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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

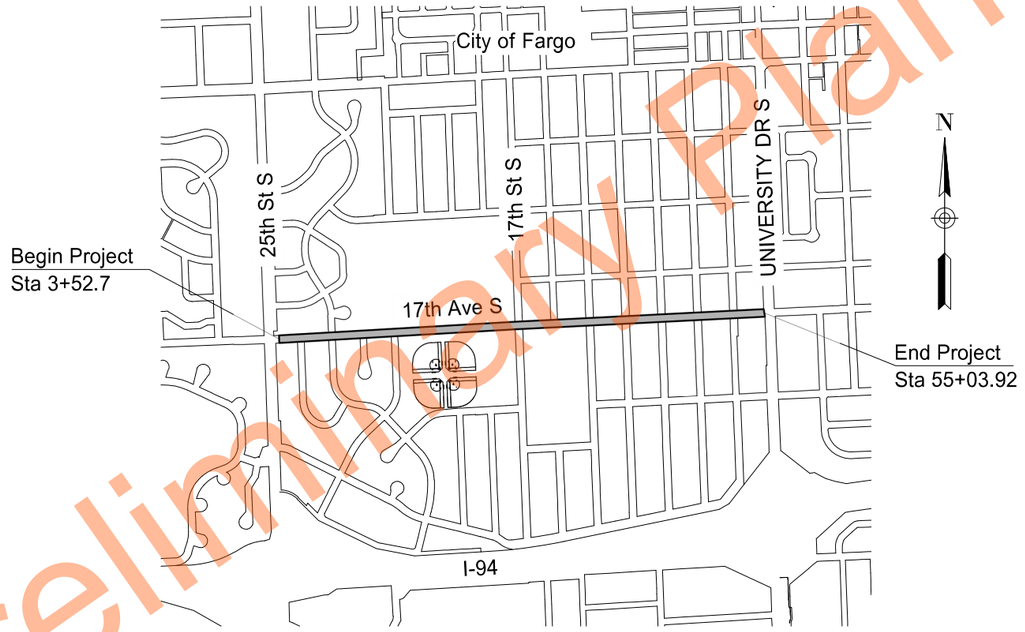
TMA-SU-CRP-8-984(181)
BR-26-G1

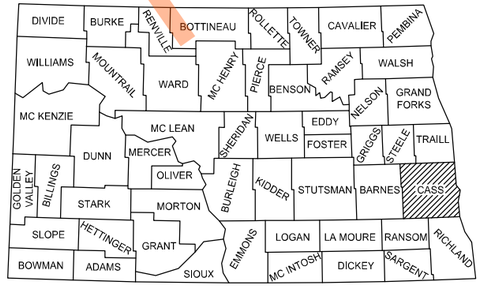
Cass County
17th Avenue S
25th St S to University Dr S
Grading, Salvaged Base, PCC Pavement, Storm Sewer,
Watermain, Sanitary Sewer, Lighting, Traffic Signal,
Shared Use Path, Pavement Marking, Signing

| 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

Preliminary Plans

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| STATE | PROJECT NO. | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984(181) | 2 | 1 |

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## PLAN SECTIONS


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| 8 | 1 - 3 | Quantities |
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| 20 | 1 - 3 | General Details |
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## LIST OF STANDARD DRAWINGS

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| 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-754-23 | Perforated Tube Assembly Details |
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| D-754-26, 28, 32 | Sign Punching, Stringer and Support Location Details Regulatory, Warning and Guide Signs |
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| 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 |

Preliminary Plans

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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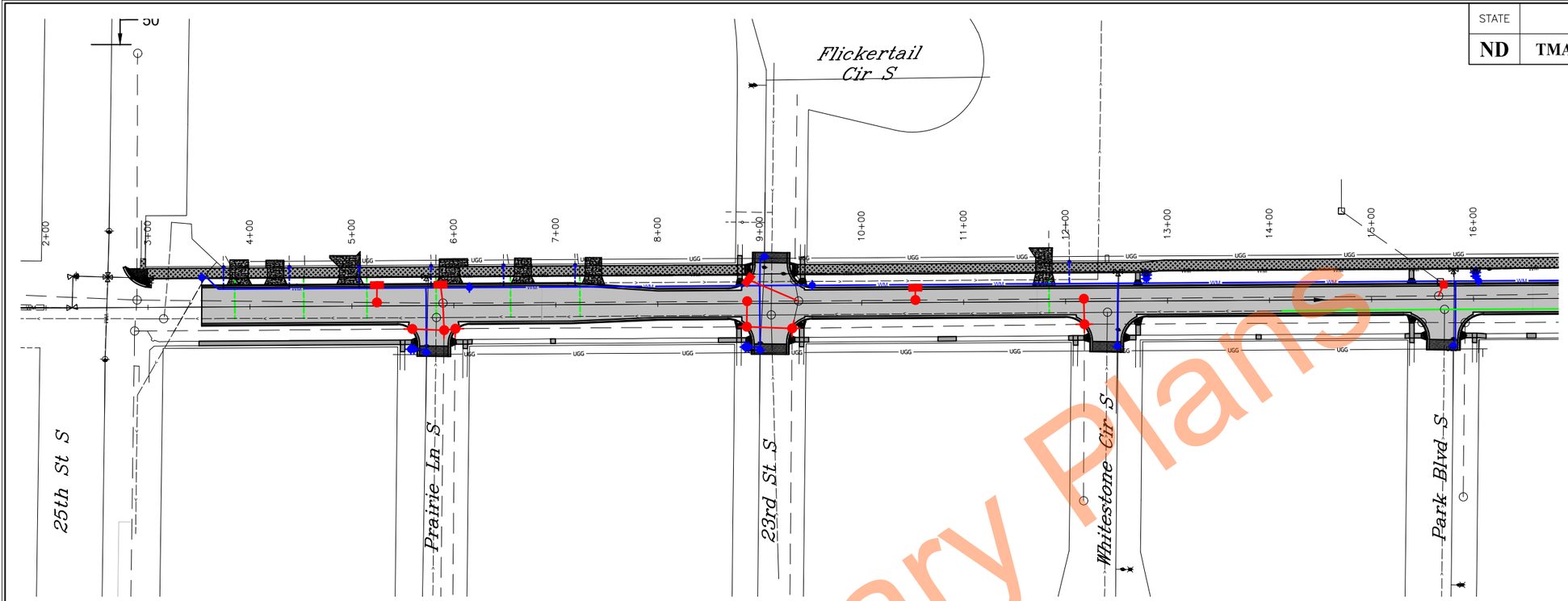


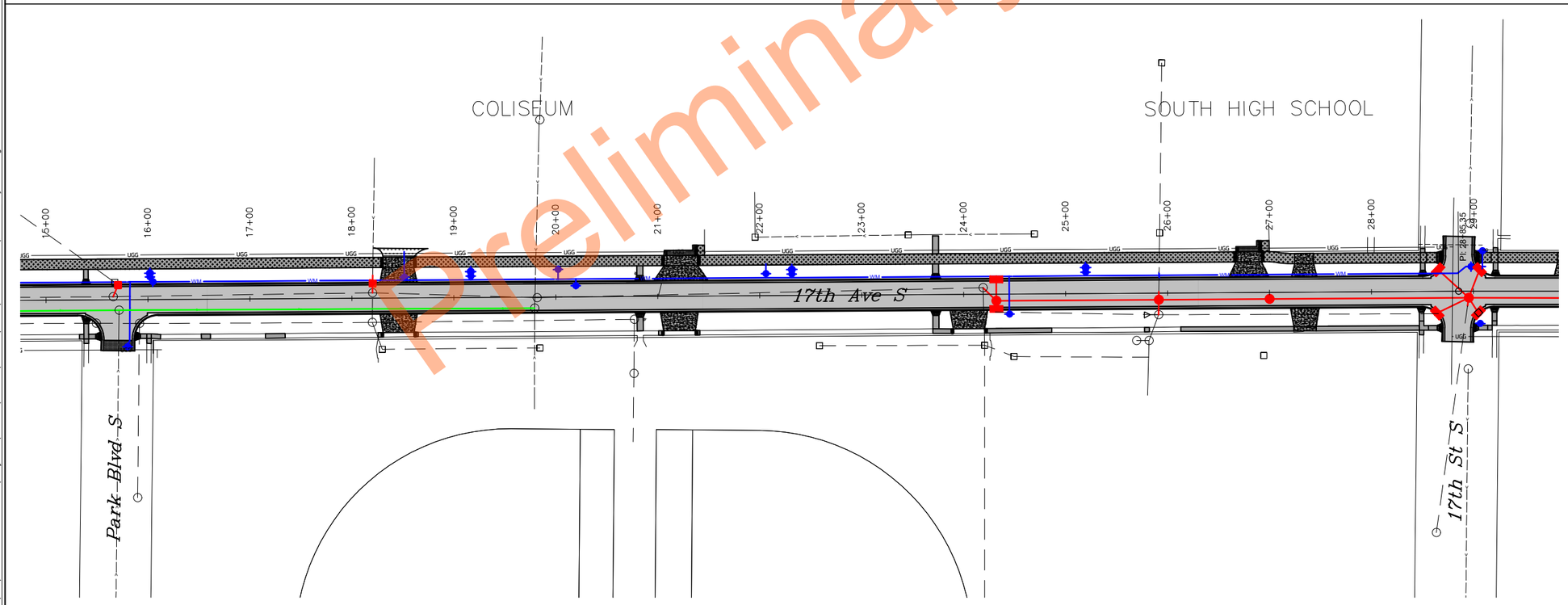


Preliminary Plans

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

| 3 | 2 | 1 |
|---|---|---|

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*

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

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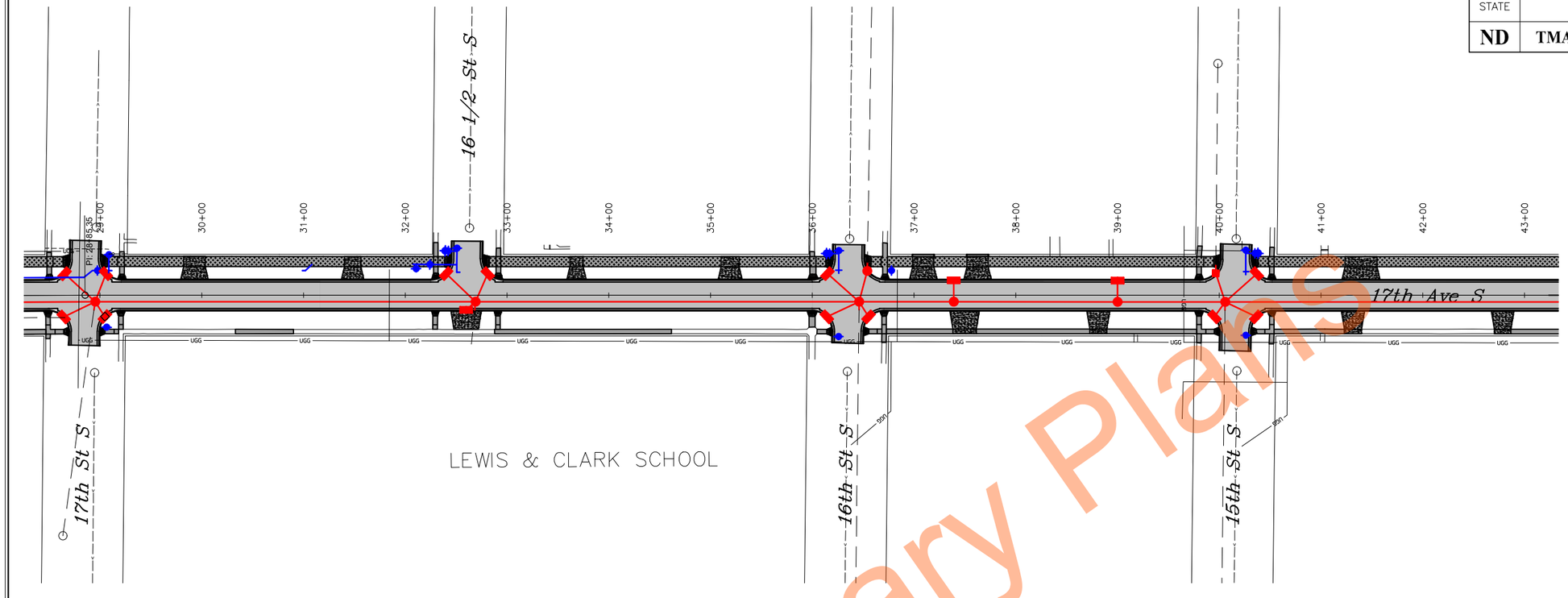


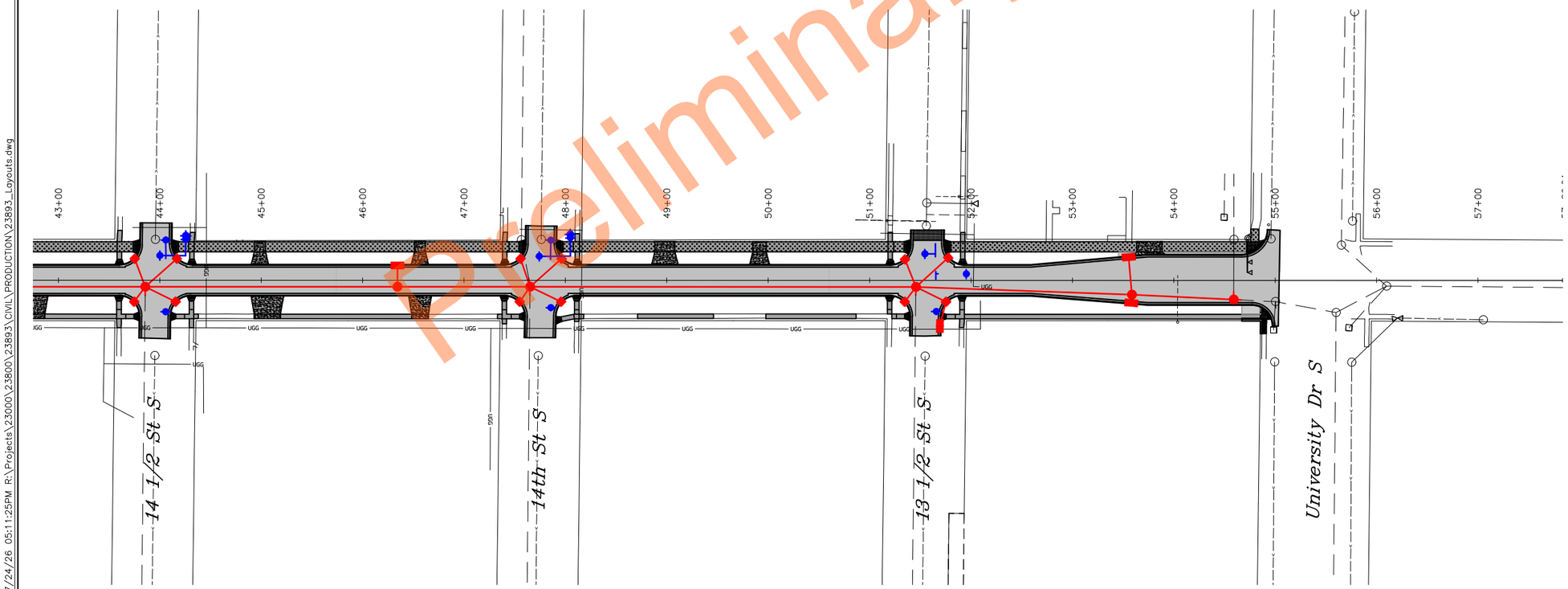


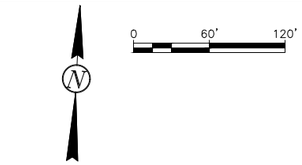


LEGEND

- 10IN NON-REINF CONCRETE PVMT CL AE-DOWELED
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- STORM STRUCTURES
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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
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*

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

Preliminary Plans

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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 |




Preliminary Plans

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# NOTES

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

Preliminary Plans

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# NOTES

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.

Preliminary Plans

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

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# NOTES

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”.

Preliminary Plans

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

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.




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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."

Preliminary Plans

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## Estimated Quantities

| SPEC | CODE | ITEM DESCRIPTION | UNIT | FEDERAL AID | CPR FUNDS | DRAINAGE (77% / 23%) | 100% CITY | | | 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

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|---|---|---|---|---|---|---|---|---|---|---|
| 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

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|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

Preliminary Plans

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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)**

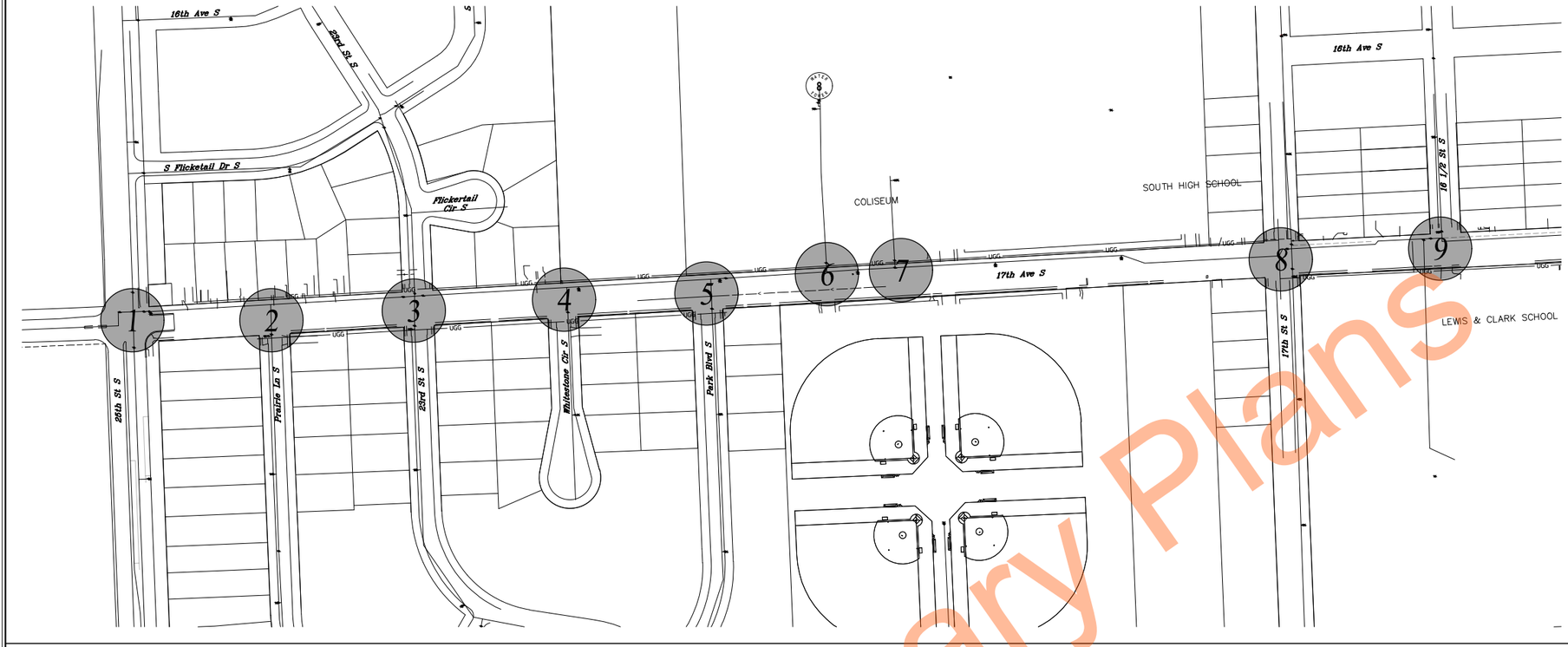
| Station | Diameter | Station | Diameter |
|---|---|---|---|
| 3+52 | 4” | 34+66 | 3” |
| 5+50 | 5” | 34+94 | 4” |
| 7+62 | 1” | 35+45 | 5” |
| 7+95 | 1” | 40+74 | 2” |
| 12+56 | 3” | 41+08 | 3” |
| 29+42 | 7” | 42+79 | 6” |
| 29+67 | 7” | 43+08 | 4” |
| 30+20 | 5” | 46+01 | 1” |
| 30+56 | 6” | 46+37 | 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** |

Preliminary Plans

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

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







Preliminary Plans

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 20 | 1 |

0 150' 300'

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

REVISIONS

| 3 | 2 | 1 |
|---|---|---|

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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)

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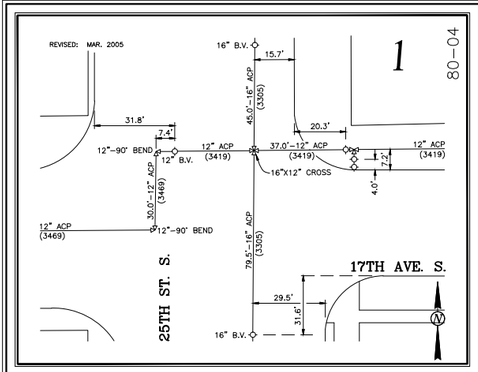
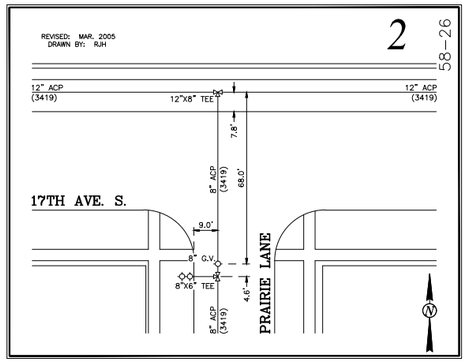
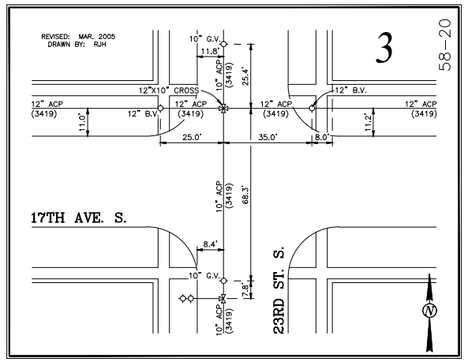
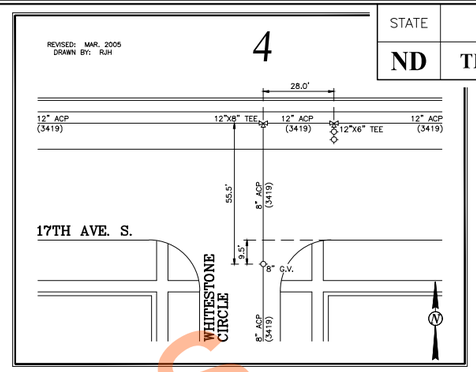
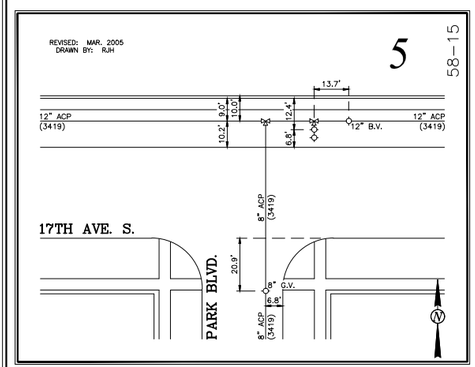
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 20 | 2 |

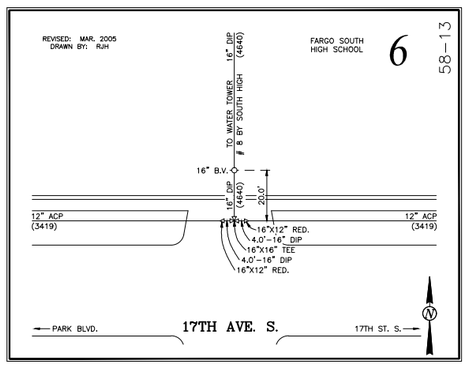


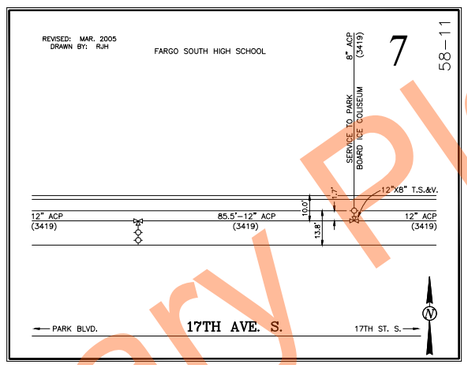



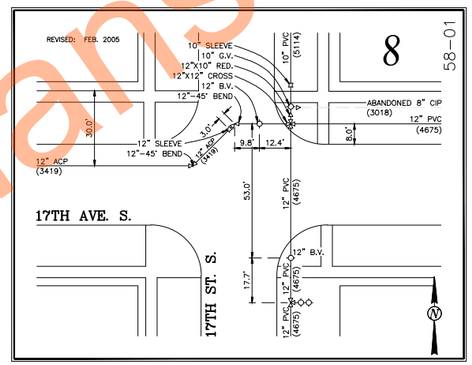



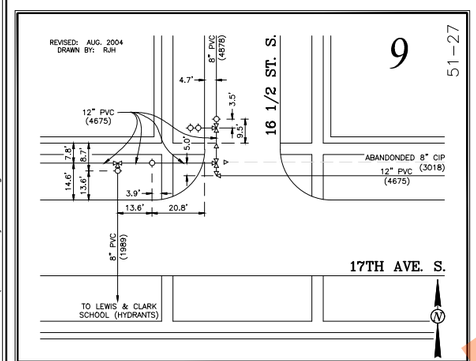



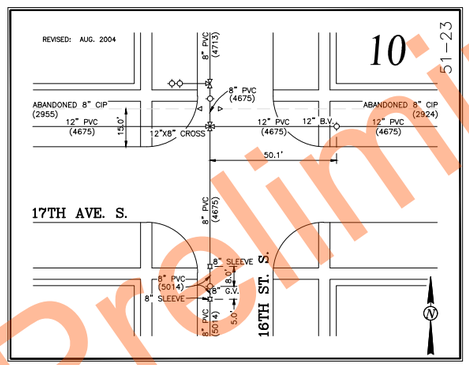



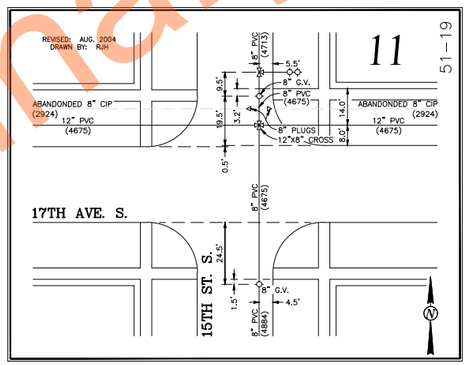



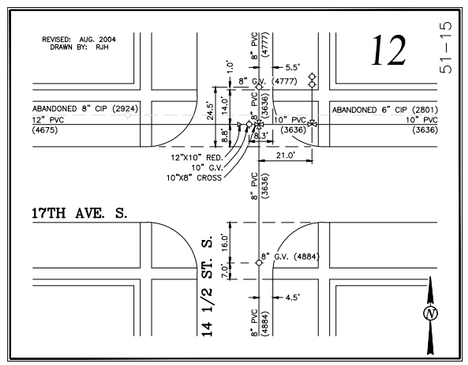



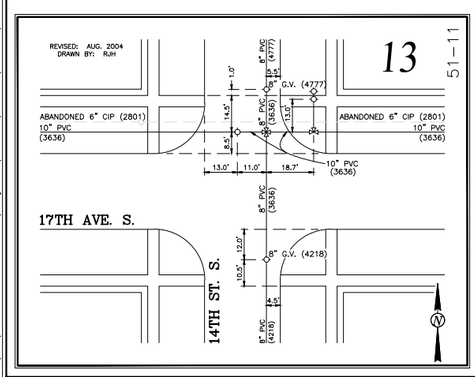



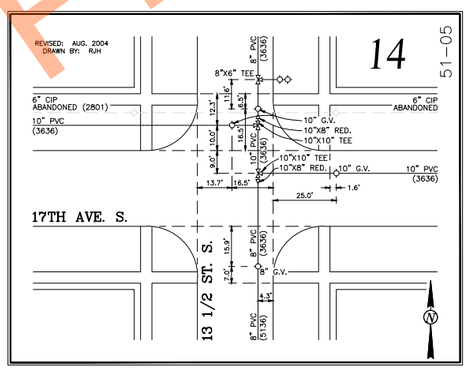



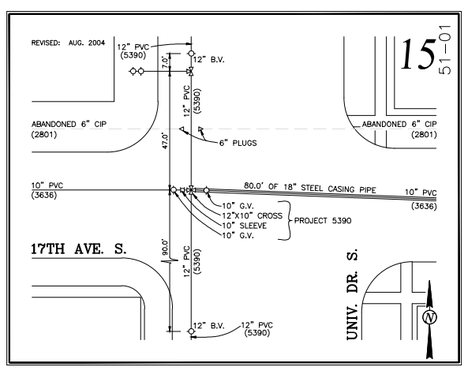



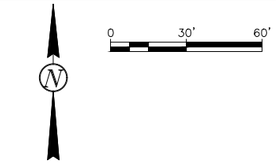




Preliminary Plans




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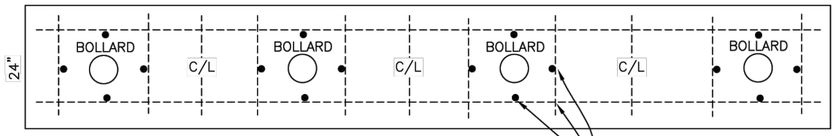
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 20 | 3 |

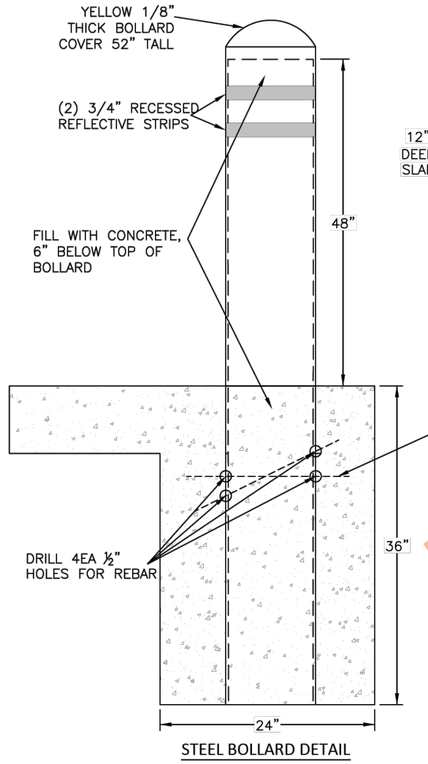
#3 REBAR REINFORCING REQUIRED. INSTALL 6" FROM POST QUADRANTS, AND ON THE CENTER LINE BETWEEN POSTS. REINFORCING WILL BE 6" FROM TOP OF SURFACE SLAB.(CENTERED ON DEPTH)




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

STEEL BOLLARD FOUNDATION TOP DETAIL

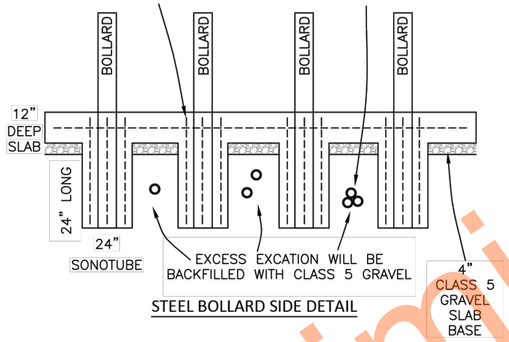
ALL REINFORCING REBAR WILL BE TIED TOGETHER




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.

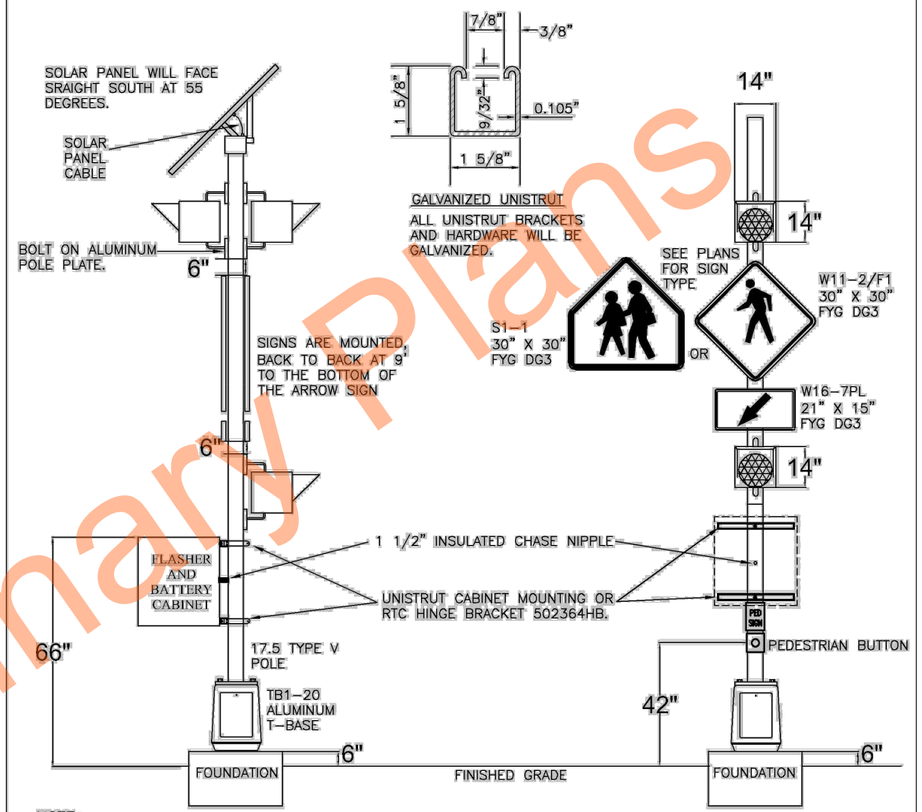



STEEL BOLLARD SIDE DETAIL

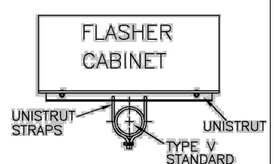
2EA #3 REBAR X 12". INSTALL 18" DOWN FROM TOP OF BASE THROUGH PIPE TO ANCHOR INTO CONCRETE.

