

November 15, 2018

Project	SOIB-7-073(013)000
PCN	22329
Project Complete	2/21/2020
Location	JCT ND 23 TO NEAR RP 6
Work Type Improvement	Widening, HMA, FDR Cement Stabilized Base Reconstruction

#### Pre-Milestone Review Overview

As part of the pre-milestone review the scoping report was discussed and will be clarified within this document. There are also some milestone activities that will be discussed that may vary from a typical project development project.

The scoping report covers HWY 73 from JCT ND 23 to JCT ND 22. The project limits for this project are from the JCT ND 23 to near RP 6. The exact project limits for project development will be finalized during project development. The east end of the project is estimated to terminate west of the curve located at RP 6.122 and not within a vertical curve.

The two SPP Ellipse structures listed within the scoping report were anticipated to be extended. These two structures will need to be reviewed during project development for the following; replacement, rehab, or extension. Coordination with the NDDOT Bridge Division and Technical Support to determine concept for project development. If any structures are replaced, additional development activities will need to occur such as temporary traffic bypass, water diversion, right of way acquisition, permitting, etc. Structure hydraulics has been included in the milestone for these two locations.

This project will be advanced as a reconstruction project. Therefore, the horizontal and vertical geometry, clear zone, and roadway width will need to coincide with the NDDOT Design Guidelines for New/Reconstruction. This will result in a finished roadway top of 40 feet. In lieu of removing the existing base and surfacing, the roadway surface shall receive FDR and an option to cement treat the reclaimed aggregate base will also be considered.

Two-way traffic versus pilot car and flagging is proposed to be advanced as an option within the environmental document. A 30-foot wide temporary surface for maintaining two-way traffic during construction would typically be utilized.

A full survey will be required for this project. The DTM is not part of the contract, and will be supplied by others. This DTM will expand approximately 300 feet on either side of the existing roadway. Any additional information not included in the supplied DTM will need to be ground surveyed with this project.

Due to the reconstruction strategy a hydraulic analysis will need to be conducted for every pipe. An existing pipe that is properly sized will need to have a condition survey completed. This condition survey will provide recommendations to any failed pipe for rehabilitation or replacement. The decision to either rehab or replace will be made through a prepared decision document to the OPD director.

This project will need to follow the new utility coordination process. This new process is not documented within the Design Manual, but will be supplied by the technical support contact and will be part of the contract.