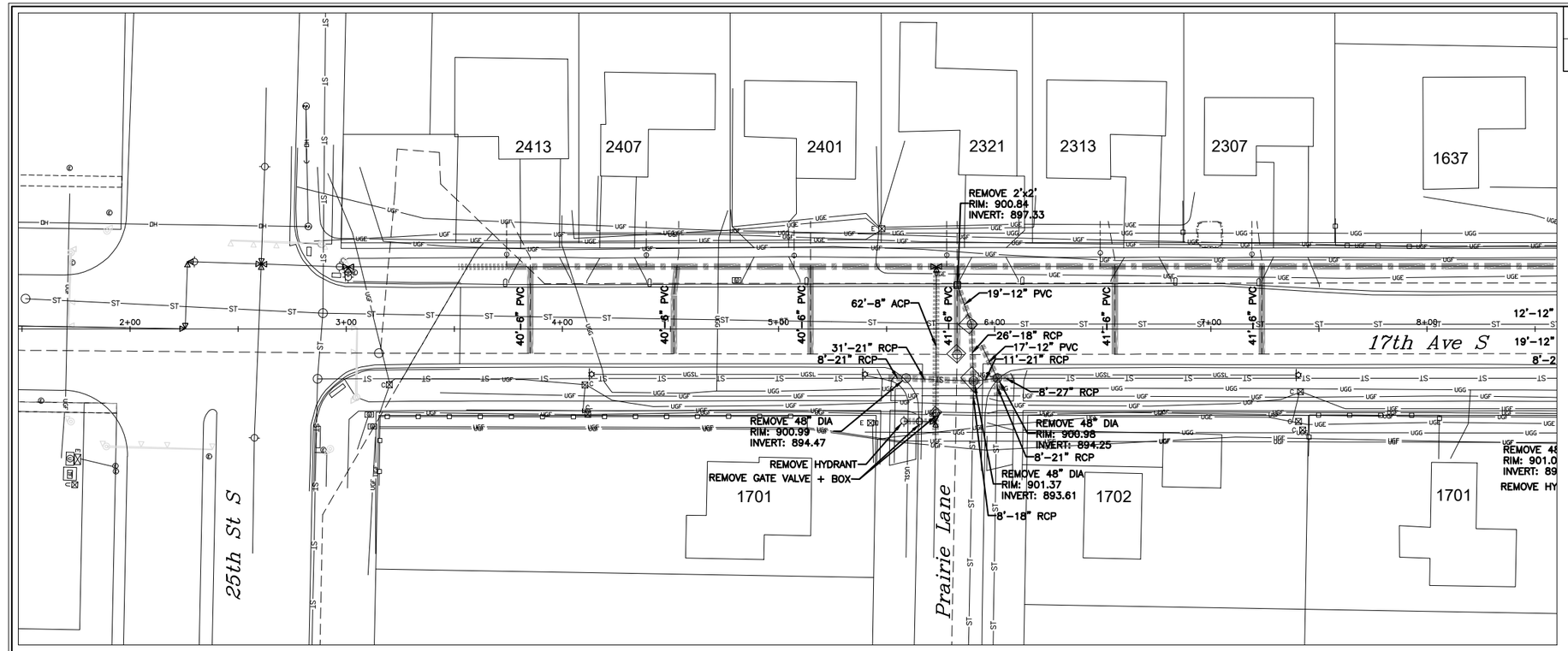
17th Ave S Reconstruction
(University Dr To 25th St)

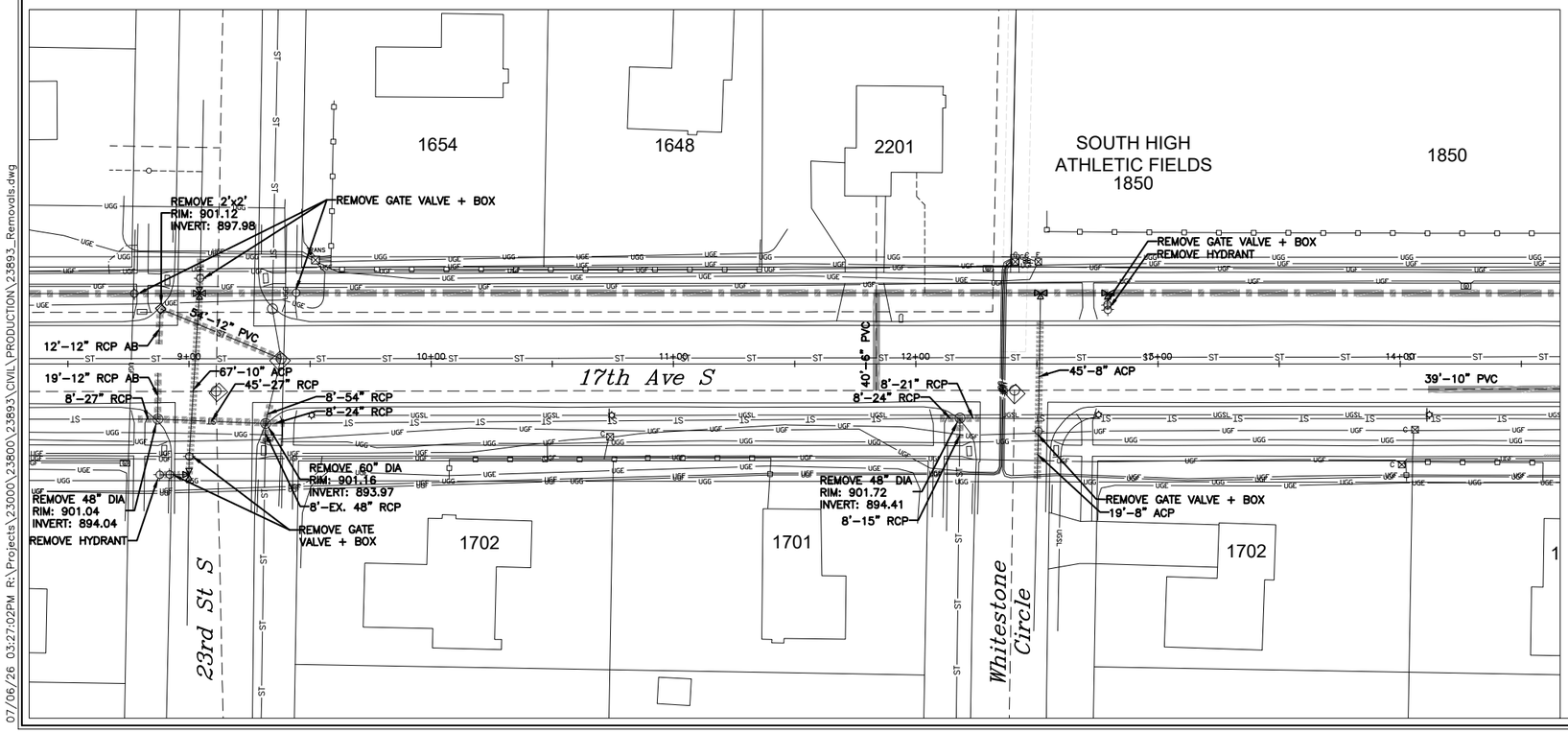
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	6

SPEC	CODE	PAY ITEM	QTY	UNIT
202	0173	Removal of Sewer Pipe		
		Sta 5+51 22.8' Rt to 5+59 22.8' Rt	8	LF
		Sta 5+59 22.8' Rt to 5+90 24.1' Rt	31	LF
		Sta 5+82 20.2' Lt to 5+89 2.2' Lt	18	LF
		Sta 5+89 2.3' Lt to 5+90 24.1' Rt	26	LF
		Sta 5+90 24.1' Rt to 6+01 22.8' Rt	11	LF
		Sta 5+90 24.1' Rt to 5+90 32.1' Rt	8	LF
		Sta 5+94 7.5' Rt to 6+01 22.8' Rt	17	LF
		Sta 6+01 22.8' Rt to 6+01 30.8' Rt	8	LF
		Sta 6+01 22.8' Rt to 6+09 22.8' Rt	8	LF
		Sta 8+79 22.8' Rt to 8+87 22.8' Rt	8	LF
		Sta 8+87 3.7' Rt to 8+87 22.7' Rt	19	LF
		Sta 8+87 8.2' Lt to 8+87 21.3' Lt	12	LF
		Sta 8+87 22.8' Rt to 9+32 24.6' Rt	45	LF
		Sta 8+88 22.7' Lt to 9+38 2.1'Lt	54	LF
		Sta 9+32 24.6' Rt to 9+31 32.6' Rt	8	LF
		Sta 9+32 24.6' Rt to 9+33 16.8' Rt	8	LF
		Sta 9+32 24.6' Rt to 9+40 24.5' Rt	8	LF
		Sta 12+10 22.4' Rt to 12+18 22.4' Rt	8	LF
		Sta 12+18 22.4' Rt to 12+24 22.4' Rt	8	LF
		Sta 12+18 22.4' Rt to 12+18 30.4' Rt	8	LF
202	0174	Removal of Pipe All Types and Sizes		
		Sta 3+85 28.8' Lt to 3+85 11.3' Rt	40	LF
		Sta 4+51 11.5' Rt to 4+53 28.8' Lt	40	LF
		Sta 5+14 28.8' Lt to 5+14 11.6' Rt	40	LF
		Sta 5+82 28.9' Lt to 5+82 11.8' Rt	41	LF
		Sta 6+55 28.9' Lt to 6+55 11.6' Rt	41	LF
		Sta 7+23 28.9' Lt to 7+23 11.6' Rt	41	LF
		Sta 11+84 29.3' Lt to 11+84 10.9' Rt	40	LF
		Sta 14+11 10.4' Rt to 14+50 10.4' Rt	39	LF
202	0210	Removal of Manholes		
		Sta 5+59 22.8' Rt	1	EA
		Sta 5+90 24.1' Rt	1	EA
		Sta 6+01 22.8' Rt	1	EA
		Sta 8+84 22.8' Rt	1	EA
		Sta 9+31 24.5' Rt	1	EA
		Sta 12+18 22.4' Rt	1	EA
202	0235	Removal of Catch Basin		
		Sta 5+82 20.3' Lt	1	EA
		Sta 8+88 22.7' Lt	1	EA
202	0500	ACP Watermain Removal		
		Sta 3+52 28.8' Lt to 3+74 28.8' Lt	22	LF
		Sta 5+58 42.6' Rt to 5+72 42.8' Rt	14	LF
		Sta 5+72 48.8' Rt to 5+73 28.9' Lt	78	LF
		Sta 8+88 45.7' Rt to 9+00 45.6' Rt	12	LF
		Sta 9+00 45.6' Rt to 9+04 43.2' Lt	89	LF
		Sta 12+50 47.1' Rt to 12+50 27.7' Lt	19	LF
		Sta 12+50 27.7' Rt to 12+51 17.5' Lt	45	LF
		Sta 12+79 29.3' Lt to 12+79 24.4' Lt	5	LF
		Sta 12+79 24.4' Lt to 12+79 22.3' Lt	2	LF
724	0270	Remove Gate Valve & Box		
		Sta 5+65 42.7' Rt	1	EA
		Sta 5+72 38.9' Rt	1	EA
		Sta 8+77 29.0' Lt	1	EA
		Sta 8+92 45.6' Rt	1	EA
		Sta 9+00 38.1' Rt	1	EA
		Sta 9+04 35.3' Lt	1	EA
		Sta 9+44 29.3' Lt	1	EA
		Sta 12+50 27.7' Rt	1	EA
		Sta 12+79 24.4' Lt	1	EA
724	0430	Remove Hydrant		
		Sta 5+58 42.6' Rt	1	EA
		Sta 8+88 45.7' Rt	1	EA
		Sta 12+79 22.3' Lt	1	EA
724	6031	Abandon Water Main/Service Line		
		Sta 3+74 28.8' Lt to 14+50 29.2' Lt	1076	LF

0 40' 80'

ACP WATERMAIN REMOVAL
REMOVAL OF SEWER PIPE
ABANDON WATER MAIN/SERVICE LINE
ABANDON STORM SEWER
REMOVAL OF PIPE ALL TYPES AND SIZES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Removals - Underground

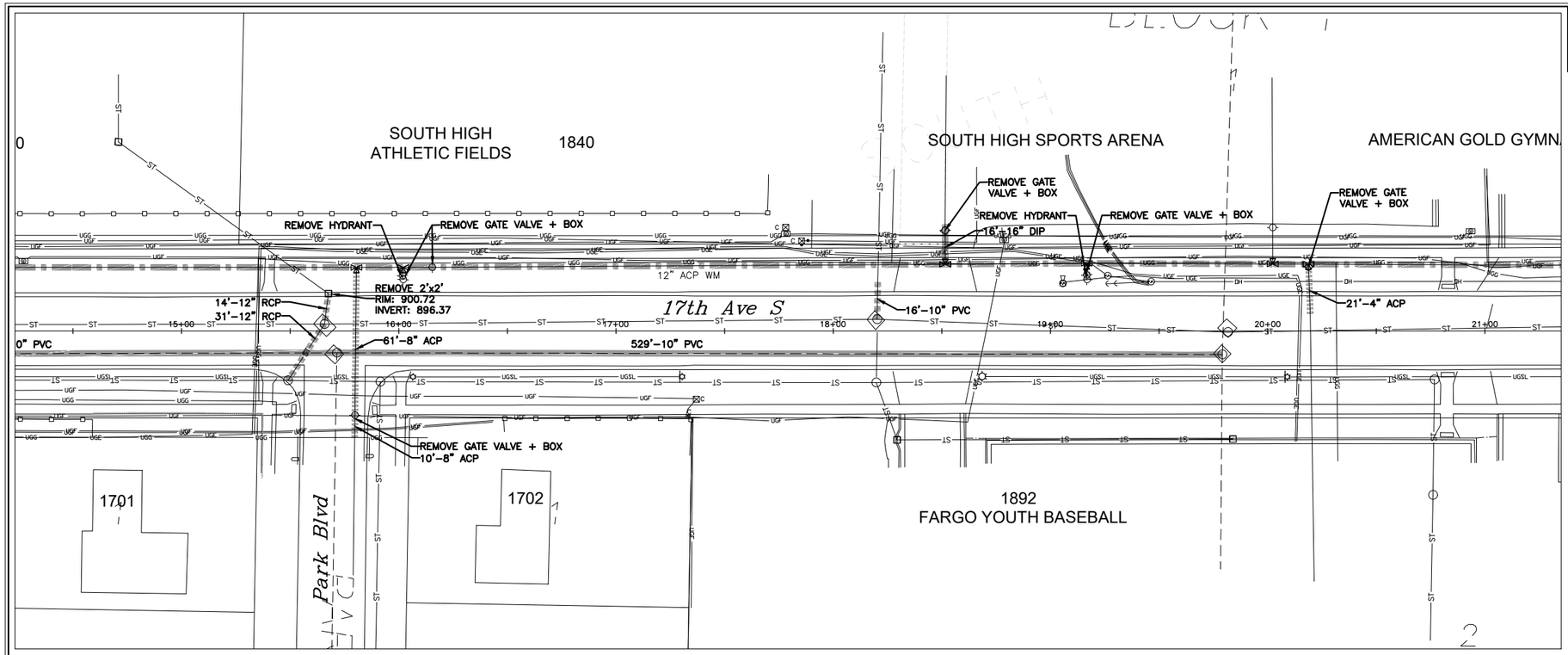
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY:	TJB	CHECKED BY:	EAG
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	7

SPEC	CODE	PAY ITEM	QTY	UNIT
202	0173	Removal of Sewer Pipe		
		Sta 15+49 22.7 Rt to 15+65 3.1' Lt	31	LF
		Sta 15+65 3.6' Lt to 15+67 17.1' Lt	14	LF
		Sta 18+20 6.7' Lt to 18+20 22.7	16	LF
		Sta 24+19 6.3' Lt to 24+32 17.7' Lt	17	LF
		Sta 24+31 17.3 Rt to 24+32 17.7' Lt	35	LF
		Sta 25+91 21.1' Rt to 25+91 1.5' Lt	23	LF
		Sta 25+91 21.1' Rt to 25+99 13.3' Rt	11	LF
		Sta 27+00 21.4' Rt to 27+01 15.1' Lt	37	LF
202	0174	Removal of Pipe All Types and Sizes		
		Sta 14+50 10.4' Rt to 19+79 10.8' Rt	529	LF
		Sta 18+51 46.2' Lt to 18+51 49.2' Lt	3	LF
		Sta 18+51 30.9' Lt to 18+51 46.2' Lt	16	LF
202	0235	Removal of Catch Basin		
		Sta 24+31 17.5' Rt	1	EA
		Sta 24+32 17.7' Lt	1	EA
		Sta 27+01 15.1' Lt	1	EA
202	0500	ACP Watermain Removal		
		Sta 15+79 38.7' Rt to 15+79 48.9' Rt	10	LF
		Sta 15+79 38.7' Rt to 15+80 29.2' Lt	68	LF
		Sta 16+01 25.5' Lt to 16+02 29.2' Lt	4	LF
		Sta 16+01 25.5' Lt to 16+02 23.6' Lt	2	LF
		Sta 19+16 25.7' Lt to 19+16 30.1' Lt	5	LF
		Sta 19+16 23.6' Lt to 19+16 25.7' Lt	2	LF
		Sta 20+19 18.9' Lt to 20+19 18.5' Rt	21	LF
		Sta 22+31 24.9' Lt to 22+31 28.7' Lt	4	LF
		Sta 22+31 23.5' Lt to 22+31 24.9' Lt	1	LF
		Sta 25+19 24.6' Lt to 25+19 29.1' Lt	4	LF
		Sta 25+19 23.6' Lt to 25+19 24.6' Lt	1	LF
722	3297	Abandon Storm Sewer		
		Sta 24+31 17.5' Rt to 27+00 21.4' Rt	269	LF
724	0270	Remove Gate Valve & Box		
		Sta 15+80 38.7' Rt	1	EA
		Sta 16+01 25.5' Lt	1	EA
		Sta 16+15 29.2' Lt	1	EA
		Sta 18+51 46.2' Lt	1	EA
		Sta 19+16 25.7' Lt	1	EA
		Sta 20+19 29.4' Lt	1	EA
		Sta 22+06 31.1' Lt	1	EA
		Sta 22+31 24.9' Lt	1	EA
		Sta 24+45 28.6' Lt	1	EA
		Sta 25+19 24.6' Lt	1	EA
724	0430	Remove Hydrant		
		Sta 16+02 23.6' Lt	1	EA
		Sta 19+16 23.6' Lt	1	EA
		Sta 22+31 23.5' Lt	1	EA
		Sta 25+19 23.6' Lt	1	EA
724	6031	Abandon Water Main/Service Line		
		Sta 14+50 29.2 Lt to 25+24 29.1' Lt	1074	LF
		Sta 25+24 29.1' Lt to 25+74 8.5 Lt	53	LF
		Sta 25+74 8.5' Lt to 27+00 8.1' Lt	126	LF

0 40' 80'

ACP WATERMAIN REMOVAL
REMOVAL OF SEWER PIPE
ABANDON WATER MAIN/SERVICE LINE
ABANDON STORM SEWER
REMOVAL OF PIPE ALL TYPES AND SIZES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Removals - Underground

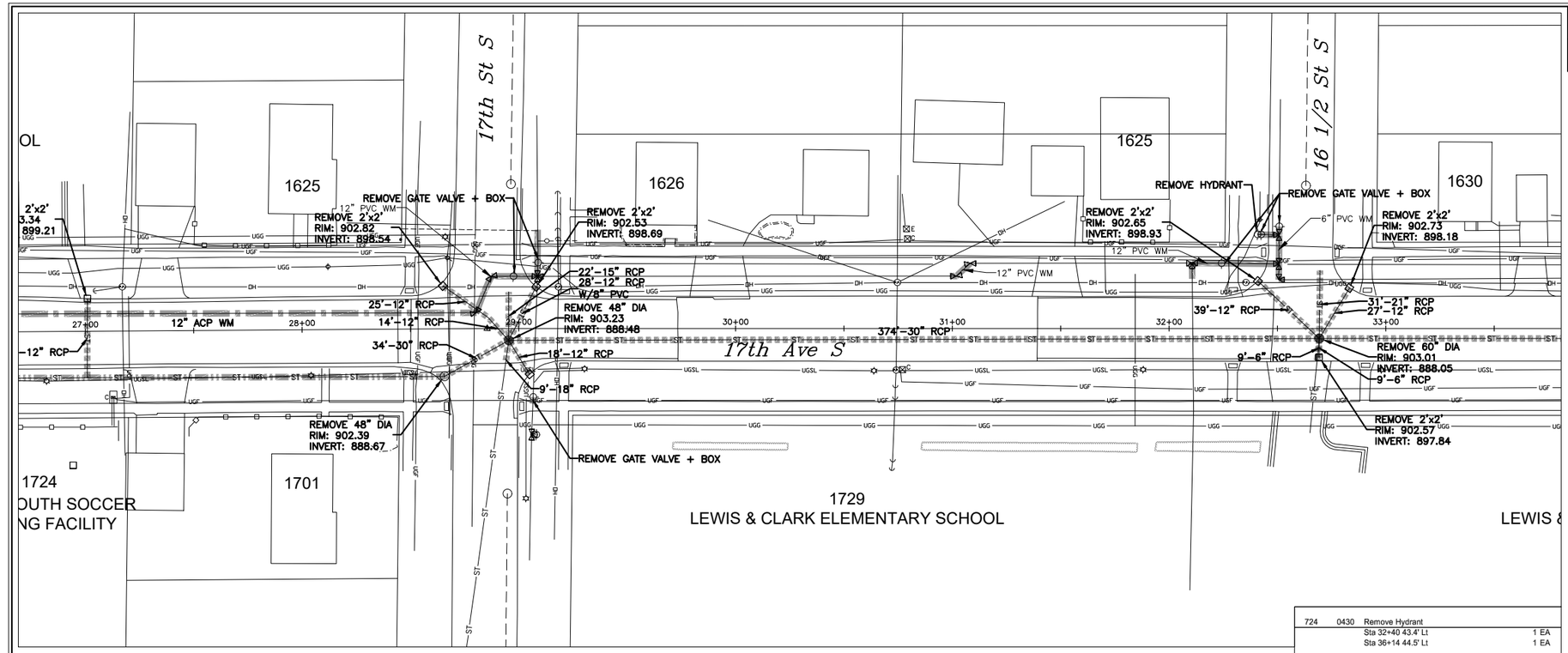
17th Ave S Reconstruction
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CITY OF FARGO Improvement District *BR-26-G1*

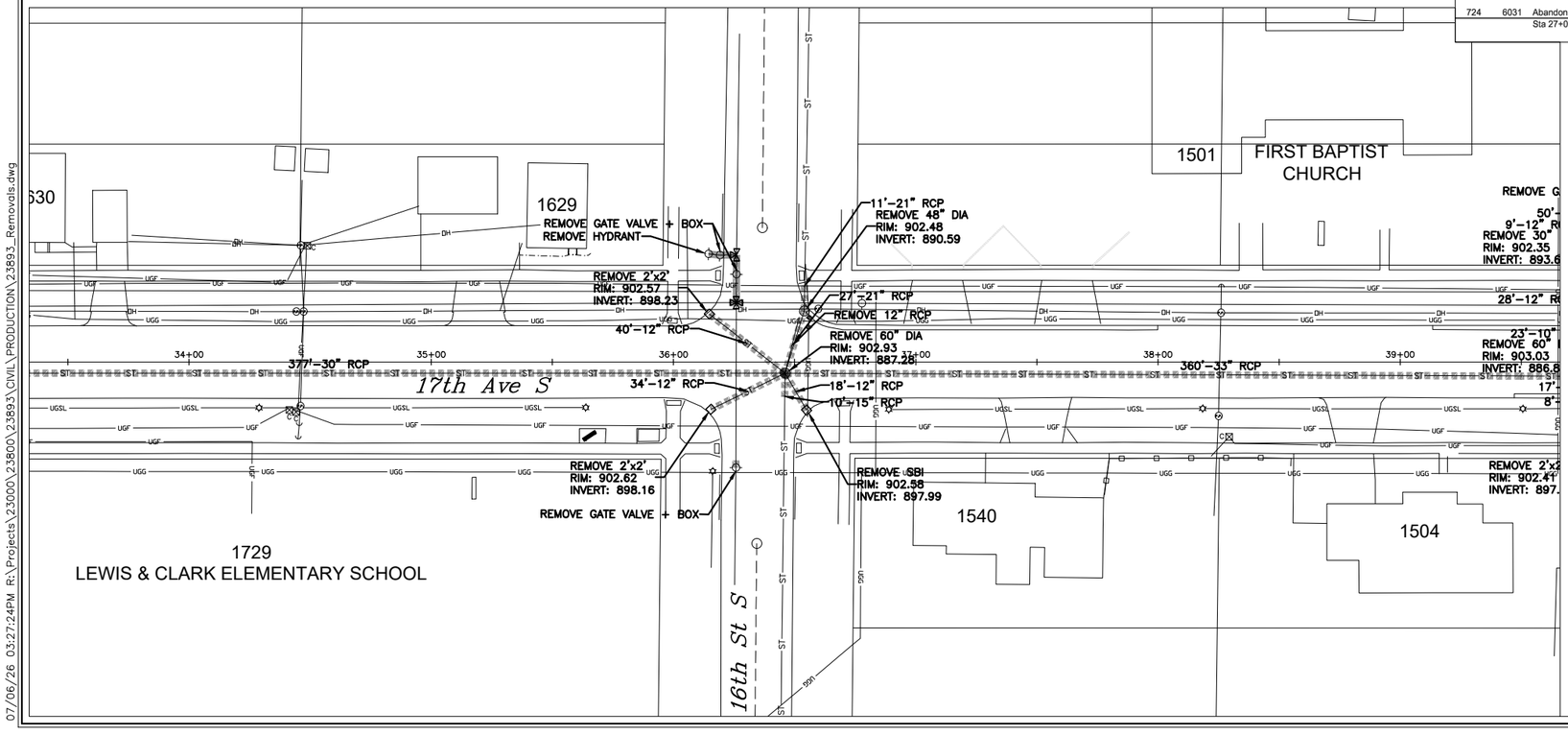
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724	0430	Remove Hydrant	
		Sta 32+40 43.4' Lt	1 EA
		Sta 36+14 44.5' Lt	1 EA
724	6031	Abandon Water Main/Service Line	
		Sta 27+00 8.1' Lt to 28+80 7.3' Lt	180 LF



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	8

SPEC	CODE	PAY ITEM	QTY UNIT
202	0173	Removal of Sewer Pipe	
		Sta 28+65 19.8' Lt to 28+86 5.2' Lt	25 LF
		Sta 28+66 22.0' Rt to 28+95 5.4' Rt	34 LF
		Sta 28+86 5.2' Lt to 28+95 5.4' Rt	14 LF
		Sta 28+94 14.4' Rt to 28+95 5.4' Rt	9 LF
		Sta 28+95 5.4' Rt to 28+95 16.9' Lt	22 LF
		Sta 28+95 5.4' Rt to 29+08 19.2' Lt	28 LF
		Sta 28+95 5.4' Rt to 29+05 21.0' Rt	18 LF
		Sta 28+95 5.4' Rt to 32+69 4.5' Rt	374 LF
		Sta 32+41 21.9' Lt to 32+69 4.5' Rt	39 LF
		Sta 32+69 4.5' Rt to 32+68 14.5' Rt	9 LF
		Sta 32+69 4.5' Rt to 32+69 13.2' Rt	9 LF
		Sta 32+69 4.5' Rt to 32+83 18.6' Lt	27 LF
		Sta 32+69 4.5' Rt to 36+46 4.6' Rt	377 LF
		Sta 32+69 4.5' Rt to 32+69 29.8' Lt	31 LF
		Sta 36+14 19.8' Lt to 36+46 4.6' Rt	40 LF
		Sta 36+15 19.5' Rt to 36+46 4.6' Rt	34 LF
		Sta 36+46 4.6' Rt to 36+46 14.2' Rt	10 LF
		Sta 36+46 4.6' Rt to 36+55 19.8' Rt	18 LF
		Sta 36+46 4.6' Rt to 36+54 21.0' Lt	27 LF
		Sta 36+54 21.0' Lt to 36+54 31.3' Lt	11 LF
		Sta 36+46 4.6' Rt to 39+50 5.8' Rt	304 LF
202	0174	Removal of Pipe All Types and Sizes	
		Sta 28+80 7.3' Lt to 28+87 24.2' Lt	18 LF
		Sta 28+87 24.2' Lt to 29+08 24.2' Lt	21 LF
		Sta 29+06 31.6' Rt to 29+06 34.6' Rt	3 LF
		Sta 29+08 24.2' Lt to 29+09 30.5' Lt	6 LF
		Sta 29+09 30.5' Lt to 20+09 45.6' Lt	15 LF
		Sta 30+99 24.2' Lt to 31+08 30.1' Lt	12 LF
		Sta 32+10 23.0' Lt to 32+10 30.2' Lt	7 LF
		Sta 32+10 23.0' Lt to 32+50 29.8' Lt	40 LF
		Sta 32+40 43.4' Lt to 32+42 43.4' Lt	2 LF
		Sta 32+42 43.4' Lt to 32+50 43.1' Lt	8 LF
		Sta 32+50 43.1' Lt to 32+50 47.1' Lt	4 LF
		Sta 32+50 29.8' Lt to 32+50 43.1' Lt	13 LF
		Sta 32+50 22.5' Lt to 32+50 29.8' Lt	7 LF
		Sta 32+51 22.5' Lt to 32+54 22.5' Lt	3 LF
		Sta 36+14 44.5' Lt to 36+19 44.1' Lt	5 LF
		Sta 36+19 44.1' Lt to 36+26 44.2' Lt	7 LF
		Sta 36+23 24.5' Lt to 36+28 24.5' Lt	6 LF
		Sta 36+25 40.6' Rt to 36+25 43.6' Rt	3 LF
		Sta 36+26 24.4' Lt to 36+26 44.2' Lt	8 LF
		Sta 36+26 24.5' Lt to 36+26 36.1' Lt	11 LF
202	0210	Removal of Manholes	
		Sta 28+65 21.9' Rt	1 EA
		Sta 28+95 5.4' Rt	1 EA
		Sta 32+69 4.5' Rt	1 EA
		Sta 36+46 4.6' Rt	1 EA
		Sta 36+54 21.0' Lt	1 EA
202	0235	Removal of Catch Basin	
		Sta 28+65 19.8' Lt	1 EA
		Sta 29+08 19.3' Lt	1 EA
		Sta 32+41 21.9' Lt	1 EA
		Sta 32+69 13.2' Rt	1 EA
		Sta 32+83 18.6' Lt	1 EA
		Sta 36+14 19.8' Lt	1 EA
		Sta 36+15 19.5' Rt	1 EA
		Sta 36+55 19.8' Rt	1 EA
722	3297	Abandon Storm Sewer	
		Sta 27+00 21.4' Rt to 28+65 21.9' Rt	165 LF
724	0270	Remove Gate Valve & Box	
		Sta 28+97 24.1' Lt	1 EA
		Sta 29+06 31.5' Rt	1 EA
		Sta 29+08 30.4' Lt	1 EA
		Sta 32+11 28.9' Lt	1 EA
		Sta 32+24 30.1' Lt	1 EA
		Sta 32+42 43.4' Lt	1 EA
		Sta 32+50 47.1' Lt	1 EA
		Sta 36+19 44.1' Lt	1 EA
		Sta 36+26 36.1' Lt	1 EA
		Sta 36+26 43.6' Rt	1 EA

N

0 40' 80'

ACP WATERMAIN REMOVAL

REMOVAL OF SEWER PIPE

ABANDON WATER MAIN/SERVICE LINE

ABANDON STORM SEWER

REMOVAL OF PIPE ALL TYPES AND SIZES

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Taylor Braaten
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NORTH DAKOTA

Removals - Underground

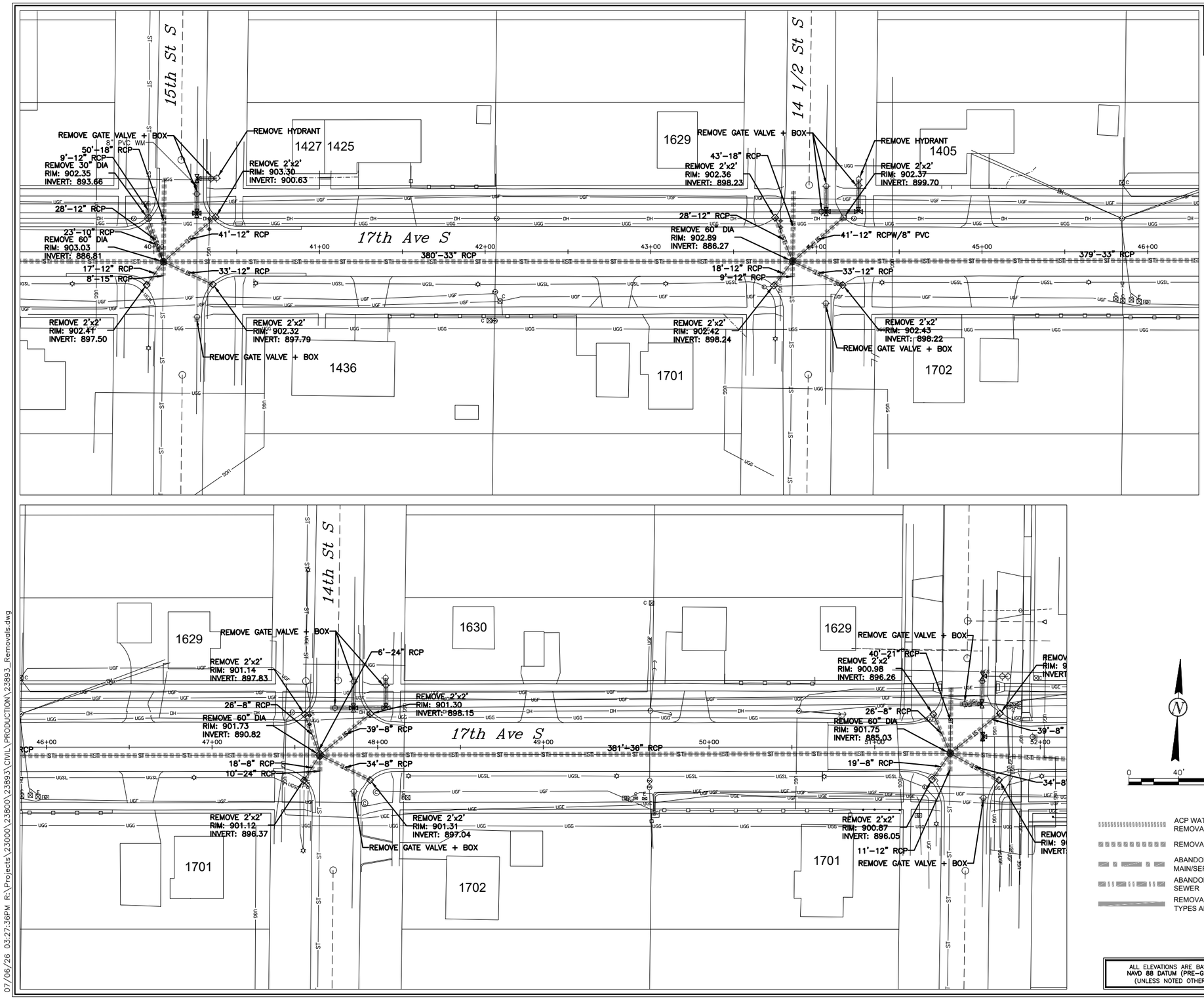
17th Ave S Reconstruction
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CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	9

SPEC	CODE	PAY ITEM	QTY	UNIT
202	0173	Removal of Sewer Pipe		
		Sta 39+50 5.8' Rt to 40+05 6.0' Rt	55	LF
		Sta 39+95 20.1' Rt to 40+05 6.0' Rt	17	LF
		Sta 39+96 20.3' Lt to 40+05 6.0' Rt	28	LF
		Sta 39+96 20.3' Lt to 39+96 29.6' Lt	9	LF
		Sta 39+96 15.2 Lt to 40+05 6.0 Rt	23	LF
		Sta 40+05 6.0 Rt to 40+06 44.0' Lt	50	LF
		Sta 40+05 13.6' Rt to 40+05 6.0' Rt	8	LF
		Sta 40+05 6.0' Rt to 40+35 19.7' Rt	33	LF
		Sta 40+05 6.0' Rt to 40+37 20.9' Lt	41	LF
		Sta 40+05 6.0' Rt to 43+85 5.7' Rt	380	LF
		Sta 43+74 20.3' Rt to 43+85 5.7' Rt	18	LF
		Sta 43+75 20.6' Lt to 43+85 5.7' Rt	28	LF
		Sta 43+85 5.7' Rt to 43+8515.0' Rt	9	LF
		Sta 43+85 5.7' Rt to 44+16 20.1' Rt	33	LF
		Sta 43+85 5.7' Rt to 43+86 36.7' Lt	43	LF
		Sta 43+85 5.7' Rt to 44+16 20.7' Lt	41	LF
		Sta 43+85 5.7' Rt to 47+65 4.7' Rt	379	LF
		Sta 47+55 20.0' Rt to 47+65 4.7' Rt	18	LF
		Sta 47+56 19.8' Lt to 47+65 4.7' Rt	26	LF
		Sta 47+65 4.7' Rt to 47+65 14.5' Rt	10	LF
		Sta 47+65 4.7' Rt to 47+95 19.9' Rt	34	LF
		Sta 47+65 4.7' Rt to 47+95 20.2' Lt	39	LF
		Sta 47+65 4.7' Rt to 51+45 3.8' Rt	381	LF
202	0174	Removal of Pipe All Types and Sizes		
		Sta 40+23 23.3' Lt to 40+29 23.3' Lt	6	LF
		Sta 40+26 23.2' Lt to 40+26 34.8' Lt	11	LF
		Sta 40+26 34.8' Lt to 40+26 44.2' Lt	9	LF
		Sta 40+26 44.2' Lt to 40+34 44.1' Lt	8	LF
		Sta 40+26 39.3' Rt to 40+26 42.3' Rt	3	LF
		Sta 40+34 44.1' Lt to 40+38 44.4' Lt	3	LF
		Sta 43+96 24.2' Lt to 44+25 24.2' Lt	29	LF
		Sta 44+05 31.1' Rt to 44+05 34.1 Rt	3	LF
		Sta 44+06 24.2' Lt to 44+06 39.5' Lt	15	LF
		Sta 44+25 24.2' Lt to 44+25 43.6' Lt	19	LF
		Sta 47+71 23.5' Lt to 47+85 39.4' Lt	34	LF
		Sta 47+85 23.6' Lt to 47+85 42.5' Lt	19	LF
		Sta 47+85 26.9' Rt to 47+85 29.9' Rt	3	LF
		Sta 48+05 23.7' Lt to 48+05 41.7' Lt	17	LF
202	0210	Removal of Manholes		
		Sta 39+96 20.3' Lt	1	EA
		Sta 40+05 6.0' Rt	1	EA
		Sta 43+85 5.7' Rt	1	EA
		Sta 47+65 4.7' Rt	1	EA
202	0235	Removal of Catch Basin		
		Sta 39+95 20.1' Rt	1	EA
		Sta 40+35 19.7' Rt	1	EA
		Sta 40+37 20.9' Lt	1	EA
		Sta 43+74 20.3' Rt	1	EA
		Sta 43+75 20.6' Lt	1	EA
		Sta 44+16 20.1' Rt	1	EA
		Sta 44+16 20.7' Lt	1	EA
		Sta 47+55 20.0' Rt	1	EA
		Sta 47+56 19.8' Lt	1	EA
		Sta 47+95 19.9' Rt	1	EA
		Sta 47+95 20.2' Lt	1	EA
724	0270	Remove Gate Valve & Box		
		Sta 40+26 39.3' Rt	1	EA
		Sta 40+26 34.8' Lt	1	EA
		Sta 40+34 44.1' Lt	1	EA
		Sta 44+03 24.2' Lt	1	EA
		Sta 44+05 31.1' Rt	1	EA
		Sta 44+05 39.5' Lt	1	EA
		Sta 44+25 40.0' Lt	1	EA
		Sta 47+74 23.5' Lt	1	EA
		Sta 47+85 26.9' Rt	1	EA
		Sta 47+85 39.4' Lt	1	EA
		Sta 48+05 37.2' Lt	1	EA
724	0430	Remove Hydrant		
		Sta 40+38 44.4' Lt	1	EA
		Sta 44+25 43.6' Lt	1	EA
		Sta 48+05 41.7' Lt	1	EA

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

0 40' 80'

ACP WATERMAIN REMOVAL
REMOVAL OF SEWER PIPE
ABANDON WATER MAIN/SERVICE LINE
ABANDON STORM SEWER
REMOVAL OF PIPE ALL TYPES AND SIZES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

Removals - Underground

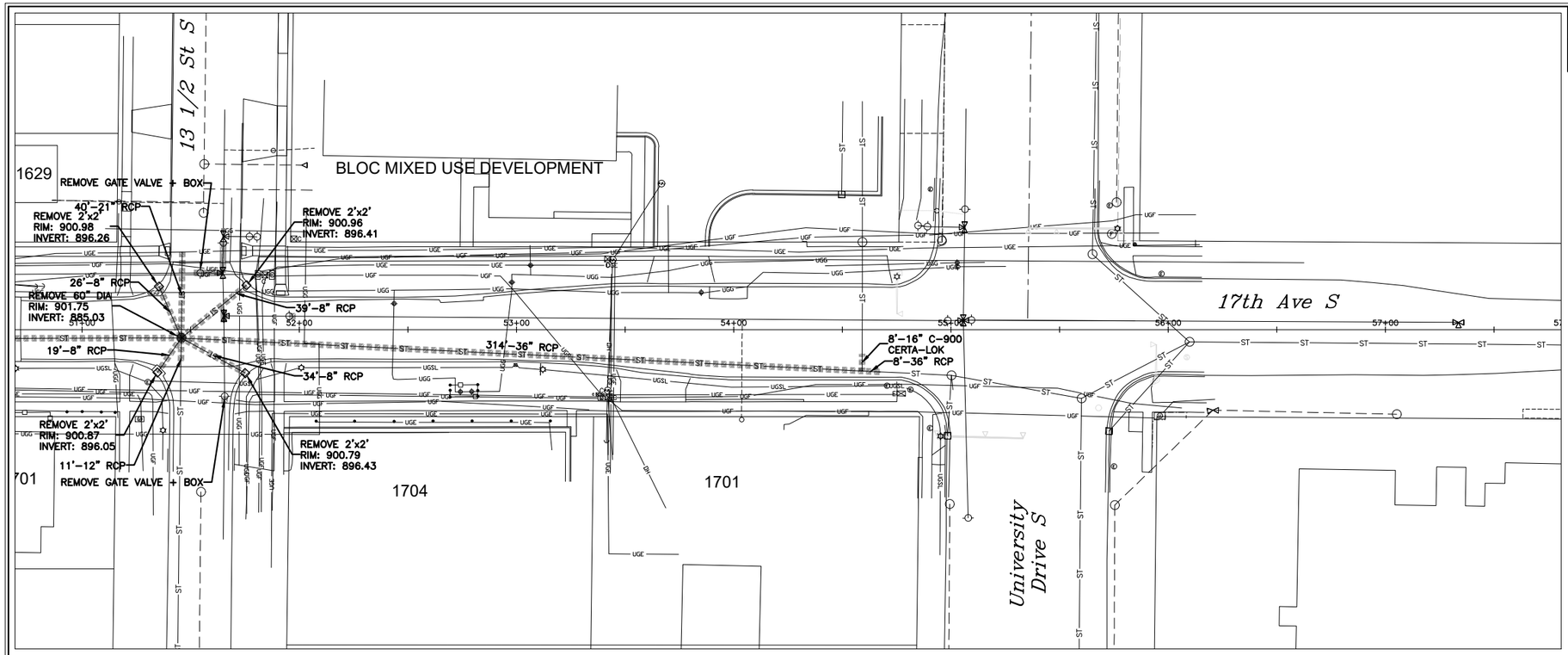
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	40	10

SPEC	CODE	PAY ITEM	QTY UNIT
202	0173	Removal of Sewer Pipe	
		Sta 51+34 19.7' Rt to 51+45 3.8' Rt	19 LF
		Sta 51+35 19.8' Lt to 51+45 3.8' Rt	26 LF
		Sta 51+45 14.5' Rt to 51+45 3.8' Rt	11 LF
		Sta 51+45 3.8' Rt to 51+46 35.8' Lt	40 LF
		Sta 51+45 3.8' Rt to 51+75 19.9' Rt	34 LF
		Sta 51+45 3.8' Rt to 51+75 20.4' Lt	39 LF
		Sta 54+59 19.0' Rt to 54+59 11.0' Rt	8 LF
		Sta 51+45 3.8' Rt to 54+67 19.4' Rt	322 LF
202	0174	Removal of Pipe All Types and Sizes	
		Sta 51+51 26.0' Lt to 51+54 26.0' Lt	3 LF
		Sta 51+54 26.0' Lt to 51+65 26.1' Lt	10 LF
		Sta 51+65 26.1' Lt to 51+65 39.8' Lt	14 LF
		Sta 51+65 3.3' Lt to 51+65 9.3' Lt	6 LF
		Sta 51+65 30.6' Rt to 51+65 33.6' Rt	3 LF
		Sta 51+95 6.1' Lt to 51+98 6.1' Lt	3 LF
202	0210	Removal of Manholes	
		Sta 51+45 3.8' Rt	1 EA
202	0235	Removal of Catch Basin	
		Sta 51+34 19.7' Rt	1 EA
		Sta 51+35 19.8' Lt	1 EA
		Sta 51+75 19.9' Rt	1 EA
		Sta 51+75 20.4' Lt	1 EA
724	0270	Remove Gate Valve & Box	
		Sta 51+54 26.0' Lt	1 EA
		Sta 51+65 30.6' Rt	1 EA
		Sta 51+65 37.6' Lt	1 EA
		Sta 51+95 6.1' Lt	1 EA

N

0 40' 80'

ACP WATERMAIN REMOVAL

REMOVAL OF SEWER PIPE

ABANDON WATER MAIN/SERVICE LINE

ABANDON STORM SEWER

REMOVAL OF PIPE ALL TYPES AND SIZES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
DATE: 07/07/26

Removals - Underground

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STORM STRUCTURE SCHEDULE

NO.	SIZE	CASTING	CURB BOX	RIM	INVERTS	LOCATION
M-1	INLET SPECIAL-TYPE 2 60IN	R-3067-VB	3290-0040	900.87	E INV. 894.47 W INV. 894.53	17th Ave S STA: 5+58.98 22.8R
M-2	MANHOLE 84IN	R-1955-1	N/A	901.02	W INV. 894.11 E INV. 894.25 N INV. 893.61 S INV. 893.49	17th Ave S STA: 5+90.25 24.2R
M-3	INLET SPECIAL-TYPE 2 60IN	R-3067-VB	3290-0040	900.87	E INV. 894.39 W INV. 894.25 S INV. 894.40	17th Ave S STA: 6+01.20 22.8R
M-4	INLET SPECIAL-TYPE 2 72IN	R-3067-VB	3290-0040	901.06	N INV. 894.29 E INV. 894.15 W INV. 894.04	17th Ave S STA: 8+87.07 22.8R
M-5	INLET SPECIAL-TYPE 2 96IN	R-3067-VB	3290-0040	901.07	W INV. 894.09 E INV. 893.71 S INV. 893.97 N INV. 893.60	17th Ave S STA: 9+31.55 24.6R
M-6	INLET SPECIAL-TYPE 2 60IN	STANDARD	Standard	901.85	N INV. 894.81 W INV. 894.41 E INV. 894.48 S INV. 895.56	17th Ave S STA: 12+18.24 22.4R
ST-1	MANHOLE 96IN	R-1955-1	N/A	901.59	N INV. 896.49 W INV. 893.19 E INV. 893.19	17th Ave S STA: 5+24.52 3.4L
ST-1A	TYPE II	R-3067-V	3290-0040	901.17	S INV. 896.66	17th Ave S STA: 5+24.81 20.5L
ST-2.1	MANHOLE 96IN	STANDARD	Standard	901.49	S INV. 894.33 E INV. 892.77 W INV. 892.77	17th Ave S STA: 8+87.49 2.2L
ST-2A	TYPE II	R-3067-C	NONE	900.96	S INV. 896.50	17th Ave S STA: 5+86.95 20.5L
ST-3A	Type II	R-3067-VB	3290-0040	901.06	E INV. 897.59	17th Ave S STA: 8+88.96 23.4L
ST-4	MANHOLE 108IN	R-1955-1	N/A	902.08	N INV. 897.15 E INV. 892.65 W INV. 892.65	17th Ave S STA: 10+52.66 2.3L
ST-4.1	MANHOLE 108IN	STANDARD	Standard	902.62	S INV. 894.77	17th Ave S STA: 12+17.82 2.6L
ST-4A	TYPE II	R-3067-V	3290-0040	901.77	S INV. 897.27	17th Ave S STA: 10+52.66 14.5L
ST-5A	INLET SPECIAL-TYPE II 48IN	R-3067-VB	3290-0040	900.61	S INV. 896.36 NW INV. 896.36	17th Ave S STA: 15+70.73 14.5L
ST-6A	INLET SPECIAL-TYPE II 48IN	R-3067-V	3290-0040	901.68	S INV. 896.16 N INV. 896.19	17th Ave S STA: 18+20.40 14.5L
ST-9	MANHOLE 48IN	R-1955-1	N/A	902.41	E INV. 895.91 S INV. 899.75 N INV. 899.72 NW INV. 897.86	17th Ave S STA: 24+32 6.5R
ST-9A	TYPE II	R-3067-VB	3290-0040	902.20	S INV. 899.77	17th Ave S STA: 24+32 14.5L
ST-9B	TYPE II	R-3067-VB	3290-0040	902.20	N INV. 899.77	17th Ave S STA: 24+32 14.5R
ST-10	MANHOLE 60IN	R-1955-1	N/A	903.15	E INV. 888.96 W INV. 895.73 S INV. 894.48 N INV. 894.48	17th Ave S STA: 25+91.23 6.5R
ST-11	MANHOLE 60IN	R-1955-1	N/A	903.63	W INV. 888.85 E INV. 888.85	17th Ave S STA: 27+00 6.5R
ST-12	MANHOLE 72IN	R-1955-1	N/A	902.95	E INV. 888.03 W INV. 888.63 SW INV. 897.64 NW INV. 897.64 N INV. 897.75 SE INV. 897.81 S INV. 892.88	17th Ave S STA: 28+95.32 6.5R
ST-12A	TYPE II	R-3067-VB	3290-0040	902.55	SE INV. 898.05	17th Ave S STA: 28+65.37 21.2L
ST-12B	TYPE II	R-3067-VB	3290-0040	902.55	S INV. 898.05	17th Ave S STA: 29+05.89 21.2L

STORM STRUCTURE SCHEDULE

NO.	SIZE	CASTING	CURB BOX	RIM	INVERTS	LOCATION
ST-12C	TYPE II	R-3067-VB	3290-0040	902.49	NW INV. 897.99	17th Ave S STA: 29+04.80 21.2R
ST-12D	TYPE II	R-3067-VB	3290-0040	902.49	NE INV. 897.99	17th Ave S STA: 28+64.25 21.3R
ST-13	MANHOLE 72IN	R-1955-1	N/A	902.66	W INV. 887.70 E INV. 887.10 N INV. 897.50 NW INV. 897.51 SW INV. 897.83 S INV. 896.38	17th Ave S STA: 32+69.10 6.5R
ST-13A	TYPE II	R-3067-VB	3290-0040	902.40	SE INV. 897.85	17th Ave S STA: 32+40.21 21.2L
ST-13B	TYPE II	R-3067-VB	3290-0040	902.40	S INV. 897.85	17th Ave S STA: 32+81.13 21.1L
ST-13C	TYPE II	R-3067-C	NONE	902.54	NE INV. 897.95	17th Ave S STA: 32+59.92 14.5R
ST-14	MANHOLE 72IN	R-1955-1	N/A	902.69	W INV. 886.83 E INV. 886.83 NW INV. 897.48 SW INV. 897.55 SE INV. 897.72 N INV. 890.60 S INV. 891.31	17th Ave S STA: 36+46.03 6.5R
ST-14A	TYPE II	R-3067-VB	3290-0040	902.40	SE INV. 897.90	17th Ave S STA: 36+14.95 21.2L
ST-14B	INLET SPECIAL-TYPE II 48IN	R-3067-VB	3290-0040	902.40	S INV. 890.66 N INV. 890.66	17th Ave S STA: 36+53.99 23.7L
ST-14C	TYPE II	R-3067-VB	3290-0040	902.40	NW INV. 897.90	17th Ave S STA: 36+55.36 21.2R
ST-14D	TYPE II	R-3067-VB	3290-0040	902.40	NE INV. 897.90	17th Ave S STA: 36+14.39 21.2R
ST-15	MANHOLE 72IN	R-1955-1	N/A	903.08	W INV. 886.77 E INV. 886.77 N INV. 898.19	17th Ave S STA: 37+39 6.5R
ST-15A	TYPE II	R-3067-V	3290-0040	902.90	S INV. 898.40	17th Ave S STA: 37+39 14.5L
ST-16	MANHOLE 72IN	R-1955-1	N/A	903.07	N INV. 898.16 W INV. 886.65 E INV. 886.65	17th Ave S STA: 39+00 6.5R
ST-16A	TYPE II	R-3067-V	3290-0040	902.87	S INV. 898.37	17th Ave S STA: 39+00 14.5L
ST-17	MANHOLE 72IN	R-1955-1	N/A	902.51	W INV. 886.58 E INV. 886.58 SW INV. 897.47 SE INV. 897.31 NE INV. 897.23 N INV. 893.23 S INV. 890.95	17th Ave S STA: 40+05.71 6.5R
ST-17A	INLET SPECIAL-TYPE II 48IN	R-3067-VB	3290-0040	902.15	S INV. 893.31 N INV. 893.56	17th Ave S STA: 39+96.49 21.7L
ST-17B	TYPE II	R-3067-VB	3290-0040	902.15	SW INV. 897.65	17th Ave S STA: 40+36.87 21.2L
ST-17C	TYPE II	R-3067-VB	3290-0040	902.15	NW INV. 897.65	17th Ave S STA: 40+36.29 21.2R
ST-17D	TYPE II	R-3067-VB	3290-0040	902.15	NE INV. 897.65	17th Ave S STA: 39+95.25 21.2R
ST-18	MANHOLE 72IN	R-1955-1	N/A	902.45	W INV. 886.31 E INV. 886.31 SW INV. 897.51 SE INV. 897.36 NE INV. 897.28 NW INV. 897.40 S INV. 892.07	17th Ave S STA: 43+85.67 6.5R
ST-18A	TYPE II	R-3067-VB	3290-0040	902.20	SE INV. 897.70	17th Ave S STA: 43+75.21 21.2L
ST-18B	TYPE II	R-3067-VB	3290-0040	902.20	SW INV. 897.70	17th Ave S STA: 44+16.82 21.2L
ST-18C	TYPE II	R-3067-VB	3290-0040	902.20	NW INV. 897.70	17th Ave S STA: 44+15.57 21.1R

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	050	1

CASTING SUBSTITUTES

NEENAH	EJ
R-3067-VB	7030
3290-0040	T5
R-1955-1	3025

REVISIONS

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SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
DATE: 07/07/26
NORTH DAKOTA

Inlet and Manhole Summary

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	050	2

STORM STRUCTURE SCHEDULE

NO.	SIZE	CASTING	CURB BOX	RIM	INVERTS	LOCATION
ST-18D	TYPE II	R-3067-VB	3290-0040	902.20	NE INV. 897.70	17th Ave S STA: 43+74.66 21.2R
ST-19	MANHOLE 72IN	R-1955-1	N/A	902.26	W INV. 886.14 E INV. 886.14 N INV. 897.33	17th Ave S STA: 46+34.27 6.5R
ST-19A	TYPE II	R-3067-V	3290-0040	902.06	S INV. 897.54	17th Ave S STA: 46+34.27 14.5L
ST-20	MANHOLE 96IN	R-1955-1	N/A	901.66	W INV. 886.05 E INV. 884.95 SW INV. 896.47 SE INV. 896.41 NE INV. 896.33 N INV. 896.45 S INV. 890.82 N INV. 890.33	17th Ave S STA: 47+65.11 6.5R
ST-20A	TYPE II	R-3067-VB	3290-0040	901.25	S INV. 896.75	17th Ave S STA: 47+55.74 21.2L
ST-20B	TYPE II	R-3067-VB	3290-0040	901.25	SW INV. 896.75	17th Ave S STA: 47+96.22 21.2L
ST-20C	TYPE II	R-3067-VB	3290-0040	901.25	NW INV. 896.75	17th Ave S STA: 47+95.71 21.2R
ST-20D	TYPE II	R-3067-VB	3290-0040	901.15	NE INV. 896.65	17th Ave S STA: 47+54.92 21.2R
ST-21	MANHOLE 96IN	R-1955-1	N/A	901.24	W INV. 884.76 E INV. 884.76 S INV. 891.31 SW INV. 896.16 SE INV. 896.02 NW INV. 896.15 NE INV. 896.01	17th Ave S STA: 51+45.67 6.5R
ST-21A	TYPE II	R-3067-VB	3290-0040	900.94	SE INV. 896.44	17th Ave S STA: 51+34.89 20.6L
ST-21B	TYPE II	R-3067-VB	3290-0040	900.94	SW INV. 896.44	17th Ave S STA: 51+77.54 22.2L
ST-21C	INLET SPECIAL-TYPE II 48IN	R-3067-VB	3290-0040	900.85	NW INV. 896.35 S INV. 896.46	17th Ave S STA: 51+75.35 21.2R
ST-21D	TYPE II	R-3067-VB	3290-0040	900.85	NE INV. 896.35	17th Ave S STA: 51+34.74 21.2R
ST-21E	TYPE II	R-3067-V	3290-0040	901.02	N INV. 896.52	17th Ave S STA: 51+69.33 45.0R
ST-22	MANHOLE 96IN	R-1955-1	N/A	902.33	W INV. 884.65 E INV. 884.65 S INV. 897.54 N INV. 897.51	17th Ave S STA: 53+58.74 14.2R
ST-22A	TYPE II	R-3067-V	3290-0040	902.11	S INV. 897.88	17th Ave S STA: 53+55.53 22.9L
ST-22B	TYPE II	R-3067-V	3290-0040	902.12	N INV. 897.62	17th Ave S STA: 53+58.11 22.2R
ST-23	MANHOLE 96IN	R-1955-1	N/A	902.62	W INV. 884.60 E INV. 884.60 N INV. 890.11	17th Ave S STA: 54+59.14 19.0R

CASTING SUBSTITUTES

NEENAH	EJ
R-3067-VB	7030
3290-0040	T5
R-1955-1	3025

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Inlet and Manhole Summary

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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Docusign Envelope ID: 35DBA803-20E2-8B72-83B1-88BF900DE7FB

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	1

SPEC	CODE	PAY ITEM	QTY UNIT
724	0830	Watermain 8IN PVC	
		Sta 5+73 17.5' Lt to 5+73 48.9' Rt	66 LF
724	0850	Watermain 12IN PVC	
		Sta 3+50 28.8' Lt to 6+86 17.5' Lt	341 LF
724	0905	Curb Stop & Box 1IN	
		Sta 3+74 38.9' Lt	1 EA
		Sta 4+39 38.9' Lt	1 EA
		Sta 5+07 38.9' Lt	1 EA
		Sta 5+78 38.9' Lt	1 EA
		Sta 6+49 38.9' Lt	1 EA
724	0944	Connection to Existing Main	
		Sta 3+50 28.8' Lt	1 EA
		Sta 5+73 48.9' Rt	1 EA
724	0955	Water Sevice Connection 1IN	
		Sta 3+74 17.5' Lt	1 EA
		Sta 4+39 17.5' Lt	1 EA
		Sta 5+07 17.5' Lt	1 EA
		Sta 5+78 17.5' Lt	1 EA
		Sta 6+49 17.5' Lt	1 EA
724	1120	6IN Sewer Service Pipe	
		Sta 3+85 11.3' Rt to 3+85 26.5' Lt	38 LF
		Sta 4+53 11.5' Rt to 4+53 26.5' Lt	38 LF
		Sta 5+15 11.6' Rt to 5+15 26.5' Lt	38 LF
		Sta 5+83 10.2' Rt to 5+83 26.5' Lt	38 LF
		Sta 6+56 11.7' Rt to 5+56 26.5' Lt	38 LF
724	5040	Sanitary Sewer Service Connection	
		Sta 3+85 11.3' Rt	1 EA
		Sta 4+53 11.5' Rt	1 EA
		Sta 5+15 11.6' Rt	1 EA
		Sta 5+83 10.2' Rt	1 EA
		Sta 6+56 11.7' Rt	1 EA

SPEC	CODE	PAY ITEM	QTY UNIT
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 5+24 3.4' Lt 5+24 20.5' Lt	17 LF
		Sta 6+89 2.3' Lt 5+87 20.5' Lt	18 LF
714	0405	Pipe Conc Reinf 21IN CL III-Storm Drain	
		Sta 5+51 22.8' Rt to 5+59 22.8' Rt	8 LF
		Sta 5+90 24.2' Rt to 6+01 22.8' Rt	11 LF
		Sta 6+01 22.8' Rt to 6+01 30.8' Rt	8 LF
714	0710	Pipe Conc Reinf 27IN CL III-Storm Drain	
		Sta 6+01 22.5' Rt to 6+09 22.8' Rt	8 LF
714	0910	Pipe Conc Reinf 36IN CL III-Storm Drain	
		Sta 5+59 22.8' Rt to 5+90 24.2' Rt	31 LF
722	0130	Manhole 84IN	
		Sta 6+01 22.8' Rt	1 EA
722	2500	Manhole Special	
		Sta 5+24 3.4' Lt (96IN)	1 EA
722	3510	Inlet-Type 2	
		Sta 5+24 20.5' Lt	1 EA
		Sta 5+87 20.5' Lt	1 EA
722	3761	Inlet Special-Type 2 60IN	
		Sta 5+59 22.8' Rt	1 EA
		Sta 6+01 22.5' Rt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 3+58 28.8' Lt (12" - 45° Bend)	86 LBS
		Sta 3+69 17.5' Lt (12" - 45° Bend)	86 LBS
		Sta 5+73 17.5' Lt (12" x 8" Tee)	125 LBS
		Sta 5+73 14.5' Lt (8" - 45° Bend)	46 LBS
		Sta 5+73 12.0' Lt (8" - 45° Bend)	46 LBS
		Sta 5+73 37.2' Rt (8" - 45° Bend)	46 LBS
		Sta 5+73 37.9' Rt (8" - 45° Bend)	46 LBS
		Sta 5+73 42.9' Rt (8" x 6" Tee)	72 LBS
724	0300	Gate Valve & Box 6IN	
		Sta 5+61 42.7' Rt	1 EA
724	0310	Gate Valve & Box 8IN	
		Sta 5+73 45.9' Rt	1 EA
724	0314	Gate Valve & Box 12IN	
		Sta 3+53 28.8' Lt	1 EA
		Sta 6+15 17.5' Lt	1 EA
724	0410	Hydrant-Install 5IN	
		Sta 5+58 42.7' Rt'	1 EA
724	0611	Water Service Line 1IN	
		Sta 3+74 17.5' Lt to 3+74 38.9' Lt	22 LF
		Sta 4+39 17.5' Lt to 4+39 38.9' Lt	22 LF
		Sta 5+07 17.5' Lt to 5+07 38.9' Lt	22 LF
		Sta 5+78 17.5' Lt to 5+78 38.9' Lt	22 LF
		Sta 6+49 17.5' Lt to 6+49 38.9' Lt	22 LF
724	0810	Watermain 8IN PVC	
		Sta 5+58 42.7' Rt to 5+73 42.9'	15 LF

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26
NORTH DAKOTA

17th Ave S Utilities - 2+00 to 6+86

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-GI*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

07/24/26 05:12:34PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_BP_Underground.dwg

Docusign Envelope ID: 35DBA803-20E2-8B72-83B1-88BF900DE7FB

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	2

ST-3A
Type II
8+88.96 -23.37'L
RIM 901.06
INV E 897.59

ST-4A
TYPE II
10+52.66 -14.50'L
RIM 901.77
INV S 897.27

21.5'-1" STA. 7+19'
38'-6" SDR26 STA. 7+24'
MATCH LINE 6+86.00
MATCH LINE 11+72.00
TRANS
ABANDONED 12" ACP WM
EX ABANDONED 10" CIP FM SS
6" SEWER SERVICE (TYP.)
EX 60" RCP ST
EX 12" PVC SS
EX 10" ACP WM
EX 12" PVC SS
EX 54" RCP ST
EX 72" RCP ST
EX 10" PVC SS
EX-M32
EX-S5
ST-2.1
ST-3
ST-4
ST-3A
M-4
M-5
17th Ave S
23rd St S
17.5'

26'-10" PVC WM
4'-10" PVC WM
3'-10" PVC WM
4'-10" PVC WM
53'-15" RCP ST @ 0.28%
12'-15" RCP ST @ 1.00%
25'-24" RCP ST @ 0.15%
47'-10" PVC WM
45'-36" RCP ST @ 0.13%
8.00'-27" RCP ST
8.00'-54" RCP ST
8.00'-24" RCP ST
8.00'-48" RCP ST
3'-10" PVC WM
3'-10" PVC WM
3'-10" PVC WM
3'-10" PVC WM

724	0840	Watermain 10IN PVC	Sta 9+00 46.6' Rt to 9+05 49.0' Lt	102 LF
724	0850	Watermain 12IN PVC	Sta 6+86 17.5' Lt to 11+72 17.5' Lt	486 LF
724	0905	Curb Stop & Box 1IN	Sta 7+19 to 39.0' Lt	1 EA
724	0944	Connection to Existing Main	Sta 9+00 48.6' Rt	1 EA
			Sta 9+04 49.0' Lt	1 EA
724	0955	Water Sevice Connection 1IN		

5" HYD
F.G.E. 902.00
10"x6" TEE
T.O.P. 893.76
6" GV
14.5'-6" W.M.

M-4
INLET SPECIAL-TYPE 2 72IN
8+87.07 22.78'R
RIM 901.06
INV N 894.29
INV E 894.15
INV W 894.04

M-5
INLET SPECIAL-TYPE 2 96IN
9+31.55 24.55'R
RIM 901.07
INV W 894.09
INV E 893.71
INV S 893.97
INV N 893.60

724	1120	6IN Sewer Service Pipe	Sta 7+23 11.7' Rt to 7+23 25.9' Lt	38 LF
724	5040	Sanitary Sewer Service Connection	Sta 7+23 11.7' Rt	1 EA

M-6
INLET SPE
12+18.24
RIM 901.8
INV N 89
INV W 89
INV E 89
INV S 89

ST-2.1
MANHOLE 96IN
8+87.49 -2.17'L
RIM 901.49
INV S 894.33
INV E 892.77
INV W 892.77

ST-4
MANHOLE 108IN
10+52.66 -2.33'L
RIM 902.08
INV N 897.15
INV E 892.65
INV W 892.65

EX ST MH
RIM 901.72
INV W 892.77
INV E 892.67
INV N 894.04
INV S 893.68
INV NW 897.44 (MODIFY EXISTING INVERT)

PROPOSED CENTERLINE
EX GROUND
℄
285'-12" PVC
EX 12" ACP WM
12"x12" CROSS
T.O.P. 893.72
34'-12" PVC
10" PVC
TOP: 891.80
12" GV
T.O.P. 892.02
EX 72" RCP ST
EX 12" ACP WM
300'-12" PVC
EX 10" PVC SS
EX 12" PVC SS
EX SS MH
RIM 901.61
INV E 887.46
INV W 880.63
INV S 882.54
INV N 880.76

915 910 905 900 895 890 885 880 875 870
6+86 7+00 8+00 9+00 10+00 11+00 11+72

SPEC	CODE	PAY ITEM	QTY UNIT
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 8+89 23.4' Lt to 9+38 2.1' Lt	53 LF
		Sta 10+52 2.3' Lt to Sta 10+52 14.5' Lt	12 LF
714	0620	Pipe Conc Reinf 24IN CL III-Storm Drain	
		Sta 8+87 2.2' Lt to 8+87 22.8' Rt	25 LF
		Sta 9+32 24.6' Rt to 9+40 24.5' Rt	8 LF
714	0710	Pipe Conc Reinf 27IN CL III-Storm Drain	
		Sta 8+79 22.8' Rt to 8+87 22.8' Rt	8 LF
714	0910	Pipe Conc Reinf 36IN CL III-Storm Drain	
		Sta 8+87 22.8' Rt to 9+32 24.6' Rt	45 LF
714	1110	Pipe Conc Reinf 48IN CL III-Storm Drain	
		Sta 9+32 24.6' Rt to 9+31 32.6' Rt	8 LF
714	1212	Pipe Conc Reinf 54IN CL III-Storm Drain	
		Sta 9+32 24.6' Rt to 9+33 16.7' Rt	8 LF
722	2500	Manhole Special	
		Sta 8+87 2.2' Lt (96IN)	1 EA
		Sta 10+52 2.3' Lt (108IN)	1 EA
722	3510	Inlet-Type 2	
		Sta 8+89 23.4' Lt	1 EA
		Sta 10+52 14.5' Lt	1 EA
722	3766	Inlet Special-Type 2 72IN	
		Sta 8+87 22.8' Rt	1 EA
722	3769	Inlet Special-Type 2 96IN	
		Sta 9+32 24.6' Rt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 9+00 42.6' Rt (10" x 6" Tee)	90 LBS
		Sta 9+00 39.1' Rt (10" - 45° Bend)	70 LBS
		Sta 9+00 35.6' Rt (10" - 45° Bend)	70 LBS
		Sta 9+00 11.0' Lt (10" - 45° Bend)	70 LBS
		Sta 9+00 14.5' Lt (10" - 45° Bend)	70 LBS
		Sta 9+00 17.5' Lt (12" x 10" Cross)	179 LBS
		Sta 9+00 43.1' Lt (10" - 90° Bend)	89 LBS
		Sta 9+05 46.1' Lt (10" - 90° Bend)	89 LBS
724	0300	Gate Valve & Box 6IN	
		Sta 8+89 42.5' Rt	1 EA
724	0314	Gate Valve & Box 12IN	
		Sta 9+51 17.5' Lt	1 EA
724	0315	Gate Valve & Box 10IN	
		Sta 9+00 45.6' Rt	1 EA
		Sta 9+05 46.0' Lt	1 EA
724	0410	Hydrant-Install 5IN	
		Sta 8+86 42.5' Rt	1 EA
724	0611	Water Service Line 1IN	
		Sta 7+19 17.5' Lt to 7+19 to 39.0' Lt	22 LF
724	0810	Watermain 6IN PVC	
		Sta 8+86 42.5' Rt to 9+00 42.5' Rt	14 LF

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26
NORTH DAKOTA

17th Ave S Utilities - 6+86 to 11+72

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-GI*

DESIGN BY:	TJB	CHECKED BY:	EAG
DRAWN BY:	DLM/LRL	ORIG DATE:	07/07/26

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Docusign Envelope ID: 35DBA803-20E2-8B72-83B1-88BF900DE7FB

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	3

SOUTH HIGH ATHLETIC FIELDS

5" HYD 1850
F.G.E. 903.00
12"x6" TEE
T.O.P. 895.00
6" GV
8'-6" W.M.

724 0810 Watermain 6IN PVC
Sta 14+79 17.5' Lt to 12+79 25.5' Lt 8 LF
Sta 16+02 17.5' Lt to 16+02 28.8' Lt 8 LF

724 0830 Watermain 8IN PVC
Sta 12+50 47.1' Rt to 12+51 17.5' Lt 65 LF
Sta 15+80 48.9' Rt to 15+82 17.5' Lt 67 LF

724 0850 Watermain 12IN PVC
Sta 11+72 17.5' Lt to 12+79 17.5' Lt 107 LF
Sta 15+80 17.5' Lt to 16+05 17.5' Lt 25 LF

724 0905 Curb Stop & Box 1IN
Sta 12+04 39.0' Lt 1 EA

724 0944 Connection to Existing Main
Sta 12+50 47.1' Rt 1 EA
Sta 15+80 48.9' Rt 1 EA

724 0955 Water Sevice Connection 1IN
Sta 12+0417.5' Lt 1 EA

724 1120 6IN Sewer Service Pipe
Sta 11+84 10.9' Rt to 11+84 20.5' Lt 32 LF

724 1212 Bore & Push 12IN Watermain
Sta 12+79 17.5' Lt to 15+80 17.5' Lt 301 LF
Sta 16+05 17.5' Lt to 16+58 17.5' Lt 53 LF

724 5040 Sanitary Sewer Service Connection
Sta 11+84 10.9' Rt 1 EA

724 5050 Pipe PVC 8IN Sewer
Sta 15+71 10.1' Rt to 16+58 10.2' Rt 87 LF

724 5100 Pipe PVC 10IN Sewer
Sta 14+11 10.5' Rt to 15+71 10.1' Rt 160 LF

ST-5A
INLET SPECIAL-TYPE II 48IN
15+70.73 -14.50'L
RIM 900.61
INV S 896.36
INV NW 896.36

SOUTH HIGH ATHLETIC FIELDS

5" HYD
F.G.E. 901.68
12"x6" TEE
T.O.P. 893.68
6" GV
8'-6" W.M.

M-6
INLET SPECIAL-TYPE 2 60IN
12+18.24 22.42'R
RIM 901.85
INV N 894.81
INV W 894.41
INV E 894.48
INV S 895.56

ST-4.1
MANHOLE 108IN
12+17.82 -2.60'L
RIM 902.62
INV S 894.77

EX SS MH
RIM 902.29
INV E 888.33
INV W 888.38
INV S 888.58

EX SS MH
RIM 901.30
INV E 889.61
INV W 889.51
INV S 889.55

EX ST MH
RIM 900.57
INV E 895.29
INV W 895.27

EX ST MH
RIM 900.87
INV SE 897.91
INV N 898.72

EX ST MH
RIM 900.72
INV NW 896.37

EX ST MH
RIM 901.33
INV W 892.56
INV E 892.64

EX ST MH
RIM 900.68
INV E 895.76
INV W 895.24
INV S 895.24

SPEC	CODE	PAY ITEM	QTY UNIT
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 12+18 22.4' Rt to 12+18 30.4' Rt	8 LF
		Sta 15+65 3.2' Lt to 15+70 14.5' Lt	12 LF
		Sta 15+67 17.1' Lt to 15+70 14.5' Lt	4 LF
714	0405	Pipe Conc Reinf 21IN CL III-Storm Drain	
		Sta 12+18 22.4' Rt to 12+26 22.4' Rt	8 LF
714	0620	Pipe Conc Reinf 24IN CL III-Storm Drain	
		Sta 12+10 22.5' Rt to 12+18 22.5' Rt	8 LF
		Sta 12+18 2.6' Lt to 12+18.22.5' Rt	25 LF
722	2500	Manhole Special	
		Sta 12+18 2.6' Lt (108IN)	1 EA
722	3701	Inlet Special-Type 2 48IN	
		Sta 15+70 14.5' Lt	1 EA
722	3761	Inlet Special-Type 2 60IN	
		Sta 12+26 22.4' Rt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 12+51 26.4' Rt (8" - 45° Bend)	46 LBS
		Sta 12+51 26.4' Rt (8" - 45° Bend)	46 LBS
		Sta 12+51 10.0' Lt (8" - 45° Bend)	46 LBS
		Sta 12+51 14.5' Lt (8" - 45° Bend)	46 LBS
		Sta 12+51 17.5' Lt (12" x 8" Tee)	125 LBS
		Sta 12+79 17.5' Lt (12" x 6" Tee)	110 LBS
		Sta 15+80 42.9' Rt (8" - 22.5° Bend)	46 LBS
		Sta 15+82 40.9' Rt (8" - 22.5° Bend)	46 LBS
		Sta 15+82 8.0' Rt (8" - 45° Bend)	46 LBS
		Sta 15+82 4.0' Rt (8" - 45° Bend)	46 LBS
		Sta 15+82 10.0' Lt (8" - 45° Bend)	46 LBS
		Sta 15+82 14.5' Lt (8" - 45° Bend)	46 LBS
		Sta 15+82 17.5' Lt (12" x 8" Tee)	125 LBS
		Sta 16+02 17.5' Lt (12' x 6" Tee)	110 LBS
724	0300	Gate Valve & Box 6IN	
		Sta 12+79 22.0' Lt	1 EA
		Sta 16+02 22.3' Lt	1 EA
724	0310	Gate Valve & Box 8IN	
		Sta 12+51 44.1' Rt	1 EA
		Sta 15+80 45.9' Rt	1 EA
724	0314	Gate Valve & Box 12IN	
		Sta 16+05 17.5' Lt	1 EA
724	0410	Hydrant-Install 5IN	
		Sta 12+79 25.5' Lt	1 EA
		Sta 16+02 25.8' Lt	1 EA
724	0496	Sleeve 12IN	
		Sta 15+80 17.5' Lt	1 EA
724	0611	Water Service Line 1IN	
		Sta 12+04 17.5' Lt to 12+04 39.0' Lt	22 LF

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Utilities - 11+72 to 16+58

17th Ave S Reconstruction
(University Dr To 25th St)

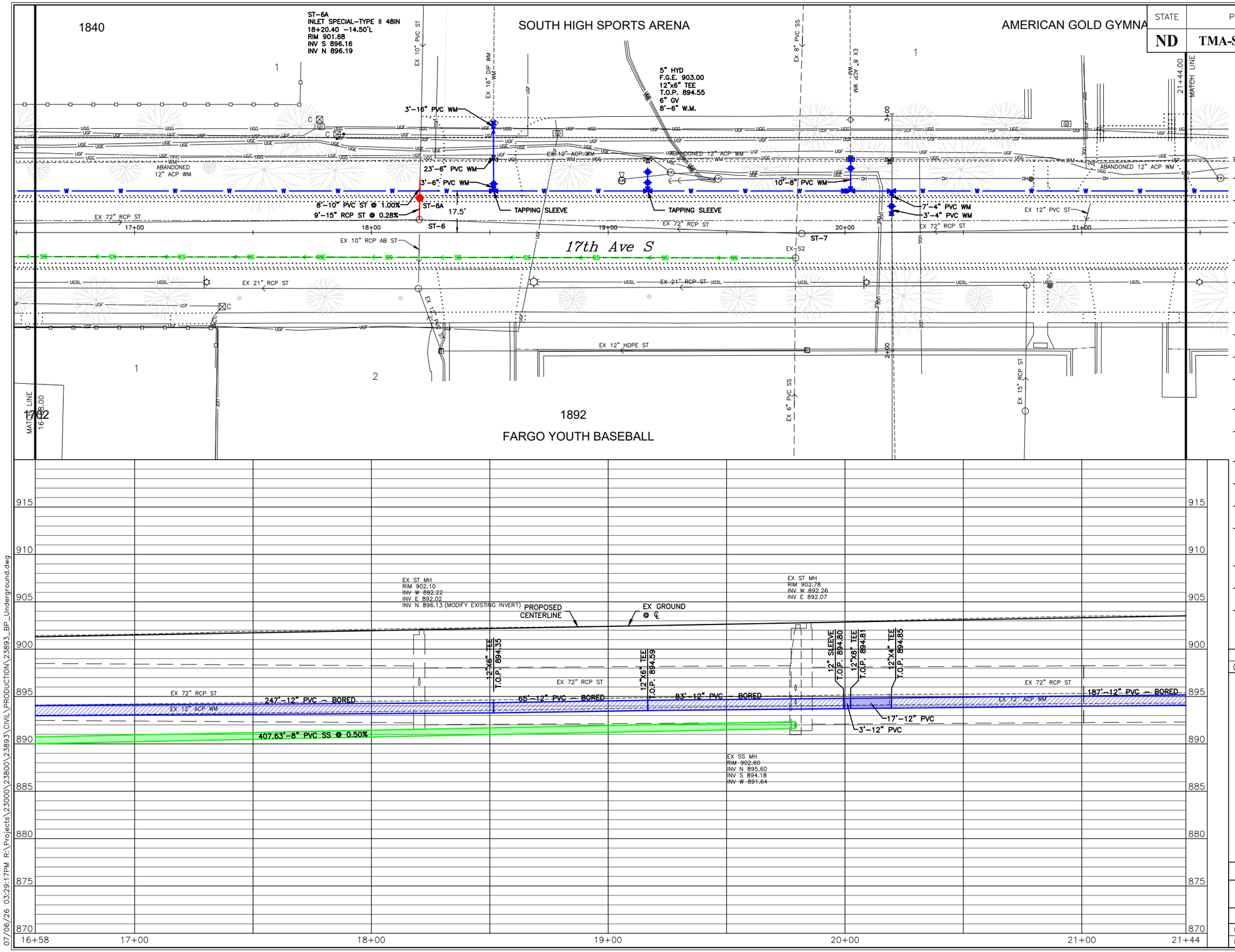
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

07/24/26 05:13:08PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_BP_Underground.dwg

Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	4



SPEC	CODE	PAY ITEM	QTY UNIT
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 18+20 5.3' Lt to 18+20 14.5'Lt	9 LF
722	3701	Inlet Special-Type 2 48IN	
		Sta 18+20 14.5' Lt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 18+52 43.2' Lt (16"x6" Reducer)	124 LBS
		Sta 20+02 17.5' Lt (12" x 8" Tee)	125 LBS
		Sta 20+20 17.5' Lt (12" x 4" Tee)	94 LBS
724	0290	Gate Valve & Box 4IN	
		Sta 20+20 17.5' Rt	1 EA
724	0300	Gate Valve & Box 6IN	
		Sta18+52 20.5' Lt	1 EA
		Sta 19+17 20.5' Lt	1 EA
724	0310	Gate Valve & Box 8IN	
		Sta 20+02 27.0' Lt	1 EA
724	0410	Hydrant-Install 5IN	
		Sta 19+17 25.5' Lt	1 EA
724	0496	Sleeve 12IN	
		Sta 19+99 17.5' Lt	1 EA
724	0530	Tapping Sleeve & Valve 12IN x 6IN	
		Sta 19+17 17.5' Lt	1 EA
		Sta 18+52 17.5' Lt	1 EA
724	0790	Watermain 4IN PVC	
		Sta 20+20 17.5' Lt to 20+20 8.0' Lt	10 LF
724	0810	Watermain 6IN PVC	
		Sta 18+52 17.5' Lt to 18+52 43.2' Lt	26 LF
		Sta 19+17 17.5' Lt to 19+17 25.5' Lt	8 LF
724	0830	Watermain 8IN PVC	
		Sta 20+02 17.5' Lt to 20+02 30.8' Lt	14 LF
724	0850	Watermain 12IN PVC	
		Sta 19+99 17.5' Lt to 20+20 17.5' Lt	21 LF
724	0858	Watermain 16IN	
		Sta 18+52 43.2' Lt to 18+52 46.2 Lt	3 LF
724	0944	Connection to Existing Main	
		Sta 18+52 46.2' Lt	1 EA
		Sta 20+02 30.8' Lt	1 EA
		Sta 20+20 20.5' Rt	1 EA
724	5050	Pipe PVC 8IN Sewer	
		Sta 16+58 10.2' Rt to 19+79 10.8' Rt	321 LF
724	5100	Pipe PVC 10IN	
		Sta 18+20 14.5' Lt to 18+20 22.5' Lt	8 LF
910	0570	Modify Manhole	
		Sta 25+91 21.2' Rt	1 EA

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

17th Ave S Utilities - 16+58 to 21+44

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-GI*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	5

1840 SOUTH HIGH SCHOOL

1804 THARALDSON LITTLE LEAGUE COMPLEX

1724 FARGO SOUTH SOCCER TRAINING FACILITY

FAR T

5" HYD
F.G.E. 903.60
12"x6" TEE
T.O.P. 895.10
6" GV
8'-6" W.M.

5" HYD
F.G.E. 903.40
12"x6" TEE
T.O.P. 894.90
6" GV
8'-6" W.M.

ST-9A
TYPE II
24+32.00 -14.50'L
RIM 902.20
INV S 899.77

ST-9B
TYPE II
24+32.00 14.50'R
RIM 902.20
INV N 899.77

EX 10" PVC WM

EX PVC ST

ABANDONED 12" ACP WM

10'-10" PVC WM

4'-10" PVC WM

TAPPING SLEEVE

TAPPING SLEEVE

EX 72" RCP ST

17.5'

21'-15" RCP ST @ 0.23%

18'-18" RCP ST @ 0.22%

8'-15" RCP ST @ 0.22%

ST-8

ST-9

ST-9B

4" PVC WM

4" PVC WM

17th Ave S

6.5'

8'-15" RCP ST @ 0.36%

ST-10

15'-24" RCP ST @ 0.15%

EX-M42

EX 30" R

EX 12" RCP ST

EX 15" RCP ST

EX 24" RCP ST

EX 24" PVC ST

MATCH LINE 21+44.00

MATCH LINE 26+30.00

22+00 23+00 24+00 25+00 26+00

724 0850 Watermain 12IN PVC
Sta 24+45 17.5' Lt to 24+48 17.5' Lt 3 LF

724 0944 Connection to Existing Main
Sta 22+06 31.1' Lt 1 EA
Sta 24+45 22.5' Rt 1 EA

724 1212 Bore & Push 12IN Watermain
Sta 21+44 17.5' Lt to 24+45 17.5' Lt 301 LF
Sta 24+48 17.5' Lt to 26+30 17.5' Lt 182 LF

SPEC	CODE	PAY ITEM	QTY UNIT
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 24+32 14.5' Rt to 24+32 6.5' Rt	8 LF
		Sta 24+32 6.5' Rt to 24+32 14.5' Lt	21 LF
		Sta 25+91 6.5' Rt to 25+91 1.5' Lt	8 LF
714	0315	Pipe Conc Reinf 18IN CL III-Storm Drain	
		Sta 24+19 6.3' Lt to 24+32 6.5' Rt	18 LF
714	0620	Pipe Conc Reinf 24IN CL III-Storm Drain	
		Sta 25+91 21.2' Rt to 25+91 6.5' Rt	15 LF
714	0825	Pipe Conc Reinf 30IN CL III-Storm Drain	
		Sta 24+32 6.5' Rt to 25+91 6.5' Rt	159 LF
		Sta 25+91 6.5' Rt to 26+30 6.5' Rt	39 LF
722	0100	Manhole 48IN	
		Sta 24+32 6.5' Rt	1 EA
722	0110	Manhole 60IN	
		Sta 25+91 6.5' Rt	1 EA
722	3510	Inlet-Type 2	
		Sta 24+32 14.5' Rt	1 EA
		Sta 24+32 14.5' Lt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 24+45 17.5' Lt (12" x 4" Tee)	94 LBS
724	0290	Gate Valve & Box 4IN	
		Sta 24+45 195' Rt	1 EA
724	0300	Gate Valve & Box 6IN	
		Sta 22+32 21.0' Lt	1 EA
		Sta 25+20 25.5' Lt	1 EA
724	0315	Gate Valve & Box 10IN	
		Sta 22+06 26.0' Lt	1 EA
724	0410	Hydrant-Install 5IN	
		Sta 22+32 25.5' Lt	1 EA
		Sta 25+20 25.5' Lt	1 EA
724	0496	Sleeve 12IN	
		Sta 24+48 17.5' Lt	1 EA
724	0530	Tapping Sleeve & Valve 12IN x 6IN	
		Sta 22+32 17.5' Lt	1 EA
		Sta 25+20 17.5' Lt	1 EA
724	0541	Tapping Sleeve & Valve 12IN x 10IN	
		Sta 22+06 17.5' Lt	1 EA
724	0790	Watermain 4IN PVC	
		Sta 24+45 17.5' Lt to 24+45 22.5' Rt	40 LF
724	0810	Watermain 6IN PVC	
		Sta 22+32 17.5' Lt to 22+32 25.5'Lt	8 LF
		Sta 25+20 17.5' Lt to 25+20 25.5' Lt	8 LF
724	0840	Watermain 10IN PVC	
		Sta 22+06 17.5' Lt to 22+06 31.1' L	14 LF

ST-9
MANHOLE 48IN
24+32.00 6.50'R
RIM 902.41
INV E 895.91
INV S 899.75
INV N 899.72
INV NW 897.86

ST-10
MANHOLE 60IN
25+91.23 6.50'R
RIM 903.15
INV E 888.96
INV W 895.73
INV S 894.48
INV N 894.48

EX ST MH
RIM 902.67
INV S 892.61
INV W 892.70

EX ST MH
RIM 903.13
INV W 896.45
INV E 889.05
INV S 895.70
INV W 889.05

PROPOSED CENTERLINE

EX GROUND @ ℄

18.28'-18" RCP ST @ 0.22%

159.23'-30" RCP ST @ 0.11%

12"X10" TEE T.O.P. 895.33

12"X6" TEE T.O.P. 895.39

EX 72" RCP ST

213'-12" PVC - BORED

EX 12" ACP WM

25'-12" PVC - BORED

T.O.P. 895.25 12"X4" TEE

T.O.P. 895.24 12" SLEEVE

T.O.P. 895.19 12"X6" TEE

EX 12" ACP WM

72'-12" PVC - BORED

SPOT ELEV T.O.P. 892.79

915 910 905 900 895 890 885 880 875 870

21+44 22+00 23+00 24+00 25+00 26+00 26+30

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

17th Ave S Utilities - 21+44 to 26+30

17th Ave S Reconstruction
(University Dr To 25th St)

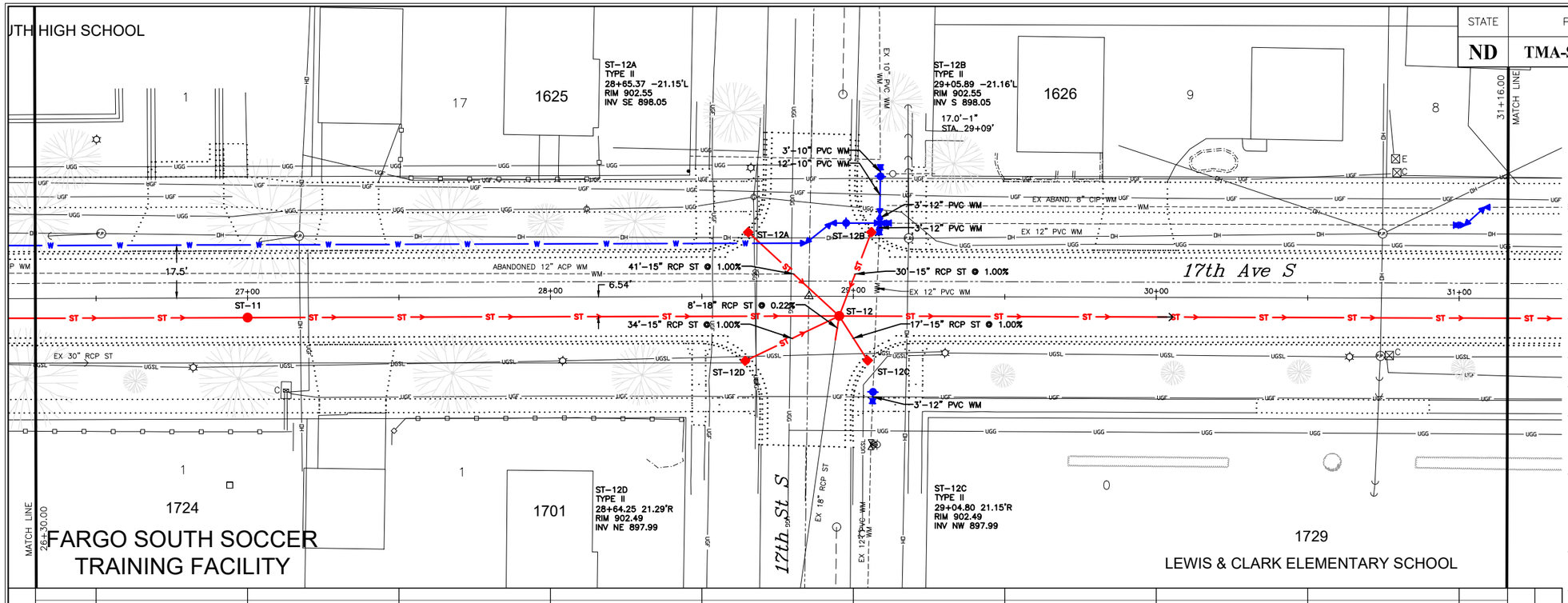
CITY OF FARGO Improvement District *BR-26-G1*

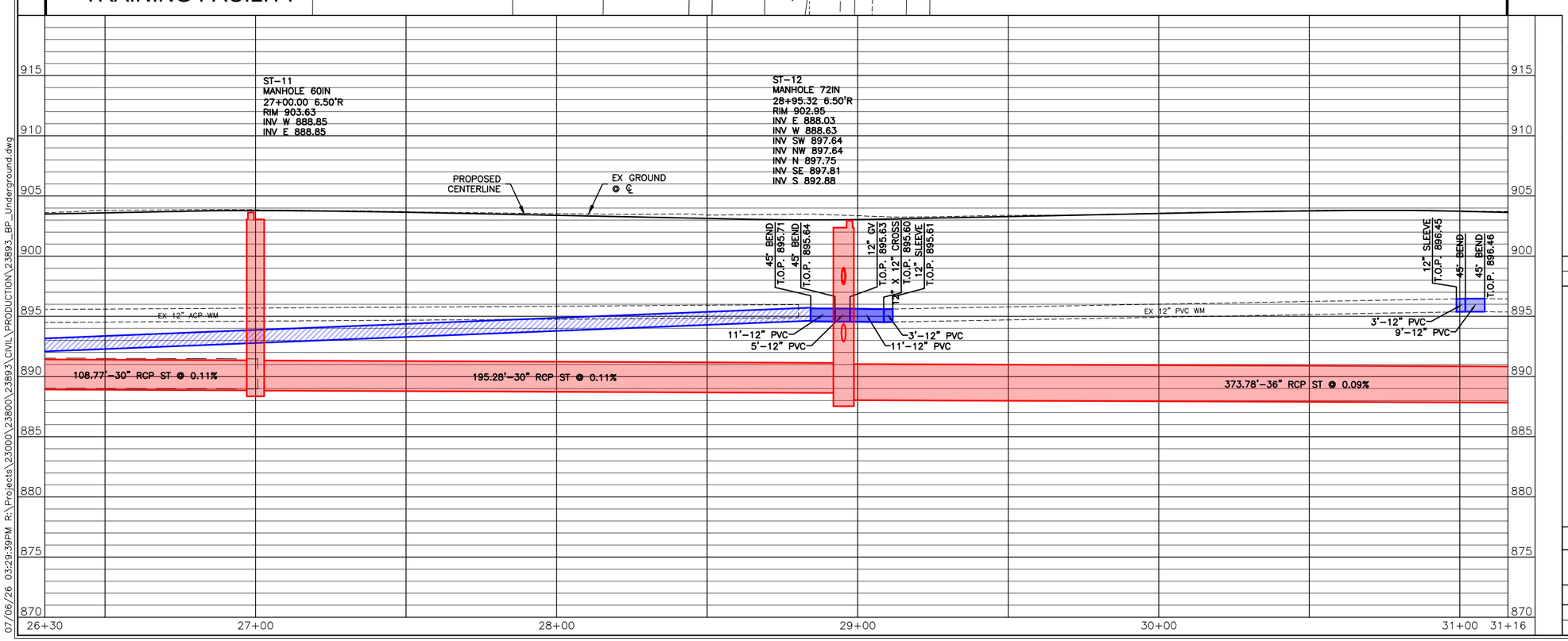
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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	6





SPEC	CODE	PAY ITEM	QTY UNIT
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 28+64 21.3' Rt to 28+95 6.5' Rt	34 LF
		Sta 28+65 21.2' Lt to 28+95 6.5' Rt	41 LF
		Sta 28+95 6.5' Rt to 29+05 21.2' Rt	17 LF
		Sta 28+95 6.5' Rt to 29+06 21.2' Lt	30 LF
714	0315	Pipe Conc Reinf 18IN CL III-Storm Drain	
		Sta 28+94 14.4' Rt to 28+95 6.5' Rt	8 LF
714	0825	Pipe Conc Reinf 30IN CL III-Storm Drain	
		Sta 26+30 6.5' Rt to 27+00 6.5' Rt	70 LF
		Sta 27+00 6.5' Rt to 28+95 6.5' Rt	195 LF
714	0910	Pipe Conc Reinf 36IN CL III-Storm Drain	
		Sta 28+95 6.5' Rt to 31+16 6.5' Rt	221 LF
722	0110	Manhole 60IN	
		Sta 27+00 6.5' Rt	1 EA
722	3510	Inlet-Type 2	
		Sta 28+64 21.3' Rt	1 EA
		Sta 28+65 21.2' Lt	1 EA
		Sta 29+05 21.2' Lt	1 EA
		Sta 29+06 21.2' Lt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 28+84 17.5' Lt (12"- 45° Bend)	86 LBS
		Sta 28+92 24.2' Lt (12"- 45° Bend)	86 LBS
		Sta 29+09 24.2' Lt (12"x12" Cross)	213 LBS
		Sta 29+09 27.2' Lt (12"x10" Reducer)	61 LBS
		Sta 31+02 24.2' Lt (12"- 45° Bend)	86 LBS
		Sta 31+08 30.1' Lt (12"- 45° Bend)	86 LBS
724	0314	Gate Valve & Box 12IN	
		Sta 28+97 24.2' Lt	1 EA
		Sta 29+07 31.6' Rt	1 EA
724	0315	Gate Valve & Box 10IN	
		Sta 29+09 39.6' Lt	1 EA
724	0840	Watermain 10IN PVC	
		Sta 29+09 27.2' Lt to 29+09 42.6' Lt	15 LF
724	0850	Watermain 12IN PVC	
		Sta 28+84 17.5' Lt to 29+12 24.2' Lt	30 LF
		Sta 29+07 31.6' Rt to 29+06 34.6' Rt.	3 LF
		Sta 29+09 21.2' Lt to 29+09 24.2' Lt	3 LF
		Sta 29+09 24.2' Lt to 29+09 21.2' Lt	3 LF
		Sta 30+99 24.2' Lt to 31+08 30.1' Lt	12 LF
724	0944	Connection to Existing Main	
		Sta 29+06 34.6' Rt	1 EA
		Sta 29+09 21.2' Lt	1 EA
		Sta 29+09 42.3' Lt	1 EA
		Sta 29+12 24.2' Lt	1 EA
		Sta 30+99 24.2' Lt	1 EA
724	1212	Bore & Push 12IN Watermain	
		Sta 26+30 17.5' Lt to 28+84 17.5' Lt	254 LF

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

17th Ave S Utilities - 26+30 to 31+16

17th Ave S Reconstruction
(University Dr To 25th St)

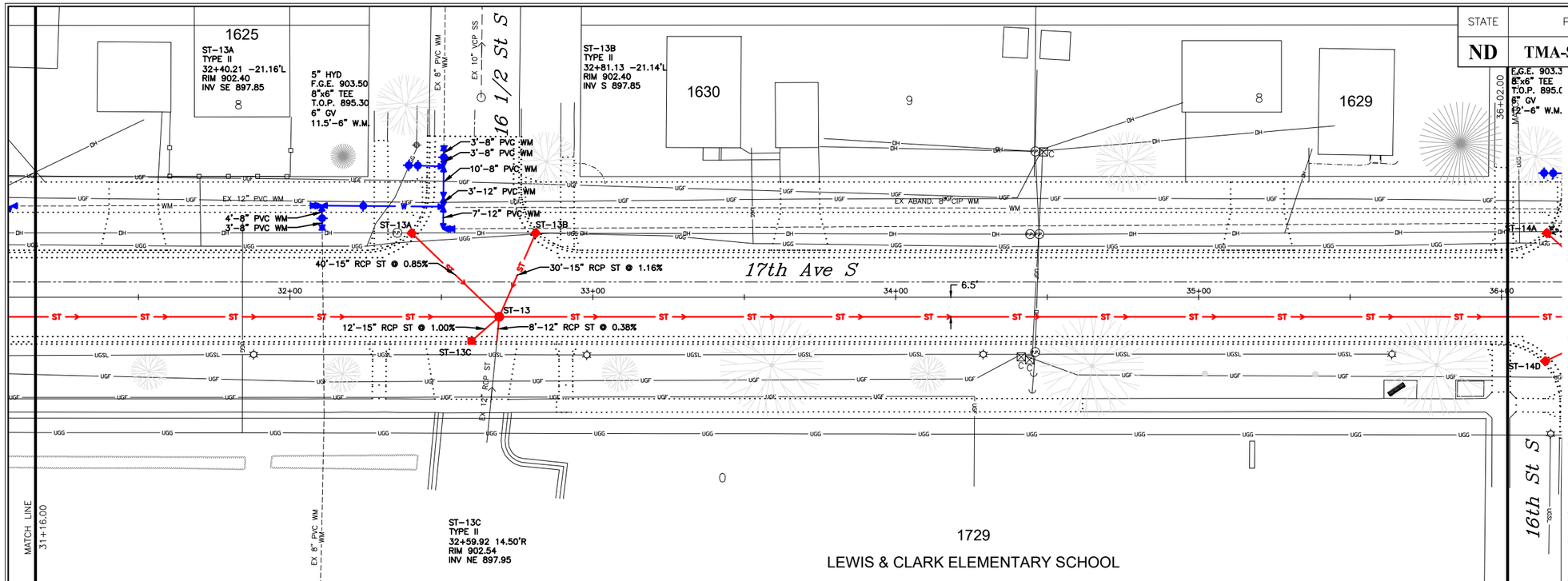
CITY OF FARGO Improvement District *BR-26-GI*

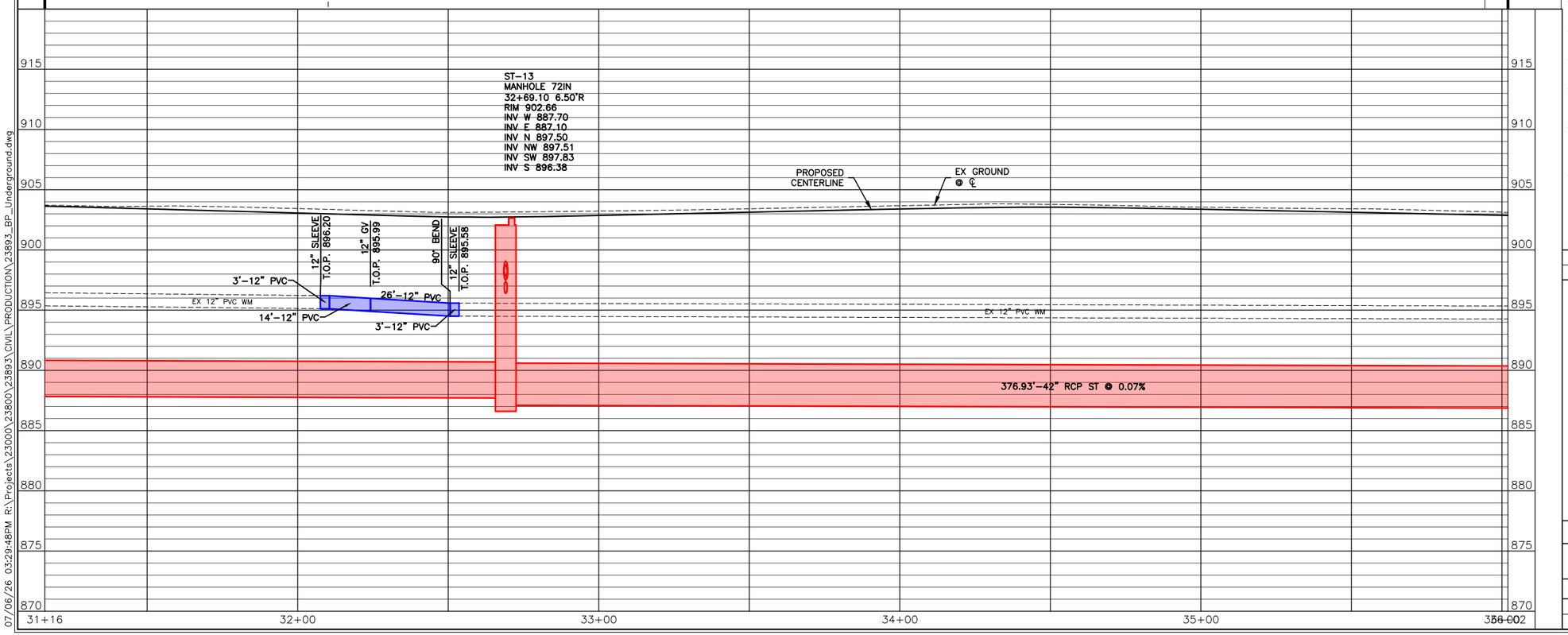
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DRAWN BY:	DLM/LRL	ORIG DATE:	07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	7





SPEC	CODE	PAY ITEM	QTY UNIT
714	0115	Pipe Conc Reinf 12IN CL III-Storm Drain	
		Sta 32+68 14.5' Rt to 32+69 6.5' Rt	8 LF
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 32+40 21.2' Lt to 32+69 6.5' Rt	40 LF
		Sta 32+60 14.5' Rt to 32+69 6.5' Rt	12 LF
		Sta 32+69 6.5' Rt to 32+81 21.1' Lt	30 LF
714	0910	Pipe Conc Reinf 36IN CL III-Storm Drain	
		Sta 31+16 6.5' Rt to Sta 32+69 6.5' Rt	153 LF
714	1010	Pipe Conc Reinf 42IN CL III-Storm Drain	
		Sta 32+69 6.5' Rt to 36+02 6.5' Rt	333 LF
722	0120	Manhole 72IN	
		Sta 32+69 6.5' Rt	1 EA
722	3510	Inlet-Type 2	
		Sta 32+40 21.2' Lt	1 EA
		Sta 32+60 14.5' Rt	1 EA
		Sta 32+81 21.1' Lt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 32+11 30.2' Lt (12"x8" Tee)	125 LBS
		Sta 32+51 22.5' Lt (12" - 90° Bend)	108 LBS
		Sta 32+51 29.9' Lt (12" x 12" Tee)	160 LBS
		Sta 32+51 32.9' Lt (12" x 8" Reducer)	57 LBS
		Sta 32+51 43.5' Lt (8" x 6" Tee)	72 LBS
724	0300	Gate Valve & Box 6IN	
		Sta 32+42 43.4' Lt	1 EA
724	0310	Gate Valve & Box 8IN	
		Sta 32+11 26.0' Lt	1 EA
		Sta 32+51 46.2' Lt	1 EA
724	0314	Gate Valve & Box 12IN	
		Sta 32+24 30.1' Lt	1 EA
724	0410	Hydrant-Install 5IN	
		Sta 32+39 43.5' Lt	1 EA
724	0810	Watermain 6IN PVC	
		Sta 32+39 43.5' Lt to 32+51 43.5' Lt	12 LF
724	0830	Watermain 8IN PVC	
		Sta 32+11 23.0' Lt to 32+11 30.2' Lt	7 LF
		Sta 32+51 32.9' Lt to 32+51 49.2' Lt	16 LF
724	0850	Watermain 12IN PVC	
		Sta 32+08 30.2' Lt to 32+51 29.9' Lt	43 LF
		Sta 32+51 22.5' Lt to 32+51 32.9' Lt	10 LF
		Sta 32+51 22.5' Lt to 32+54 22.5' Lt	3 LF
724	0944	Connection to Existing Main	
		Sta 32+08 30.2' Lt	1 EA
		Sta 32+11 23.0' Lt	1 EA
		Sta 32+51 49.2' Lt	1 EA
		Sta 32+54 22.5' Lt	1 EA

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

17th Ave S Utilities - 31+16 to 36+02

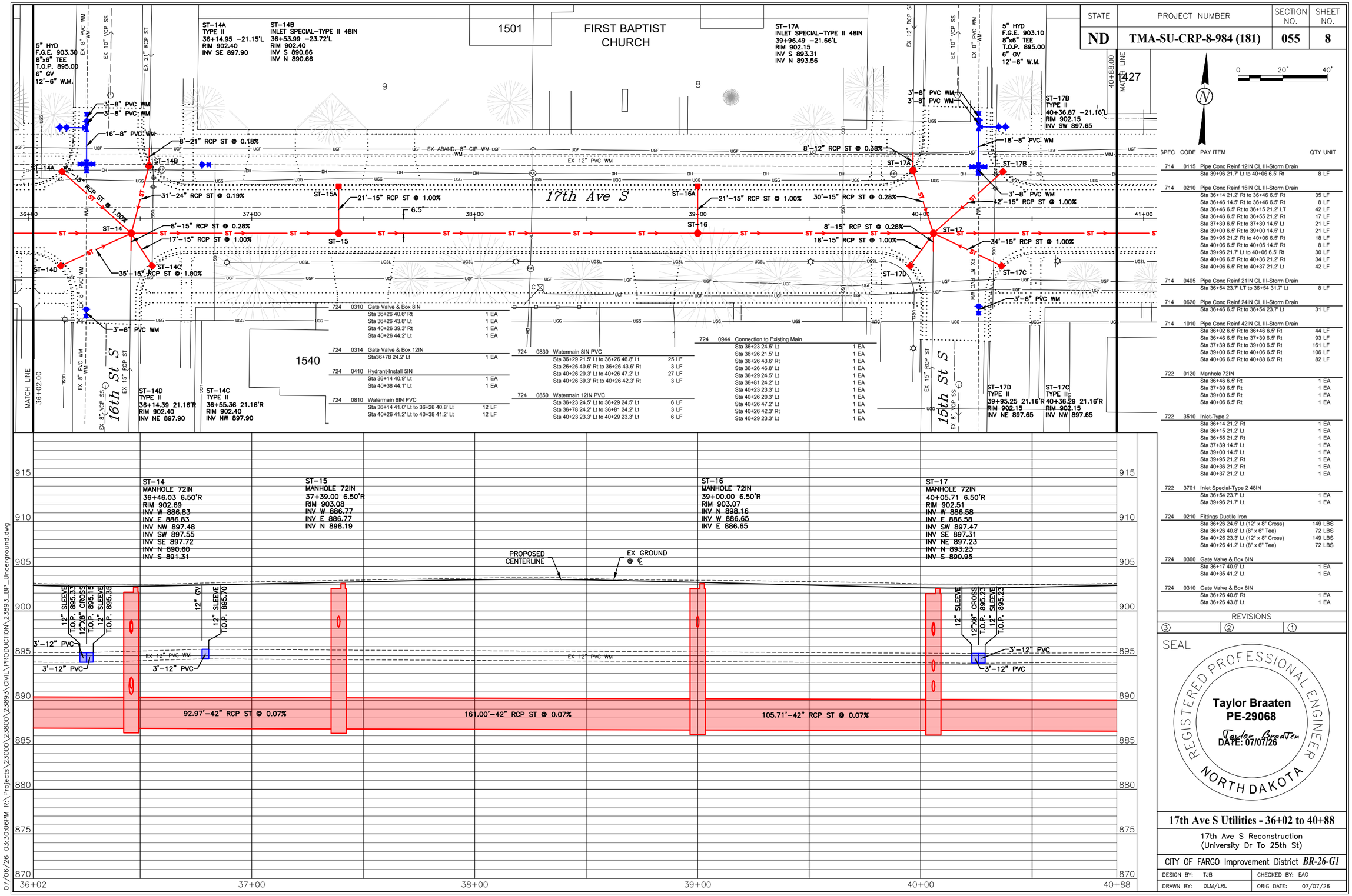
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	8

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

17th Ave S Utilities - 36+02 to 40+88

17th Ave S Reconstruction
(University Dr To 25th St)

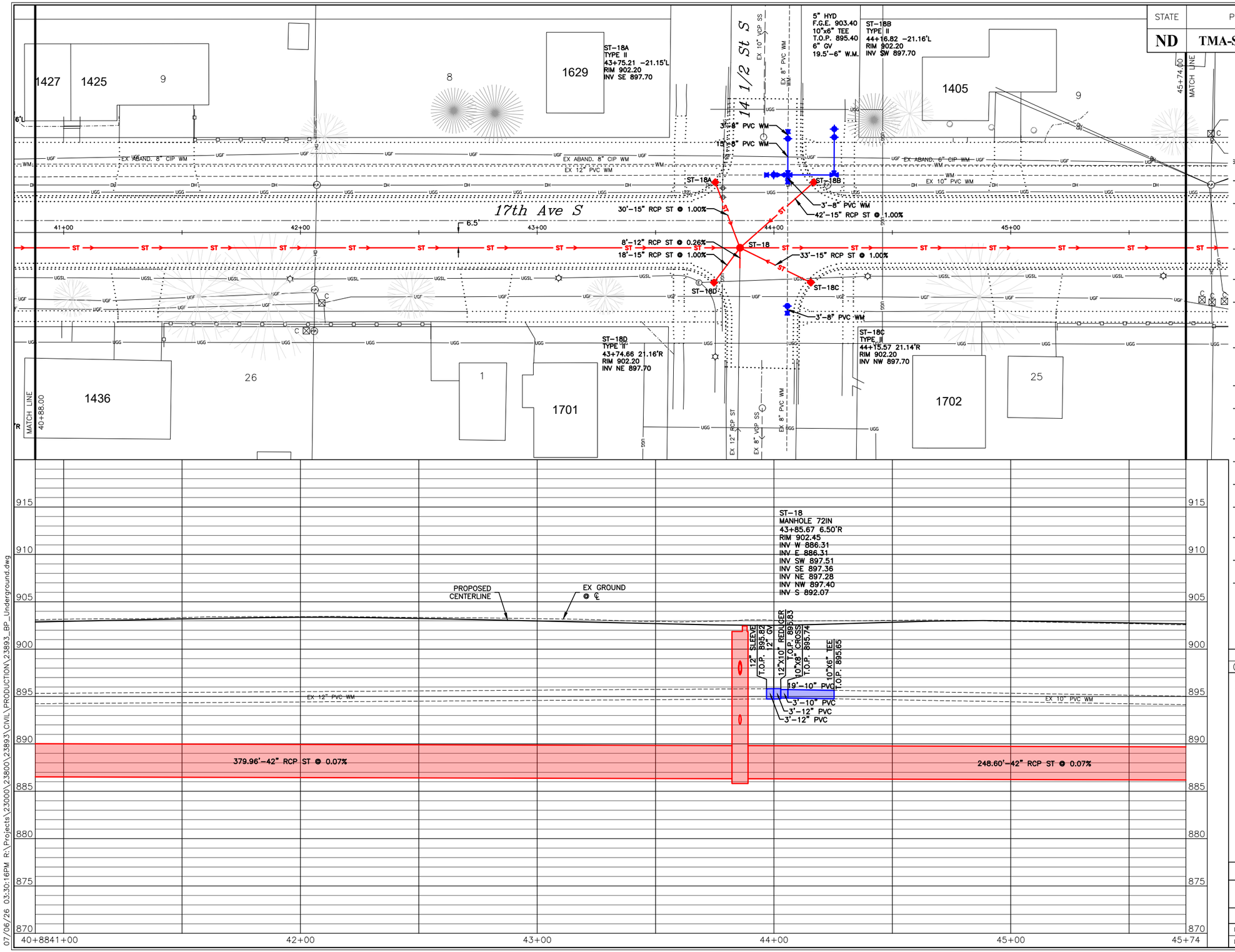
CITY OF FARGO Improvement District *BR-26-GI*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	9



SPEC	CODE	PAY ITEM	QTY UNIT
714	0115	Pipe Conc Reinf 12IN CL III-Storm Drain	
		Sta 43+86 15.0' Rt to 43+86 6.5' Rt	8 LF
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 43+75 21.2' Rt to 43+86 6.5' Rt	18 LF
		Sta 43+86 6.5' Rt to 43+75 21.2' Lt	30 LF
		Sta 43+86 6.5' Rt to 44+16 21.1' Rt	33 LF
		Sta 43+86 6.5' Rt to 44+17 21.2' Lt	42 LF
714	1010	Pipe Conc Reinf 42IN CL III-Storm Drain	
		Sta 40+88 6.5' Rt to 43+86 6.5' Rt	298 LF
		Sta 43+86 6.5' Rt to 45+74 6.5' Rt	188 LF
722	0120	Manhole 72IN	
		Sta 43+86 6.58' Rt	1 EA
722	3510	Inlet-Type 2	
		Sta 43+75 21.2' Rt	1 EA
		Sta 43+75 21.2' Lt	1 EA
		Sta 44+16 21.1' Rt	1 EA
		Sta 44+17 21.2' Lt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 44+03 24.3' Lt (12"x10" Reducer)	61 LBS
		Sta 44+06 24.3' Lt (10" x 8" Coss)	124 LBS
		Sta 44+25 24.2' Lt (10" x 6" Tee)	90 LBS
724	0300	Gate Valve & Box 6IN	
		Sta 44+25 40.2' Lt	1 EA
724	0310	Gate Valve & Box 8IN	
		Sta 44+06 31.1' Rt	1 EA
		Sta 44+06 39.6' Lt	1 EA
724	0314	Gate Valve & Box 12IN	
		Sta 44+00 24.3' Lt	1 EA
724	0410	Hydrant-Install 5IN	
		Sta 44+25 43.6' Lt	1 EA
724	0810	Watermain 6IN PVC	
		Sta 44+25 24.2' Lt to 44+25 43.6' Lt	20 LF
724	0830	Watermain 8IN PVC	
		Sta 44+06 31.1 Rt to 44+06 34.1' Rt	3 LF
		Sta 44+06 21.3' Lt to 44+06 42.6' Lt	21 LF
724	0840	Watermain 10IN PVC	
		Sta 44+03 24.3' Lt to 44+25 24.2' Lt	23 LF
724	0850	Watermain 12IN PVC	
		Sta 43+97 24.3' Lt to 44+03 24.3' Lt	6 LF
724	0944	Connection to Existing Main	
		Sta 43+97 24.3' Lt	1 EA
		Sta 44+06 34.1' Rt	1 EA
		Sta 44+06 21.3' Lt	1 EA
		Sta 44+06 42.6' Lt	1 EA

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

17th Ave S Utilities - 40+88 to 45+74

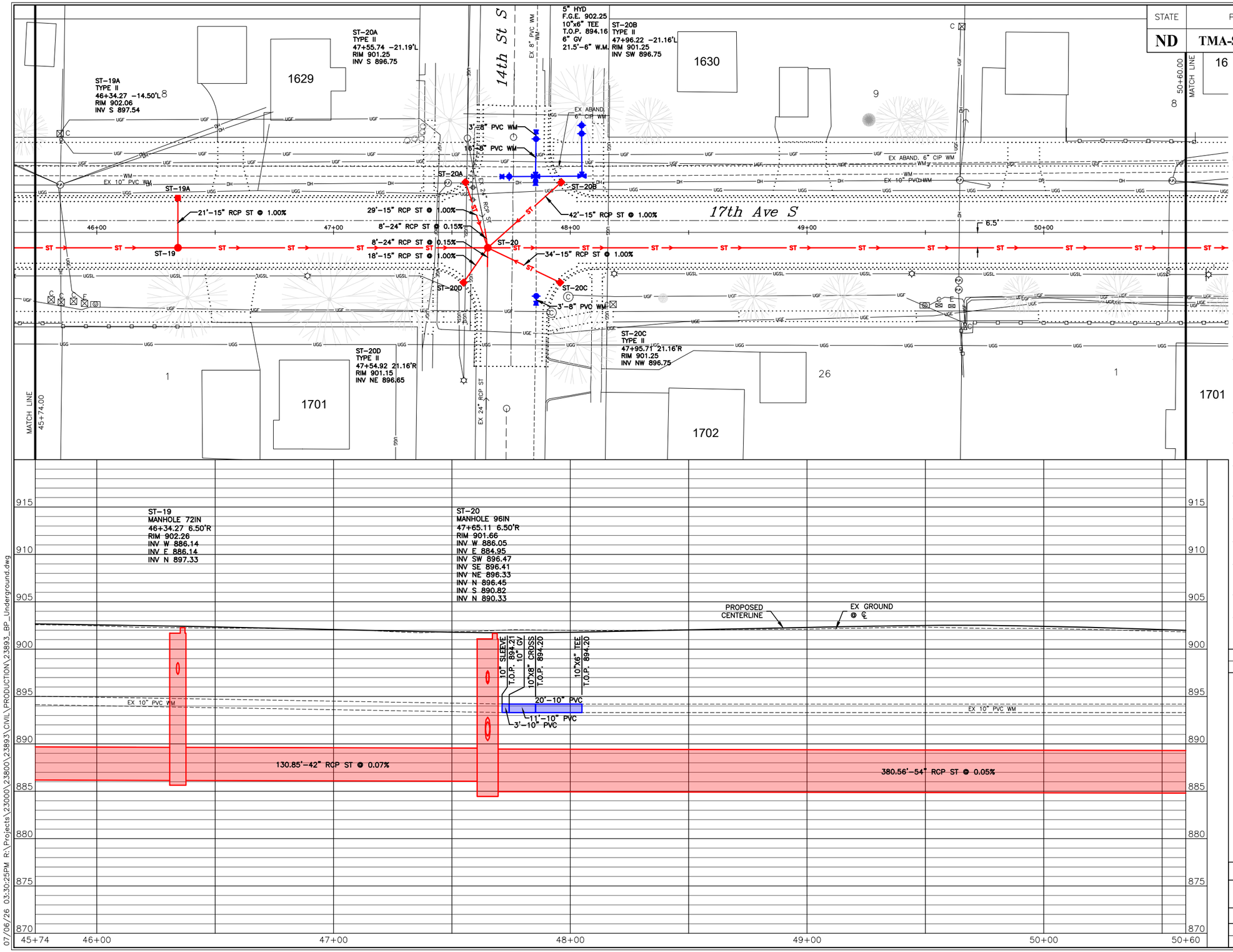
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-GI*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	10

SPEC	CODE	PAY ITEM	QTY UNIT
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 46+34 6.5' Rt to 46+34 14.5' Lt	21 LF
		Sta 47+55 21.2' Rt to 47+65 6.5' Rt	18 LF
		Sta 47+65 6.5' Rt to 47+56 21.2' Lt	29 LF
		Sta 47+65 6.5' Rt to 47+96 21.2' Lt	34 LF
		Sta 47+65 6.5' Rt to 47+96 21.2' Lt	42 LF
714	0620	Pipe Conc Reinf 24IN CL III-Storm Drain	
		Sta 47+65 14.5' Rt to 47+65 6.5' Rt	8 LF
		Sta 47+65 6.5' Rt to 47+64 1.4' Lt	8 LF
714	1010	Pipe Conc Reinf 42IN CL III-Storm Drain	
		Sta 45+74 6.5' Rt to 46+34 6.5' Rt	60 LF
		Sta 46+34 6.5' Rt to 47+65 6.5' Rt	131 LF
714	1212	Pipe Conc Reinf 54IN CL III-Storm Drain	
		Sta 47+65 6.5' Rt to 50+60 6.5' Rt	295 LF
722	0120	Manhole 72IN	
		Sta 46+34 6.5' Rt	1 EA
722	0140	Manhole 96IN	
		Sta 47+65 6.5' Rt	1 EA
722	3510	Inlet-Type 2	
		Sta 46+34 14.5' Lt	1 EA
		Sta 47+55 21.2' Rt	1 EA
		Sta 47+56 21.2' Lt	1 EA
		Sta 47+96 21.2' Rt	1 EA
		Sta 47+96 21.2' Lt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 47+86 23.7' Lt (10"x8" Cross)	124 LBS
		Sta 48+05 23.8' Lt (10"x6" Tee)	90 LBS
724	0300	Gate Valve & Box 6IN	
		Sta 48+05 41.7' Lt	1 EA
724	0310	Gate Valve & Box 8IN	
		Sta 47+86 26.9' Lt	1 EA
		Sta 47+86 39.5' Lt	1 EA
724	0315	Gate Valve & Box 10IN	
		Sta 47+74 23.6' Lt	1 EA
724	0410	Hydrant-Install 5IN	
		Sta 48+05 45.2' LT	1 EA
724	0810	Watermain 6IN PVC	
		Sta 48+05 23.8' Lt to 48+05 45.2' Lt	22 LF
724	0830	Watermain 8IN PVC	
		Sta 47+86 26.9' Rt to 47+86 29.9' Rt	3 LF
		Sta 47+86 20.7' Lt to 47+86 42.5' Lt	22 LF
724	0840	Watermain 10IN PVC	
		Sta 47+71 23.6' Lt to 48+05 23.8' Lt	34 LF
724	0944	Connection to Existing Main	
		Sta 47+71 23.6' Lt	1 EA
		Sta 47+86 29.9' Rt	1 EA
		Sta 47+86 20.7' Lt	1 EA
		Sta 47+86 42.5' Lt	1 EA

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

17th Ave S Utilities - 45+74 to 50+60

17th Ave S Reconstruction
(University Dr To 25th St)