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 |

Preliminary Plans

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

**STREET DETAILS**

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. |
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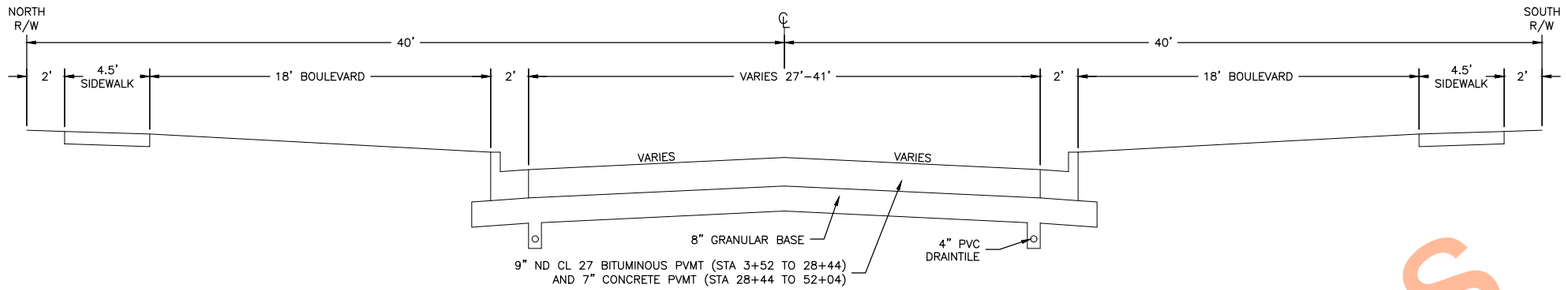
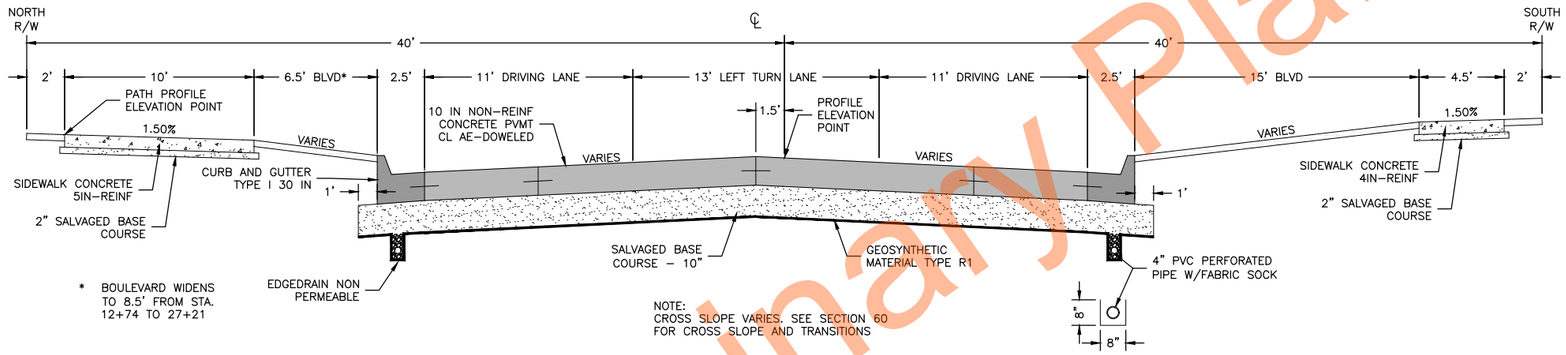
| ND | TMA-SU-CRP-8-984 (181) | 30 | 1 |



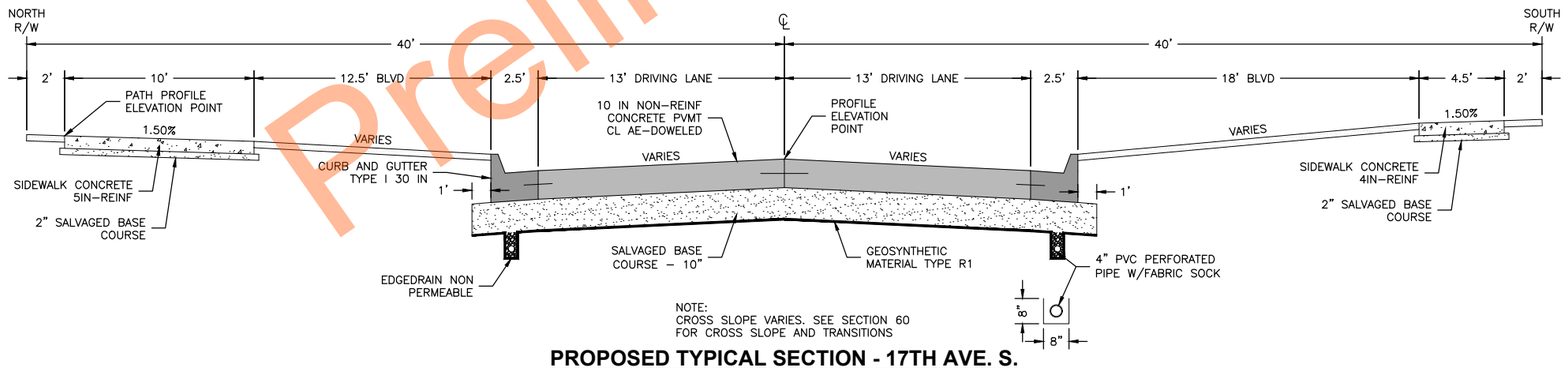

## EXISTING TYPICAL SECTION - 17TH AVE. S.

*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*

Preliminary Plans

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

REVISIONS

③ ② ①

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

**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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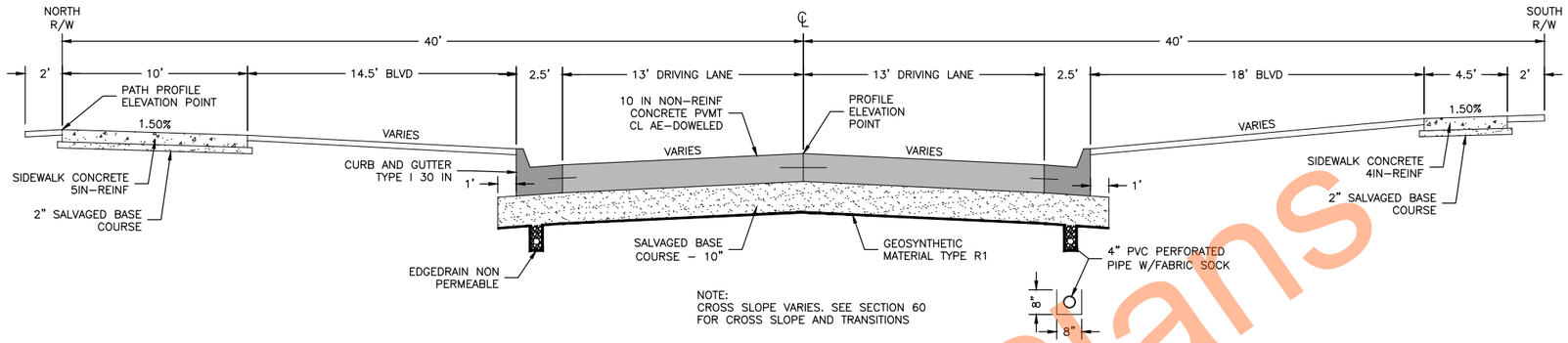
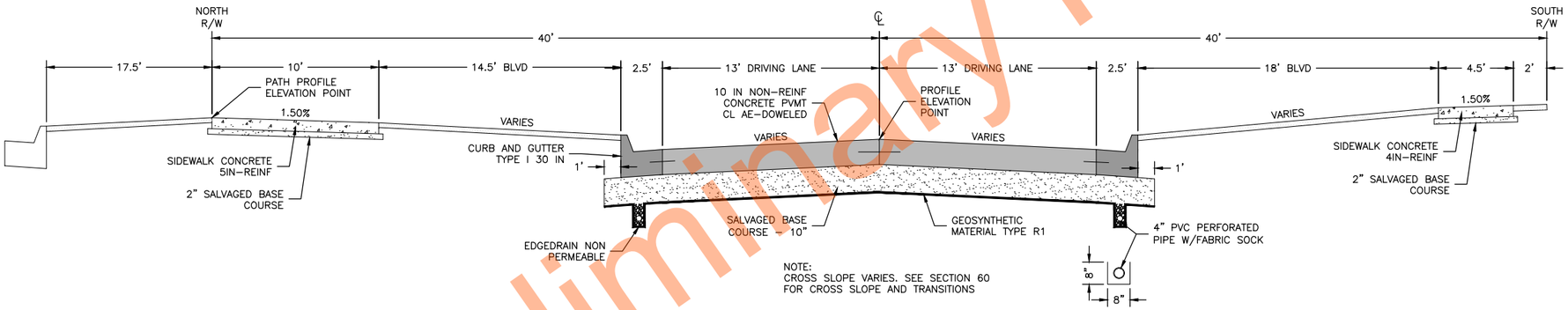
| ND | TMA-SU-CRP-8-984 (181) | 30 | 2 |



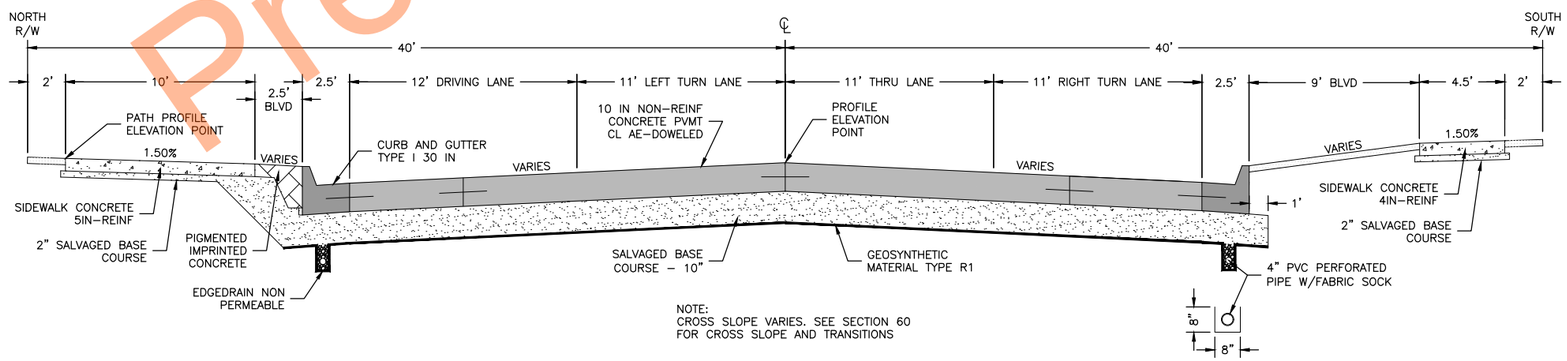

## PROPOSED TYPICAL SECTION - 17TH AVE. S.

*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*

Preliminary Plans

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REVISIONS

| 3 | 2 | 1 |
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| | | |

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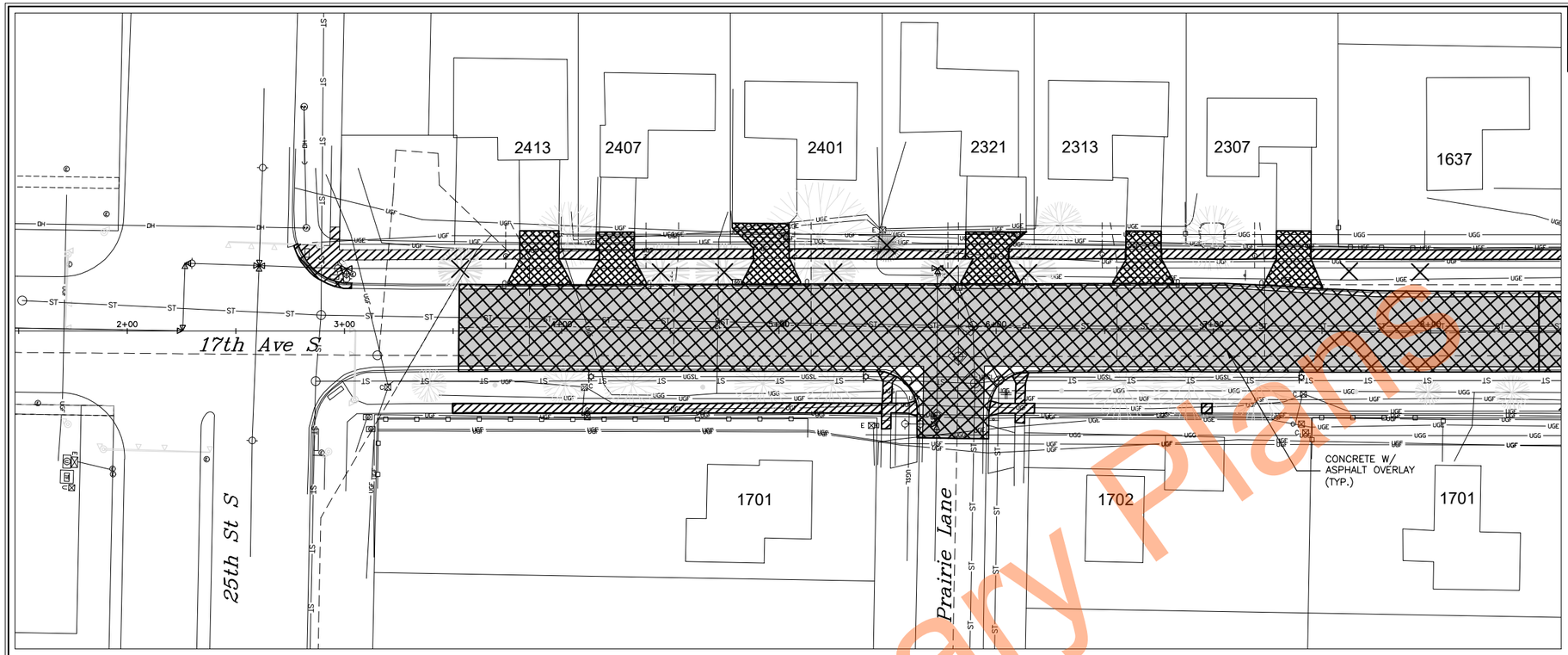
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 40 | 1 |

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

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REVISIONS

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|---|---|---|

SEAL

REGISTERED PROFESSIONAL ENGINEER
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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*

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

Preliminary Plans

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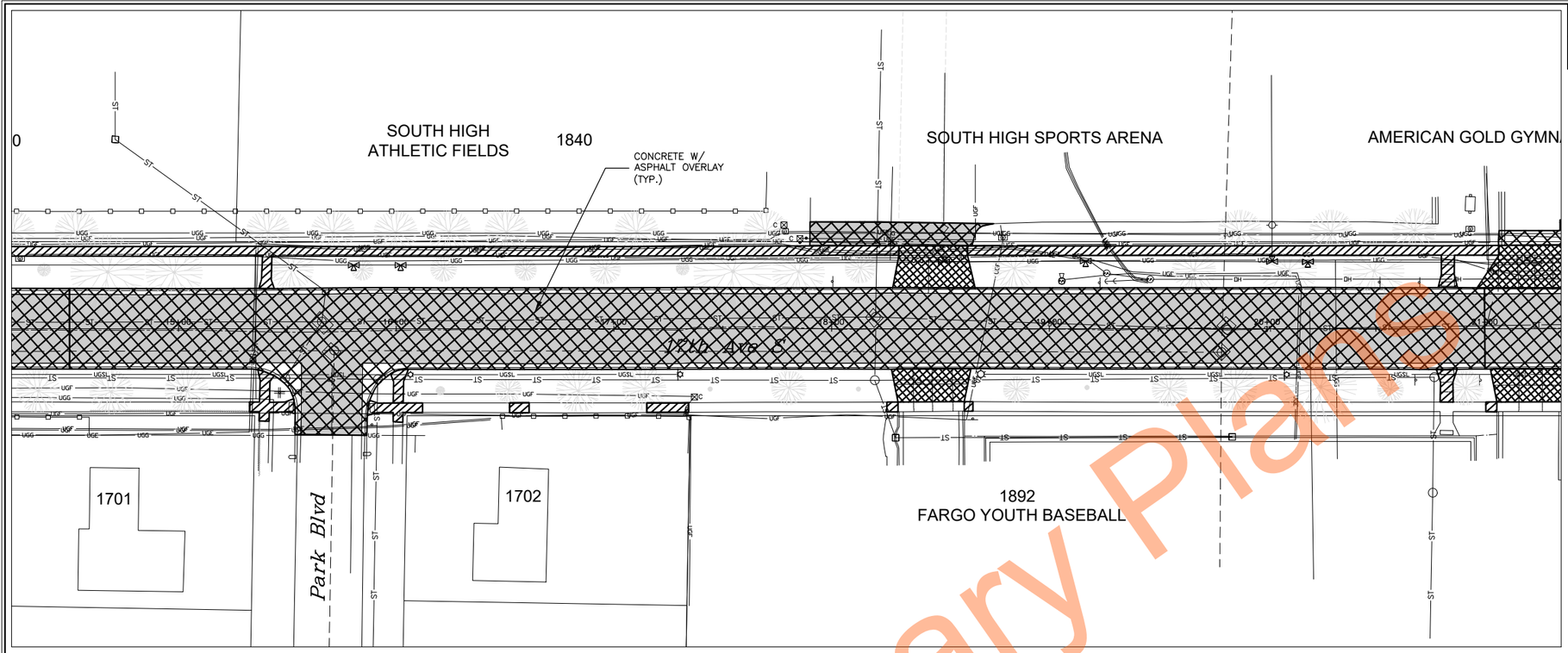
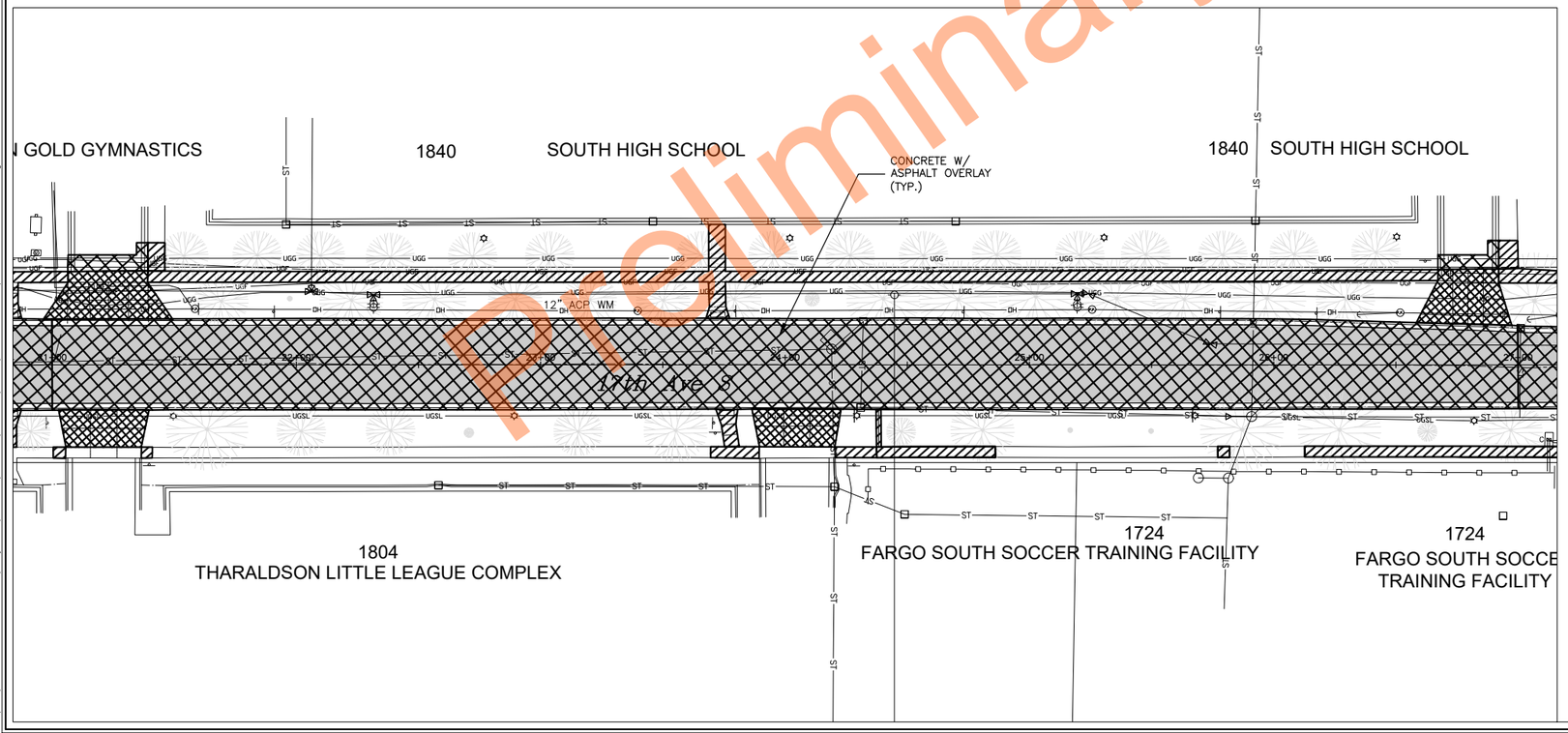
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 40 | 2 |

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




Preliminary Plans

0 40' 80'

- 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
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*

| DESIGN BY: TJB | CHECKED BY: EAG |
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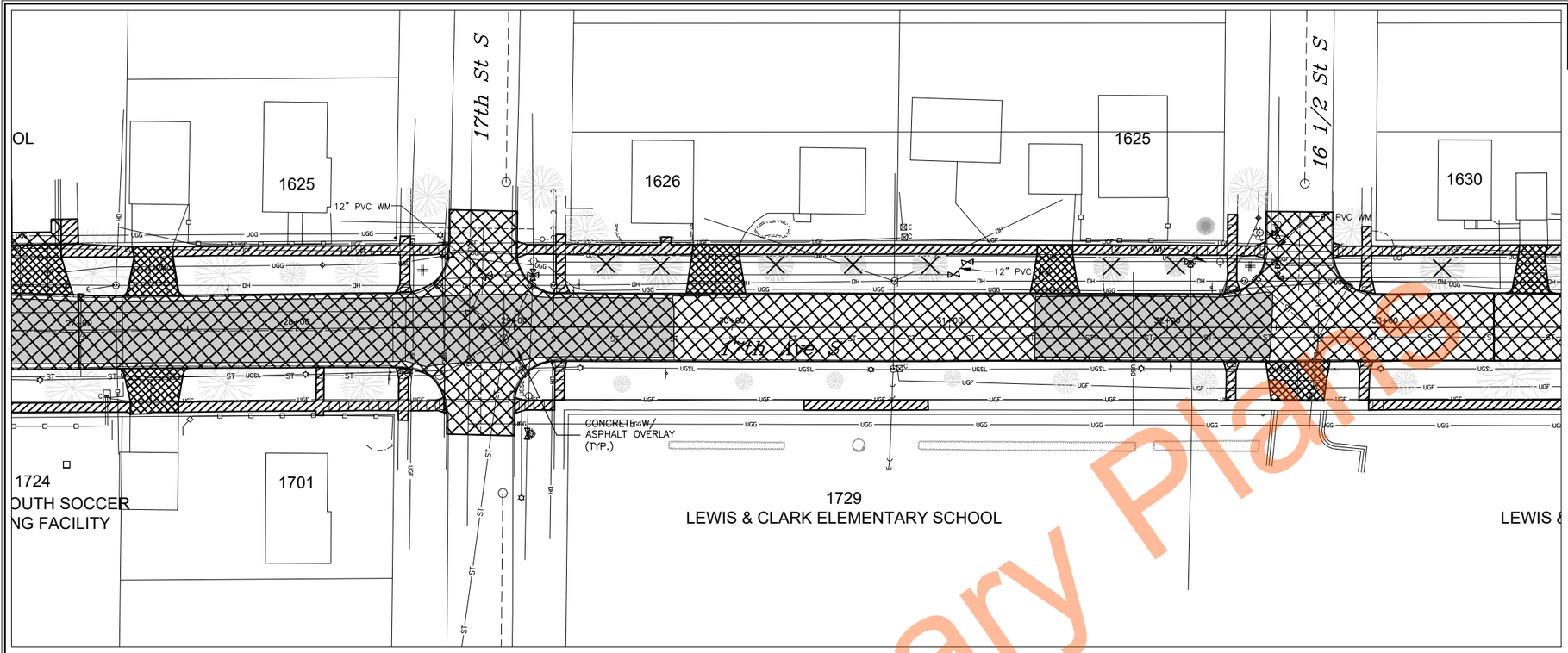
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 40 | 3 |

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




Preliminary Plans

0 40' 80'

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
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*

| DESIGN BY: TJB | CHECKED BY: EAG |
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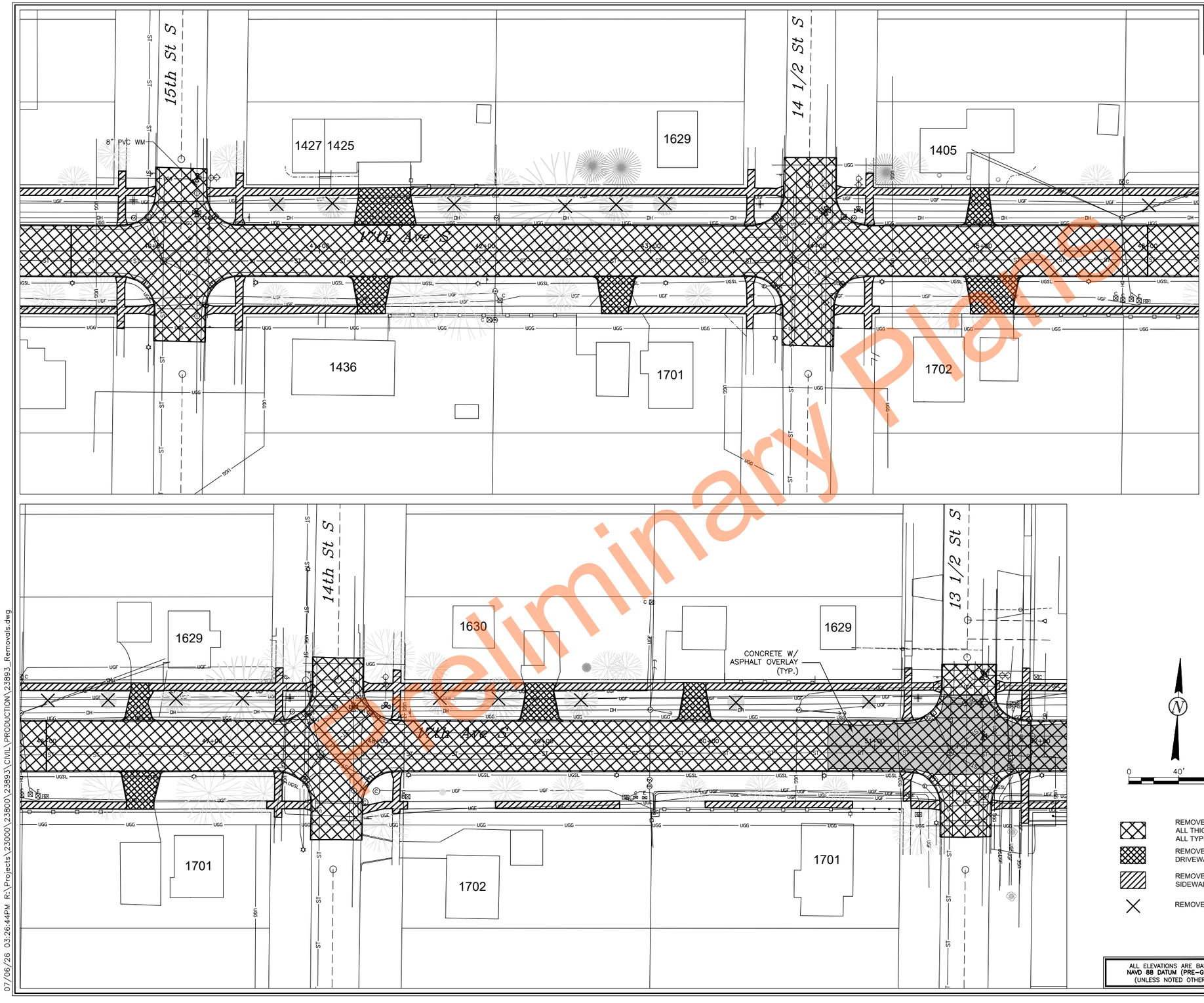


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 40 | 4 |

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

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 - Surface**

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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Preliminary Plans

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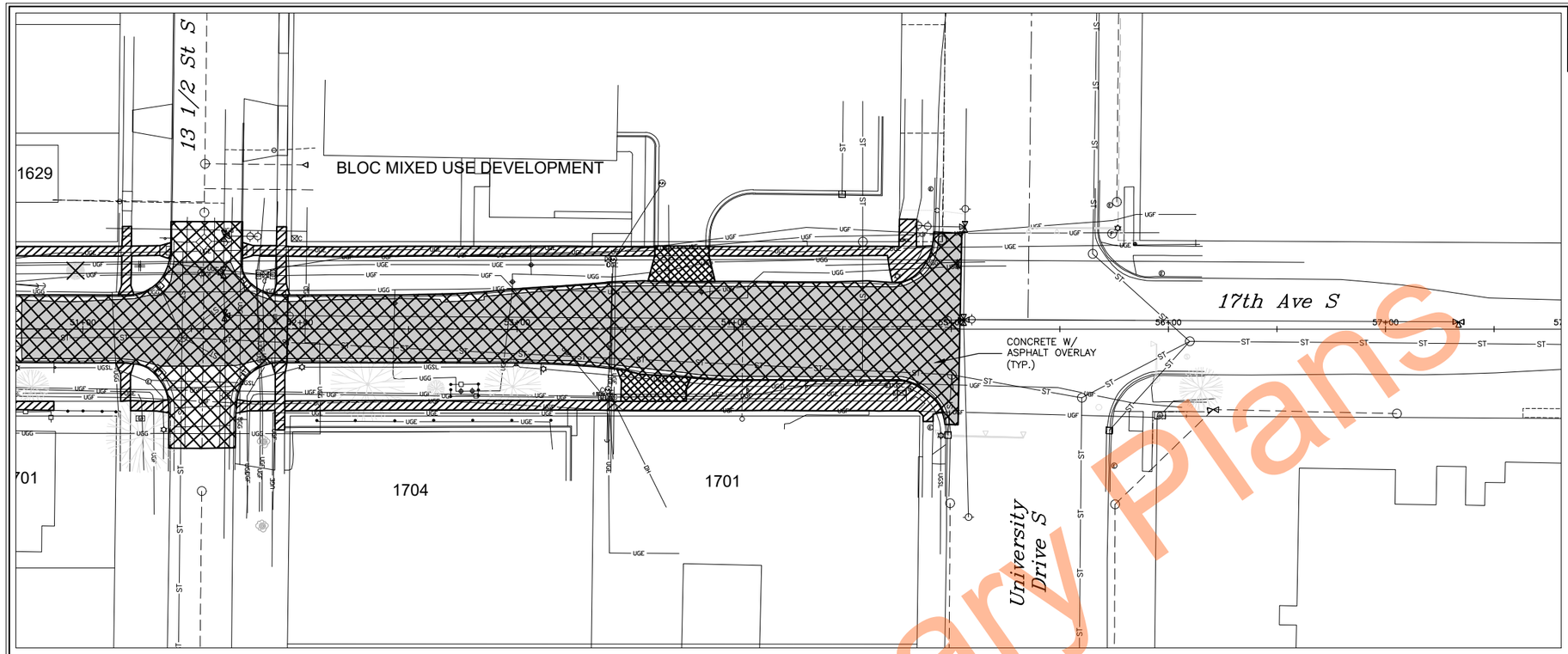
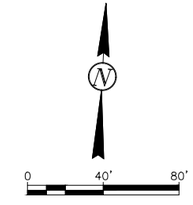



| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 40 | 5 |

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

Preliminary Plans




- REMOVE PAVING ALL THICKNESS, ALL TYPES
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- 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*

| DESIGN BY: TJB | CHECKED BY: EAG |
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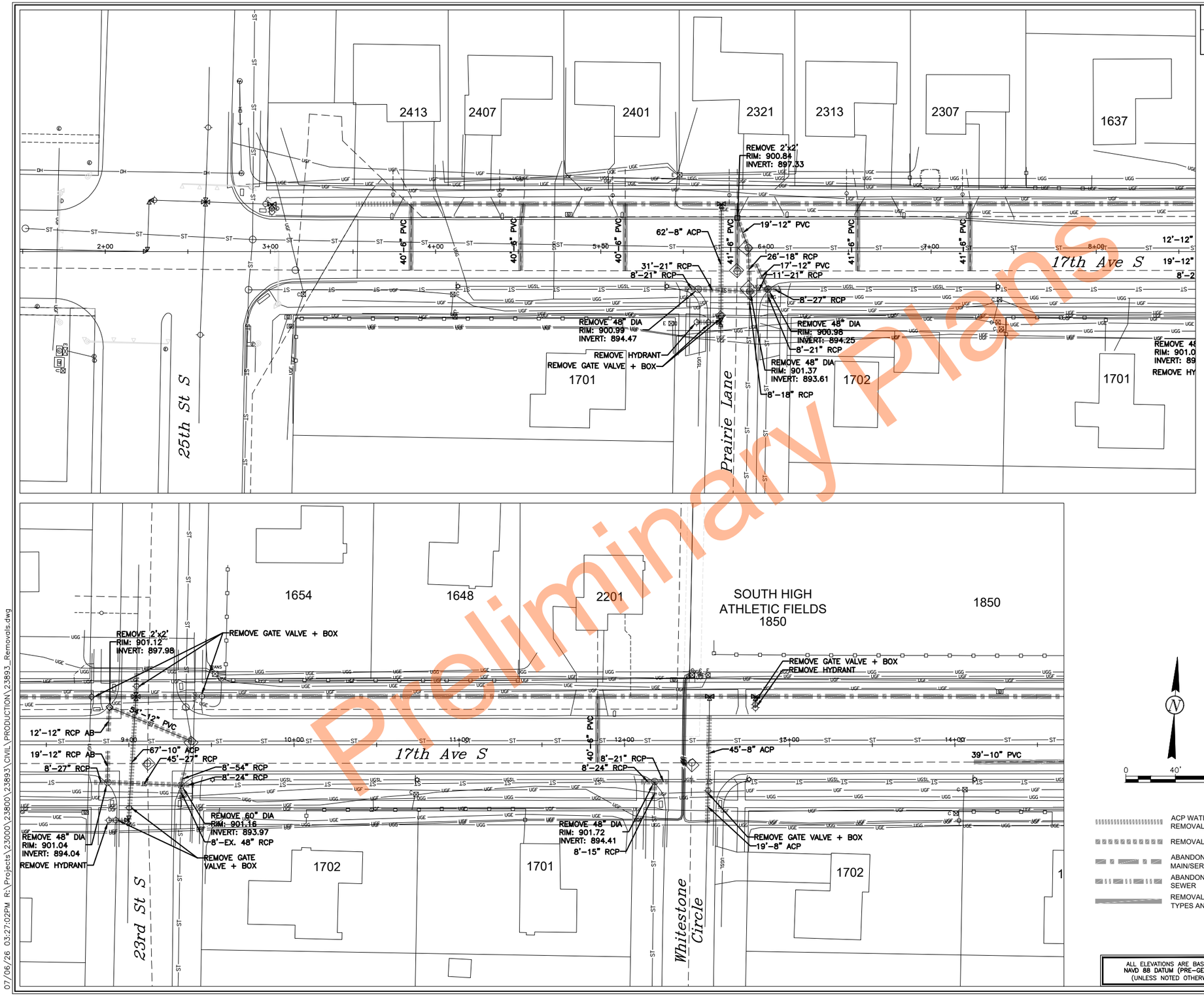


Preliminary Plans

| 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 |

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
Taylor Braaten
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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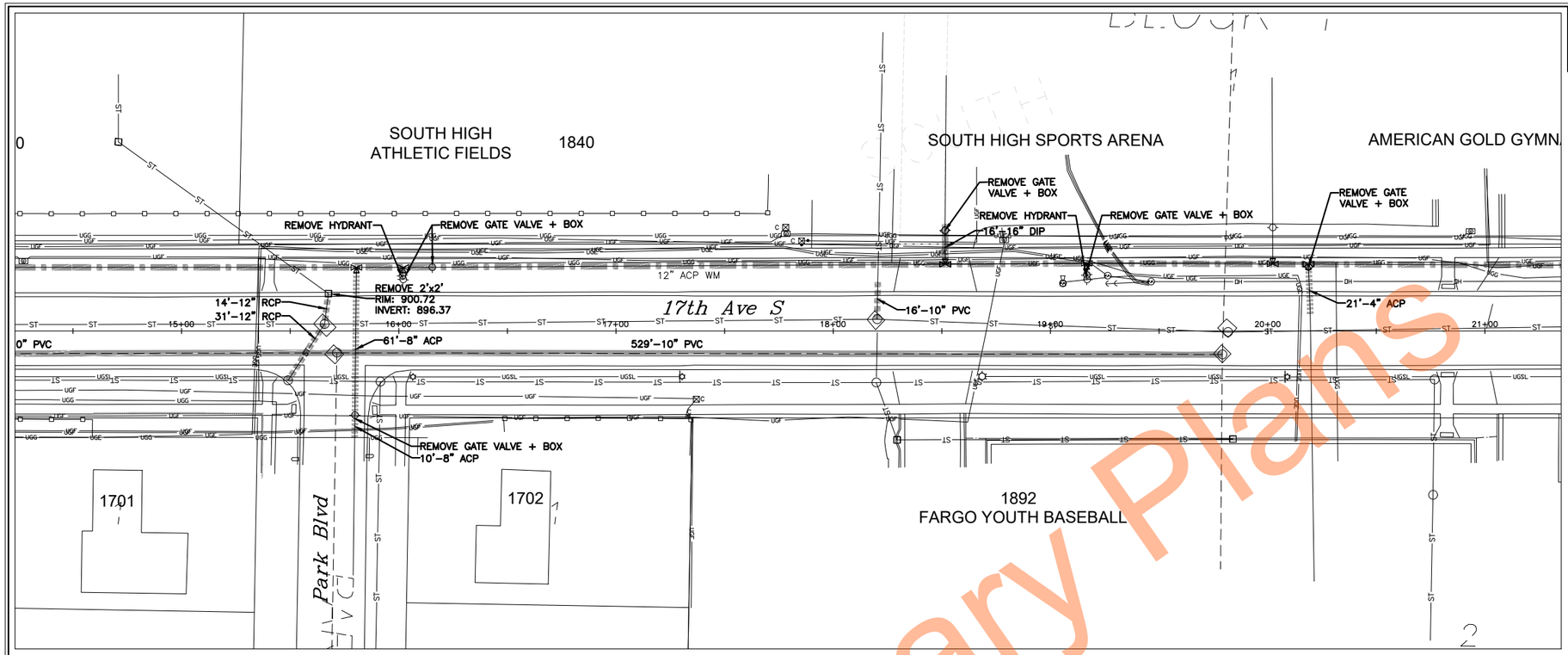