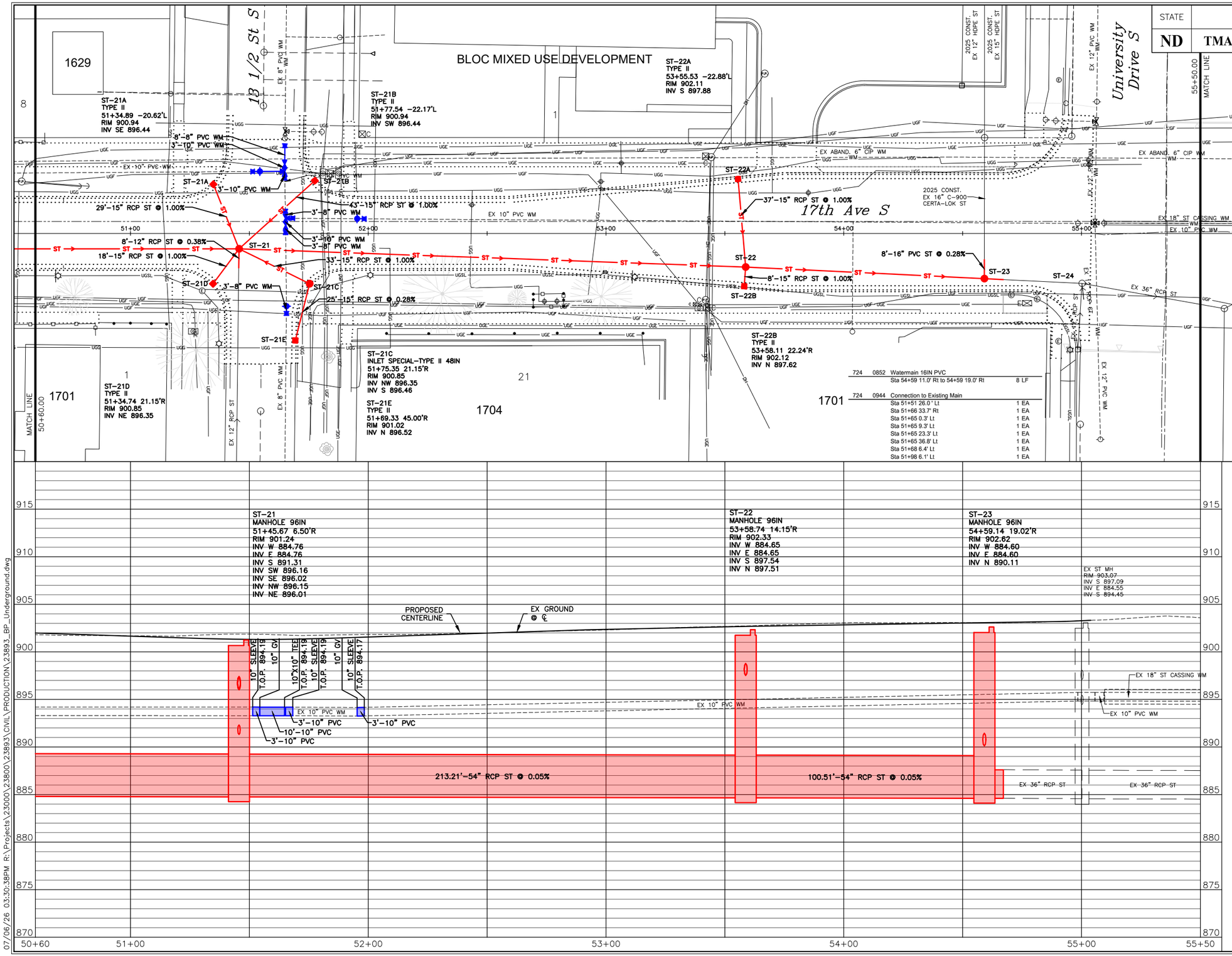
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	11



SPEC	CODE	PAY ITEM	QTY UNIT
714	0115	Pipe Conc Reinf 12IN CL III-Storm Drain	
		Sta 51+46 14.5' Rt to 51+46 6.5' Rt	8 LF
714	0210	Pipe Conc Reinf 15IN CL III-Storm Drain	
		Sta 51+35 21.2' Rt to 51+46 6.5' Rt	18 LF
		Sta 51+46 14.5' Rt to 51+35 20.6' Lt	29 LF
		Sta 51+46 14.5' Rt to 51+78 22.2' Lt	43 LF
		Sta 51+69 45.0' Rt to 51+75 21.2' Rt	25 LF
		Sta 51+75 21.2' Rt to 51+46 6.5' Rt	33 LF
		Sta 53+55 22.9' Lt to 54+59 19.0' Rt	37 LF
		Sta 53+58 22.2' Rt to 54+59 19.0' Rt	8 LF
714	0910	Pipe Conc Reinf 36IN CL III-Storm Drain	
		Sta 54+59 19.0' Rt to 54+67 19.1' Rt	8 LF
714	1212	Pipe Conc Reinf 54IN CL III-Storm Drain	
		Sta 50+60 6.5' Rt to 51+46 6.5' Rt	86 LF
		Sta 51+46 6.5' Rt to 53+59 14.2' Rt	213 LF
		Sta 53+59 14.2' Rt to 54+59 19.0' Rt	101 LF
722	0140	Manhole 96IN	
		Sta 51+46 6.5' Rt	1 EA
		Sta 53+59 14.2' Rt	1 EA
		Sta 54+59 19.0' Rt	1 EA
722	3510	Inlet-Type 2	
		Sta 51+35 21.2' Rt	1 EA
		Sta 51+35 20.6' Lt	1 EA
		Sta 51+69 45.0' Rt	1 EA
		Sta 51+78 22.2' Lt	1 EA
		Sta 53+55 22.9' Lt	1 EA
		Sta 53+58 22.2' Rt	1 EA
722	3701	Inlet Special-Type 2 48IN	
		Sta 51+75 21.2' Rt	1 EA
724	0210	Fittings Ductile Iron	
		Sta 51+65 3.3' Lt (10"x8" Reducer)	50 LBS
		Sta 51+65 6.3' Lt (10"x10" Tee)	120 LBS
		Sta 51+65 26.1' Lt (10"x10" Tee)	120 LBS
		Sta 51+65 29.1' Lt (10"x8" Reducer)	50 LBS
724	0310	Gate Valve & Box 8IN	
		Sta 51+66 30.7' Rt	1 EA
724	0315	Gate Valve & Box 10IN	
		Sta 51+54 26.0' Lt	1 EA
		Sta 51+95 6.1' Lt	1 EA
724	0830	Watermain 8IN PVC	
		Sta 51+66 30.7' Rt to 51+66 33.7' Rt	3 LF
		Sta 51+65 0.3' Lt to 51+65 3.3' Lt	3 LF
		Sta 51+65 29.1' Lt to 51+65 36.8' Lt	8 LF
724	0840	Watermain 10IN PVC	
		Sta 51+51 26.0' Lt to 51+65 26.0' Lt	14 LF
		Sta 51+65 3.3' Lt to 51+65 9.3'Lt	6 LF
		Sta 51+65 23.3' Lt to 51+65 29.1' Lt	6 LF
		Sta 51+95 6.1' Lt to 51+98 6.1' Lt	3 LF
724	0944	Connection to Existing Main	
		Sta 51+51 26.0' Lt	1 EA
		Sta 51+66 33.7' Rt	1 EA
		Sta 51+65 0.3' Lt	1 EA
		Sta 51+65 9.3' Lt	1 EA
		Sta 51+65 23.3' Lt	1 EA
		Sta 51+65 36.8' Lt	1 EA
		Sta 51+68 6.4' Lt	1 EA
		Sta 51+98 6.1' Lt	1 EA
724	0852	Watermain 16IN PVC	
		Sta 54+59 11.0' Rt to 54+59 19.0' Rt	8 LF

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

17th Ave S Utilities - 50+60 to 55+50

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-GI*

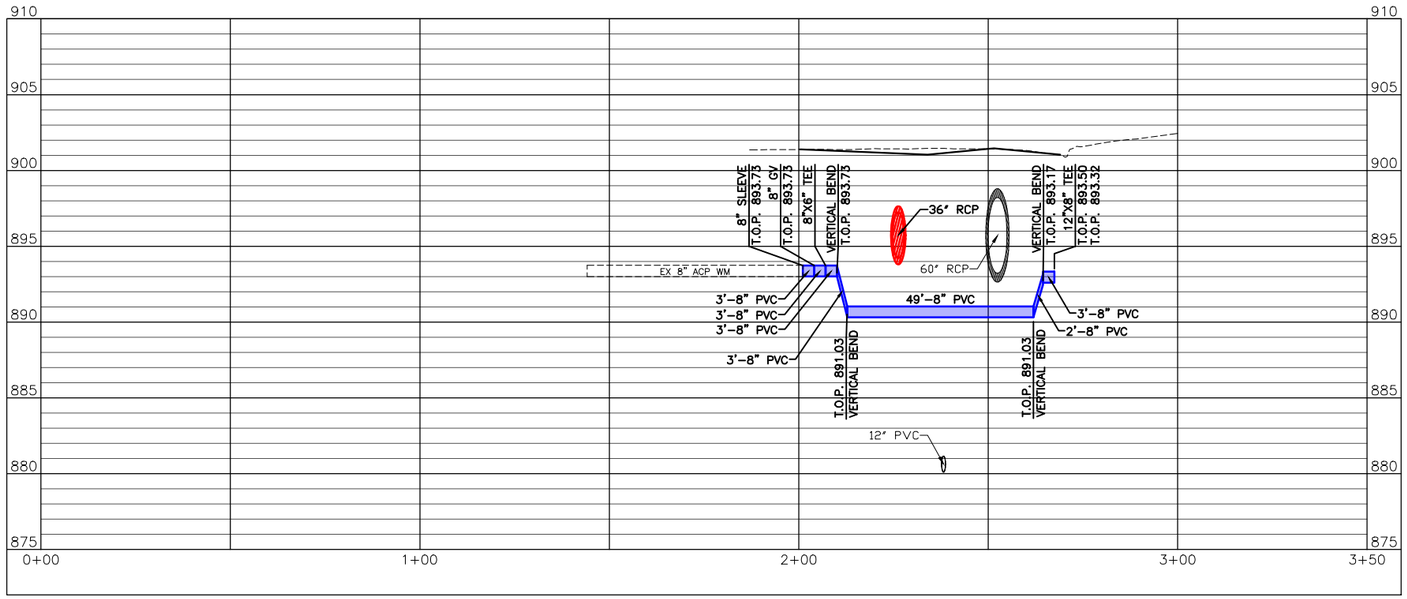
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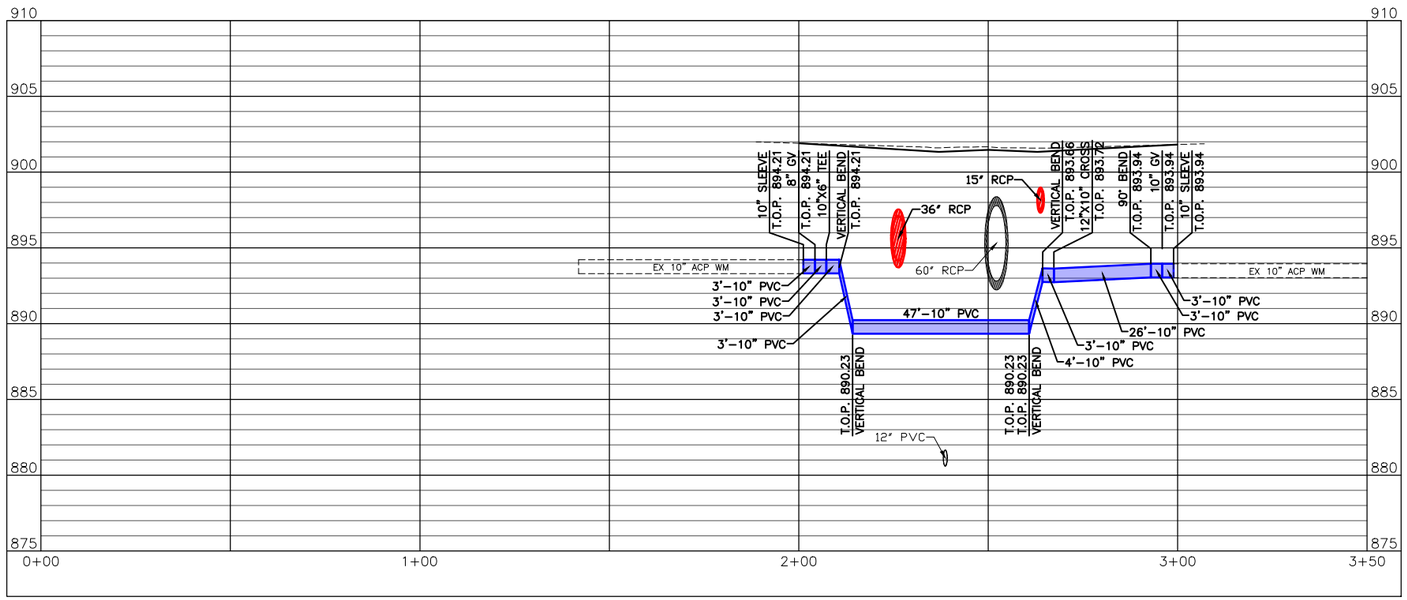
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	12

WATER MAIN CROSSING AT PRAIRIE LANE



WATER MAIN CROSSING AT 23RD ST S



REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

17th Ave S Utilities - WM Lowerings

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-GI*

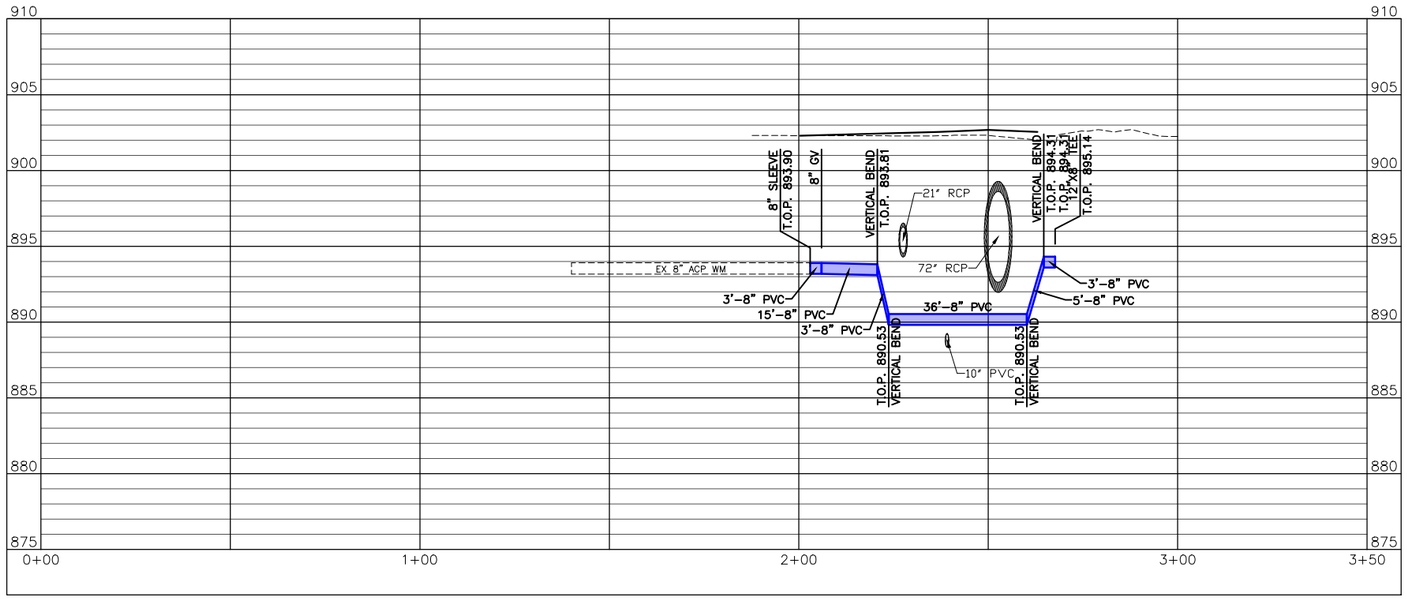
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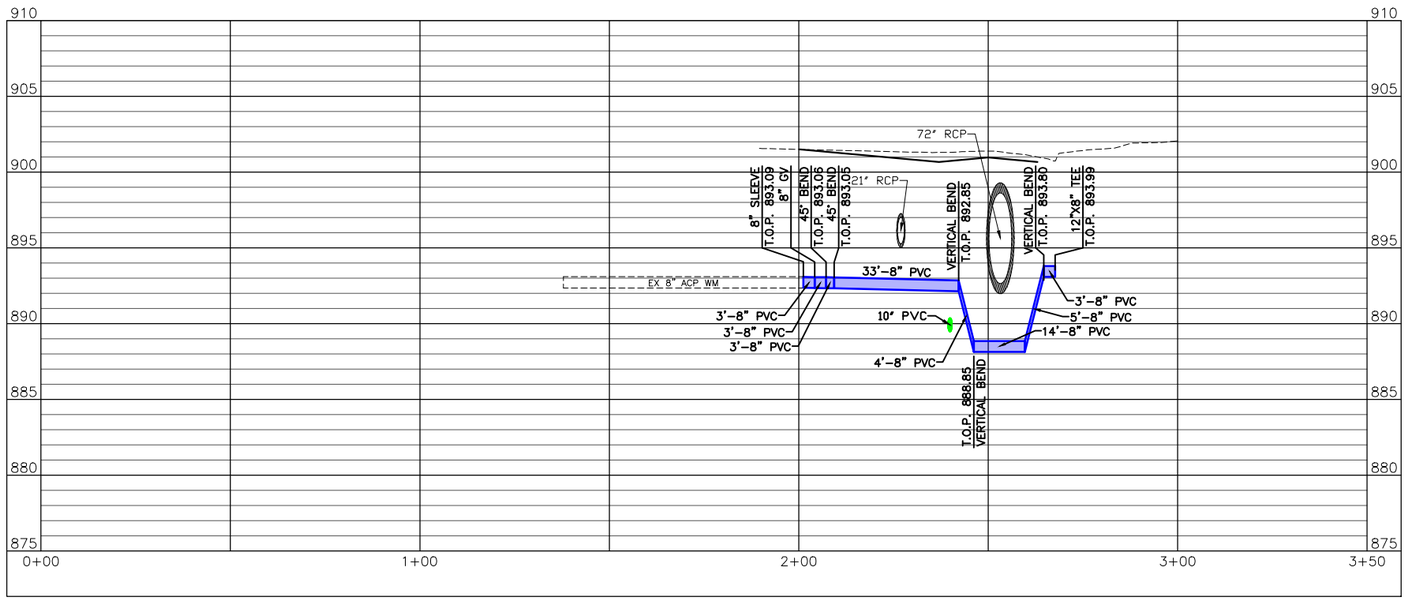
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	055	13

WATER MAIN CROSSING AT WHITESTONE CIRCLE



WATER MAIN CROSSING AT PARK BLVD



REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

17th Ave S Utilities - WM Lowerings

17th Ave S Reconstruction
(University Dr To 25th St)

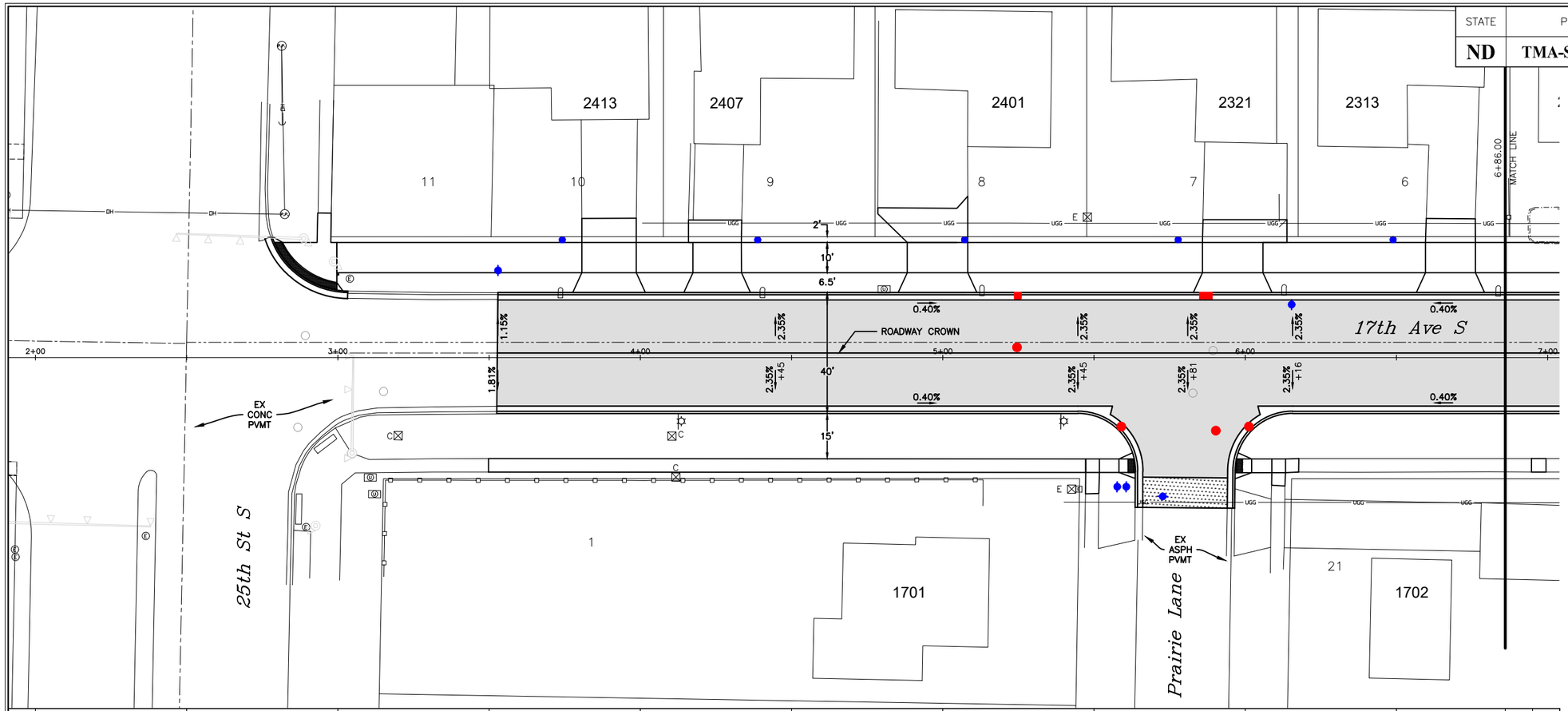
CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

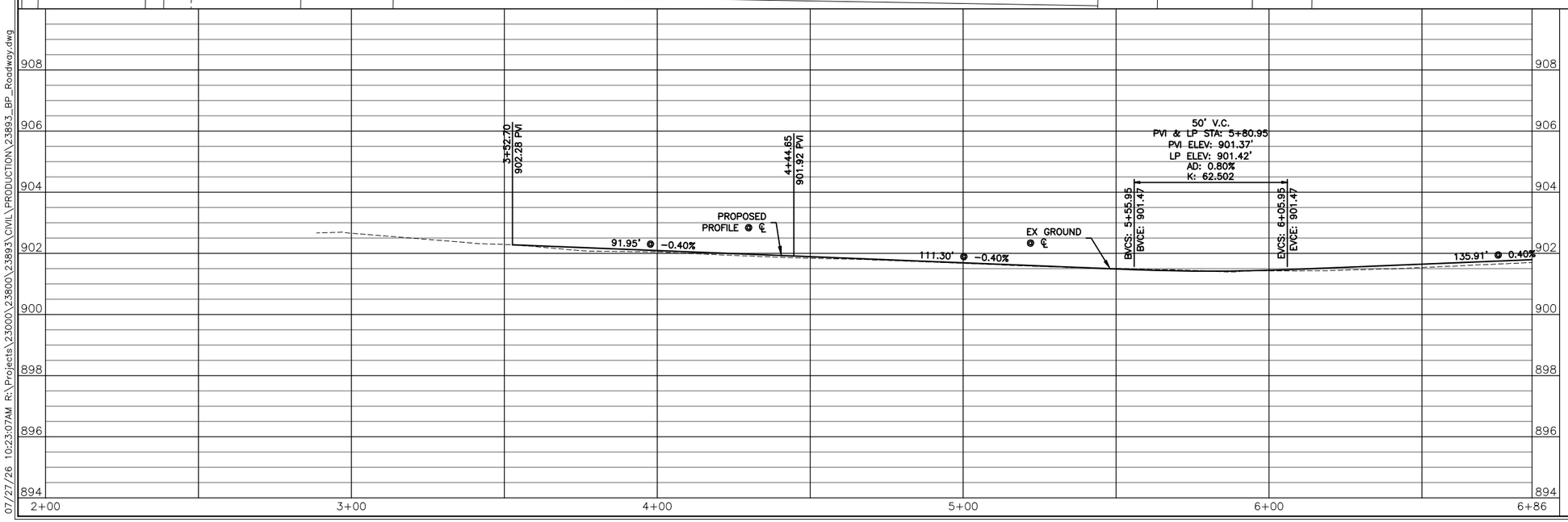
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	1



SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 2+00 to 6+86	469 CY
430	0500	Commercial Grade Hot Mix Asphalt Sta 2+00 to 6+86	17 TON
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 2+00 to 6+86	1392 SY
709	0151	Geosynthetic Material Type R1 Sta 2+00 to 6+86	1690 SY
714	9696	Edgedrain Non Permiable Base Sta 2+00 to 6+86	682 LF
748	0190	Curb & Gutter-Type I 30IN Sta 2+00 to 6+86	682 LF



LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 2+00 to 6+86

17th Ave S Reconstruction
(University Dr To 25th St)

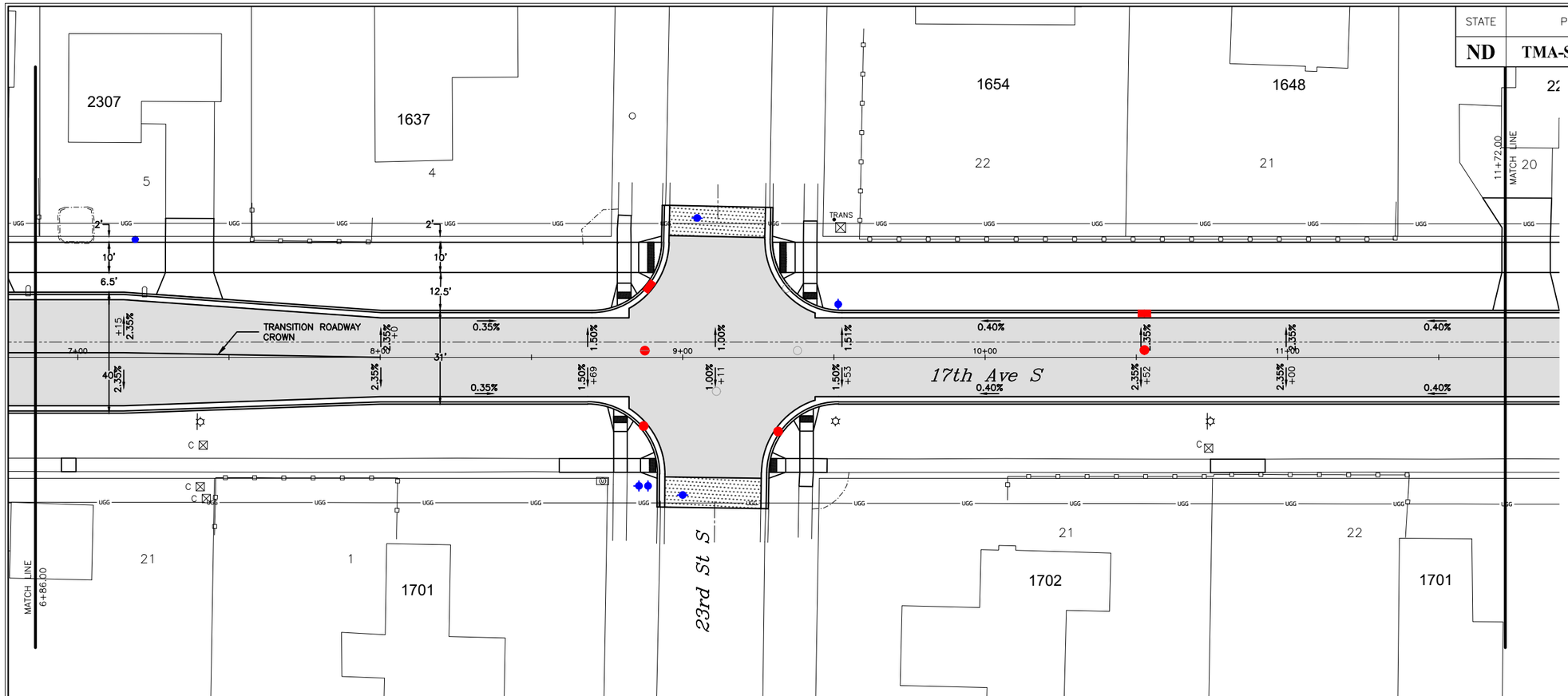
CITY OF FARGO Improvement District *BR-26-G1*

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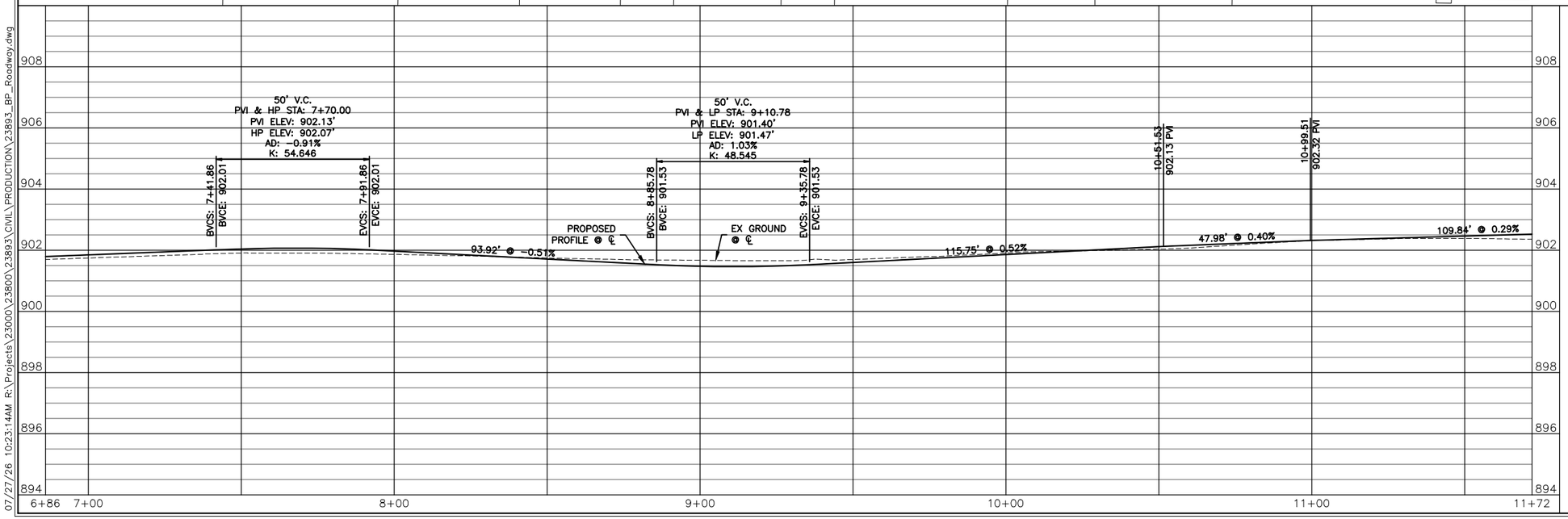
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	2



SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 2+00 to 6+86	469 CY
430	0500	Commercial Grade Hot Mix Asphalt Sta 2+00 to 6+86	17 TON
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 2+00 to 6+86	1392 SY
709	0151	Geosynthetic Material Type R1 Sta 2+00 to 6+86	1690 SY
714	9696	Edgedrain Non Permiable Base Sta 2+00 to 6+86	682 LF
748	0190	Curb & Gutter-Type I 30IN Sta 2+00 to 6+86	682 LF



LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 6+86 to 11+72

17th Ave S Reconstruction
(University Dr To 25th St)

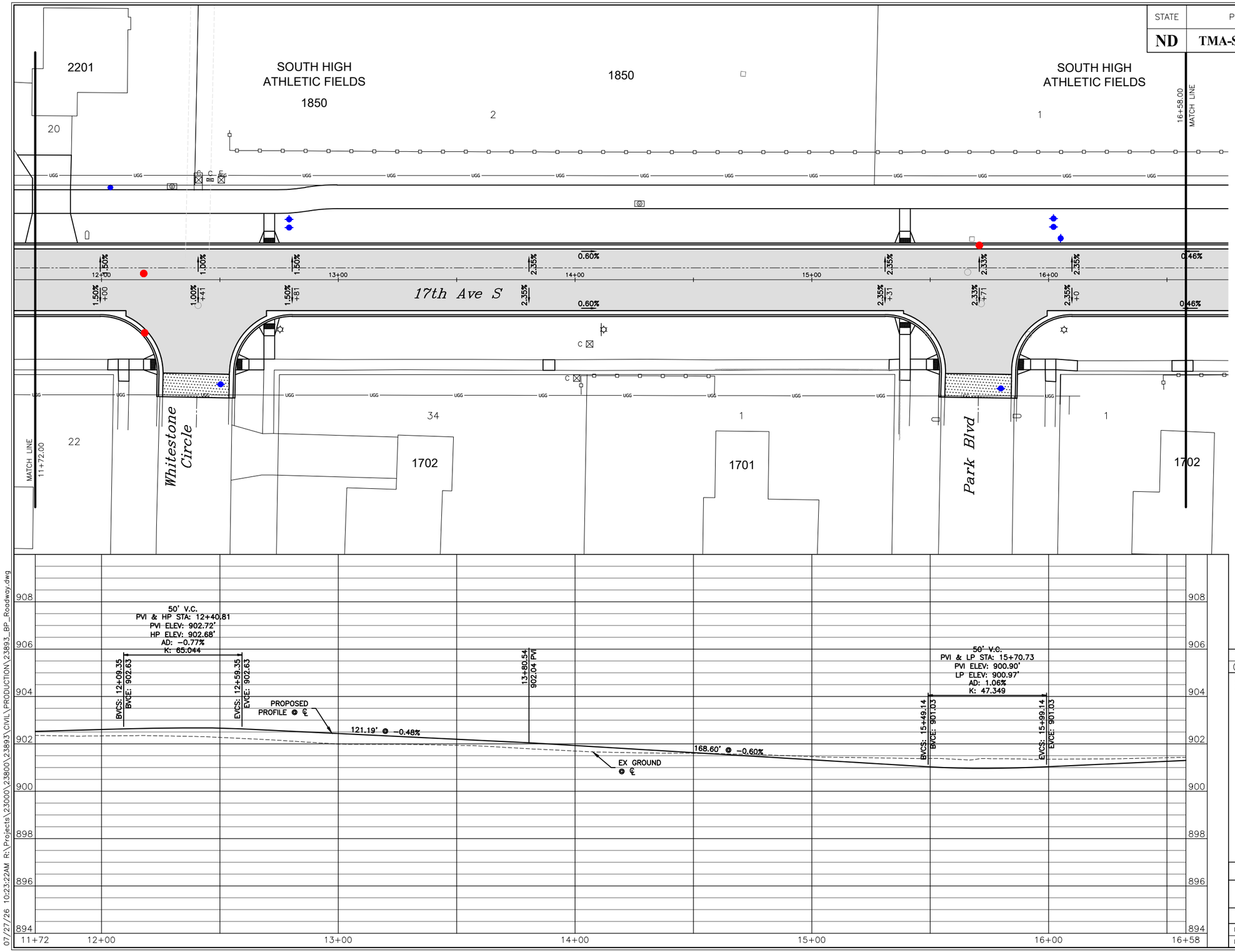
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	3



SPEC	CODE	PAY ITEM	QTY	UNIT
302	0101	Salvaged Base Course Sta 2+00 to 6+86	469	CY
430	0500	Commercial Grade Hot Mix Asphalt Sta 2+00 to 6+86	17	TON
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 2+00 to 6+86	1392	SY
709	0151	Geosynthetic Material Type R1 Sta 2+00 to 6+86	1690	SY
714	9696	Edgedrain Non Permiable Base Sta 2+00 to 6+86	682	LF
748	0190	Curb & Gutter-Type I 30IN Sta 2+00 to 6+86	682	LF

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 11+72 to 16+58

17th Ave S Reconstruction
(University Dr To 25th St)

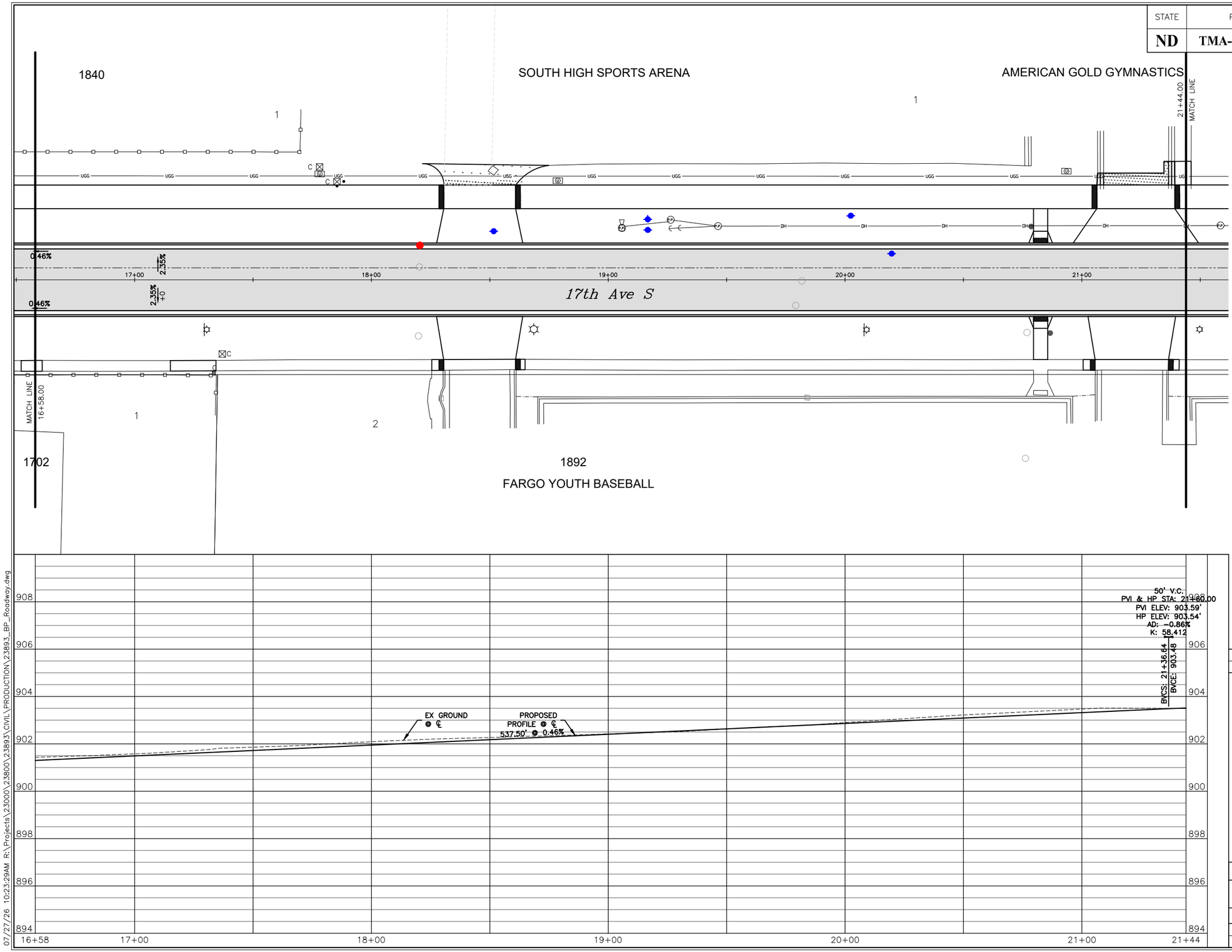
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	4



SPEC	CODE	PAY ITEM	QTY	UNIT
302	0101	Salvaged Base Course Sta 16+58 to 21+44	495	CY
430	0500	Commercial Grade Hot Mix Asphalt Sta 16+58 to 21+44	29	TON
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 16+58 to 21+44	1404	SY
709	0151	Geosynthetic Material Type R1 Sta 16+58 to 21+44	1782	SY
714	9696	Edgedrain Non Permiable Base Sta 16+58 to 21+44	972	LF
748	0190	Curb & Gutter-Type I 30IN Sta 16+58 to 21+44	972	LF

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 16+58 to 21+44

17th Ave S Reconstruction
(University Dr To 25th St)

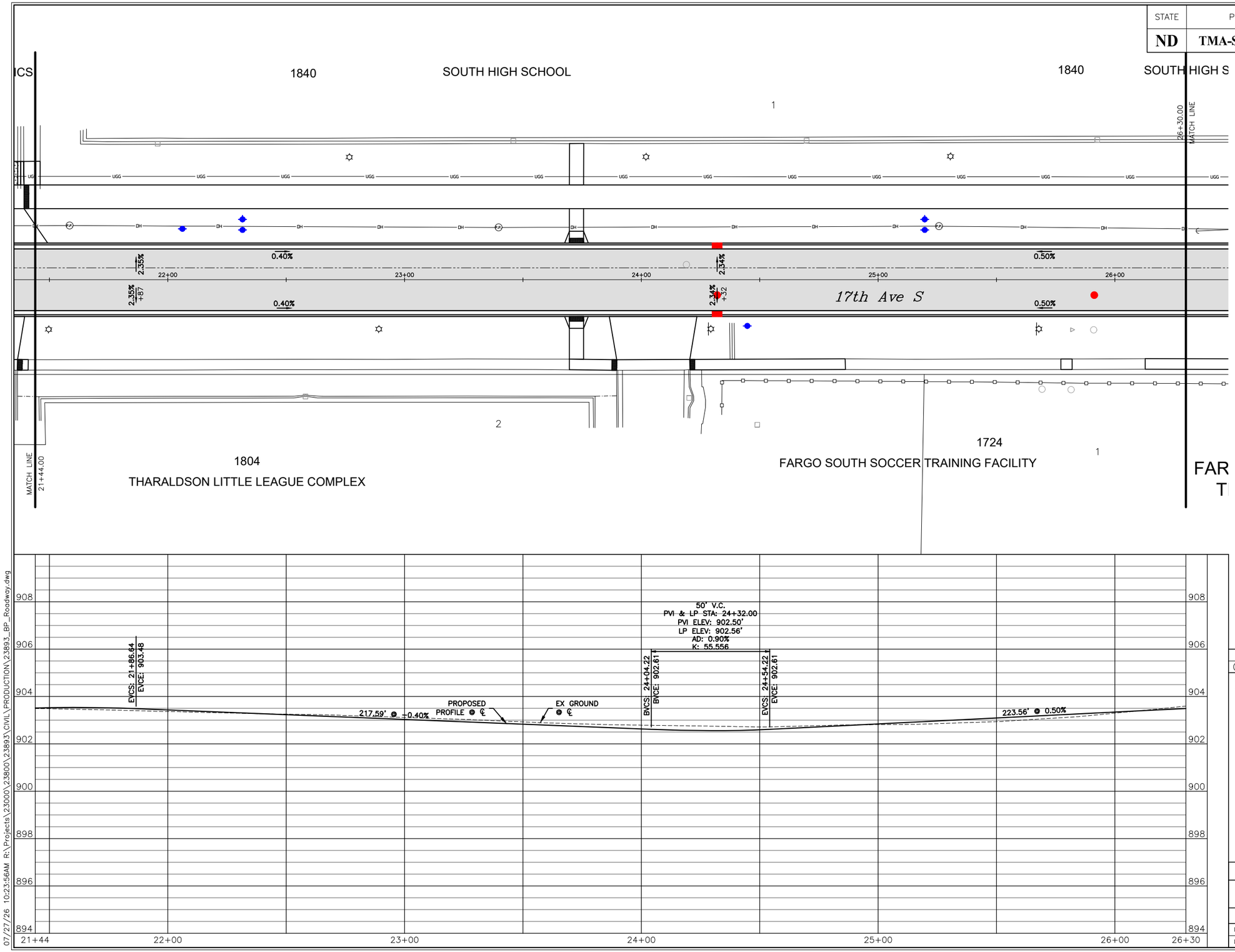
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	5



0 20' 40'

SPEC	CODE	PAY ITEM	QTY	UNIT
302	0101	Salvaged Base Course Sta 21+44 to 26+30	495	CY
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 21+44 to 26+30	1404	SY
709	0151	Geosynthetic Material Type R1 Sta 21+44 to 26+30	1782	SY
714	9696	Edgedrain Non Permiable Base Sta 21+44 to 26+30	972	LF
748	0190	Curb & Gutter-Type I 30IN Sta 21+44 to 26+30	972	LF

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 21+44 to 26+30

17th Ave S Reconstruction
(University Dr To 25th St)

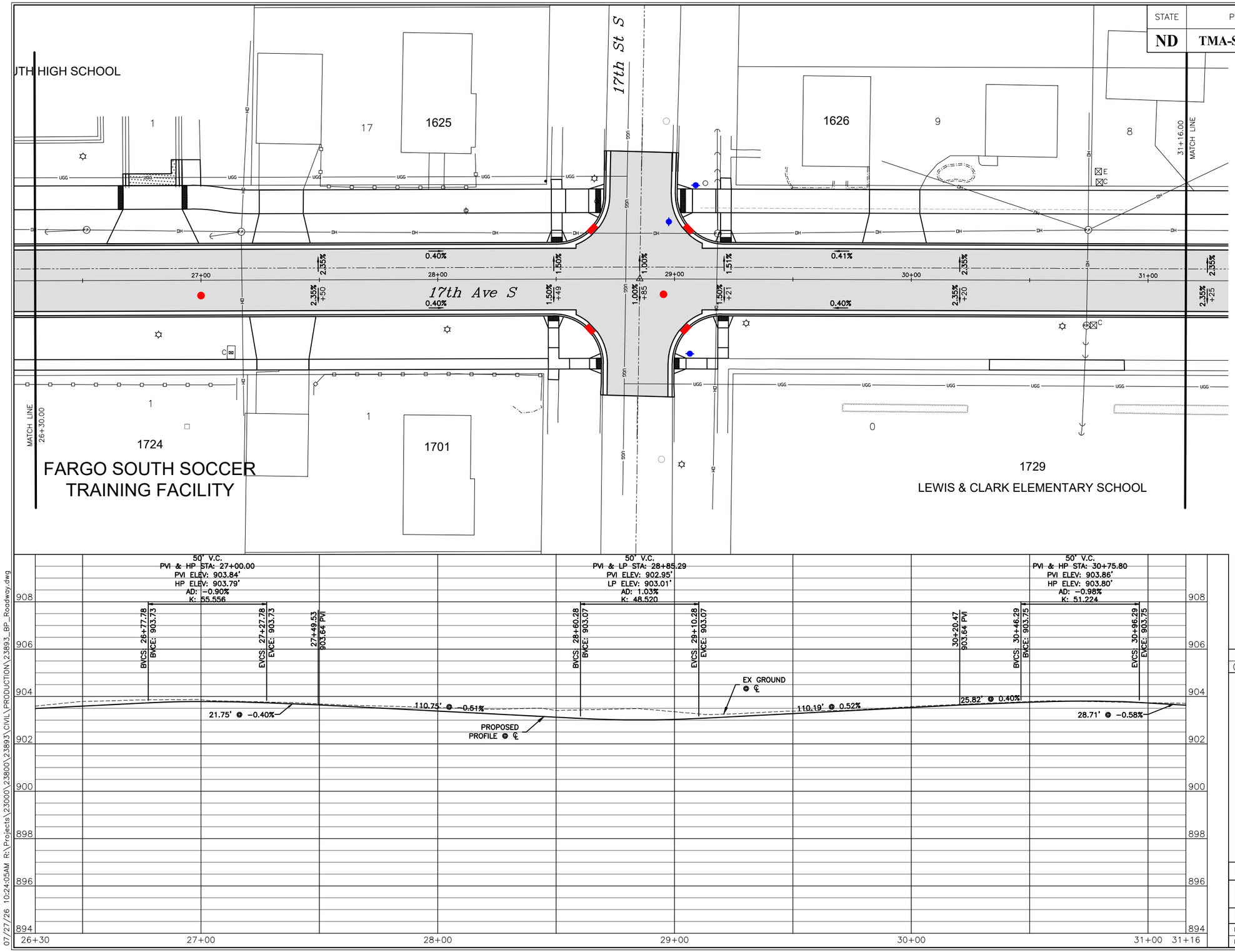
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	6



SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 26+30 to 31+16	576 CY
430	0500	Commercial Grade Hot Mix Asphalt Sta 26+30 to 31+16	7 TON
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 26+30 to 31+16	1674 SY
709	0151	Geosynthetic Material Type R1 Sta 26+30 to 31+16	2072 SY
714	9696	Edgedrain Non Permiable Base Sta 26+30 to 31+16	1024 LF
748	0190	Curb & Gutter-Type I 30IN Sta 26+30 to 31+16	1024 LF

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26
NORTH DAKOTA

17th Ave S Paving - 26+30 to 31+16

17th Ave S Reconstruction
(University Dr To 25th St)

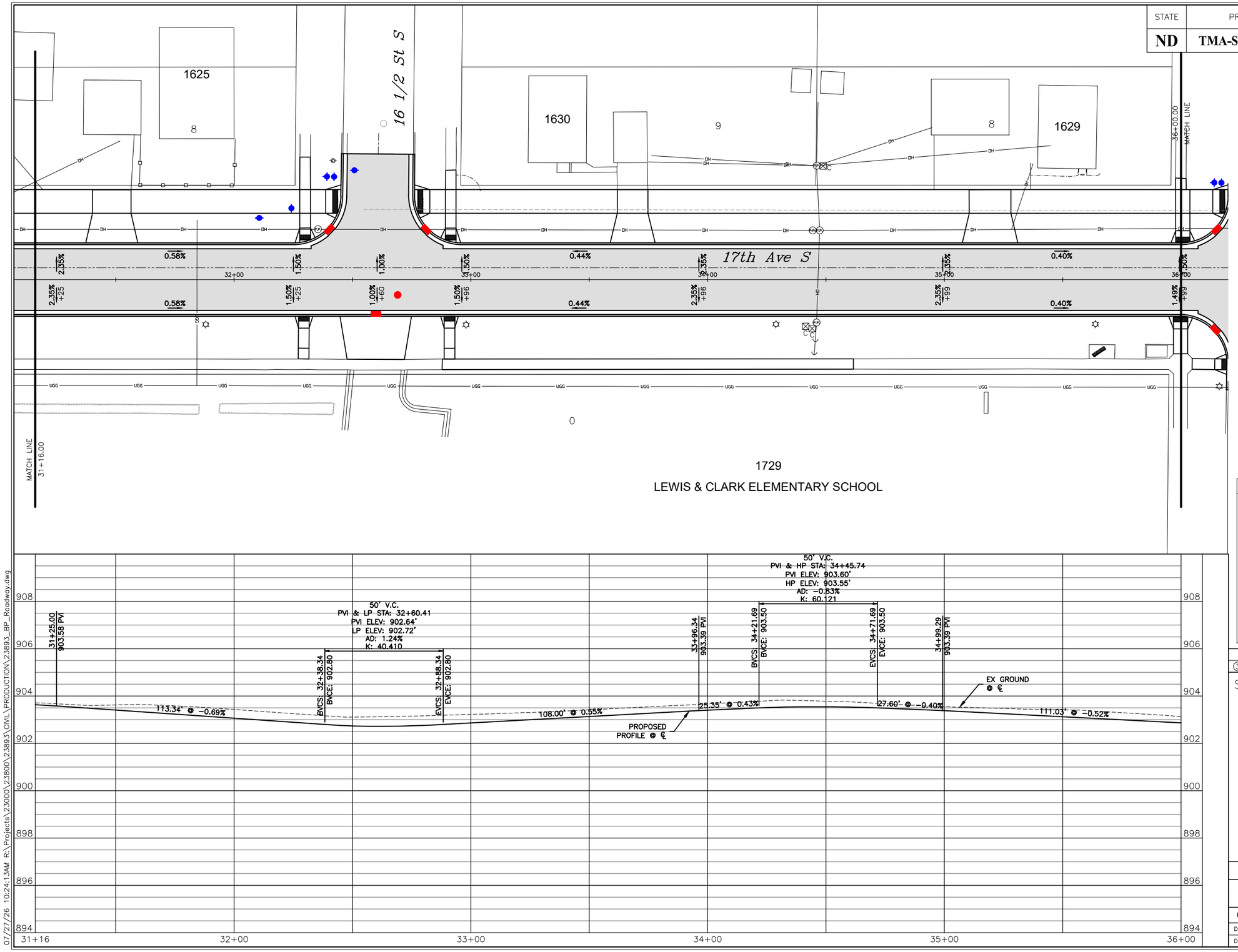
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	7



0 20' 40'

SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 31+16 to 36+00	535 CY
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 31+16 to 36+00	1539 SY
709	0151	Geosynthetic Material Type R1 Sta 31+16 to 36+00	1926 SY
714	9696	Edgedrain Non Permiable Base Sta 31+16 to 36+00	997 LF
748	0190	Curb & Gutter-Type I 30IN Sta 31+16 to 36+00	997 LF

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 31+16 to 36+00

17th Ave S Reconstruction
(University Dr To 25th St)

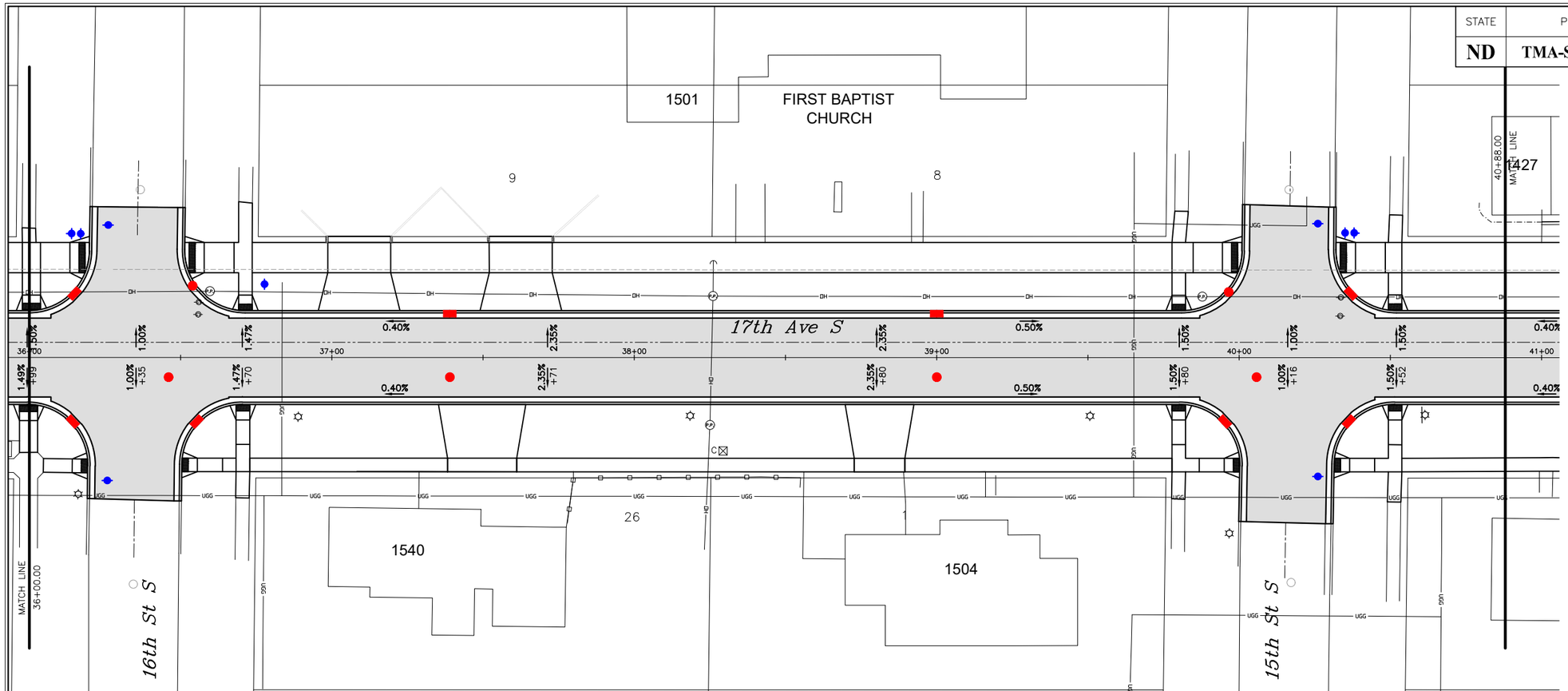
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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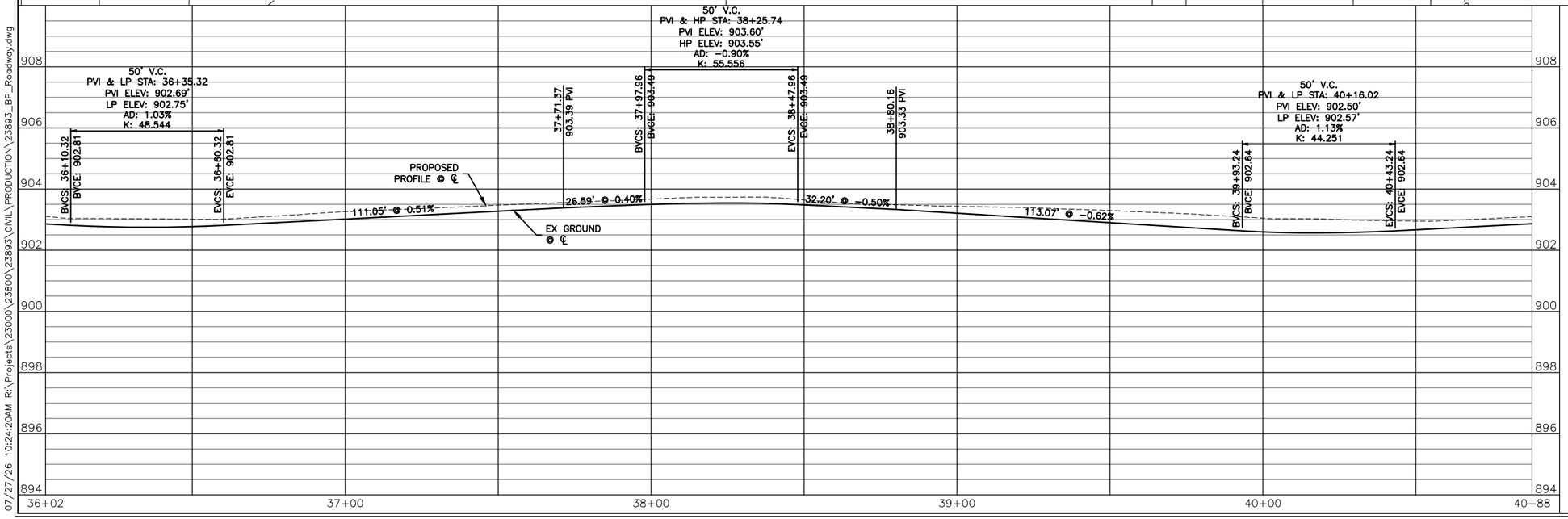
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	8



SPEC	CODE	PAY ITEM	QTY	UNIT
302	0101	Salvaged Base Course Sta 36+02 to 40+88	655	CY
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 36+02 to 40+88	1942	SY
709	0151	Geosynthetic Material Type R1 Sta 36+02 to 40+88	2358	SY
714	9696	Edgedrain Non Permiable Base Sta 36+02 to 40+88	1070	LF
748	0190	Curb & Gutter-Type I 30IN Sta 36+02 to 40+88	1070	LF



LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 36+00 to 40+88

17th Ave S Reconstruction
(University Dr To 25th St)

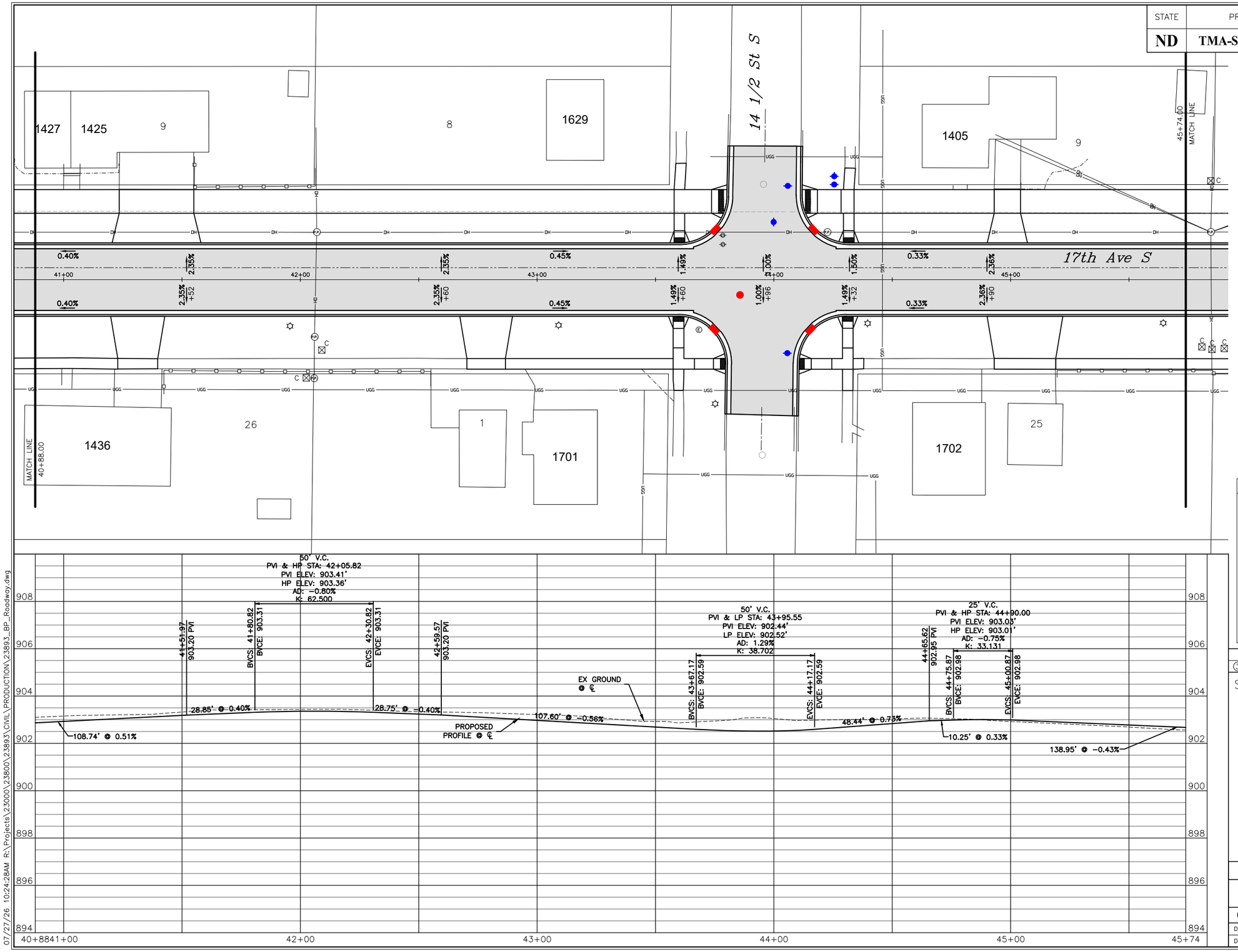
CITY OF FARGO Improvement District *BR-26-GI*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	9



SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 40+88 to 45+74	588 CY
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 40+88 to 45+74	1710 SY
709	0151	Geosynthetic Material Type R1 Sta 40+88 to 45+74	2116 SY
714	9696	Edgedrain Non Permiable Base Sta 40+88 to 45+74	1044 LF
748	0190	Curb & Gutter-Type I 30IN Sta 40+88 to 45+74	1044 LF

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 40+88 to 45+74

17th Ave S Reconstruction
(University Dr To 25th St)

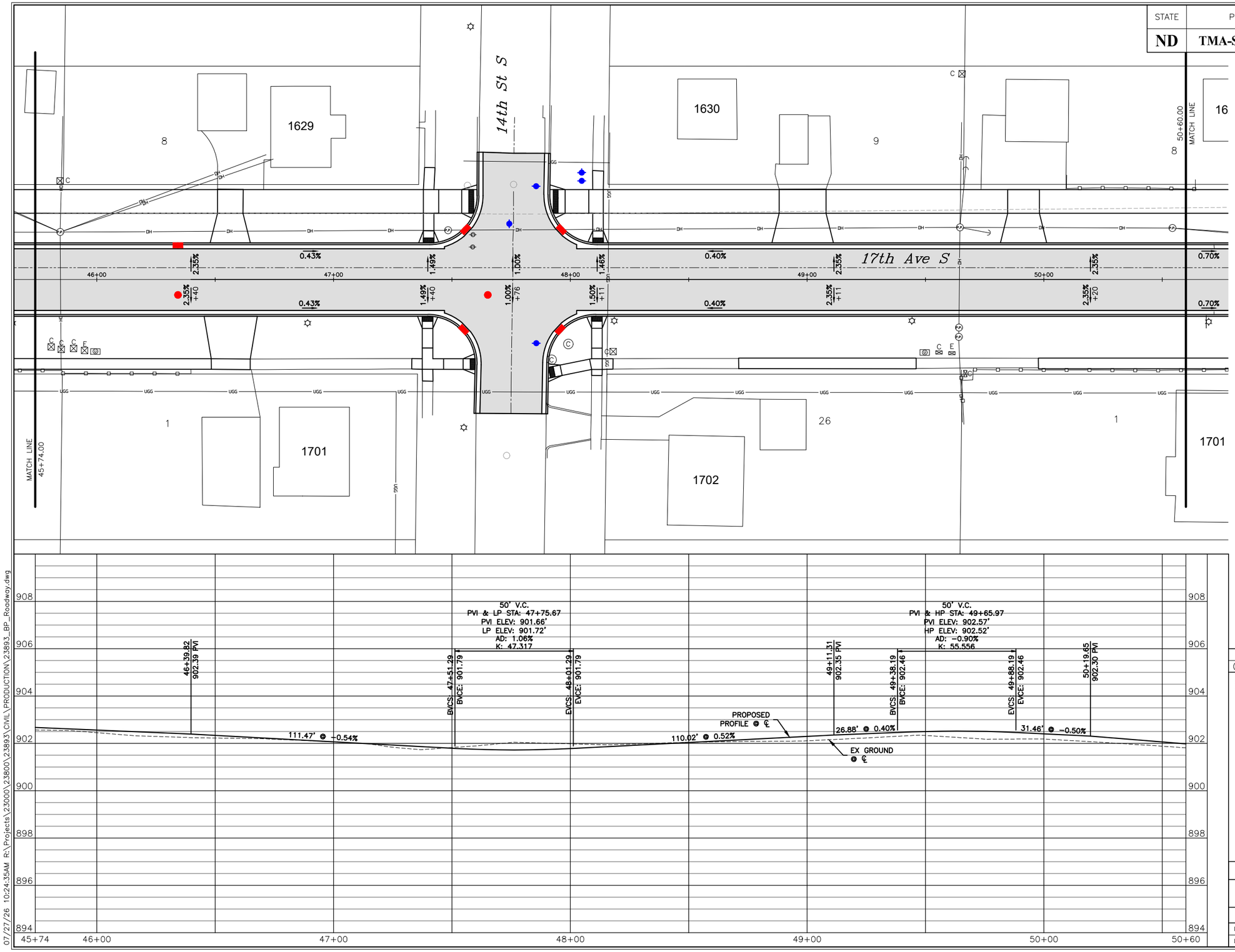
CITY OF FARGO Improvement District *BR-26-GI*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	10



SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 45+74 to 50+60	583 CY
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 45+74 to 50+60	1695 SY
709	0151	Geosynthetic Material Type R1 Sta 45+74 to 50+60	2099 SY
714	9696	Edgedrain Non Permiable Base Sta 45+74 to 50+60	1039 LF
748	0190	Curb & Gutter-Type I 30IN Sta 45+74 to 50+60	1039 LF

0 20' 40'

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 45+74 to 50+60

17th Ave S Reconstruction
(University Dr To 25th St)

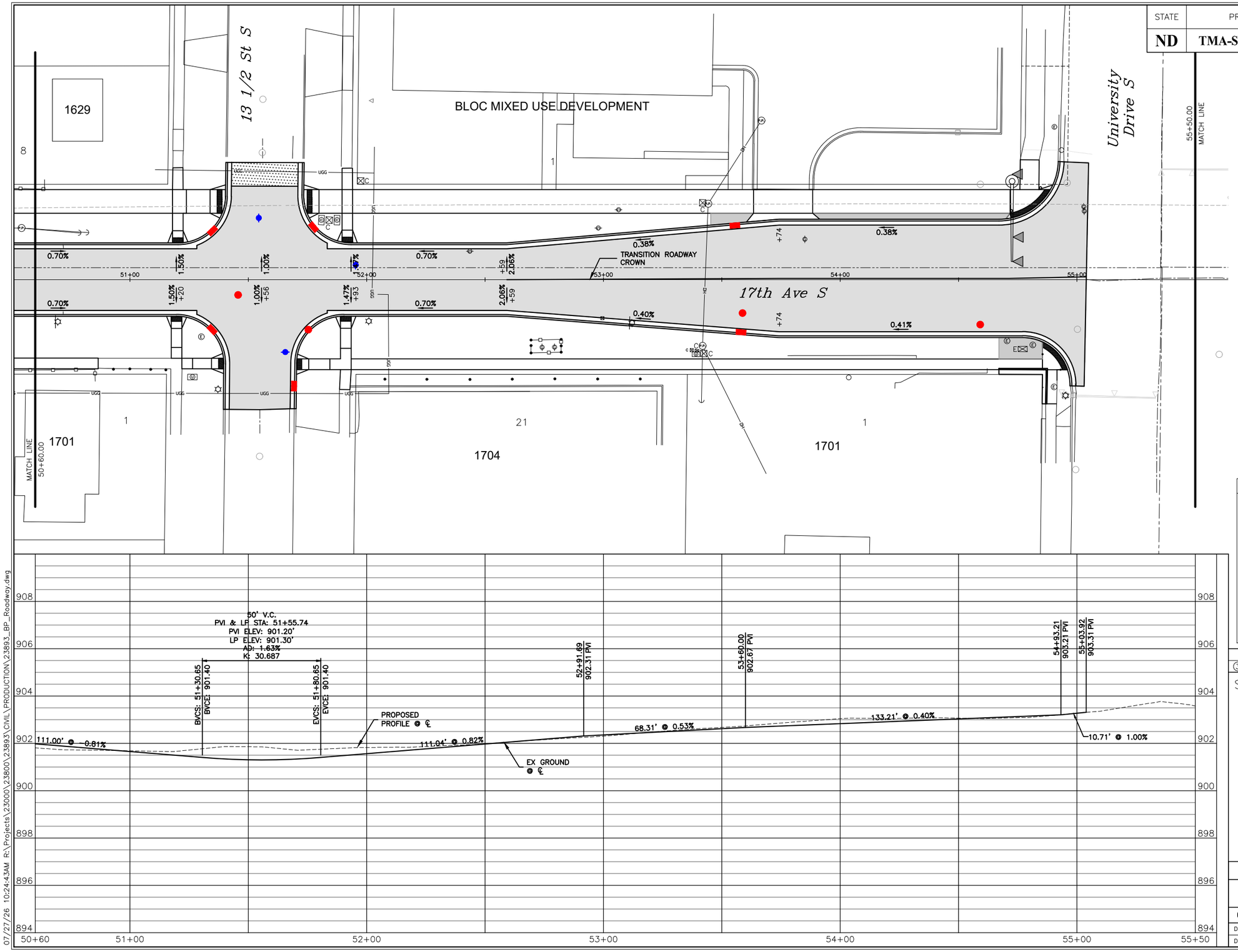
CITY OF FARGO Improvement District *BR-26-GI*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	11



SPEC	CODE	PAY ITEM	QTY	UNIT
302	0101	Salvaged Base Course Sta 50+60 to 55+50	666	CY
430	0500	Commercial Grade Hot Mix Asphalt Sta 50+60 to 55+50	17	TON
550	0310	10IN Non Reinf Concrete PVMT CL AE-Doweled Sta 50+60 to 55+50	1998	SY
709	0151	Geosynthetic Material Type R1 Sta 50+60 to 55+50	2399	SY
714	9696	Edgedrain Non Permiable Base Sta 50+60 to 55+50	950	LF
748	0190	Curb & Gutter-Type I 30IN Sta 50+60 to 55+50	950	LF

LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
- COMMERCIAL GRADE HOT MIX ASPHALT
- CURB & GUTTER TYPE I 30IN
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

17th Ave S Paving - 50+60 to 55+50

17th Ave S Reconstruction
(University Dr To 25th St)

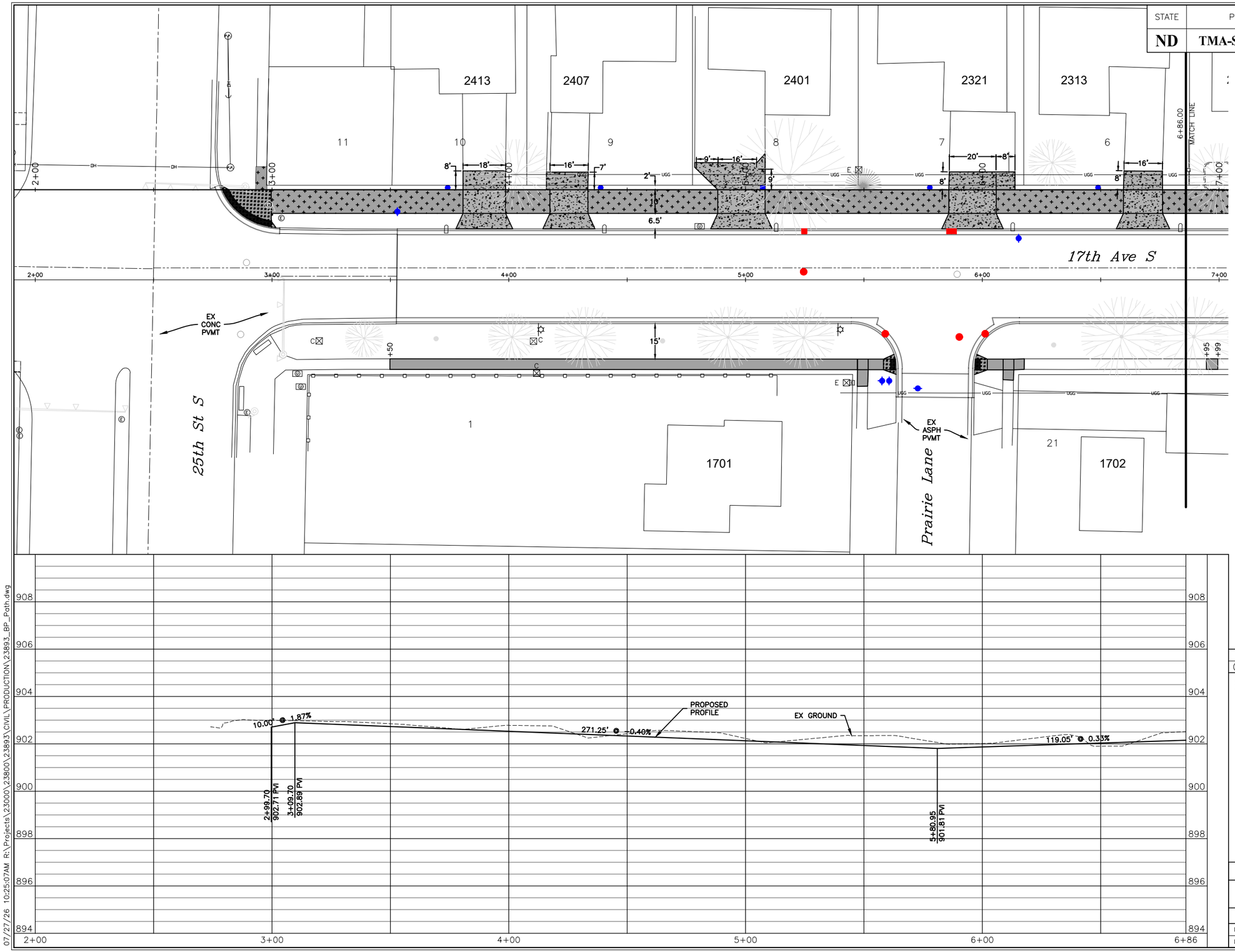
CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	12



0 20' 40'

SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 2+00 to 6+86	45 CY
750	0115	Sidewalk Concrete 4IN Sta 2+00 to 6+86	117 SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 2+00 to 6+86	337 SY
750	0140	Sidewalk Concrete 6IN Sta 2+00 to 6+86	33 SY
750	1000	Driveway Concrete Sta 2+00 to 6+86	278 SY
750	2115	Detectable Warning Panels Sta 2+00 to 6+86	68 SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 2+00 to 6+86

17th Ave S Reconstruction
(University Dr To 25th St)

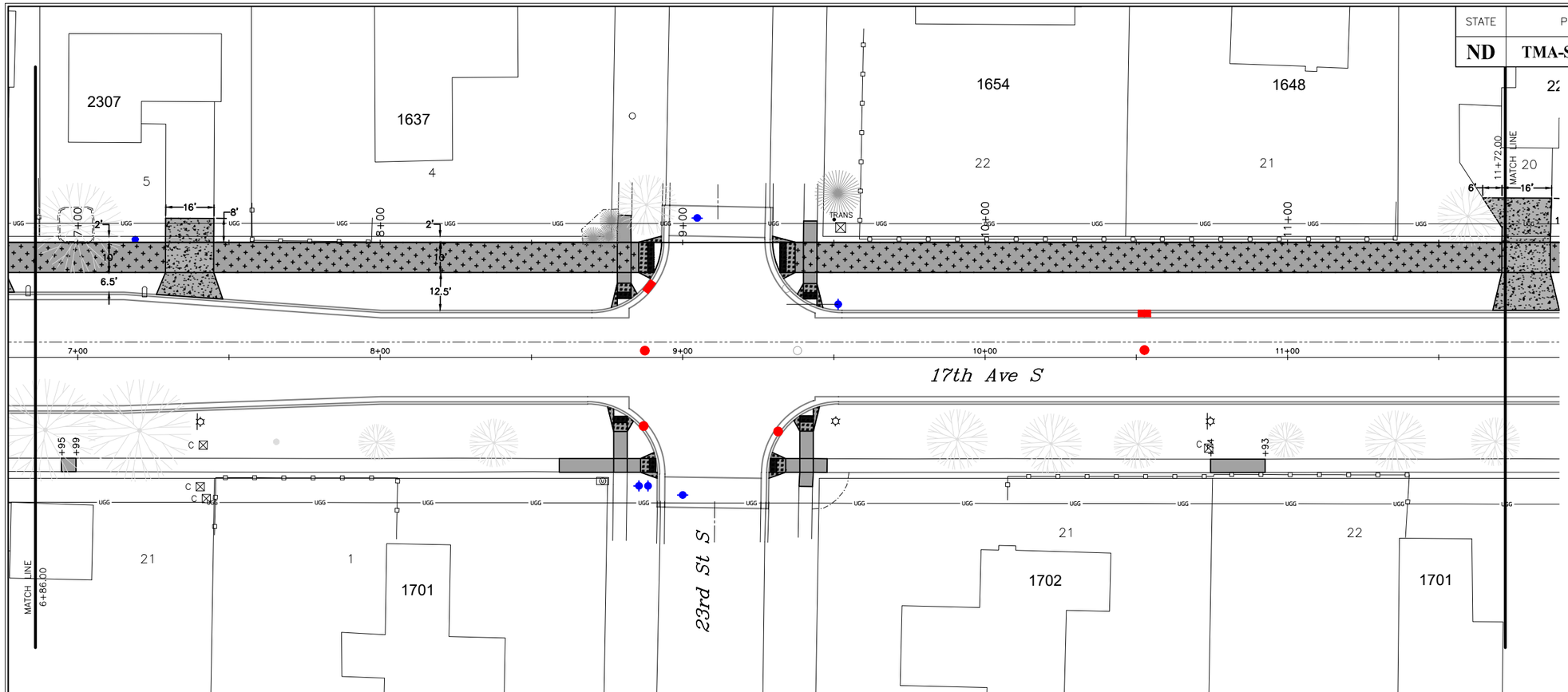
CITY OF FARGO Improvement District *BR-26-GI*

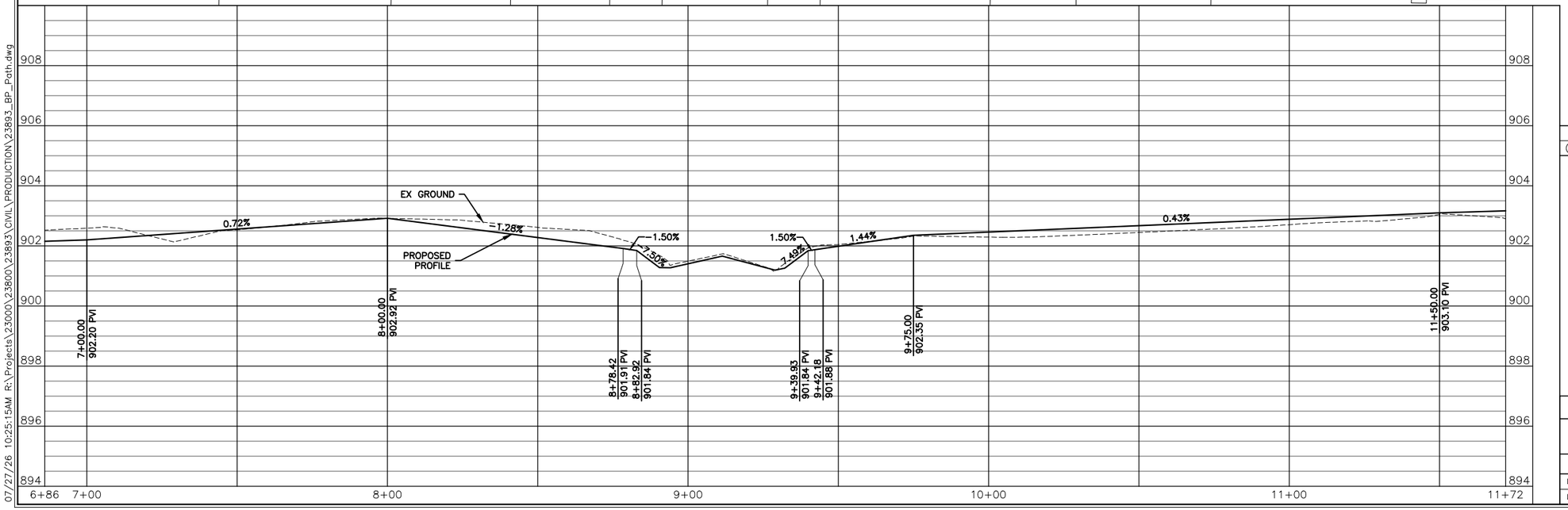
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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 35DBA803-20E2-8B72-83B1-88BF900DE7FB

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	13





0 20' 40'

SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 6+86 to 11+72	36 CY
750	0115	Sidewalk Concrete 4IN Sta 6+86 to 11+72	53 SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 6+86 to 11+72	464 SY
750	0140	Sidewalk Concrete 6IN Sta 6+86 to 11+72	37 SY
750	1000	Driveway Concrete Sta 6+86 to 11+72	49 SY
750	2115	Detectable Warning Panels Sta 6+86 to 11+72	94 SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 6+86 to 11+72

17th Ave S Reconstruction
(University Dr To 25th St)

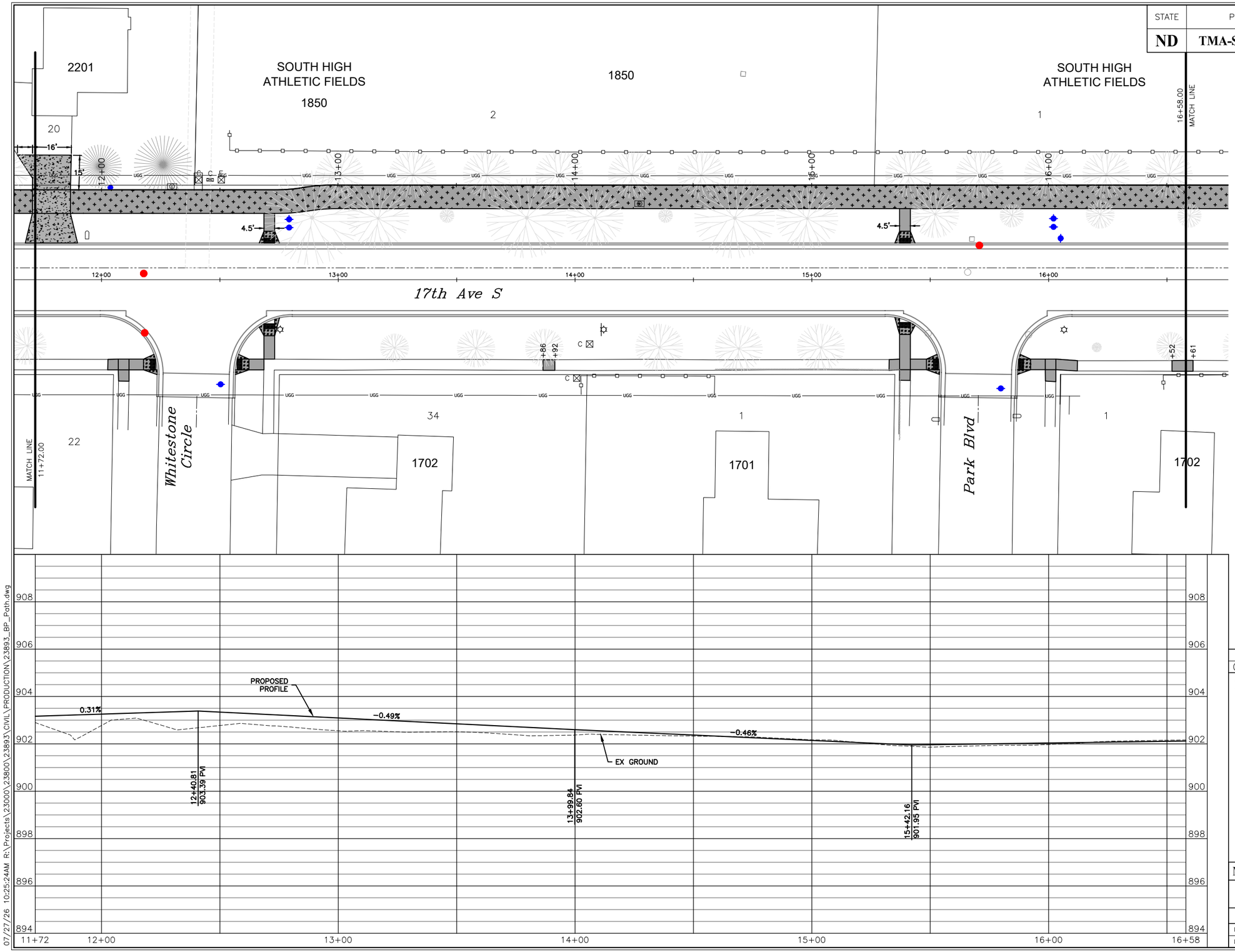
CITY OF FARGO Improvement District *BR-26-GI*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	14



0 20' 40'

SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 11+72 to 16+58	42 CY
750	0115	Sidewalk Concrete 4IN Sta 11+72 to 16+58	58 SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 11+72 to 16+58	524 SY
750	0140	Sidewalk Concrete 6IN Sta 11+72 to 16+58	33 SY
750	1000	Driveway Concrete Sta 11+72 to 16+58	74 SY
750	2115	Detectable Warning Panels Sta 11+72 to 16+58	72 SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
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- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 11+72 to 16+58

17th Ave S Reconstruction
(University Dr To 25th St)

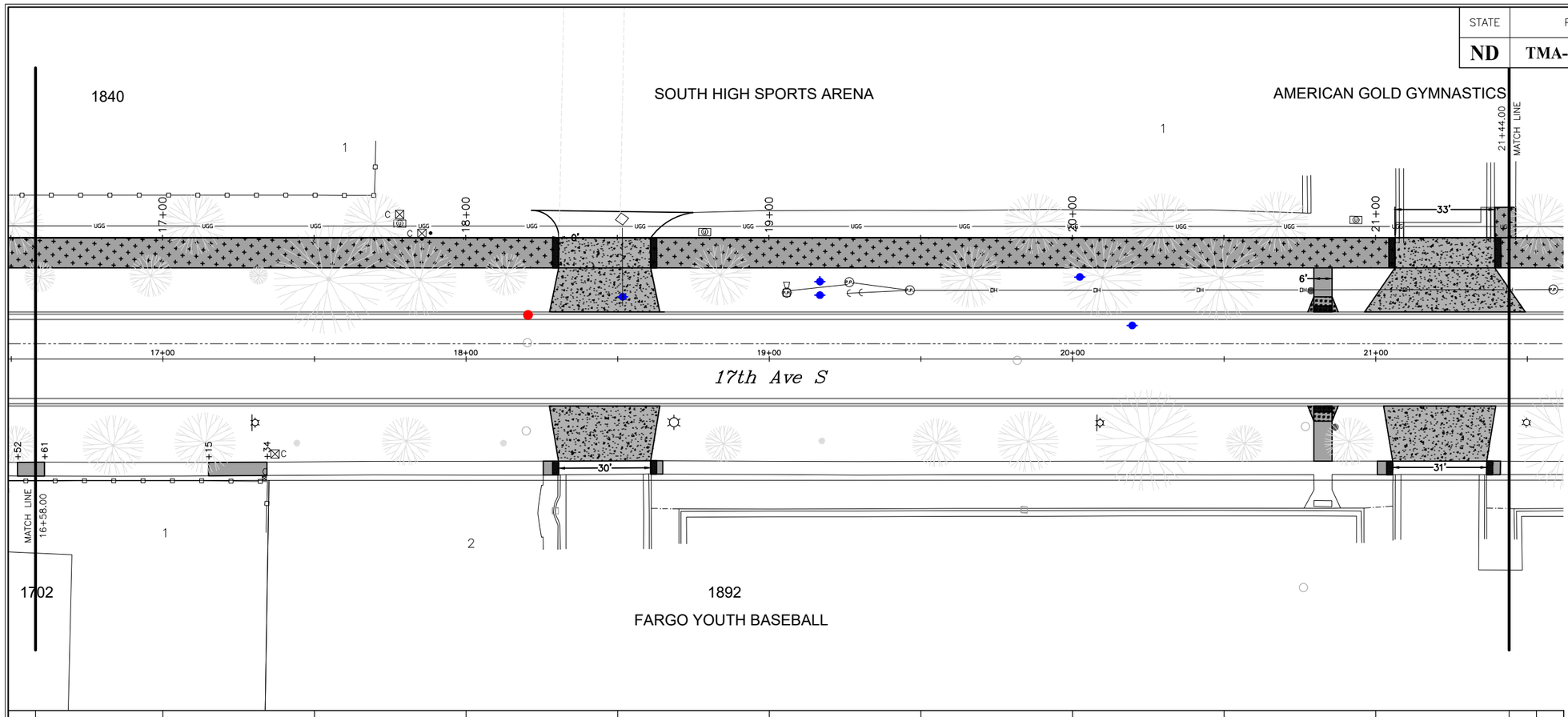
CITY OF FARGO Improvement District *BR-26-GI*

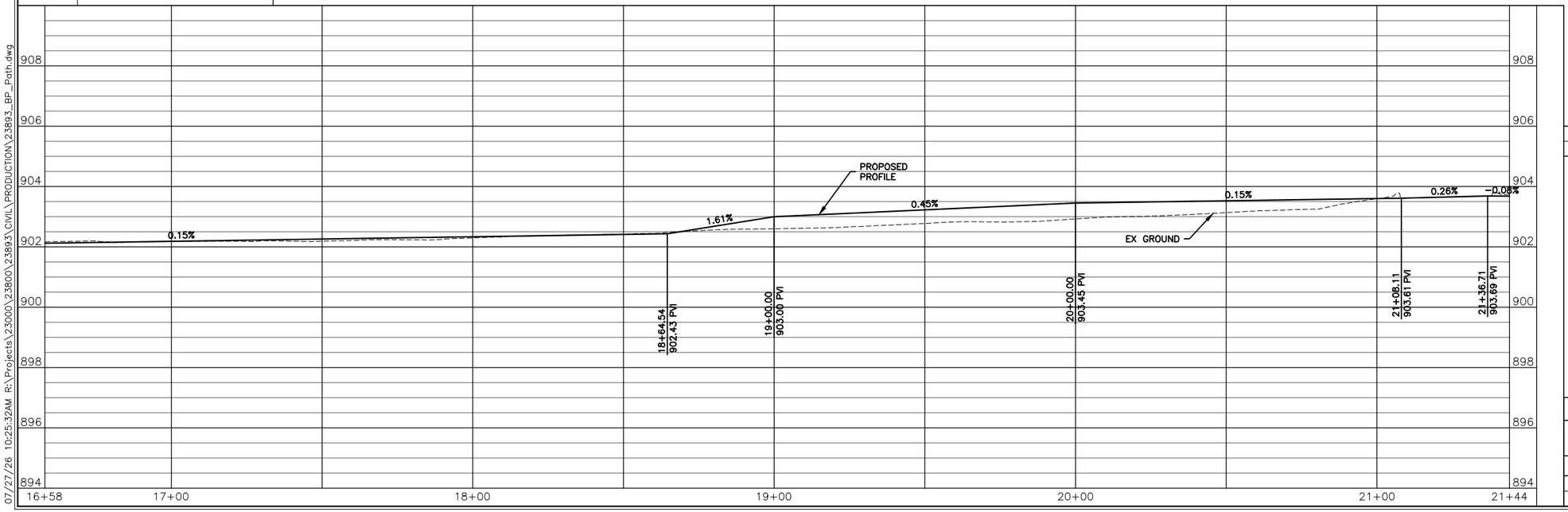
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	15





0 20' 40'

SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 16+58 to 21+44	51 CY
750	0115	Sidewalk Concrete 4IN Sta 16+58 to 21+44	34 SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 16+58 to 21+44	463 SY
750	0140	Sidewalk Concrete 6IN Sta 16+58 to 21+44	9 SY
750	1000	Driveway Concrete Sta 16+58 to 21+44	332 SY
750	2115	Detectable Warning Panels Sta 16+58 to 21+44	140 SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 16+58 to 21+44

17th Ave S Reconstruction
(University Dr To 25th St)

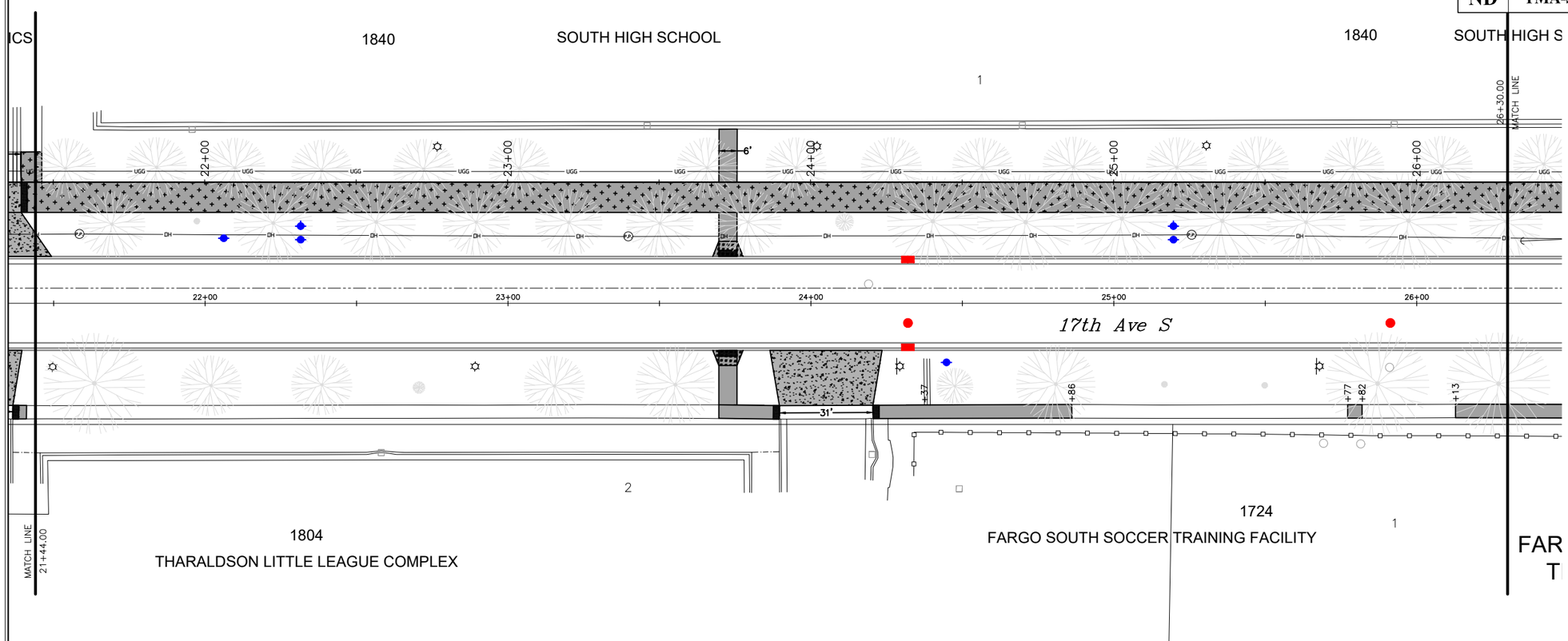
CITY OF FARGO Improvement District *BR-26-G1*

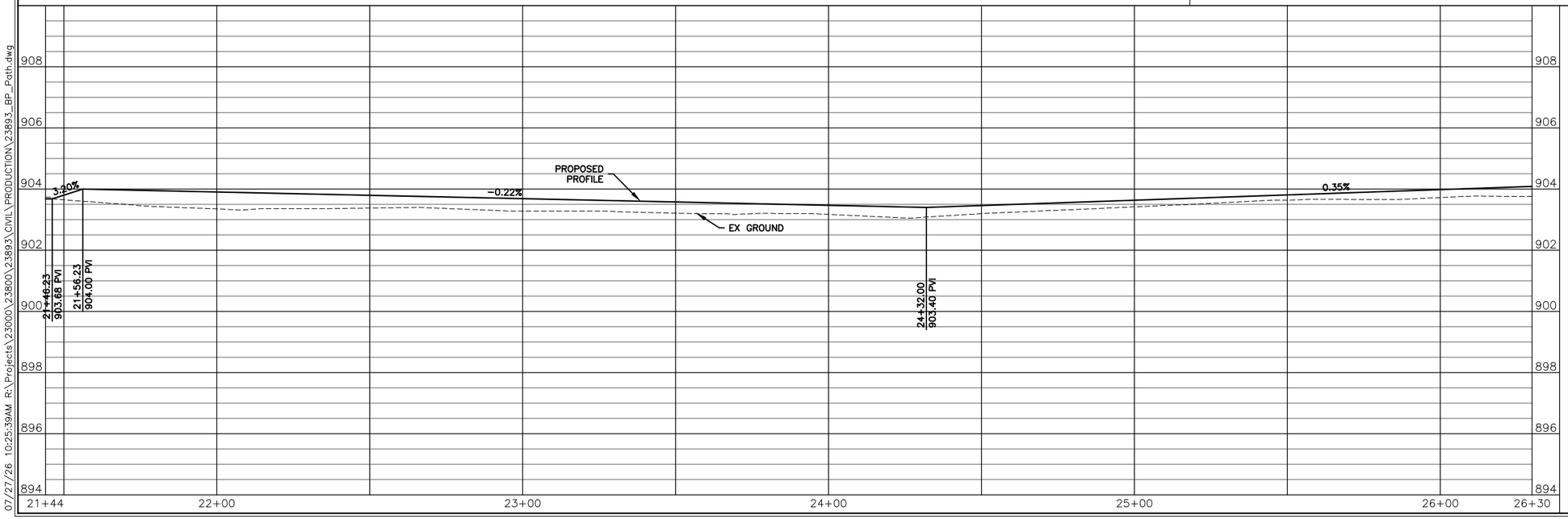
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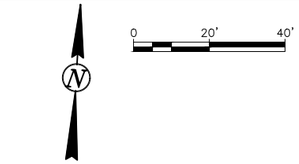
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	16







SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 21+44 to 26+30	43 CY
750	0115	Sidewalk Concrete 4IN Sta 21+44 to 26+30	81 SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 21+44 to 26+30	553 SY
750	0140	Sidewalk Concrete 6IN Sta 21+44 to 26+30	9 SY
750	1000	Driveway Concrete Sta 21+44 to 26+30	68 SY
750	2115	Detectable Warning Panels Sta 21+44 to 26+30	42 SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 21+44 to 26+30

17th Ave S Reconstruction
(University Dr To 25th St)

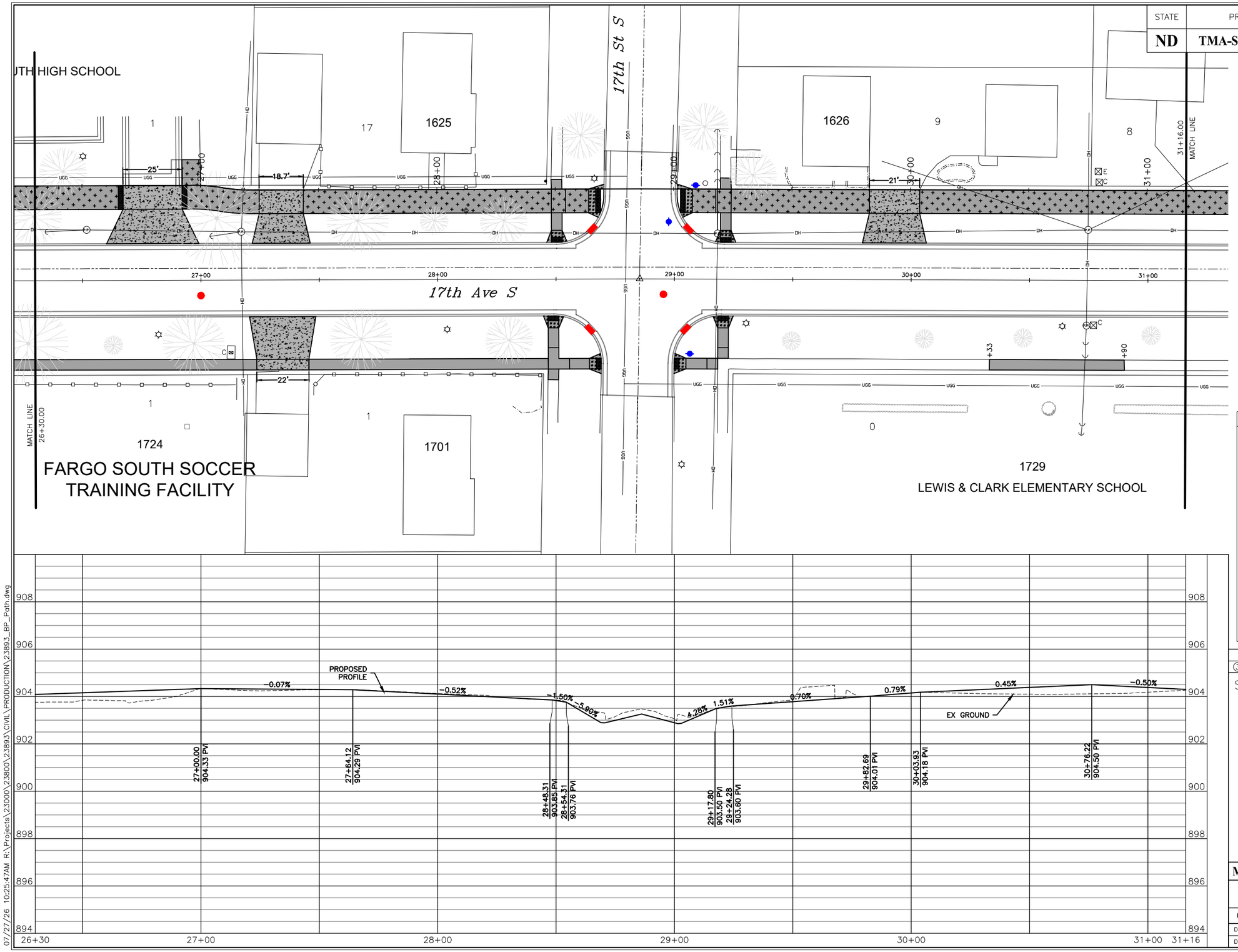
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	17



SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 26+30 to 31+16	54 CY
750	0115	Sidewalk Concrete 4IN Sta 26+30 to 31+16	167 SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 26+30 to 31+16	429 SY
750	0140	Sidewalk Concrete 6IN Sta 26+30 to 31+16	35 SY
750	1000	Driveway Concrete Sta 26+30 to 31+16	248 SY
750	2115	Detectable Warning Panels Sta 26+30 to 31+16	134 SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 26+30 to 31+16

17th Ave S Reconstruction
(University Dr To 25th St)

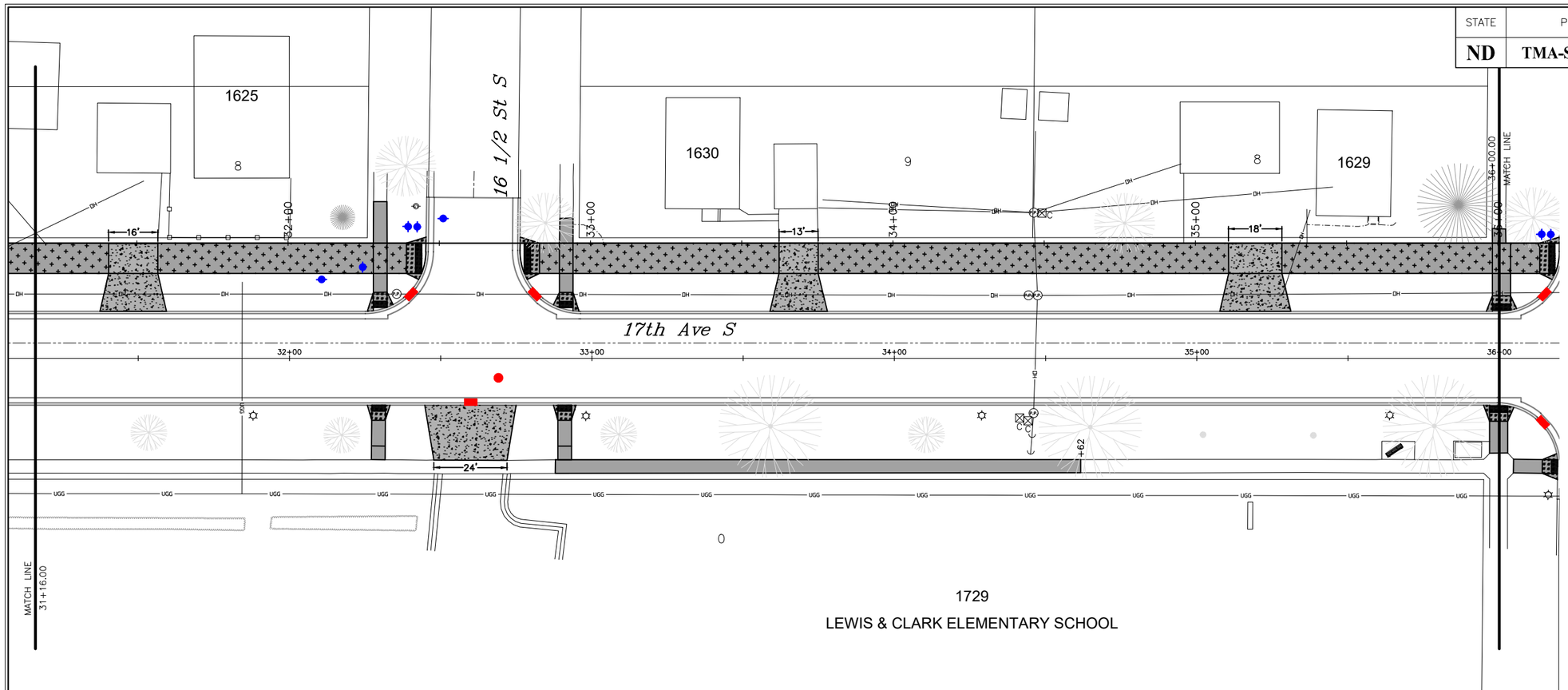
CITY OF FARGO Improvement District *BR-26-G1*

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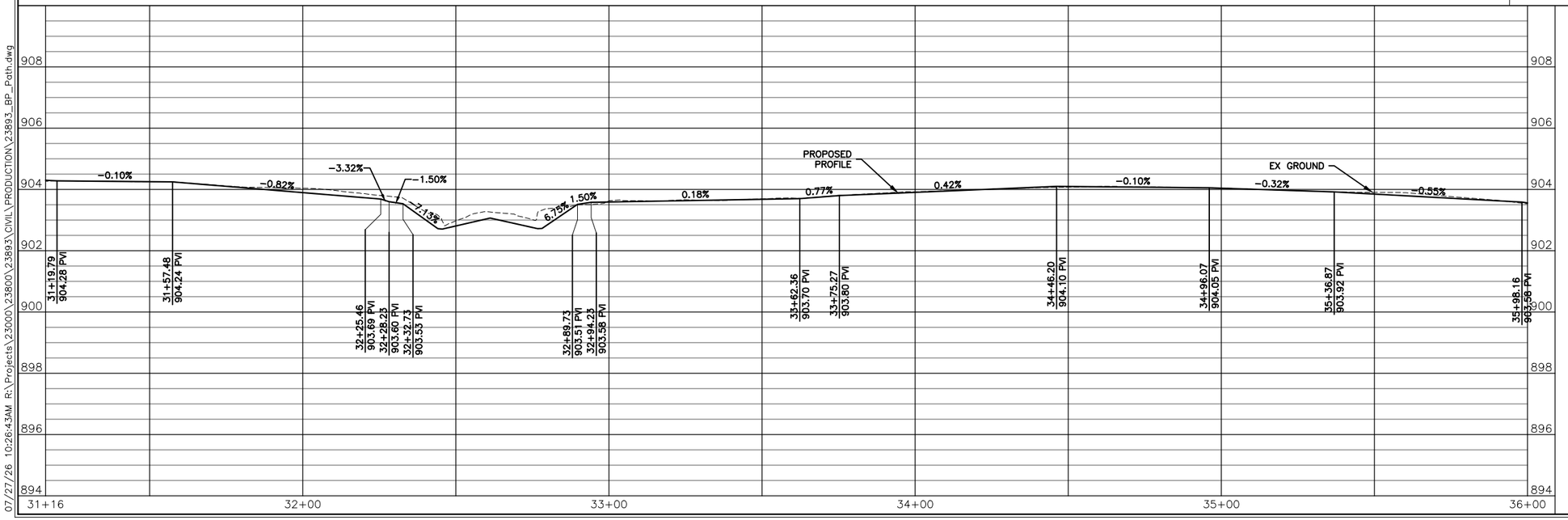
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	18



1729

LEWIS & CLARK ELEMENTARY SCHOOL



SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 31+16 to 36+00	47 CY
750	0115	Sidewalk Concrete 4IN Sta 31+16 to 36+00	115 SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 31+16 to 36+00	441 SY
750	0140	Sidewalk Concrete 6IN Sta 31+16 to 36+00	28 SY
750	1000	Driveway Concrete Sta 31+16 to 36+00	184 SY
750	2115	Detectable Warning Panels Sta 31+16 to 36+00	76 SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26
NORTH DAKOTA

Multi-Use Path Paving - 31+16 to 36+00

17th Ave S Reconstruction
(University Dr To 25th St)

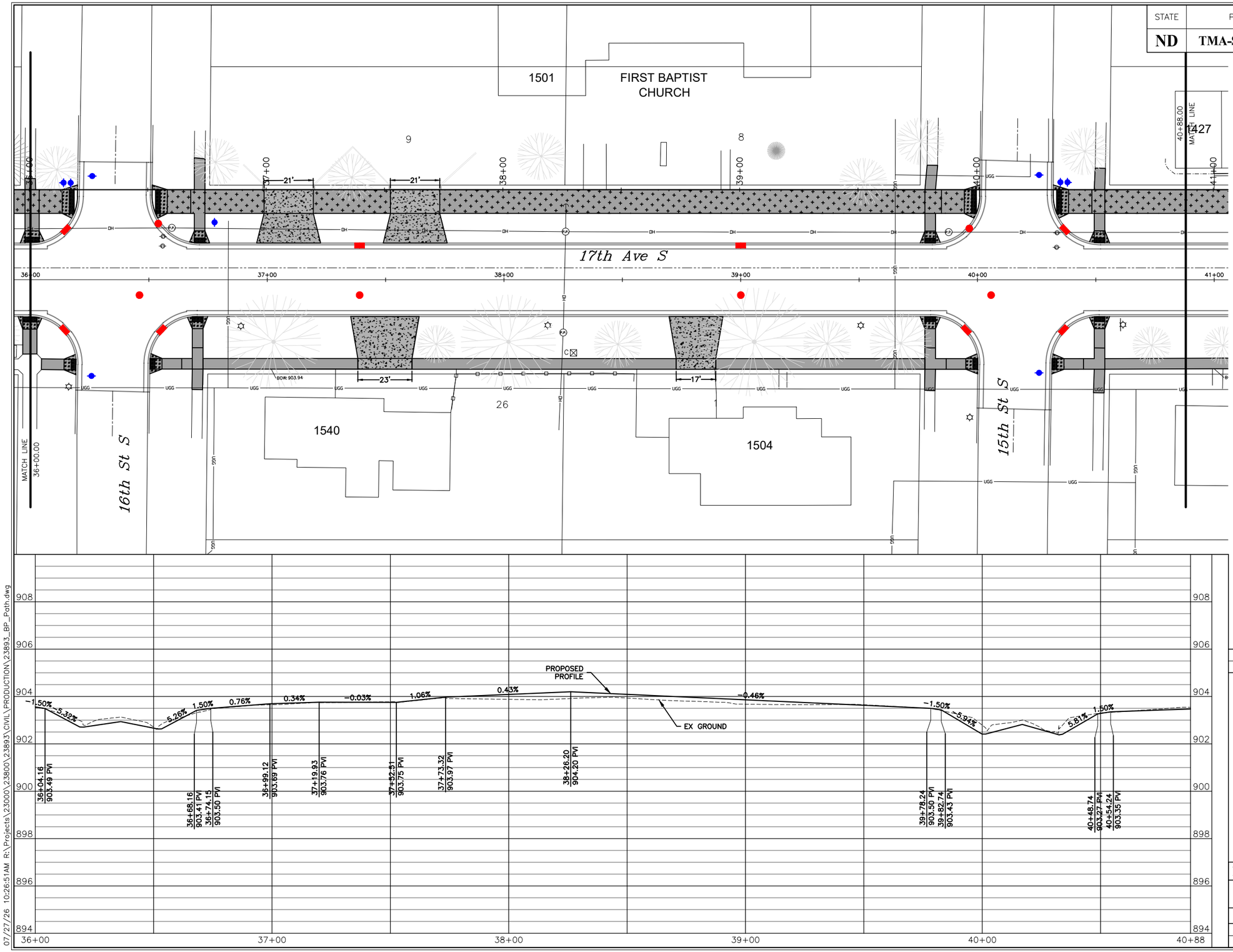
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	19



SPEC	CODE	PAY ITEM	QTY	UNIT
302	0101	Salvaged Base Course Sta 36+02 to 40+88	58	CY
750	0115	Sidewalk Concrete 4IN Sta 36+02 to 40+88	255	SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 36+02 to 40+88	394	SY
750	0140	Sidewalk Concrete 6IN Sta 36+02 to 40+88	72	SY
750	1000	Driveway Concrete Sta 36+02 to 40+88	222	SY
750	2115	Detectable Warning Panels Sta 36+02 to 40+88	194	SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 36+00 to 40+88

17th Ave S Reconstruction
(University Dr To 25th St)

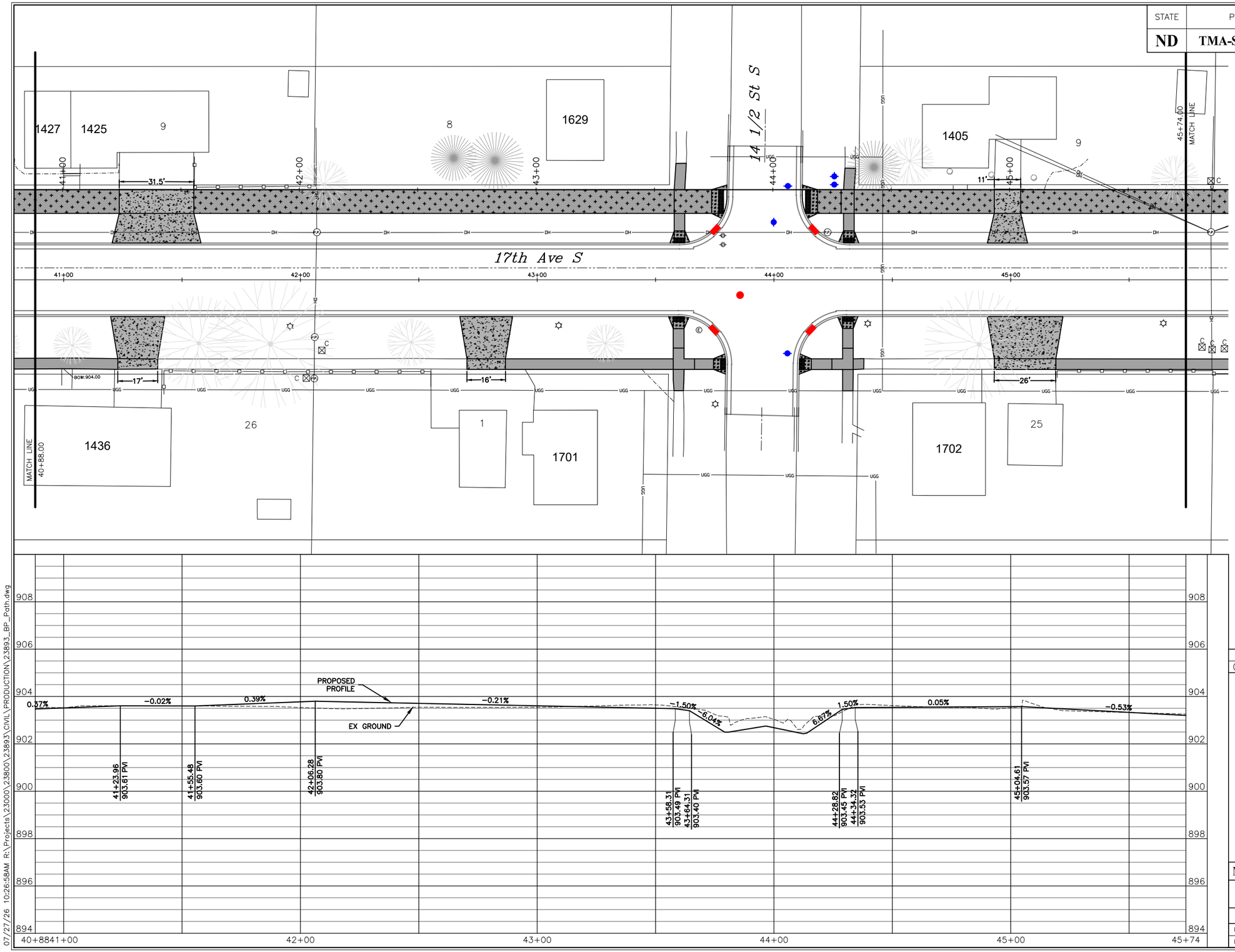
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	20



0 20' 40'

SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 40+88 to 45+74	55 CY
750	0115	Sidewalk Concrete 4IN Sta 40+88 to 45+74	139 SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 40+88 to 45+74	443 SY
750	0140	Sidewalk Concrete 6IN Sta 40+88 to 45+74	35 SY
750	1000	Driveway Concrete Sta 40+88 to 45+74	280 SY
750	2115	Detectable Warning Panels Sta 40+88 to 45+74	94 SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 40+88 to 45+74

17th Ave S Reconstruction
(University Dr To 25th St)

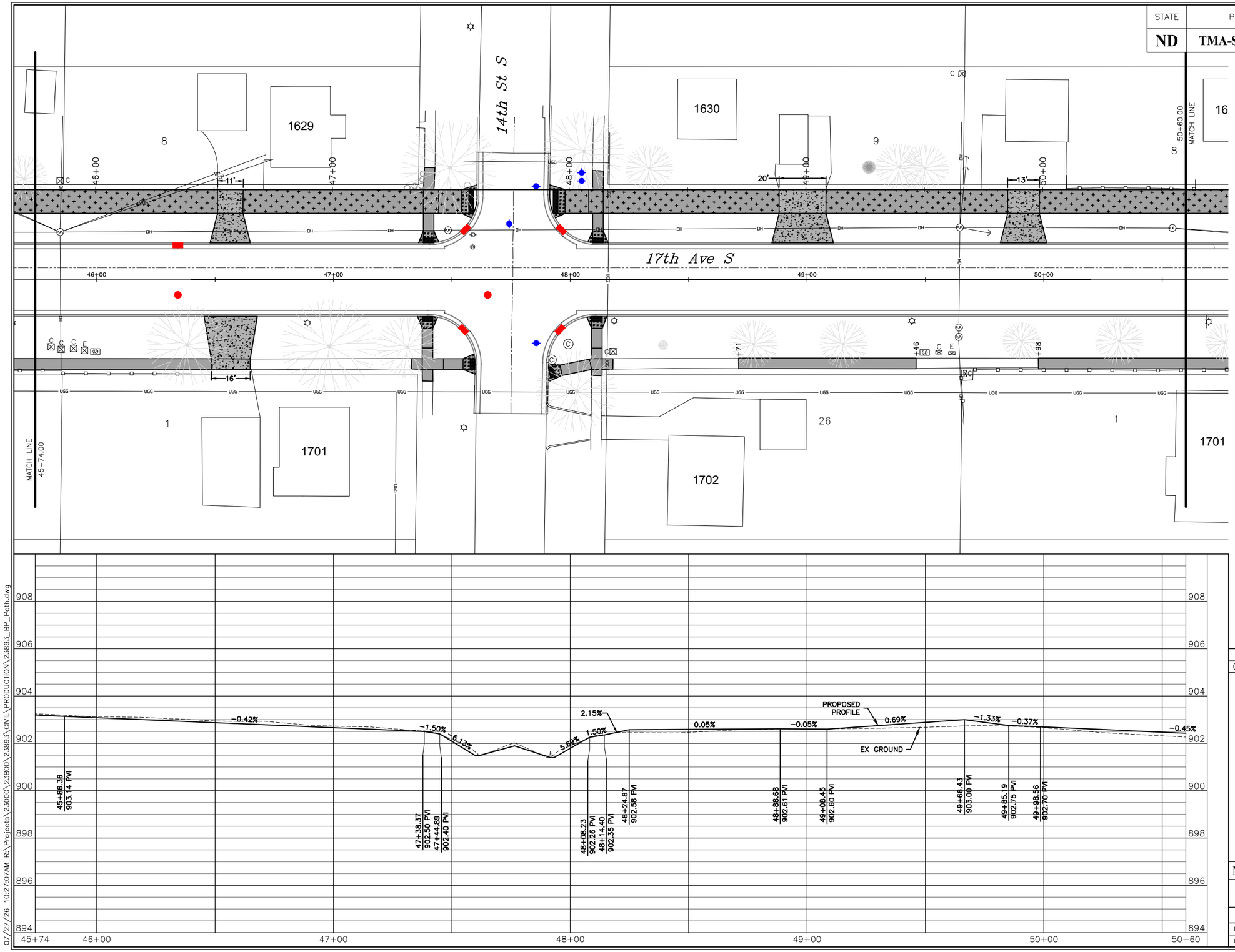
CITY OF FARGO Improvement District *BR-26-GI*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	21



SPEC	CODE	PAY ITEM	QTY UNIT
302	0101	Salvaged Base Course Sta 45+74 to 50+60	49 CY
750	0115	Sidewalk Concrete 4IN Sta 45+74 to 50+60	160 SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 45+74 to 50+60	443 SY
750	0140	Sidewalk Concrete 6IN Sta 45+74 to 50+60	35 SY
750	1000	Driveway Concrete Sta 45+74 to 50+60	171 SY
750	2115	Detectable Warning Panels Sta 45+74 to 50+60	94 SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 45+74 to 50+60

17th Ave S Reconstruction
(University Dr To 25th St)