Preliminary Plans

| 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
(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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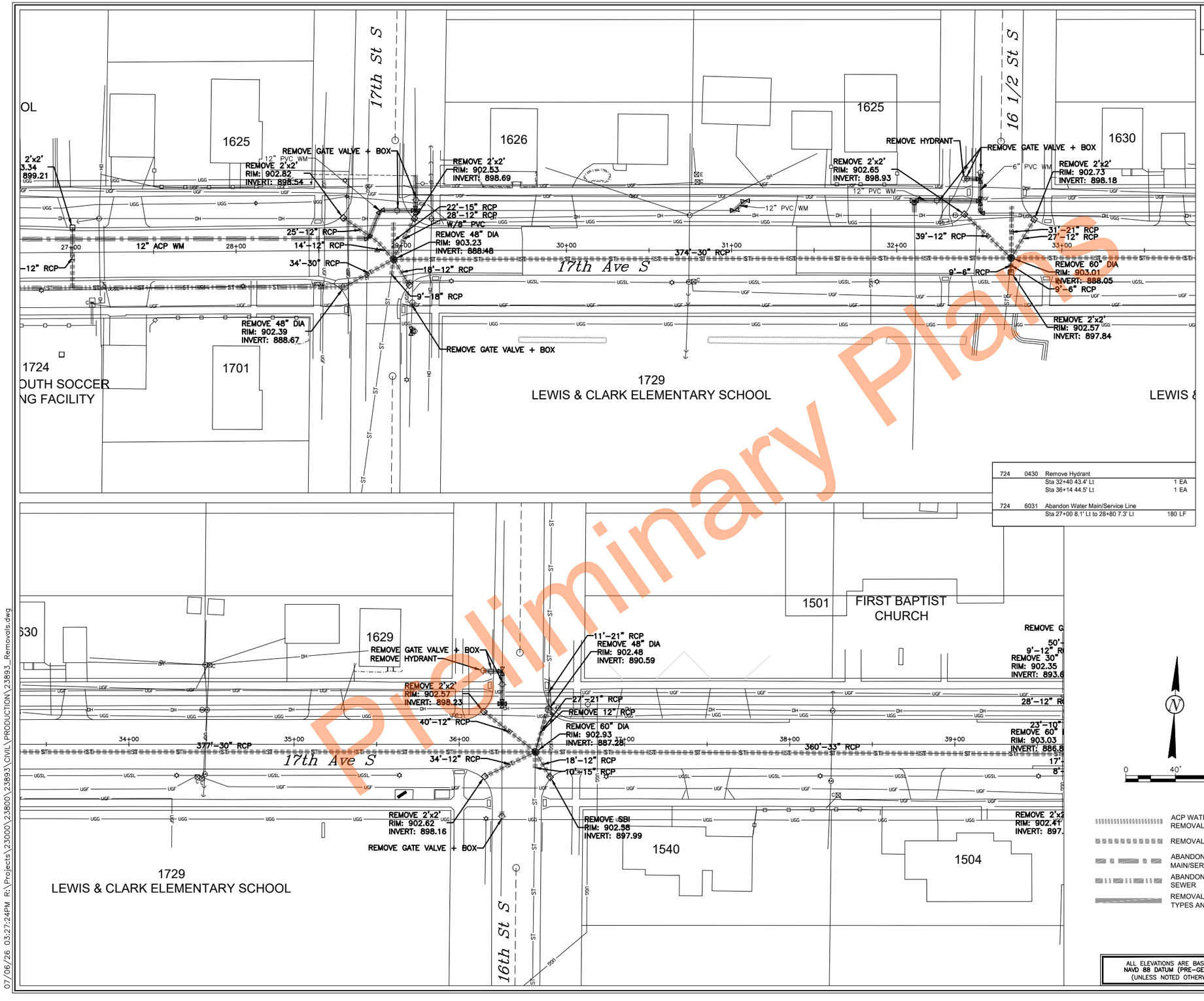


| | | | |
|---|---|---|---|
| 724 | 0430 | Remove Hydrant | |
| | | Sta 32+40 43.4' Lt | 1 EA |
| | | Sta 36+14 44.5' Lt | 1 EA |
| 724 | 6031 | Abandon Water Main/Service Line | |
| | | Sta 27+00 8.1' Lt to 28+80 7.3' Lt | 180 LF |

| 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 |

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

Preliminary Plans

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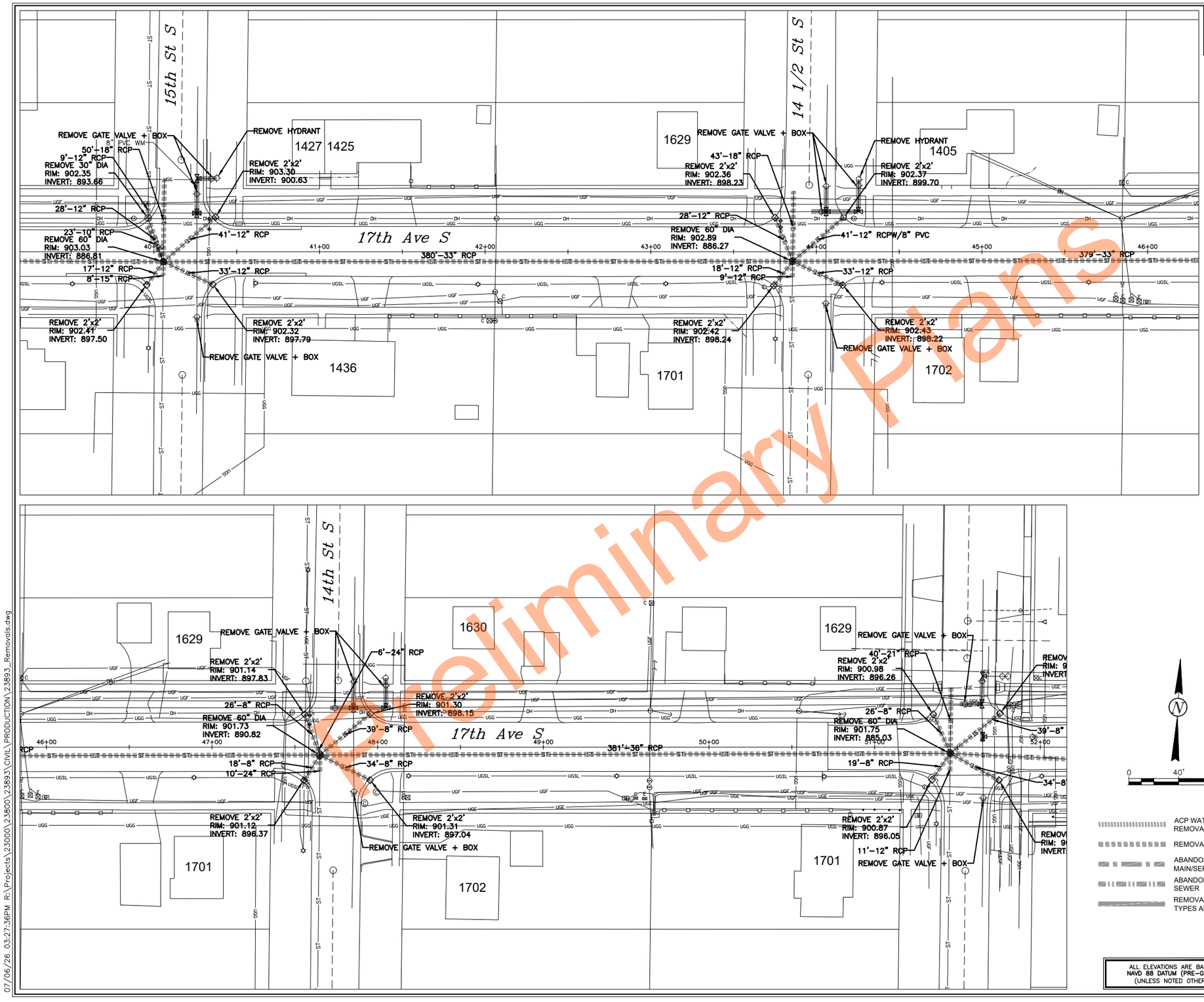


Preliminary Plans

| 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 |

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
Taylor Braaten
PE-29068
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 |
|---|---|
| DRAWN BY: DLM/LRL | ORIG DATE: 07/07/26 |

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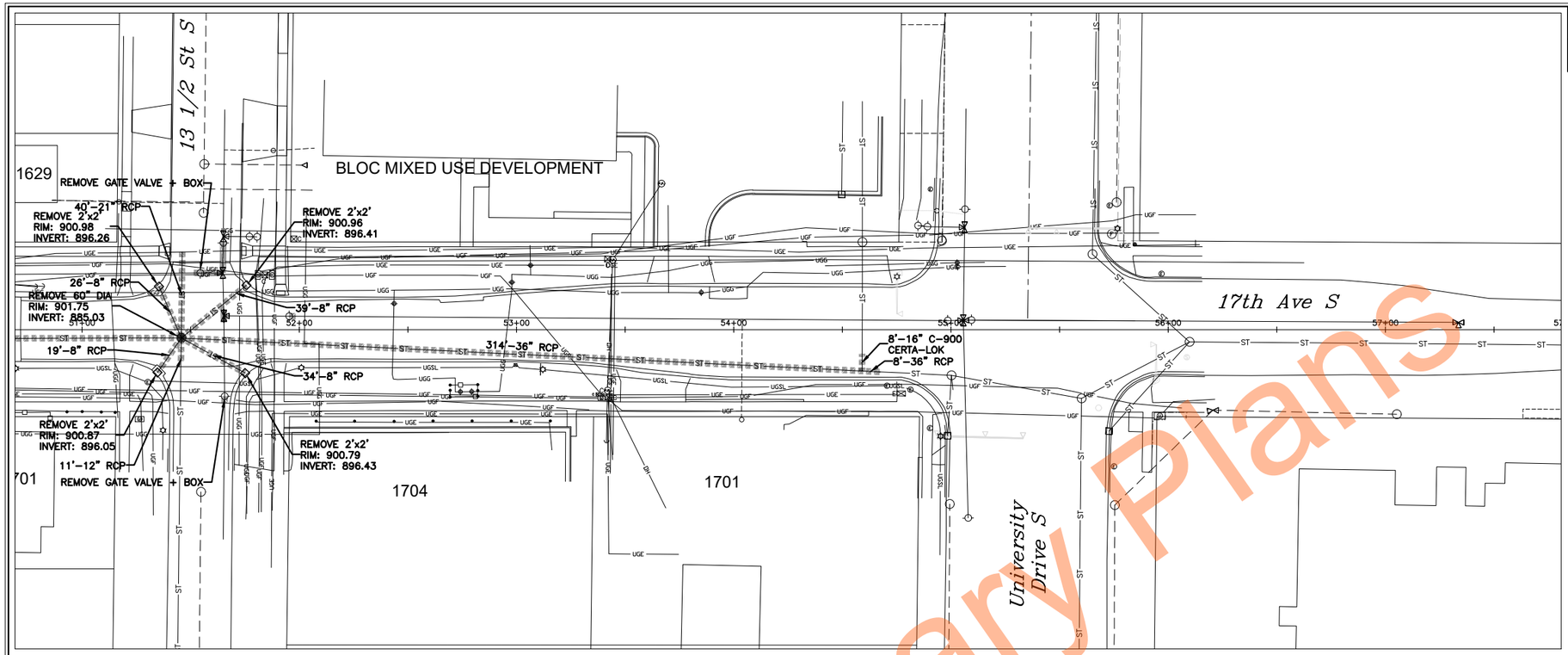


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 40 | 10 |

| 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 |

Preliminary Plans

N

0 40' 80'

ACP WATERMAIN REMOVAL

REMOVAL OF SEWER PIPE

ABANDON WATER MAIN/SERVICE LINE

ABANDON STORM SEWER

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NORTH DAKOTA

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

**Removals - Underground**

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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## 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<br>W INV. 894.53 | 17th Ave S<br>STA: 5+58.98 22.8R |
| M-2 | MANHOLE 84IN | R-1955-1 | N/A | 901.02 | W INV. 894.11<br>E INV. 894.25<br>N INV. 893.61<br>S INV. 893.49 | 17th Ave S<br>STA: 5+90.25 24.2R |
| M-3 | INLET SPECIAL-TYPE 2 60IN | R-3067-VB | 3290-0040 | 900.87 | E INV. 894.39<br>W INV. 894.25<br>S INV. 894.40 | 17th Ave S<br>STA: 6+01.20 22.8R |
| M-4 | INLET SPECIAL-TYPE 2 72IN | R-3067-VB | 3290-0040 | 901.06 | N INV. 894.29<br>E INV. 894.15<br>W INV. 894.04 | 17th Ave S<br>STA: 8+87.07 22.8R |
| M-5 | INLET SPECIAL-TYPE 2 96IN | R-3067-VB | 3290-0040 | 901.07 | W INV. 894.09<br>E INV. 893.71<br>S INV. 893.97<br>N INV. 893.60 | 17th Ave S<br>STA: 9+31.55 24.6R |
| M-6 | INLET SPECIAL-TYPE 2 60IN | STANDARD | Standard | 901.85 | N INV. 894.81<br>W INV. 894.41<br>E INV. 894.48<br>S INV. 895.56 | 17th Ave S<br>STA: 12+18.24 22.4R |
| ST-1 | MANHOLE 96IN | R-1955-1 | N/A | 901.59 | N INV. 896.49<br>W INV. 893.19<br>E INV. 893.19 | 17th Ave S<br>STA: 5+24.52 3.4L |
| ST-1A | TYPE II | R-3067-V | 3290-0040 | 901.17 | S INV. 896.66 | 17th Ave S<br>STA: 5+24.81 20.5L |
| ST-2.1 | MANHOLE 96IN | STANDARD | Standard | 901.49 | S INV. 894.33<br>E INV. 892.77<br>W INV. 892.77 | 17th Ave S<br>STA: 8+87.49 2.2L |
| ST-2A | TYPE II | R-3067-C | NONE | 900.96 | S INV. 896.50 | 17th Ave S<br>STA: 5+86.95 20.5L |
| ST-3A | Type II | R-3067-VB | 3290-0040 | 901.06 | E INV. 897.59 | 17th Ave S<br>STA: 8+88.96 23.4L |
| ST-4 | MANHOLE 108IN | R-1955-1 | N/A | 902.08 | N INV. 897.15<br>E INV. 892.65<br>W INV. 892.65 | 17th Ave S<br>STA: 10+52.66 2.3L |
| ST-4.1 | MANHOLE 108IN | STANDARD | Standard | 902.62 | S INV. 894.77 | 17th Ave S<br>STA: 12+17.82 2.6L |
| ST-4A | TYPE II | R-3067-V | 3290-0040 | 901.77 | S INV. 897.27 | 17th Ave S<br>STA: 10+52.66 14.5L |
| ST-5A | INLET SPECIAL-TYPE II 48IN | R-3067-VB | 3290-0040 | 900.61 | S INV. 896.36<br>NW INV. 896.36 | 17th Ave S<br>STA: 15+70.73 14.5L |
| ST-6A | INLET SPECIAL-TYPE II 48IN | R-3067-V | 3290-0040 | 901.68 | S INV. 896.16<br>N INV. 896.19 | 17th Ave S<br>STA: 18+20.40 14.5L |
| ST-9 | MANHOLE 48IN | R-1955-1 | N/A | 902.41 | E INV. 895.91<br>S INV. 899.75<br>N INV. 899.72<br>NW INV. 897.86 | 17th Ave S<br>STA: 24+32 6.5R |
| ST-9A | TYPE II | R-3067-VB | 3290-0040 | 902.20 | S INV. 899.77 | 17th Ave S<br>STA: 24+32 14.5L |
| ST-9B | TYPE II | R-3067-VB | 3290-0040 | 902.20 | N INV. 899.77 | 17th Ave S<br>STA: 24+32 14.5R |
| ST-10 | MANHOLE 60IN | R-1955-1 | N/A | 903.15 | E INV. 888.96<br>W INV. 895.73<br>S INV. 894.48<br>N INV. 894.48 | 17th Ave S<br>STA: 25+91.23 6.5R |
| ST-11 | MANHOLE 60IN | R-1955-1 | N/A | 903.63 | W INV. 888.85<br>E INV. 888.85 | 17th Ave S<br>STA: 27+00 6.5R |
| ST-12 | MANHOLE 72IN | R-1955-1 | N/A | 902.95 | E INV. 888.03<br>W INV. 888.63<br>SW INV. 897.64<br>NW INV. 897.64<br>N INV. 897.75<br>SE INV. 897.81<br>S INV. 892.88 | 17th Ave S<br>STA: 28+95.32 6.5R |
| ST-12A | TYPE II | R-3067-VB | 3290-0040 | 902.55 | SE INV. 898.05 | 17th Ave S<br>STA: 28+65.37 21.2L |
| ST-12B | TYPE II | R-3067-VB | 3290-0040 | 902.55 | S INV. 898.05 | 17th Ave S<br>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<br>STA: 29+04.80 21.2R |
| ST-12D | TYPE II | R-3067-VB | 3290-0040 | 902.49 | NE INV. 897.99 | 17th Ave S<br>STA: 28+64.25 21.3R |
| ST-13 | MANHOLE 72IN | R-1955-1 | N/A | 902.66 | W INV. 887.70<br>E INV. 887.10<br>N INV. 897.50<br>NW INV. 897.51<br>SW INV. 897.83<br>S INV. 896.38 | 17th Ave S<br>STA: 32+69.10 6.5R |
| ST-13A | TYPE II | R-3067-VB | 3290-0040 | 902.40 | SE INV. 897.85 | 17th Ave S<br>STA: 32+40.21 21.2L |
| ST-13B | TYPE II | R-3067-VB | 3290-0040 | 902.40 | S INV. 897.85 | 17th Ave S<br>STA: 32+81.13 21.1L |
| ST-13C | TYPE II | R-3067-C | NONE | 902.54 | NE INV. 897.95 | 17th Ave S<br>STA: 32+59.92 14.5R |
| ST-14 | MANHOLE 72IN | R-1955-1 | N/A | 902.69 | W INV. 886.83<br>E INV. 886.83<br>NW INV. 897.48<br>SW INV. 897.55<br>SE INV. 897.72<br>N INV. 890.60<br>S INV. 891.31 | 17th Ave S<br>STA: 36+46.03 6.5R |
| ST-14A | TYPE II | R-3067-VB | 3290-0040 | 902.40 | SE INV. 897.90 | 17th Ave S<br>STA: 36+14.95 21.2L |
| ST-14B | INLET SPECIAL-TYPE II 48IN | R-3067-VB | 3290-0040 | 902.40 | S INV. 890.66<br>N INV. 890.66 | 17th Ave S<br>STA: 36+53.99 23.7L |
| ST-14C | TYPE II | R-3067-VB | 3290-0040 | 902.40 | NW INV. 897.90 | 17th Ave S<br>STA: 36+55.36 21.2R |
| ST-14D | TYPE II | R-3067-VB | 3290-0040 | 902.40 | NE INV. 897.90 | 17th Ave S<br>STA: 36+14.39 21.2R |
| ST-15 | MANHOLE 72IN | R-1955-1 | N/A | 903.08 | W INV. 886.77<br>E INV. 886.77<br>N INV. 898.19 | 17th Ave S<br>STA: 37+39 6.5R |
| ST-15A | TYPE II | R-3067-V | 3290-0040 | 902.90 | S INV. 898.40 | 17th Ave S<br>STA: 37+39 14.5L |
| ST-16 | MANHOLE 72IN | R-1955-1 | N/A | 903.07 | N INV. 898.16<br>W INV. 886.65<br>E INV. 886.65 | 17th Ave S<br>STA: 39+00 6.5R |
| ST-16A | TYPE II | R-3067-V | 3290-0040 | 902.87 | S INV. 898.37 | 17th Ave S<br>STA: 39+00 14.5L |
| ST-17 | MANHOLE 72IN | R-1955-1 | N/A | 902.51 | W INV. 886.58<br>E INV. 886.58<br>SW INV. 897.47<br>SE INV. 897.31<br>NE INV. 897.23<br>N INV. 893.23<br>S INV. 890.95 | 17th Ave S<br>STA: 40+05.71 6.5R |
| ST-17A | INLET SPECIAL-TYPE II 48IN | R-3067-VB | 3290-0040 | 902.15 | S INV. 893.31<br>N INV. 893.56 | 17th Ave S<br>STA: 39+96.49 21.7L |
| ST-17B | TYPE II | R-3067-VB | 3290-0040 | 902.15 | SW INV. 897.65 | 17th Ave S<br>STA: 40+36.87 21.2L |
| ST-17C | TYPE II | R-3067-VB | 3290-0040 | 902.15 | NW INV. 897.65 | 17th Ave S<br>STA: 40+36.29 21.2R |
| ST-17D | TYPE II | R-3067-VB | 3290-0040 | 902.15 | NE INV. 897.65 | 17th Ave S<br>STA: 39+95.25 21.2R |
| ST-18 | MANHOLE 72IN | R-1955-1 | N/A | 902.45 | W INV. 886.31<br>E INV. 886.31<br>SW INV. 897.51<br>SE INV. 897.36<br>NE INV. 897.28<br>NW INV. 897.40<br>S INV. 892.07 | 17th Ave S<br>STA: 43+85.67 6.5R |
| ST-18A | TYPE II | R-3067-VB | 3290-0040 | 902.20 | SE INV. 897.70 | 17th Ave S<br>STA: 43+75.21 21.2L |
| ST-18B | TYPE II | R-3067-VB | 3290-0040 | 902.20 | SW INV. 897.70 | 17th Ave S<br>STA: 44+16.82 21.2L |
| ST-18C | TYPE II | R-3067-VB | 3290-0040 | 902.20 | NW INV. 897.70 | 17th Ave S<br>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 |

Preliminary Plans

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
Taylor Braaten
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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Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| 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<br>STA: 43+74.66 21.2R |
| ST-19 | MANHOLE 72IN | R-1955-1 | N/A | 902.26 | W INV. 886.14<br>E INV. 886.14<br>N INV. 897.33 | 17th Ave S<br>STA: 46+34.27 6.5R |
| ST-19A | TYPE II | R-3067-V | 3290-0040 | 902.06 | S INV. 897.54 | 17th Ave S<br>STA: 46+34.27 14.5L |
| ST-20 | MANHOLE 96IN | R-1955-1 | N/A | 901.66 | W INV. 886.05<br>E INV. 884.95<br>SW INV. 896.47<br>SE INV. 896.41<br>NE INV. 896.33<br>N INV. 896.45<br>S INV. 890.82<br>N INV. 890.33 | 17th Ave S<br>STA: 47+65.11 6.5R |
| ST-20A | TYPE II | R-3067-VB | 3290-0040 | 901.25 | S INV. 896.75 | 17th Ave S<br>STA: 47+55.74 21.2L |
| ST-20B | TYPE II | R-3067-VB | 3290-0040 | 901.25 | SW INV. 896.75 | 17th Ave S<br>STA: 47+96.22 21.2L |
| ST-20C | TYPE II | R-3067-VB | 3290-0040 | 901.25 | NW INV. 896.75 | 17th Ave S<br>STA: 47+95.71 21.2R |
| ST-20D | TYPE II | R-3067-VB | 3290-0040 | 901.15 | NE INV. 896.65 | 17th Ave S<br>STA: 47+54.92 21.2R |
| ST-21 | MANHOLE 96IN | R-1955-1 | N/A | 901.24 | W INV. 884.76<br>E INV. 884.76<br>S INV. 891.31<br>SW INV. 896.16<br>SE INV. 896.02<br>NW INV. 896.15<br>NE INV. 896.01 | 17th Ave S<br>STA: 51+45.67 6.5R |
| ST-21A | TYPE II | R-3067-VB | 3290-0040 | 900.94 | SE INV. 896.44 | 17th Ave S<br>STA: 51+34.89 20.6L |
| ST-21B | TYPE II | R-3067-VB | 3290-0040 | 900.94 | SW INV. 896.44 | 17th Ave S<br>STA: 51+77.54 22.2L |
| ST-21C | INLET SPECIAL-TYPE II 48IN | R-3067-VB | 3290-0040 | 900.85 | NW INV. 896.35<br>S INV. 896.46 | 17th Ave S<br>STA: 51+75.35 21.2R |
| ST-21D | TYPE II | R-3067-VB | 3290-0040 | 900.85 | NE INV. 896.35 | 17th Ave S<br>STA: 51+34.74 21.2R |
| ST-21E | TYPE II | R-3067-V | 3290-0040 | 901.02 | N INV. 896.52 | 17th Ave S<br>STA: 51+69.33 45.0R |
| ST-22 | MANHOLE 96IN | R-1955-1 | N/A | 902.33 | W INV. 884.65<br>E INV. 884.65<br>S INV. 897.54<br>N INV. 897.51 | 17th Ave S<br>STA: 53+58.74 14.2R |
| ST-22A | TYPE II | R-3067-V | 3290-0040 | 902.11 | S INV. 897.88 | 17th Ave S<br>STA: 53+55.53 22.9L |
| ST-22B | TYPE II | R-3067-V | 3290-0040 | 902.12 | N INV. 897.62 | 17th Ave S<br>STA: 53+58.11 22.2R |
| ST-23 | MANHOLE 96IN | R-1955-1 | N/A | 902.62 | W INV. 884.60<br>E INV. 884.60<br>N INV. 890.11 | 17th Ave S<br>STA: 54+59.14 19.0R |

## CASTING SUBSTITUTES

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

Preliminary Plans

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*

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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 6IN 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 |

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Preliminary Plans

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'
6" SEWER SERVICE (TYP.)
ABANDONED 12" ACP WM
EX ABANDONED 10" CIP FM SS
EX 60" RCP ST
EX 12" PVC SS
EX 12" ACP WM
EX 10" ACP WM
EX 12" PVC SS
EX 10" PVC SS
EX 72" RCP ST
EX 54" RCP ST
TRANS
MATCH LINE 6+86.00
MATCH LINE 11+72.00

3'-10" PVC WM
4'-10" PVC WM
26'-10" PVC WM
ST-3A
EX-M32
53'-15" RCP ST @ 0.28%
3'-10" PVC WM
4'-10" PVC WM
ST-2.1
ST-3
17.5'
ST-4A
12'-15" RCP ST @ 1.00%
ST-4
25'-24" RCP ST @ 0.15%
47'-10" PVC WM
EX-S5
45'-36" RCP ST @ 0.13%
17th Ave S
8.00'-27" RCP ST
M-4
M-5
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
23rd St S

1637 1654 1648 1701 1702 1701
22 21 20 4 5

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

0 20' 40'

| 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 |

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
12"x12" CROSS
T.O.P. 893.72
12" GV
T.O.P. 892.02
285'-12" PVC
34'-12" PVC
10" PVC
TOP: 891.80
300'-12" PVC
EX 60" RCP ST
EX 12" ACP WM
EX 72" RCP ST
EX 12" ACP WM
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

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*

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Preliminary Plans

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| 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

M-7
INLET SPECIAL-TYPE 2 60IN
15+72.00 -11.50'L
RIM 901.30
INV N 894.26
INV W 894.26
INV E 894.26
INV S 895.04

M-8
INLET SPECIAL-TYPE 2 60IN
16+58.00 -11.50'L
RIM 901.33
INV N 894.29
INV W 894.29
INV E 894.29
INV S 895.07

ST-5
MANHOLE 108IN
16+58.00 -2.60'L
RIM 902.68
INV N 895.77
INV S 895.77

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

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

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

| 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*

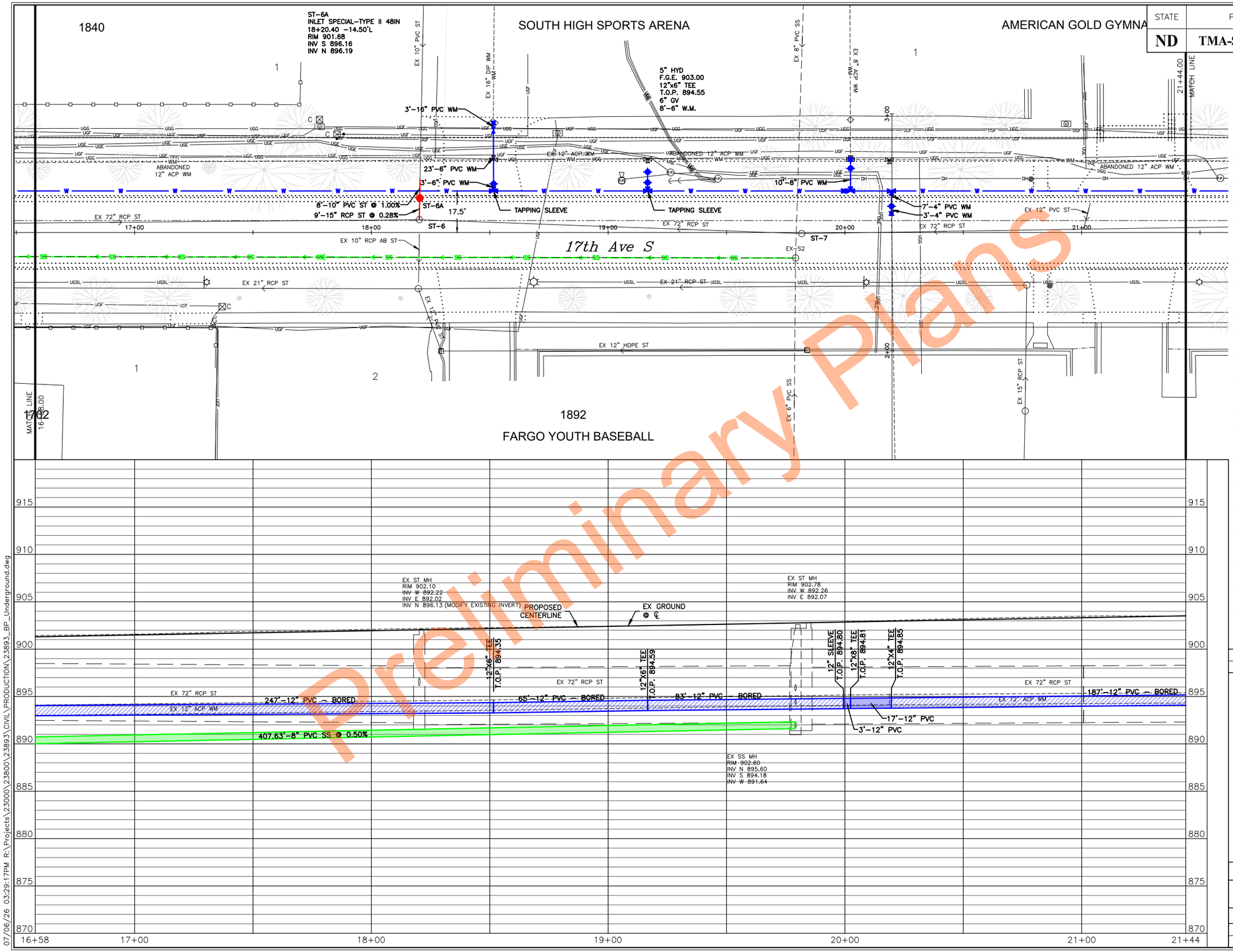
| DESIGN BY: TJB | CHECKED BY: EAG |
|---|---|
| DRAWN BY: DLM/LRL | ORIG DATE: 07/07/26 |

Preliminary Plans

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

**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 |

Preliminary Plans

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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.

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

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

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

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

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%
4" PVC WM
4" PVC WM
TAPPING SLEEVE
ABANDONED 12" ACP WM
6.5'
8'-15" RCP ST @ 0.36%
15'-24" RCP ST @ 0.15%
EX 15" RCP ST
EX 30" R
EX 12" RCP ST
EX 12" RCP ST
EX 12" RCP ST
EX 24" RCP ST
EX 24" PVC ST
EX 24" PVC ST
EX 12" RCP ST
EX-M42
ABANDONED 12" ACP WM
EX 12" PVC ST
EX 12" RCP ST
EX 12" RCP ST
EX 72" RCP ST
EX 12" ACP WM
EX 12" ACP WM
MATCH LINE 21+44.00
MATCH LINE 26+30.00
17th Ave S
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

PROPOSED CENTERLINE
EX GROUND @ ℄
18.28'-18" RCP ST @ 0.22%
159.23'-30" RCP ST @ 0.11%
213'-12" PVC - BORED
25'-12" PVC - BORED
72'-12" PVC - BORED
12"X10" TEE T.O.P. 895.33
12"X6" TEE T.O.P. 895.39
T.O.P. 895.25 12"X4" TEE
T.O.P. 895.24 12" SLEEVE
T.O.P. 895.19 12"X6" TEE
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

0 20' 40'

| 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 |

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*

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

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Preliminary Plans

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

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

UTH HIGH SCHOOL

ST-12A
TYPE II
28+65.37 -21.15'L
RIM 902.55
INV SE 898.05

ST-12B
TYPE II
29+05.89 -21.16'L
RIM 902.55
INV S 898.05
17.0'-1"
STA. 29+09'

ST-12D
TYPE II
28+64.25 21.29'R
RIM 902.49
INV NE 897.99

ST-12C
TYPE II
29+04.80 21.15'R
RIM 902.49
INV NW 897.99

3'-10" PVC WM
12"-10" PVC WM
3'-12" PVC WM
3'-12" PVC WM
EX ABAND. 8" CIP WM
EX 12" PVC WM
EX 10" PVC WM
ABANDONED 12" ACP WM
41'-15" RCP ST @ 1.00%
30'-15" RCP ST @ 1.00%
8'-18" RCP ST @ 0.22%
34'-15" RCP ST @ 1.00%
17'-15" RCP ST @ 1.00%
3'-12" PVC WM
EX 30" RCP ST
EX 18" RCP ST
EX 12" PVC WM
17.5'
6.54'

ST-11
ST-12
ST-12A
ST-12B
ST-12C
ST-12D

17th Ave S
17th St S

1625
1626
1724
1701
1729

FARGO SOUTH SOCCER TRAINING FACILITY

LEWIS & CLARK ELEMENTARY SCHOOL

MATCH LINE 26+30.00

MATCH LINE 31+16.00

0 20' 40'

| 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 |

ST-11
MANHOLE 60IN
27+00.00 6.50'R
RIM 903.63
INV W 888.85
INV E 888.85

ST-12
MANHOLE 72IN
28+95.32 6.50'R
RIM 902.95
INV E 888.03
INV W 888.63
INV SW 897.64
INV NW 897.64
INV N 897.75
INV SE 897.81
INV S 892.88

PROPOSED CENTERLINE
EX GROUND @ ℄

45° BEND T.O.P. 895.71
45° BEND T.O.P. 895.64
12" GV T.O.P. 895.63
12" X 12" CROSS T.O.P. 895.60
12" SLEEVE T.O.P. 895.61
12" SLEEVE T.O.P. 896.45
45° BEND
45° BEND T.O.P. 896.46

EX 12" ACP WM
EX 12" PVC WM
11'-12" PVC
5'-12" PVC
3'-12" PVC
11'-12" PVC
3'-12" PVC
9'-12" PVC

108.77'-30" RCP ST @ 0.11%
195.28'-30" RCP ST @ 0.11%
373.78'-36" RCP ST @ 0.09%

915 910 905 900 895 890 885 880 875 870

26+30 27+00 28+00 29+00 30+00 31+00 31+16

REVISIONS
③ ② ①

SEAL
REGISTERED PROFESSIONAL ENGINEER
Taylor Braaten
PE-29068
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*

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

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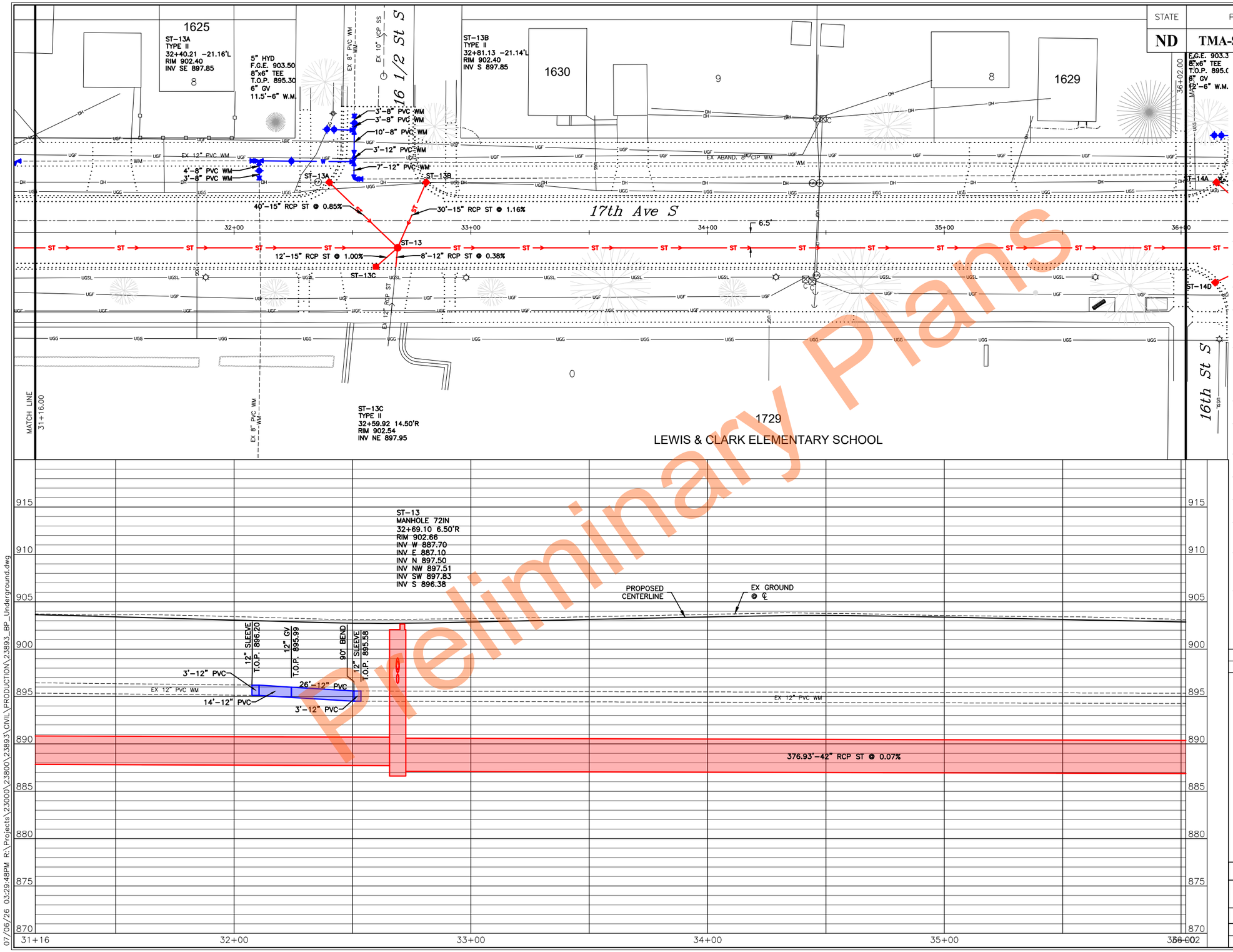
Preliminary Plans