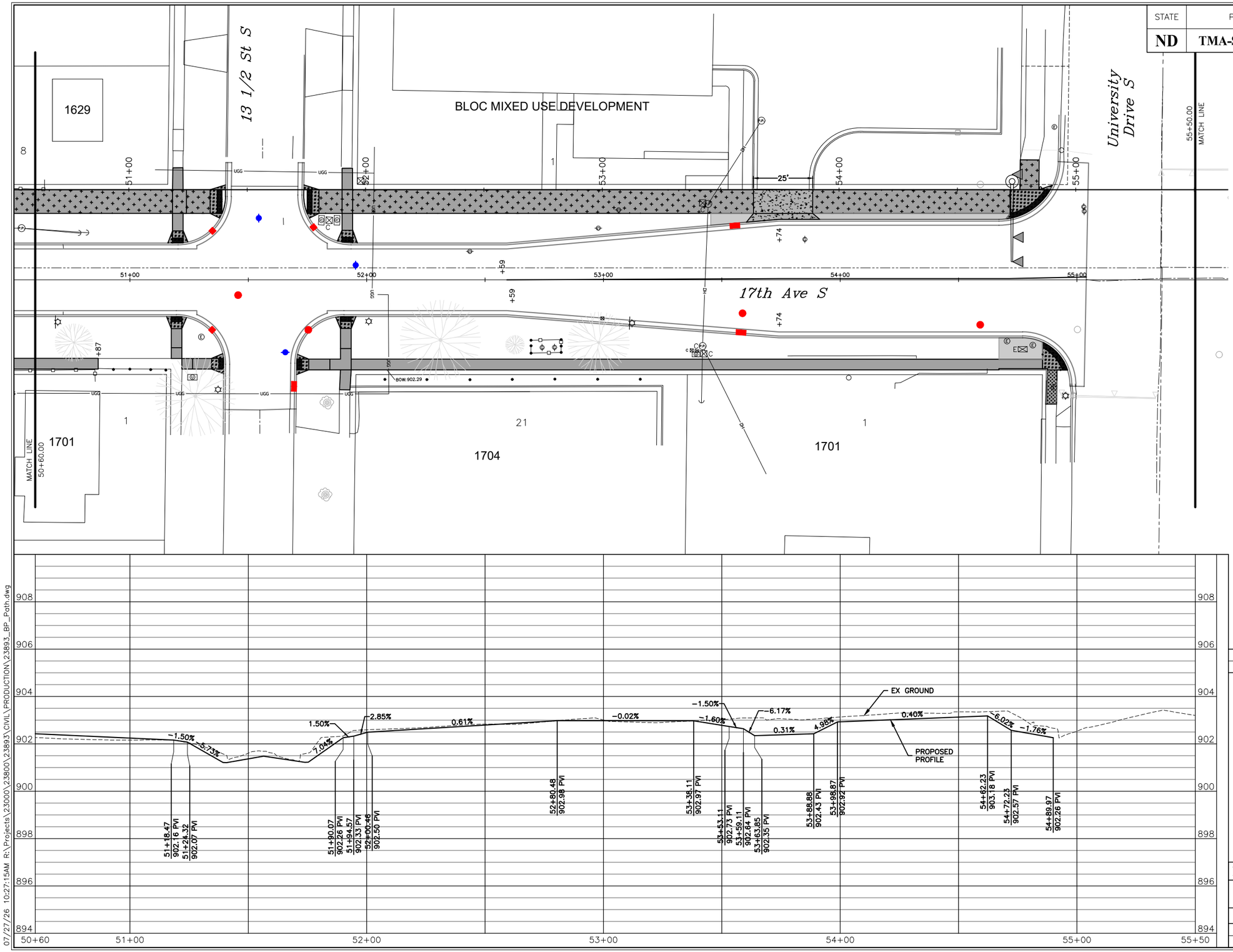
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	60	22



SPEC	CODE	PAY ITEM	QTY	UNIT
302	0101	Salvaged Base Course Sta 50+60 to 55+50	46	CY
750	0030	Pigmented Imprinted Concrete Sta 50+60 to 55+50	48	SY
750	0115	Sidewalk Concrete 4IN Sta 50+60 to 55+50	207	SY
750	0120	Sidewalk Concrete 5IN Reinf Sta 50+60 to 55+50	396	SY
750	0140	Sidewalk Concrete 6IN Sta 50+60 to 55+50	60	SY
750	1000	Driveway Concrete Sta 50+60 to 55+50	36	SY
750	2115	Detectable Warning Panels Sta 50+60 to 55+50	162	SF

LEGEND

- SIDEWALK CONCRETE 4IN REINF
- SIDEWALK CONCRETE 5IN REINF
- SIDEWALK CONCRETE 6IN
- DRIVEWAY CONCRETE
- PIGMENTED IMPRINTED CONCRETE
- STORM STRUCTURES
- WATER STRUCTURES

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26

Multi-Use Path Paving - 50+60 to 55+50

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	76	1

SPEC	CODE	PAY ITEM	QTY	UNIT
253	0201	Hydraulic Mulch		
		Sta 2+97 to Sta 14+50	0.67	ACRE
708	1540	Inlet Protection-Special		
		Sta 2+97 to Sta 14+50	12	EA
708	1541	Remove Inlet Protection-Special		
		Sta 2+97 to Sta 14+50	12	EA

N

0 40' 80'

INLET PROTECTION -SPECIAL

FLOW ARROW

HYDRAULIC MULCH

STORM STRUCTURES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Dylan Joseph Dunn
PE-28894
DATE: 07/07/26

Temporary Erosion Control

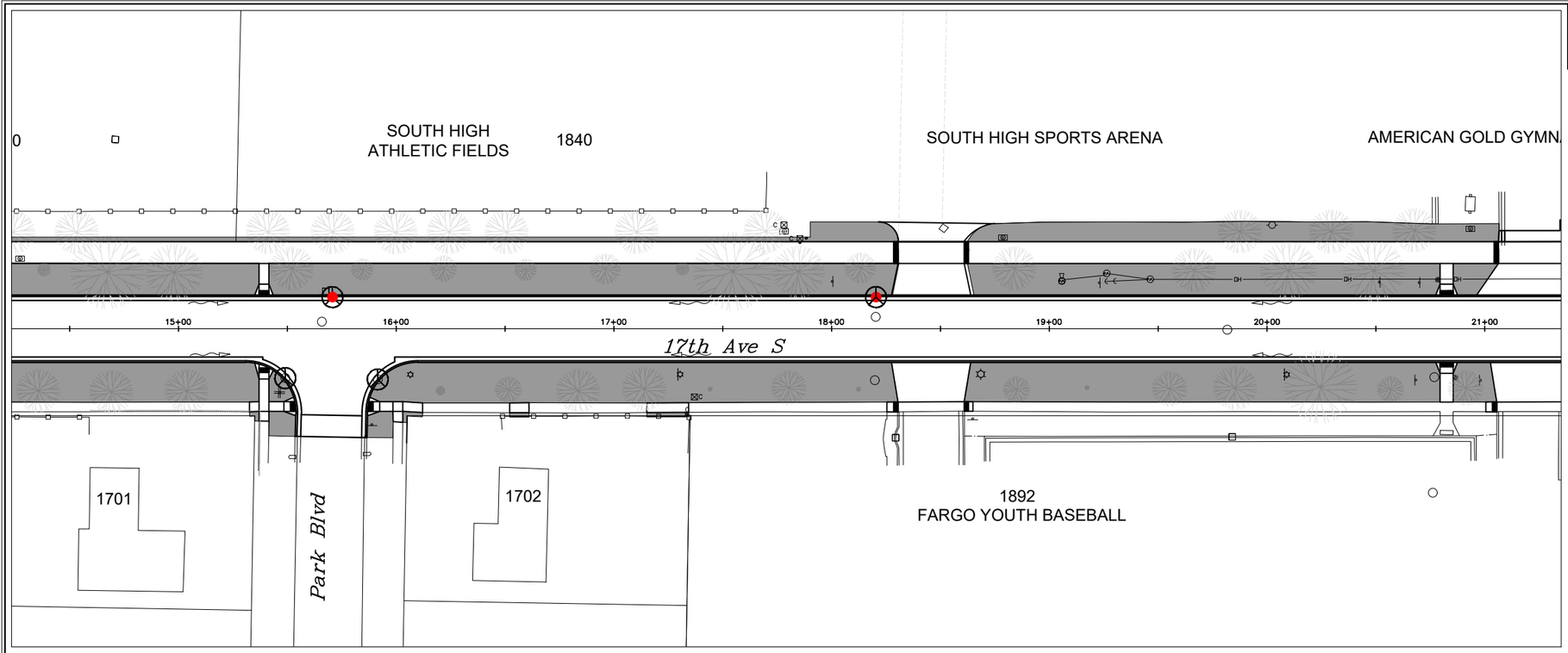
17th Ave S Reconstruction
(University Dr To 25th St)

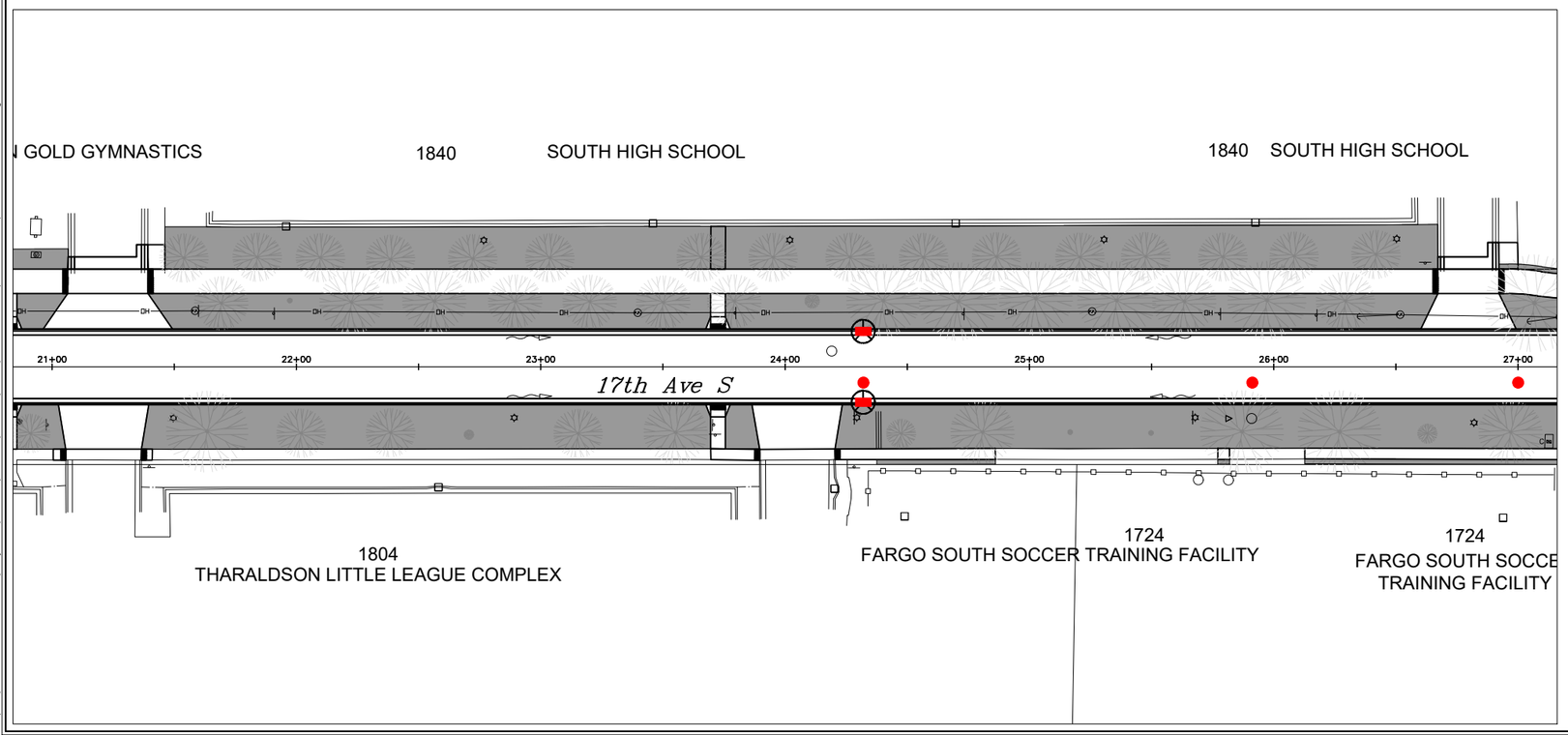
CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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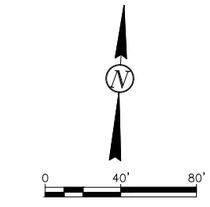
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	76	2

SPEC	CODE	PAY ITEM	QTY	UNIT
253	0201	Hydraulic Mulch		
		Sta 14+50 to Sta 27+00	1.13	ACRE
708	1540	Inlet Protection-Special		
		Sta 14+50 to Sta 27+00	6	EA
708	1541	Remove Inlet Protection-Special		
		Sta 14+50 to Sta 27+00	6	EA



INLET PROTECTION -SPECIAL

FLOW ARROW

HYDRAULIC MULCH

STORM STRUCTURES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Temporary Erosion Control

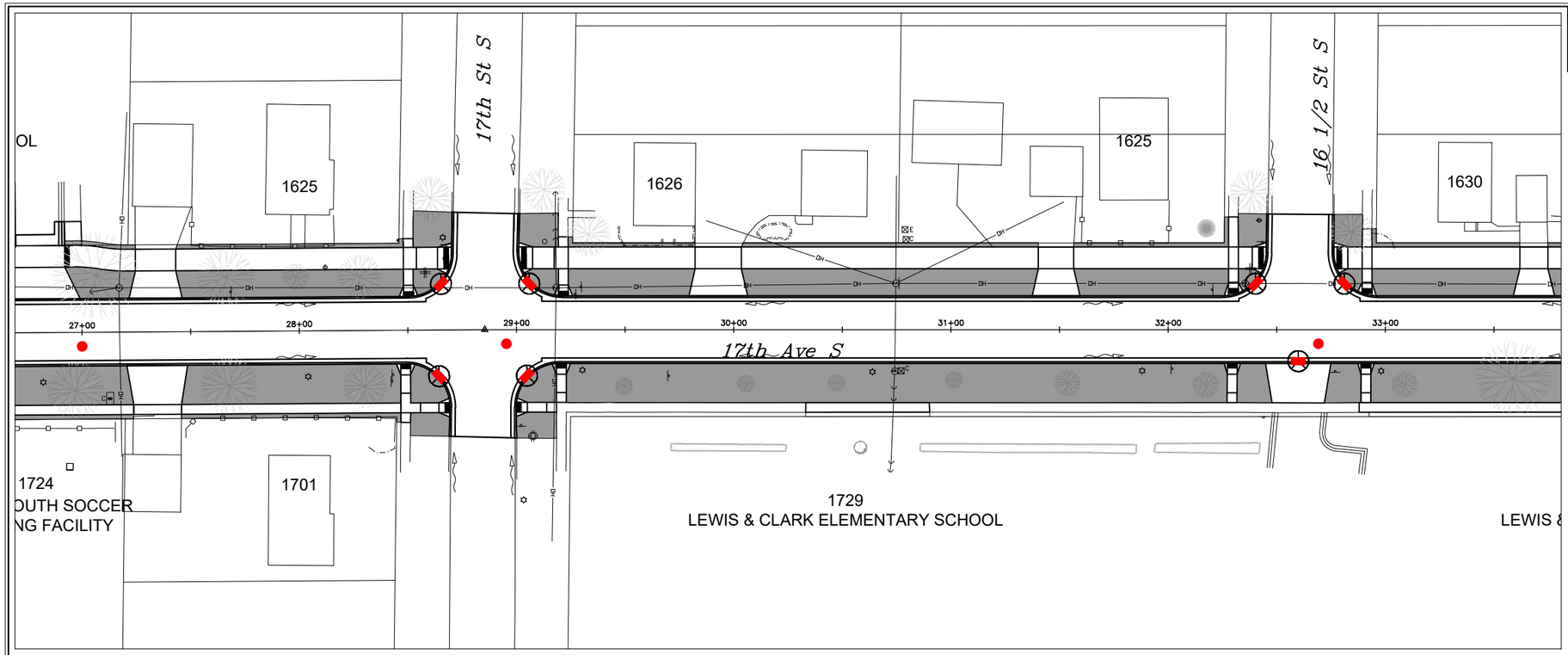
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(University Dr To 25th St)

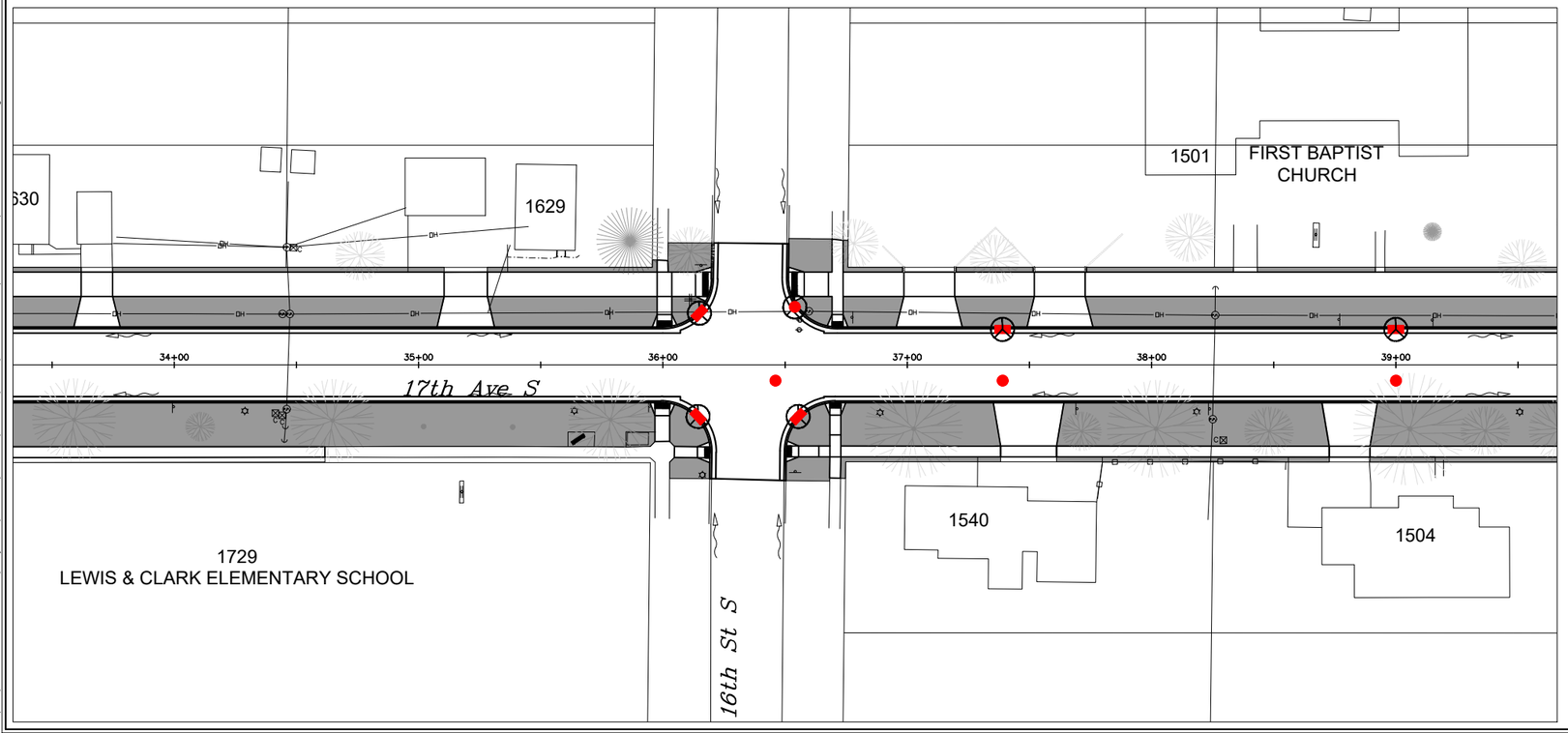
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	76	3

SPEC	CODE	PAY ITEM	QTY	UNIT
253	0201	Hydraulic Mulch		
		Sta 27+00 to Sta 39+50	0.8	ACRE
708	1540	Inlet Protection-Special		
		Sta 27+00 to Sta 39+50	13	EA
708	1541	Remove Inlet Protection-Special		
		Sta 27+00 to Sta 39+50	13	EA

N

0 40' 80'

INLET PROTECTION -SPECIAL

FLOW ARROW

HYDRAULIC MULCH

STORM STRUCTURES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Temporary Erosion Control

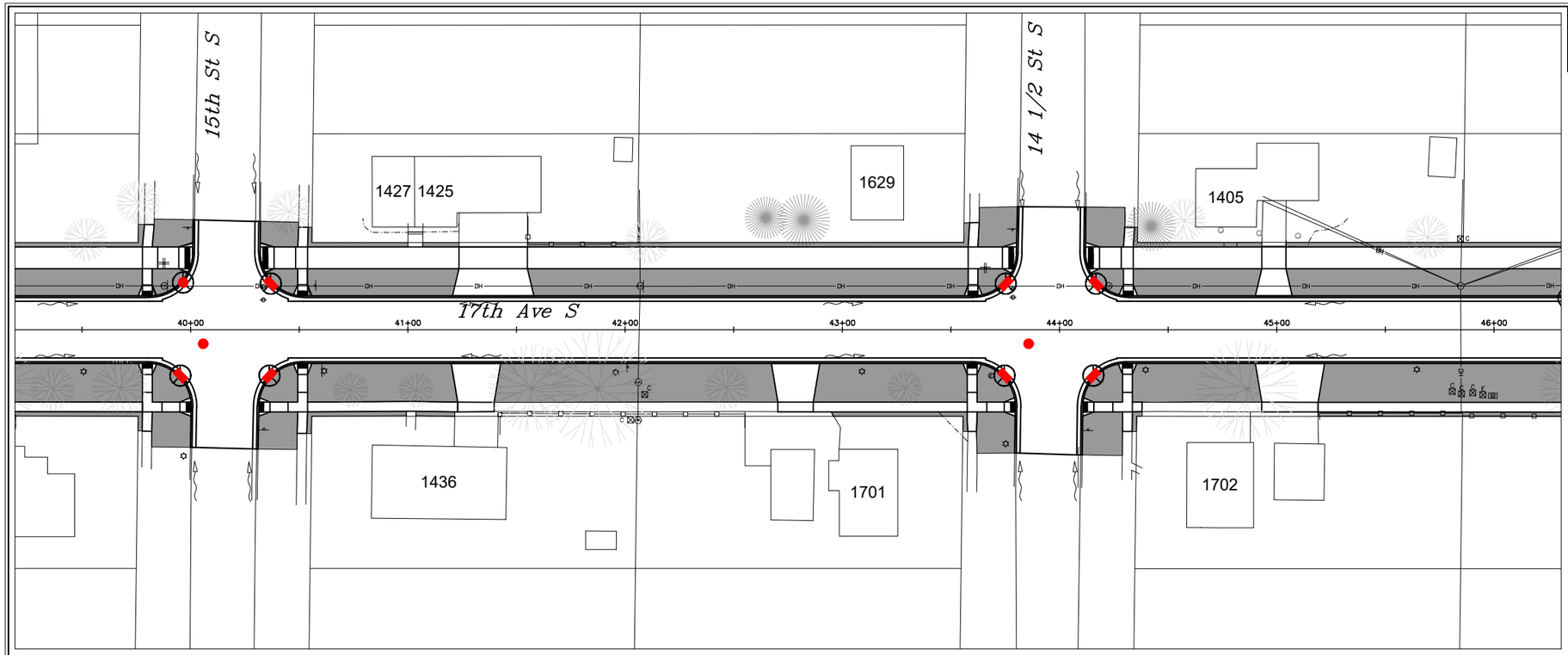
17th Ave S Reconstruction
(University Dr To 25th St)

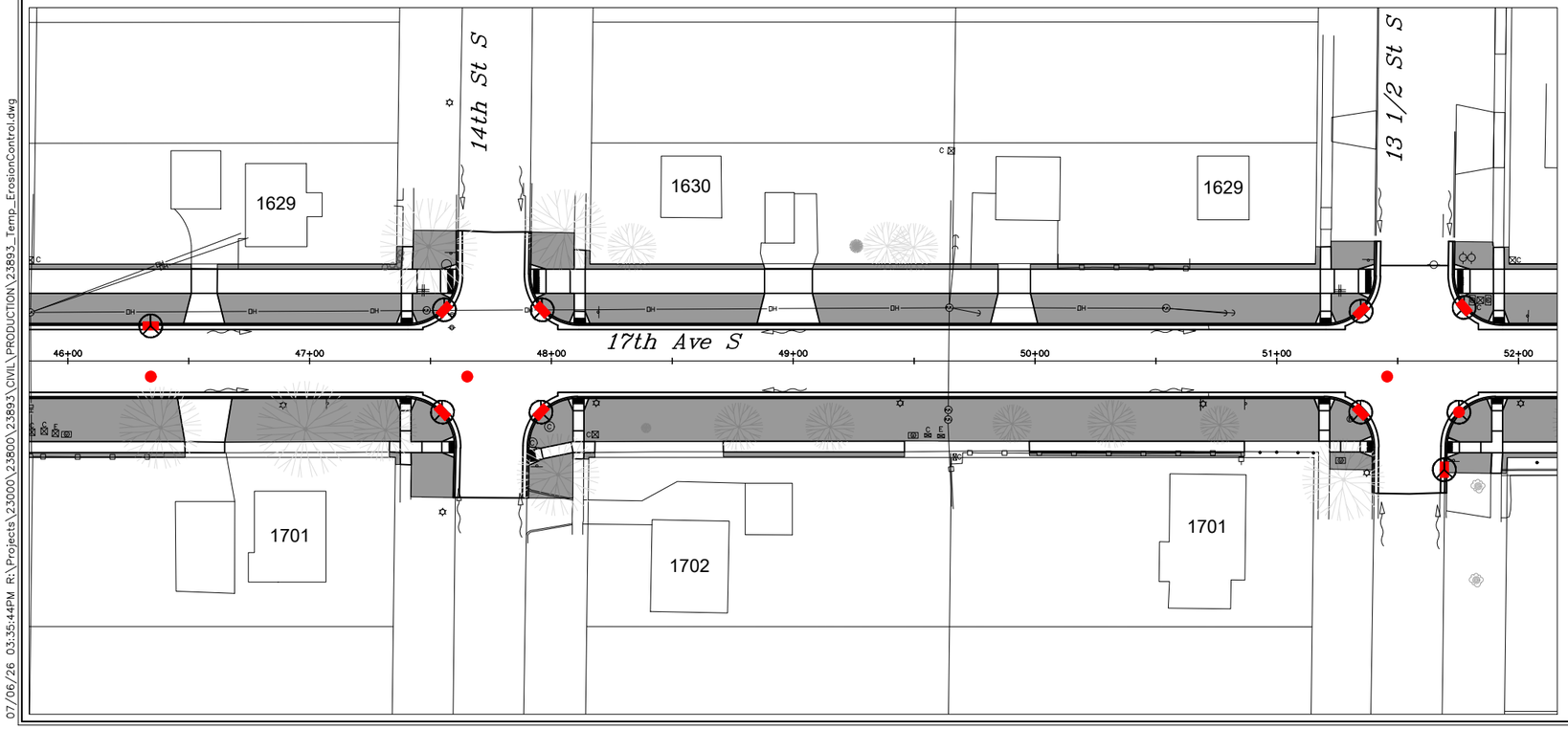
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	76	4

SPEC	CODE	PAY ITEM	QTY	UNIT
253	0201	Hydraulic Mulch		
		Sta 39+50 to Sta 51+50	0.79	ACRE
708	1540	Inlet Protection-Special		
		Sta 39+50 to Sta 51+50	15	EA
708	1541	Remove Inlet Protection-Special		
		Sta 39+50 to Sta 51+50	15	EA

N

0 40' 80'

INLET PROTECTION -SPECIAL

FLOW ARROW

HYDRAULIC MULCH

STORM STRUCTURES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Temporary Erosion Control

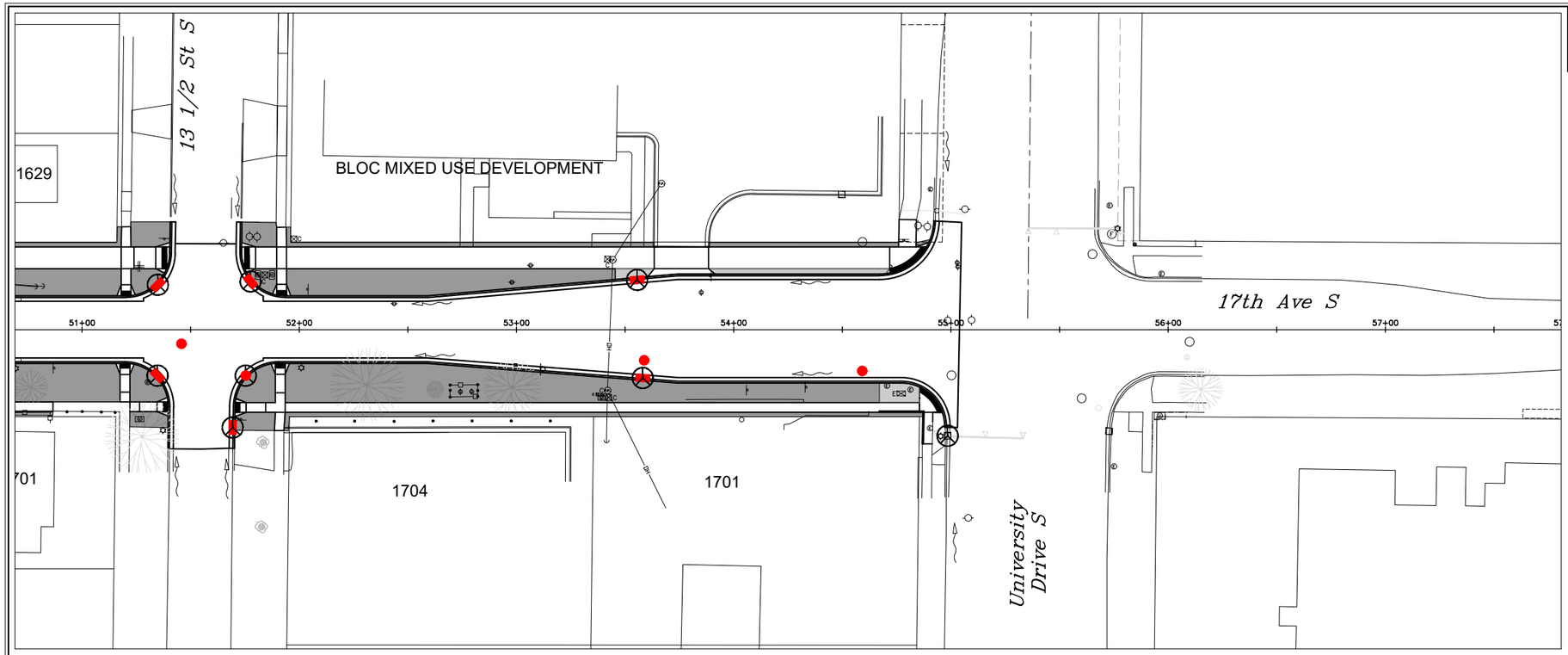
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	76	5

SPEC	CODE	PAY ITEM	QTY	UNIT
253	0201	Hydraulic Mulch		
		Sta 51+50 to Sta 55+00	0.16	ACRE
708	1540	Inlet Protection-Special		
		Sta 51+50 to Sta 55+00	6	EA
708	1541	Remove Inlet Protection-Special		
		Sta 51+50 to Sta 55+00	6	EA

N

0 40' 80'

INLET PROTECTION -SPECIAL

FLOW ARROW

HYDRAULIC MULCH

STORM STRUCTURES

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Temporary Erosion Control

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

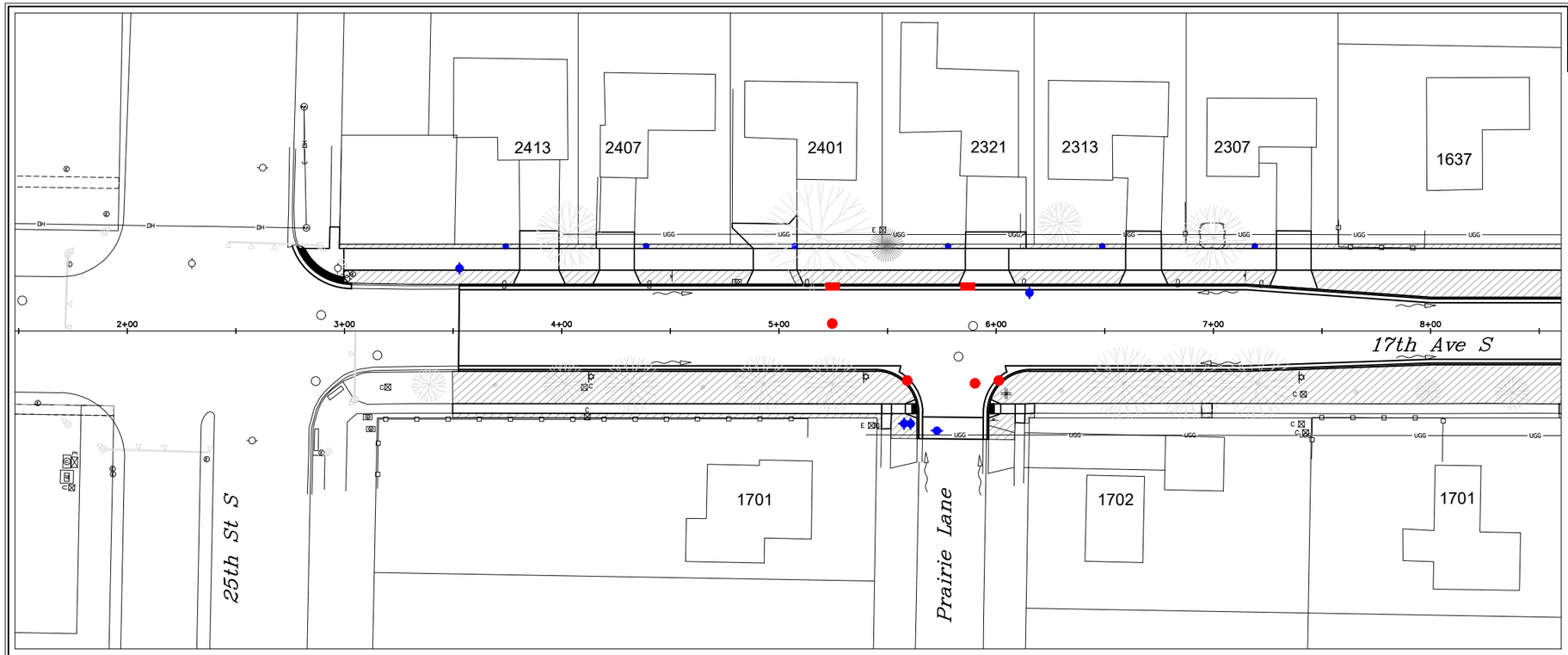
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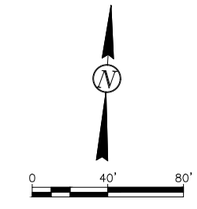
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	77	1

SPEC	CODE	PAY ITEM	QTY	UNIT
251	0300	Seeding Class III Sta 2+97 to Sta 14+50	0.67	ACRE
253	0201	Hydraulic Mulch Sta 2+97 to Sta 14+50	0.67	ACRE





ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Permanent Erosion Control

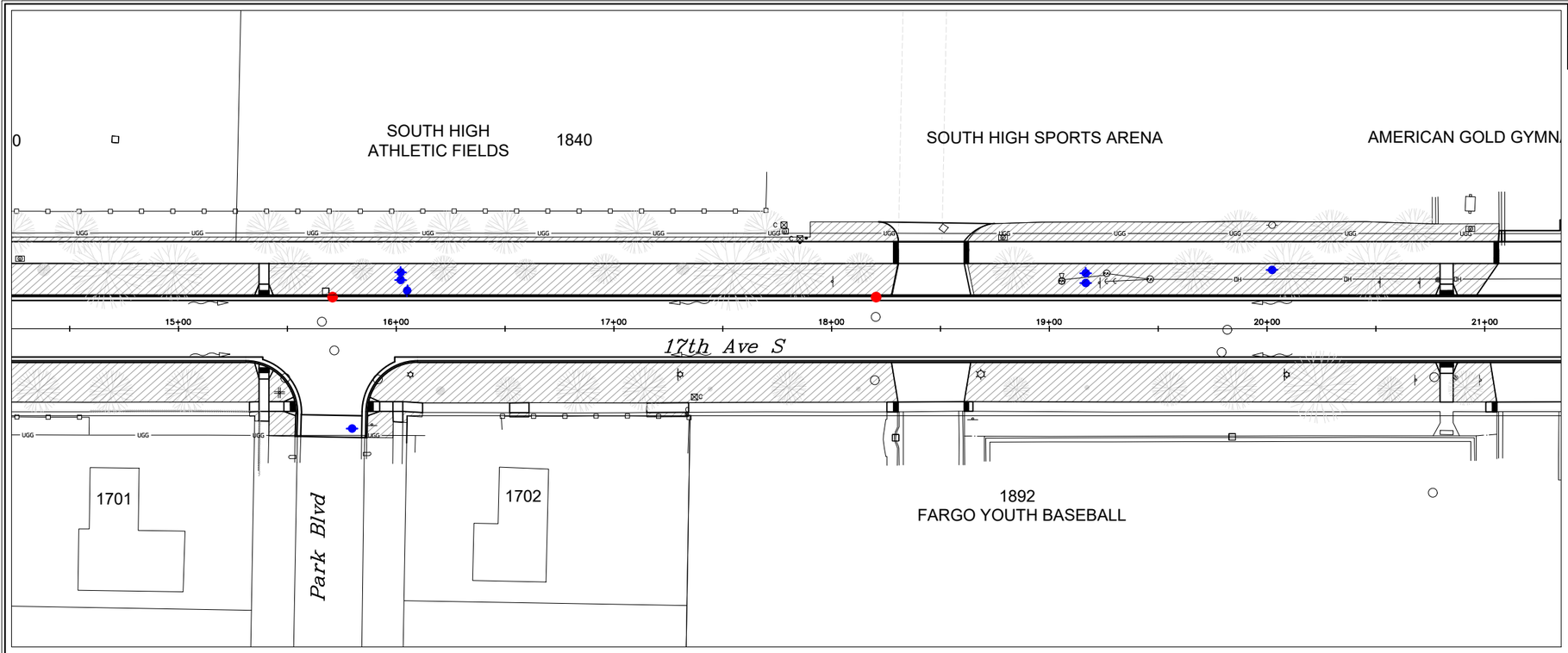
17th Ave S Reconstruction
(University Dr To 25th St)

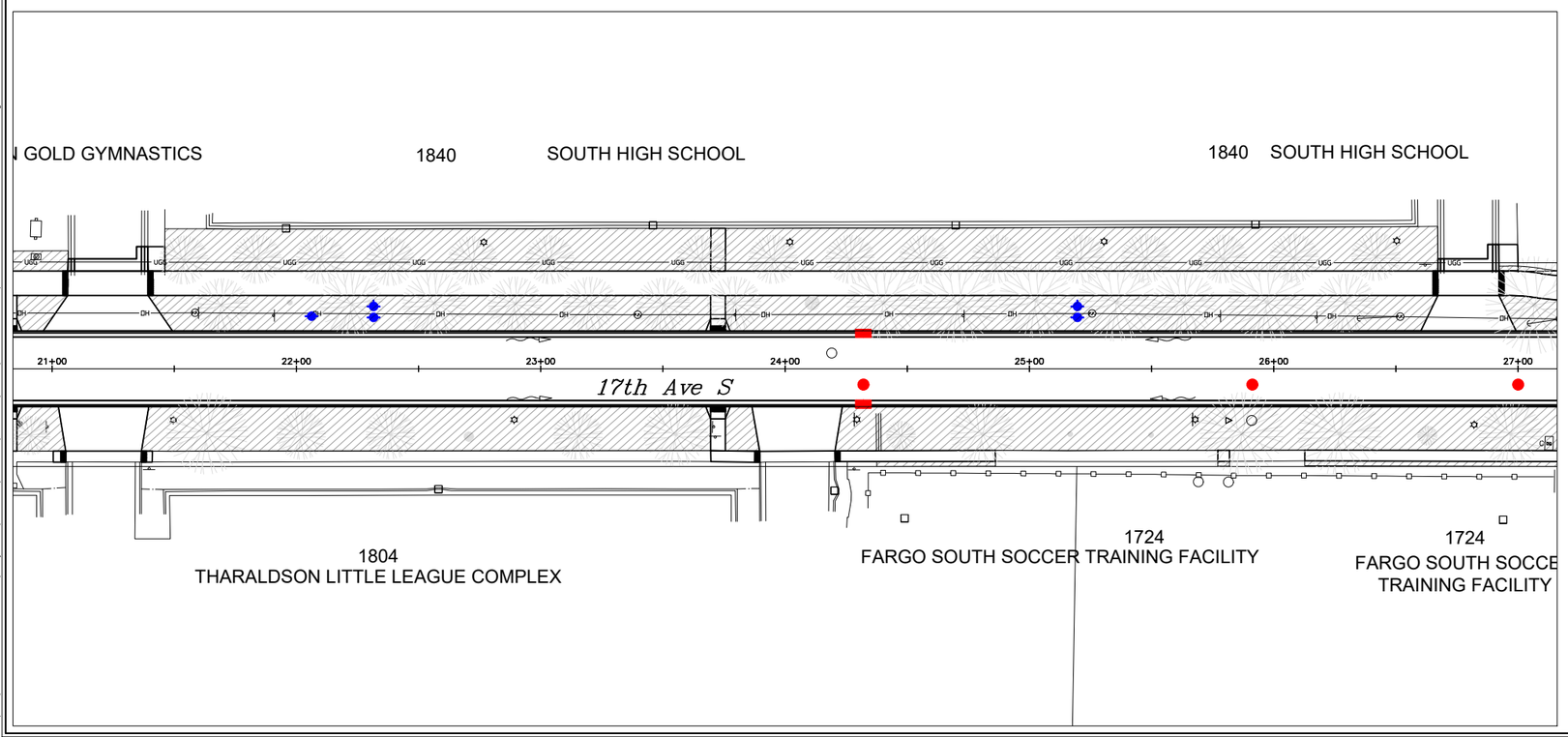
CITY OF FARGO Improvement District *BR-26-G1*

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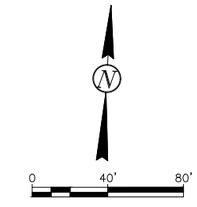
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	77	2

SPEC	CODE	PAY ITEM	QTY	UNIT
251	0300	Seeding Class III		
		Sta 14+50 to Sta 27+00	1.13	ACRE
253	0201	Hydraulic Mulch		
		Sta 14+50 to Sta 27+00	1.13	ACRE



FLOW ARROW

SEEDING CLASS III, HYDRAULIC MULCH

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Permanent Erosion Control

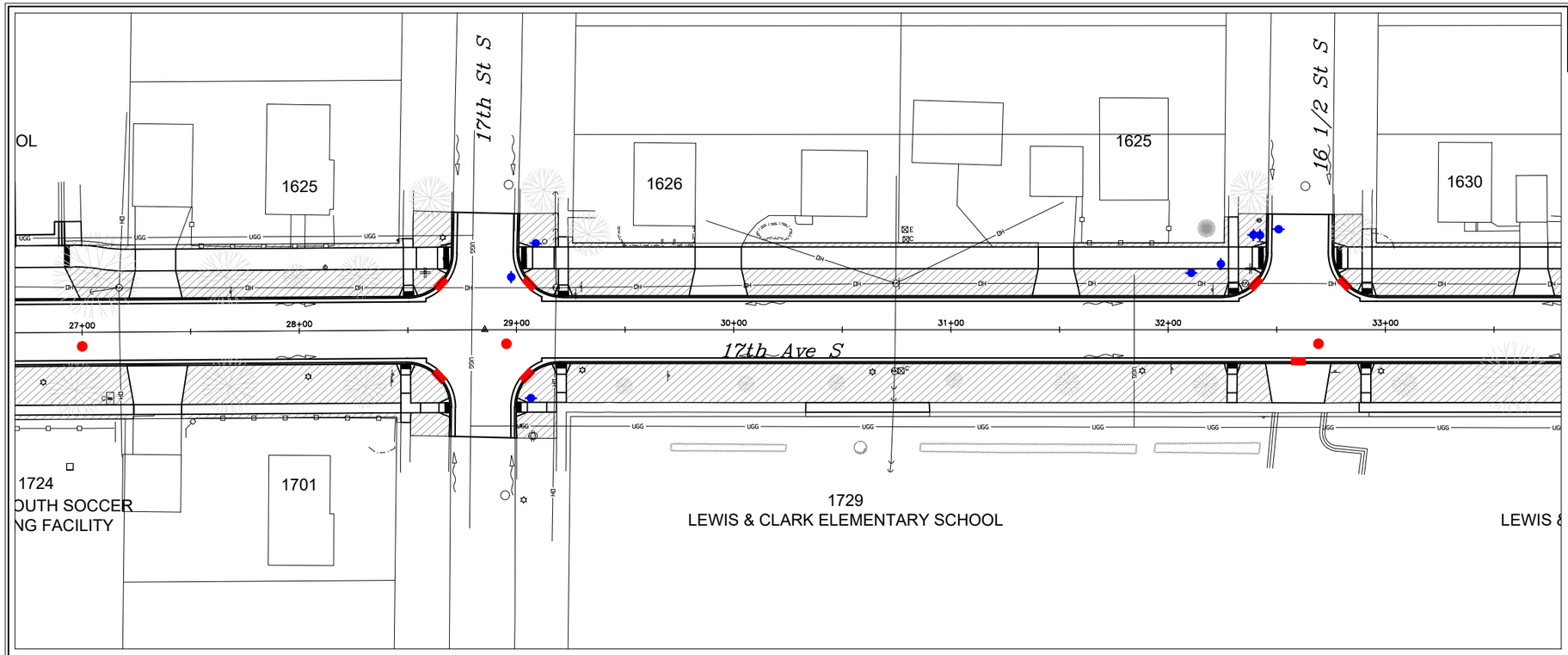
17th Ave S Reconstruction
(University Dr To 25th St)

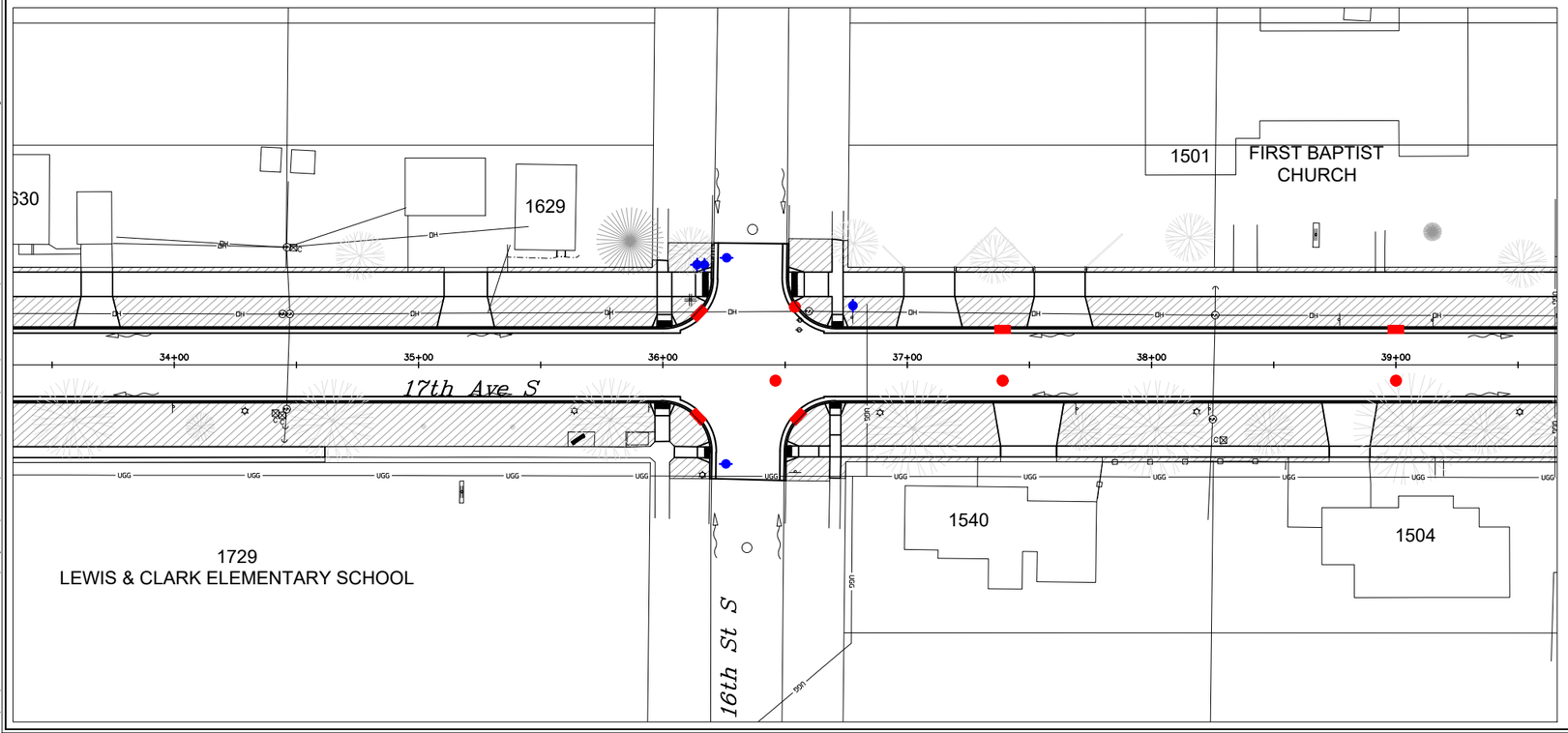
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	77	3

SPEC	CODE	PAY ITEM	QTY	UNIT
251	0300	Seeding Class III		
		Sta 27+00 to Sta 39+50	0.8	ACRE
253	0201	Hydraulic Mulch		
		Sta 27+00 to Sta 39+50	0.8	ACRE

0 40' 80'

FLOW ARROW

SEEDING CLASS III, HYDRAULIC MULCH

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Permanent Erosion Control

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	77	4

SPEC	CODE	PAY ITEM	QTY	UNIT
251	0300	Seeding Class III		
		Sta 39+50 to Sta 51+50	0.79	ACRE
253	0201	Hydraulic Mulch		
		Sta 39+50 to Sta 51+50	0.79	ACRE

0 40' 80'

FLOW ARROW

SEEDING CLASS III, HYDRAULIC MULCH

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Permanent Erosion Control

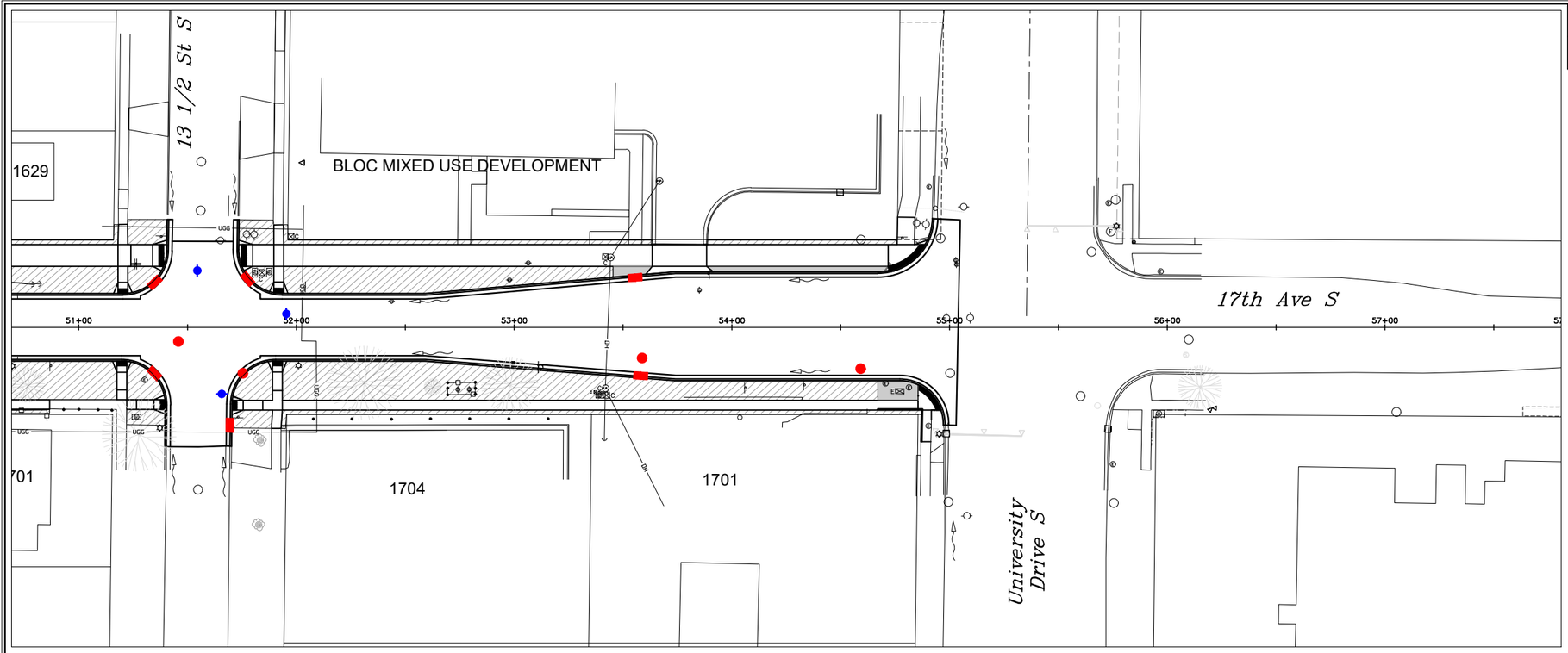
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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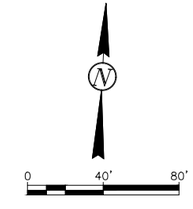
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	77	5

SPEC	CODE	PAY ITEM	QTY	UNIT
251	0300	Seeding Class III		
		Sta 51+50 to Sta 55+00	0.16	ACRE
253	0201	Hydraulic Mulch		
		Sta 51+50 to Sta 55+00	0.16	ACRE



FLOW ARROW

SEEDING CLASS III, HYDRAULIC MULCH

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Permanent Erosion Control

17th Ave S Reconstruction
(University Dr To 25th St)

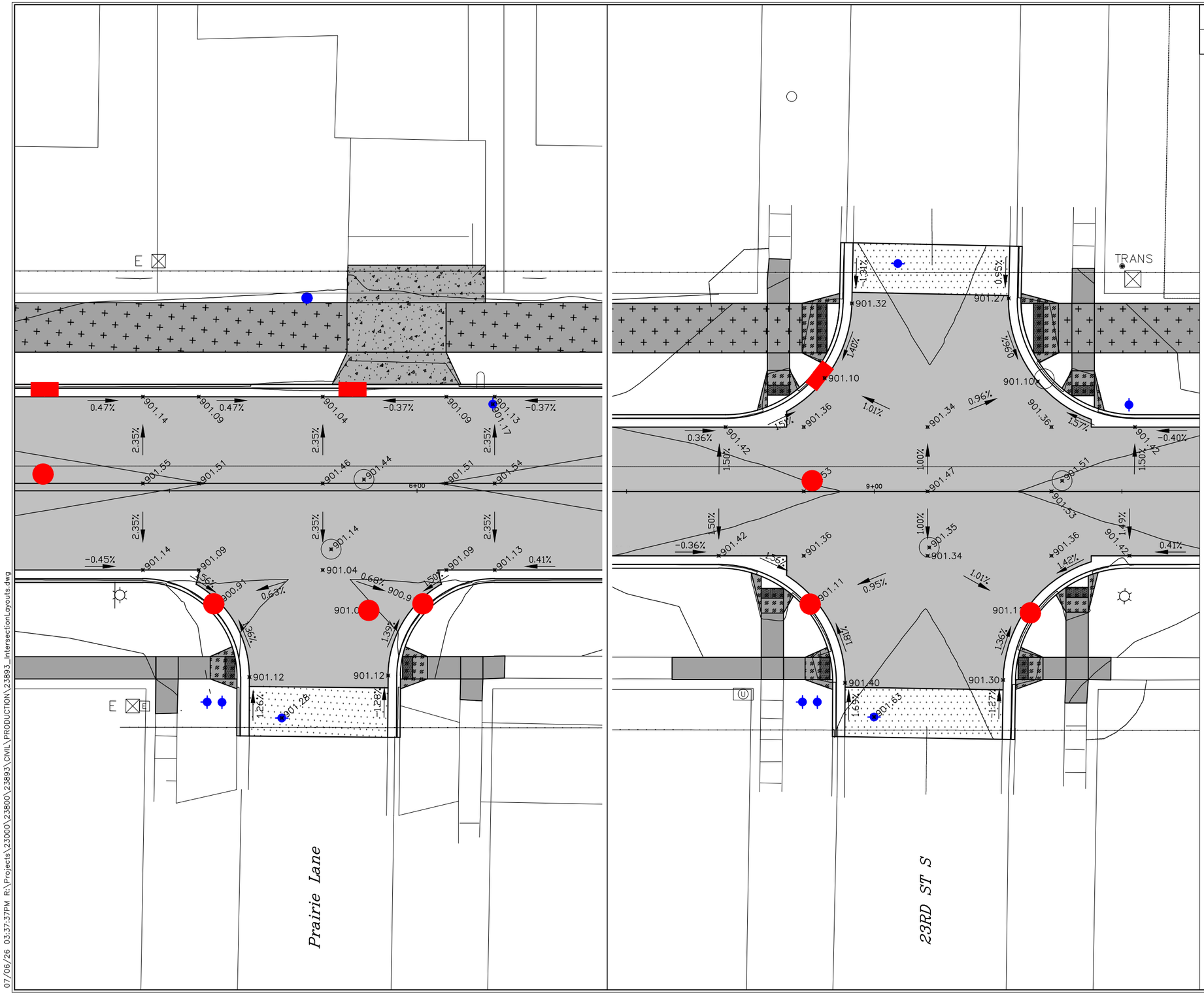
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	1



0 10' 20'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Intersection Layouts

17th Ave S Reconstruction (University Dr To 25th St)

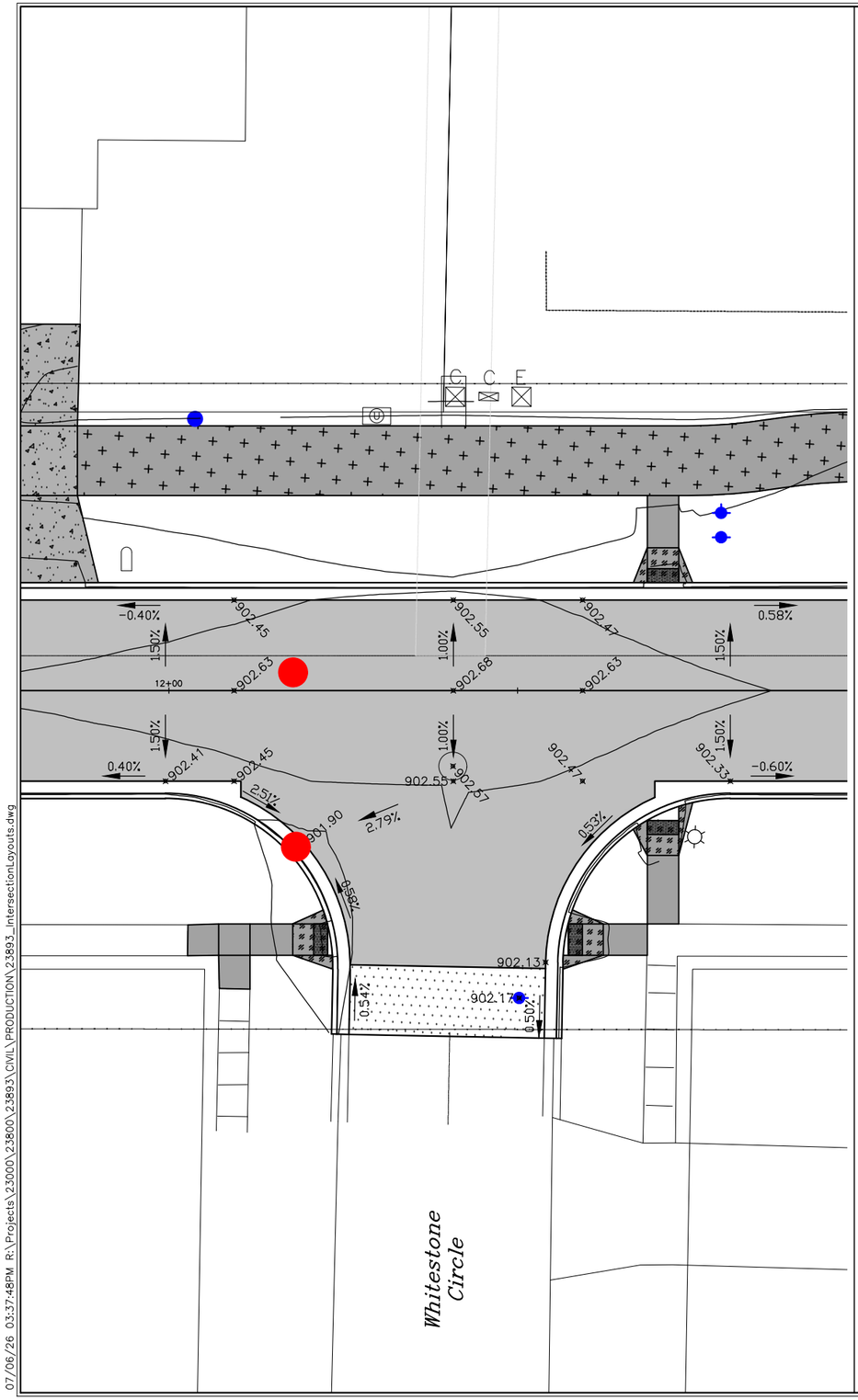
CITY OF FARGO Improvement District *BR-26-G1*

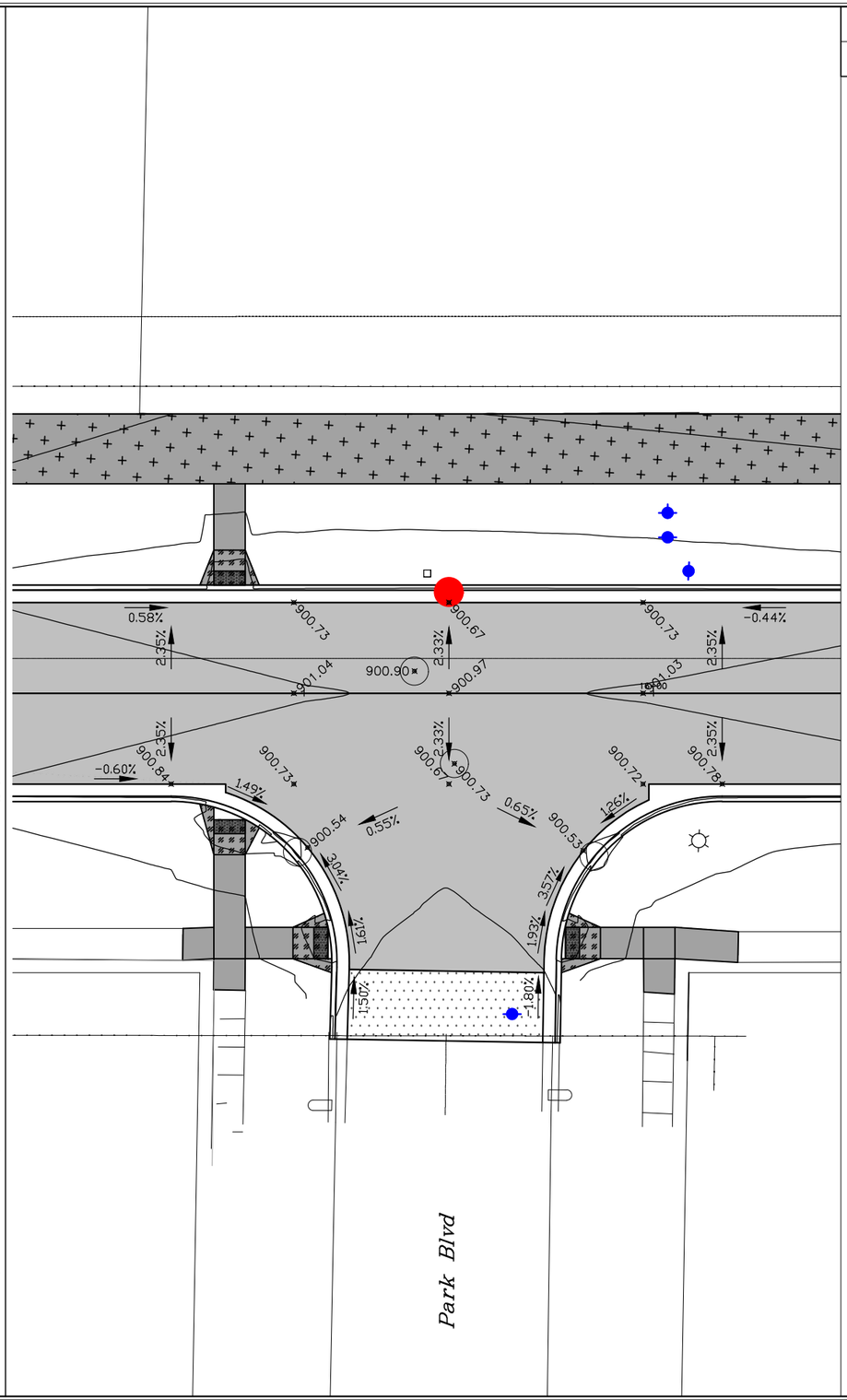
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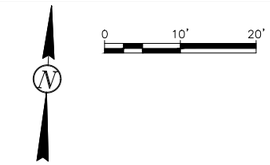
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	2







ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Intersection Layouts

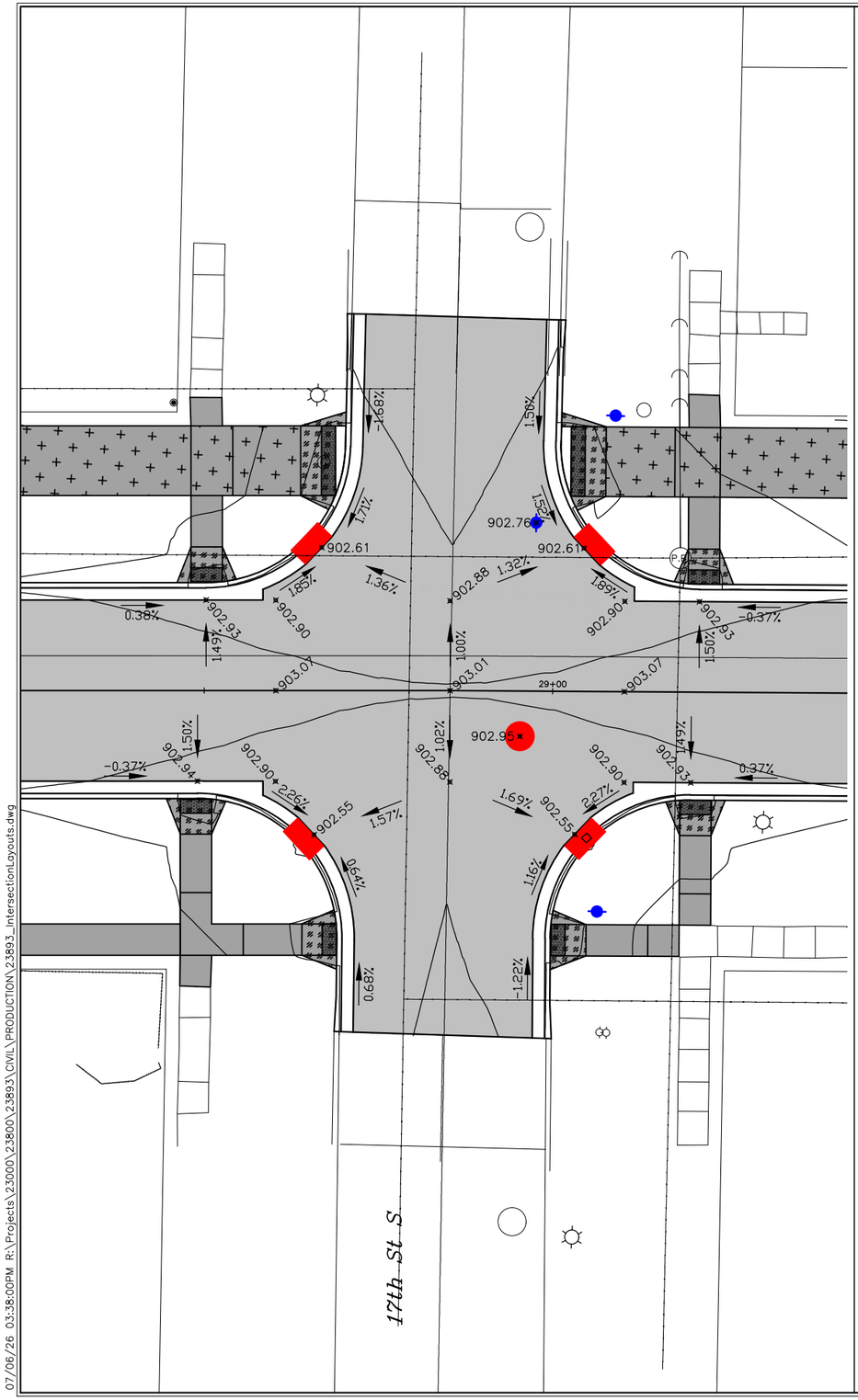
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	3

0 10' 20'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Intersection Layouts

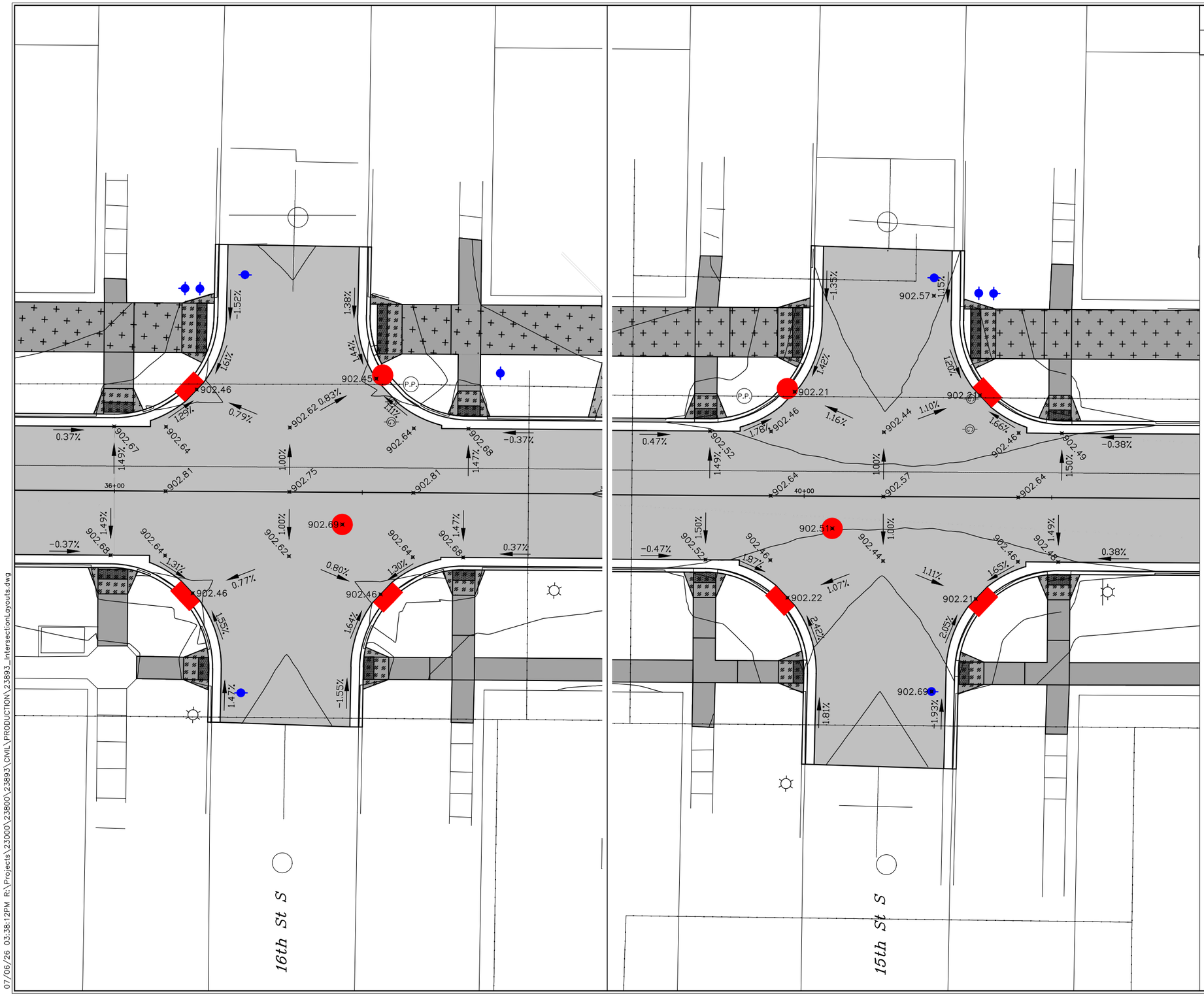
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	4

0 10' 20'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Intersection Layouts

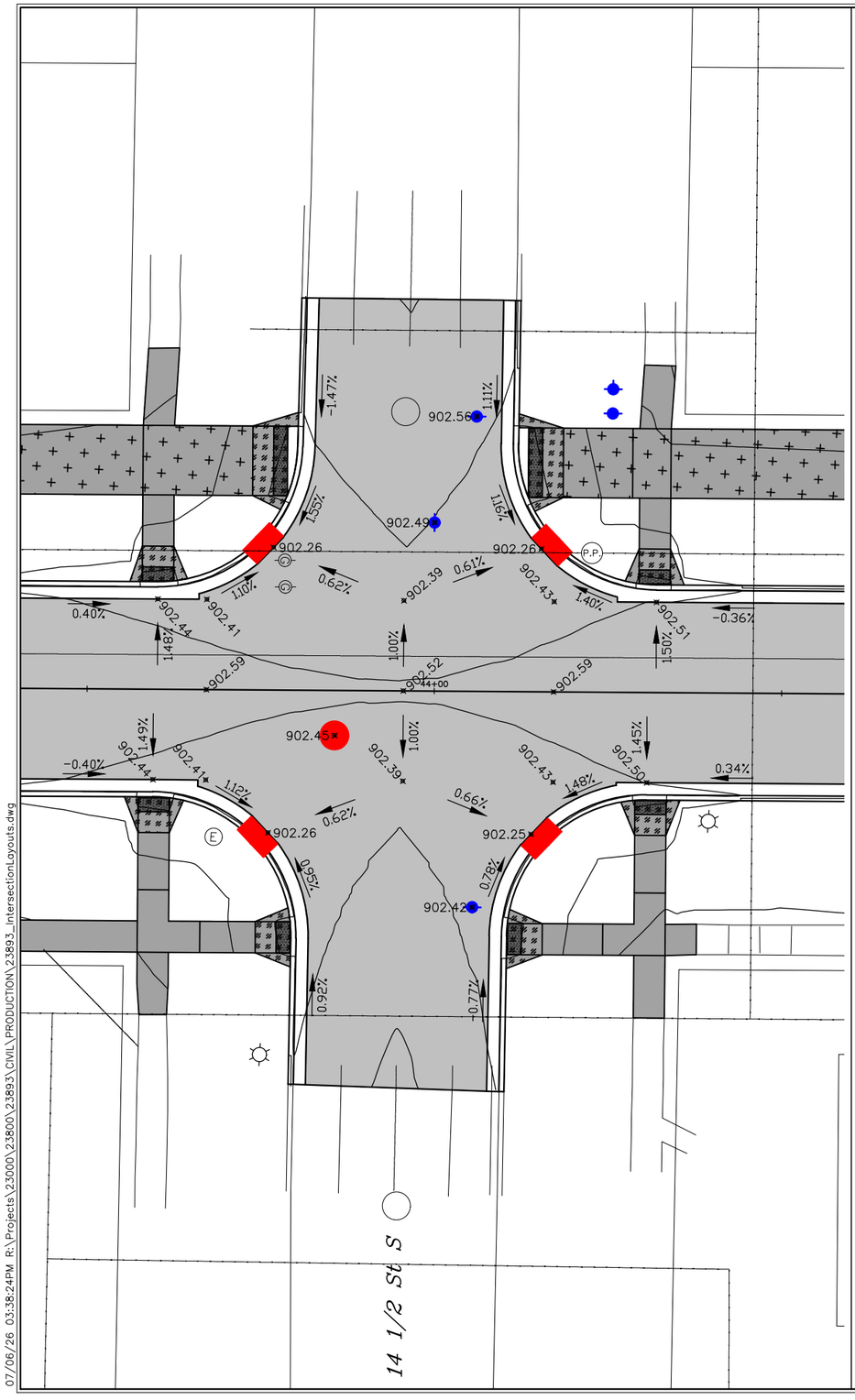
17th Ave S Reconstruction (University Dr To 25th St)

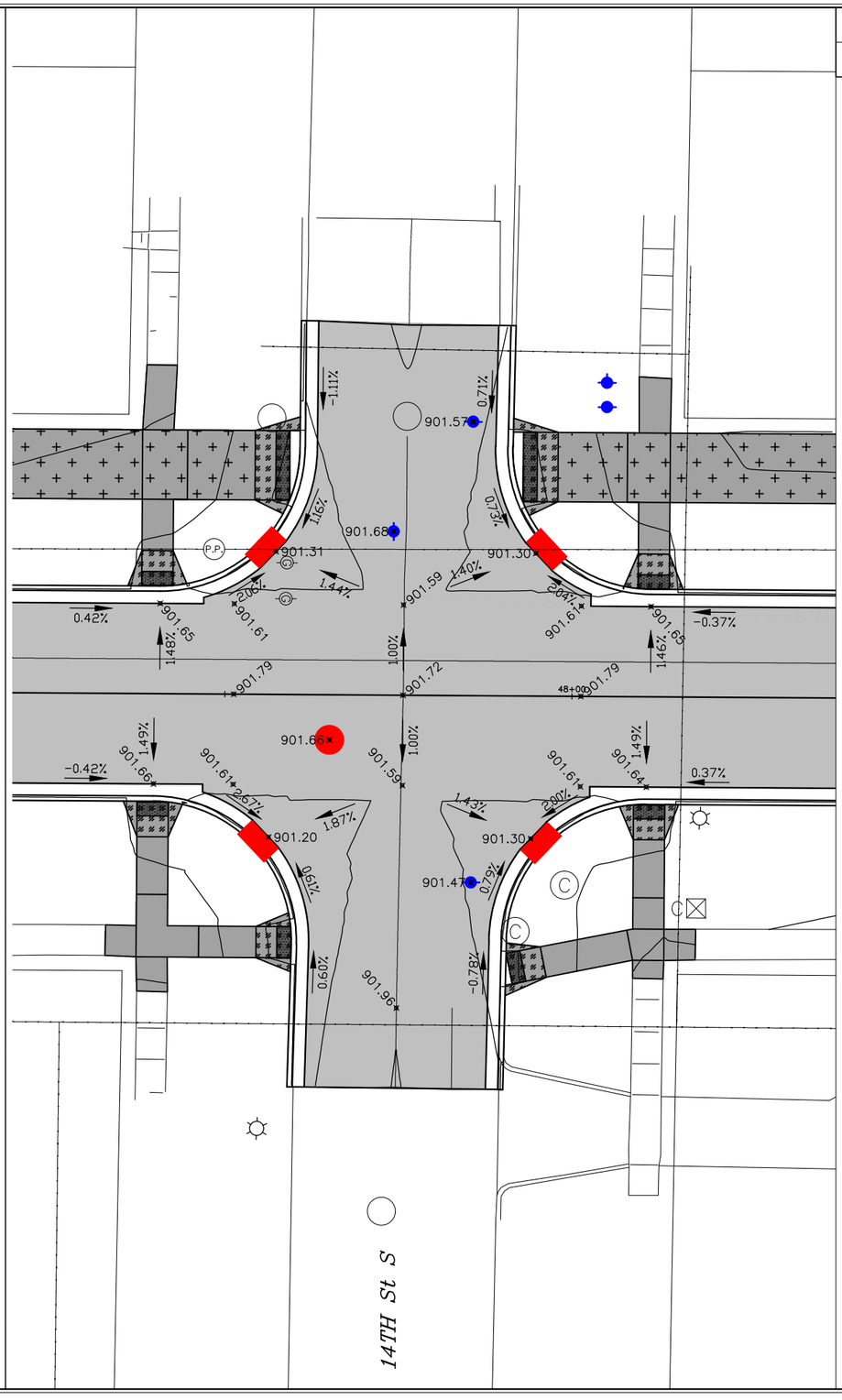
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	5

0 10' 20'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Intersection Layouts

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	6

0 10' 20'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Intersection Layouts

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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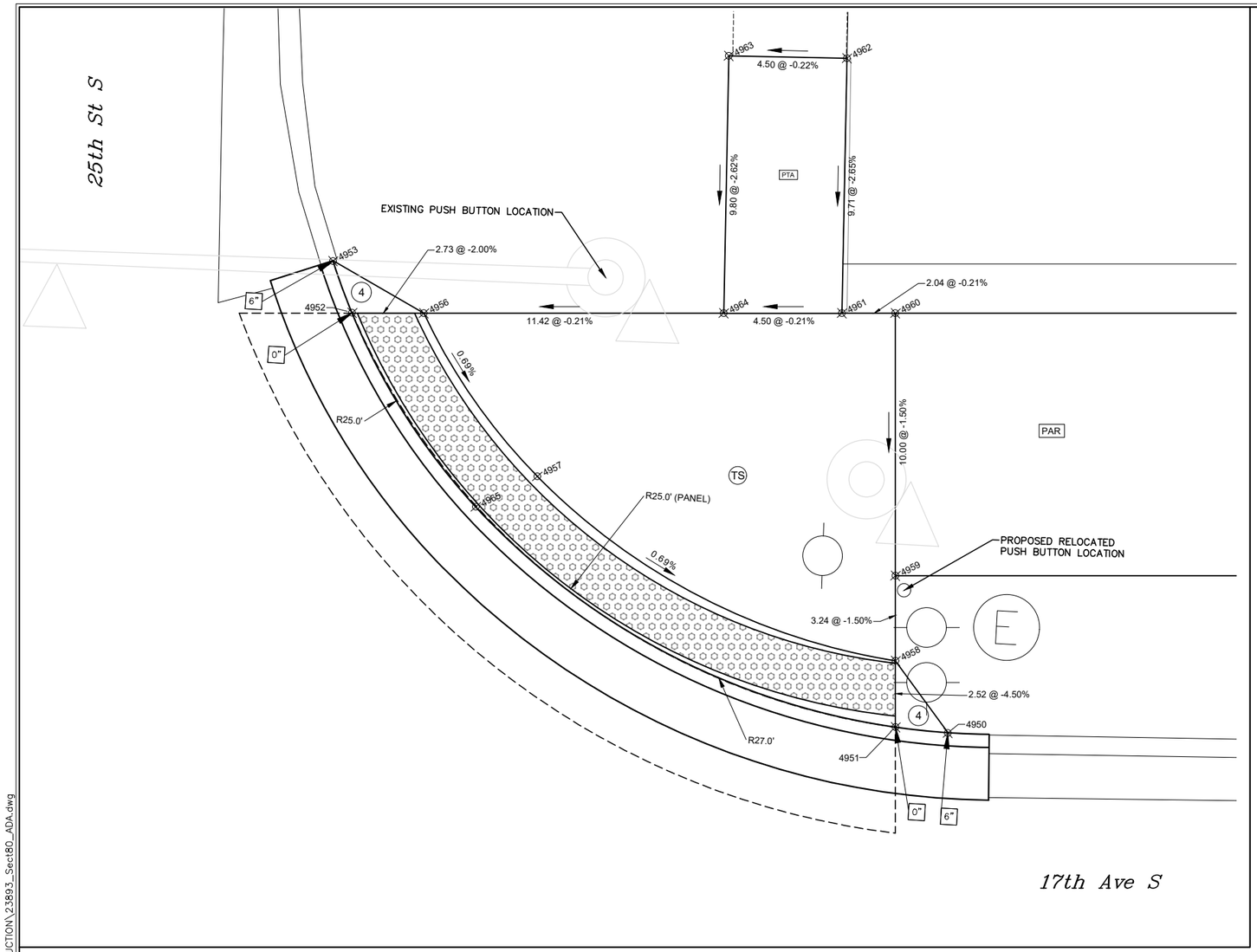
13 1/2 St S

University Drive S

52+00

55+00

Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	7

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
4950	454677.39	2889002.73	902.85	BOW	3+01.70	-22.02
4951	454677.50	2889000.72	902.40	BOW	2+99.70	-22.24
4952	454692.07	2888979.16	902.62	BOW	2+79.01	-38.02
4953	454693.99	2888978.32	903.09	BOW	2+78.28	-39.99
4956	454692.21	2888981.89	902.67	EOW	2+81.74	-38.00
4957	454686.25	2888986.56	902.62	EOW	2+86.06	-31.79
4958	454680.02	2889000.58	902.51	EOW	2+99.70	-24.76
4959	454683.25	2889000.39	902.56	EOW	2+99.70	-28.00
4960	454693.24	2888999.82	902.71	BOW	2+99.70	-38.00
4961	454693.12	2888997.78	902.70	BOW	2+97.66	-38.00
4962	454702.82	2888997.42	902.96	BOW	2+97.85	-47.71
4963	454702.66	2888992.92	902.95	EOW	2+93.35	-47.80
4964	454692.86	2888993.29	902.69	EOW	2+93.16	-38.00
4965	454689.96	2888984.29	902.59	BOC	2+83.72	-30.63

NE Quadrant 17th Ave S / 25th St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

(4) — 4:1 maximum (adjacent to non-walkable surface)

(10) — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

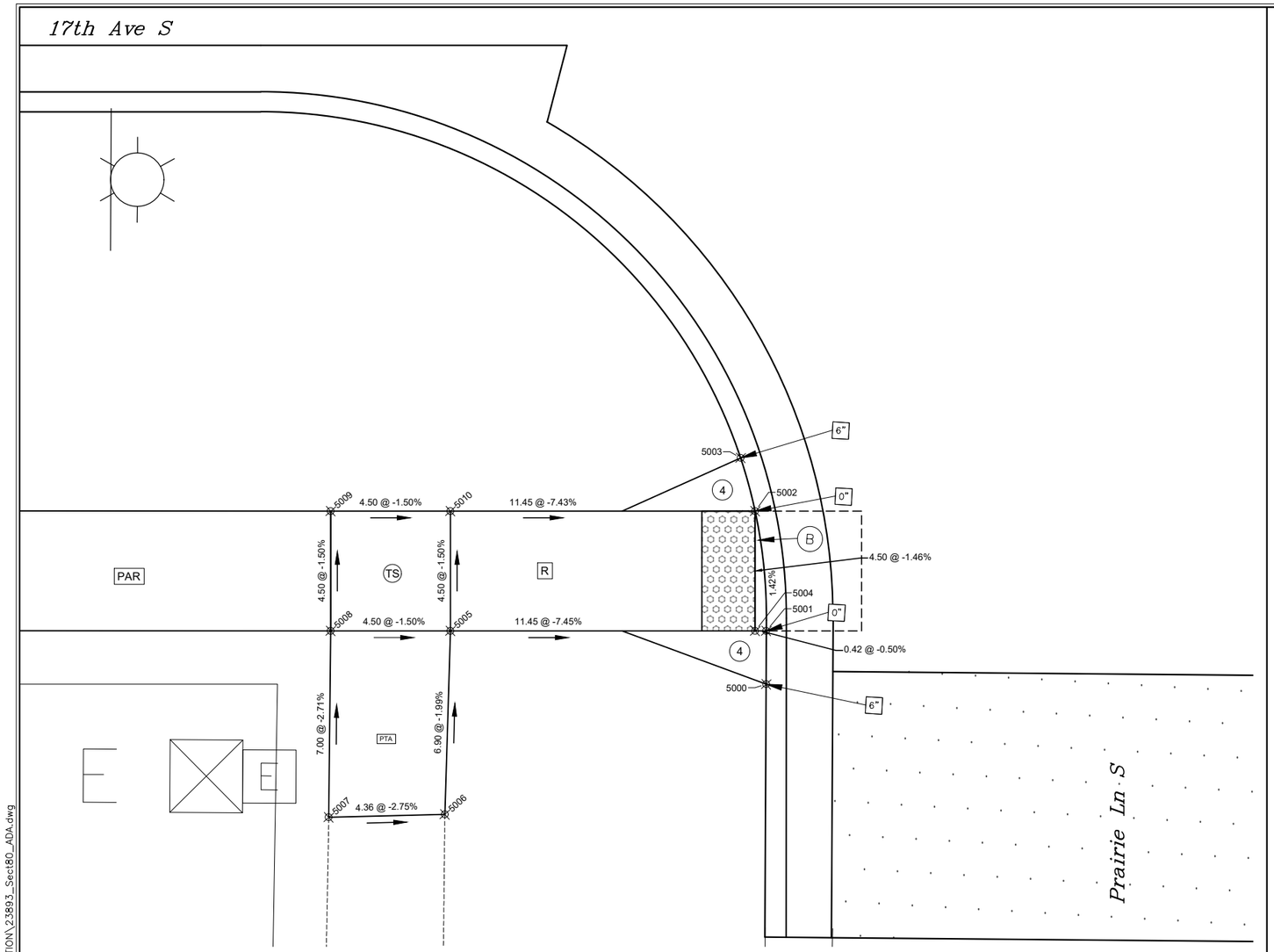
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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SW Quadrant 17th Ave S / Prairie Ln S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

(4) — 4:1 maximum (adjacent to non-walkable surface)

(10) — 10:1 maximum (adjacent to walkable surface)

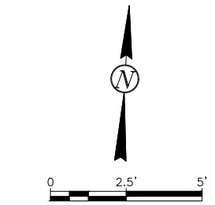
X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	8

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5000	454630.49	2889267.79	901.58	BOW	5+63.64	40.00
5001	454632.49	2889267.68	901.08	BOW	5+63.64	38.00
5002	454636.96	2889267.01	901.01	BOW	5+63.22	33.50
5003	454638.92	2889266.35	901.47	BOW	5+62.68	31.50
5004	454632.47	2889267.27	901.08	TOC	5+63.22	38.00
5005	454631.81	2889255.84	901.93	EOW	5+51.77	38.00
5006	454624.92	2889256.02	902.07	EOW-MA	5+51.56	44.89
5007	454624.56	2889251.67	902.19	BOW-MA	5+47.20	45.00
5008	454631.55	2889251.34	902.00	BOW	5+47.27	38.00
5009	454636.04	2889251.09	901.93	EOW	5+47.28	33.50
5010	454636.30	2889255.58	901.87	EOW	5+51.77	33.50



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REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

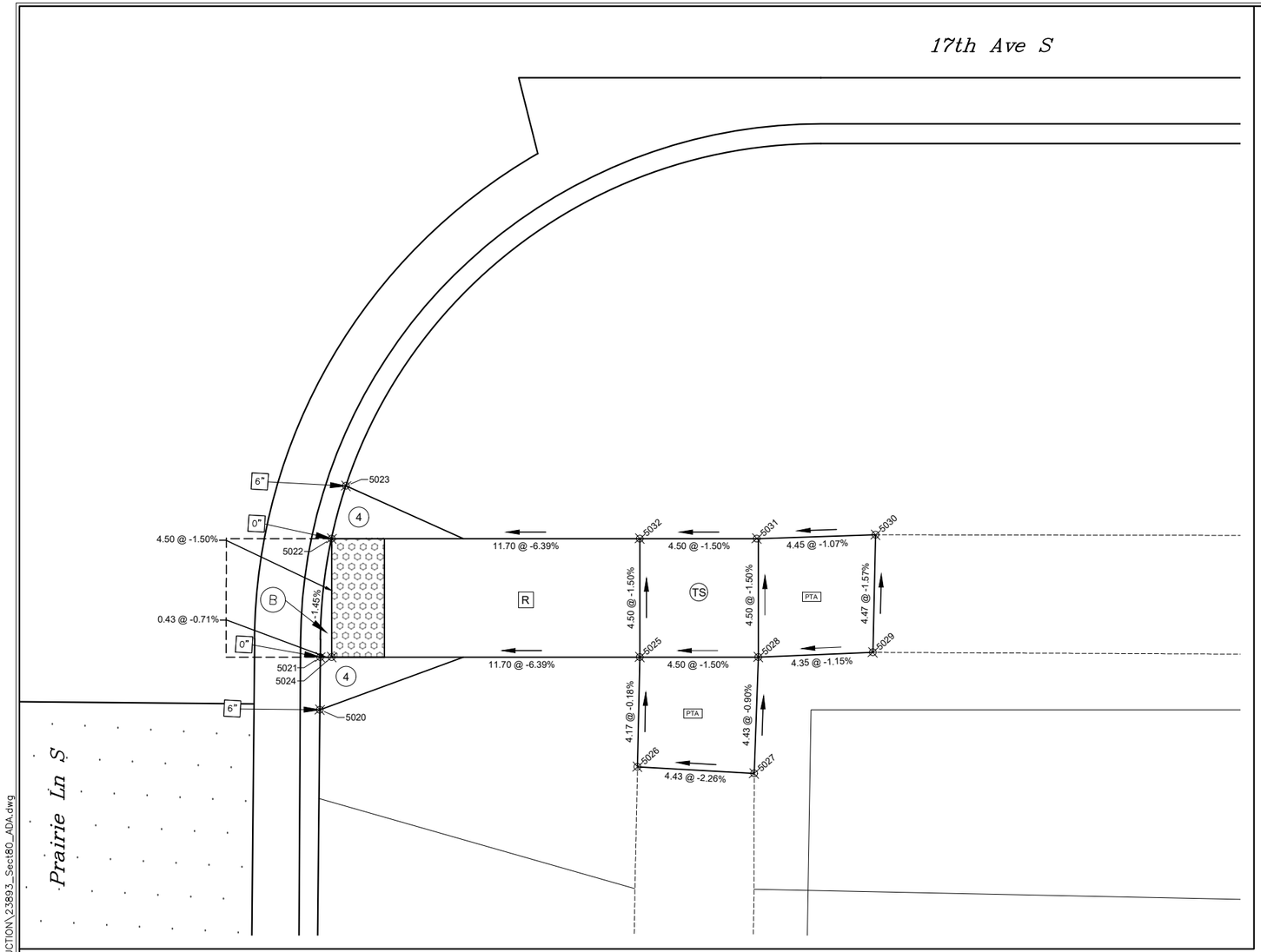
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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SE Quadrant 17th Ave S / Prairie Ln S

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	9

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5020	454632.38	2889300.73	901.59	BOW	5+96.63	40.00
5021	454634.38	2889300.64	901.08	BOW	5+96.65	38.00
5022	454638.90	2889300.81	901.02	BOW	5+97.08	33.50
5023	454640.93	2889301.24	901.48	BOW	5+97.63	31.50
5024	454634.41	2889301.07	901.09	TOC	5+97.08	38.00
5025	454635.08	2889312.75	901.83	EOW	6+08.78	38.00
5026	454630.91	2889312.90	901.84	EOW-MA	6+08.69	42.17
5027	454630.91	2889317.33	901.94	BOW-MA	6+13.12	42.42
5028	454635.33	2889317.24	901.90	BOW	6+13.28	38.00
5029	454635.76	2889321.57	901.95	BOW-MA	6+17.63	37.82
5030	454640.23	2889321.42	901.88	EOW-MA	6+17.73	33.36
5031	454639.82	2889316.92	901.83	EOW	6+13.22	33.50
5032	454639.57	2889312.49	901.77	EOW	6+08.78	33.50

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

(B) — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) — 4:1 maximum (adjacent to non-walkable surface)
(10) — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

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REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

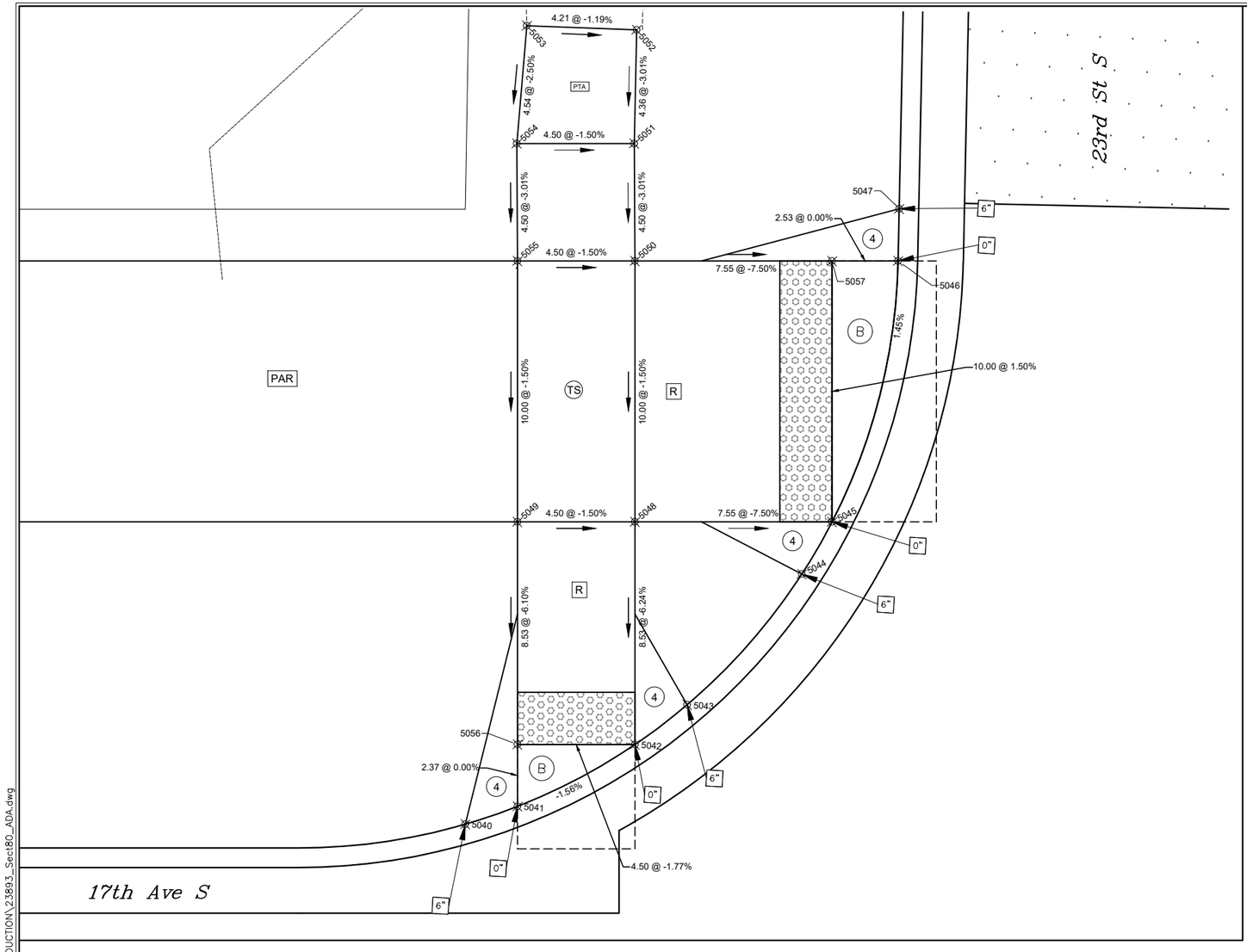
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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NW Quadrant 17th Ave S / 23rd St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
4 — 4:1 maximum (adjacent to non-walkable surface)
10 — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	10

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5040	454704.74	2889576.82	901.75	BOW	8+76.42	-16.41
5041	454705.54	2889578.78	901.24	BOW	8+78.42	-17.09
5042	454708.16	2889583.14	901.16	BOW	8+82.92	-19.47
5043	454709.80	2889585.05	901.60	BOW	8+84.92	-20.99
5044	454715.05	2889589.15	901.59	BOW	8+89.31	-26.00
5045	454717.11	2889590.19	901.13	BOW	8+90.46	-28.00
5046	454727.24	2889592.14	901.28	BOW	8+93.00	-38.00
5047	454729.24	2889592.07	901.78	BOW	8+93.04	-40.00
5048	454716.68	2889582.65	901.69	EOW	8+82.92	-28.00
5049	454716.42	2889578.16	901.76	EOW	8+78.42	-28.00
5050	454726.66	2889582.08	901.84	EOW	8+82.92	-38.00
5051	454731.16	2889581.79	901.98	EOW	8+82.89	-42.50
5052	454735.51	2889581.63	902.11	EOW-MA	8+82.98	-46.86
5053	454735.43	2889577.42	902.16	BOW-MA	8+78.77	-47.02
5054	454730.90	2889577.30	902.05	BOW	8+78.39	-42.50
5055	454726.41	2889577.58	901.91	BOW	8+78.42	-38.00
5056	454707.91	2889578.65	901.24	TOC	8+78.42	-19.47
5057	454727.10	2889589.61	901.28	TOC	8+90.46	-38.00

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

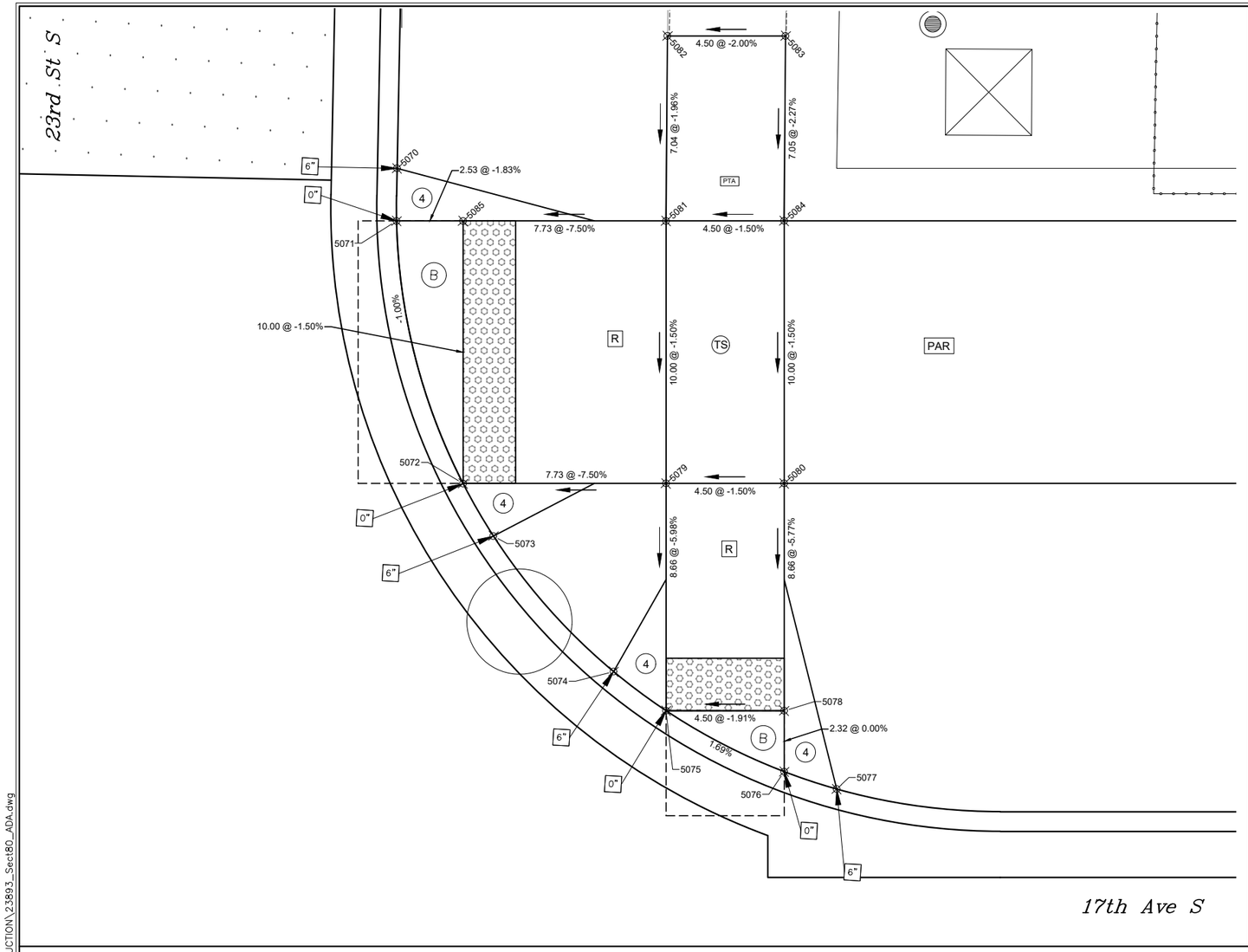
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	11

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5070	454731.34	2889628.65	901.62	BOW	9+29.68	-40.00
5071	454729.34	2889628.75	901.22	BOW	9+29.66	-38.00
5072	454719.50	2889631.85	901.11	BOW	9+32.19	-28.00
5073	454717.58	2889633.11	901.58	BOW	9+33.35	-26.00
5074	454712.68	2889637.98	901.62	BOW	9+37.93	-20.84
5075	454711.31	2889640.06	901.17	BOW	9+39.93	-19.34
5076	454709.25	2889644.69	901.26	BOW	9+44.43	-17.02
5077	454708.70	2889646.72	901.78	BOW	9+46.43	-16.36
5078	454711.57	2889644.55	901.26	TOC	9+44.43	-19.34
5079	454719.95	2889639.57	901.69	EOW	9+39.93	-28.00
5080	454720.21	2889644.06	901.76	EOW	9+44.43	-28.00
5081	454729.93	2889638.99	901.84	EOW	9+39.93	-38.00
5082	454736.97	2889638.64	901.98	EOW-MA	9+39.98	-45.04
5083	454737.23	2889643.14	902.07	BOW-MA	9+44.48	-45.05
5084	454730.19	2889643.49	901.91	BOW	9+44.43	-38.00
5085	454729.49	2889631.27	901.26	TOC	9+32.19	-38.00



NE Quadrant 17th Ave S / 23rd St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

(4) 4:1 maximum (adjacent to non-walkable surface)

(10) 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
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REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

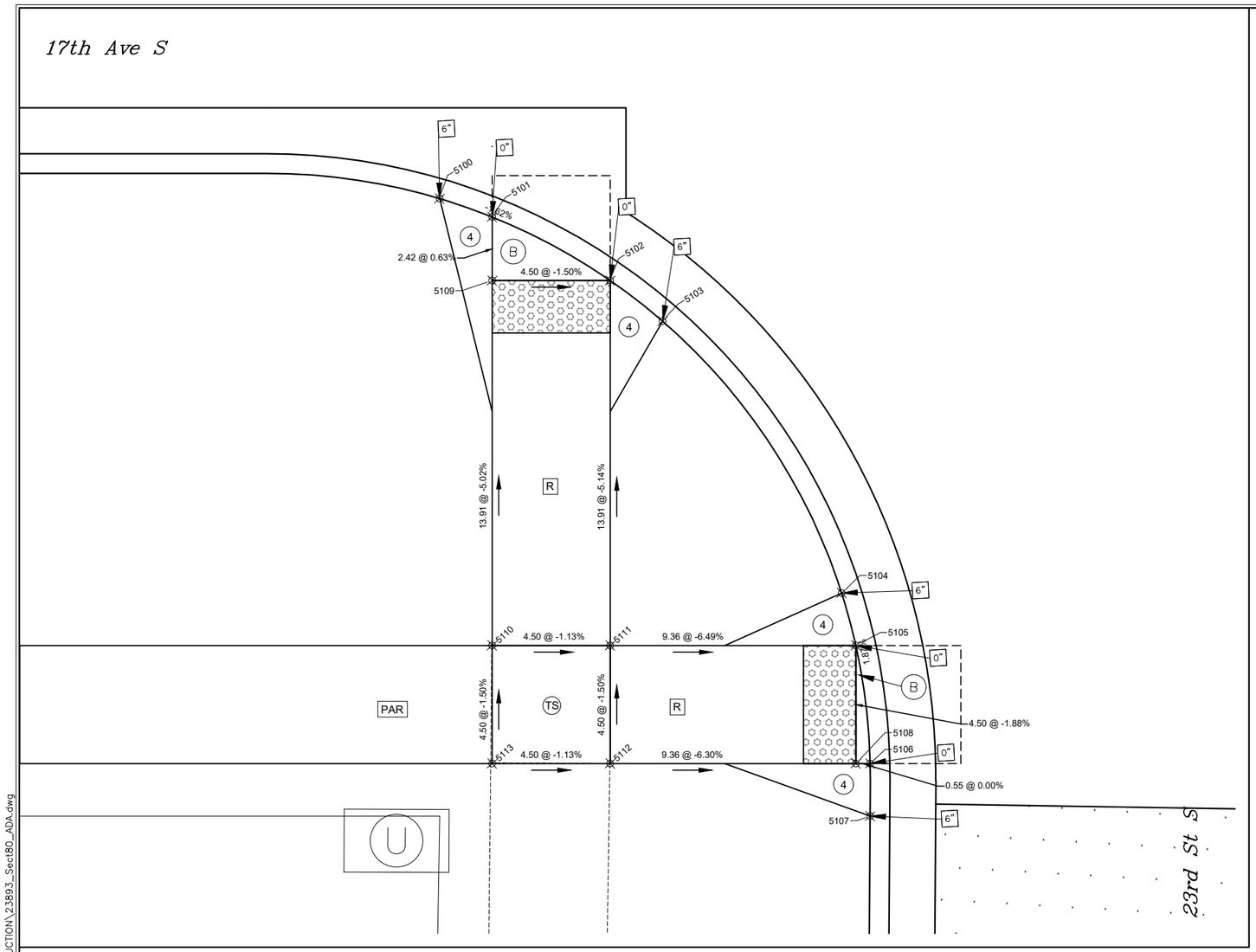
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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SW Quadrant 17th Ave S / 23rd St S

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	12

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5100	454671.85	2889577.49	901.74	BOW	8+75.20	16.46
5101	454671.26	2889579.53	901.24	BOW	8+77.20	17.16
5102	454669.10	2889584.16	901.16	BOW	8+81.70	19.59
5103	454667.67	2889586.25	901.60	BOW	8+83.70	21.14
5104	454657.71	2889593.65	901.71	BOW	8+90.52	31.50
5105	454655.75	2889594.31	901.26	BOW	8+91.06	33.50
5106	454651.29	2889595.11	901.35	BOW	8+91.61	38.00
5107	454649.29	2889595.22	901.86	BOW	8+91.60	40.00
5108	454651.26	2889594.57	901.35	TOC	8+91.06	38.00
5109	454668.85	2889579.67	901.22	TOC	8+77.20	19.59
5110	454654.95	2889580.47	901.86	EOW-MA	8+77.20	33.50
5111	454655.21	2889584.96	901.90	EOW-MA	8+81.70	33.50
5112	454650.72	2889585.22	901.94	EOW-MA	8+81.70	38.00
5113	454650.46	2889580.73	901.99	EOW-MA	8+77.20	38.00

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
④ 4:1 maximum (adjacent to non-walkable surface)
⑩ 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

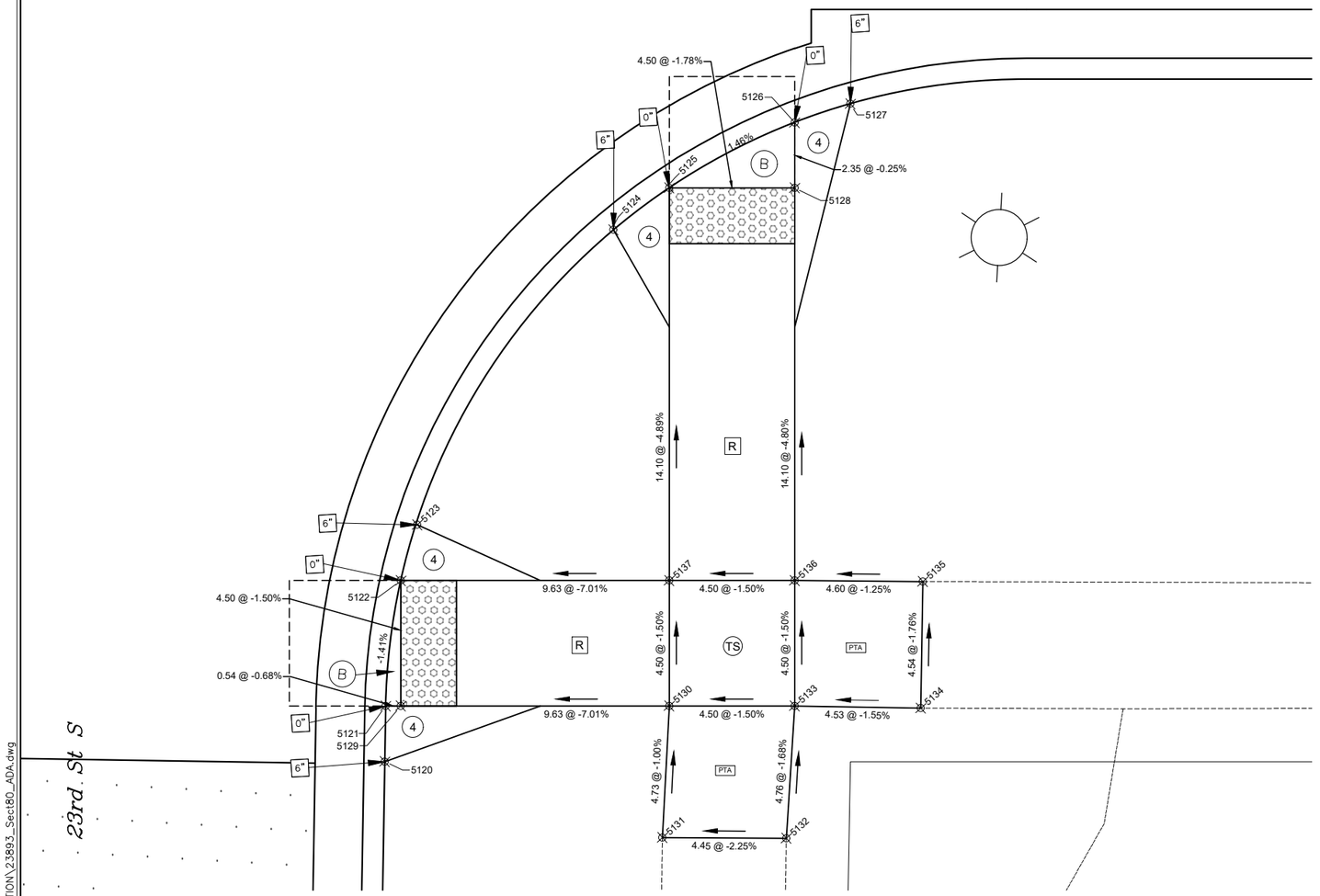
CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	13



Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5120	454651.41	2889632.06	901.75	BOW	9+28.50	40.00
5121	454653.40	2889631.97	901.25	BOW	9+28.53	38.00
5122	454657.93	2889632.26	901.19	BOW	9+29.08	33.50
5123	454659.96	2889632.73	901.64	BOW	9+29.66	31.50
5124	454670.94	2889639.16	901.62	BOW	9+36.71	20.91
5125	454672.55	2889641.07	901.18	BOW	9+38.71	19.40
5126	454675.15	2889645.43	901.25	BOW	9+43.21	17.06
5127	454675.94	2889647.38	901.76	BOW	9+45.21	16.39
5128	454672.81	2889645.56	901.26	TOC	9+43.21	19.40
5129	454653.44	2889632.52	901.26	TOC	9+29.08	38.00
5130	454653.99	2889642.13	901.93	EOW	9+38.71	38.00
5131	454649.26	2889642.16	901.98	EOW-MA	9+38.46	42.73
5132	454649.49	2889646.60	902.08	BOW-MA	9+42.91	42.75
5133	454654.25	2889646.63	902.00	BOW	9+43.21	38.00
5134	454654.43	2889651.15	902.07	BOW-MA	9+47.74	38.08
5135	454658.97	2889650.96	901.99	EOW-MA	9+47.81	33.54
5136	454658.74	2889646.37	901.93	EOW	9+43.21	33.50
5137	454658.48	2889641.88	901.87	EOW	9+38.71	33.50

SE Quadrant 17th Ave S / 23rd St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

(B) Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

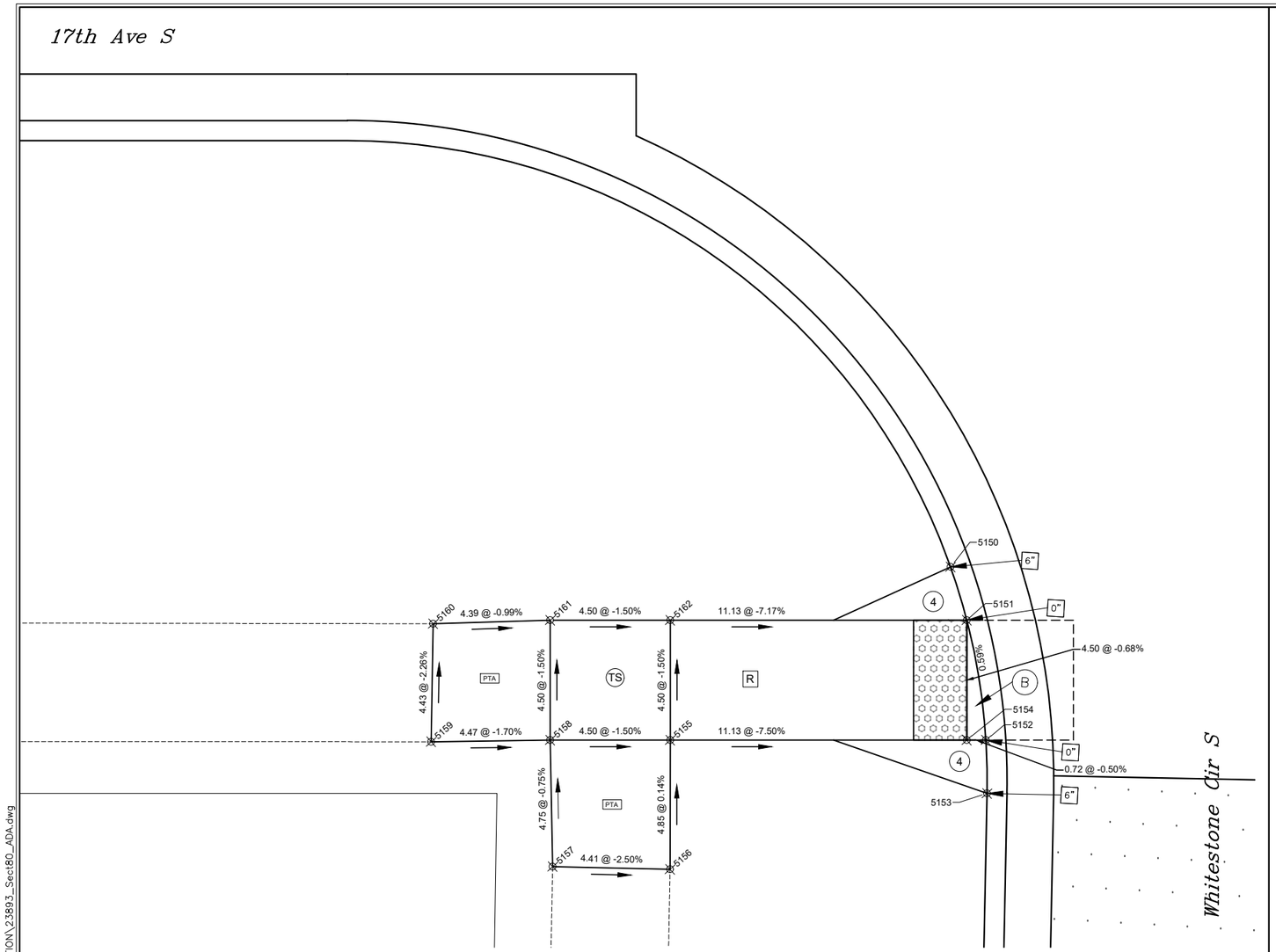
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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	14

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5150	454676.72	2889924.73	902.39	BOW	12+22.14	31.50
5151	454674.76	2889925.45	901.92	BOW	12+22.75	33.50
5152	454670.31	2889926.43	901.95	BOW	12+23.47	38.00
5153	454668.32	2889926.58	902.44	BOW	12+23.51	40.00
5154	454670.27	2889925.71	901.95	TOC	12+22.75	38.00
5155	454669.63	2889914.60	902.79	EOW	12+11.63	38.00
5156	454664.79	2889914.87	902.78	EOW-MA	12+11.62	42.85
5157	454664.64	2889910.47	902.89	BOW-MA	12+07.21	42.75
5158	454669.37	2889910.11	902.85	BOW	12+07.13	38.00
5159	454669.06	2889905.65	902.93	BOW-MA	12+02.66	38.06
5160	454673.48	2889905.47	902.83	EOW-MA	12+02.73	33.63
5161	454673.87	2889909.85	902.79	EOW	12+07.13	33.50
5162	454674.12	2889914.34	902.72	EOW	12+11.63	33.50



SW Quadrant 17th Ave S / Whitestone Cir S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

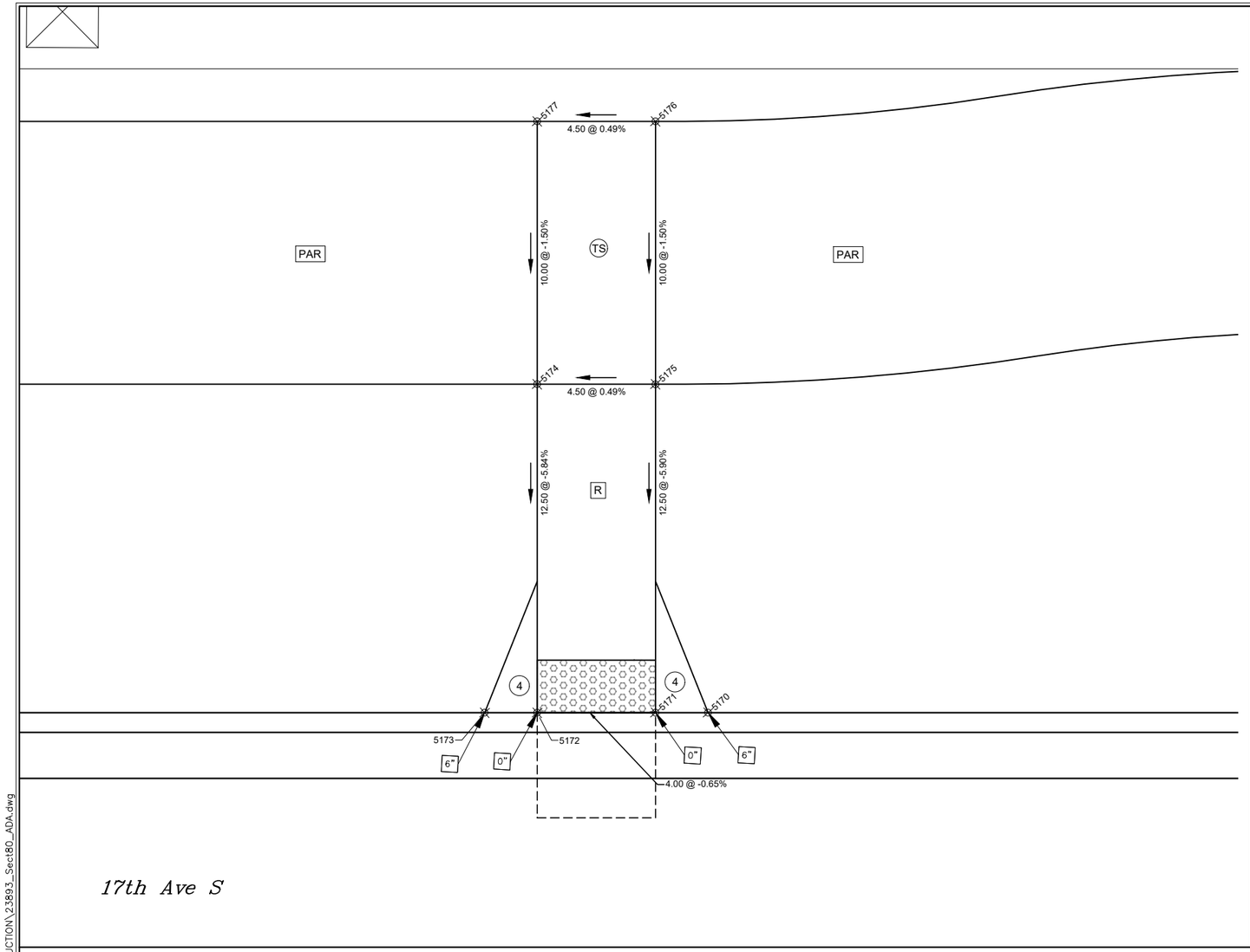
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	15

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5170	454726.68	2889974.94	902.67	BOW	12+75.14	-15.50
5171	454726.57	2889972.94	902.34	BOW	12+73.14	-15.50
5172	454726.31	2889968.45	902.67	BOW	12+68.64	-15.50
5173	454726.20	2889966.46	902.86	BOW	12+66.64	-15.50
5174	454738.79	2889967.74	903.10	EOW	12+68.64	-28.00
5175	454739.04	2889972.23	903.08	EOW	12+73.14	-28.00
5176	454749.03	2889971.66	903.23	BOW	12+73.14	-38.00
5177	454748.77	2889967.16	903.25	BOW	12+68.64	-38.00

17th Ave S / Sta 12+71 Lt.

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

④ — 4:1 maximum (adjacent to non-walkable surface)

⑩ — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

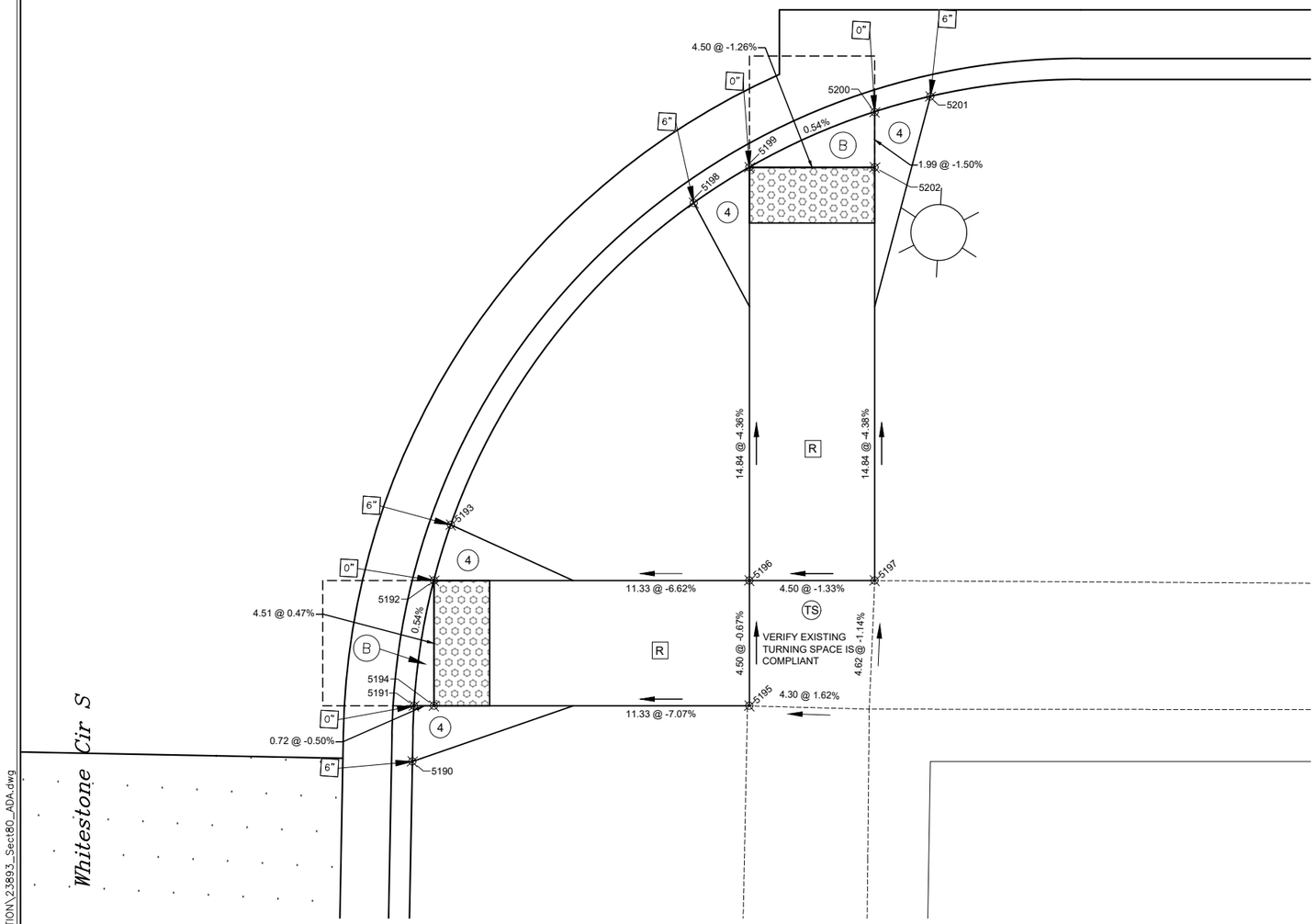
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	16

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5190	454670.21	2889959.54	902.50	BOW	12+56.53	40.00
5191	454672.21	2889959.49	902.10	BOW	12+56.59	38.00
5192	454676.74	2889959.95	902.12	BOW	12+57.30	33.50
5193	454678.77	2889960.44	902.61	BOW	12+57.91	31.50
5194	454672.25	2889960.20	902.10	TOC	12+57.30	38.00
5195	454672.90	2889971.52	902.90	EOW-MA	12+68.64	38.00
5196	454677.39	2889971.26	902.87	EOW-MA	12+68.64	33.50
5197	454677.65	2889975.75	902.93	EOW-MA	12+73.14	33.50
5198	454690.82	2889968.49	902.68	BOW	12+66.64	19.94
5199	454692.21	2889970.41	902.22	BOW	12+68.64	18.66
5200	454694.45	2889974.79	902.25	BOW	12+73.14	16.67
5201	454695.12	2889976.75	902.74	BOW	12+75.14	16.12
5202	454692.46	2889974.90	902.28	TOC	12+73.14	18.66

SE Quadrant 17th Ave S / Whitestone Cir S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

(B) Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

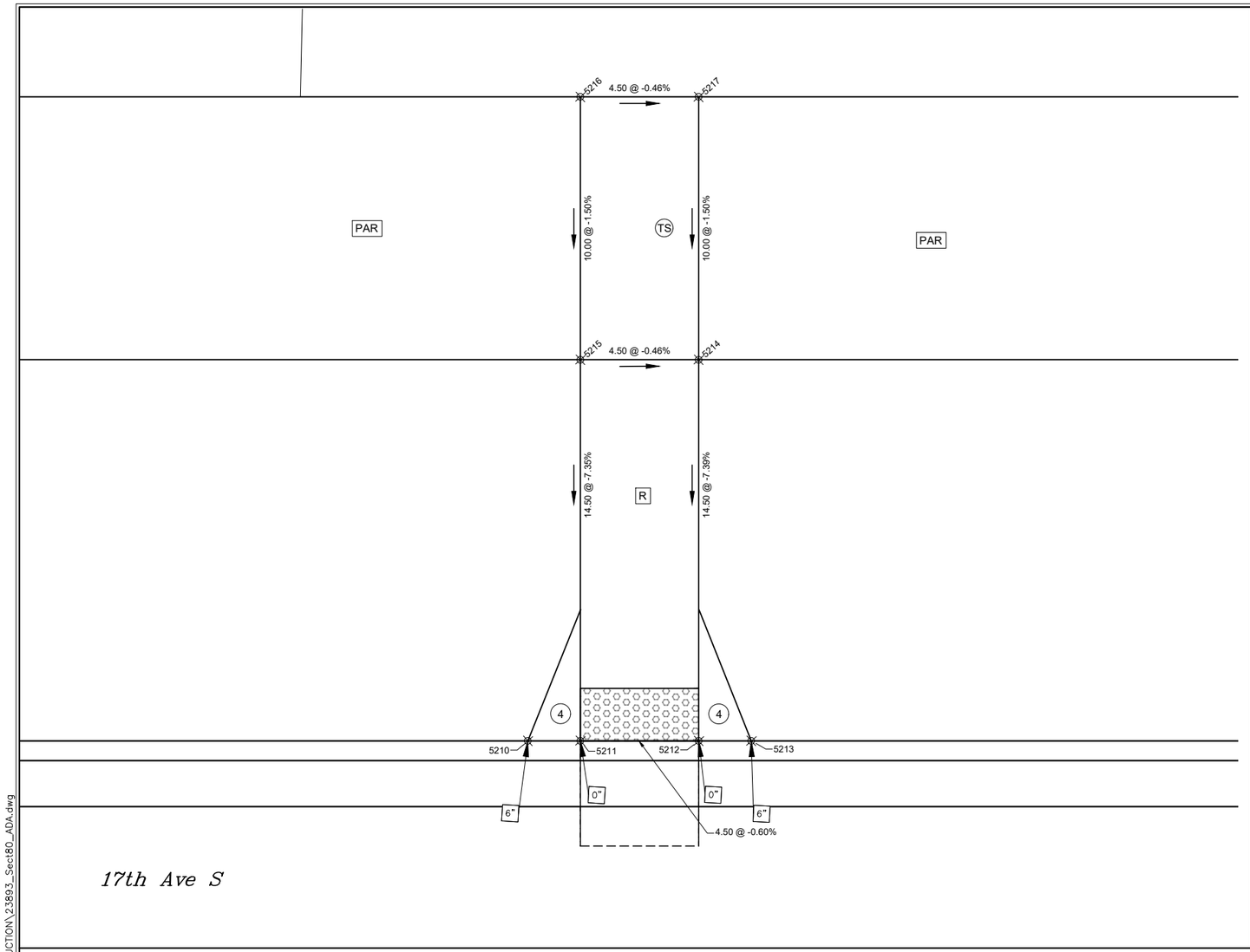
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	17

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5210	454741.58	2890234.43	901.25	BOW	15+35.05	-15.50
5211	454741.70	2890236.43	900.76	BOW	15+37.05	-15.50
5212	454741.95	2890240.92	900.73	BOW	15+41.55	-15.50
5213	454742.07	2890242.92	901.20	BOW	15+43.55	-15.50
5214	454756.43	2890240.09	901.80	EOW	15+41.55	-30.00
5215	454756.17	2890235.60	901.82	EOW	15+37.05	-30.00
5216	454766.16	2890235.02	901.97	BOW	15+37.05	-40.00
5217	454766.41	2890239.52	901.95	BOW	15+41.55	-40.00

17th Ave S / Sta 15+39 Lt.

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

(4) — 4:1 maximum (adjacent to non-walkable surface)

(10) — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
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SEAL
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Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

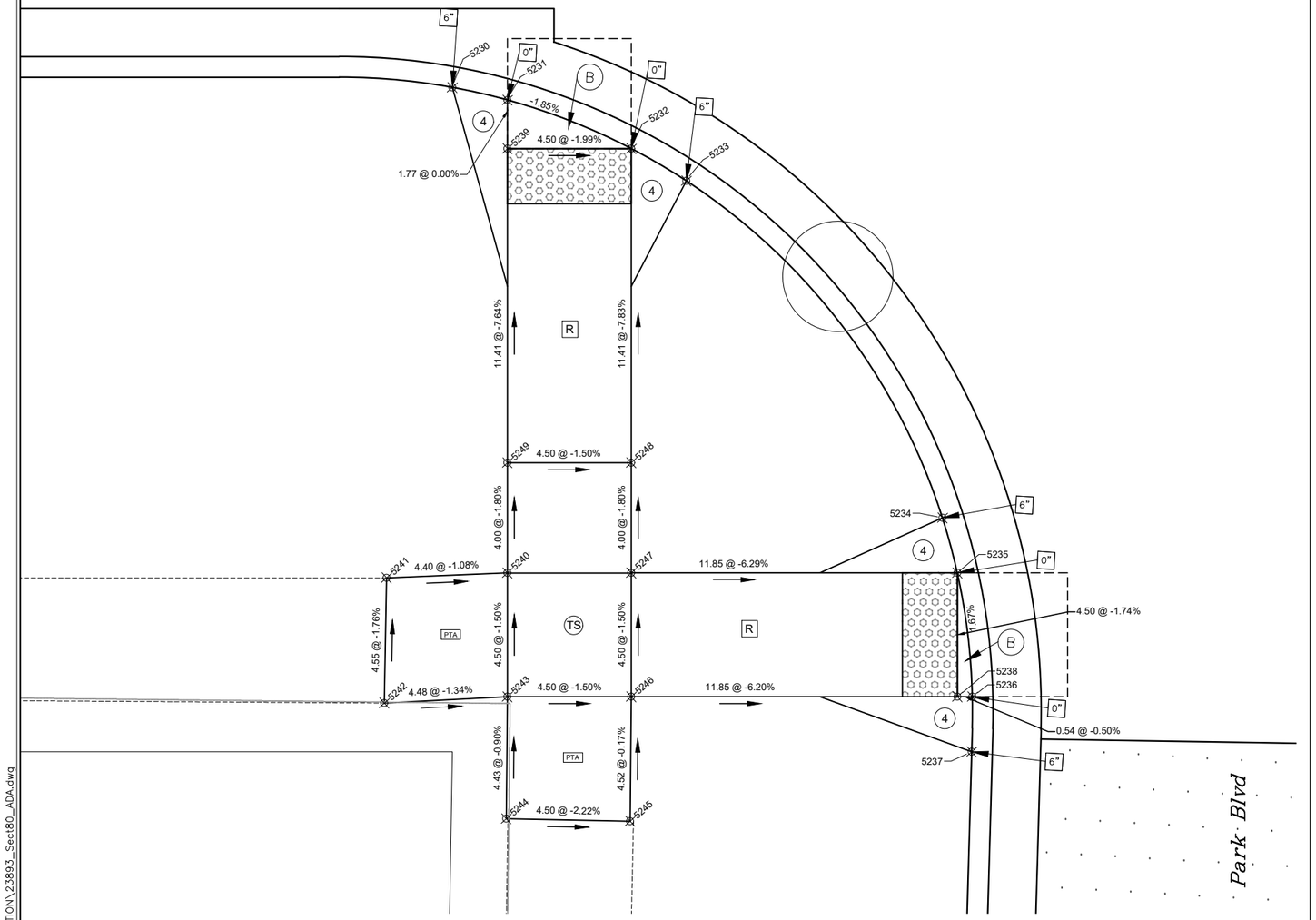
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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SW Quadrant 17th Ave S / Park Blvd

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	18

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5230	454710.26	2890236.23	901.22	BOW	15+35.05	15.87
5231	454709.92	2890238.25	900.72	BOW	15+37.05	16.33
5232	454708.42	2890242.85	900.66	BOW	15+41.55	18.09
5233	454707.36	2890244.91	901.10	BOW	15+43.55	19.26
5234	454695.68	2890254.90	901.23	BOW	15+52.86	31.50
5235	454693.71	2890255.56	900.79	BOW	15+53.40	33.50
5236	454689.25	2890256.36	900.87	BOW	15+53.94	38.00
5237	454687.25	2890256.45	901.39	BOW	15+53.92	40.00
5238	454689.22	2890255.81	900.87	TOC	15+53.40	38.00
5239	454708.16	2890238.35	900.72	TOC	15+37.05	18.09
5240	454692.78	2890239.24	901.63	EOW	15+37.05	33.50
5241	454692.34	2890234.86	901.68	EOW-MA	15+32.66	33.68
5242	454687.80	2890235.04	901.76	BOW-MA	15+32.58	38.23
5243	454688.28	2890239.49	901.70	BOW	15+37.05	38.00
5244	454683.86	2890239.71	901.74	BOW-MA	15+37.01	42.43
5245	454684.03	2890244.20	901.64	EOW-MA	15+41.51	42.52
5246	454688.54	2890243.99	901.63	EOW	15+41.55	38.00
5247	454693.03	2890243.73	901.57	EOW	15+41.55	33.50
5248	454697.03	2890243.50	901.50	EOW	15+41.55	29.50
5249	454696.77	2890239.01	901.57	EOW	15+37.05	29.50

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
4 — 4:1 maximum (adjacent to non-walkable surface)
10 — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

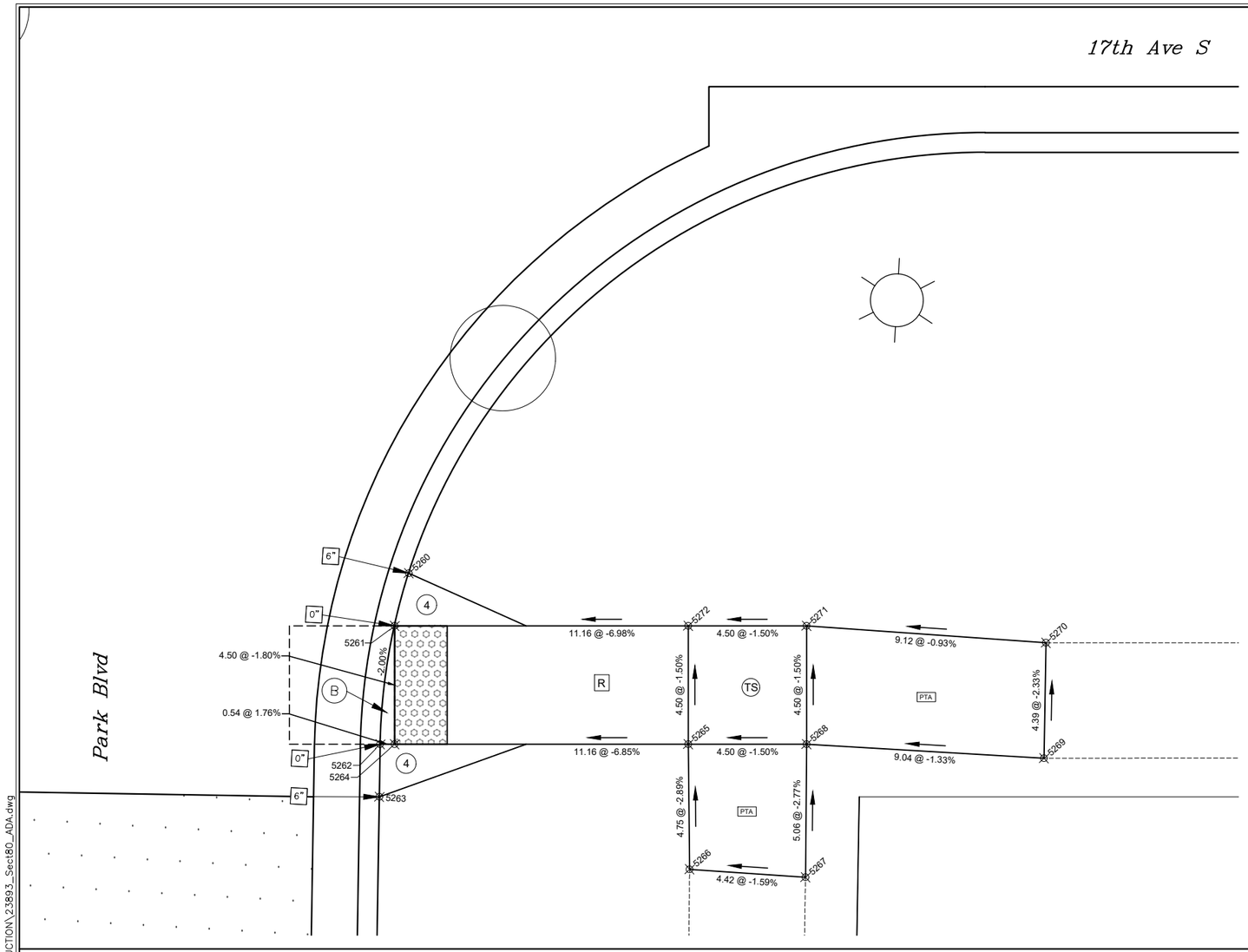
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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	19

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5260	454697.69	2890289.93	901.25	BOW	15+87.94	31.50
5261	454695.66	2890289.50	900.82	BOW	15+87.40	33.50
5262	454691.14	2890289.21	900.91	BOW	15+86.85	38.00
5263	454689.14	2890289.30	901.43	BOW	15+86.82	40.00
5264	454691.17	2890289.76	900.91	TOC	15+87.40	38.00
5265	454691.81	2890300.90	901.68	EOW	15+98.56	38.00
5266	454687.07	2890301.23	901.82	EOW-MA	15+98.61	42.75
5267	454687.01	2890305.64	901.89	BOW-MA	16+03.02	43.06
5268	454692.07	2890305.40	901.75	BOW	16+03.06	38.00
5269	454692.05	2890314.44	901.87	BOW-MA	16+12.09	38.53
5270	454696.44	2890314.26	901.77	EOW-MA	16+12.16	34.14
5271	454696.56	2890305.14	901.68	EOW	16+03.06	33.50
5272	454696.30	2890300.65	901.62	EOW	15+98.56	33.50



SE Quadrant 17th Ave S / Park Blvd

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

④ 4:1 maximum (adjacent to non-walkable surface)

⑩ 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Curb Ramp Layouts

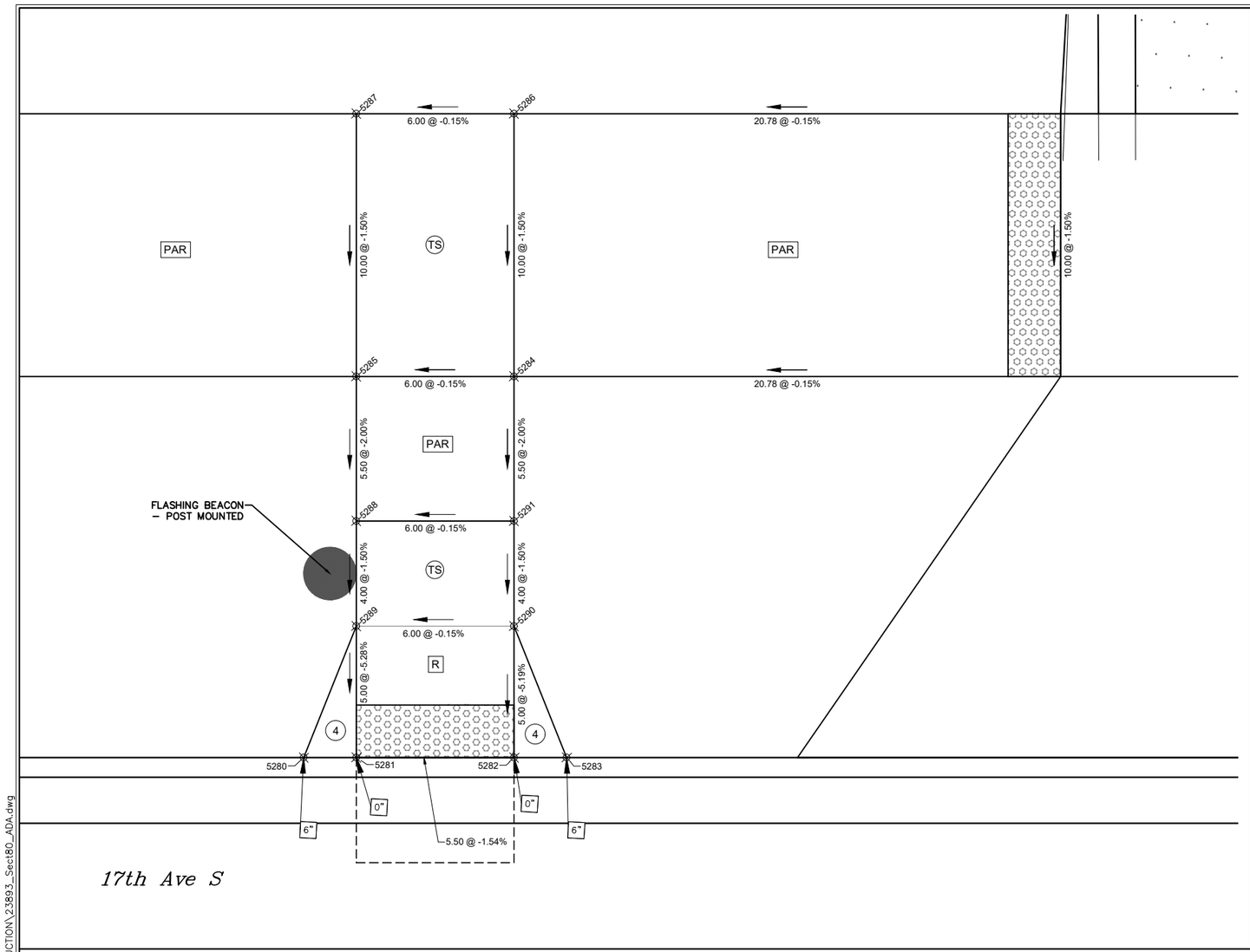
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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17th Ave S / Sta 20+82 Lt.

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	20

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5280	454772.68	2890776.04	903.35	BOW	20+77.56	-15.50
5281	454772.79	2890778.04	902.99	BOW	20+79.56	-15.50
5282	454773.13	2890784.03	903.00	BOW	20+85.56	-15.50
5283	454773.25	2890786.03	903.39	BOW	20+87.56	-15.50
5284	454787.61	2890783.20	903.43	EOW	20+85.56	-30.00
5285	454787.27	2890777.21	903.42	EOW	20+79.56	-30.00
5286	454797.59	2890782.63	903.58	BOW	20+85.56	-40.00
5287	454797.25	2890776.64	903.57	BOW	20+79.56	-40.00
5288	454781.78	2890777.53	903.31	EOW	20+79.56	-24.50
5289	454777.78	2890777.75	903.25	EOW	20+79.56	-20.50
5290	454778.13	2890783.74	903.26	EOW	20+85.56	-20.50
5291	454782.12	2890783.52	903.32	EOW	20+85.56	-24.50

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

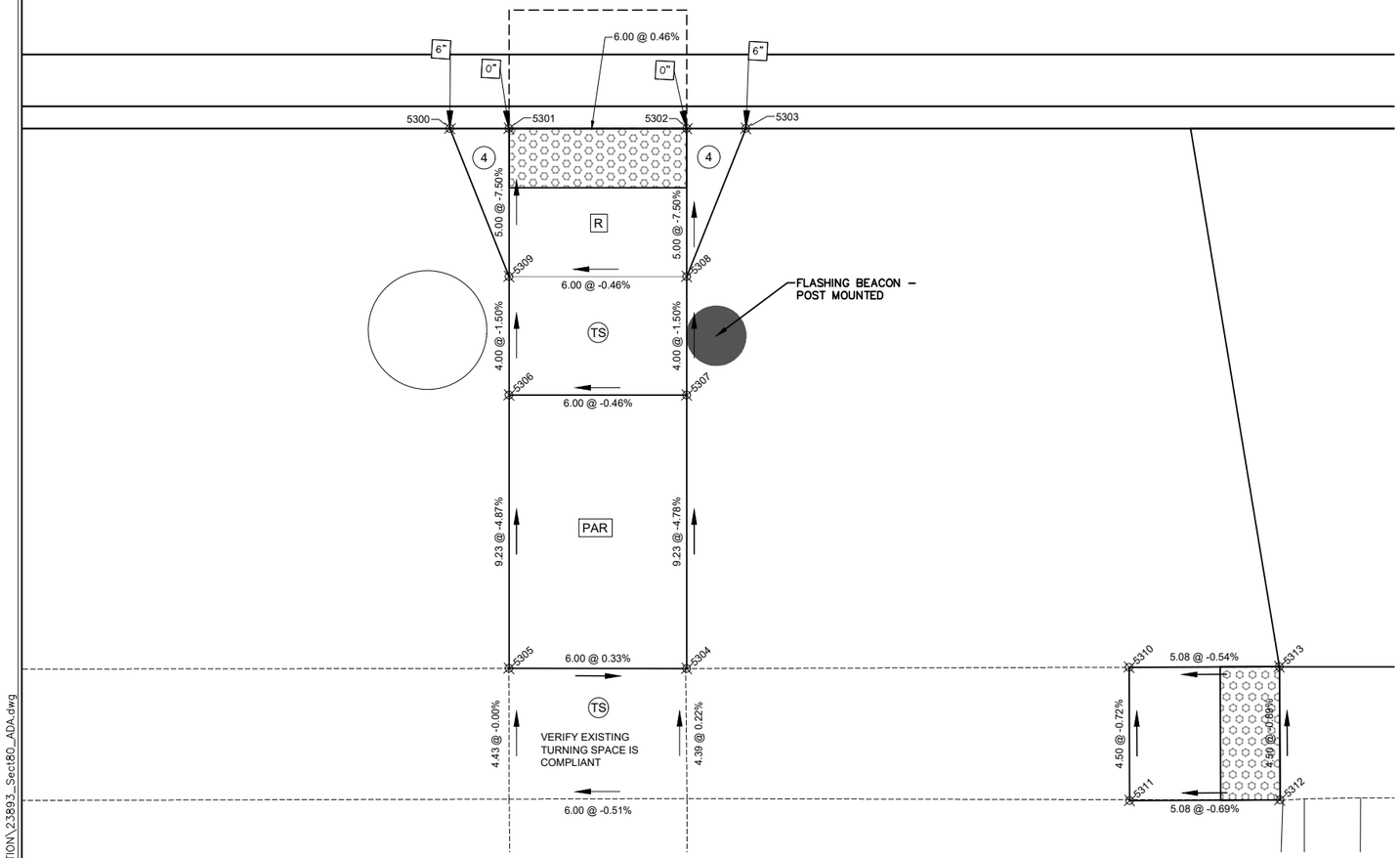
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	21



Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5300	454741.73	2890777.82	903.35	BOW	20+77.56	15.50
5301	454741.84	2890779.82	902.88	BOW	20+79.56	15.50
5302	454742.19	2890785.81	902.90	BOW	20+85.56	15.50
5303	454742.30	2890787.81	903.39	BOW	20+87.56	15.50
5304	454723.98	2890786.85	903.78	EOW-MA	20+85.56	33.73
5305	454723.64	2890780.86	903.76	EOW-MA	20+79.56	33.73
5306	454732.86	2890780.33	903.31	EOW	20+79.56	24.50
5307	454733.20	2890786.32	903.34	EOW	20+85.56	24.50
5308	454737.19	2890786.09	903.28	EOW	20+85.56	20.50
5309	454736.85	2890780.10	903.25	EOW	20+79.56	20.50
5310	454724.88	2890801.76	903.86	EOW	21+00.50	33.69
5311	454720.39	2890802.04	903.89	EOW	21+00.51	38.19
5312	454720.70	2890807.11	903.93	EOW	21+05.59	38.17
5313	454725.19	2890806.83	903.89	EOW	21+05.57	33.67

17th Ave S / Sta 20+82 Rt.

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

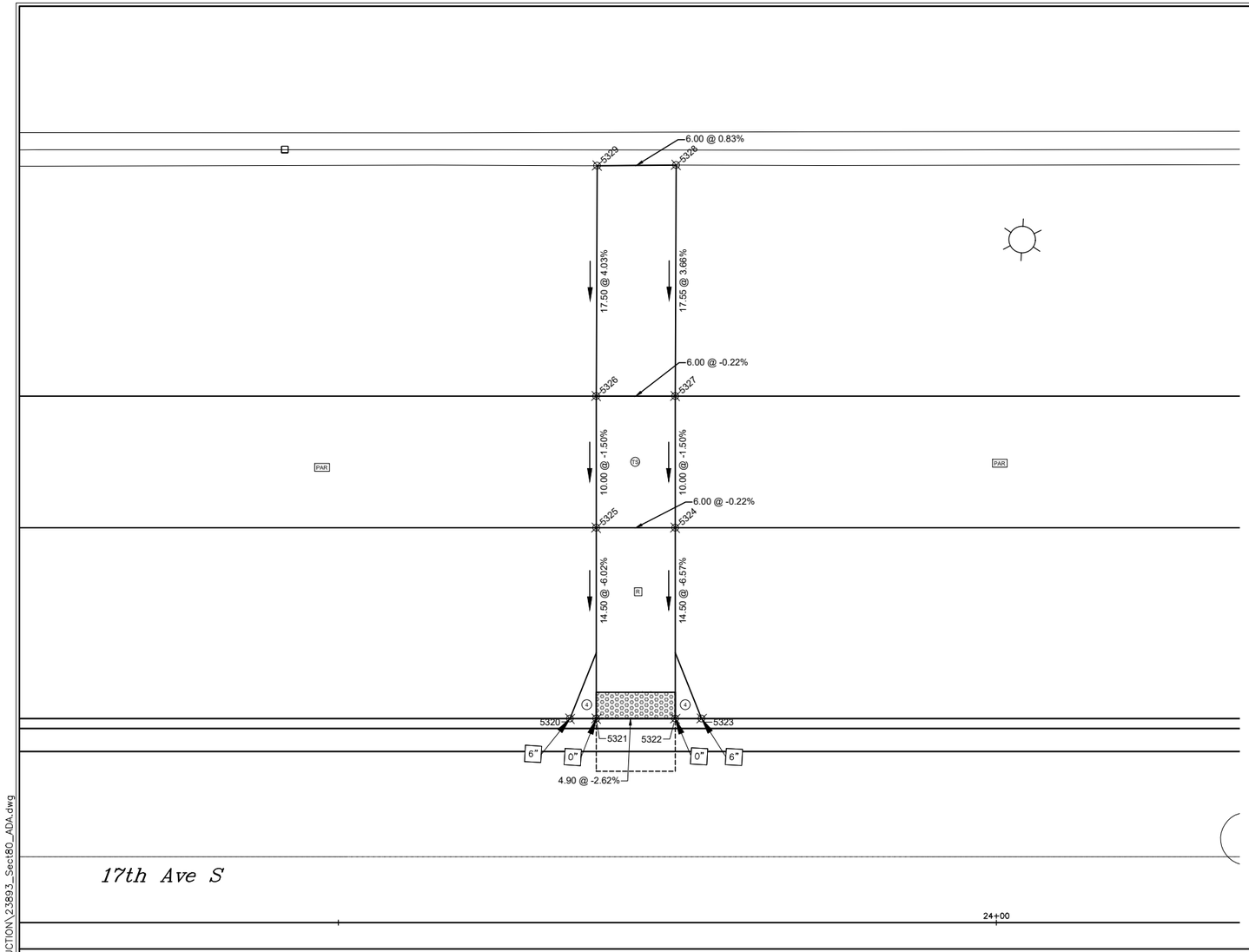
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	22

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5320	454789.30	2891065.61	902.89	BOW	23+67.60	-15.50
5321	454789.42	2891067.61	902.51	BOW	23+69.60	-15.50
5322	454789.76	2891073.60	902.42	BOW	23+75.60	-15.50
5323	454789.87	2891075.60	902.85	BOW	23+77.60	-15.50
5324	454804.24	2891072.77	903.37	EOW	23+75.60	-30.00
5325	454803.89	2891066.78	903.39	EOW	23+69.60	-30.00
5326	454813.88	2891066.20	903.54	BOW	23+69.60	-40.00
5327	454814.22	2891072.19	903.52	BOW	23+75.60	-40.00
5328	454831.75	2891071.25	902.88	BOW-MA	23+75.66	-57.56
5329	454831.35	2891065.26	902.83	BOW-MA	23+69.66	-57.50



17th Ave S / Sta 23+72 Lt.

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

④ 4:1 maximum (adjacent to non-walkable surface)

⑩ 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

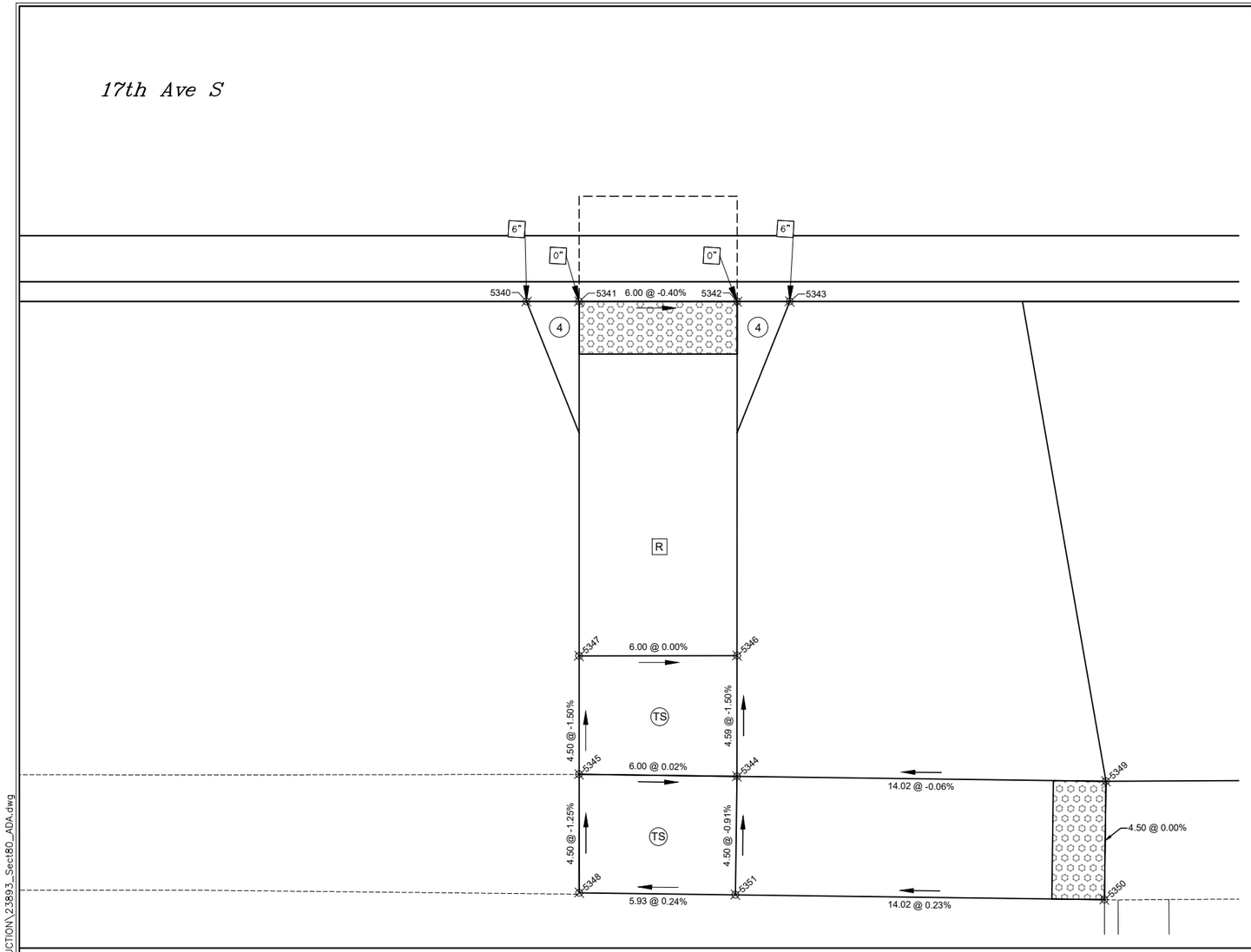
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	23



17th Ave S / Sta 23+72 Rt.

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5340	454758.36	2891067.39	902.89	BOW	23+67.60	15.50
5341	454758.47	2891069.39	902.51	BOW	23+69.60	15.50
5342	454758.81	2891075.38	902.48	BOW	23+75.60	15.50
5343	454758.92	2891077.37	902.85	BOW	23+77.60	15.50
5344	454740.79	2891076.41	903.36	EOW-MA	23+75.60	33.47
5345	454740.52	2891070.42	903.37	EOW-MA	23+69.60	33.48
5346	454745.37	2891076.15	903.29	EOW	23+75.60	28.96
5347	454745.01	2891070.15	903.30	EOW	23+69.60	28.98
5348	454736.03	2891070.68	903.43	BOW	23+69.61	37.98
5349	454741.41	2891090.42	903.38	EOW	23+89.62	33.74
5350	454736.91	2891090.62	903.38	EOW	23+89.56	38.24
5351	454736.29	2891076.61	903.41	BOW	23+75.54	38.05

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

4 — 4:1 maximum (adjacent to non-walkable surface)

10 — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

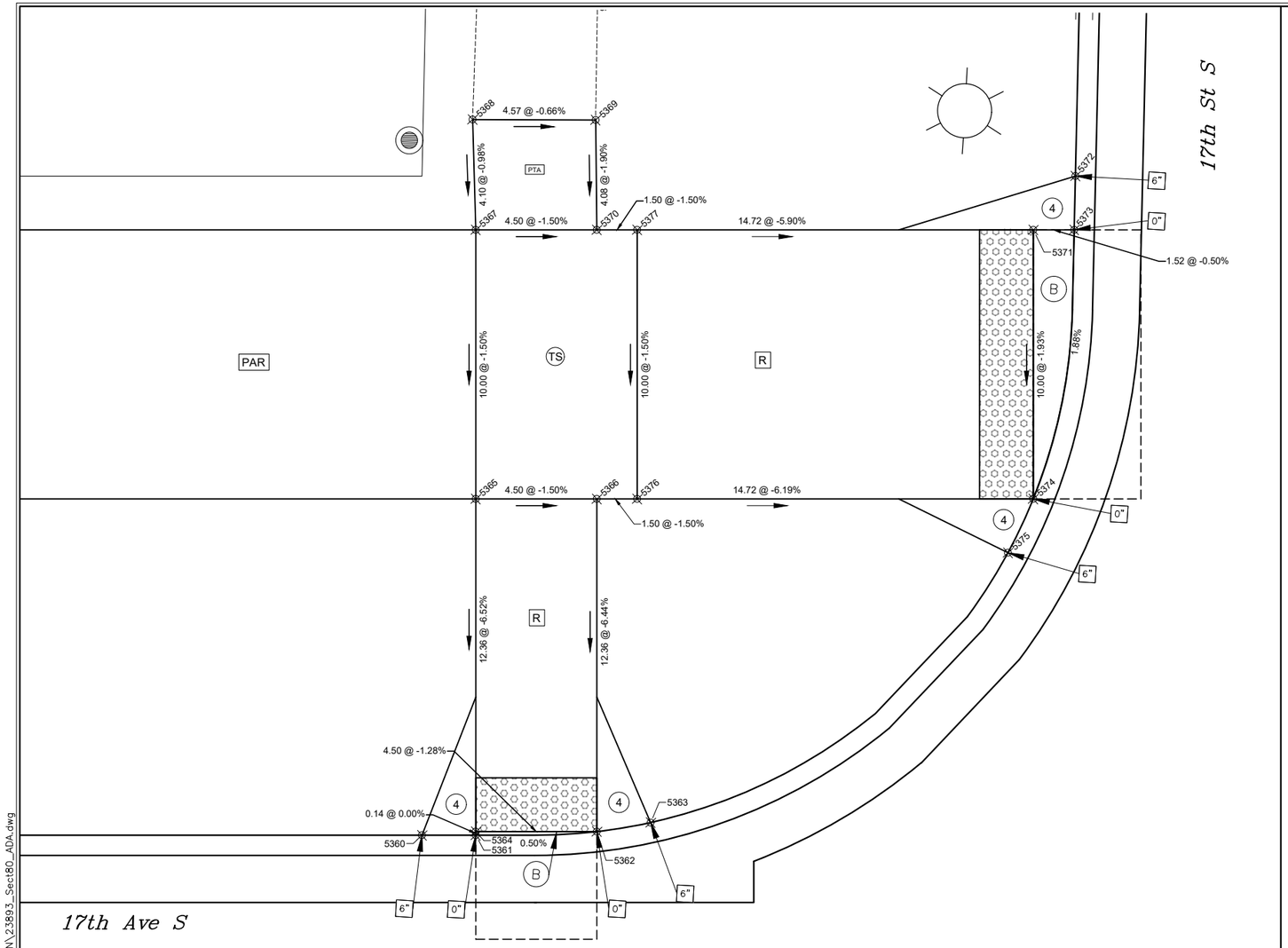
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	24

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5360	454816.73	2891543.33	903.38	BOW	28+46.10	-15.50
5361	454816.84	2891545.32	902.89	BOW	28+48.10	-15.50
5362	454817.24	2891549.81	902.84	BOW	28+52.60	-15.64
5363	454817.69	2891551.78	903.28	BOW	28+54.60	-15.97
5364	454816.98	2891545.31	902.89	TOC	28+48.10	-15.64
5365	454829.32	2891544.61	903.70	EOW	28+48.10	-28.00
5366	454829.58	2891549.10	903.63	EOW	28+52.60	-28.00
5367	454839.31	2891544.03	903.85	BOW	28+48.10	-38.00
5368	454843.39	2891543.68	903.89	BOW-MA	28+47.98	-42.10
5369	454843.63	2891548.24	903.86	EOW-MA	28+52.55	-42.08
5370	454839.56	2891548.53	903.78	EOW	28+52.60	-38.00
5371	454840.49	2891564.72	902.89	TOC	28+68.82	-38.00
5372	454842.58	2891566.17	903.40	BOW	28+70.39	-40.00
5373	454840.58	2891566.24	902.88	BOW	28+70.34	-38.00
5374	454830.51	2891565.29	902.70	BOW	28+68.82	-28.00
5375	454828.46	2891564.47	903.14	BOW	28+67.88	-26.00
5376	454829.67	2891550.60	903.61	EOW	28+54.10	-28.00
5377	454839.65	2891550.02	903.76	EOW	28+54.10	-38.00

NW Quadrant 17th Ave S / 17th St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
4 — 4:1 maximum (adjacent to non-walkable surface)
10 — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0", 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

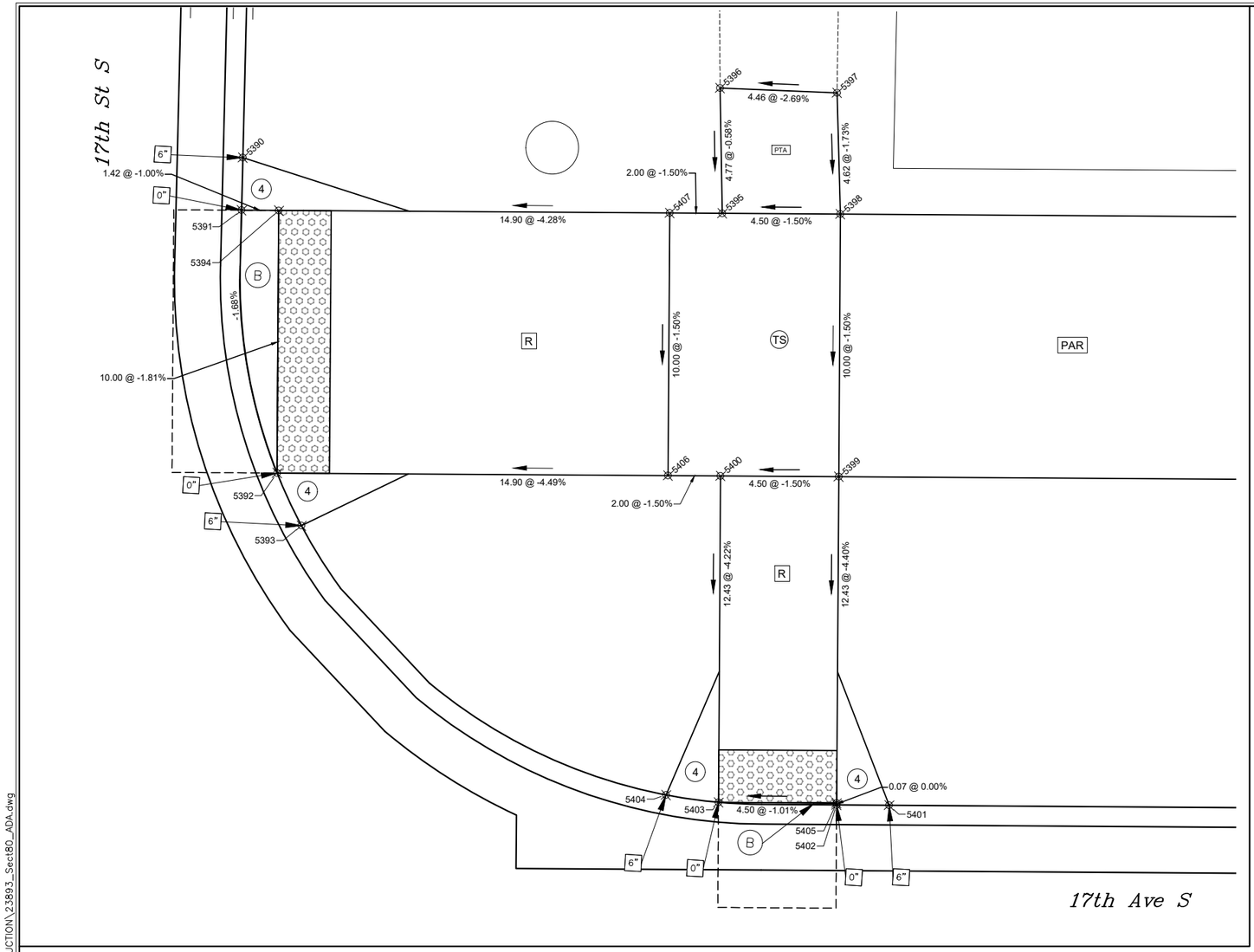
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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NE Quadrant 17th Ave S / 17th St S

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	25

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5390	454844.25	2891597.06	903.36	BOW	29+01.06	-40.00
5391	454842.25	2891597.12	902.85	BOW	29+01.03	-38.00
5392	454832.33	2891599.05	902.68	BOW	29+02.44	-28.00
5393	454830.38	2891600.09	903.13	BOW	29+03.38	-26.00
5394	454842.32	2891598.54	902.86	TOC	29+02.44	-38.00
5395	454843.18	2891615.42	903.53	EOW	29+19.34	-38.00
5396	454847.94	2891615.06	903.56	EOW-MA	29+19.22	-42.77
5397	454848.01	2891619.51	903.68	BOW-MA	29+23.68	-42.62
5398	454843.41	2891619.91	903.60	BOW	29+23.84	-38.00
5399	454833.42	2891620.42	903.45	EOW	29+23.84	-28.00
5400	454833.19	2891615.92	903.38	EOW	29+19.34	-28.00
5401	454821.04	2891623.05	903.39	BOW	29+25.84	-15.50
5402	454820.94	2891621.05	902.90	BOW	29+23.84	-15.50
5403	454820.78	2891616.55	902.86	BOW	29+19.34	-15.57
5404	454820.94	2891614.54	903.30	BOW	29+17.34	-15.83
5405	454821.00	2891621.05	902.90	TOC	29+23.84	-15.57
5406	454833.09	2891613.93	903.35	EOW	29+17.34	-28.00
5407	454843.08	2891613.42	903.50	EOW	29+17.34	-38.00

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
④ 4:1 maximum (adjacent to non-walkable surface)
⑩ 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

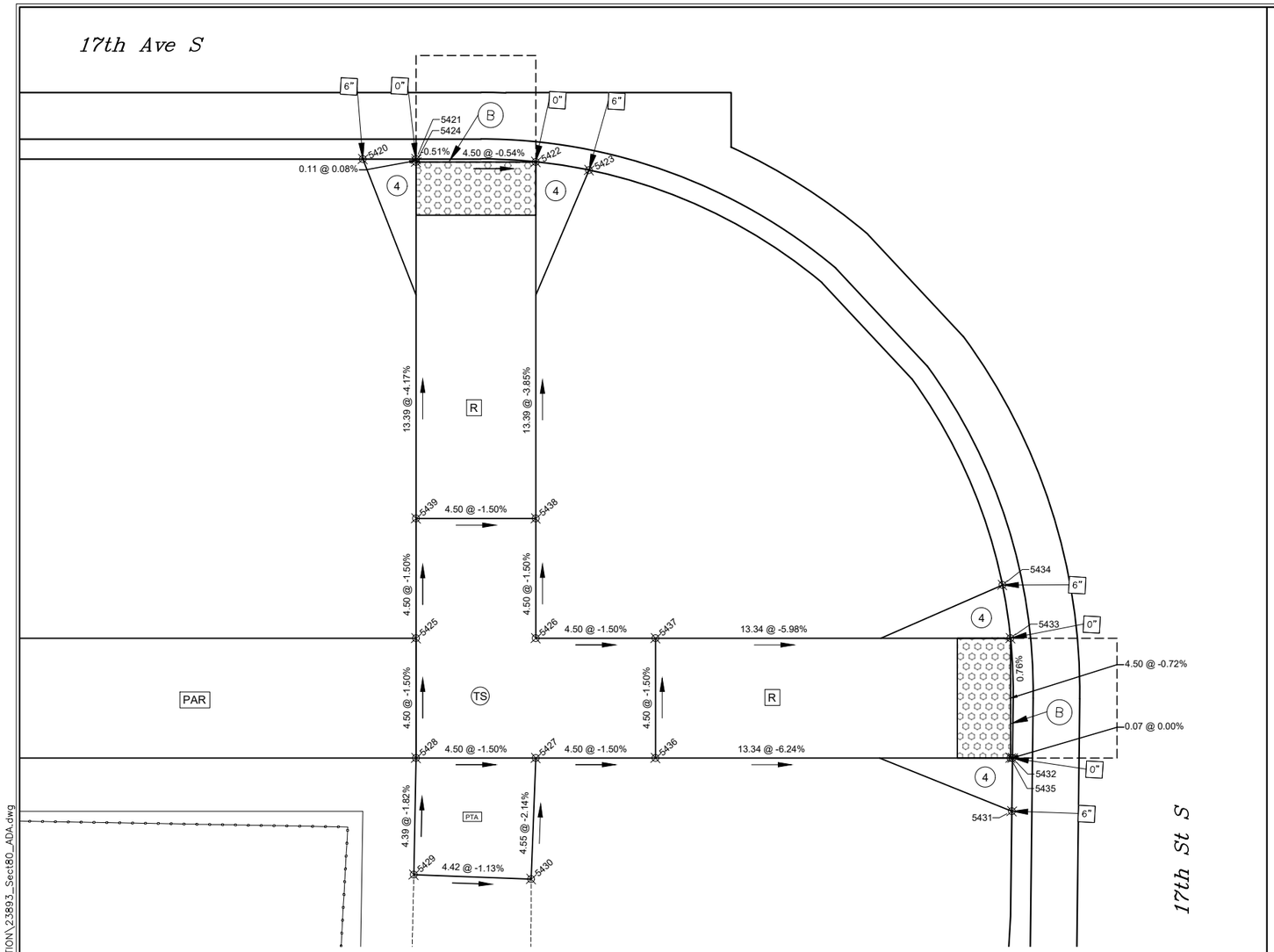
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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SW Quadrant 17th Ave S / 17th St S

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	26

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5420	454785.69	2891543.59	903.39	BOW	28+44.59	15.50
5421	454785.81	2891545.59	902.91	BOW	28+46.59	15.50
5422	454785.96	2891550.09	902.86	BOW	28+51.09	15.61
5423	454785.76	2891552.10	903.29	BOW	28+53.09	15.92
5424	454785.70	2891545.60	902.91	TOC	28+46.59	15.61
5425	454767.84	2891546.62	903.53	EOW	28+46.59	33.50
5426	454768.09	2891551.11	903.47	EOW	28+51.09	33.50
5427	454763.60	2891551.37	903.53	EOW	28+51.09	38.00
5428	454763.34	2891546.88	903.60	BOW	28+46.59	38.00
5429	454758.96	2891547.05	903.68	BOW-MA	28+46.50	42.39
5430	454759.05	2891551.46	903.63	EOW-MA	28+50.92	42.55
5431	454762.63	2891569.34	903.13	BOW	28+68.97	40.00
5432	454764.63	2891569.26	902.63	BOW	28+69.00	38.00
5433	454769.12	2891568.92	902.60	BOW	28+68.93	33.50
5434	454771.10	2891568.50	903.07	BOW	28+68.62	31.50
5435	454764.62	2891569.18	902.63	TOC	28+68.93	38.00
5436	454763.86	2891555.87	903.47	EOW	28+55.59	38.00
5437	454768.35	2891555.61	903.40	EOW	28+55.59	33.50
5438	454772.59	2891550.86	903.40	EOW	28+51.09	29.00
5439	454772.33	2891546.36	903.47	EOW	28+46.59	29.00

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

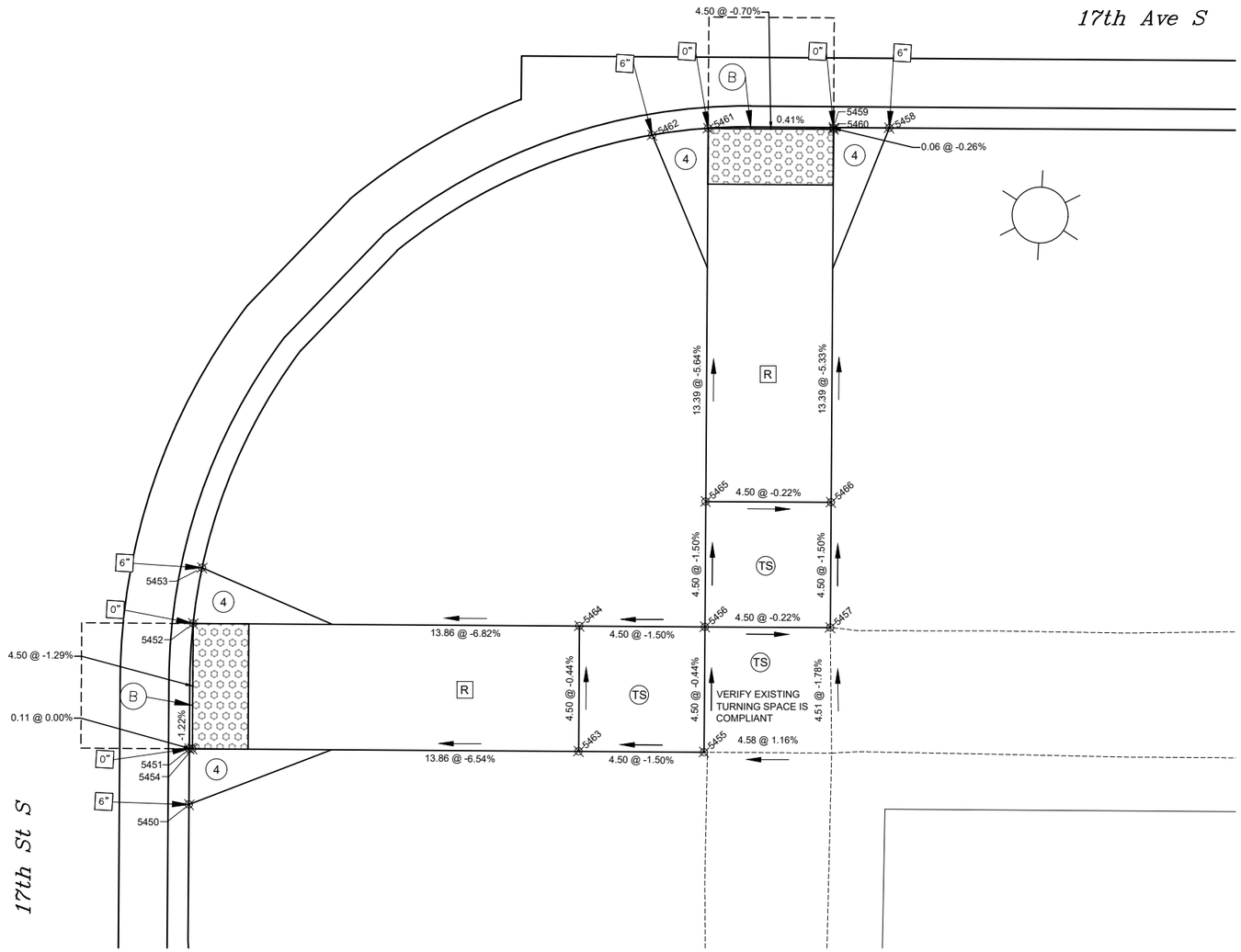
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	27

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5450	454764.34	2891599.95	903.14	BOW	28+99.89	39.95
5451	454766.34	2891599.85	902.74	BOW	28+99.89	37.95
5452	454770.84	2891599.72	902.68	BOW	28+99.99	33.45
5453	454772.85	2891599.93	903.14	BOW	29+00.31	31.45
5454	454766.34	2891599.95	902.74	TOC	29+00.00	37.95
5455	454767.27	2891618.29	903.71	EOW-MA	29+18.36	37.95
5456	454771.77	2891618.07	903.69	EOW-MA	29+18.36	33.45
5457	454772.00	2891622.56	903.68	EOW-MA	29+22.86	33.45
5458	454790.03	2891623.65	903.35	BOW	29+24.86	15.50
5459	454789.93	2891621.65	902.90	BOW	29+22.86	15.50
5460	454789.87	2891621.65	902.90	TOC	29+22.86	15.56
5461	454789.64	2891617.16	902.85	BOW	29+18.36	15.56
5462	454789.28	2891615.17	903.28	BOW	29+16.36	15.81
5463	454767.05	2891613.80	903.64	EOW	29+13.86	37.95
5464	454771.54	2891613.57	903.62	EOW	29+13.86	33.45
5465	454776.26	2891617.84	903.62	EOW	29+18.36	28.95
5466	454776.49	2891622.33	903.61	EOW	29+22.86	28.95

SE Quadrant 17th Ave S / 17th St S

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
- 4 — 4:1 maximum (adjacent to non-walkable surface)
- 10 — 10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

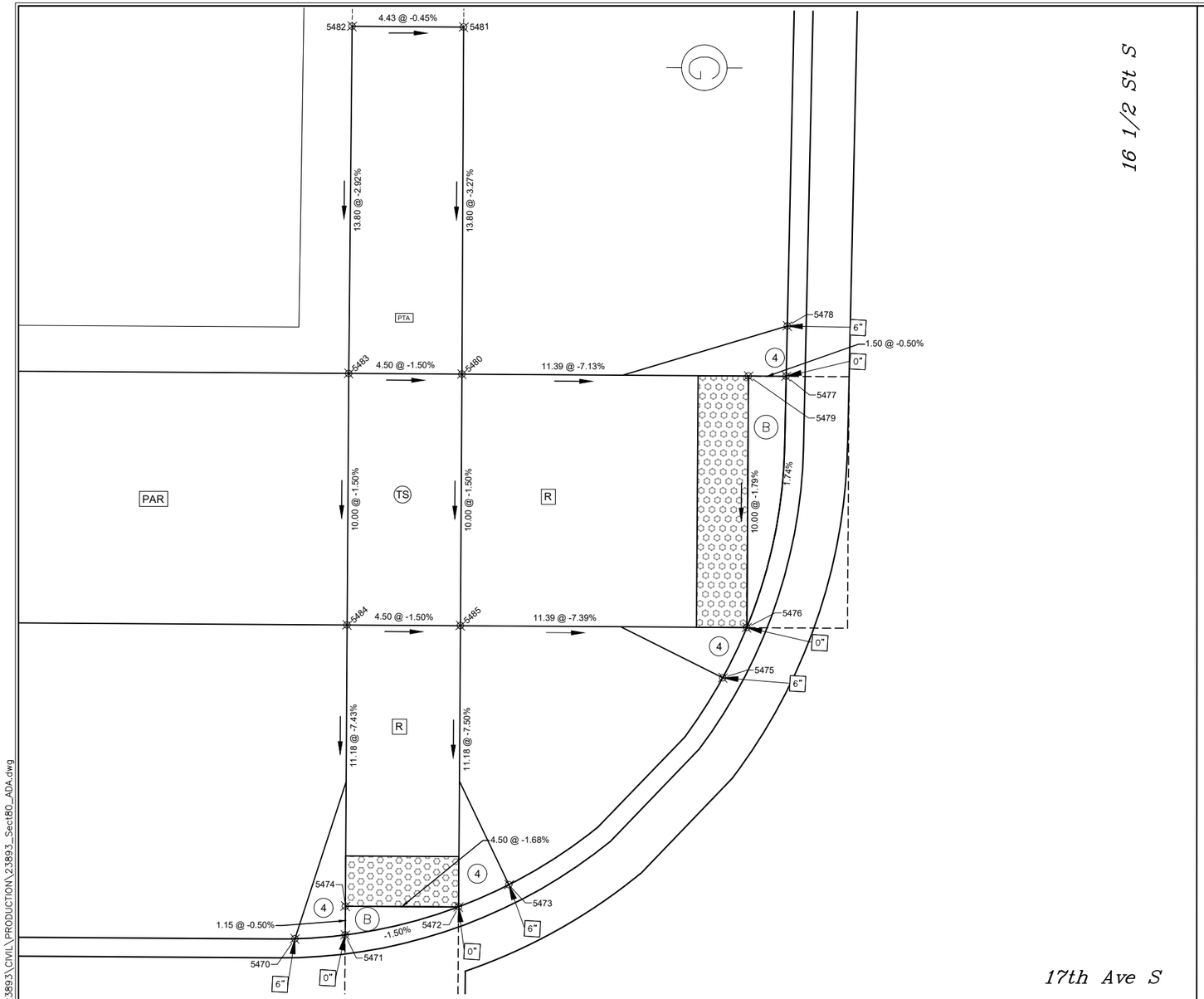
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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NW Quadrant 17th Ave S / 16 1/2 St S

LEGEND

- Detectable Warning Panel
- Pedestrian Access Route (PAR)
- Clear Space
  - 4' long x width of PAR or
  - 4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- (B) Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- (TS) Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- (R) Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- Flare
  Cross Slope
  - (4) 4:1 maximum (adjacent to non-walkable surface)
  - (10) 10:1 maximum (adjacent to walkable surface)
- [X"] Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- [ME] Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	28

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5470	454836.28	2891922.59	903.12	BOW	32+25.77	-15.51
5471	454836.54	2891924.58	902.61	BOW	32+27.77	-15.68
5472	454837.92	2891929.01	902.54	BOW	32+32.27	-16.82
5473	454838.91	2891930.97	902.99	BOW	32+34.27	-17.72
5474	454837.69	2891924.52	902.62	TOC	32+27.77	-16.82
5475	454847.61	2891938.98	902.98	BOW	32+42.72	-26.00
5476	454849.66	2891939.82	902.54	BOW	32+43.66	-28.00
5477	454859.72	2891940.81	902.71	BOW	32+45.16	-38.00
5478	454861.72	2891940.74	903.22	BOW	32+45.19	-40.00
5479	454859.64	2891939.31	902.72	TOC	32+43.66	-38.00
5480	454859.07	2891927.94	903.53	EOW	32+32.27	-38.00
5481	454872.85	2891927.21	903.98	EOW-MA	32+32.24	-51.80
5482	454872.62	2891922.78	904.00	BOW-MA	32+27.81	-51.80
5483	454858.84	2891923.45	903.60	BOW	32+27.77	-38.00
5484	454848.85	2891923.95	903.45	EOW	32+27.77	-28.00
5485	454849.08	2891928.45	903.38	EOW	32+32.27	-28.00

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

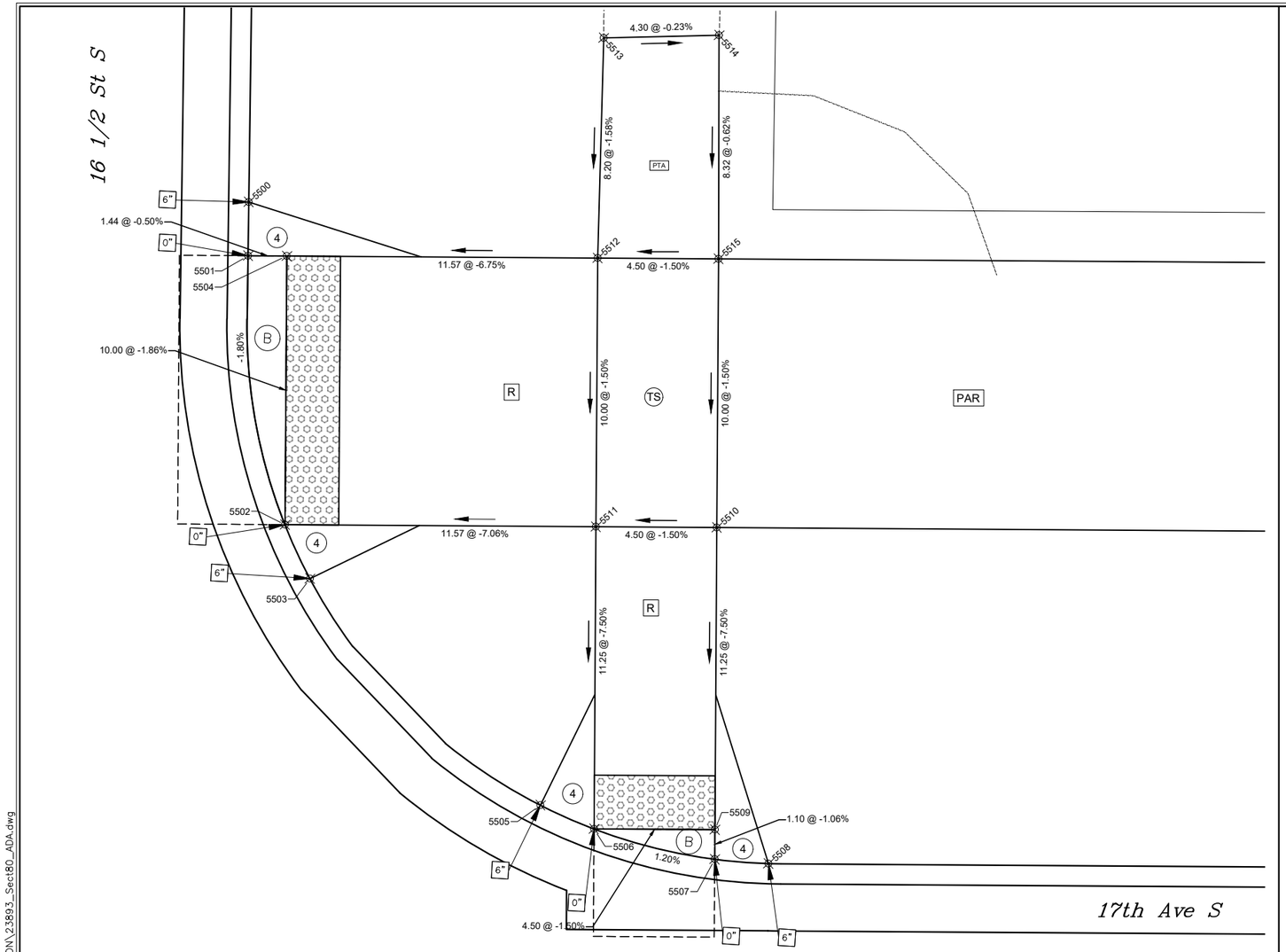
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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NE Quadrant 17th Ave S / 16 1/2 St S

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	29

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5500	454863.30	2891971.78	903.23	BOW	32+76.27	-40.00
5501	454861.30	2891971.87	902.72	BOW	32+76.26	-38.00
5502	454851.39	2891973.82	902.54	BOW	32+77.70	-28.00
5503	454849.44	2891974.86	902.98	BOW	32+78.64	-26.00
5504	454861.37	2891973.31	902.73	TOC	32+77.70	-38.00
5505	454841.51	2891983.91	902.98	BOW	32+87.27	-17.62
5506	454840.74	2891985.95	902.52	BOW	32+89.27	-16.75
5507	454839.87	2891990.50	902.57	BOW	32+93.77	-15.65
5508	454839.82	2891992.50	903.08	BOW	32+95.77	-15.51
5509	454840.97	2891990.44	902.58	TOC	32+93.77	-16.75
5510	454852.20	2891989.87	903.43	EOW	32+93.77	-28.00
5511	454851.97	2891985.38	903.36	EOW	32+89.27	-28.00
5512	454861.96	2891984.87	903.51	EOW	32+89.27	-38.00
5513	454870.15	2891984.62	903.64	EOW-MA	32+89.44	-46.19
5514	454870.50	2891988.90	903.63	BOW-MA	32+93.74	-46.32
5515	454862.19	2891989.36	903.58	BOW	32+93.77	-38.00

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
(4)	4:1 maximum (adjacent to non-walkable surface)
(10)	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0", 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

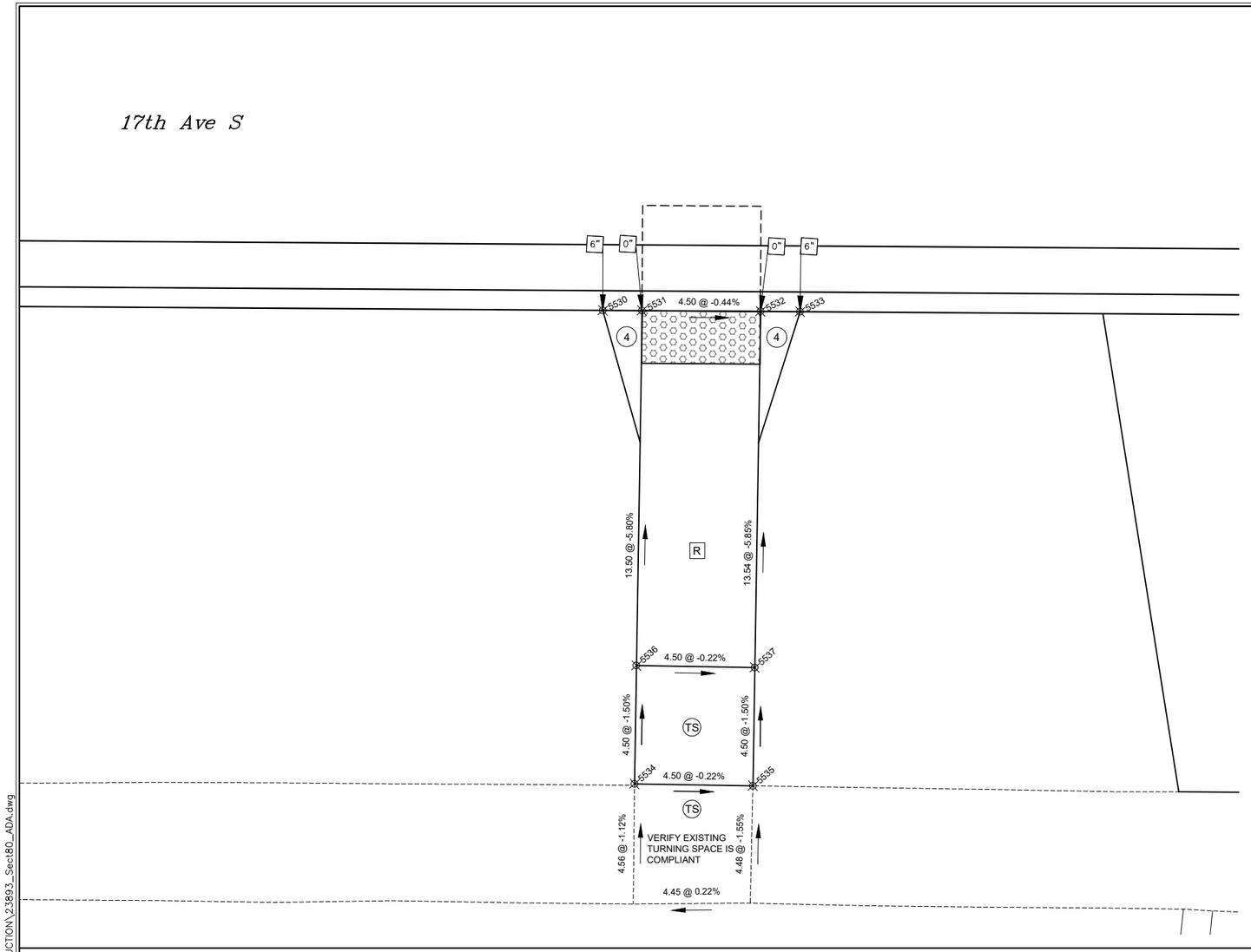
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	30



17th Ave S / Sta 32+29 Rt.

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5530	454805.30	2891924.16	903.13	BOW	32+25.76	15.50
5531	454805.38	2891925.65	902.64	BOW	32+27.25	15.50
5532	454805.61	2891930.15	902.62	BOW	32+31.76	15.50
5533	454805.69	2891931.65	903.09	BOW	32+33.26	15.50
5534	454787.40	2891926.39	903.49	EOW-MA	32+27.09	33.49
5535	454787.59	2891930.89	903.48	EOW-MA	32+31.59	33.54
5536	454791.90	2891926.21	903.42	EOW	32+27.13	29.00
5537	454792.08	2891930.71	903.41	EOW	32+31.63	29.04

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

(B) — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

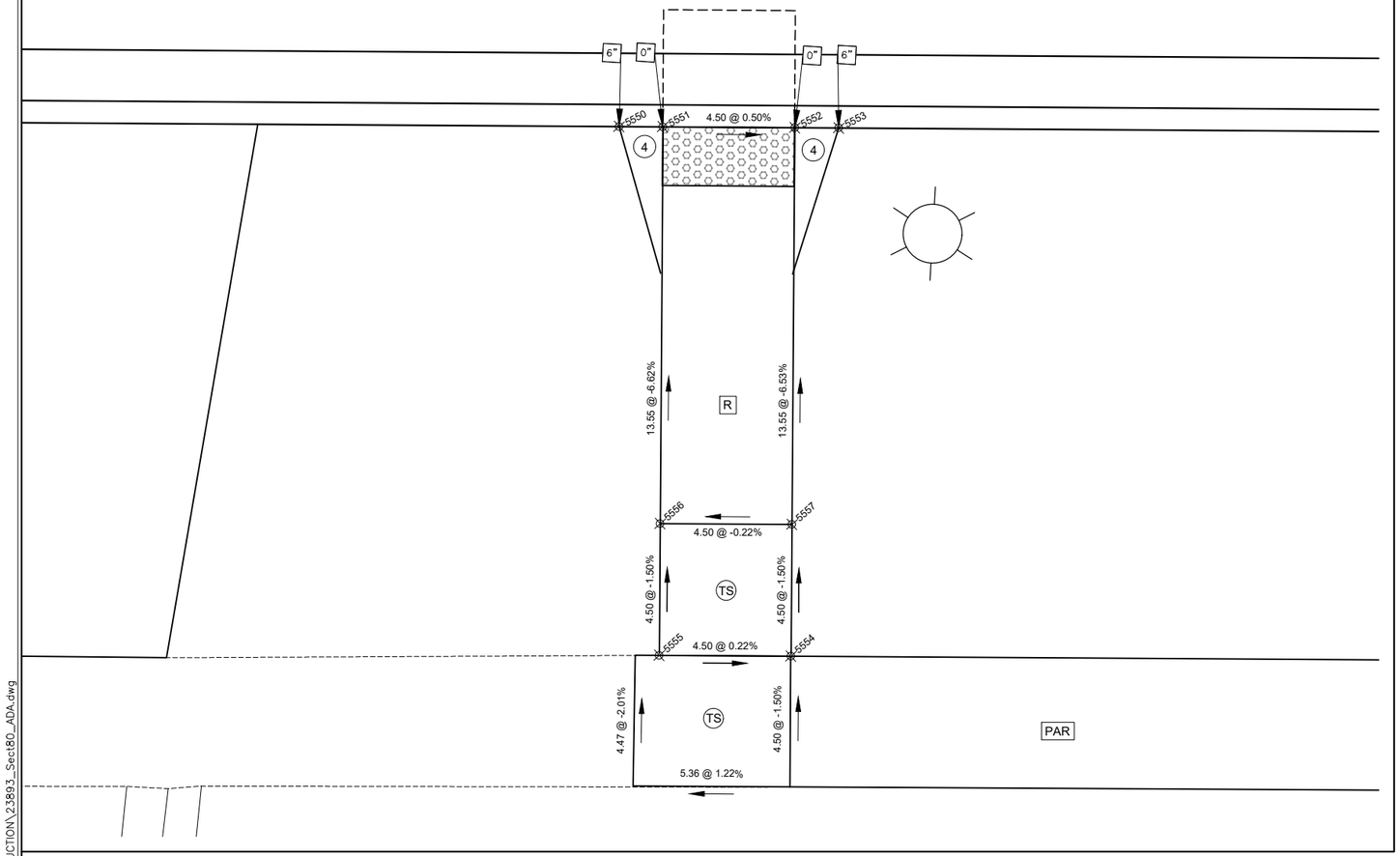
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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	31

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5550	454808.43	2891985.58	903.05	BOW	32+87.26	15.50
5551	454808.50	2891987.07	902.58	BOW	32+88.75	15.50
5552	454808.73	2891991.57	902.60	BOW	32+93.26	15.50
5553	454808.81	2891993.07	903.08	BOW	32+94.76	15.50
5554	454790.71	2891992.48	903.55	EOW-MA	32+93.25	33.55
5555	454790.48	2891987.98	903.54	EOW-MA	32+88.75	33.55
5556	454794.97	2891987.76	903.47	EOW	32+88.76	29.05
5557	454795.20	2891992.25	903.48	EOW	32+93.25	29.05



17th Ave S / Sta 32+91 Rt.

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

(4) — 4:1 maximum (adjacent to non-walkable surface)

(10) — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

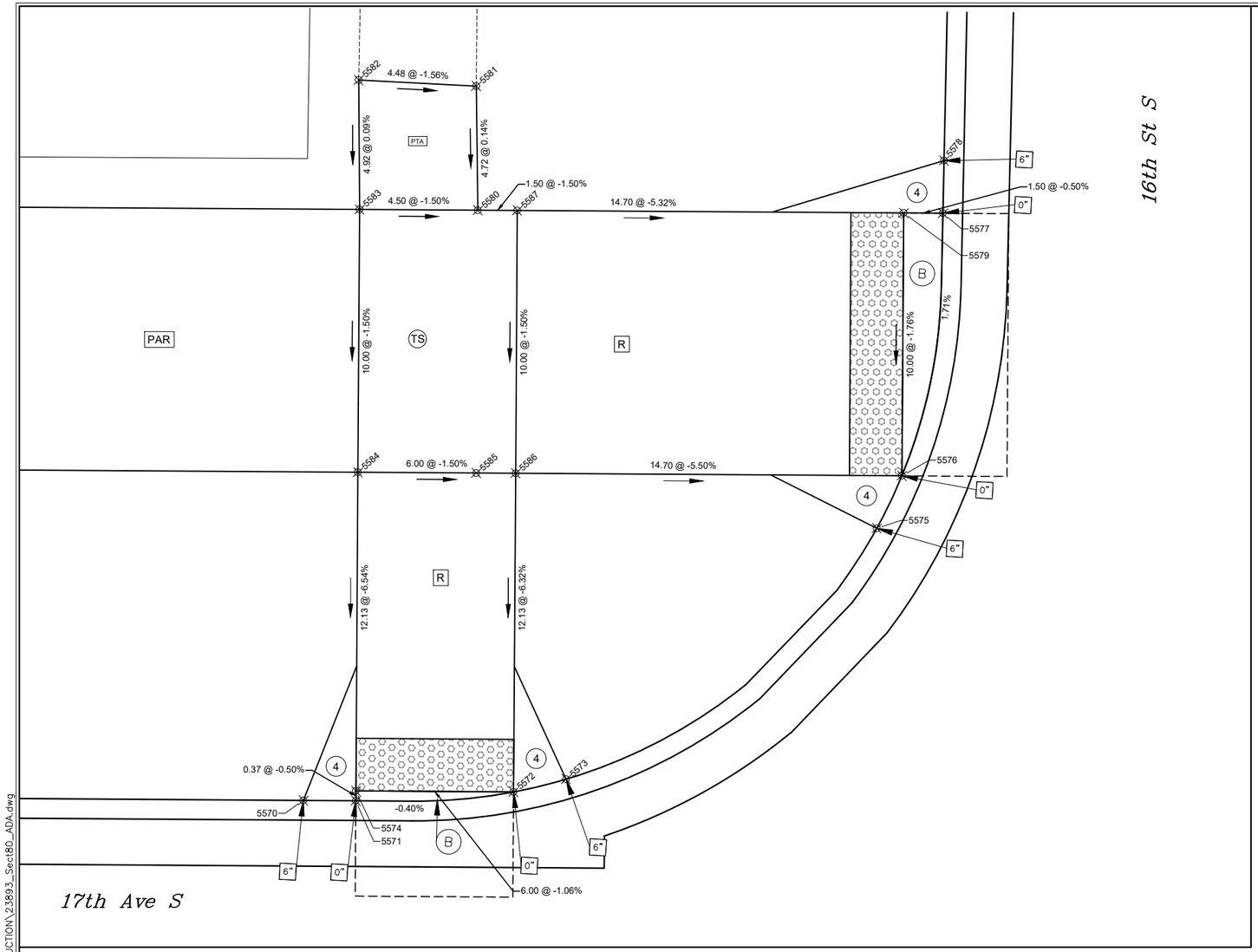
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



NW Quadrant 17th Ave S / 16th St S

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	32

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5570	454855.05	2892292.04	903.13	BOW	35+95.70	-15.50
5571	454855.15	2892294.04	902.64	BOW	35+97.70	-15.50
5572	454855.82	2892300.02	902.58	BOW	36+03.70	-15.87
5573	454856.43	2892301.99	903.01	BOW	36+05.70	-16.37
5574	454855.52	2892294.02	902.64	TOC	35+97.70	-15.87
5575	454866.64	2892313.24	902.98	BOW	36+17.46	-26.00
5576	454868.68	2892314.08	902.54	BOW	36+18.40	-28.00
5577	454878.75	2892315.07	902.71	BOW	36+19.90	-38.00
5578	454880.74	2892314.99	903.21	BOW	36+19.92	-40.00
5579	454878.67	2892313.57	902.71	TOC	36+18.40	-38.00
5580	454877.85	2892297.39	903.52	EOW	36+02.20	-38.00
5581	454882.56	2892297.06	903.51	EOW-MA	36+02.10	-42.72
5582	454882.53	2892292.58	903.58	BOW-MA	35+97.63	-42.92
5583	454877.62	2892292.90	903.58	BOW	35+97.70	-38.00
5584	454867.63	2892293.41	903.43	EOW	35+97.70	-28.00
5585	454867.86	2892297.90	903.37	EOW	36+02.20	-28.00
5586	454867.94	2892299.40	903.34	EOW	36+03.70	-28.00
5587	454877.92	2892298.89	903.49	EOW	36+03.70	-38.00

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
4 — 4:1 maximum (adjacent to non-walkable surface)
10 — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

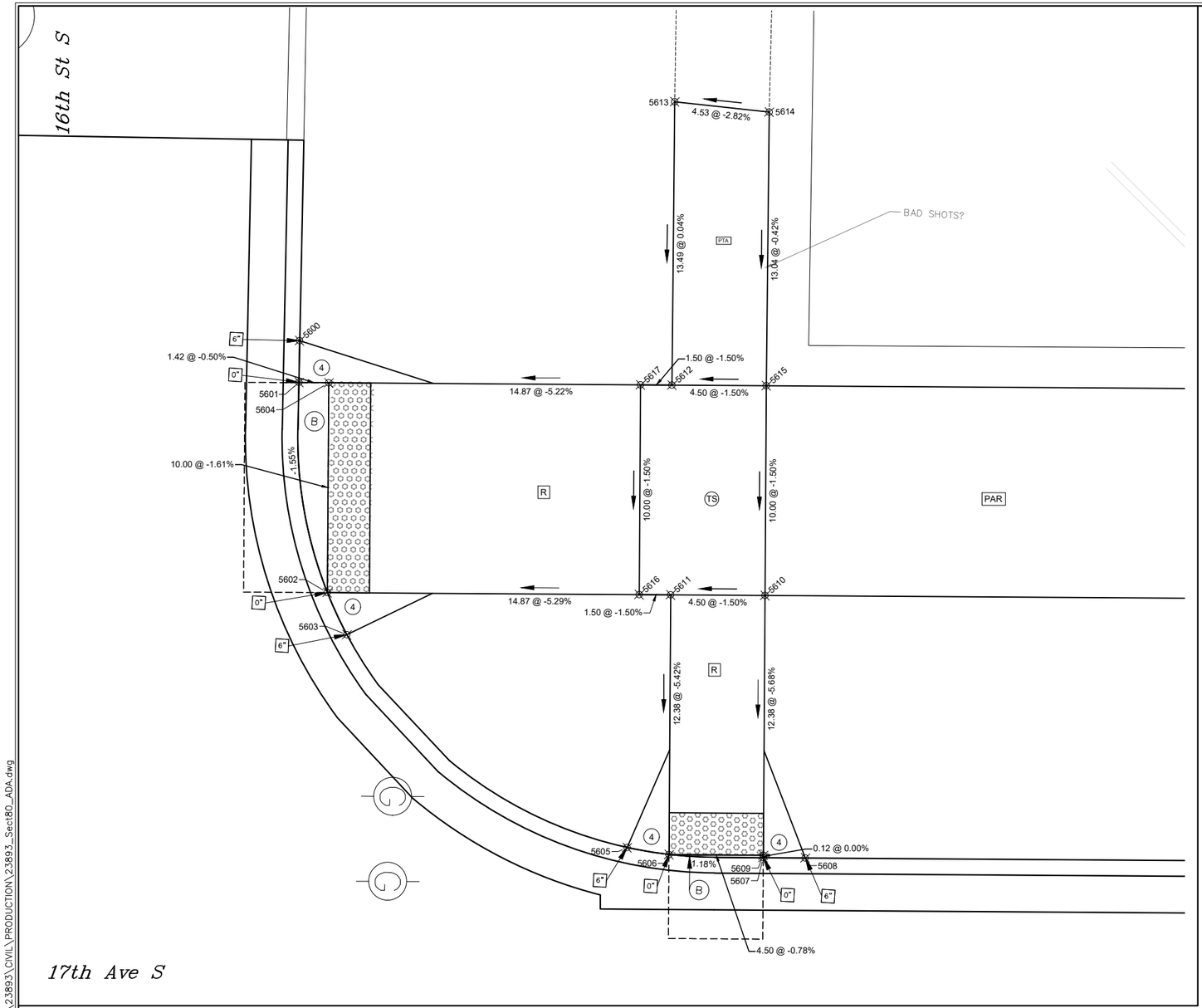
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	33

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5600	454882.34	2892346.46	903.13	BOW	36+51.43	-40.00
5601	454880.36	2892346.54	902.63	BOW	36+51.41	-38.02
5602	454870.43	2892348.47	902.47	BOW	36+52.83	-28.00
5603	454868.48	2892349.51	902.92	BOW	36+53.77	-26.00
5604	454880.42	2892347.96	902.63	TOC	36+52.83	-38.00
5605	454859.12	2892363.43	903.07	BOW	36+67.20	-15.94
5606	454858.90	2892365.45	902.61	BOW	36+69.20	-15.62
5607	454859.01	2892369.95	902.65	BOW	36+73.70	-15.50
5608	454859.11	2892371.94	903.13	BOW	36+75.70	-15.50
5609	454859.12	2892369.94	902.65	TOC	36+73.70	-15.62
5610	454871.49	2892369.31	903.35	EOW	36+73.70	-28.00
5611	454871.26	2892364.82	903.28	EOW	36+69.20	-28.00
5612	454881.25	2892364.31	903.43	EOW	36+69.20	-38.00
5613	454894.74	2892363.66	903.70	EOW-MA	36+69.24	-51.51
5614	454894.51	2892368.19	903.41	BOW-MA	36+73.75	-51.05
5615	454881.48	2892368.80	903.50	BOW	36+73.70	-38.00
5616	454871.19	2892363.32	903.26	EOW	36+67.70	-28.00
5617	454881.17	2892362.81	903.41	EOW	36+67.70	-38.00

NE Quadrant 17th Ave S / 16 St S

LEGEND

- Detectable Warning Panel
- Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

(B) Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" Curb Heights are noted adjacent to curb
0", 3" or 6"

ME Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

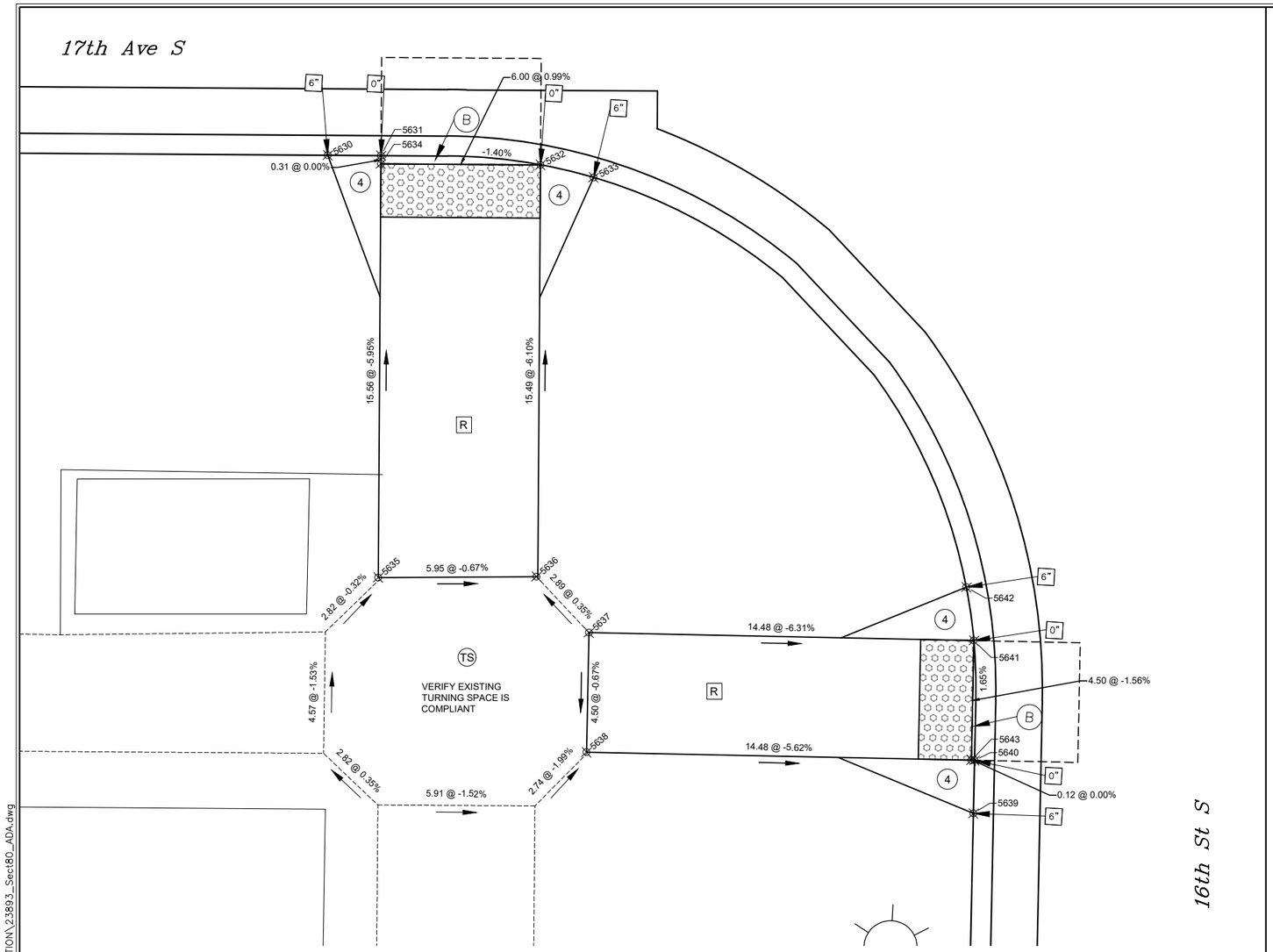
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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SW Quadrant 17th Ave S / 16th St S

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	34

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5630	454824.04	2892292.71	903.13	BOW	35+94.79	15.50
5631	454824.14	2892294.70	902.65	BOW	35+96.79	15.50
5632	454824.14	2892300.71	902.59	BOW	36+02.79	15.81
5633	454823.78	2892302.73	903.04	BOW	36+04.79	16.27
5634	454823.83	2892294.72	902.65	TOC	35+96.79	15.81
5635	454808.30	2892295.51	903.57	EOW-MA	35+96.79	31.36
5636	454808.67	2892301.45	903.53	EOW-MA	36+02.74	31.29
5637	454806.68	2892303.54	903.54	EOW-MA	36+04.72	33.38
5638	454802.19	2892303.70	903.51	EOW-MA	36+04.66	37.88
5639	454800.72	2892318.37	903.24	BOW	36+19.23	40.09
5640	454802.72	2892318.29	902.70	BOW	36+19.26	38.09
5641	454807.21	2892318.01	902.63	BOW	36+19.20	33.59
5642	454809.20	2892317.61	903.08	BOW	36+18.91	31.58
5643	454802.72	2892318.17	902.70	TOC	36+19.14	38.09

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  - 4' long x width of PAR or
  - 4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  - Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  - Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  - 0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

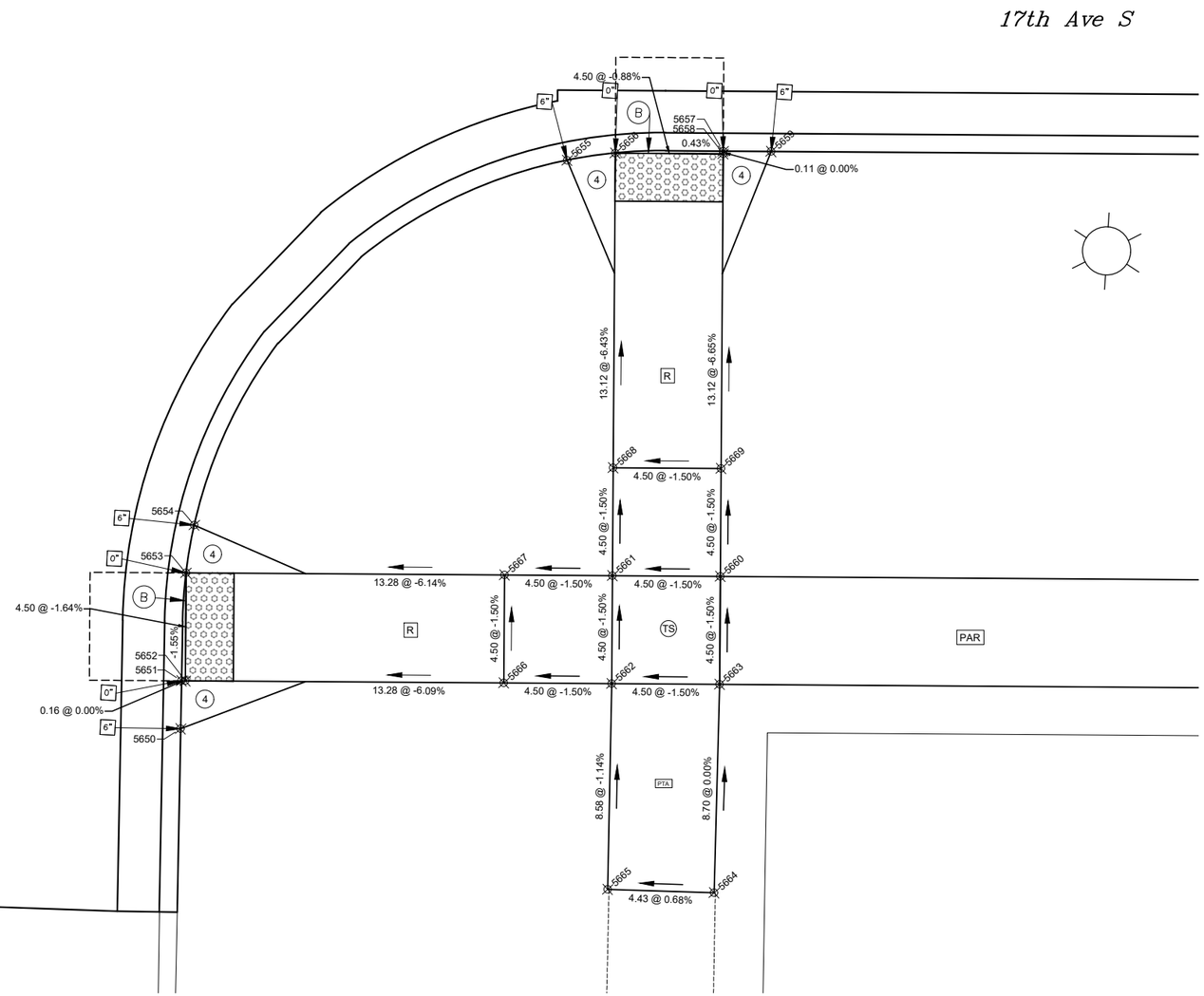
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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SE Quadrant 17th Ave S / 16th St S

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

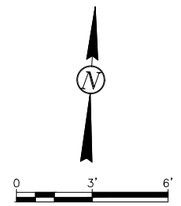
Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	35

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5650	454802.67	2892349.48	903.21	BOW	36+50.40	39.73
5651	454804.66	2892349.40	902.71	BOW	36+50.43	37.73
5652	454804.67	2892349.56	902.71	TOC	36+50.58	37.73
5653	454809.17	2892349.33	902.63	BOW	36+50.58	33.23
5654	454811.18	2892349.56	903.09	BOW	36+50.92	31.23
5655	454827.25	2892364.21	903.06	BOW	36+66.37	15.92
5656	454827.67	2892366.20	902.60	BOW	36+68.37	15.61
5657	454828.00	2892370.68	902.64	BOW	36+72.87	15.50
5658	454827.89	2892370.69	902.64	TOC	36+72.87	15.61
5659	454828.11	2892372.68	903.13	BOW	36+74.87	15.50
5660	454810.30	2892371.58	903.58	EOW	36+72.87	33.23
5661	454810.07	2892367.09	903.52	EOW	36+68.37	33.23
5662	454805.57	2892367.32	903.58	EOW	36+68.37	37.73
5663	454805.80	2892371.81	903.65	BOW	36+72.87	37.73
5664	454797.11	2892372.08	903.65	BOW-MA	36+72.69	46.43
5665	454797.00	2892367.64	903.68	EOW-MA	36+68.25	46.31
5666	454805.35	2892362.82	903.52	EOW	36+63.87	37.73
5667	454809.84	2892362.60	903.45	EOW	36+63.87	33.23
5668	454814.56	2892366.86	903.45	EOW	36+68.37	28.73
5669	454814.79	2892371.36	903.52	EOW	36+72.87	28.73



ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
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DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

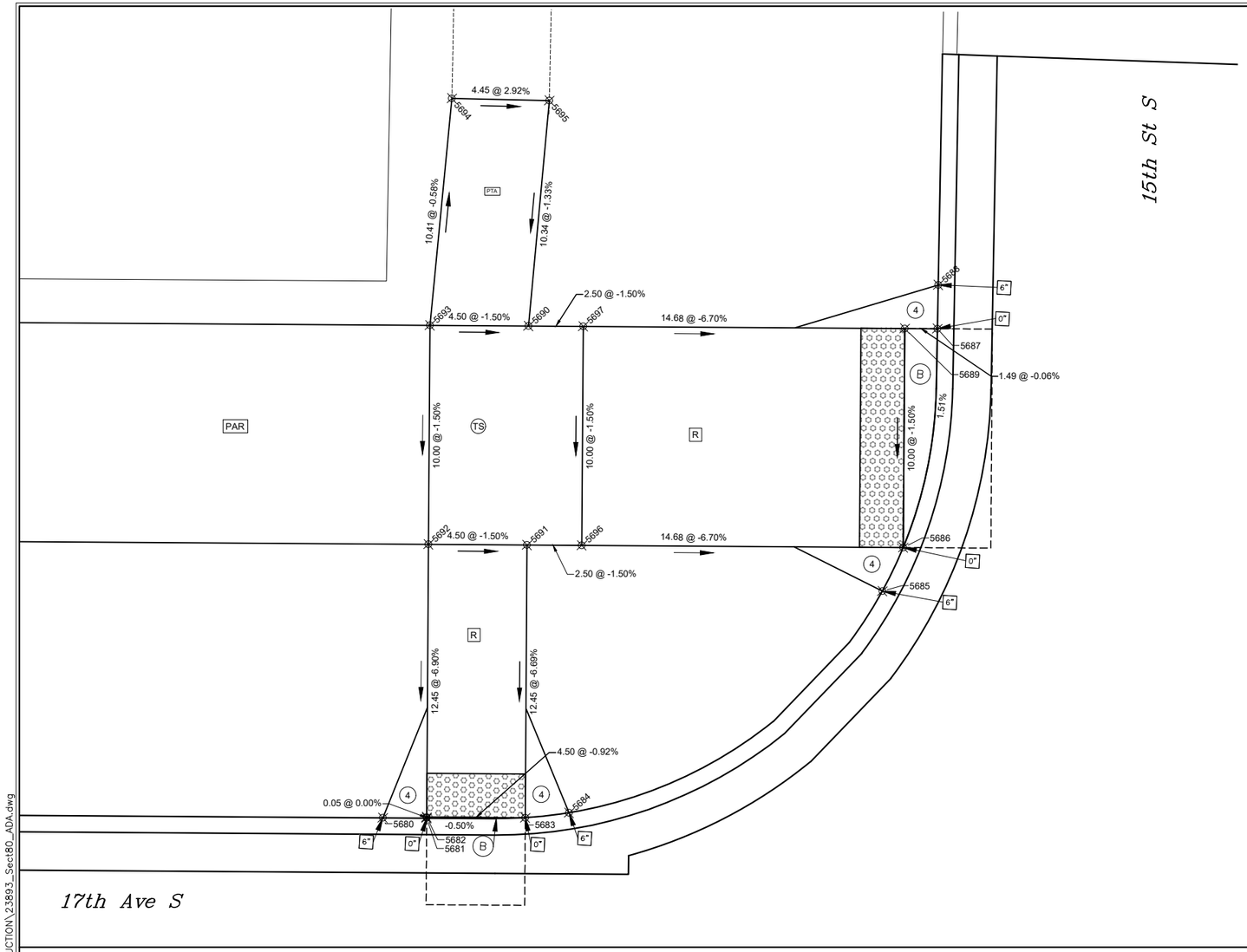
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



NW Quadrant 17th Ave S / 15th St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

(B) — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	36

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5680	454874.34	2892671.63	902.98	BOW	39+75.78	-15.50
5681	454874.44	2892673.63	902.49	BOW	39+77.78	-15.50
5682	454874.49	2892673.63	902.49	TOC	39+77.78	-15.55
5683	454874.72	2892678.12	902.45	BOW	39+82.28	-15.55
5684	454875.06	2892680.10	902.87	BOW	39+84.28	-15.79
5685	454885.98	2892693.80	902.71	BOW	39+98.51	-26.00
5686	454888.03	2892694.64	902.26	BOW	39+99.45	-28.00
5687	454898.09	2892695.62	902.41	BOW	40+00.94	-38.00
5688	454900.09	2892695.55	902.92	BOW	40+00.97	-40.00
5689	454898.02	2892694.13	902.41	TOC	39+99.45	-38.00
5690	454897.14	2892676.98	903.43	EOW	39+82.28	-38.00
5691	454887.16	2892677.49	903.28	EOW	39+82.28	-28.00
5692	454886.93	2892672.99	903.35	EOW	39+77.78	-28.00
5693	454896.91	2892672.49	903.50	BOW	39+77.78	-38.00
5694	454907.32	2892672.89	903.44	BOW-MA	39+78.71	-48.37
5695	454907.47	2892677.34	903.57	EOW-MA	39+83.16	-48.30
5696	454887.28	2892679.98	903.25	EOW	39+84.78	-28.00
5697	454897.27	2892679.48	903.40	EOW	39+84.78	-38.00

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

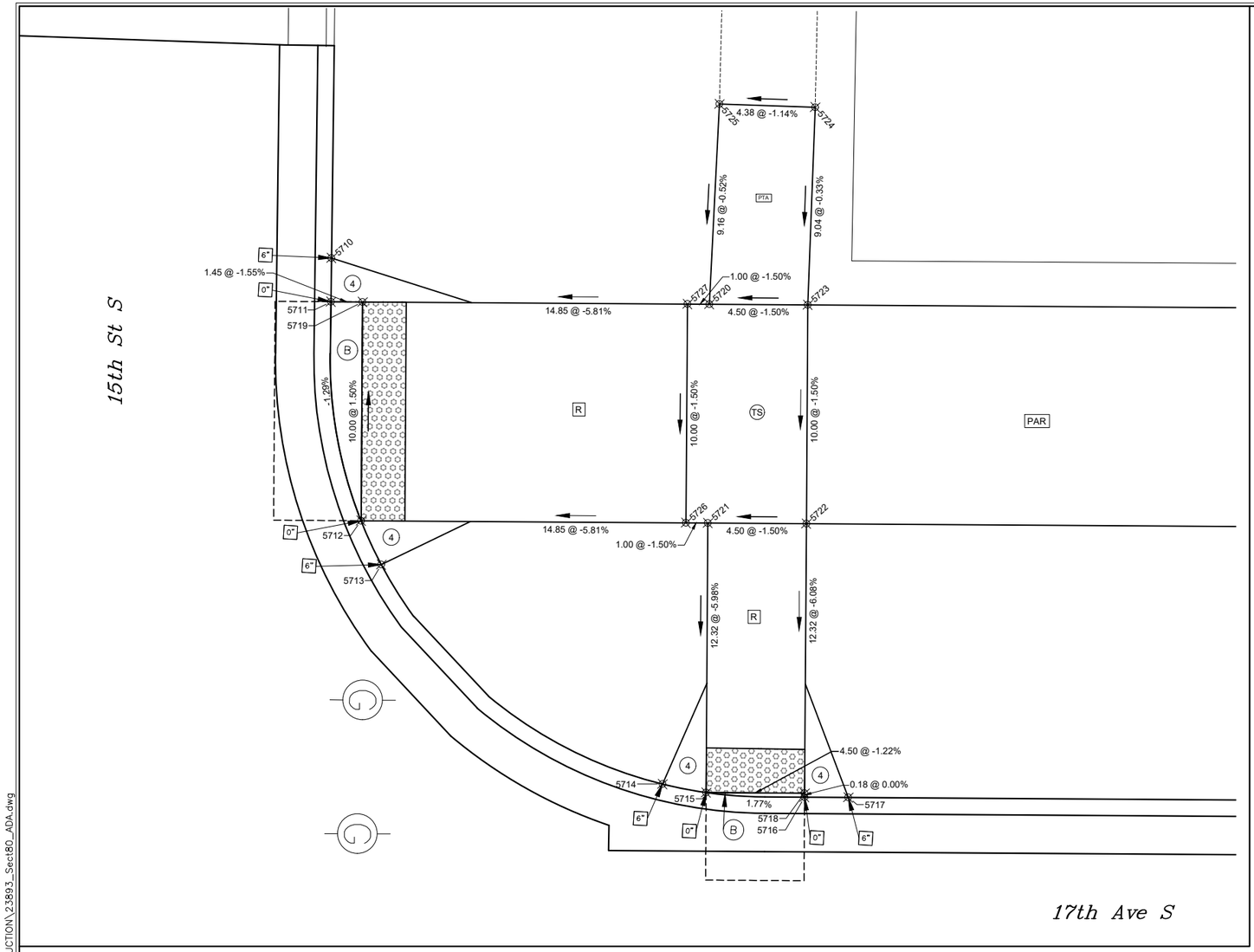
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	37

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5710	454901.66	2892726.53	902.88	BOW	40+32.00	-40.00
5711	454899.67	2892726.62	902.38	BOW	40+31.98	-38.00
5712	454889.75	2892728.57	902.25	BOW	40+33.43	-28.00
5713	454887.80	2892729.61	902.71	BOW	40+34.37	-26.00
5714	454878.53	2892743.01	902.84	BOW	40+47.28	-16.06
5715	454878.26	2892745.03	902.40	BOW	40+49.28	-15.68
5716	454878.30	2892749.53	902.45	BOW	40+53.78	-15.50
5717	454878.40	2892751.53	902.92	BOW	40+55.78	-15.50
5718	454878.48	2892749.53	902.45	TOC	40+53.78	-15.68
5719	454899.74	2892728.06	902.40	TOC	40+33.43	-38.00
5720	454900.55	2892743.90	903.28	EOW	40+49.28	-38.00
5721	454890.56	2892744.41	903.13	EOW	40+49.28	-28.00
5722	454890.79	2892748.90	903.20	EOW	40+53.78	-28.00
5723	454900.77	2892748.39	903.35	BOW	40+53.78	-38.00
5724	454909.81	2892748.21	903.38	BOW-MA	40+54.06	-47.04
5725	454909.70	2892743.83	903.33	EOW-MA	40+49.68	-47.15
5726	454890.51	2892743.41	903.12	EOW	40+48.28	-28.00
5727	454900.49	2892742.90	903.27	EOW	40+48.28	-38.00

NE Quadrant 17th Ave S / 15th St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

(B) — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

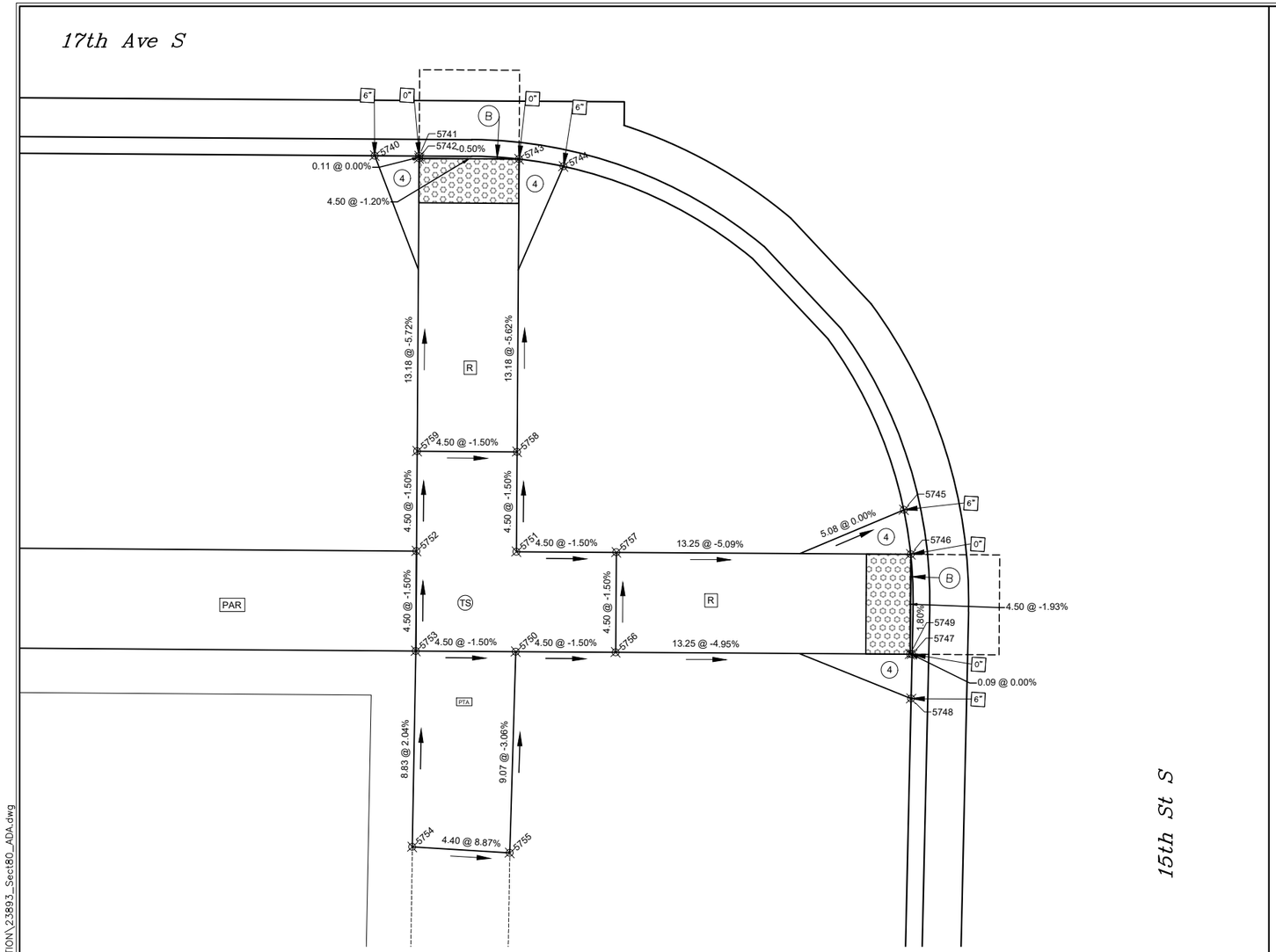
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	38

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5740	454843.38	2892673.21	902.98	BOW	39+75.78	15.50
5741	454843.48	2892675.21	902.49	BOW	39+77.78	15.50
5742	454843.37	2892675.21	902.49	TOC	39+77.78	15.61
5743	454843.60	2892679.71	902.44	BOW	39+82.28	15.61
5744	454843.38	2892681.72	902.88	BOW	39+84.28	15.93
5745	454828.82	2892697.91	902.89	BOW	39+99.71	31.29
5746	454826.84	2892698.33	902.45	BOW	40+00.03	33.29
5747	454822.35	2892698.65	902.55	BOW	40+00.12	37.79
5748	454820.35	2892698.72	903.06	BOW	40+00.09	39.79
5749	454822.35	2892698.56	902.55	TOC	40+00.03	37.79
5750	454821.45	2892680.83	903.31	EOW	39+82.28	37.79
5751	454825.94	2892680.60	903.25	EOW	39+82.28	33.29
5752	454825.71	2892676.11	903.31	EOW	39+77.78	33.29
5753	454821.22	2892676.34	903.38	BOW	39+77.78	37.79
5754	454812.40	2892676.69	903.20	BOW-MA	39+77.68	46.62
5755	454812.38	2892681.08	903.59	EOW-MA	39+82.07	46.86
5756	454821.68	2892685.33	903.25	EOW	39+86.78	37.79
5757	454826.17	2892685.10	903.18	EOW	39+86.78	33.29
5758	454830.44	2892680.37	903.18	EOW	39+82.28	28.79
5759	454830.21	2892675.88	903.25	EOW	39+77.78	28.79

SW Quadrant 17th Ave S / 15th St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

4 — 4:1 maximum (adjacent to non-walkable surface)

10 — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

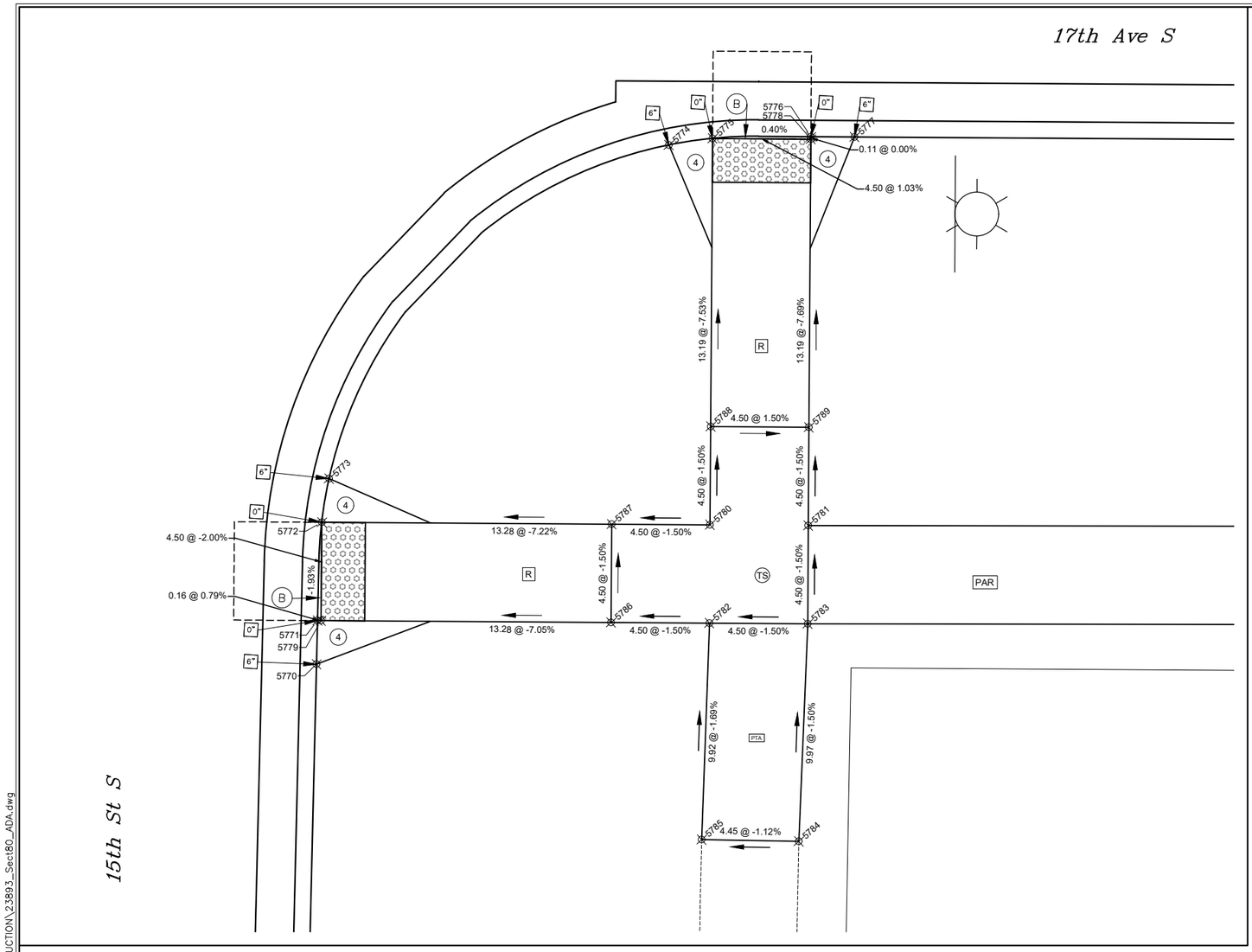
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



SE Quadrant 17th Ave S / 15th St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
④ 4:1 maximum (adjacent to non-walkable surface)
⑩ 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0", 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	39

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5770	454821.93	2892729.90	903.04	BOW	40+31.31	39.80
5771	454823.93	2892729.83	902.53	BOW	40+31.35	37.80
5772	454828.43	2892729.77	902.44	BOW	40+31.51	33.30
5773	454830.45	2892729.99	902.89	BOW	40+31.83	31.30
5774	454846.59	2892744.64	902.85	BOW	40+47.29	15.92
5775	454847.00	2892746.62	902.40	BOW	40+49.29	15.61
5776	454847.34	2892751.11	902.45	BOW	40+53.79	15.50
5777	454847.44	2892753.11	902.94	BOW	40+55.79	15.50
5778	454847.23	2892751.12	902.45	TOC	40+53.79	15.61
5779	454823.94	2892729.99	902.53	TOC	40+31.50	37.80
5780	454829.34	2892747.52	903.47	EOW	40+49.29	33.30
5781	454829.56	2892752.01	903.53	EOW	40+53.78	33.30
5782	454824.84	2892747.75	903.53	EOW	40+49.29	37.80
5783	454825.07	2892752.25	903.60	BOW	40+53.79	37.80
5784	454815.10	2892752.41	903.75	BOW-MA	40+53.44	47.77
5785	454814.93	2892747.97	903.70	EOW-MA	40+49.00	47.71
5786	454824.61	2892743.26	903.47	EOW	40+44.79	37.80
5787	454829.11	2892743.03	903.40	EOW	40+44.79	33.30
5788	454833.83	2892747.30	903.40	EOW	40+49.29	28.80
5789	454834.06	2892751.79	903.47	EOW	40+53.78	28.80

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

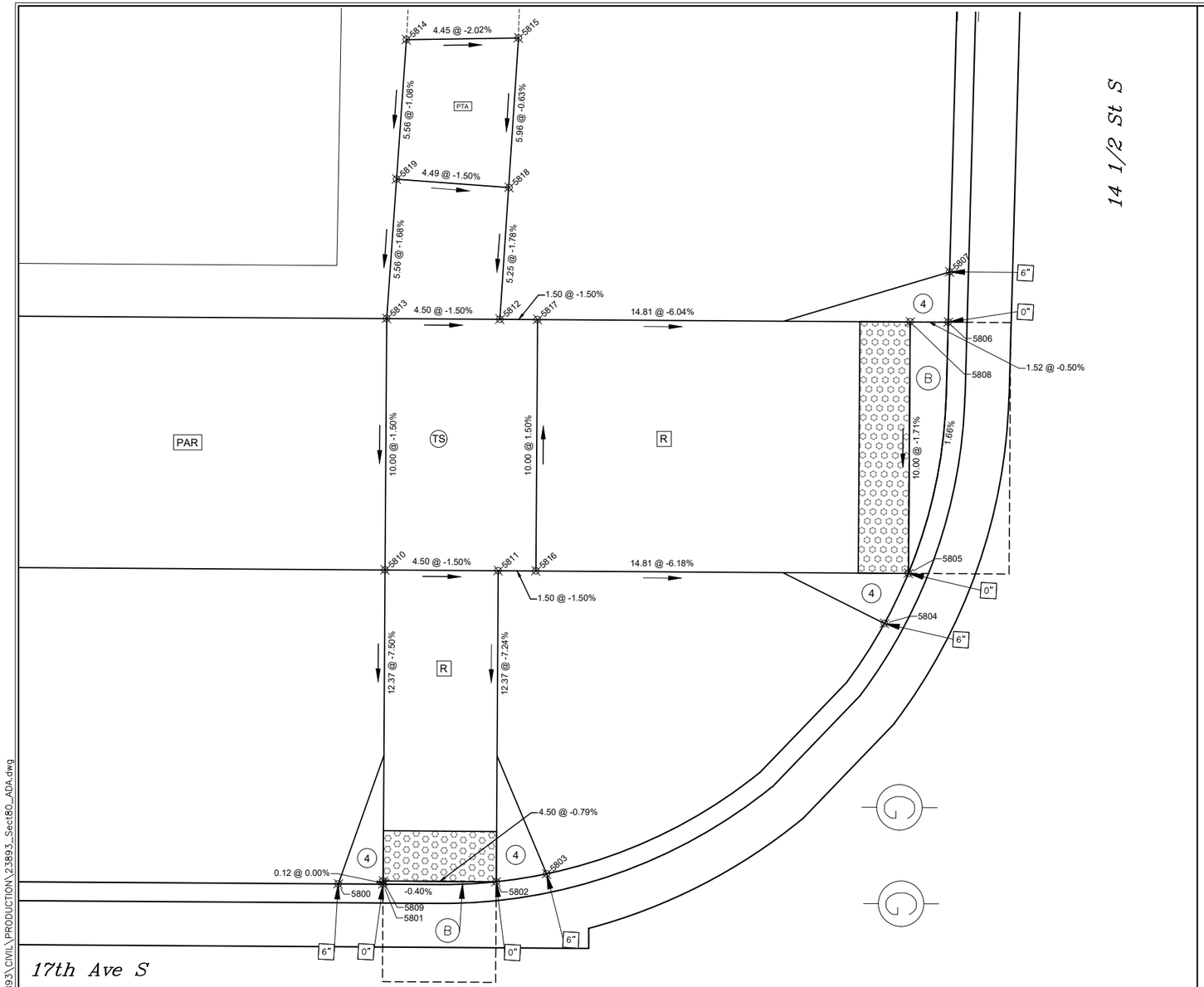
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	40

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5800	454893.65	2893051.44	902.90	BOW	43+56.07	-15.50
5801	454893.74	2893053.22	902.41	BOW	43+57.85	-15.50
5802	454894.09	2893057.70	902.37	BOW	43+62.35	-15.63
5803	454894.52	2893059.68	902.83	BOW	43+64.35	-15.95
5804	454905.24	2893072.52	902.77	BOW	43+77.72	-26.00
5805	454907.28	2893073.36	902.33	BOW	43+78.66	-28.00
5806	454917.34	2893074.37	902.49	BOW	43+80.18	-38.00
5807	454919.34	2893074.31	903.00	BOW	43+80.22	-40.00
5808	454917.27	2893072.85	902.50	TOC	43+78.66	-38.00
5809	454893.86	2893053.21	902.41	TOC	43+57.85	-15.63
5810	454906.22	2893052.58	903.34	EOW	43+57.85	-28.00
5811	454906.45	2893057.08	903.27	EOW	43+62.35	-28.00
5812	454916.44	2893056.57	903.42	EOW	43+62.35	-38.00
5813	454916.21	2893052.07	903.49	BOW	43+57.85	-38.00
5814	454927.33	2893052.22	903.64	BOW-MA	43+58.56	-49.09
5815	454927.65	2893056.66	903.55	EOW-MA	43+63.02	-49.19
5816	454906.53	2893058.57	903.25	EOW	43+63.85	-28.00
5817	454916.52	2893058.07	903.40	EOW	43+63.85	-38.00
5818	454921.69	2893056.63	903.51	EOW	43+62.69	-43.24
5819	454921.77	2893052.15	903.58	EOW	43+58.21	-43.55