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

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




0 20' 40'

| 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-GI*

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

Preliminary Plans

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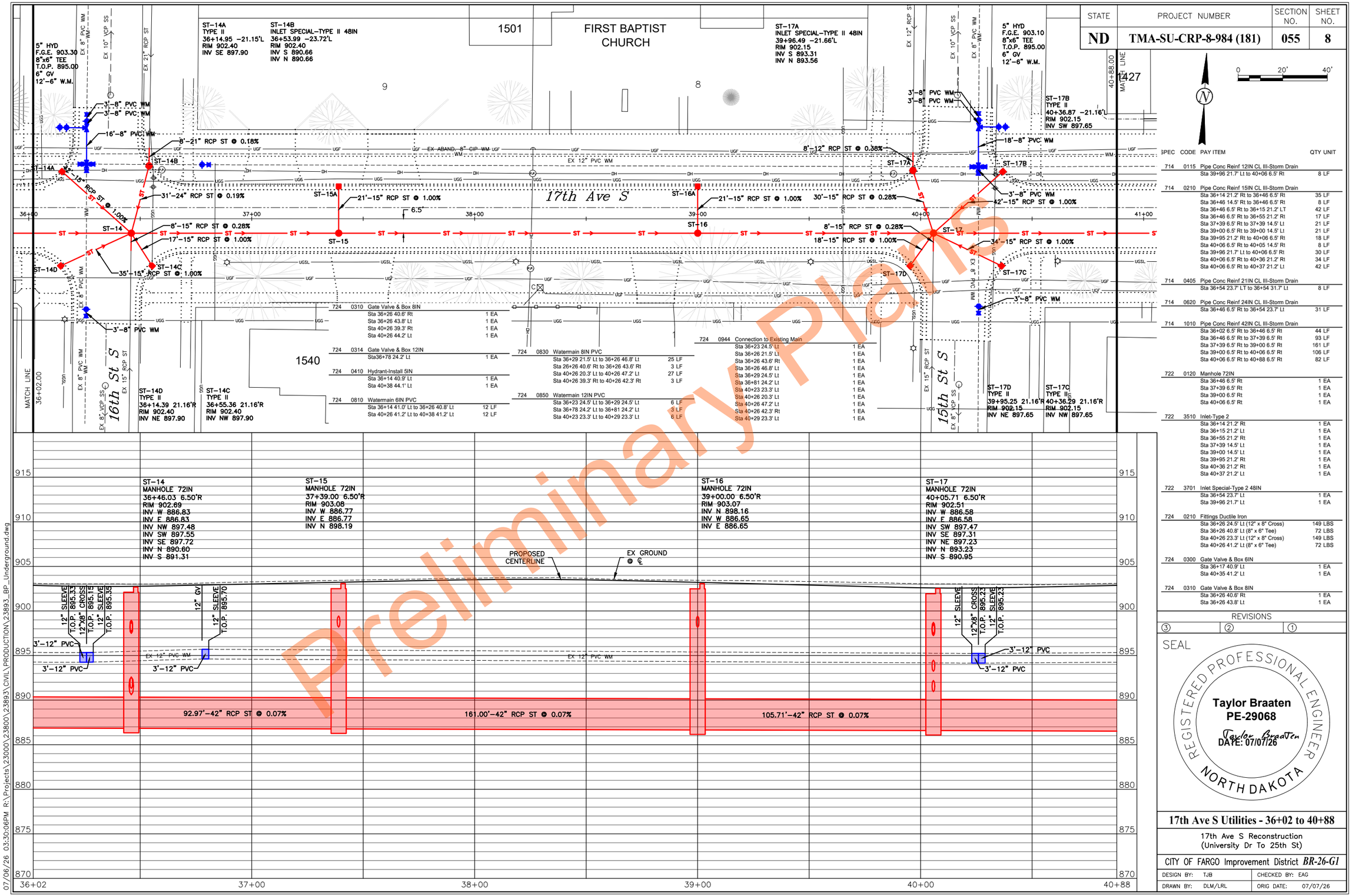





| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 055 | 8 |

| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 714 | 0115 | Pipe Conc Reinf 12IN CL III-Storm Drain | |
| | | Sta 39+96 21.7' Lt to 40+06 6.5' Rt | 8 LF |
| 714 | 0210 | Pipe Conc Reinf 15IN CL III-Storm Drain | |
| | | Sta 36+14 21.2' Rt to 36+46 6.5' Rt | 35 LF |
| | | Sta 36+48 14.5' Rt to 36+46 6.5' Rt | 8 LF |
| | | Sta 36+46 6.5' Rt to 36+15 21.2' LT | 42 LF |
| | | Sta 36+46 6.5' Rt to 36+55 21.2' Rt | 17 LF |
| | | Sta 37+39 6.5' Rt to 37+39 14.5' Lt | 21 LF |
| | | Sta 39+00 6.5' Rt to 39+00 14.5' Lt | 21 LF |
| | | Sta 39+95 21.2' Rt to 40+06 6.5' Rt | 18 LF |
| | | Sta 40+06 6.5' Rt to 40+05 14.5' Rt | 8 LF |
| | | Sta 39+96 21.7' Lt to 40+06 6.5' Rt | 30 LF |
| | | Sta 40+06 6.5' Rt to 40+36 21.2' Rt | 34 LF |
| | | Sta 40+06 6.5' Rt to 40+37 21.2' Lt | 42 LF |
| 714 | 0405 | Pipe Conc Reinf 21IN CL III-Storm Drain | |
| | | Sta 36+54 23.7' LT to 36+54 31.7' Lt | 8 LF |
| 714 | 0620 | Pipe Conc Reinf 24IN CL III-Storm Drain | |
| | | Sta 36+46 6.5' Rt to 36+54 23.7' Lt | 31 LF |
| 714 | 1010 | Pipe Conc Reinf 42IN CL III-Storm Drain | |
| | | Sta 36+02 6.5' Rt to 36+46 6.5' Rt | 44 LF |
| | | Sta 36+46 6.5' Rt to 37+39 6.5' Rt | 93 LF |
| | | Sta 37+39 6.5' Rt to 39+00 6.5' Rt | 161 LF |
| | | Sta 39+00 6.5' Rt to 40+06 6.5' Rt | 106 LF |
| | | Sta 40+06 6.5' Rt to 40+88 6.5' Rt | 82 LF |
| 722 | 0120 | Manhole 72IN | |
| | | Sta 36+46 6.5' Rt | 1 EA |
| | | Sta 37+39 6.5' Rt | 1 EA |
| | | Sta 39+00 6.5' Rt | 1 EA |
| | | Sta 40+06 6.5' Rt | 1 EA |
| 722 | 3510 | Inlet-Type 2 | |
| | | Sta 36+14 21.2' Rt | 1 EA |
| | | Sta 36+15 21.2' Lt | 1 EA |
| | | Sta 36+55 21.2' Rt | 1 EA |
| | | Sta 37+39 14.5' Lt | 1 EA |
| | | Sta 39+00 14.5' Lt | 1 EA |
| | | Sta 39+95 21.2' Rt | 1 EA |
| | | Sta 40+36 21.2' Rt | 1 EA |
| | | Sta 40+37 21.2' Lt | 1 EA |
| 722 | 3701 | Inlet Special-Type 2 48IN | |
| | | Sta 36+54 23.7' Lt | 1 EA |
| | | Sta 39+96 21.7' Lt | 1 EA |
| 724 | 0210 | Fittings Ductile Iron | |
| | | Sta 36+26 24.5' Lt (12" x 8" Cross) | 149 LBS |
| | | Sta 36+26 40.8' Lt (8" x 6" Tee) | 72 LBS |
| | | Sta 40+26 23.3' Lt (12" x 8" Cross) | 149 LBS |
| | | Sta 40+26 41.2' Lt (8" x 6" Tee) | 72 LBS |
| 724 | 0300 | Gate Valve & Box 6IN | |
| | | Sta 36+17 40.9' Lt | 1 EA |
| | | Sta 40+35 41.2' Lt | 1 EA |
| 724 | 0310 | Gate Valve & Box 8IN | |
| | | Sta 36+26 40.6' Rt | 1 EA |
| | | Sta 36+26 43.8' 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 - 36+02 to 40+88**

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 |

Preliminary Plans

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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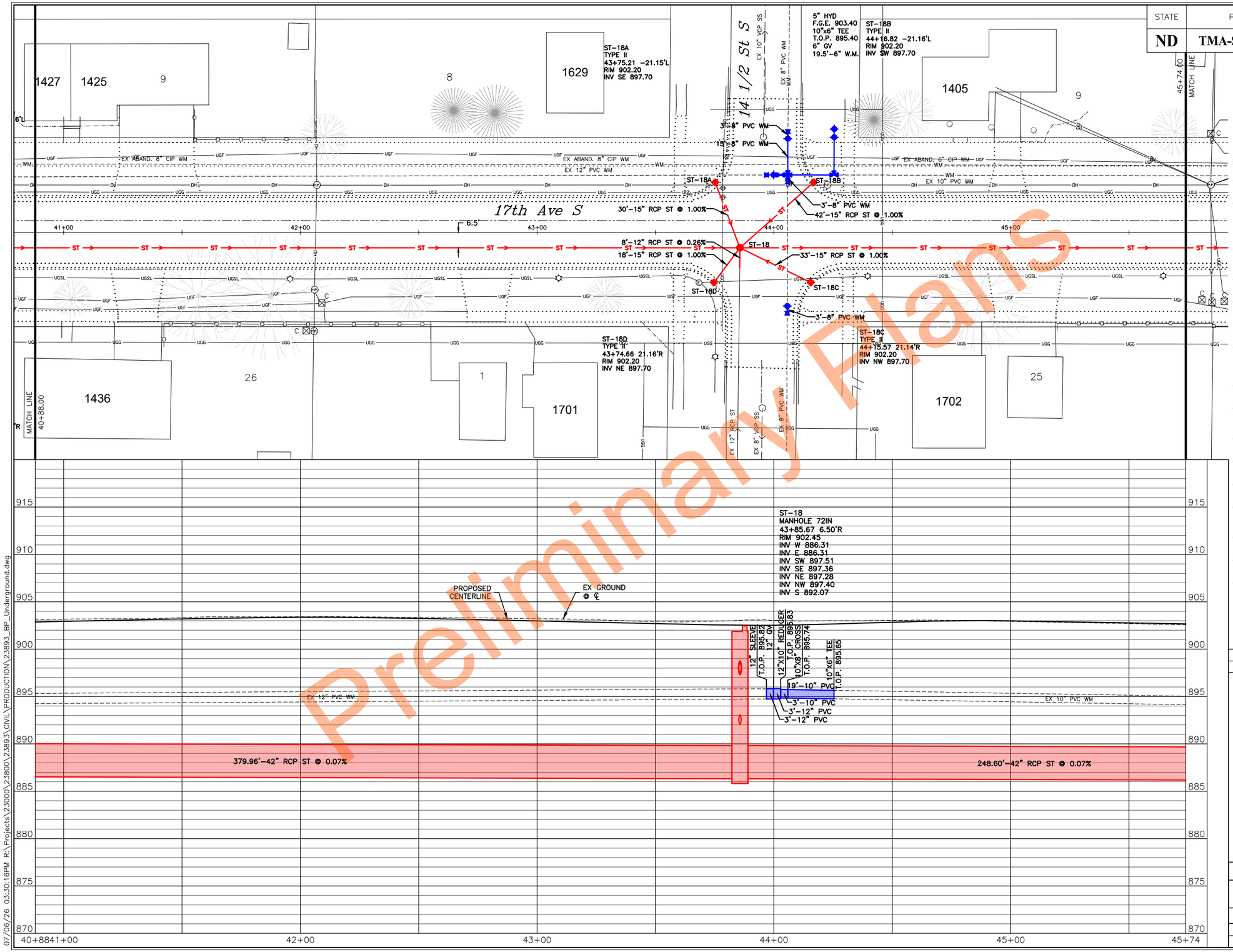


0 20' 40'

| 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*

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

Preliminary Plans

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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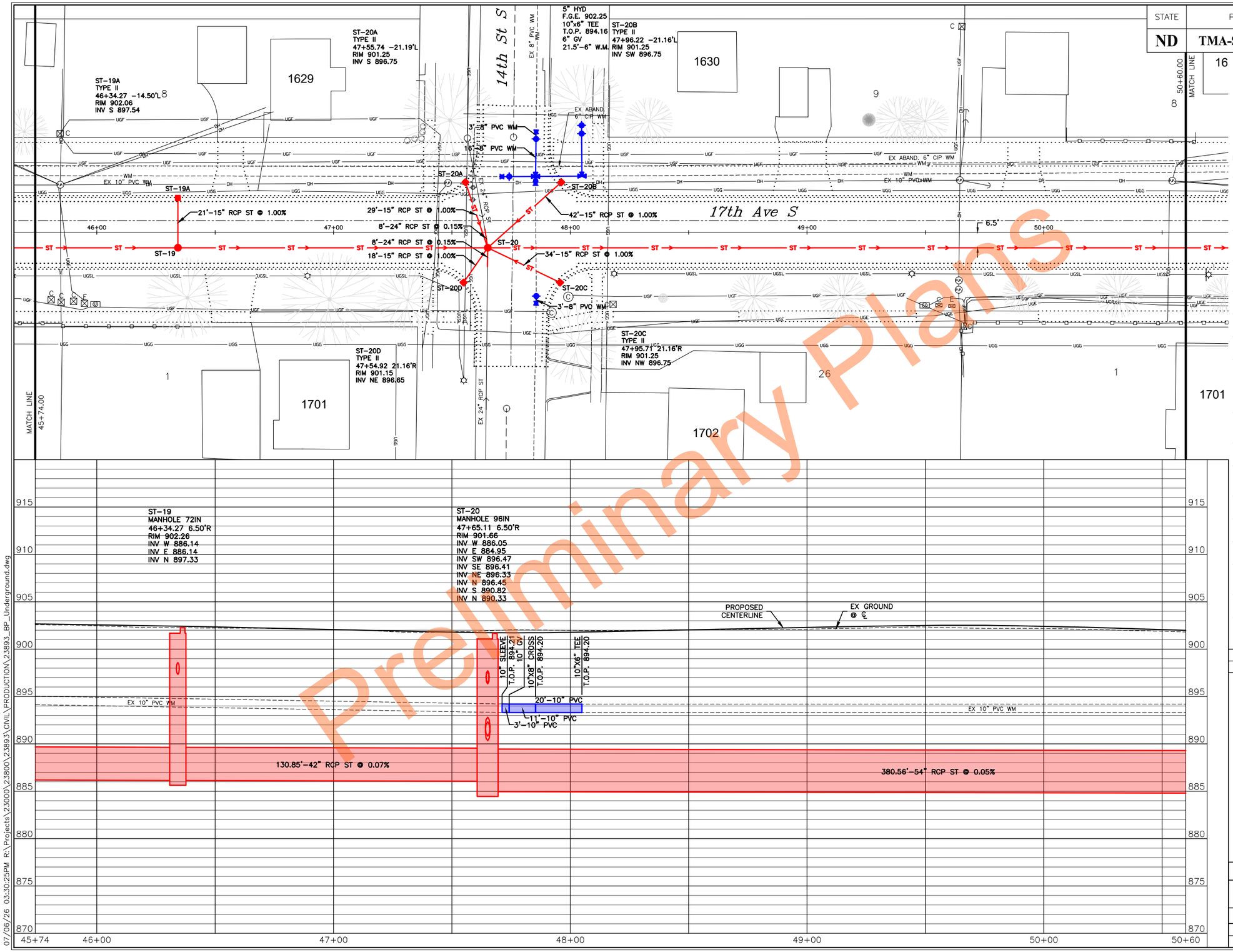





| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 714 | 0210 | Pipe Conc Reinf 15IN CL III-Storm Drain | |
| | | Sta 46+34 6.5' Rt to 46+34 14.5' Lt | 21 LF |
| | | Sta 47+55 21.2' Rt to 47+65 6.5' Rt | 18 LF |
| | | Sta 47+65 6.5' Rt to 47+56 21.2' Lt | 29 LF |
| | | Sta 47+65 6.5' Rt to 47+96 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

SEAL

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

**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-GI*

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

Preliminary Plans

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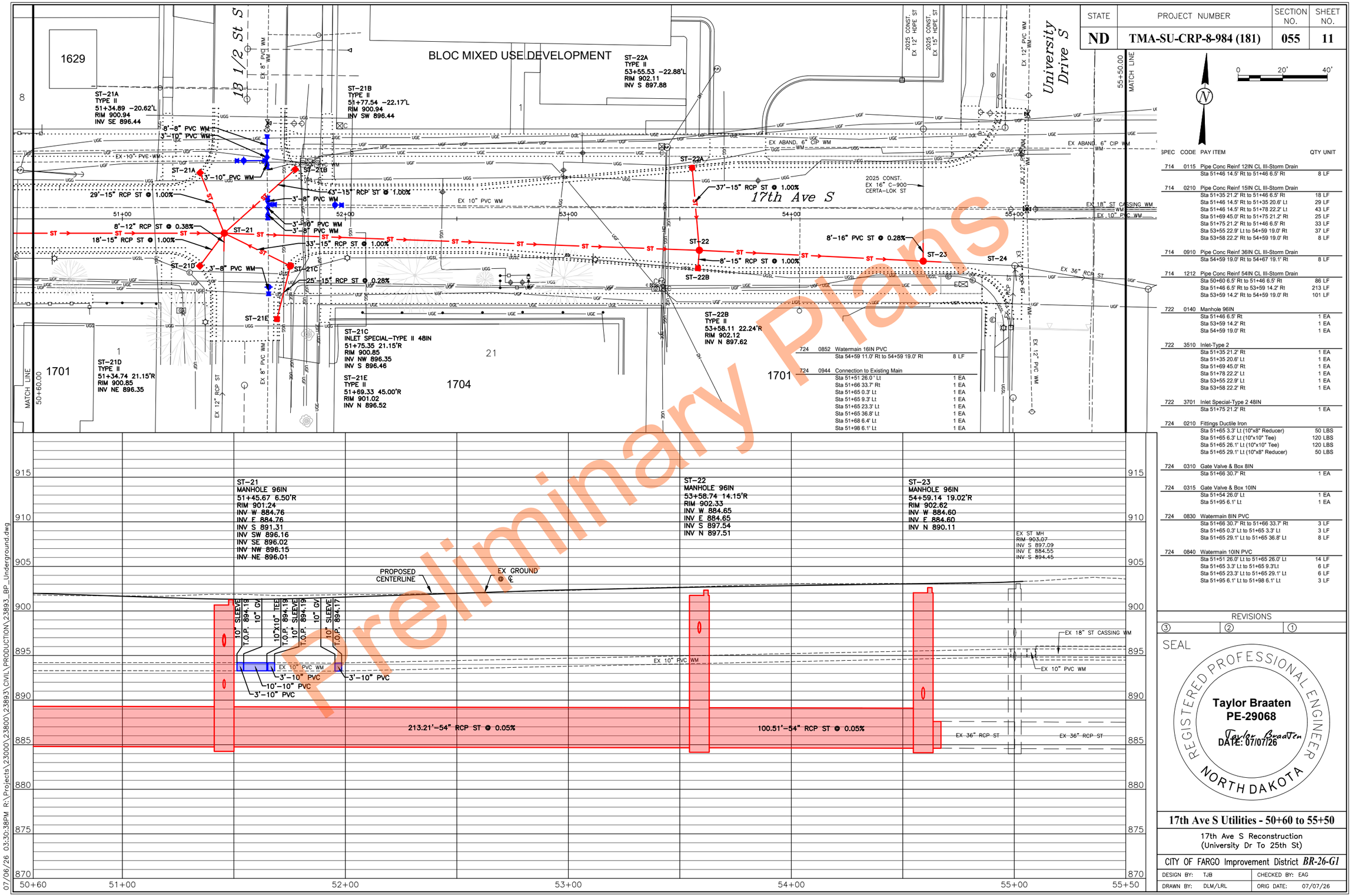


| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 714 | 0115 | Pipe Conc Reinf 12IN CL III-Storm Drain | |
| | | Sta 51+46 14.5' Rt to 51+46 6.5' Rt | 8 LF |
| 714 | 0210 | Pipe Conc Reinf 15IN CL III-Storm Drain | |
| | | Sta 51+35 21.2' Rt to 51+46 6.5' Rt | 18 LF |
| | | Sta 51+46 14.5' Rt 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 |

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

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*

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

Preliminary Plans

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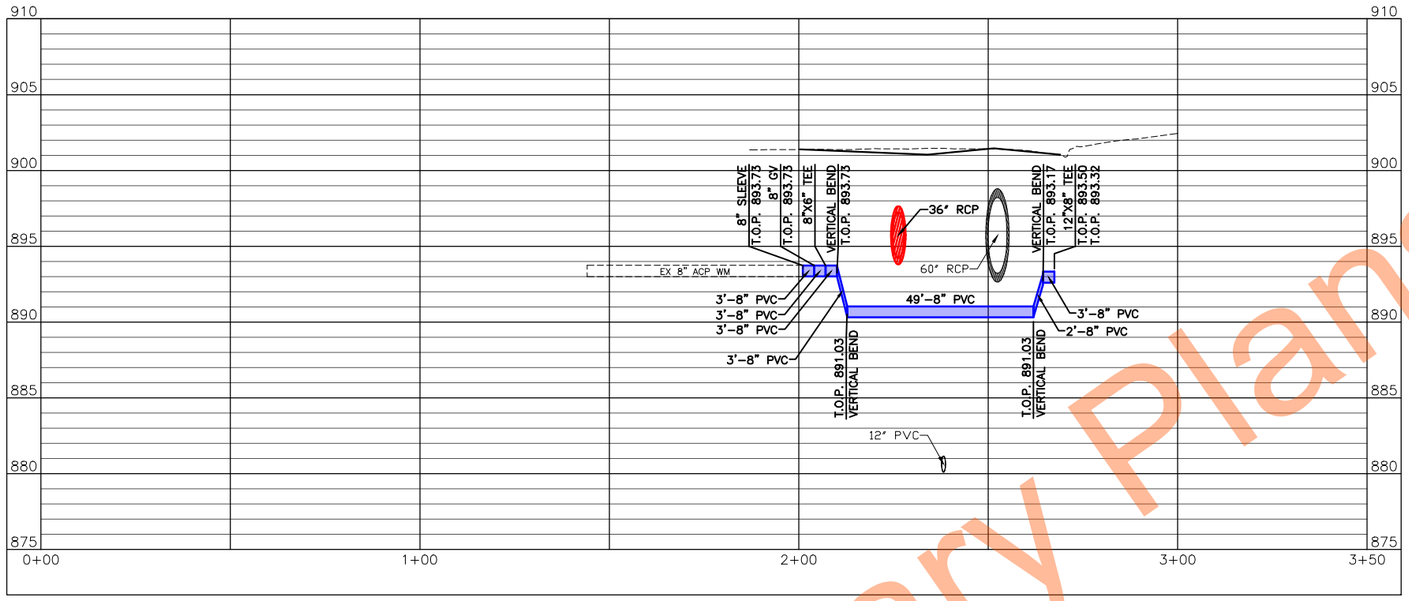
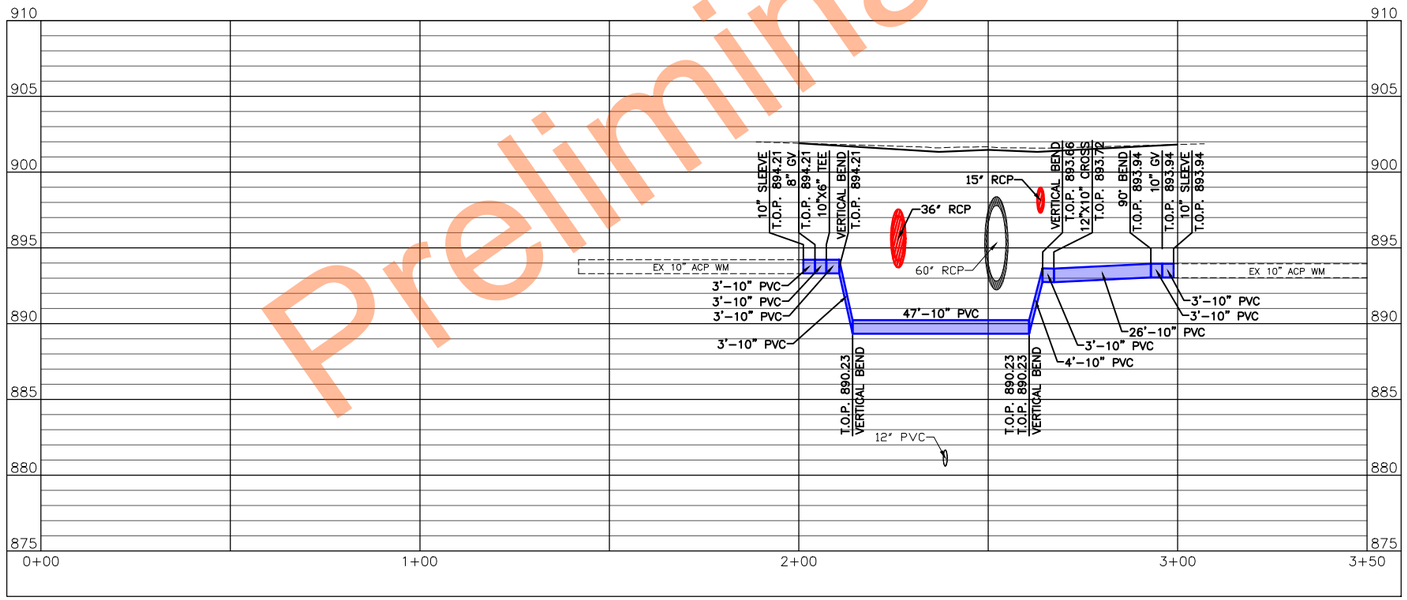
| ND | TMA-SU-CRP-8-984 (181) | 055 | 12 |

## WATER MAIN CROSSING AT PRAIRIE LANE




## WATER MAIN CROSSING AT 23RD ST S




Preliminary Plans

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*

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

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

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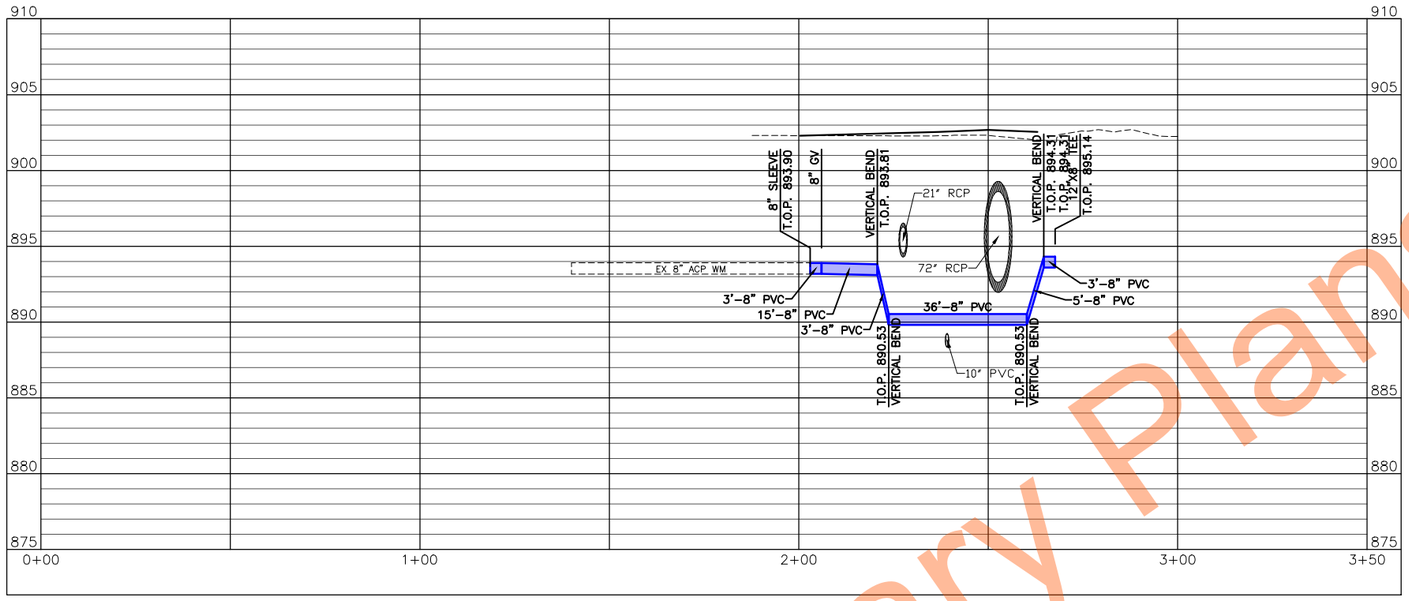


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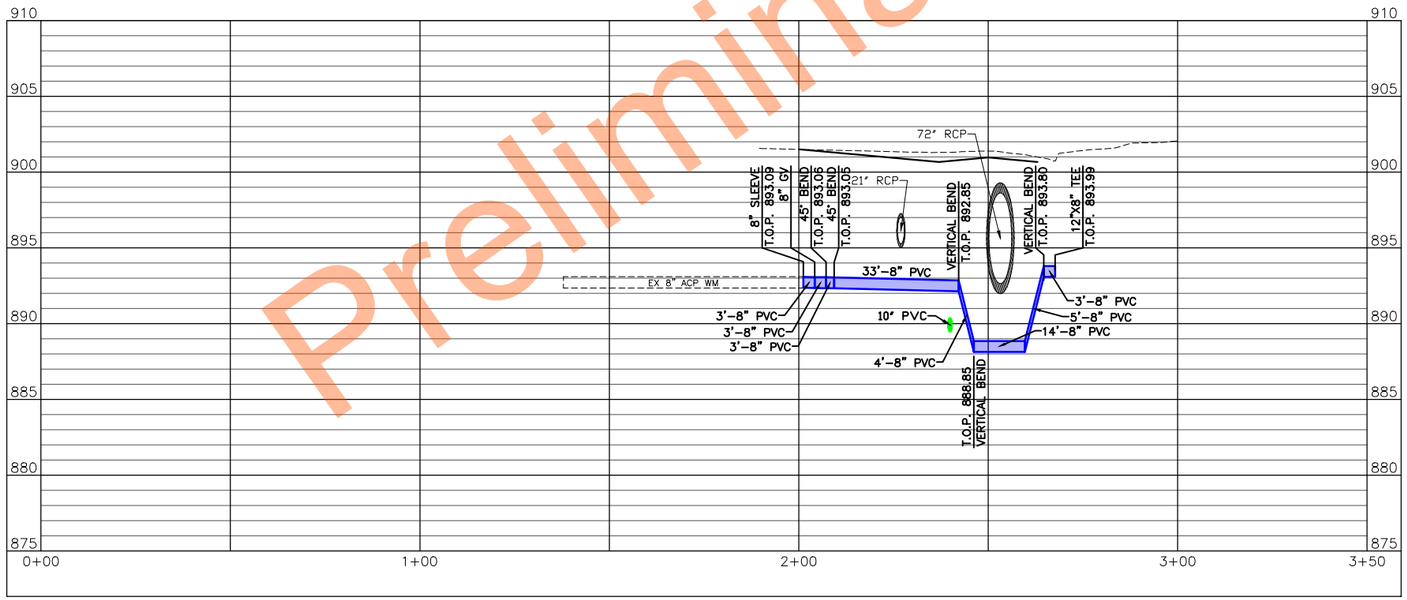


Preliminary Plans

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*

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

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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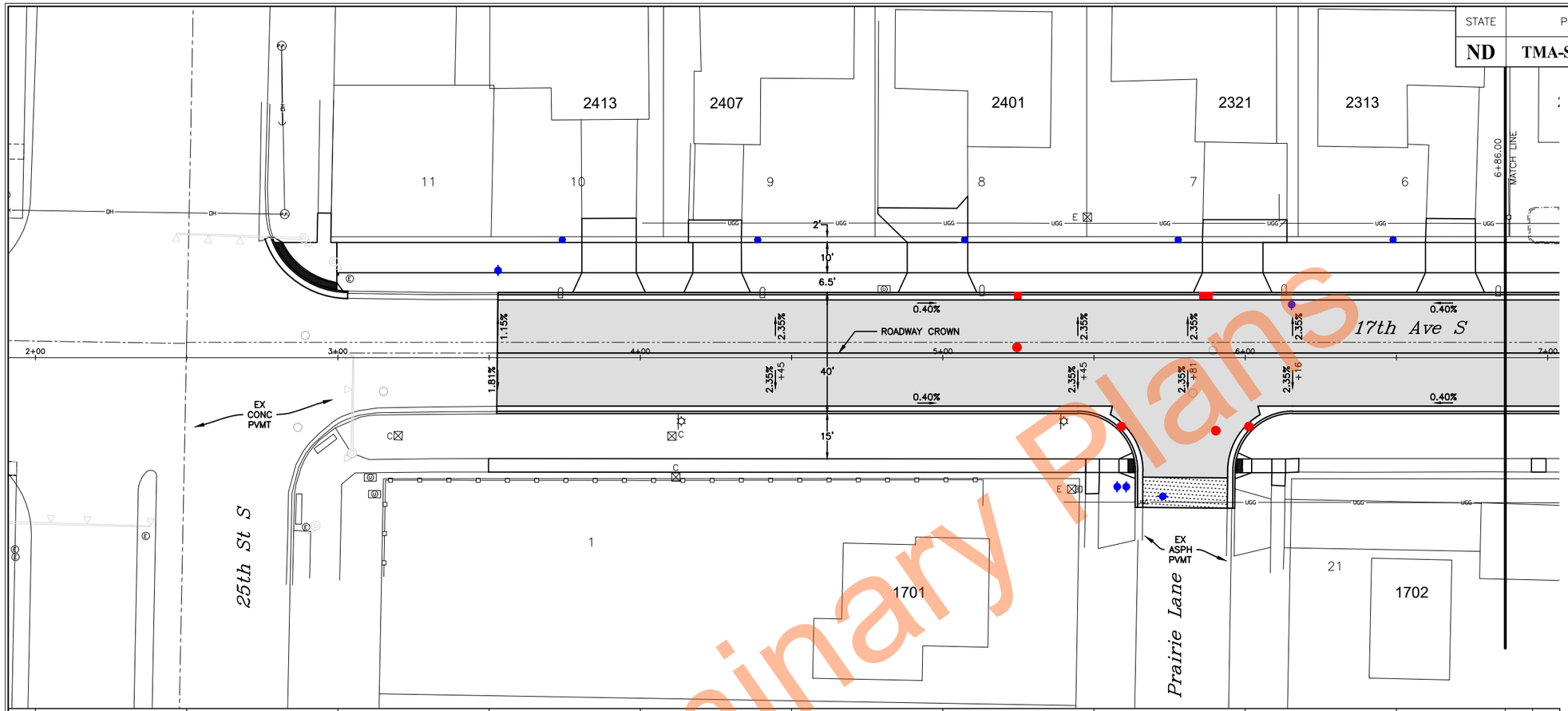
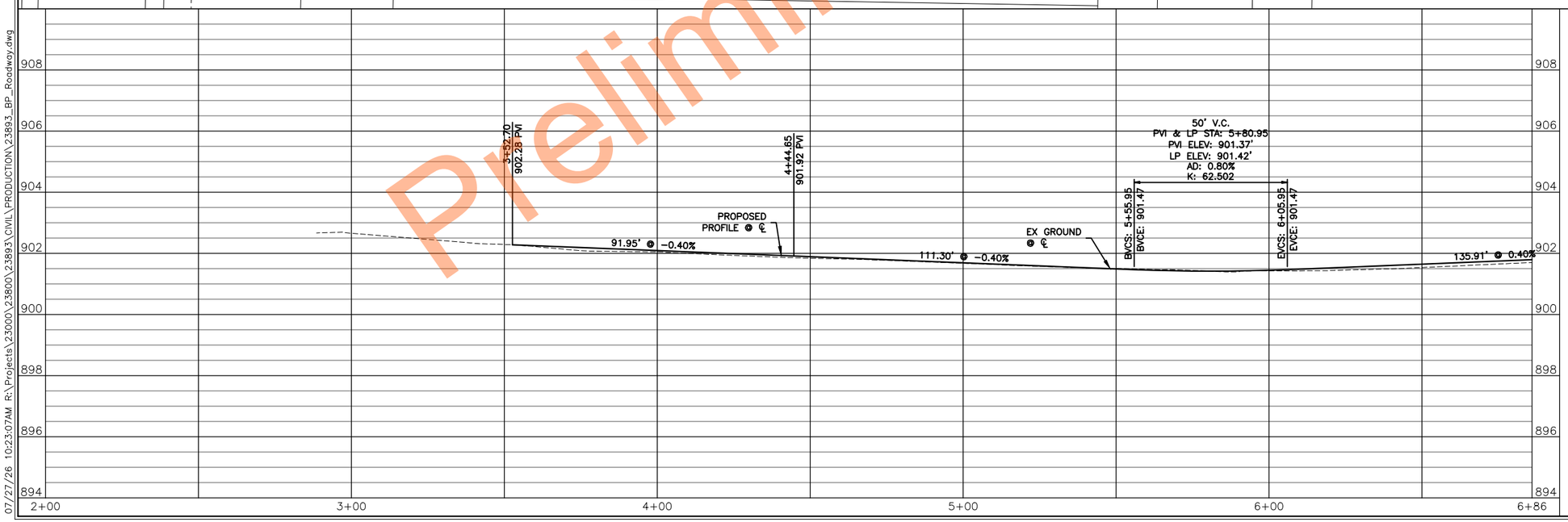



| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 2+00 to 6+86 | 469 CY |
| 430 | 0500 | Commercial Grade Hot Mix Asphalt<br>Sta 2+00 to 6+86 | 17 TON |
| 550 | 0310 | 10IN Non Reinf Concrete PVMT CL AE-Doweled<br>Sta 2+00 to 6+86 | 1392 SY |
| 709 | 0151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