NW Quadrant 17th Ave S / 14 1/2 St S

LEGEND

- Detectable Warning Panel
- Pedestrian Access Route (PAR)
- Clear Space
  - 4' long x width of PAR or
  - 4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- (B) Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- (TS) Turning Space
  Used at top of ramp or when changing directions.
  Slope (all directions)
  1.5% preferred
  2.0% maximum
- (R) Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- Flare
  Cross Slope
  - (4) 4:1 maximum (adjacent to non-walkable surface)
  - (10) 10:1 maximum (adjacent to walkable surface)
- [X"] Curb Heights are noted adjacent to curb
  0", 3" or 6"
- [ME] Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

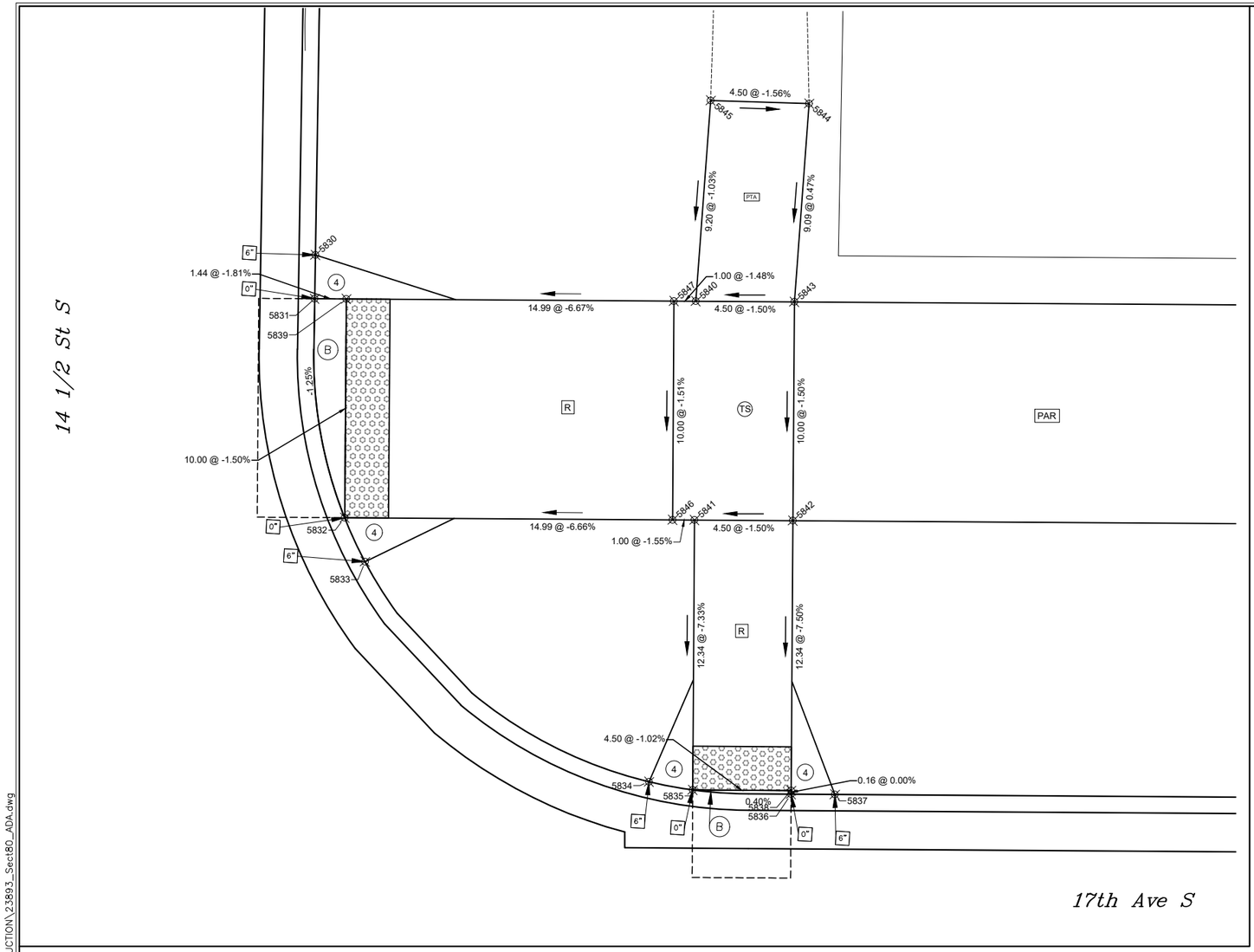
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	41

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5830	454920.95	2893106.00	902.92	BOW	44+11.95	-40.00
5831	454918.96	2893106.08	902.43	BOW	44+11.93	-38.00
5832	454909.04	2893108.03	902.30	BOW	44+13.37	-28.00
5833	454907.09	2893109.07	902.76	BOW	44+14.31	-26.00
5834	454897.79	2893122.60	902.87	BOW	44+27.36	-16.03
5835	454897.53	2893124.62	902.41	BOW	44+29.36	-15.66
5836	454897.60	2893129.12	902.46	BOW	44+33.86	-15.50
5837	454897.70	2893131.12	902.96	BOW	44+35.86	-15.50
5838	454897.76	2893129.11	902.46	TOC	44+33.86	-15.66
5839	454919.03	2893107.52	902.45	TOC	44+13.37	-38.00
5840	454919.84	2893123.49	903.47	EOW	44+29.36	-38.00
5841	454909.85	2893123.99	903.32	EOW	44+29.36	-28.00
5842	454910.08	2893128.49	903.38	EOW	44+33.86	-28.00
5843	454920.07	2893127.98	903.53	BOW	44+33.86	-38.00
5844	454929.16	2893128.14	903.49	BOW-MA	44+34.47	-47.07
5845	454929.04	2893123.64	903.56	EOW-MA	44+29.97	-47.18
5846	454909.80	2893123.00	903.30	EOW	44+28.36	-28.00
5847	454919.79	2893122.49	903.45	EOW	44+28.36	-38.00

NE Quadrant 17th Ave S / 14 1/2 St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

(B) — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0", 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

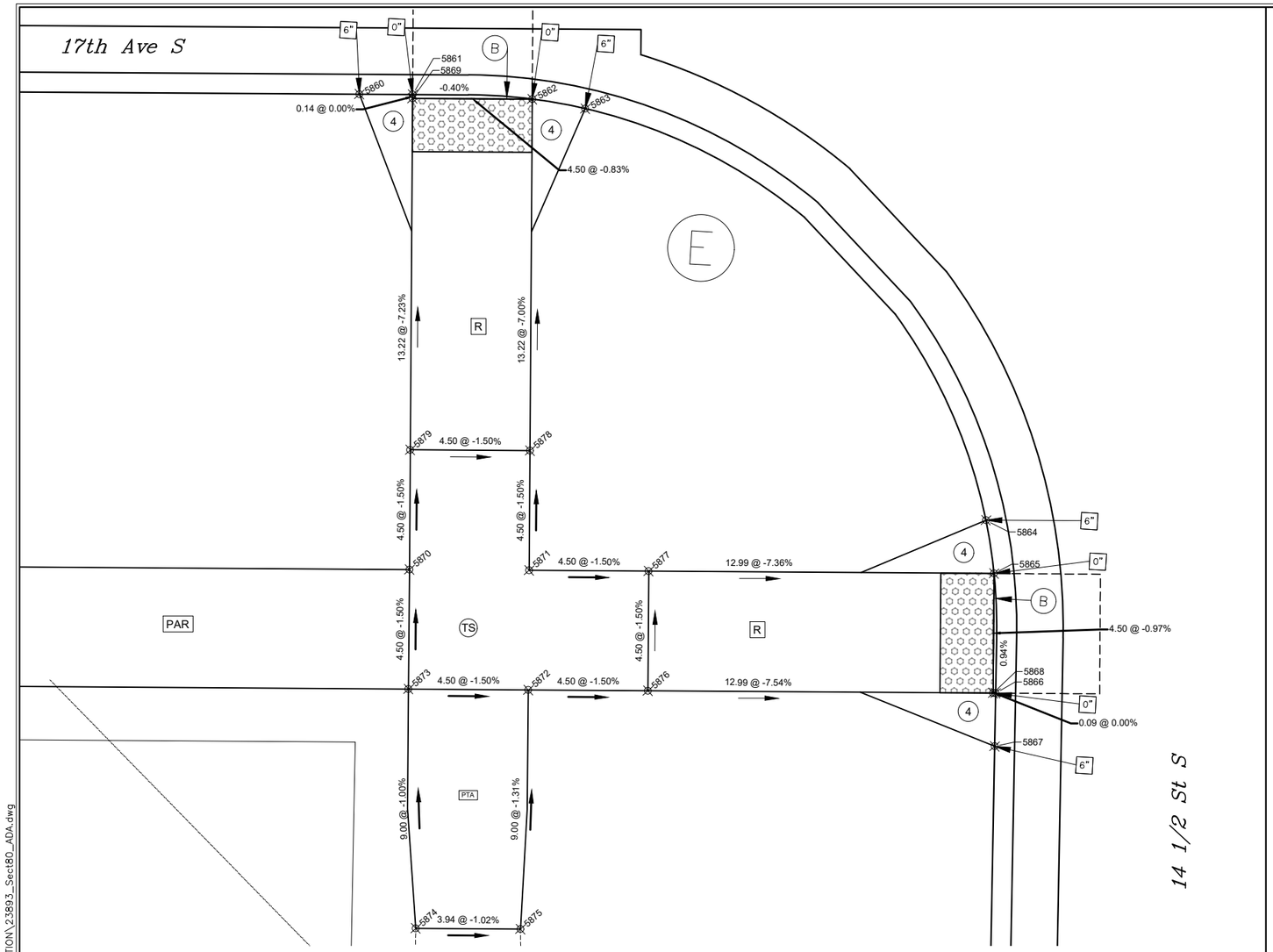
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



SW Quadrant 17th Ave S / 14 1/2 St S

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	42

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5860	454862.66	2893052.41	902.90	BOW	43+55.47	15.50
5861	454862.76	2893054.41	902.41	BOW	43+57.47	15.50
5862	454862.84	2893058.91	902.37	BOW	43+61.97	15.65
5863	454862.60	2893060.92	902.81	BOW	43+63.97	15.99
5864	454848.02	2893076.85	902.80	BOW	43+79.14	31.36
5865	454846.04	2893077.27	902.34	BOW	43+79.45	33.36
5866	454841.55	2893077.58	902.39	BOW	43+79.54	37.86
5867	454839.55	2893077.66	902.88	BOW	43+79.52	39.86
5868	454841.54	2893077.49	902.39	TOC	43+79.45	37.86
5869	454862.62	2893054.41	902.41	TOC	43+57.47	15.65
5870	454844.92	2893055.31	903.43	EOW	43+57.47	33.36
5871	454845.15	2893059.81	903.37	EOW	43+61.97	33.36
5872	454840.66	2893060.03	903.43	EOW	43+61.97	37.86
5873	454840.43	2893055.54	903.50	BOW	43+57.46	37.86
5874	454831.47	2893056.32	903.59	BOW-MA	43+57.80	46.85
5875	454831.66	2893060.25	903.55	EOW-MA	43+61.73	46.85
5876	454840.88	2893064.52	903.37	EOW	43+66.46	37.86
5877	454845.38	2893064.30	903.30	EOW	43+66.47	33.36
5878	454849.65	2893059.58	903.30	EOW	43+61.98	28.86
5879	454849.42	2893055.08	903.37	EOW	43+57.47	28.86

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

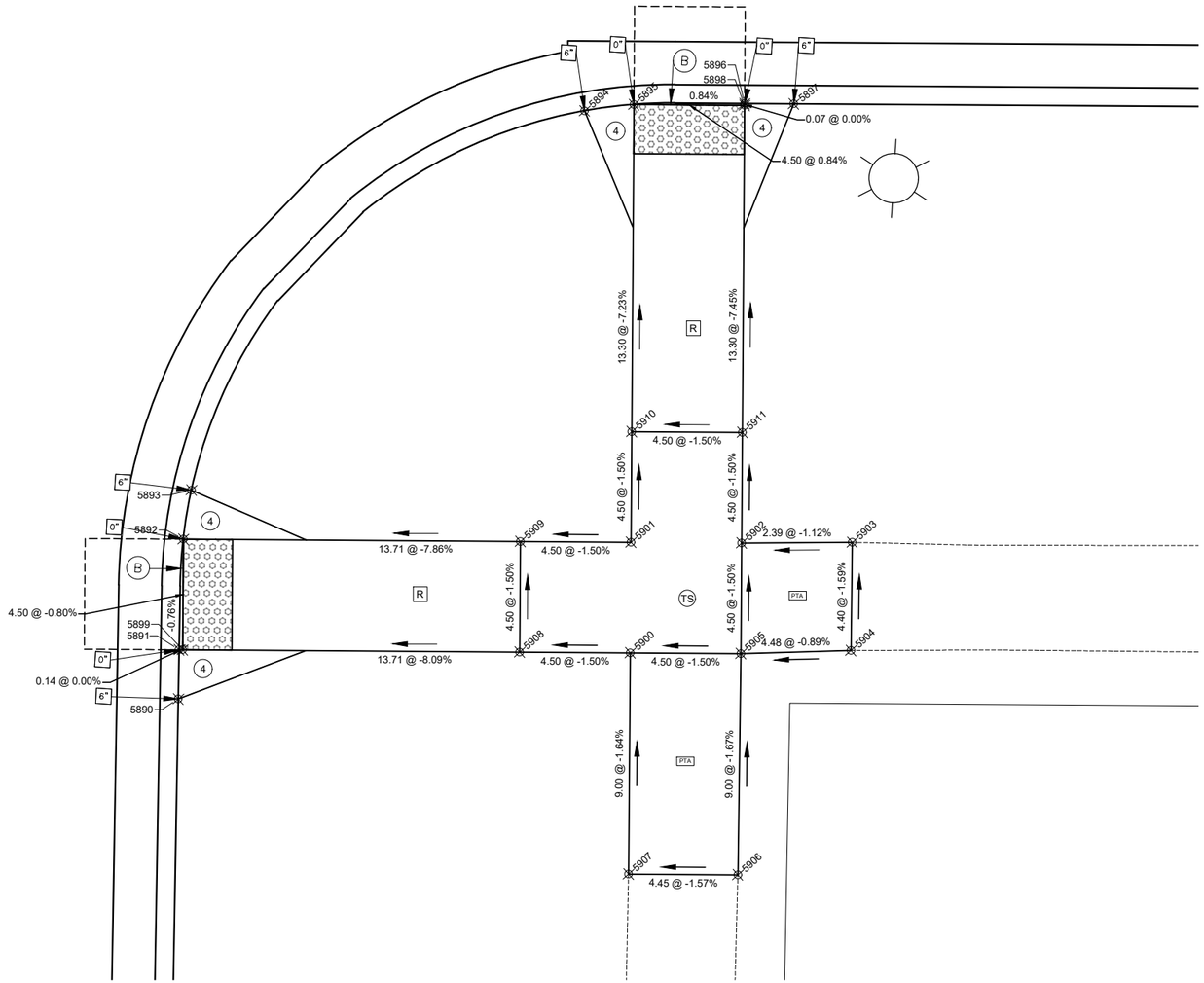
DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	43

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5890	454841.12	2893108.70	902.85	BOW	44+10.60	39.87
5891	454843.12	2893108.62	902.36	BOW	44+10.62	37.87
5892	454847.62	2893108.54	902.32	BOW	44+10.76	33.37
5893	454849.63	2893108.75	902.78	BOW	44+11.08	31.37
5894	454865.95	2893123.83	902.88	BOW	44+26.97	15.84
5895	454866.32	2893125.82	902.44	BOW	44+28.97	15.57
5896	454866.62	2893130.31	902.47	BOW	44+33.47	15.50
5897	454866.72	2893132.31	902.90	BOW	44+35.47	15.50
5898	454866.55	2893130.31	902.47	TOC	44+33.47	15.57
5899	454843.13	2893108.76	902.36	TOC	44+10.76	37.87
5900	454844.05	2893126.95	903.53	EOW	44+28.97	37.87
5901	454848.54	2893126.72	903.47	EOW	44+28.97	33.37
5902	454848.77	2893131.22	903.53	EOW	44+33.47	33.37
5903	454849.05	2893135.71	903.57	EOW-MA	44+37.97	33.32
5904	454844.65	2893135.91	903.64	BOW-MA	44+37.95	37.72
5905	454844.27	2893131.44	903.60	BOW	44+33.47	37.87
5906	454835.28	2893131.83	903.75	BOW-MA	44+33.40	46.87
5907	454835.06	2893127.39	903.68	EOW-MA	44+28.95	46.87
5908	454843.82	2893122.46	903.55	EOW	44+24.47	37.87
5909	454848.31	2893122.23	903.40	EOW	44+24.47	33.37
5910	454853.03	2893126.49	903.40	EOW	44+28.97	28.87
5911	454853.26	2893130.99	903.47	EOW	44+33.47	28.87



SE Quadrant 17th Ave S / 14 1/2 St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

(B) — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope

(4) — 4:1 maximum (adjacent to non-walkable surface)

(10) — 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Curb Ramp Layouts

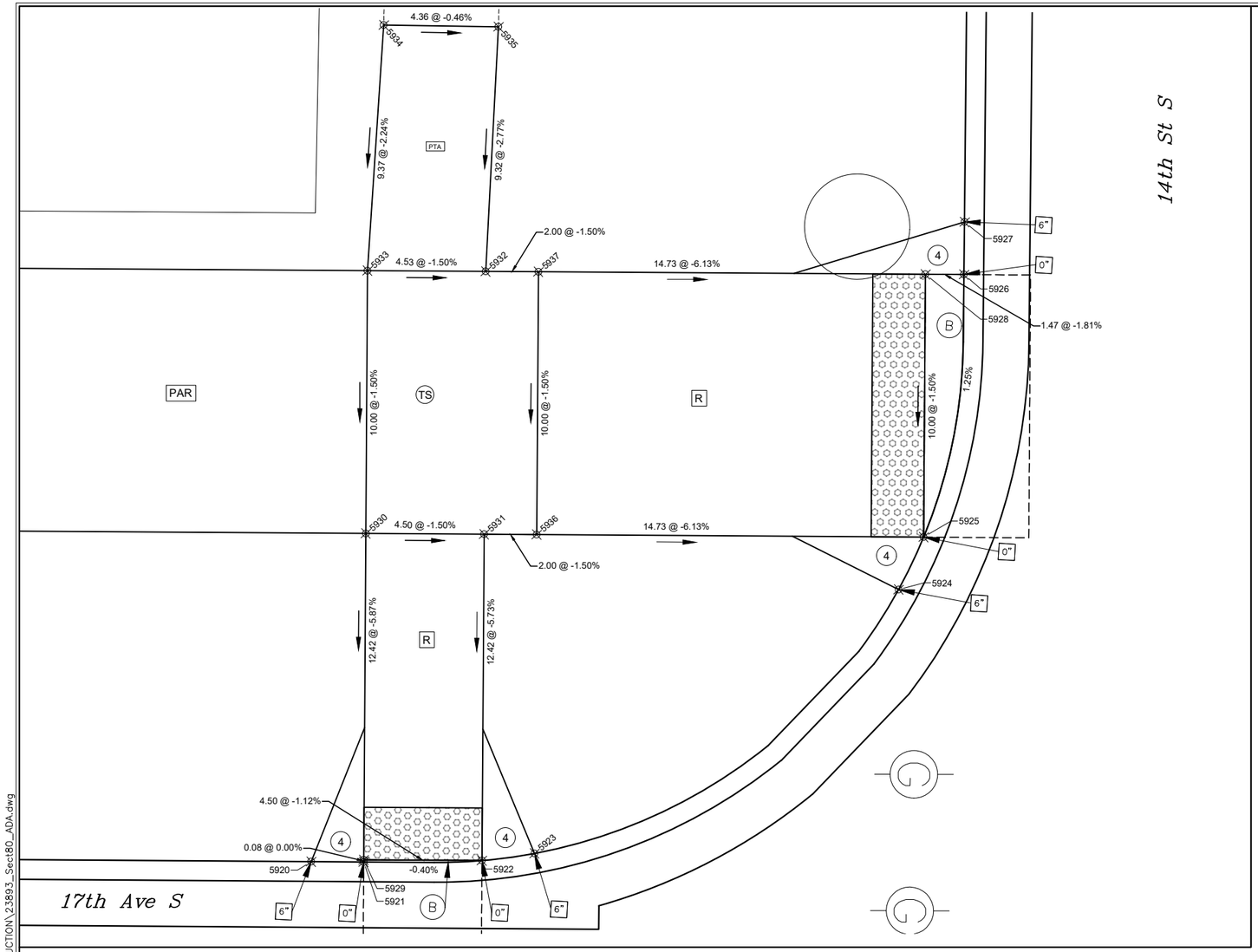
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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NW Quadrant 17th Ave S / 14th St S

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	44

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5920	454912.93	2893430.81	902.11	BOW	47+35.93	-15.50
5921	454913.04	2893432.80	901.62	BOW	47+37.93	-15.50
5922	454913.35	2893437.29	901.57	BOW	47+42.43	-15.58
5923	454913.73	2893439.28	902.01	BOW	47+44.43	-15.87
5924	454924.55	2893452.53	901.80	BOW	47+58.22	-26.00
5925	454926.60	2893453.37	901.35	BOW	47+59.16	-28.00
5926	454936.66	2893454.33	901.47	BOW	47+60.63	-38.00
5927	454938.66	2893454.24	901.98	BOW	47+60.64	-40.00
5928	454936.58	2893452.86	901.50	TOC	47+59.16	-38.00
5929	454913.12	2893432.80	901.62	TOC	47+37.93	-15.58
5930	454925.52	2893432.17	902.35	EOW	47+37.93	-28.00
5931	454925.75	2893436.66	902.28	EOW	47+42.43	-28.00
5932	454935.74	2893436.16	902.43	EOW	47+42.43	-38.00
5933	454935.51	2893431.66	902.50	BOW	47+37.93	-38.00
5934	454944.87	2893431.74	902.71	BOW-MA	47+38.49	-47.35
5935	454945.05	2893436.10	902.69	EOW-MA	47+42.85	-47.31
5936	454925.85	2893438.66	902.25	EOW	47+44.43	-28.00
5937	454935.84	2893438.15	902.40	EOW	47+44.43	-38.00

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare
  Cross Slope
  - 4 — 4:1 maximum (adjacent to non-walkable surface)
  - 10 — 10:1 maximum (adjacent to walkable surface)
- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

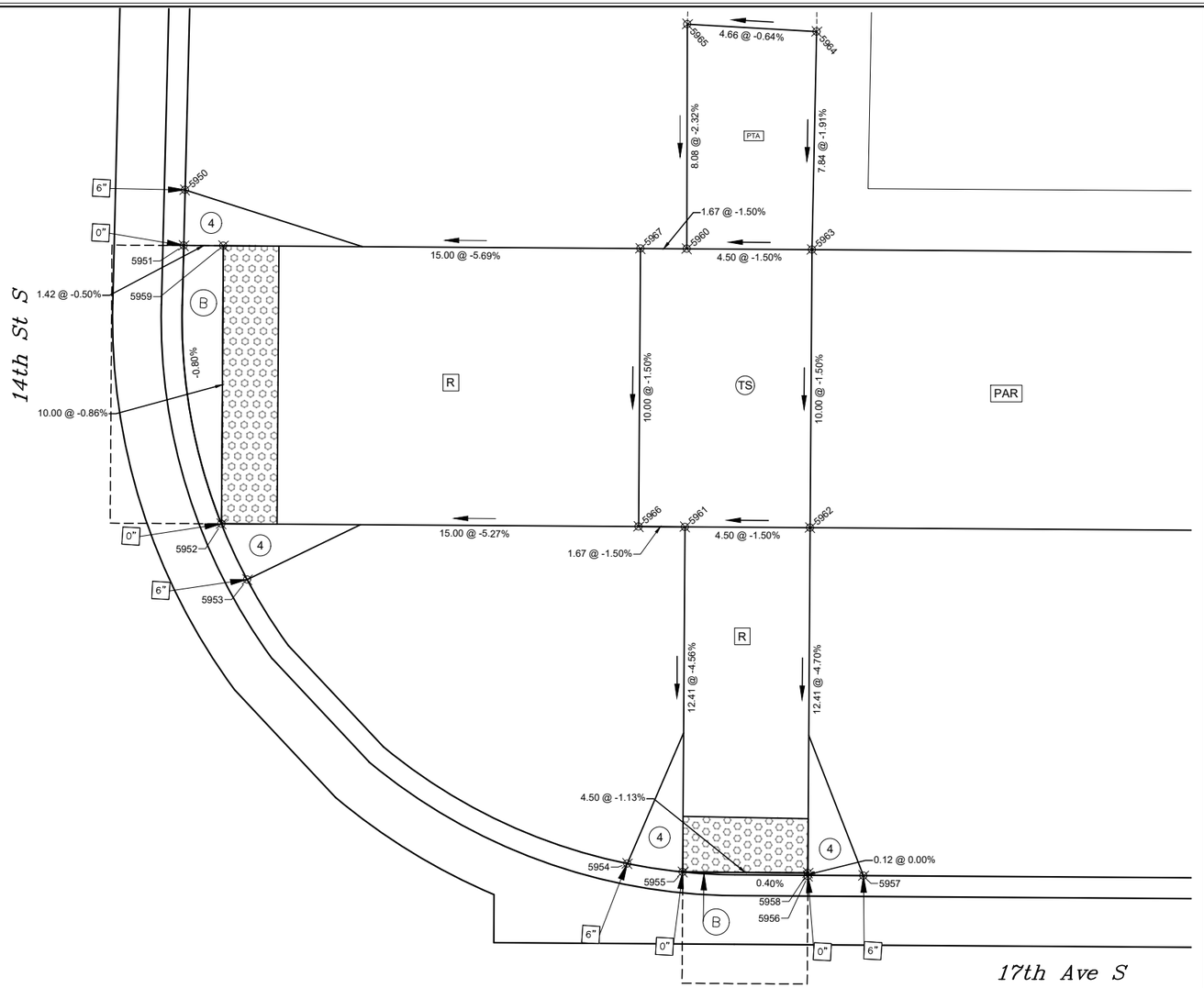
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	45

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5950	454940.22	2893484.94	901.89	BOW	47+91.38	-40.00
5951	454938.22	2893485.01	901.40	BOW	47+91.35	-38.00
5952	454928.30	2893486.94	901.32	BOW	47+92.77	-28.00
5953	454926.35	2893487.98	901.78	BOW	47+93.71	-26.00
5954	454916.94	2893502.20	901.96	BOW	48+07.44	-15.88
5955	454916.75	2893504.21	901.57	BOW	48+09.44	-15.59
5956	454916.86	2893508.71	901.62	BOW	48+13.94	-15.47
5957	454917.00	2893510.71	902.10	BOW	48+15.94	-15.50
5958	454916.98	2893508.71	901.62	TOC	48+13.94	-15.59
5959	454938.29	2893486.43	901.40	TOC	47+92.77	-38.00
5960	454939.14	2893503.07	902.28	EOW	48+09.44	-38.00
5961	454929.15	2893503.58	902.13	EOW	48+09.44	-28.00
5962	454929.38	2893508.08	902.20	EOW	48+13.94	-28.00
5963	454939.37	2893507.57	902.35	BOW	48+13.94	-38.00
5964	454947.20	2893507.29	902.50	BOW-MA	48+14.05	-45.84
5965	454947.20	2893502.63	902.47	EOW-MA	48+09.40	-46.08
5966	454929.07	2893501.92	902.11	EOW	48+07.77	-28.00
5967	454939.05	2893501.41	902.26	EOW	48+07.77	-38.00

NE Quadrant 17th Ave S / 14th St S

LEGEND

Detectable Warning Panel

PAR — Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA — Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

TS — Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
④ 4:1 maximum (adjacent to non-walkable surface)
⑩ 10:1 maximum (adjacent to walkable surface)

X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Curb Ramp Layouts

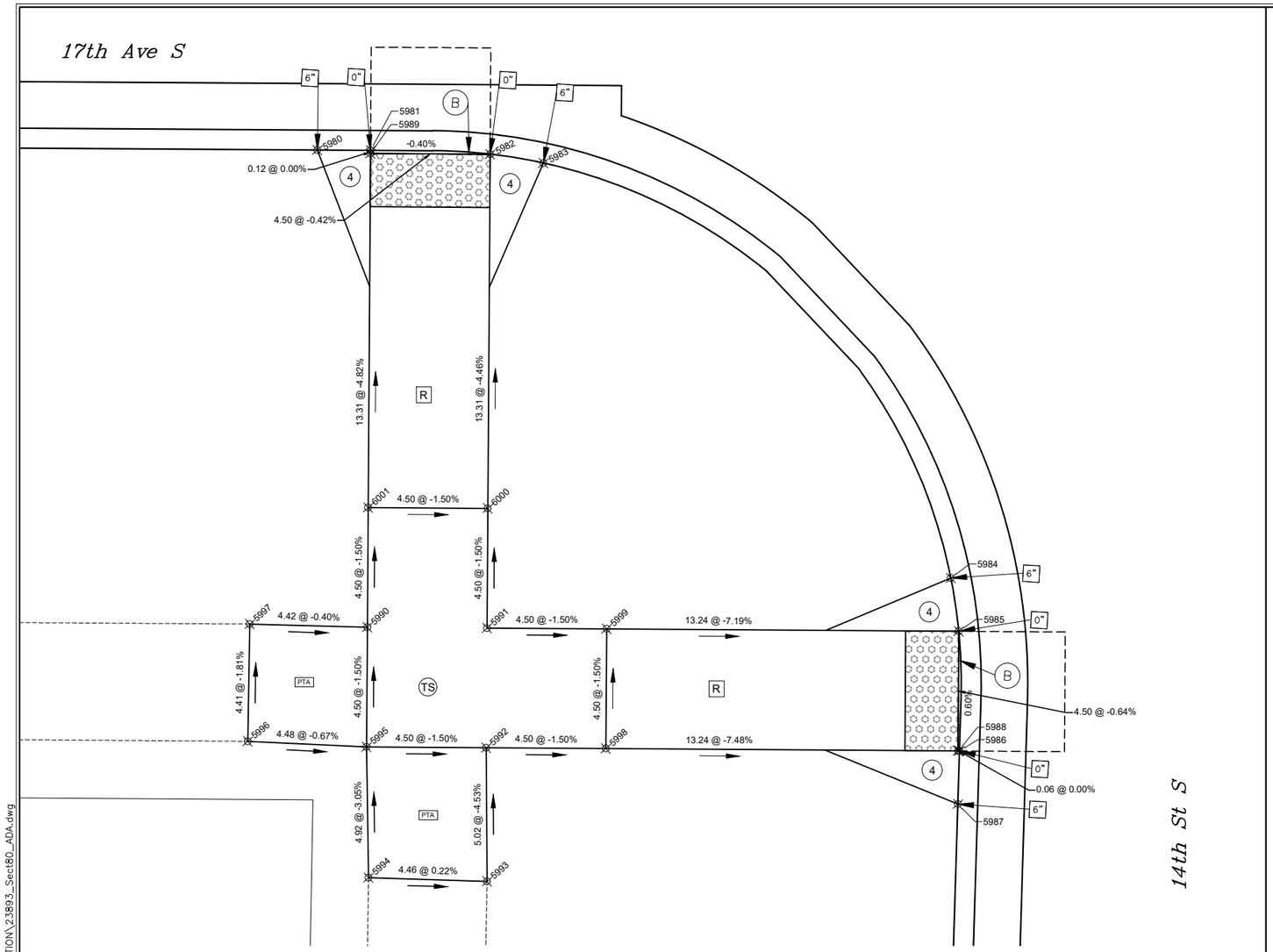
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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SW Quadrant 17th Ave S / 14th St S

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	46

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
5980	454881.95	2893431.92	902.11	BOW	47+35.47	15.50
5981	454882.05	2893433.92	901.63	BOW	47+37.47	15.50
5982	454882.17	2893438.42	901.56	BOW	47+41.97	15.62
5983	454881.95	2893440.43	901.98	BOW	47+43.97	15.93
5984	454867.25	2893456.63	901.71	BOW	47+59.40	31.43
5985	454865.27	2893457.04	901.25	BOW	47+59.71	33.43
5986	454860.78	2893457.32	901.28	BOW	47+59.77	37.94
5987	454858.78	2893457.38	901.76	BOW	47+59.72	39.93
5988	454860.78	2893457.27	901.28	TOC	47+59.71	37.93
5989	454881.94	2893433.92	901.63	TOC	47+37.47	15.62
5990	454864.15	2893434.83	902.33	EOW	47+37.47	33.43
5991	454864.37	2893439.32	902.27	EOW	47+41.97	33.43
5992	454859.88	2893439.55	902.33	EOW	47+41.97	37.93
5993	454854.87	2893439.87	902.56	EOW-MA	47+42.04	42.95
5994	454854.75	2893435.41	902.55	BOW-MA	47+37.58	42.84
5995	454859.65	2893435.05	902.40	BOW	47+37.47	37.93
5996	454859.61	2893430.58	902.43	BOW-MA	47+33.00	37.75
5997	454864.01	2893430.41	902.35	EOW-MA	47+33.05	33.34
5998	454860.11	2893444.04	902.27	EOW	47+46.47	37.93
5999	454864.60	2893443.81	902.20	EOW	47+46.47	33.43
6000	454868.87	2893439.09	902.20	EOW	47+41.97	28.93
6001	454868.64	2893434.60	902.27	EOW	47+37.47	28.93

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

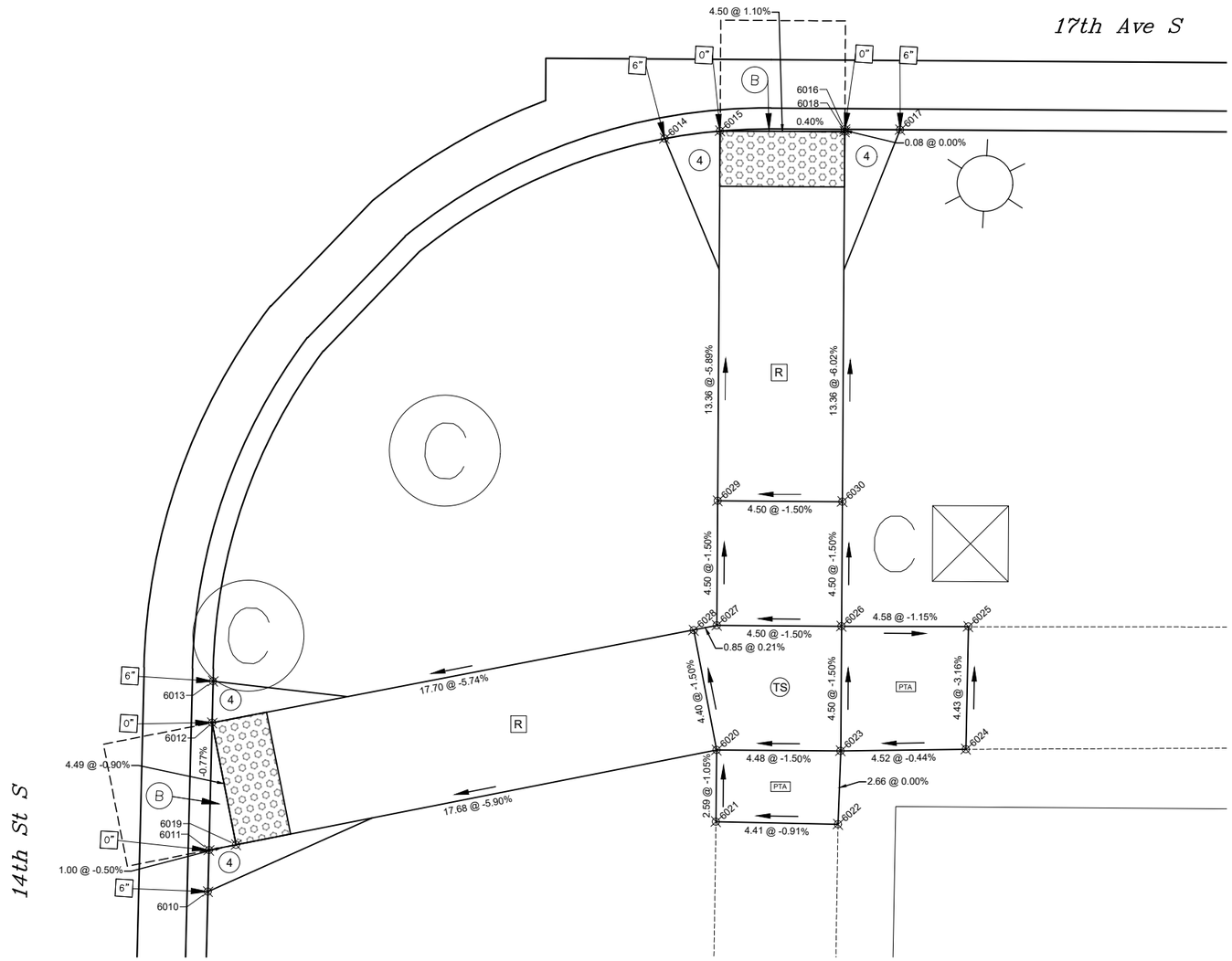
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CITY OF FARGO Improvement District *BR-26-G1*

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SE Quadrant 17th Ave S / 14th St S

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	47

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
6010	454857.11	2893488.44	901.93	BOW	47+90.66	43.18
6011	454858.61	2893488.40	901.44	BOW	47+90.69	41.68
6012	454863.21	2893488.25	901.40	BOW	47+90.77	37.08
6013	454864.71	2893488.19	901.87	BOW	47+90.80	35.58
6014	454885.21	2893503.35	902.00	BOW	48+06.97	15.87
6015	454885.60	2893505.33	901.56	BOW	48+08.97	15.58
6016	454885.91	2893509.82	901.61	BOW	48+13.47	15.50
6017	454886.01	2893511.82	902.10	BOW	48+15.47	15.50
6018	454885.83	2893509.82	901.61	TOC	48+13.47	15.58
6019	454858.86	2893489.36	901.44	TOC	47+91.67	41.48
6020	454863.27	2893506.49	902.48	EOW	48+08.99	37.94
6021	454860.68	2893506.61	902.51	EOW-MA	48+08.98	40.53
6022	454860.84	2893511.01	902.55	BOW-MA	48+13.39	40.60
6023	454863.50	2893510.96	902.55	BOW	48+13.47	37.94
6024	454863.81	2893515.47	902.57	BOW-MA	48+17.99	37.86
6025	454868.24	2893515.30	902.43	EOW-MA	48+18.05	33.43
6026	454867.99	2893510.73	902.48	EOW	48+13.47	33.44
6027	454867.76	2893506.23	902.42	EOW	48+08.97	33.44
6028	454867.54	2893505.41	902.42	EOW	48+08.14	33.63
6029	454872.26	2893506.01	902.35	EOW	48+08.97	28.94
6030	454872.48	2893510.50	902.42	EOW	48+13.47	28.94

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

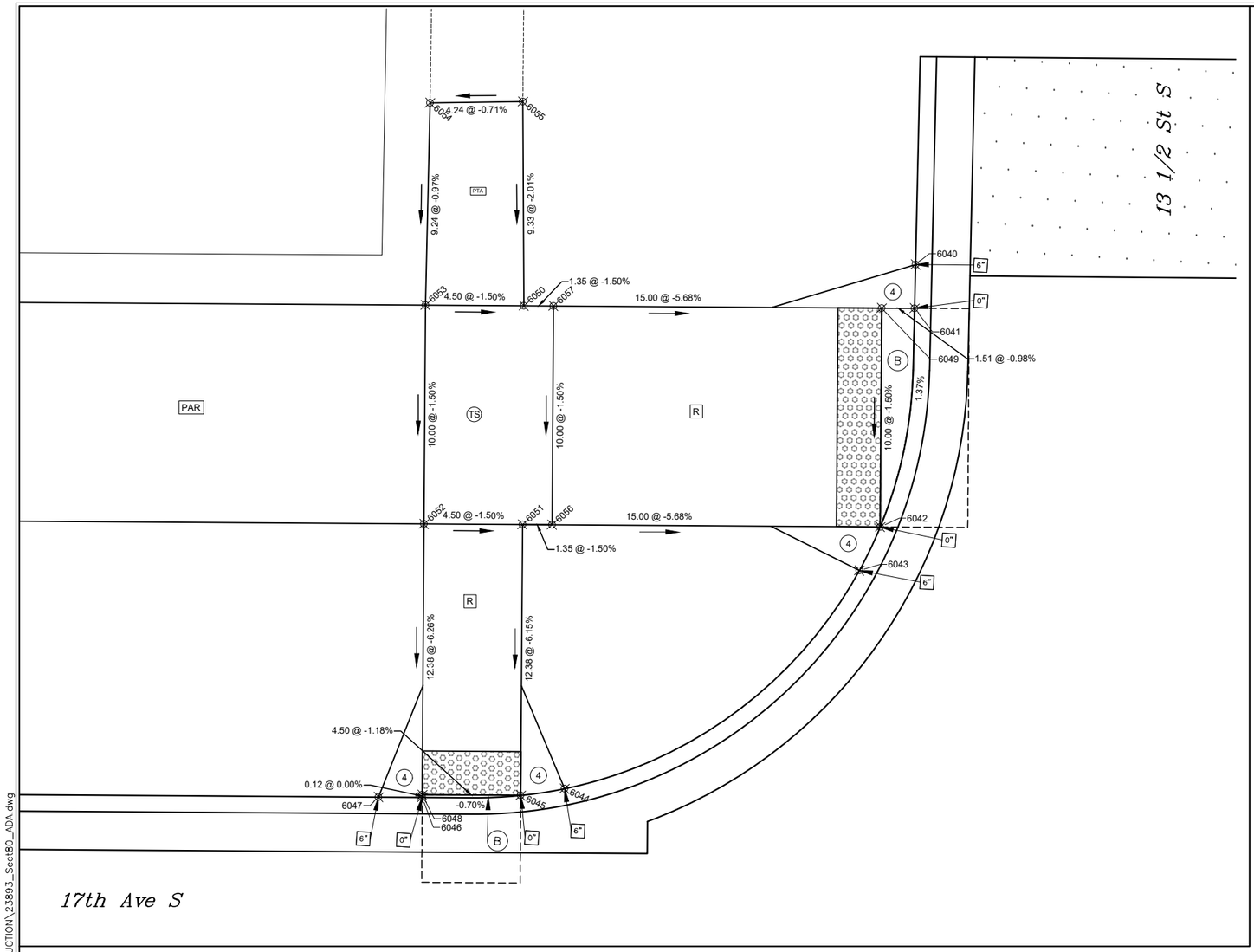
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	48

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
6040	454957.94	2893833.51	901.70	BOW	51+40.40	-40.00
6041	454955.94	2893833.58	901.21	BOW	51+40.37	-38.00
6042	454945.87	2893832.59	901.07	BOW	51+38.87	-28.00
6043	454943.83	2893831.75	901.53	BOW	51+37.92	-26.00
6044	454933.10	2893818.86	901.59	BOW	51+24.51	-15.94
6045	454932.68	2893816.88	901.18	BOW	51+22.51	-15.62
6046	454932.33	2893812.39	901.24	BOW	51+18.01	-15.50
6047	454932.23	2893810.39	901.70	BOW	51+16.01	-15.50
6048	454932.45	2893812.39	901.24	TOC	51+18.01	-15.62
6049	454955.86	2893832.08	901.22	TOC	51+38.87	-38.00
6050	454955.03	2893815.74	902.09	EOW	51+22.51	-38.00
6051	454945.04	2893816.25	901.94	EOW	51+22.51	-28.00
6052	454944.82	2893811.76	902.01	EOW	51+18.01	-28.00
6053	454954.80	2893811.25	902.16	BOW	51+18.01	-38.00
6054	454964.04	2893810.93	902.25	BOW-MA	51+18.16	-47.24
6055	454964.34	2893815.16	902.28	EOW-MA	51+22.40	-47.33
6056	454945.11	2893817.60	901.92	EOW	51+23.86	-28.00
6057	454955.10	2893817.09	902.07	EOW	51+23.86	-38.00

NW Quadrant 17th Ave S / 13 1/2 St S

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  - 4' long x width of PAR or
  - 4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- B — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

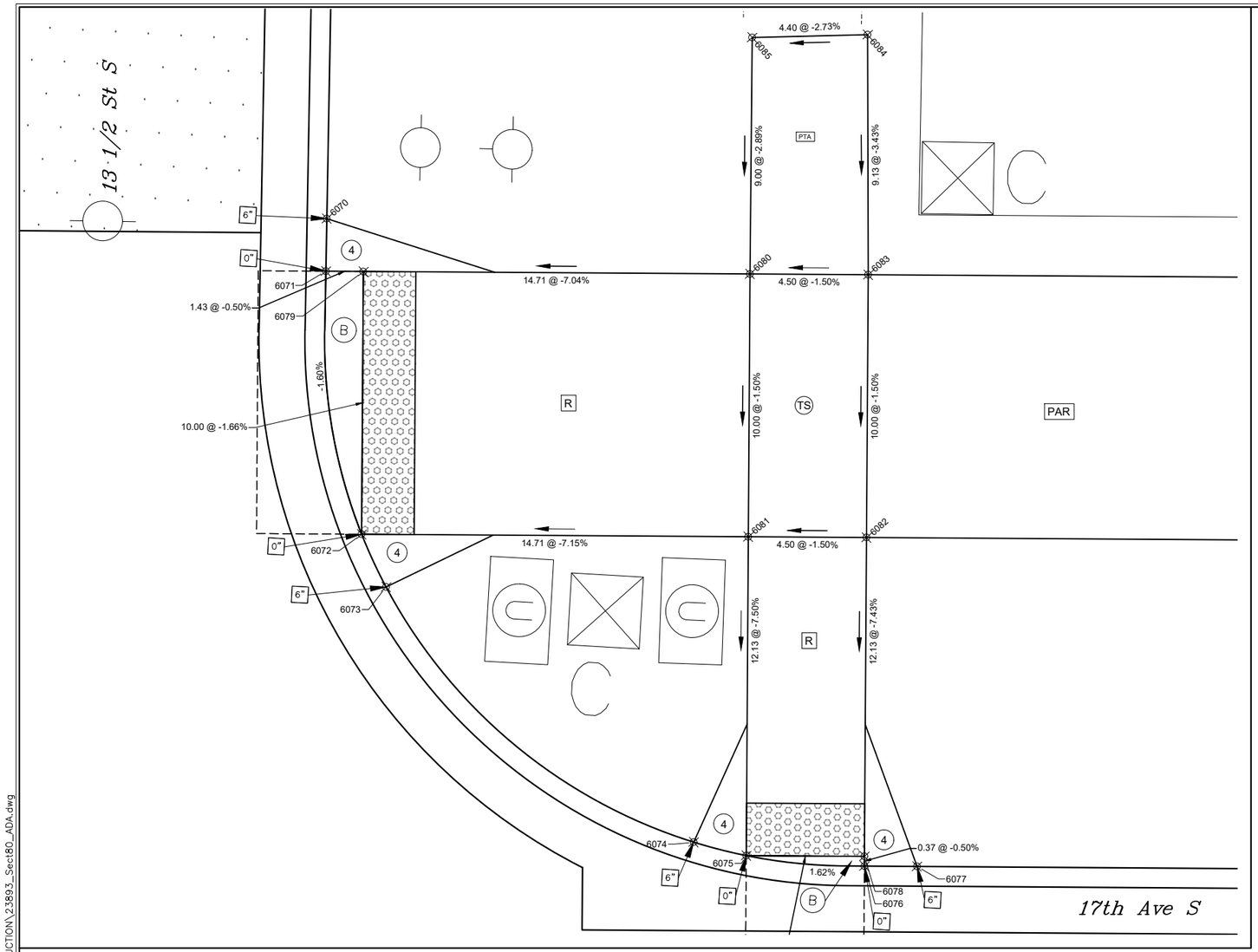
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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NE Quadrant 17th Ave S / 13 1/2 St S

LEGEND

- Detectable Warning Panel
- Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	49

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
6070	454959.62	2893866.56	901.73	BOW	51+73.49	-40.00
6071	454957.62	2893866.63	901.22	BOW	51+73.46	-38.00
6072	454947.70	2893868.57	901.06	BOW	51+74.90	-28.00
6073	454945.76	2893869.61	901.50	BOW	51+75.84	-26.00
6074	454936.73	2893881.85	901.64	BOW	51+87.61	-16.37
6075	454936.34	2893883.88	901.20	BOW	51+89.61	-15.87
6076	454936.20	2893888.39	901.28	BOW	51+94.11	-15.50
6077	454936.30	2893890.39	901.77	BOW	51+96.11	-15.50
6078	454936.57	2893888.37	901.28	TOC	51+94.11	-15.87
6079	454957.69	2893868.06	901.22	TOC	51+74.90	-38.00
6080	454958.44	2893882.75	902.26	EOW	51+89.61	-38.00
6081	454948.45	2893883.26	902.11	EOW	51+89.61	-28.00
6082	454948.68	2893887.76	902.18	EOW	51+94.11	-28.00
6083	454958.67	2893887.25	902.33	BOW	51+94.11	-38.00
6084	454967.78	2893886.70	902.64	BOW-MA	51+94.02	-47.13
6085	454967.43	2893882.32	902.52	EOW-MA	51+89.63	-47.00

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

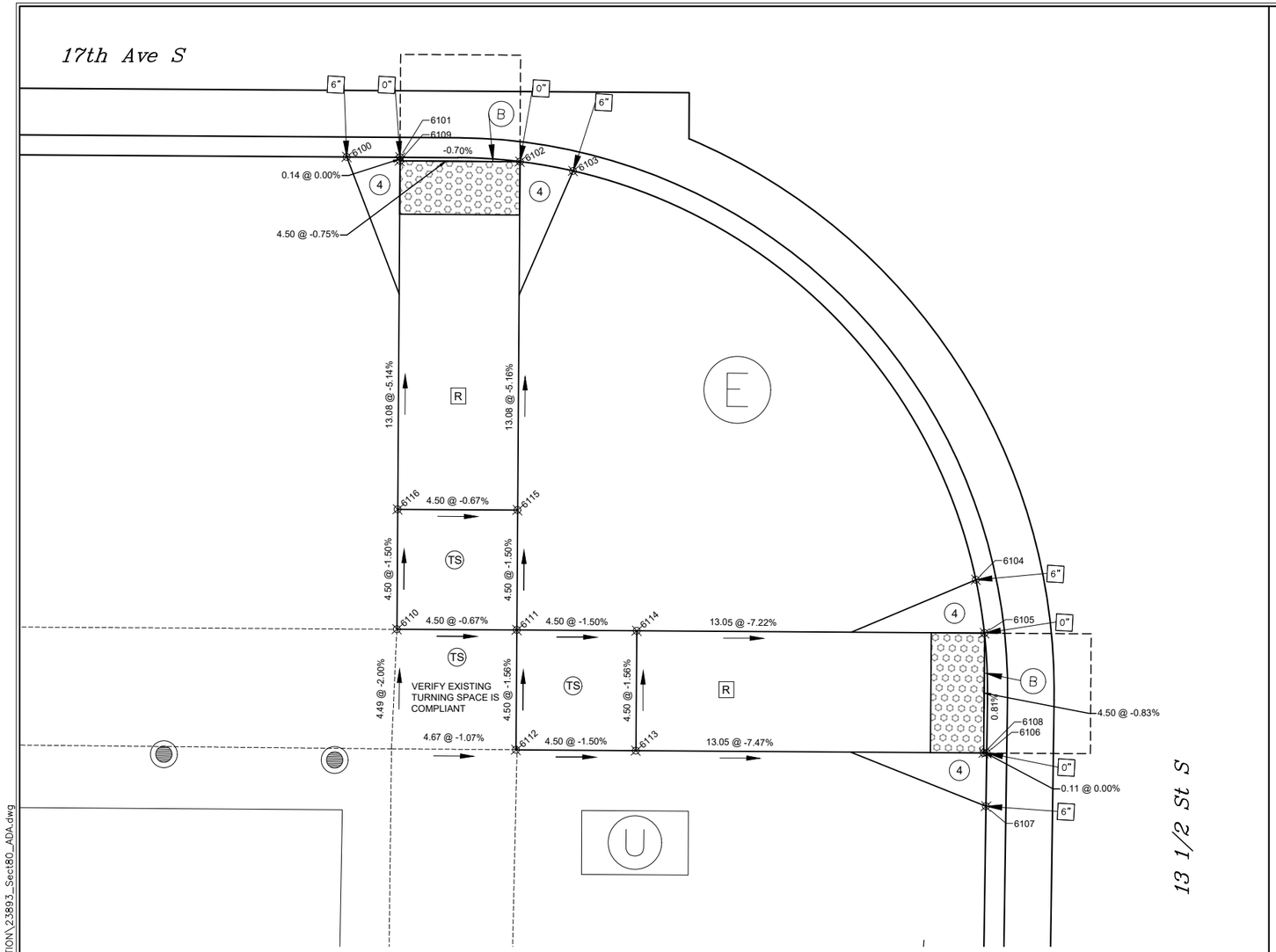
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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SW Quadrant 17th Ave S / 13 1/2 St S

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  4' long x width of PAR or
  4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare

Cross Slope	
4	4:1 maximum (adjacent to non-walkable surface)
10	10:1 maximum (adjacent to walkable surface)

- X" — Curb Heights are noted adjacent to curb
  0", 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	50

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
6100	454901.24	2893811.43	901.77	BOW	51+15.47	15.50
6101	454901.34	2893813.43	901.24	BOW	51+17.47	15.50
6102	454901.44	2893817.93	901.17	BOW	51+21.97	15.64
6103	454901.20	2893819.94	901.58	BOW	51+23.97	15.97
6104	454886.75	2893835.91	901.44	BOW	51+39.18	31.21
6105	454884.77	2893836.34	900.98	BOW	51+39.52	33.21
6106	454880.29	2893836.68	901.02	BOW	51+39.63	37.71
6107	454878.29	2893836.77	901.52	BOW	51+39.61	39.71
6108	454880.28	2893836.57	901.02	TOC	51+39.52	37.71
6109	454901.21	2893813.43	901.24	TOC	51+17.47	15.64
6110	454883.65	2893814.33	902.01	EOW-MA	51+17.47	33.21
6111	454883.88	2893818.82	901.98	EOW-MA	51+21.97	33.21
6112	454879.39	2893819.05	902.05	EOW-MA	51+21.97	37.71
6113	454879.62	2893823.54	901.98	EOW	51+26.47	37.71
6114	454884.11	2893823.31	901.91	EOW	51+26.47	33.21
6115	454888.38	2893818.59	901.91	EOW	51+21.97	28.71
6116	454888.15	2893814.10	901.94	EOW	51+17.47	28.71

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

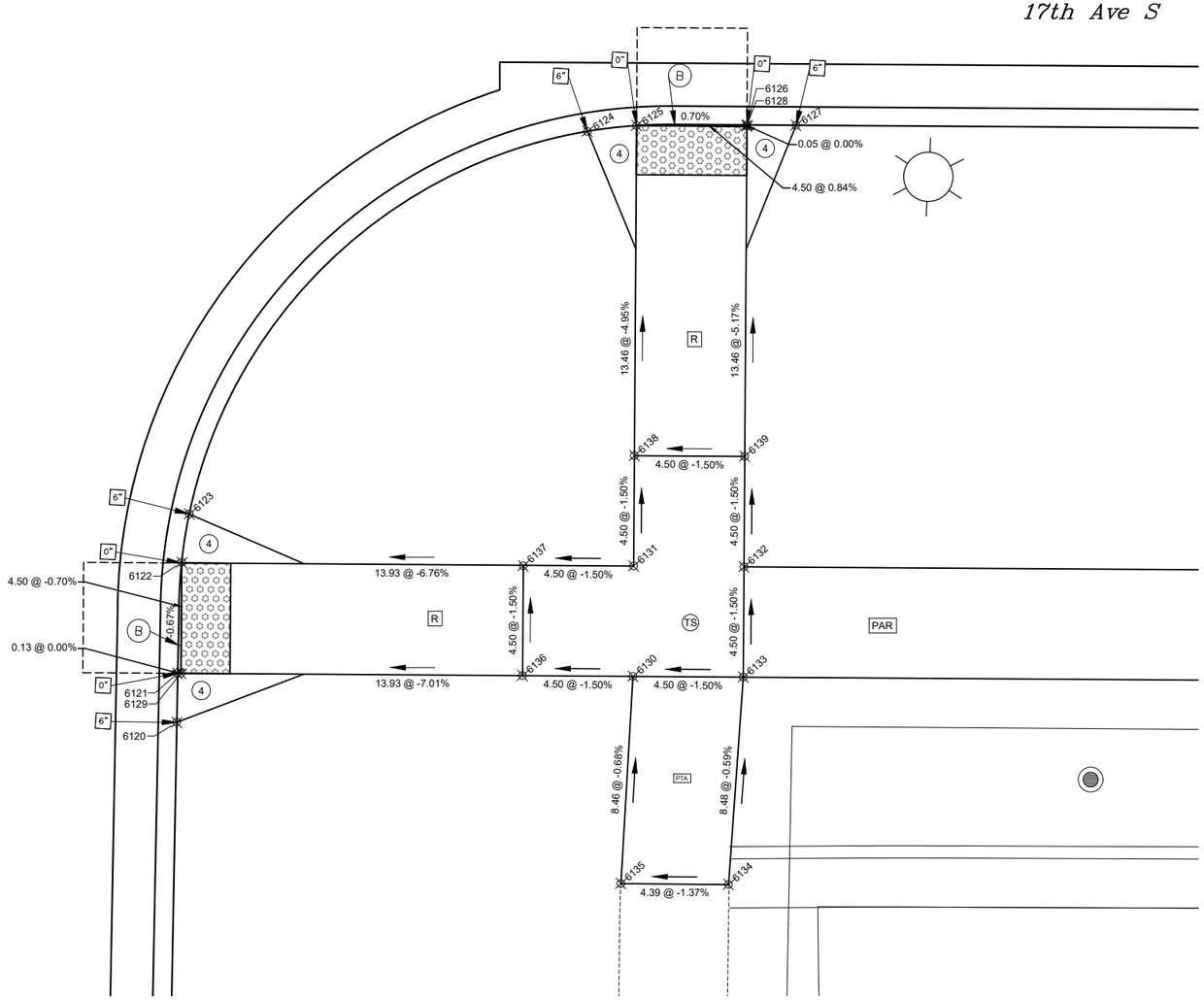
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	51

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
6120	454879.55	2893867.52	901.49	BOW	51+70.39	40.01
6121	454881.55	2893867.44	901.00	BOW	51+70.41	38.01
6122	454886.08	2893867.34	900.97	BOW	51+70.54	33.49
6123	454888.07	2893867.54	901.41	BOW	51+70.84	31.51
6124	454904.57	2893882.85	901.63	BOW	51+86.97	15.80
6125	454904.92	2893884.84	901.21	BOW	51+88.97	15.55
6126	454905.20	2893889.33	901.27	BOW	51+93.47	15.50
6127	454905.30	2893891.33	901.76	BOW	51+95.47	15.50
6128	454905.15	2893889.33	901.27	TOC	51+93.47	15.55
6129	454881.56	2893867.57	901.00	TOC	51+70.54	38.01
6130	454882.49	2893885.98	902.03	EOW	51+88.97	38.01
6131	454886.98	2893885.75	901.97	EOW	51+88.97	33.51
6132	454887.21	2893890.24	902.03	EOW	51+93.47	33.51
6133	454882.72	2893890.47	902.10	BOW	51+93.47	38.01
6134	454874.24	2893890.35	902.15	BOW-MA	51+92.92	46.47
6135	454874.03	2893885.97	902.09	EOW-MA	51+88.53	46.47
6136	454882.26	2893881.48	901.97	EOW	51+84.47	38.01
6137	454886.73	2893881.26	901.90	EOW	51+84.47	33.54
6138	454891.48	2893885.52	901.90	EOW	51+88.97	29.01
6139	454891.71	2893890.01	901.97	EOW	51+93.47	29.01

SE Quadrant 17th Ave S / 13 1/2 St S

LEGEND

Detectable Warning Panel

Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

(B) Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 3' 6'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

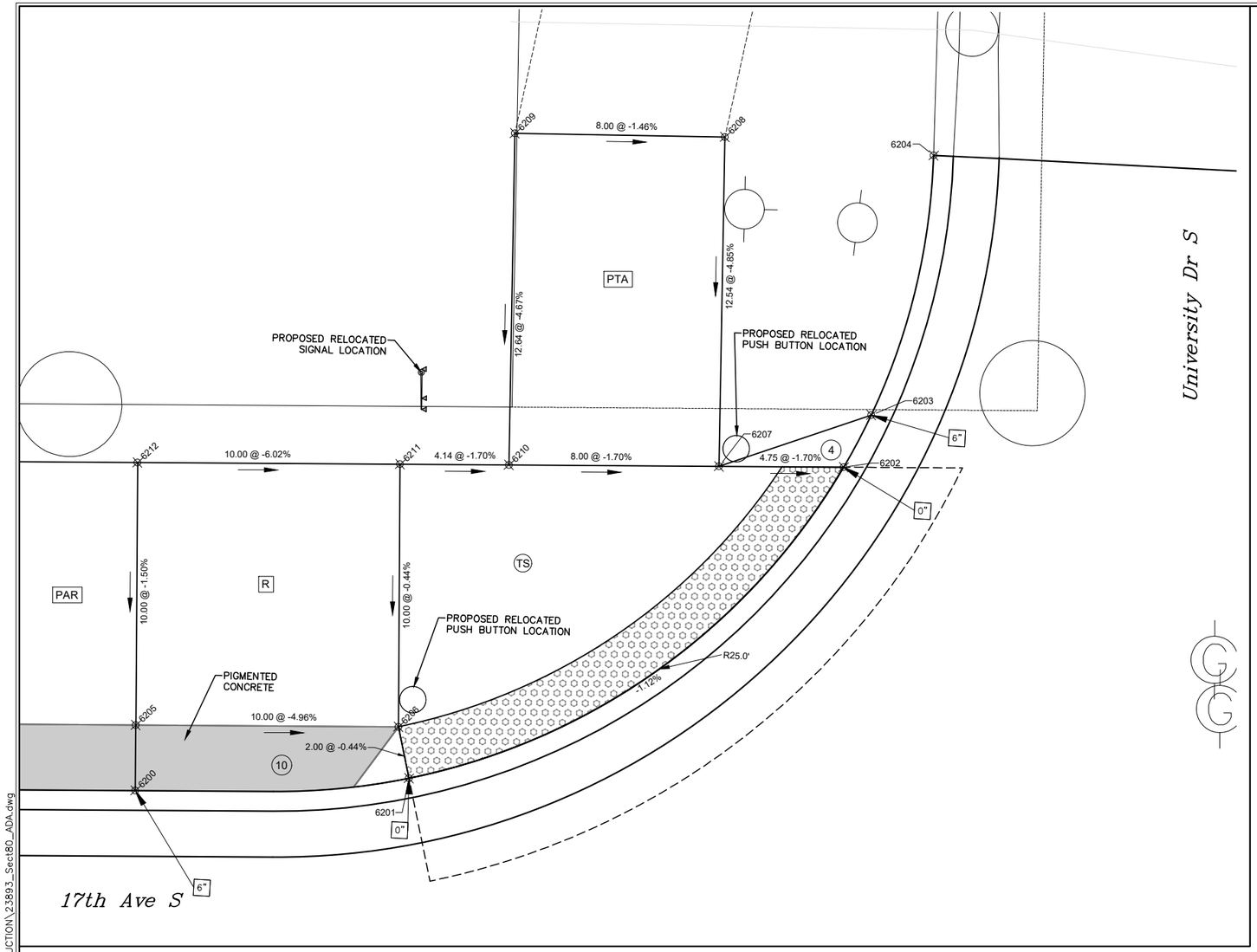
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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NW Quadrant 17th Ave S / University Dr S

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	52

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
6200	454959.78	2894155.20	902.98	BOW-PC	54+61.77	-25.50
6201	454960.84	2894165.57	902.52	BOW	54+72.18	-26.04
6202	454973.62	2894181.42	902.29	BOW	54+88.66	-38.00
6203	454975.66	2894182.36	902.71	BOW	54+89.70	-39.99
6204	454985.67	2894184.16	902.61	BOW-MA	54+92.01	-49.89
6205	454962.27	2894155.07	903.03	EOW	54+61.77	-28.00
6206	454962.78	2894165.06	902.53	EOW	54+71.77	-28.00
6207	454973.38	2894176.68	902.37	EOW	54+83.91	-38.00
6208	454985.91	2894176.19	902.98	EOW-MA	54+84.06	-50.54
6209	454985.60	2894168.19	903.09	BOW-MA	54+76.06	-50.64
6210	454972.97	2894168.69	902.50	BOW	54+75.91	-38.00
6211	454972.76	2894164.55	902.57	BOW	54+71.77	-38.00
6212	454972.26	2894154.56	903.18	BOW	54+61.77	-38.00

LEGEND

- Detectable Warning Panel
- PAR — Pedestrian Access Route (PAR)
- Clear Space
  - 4' long x width of PAR or
  - 4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- PTA — Pedestrian Access Transition Area (PTA)
  - Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

- TS — Turning Space
  - Used at top of ramp or when changing directions.
  - Slope (all directions)
  - 1.5% preferred
  - 2.0% maximum
- R — Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

- Ⓑ — Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

- Flare
  - Cross Slope
  - (4) 4:1 maximum (adjacent to non-walkable surface)
  - (10) 10:1 maximum (adjacent to walkable surface)
- X" — Curb Heights are noted adjacent to curb
  - 0" , 3" or 6"
- ME — Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

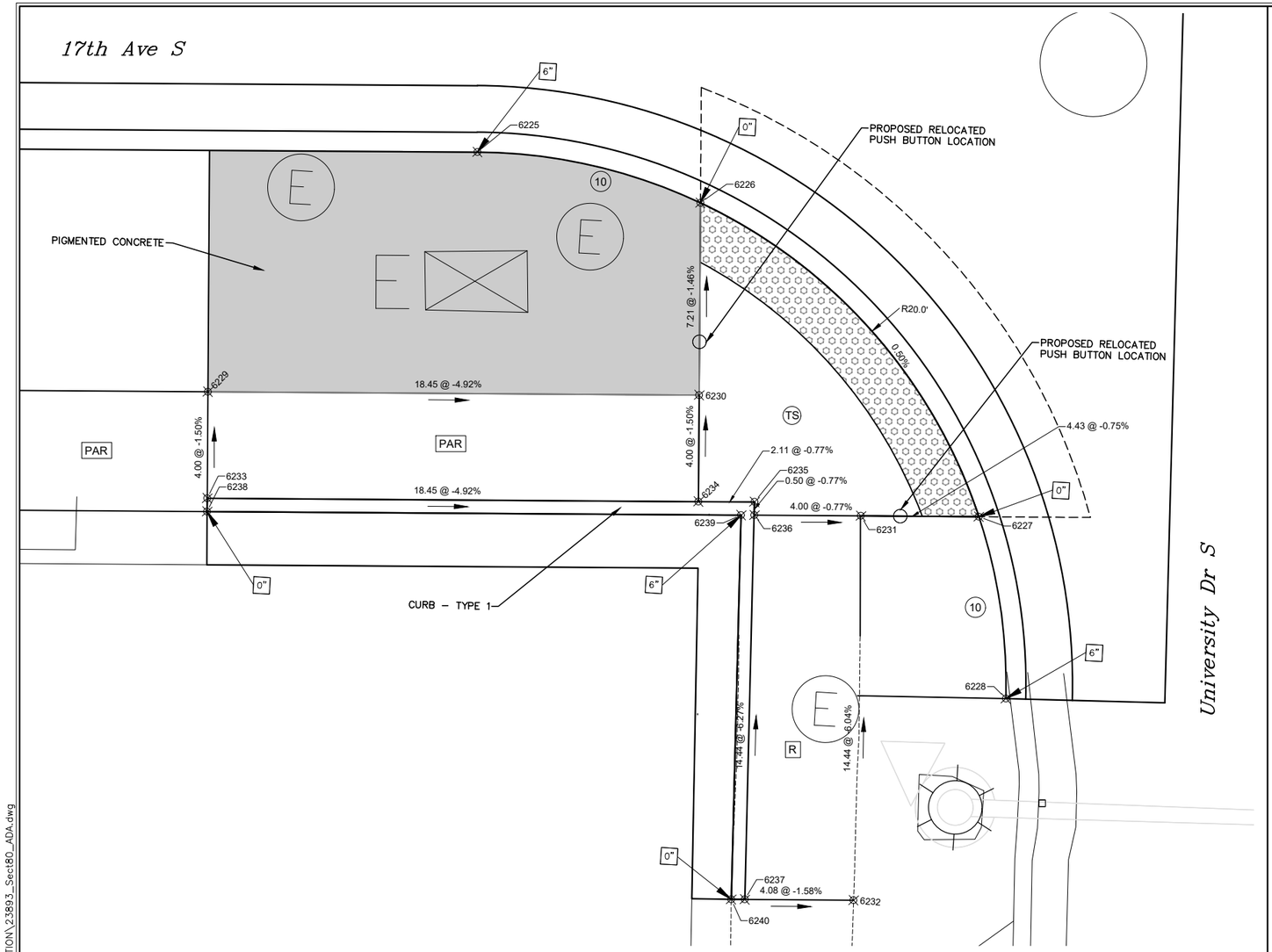
17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	80	53

Point No.	Nothing	Easting	Elevation	Description	Station	Offset
6225	454910.62	2894173.04	903.07	BOW-PC	54+77.09	24.50
6226	454909.19	2894181.50	902.63	BOW	54+85.47	26.35
6227	454898.02	2894192.62	902.72	BOW	54+96.00	38.07
6228	454891.26	2894194.02	903.15	BOW-MA	54+97.06	44.89
6229	454901.05	2894163.44	903.65	EOW	54+67.02	33.57
6230	454901.98	2894181.87	902.74	EOW	54+85.47	33.57
6231	454897.80	2894188.20	902.75	EOW	54+91.58	38.07
6232	454883.37	2894188.75	903.62	EOW-MA	54+91.39	52.51
6233	454897.05	2894163.65	903.71	BOW	54+67.02	37.57
6234	454897.99	2894182.07	902.80	BOW	54+85.47	37.57
6235	454898.09	2894184.17	902.78	BOW	54+87.58	37.57
6236	454897.60	2894184.20	902.78	BOW	54+87.58	38.07
6237	454883.16	2894184.67	903.69	BOW-MA	54+87.31	52.51
6238	454896.56	2894163.67	903.71	BOW	54+67.02	38.07
6239	454897.57	2894183.70	903.27	TOP	54+87.08	38.07
6240	454883.14	2894184.16	903.70	BOW-MA	54+86.80	52.51

SW Quadrant 17th Ave S / University Dr S

LEGEND

Detectable Warning Panel

PAR Pedestrian Access Route (PAR)

Clear Space
4' long x width of PAR or
4' minimum clear space outside traffic lanes of travel.

Cross Slope	Running and Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

PTA Pedestrian Access Transition Area (PTA)
Tie-in to nearest joint (if needed)

Transition Cross Slope	Running Slope
< 0.5% change per foot longitudinally	< 4.5% preferred

(TS) Turning Space
Used at top of ramp or when changing directions.

Slope (all directions)
1.5% preferred
2.0% maximum

R Ramp

Cross Slope	Running Slope
1.5% preferred	< 7.5% preferred
2.0% maximum	8.3% maximum

Ⓑ Blended Transition - To be constructed integral with Curb & Gutter

Cross Slope	Counter Slope
1.5% preferred	< 4.5% preferred
2.0% maximum	5.0% maximum

Flare
Cross Slope
(4) 4:1 maximum (adjacent to non-walkable surface)
(10) 10:1 maximum (adjacent to walkable surface)

X" Curb Heights are noted adjacent to curb
0", 3" or 6"

ME Match Existing

Notes:
1. All landing and turning spaces to be constructed as separate pours from adjacent sidewalk or ramps.

N

0 2.5' 5'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
3 | 2 | 1

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Curb Ramp Layouts

17th Ave S Reconstruction (University Dr To 25th St)

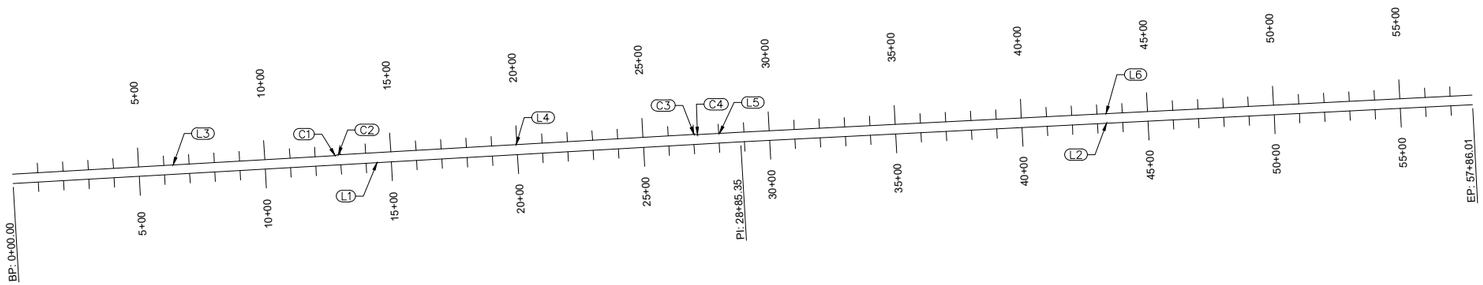
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	81	1



0 30' 600'

N

ALIGNMENT LINE AND CURVE TABLE - 17TH AVE S

Number	Length	Radius	Delta	Bearing	Start Sta.	End Sta.	Start Northing/Easting	End Northing/Easting
L1	2885.35	N/A	N/A	N86°42'51"E	0+00	28+85.35	454638.12/2888702.79	454803.50/2891583.40
L2	2900.66	N/A	N/A	N87°05'24"E	28+85.35	57+86.01	454803.50/2891583.40	454950.77/2894480.32

ALIGNMENT LINE AND CURVE TABLE - SHARED USE PATH

Number	Length	Radius	Delta	Bearing	Start Sta.	End Sta.	Start Northing/Easting	End Northing/Easting
L3	1272.94	N/A	N/A	N86°42'51"E	0+00	12+72.94	454676.06/2888700.61	454749.02/2889971.46
C1	11.87	75.00	9°04'07"	N82°10'47"E	12+72.94	12+84.81	454749.02/2889971.46	454750.63/2889983.20
C2	13.45	85.00	9°04'07"	N82°10'47"E	12+84.81	12+98.26	454750.63/2889983.20	454752.46/2889996.52
L4	1397.95	N/A	N/A	N86°42'51"E	12+98.26	26+96.22	454752.46/2889996.52	454832.59/2891392.18
C3	13.45	85.00	9°04'07"	S88°45'05"E	26+96.22	27+09.67	454832.59/2891392.18	454832.30/2891405.61
C4	11.87	75.00	9°04'07"	S88°45'05"E	27+09.67	27+21.54	454832.30/2891405.61	454832.04/2891417.47
L5	164.15	N/A	N/A	N86°42'51"E	27+21.54	28+85.69	454832.04/2891417.47	454841.45/2891581.35
L6	2900.79	N/A	N/A	N87°05'24"E	28+85.69	57+86.48	454841.45/2891581.35	454988.72/2894478.39

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26

Survey Coordinate and Curve Data

17th Ave S Reconstruction (University Dr To 25th St)

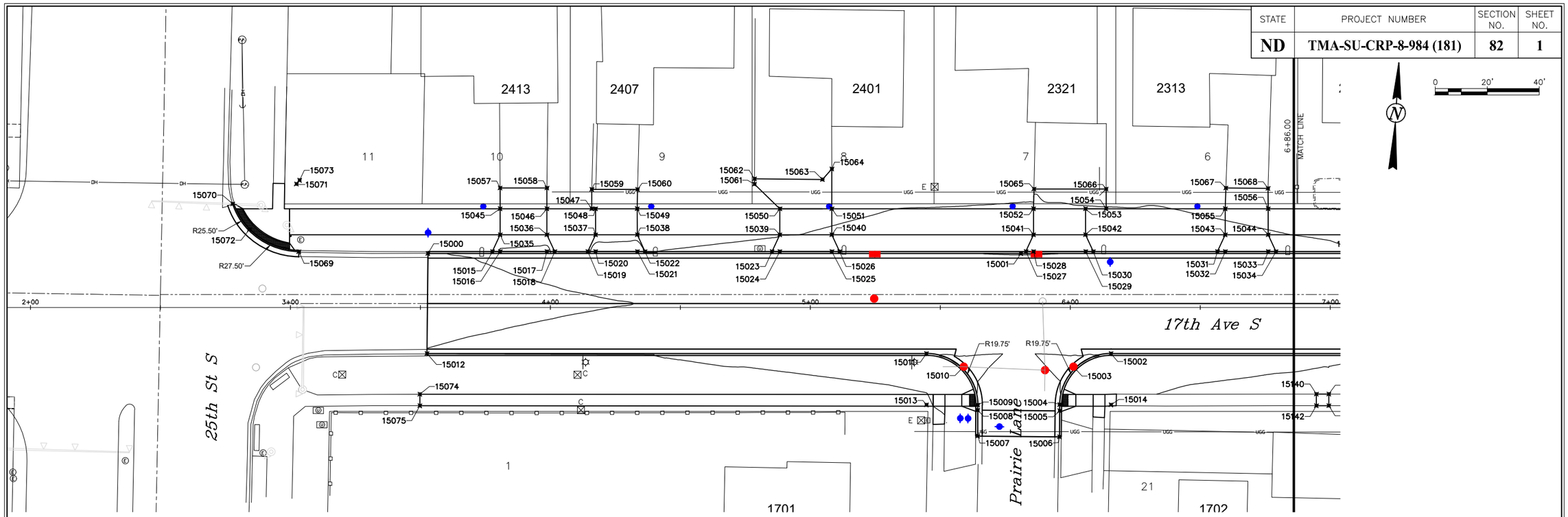
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	1



Point No.	Northing	Easting	Description	Station	Offset
15000	454679.06	2889053.93	FL-MA	3+52.91	-20.75
15001	454692.14	2889281.60	FL-LP	5+80.95	-20.75
15002	454655.69	2889318.45	FL-PC	6+15.65	17.75
15003	454649.23	2889304.94	FL-LP	6+01.80	23.42
15004	454634.94	2889299.86	FL-PC	5+95.90	37.40
15005	454632.56	2889299.98	PVMT	5+95.89	39.79
15006	454622.56	2889300.50	FL-MA	5+95.84	49.79
15007	454621.05	2889269.09	FL-MA	5+64.38	49.51
15008	454631.01	2889268.52	FL-PVMT	5+64.40	39.52
15009	454633.01	2889268.41	FL-PC	5+64.40	37.52
15010	454646.80	2889261.65	FL-LP	5+58.44	23.36
15011	454651.62	2889247.56	FL-LP	5+44.65	17.75
15012	454640.61	2889055.76	FL-MA	3+52.53	17.75
15013	454631.90	2889248.69	RAD	5+44.65	37.50
15014	454635.97	2889319.58	RAD	6+15.65	37.50
15015	454681.23	2889078.65	BOC	3+77.71	-21.50
15016	454681.41	2889081.64	BOC	3+80.71	-21.50
15017	454682.44	2889099.60	BOC	3+98.70	-21.50
15018	454682.61	2889102.59	BOC	4+01.70	-21.50
15019	454683.33	2889115.30	BOC	4+14.42	-21.50
15020	454683.51	2889118.29	BOC	4+17.42	-21.50
15021	454684.43	2889134.30	BOC	4+33.46	-21.50
15022	454684.60	2889137.26	BOC	4+36.42	-21.50
15023	454687.40	2889186.01	BOC	4+85.25	-21.50
15024	454687.57	2889189.01	BOC	4+88.25	-21.50
15025	454688.72	2889209.00	BOC	5+08.28	-21.50
15026	454688.89	2889212.00	BOC	5+11.28	-21.50
15027	454692.99	2889283.55	BOC	5+82.95	-21.50
15028	454693.16	2889286.45	BOC	5+85.85	-21.50
15029	454694.31	2889306.48	BOC	6+05.91	-21.50
15030	454694.48	2889309.41	BOC	6+08.85	-21.50
15031	454697.22	2889357.08	BOC	6+56.60	-21.50
15032	454697.39	2889360.08	BOC	6+59.60	-21.50

Point No.	Northing	Easting	Description	Station	Offset
15033	454698.34	2889376.55	BOC	6+76.10	-21.50
15034	454698.51	2889379.54	BOC	6+79.10	-21.50
15035	454687.90	2889081.27	EOW	3+80.71	-28.00
15036	454688.93	2889099.23	EOW	3+98.70	-28.00
15037	454690.00	2889117.92	EOW	4+17.42	-28.00
15038	454690.92	2889133.93	EOW	4+33.46	-28.00
15039	454694.06	2889188.64	EOW	4+88.25	-28.00
15040	454695.21	2889208.63	EOW	5+08.28	-28.00
15041	454699.65	2889286.07	EOW	5+85.85	-28.00
15042	454700.80	2889306.04	EOW	6+05.85	-28.00
15043	454703.88	2889359.70	EOW	6+59.60	-28.00
15044	454704.83	2889376.18	EOW	6+76.10	-28.00
15045	454697.88	2889080.68	BOW	3+80.69	-38.00
15046	454698.91	2889098.65	BOW	3+98.70	-38.00
15047	454699.90	2889115.85	BOW	4+15.92	-38.00
15048	454699.98	2889117.34	BOW	4+17.42	-38.00
15049	454700.90	2889133.32	BOW	4+33.42	-38.00
15050	454704.05	2889188.14	BOW	4+88.33	-38.00
15051	454705.19	2889208.06	BOW	5+08.28	-38.00
15052	454709.64	2889285.50	BOW	5+85.85	-38.00
15053	454710.78	2889305.47	BOW	6+05.85	-38.00
15054	454711.24	2889313.39	BOW	6+13.78	-38.00
15055	454713.86	2889359.13	BOW	6+59.60	-38.00
15056	454714.81	2889375.60	BOW	6+76.10	-38.00
15057	454705.86	2889080.20	MA	3+80.68	-46.00
15058	454706.90	2889098.19	MA	3+98.70	-46.00
15059	454707.34	2889115.46	MA	4+15.96	-45.45
15060	454708.35	2889133.00	MA	4+33.53	-45.45
15061	454712.94	2889177.80	MA	4+78.49	-47.47
15062	454714.97	2889177.69	MA	4+78.52	-49.50
15063	454716.24	2889203.79	MA	5+04.66	-49.28
15064	454720.48	2889207.18	MA	5+08.28	-53.32
15065	454717.20	2889285.24	MA	5+86.02	-45.56

Point No.	Northing	Easting	Description	Station	Offset
15066	454718.79	2889312.95	MA	6+13.78	-45.56
15067	454721.86	2889358.90	MA	6+59.83	-46.00
15068	454722.61	2889375.11	MA	6+76.06	-45.82
15069	454676.93	2889004.33	FL-PC	3+03.26	-21.46
15070	454693.83	2888977.85	FL-MA	2+77.80	-39.85
15071	454702.89	2889001.89	RAD	3+02.32	-47.52
15072	454684.40	2888984.88	PC	2+84.28	-30.04
15073	454704.39	2889003.02	RAD	3+03.54	-49.00
15074	454624.83	2889053.92	EOW	3+49.79	33.39
15075	454620.39	2889054.18	BOW	3+49.79	37.84

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
DATE: 07/07/26
NORTH DAKOTA

Survey Data Layouts

17th Ave S Reconstruction
(University Dr To 25th St)

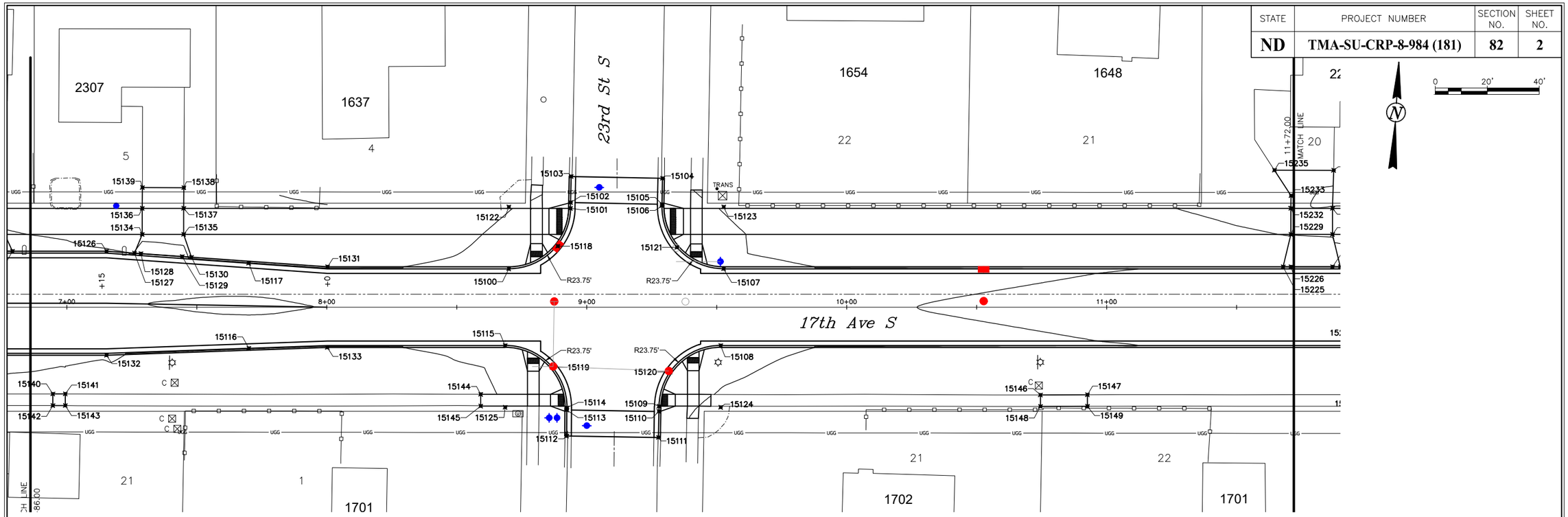
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	2



Point No.	Northing	Easting	Description	Station	Offset
15100	454702.71	2889570.52	FL-PC	8+70.00	-14.75
15101	454727.29	2889592.89	FL-PC	8+93.75	-38.01
15102	454729.53	2889592.81	FL-PVMT	8+93.79	-40.24
15103	454739.52	2889592.44	FL-MA	8+94.00	-50.24
15104	454740.81	2889627.54	FL-MA	9+29.12	-49.51
15105	454730.81	2889627.92	FL-PVMT	9+28.92	-39.52
15106	454730.27	2889627.94	FL-PC	9+28.91	-38.97
15107	454707.45	2889653.03	FL-PC	9+52.66	-14.75
15108	454677.93	2889653.60	FL-PC	9+51.53	14.75
15109	454653.25	2889631.23	FL-PC	9+27.78	38.12
15110	454651.28	2889631.31	FL-PVMT	9+27.75	40.08
15111	454641.29	2889631.72	FL-MA	9+27.59	50.08
15112	454639.84	2889596.46	FL-MA	8+92.29	49.51
15113	454649.82	2889595.94	FL-PVMT	8+92.36	39.51
15114	454650.69	2889595.90	FL-PC	8+92.36	38.65
15115	454673.18	2889570.82	FL-PC	8+68.61	14.75
15116	454666.46	2889472.43	FL-HP	7+70.00	15.82
15117	454699.11	2889470.56	FL-HP	7+70.00	-16.89
15118	454712.47	2889588.85	FL-LP	8+88.87	-23.44
15119	454665.87	2889589.36	FL-LP	8+86.70	23.11
15120	454666.68	2889634.74	FL-LP	9+32.05	24.91
15121	454714.66	2889634.59	FL-LP	9+34.66	-23.00
15122	454726.42	2889569.16	RAD	8+70.00	-38.50
15123	454731.16	2889651.67	RAD	9+52.66	-38.50
15124	454654.22	2889654.96	RAD	9+51.53	38.50
15125	454649.47	2889572.18	RAD	8+68.61	38.50
15126	454700.58	2889415.67	BOC	7+15.29	-21.50
15127	454700.44	2889426.44	BOC	7+26.03	-20.74
15128	454700.41	2889428.91	BOC	7+28.49	-20.57
15129	454700.21	2889444.83	BOC	7+44.38	-19.45
15130	454700.15	2889448.44	BOC	7+47.98	-19.19
15131	454699.47	2889500.87	BOC	8+00.29	-15.50
15132	454660.65	2889417.97	BOC	7+15.29	18.50

Point No.	Northing	Easting	Description	Station	Offset
15133	454668.51	2889502.61	BOC	8+00.25	15.50
15134	454707.86	2889429.01	EOW	7+29.02	-28.00
15135	454708.77	2889444.94	EOW	7+44.98	-28.00
15136	454717.84	2889428.43	BOW	7+29.02	-38.00
15137	454718.76	2889444.37	BOW	7+44.98	-38.00
15138	454726.65	2889443.96	MA	7+45.02	-45.90
15139	454725.83	2889428.02	MA	7+29.07	-46.00
15140	454644.65	2889398.22	EOW	6+94.66	33.34
15141	454644.92	2889402.98	EOW	6+99.43	33.34
15142	454640.18	2889398.47	BOW	6+94.66	37.82
15143	454640.44	2889403.24	BOW	6+99.43	37.83
15144	454653.92	2889562.50	EOW	8+59.20	33.50
15145	454649.43	2889562.76	BOW	8+59.20	38.00
15146	454666.04	2889777.45	EOW	10+74.49	33.72
15147	454667.13	2889795.51	EOW	10+92.58	33.67
15148	454661.62	2889777.71	BOW	10+74.49	38.15
15149	454662.70	2889795.76	BOW	10+92.58	38.11

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Taylor Braaten
PE-29068
DATE: 07/07/26

Survey Data Layouts

17th Ave S Reconstruction
(University Dr To 25th St)

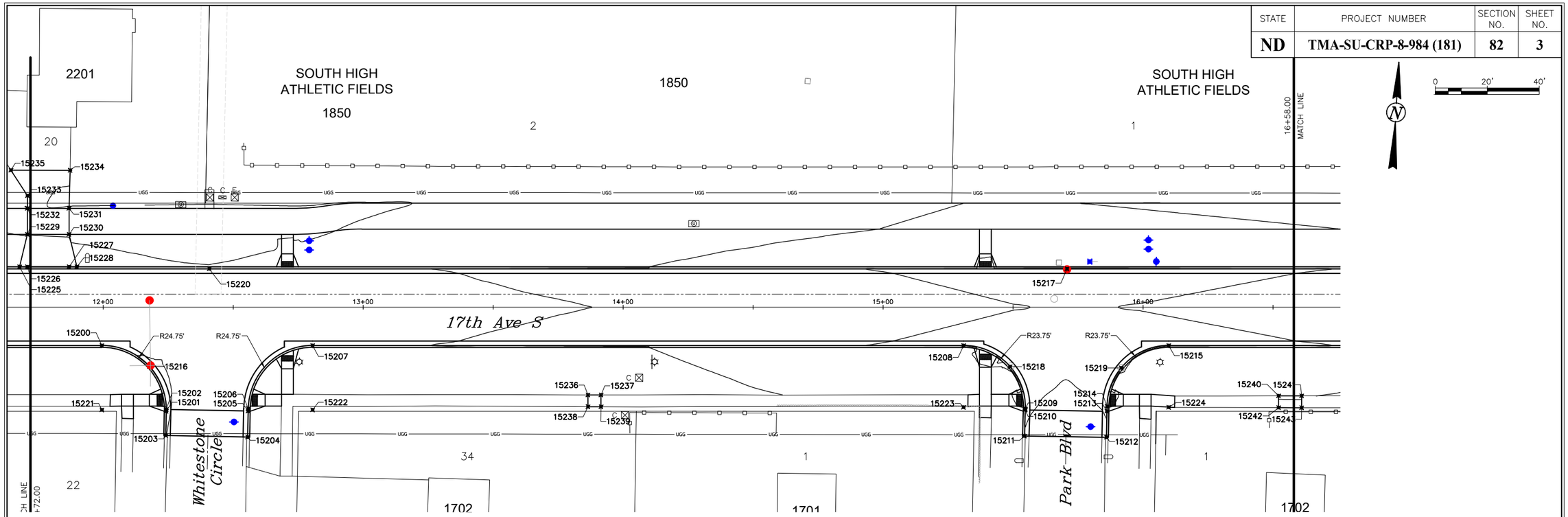
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	3



Point No.	Northing	Easting	Description	Station	Offset
15200	454692.15	2889901.18	FL-PC	11+99.51	14.75
15201	454668.38	2889927.33	FL-PC	12+24.26	39.98
15202	454669.05	2889927.29	FL-PVMT	12+24.26	39.31
15203	454659.06	2889927.68	FL-MA	12+24.08	49.31
15204	454660.26	2889959.17	FL-MA	12+55.59	49.91
15205	454670.25	2889958.79	FL-PVMT	12+55.78	39.91
15206	454671.14	2889958.76	FL-PC	12+55.79	39.03
15207	454696.79	2889982.07	FL-PC	12+80.54	14.75
15208	454711.15	2890232.07	FL-PC	15+30.95	14.75
15209	454688.13	2890257.17	FL-PC	15+54.69	39.17
15210	454687.86	2890257.18	FL-PVMT	15+54.68	39.44
15211	454677.78	2890257.47	FL-MA	15+54.40	49.51
15212	454679.08	2890288.96	FL-MA	15+85.91	50.02
15213	454689.07	2890288.55	FL-PVMT	15+86.07	40.03
15214	454690.98	2890288.47	FL-PC	15+86.10	38.11
15215	454715.67	2890310.84	FL-PC	16+09.85	14.75
15216	454685.14	2889919.90	FL-LP	12+17.80	22.82
15217	454742.88	2890270.09	FL-LP	15+70.73	-14.75
15218	454704.09	2890250.36	FL-LP	15+48.81	22.84
15219	454706.03	2890293.07	FL-LP	15+91.56	23.35
15220	454723.97	2889940.71	FL-HP	12+40.81	-14.75
15221	454667.44	2889902.60	RAD	11+99.51	39.50
15222	454672.08	2889983.49	RAD	12+80.54	39.50
15223	454687.43	2890233.43	RAD	15+30.95	38.50
15224	454691.96	2890312.20	RAD	16+09.85	38.50
15225	454720.53	2889867.85	BOC	11+67.86	-15.50
15226	454720.71	2889870.84	BOC	11+70.86	-15.50
15227	454721.62	2889886.82	BOC	11+86.86	-15.50
15228	454721.80	2889889.81	BOC	11+89.86	-15.50
15229	454733.19	2889870.12	EOW	11+70.86	-28.00
15230	454734.10	2889886.10	EOW	11+86.86	-28.00
15231	454744.09	2889885.53	BOW	11+86.86	-38.00
15232	454743.18	2889869.55	BOW	11+70.86	-38.01

Point No.	Northing	Easting	Description	Station	Offset
15233	454748.02	2889869.34	MA	11+70.93	-42.85
15234	454758.69	2889885.10	MA	11+87.28	-52.61
15235	454757.45	2889862.38	MA	11+64.52	-52.67
15236	454683.90	2890088.93	EOW	13+86.48	33.74
15237	454684.20	2890093.94	EOW	13+91.50	33.74
15238	454679.41	2890089.19	BOW	13+86.48	38.24
15239	454679.68	2890094.20	BOW	13+91.50	38.24
15240	454698.79	2890354.16	EOW	16+52.13	34.08
15241	454699.32	2890363.00	EOW	16+60.99	34.06
15242	454694.27	2890354.42	BOW	16+52.13	38.61
15243	454694.74	2890363.26	BOW	16+60.99	38.65

REVISIONS

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SEAL

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NORTH DAKOTA
Taylor Braaten
PE-29068
DATE: 07/07/26

Survey Data Layouts

17th Ave S Reconstruction
(University Dr To 25th St)

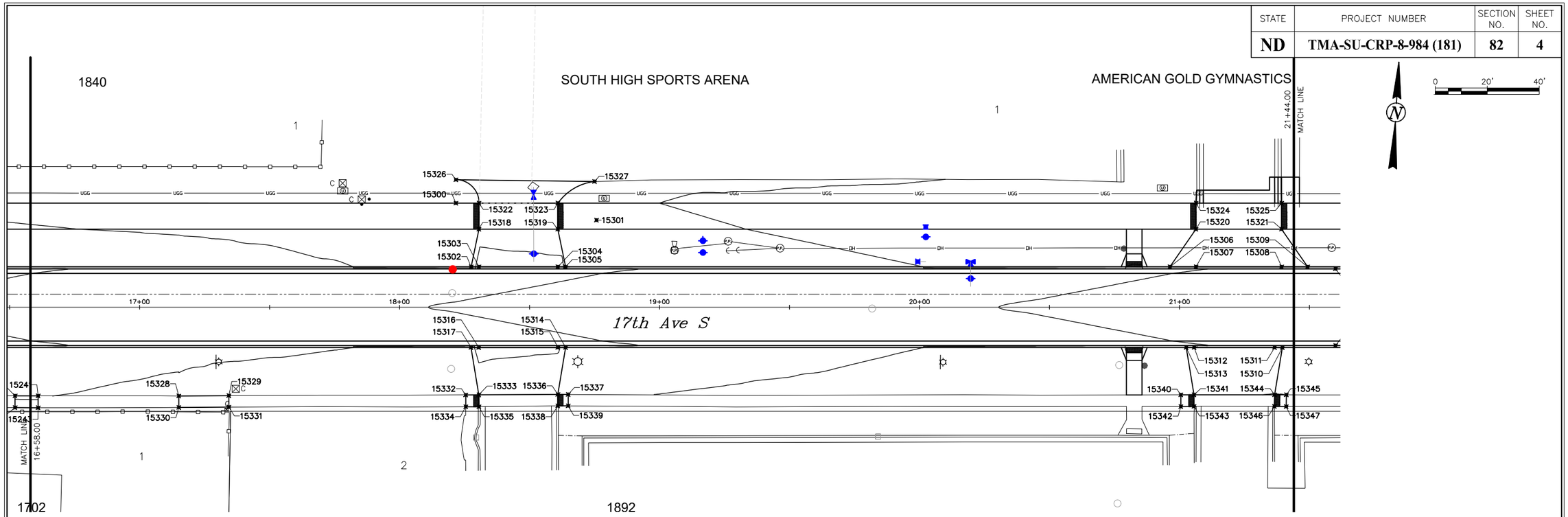
CITY OF FARGO Improvement District *BR-26-G1*

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	4



Point No.	Northing	Easting	Description	Station	Offset
15300	454782.46	2890519.19	RAD	18+21.69	-39.99
15301	454779.02	2890573.54	RAD	18+75.74	-33.44
15302	454758.34	2890526.42	BOC	18+27.53	-15.50
15303	454758.52	2890529.42	BOC	18+30.53	-15.50
15304	454760.26	2890559.72	BOC	18+60.88	-15.50
15305	454760.43	2890562.72	BOC	18+63.88	-15.50
15306	454773.75	2890794.80	BOC	20+96.34	-15.50
15307	454774.33	2890804.78	BOC	21+06.34	-15.50
15308	454776.21	2890837.65	BOC	21+39.27	-15.50
15309	454776.79	2890847.64	BOC	21+49.27	-15.50
15310	454745.28	2890839.73	BOC	21+39.57	15.50
15311	454745.11	2890836.74	BOC	21+36.57	15.50
15312	454743.34	2890805.85	BOC	21+05.63	15.50
15313	454743.16	2890802.79	BOC	21+02.57	15.50
15314	454729.48	2890564.51	BOC	18+63.89	15.50
15315	454729.31	2890561.51	BOC	18+60.89	15.50
15316	454727.57	2890531.18	BOC	18+30.51	15.50
15317	454727.39	2890528.17	BOC	18+27.50	15.50
15318	454772.99	2890528.59	EOW	18+30.53	-30.00
15319	454774.73	2890558.89	EOW	18+60.88	-30.00
15320	454788.80	2890803.95	EOW	21+06.34	-30.00
15321	454790.69	2890836.82	EOW	21+39.27	-30.00
15322	454782.98	2890528.01	BOW	18+30.53	-40.00
15323	454784.72	2890558.32	BOW	18+60.88	-40.00
15324	454798.79	2890803.38	BOW	21+06.34	-40.00
15325	454800.68	2890836.25	BOW	21+39.27	-40.00
15326	454791.46	2890518.68	MA	18+21.69	-49.00
15327	454793.80	2890571.94	MA	18+75.00	-48.29
15328	454702.37	2890417.03	EOW	17+15.10	34.12
15329	454703.56	2890436.22	EOW	17+34.33	34.03
15330	454697.92	2890417.29	BOW	17+15.10	38.57
15331	454699.16	2890436.47	BOW	17+34.33	38.43
15332	454709.09	2890527.17	EOW	18+25.45	33.72

Point No.	Northing	Easting	Description	Station	Offset
15333	454709.39	2890532.22	EOW	18+30.51	33.70
15334	454704.54	2890527.45	BOW	18+25.47	38.27
15335	454704.86	2890532.50	BOW	18.30.53	38.25
15336	454711.29	2890562.56	EOW	18+60.91	33.55
15337	454711.50	2890566.55	EOW	18+64.90	33.56
15338	454706.89	2890562.78	BOW	18+60.88	37.96
15339	454707.10	2890566.78	BOW	18+64.88	37.96
15340	454724.88	2890801.76	EOW	21+00.50	33.69
15341	454725.19	2890806.83	EOW	21+05.57	33.67
15342	454720.39	2890802.04	BOW	21+00.51	38.19
15343	454720.70	2890807.11	BOW	21+05.59	38.17
15344	454726.97	2890837.78	EOW	21+36.57	33.67
15345	454727.21	2890842.27	EOW	21+41.07	33.69
15346	454722.51	2890837.98	BOW	21+36.52	38.14
15347	454722.71	2890842.48	BOW	21+41.02	38.19

REVISIONS

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NORTH DAKOTA

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DATE: 07/07/26

Survey Data Layouts

17th Ave S Reconstruction
(University Dr To 25th St)

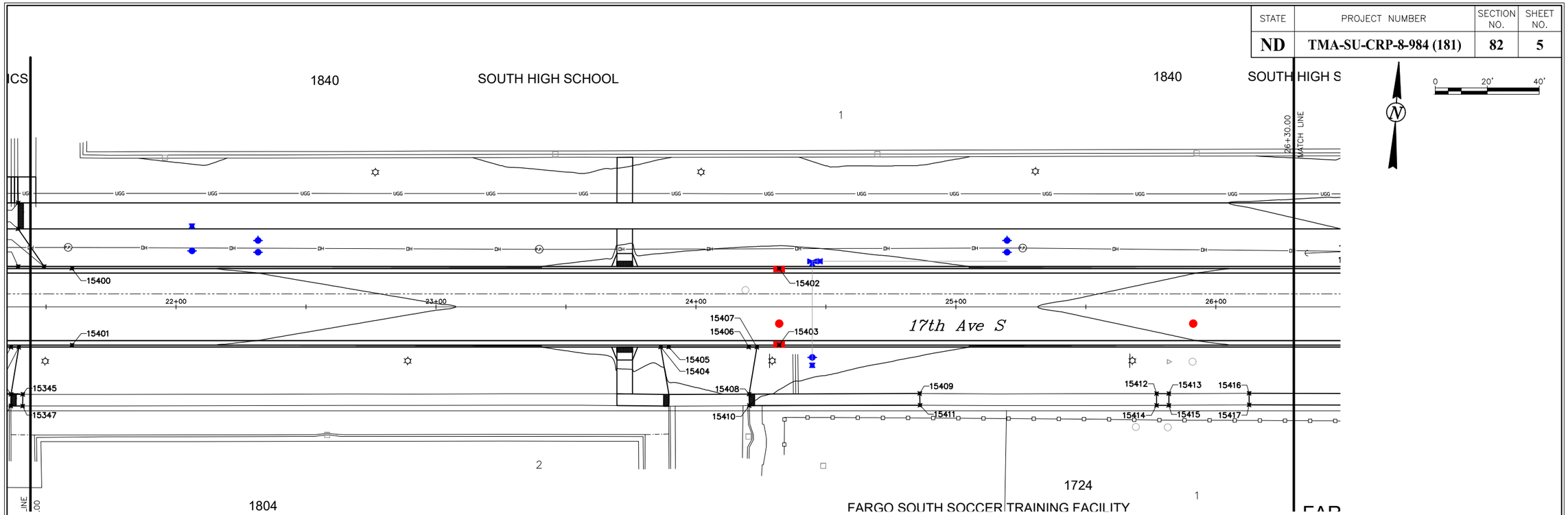
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	5



Point No.	Northing	Easting	Description	Station	Offset
15400	454776.65	2890858.39	FL-HP	21+60.00	-14.75
15401	454747.20	2890860.08	FL-HP	21+60.00	14.75
15402	454792.24	2891129.95	FL-LP	24+32.00	-14.75
15403	454762.79	2891131.64	FL-LP	24+32.00	14.75
15404	454759.44	2891086.20	BOC	23+86.45	15.50
15405	454759.61	2891089.27	BOC	23+89.51	15.50
15406	454761.38	2891120.06	BOC	24+20.36	15.50
15407	454761.55	2891123.14	BOC	24+23.45	15.50
15408	454743.30	2891121.18	EOW	24+20.45	33.62
15409	454747.31	2891186.70	EOW	24+86.08	33.36
15410	454738.91	2891121.51	BOW	24+20.52	38.01
15411	454742.80	2891187.04	BOW	24+86.17	37.88
15412	454752.46	2891277.64	EOW	25+77.17	33.43
15413	454752.73	2891282.35	EOW	25+81.89	33.43
15414	454747.98	2891277.90	BOW	25+77.17	37.92
15415	454748.26	2891282.61	BOW	25+81.89	37.91
15416	454754.64	2891313.17	EOW	26+12.76	33.29
15417	454750.21	2891313.42	BOW	26+12.76	37.73

REVISIONS

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NORTH DAKOTA

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PE-29068

DATE: 07/07/26

Survey Data Layouts

17th Ave S Reconstruction
(University Dr To 25th St)

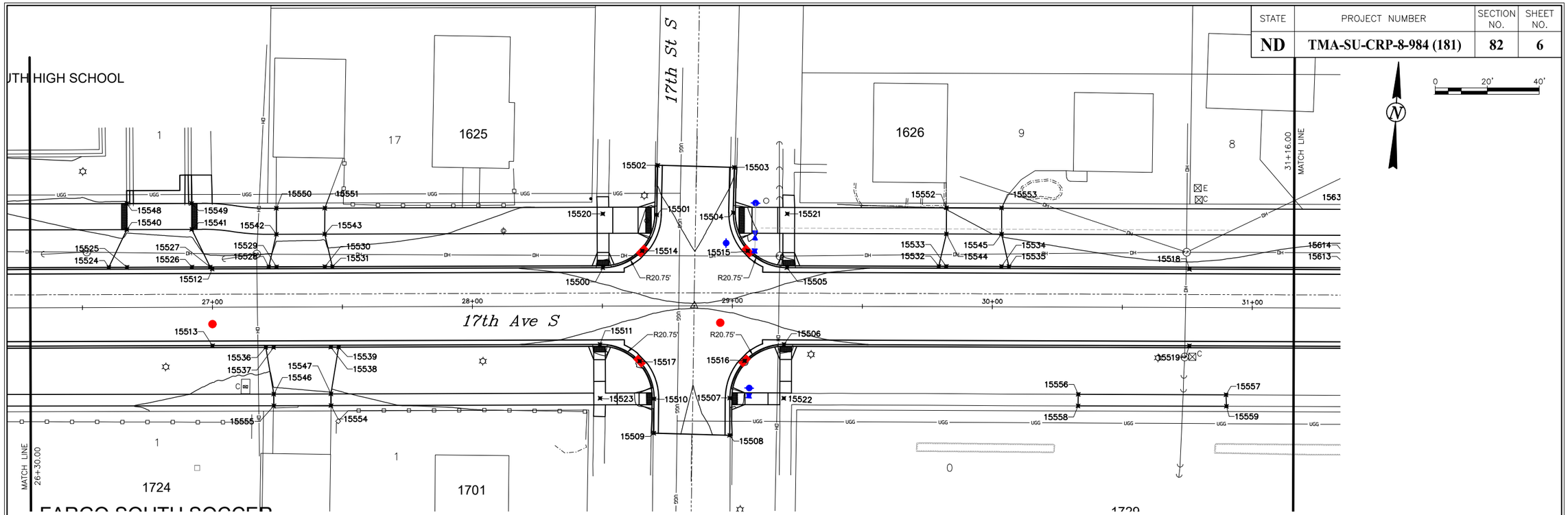
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	6



Point No.	Northing	Easting	Description	Station	Offset
15500	454816.22	2891547.54	FL-PC	28+50.28	-14.75
15501	454837.65	2891567.09	FL-PC	28+71.02	-35.03
15502	454856.70	2891566.43	FL-MA	28+71.46	-54.08
15503	454857.52	2891595.87	FL-MA	29+00.55	-53.32
15504	454840.09	2891596.44	FL-PC	29+00.24	-35.88
15505	454820.04	2891618.24	FL-PC	29+20.98	-14.75
15506	454790.53	2891618.64	FL-PC	29+19.89	14.75
15507	454768.75	2891598.97	FL-PC	28+99.14	35.49
15508	454754.45	2891599.70	FL-MA	28+99.14	49.82
15509	454753.72	2891570.50	FL-MA	28+69.62	48.96
15510	454766.92	2891569.90	FL-PC	28+69.78	35.75
15511	454786.69	2891547.98	FL-PC	28+49.03	14.75
15512	454807.60	2891397.51	FL-HP	27+00.00	-14.75
15513	454778.15	2891399.20	FL-HP	27+00.00	14.75
15514	454823.48	2891562.24	FL-LP	28+65.37	-21.16
15515	454825.67	2891602.83	FL-LP	29+05.89	-21.16
15516	454783.37	2891603.90	FL-LP	29+04.80	21.15
15517	454781.04	2891563.55	FL-LP	28+64.25	21.29
15518	454827.90	2891772.85	FL-HP	30+75.80	-14.75
15519	454798.44	2891774.35	FL-HP	30+75.80	14.75
15520	454836.93	2891546.35	RAD	28+50.28	-35.50
15521	454840.77	2891617.18	RAD	29+20.98	-35.50
15522	454769.80	2891619.70	RAD	29+19.89	35.50
15523	454765.98	2891549.17	RAD	28+49.03	35.50
15524	454806.07	2891357.74	BOC	26+60.21	-15.50
15525	454806.47	2891364.73	BOC	26+67.21	-15.50
15526	454807.91	2891389.69	BOC	26+92.21	-15.50
15527	454808.31	2891396.67	BOC	26+99.21	-15.50
15528	454809.60	2891419.14	BOC	27+21.71	-15.50
15529	454809.77	2891422.13	BOC	27+24.71	-15.50
15530	454810.83	2891440.69	BOC	27+43.30	-15.50
15531	454811.00	2891443.60	BOC	27+46.21	-15.50
15532	454823.76	2891676.50	BOC	29+79.36	-15.50

Point No.	Northing	Easting	Description	Station	Offset
15533	454823.90	2891679.36	BOC	29+82.23	-15.50
15534	454824.98	2891700.57	BOC	30+03.47	-15.50
15535	454825.13	2891703.47	BOC	30+06.36	-15.50
15536	454778.58	2891419.74	BOC	27+20.53	15.50
15537	454778.75	2891422.74	BOC	27+23.53	15.50
15538	454780.01	2891444.70	BOC	27+45.53	15.50
15539	454780.19	2891447.69	BOC	27+48.53	15.50
15540	454820.95	2891363.90	EOW	26+67.21	-30.00
15541	454822.38	2891388.85	EOW	26+92.21	-30.00
15542	454822.25	2891421.42	EOW	27+24.71	-28.00
15543	454823.31	2891439.97	EOW	27+43.30	-28.00
15544	454836.38	2891678.73	EOW	29+82.23	-28.00
15545	454837.46	2891699.94	EOW	30+03.47	-28.00
15546	454760.78	2891423.77	EOW	27+23.53	33.50
15547	454762.11	2891445.73	EOW	27+45.53	33.44
15548	454830.93	2891363.32	BOW	26+67.21	-40.00
15549	454832.36	2891388.19	BOW	26+92.12	-40.00
15550	454832.23	2891420.84	BOW	27+24.71	-38.00
15551	454833.30	2891439.47	BOW	27+43.37	-38.00
15552	454846.42	2891678.22	BOW	29+82.23	-38.05
15553	454847.53	2891699.43	BOW	30+03.47	-38.08
15554	454757.55	2891445.98	BOW	27+45.53	38.00
15555	454756.29	2891424.02	BOW	27+23.53	38.00
15556	454777.50	2891732.71	EOW	30+33.15	33.55
15557	454780.36	2891789.49	EOW	30+90.00	33.57
15558	454773.05	2891732.90	BOW	30+33.12	38.00
15559	454776.00	2891789.90	BOW	30+90.19	37.95

REVISIONS

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DATE: 07/07/26
NORTH DAKOTA

Survey Data Layouts

17th Ave S Reconstruction
(University Dr To 25th St)

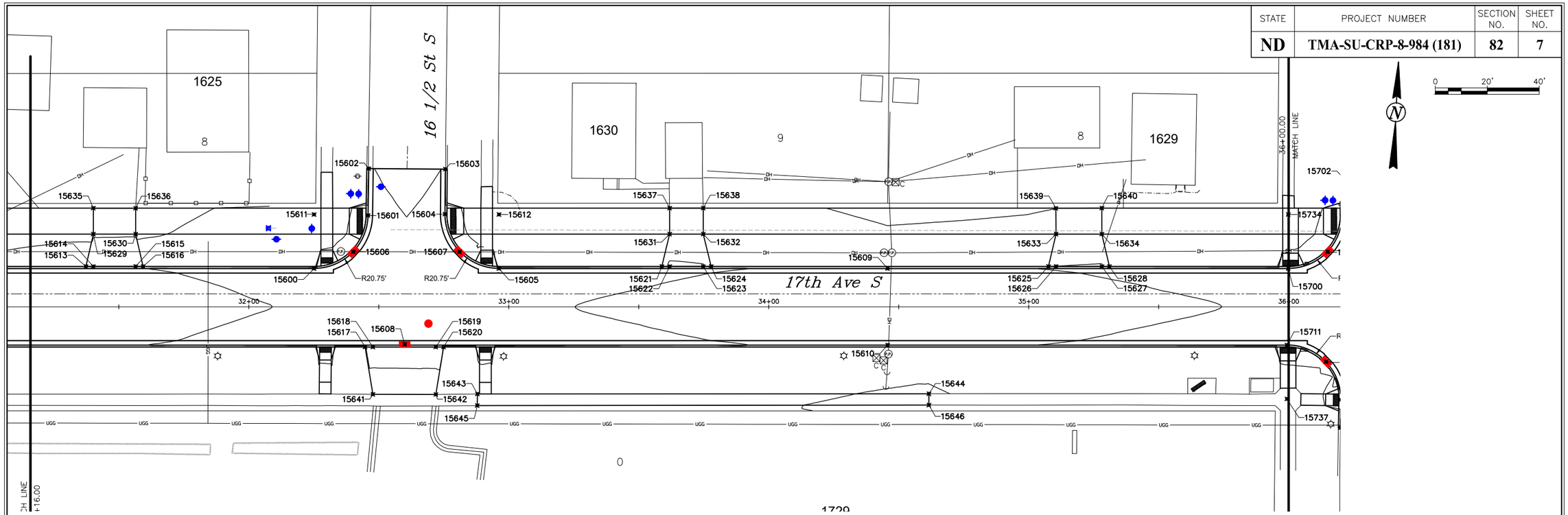
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	7



Point No.	Northing	Easting	Description	Station	Offset
15600	454835.48	2891921.98	FL-PC	32+25.12	-14.75
15601	454856.94	2891941.66	FL-PC	32+45.87	-35.18
15602	454874.95	2891941.03	FL-MA	32+46.14	-53.20
15603	454876.22	2891970.46	FL-MA	32+75.61	-52.97
15604	454858.91	2891971.22	FL-PC	32+75.49	-35.64
15605	454839.09	2891993.01	FL-PC	32+96.24	-14.75
15606	454842.65	2891936.73	FL-LP	32+40.21	-21.16
15607	454844.72	2891977.56	FL-LP	32+81.10	-21.15
15608	454808.04	2891958.22	FL-LP	32+59.92	14.50
15609	454846.68	2892142.31	FL-HP	34+45.74	-14.75
15610	454817.22	2892143.81	FL-HP	34+45.74	14.75
15611	454856.21	2891920.92	RAD	32+25.12	-35.50
15612	454859.82	2891991.95	RAD	32+96.24	-35.50
15613	454831.78	2891834.29	BOC	31+37.35	-15.50
15614	454831.92	2891837.13	BOC	31+40.20	-15.50
15615	454832.75	2891853.41	BOC	31+56.50	-15.50
15616	454832.89	2891856.26	BOC	31+59.35	-15.50
15617	454806.27	2891943.14	BOC	32+44.77	15.50
15618	454806.42	2891946.14	BOC	32+47.77	15.50
15619	454807.65	2891970.27	BOC	32+71.93	15.50
15620	454807.80	2891973.26	BOC	32+74.93	15.50
15621	454843.02	2892055.50	BOC	33+58.85	-15.50
15622	454843.18	2892058.54	BOC	33+61.89	-15.50
15623	454843.83	2892071.43	BOC	33+74.80	-15.50
15624	454843.99	2892074.47	BOC	33+77.85	-15.50
15625	454850.57	2892204.02	BOC	35+07.56	-15.50
15626	454850.72	2892206.94	BOC	35+10.49	-15.50
15627	454851.62	2892224.57	BOC	35+28.14	-15.50
15628	454851.76	2892227.49	BOC	35+31.06	-15.50
15629	454844.40	2891836.49	EOW	31+40.20	-28.00
15630	454845.23	2891852.78	EOW	31+56.50	-28.00
15631	454855.66	2892057.90	EOW	33+61.89	-28.00
15632	454856.32	2892070.80	EOW	33+74.80	-28.00

Point No.	Northing	Easting	Description	Station	Offset
15633	454863.20	2892206.31	EOW	35+10.49	-28.00
15634	454864.10	2892223.93	EOW	35+28.14	-28.00
15635	454854.39	2891835.99	BOW	31+40.20	-38.00
15636	454855.14	2891852.27	BOW	31+56.50	-37.93
15637	454865.65	2892057.40	BOW	33+61.89	-38.00
15638	454866.30	2892070.29	BOW	33+74.80	-38.00
15639	454873.12	2892205.75	BOW	35.10.44	-38.00
15640	454874.09	2892223.43	BOW	35+28.14	-38.00
15641	454788.29	2891947.06	EOW	32+47.77	33.65
15642	454789.43	2891971.19	EOW	32+71.93	33.74
15643	454790.44	2891987.17	EOW	32+87.94	33.55
15644	454799.30	2892160.62	EOW	34+61.62	33.50
15645	454785.97	2891987.35	BOW	32+87.89	38.02
15646	454794.97	2892160.84	BOW	34+61.62	37.84

REVISIONS

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Survey Data Layouts

17th Ave S Reconstruction
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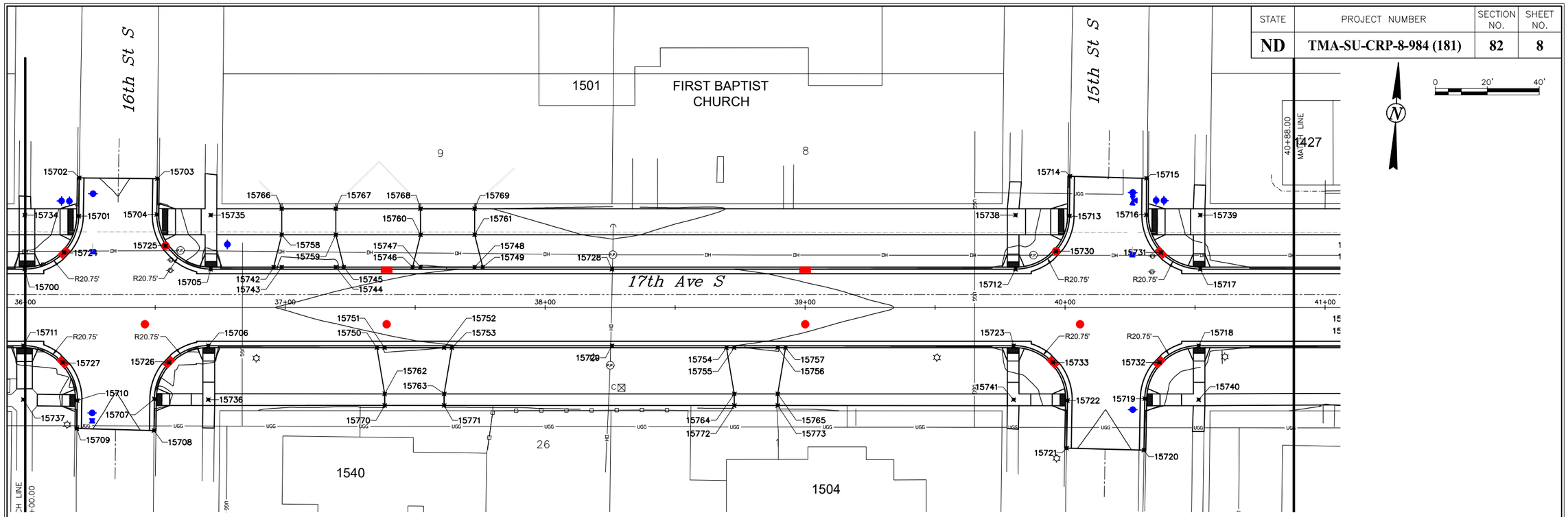
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	8



Point No.	Northing	Easting	Description	Station	Offset
15700	454854.51	2892296.23	FL-PC	35+99.86	-14.75
15701	454875.98	2892315.92	FL-PC	36+20.61	-35.20
15702	454890.66	2892315.38	FL-MA	36+20.81	-49.88
15703	454891.87	2892345.36	FL-MA	36+50.82	-49.57
15704	454878.08	2892345.87	FL-PC	36+50.63	-35.77
15705	454858.14	2892367.66	FL-PC	36+71.37	-14.75
15706	454828.63	2892368.24	FL-PC	36+70.46	14.75
15707	454807.11	2892348.56	FL-PC	36+49.71	35.24
15708	454794.99	2892349.02	FL-MA	36+49.56	47.37
15709	454794.28	2892319.35	FL-MA	36+19.88	46.58
15710	454805.04	2892318.96	FL-PC	36+20.04	35.81
15711	454825.02	2892297.17	FL-PC	35+99.29	14.75
15712	454873.85	2892676.80	FL-PC	39+80.91	-14.75
15713	454895.38	2892696.48	FL-PC	40+01.66	-35.25
15714	454910.65	2892695.89	FL-MA	40+01.85	-50.53
15715	454911.33	2892725.35	FL-MA	40+31.31	-49.71
15716	454897.26	2892725.98	FL-PC	40+31.22	-35.63
15717	454877.46	2892747.76	FL-PC	40+51.97	-14.75
15718	454847.97	2892748.68	FL-PC	40+51.38	14.75
15719	454826.55	2892728.99	FL-PC	40+30.64	35.14
15720	454806.80	2892729.65	FL-MA	40+30.29	54.90
15721	454806.04	2892699.97	FL-MA	40+00.61	54.15
15722	454824.35	2892699.33	FL-PC	40+00.90	35.83
15723	454844.35	2892677.54	FL-PC	39+80.16	14.75
15724	454861.67	2892310.98	FL-LP	36+14.95	-21.15
15725	454866.21	2892349.84	FL-LP	36+53.99	-23.72
15726	454821.46	2892353.49	FL-LP	36+55.36	21.16
15727	454819.38	2892312.57	FL-LP	36+14.39	21.16
15728	454865.98	2892521.83	FL-HP	38+25.74	-14.75
15729	454836.51	2892523.32	FL-HP	38+25.74	14.75
15730	454881.54	2892692.00	FL-LP	39+96.49	-21.66
15731	454883.09	2892732.36	FL-LP	40+36.87	-21.16
15732	454840.81	2892733.93	FL-LP	40+36.29	21.16