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

Preliminary Plans

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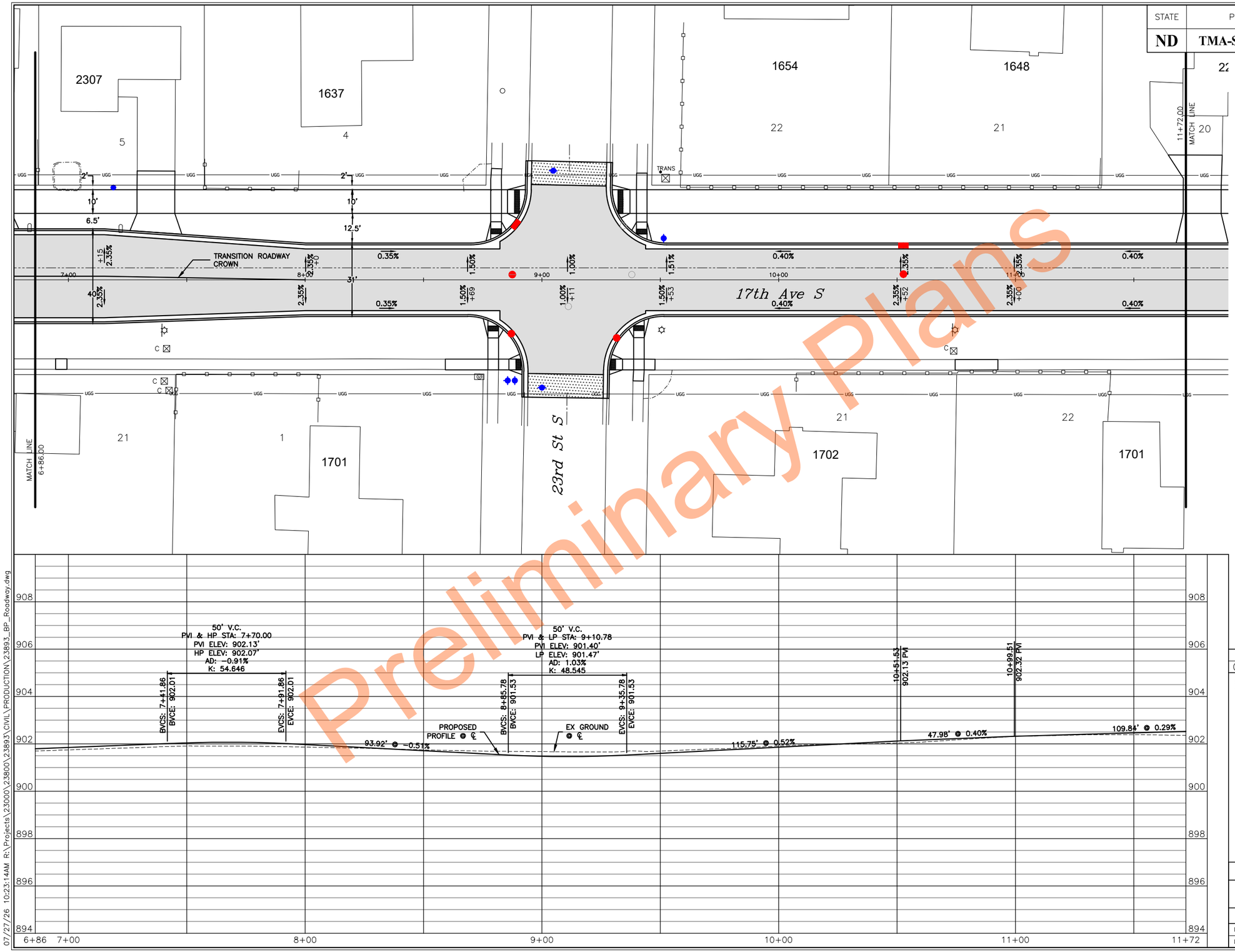
Docusign Envelope ID: 35DBA803-20E2-8B72-83B1-88BF900DE7FB

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




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

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

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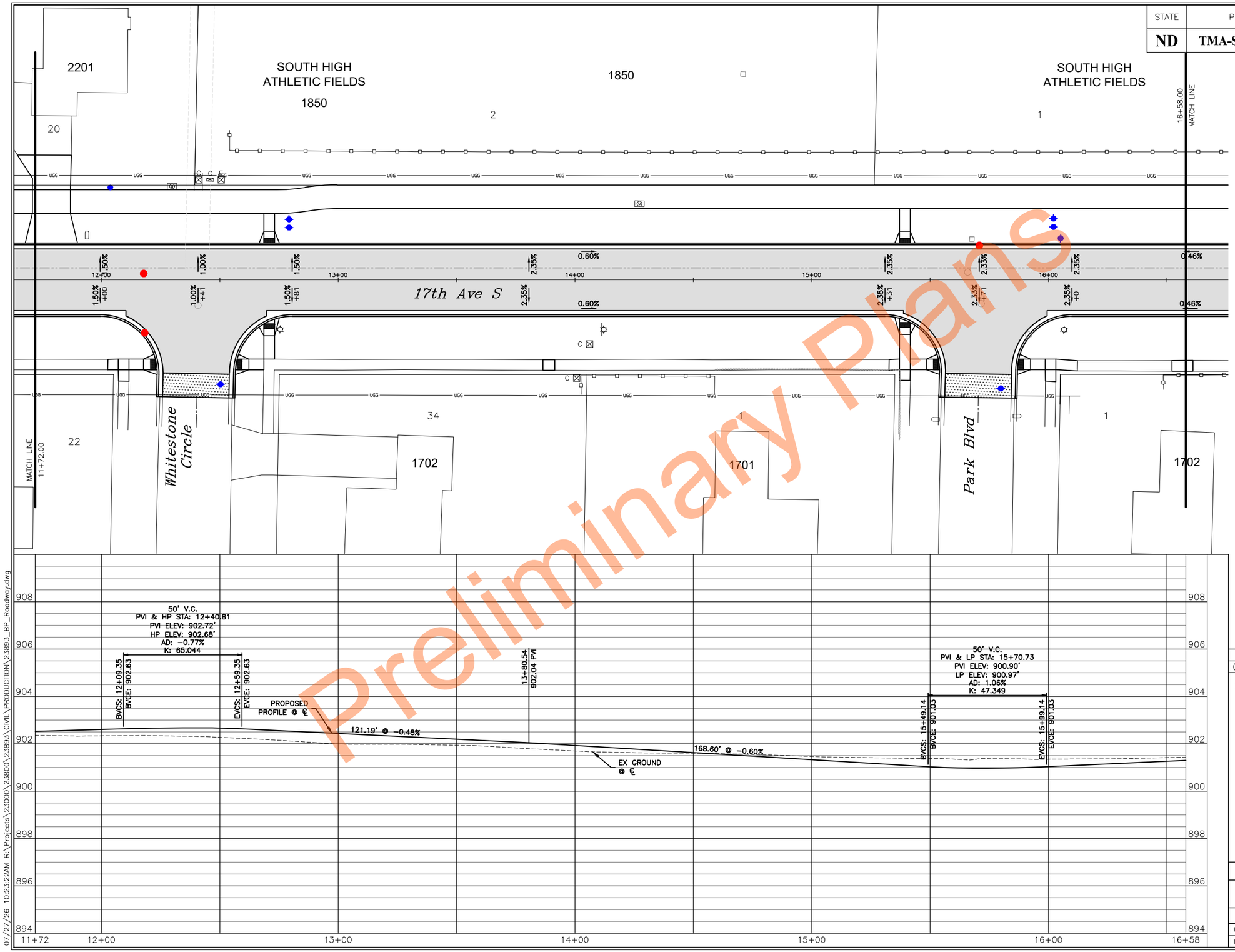
| ND | TMA-SU-CRP-8-984 (181) | 60 | 3 |




| SPEC | CODE | PAY ITEM | QTY | UNIT |
|---|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 2+00 to 6+86 | 469 | CY |
| 430 | 0500 | Commercial Grade Hot Mix Asphalt<br>Sta 2+00 to 6+86 | 17 | TON |
| 550 | 0310 | 10IN Non Reinf Concrete PVMT CL AE-Doweled<br>Sta 2+00 to 6+86 | 1392 | SY |
| 709 | 0151 | Geosynthetic Material Type R1<br>Sta 2+00 to 6+86 | 1690 | SY |
| 714 | 9696 | Edgedrain Non Permiable Base<br>Sta 2+00 to 6+86 | 682 | LF |
| 748 | 0190 | Curb & Gutter-Type I 30IN<br>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
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26
NORTH DAKOTA

**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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Preliminary Plans

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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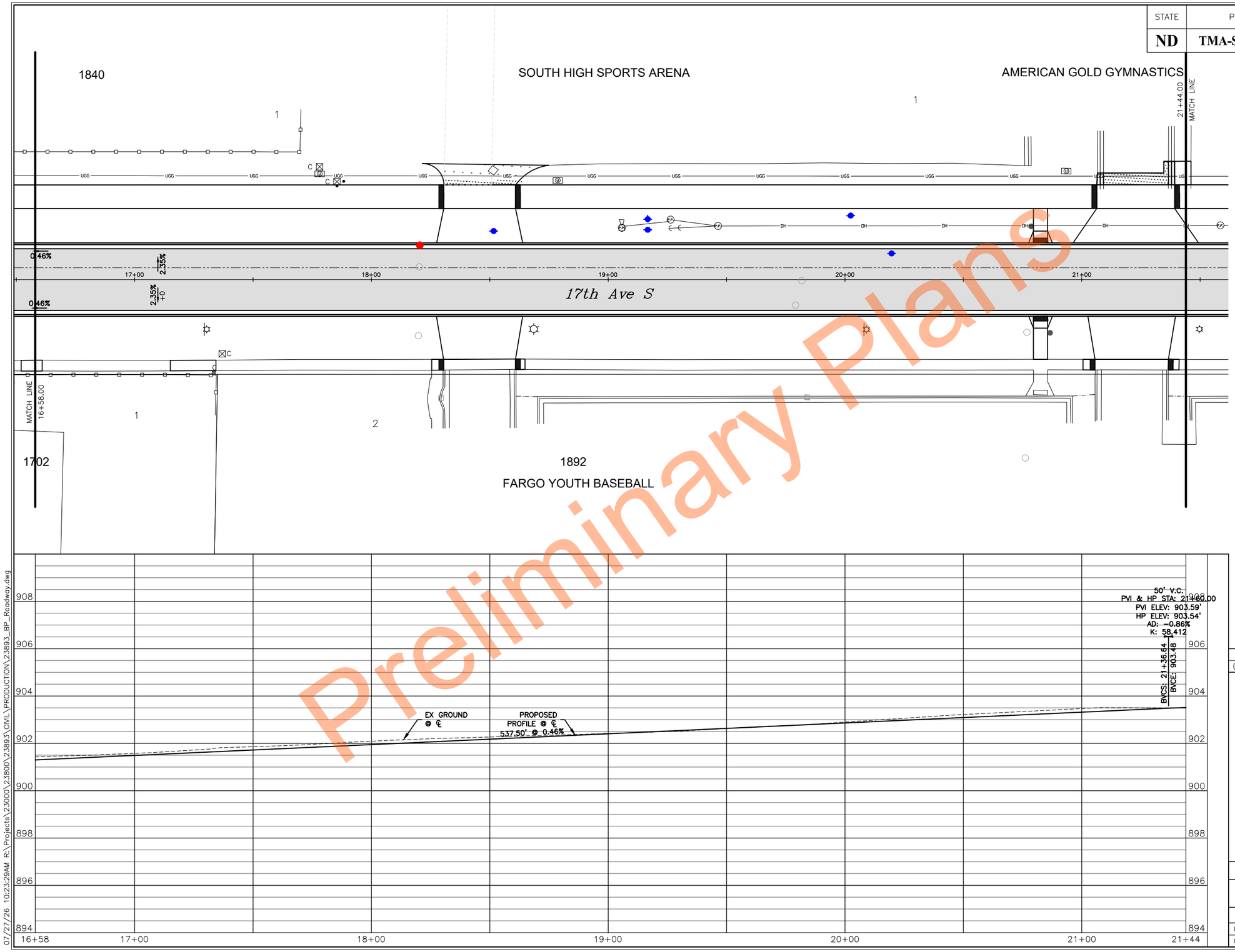


| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 16+58 to 21+44 | 495 CY |
| 430 | 0500 | Commercial Grade Hot Mix Asphalt<br>Sta 16+58 to 21+44 | 29 TON |
| 550 | 0310 | 10IN Non Reinf Concrete PVMT CL AE-Doweled<br>Sta 16+58 to 21+44 | 1404 SY |
| 709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

| DESIGN BY: TJB | CHECKED BY: EAG |
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Preliminary Plans

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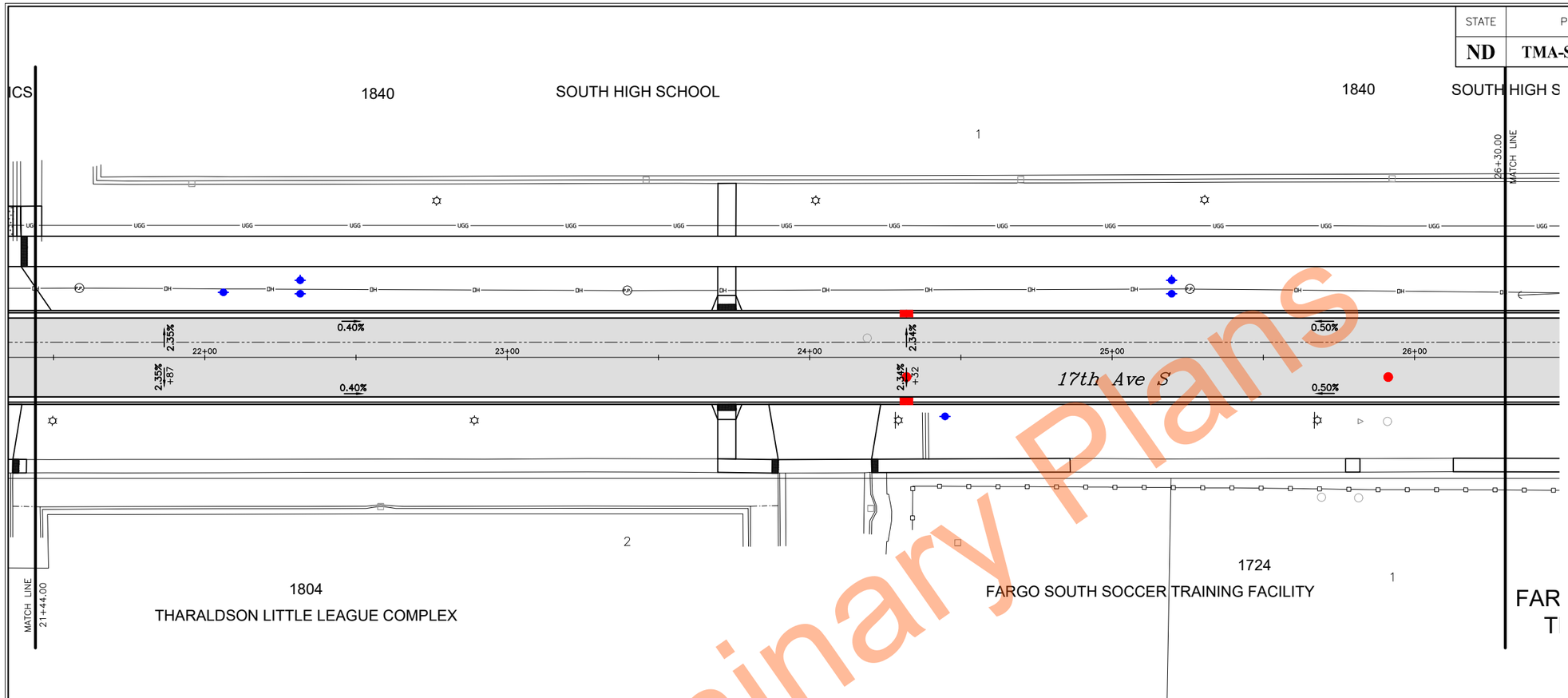
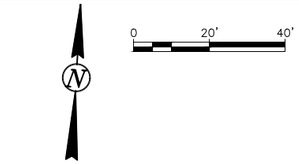
| ND | TMA-SU-CRP-8-984 (181) | 60 | 5 |










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

| DESIGN BY: | TJB | CHECKED BY: | EAG |
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Preliminary Plans

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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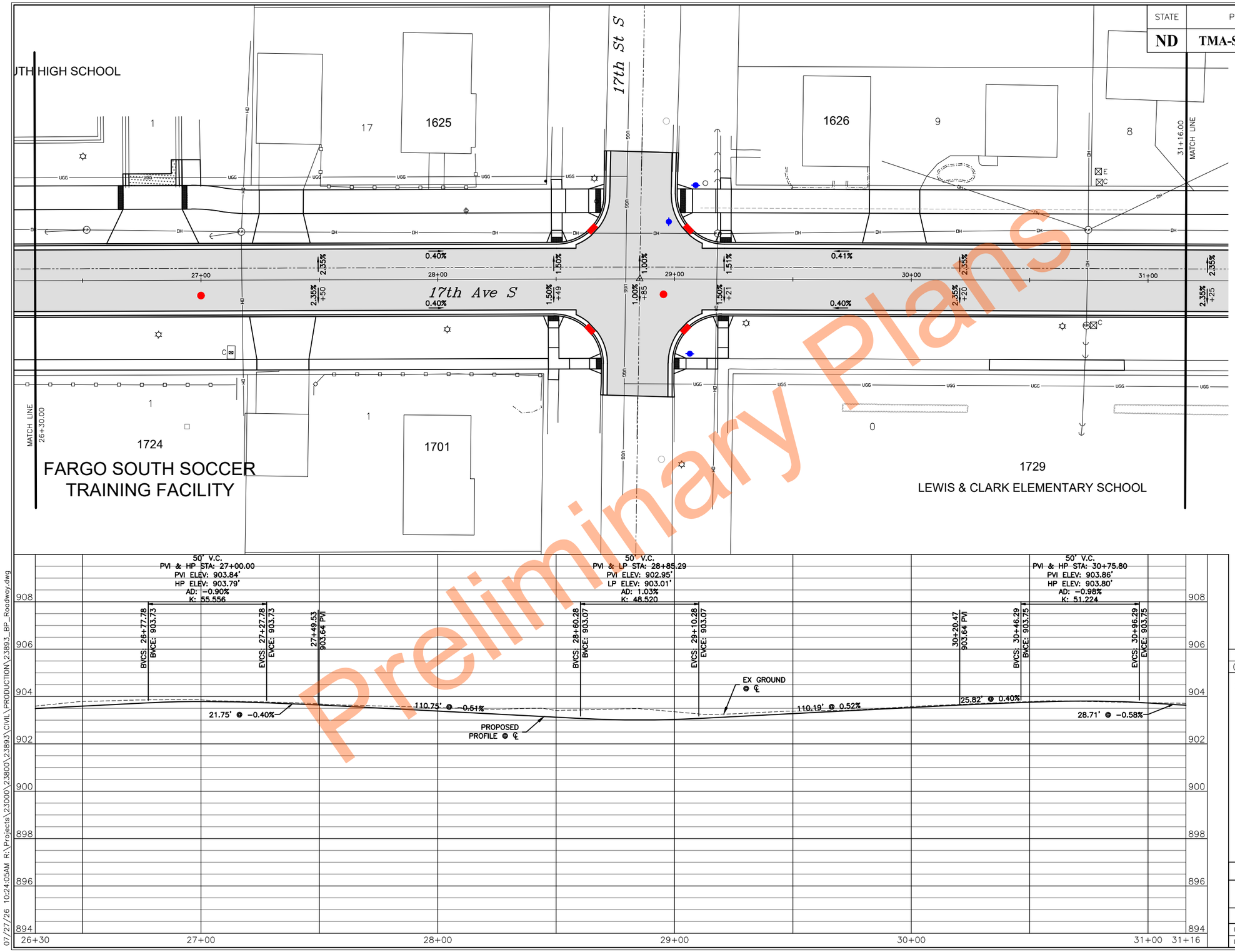


| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 26+30 to 31+16 | 576 CY |
| 430 | 0500 | Commercial Grade Hot Mix Asphalt<br>Sta 26+30 to 31+16 | 7 TON |
| 550 | 0310 | 10IN Non Reinf Concrete PVMT CL AE-Doweled<br>Sta 26+30 to 31+16 | 1674 SY |
| 709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

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

Preliminary Plans

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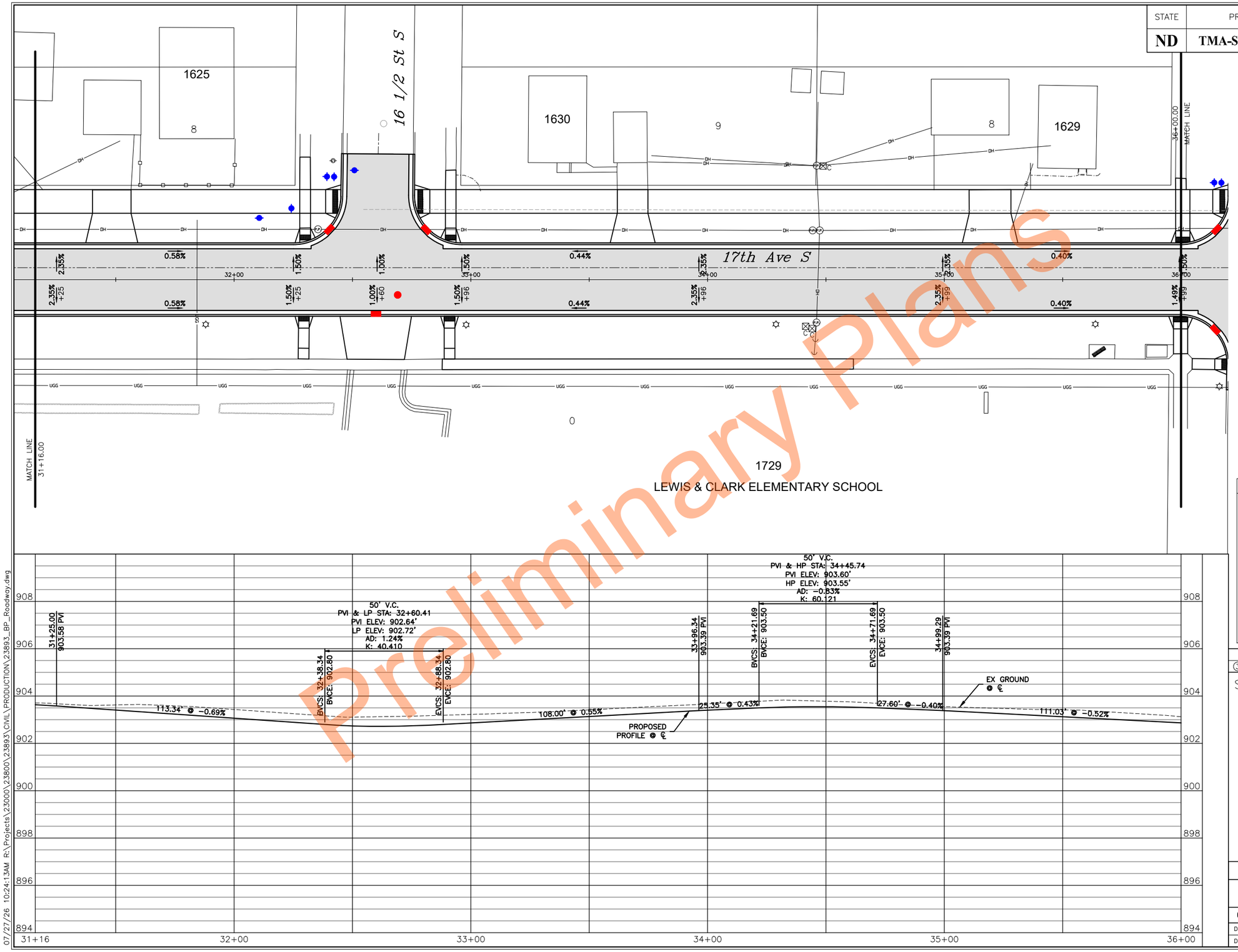


| SPEC | CODE | PAY ITEM | QTY | UNIT |
|---|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 31+16 to 36+00 | 535 | CY |
| 550 | 0310 | 10IN Non Reinf Concrete PVMT CL AE-Doweled<br>Sta 31+16 to 36+00 | 1539 | SY |
| 709 | 0151 | Geosynthetic Material Type R1<br>Sta 31+16 to 36+00 | 1926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




Preliminary Plans

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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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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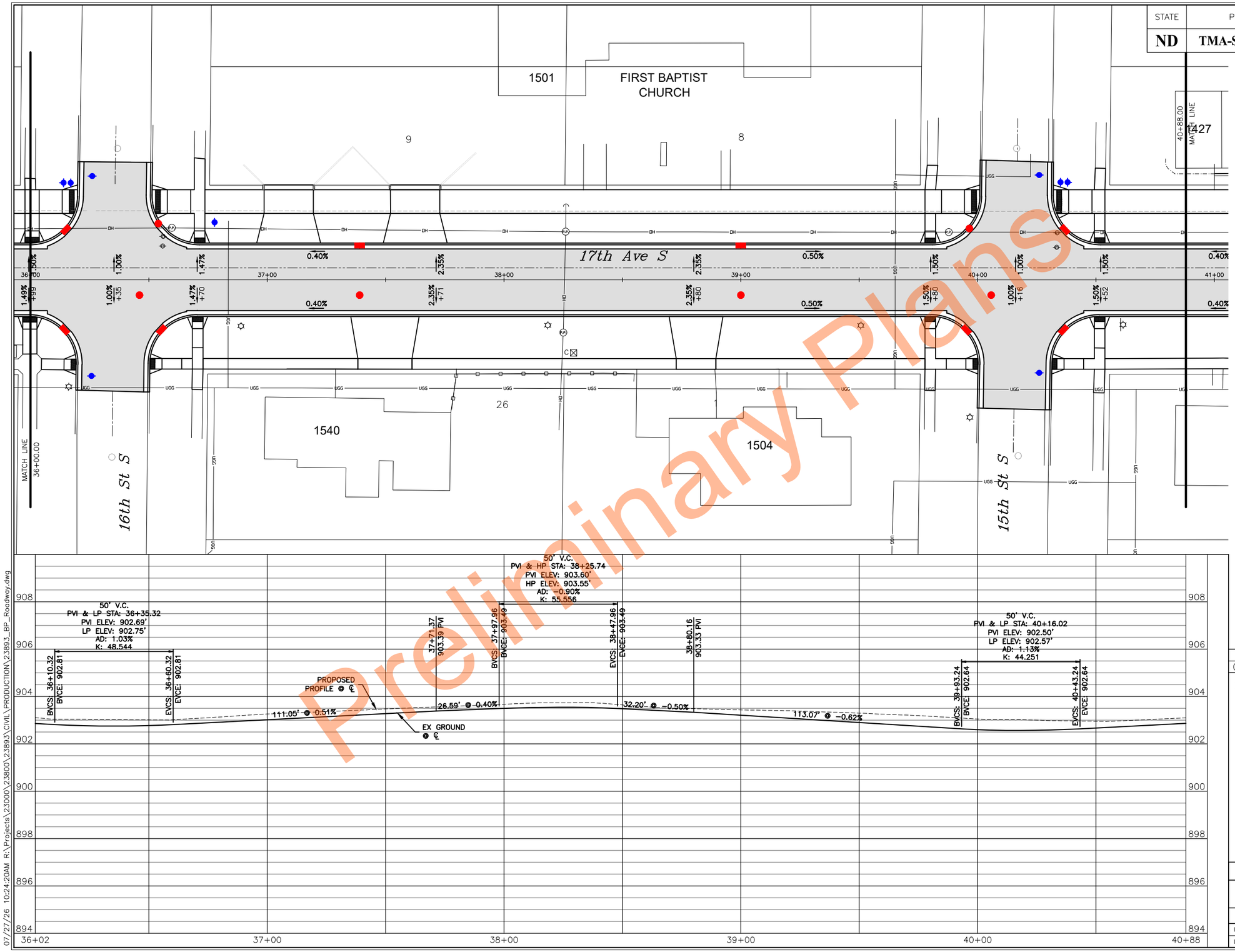


Preliminary Plans

0 20' 40'

| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 36+02 to 40+88 | 655 CY |
| 550 | 0310 | 10IN Non Reinf Concrete PVMT CL AE-Doweled<br>Sta 36+02 to 40+88 | 1942 SY |
| 709 | 0151 | Geosynthetic Material Type R1<br>Sta 36+02 to 40+88 | 2358 SY |
| 714 | 9696 | Edgedrain Non Permiable Base<br>Sta 36+02 to 40+88 | 1070 LF |
| 748 | 0190 | Curb & Gutter-Type I 30IN<br>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-G1*

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

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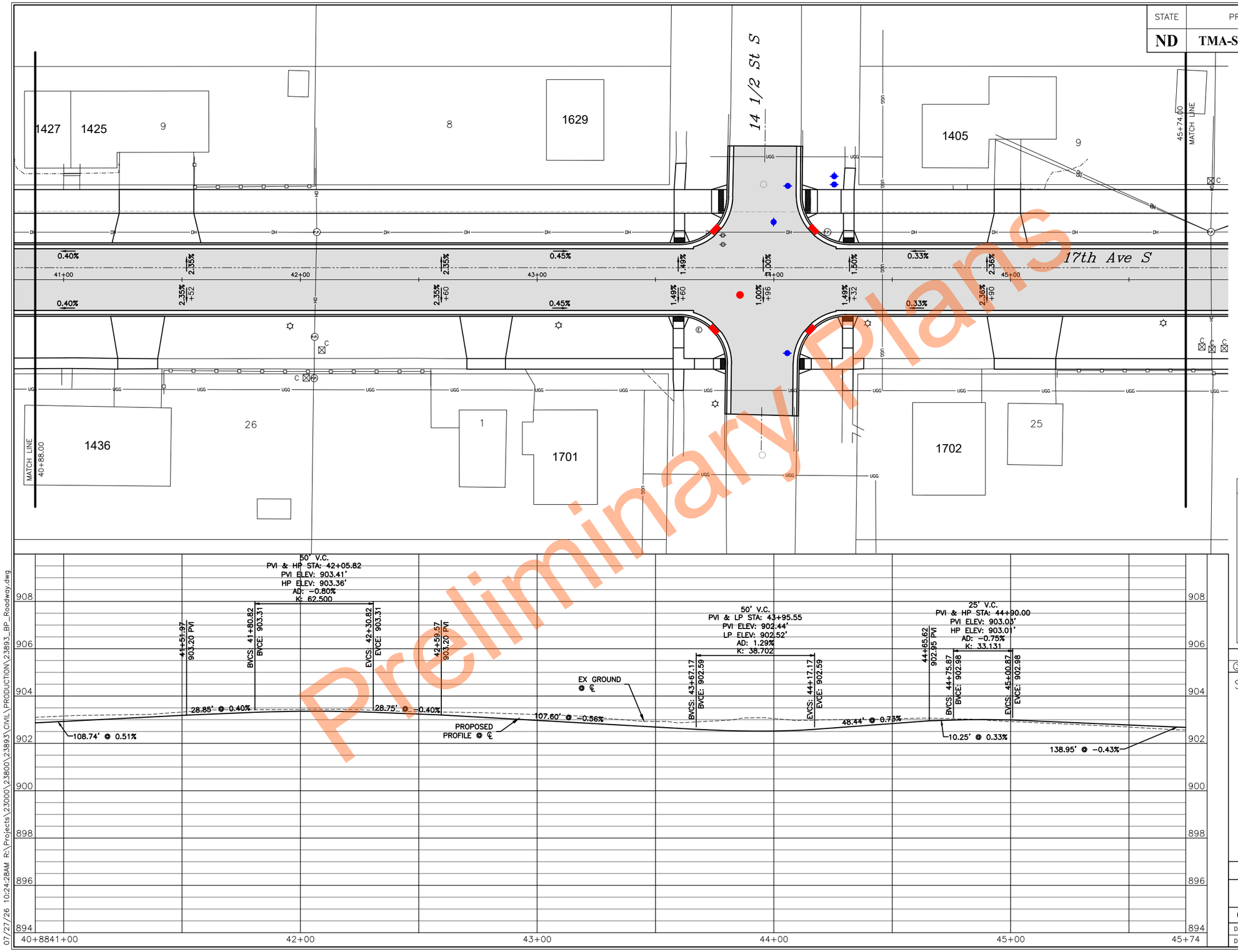
| ND | TMA-SU-CRP-8-984 (181) | 60 | 9 |




0 20' 40'

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

Preliminary Plans

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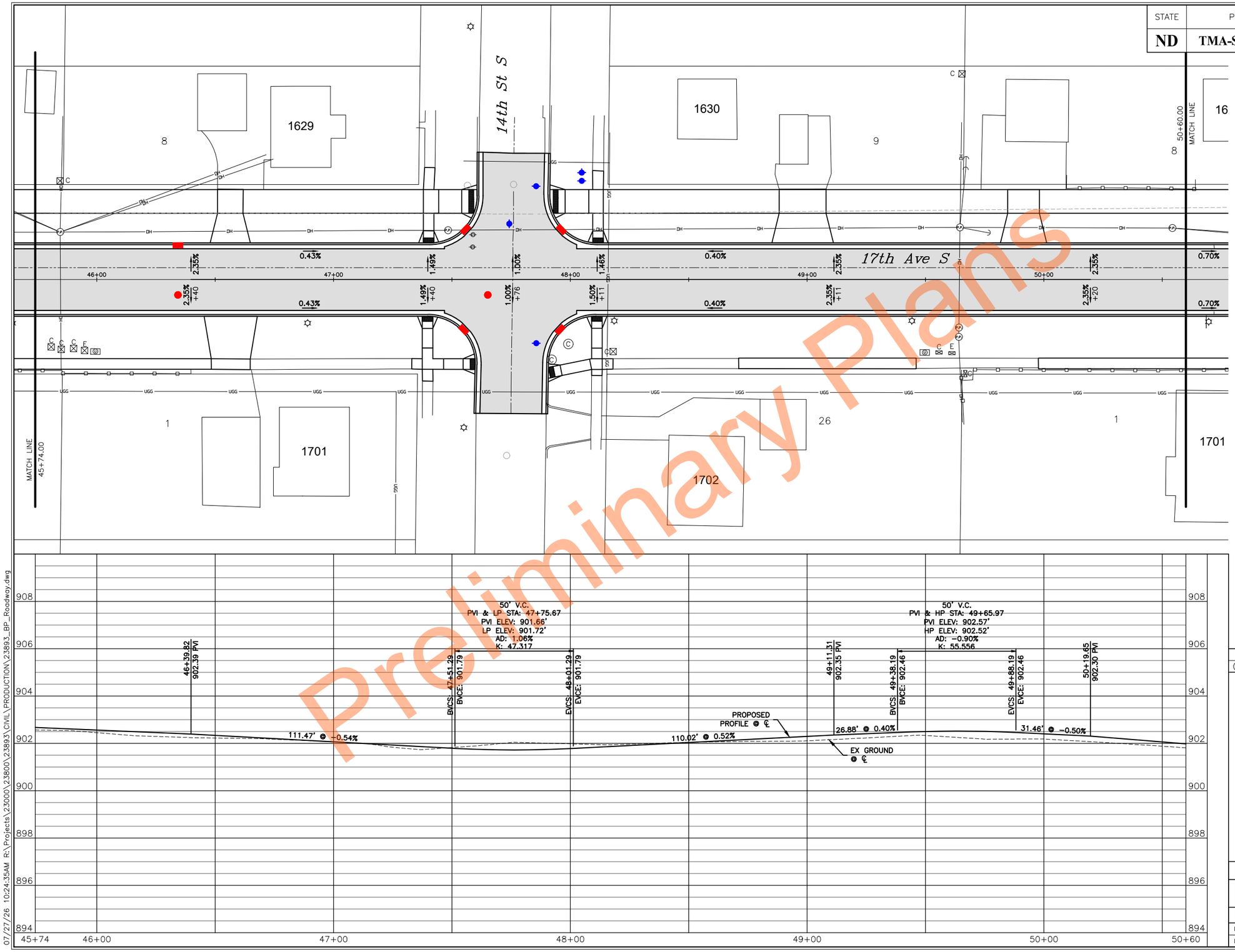
| ND | TMA-SU-CRP-8-984 (181) | 60 | 10 |




| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 45+74 to 50+60 | 583 CY |
| 550 | 0310 | 10IN Non Reinf Concrete PVMT CL AE-Doweled<br>Sta 45+74 to 50+60 | 1695 SY |
| 709 | 0151 | Geosynthetic Material Type R1<br>Sta 45+74 to 50+60 | 2099 SY |
| 714 | 9696 | Edgedrain Non Permiable Base<br>Sta 45+74 to 50+60 | 1039 LF |
| 748 | 0190 | Curb & Gutter-Type I 30IN<br>Sta 45+74 to 50+60 | 1039 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 - 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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| DRAWN BY: DLM/LRL | ORIG DATE: 07/07/26 |

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Preliminary Plans

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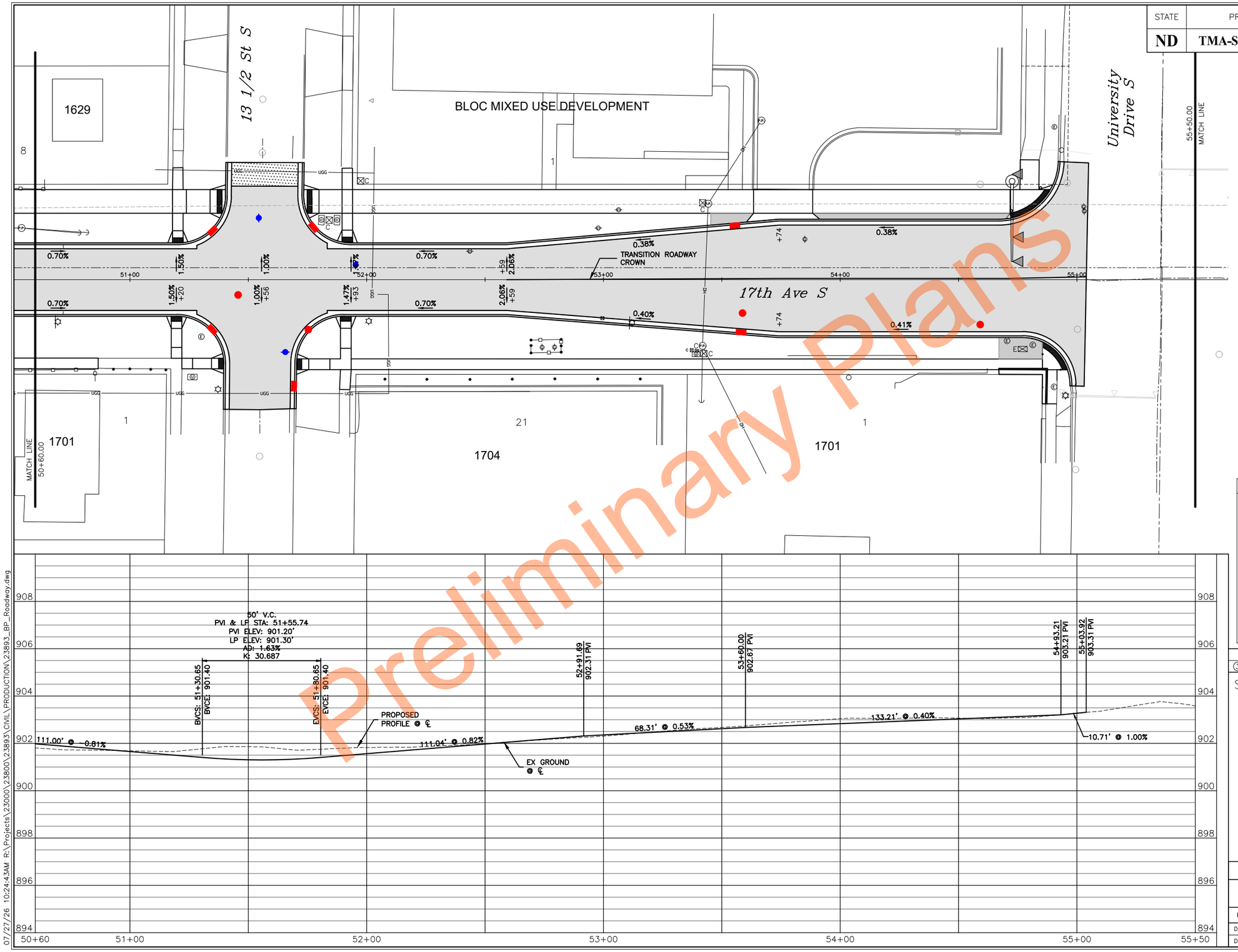
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 60 | 11 |




| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 50+60 to 55+50 | 666 CY |
| 430 | 0500 | Commercial Grade Hot Mix Asphalt<br>Sta 50+60 to 55+50 | 17 TON |
| 550 | 0310 | 10IN Non Reinf Concrete PVMT CL AE-Doweled<br>Sta 50+60 to 55+50 | 1998 SY |
| 709 | 0151 | Geosynthetic Material Type R1<br>Sta 50+60 to 55+50 | 2399 SY |
| 714 | 9696 | Edgedrain Non Permiable Base<br>Sta 50+60 to 55+50 | 950 LF |
| 748 | 0190 | Curb & Gutter-Type I 30IN<br>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
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26
NORTH DAKOTA

**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*

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

Preliminary Plans

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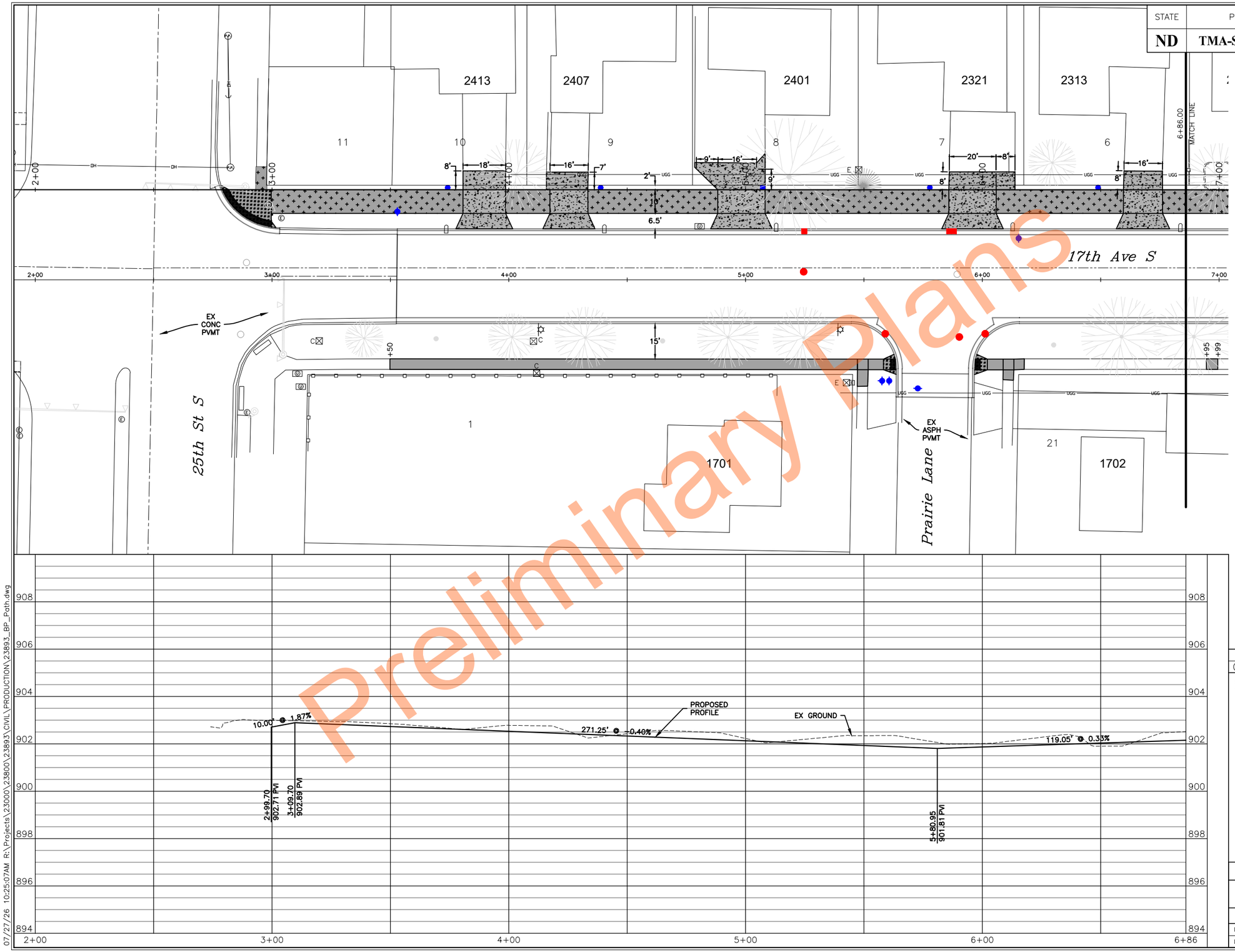
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 60 | 12 |




Preliminary Plans

0 20' 40'

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

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

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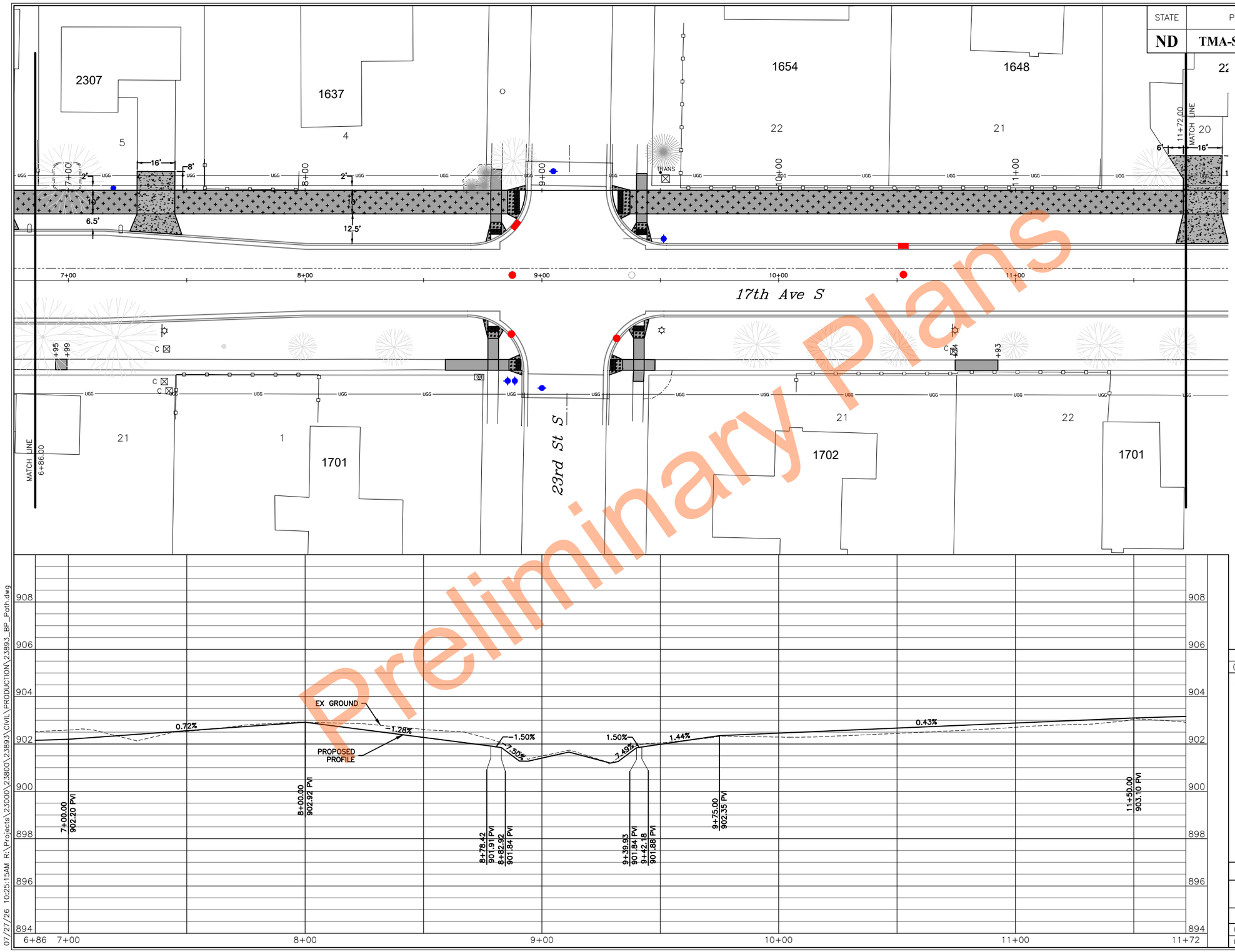
Docusign Envelope ID: 35DBA803-20E2-8B72-83B1-88BF900DE7FB

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




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

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

Preliminary Plans

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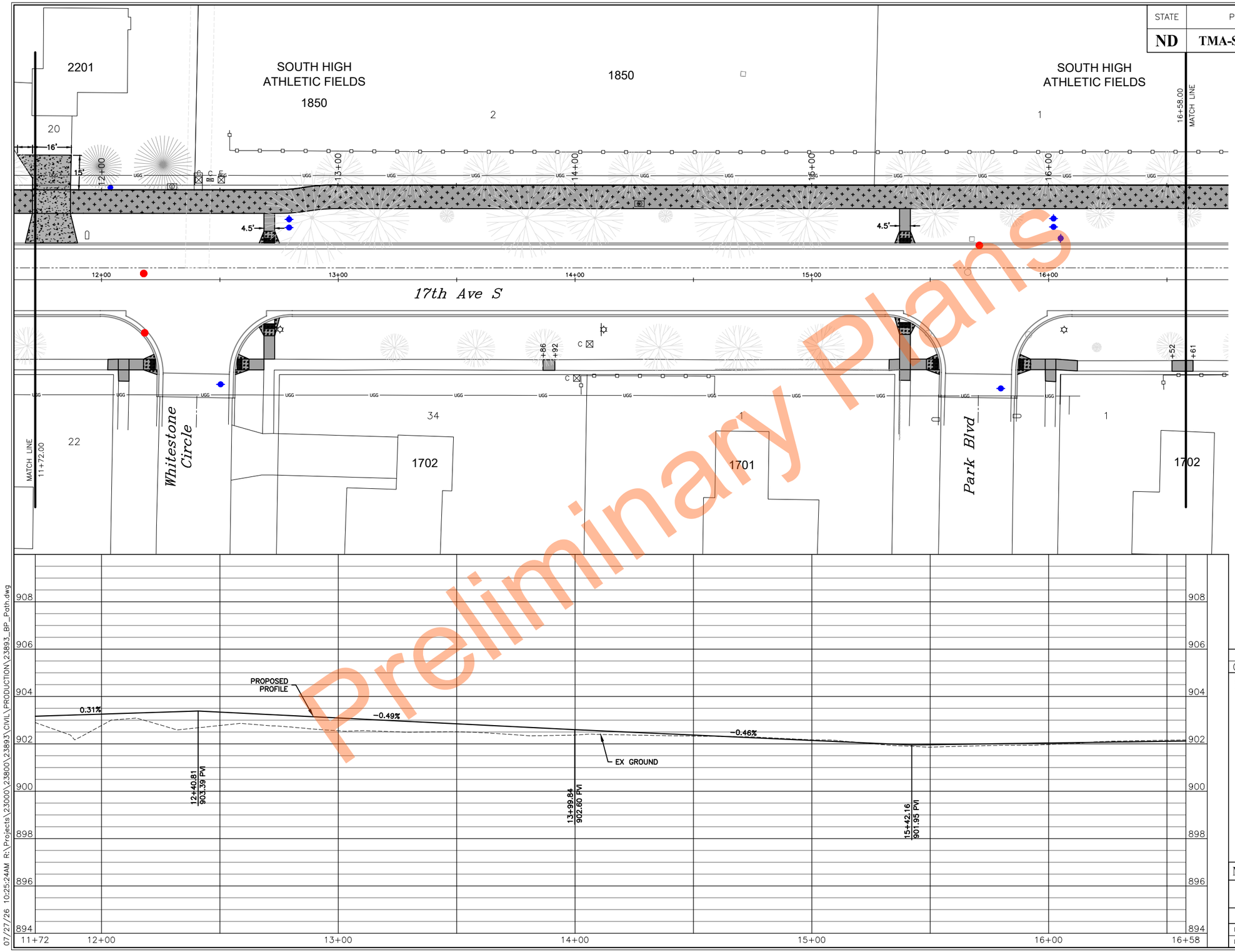
| ND | TMA-SU-CRP-8-984 (181) | 60 | 14 |




0 20' 40'

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

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 |

Preliminary Plans

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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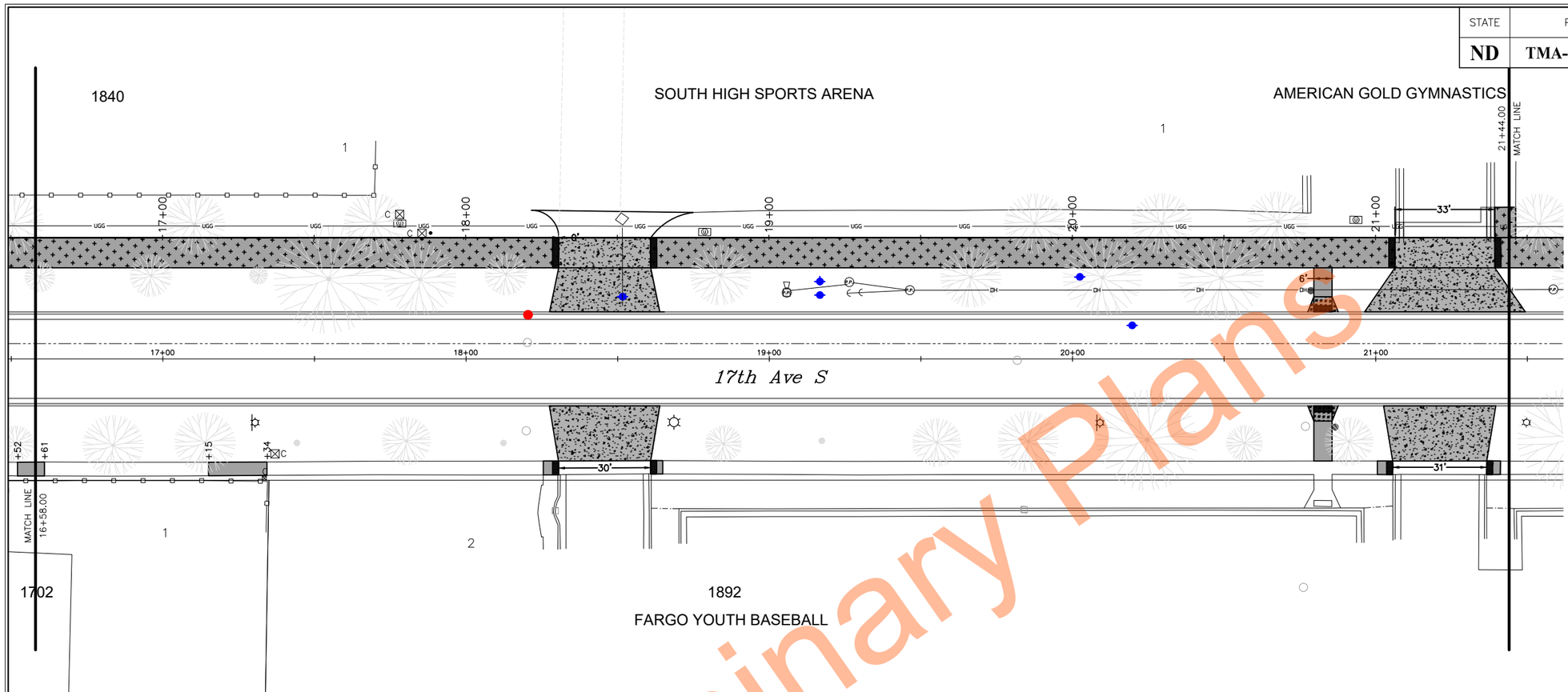


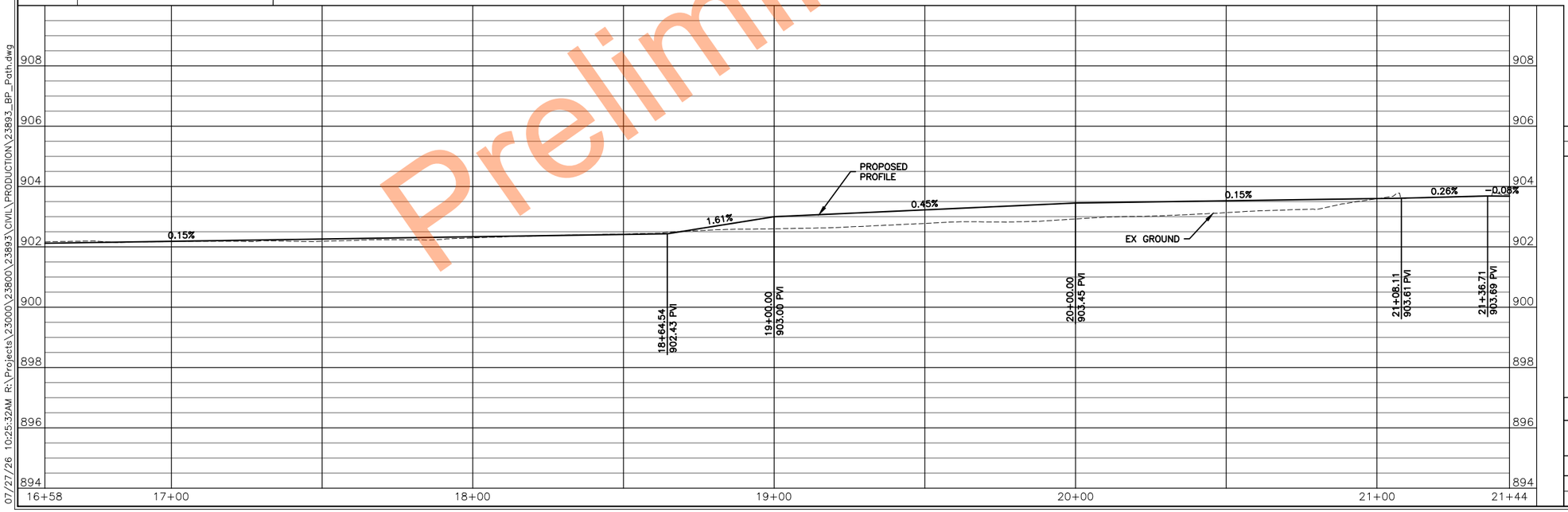


0 20' 40'

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

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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-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. |
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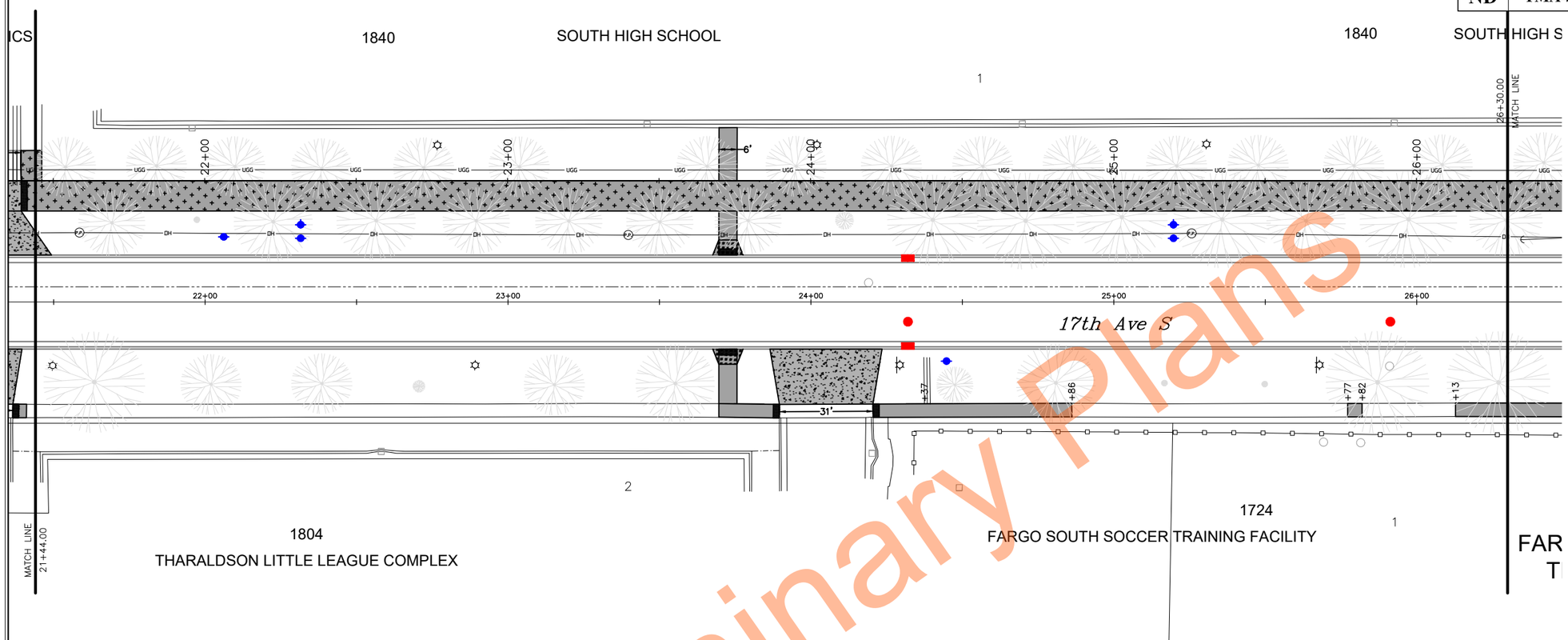


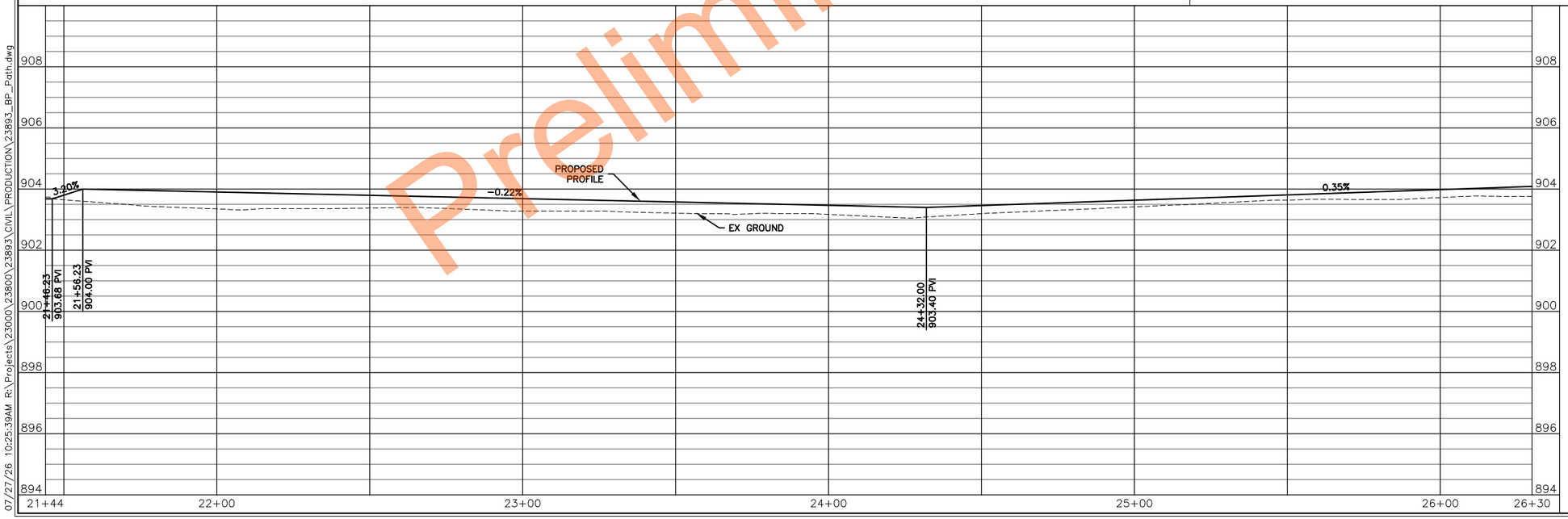


Preliminary Plans

0 20' 40'

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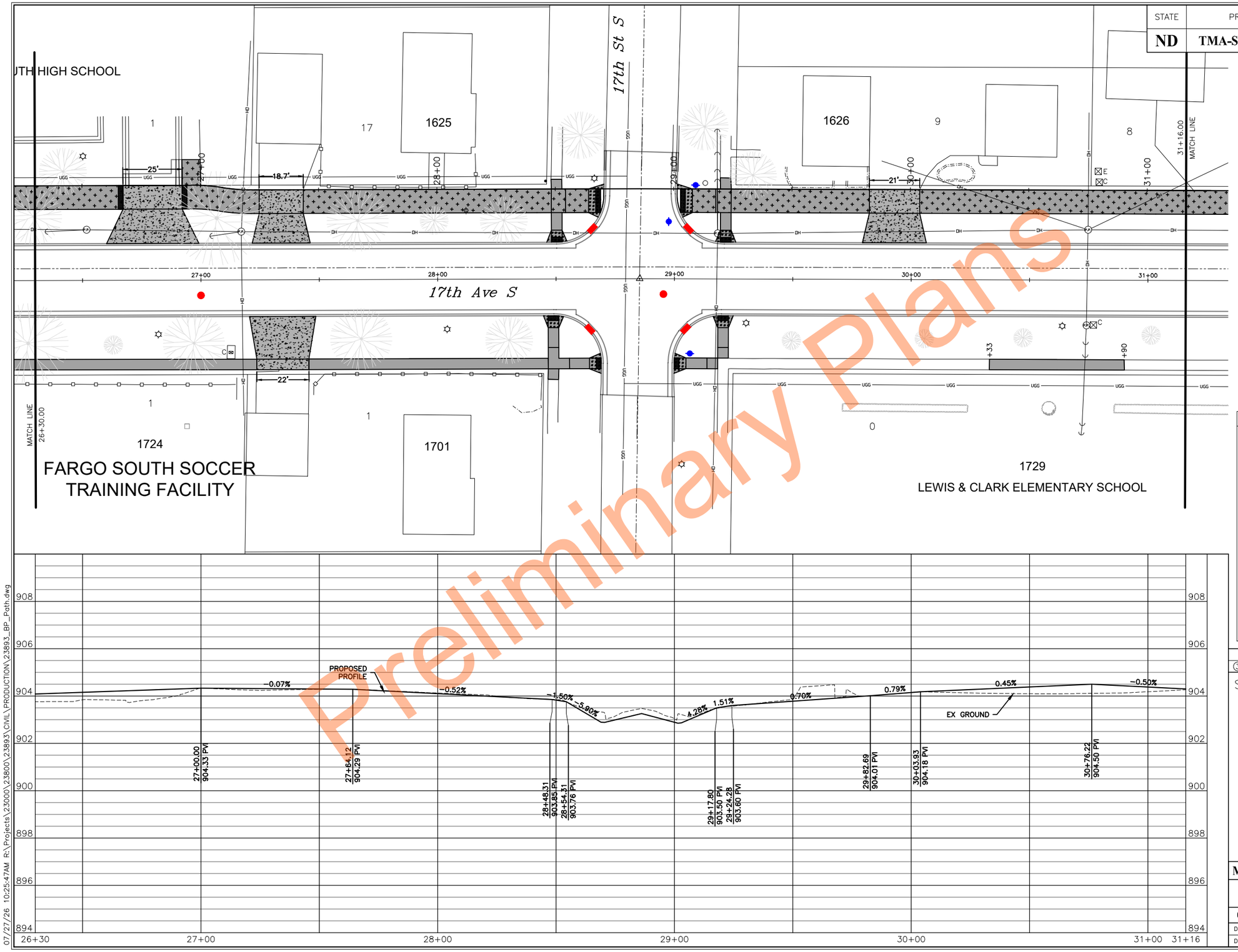


| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 26+30 to 31+16 | 54 CY |
| 750 | 0115 | Sidewalk Concrete 4IN<br>Sta 26+30 to 31+16 | 167 SY |
| 750 | 0120 | Sidewalk Concrete 5IN Reinf<br>Sta 26+30 to 31+16 | 429 SY |
| 750 | 0140 | Sidewalk Concrete 6IN<br>Sta 26+30 to 31+16 | 35 SY |
| 750 | 1000 | Driveway Concrete<br>Sta 26+30 to 31+16 | 248 SY |
| 750 | 2115 | Detectable Warning Panels<br>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
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26
NORTH DAKOTA

**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*

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

Preliminary Plans

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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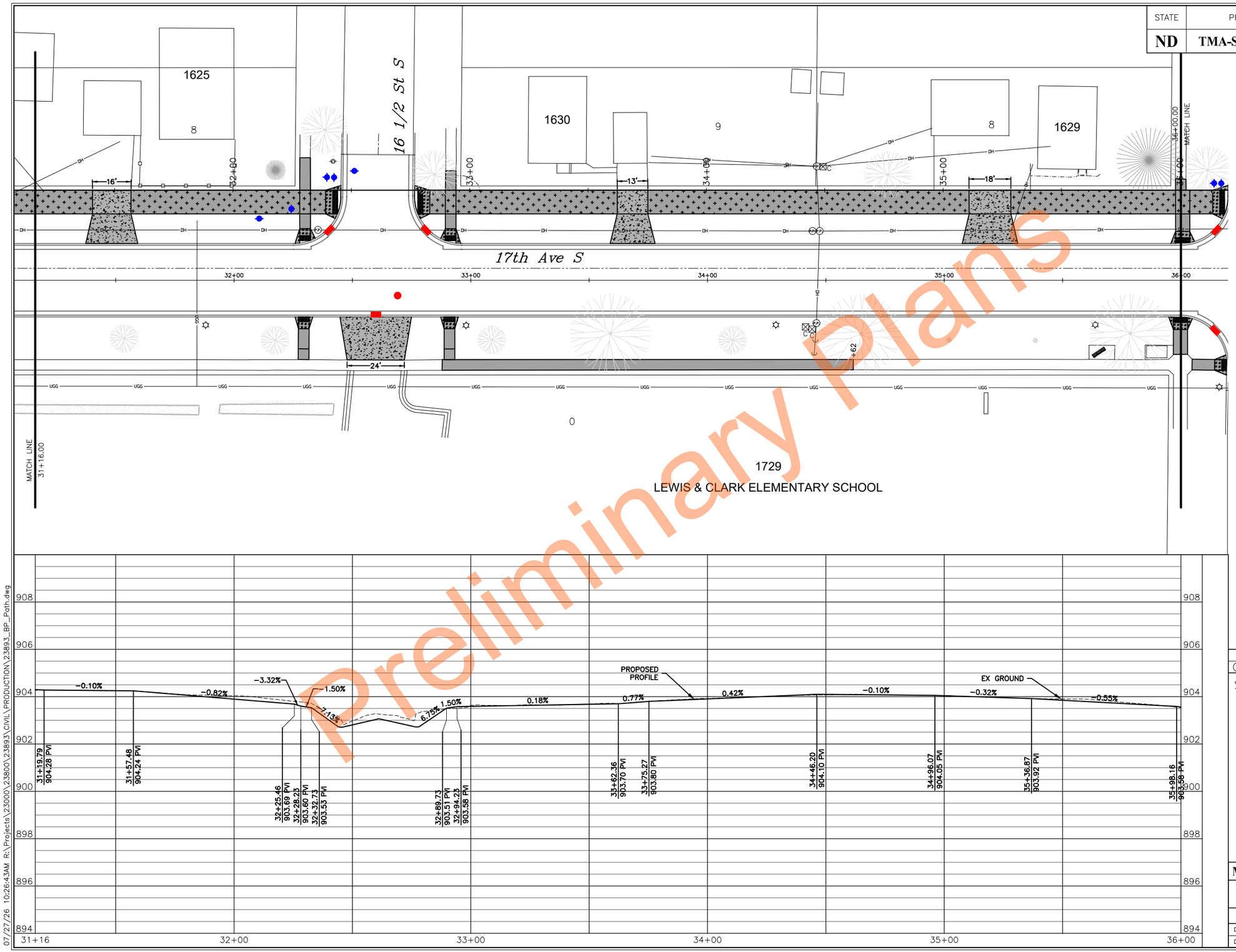


| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 31+16 to 36+00 | 47 CY |
| 750 | 0115 | Sidewalk Concrete 4IN<br>Sta 31+16 to 36+00 | 115 SY |
| 750 | 0120 | Sidewalk Concrete 5IN Reinf<br>Sta 31+16 to 36+00 | 441 SY |
| 750 | 0140 | Sidewalk Concrete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