Point No.	Northing	Easting	Description	Station	Offset
15733	454838.72	2892692.94	FL-LP	39+95.25	21.16
15734	454875.23	2892295.18	RAD	35+99.86	-35.50
15735	454878.86	2892366.61	RAD	36+71.37	-35.50
15736	454807.91	2892369.29	RAD	36+70.46	35.50
15737	454804.29	2892298.22	RAD	35+99.29	35.50
15738	454894.58	2892675.74	RAD	39+80.91	-35.50
15739	454898.18	2892746.71	RAD	40+51.97	-35.50
15740	454827.25	2892749.73	RAD	40+51.38	35.50
15741	454823.63	2892678.59	RAD	39+80.16	35.50
15742	454860.12	2892391.78	BOC	36+95.57	-15.50
15743	454860.27	2892394.88	BOC	36+98.66	-15.50
15744	454861.33	2892415.66	BOC	37+19.47	-15.50
15745	454861.49	2892418.75	BOC	37+22.57	-15.50
15746	454862.83	2892445.15	BOC	37+49.00	-15.50
15747	454862.98	2892448.19	BOC	37+52.05	-15.50
15748	454864.04	2892468.97	BOC	37+72.86	-15.50
15749	454864.20	2892472.11	BOC	37+76.00	-15.50
15750	454831.17	2892433.01	BOC	37+35.27	15.50
15751	454831.32	2892436.00	BOC	37+38.27	15.50
15752	454832.49	2892458.87	BOC	37+61.17	15.50
15753	454832.64	2892461.87	BOC	37+64.17	15.50
15754	454838.00	2892567.32	BOC	38+69.76	15.50
15755	454838.15	2892570.32	BOC	38+72.76	15.50
15756	454839.00	2892587.00	BOC	38+89.46	15.50
15757	454839.15	2892590.00	BOC	38+92.46	15.50
15758	454872.76	2892394.24	EOW	36+98.66	-28.00
15759	454873.81	2892415.02	EOW	37+19.47	-28.00
15760	454875.47	2892447.56	EOW	37+52.05	-28.00
15761	454876.52	2892468.34	EOW	37+72.86	-28.00
15762	454813.60	2892436.90	EOW	37+38.27	33.25
15763	454814.76	2892459.78	EOW	37+61.17	33.25
15764	454820.40	2892571.22	EOW	38+72.76	33.27
15765	454821.25	2892587.91	EOW	38+89.46	33.27

Point No.	Northing	Easting	Description	Station	Offset
15766	454882.74	2892393.73	BOW	36+98.66	-38.00
15767	454883.80	2892414.52	BOW	37+19.47	-38.00
15768	454885.45	2892447.04	BOW	37+52.04	-38.00
15769	454886.51	2892467.83	BOW	37+72.86	-38.00
15770	454809.11	2892437.13	BOW	37+38.27	37.75
15771	454810.27	2892460.00	BOW	37+61.17	37.75
15772	454815.91	2892571.45	BOW	38+72.76	37.77
15773	454816.76	2892588.14	BOW	38+89.47	37.77

REVISIONS

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SEAL

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Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

Survey Data Layouts

17th Ave S Reconstruction
(University Dr To 25th St)

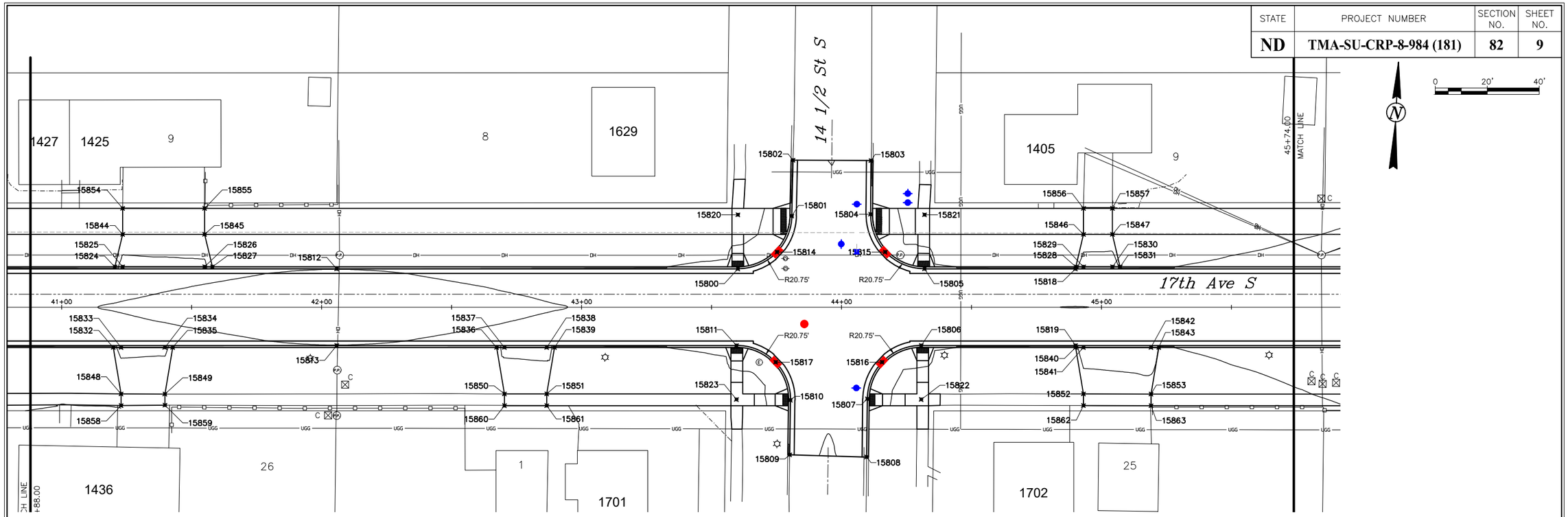
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	9



Point No.	Northing	Easting	Description	Station	Offset
15800	454893.11	2893055.52	FL-PC	43+60.12	-14.75
15801	454914.45	2893075.21	FL-PC	43+80.87	-35.06
15802	454935.87	2893074.57	FL-MA	43+81.32	-56.50
15803	454937.23	2893104.57	FL-MA	44+11.35	-56.32
15804	454916.61	2893105.43	FL-PC	44+11.16	-35.69
15805	454896.75	2893127.22	FL-PC	44+31.91	-14.75
15806	454867.22	2893127.45	FL-PC	44+30.65	14.75
15807	454845.68	2893107.77	FL-PC	44+09.90	35.27
15808	454823.36	2893108.66	FL-MA	44+09.65	57.61
15809	454822.70	2893079.06	FL-MA	43+80.06	56.76
15810	454843.70	2893078.25	FL-PC	43+80.32	35.75
15811	454863.62	2893056.46	FL-PC	43+59.57	14.75
15812	454885.27	2892901.42	FL-HP	42+05.82	-14.75
15813	454855.81	2892902.91	FL-HP	42+05.82	14.75
15814	454900.27	2893070.27	FL-LP	43+75.21	-21.15
15815	454902.38	2893111.81	FL-LP	44+16.82	-21.16
15816	454860.08	2893112.71	FL-LP	44+15.57	21.14
15817	454857.98	2893071.87	FL-LP	43+74.66	21.16
15818	454899.70	2893185.23	FL-HP	44+90.00	-14.75
15819	454870.24	2893186.73	FL-HP	44+90.00	14.75
15820	454913.83	2893054.46	RAD	43+60.12	-35.50
15821	454917.47	2893126.16	RAD	44+31.91	-35.50
15822	454846.50	2893128.50	RAD	44+30.65	35.50
15823	454842.89	2893057.52	RAD	43+59.57	35.50
15824	454881.69	2892816.18	BOC	41+20.51	-15.50
15825	454881.84	2892819.17	BOC	41+23.50	-15.50
15826	454883.44	2892850.65	BOC	41+55.02	-15.50
15827	454883.59	2892853.63	BOC	41+58.01	-15.50
15828	454900.46	2893185.34	BOC	44+90.14	-15.50
15829	454900.61	2893188.26	BOC	44+93.08	-15.50
15830	454901.17	2893199.38	BOC	45+04.21	-15.50
15831	454901.32	2893202.31	BOC	45+07.14	-15.50
15832	454850.70	2892817.13	BOC	41+19.89	15.50

Point No.	Northing	Easting	Description	Station	Offset
15833	454850.85	2892820.13	BOC	41+22.89	15.50
15834	454851.71	2892836.95	BOC	41+39.73	15.50
15835	454851.86	2892839.95	BOC	41+42.73	15.50
15836	454858.18	2892964.38	BOC	42+67.32	15.50
15837	454858.34	2892967.37	BOC	42+70.32	15.50
15838	454859.16	2892983.63	BOC	42+86.60	15.50
15839	454859.31	2892986.62	BOC	42+89.60	15.50
15840	454869.49	2893186.83	BOC	44+90.06	15.50
15841	454869.64	2893189.82	BOC	44+93.06	15.50
15842	454870.96	2893215.75	BOC	45+19.03	15.50
15843	454871.11	2893218.75	BOC	45+22.03	15.50
15844	454894.33	2892818.53	EOW	41+23.50	-28.00
15845	454895.93	2892850.01	EOW	41+55.02	-28.00
15846	454913.09	2893187.63	EOW	44+93.08	-28.00
15847	454913.65	2893198.75	EOW	45+04.21	-28.00
15848	454833.06	2892821.03	EOW	41+22.89	33.32
15849	454833.83	2892837.86	EOW	41+39.73	33.40
15850	454840.52	2892968.28	EOW	42+70.32	33.34
15851	454841.34	2892984.53	EOW	42+86.60	33.35
15852	454851.85	2893190.73	EOW	44+93.06	33.31
15853	454853.10	2893216.66	EOW	45+19.03	33.39
15854	454904.31	2892818.03	BOW	41+23.50	-38.00
15855	454905.91	2892849.50	BOW	41+55.02	-38.00
15856	454923.08	2893187.12	BOW	44+93.08	-38.00
15857	454923.64	2893198.24	BOW	45+04.21	-38.00
15858	454828.59	2892821.29	BOW	41+22.92	37.79
15859	454829.54	2892838.08	BOW	41+39.74	37.70
15860	454836.02	2892968.51	BOW	42+70.32	37.84
15861	454836.84	2892984.76	BOW	42+86.60	37.85
15862	454847.37	2893190.92	BOW	44+93.03	37.80
15863	454848.61	2893216.88	BOW	45+19.02	37.88

REVISIONS

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SEAL

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NORTH DAKOTA

Taylor Braaten
PE-29068
DATE: 07/07/26

Survey Data Layouts

17th Ave S Reconstruction
(University Dr To 25th St)

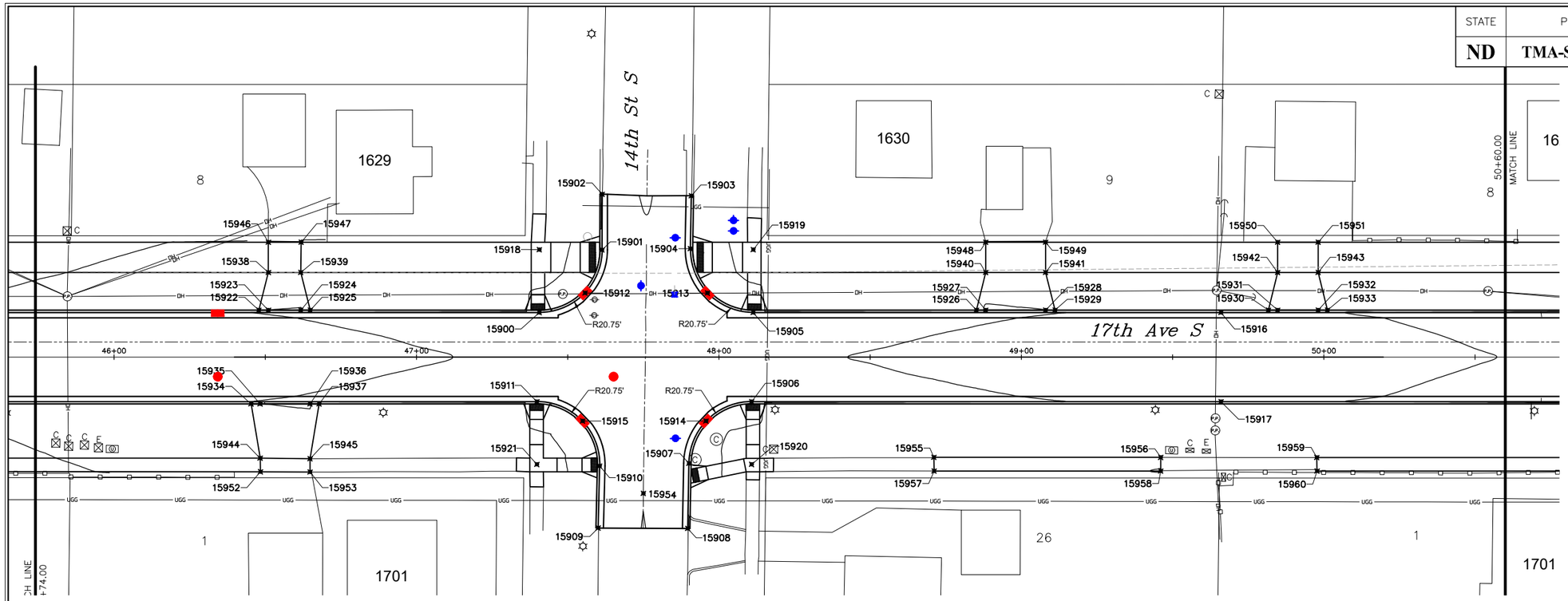
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	10



Point No.	Northing	Easting	Description	Station	Offset
15900	454912.42	2893435.53	FL-PC	47+40.62	-14.75
15901	454934.14	2893455.20	FL-PC	47+61.37	-35.44
15902	454952.54	2893454.32	FL-MA	47+61.42	-53.86
15903	454953.50	2893483.76	FL-MA	47+90.88	-53.33
15904	454936.05	2893484.34	FL-PC	47+90.57	-35.87
15905	454916.01	2893506.13	FL-PC	48+11.31	-14.75
15906	454886.52	2893507.12	FL-PC	48+10.80	14.75
15907	454865.12	2893487.43	FL-PC	47+90.06	35.12
15908	454843.58	2893488.13	FL-MA	47+89.66	56.68
15909	454842.25	2893458.57	FL-MA	47+60.07	56.50
15910	454862.76	2893458.02	FL-PC	47+60.56	36.00
15911	454882.92	2893436.22	FL-PC	47+39.82	14.75
15912	454919.62	2893450.30	FL-LP	47+55.74	-21.19
15913	454921.64	2893490.73	FL-LP	47+96.22	-21.16
15914	454879.36	2893492.36	FL-LP	47+95.71	21.16
15915	454877.28	2893451.63	FL-LP	47+54.92	21.16
15916	454923.86	2893660.59	FL-HP	49+65.97	-14.75
15917	454894.40	2893662.08	FL-HP	49+65.97	14.75
15918	454933.15	2893434.47	RAD	47+40.62	-35.50
15919	454936.74	2893505.07	RAD	48+11.31	-35.50
15920	454865.80	2893508.17	RAD	48+10.80	35.50
15921	454862.20	2893437.28	RAD	47+39.82	35.50
15922	454908.47	2893342.90	BOC	46+47.91	-15.50
15923	454908.63	2893346.04	BOC	46+51.05	-15.50
15924	454909.17	2893356.73	BOC	46+61.76	-15.50
15925	454909.33	2893359.88	BOC	46+64.91	-15.50
15926	454920.51	2893579.78	BOC	48+85.10	-15.50
15927	454920.67	2893582.88	BOC	48+88.20	-15.50
15928	454921.67	2893602.65	BOC	49+07.99	-15.50
15929	454921.83	2893605.75	BOC	49+11.10	-15.50
15930	454925.41	2893676.22	BOC	49+81.66	-15.50
15931	454925.57	2893679.28	BOC	49+84.73	-15.50
15932	454926.24	2893692.64	BOC	49+98.10	-15.50

Point No.	Northing	Easting	Description	Station	Offset
15933	454926.40	2893695.70	BOC	50+01.16	-15.50
15934	454877.37	2893341.89	BOC	46+45.32	15.50
15935	454877.53	2893344.89	BOC	46+48.32	15.50
15936	454878.37	2893361.39	BOC	46+64.85	15.50
15937	454878.52	2893364.38	BOC	46+67.85	15.50
15938	454921.11	2893345.40	EOW	46+51.06	-28.00
15939	454921.65	2893356.10	EOW	46+61.76	-28.00
15940	454933.15	2893582.24	EOW	48+88.20	-28.00
15941	454934.15	2893602.01	EOW	49+07.99	-28.00
15942	454938.05	2893678.65	EOW	49+84.73	-28.00
15943	454938.73	2893692.00	EOW	49+98.10	-28.00
15944	454859.64	2893345.79	EOW	46+48.32	33.41
15945	454860.30	2893362.31	EOW	46+64.85	33.59
15946	454931.10	2893344.90	BOW	46+51.06	-38.00
15947	454931.65	2893355.72	BOW	46+61.90	-38.00
15948	454943.14	2893581.74	BOW	48+88.20	-38.00
15949	454944.14	2893601.50	BOW	49+07.99	-38.00
15950	454948.04	2893678.14	BOW	49+84.73	-38.00
15951	454948.72	2893691.49	BOW	49+98.10	-38.00
15952	454855.15	2893346.13	BOW	46+48.43	37.91
15953	454855.88	2893362.53	BOW	46+64.84	38.01
15954	454854.44	2893472.91	VPI	47+75.01	45.06
15955	454871.20	2893568.23	EOW	48+71.06	33.16
15956	454874.99	2893643.14	EOW	49+46.07	33.17
15957	454866.71	2893568.53	BOW	48+71.13	37.66
15958	454870.50	2893643.36	BOW	49+46.06	37.67
15959	454877.60	2893694.64	EOW	49+97.63	33.18
15960	454873.11	2893694.97	BOW	49+97.74	37.68

REVISIONS

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NORTH DAKOTA

Taylor Braaten
PE-29068
DATE: 07/07/26

Survey Data Layouts

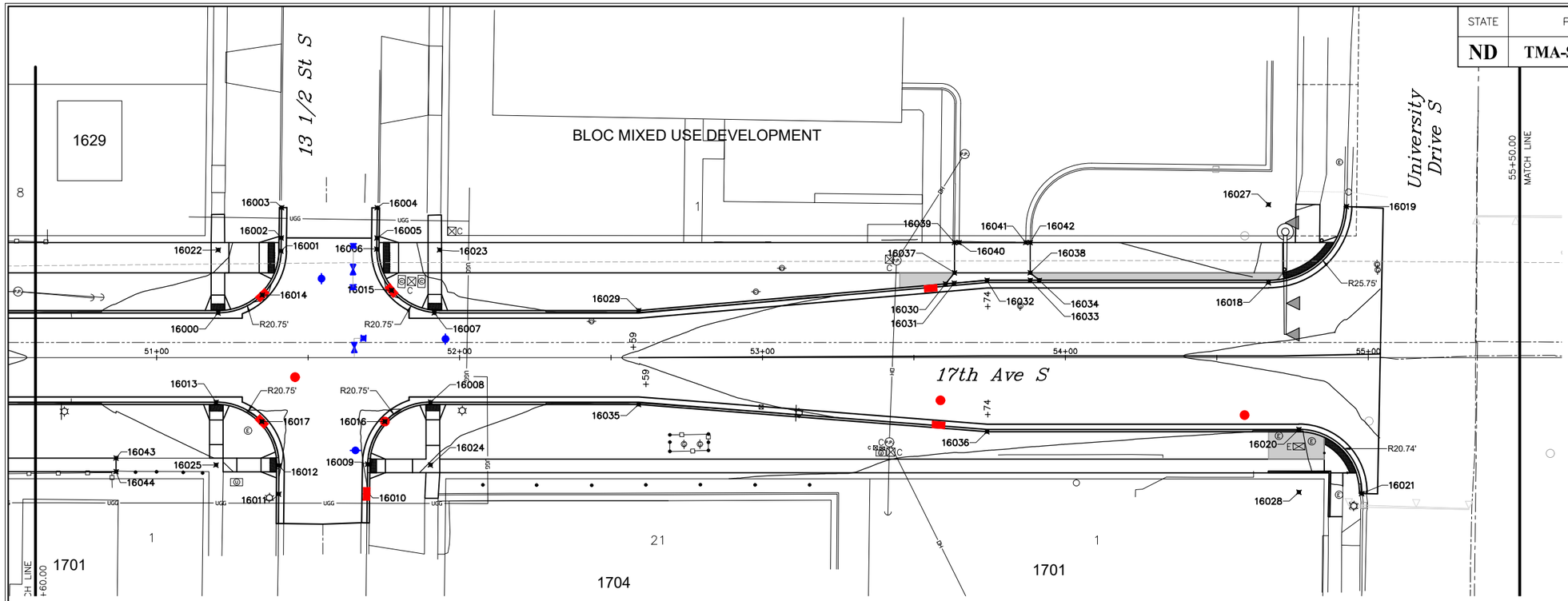
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



Point No.	Northing	Easting	Description	Station	Offset
16000	454931.70	2893814.74	FL-PC	51+20.32	-14.75
16001	454953.14	2893834.43	FL-PC	51+41.07	-35.17
16002	454957.47	2893834.27	FL-PVMT	51+41.14	-39.50
16003	454967.47	2893833.93	FL-MA	51+41.30	-49.50
16004	454969.02	2893865.44	FL-MA	51+72.85	-49.45
16005	454959.01	2893865.83	FL-PVMT	51+72.73	-39.43
16006	454955.33	2893865.97	FL-PC	51+72.69	-35.75
16007	454935.32	2893886.01	FL-PC	51+91.69	-14.75
16008	454905.80	2893886.27	FL-PC	51+90.44	14.75
16009	454884.27	2893866.58	FL-PC	51+69.69	35.25
16010	454875.12	2893866.94	FL-MA	51+69.58	44.40
16011	454872.98	2893837.74	FL-MA	51+40.32	45.06
16012	454882.36	2893837.35	FL-PC	51+40.40	35.68
16013	454902.20	2893815.56	FL-PC	51+19.65	14.75
16014	454938.30	2893828.99	FL-LP	51+34.89	-20.62
16015	454942.01	2893871.50	FL-LP	51+77.54	-22.17
16016	454898.64	2893871.52	FL-LP	51+75.35	21.15
16017	454896.57	2893830.96	FL-LP	51+34.74	21.15
16018	454959.29	2894160.48	FL-PC	54+67.02	-24.75
16019	454985.69	2894184.91	FL-MA	54+92.76	-49.88
16020	454911.36	2894172.98	FL-PC	54+77.07	23.75
16021	454891.28	2894194.77	FL-MA	54+97.81	44.91
16022	454952.42	2893813.69	RAD	51+20.32	-35.50
16023	454956.14	2893886.70	RAD	51+93.44	-35.50
16024	454885.08	2893887.32	RAD	51+90.44	35.50
16025	454881.48	2893816.62	RAD	51+19.65	35.50
16027	454985.01	2894159.17	RAD	54+67.02	-50.50
16028	454890.65	2894174.04	RAD	54+77.08	44.49
16029	454939.50	2893953.31	BOC	52+59.11	-15.50
16030	454953.44	2894054.04	BOC	53+60.42	-24.31
16031	454953.83	2894056.89	BOC	53+63.28	-24.56
16032	454955.32	2894067.65	BOC	53+74.11	-25.50

Point No.	Northing	Easting	Description	Station	Offset
16033	454956.05	2894081.93	BOC	53+88.41	-25.50
16034	454956.20	2894084.93	BOC	53+91.41	-25.50
16035	454908.54	2893954.89	BOC	52+59.12	15.50
16036	454905.39	2894070.20	BOC	53+74.12	24.50
16037	454957.27	2894056.84	EOW	53+63.41	-28.00
16038	454958.54	2894081.81	EOW	53+88.41	-28.00
16039	454967.26	2894056.33	BOW	53+63.41	-38.00
16040	454967.34	2894057.83	BOW	53+64.91	-38.00
16041	454968.45	2894079.80	BOW	53+86.91	-38.00
16042	454968.53	2894081.30	BOW	53+88.41	-38.00
16043	454882.10	2893783.51	EOW	50+86.62	33.19
16044	454877.61	2893783.74	BOW	50+86.62	37.69

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	82	11

REVISIONS

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(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

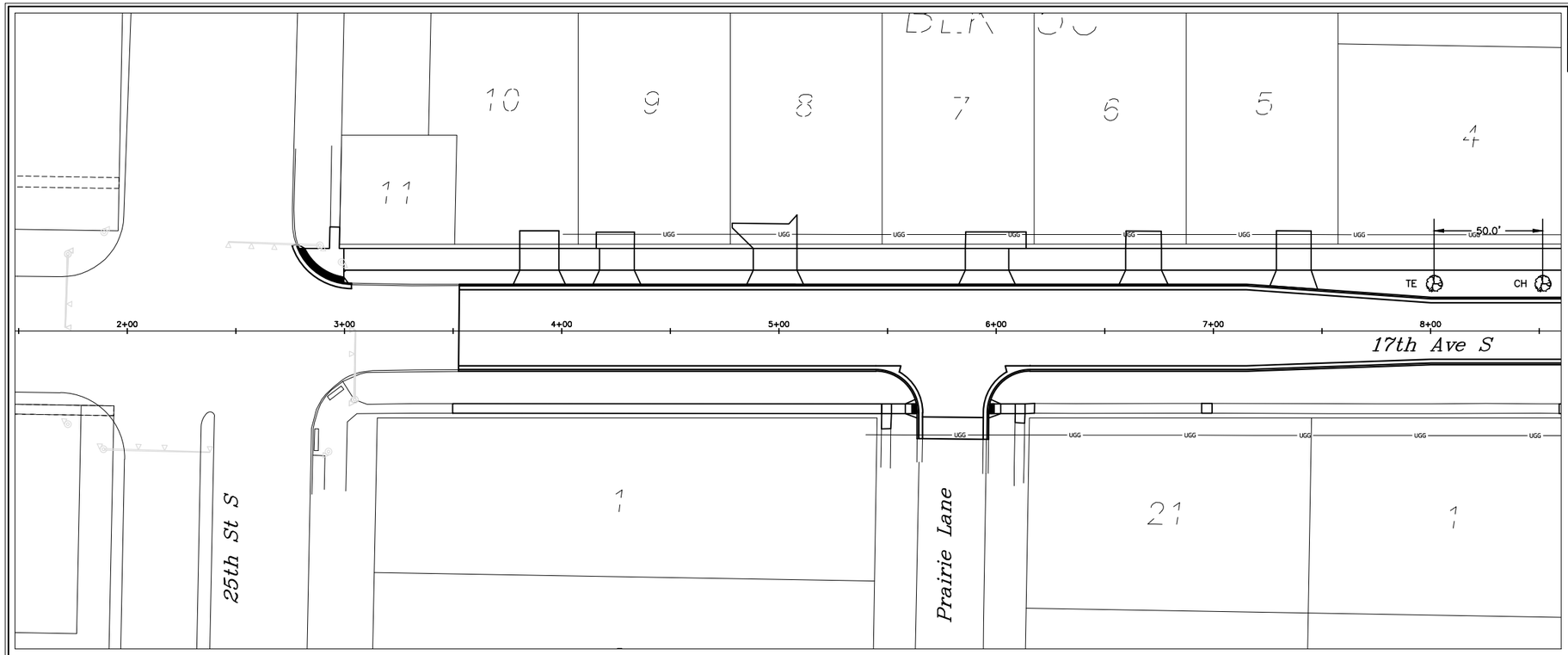
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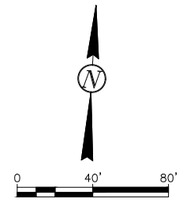
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	85	1

SPEC	CODE	PAY ITEM	QTY	UNIT
970	2050	Common Hackberry	4	EA
970	2436	Harvest Gold Linden	3	EA
970	2462	Triumph Elm	1	EA





	PROPOSED TREES
CH	COMMON HACKBERRY
HWM	HOT WING MAPLE
AC	AMUR CHOKECHERRY
NAH	NORTHERN ACCLAIM HONEYLOCUST
SSC	SPRING SNOW CRABAPPLE
PGP	PRAIRIE GEM PEAR
ISL	IVORY SILK LILAC
HGL	HARVEST GOLDEN LINDEN
TE	TRIUMPH ELM

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Landscaping

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

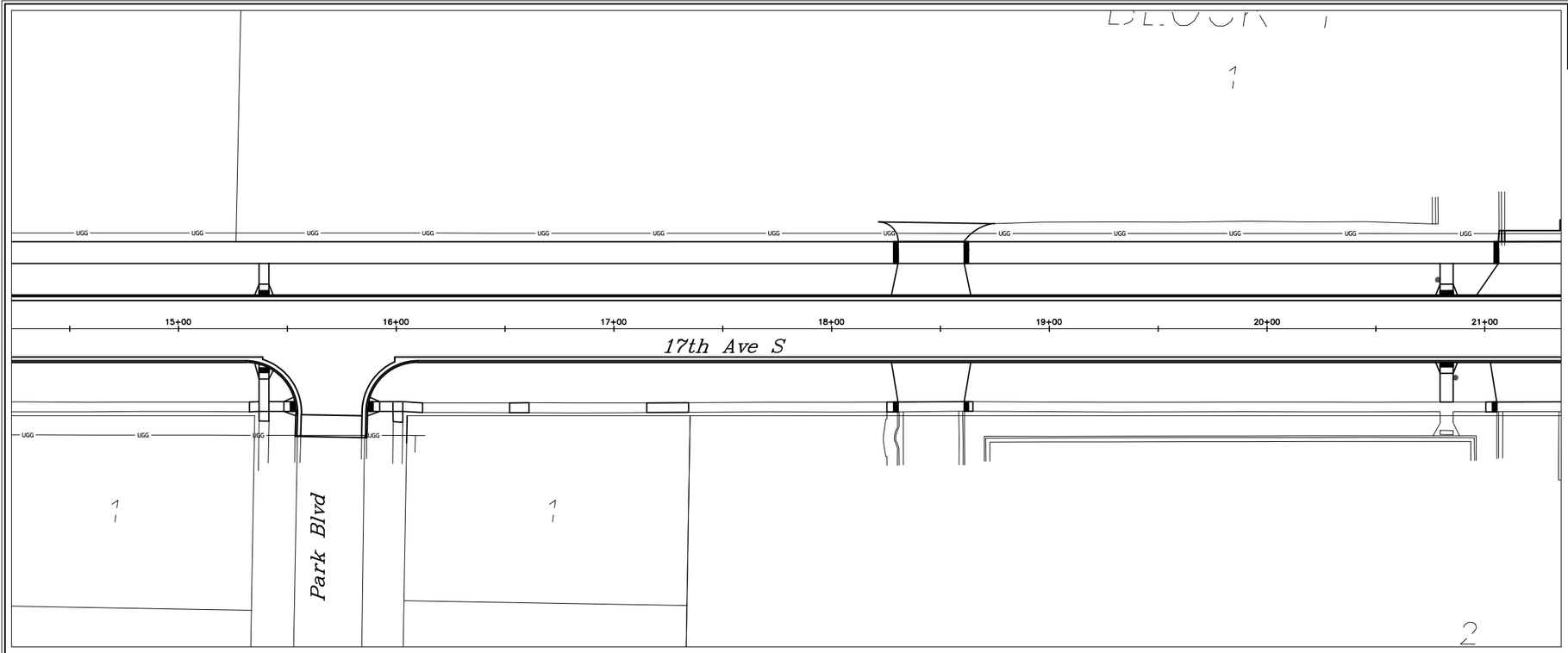
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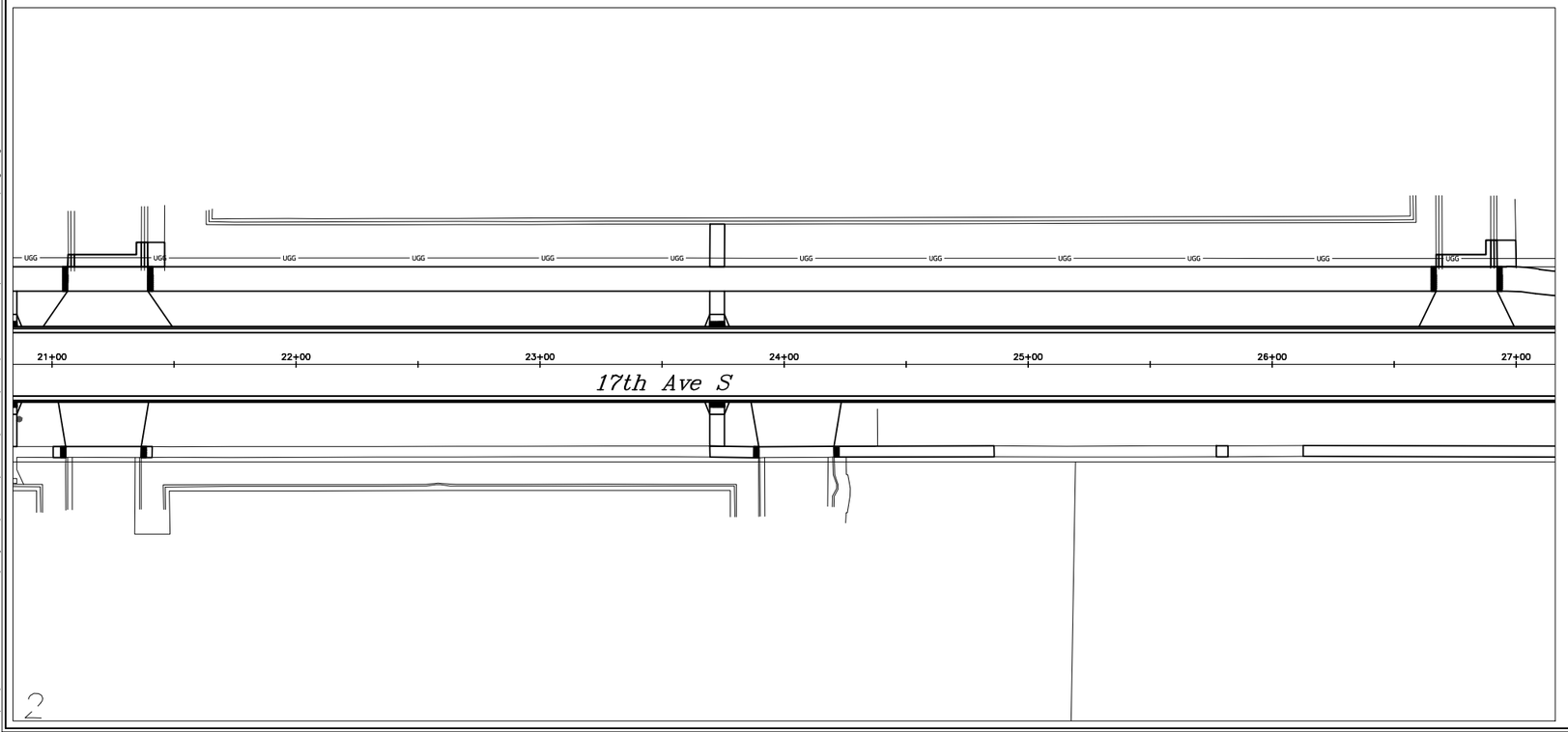
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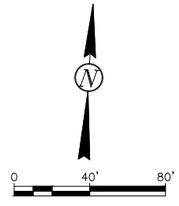
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	85	2

SPEC CODE PAY ITEM — QTY UNIT







	PROPOSED TREES
CH	COMMON HACKBERRY
HWM	HOT WING MAPLE
AC	AMUR CHOKECHERRY
NAH	NORTHERN ACCLAIM HONEYLOCUST
SSC	SPRING SNOW CRABAPPLE
PGP	PRAIRIE GEM PEAR
ISL	IVORY SILK LILAC
HGL	HARVEST GOLDEN LINDEN
TE	TRIUMPH ELM

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REVISIONS

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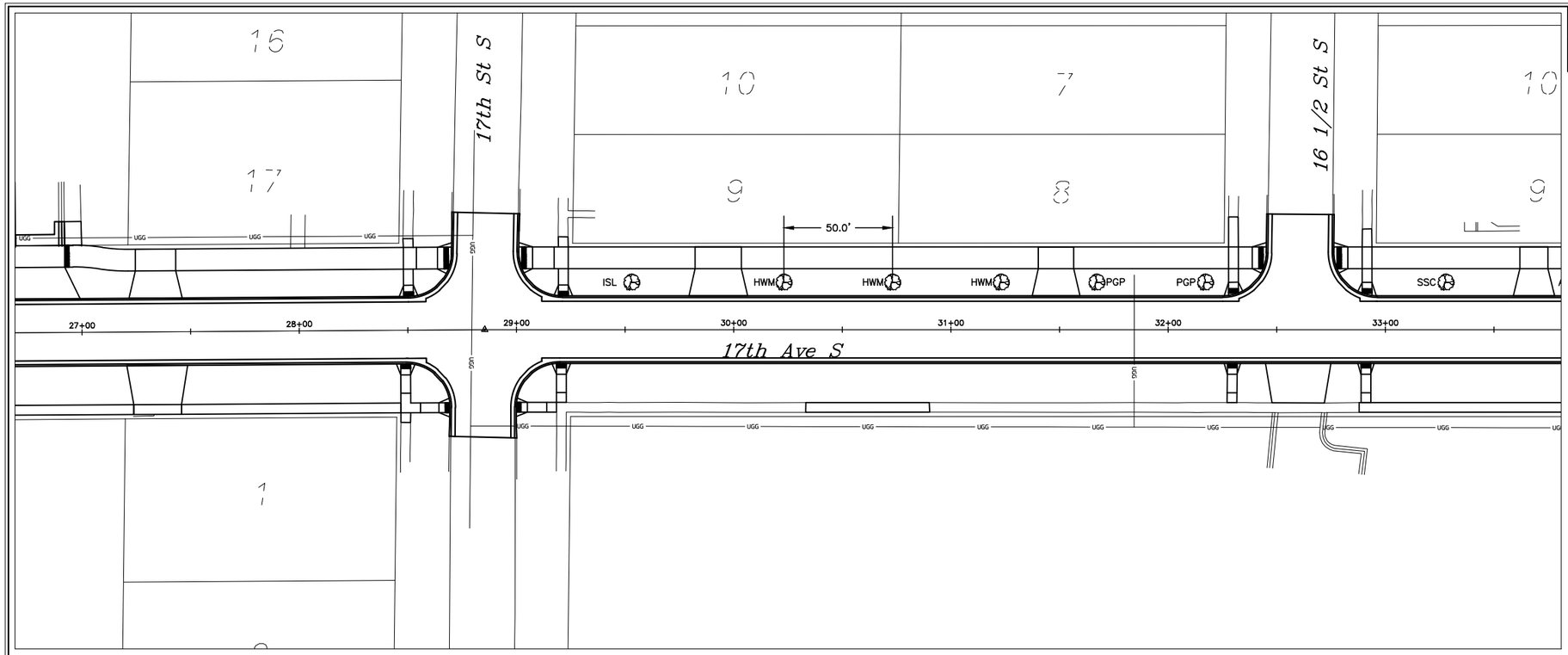
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	85	3

SPEC	CODE	PAY ITEM	QTY	UNIT
970	2017	Hot Wing Maple	5	EA
970	2045	Amur Chokecherry	3	EA
970	2202	Spring Snow Crabapple	3	EA
970	2300	Prairie Gem Pear	2	EA
970	2392	Ivory Silk Lilac	3	EA

0 40' 80'

	PROPOSED TREES
CH	COMMON HACKBERRY
HWM	HOT WING MAPLE
AC	AMUR CHOKECHERRY
NAH	NORTHERN ACCLAIM HONEYLOCUST
SSC	SPRING SNOW CRABAPPLE
PGP	PRAIRIE GEM PEAR
ISL	IVORY SILK LILAC
HGL	HARVEST GOLDEN LINDEN
TE	TRIUMPH ELM

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REVISIONS

③	②	①

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Dylan Joseph Dunn
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DATE: 07/07/26
NORTH DAKOTA

Landscaping

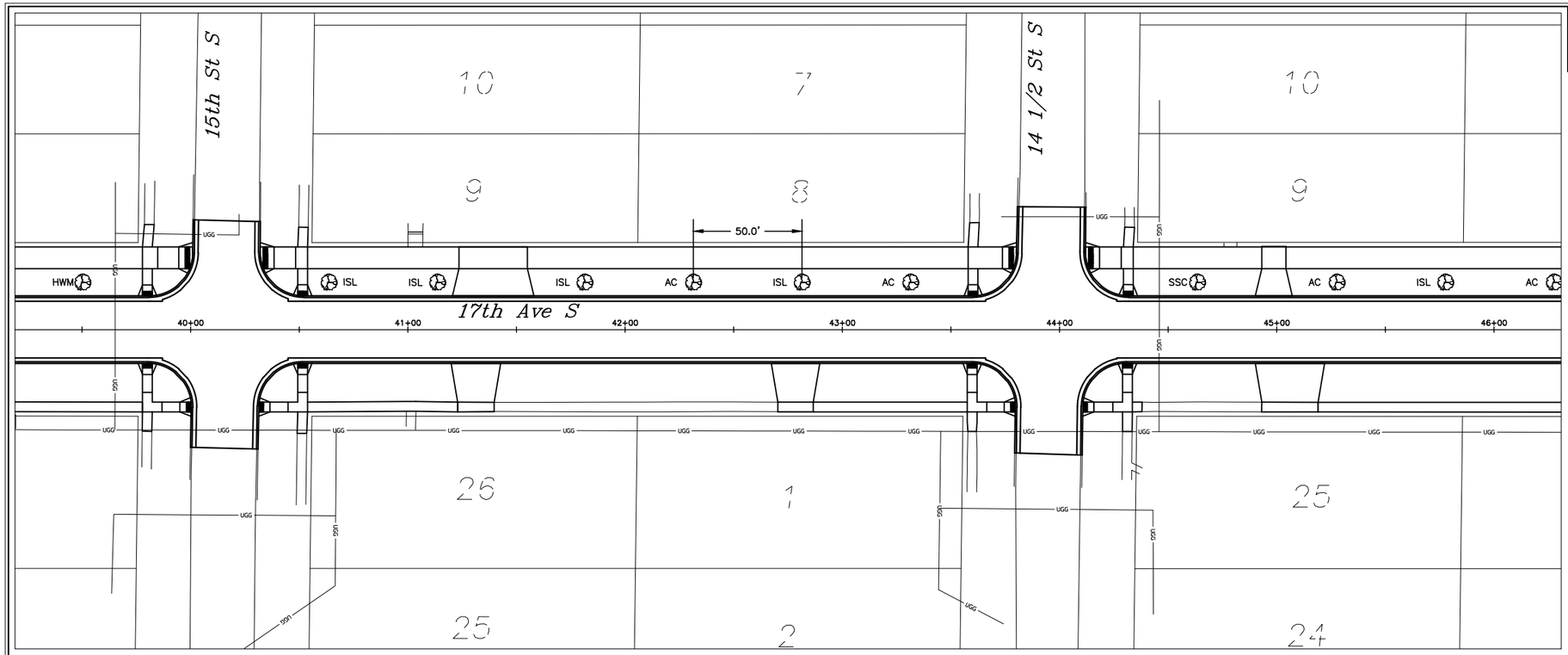
17th Ave S Reconstruction
(University Dr To 25th St)

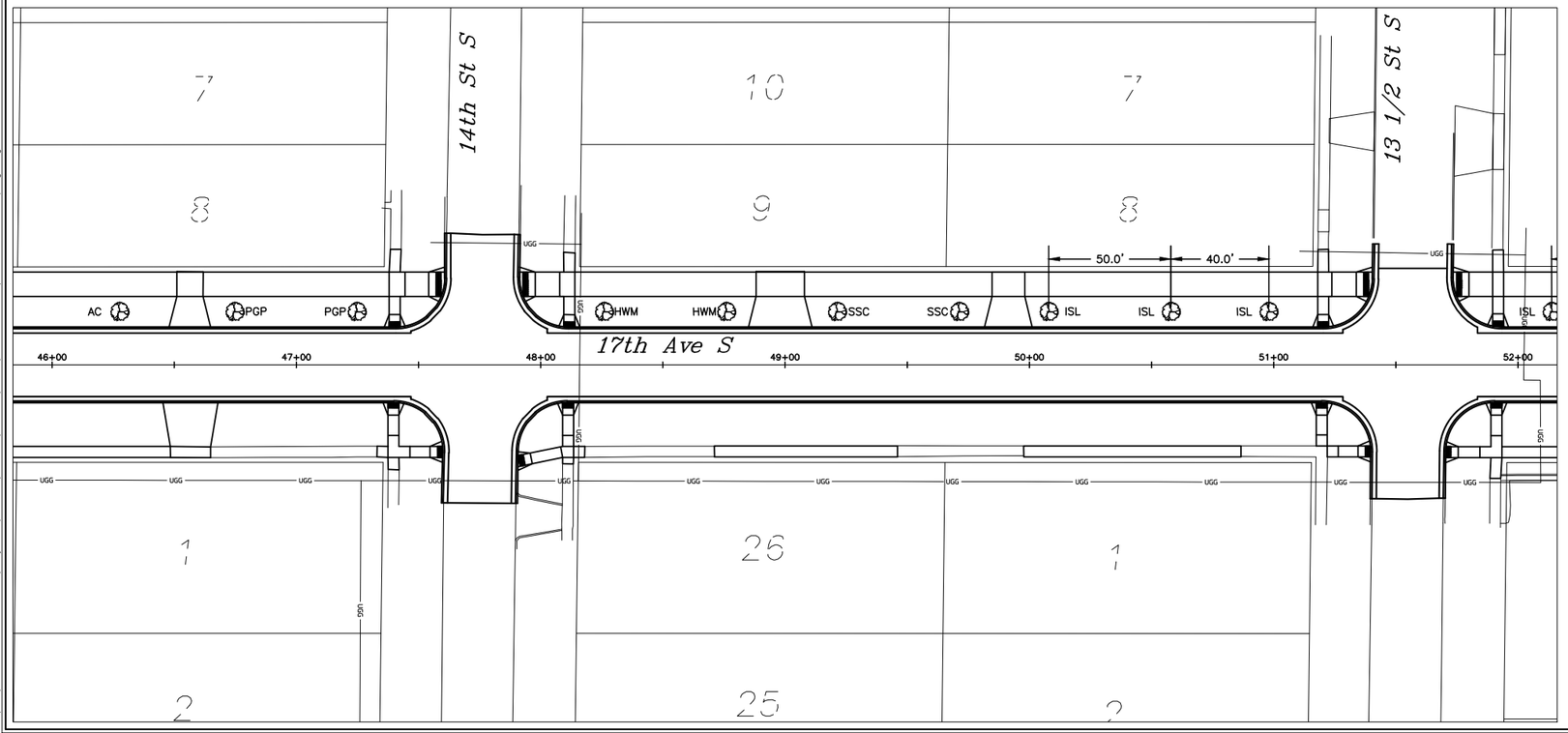
CITY OF FARGO Improvement District *BR-26-G1*

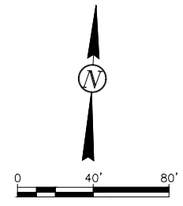
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	PROPOSED TREES
CH	COMMON HACKBERRY
HWM	HOT WING MAPLE
AC	AMUR CHOKECHERRY
NAH	NORTHERN ACCLAIM HONEYLOCUST
SSC	SPRING SNOW CRABAPPLE
PGP	PRAIRIE GEM PEAR
ISL	IVORY SILK LILAC
HGL	HARVEST GOLDEN LINDEN
TE	TRIUMPH ELM

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	85	4

SPEC	CODE	PAY ITEM	QTY	UNIT
970	2017	Hot Wing Maple	2	EA
970	2045	Amur Chokecherry	4	EA
970	2202	Spring Snow Crabapple	3	EA
970	2300	Prairie Gem Pear	2	EA
970	2392	Ivory Silk Lilac	8	EA

REVISIONS

③	②	①

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NORTH DAKOTA

Dylan Joseph Dunn
PE-28894
DATE: 07/07/26

Landscaping

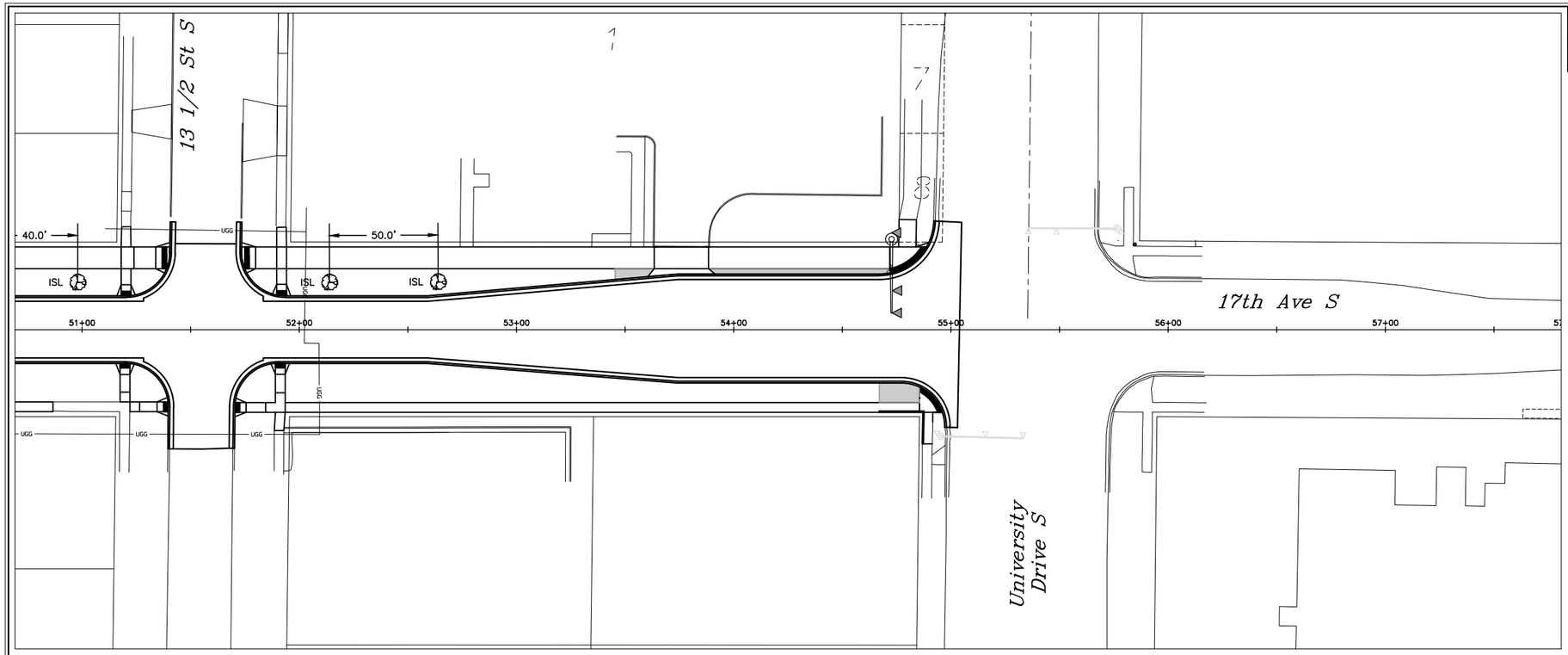
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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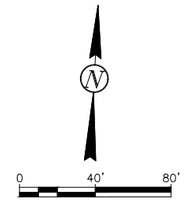
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	85	5

SPEC	CODE	PAY ITEM	QTY	UNIT
970	2392	Ivory Silk Lilac	2	EA



	PROPOSED TREES
CH	COMMON HACKBERRY
HWM	HOT WING MAPLE
AC	AMUR CHOKECHERRY
NAH	NORTHERN ACCLAIM HONEYLOCUST
SSC	SPRING SNOW CRABAPPLE
PGP	PRAIRIE GEM PEAR
ISL	IVORY SILK LILAC
HGL	HARVEST GOLDEN LINDEN
TE	TRIUMPH ELM

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REVISIONS

③	②	①

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PE-28894
DATE: 07/07/26
NORTH DAKOTA

Landscaping

17th Ave S Reconstruction
(University Dr To 25th St)

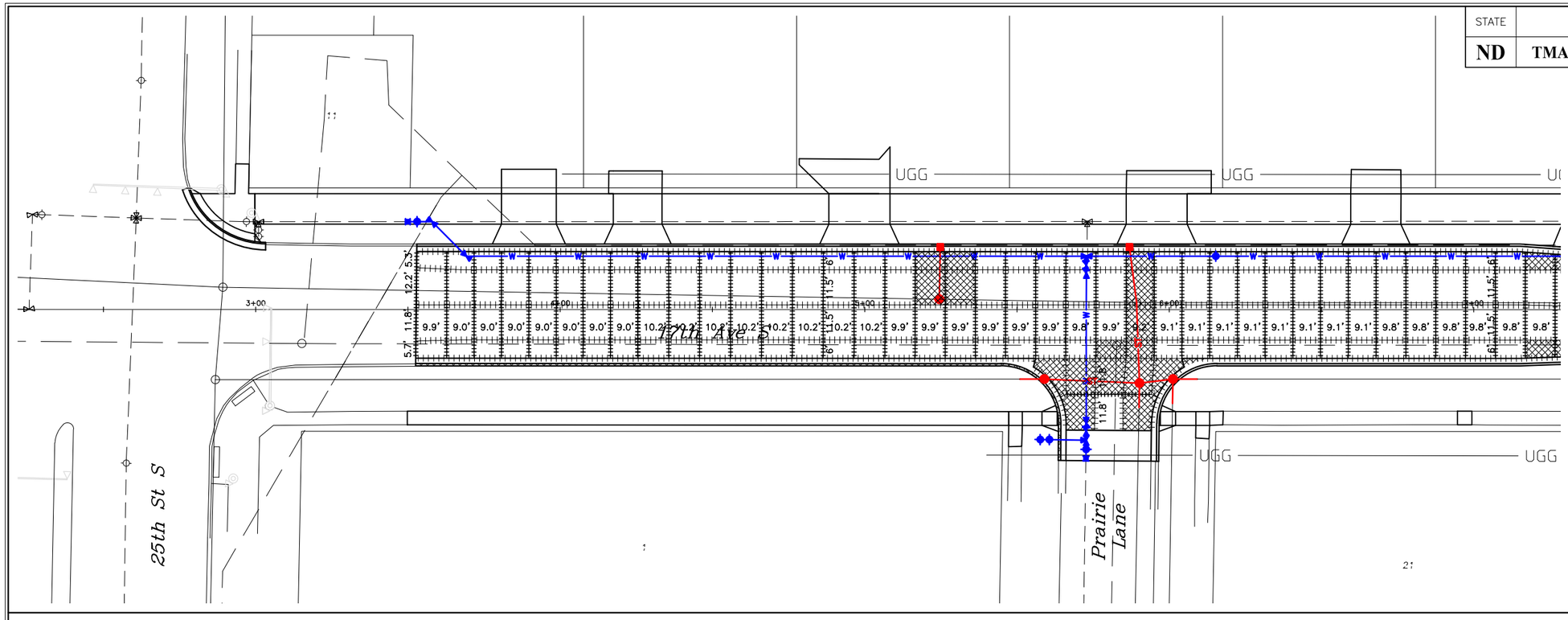
CITY OF FARGO Improvement District *BR-26-G1*

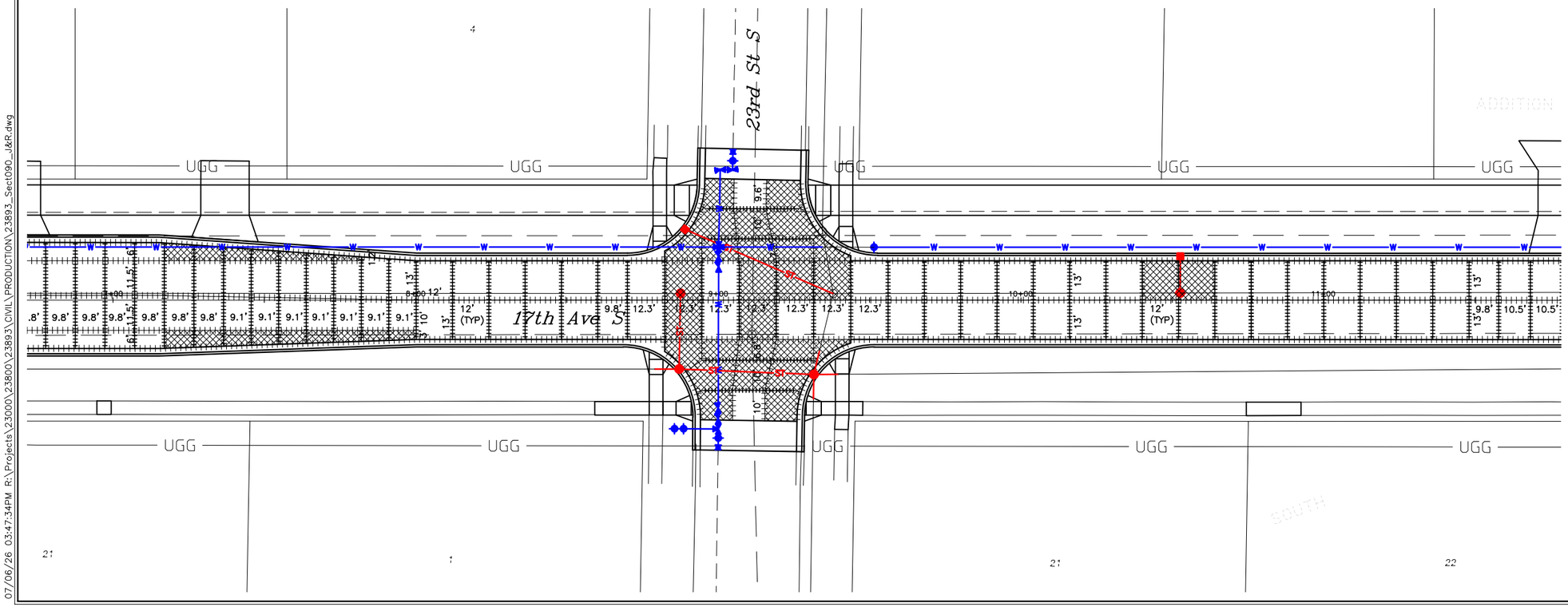
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	090	1





NOTES:
1. CURB & GUTTER SHALL BE POURED SEPARATE FROM ADJACENT CONCRETE PAVEMENT.
2. MANHOLE CASTINGS SHALL BE INSTALLED WITH PAVING OPERATION OR INSTALLED WITH EACH ADJOINING FULL CONCRETE PANEL. MANHOLE ISOLATION OR BOX OUTS WILL NOT BE ALLOWED.

N

0 20' 40'

LEGEND

EXISTING JOINT	———
DOWELED JOINT	+++++
CONSTRUCTION JOINT	———
PAVEMENT REINFORCEMENT	▨

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REVISIONS

③	②	①

SEAL

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Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Jointing & Reinforcing

17th Ave S Reconstruction
(University Dr To 25th St)

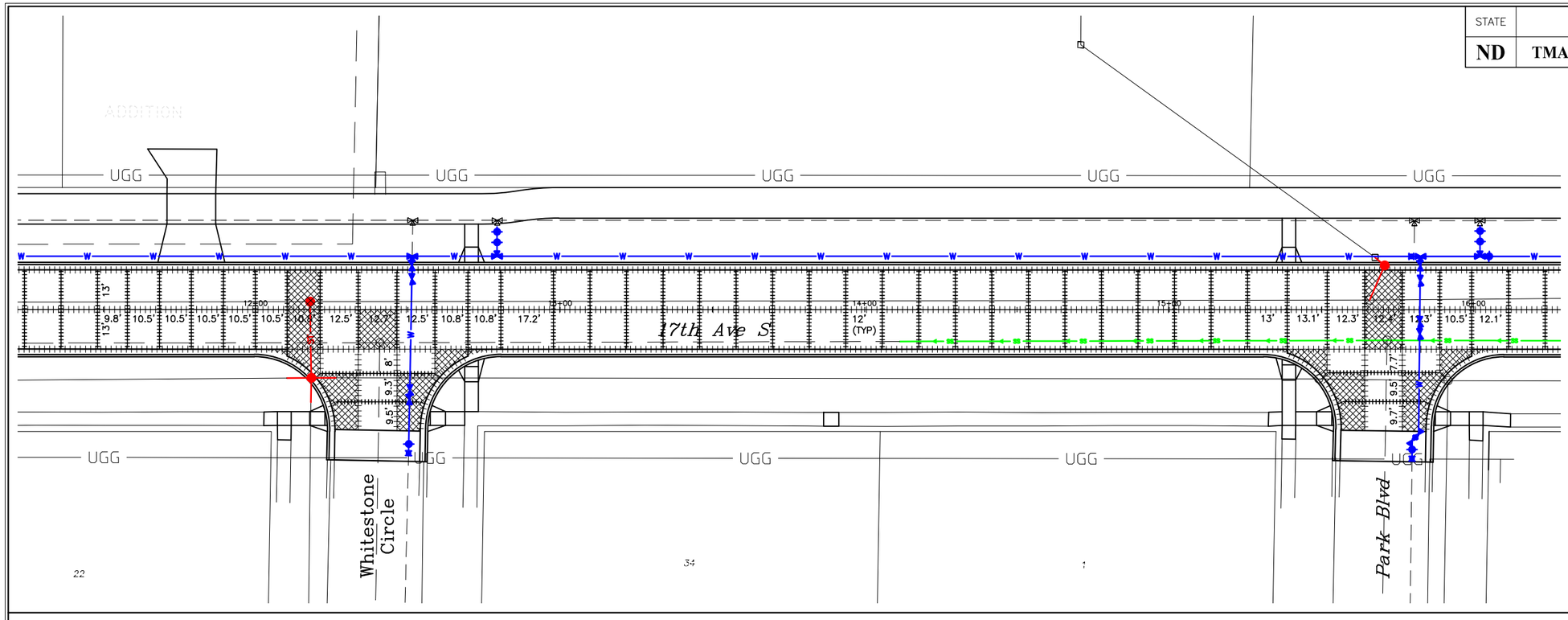
CITY OF FARGO Improvement District *BR-26-G1*

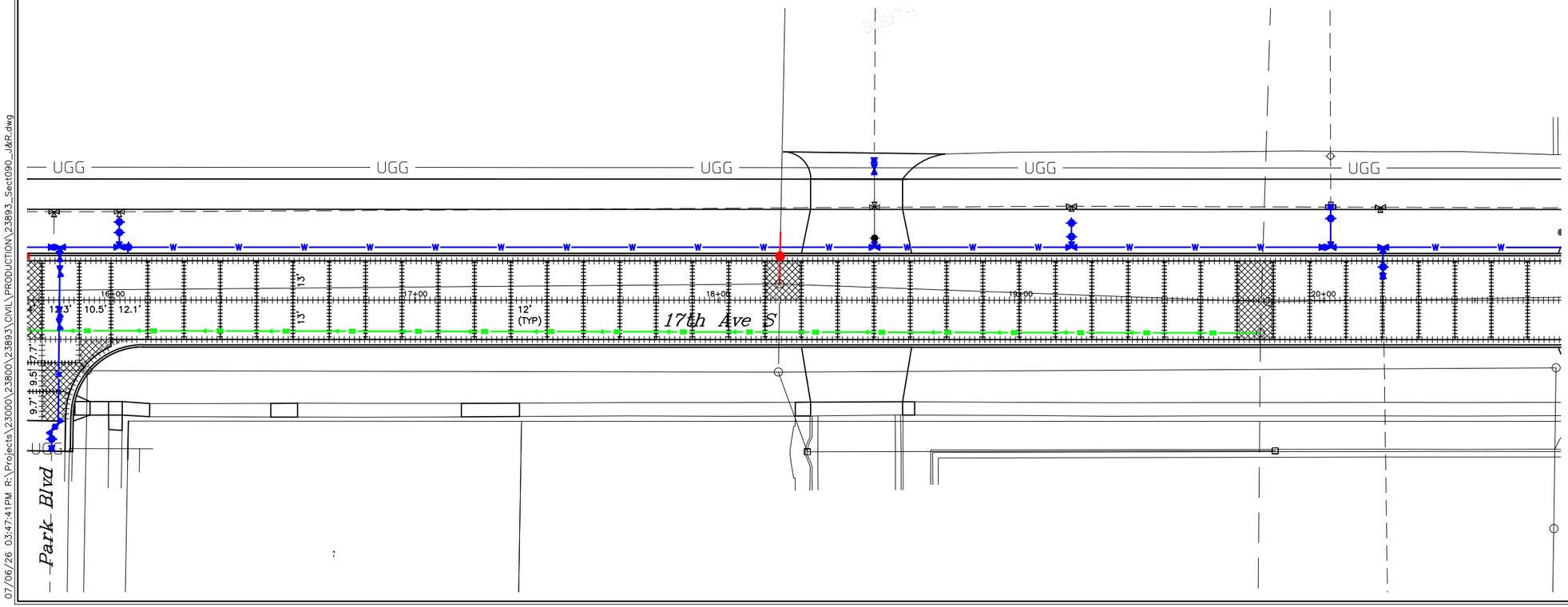
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	090	2





NOTES:
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N

0 20' 40'

LEGEND

EXISTING JOINT	———
DOWELED JOINT	+++++
CONSTRUCTION JOINT	———
PAVEMENT REINFORCEMENT	▨

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REVISIONS

③	②	①

SEAL

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PE-28894
DATE: 07/07/26
NORTH DAKOTA

Jointing & Reinforcing

17th Ave S Reconstruction
(University Dr To 25th St)

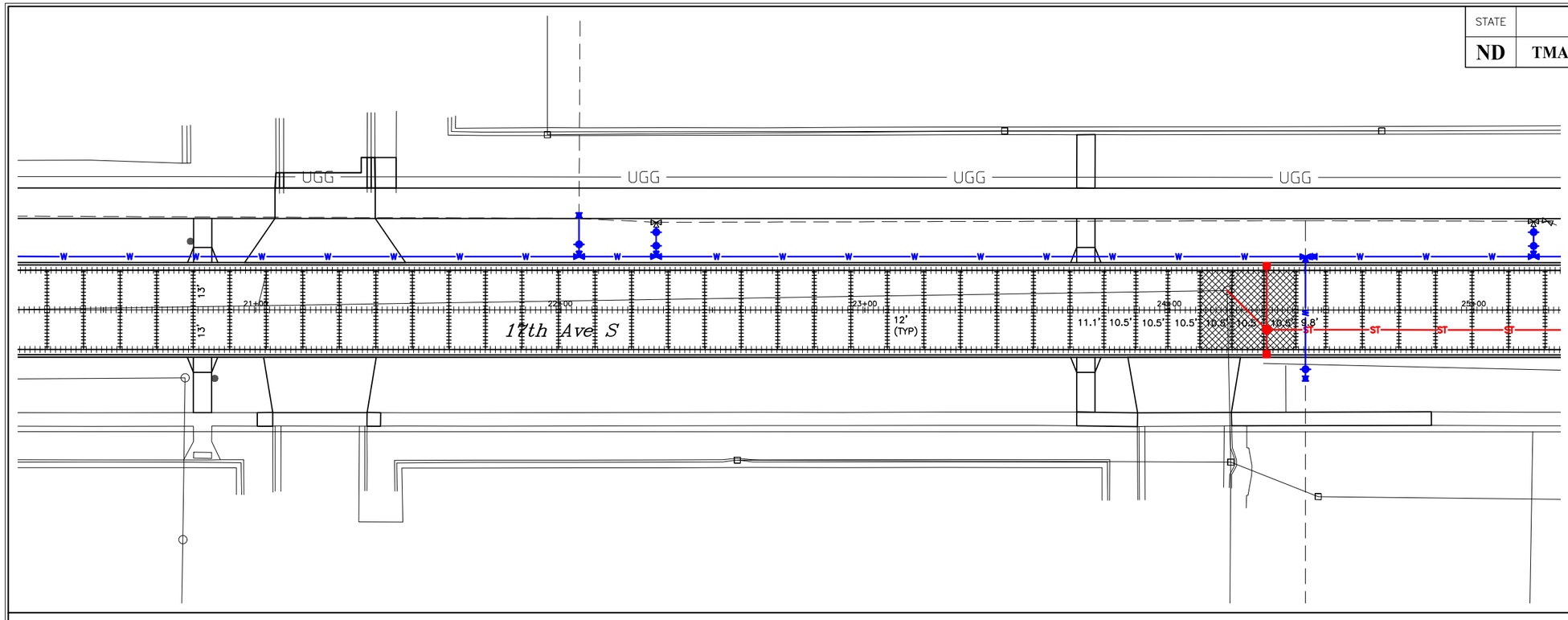
CITY OF FARGO Improvement District *BR-26-G1*

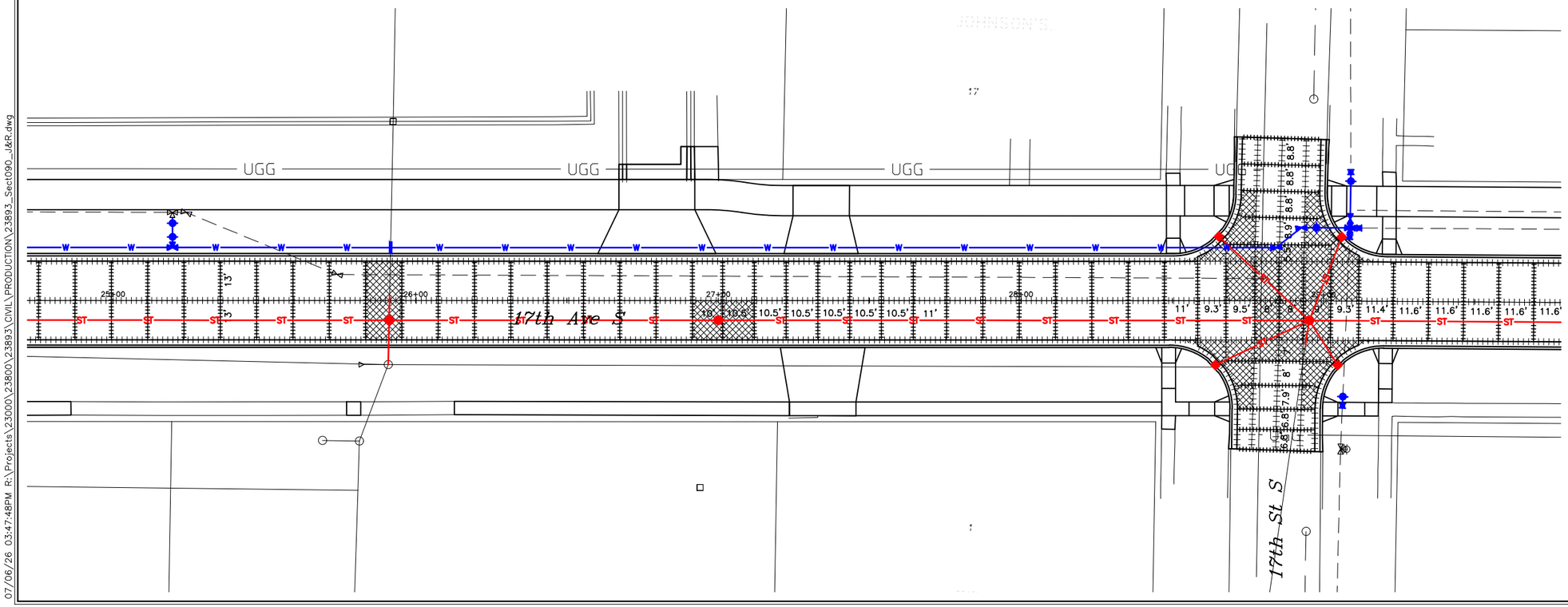
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	090	3





NOTES:
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2. MANHOLE CASTINGS SHALL BE INSTALLED WITH PAVING OPERATION OR INSTALLED WITH EACH ADJOINING FULL CONCRETE PANEL. MANHOLE ISOLATION OR BOX OUTS WILL NOT BE ALLOWED.

N

0 20' 40'

LEGEND

EXISTING JOINT	———
DOWELED JOINT	+++++
CONSTRUCTION JOINT	———
PAVEMENT REINFORCEMENT	▨

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REVISIONS

③	②	①

SEAL

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DATE: 07/07/26
NORTH DAKOTA

Jointing & Reinforcing

17th Ave S Reconstruction
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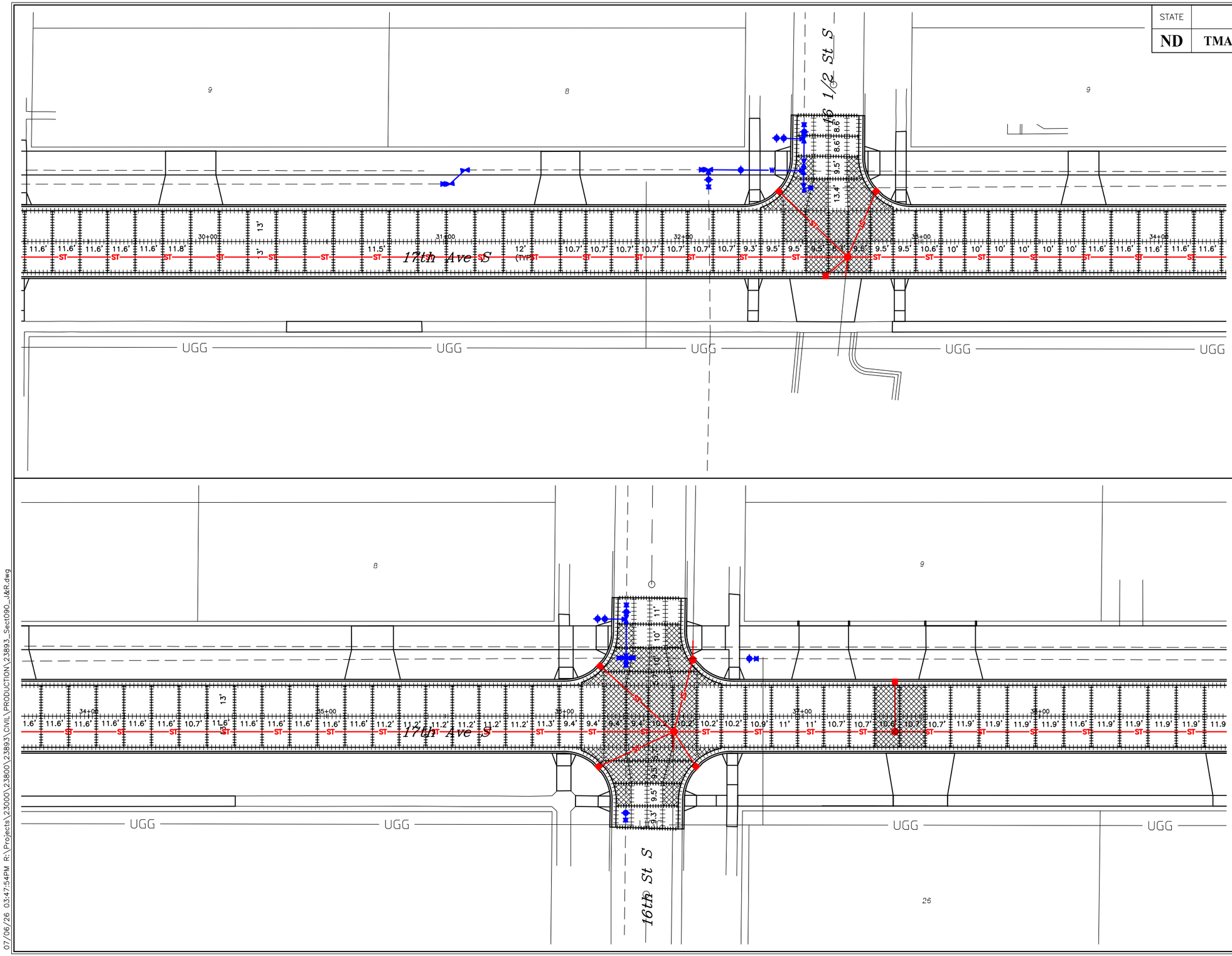
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	090	4



NOTES:
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N

0 20' 40'

LEGEND

EXISTING JOINT	———
DOWELED JOINT	+++++
CONSTRUCTION JOINT	———
PAVEMENT REINFORCEMENT	▨

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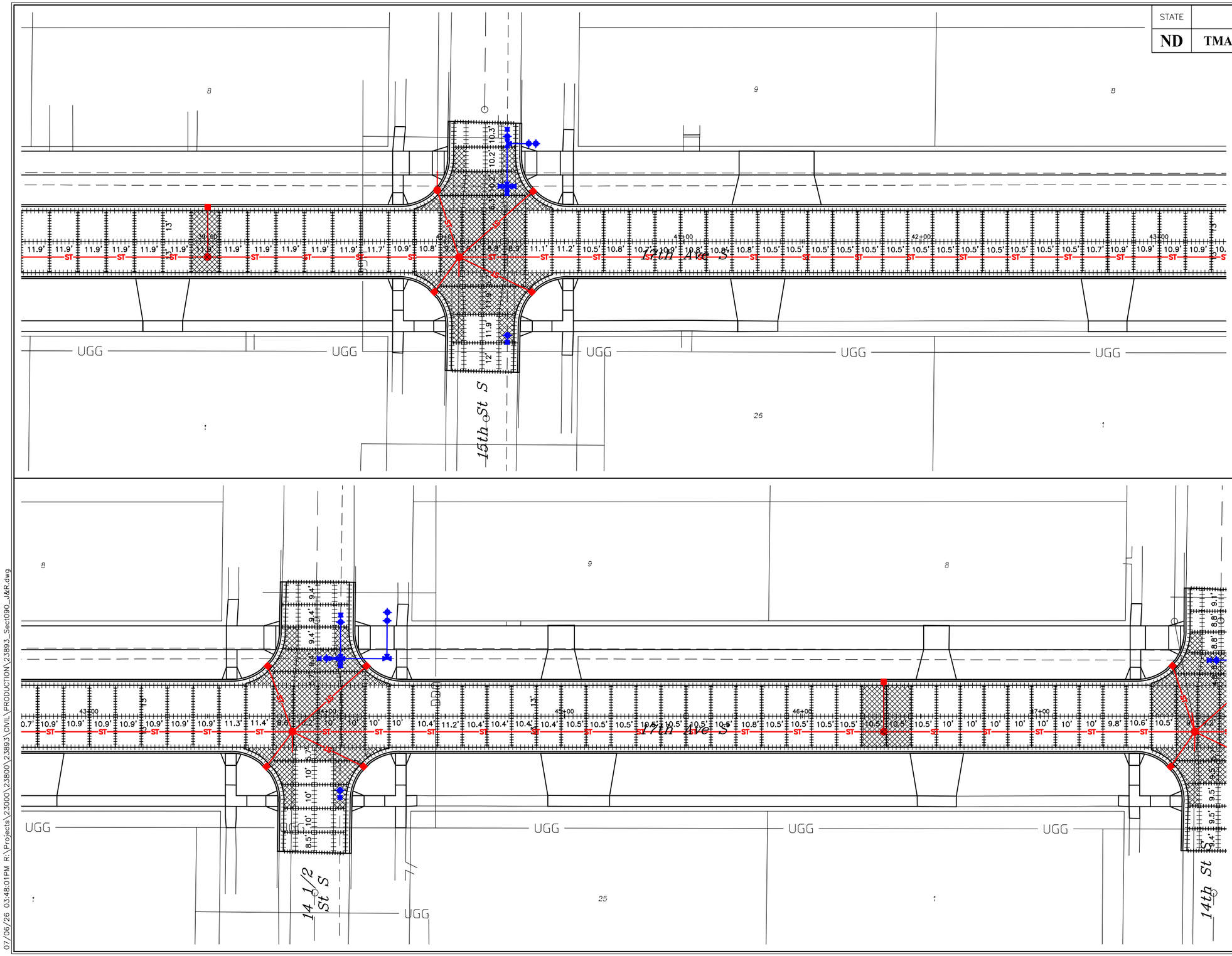
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	090	5



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N

0 20' 40'

LEGEND

EXISTING JOINT	———
DOWELED JOINT	+++++
CONSTRUCTION JOINT	———
PAVEMENT REINFORCEMENT	▨

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REVISIONS

3	2	1

SEAL

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DATE: 07/07/26
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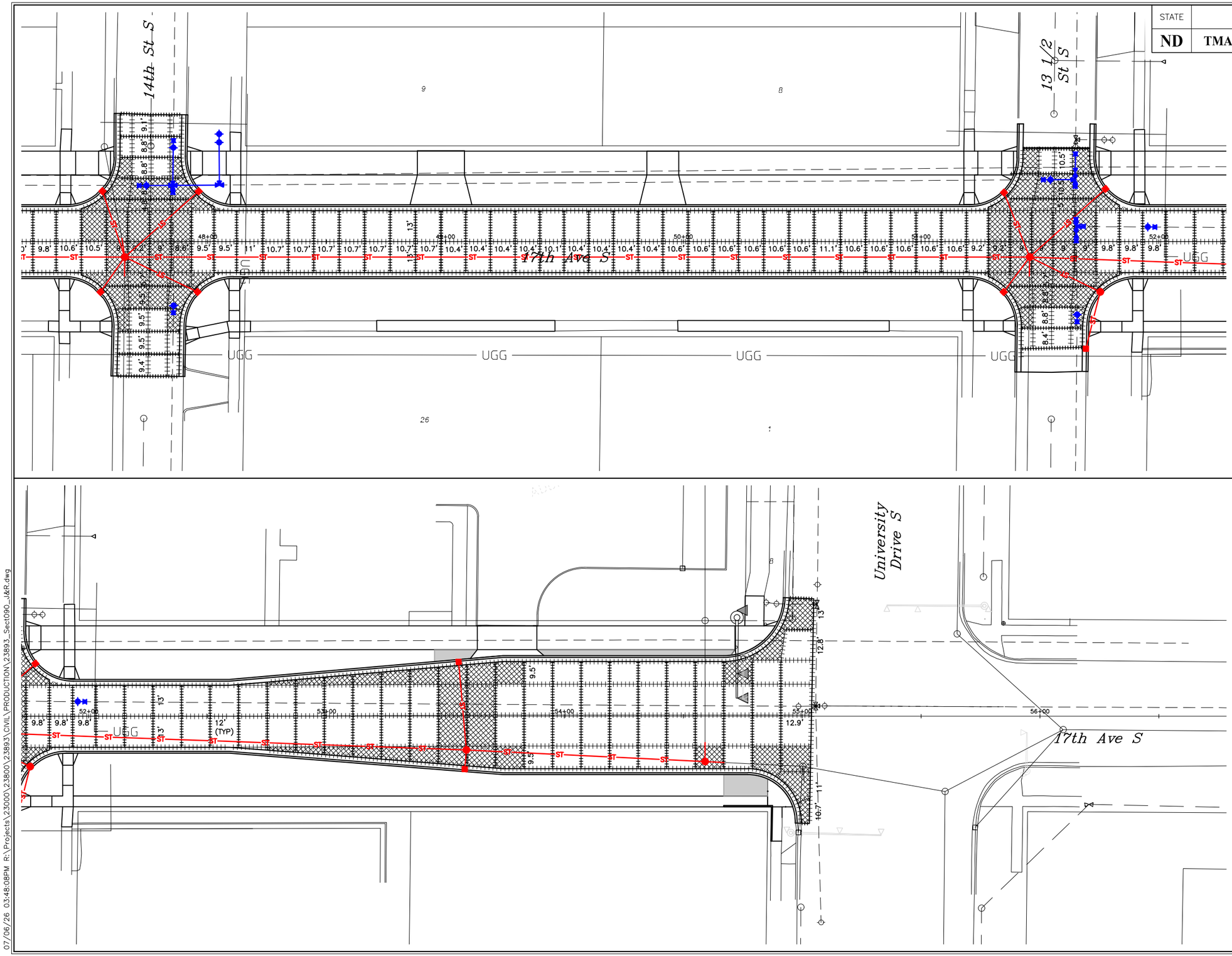
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	090	6



NOTES:
1. CURB & GUTTER SHALL BE POURED SEPARATE FROM ADJACENT CONCRETE PAVEMENT.
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N

0 20' 40'

LEGEND

EXISTING JOINT	———
DOWELED JOINT	+++++
CONSTRUCTION JOINT	———
PAVEMENT REINFORCEMENT	▨

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REVISIONS

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Jointing & Reinforcing

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(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984(181)	100	1

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED BY PHASE NO. 1	2	3		TOTAL AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
CONSIGN1	**30"x9"**	**17TH AVE S**	**30**	**30**	**30**		**30**	**3**	**90**
E5-1-48	48"x48"	EXIT GORE						35	
G20-1-60	60"x24"	ROAD WORK NEXT __ MILES						28	
G20-1b-60	60"x24"	NO WORK IN PROGRESS (Sign and installation only)						18	
G20-2-48	48"x24"	END ROAD WORK						26	
G20-4-36	36"x18"	PILOT CAR FOLLOW ME (Mounted to back of pilot car)						18	
G20-4b-36	36"x30"	WAIT FOR PILOT CAR						18	
G20-50a-72	72"x36"	ROAD WORK NEXT __ MILES RT & LT ARROWS						43	
G20-52a-72	72"x24"	ROAD WORK NEXT __ MILES RT or LT ARROW						36	
G20-55-96	96"x48"	SPEED LIMIT ENFORCED - MINIMUM FEE $150 WHEN WORKERS PRESENT						59	
M1-1-36	36"x36"	INTERSTATE ROUTE MARKER (Post and installation only)						11	
M1-4-24	24"x24"	U.S. ROUTE MARKER (Post and installation only)						10	
M1-5-24	24"x24"	STATE ROUTE MARKER (Post and installation only)						10	
M3-1-24	24"x12"	NORTH (Mounted on route marker post)						7	
M3-2-24	**24"x12"**	**EAST (Mounted on route marker post)**	**13**	**13**	**13**		**13**	**7**	**91**
M3-3-24	24"x12"	SOUTH (Mounted on route marker post)						7	
M3-4-24	**24"x12"**	**WEST (Mounted on route marker post)**	**13**	**13**	**13**		**13**	**7**	**91**
M4-8-24	**24"x12"**	**DETOUR (Mounted on route marker post)**	**24**	**24**	**24**		**24**	**7**	**168**
M4-8a-24	**24"x21"**	**END DETOUR**	**2**	**2**	**2**		**2**	**13**	**26**
M4-9-30	30"x24"	DETOUR ARROW RIGHT or LEFT/AHD AND RT or LT						15	
M4-10-48	**48"x18"**	**DETOUR (INSIDE ARROW) RIGHT or LEFT (Mounted on barricade)**	**2**	**2**	**2**		**2**	**7**	**14**
M5-1-21	**21"x15"**	**ADVANCE TURN ARROW RT or LT(Mounted on route marker post)**	**8**	**8**	**8**		**8**	**7**	**56**
M5-1-30	30"x21"	ADVANCE TURN ARROW RT or LT(Mounted on route marker post)						9	
M6-1-21	**21"x15"**	**DIRECTIONAL ARROW RT or LT (Mounted on route marker post)**	**8**	**8**	**8**		**8**	**7**	**56**
M6-1-30	30"x21"	DIRECTIONAL ARROW RT or LT (Mounted on route marker post)						9	
M6-3-21	**21"x15"**	**DIRECTIONAL ARROW UP (Mounted on route marker post)**	**2**	**2**	**2**		**2**	**7**	**14**
R1-1-48	48"x48"	STOP						32	
R1-2-60	60"x60"	YIELD						29	
R2-1-36	36"x48"	SPEED LIMIT __ (Portable only)						30	
R2-1-48	48"x60"	SPEED LIMIT __						39	
R2-1aP-24	24"x18"	MINIMUM FEE $150 (Mounted on Speed Limit post)						10	
R3-1-24	**24"x24"**	**NO RIGHT TURN**	**1**		**1**		**1**	**14**	**14**
R3-2-24	**24"x24"**	**NO LEFT TURN**	**1**		**1**		**1**	**14**	**14**
R3-2-48	48"x48"	NO LEFT TURN						35	
R3-7-30	**30"x30"**	**LEFT or RIGHT LANE MUST TURN LEFT or RIGHT**	**1**				**1**	**17**	**17**
R4-1-48	48"x60"	DO NOT PASS						39	
R4-7-48	48"x60"	KEEP RIGHT						39	
R5-1-48	48"x48"	DO NOT ENTER						35	
R6-1-54	54"x18"	ONE WAY RIGHT or LEFT (Mounted on STOP or DO NOT ENTER post)						14	
R7-1-12	12"x18"	NO PARKING ANY TIME						11	
R10-6-24	24"x36"	STOP HERE ON RED						16	
R11-2-48	**48"x30"**	**ROAD CLOSED (Mounted on barricade)**	**18**	**3**	**4**		**18**	**12**	**216**
R11-2a-48	48"x30"	STREET CLOSED (Mounted on barricade)						12	
R11-3a-60	60"x30"	ROAD CLOSED __ MILES AHEAD LOCAL TRAFFIC ONLY (Mtd on barricade)						15	
R11-3c-60	60"x30"	STREET CLOSED __ MILES AHEAD LOCAL TRAFFIC ONLY (Mtd on barricade)						15	
R11-4a-60	**60"x30"**	**STREET CLOSED TO THRU TRAFFIC (Mounted on barricade)**	**15**	**3**	**5**		**15**	**15**	**225**
W1-3-48	48"x48"	REVERSE TURN RIGHT or LEFT						35	
W1-4-48	48"x48"	REVERSE CURVE RIGHT or LEFT						35	
W1-4b-48	48"x48"	TWO LANE REVERSE CURVE RIGHT or LEFT						35	
W1-6-48	48"x24"	ONE DIRECTION LARGE ARROW						26	
W3-1-48	48"x48"	STOP AHEAD						35	
W3-3-48	48"x48"	SIGNAL AHEAD						35	
W3-4-48	48"x48"	BE PREPARED TO STOP						35	
W3-5-48	48"x48"	SPEED REDUCTION AHEAD						35	
W4-2-48	48"x48"	LANE ENDS RIGHT or LEFT						35	
W5-1-48	48"x48"	ROAD NARROWS						35	
W5-8-48	48"x48"	THRU TRAFFIC RIGHT LANE						35	
W5-9-48	48"x48"	ROAD WORK TRAFFIC ONLY DOWN & LT or RT ARROW						35	
W6-3-48	48"x48"	TWO WAY TRAFFIC						35	
W8-1-48	48"x48"	BUMP						35	
W8-3-48	48"x48"	PAVEMENT ENDS						35	
W8-7-48	48"x48"	LOOSE GRAVEL						35	
W8-11-48	48"x48"	UNEVEN LANES						35	
W8-12-48	48"x48"	NO CENTER LINE						35	
W8-17-48	48"x48"	SHOULDER DROP-OFF SYMBOL						35	
W8-53-48	48"x48"	TRUCKS ENTERING HIGHWAY						35	
W8-54-48	48"x48"	TRUCKS ENTERING AHEAD or __ FT or _ MILE						35	
W8-55-48	48"x48"	TRUCKS CROSSING AHEAD or __ FT or _ MILE						35	
W8-56-48	48"x48"	TRUCKS EXITING HIGHWAY						35	
W9-3a-48	48"x48"	CENTER LANE CLOSED SYMBOL						35	
W13-1P-30	30"x30"	__ MPH ADVISORY SPEED PLAQUE (Mounted on warning sign post)						14	
W14-3-64	64"x48"	NO PASSING ZONE						28	
W16-2P-30	30"x24"	__ FEET PLAQUE (Mounted on warning sign post)						10	
W20-1-48	48"x48"	ROAD WORK AHEAD or _FT or _ MILE						35	
W20-2-48	**48"x48"**	**DETOUR AHEAD or __ FT or _ MILE**	**4**	**4**	**4**		**4**	**35**	**140**
W20-3-48	**48"x48"**	**ROAD or STREET CLOSED AHEAD or __ FT or _ MILE**	**4**	**4**	**4**		**4**	**35**	**140**
W20-4-48	48"x48"	ONE LANE ROAD AHEAD or __FT or _ MILE						35	
W20-5-48	48"x48"	RIGHT or CENTER or LEFT LANE CLOSED AHEAD or __ FT or _ MILE						35	
W20-7-48	48"x48"	FLAGGER						35	
W20-8-18	**18"x18"**	**STOP - SLOW PADDLE Back to Back**	**2**	**2**	**2**		**2**	**5**	**10**
W20-52P-54	54"x12"	NEXT __ MILES (Mounted on warning sign post)						12	
W21-1-48	48"x48"	WORKERS						35	

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED BY PHASE NO. 1	2	3		TOTAL AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
W21-2-48	48"x48"	FRESH OIL						35	
W21-3-48	48"x48"	ROAD MACHINERY AHEAD or __ FT or _ MILE						35	
W21-5-48	48"x48"	SHOULDER WORK						35	
W21-5a-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED						35	
W21-5b-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED AHEAD or __ FT or _ MILE						35	
W21-6-48	48"x48"	SURVEY CREW						35	
W21-50-48	48"x48"	BRIDGE PAINTING AHEAD or __ FT						35	
W21-51-48	48"x48"	MATERIAL ON ROADWAY						35	
W21-52-48	48"x48"	PAVEMENT BREAKS						35	
W21-53-48	48"x48"	RUMBLE STRIPS AHEAD						35	
W22-8-48	48"x48"	FRESH OIL LOOSE ROCK						35	
W24-1-48	48"x48"	DOUBLE REVERSE CURVE						35	

SPECIAL SIGNS

SPEC & CODE		
704-1000	**TRAFFIC CONTROL SIGNS**	**TOTAL UNITS 1382**

SPEC & CODE	DESCRIPTION	UNIT	QUANTITY BY PHASE NO. 1	2	3		TOTAL QUANTITY
704-0100	**FLAGGING**	MHR	**150**	**150**	**150**		**450**
704-1048	PORTABLE RUMBLE STRIPS	EACH					
704-1050	TYPE I BARRICADES	EACH					
704-1052	**TYPE III BARRICADES**	EACH	**108**	**14**	**33**		**108**
704-1054	**SIDEWALK BARRICADE**	EA	**10**	**10**	**10**		**10**
704-1058	**PEDESTRIAN WALKWAY**	LF	**400**	**400**	**400**		**400**
704-1060	**DELINEATOR DRUMS**	EACH	**21**		**63**		**63**
704-1065	TRAFFIC CONES	EACH					
704-1067	TUBULAR MARKERS	EACH					
704-1070	DELINEATOR	EACH					
704-1072	FLEXIBLE DELINEATORS	EACH					
704-1080	STACKABLE VERTICAL PANELS	EACH					
704-1081	VERTICAL PANELS - BACK TO BACK	EACH					
704-1085	SEQUENCING ARROW PANEL - TYPE A	EACH					
704-1086	SEQUENCING ARROW PANEL - TYPE B	EACH					
704-1087	SEQUENCING ARROW PANEL - TYPE C	EACH					
704-1500	OBLITERATION OF PVMT MK	SF					
704-2108	**TEMPORARY CURB RAMP**	EA	**20**	**20**	**20**		**20**
704-3501	PORTABLE PRECAST CONCRETE MED BARRIER	LF					
704-3510	PRECAST CONCRETE MED BARRIER - STATE FURNISHED	EACH					
762-0200	RAISED PAVEMENT MARKERS	EACH					
762-0420	SHORT TERM 4IN LINE - TYPE R	LF					
762-0430	SHORT TERM 4IN LINE - TYPE NR	LF					

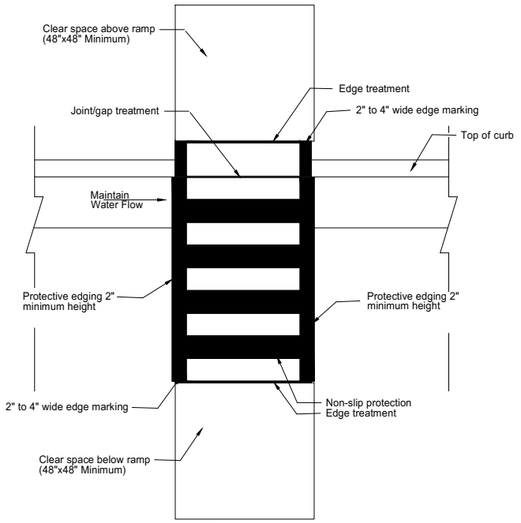
NOTE:
If additional signs are required, units will be calculated using the formula from Section III-18.06 of the Design Manual.
http://www.dot.nd.gov/

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PE-28894
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NORTH DAKOTA

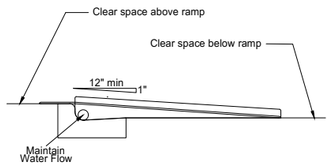
Traffic Control Devices List

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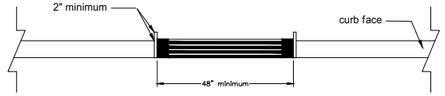
STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	100	2



Top View

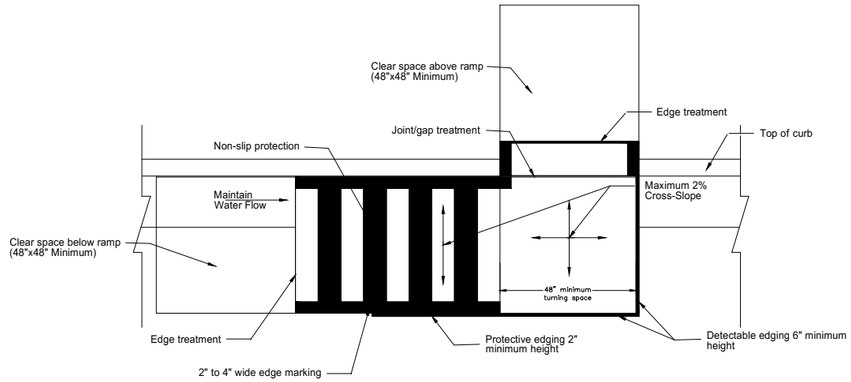


Side View

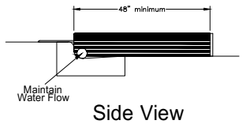


Front View

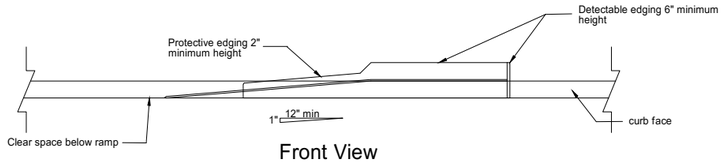
Temporary Perpendicular Curb Ramp



Top View



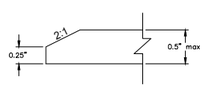
Side View



Front View

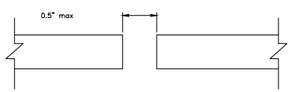
Temporary Parallel Curb Ramp

Edge Treatment



Maximum Surface
Height Change Detail

Joint/Gap Treatment



Maximum Width
Lateral Joints or Gaps

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REVISIONS

3	2	1

SEAL

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Dunn
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Work Zone Traffic Control Details

17th Ave S Reconstruction
(University Dr To 25th St)

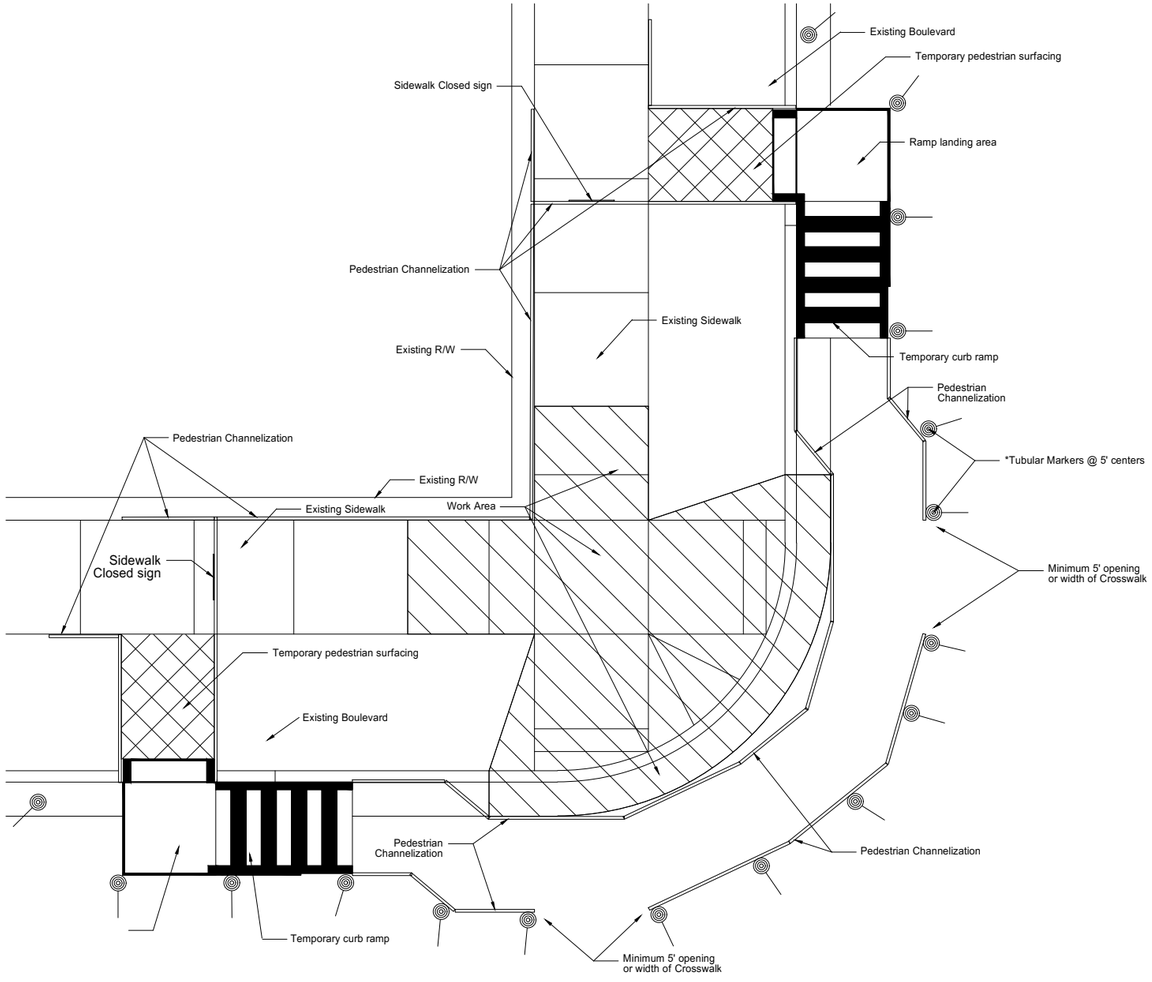
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Traffic Control Devices (Quantities per Quadrant):

Temporary Curb Ramps:	2 EA
Tubular Markers:	20 EA
Pedestrian Walkway:	75 LF

Notes:

1. Eliminate tubular makers if pedestrian channelization is retro-refective
2. Traffic Control Devices for 8 quadrants have been included for project

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REVISIONS

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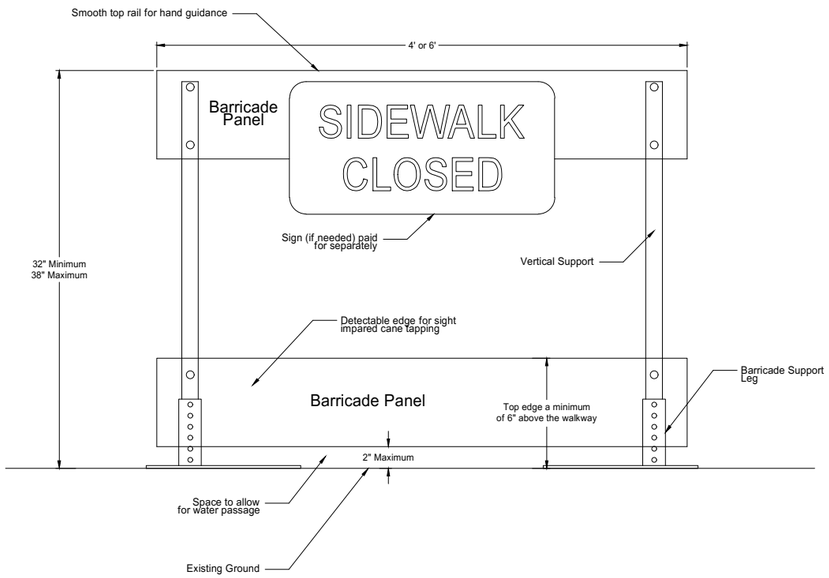
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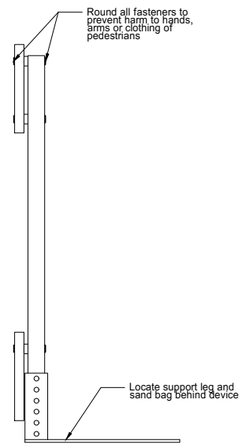
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Front View

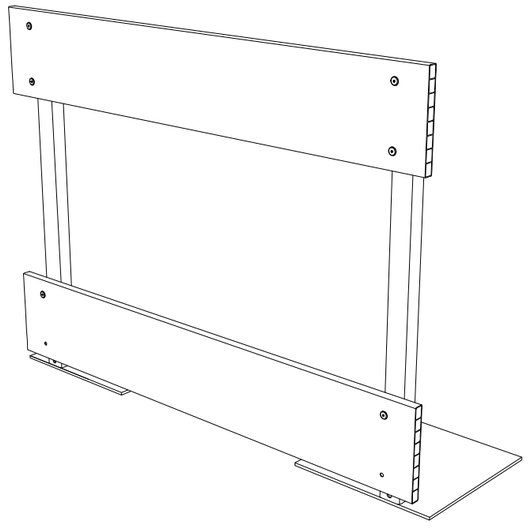


End View

NOTES:

Sidewalk Barricades

1. Provide self standing sidewalk barricade with no supports extending into the pedestrians path.
2. Use orange or orange and white diagonal striped barricade panels contrasting with the walkway surface.
3. Provide ADA compliant and NCHRP 350 or Mash Test Level 3 (TL3) approved sidewalk barricades.
4. Include all costs to furnish, maintain and remove sidewalk barricades in the price bid for "Sidewalk Barricade".



Perspective View

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REVISIONS

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Work Zone Traffic Control Details

17th Ave S Reconstruction
(University Dr To 25th St)

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	100	5

0 300' 600'

LEGEND

- SEGMENT 1: STA 20+00 TO UNIVERSITY DR
- SEGMENT 2: WHITESTONE CR TO STA 20+00
- SEGMENT 3: 25TH ST TO WHITESTONE CR
- ACCESS
- TYPE 3 BARRICADE
- DETOUR ROUTE

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REVISIONS

3	2	1

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Work Zone Traffic Control

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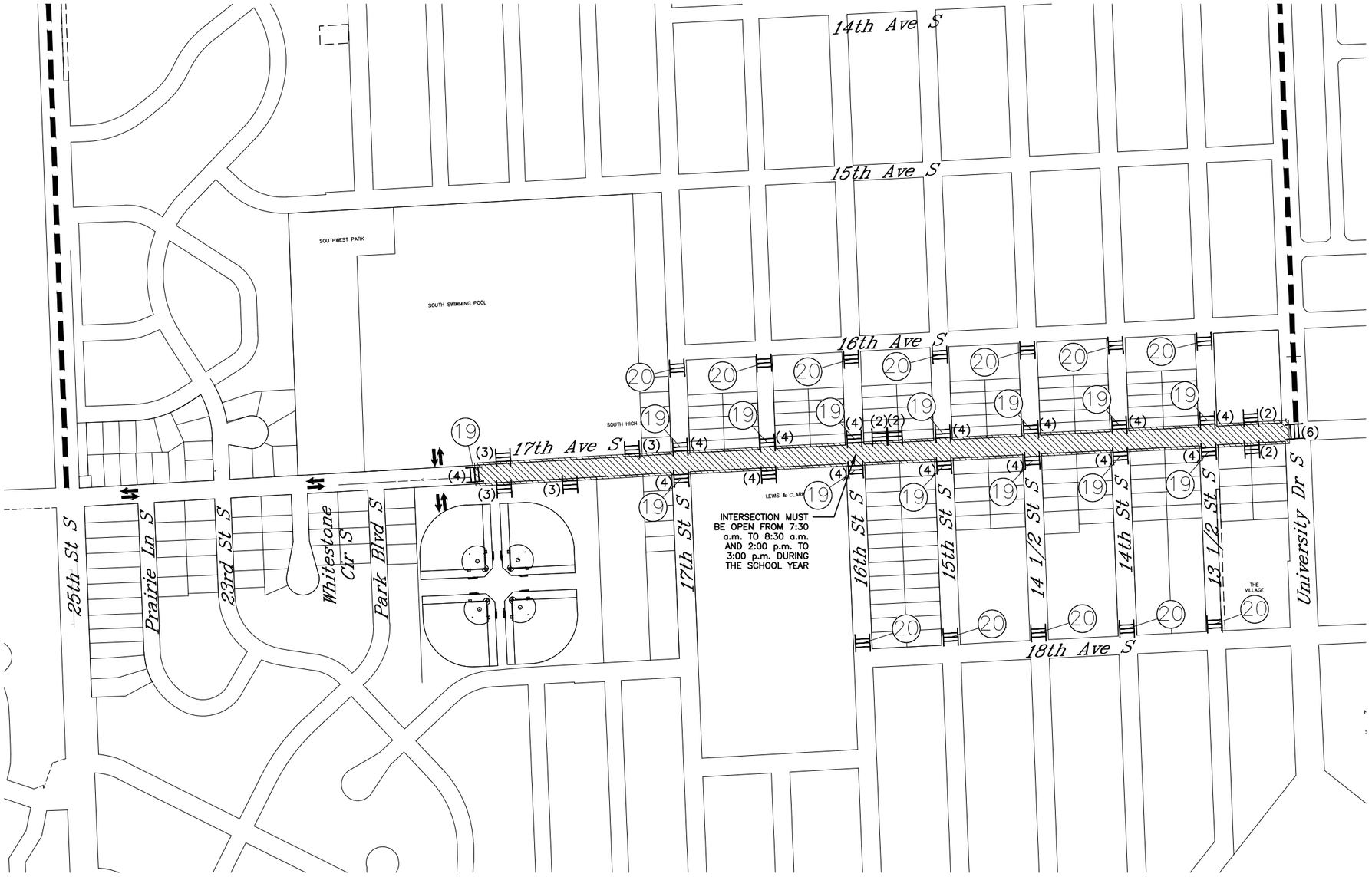
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1. ROAD CLOSED AHEAD — W20-3-48
2. DETOUR XXXX Ft — W20-2-48
3. ROAD CLOSED AHEAD — W20-3-48 — 17 Ave S — CONSIGN #1
4. DETOUR XXXX Ft — W20-2-48 — 17 Ave S — CONSIGN #1
5. DETOUR M4-8-24 — EAST M3-2-24 — 17 Ave S — CONSIGN #1 — M5-1L-21
6. DETOUR M4-8-24 — EAST M3-2-24 — 17 Ave S — CONSIGN #1 — M6-1L-21
7. DETOUR M4-8-24 — EAST M3-2-24 — 17 Ave S — CONSIGN #1 — M5-1R-21
8. DETOUR M4-8-24 — EAST M3-2-24 — 17 Ave S — CONSIGN #1 — M6-1R-21
9. DETOUR M4-8-24 — EAST M3-2-24 — 17 Ave S — CONSIGN #1 — M6-3-21
10. DETOUR M4-8-24 — EAST M3-2-24 — 17 Ave S — CONSIGN #1
11. END DETOUR M4-8a-24 — EAST M3-2-24 — 17 Ave S — CONSIGN #1
12. DETOUR M4-8-24 — WEST M3-4-24 — 17 Ave S — CONSIGN #1 — M5-1L-21
13. DETOUR M4-8-24 — WEST M3-4-24 — 17 Ave S — CONSIGN #1 — M6-1L-21
14. DETOUR M4-8-24 — WEST M3-4-24 — 17 Ave S — CONSIGN #1 — M5-1R-21
15. DETOUR M4-8-24 — WEST M3-4-24 — 17 Ave S — CONSIGN #1 — M6-1R-21
16. DETOUR M4-8-24 — WEST M3-4-24 — 17 Ave S — CONSIGN #1 — M6-3-21
17. DETOUR M4-8-24 — WEST M3-4-24 — 17 Ave S — CONSIGN #1
18. END DETOUR M4-8a-24 — WEST M3-4-24 — 17 Ave S — CONSIGN #1
19. ROAD CLOSED — R11-2-48
20. STREET CLOSED TO THRU TRAFFIC — R11-4-60
21. DETOUR — M4-10L-48
22. DETOUR — M4-10R-48

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19 ROAD CLOSED
R11-2-48

20 STREET CLOSED TO THRU TRAFFIC
R11-4-60

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	100	6

0 300' 600'

N

LEGEND

- SEGMENT 1: STA 20+00 TO UNIVERSITY DR
- SEGMENT 2: WHITESTONE CR TO STA 20+00
- SEGMENT 3: 25TH ST TO WHITESTONE CR
- ACCESS
- TYPE 3 BARRICADE

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REVISIONS

3	2	1

SEAL

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Work Zone Traffic Control

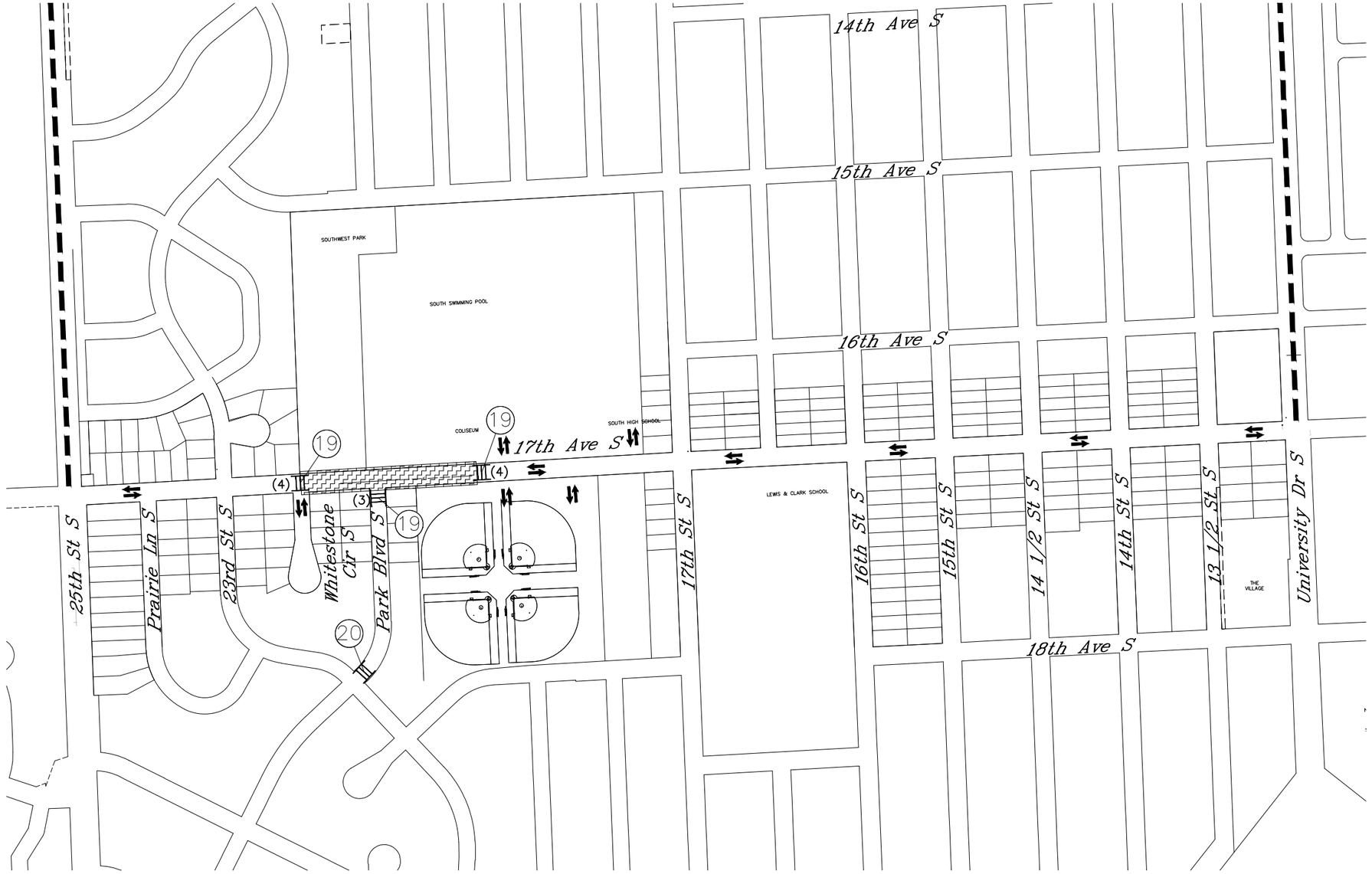
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	100	7

0 300' 600'

N

LEGEND

- SEGMENT 1: STA 20+00 TO UNIVERSITY DR
- SEGMENT 2: WHITESTONE CR TO STA 20+00
- SEGMENT 3: 25TH ST TO WHITESTONE CR
- ACCESS
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19 ROAD CLOSED
R11-2-48

20 STREET CLOSED TO THRU TRAFFIC
R11-4-60

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Work Zone Traffic Control

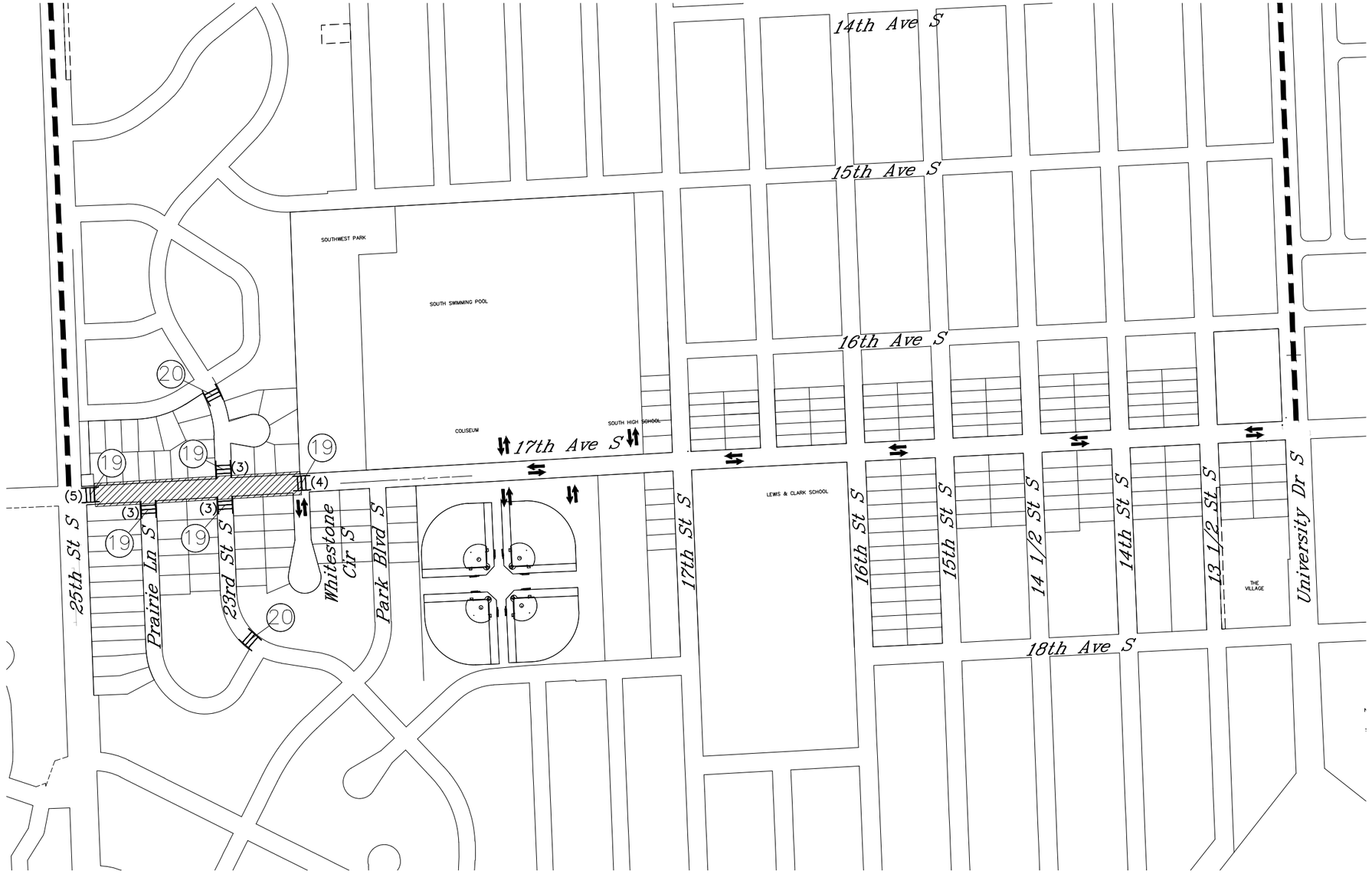
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	100	8

0 300' 600'

N

LEGEND

- SEGMENT 1: STA 20+00 TO UNIVERSITY DR
- SEGMENT 2: WHITESTONE CR TO STA 20+00
- SEGMENT 3: 25TH ST TO WHITESTONE CR
- ACCESS
- TYPE 3 BARRICADE

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

19 ROAD CLOSED
R11-2-48

20 STREET CLOSED TO THRU TRAFFIC
R11-4-60

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Work Zone Traffic Control

17th Ave S Reconstruction
(University Dr To 25th St)

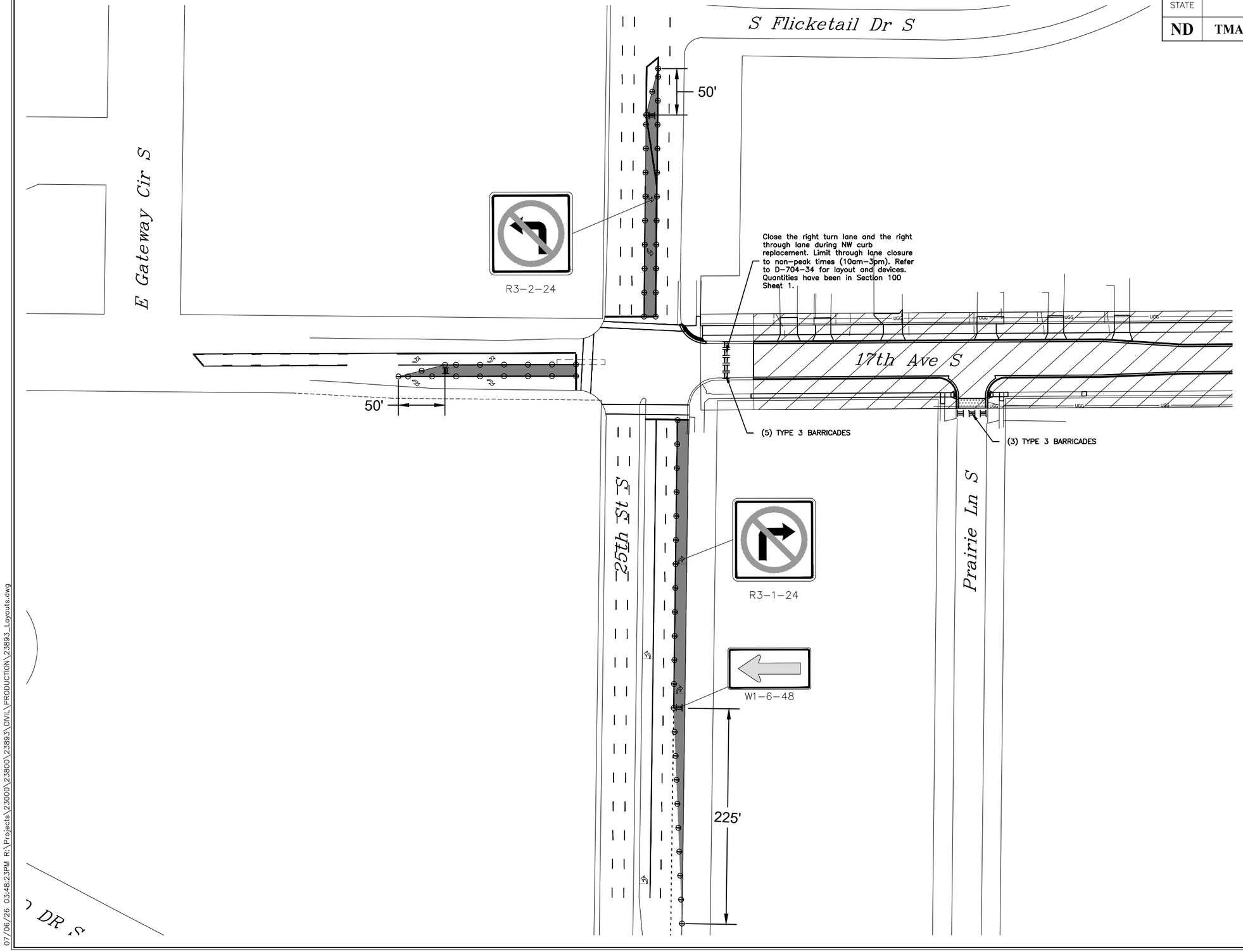
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	100	9



LEGEND

- SEGMENT 1: STA 20+00 TO UNIVERSITY DR
- SEGMENT 2: WHITESTONE CR TO STA 20+00
- SEGMENT 3: 25TH ST TO WHITESTONE CR
- LANE CLOSURE
- ACCESS
- TYPE 3 BARRICADE
- DELINEATOR DRUM

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Work Zone Traffic Control

17th Ave S Reconstruction
(University Dr To 25th St)