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

Preliminary Plans

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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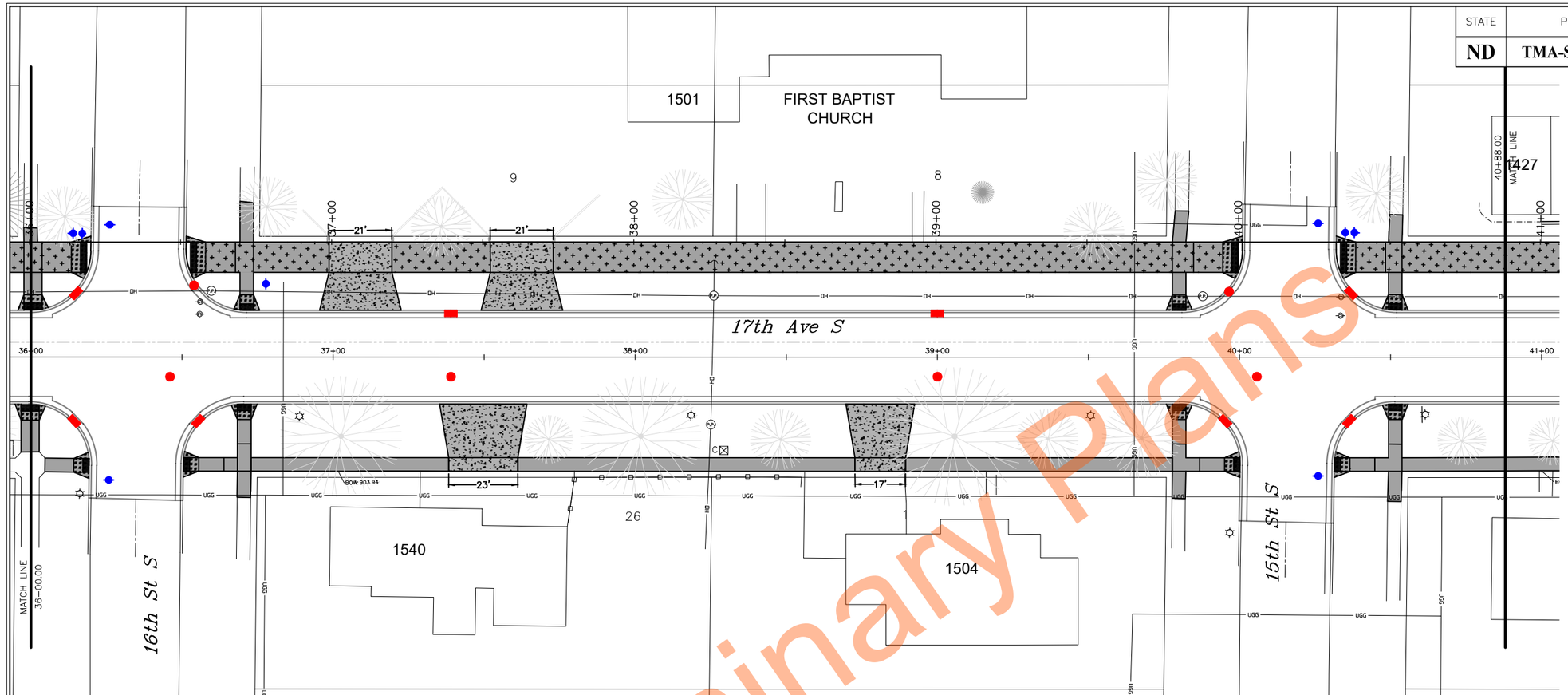


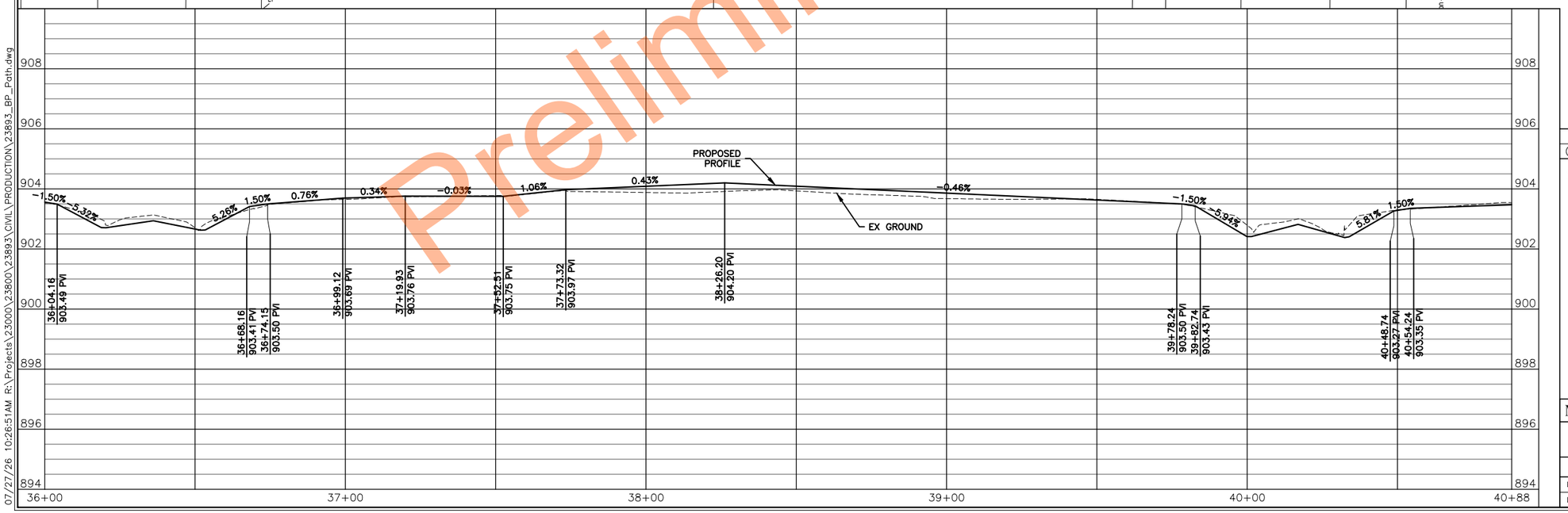


| SPEC | CODE | PAY ITEM | QTY | UNIT |
|---|---|---|---|---|
| 302 | 0101 | Salvaged Base Course Sta 36+02 to 40+88 | 58 | CY |
| 750 | 0115 | Sidewalk Concrete 4IN Sta 36+02 to 40+88 | 255 | SY |
| 750 | 0120 | Sidewalk Concrete 5IN Reinf Sta 36+02 to 40+88 | 394 | SY |
| 750 | 0140 | Sidewalk Concrete 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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| DRAWN BY: DLM/LRL | ORIG DATE: 07/07/26 |

Preliminary Plans

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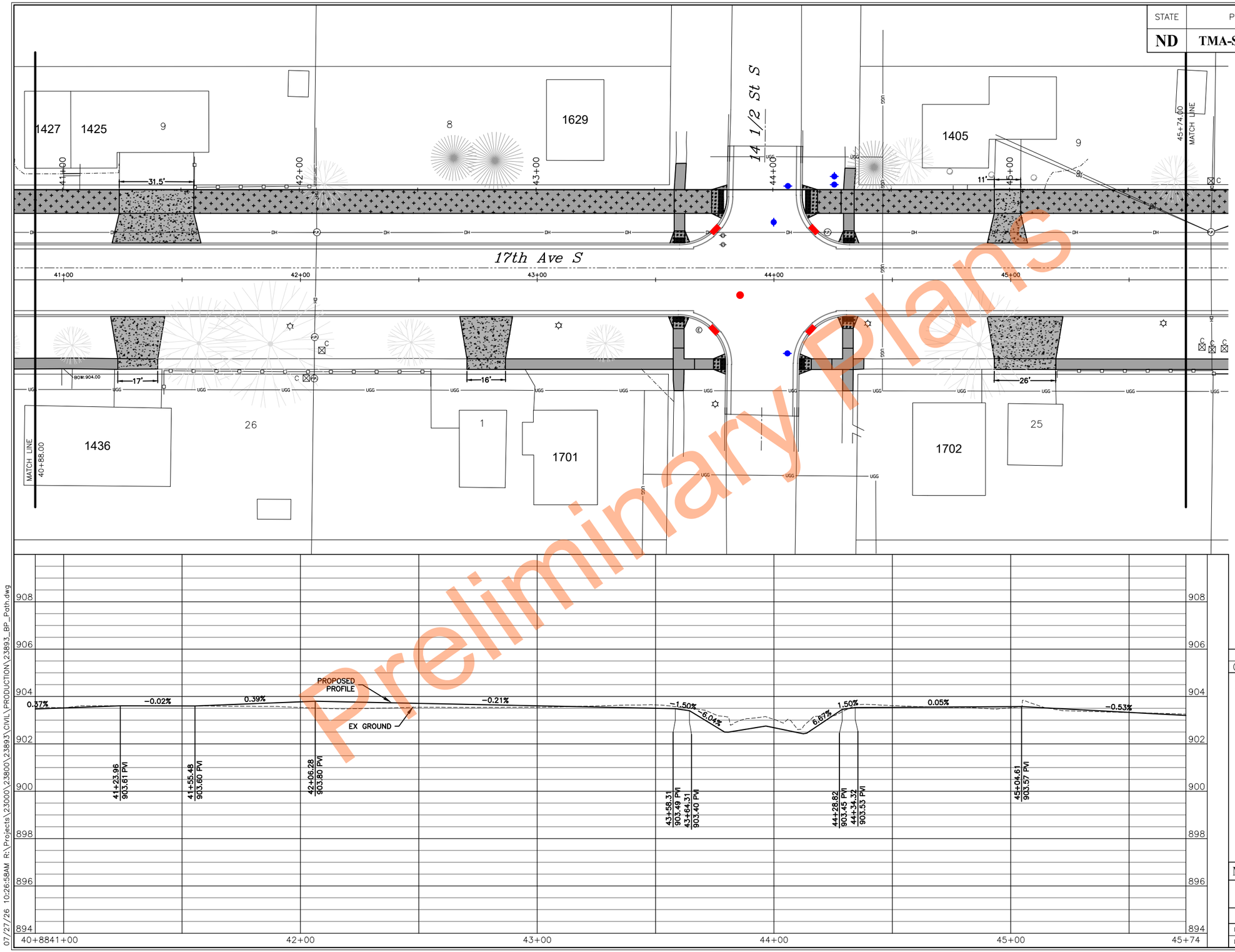


| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 40+88 to 45+74 | 55 CY |
| 750 | 0115 | Sidewalk Concrete 4IN<br>Sta 40+88 to 45+74 | 139 SY |
| 750 | 0120 | Sidewalk Concrete 5IN Reinf<br>Sta 40+88 to 45+74 | 443 SY |
| 750 | 0140 | Sidewalk Concrete 6IN<br>Sta 40+88 to 45+74 | 35 SY |
| 750 | 1000 | Driveway Concrete<br>Sta 40+88 to 45+74 | 280 SY |
| 750 | 2115 | Detectable Warning Panels<br>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 |
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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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| DRAWN BY: DLM/LRL | ORIG DATE: 07/07/26 |

Preliminary Plans

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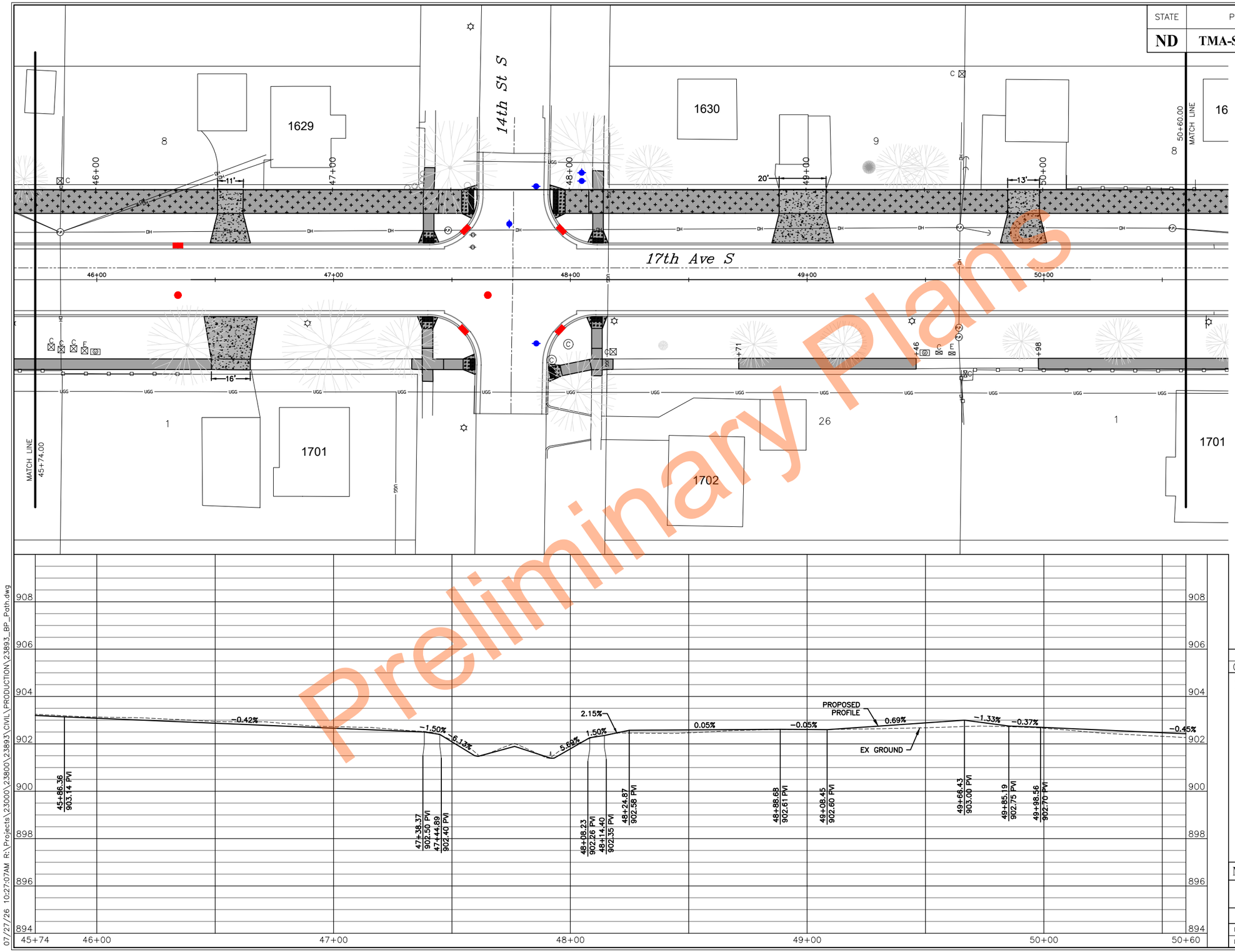
| ND | TMA-SU-CRP-8-984 (181) | 60 | 21 |




| SPEC | CODE | PAY ITEM | QTY UNIT |
|---|---|---|---|
| 302 | 0101 | Salvaged Base Course<br>Sta 45+74 to 50+60 | 49 CY |
| 750 | 0115 | Sidewalk Concrete 4IN<br>Sta 45+74 to 50+60 | 160 SY |
| 750 | 0120 | Sidewalk Concrete 5IN Reinf<br>Sta 45+74 to 50+60 | 443 SY |
| 750 | 0140 | Sidewalk Concrete 6IN<br>Sta 45+74 to 50+60 | 35 SY |
| 750 | 1000 | Driveway Concrete<br>Sta 45+74 to 50+60 | 171 SY |
| 750 | 2115 | Detectable Warning Panels<br>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
Taylor Braaten
PE-29068
Taylor Braaten
DATE: 07/24/26
NORTH DAKOTA

**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 |
|---|---|---|---|
| DRAWN BY: | DLM/LRL | ORIG DATE: | 07/07/26 |

Preliminary Plans

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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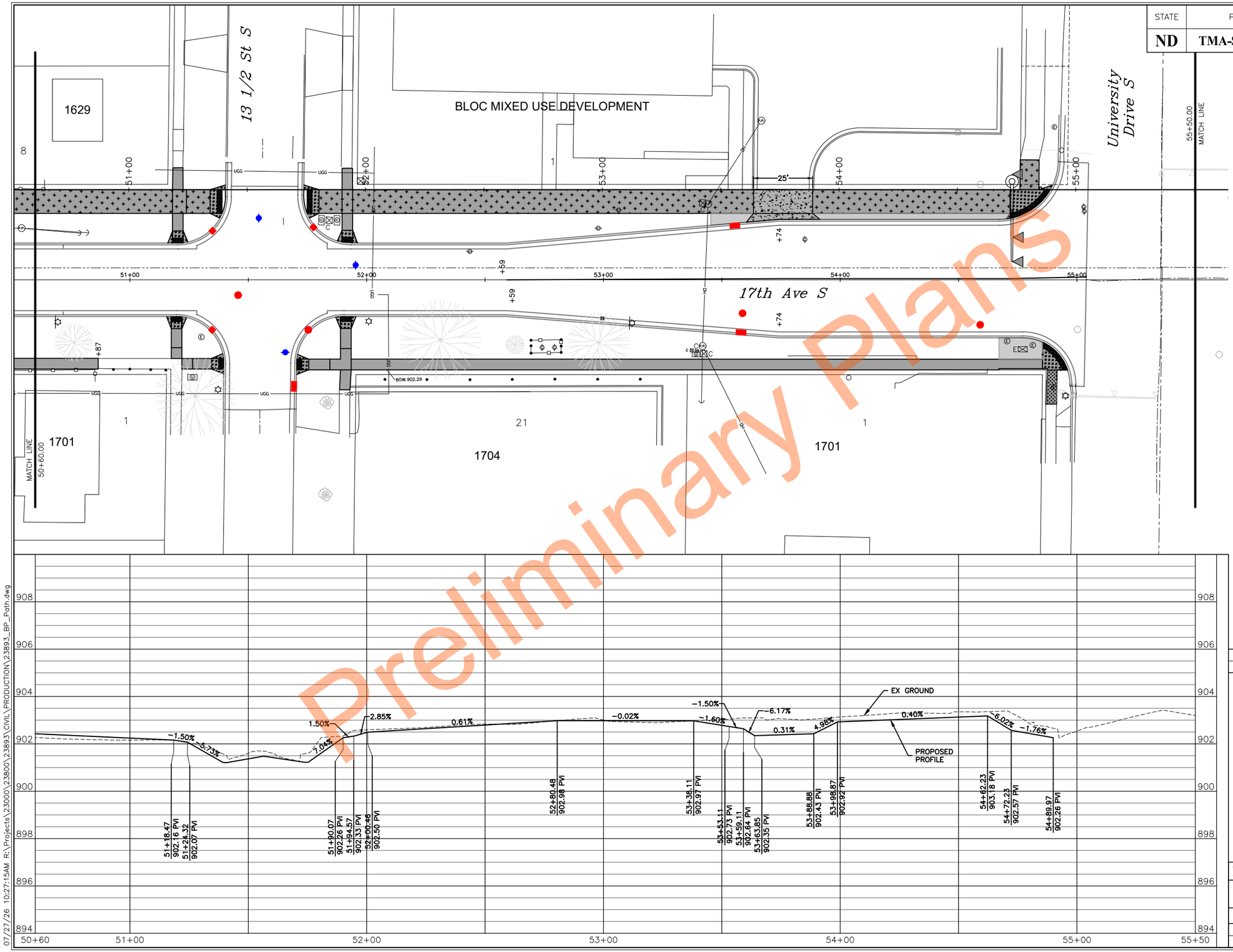
| ND | TMA-SU-CRP-8-984 (181) | 60 | 22 |




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

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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 |

Preliminary Plans

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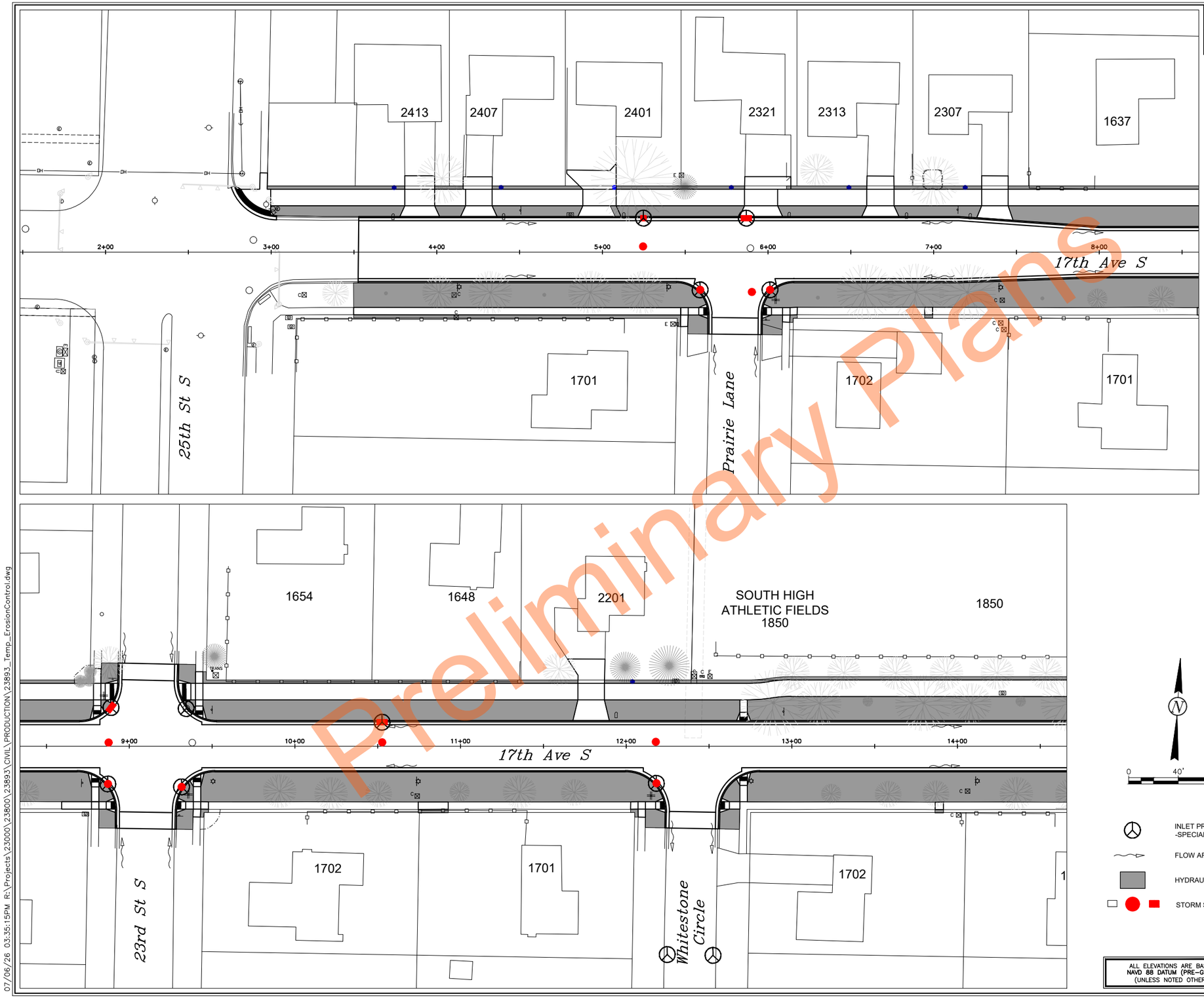


Preliminary Plans

| 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*

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

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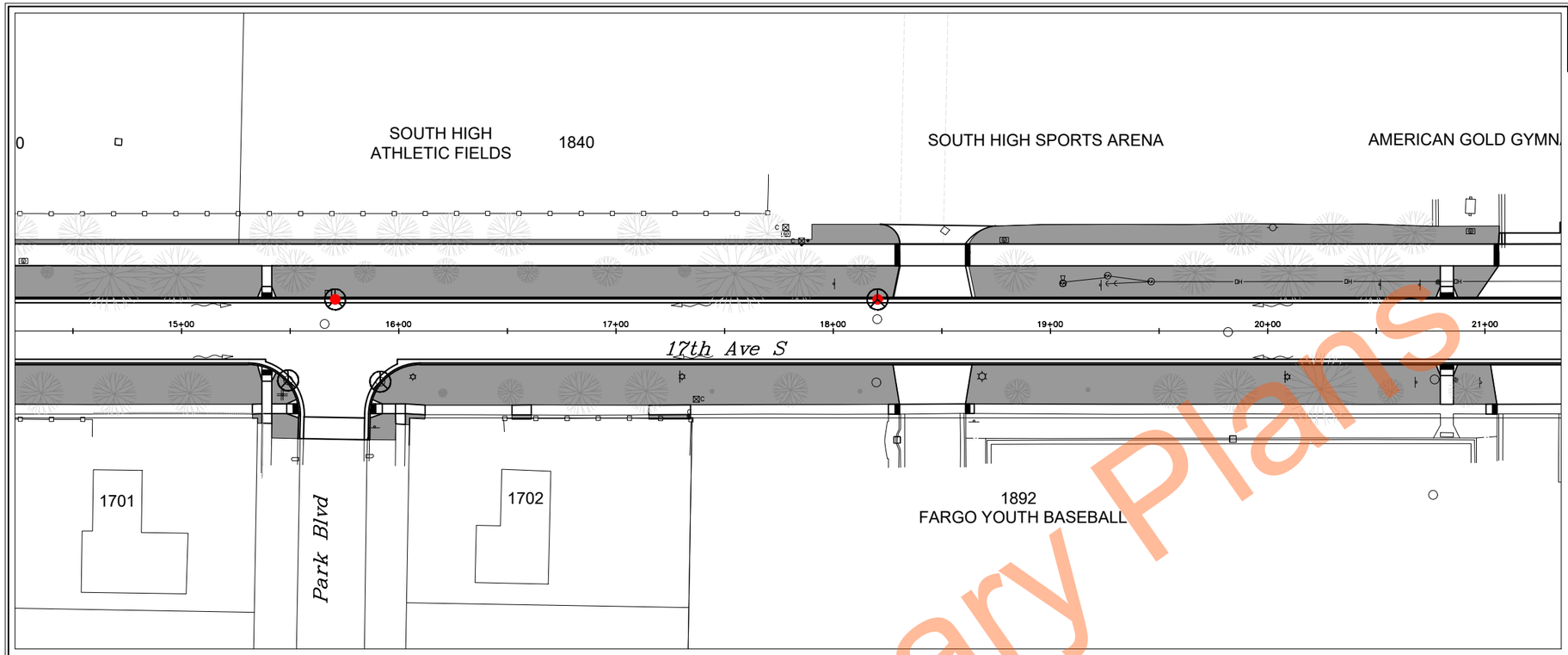


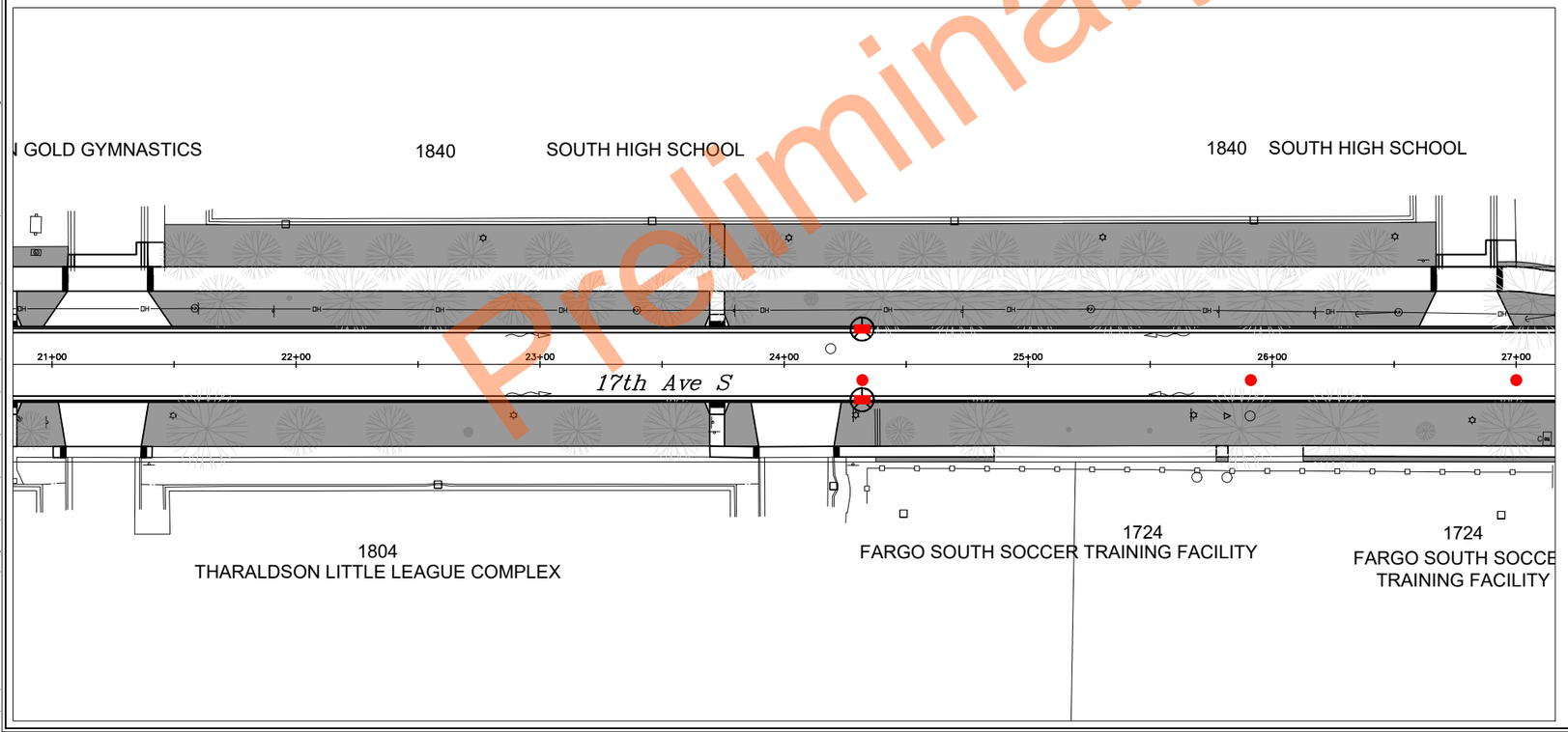


Preliminary Plans

| 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<br>Sta 14+50 to Sta 27+00 | 1.13 | ACRE |
| 708 | 1540 | Inlet Protection-Special<br>Sta 14+50 to Sta 27+00 | 6 | EA |
| 708 | 1541 | Remove Inlet Protection-Special<br>Sta 14+50 to Sta 27+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*

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

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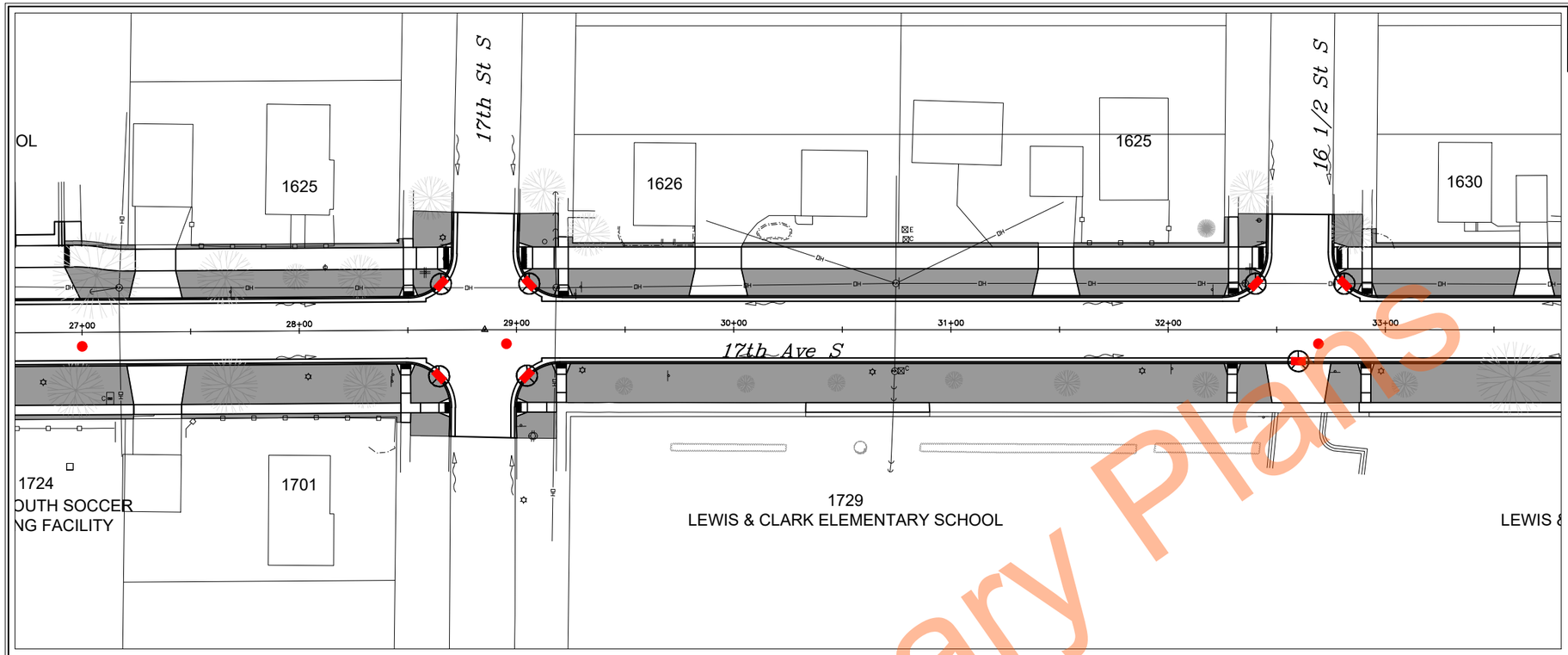