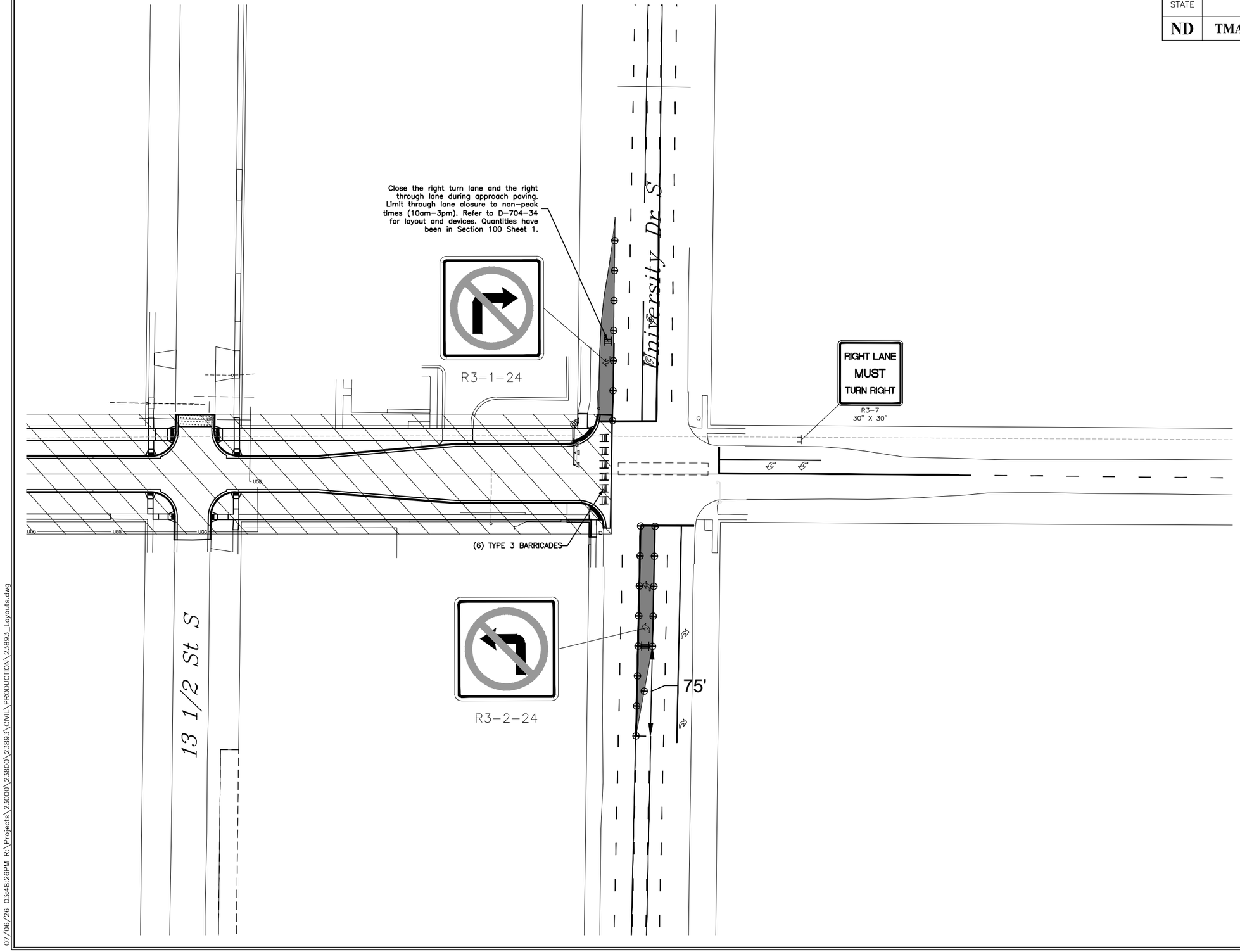
CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	100	10



0 60' 120'

LEGEND

- SEGMENT 1: STA 20+00 TO UNIVERSITY DR
- SEGMENT 2: WHITESTONE CR TO STA 20+00
- SEGMENT 3: 25TH ST TO WHITESTONE CR
- LANE CLOSURE
- ACCESS
- TYPE 3 BARRICADE
- DELINEATOR DRUM

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Work Zone Traffic Control

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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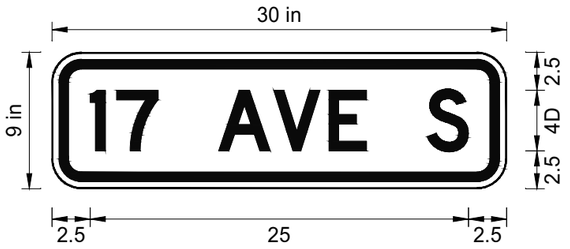
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	100	11

SIGN NUMBER	Consign 1
WIDTH X HEIGHT	2'-6' x 0'-9"
BORDER WIDTH	0.63" (inset 0.47")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: Black

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S): AREA: 1.86 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: construction_guide.ssi

LETTER POSITION (X)																		LENGTH	SIZE	SERIES
1	7	A	v	e	S													25	4	D 2000
2.5	4.3	11	14.6	18.3	24.8															

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

SIGN DETAILS

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	1

Station	Offset	Sign	Assembly	Flat Sheet for Signs		Telespar 12 gauge Sign Support			Vertical	Reset	Anchor	Mounting Type			Comments
				IV	XI	1st	2nd	Size	Clearance	Sign		Reinf Sleeve	Light Standard	Omni-Directional	
RP	Lt / Rt	No.	No.	SF	SF	LF	LF	inch x inch	FT	EA	LF	EA	EA	EA	
4+14	Rt	SA-A			8.0								1		Mount on Light Standard
4+48	Lt				6.0	3.2		2 x 2			4.0				
5+42	Rt	SA-B			5.5	10.2		2 x 2	7.0		4.0		1		Mount on Light Standard
6+00	Rt		1		5.2	9.7		2 x 2	7.0		4.0				
6+05	Rt	1E		8.2		7.9		2 x 2	7.0		4.0				
6+96	Lt		14		4.0	9.2		2 x 2	7.0		4.0				
7+41	Rt		14		4.0	9.2		2 x 2	7.0		4.0				
8+71	Rt	SA-B			5.5	10.7		2 x 2	7.0		4.0				
8+86	Lt	1E		7.6		7.9		2 x 2	7.0		4.0				
8+90	Lt		1		5.2	9.7		2 x 2	7.0		4.0				
9+32	Rt		1		5.2	9.7		2 x 2	7.0		4.0				
9+35	Rt	1E		7.6		7.9		2 x 2	7.0		4.0				
9+50	Lt		7		1.5	8.7		2 x 2	7.0		4.0				
10+75	Lt	SA-C			10.0	8.7		2 x 2	7.0		4.0		1		Mount on Light Standard
12+15	Rt	1E		9.0		7.9		2 x 2	7.0		4.0				
12+59	Rt		1		5.2	9.7		2 x 2	7.0		4.0				
12+98	Lt		7		1.5	8.7		2 x 2	7.0		4.0				
14+12	Rt		14		4.0	9.2		2 x 2	7.0		4.0		1		Mount on Light Standard
15+46	Rt	1E		7.6		7.9		2 x 2	7.0		4.0				
15+90	Rt		1		5.2	9.7		2 x 2	7.0		4.0				
17+31	Rt	SA-B			5.5	10.7		2 x 2	7.0		4.0		1		Mount on Light Standard
19+32	Rt	SA-D			6.8	10.7		2 x 2	7.0		4.0				
20+30	Rt		14		4.0	9.2		2 x 2	7.0		4.0		1		Mount on Light Standard
20+75	Lt	BA-A			6.8								1		Mount on Signal
20+86	Rt	BA-A			6.8								1		Mount on Signal
21+00	Rt		7		1.5	8.7		2 x 2	7.0		4.0				
21+59	Lt		7		1.5	8.7		2 x 2	7.0		4.0		1		Mount on Power Pole
22+22	Lt	SA-D			6.8	10.7		2 x 2	7.0		4.0				
23+70	Rt	SA-D			6.8	10.7		2 x 2	7.0		4.0				
24+30	Rt		14		4.0	9.2		2 x 2	7.0		4.0		1		Mount on Light Standard
24+97	Lt	SA-E			9.5	11.7		2 x 2	7.0		4.0				
25+50	Lt	SA-D			6.8	10.7		2 x 2	7.0		4.0				
25+68	Rt		23		8.0	11.2		2 x 2	7.0		4.0				
28+42	Rt		7		1.5	8.7		2 x 2	7.0		4.0				

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Dylan Joseph
Dunn
PE-28894

DATE: 07/07/26

Sign Summary

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

07/06/26 03:48:50PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Sect110.dwg

Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	2

Station	Offset	Sign	Assembly	Flat Sheet for Signs		Telespar 12 gauge Sign Support			Vertical	Reset	Anchor	Mounting Type			Comments
				IV	XI	1st	2nd	Size	Clearance	Sign		Reinf Sleeve	Light Standard	Omni-Directional	
RP	Lt / Rt	No.	No.	SF	SF	LF	LF	inch x inch	FT	EA	LF	EA	EA	EA	
28+42	Rt	SA-F			8.2	12.2		2 x 2	7.0		4.0				
28+57	Lt	1E		7.6		7.9		2 x 2	7.0		4.0				
28+68	Lt	SA-F			8.2	12.2		2 x 2	7.0		4.0				
29+03	Rt	SA-F			8.2	12.2		2 x 2	7.0		4.0				
29+27	Lt	SA-F			8.2	12.2		2 x 2	7.0		4.0				
29+27	Lt		7		1.5	8.7		2 x 2	7.0		4.0				
30+75	Lt	SA-G			9.5	12.7		2 x 2	7.0		4.0		1		Mount on Power Pole
32+20	Lt	SA-D			6.8	10.7		2 x 2	7.0		4.0				
32+36	Lt	1E		8.2		7.9		2 x 2	7.0		4.0				
32+43	Lt		1		5.2	9.7		2 x 2	7.0		4.0				
32+78	Rt		1		5.2	9.7		2 x 2	7.0		4.0				
34+00	Rt	SA-H			8.8	12.2		2 x 2	7.0		4.0				
35+78	Lt		23		8.0								1		Mount on Signal
35+88	Rt	SA-F			8.2	12.2		2 x 2	7.0		4.0				
35+88	Rt		7		1.5	8.7		2 x 2	7.0		4.0				
36+08	Lt	1E		7.6		7.9		2 x 2	7.0		4.0				
36+17	Lt	SA-F			8.2	12.2		2 x 2	7.0		4.0				
36+54	Rt	SA-F			8.2	12.2		2 x 2	7.0		4.0				
36+84	Lt	SA-F			8.2	12.2		2 x 2	7.0		4.0				
36+84	Lt		7		1.5	8.7		2 x 2	7.0		4.0				
38+24	Rt	SA-C			10.0	8.7		2 x 2	7.0		4.0		1		Mount on Light Standard
38+76	Lt	SA-D			6.8	10.7		2 x 2	7.0		4.0				
39+14	Lt		23		8.0	11.2		2 x 2	7.0		4.0				
39+89	Lt	1E		7.6		7.9		2 x 2	7.0		4.0				
39+98	Lt		1		5.2	9.7		2 x 2	7.0		4.0				
40+33	Rt		1		5.2	9.7		2 x 2	7.0		4.0				
40+58	Lt		7		1.5	8.7		2 x 2	7.0		4.0				
40+62	Rt		7		1.5	8.7		2 x 2	7.0		4.0		1		Mount on Light Standard
42+01	Lt		14		4.0	9.2		2 x 2	7.0		4.0		1		Mount on Light Standard
42+06	Lt		7		1.5	8.7		2 x 2	7.0		4.0		1		Mount on Power Pole
43+68	Lt	1E		8.2		7.9		2 x 2	7.0		4.0				
43+78	Lt		1		5.2	9.7		2 x 2	7.0		4.0				
44+13	Rt		1		5.2	9.7		2 x 2	7.0		4.0				
45+65	Rt		14		4.0	9.2		2 x 2	7.0		4.0		1		Mount on Light Standard

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Dylan Joseph
Dunn
PE-28894

DATE: 07/07/26

Sign Summary

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	3

Station	Offset	Sign	Assembly	Flat Sheet for Signs		Telespar 12 gauge Sign Support			Vertical	Reset	Anchor	Mounting Type			Comments
				IV	XI	1st	2nd	Size	Clearance	Sign		Reinf Sleeve	Light Standard	Omni-Directional	
RP	Lt / Rt	No.	No.	SF	SF	LF	LF	inch x inch	FT	EA	LF	EA	EA	EA	
47+35	Rt		7		1.5	8.7		2 x 2	7.0		4.0				
47+48	Lt	1E		7.6		7.9		2 x 2	7.0		4.0				
47+59	Lt		1		5.2	9.7		2 x 2	7.0		4.0				
47+94	Rt		1		5.2	9.7		2 x 2	7.0		4.0				
48+19	Lt		7		1.5	8.7		2 x 2	7.0		4.0				
50+87	SA-B				5.5	10.7		2 x 2	7.0		4.0		1		Mount on Light Standard
51+28	Lt	1E		8.2		7.9		2 x 2	7.0		4.0				
51+37	Lt		1		5.2	9.7		2 x 2	7.0		4.0				
51+73	Rt		1		5.2	9.7		2 x 2	7.0		4.0				
52+54	Rt		37		10.0	9.2		2 x 2	7.0		4.0				
52+59	Lt	SA-G			9.5	12.7		2 x 2	7.0		4.0				
Grand Total				95 SF	372.8 SF	723.4 LF					300 LF		18 EA		

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph
Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Sign Summary

17th Ave S Reconstruction
(University Dr To 25th St)

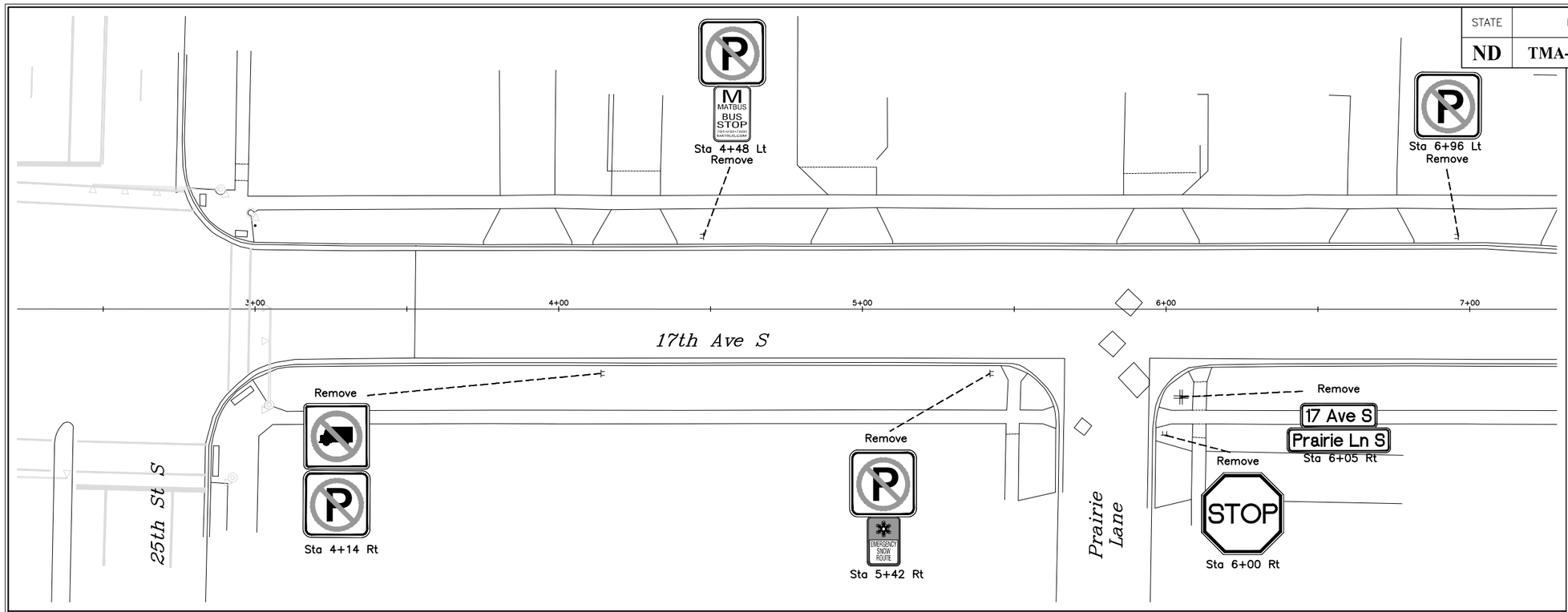
CITY OF FARGO Improvement District *BR-26-GI*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	4



REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Singing Removals

17th Ave S Reconstruction
(University Dr To 25th St)

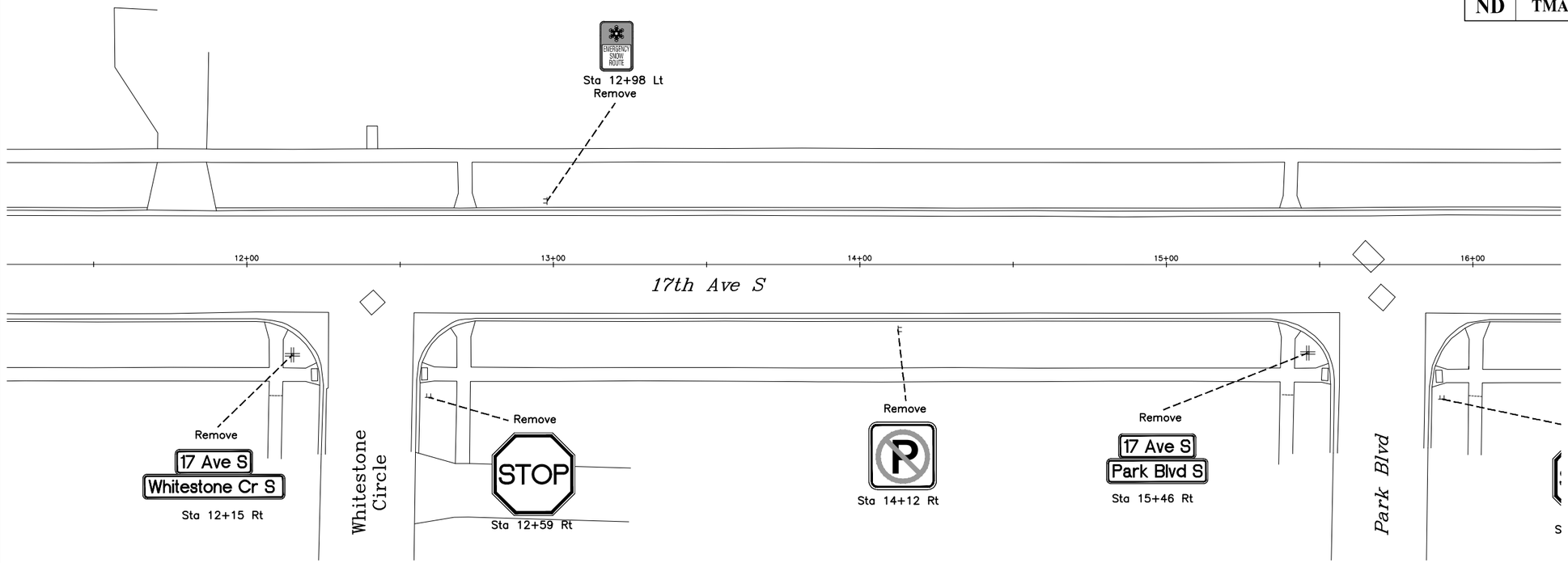
CITY OF FARGO Improvement District *BR-26-G1*

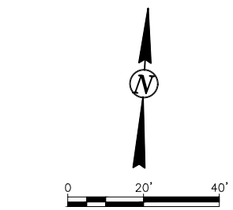
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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	5





REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Dylan Joseph Dunn
PE-28894
DATE: 07/07/26

Signing Removals

17th Ave S Reconstruction
(University Dr To 25th St)

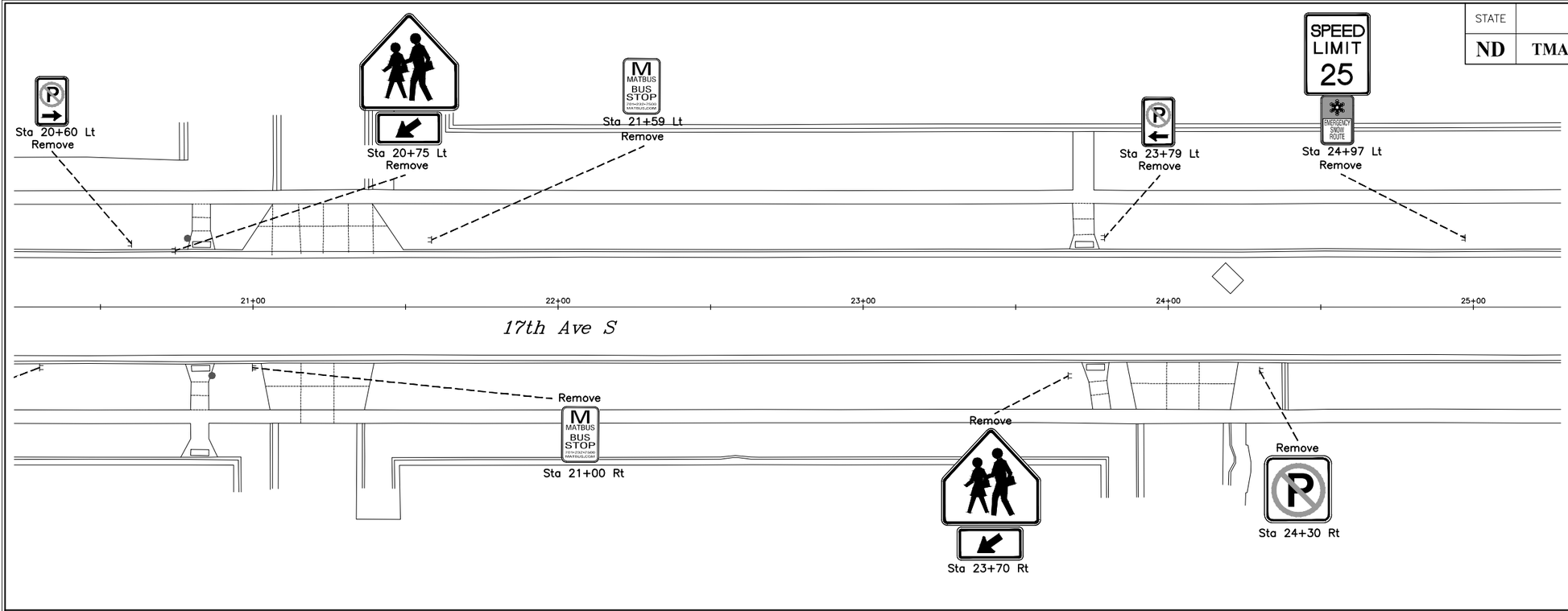
CITY OF FARGO Improvement District *BR-26-G1*

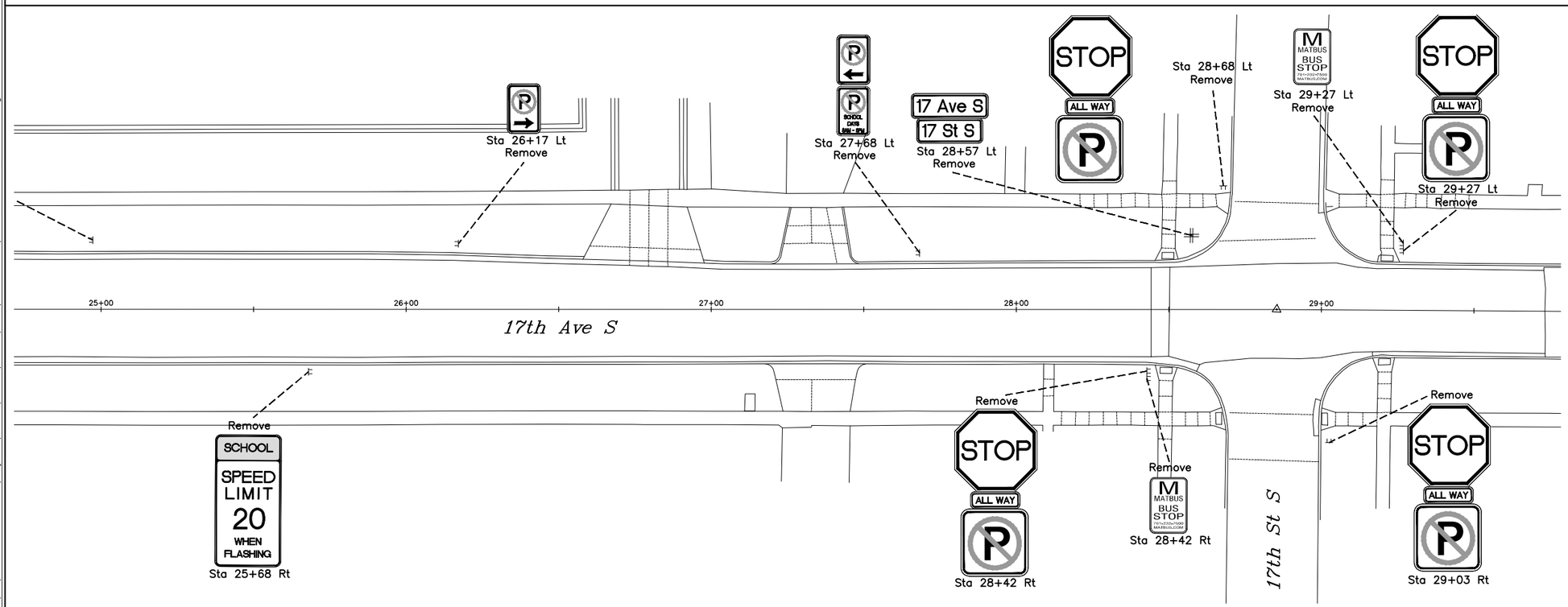
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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	6





REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Signing Removals

17th Ave S Reconstruction
(University Dr To 25th St)

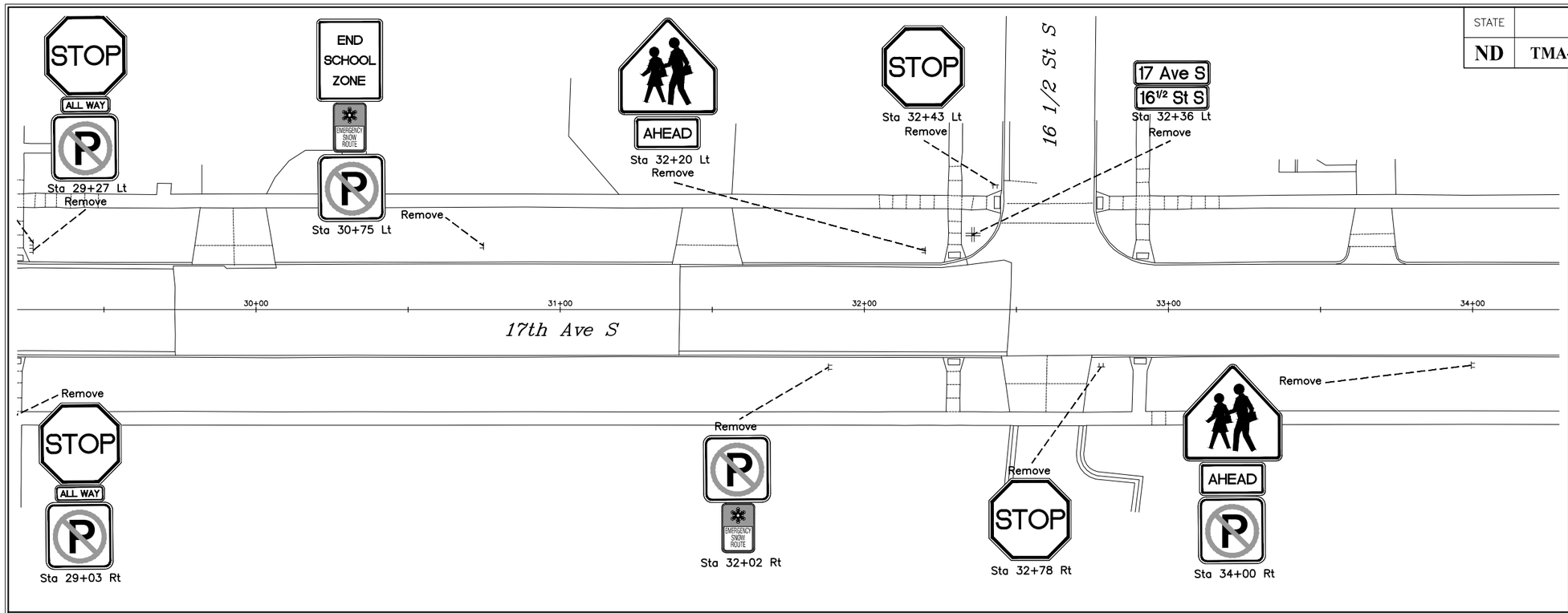
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	7



N

0 20' 40'

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26

Signing Removals

17th Ave S Reconstruction
(University Dr To 25th St)

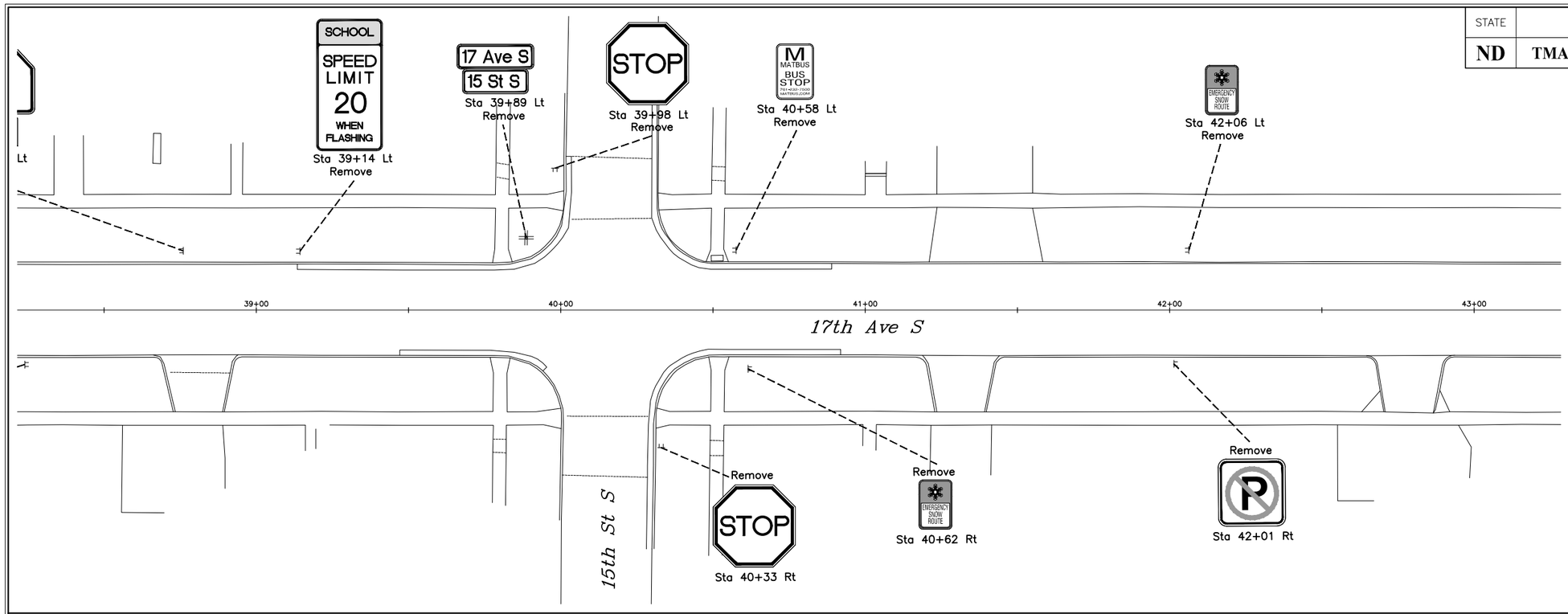
CITY OF FARGO Improvement District *BR-26-G1*

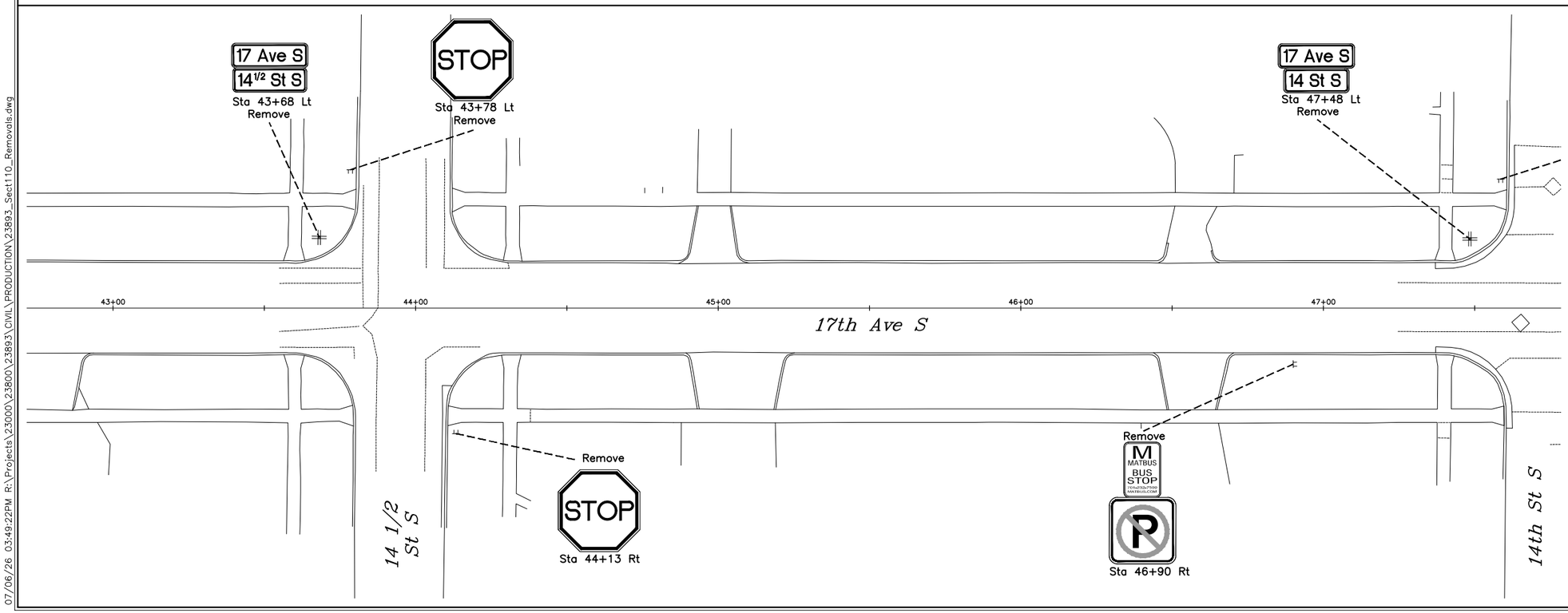
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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	8





07/06/26 03:49:22PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Sect110_Removals.dwg

N

0 20' 40'

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

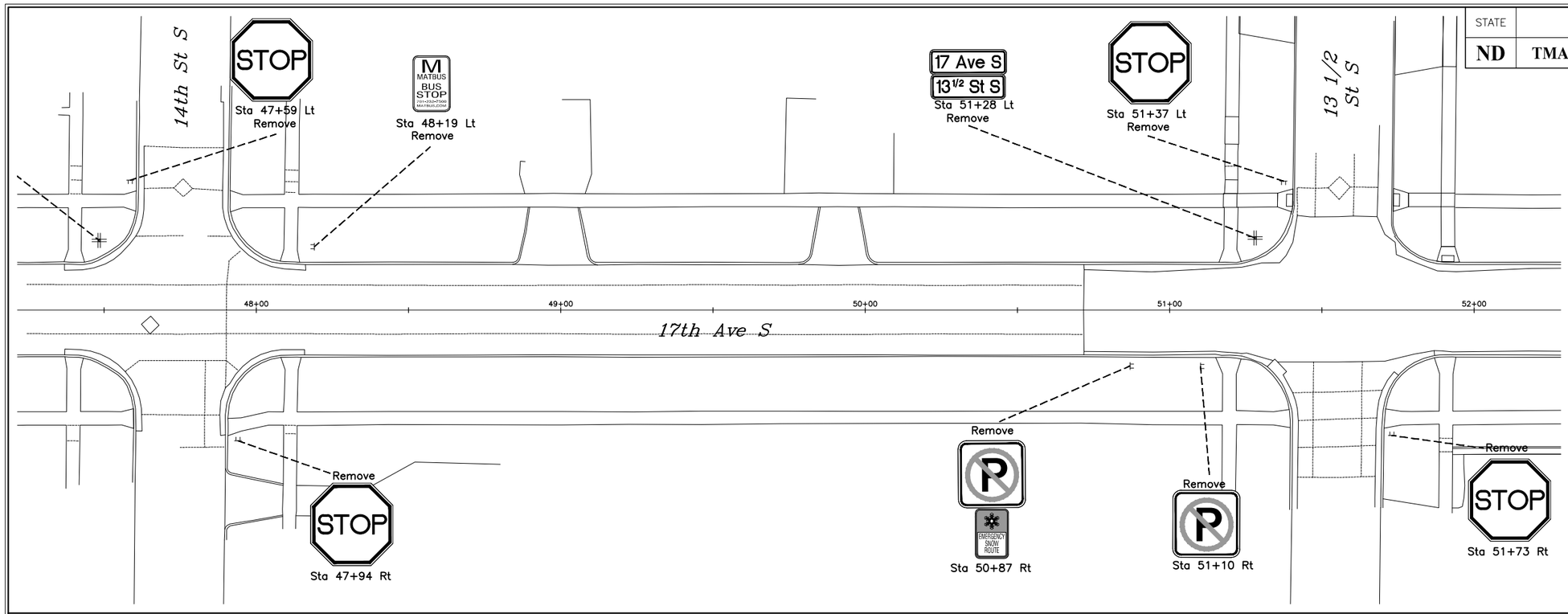
Signing Removals

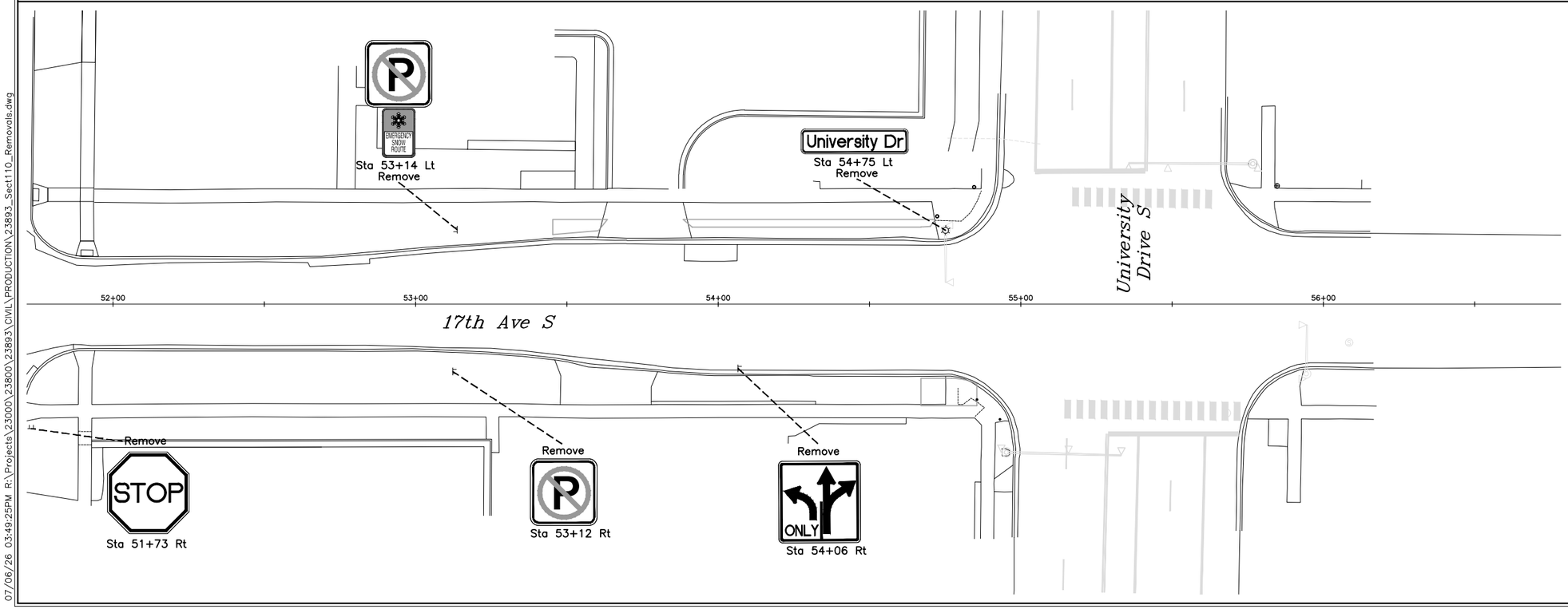
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A





STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	9

N

0 20' 40'

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Signing Removals

17th Ave S Reconstruction
(University Dr To 25th St)

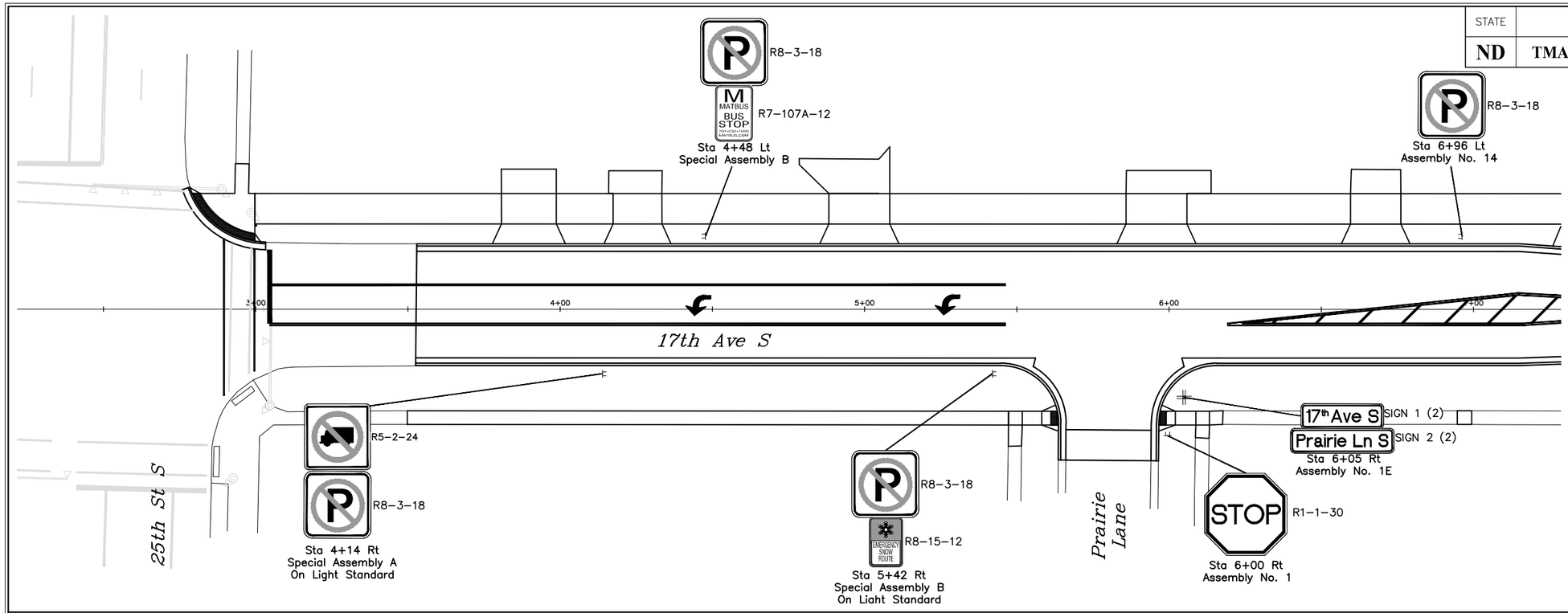
CITY OF FARGO Improvement District *BR-26-G1*

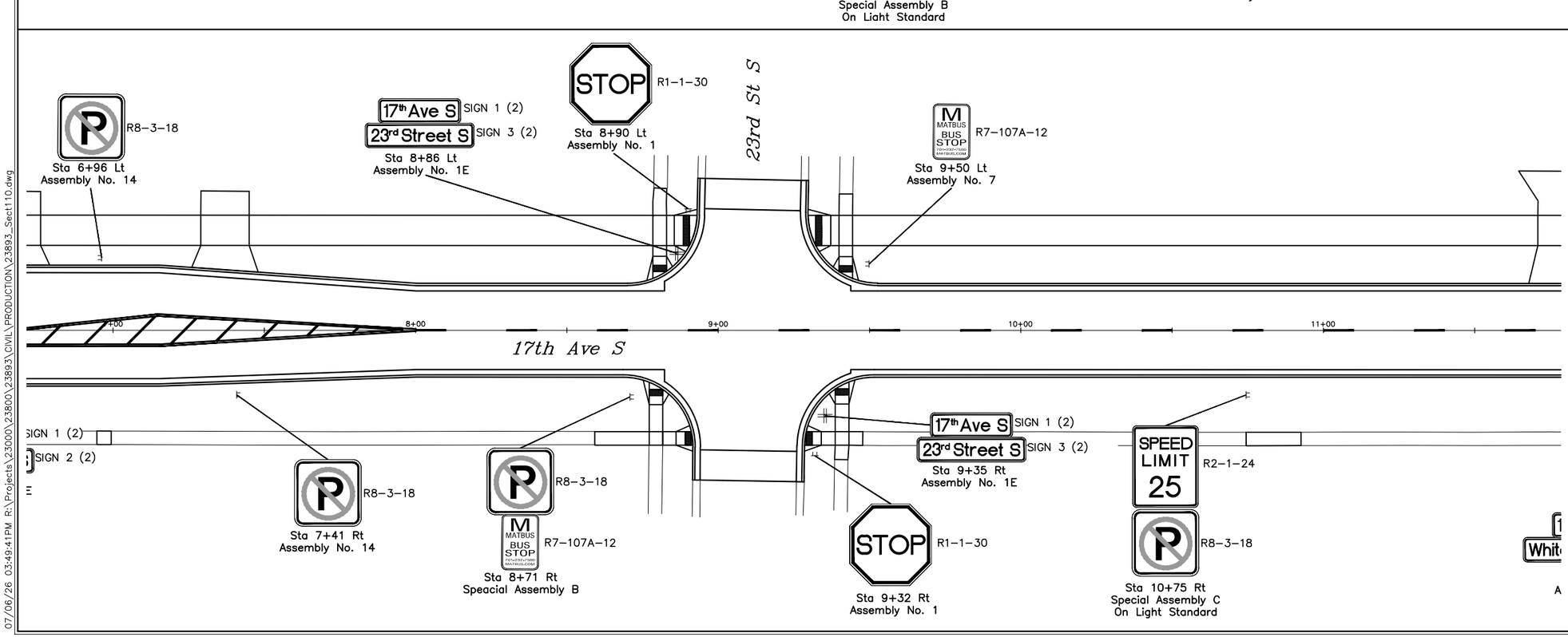
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	10





N

0 20' 40'

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Signing Installs

17th Ave S Reconstruction
(University Dr To 25th St)

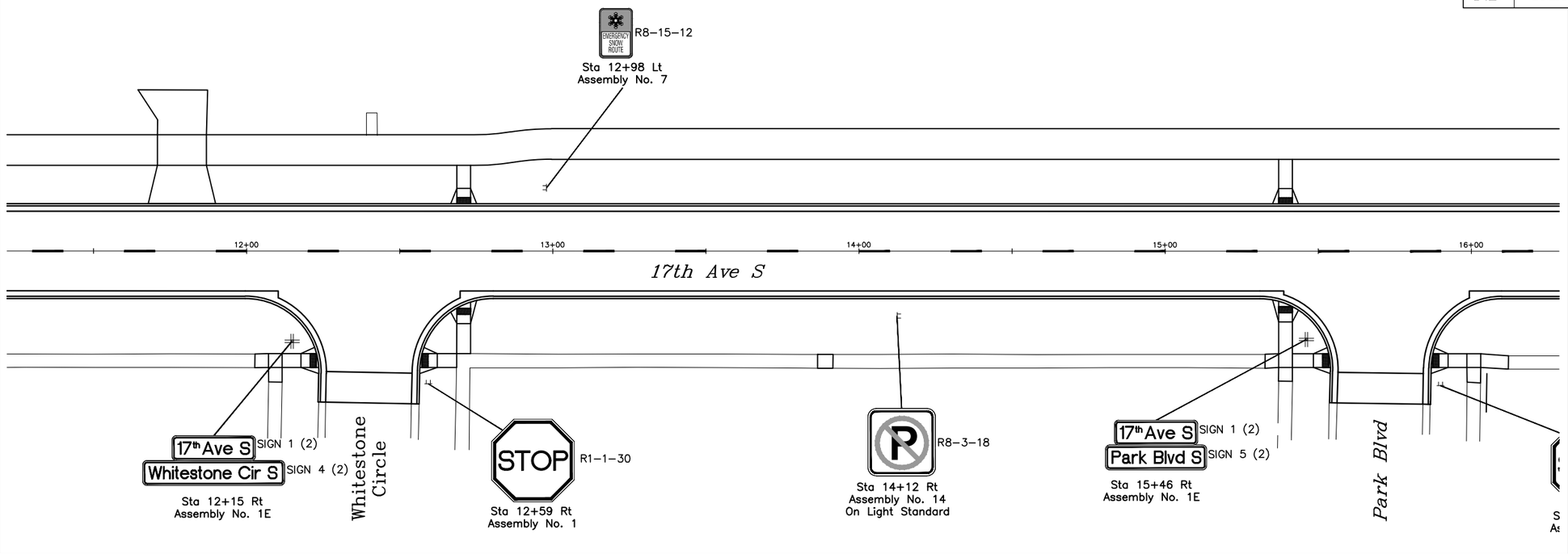
CITY OF FARGO Improvement District *BR-26-G1*

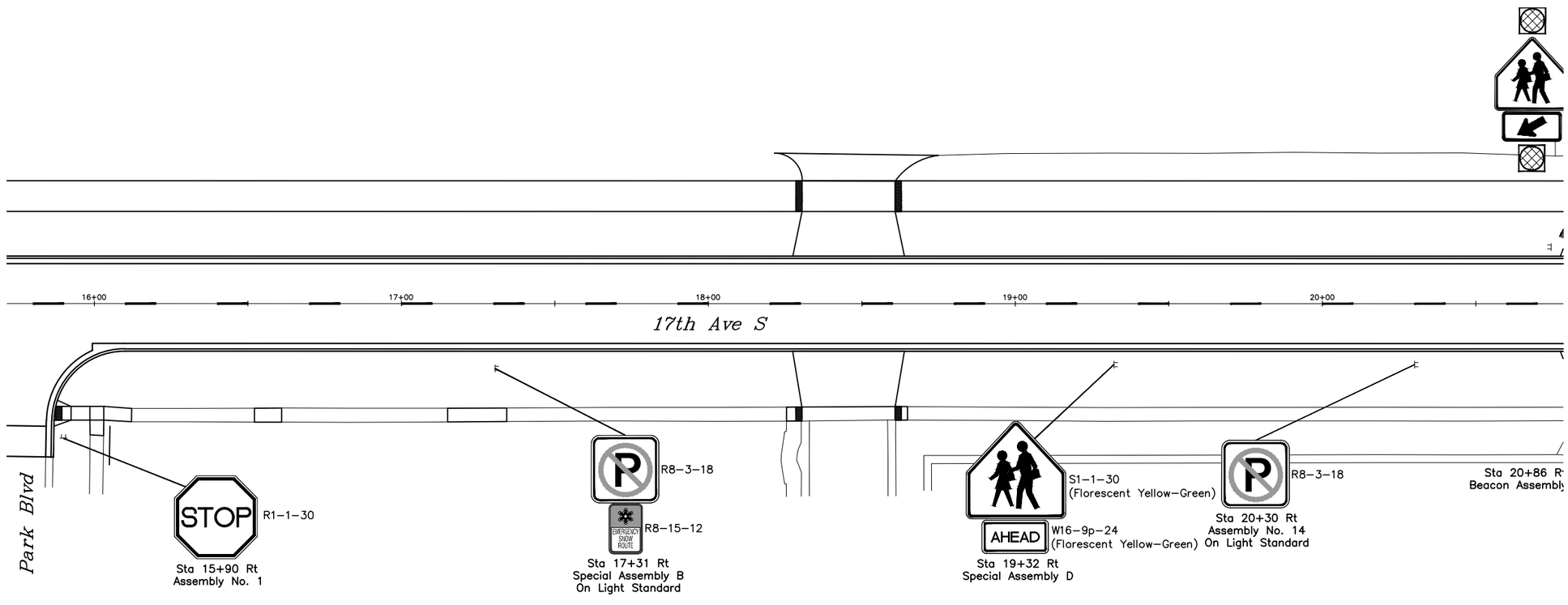
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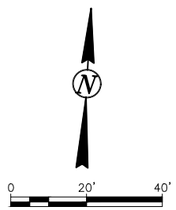
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	11







REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Signing Installs

17th Ave S Reconstruction
(University Dr To 25th St)

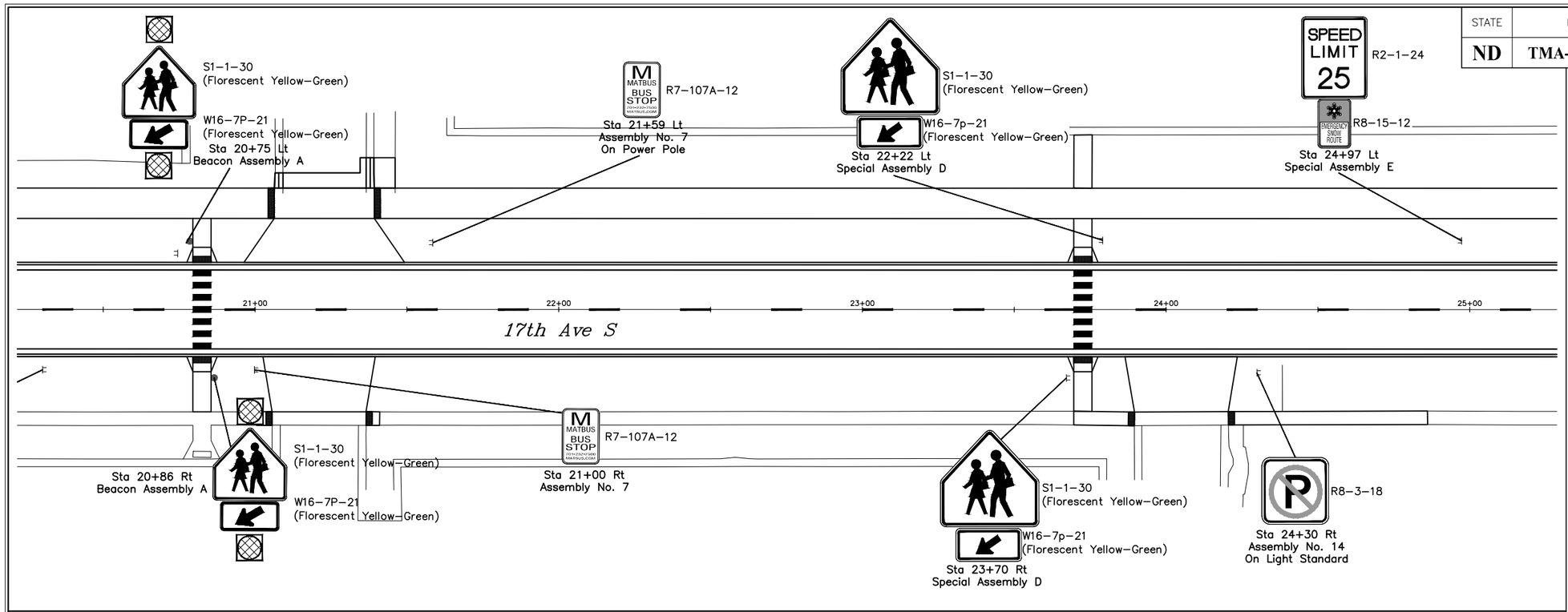
CITY OF FARGO Improvement District *BR-26-G1*

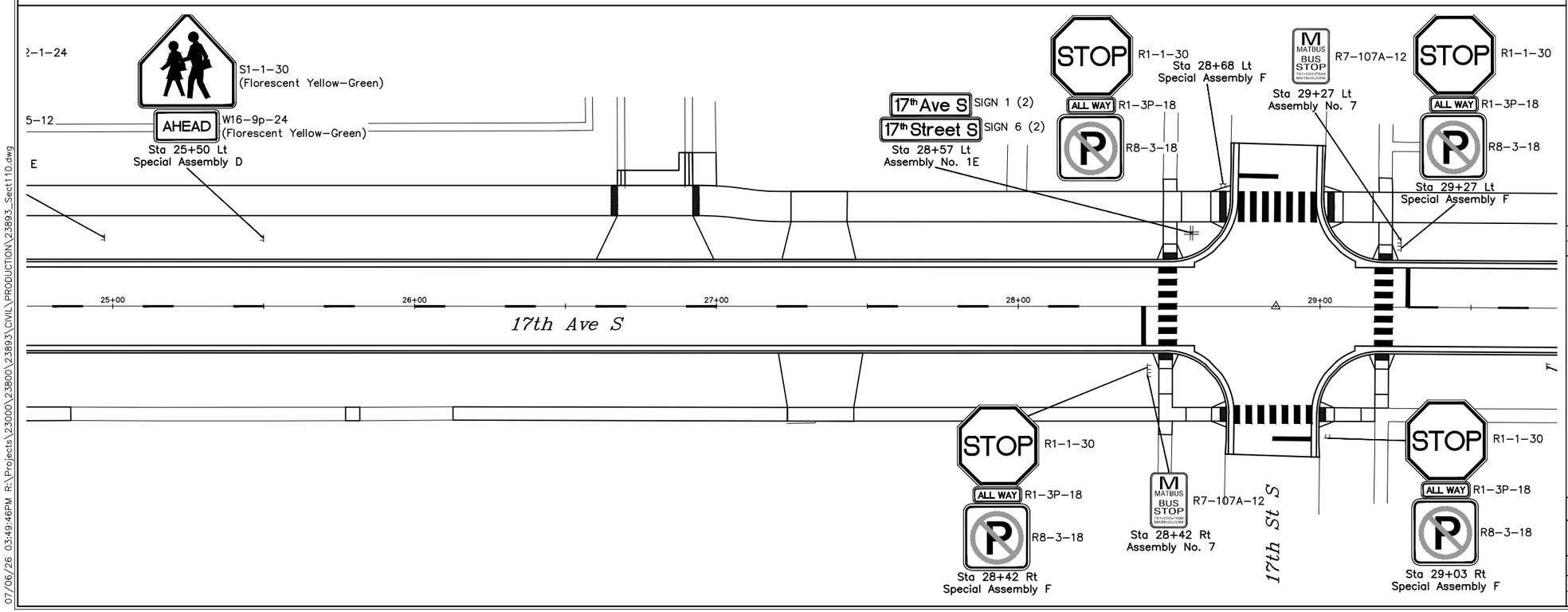
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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	12





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0 20' 40'

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Signing Installs

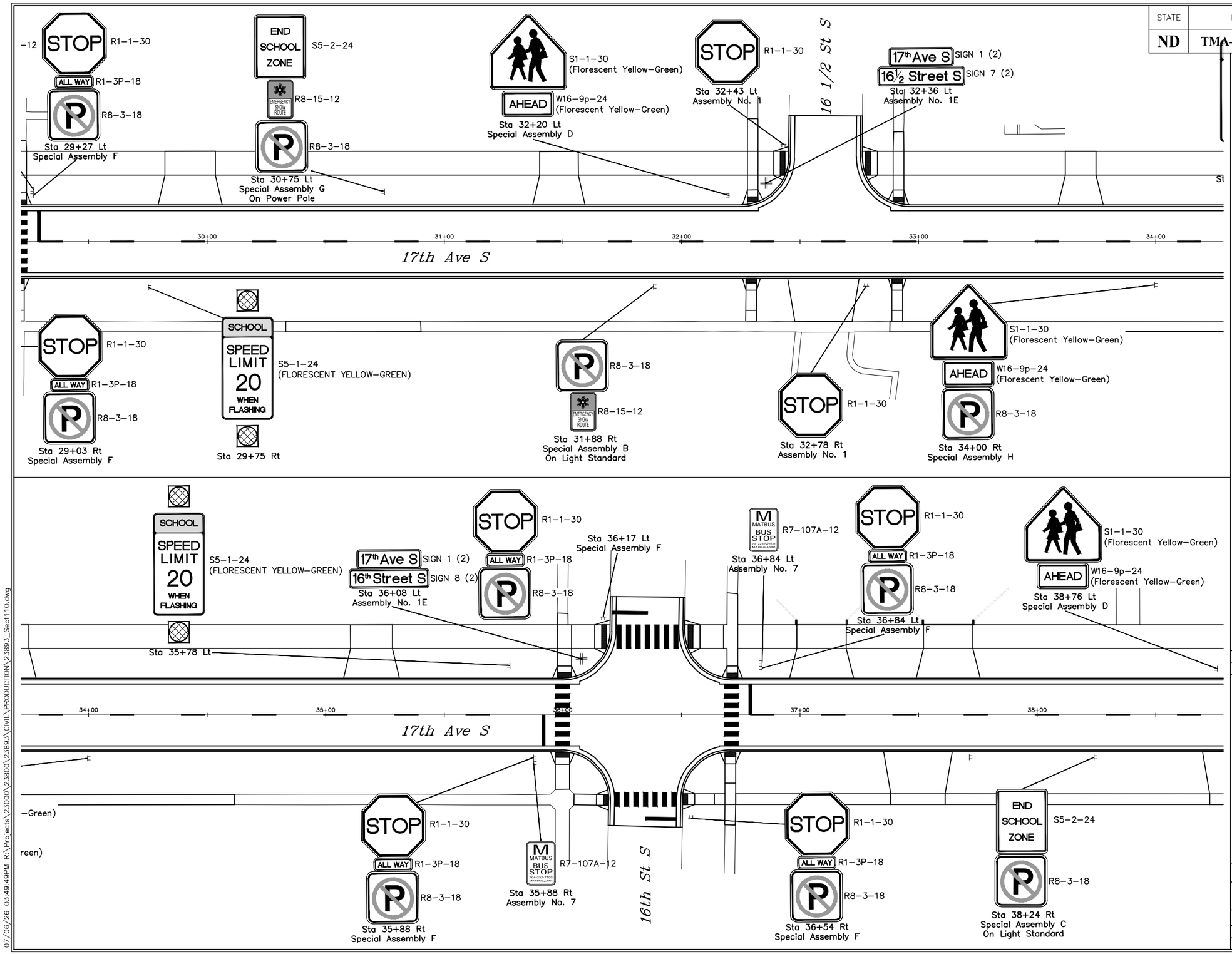
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	13



REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Signing Installs

17th Ave S Reconstruction
(University Dr To 25th St)

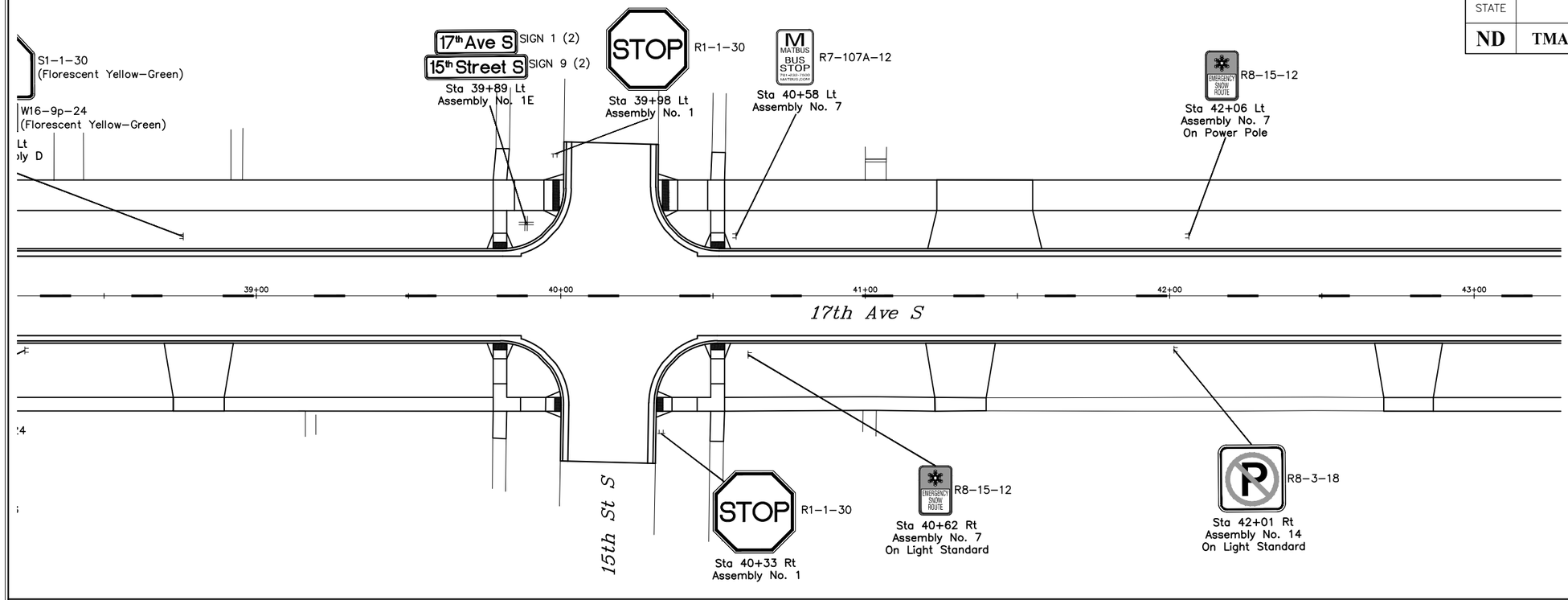
CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	14



N

0 20' 40'

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Signing Installs

17th Ave S Reconstruction
(University Dr To 25th St)

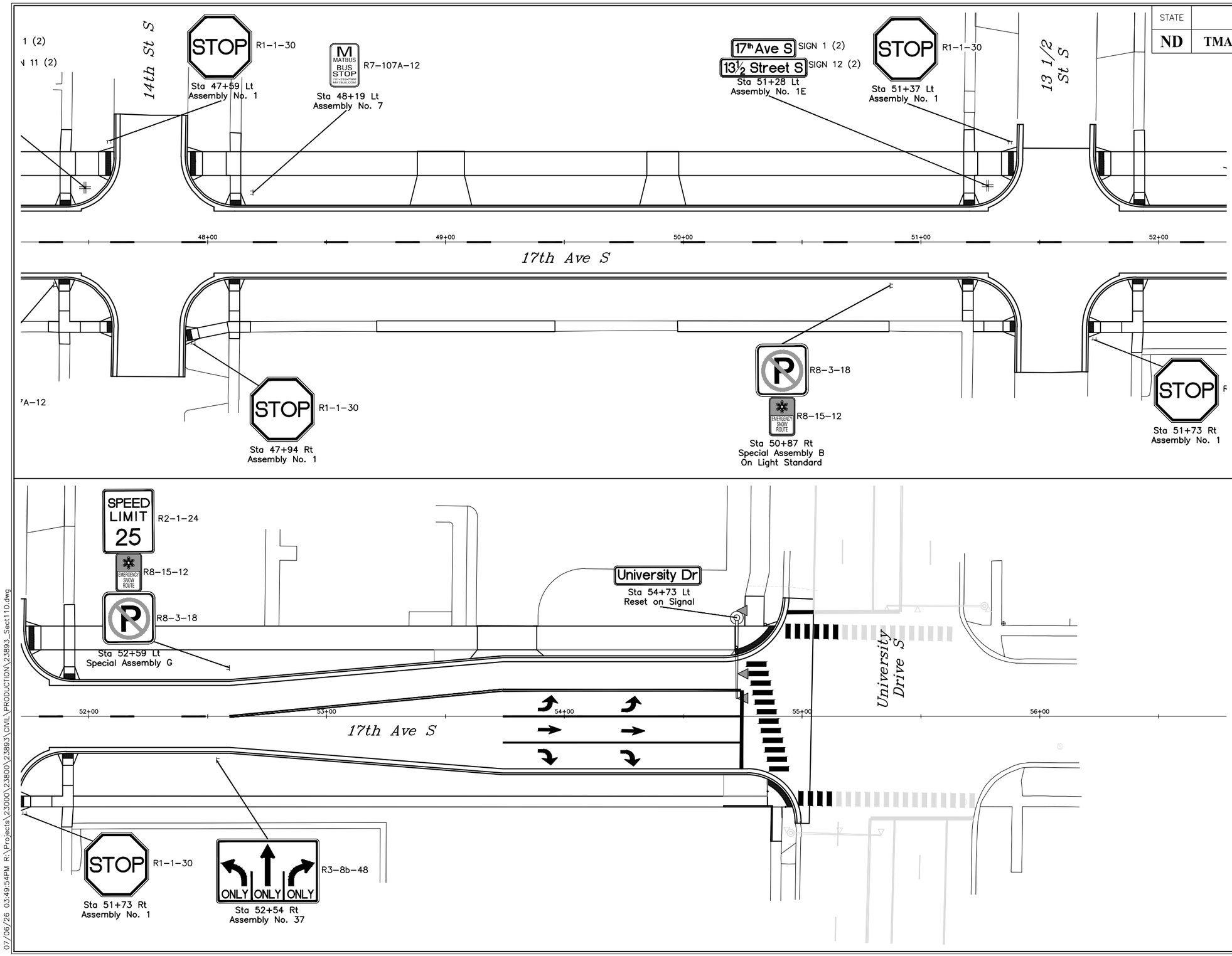
CITY OF FARGO Improvement District *BR-26-G1*

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	15



REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Signing Installs

17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	16

SIGN NUMBER	SIGN 1
WIDTH X HEIGHT	2'-3" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
6+05 Rt (2)
8+86 Lt (2)
9+35 Rt (2)
12+15 Rt (2)
15+46 Rt (2)
28+57 Lt (2)
32+36 Lt (2)
36+08 Rt (2)
39+89 Rt (2)
43+68 Lt (2)
47+48 Lt (2)
51+28 Lt (2)

AREA: 1.7 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.sti

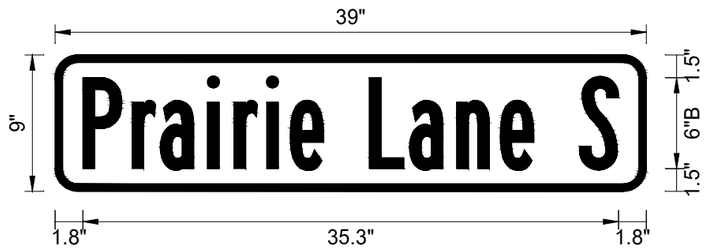
LETTER POSITION (X)																												LENGTH	SIZE	SERIES
1	7	t	h	A	v	e	S																					23.9	6, 3/2.2, 6/4.5	B 2000
3.1	5.3	8.38	9.5	12.6	16.13	19.13	24.4																							

SIGN NUMBER	SIGN 2
WIDTH X HEIGHT	3'-3" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
6+05 Rt (2)

AREA: 2.4 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.sti

LETTER POSITION (X)																												LENGTH	SIZE	SERIES
P	r	a	i	r	i	e	L	a	n	e	S																	35.3	6/4.5	B 2000
1.8	5.1	7	10.1	11.8	14	15.5	20.7	23.38	26.5	29.38	34.6																			

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Custom Signs

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

07/06/26 03:50:01PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Signing.dwg

Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	17

SIGN NUMBER	SIGN 3
WIDTH X HEIGHT	2'-9" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
8+86 Lt (2)
9+35 Rt (2)

AREA: 2.1 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.ssi

LETTER POSITION (X)											LENGTH	SIZE	SERIES
2	3	r	d	S	t	r	e	e	t	S	29.9	6, 3/2.2, 6/4.5	B 2000
1.57	4.63	7.71	8.7	11.81	14.69	16.97	18.95	21.65	24.05	28.85			

SIGN NUMBER	SIGN 4
WIDTH X HEIGHT	3'-9" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
12+15 Rt (2)

AREA: 2.8 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.ssi

LETTER POSITION (X)														LENGTH	SIZE	SERIES
W	h	i	t	e	s	t	o	n	e	C	i	r	S	41.2	6/4.5	B 2000
1.92	6.42	9.48	10.74	12.84	15.42	17.46	19.56	22.56	25.44	30.66	34.2	35.94	40.5			

REVISIONS

3	2	1

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Custom Signs

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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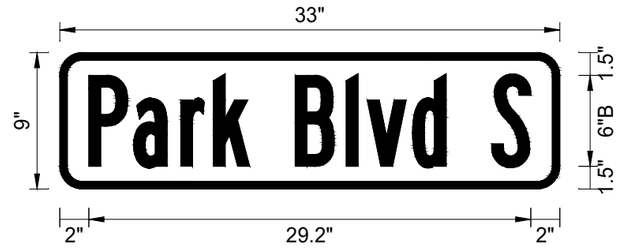
STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	18

SIGN NUMBER	SIGN 5
WIDTH X HEIGHT	2'-9" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
15+46 Rt (2)

AREA: 2.1 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.ssi

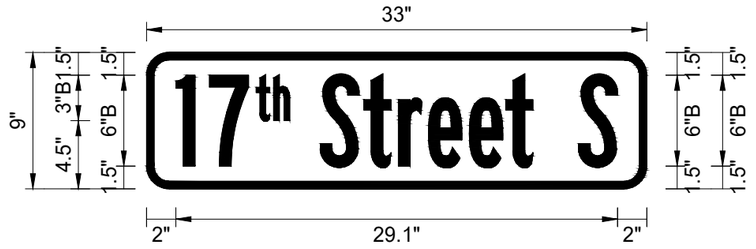
LETTER POSITION (X)																												LENGTH	SIZE	SERIES
P	a	r	k	B	l	v	d	S																				29.2	6/4.5	B 2000
2	4.9	8	10.1	15.5	19	20.3	23.3	28.5																						

SIGN NUMBER	SIGN 6
WIDTH X HEIGHT	2'-9" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
28+57 Lt (2)

AREA: 2.1 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.ssi

LETTER POSITION (X)																												LENGTH	SIZE	SERIES
1	7	t	h	S	t	r	e	e	t	S																		29.1	6, 3/2.2, 6/4.5	B 2000
1.93	4.15	7.23	8.37	11.45	14.33	16.61	18.59	21.29	23.69	28.49																				

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Custom Signs

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

07/06/26 03:50:04PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Signing.dwg

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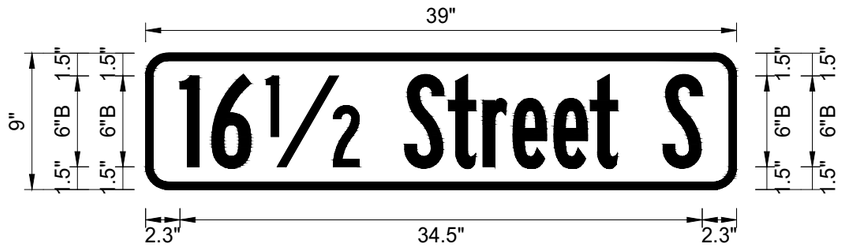
STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	19

SIGN NUMBER	SIGN 7
WIDTH X HEIGHT	3'-3" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
32+36 Lt (2)

AREA: 2.4 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.ssi

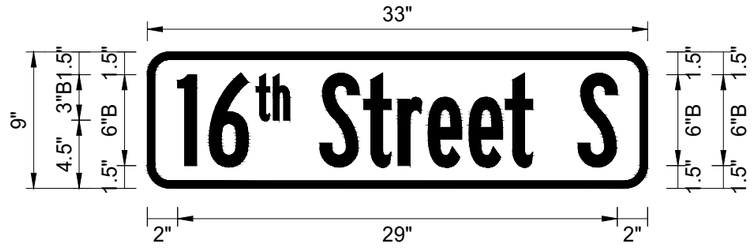
LETTER POSITION (X)											LENGTH	SIZE	SERIES
1	6	1/2	S	t	r	e	e	t	S		34.5	6/4.5	B 2000
2.27	4.38	7.96	17.11	19.98	22.27	24.25	26.95	29.34	34.15				

SIGN NUMBER	SIGN 8
WIDTH X HEIGHT	2'-9" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
36+08 Rt (2)

AREA: 2.1 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.ssi

LETTER POSITION (X)												LENGTH	SIZE	SERIES
1	6	t	h	S	t	r	e	e	t	S		29.0	6, 3/2.2, 6/4.5	B 2000
1.99	4.09	7.17	8.31	11.39	14.27	16.55	18.53	21.23	23.63	28.43				

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Custom Signs

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

07/06/26 03:50:04PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Signing.dwg

Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

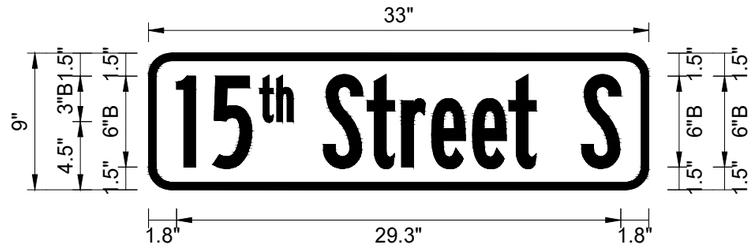
STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	20

SIGN NUMBER	SIGN 9
WIDTH X HEIGHT	2'-9" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
39+89 Rt (2)

AREA: 2.1 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.ssi

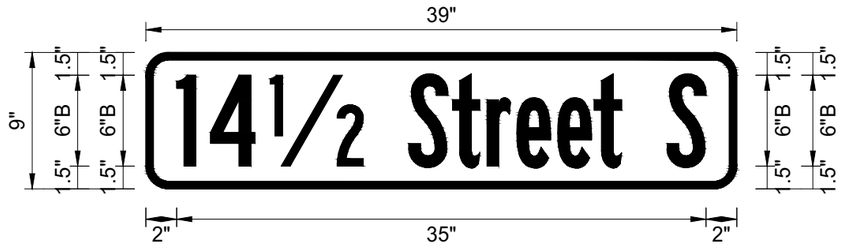
LETTER POSITION (X)												LENGTH	SIZE	SERIES
1	5	t	h	S	t	r	e	e	t	S		29.3	6, 3/2.2, 6/4.5	B 2000
1.84	4.24	7.32	8.46	11.54	14.42	16.7	18.68	21.38	23.78	28.58				

SIGN NUMBER	SIGN 10
WIDTH X HEIGHT	3'-3" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
43+68 Lt (2)

AREA: 2.4 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.ssi

LETTER POSITION (X)											LENGTH	SIZE	SERIES
1	4	1/2	S	t	r	e	e	t	S		35.0	6/4.5	B 2000
2.04	4.25	8.2	17.34	20.23	22.5	24.48	27.19	29.59	34.38				

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Custom Signs

17th Ave S Reconstruction (University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

DESIGN BY: TJB	CHECKED BY: EAG
DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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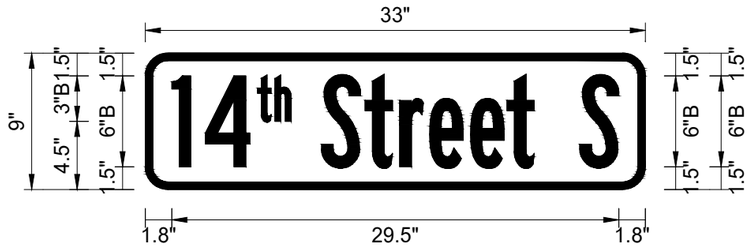
STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	21

SIGN NUMBER	SIGN 11
WIDTH X HEIGHT	2'-9" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
47+48 Lt (2)

AREA: 2.1 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.sst

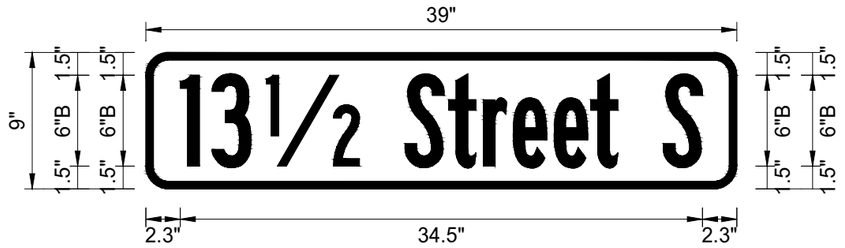
LETTER POSITION (X)											LENGTH	SIZE	SERIES
1	4	t	h	S	t	r	e	e	t	S	29.5	6, 3/2.2, 6/4.5	B 2000
1.75	3.97	7.41	8.55	11.63	14.51	16.79	18.77	21.47	23.87	28.67			

SIGN NUMBER	SIGN 12
WIDTH X HEIGHT	3'-3" x 0'-9"
BORDER WIDTH	0.5" (inset 0")
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: IV Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT	ANGLE

STATION(S):
51+28 Lt (2)

AREA: 2.4 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.sst

LETTER POSITION (X)											LENGTH	SIZE	SERIES
1	3	1/2	S	t	r	e	e	t	S		34.5	6/4.5	B 2000
2.27	4.38	7.96	17.11	19.98	22.27	24.25	26.95	29.34	34.15				

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Custom Signs

17th Ave S Reconstruction (University Dr To 25th St)

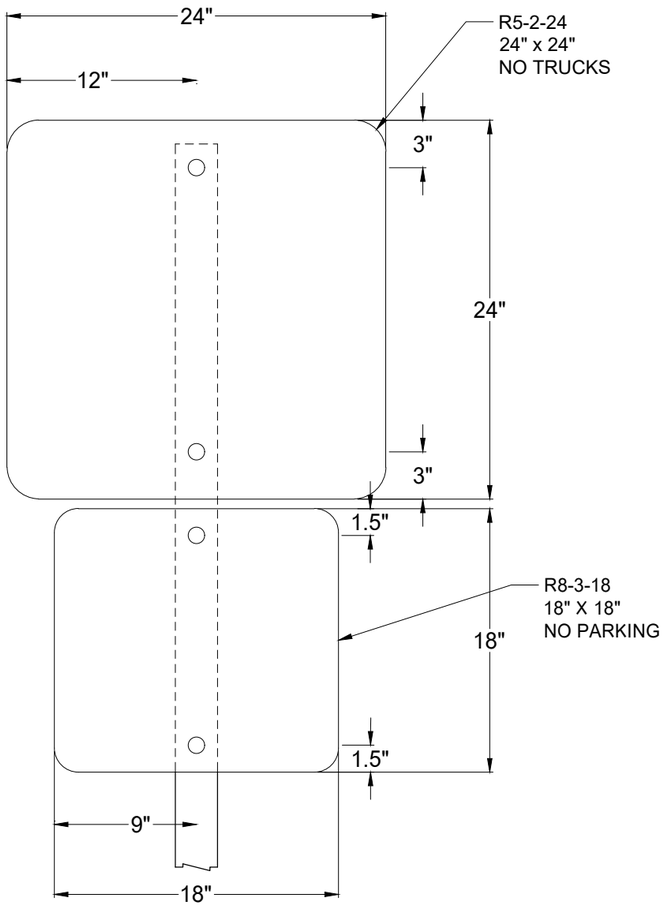
CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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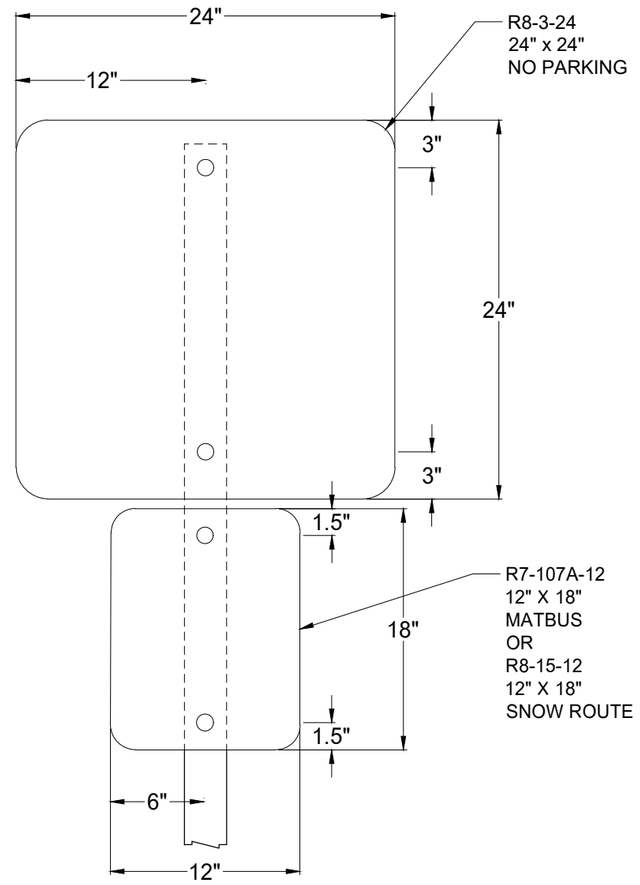
STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	22



SPECIAL ASSEMBLY A
NO SCALE

4+14 Rt

NOTES:
Perforated Tube
Design Area: 8.05 SF
Pay Area: 8.05 SF



SPECIAL ASSEMBLY B
NO SCALE

4+48 Lt	17+31 Rt
5+42 Rt	32+02 Rt
8+71 Rt	50+87 Rt

NOTES:
Perforated Tube
Design Area: 5.5 SF
Pay Area: 5.5 SF

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph
Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Special Assemblies

17th Ave S Reconstruction
(University Dr To 25th St)

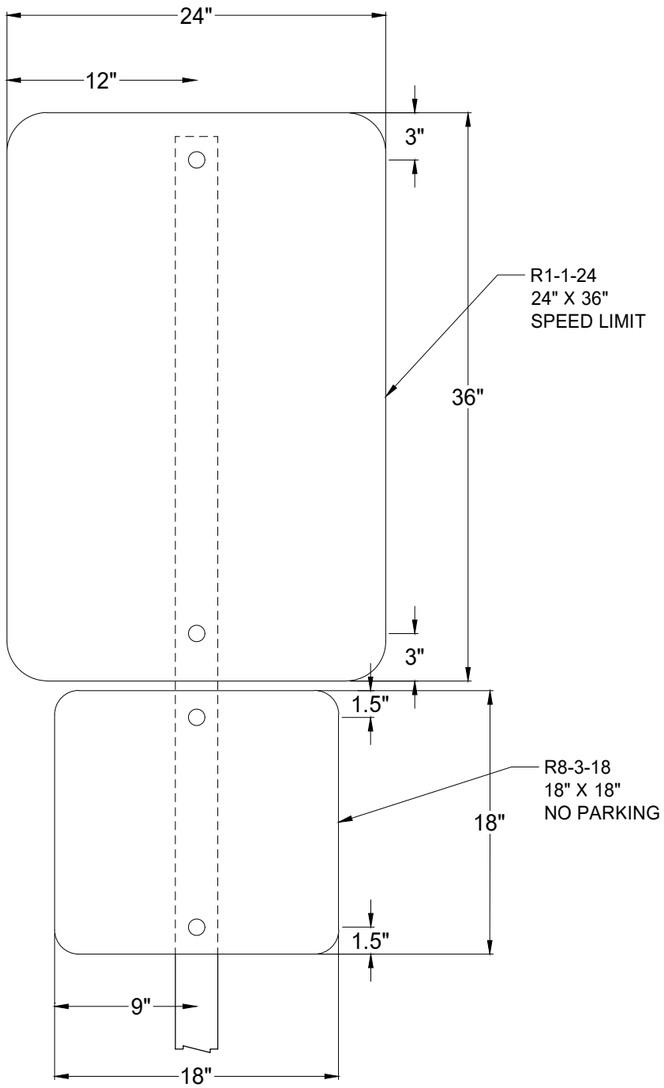
CITY OF FARGO Improvement District *BR-26-G1*

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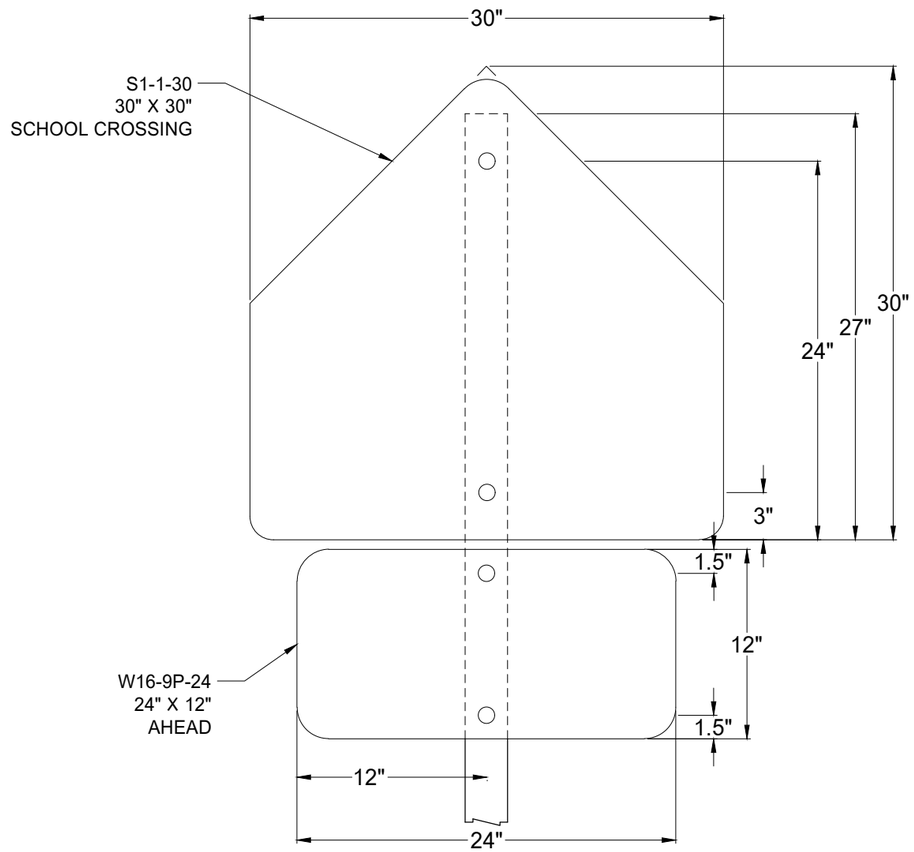
STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	23



SPECIAL ASSEMBLY C
NO SCALE

10+75 Rt
38+24 Rt

NOTES:
Perforated Tube
Design Area: 10.0 SF
Pay Area: 10.0 SF



SPECIAL ASSEMBLY D
NO SCALE

22+22 Lt	19+32 Rt
25+50 Lt	23+70 Rt
32+20 Lt	
38+76 Lt	

NOTES:
Perforated Tube
Design Area: 6.75 SF
Pay Area: 6.75 SF

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Dylan Joseph
Dunn
PE-28894
DATE: 07/07/26

Special Assemblies

17th Ave S Reconstruction
(University Dr To 25th St)

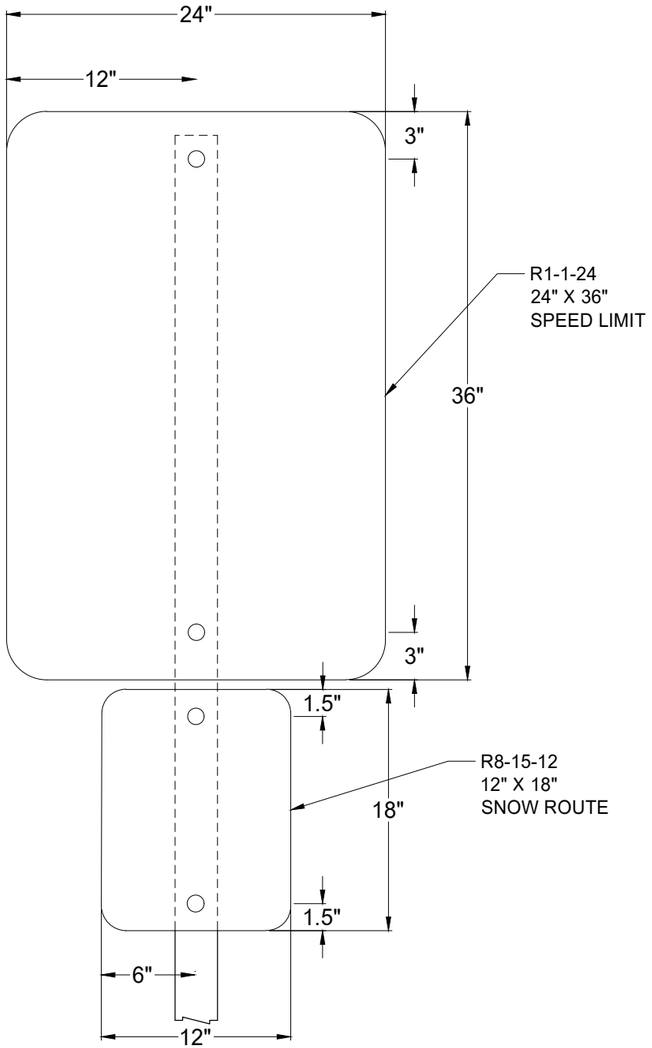
CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

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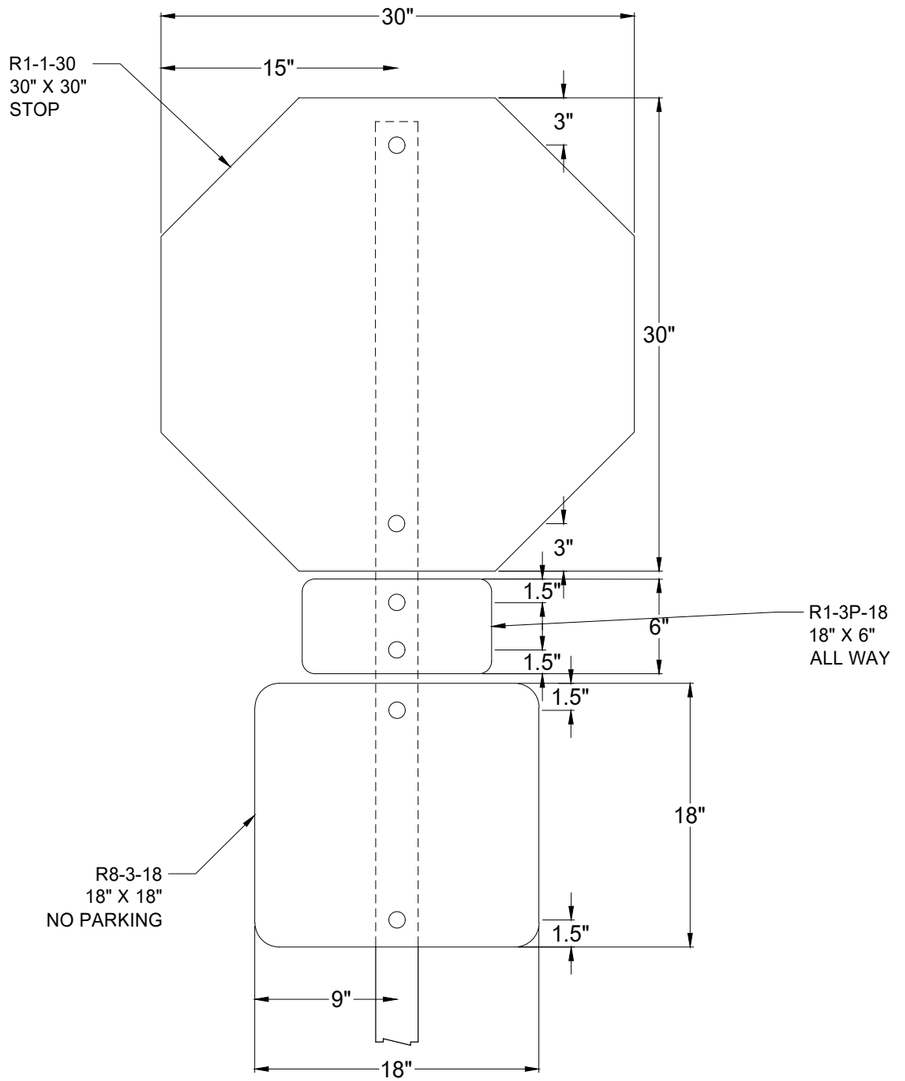
STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	24



SPECIAL ASSEMBLY E
NO SCALE

24+97 Lt

NOTES:
Perforated Tube
Design Area: 7.5 SF
Pay Area: 7.5 SF



SPECIAL ASSEMBLY F
NO SCALE

28+68 Lt	28+42 Rt
29+27 Lt	29+03 Rt
36+17 Lt	35+88 Rt
36+84 Lt	36+54 Rt

NOTES:
Perforated Tube
Design Area: 8.2 SF
Pay Area: 8.2 SF

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26

Special Assemblies

17th Ave S Reconstruction
(University Dr To 25th St)

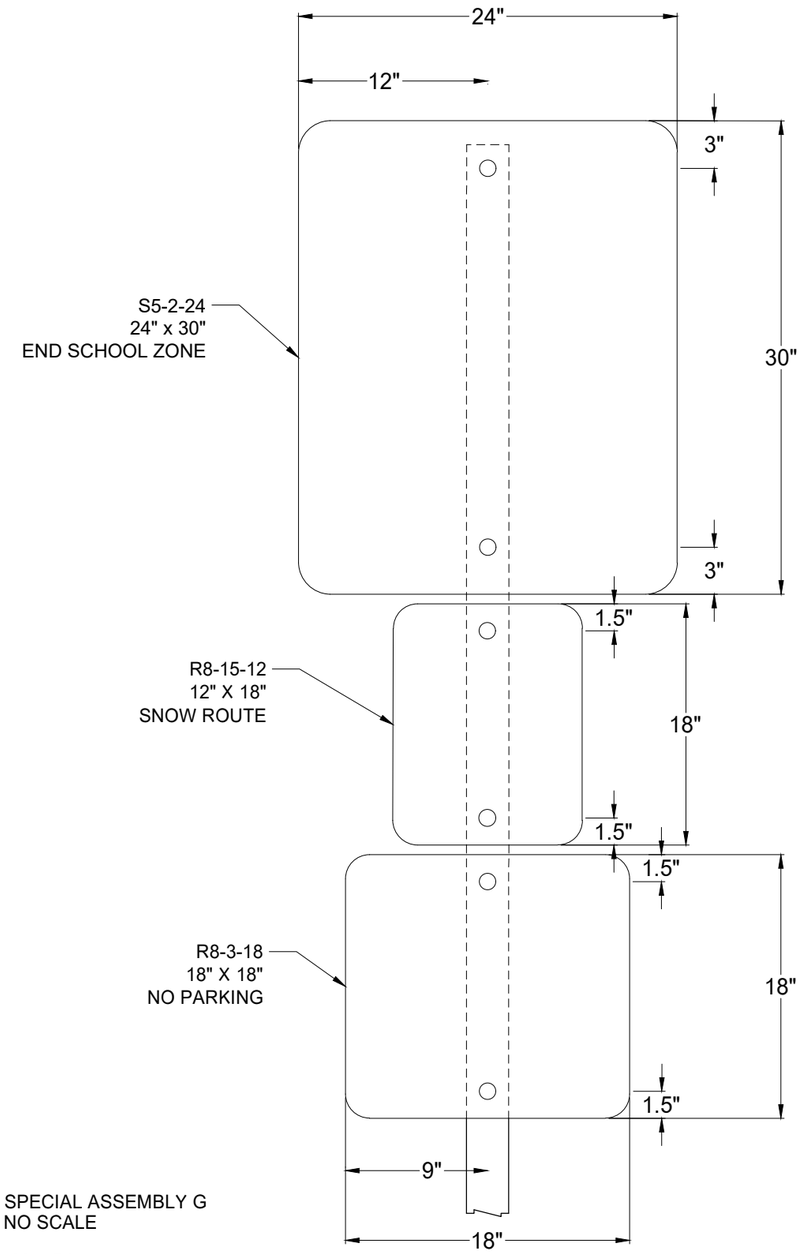
CITY OF FARGO Improvement District *BR-26-G1*

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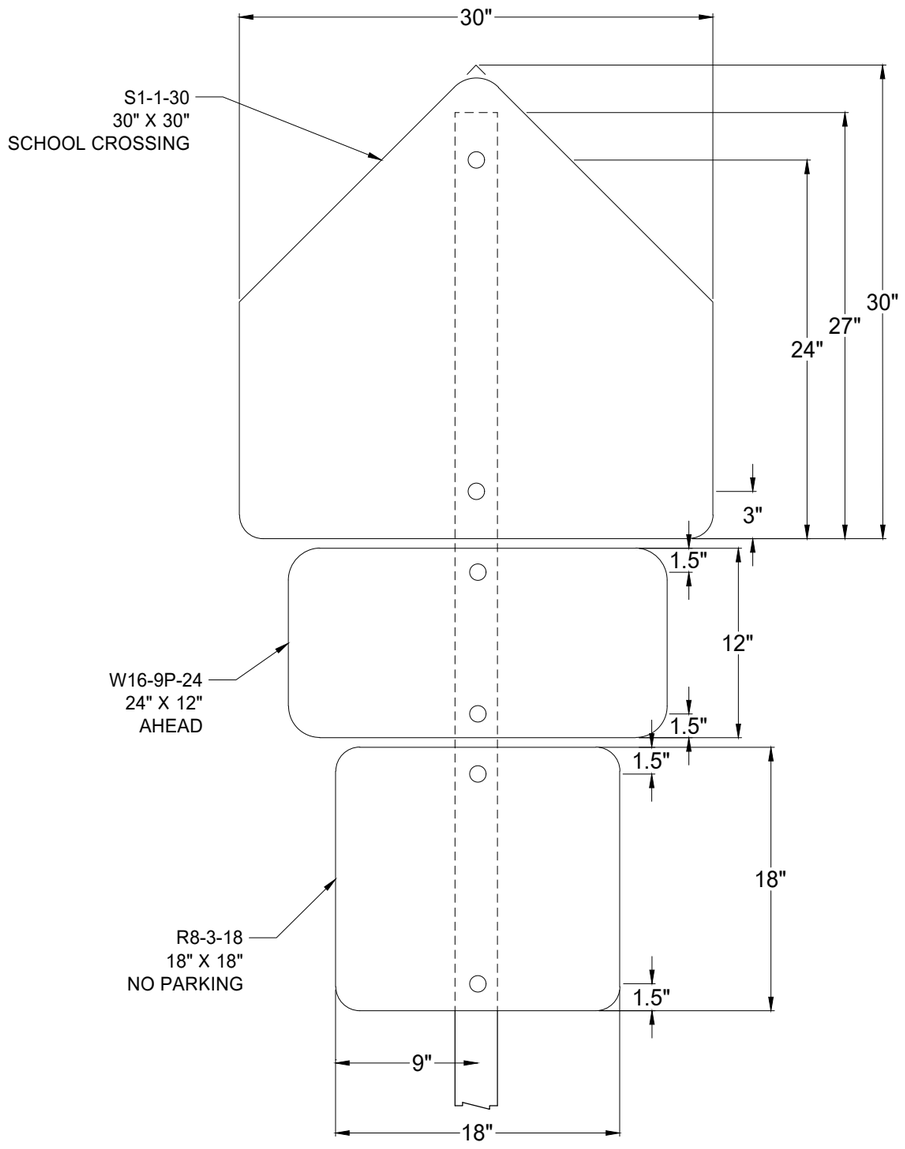
STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	110	25



SPECIAL ASSEMBLY G
NO SCALE

30+75 Lt
52+59 Lt

NOTES:
Perforated Tube
Design Area: 9.5 SF
Pay Area: 9.5 SF



SPECIAL ASSEMBLY H
NO SCALE

34+00 RT

NOTES:
Perforated Tube
Design Area: 10.75 SF
Pay Area: 10.75 SF

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/07/26
NORTH DAKOTA

Special Assemblies

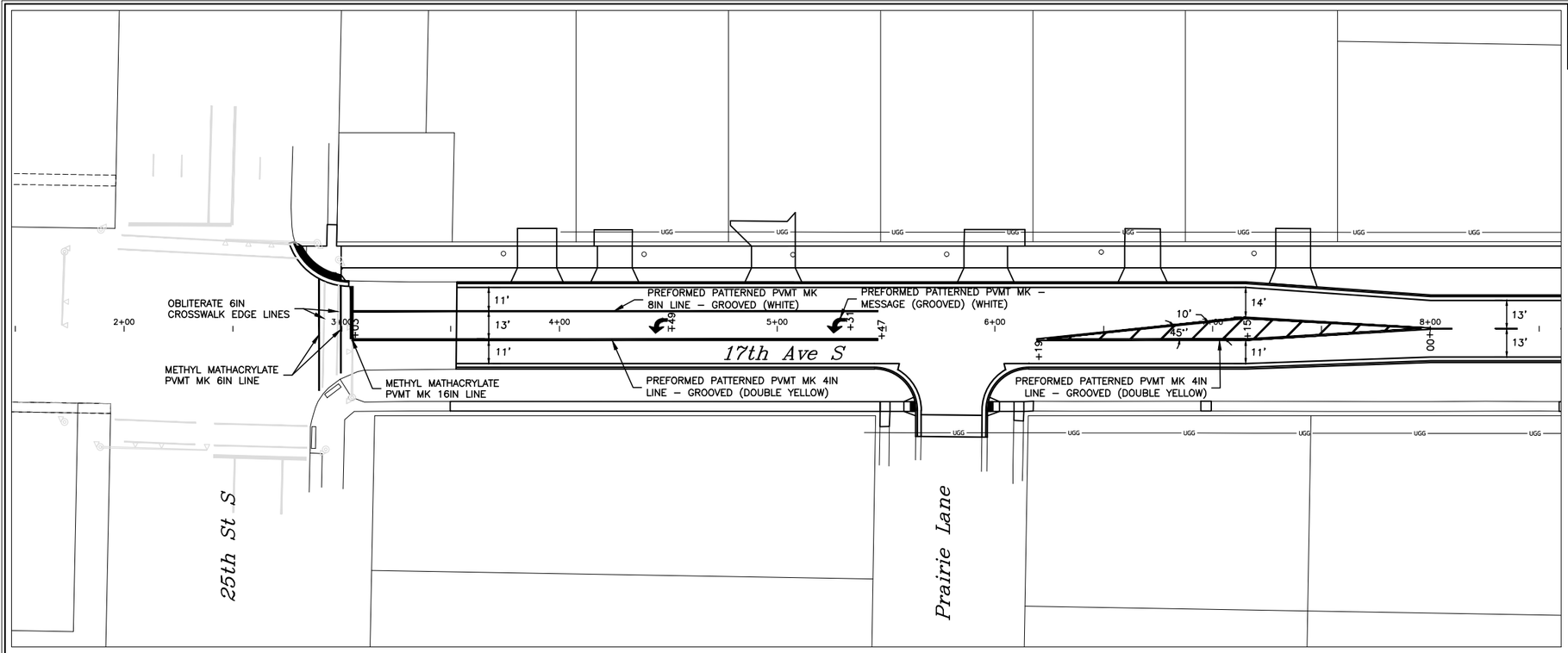
17th Ave S Reconstruction
(University Dr To 25th St)

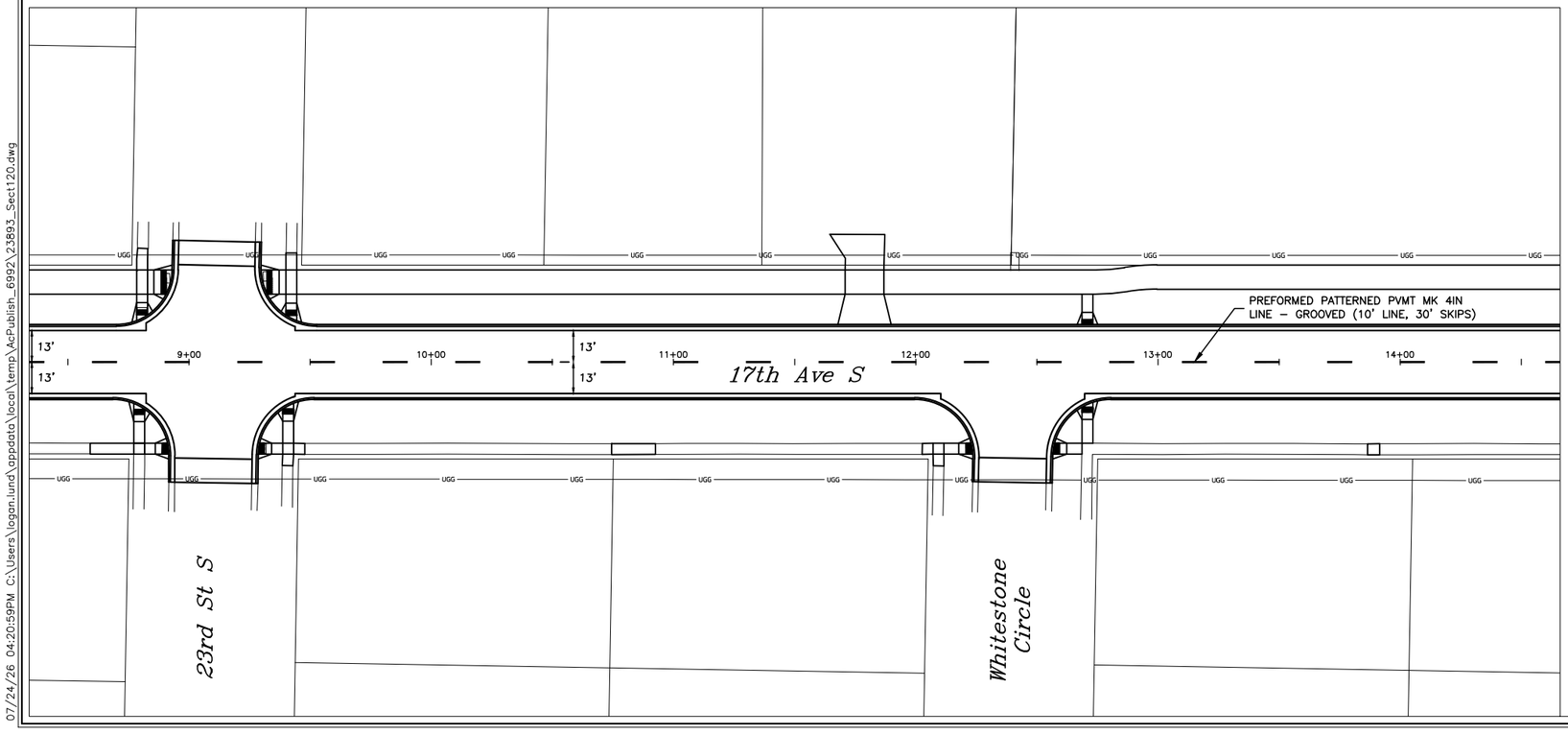
CITY OF FARGO Improvement District *BR-26-G1*

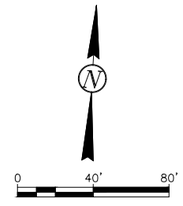
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	120	1

SPEC	CODE	PAY ITEM	QTY	UNIT
704	1500	Obliteration of Pavement Marking		
		Crosswalk Edgelines	45	SF
762	0122	Preformed Patterned PVMT MK-Message (Grooved)		
		Left Turn Arrows (2)	36	SF
762	0806	Methyl Methacrylate PVMT MK 6IN Line		
		6" White Crosswalk	90	LF
762	0816	Methyl Methacrylate PVMT MK 16IN Line		
		16" Stop Bar	25	LF
762	1305	Preformed Patterned PVMT MK 4IN Line-Grooved		
		Double Yellow	1195	LF
		Skips	220	LF
762	1309	Preformed Patterned PVMT MK 8IN Line-Grooved		
		White Channelization Line	242	LF
		Gore Area	80	LF

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/24/26
NORTH DAKOTA

Pavement Marking

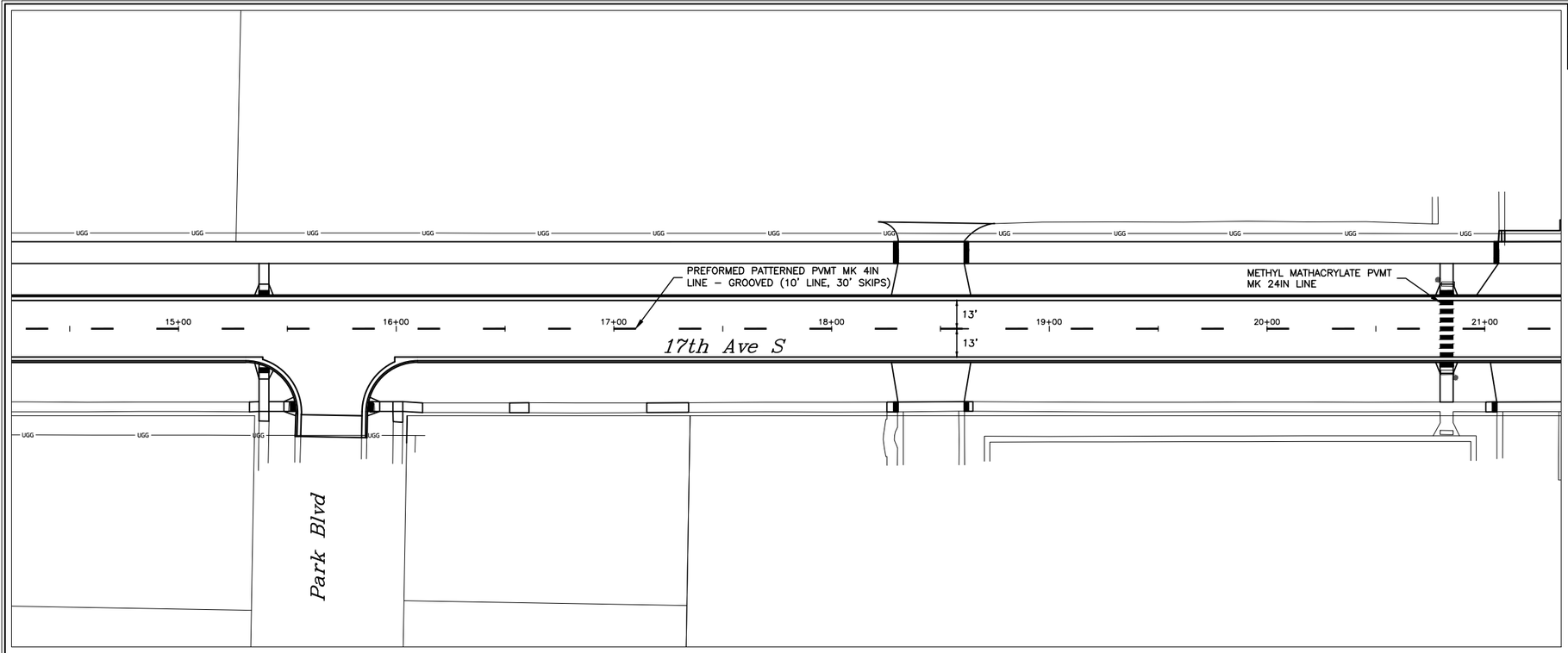
17th Ave S Reconstruction
(University Dr To 25th St)

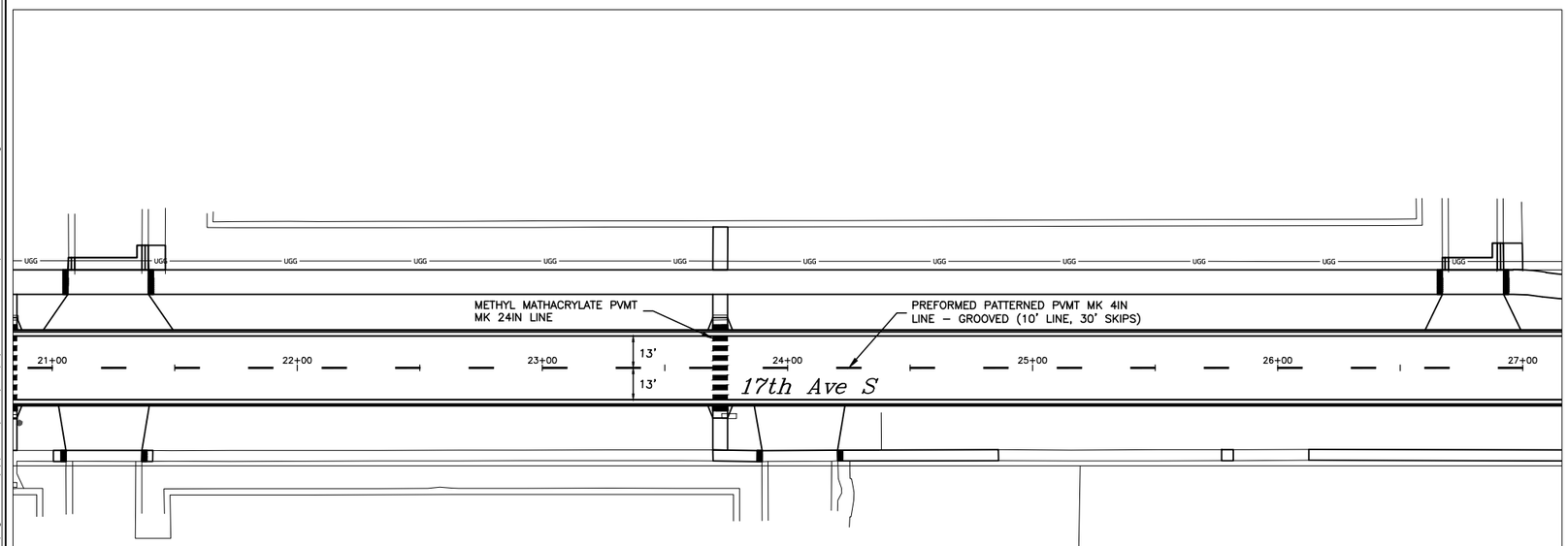
CITY OF FARGO Improvement District *BR-26-G1*

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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	120	2

SPEC	CODE	PAY ITEM	QTY	UNIT
762	0824	Methyl Methacrylate PVMT MK 24IN Line Continental Crosswalk	84	LF
762	1305	Preformed Patterned PVMT MK 4IN Line-Grooved Skips	420	LF

N

0 40' 80'

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Dylan Joseph Dunn
PE-28894
DATE: 07/24/26

Pavement Marking

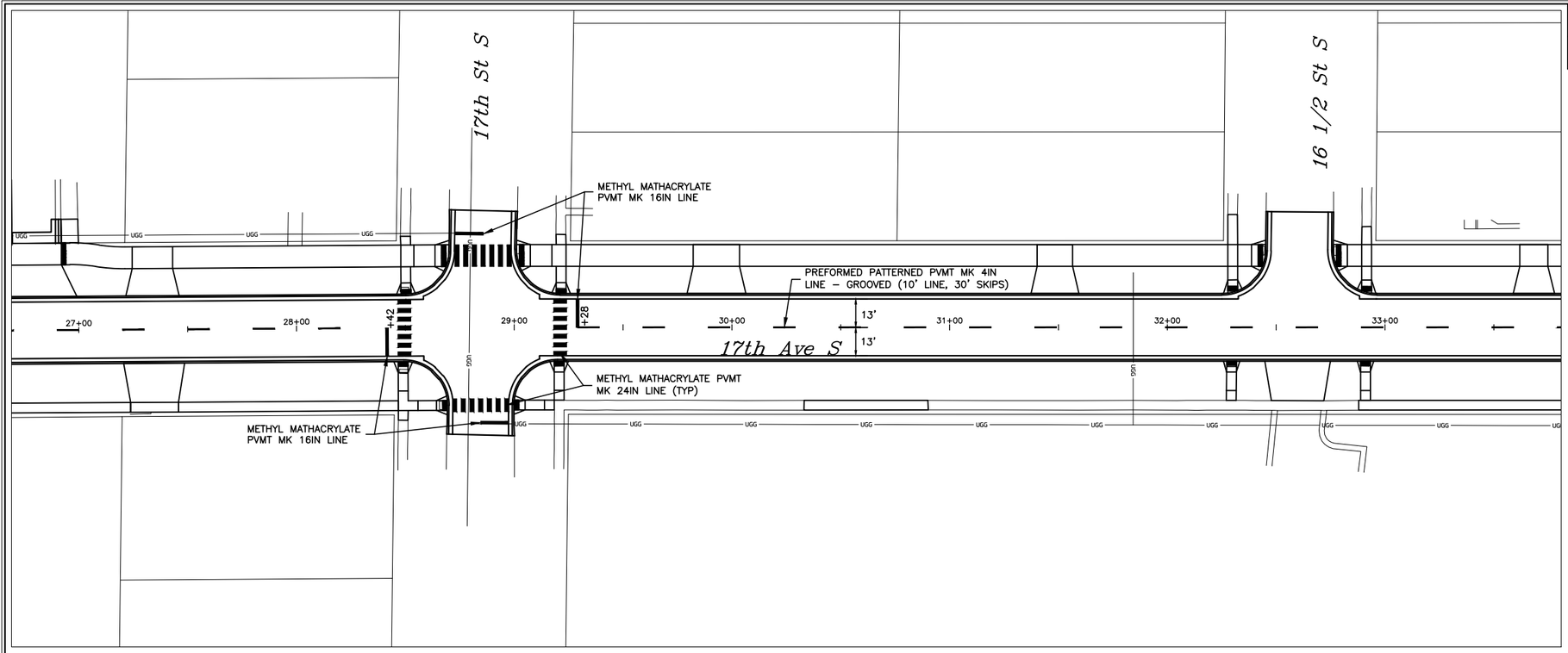
17th Ave S Reconstruction
(University Dr To 25th St)

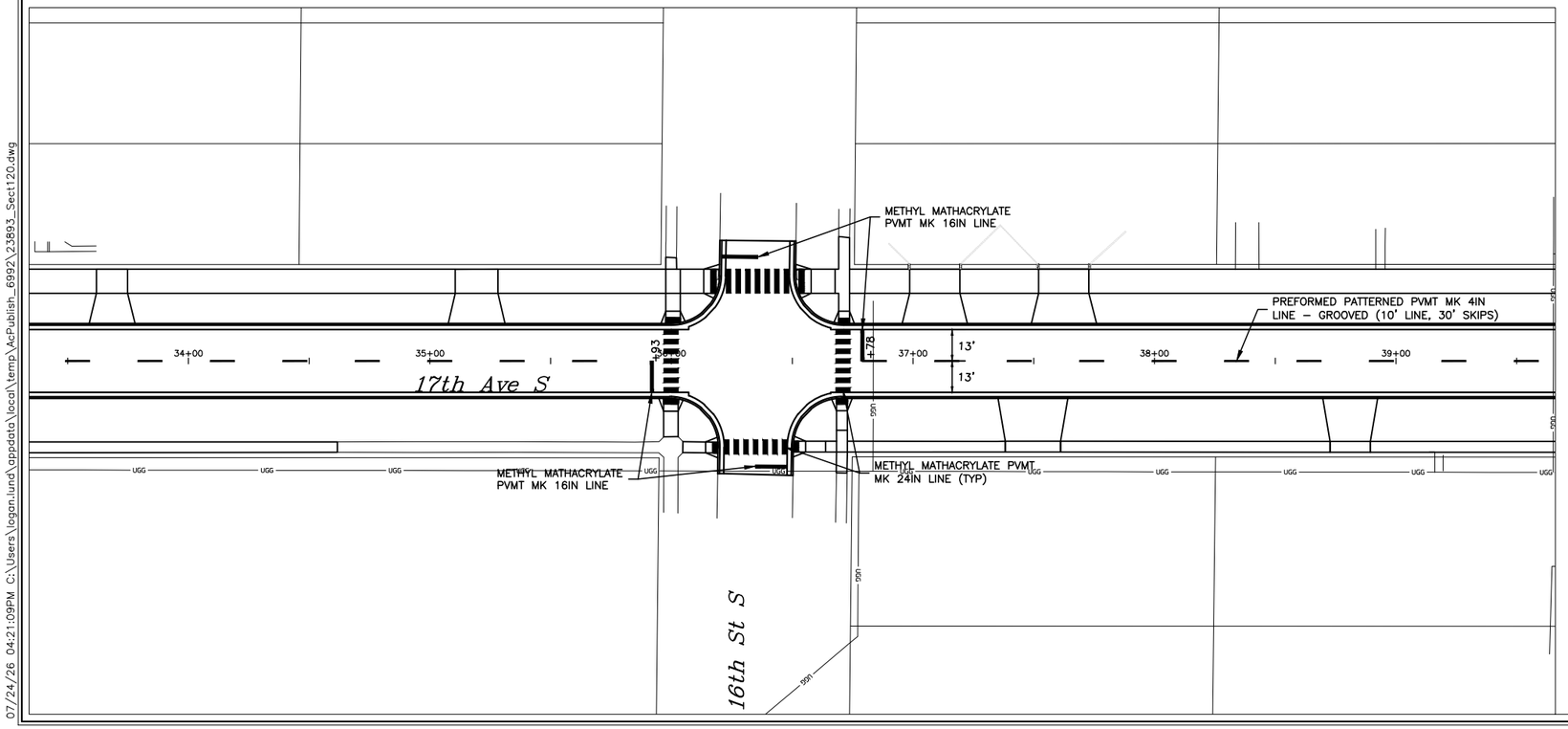
CITY OF FARGO Improvement District *BR-26-G1*

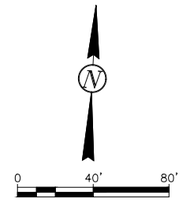
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	120	3

SPEC	CODE	PAY ITEM	QTY	UNIT
762	0816	Methyl Mathacrylate PVMT MK 16IN Line		
		16" Stop Bar	106	LF
762	0824	Methyl Methacrylate PVMT MK 24IN Line		
		Continental Crosswalk	392	LF
762	1305	Preformed Patterned PVMT MK 4IN Line-Grooved		
		Skips	350	LF

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Dylan Joseph Dunn
PE-28894
DATE: 07/24/26

Pavement Marking

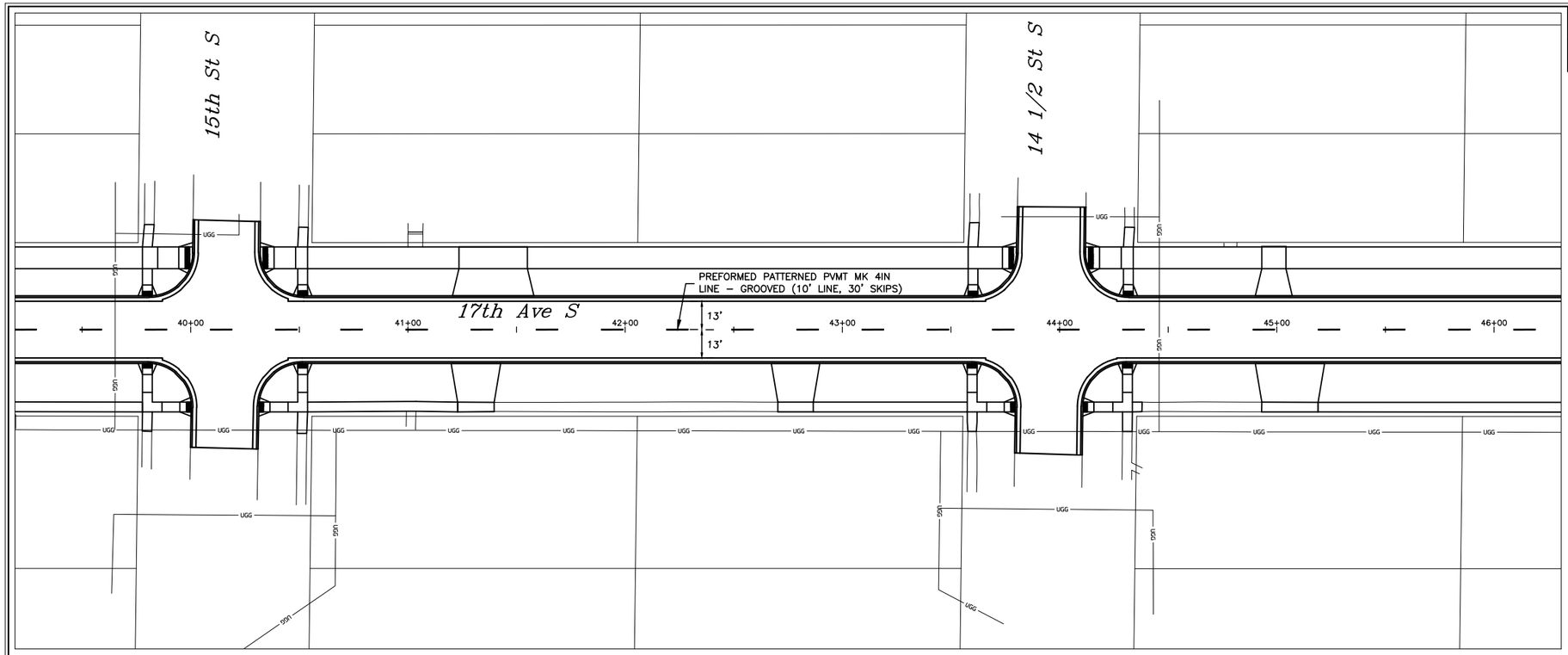
17th Ave S Reconstruction
(University Dr To 25th St)

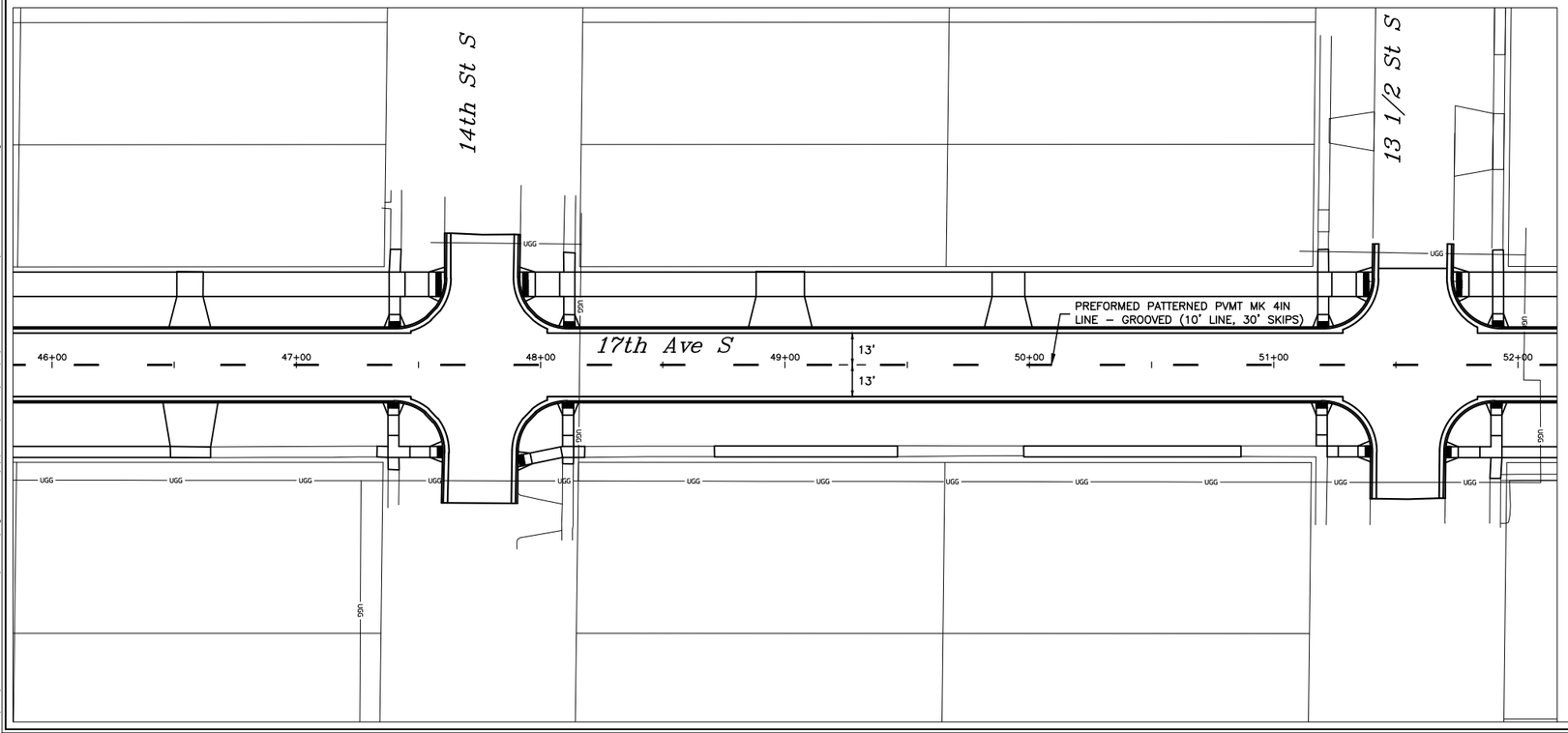
CITY OF FARGO Improvement District *BR-26-G1*

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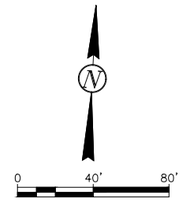
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STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	120	4

SPEC	CODE	PAY ITEM	QTY	UNIT
762	1305	Preformed Patterned PVMT MK 4IN Line-Grooved Skips	400	LF



ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Dylan Joseph Dunn
PE-28894
DATE: 07/24/26
NORTH DAKOTA

Pavement Marking

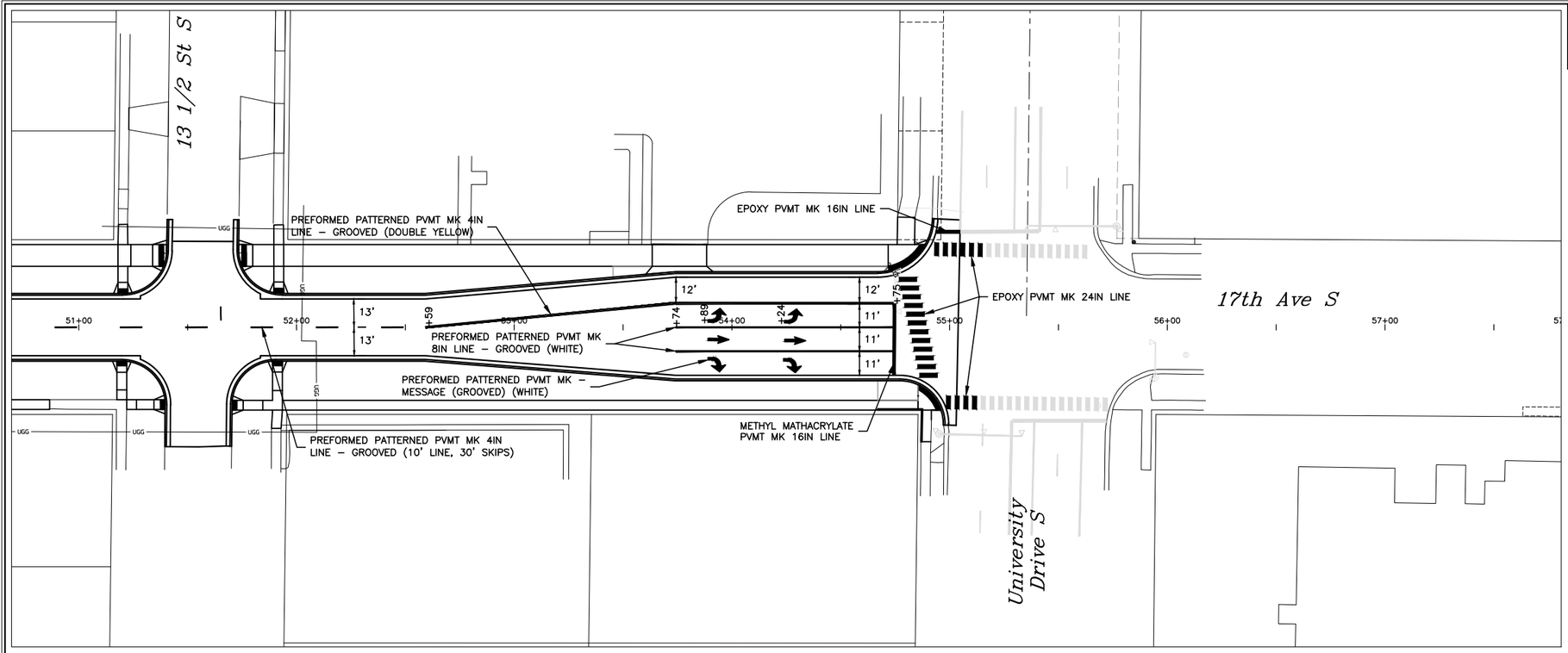
17th Ave S Reconstruction
(University Dr To 25th St)

CITY OF FARGO Improvement District *BR-26-G1*

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DRAWN BY: DLM/LRL	ORIG DATE: 07/07/26

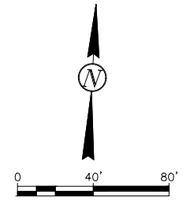
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Docusign Envelope ID: 35DBA803-20E2-8B72-83B1-88BF900DE7FB



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	TMA-SU-CRP-8-984 (181)	120	5

SPEC	CODE	PAY ITEM	QTY	UNIT
762	0016	Epoxy PVMT MK 16IN Line		
		16" Stop Bar	12	LF
762	0117	Epoxy PVMT MK 24IN Line		
		Continental Crosswalk	156	LF
762	0122	Preformed Patterned PVMT MK-Message (Grooved)		
		Left Turn Arrows (2)	36	SF
		Right Turn Arrows (2)	36	SF
		Through Arrow (2)	36	SF
762	0816	Methyl Mathacrylate PVMT MK 16IN Line		
		16" Stop Bar	33	LF
762	1305	Preformed Patterned PVMT MK 4IN Line-Grooved		
		Double Yellow	430	LF
		Skips	40	LF
762	1309	Preformed Patterned PVMT MK 8IN Line-Grooved		
		White Channelization Line	200	LF



ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

Dylan Joseph Dunn
PE-28894
DATE: 07/24/26

Pavement Marking

17th Ave S Reconstruction
(University Dr To 25th St)

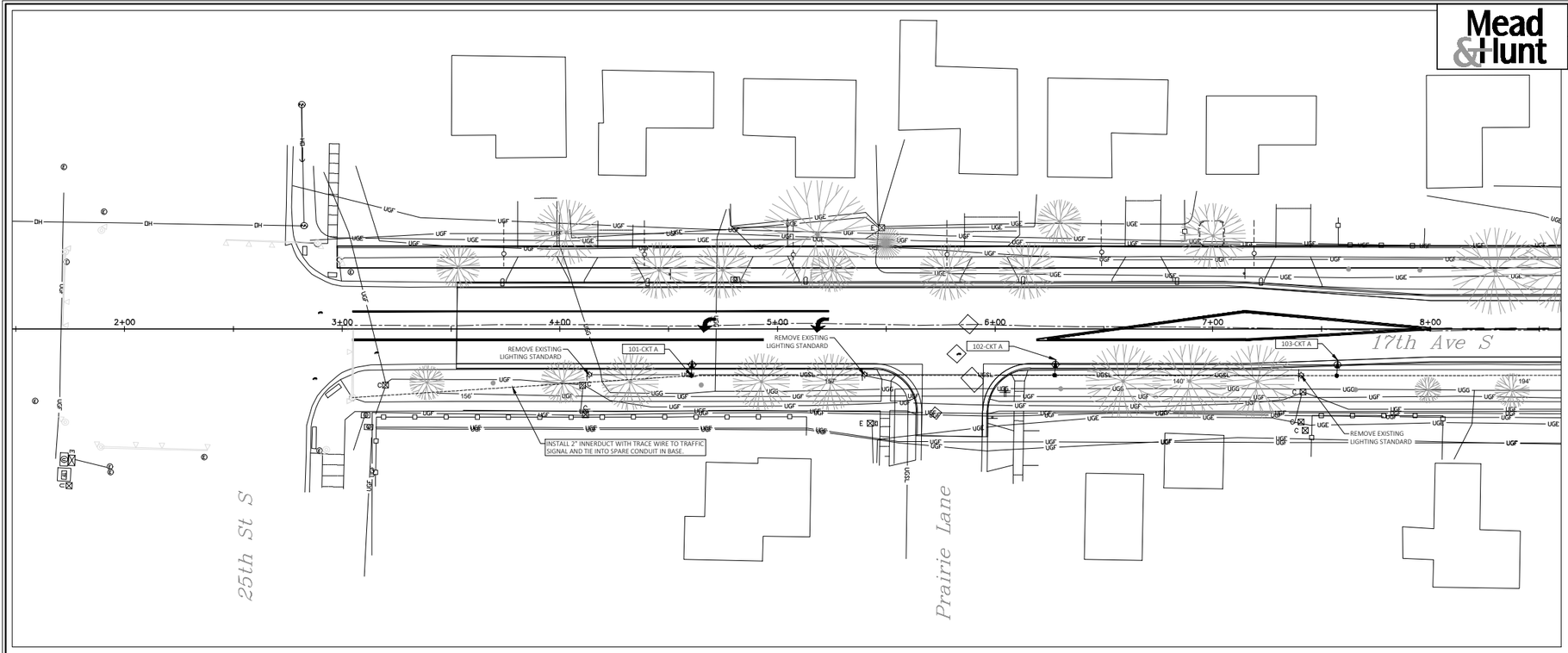
CITY OF FARGO Improvement District *BR-26-G1*

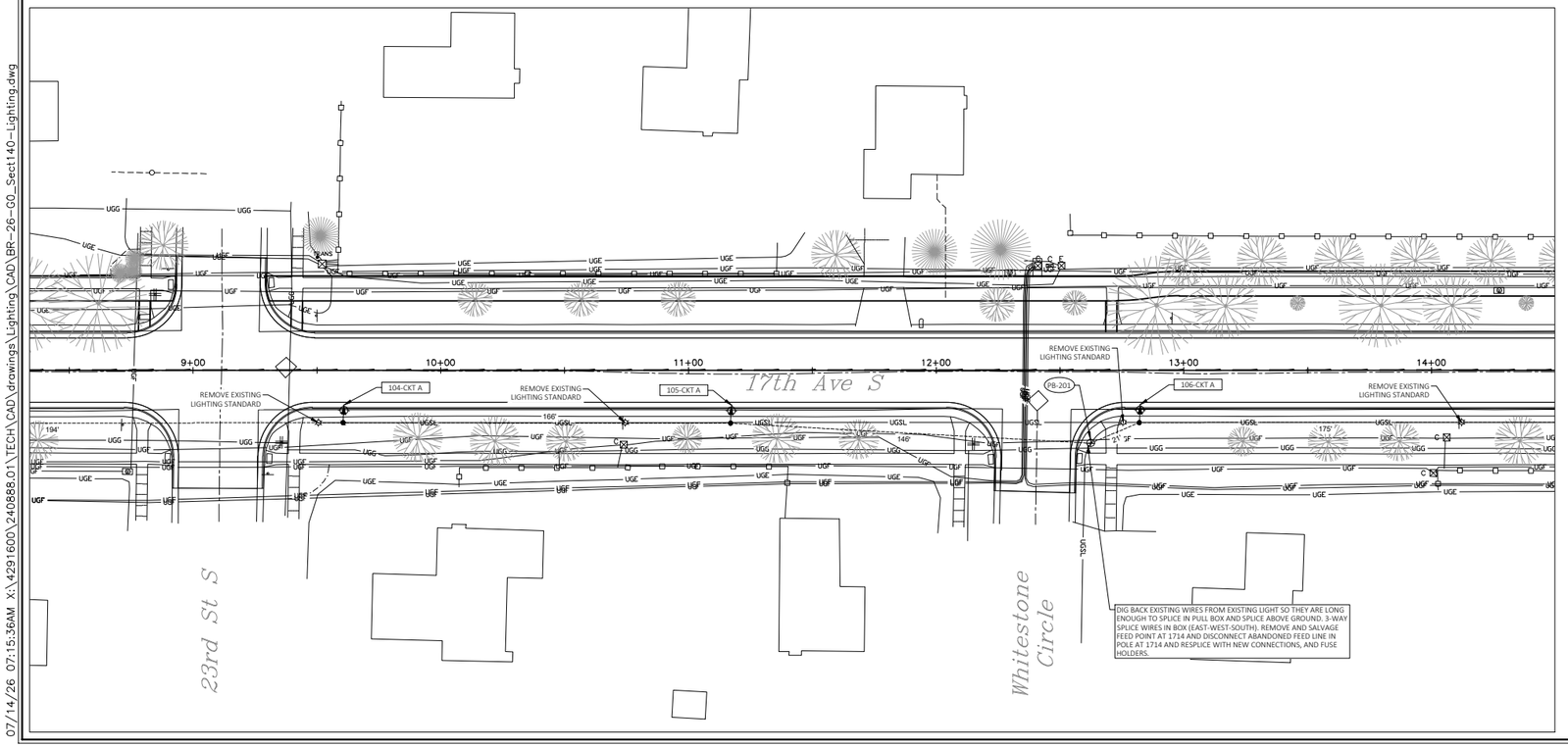
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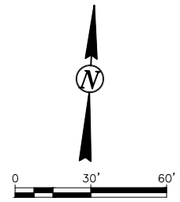
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Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	140	1







LIGHTING QUANTITIES			
DESCRIPTION	REMOVE BASE	REMOVE LIGHT STANDARD	REMOVE LIGHTING SYSTEM
UNIT	EA	EA	
QUANTITY	15	15	

DO NOT BID ITEMS SEPARATELY BUT INCLUDE ALL ITEMS IN THIS SHEET IN THE BID ITEM REMOVE LIGHTING SYSTEM.'

LIGHT STANDARD TYPE A:

- 20' BLACK RESIDENTIAL STREET LIGHT POLE SMALL TYPE III FIXTURE - 175' SPACING, RESIDENTIAL: LUMEC POLE ATR74N-003-17.5-BKTX/ELW-4-006-1A-BKTX

LUMINAIRE TYPE A:

- BLACK RESIDENTIAL 20' STREET LIGHT POLE FIXTURE WITH 4' ARM (7237-7677 LUMENS/ 40-54 WATTS) LUMEC ROADFOCUS PLUS RPM-40W40LED-740-G1-R3M-UNV-DMG-PH9-BK (7420L/40W)

SHEET NOTES:

1. REMOVE DESIGNATED EXISTING LUMINAIRES, POLE, AND FOUNDATION
2. DISCONNECT EXISTING CIRCUITS AND REMOVE CABLES NO LONGER IN USE
3. ABANDON EXISTING CONDUITS IN PLACE
4. STREET LIGHT BASES SHALL BE 6' FROM BACK OF CURB UNLESS OTHERWISE NOTED ON THE PLANS
5. LOCATION CAN VARY BASED ON EXISTING UNDERGROUND FACILITIES
6. COORDINATE WITH PROJECT ENGINEER AFTER LOCATIONS HAVE BEEN MARKED
7. CONNECT EXISTING INTERDUCT/CONDUCTOR INTO NEW PULLBOX
8. INSTALL 1.5" INNERDUCT WITH TRACE WIRE
9. ALL FIXTURES/POLES REMOVED SHALL BE DELIVERED TO THE CITY OF FARGO

LEGEND

- LIGHTING CONDUIT
- LUMINAIRE TYPE "A" ON LIGHT STANDARD TYPE "A" WITH LUM/CIRCUIT NUMBER.
- PULL BOX
- PULL BOX IDENTIFICATION NUMBER

LIGHT STANDARD IDENTIFICATION NUMBER

1XX-EX CKT A

EXISTING CIRCUIT OR SPARE CIRCUIT TIE-IN IDENTIFICATION

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
MURAT N JENIDI
PE-40934
DATE 7/20/2026
NORTH DAKOTA

LIGHTING - LAYOUT

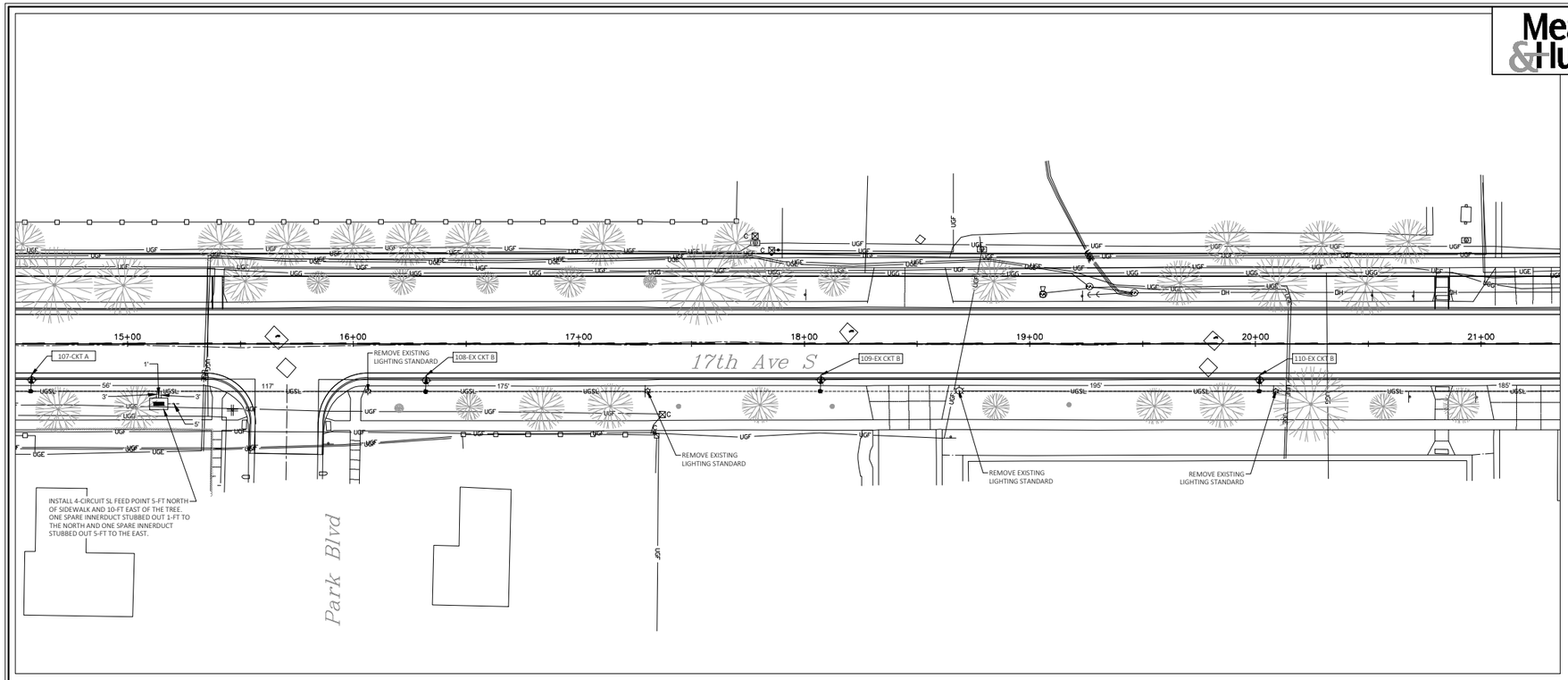
CITY OF FARGO ***BR-26-G1***

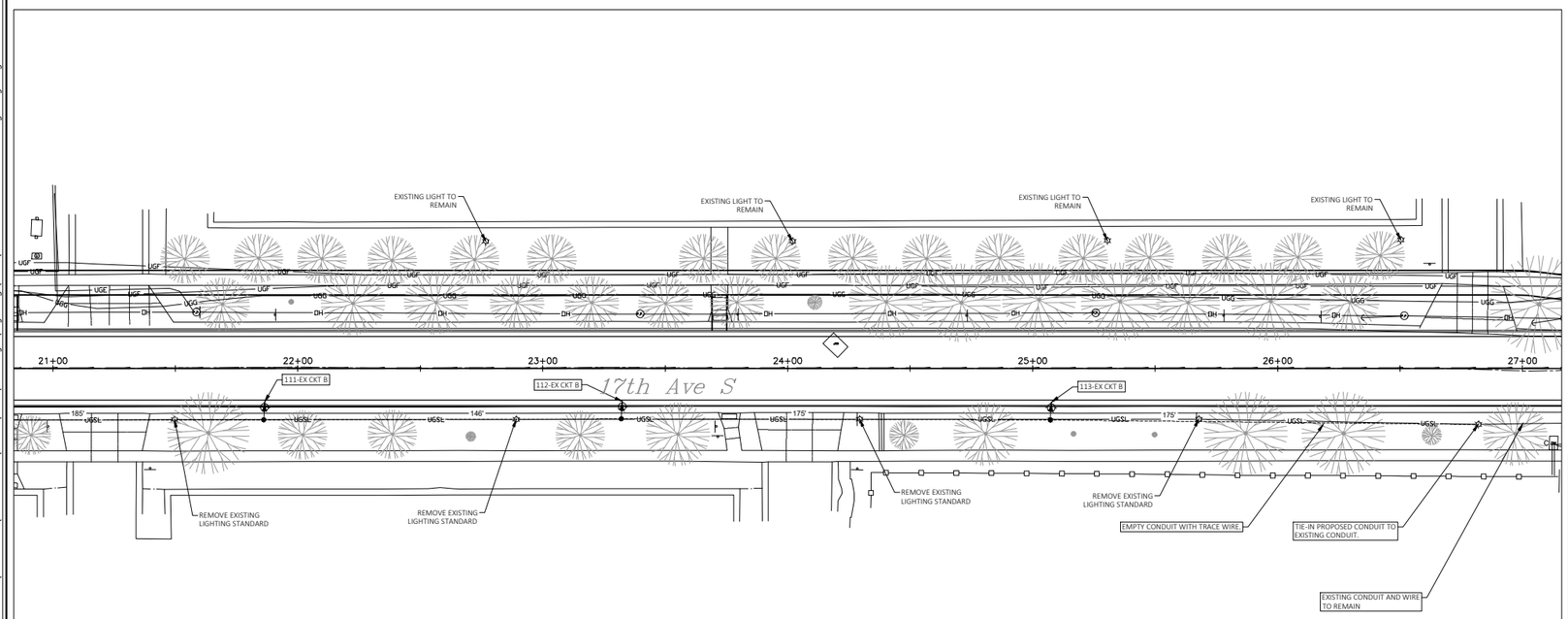
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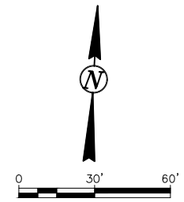
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Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	140	2







LIGHTING QUANTITIES												
DESCRIPTION	1.5" Dia. HDPE Innerduct	2" Dia. HDPE Innerduct	LED Luminaire - Type A	Light Standard - Type A	6' Concrete Base	# 6 Triplex USE	NO 12 AWG Copper Clad HDPE	NO 12 AWG 3 Conductor Cable	PVC Pull Box	Remove & Salvage Feed Point	4-Circuit SL Feed Point	LIGHTING SYSTEM
UNIT	LF	LF	EA	EA	EA	LF	LF	LF	EA	EA	EA	
QUANTITY	2230	156	13	13	13	2625	2625	325	10	1	1	

DO NOT BID ITEMS SEPARATELY BUT INCLUDE ALL ITEMS IN THIS SHEET IN THE BID ITEM 'LIGHTING SYSTEM.'

LIGHT STANDARD TYPE A:

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ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

③	②	①

SEAL

REGISTERED PROFESSIONAL ENGINEER
MURAT N JENIDI
PE-40954
Murat Jenidi
DATE 7/7/2026
NORTH DAKOTA

LIGHTING - LAYOUT

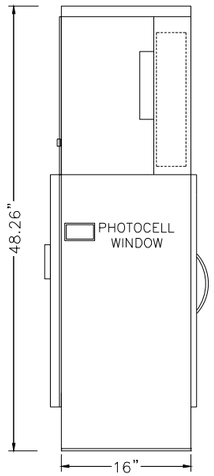
CITY OF FARGO *BR-26-G1*

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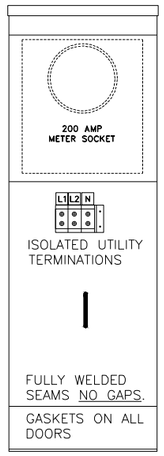
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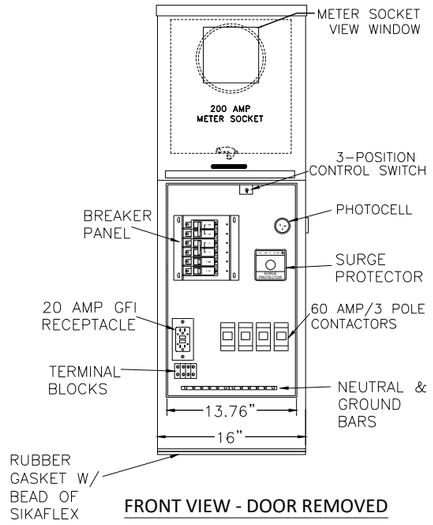
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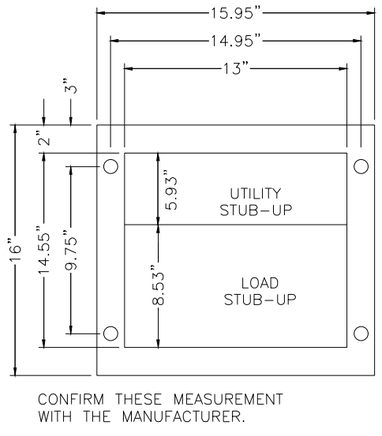
RIGHT SIDE VIEW



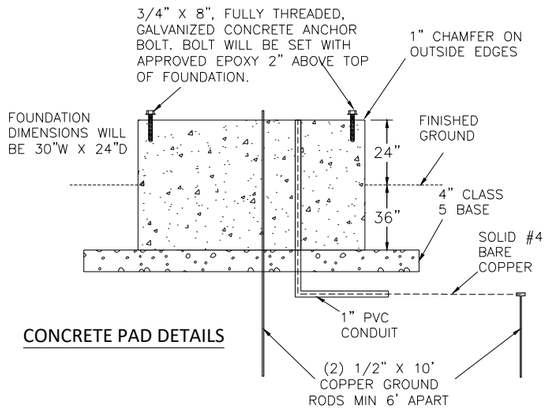
REAR VIEW



FRONT VIEW - DOOR REMOVED

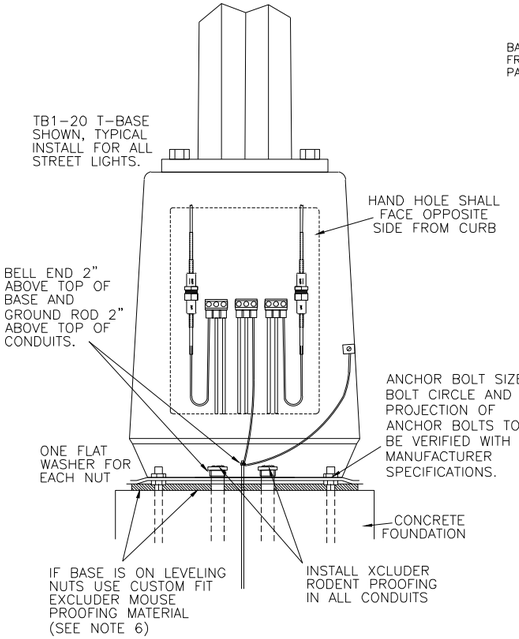


TYPICAL BOTTOM VIEW

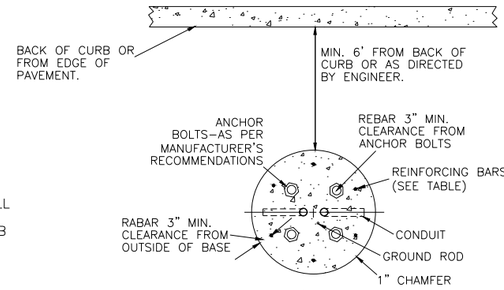


CONCRETE PAD DETAILS

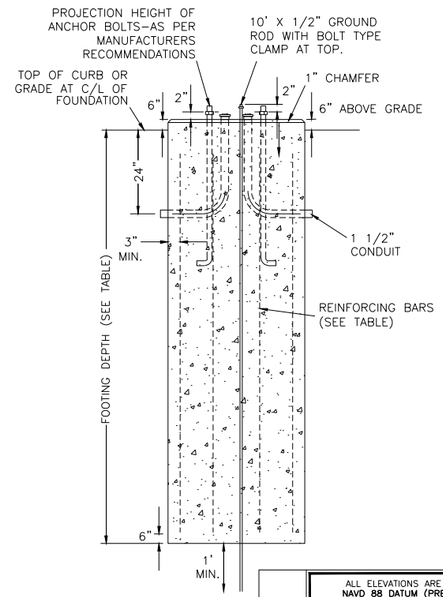
NOTE:
MILBANK FEED POINT PART NUMBER BO-11143-CP3B-A OR APPROVED EQUAL.
ALL SEAMS WILL BE COMPLETELY WELDED, NO HOLES OR GAPS ALLOWED. ALL DOOR WILL HAVE GASKETS.
ENGINEER IN FIELD WILL DETERMINE LOCATION AND ORIENTATION OF FEED POINT CABINET.



NOTES:
1. SEE PLANS FOR CORRECT LOCATION OF FOUNDATION. THE GRADE AND EXACT LOCATION SHALL BE ESTABLISHED BY THE ENGINEER IN THE FIELD.
2. ANCHOR BOLT SIZE, BOLT CIRCLE AND PROJECTION OF ANCHOR BOLTS TO BE VERIFIED WITH MANUFACTURER SPECIFICATIONS.
3. THE FOUNDATION SHALL PROVIDE A MINIMUM OF 3" OF CONCRETE COVER FROM THE ANCHOR BOLTS TO THE REBAR, AND A MINIMUM OF 3" OF CONCRETE COVER OVER THE REBAR TO THE OUTSIDE OF THE FOUNDATION.
4. GROUND ROD SHALL BE PLACED PRIOR TO CONCRETE PLACEMENT. THE ROD SHALL PROJECT 4" ABOVE THE FINISHED FOUNDATION AND SHALL EXTEND A MINIMUM OF 12" BELOW THE FOUNDATION BOTTOM.
5. CONDUIT BENDS SHALL BE 90°. CONDUIT SHALL BE LOCATED 24" MINIMUM BELOW GROUND LEVEL. BASES AT THE END OF CIRCUIT WILL HAVE A SPARE CAPPED CONDUIT.
6. T-BASES XCLUDER LIGHT POLE GASKET 2800G ITEM#162728, (2) MAY BE NEED FOR PROPER SEAL.
7. ALL REINFORCING STEEL TO BE GRADE 40 OR 60.
8. SEE PLANS FOR CONDUIT SIZE, NUMBER OF BENDS AND CORRECT POSITIONING FOR EACH FOUNDATION.
9. THE TOP OF THE FOUNDATION SHALL BE CIRCULAR. IF APPROVED BY THE ENGINEER A SQUARE CASING MAY BE USED. PRIOR TO FINAL GRADING OR SIDEWALK PLACEMENT THE CASING TUBES SHALL BE REMOVED TO A POINT 6" BELOW GRADE.
10. IF FOUNDATIONS NEED TO BE INSTALLED NEAR EXISTING LOCATES SUCH AS, WATER OR SEWER PIPE, SHORING SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT. IF VOIDS ARE CREATED DUE TO DRILLING FOUNDATIONS VOIDS SHALL BE FILLED WITH A CONCRETE FLOWABLE FILL.



PLAN



24" DIAMETER FOUNDATIONS

FOUNDATION REINFORCING TABLE

POLE HEIGHT	FOOTING DEPTH	LONGITUDINAL REINFORCING
BELOW 20'	5'	6-#3 54" LONG
20' AND ABOVE	6'	6-#3 66" LONG

CONCRETE NOTES:
1. CONCRETE USED IN THE WORK SHALL BE PORTLAND CEMENT CONCRETE MIXED AND PROPORTIONED AS SPECIFIED IN SECTION 2100 OF THE CITY OF FARGO STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR CALLING OR NOTIFYING ENGINEER BEFORE CONCRETE IS ORDERED, NO CONCRETE SHALL BE INSTALLED UNTIL CONCRETE IS TESTED.
3. CONCRETE SHALL MEET THE FOLLOWING TESTS:
   3.1. AIR CONTENT BETWEEN 5% TO 8%
   3.2. SLUMP BETWEEN 2" TO 4"
   3.3. MAX TEMP OF 90 DEGREES
4. CONCRETE SHALL ATTAIN A COMPRESSIVE STRENGTH OF 3500 PSI BEFORE SIGNAL STANDARD IS INSTALLED AND SHALL ATTAIN A COMPRESSIVE STRENGTH OF 4500 PSI WITHIN 28 DAYS TO BE ACCEPTED.
5. IF FOUNDATION IS DRILLED/EXCAVATED IN AN AREA THAT IS CAVING IN, THE AREA NEEDS TO BE SHORED TO A DEPTH THAT PREVENTS ANY CAVING IN. CONTRACTOR SHALL FILL AND COMPACT CAVED IN AREA AROUND FOUNDATION TO ENGINEERS SATISFACTION. IF CONTRACTOR IS NOT ABLE TO COMPACT TO 90% COMPACTION, FLOWABLE FILL SHALL BE USED.

Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	140	3

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS
③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
MURAT N JENIDI
PE-40954
DATE 7/7/2026
NORTH DAKOTA

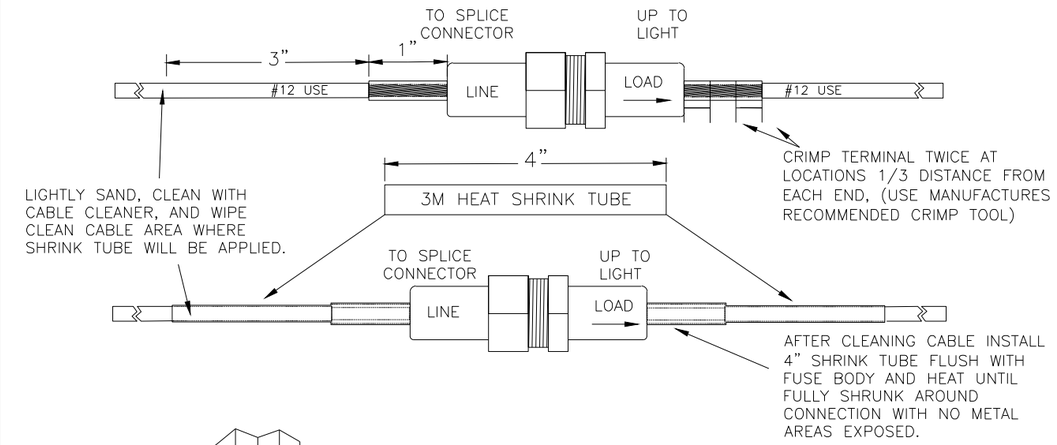
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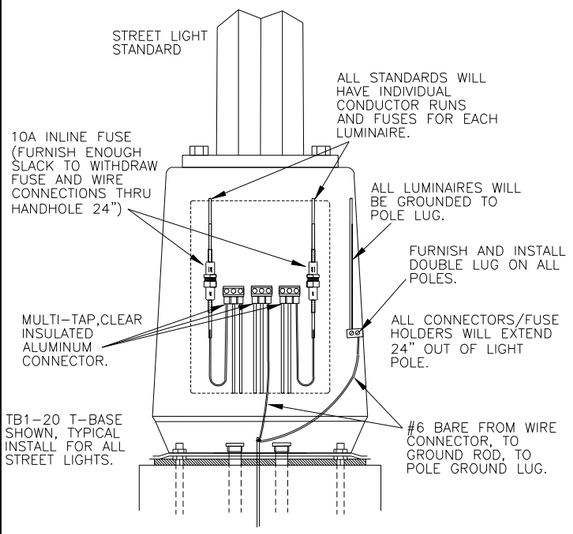
CITY OF FARGO *BR-26-G1*

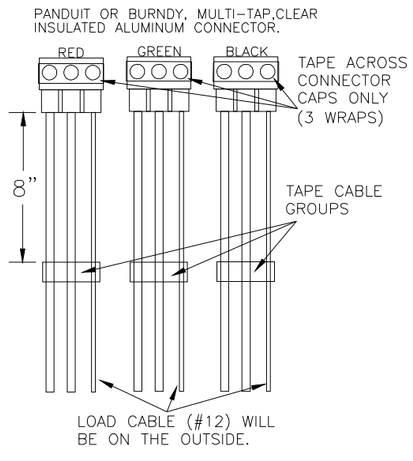
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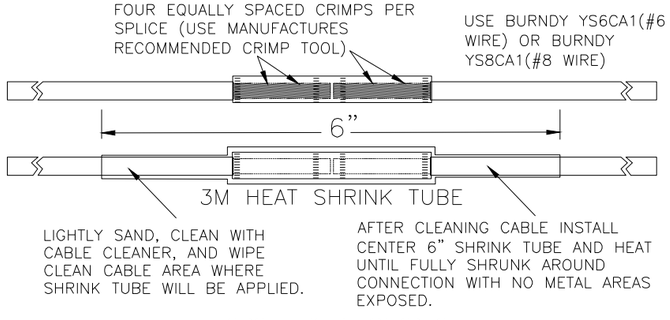
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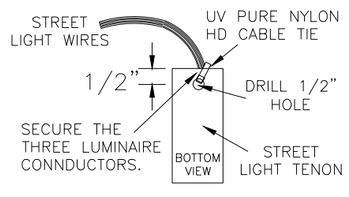






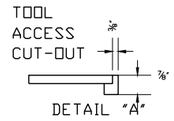


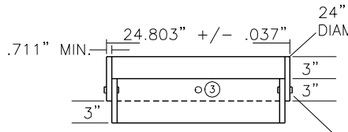
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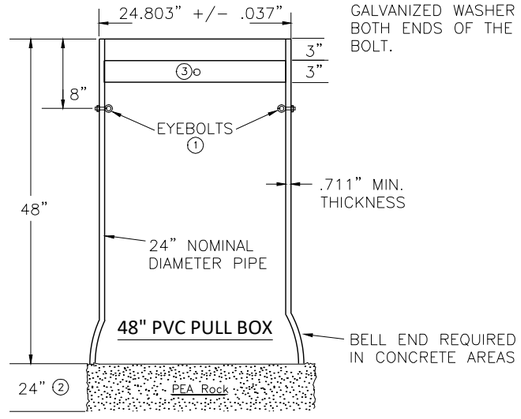


WIRE STRAIN RELIEF

PULL BOX METAL FRAME AND COVER







INSTALLLATION NOTES:

1. TWO STAINLESS/GALVINIZED TYPE 2 SHOULDER EYEBOLTS, 3/8" DIA. X 1 1/4 " SHANK LENGTH, WITH HEX. NUTS AT 180° APART (FOR LIFTING HANDHOLES AND SUPPORTING ELECTRICAL CABLES)

2. PLACE COMPACTED 2'-0" AGGRETGATE DRAIN BED(PEA ROCK) BELOW BOTTOM OF HANDHOLE, TO THE SATISFACTION OF THE ENGINEER.

3. ATTACH SPLIT 24" NOM. DIA. P.V.C COVER SUPPORT RING WITH FOUR 3/8" DIA. X 2" LONG GALVANIZED OR S.S. HEX HEAD BOLTS, WASHERS AND NUTS ON ALL FOUR QUADRANTS.

4. CONDUIT HOLES DIAMETER LOCATED IN THE BARREL SECTION ARE SIZED NO LARGER THAN THE CONDUIT OUTSIDE DIAMETER USED.

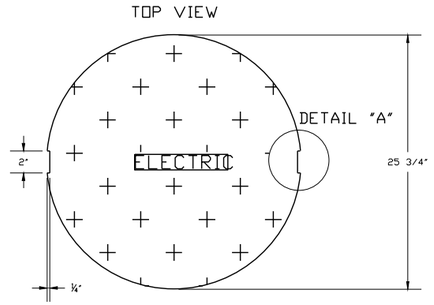
5. AFTER HANDHOLE AND CONDUIT INSTALLATION, SEAL ALL INSIDE WALLS WATER TIGHT TO THE SATISFACTION OF THE ENGINEER.

6. ALL CONDUITS WILL EXTEND 2-3" INTO PULL BOX AND WILL HAVE BELL ENDS INSTALLED.

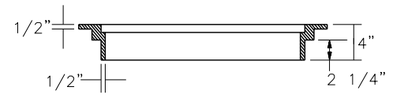
7. ALL PULL BOXES AND COVERS WILL BE A MINIMUM OF 3' FROM BACK OF CURB UNLESS APPROVED BY ENGINEER.

8. 24" P.V.C. PIPE WILL CONFORM TO ASTM F679 STANDARDS.

9. ALL PULL BOXES IN CONCRETE AREAS WILL HAVE A BELL END INSTALLED TO PREVENT FROST HEAVING.



NEENAH FOUNDRY R-1733 (CONCRETE)



EAST JORDEN V1600-3(NON-CONCRETE)

MATERIAL NOTES:

-ALL CASTINGS ARE GRAY IRON AS PER SPEC. 3321 CLASS 35B.

-ALL PULL BOXES IN CONCRETE WILL USE: BELL END PVC PIPE, NEENAH FOUNDRY R-1733 CASTING OR APPROVE EQUAL.

-ALL COVERS WILL BE MADE WITH 3/8" DIAMOND PLATED STEEL AS PER DETAIL AND HAVE "ELECTRIC" ON THEM.

Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	140	4

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REVISIONS

③	②	①

SEAL



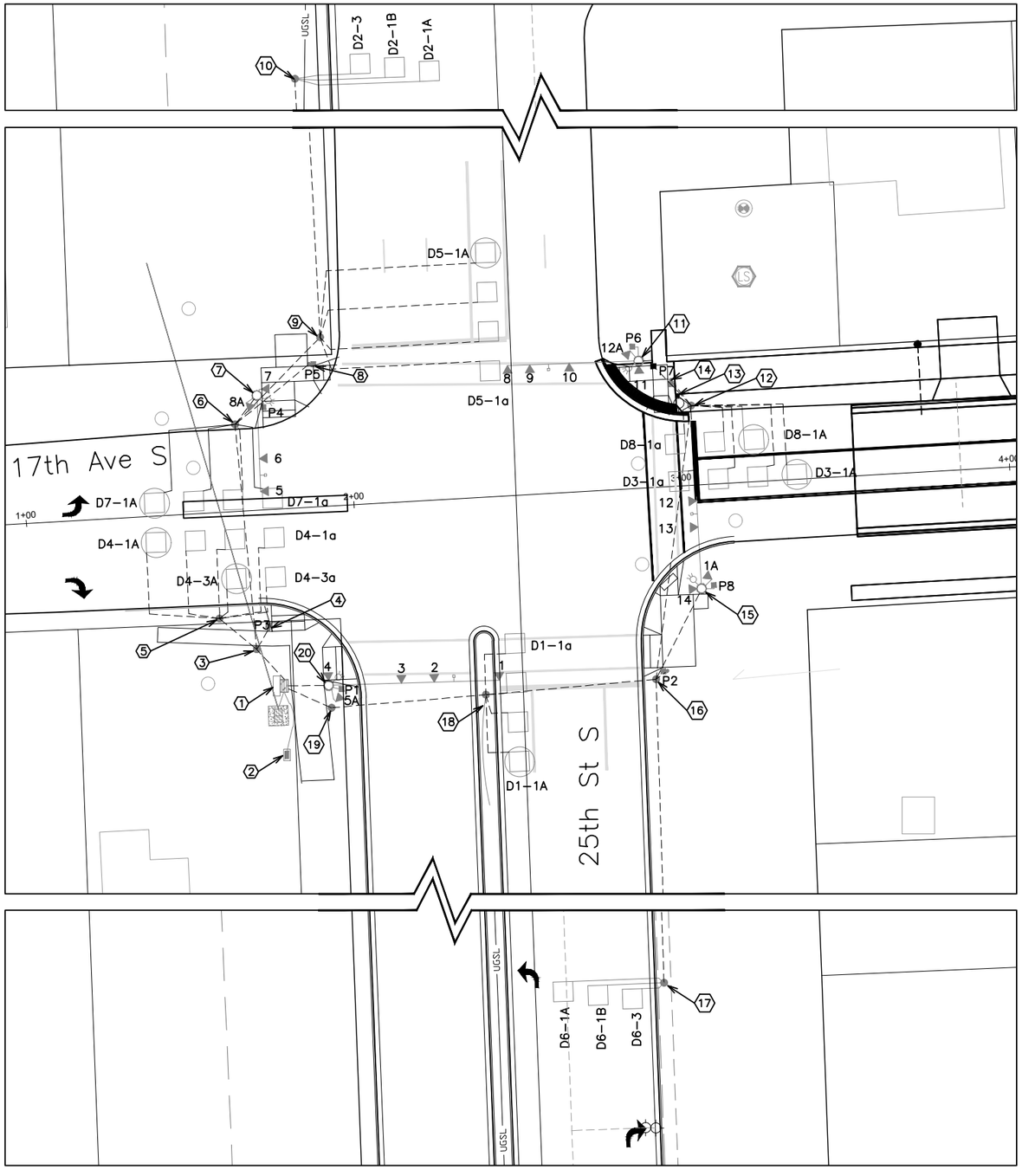
LIGHTING - LAYOUT

CITY OF FARGO *BR-26-G1*

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DRAWN BY: JMR	ORIG DATE: 07/07/2026

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1	CONTROLLER CABINET
2	FEED POINT
3	PULL BOX
4	PED BUTTON POST
5	PULL BOX
6	PULL BOX
7	WB TYPE IV SIGNAL STANDARD
8	PED BUTTON POST
9	PULL BOX
10	PULL BOX
11	NB TYPE IV SIGNAL STANDARD
12	PULL BOX
13	PED BUTTON POST
14	PED BUTTON POST
15	EB TYPE IV SIGNAL STANDARD
16	PULL BOX
17	PULL BOX
18	PULL BOX
19	PULL BOX
20	SB TYPE IV SIGNAL STANDARD

Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	150	1

N

0 30' 60'

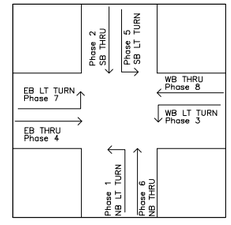
(11) RELOCATE EXISTING PEDESTRIAN HEAD (P7) FACING SOUTH ON EXISTING SIGNAL POLE WITH NEW TOP AND BOTTOM MOUNTING ARMS.

(13) INSTALL A NEW PEDESTRIAN PUSH BUTTON POST WITH RELOCATED PUSH BUTTON AND SIGN FACING WEST WITH A RIGHT ARROW. INSTALL 1" CONDUIT TO PVC PULL BOX.

(14) REMOVE AND SALVAGE EXISTING PEDESTRIAN SIGNAL POLE. REMOVE AND SALVAGE WIRE BACK TO TRAFFIC CABINET AND RETURN TO CITY OF FARGO. REMOVE ENTIRE CONCRETE FOUNDATION. FOUNDATION REMOVAL SHALL BE INCIDENTAL TO REVISE TRAFFIC SIGNAL SYSTEM.

Legend

- EVP Comfirmation Light
- Emergency Vehicle Detector
- Traffic Signal Standard
- Controller Cabinet
- D6-1 Detector Zones
- Ped. Push Button Post
- Pull Box
- Vehicle Signal Head
- Pedestrian Head
- New Conduit
- Existing Conduit



ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

REVISIONS

3	2	1

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MURAT N JENIDI
PE-40954
DATE 7/7/2026
NORTH DAKOTA

REVISE TRAFFIC SIGNAL SYSTEM - SITE 1

17TH AVE S. & 25TH ST S.

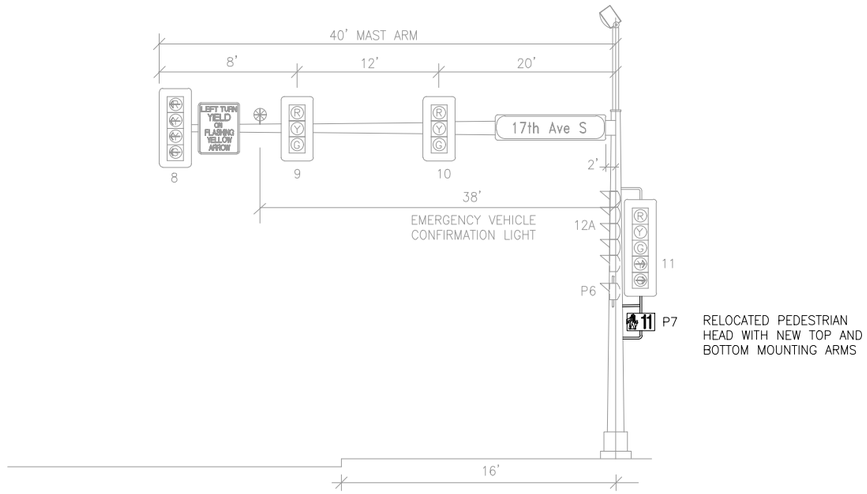
CITY OF FARGO *BR-26-G1*

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Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	150	2



RELOCATED PEDESTRIAN HEAD WITH NEW TOP AND BOTTOM MOUNTING ARMS

ø1 & ø6 NORTH–BOUND APPROACH

TRAFFIC SIGNAL QUANTITIES									
DESCRIPTION	REMOVE CONCRETE FOUNDATION	REMOVE TRAFFIC SIGNAL STANDARD	PEDESTRIAN PUSH BUTTON POST	1" DIA. RIGID CONDUIT	NO. 14 AWG2 CONDUCTOR CABLE	NO. 16 AWG3 CONDUCTOR CABLE	RELOCATE APS PEDESTRIAN PUSH BUTTON W/ SIGN	RELOCATE PEDESTRIAN COUNTDOWN SIGNAL HEAD - POST MTD	REVISE TRAFFIC SIGNAL SYSTEM - SITE 1
UNIT	EA	EA	EA	LF	LF	LF	EA	EA	
PEDESTRIAN PUSH BUTTON POST			1	6	275	50	1		
SIGNAL POLE								1	
VARIOUS LOCATIONS	1	1							
TOTAL	1	1	1	6	275	50	1	1	

DO NOT BID ITEMS SEPARATELY BUT INCLUDE ALL ITEMS IN THIS SHEET IN THE BID ITEM 'REVISE TRAFFIC SIGNAL SYSTEM - SITE 1.'

HEAD AND CONDUCTOR SCHEDULE

CONDUCTORS			CABLE 1 (14 - 12) NB STD.	
	BASE	TRACER	HEAD	INDICATION
1	BLACK		**P7**	**Ø6 WALK**
2	WHITE			NEUTRAL
3	RED		9-11	Ø6 RED
4	GREEN			GROUND
5	ORANGE		9-11	Ø6 YELLOW
6	BLUE		9-11	Ø6 GREEN
7	WHITE	BLACK	**P7**	**Ø6 DT WALK**
8	RED	BLACK		SPARE
9	GREEN	BLACK	P6	Ø8 WALK
10	ORANGE	BLACK	11	Ø3 YELLOW
11	BLUE	BLACK	11	Ø3 GREEN
12	BLACK	WHITE	P6	Ø8 DT WALK

*BOLD REPRESENTS NEW WIRE ASSIGNMENT

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REVISIONS

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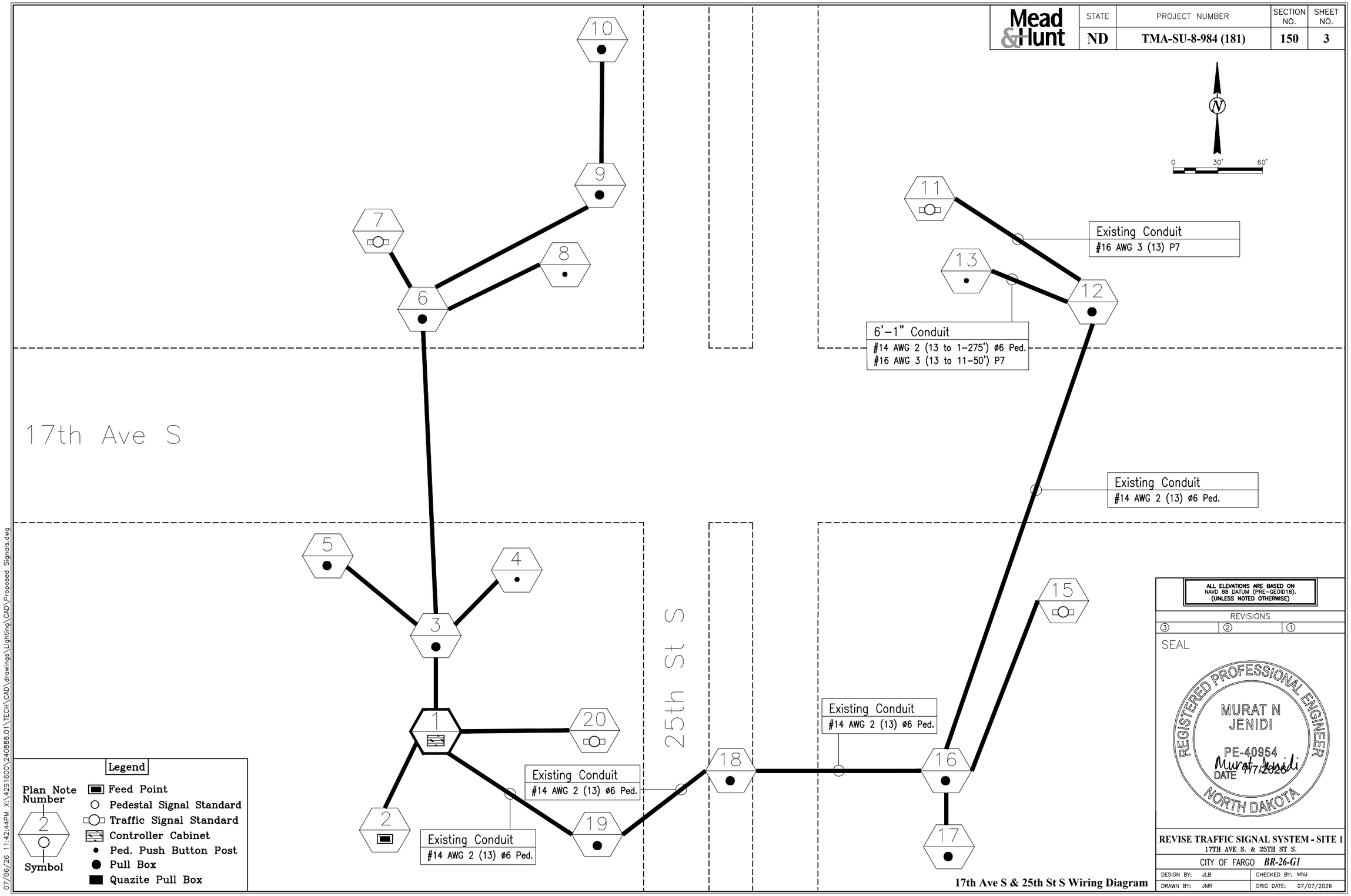
REVISE TRAFFIC SIGNAL SYSTEM - SITE 1
17TH AVE S. & 25TH ST S.
CITY OF FARGO *BR-26-G1*

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Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	150	3



17th Ave S & 25th St S Wiring Diagram

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE-GEOID18). (UNLESS NOTED OTHERWISE)

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NORTH DAKOTA

REVISE TRAFFIC SIGNAL SYSTEM - SITE 1
17TH AVE S. & 25TH ST S.
CITY OF FARGO *BR-26-G1*

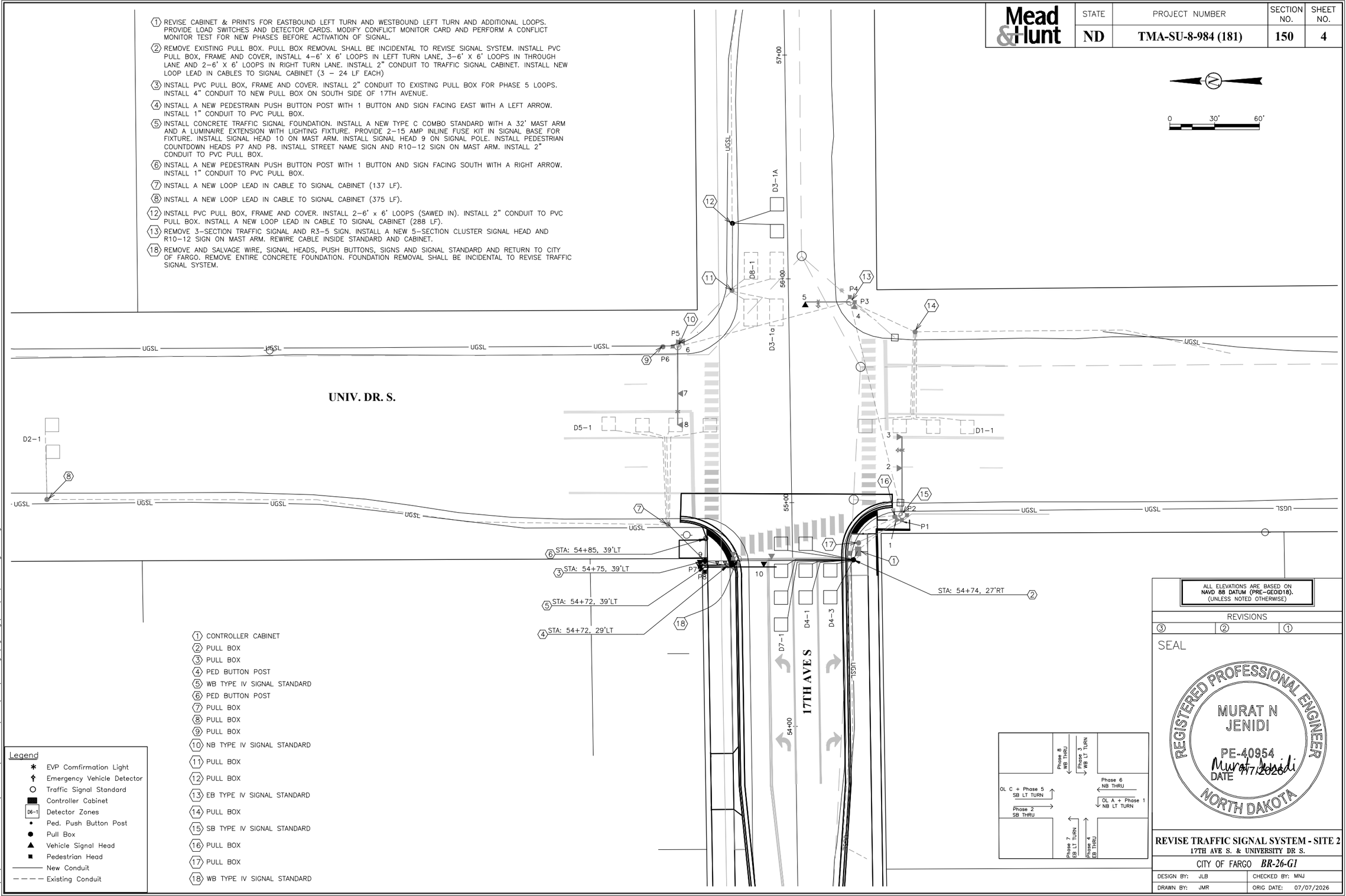
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Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	150	4

1. REVISE CABINET & PRINTS FOR EASTBOUND LEFT TURN AND WESTBOUND LEFT TURN AND ADDITIONAL LOOPS. PROVIDE LOAD SWITCHES AND DETECTOR CARDS. MODIFY CONFLICT MONITOR CARD AND PERFORM A CONFLICT MONITOR TEST FOR NEW PHASES BEFORE ACTIVATION OF SIGNAL.
2. REMOVE EXISTING PULL BOX. PULL BOX REMOVAL SHALL BE INCIDENTAL TO REVISE SIGNAL SYSTEM. INSTALL PVC PULL BOX, FRAME AND COVER, INSTALL 4–6' X 6' LOOPS IN LEFT TURN LANE, 3–6' X 6' LOOPS IN THROUGH LANE AND 2–6' X 6' LOOPS IN RIGHT TURN LANE. INSTALL 2" CONDUIT TO TRAFFIC SIGNAL CABINET. INSTALL NEW LOOP LEAD IN CABLES TO SIGNAL CABINET (3 – 24 LF EACH)
3. INSTALL PVC PULL BOX, FRAME AND COVER. INSTALL 2" CONDUIT TO EXISTING PULL BOX FOR PHASE 5 LOOPS. INSTALL 4" CONDUIT TO NEW PULL BOX ON SOUTH SIDE OF 17TH AVENUE.
4. INSTALL A NEW PEDESTRAIN PUSH BUTTON POST WITH 1 BUTTON AND SIGN FACING EAST WITH A LEFT ARROW. INSTALL 1" CONDUIT TO PVC PULL BOX.
5. INSTALL CONCRETE TRAFFIC SIGNAL FOUNDATION. INSTALL A NEW TYPE C COMBO STANDARD WITH A 32' MAST ARM AND A LUMINAIRE EXTENSION WITH LIGHTING FIXTURE. PROVIDE 2–15 AMP INLINE FUSE KIT IN SIGNAL BASE FOR FIXTURE. INSTALL SIGNAL HEAD 10 ON MAST ARM. INSTALL SIGNAL HEAD 9 ON SIGNAL POLE. INSTALL PEDESTRIAN COUNTDOWN HEADS P7 AND P8. INSTALL STREET NAME SIGN AND R10–12 SIGN ON MAST ARM. INSTALL 2" CONDUIT TO PVC PULL BOX.
6. INSTALL A NEW PEDESTRAIN PUSH BUTTON POST WITH 1 BUTTON AND SIGN FACING SOUTH WITH A RIGHT ARROW. INSTALL 1" CONDUIT TO PVC PULL BOX.
7. INSTALL A NEW LOOP LEAD IN CABLE TO SIGNAL CABINET (137 LF).
8. INSTALL A NEW LOOP LEAD IN CABLE TO SIGNAL CABINET (375 LF).
12. INSTALL PVC PULL BOX, FRAME AND COVER. INSTALL 2–6' x 6' LOOPS (SAWED IN). INSTALL 2" CONDUIT TO PVC PULL BOX. INSTALL A NEW LOOP LEAD IN CABLE TO SIGNAL CABINET (288 LF).
13. REMOVE 3–SECTION TRAFFIC SIGNAL AND R3–5 SIGN. INSTALL A NEW 5–SECTION CLUSTER SIGNAL HEAD AND R10–12 SIGN ON MAST ARM. REWIRE CABLE INSIDE STANDARD AND CABINET.
18. REMOVE AND SALVAGE WIRE, SIGNAL HEADS, PUSH BUTTONS, SIGNS AND SIGNAL STANDARD AND RETURN TO CITY OF FARGO. REMOVE ENTIRE CONCRETE FOUNDATION. FOUNDATION REMOVAL SHALL BE INCIDENTAL TO REVISE TRAFFIC SIGNAL SYSTEM.



1. CONTROLLER CABINET
2. PULL BOX
3. PULL BOX
4. PED BUTTON POST
5. WB TYPE IV SIGNAL STANDARD
6. PED BUTTON POST
7. PULL BOX
8. PULL BOX
9. PULL BOX
10. NB TYPE IV SIGNAL STANDARD
11. PULL BOX
12. PULL BOX
13. EB TYPE IV SIGNAL STANDARD
14. PULL BOX
15. SB TYPE IV SIGNAL STANDARD
16. PULL BOX
17. PULL BOX
18. WB TYPE IV SIGNAL STANDARD

Legend
- EVP Comfirmation Light
- Emergency Vehicle Detector
- Traffic Signal Standard
- Controller Cabinet
- D6–1 Detector Zones
- Ped. Push Button Post
- Pull Box
- Vehicle Signal Head
- Pedestrian Head
- New Conduit
- Existing Conduit

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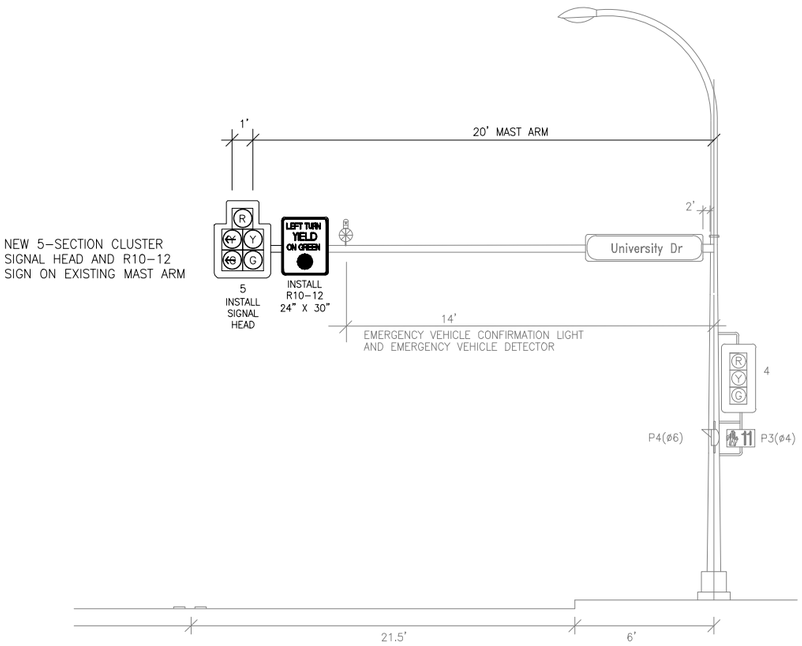
REVISE TRAFFIC SIGNAL SYSTEM - SITE 2
17TH AVE S. & UNIVERSITY DR S.

CITY OF FARGO ***BR-26-G1***

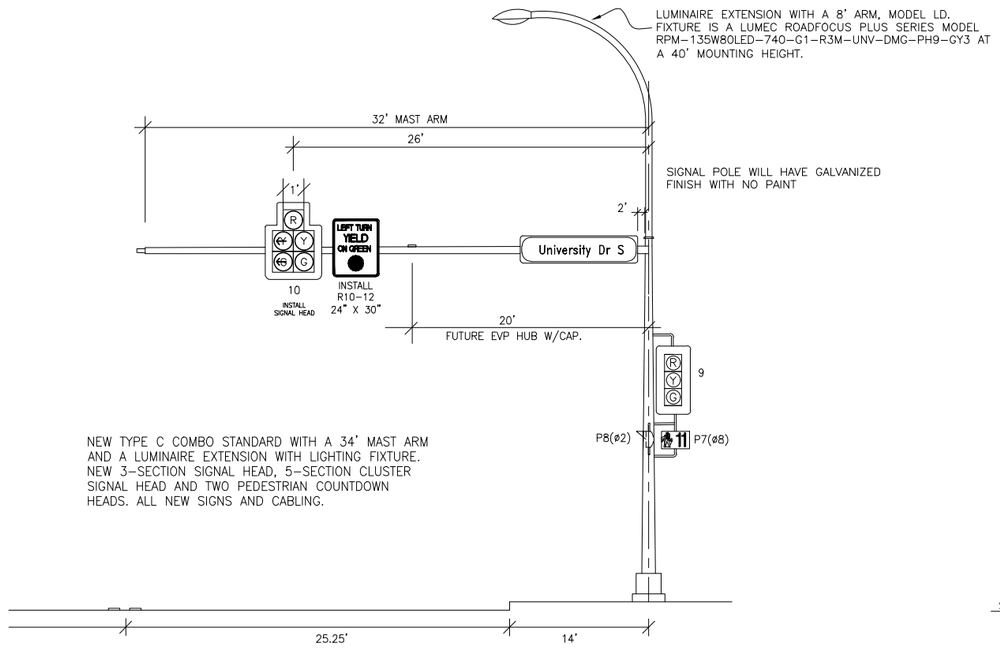
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ø4 EAST-BOUND APPROACH CROSS-SECTION



ø8 WEST-BOUND APPROACH CROSS-SECTION

Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	150	5

TRAFFIC SIGNAL QUANTITIES

DESCRIPTION	REMOVE CONCRETE FOUNDATION	REMOVE PULL BOX	REMOVE 1-WAY 3 SECTION HEAD & SIGN	REMOVE COMBINATION SIGNAL & LIGHT STANDARDS	PEDESTRIAN PUSH BUTTON OST	42" CONCRETE FOUNDATION - TRAFFIC SIGNALS	PVC PULL BOX	1" DIA. RIGID CONDUIT	2" DIA. RIGID CONDUIT	4" DIA. RIGID CONDUIT	NO. 14 AWG 2 CONDUCTOR CABLE	NO. 14 AWG 2 CONDUCTOR CABLE	NO. 14 AWG 5 CONDUCTOR CABLE	NO. 14 AWG 7 CONDUCTOR CABLE	NO. 14 AWG 20 CONDUCTOR CABLE	NO. 16 AWG 3 CONDUCTOR CABLE	LOOP LEAD IN WIRE	PREFORMED LOOP DETECTOR	LOOP WIRE	SAW SLOT	R10-x12 SIGN - MA MTD	1-WAY 3 SECTION HEAD W/ 12" LENS - POST MTD	1-WAY 5 SECTION HEAD W/ 12" LENS - MA MTD	APS PEDESTRIAN PUSHBUTTON W/ SIGN	PEDESTRIAN COUNTDOWN SIGNAL HEAD - POST MTD	COMBO 32Ft MA SIG & LT STD- TYPE C	REVISE TRAFFIC SIGNAL SYSTEM - SITE 2
UNIT	EA	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	LF	EA	EA	EA	EA	EA	EA	EA	
SIGNAL POLE 1			1											45	113					1		1					
SIGNAL POLE 2						1						30	17	55		102				1	1	1		2	1		
PEDESTRIAN PUSH BUTTON POST 1					1																		1				
PEDESTRIAN PUSH BUTTON POST 2					1																		1				
VARIOUS LOCATIONS	1	1		1			3	22	61	70	246						872	9	872	84							
TOTAL	1	1	1	1	2	1	3	22	61	70	246	30	17	100	113	102	872	9	872	84	2	1	2	2	2	1	

DO NOT BID ITEMS SEPARATELY BUT INCLUDE ALL ITEMS IN THIS SHEET IN THE BID ITEM 'REVISE TRAFFIC SIGNAL SYSTEM - SITE 2.'

HEAD AND CONDUCTOR SCHEDULE

CONDUCTORS			CABLE 1 NEW (14 - 20) WB STD.		CABLE 2 EXISTING (14 - 12) EB STD.	
	BASE	TRACER	HEAD	INDICATION	HEAD	INDICATION
1	BLACK		P8	**Ø2 WALK**	P4	Ø6 WALK
2	WHITE			**NEUTRAL**		NEUTRAL
3	RED			**SPARE**		**SPARE**
4	GREEN			**GROUND**		GROUND
5	ORANGE		10	**Ø3 YELLOW**	4,5	**Ø7 YELLOW**
6	BLUE		10	**Ø3 GREEN**	4,5	**Ø7 GREEN**
7	WHITE	BLACK	P8	**Ø2 DT WALK**	P4	Ø6 DT WALK
8	RED	BLACK	9,10	**Ø8 RED**	4,5	**Ø4 RED**
9	GREEN	BLACK	P7	**Ø8 WALK**	P3	Ø4 WALK
10	ORANGE	BLACK	9,10	**Ø8 YELLOW**	4,5	**Ø4 YELLOW**
11	BLUE	BLACK	9,10	**Ø8 GREEN**	4,5	**Ø4 GREEN**
12	BLACK	WHITE	P7	**Ø8 DT WALK**	P3	Ø4 DT WALK
13	RED	WHITE		**SPARE**		
14	GREEN	WHITE		**SPARE**		
15	ORANGE	WHITE		**SPARE**		
16	BLUE	WHITE		**SPARE**		
17	BLACK	RED		**SPARE**		
18	WHITE	RED		**SPARE**		
19	GREEN	RED		**SPARE**		
20	ORANGE	RED		**SPARE**		

*BOLD REPRESENTS NEW WIRE ASSIGNMENT

DETECTION ZONE	NUMBER OF LOOPS	PHASE	SIZE (FEET)	TYPE OF LOOP	NUMBER OF TURNS	CONDUCTOR (L.F.)	SAW SLOT (L.F.)
D3-1A	2	3	6 X 6	PRESENCE	3	216	84
D4-1	3	4	6 X 6	PRESENCE	3	270	--
D4-3	2	4	6 X 6	PRESENCE	3	220	--
D7-1	4	7	6 X 6	PRESENCE	3	568	--

PHASE-LOOP
DIRECTION
CONTROLLER INPUT LOCATION
LOOP TYPE

CH.1		1-1	NBLT	2-1	SB	3-1A	WBLT	4-1	EB	5-1	SBLT	6-1	NB	7-1	EBLT	8-1	WB	PE1	NB	PE3	WB		
		VD1	PR	VD2	P	VD3	PR	VD4	PR	VD5	PR	VD6	P	VD7	PR	VD8	PR		Ø1&Ø6				
CH.2						3-1a	WBLT	4-3	EB									PE2	SB	PE4	EB		
		SD1		SD2		SD3	PR	SD4	PR	SD5		SD6		SD7		SD8			Ø2&Ø5		Ø4&Ø7		
REF	POWER SUPPLY	DT1		DT2		DT3		DT4		DT5		DT6		DT7		DT8		OD1		OD2			

SAME PHASE MULTIPLE LEAD-INS
LETTERS A-D
LANE LOCATION START
"A" ON THE CENTER LINE
TO CURB.

TYPICAL 8 PHASE DETECTOR LABLE

PHASE-LOOP
(N)-1 = (2,4,6,8)-PASSAGE
(N)-1 = (2,4,6,8)-PRESENCE
(N)-2 = (2,4,6,8)-CALLING
(N)-1 = (1,3,5,7)-LEFT TURN
(N)-3 = (2,4,6,8)-RIGHT TURN
(N)-5 = (1,2,3,4,5,6,7,8)- COUNT LOOP

LOOP TYPE
P = PASSAGE
PR = PRESENCE
C = CALLING
LT = LEFT TURN
RT = RIGHT TURN
T = COUNT LOOP

CONTROLLER INPUT LOCATION
VD(#) = VEHICLE DETECTOR (1-8)
SD(#) = SPECIAL DETECTOR (1-8)
PD(#) = PEDESTRIAN DETECTOR (1-8)

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REVISIONS
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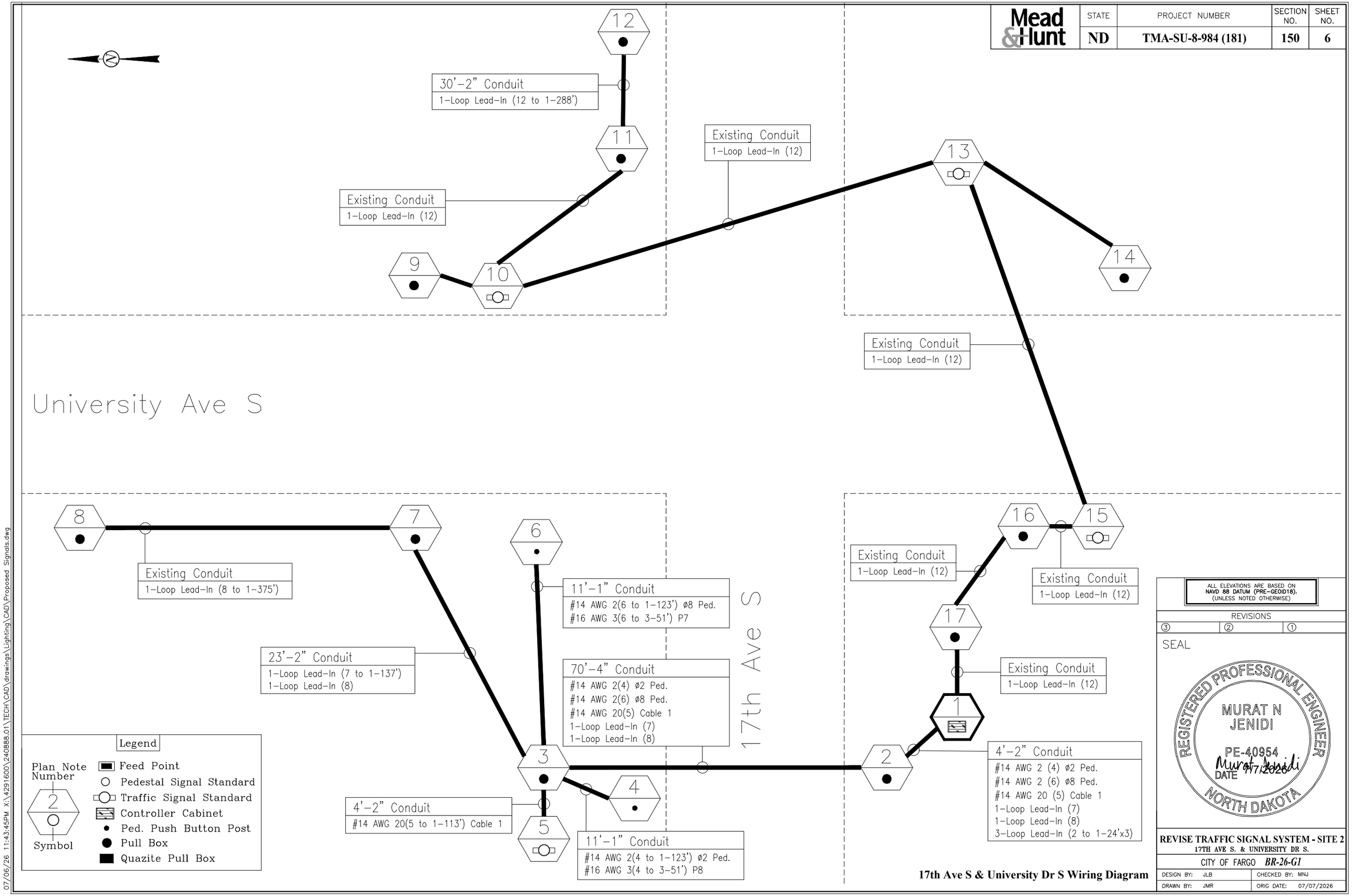
REVISE TRAFFIC SIGNAL SYSTEM - SITE 2
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CITY OF FARGO *BR-26-G1*

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17th Ave S & University Dr S Wiring Diagram

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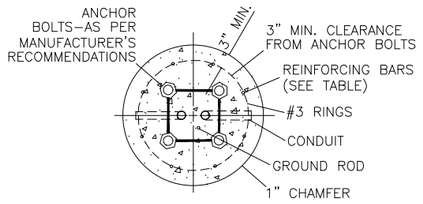
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TRAFFIC SIGNAL STANDARD FOUNDATION SELECTION TABLE

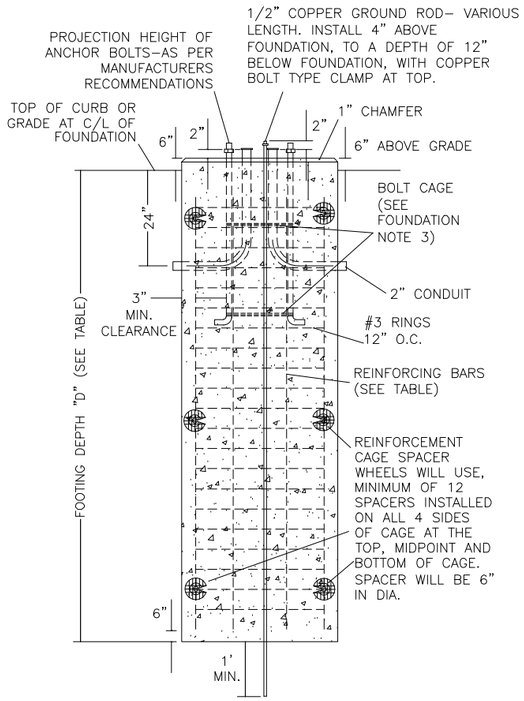
SIGNAL STANDARD DESCRIPTION	24" DIA. FOOTING DEPTH	30" DIA. FOOTING DEPTH	36" DIA. FOOTING DEPTH	42" DIA. FOOTING DEPTH
TYPE V STANDARD				
10–14' HEIGHT	4'	–	–	–
15'–17' HEIGHT	6'	–	–	–
TYPE IV SIGNAL STANDARD				
0'–25' MAST ARM	–	11'	11'	11'
26'–30' MAST ARM	–	12'	12'	12'
31'–35' MAST ARM	–	12'	12'	12'
36'–39' MAST ARM	–	13'	13'	13'
40'–45' MAST ARM	–	15'	15'	15'
46'–50' MAST ARM	–	16'	15'	15'
51'–55' MAST ARM	–	16'	16'	16'
56'–60' MAST ARM	–	17'	17'	17'
61'–65' MAST ARM	–	18'	18'	18'
COMBO SIGNAL STANDARD 30' MT HEIGHT				
0'–25' MAST ARM	–	11'	11'	11'
26'–30' MAST ARM	–	12'	12'	12'
31'–35' MAST ARM	–	13'	13'	13'
36'–39' MAST ARM	–	14'	14'	14'
40'–45' MAST ARM	–	16'	15'	15'
46'–50' MAST ARM	–	16'	16'	16'
51'–55' MAST ARM	–	17'	16'	16'
56'–60' MAST ARM	–	18'	17'	17'
61'–65' MAST ARM	–	19'	18'	18'
COMBO SIGNAL STANDARD 40' MT HEIGHT				
0'–25' MAST ARM	–	12'	12'	12'
26'–30' MAST ARM	–	13'	13'	13'
31'–35' MAST ARM	–	13'	13'	13'
36'–39' MAST ARM	–	14'	14'	14'
40'–45' MAST ARM	–	16'	15'	15'
46'–50' MAST ARM	–	16'	16'	16'
51'–55' MAST ARM	–	17'	16'	16'
56'–60' MAST ARM	–	18'	17'	17'
61'–65' MAST ARM	–	19'	18'	18'
COMBO SIGNAL STANDARD 50' MT HEIGHT				
0'–25' MAST ARM	–	12'	12'	12'
26'–30' MAST ARM	–	13'	13'	13'
31'–35' MAST ARM	–	13'	13'	13'
36'–39' MAST ARM	–	14'	14'	14'
40'–45' MAST ARM	–	16'	16'	16'
46'–50' MAST ARM	–	16'	16'	16'
51'–55' MAST ARM	–	17'	17'	17'
56'–60' MAST ARM	–	18'	18'	17'
61'–65' MAST ARM	–	19'	19'	18'

FOUNDATION REINFORCING TABLE

FOOTING DEPTH	LONGITUDINAL REINFORCING
12' OR LESS	8 – #5
13'–14'	8 – #6
15'–16'	8 – #7
17'–19'	8 – #8



PLAN

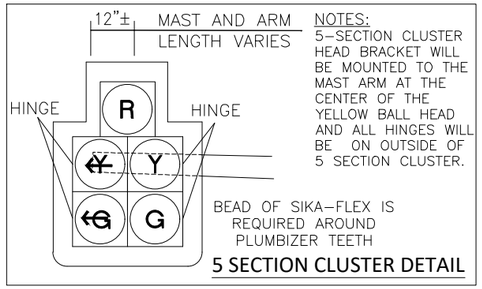


24", 30", 36", & 42" DIAMETER FOUNDATIONS

FOUNDATION NOTES:
1. SEE PLANS FOR CORRECT LOCATION OF FOUNDATION. THE GRADE AND EXACT LOCATION WILL BE ESTABLISHED BY THE ENGINEER IN THE FIELD.
2. THE FOUNDATION WILL PROVIDE A MINIMUM OF 3" OF CONCRETE COVER FROM THE ANCHOR BOLTS TO THE REBAR CAGE AND A MINIMUM OF 3" OF CONCRETE COVER OVER THE REBAR CAGE TO THE OUTSIDE OF THE FOUNDATION. THE DIAMETER OF THE FOUNDATION WILL BE INCREASED TO ACCOMMODATE A LARGER BOLT CIRCLE.
3. AN ANCHOR BOLT CAGE WILL BE SHOP FABRICATED FROM #6 BAR CIRCLE OR 3/4" SQUARE STOCK OR APPROVED EQUAL WELDED TO THE INSIDE OF THE ANCHOR BOLT TO HOLD ALIGNMENT.
4. GROUND ROD WILL BE PLACED PRIOR TO CONCRETE PLACEMENT. THE ROD WILL PROJECT 4" ABOVE THE FINISHED FOUNDATION AND WILL EXTEND 12" BELOW THE FOUNDATION BOTTOM.
5. CONDUIT BENDS WILL BE 90°. CONDUIT WILL BE LOCATED 24" MINIMUM BELOW GROUND LEVEL. A SPARE 2" CONDUIT WILL BE INSTALL IN EACH FOUNDATION WITH BOTH ENDS PLUGGED AS PER SPARE CONDUIT SPECIFICATION.

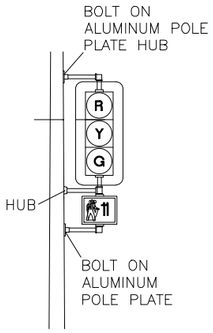
CONCRETE NOTES:
1. CONCRETE USED IN THE WORK, WILL BE PORTLAND CEMENT CONCRETE MIXED AND PROPORTIONED AS SPECIFIED IN SECTION 2100 OF THE CITY OF FARGO STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR CALLING OR NOTIFYING ENGINEER BEFORE CONCRETE IS ORDERED, NO CONCRETE WILL BE INSTALLED UNTIL CONCRETE IS TESTED.
3. CONCRETE WILL MEET THE FOLLOWING TESTS:
   - 3.1. AIR CONTENT BETWEEN 5% TO 8%
   - 3.2. SLUMP BETWEEN 2" TO 4"
   - 3.3. MAX TEMP OF 90 DEGREES
4. CONCRETE WILL ATTAIN A COMPRESSIVE STRENGTH OF 3500 PSI BEFORE SIGNAL STANDARD IS INSTALLED AND WILL ATTAIN A COMPRESSIVE STRENGTH OF 4500 PSI WITHIN 28 DAYS TO BE ACCEPTED.
5. IF FOUNDATION IS DRILLED/EXCAVATED IN AN AREA THAT IS CAVING IN, THE AREA WILL BE SHORED TO A DEPTH THAT PREVENTS ANY CAVING IN. CONTRACTOR WILL FILL AND COMPACT CAVED IN AREA AROUND FOUNDATION TO ENGINEERS SATISFACTION. IF CONTRACTOR IS NOT ABLE TO COMPACT TO 90% COMPACTION, FLOWABLE FILL WILL BE USED.

GENERAL NOTES:
1. RINGS WILL BE SPACED AT EQUAL SPACING TO A MAXIMUM OF 12" OC, STARTING WITH THE FIRST AT 6" FROM THE TOP OF THE LONGITUDINAL REINFORCING BAR, AND THE LAST RING APPROX 6" FROM THE BOTTOM OF THE LONGITUDINAL BAR. REINFORCING RINGS WILL HAVE A MIN OF 12" OVERLAP.
2. ALL REINFORCING STEEL TO BE GRADE 40 OR 60.
3. SEE PLANS FOR CONDUIT SIZE, NUMBER OF BENDS AND CORRECT POSITIONING FOR EACH FOUNDATION.
4. THE TOP OF THE FOUNDATION WILL BE CIRCULAR. IF APPROVED BY THE ENGINEER A SQUARE CASING MAY BE USED. PRIOR TO FINAL GRADING OR SIDEWALK PLACEMENT THE CASING TUBES WILL BE REMOVED TO A POINT 6" BELOW GRADE.
5. IF FOUNDATIONS NEED TO BE INSTALLED NEAR EXISTING LOCATES SUCH AS, WATER OR SEWER PIPE, SHORING WILL BE INSTALLED PRIOR TO CONCRETE PLACEMENT. IF VOIDS ARE CREATED DUE TO DRILLING FOUNDATIONS VOIDS WILL BE FILLED WITH A CONCRETE FLOWABLE FILL.

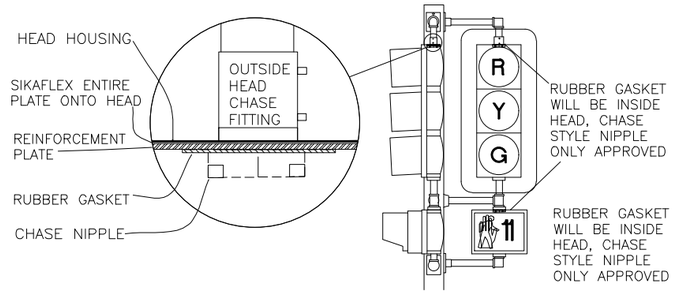


NOTES:
5–SECTION CLUSTER HEAD BRACKET WILL BE MOUNTED TO THE MAST ARM AT THE CENTER OF THE YELLOW BALL HEAD AND ALL HINGES WILL BE ON OUTSIDE OF 5 SECTION CLUSTER.

5 SECTION CLUSTER DETAIL

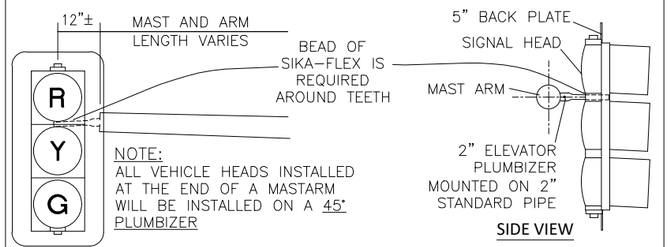


TYPE IV
POST MOUNTED-VEHICULAR
POST MOUNTED-PEDESTRIAN



RUBBER GASKET PLACEMENT

NOTES:
1. CLEARANCE FROM GROUND LINE OR SIDEWALK TO THE BOTTOM OF POST OF PEDESTAL MOUNTED VEHICULAR SIGNAL HEADS WILL BE 10 FT. MIN., FROM PEDESTRIAN SIGNAL BOTTOM ARM SHALL BE 8 FT. MIN.
2. SIGNAL HEADS WILL BE BLACK (UNLESS NOTED OTHERWISE IN PLANS), SEE TRAFFIC LAYOUT FOR CORRECT MOUNTING POSITION, NUMBER, SIZE, AND ARRANGEMENT OF LENSES.
3. PAINT: BACK PLATES WILL BE PAINTED FLAT BLACK. POLE CLAMPS AND SIGNAL HEAD MOUNTING HARDWARE WILL BE PAINTED THE SAME COLOR AS THE SIGNAL STANDARD OR GALVANIZED IF THE SIGNAL HAS A GALVANIZED FINISH.
4. DRILL, TAP AND DIE MOUNTING HOLES. SECURE BOLT ON ALUMINUM POLE PLATE USING (2) 5/16" x 1 1/2", GALVANIZED HEX BOLTS USING A GALVANIZED WASHER AND A GALVANIZED LOCK WASHER ON EACH BOLT.



PLUMBIZER MOUNTED HEADS

Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	150	7

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE–GEOID18). (UNLESS NOTED OTHERWISE)

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MURAT N JENIDI
PE-40954
Murat Jenidi
DATE 7/7/2026
NORTH DAKOTA

REVISE TRAFFIC SIGNAL SYSTEM
STANDARD DETAILS

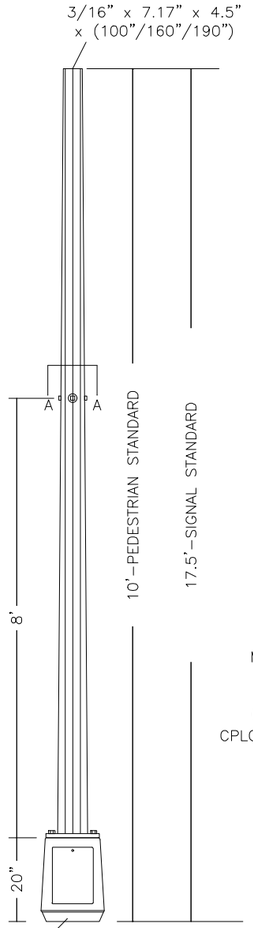
CITY OF FARGO *BR-26-G1*

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DRAWN BY: JMR	ORIG DATE: 07/07/2026

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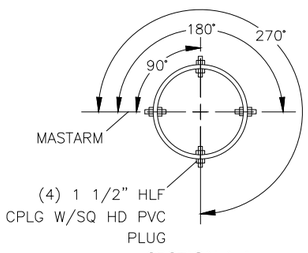
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Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	150	8

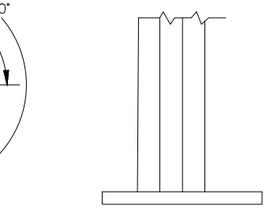


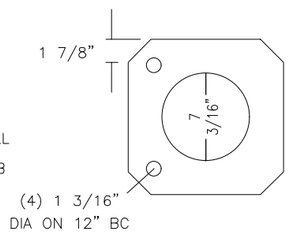
NOTE:

1. POLE MATERIAL–HIGH STRENGTH LOW ALLOY STEEL 50,000 PSI MIN. YIELD PER ASTM A572 OR A1011(A871 OR A606 IF SELF WEATHERING) BASE PLATE MATERIAL–36,000 PSI MIN. YIELD PER ASTM A36 (A588 IF SELF WEATHERING)
2. ALL TYPE V SIGNAL STANDARDS WILL BE HOT DIPPED GALVANIZED, AND WILL BE MANUFACTURED BY MILLERBERND OR VALMONT MANUFACTURING, OR APPROVED EQUAL AND HAVE AN AKRON TB1–20 ALUMINUM BREAKAWAY T–BASE INSTALLED.
3. INSTALL AN XCLUDER LIGHT POLE GASKET 2800G ITEM#162728. AN ADDITIONAL GASKET MAY BE NEED FOR A PROPER SEAL IF GAPS ARE PRESENT AFTER INSTALLING THE FIRST GASKET.
4. ALL FOUNDATIONS WILL HAVE ONE SPARE 2" CONDUIT, PLUGGED WITH AN EXPANDABLE PIPE PLUG THAT IS LABELED WITH THE DIRECTION OF THE SPARE CONDUIT.

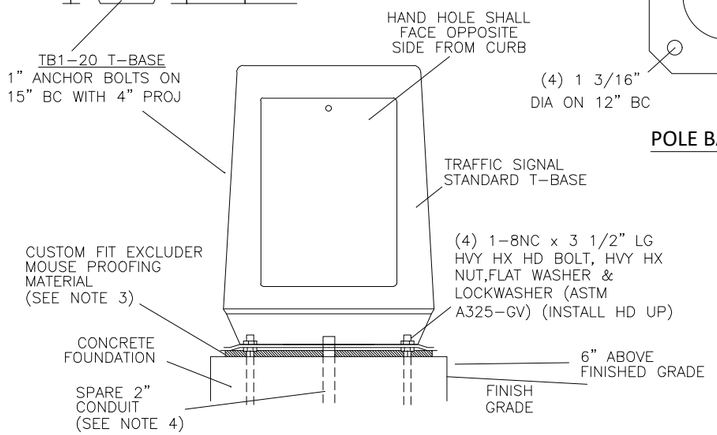


SECTION A-A

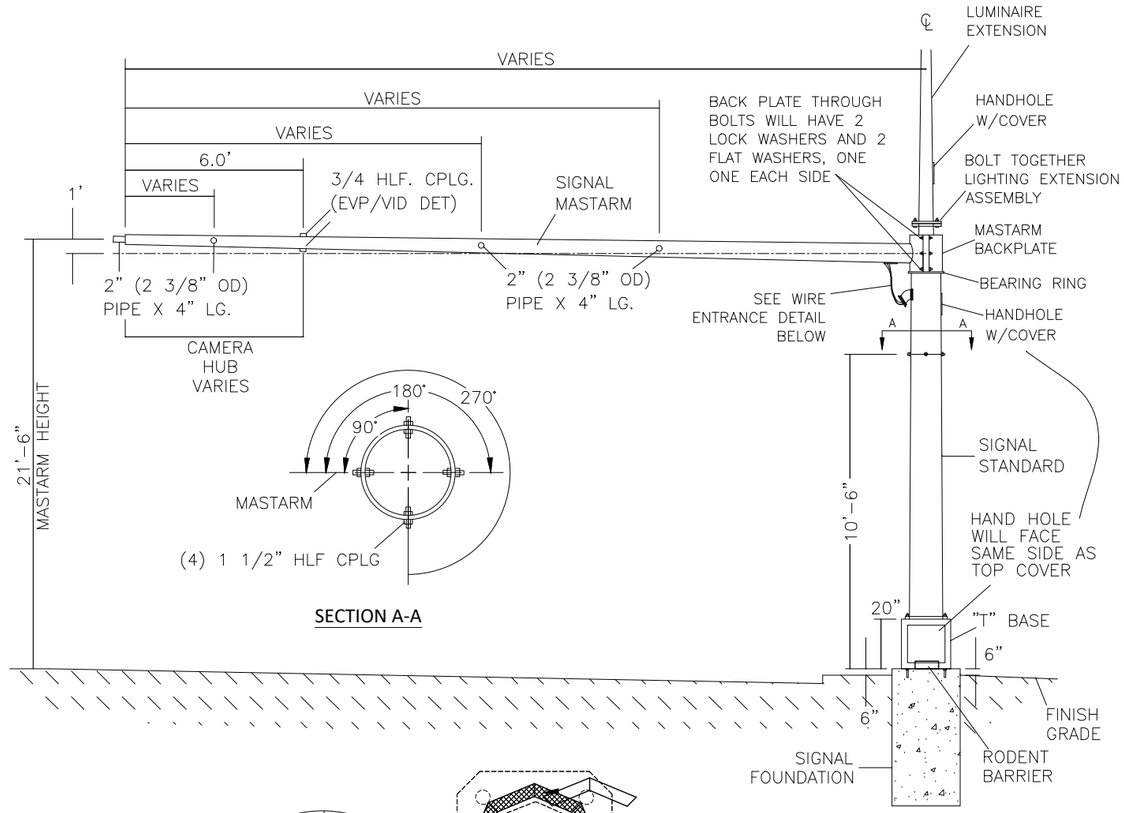




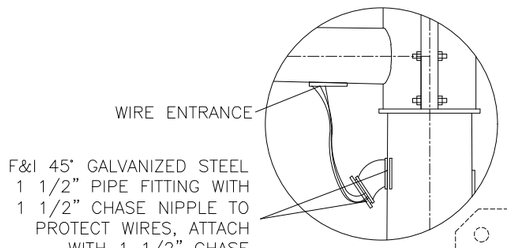
POLE BASE PLATE



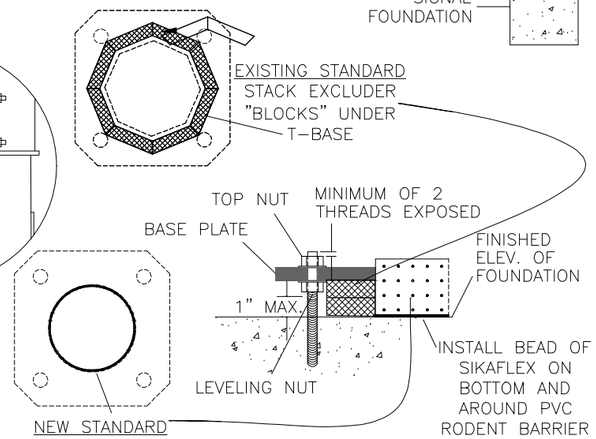
TYPE V TRAFFIC SIGNAL STANDARDS



SECTION A-A



WIRE ENTRANCE DETAIL



ANCHOR BOLT DETAIL

BASE PLATE NOTES:

1. MATERIAL – HIGH STRENGTH LOW ALLOY STEEL 50,000 PSI YIELD (ASTM A572 OR A607)
2. FINISH – PRIME PAINT (INSIDE & OUTSIDE) LUMINAIRE EXTENSION–GALVANIZED (ASTM A123)
3. WHEN A LUMINAIRE EXTENSION IS NOT USED A REMOVABLE CAP WILL BE SUPPLIED

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE–GEOID18). (UNLESS NOTED OTHERWISE)

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DATE 7/7/2026
NORTH DAKOTA

REVISE TRAFFIC SIGNAL SYSTEM
STANDARD DETAILS

CITY OF FARGO *BR-26-G1*

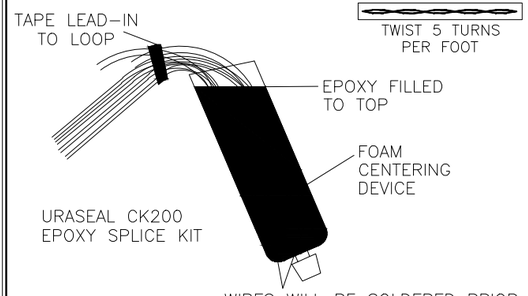
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DRAWN BY: JMR	ORIG DATE: 07/07/2026

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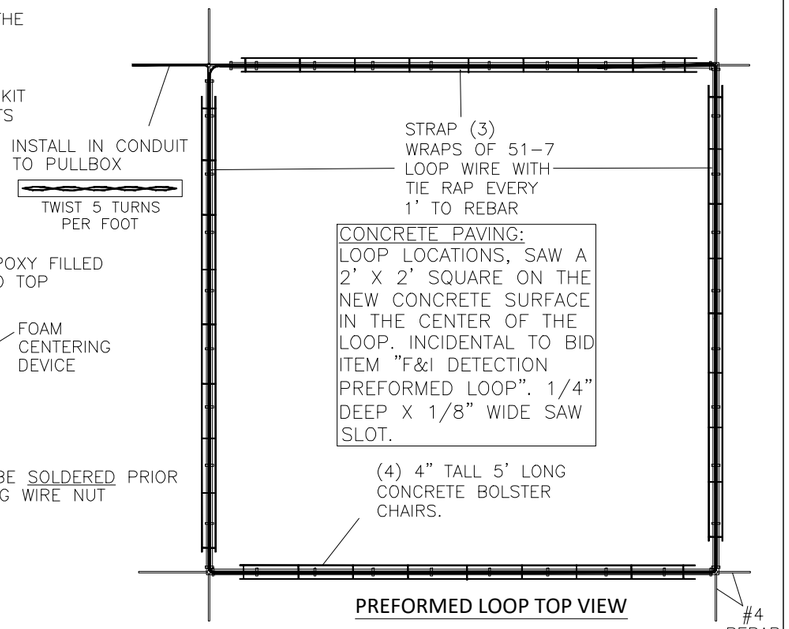
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Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181)	150	9

SPLICE KIT NOTES:
1. THE OUTER CABLE JACKET OF THE LOOP LEAD IN AND LOOP WIRE WILL BE FULLY COVERED BY EPOXY IN THE KIT
2. NO TAPE INSIDE EPOXY SPLICE KIT
3. SAND AND CLEAN CABLE JACKETS WITH CABLE CLEANER

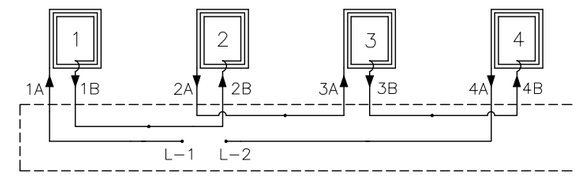


SPLICE KIT DETAIL



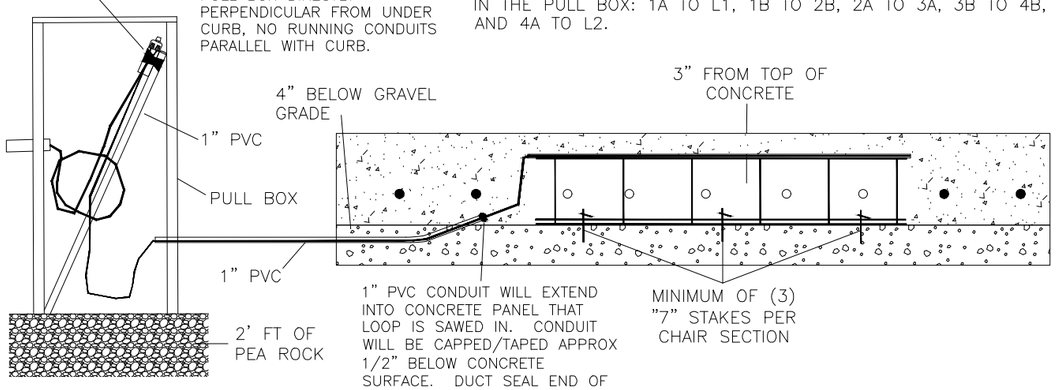
PREFORMED LOOP TOP VIEW

CONDUCTORS IN THE SPLICE KIT WILL NOT BE TAPED TOGETHER. LOOP LEAD–IN AND LOOP WIRES WILL HAVE SUFFICIENT SLACK TO EXTEND A MINIMUM OF 6' AND A MAXIMUM OF 10' ABOVE THE PULL BOX OPENING. SPLICE KIT WILL BE TAPED TO A CONDUIT SO IT IS UP WITHIN 12" FROM LID OF PULL BOX.

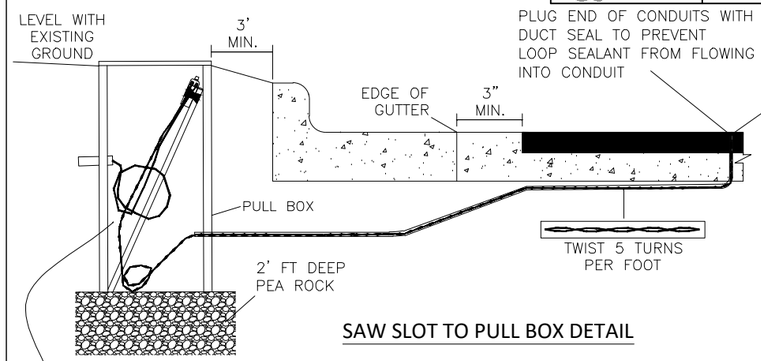


MULTIPLE LOOP CONNECTION
ALL CONDUCTORS WILL BE LABELED IN THE PULL BOX AS SHOWN(1A,1B,2A..ETC..) THE LOOP CONNECTIONS WILL BE SPLICED IN THE PULL BOX: 1A TO L1, 1B TO 2B, 2A TO 3A, 3B TO 4B, AND 4A TO L2.

NOTE:
ALL LOOPS WILL ENTER THE PULL BOX DIRECTLY PERPENDICULAR FROM UNDER CURB, NO RUNNING CONDUITS PARALLEL WITH CURB.

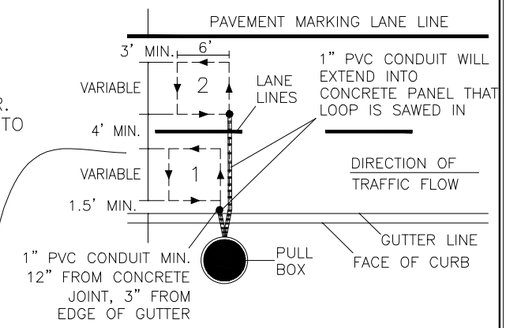


PREFORMED LOOP SIDEVIEW

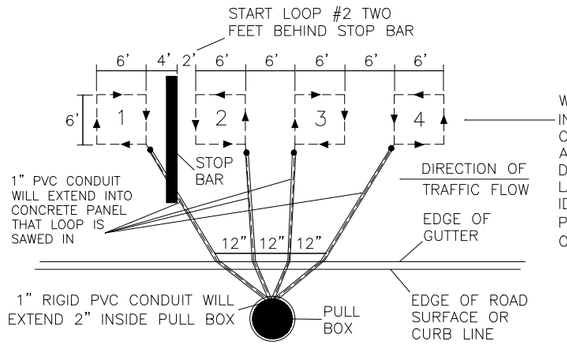


SAW SLOT TO PULL BOX DETAIL

CONDUCTORS IN THE SPLICE KIT WILL NOT BE TAPED TOGETHER. LOOP LEAD–IN AND LOOP WIRES WILL HAVE SUFFICIENT SLACK TO EXTEND A MINIMUM OF 6' AND A MAXIMUM OF 10' ABOVE THE PULL BOX OPENING. SPLICE KIT WILL BE TAPED TO A CONDUIT SO IT IS UP WITHIN 12" FROM LID OF PULL BOX.



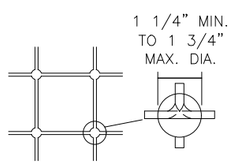
LOOP DETECTOR DETAIL
PASSAGE OR CALLING



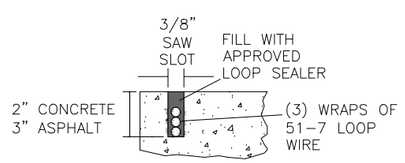
MULTIPLE LOOP DETECTOR DETAIL
PRESENCE LOOPS

WIRE WILL BE INSTALLED IN A CLOCKWISE/COUNTER CLOCKWISE ROTATION ON ALL LOOPS AS PER DETAIL. LOOPS WILL BE LABELED WITH LOOP IDENTIFIER ACCORDING TO PLAN(SEE SPICE DETAIL ON DRAWING 5.10) .

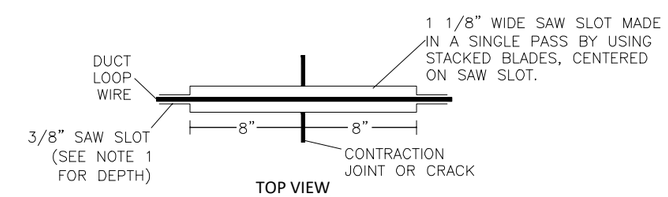
NOTE:
ALL LOOPS WILL ENTER THE PULL BOX DIRECTLY PERPENDICULAR FROM UNDER CURB, NO RUNNING CONDUITS PARALLEL WITH CURB.



SAW SLOT TOP VIEW



SAW SLOT SIDE VIEW



TOP VIEW

CONTRACTION JOINT DETAIL

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE–GEOID18). (UNLESS NOTED OTHERWISE)

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MURAT N JENIDI
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DATE 7/7/2026
NORTH DAKOTA

REVISE TRAFFIC SIGNAL SYSTEM
STANDARD DETAILS

CITY OF FARGO *BR-26-G1*

DESIGN BY: JLB	CHECKED BY: MNJ
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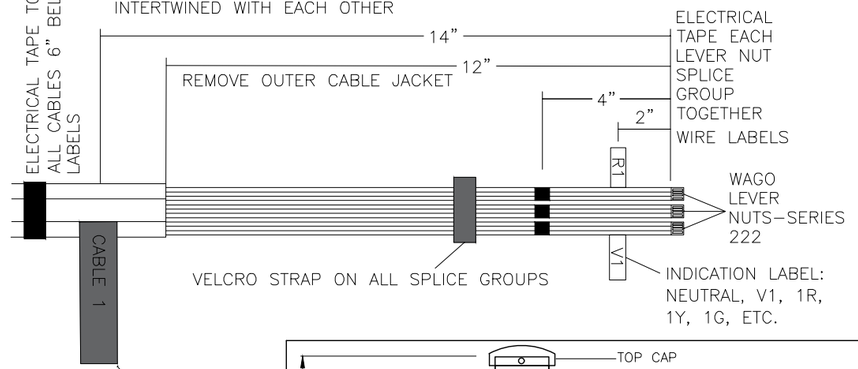
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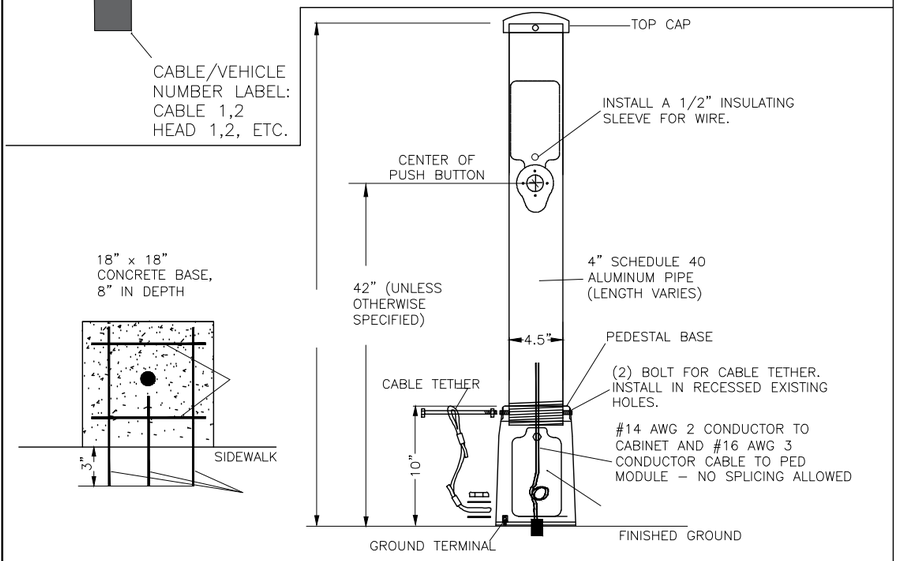
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Mead & Hunt	STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
	ND	TMA-SU-8-984 (181) TOOL	150	10

NOTES:

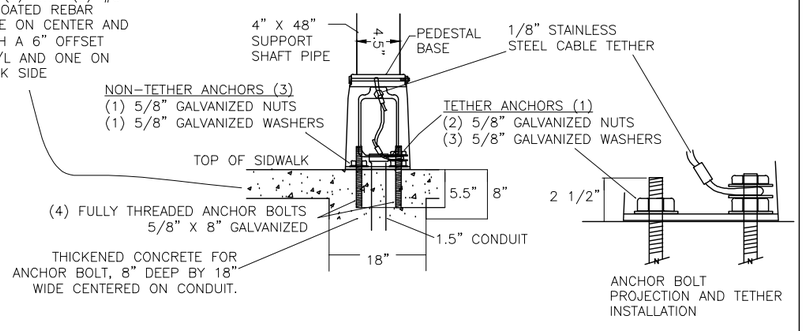
1. ATOM LUBE DIELECTRIC GREASE OR APPROVED EQUAL, WILL BE INSTALLED IN ALL OPENINGS(INCLUDING UNUSED) ON ALL LEVER NUTS BEFORE WIRES ARE INSTALLED
2. CABLE WILL BE SPLICED IN A NEATLY MANNER, SO NO WIRES GROUPS/PHASE ARE INTERTWINED WITH EACH OTHER





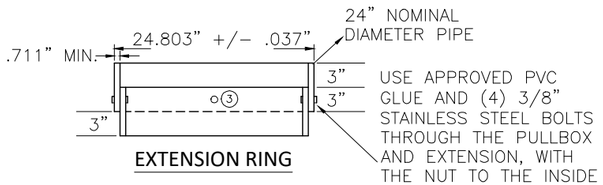
CROSSWALK PEDESTAL ASSEMBLY

PED. POST BASE WILL BE TIED INTO ALL ADJACENT SIDEWALK(S) WITH (3)–#3 EPOXY COATED REBAR WITH ONE ON CENTER AND TWO WITH A 6" OFFSET FROM C/L AND ONE ON THE BACK SIDE

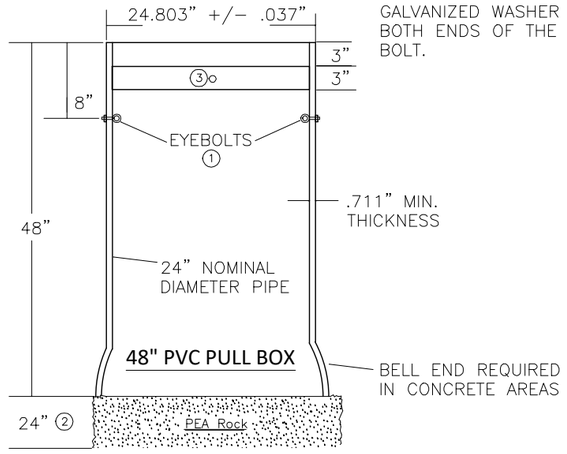


NOTE:
THE PEDESTRIAN PUSH BUTTON POST, WILL HAVE A TETHER CABLE INSTALLED. PELCO PED POSTS WILL HAVE THE TETHER ATTACHED TO THE U–BOLT THAT CLAMPS AROUND THE POST. CONTRACTOR WILL HAMMER DRILL 3/4" HOLE, CLEAN HOLES OF ALL CONCRETE DUST, USE APPROVED TWO PART EPOXY, AND INSTALL (4) FULLY THREADED GALVANIZED 5/8" X 8" ANCHOR BOLTS 5 1/2" INTO CONCRETE.

PULL BOX METAL FRAME AND COVER

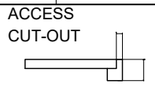


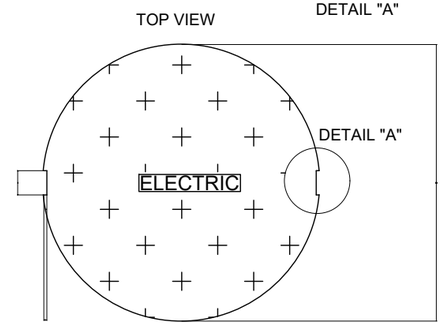
EXTENSION RING

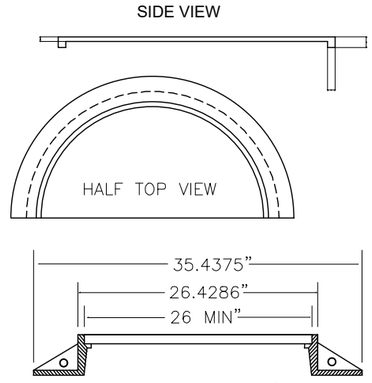


INSTALLLATION NOTES:

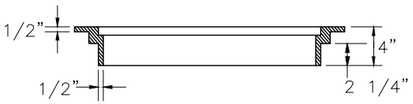
1. TWO STAINLESS/GALVINIZED TYPE 2 SHOULDER EYEBOLTS, 3/8" DIA. X 1 1/4 " SHANK LENGTH, WITH HEX. NUTS AT 180° APART (FOR LIFTING HANDHOLES AND SUPPORTING ELECTRICAL CABLES)
2. PLACE COMPACTED 2'–0" AGGRETGATE DRAIN BED(PEA ROCK) BELOW BOTTOM OF HANDHOLE, TO THE SATISFACTION OF THE ENGINEER.
3. ATTACH SPLIT 24" NOM. DIA. P.V.C COVER SUPPORT RING WITH FOUR 3/8" DIA. X 2" LONG GALVANIZED OR S.S. HEX HEAD BOLTS, WASHERS AND NUTS ON ALL FOUR QUADRANTS.
4. CONDUIT HOLES DIAMETER LOCATED IN THE BARREL SECTION ARE SIZED NO LARGER THAN THE CONDUIT OUTSIDE DIAMETER USED.
5. AFTER HANDHOLE AND CONDUIT INSTALLATION, SEAL ALL INSIDE WALLS WATER TIGHT TO THE SATISFACTION OF THE ENGINEER.
6. ALL CONDUITS WILL EXTEND 2–3" INTO PULL BOX AND WILL HAVE BELL ENDS INSTALLED.
7. ALL PULL BOXES AND COVERS WILL BE A MINIMUM OF 3' FROM BACK OF CURB UNLESS APPROVED BY ENGINEER.
8. 24" P.V.C. PIPE WILL CONFORM TO ASTM F679 STANDARDS.
9. ALL PULL BOXES IN CONCRETE AREAS WILL HAVE A BELL END INSTALLED TO PREVENT FROST HEAVING.







NEENAH FOUNDRY R-1733 (CONCRETE)



EAST JORDEN V1600-3(NON-CONCRETE)

MATERIAL NOTES:

–ALL CASTINGS ARE GRAY IRON AS PER SPEC. 3321 CLASS 35B.

–ALL PULL BOXES IN CONCRETE WILL USE: BELL END PVC PIPE, NEENAH FOUNDRY R–1733 CASTING OR APPROVE EQUAL.

–ALL COVERS WILL BE MADE WITH 3/8" DIAMOND PLATED STEEL AS PER DETAIL AND HAVE "ELECTRIC" ON THEM.

ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM (PRE–GEOID18). (UNLESS NOTED OTHERWISE)

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REGISTERED PROFESSIONAL ENGINEER
MURAT N JENIDI
PE-40954
Murat Jenidi
DATE 7/7/2026
NORTH DAKOTA

REVISE TRAFFIC SIGNAL SYSTEM
STANDARD DETAILS

CITY OF FARGO *BR-26-G1*

DESIGN BY: JLB	CHECKED BY: MNJ
DRAWN BY: JMR	ORIG DATE: 07/07/2026

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