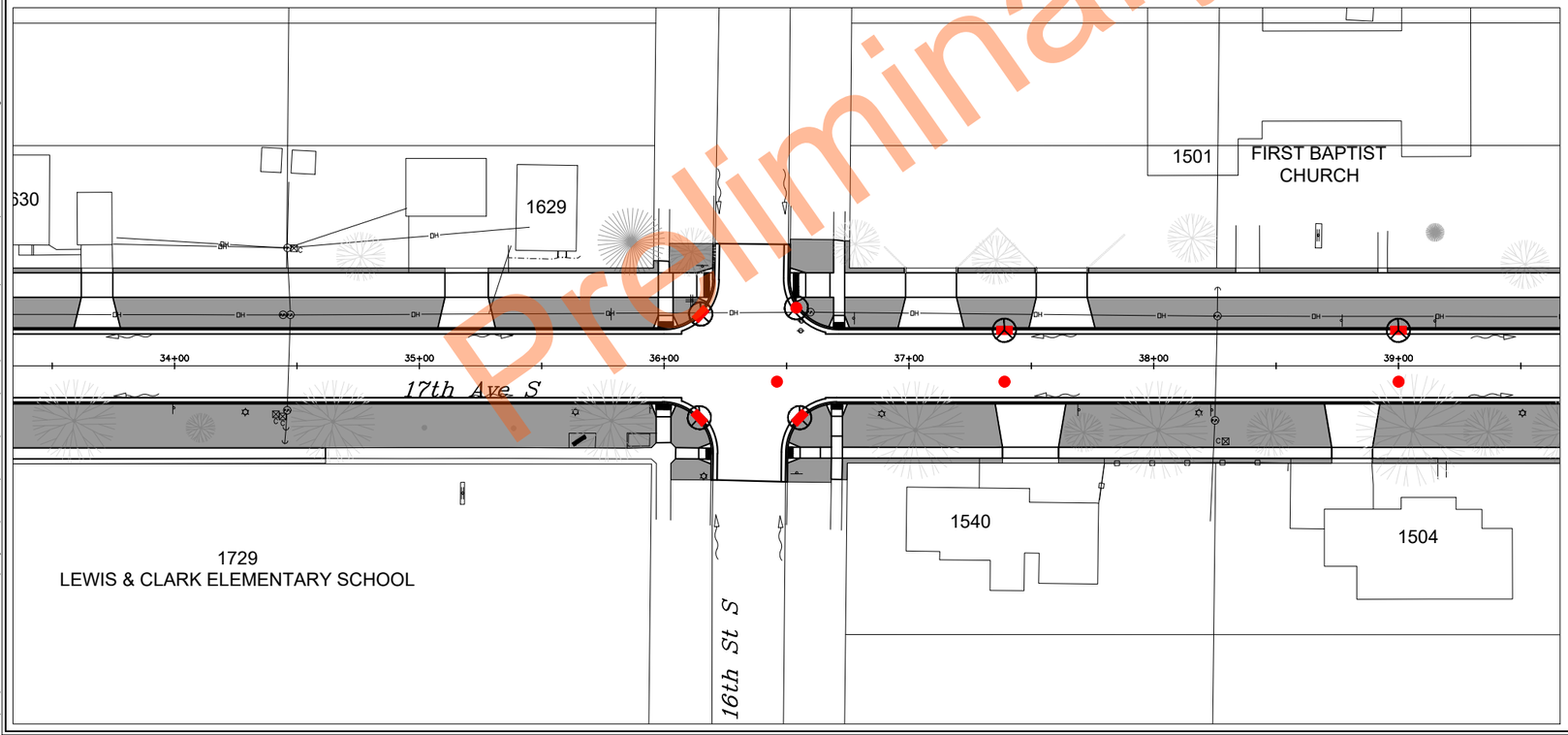


Preliminary Plans

| 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*

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

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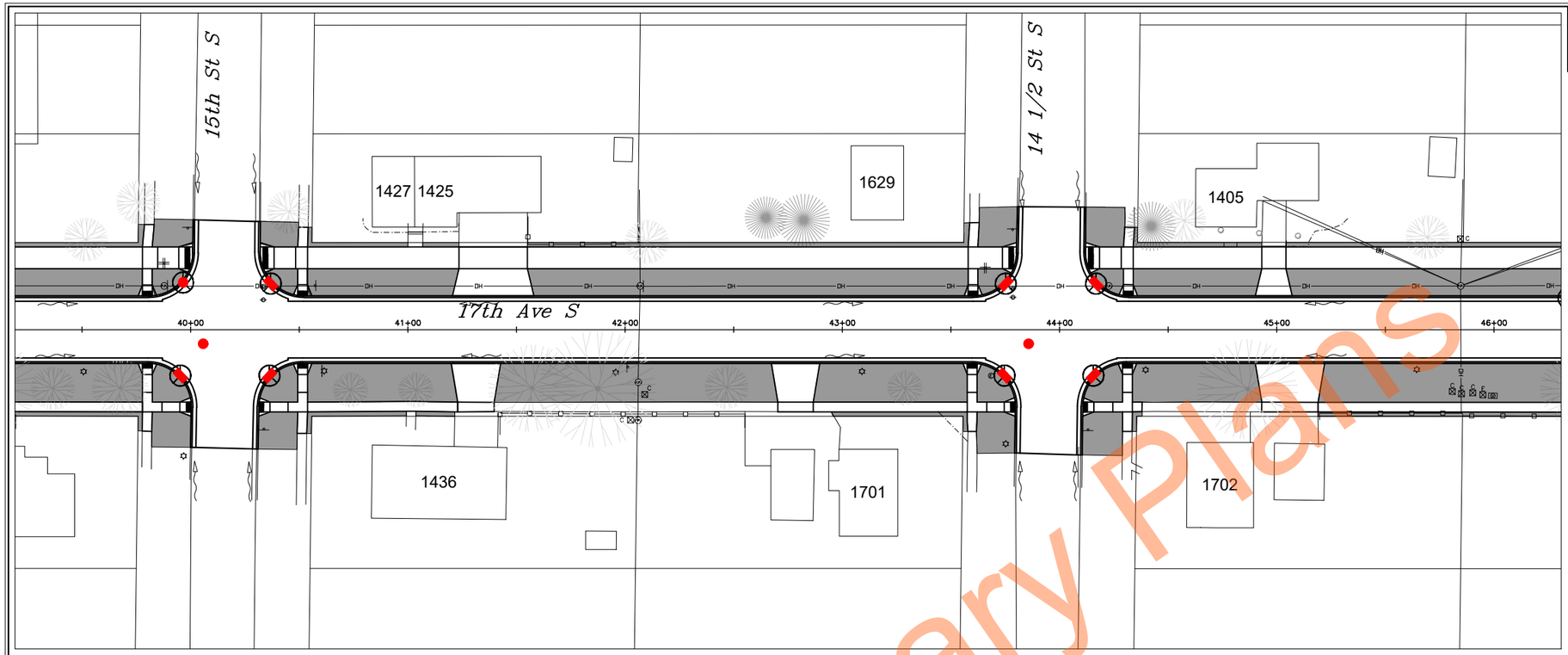


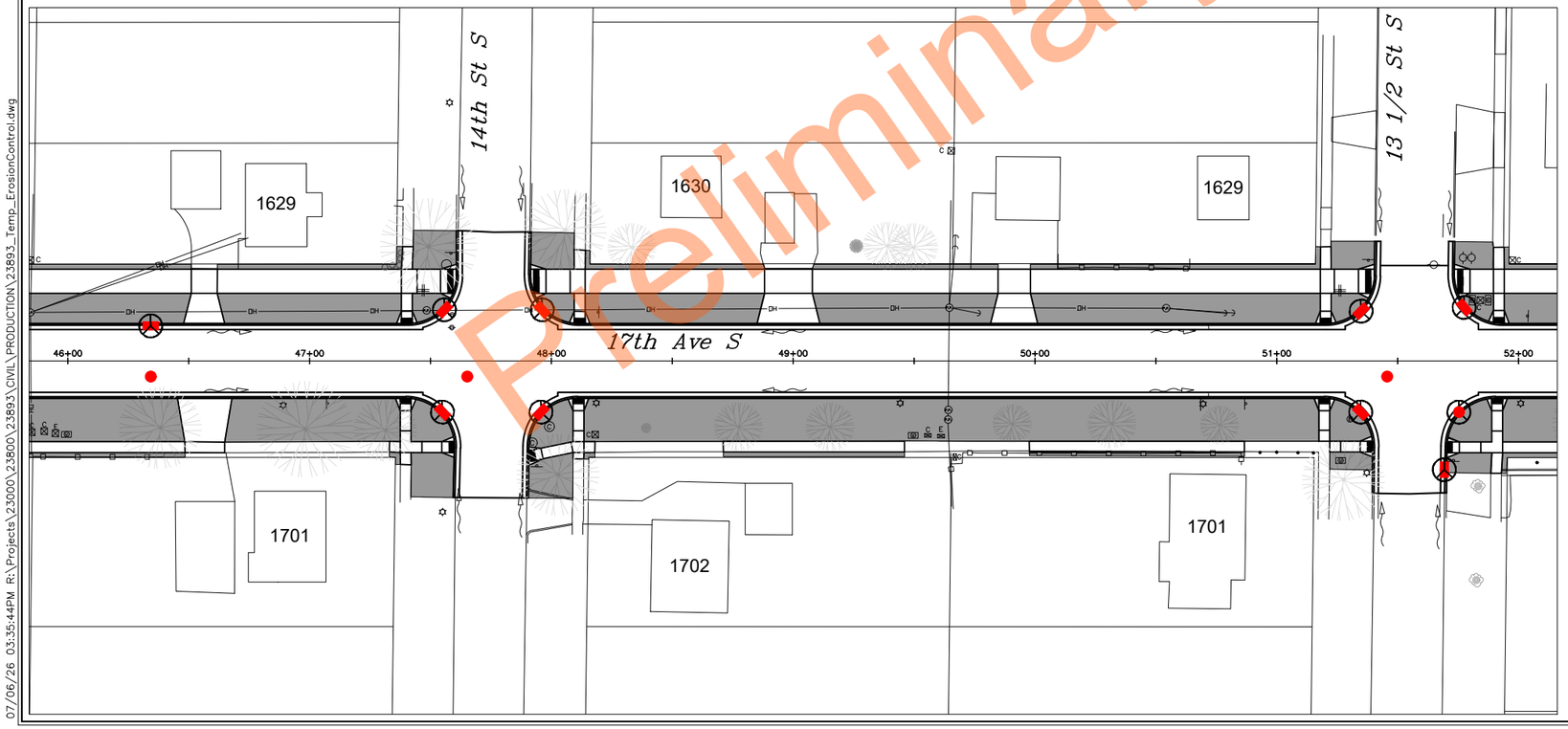


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 76 | 4 |

| 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 |

Preliminary Plans

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*

| DESIGN BY: | TJB | CHECKED BY: | EAG |
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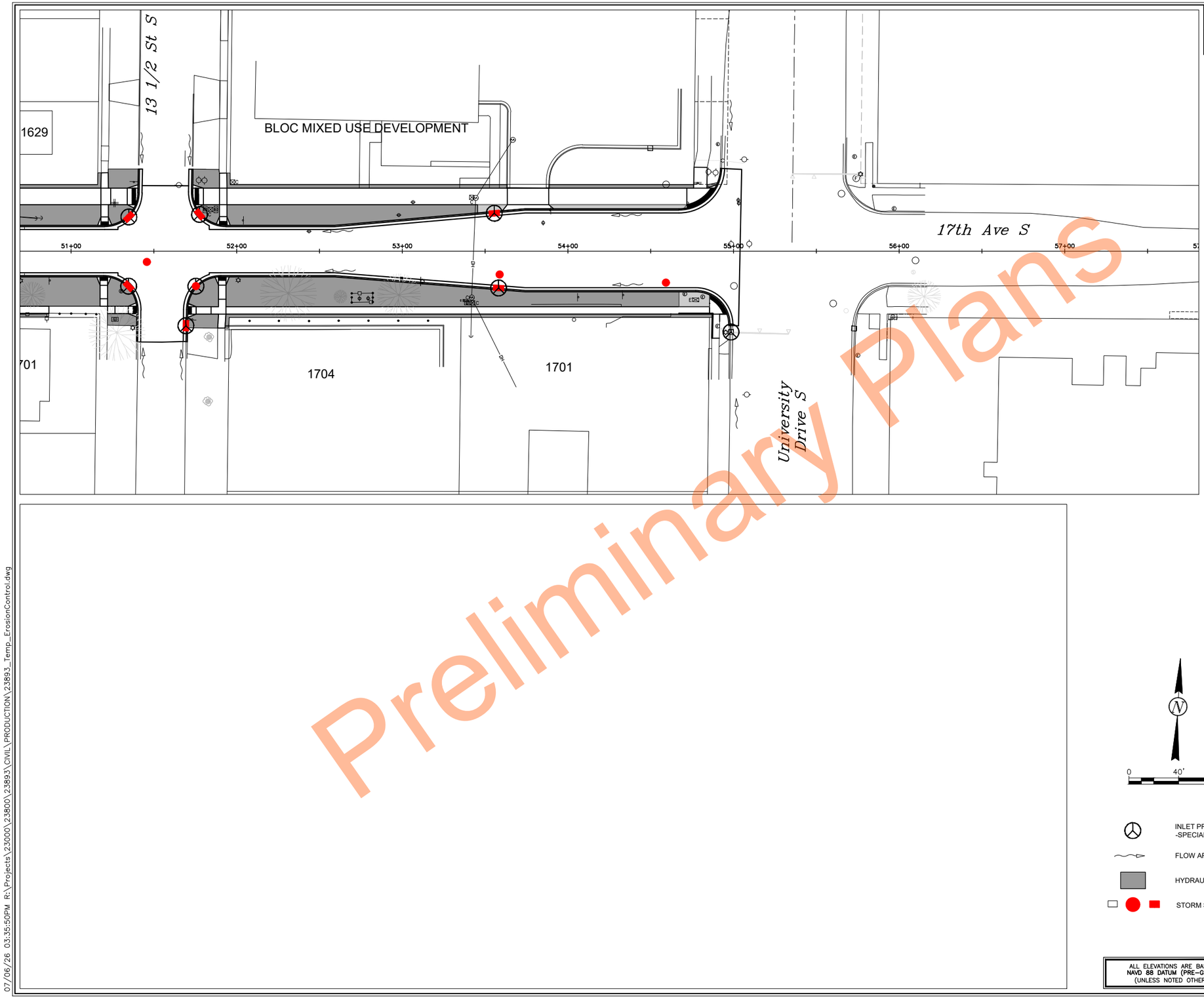


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 76 | 5 |

| 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 |

Preliminary Plans

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*

| DESIGN BY: | TJB | CHECKED BY: | EAG |
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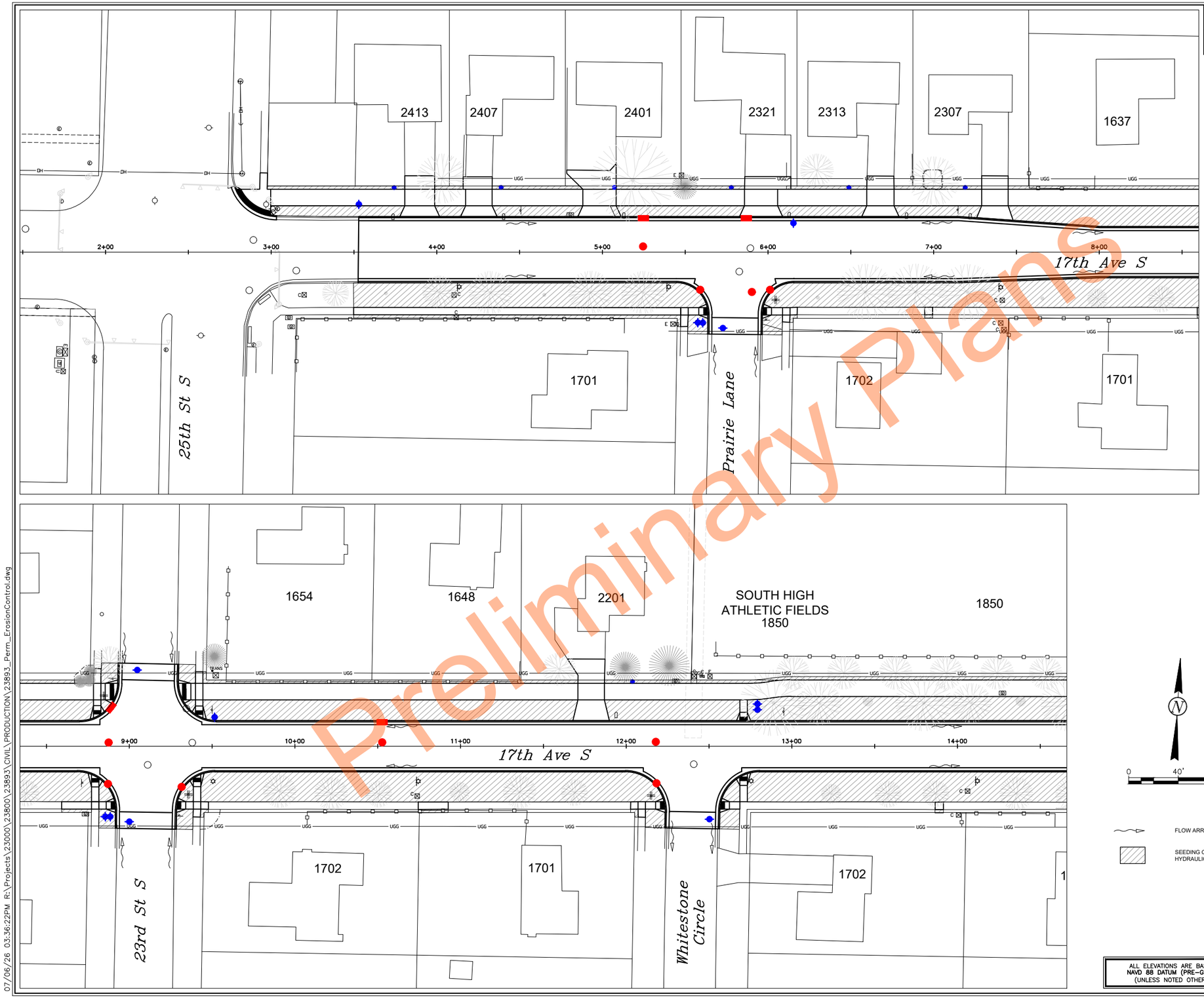


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 77 | 1 |

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

Preliminary Plans

N

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*

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

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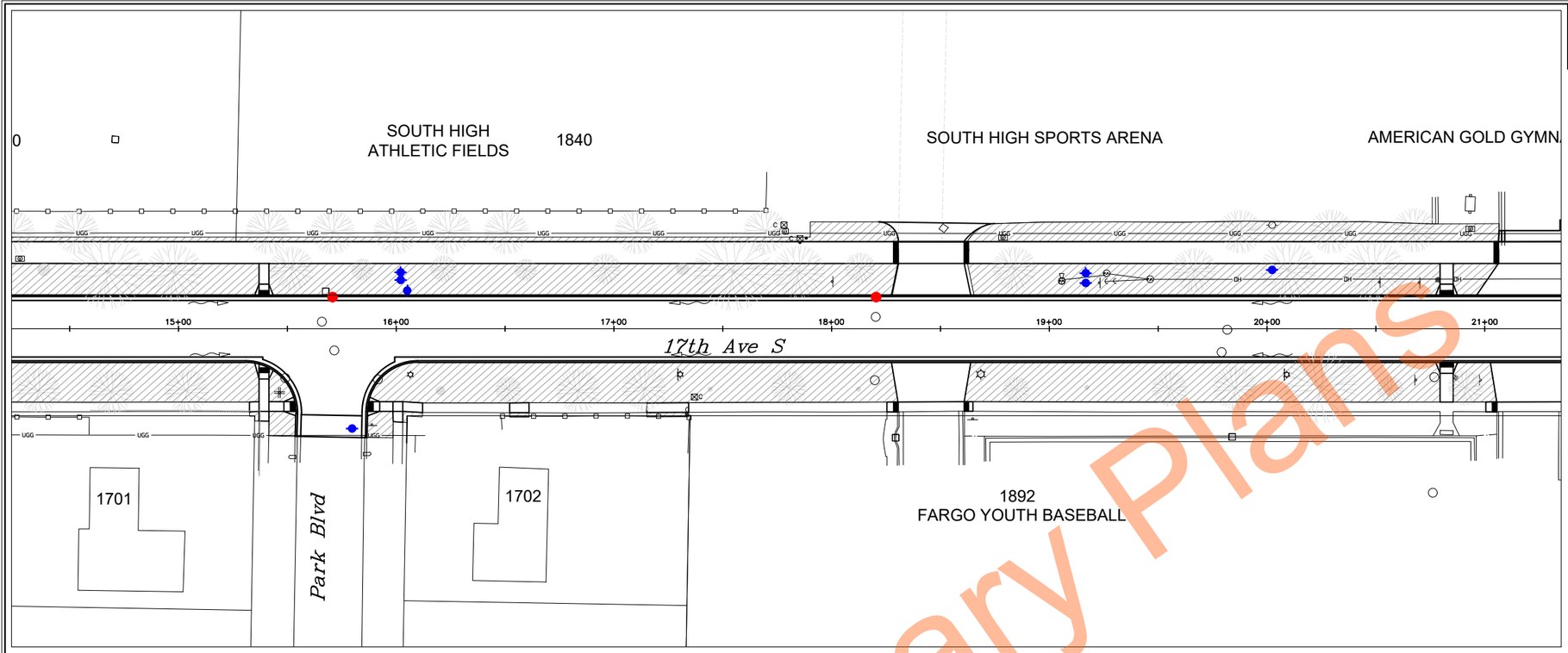


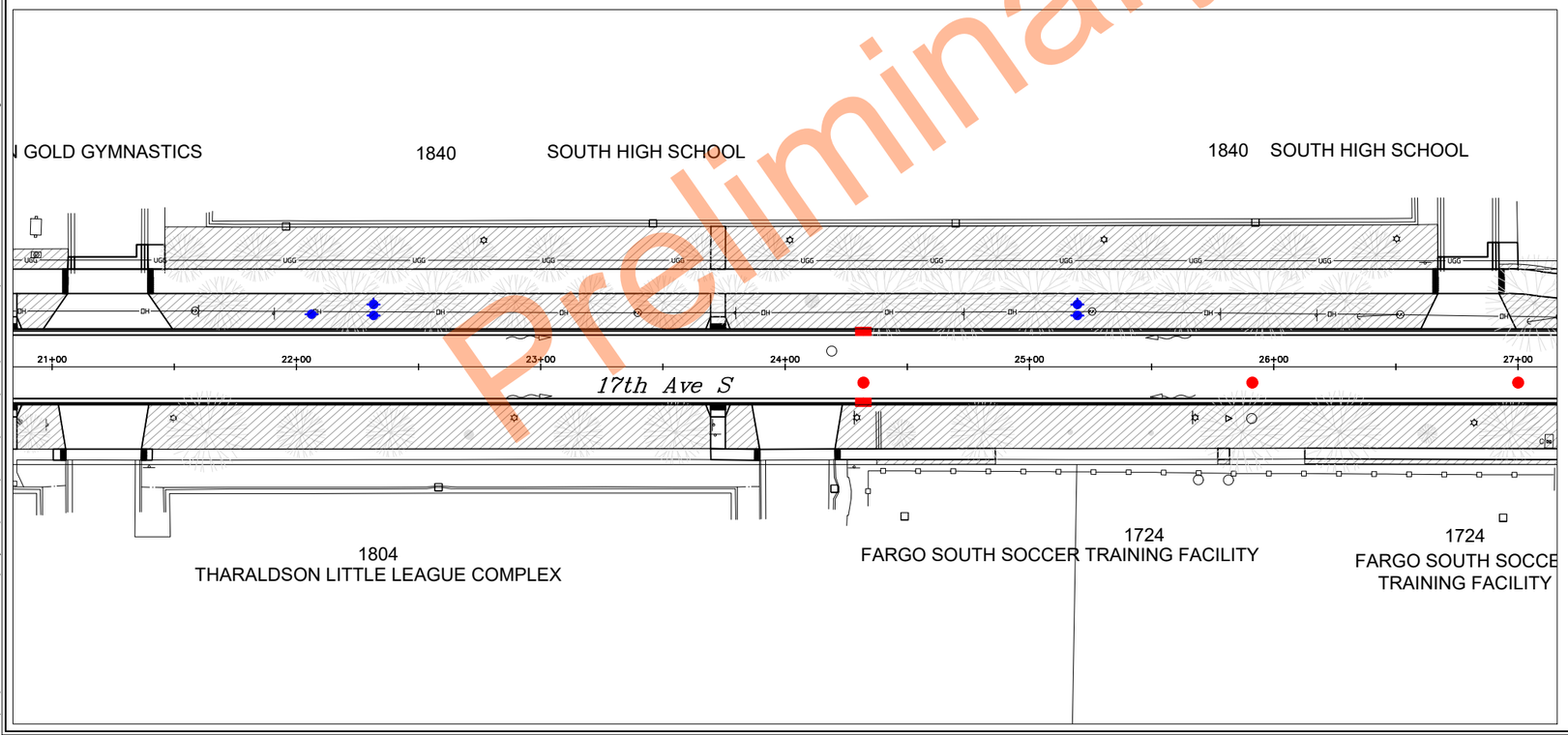


Preliminary Plans

| 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 |

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*

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

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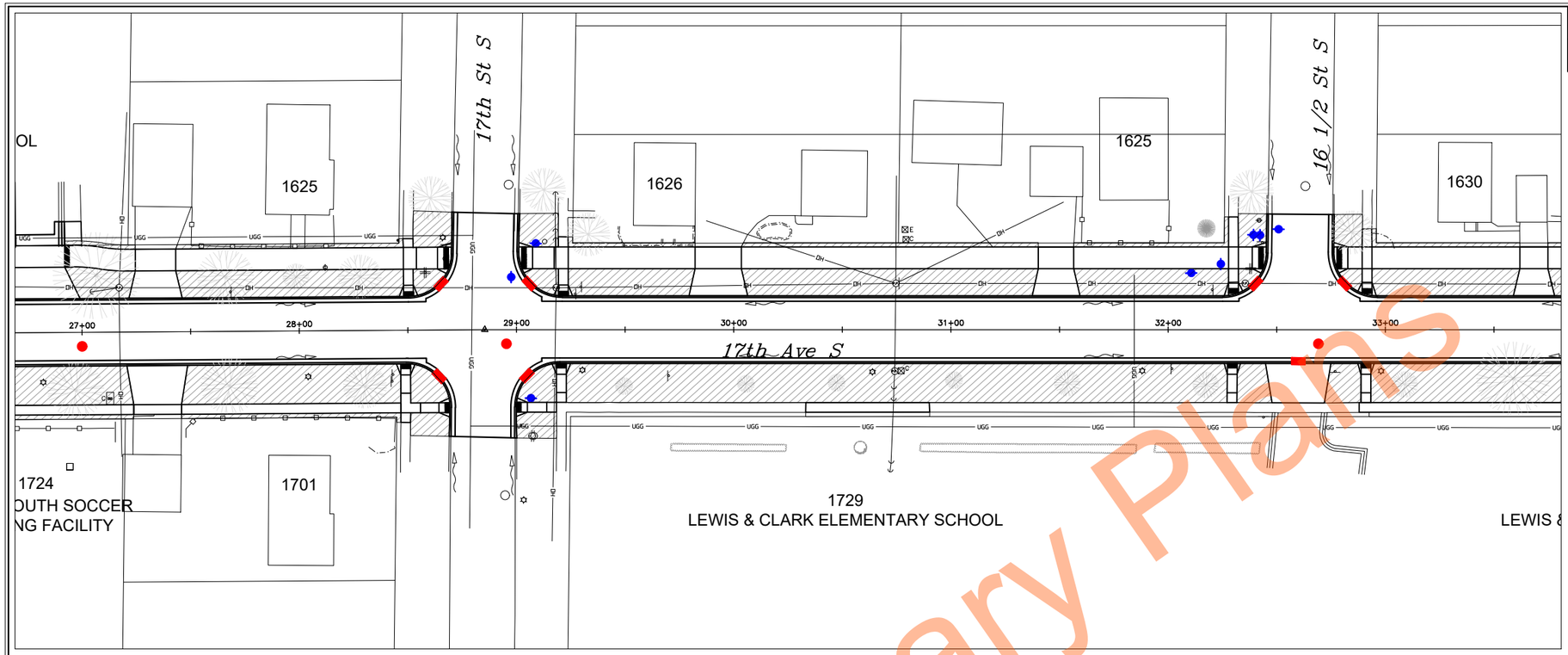


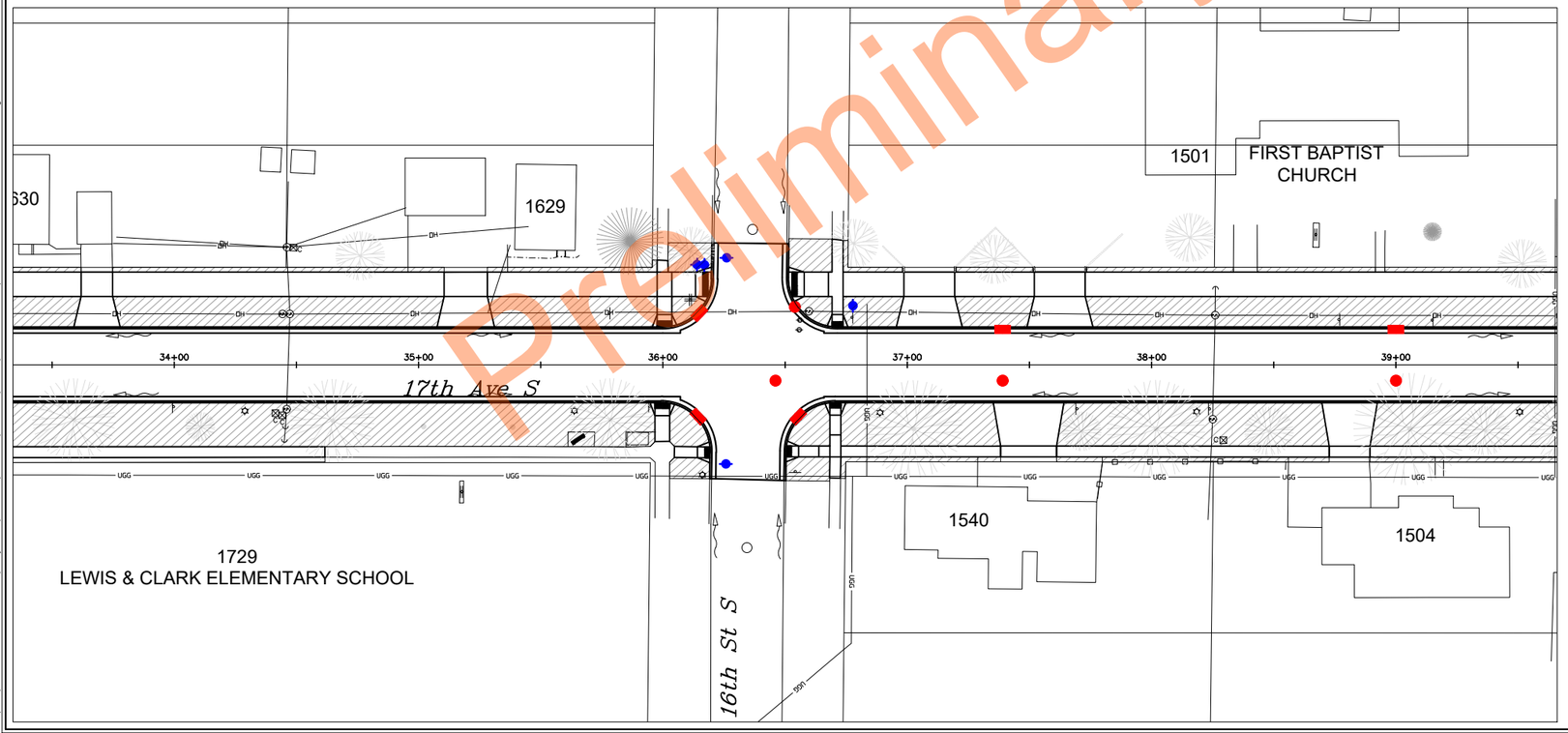


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 77 | 3 |

| 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 |

Preliminary Plans

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*

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

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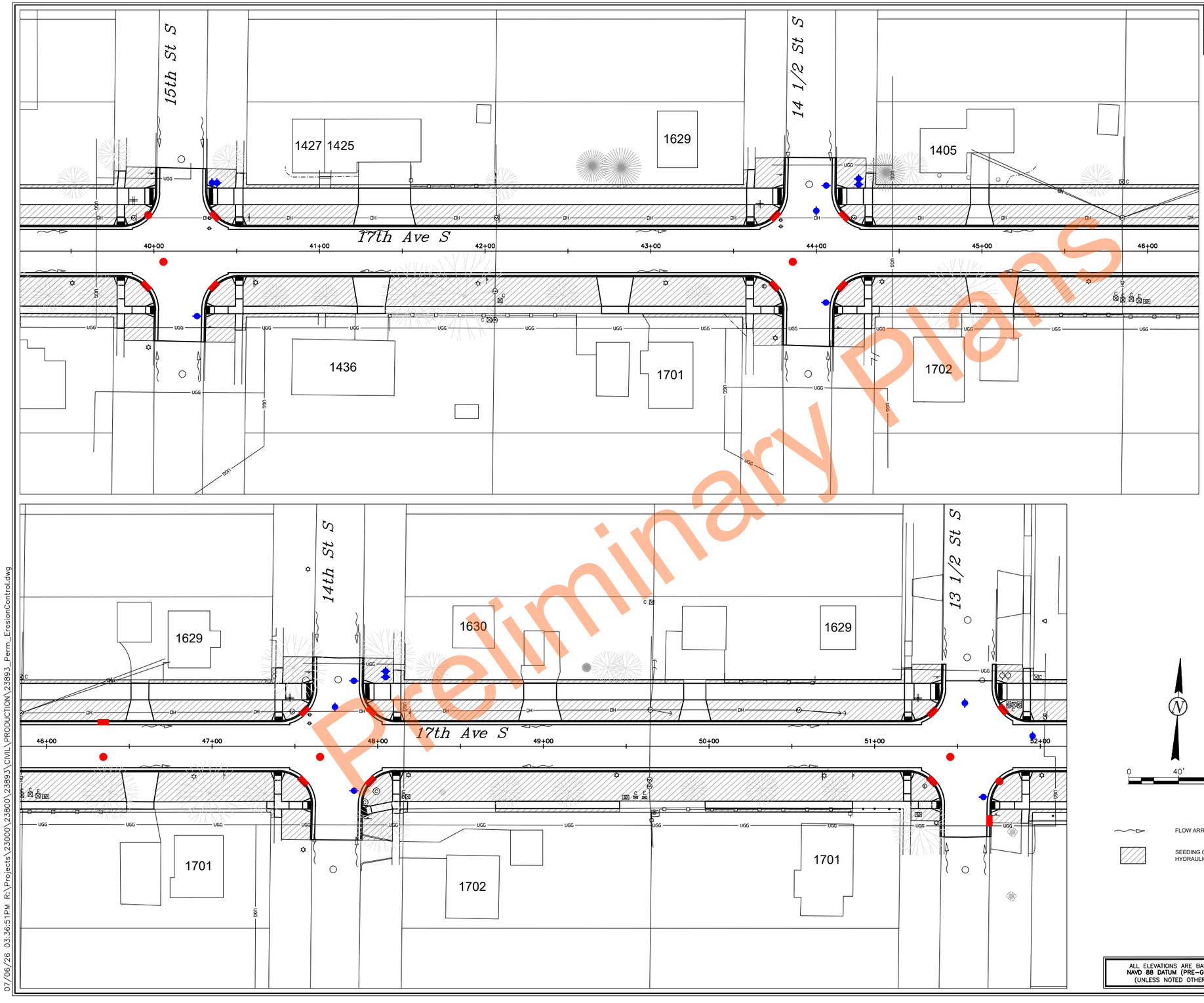


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 77 | 4 |

| 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 |

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*

| DESIGN BY: | TJB | CHECKED BY: | EAG |
|---|---|---|---|
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Preliminary Plans

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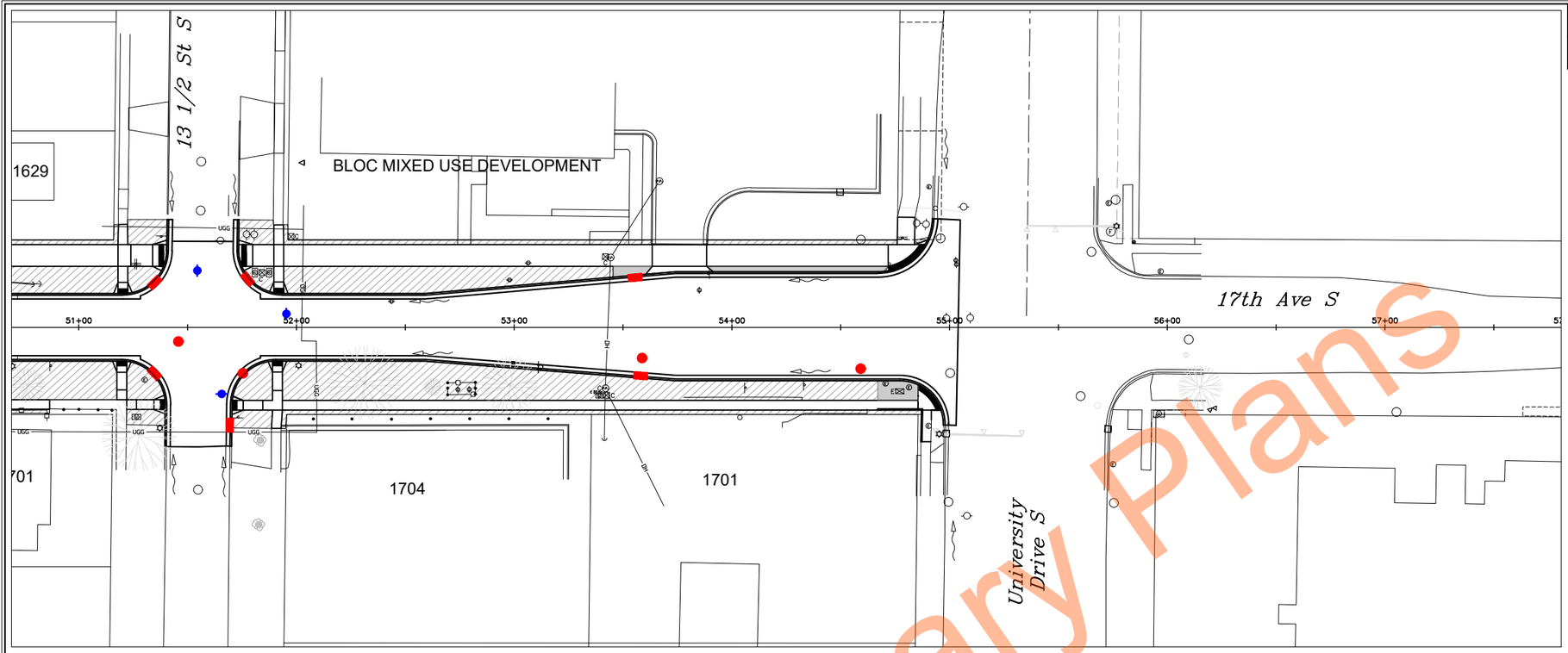


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 77 | 5 |

| 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 |

Preliminary Plans

N

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*

| DESIGN BY: TJB | CHECKED BY: EAG |
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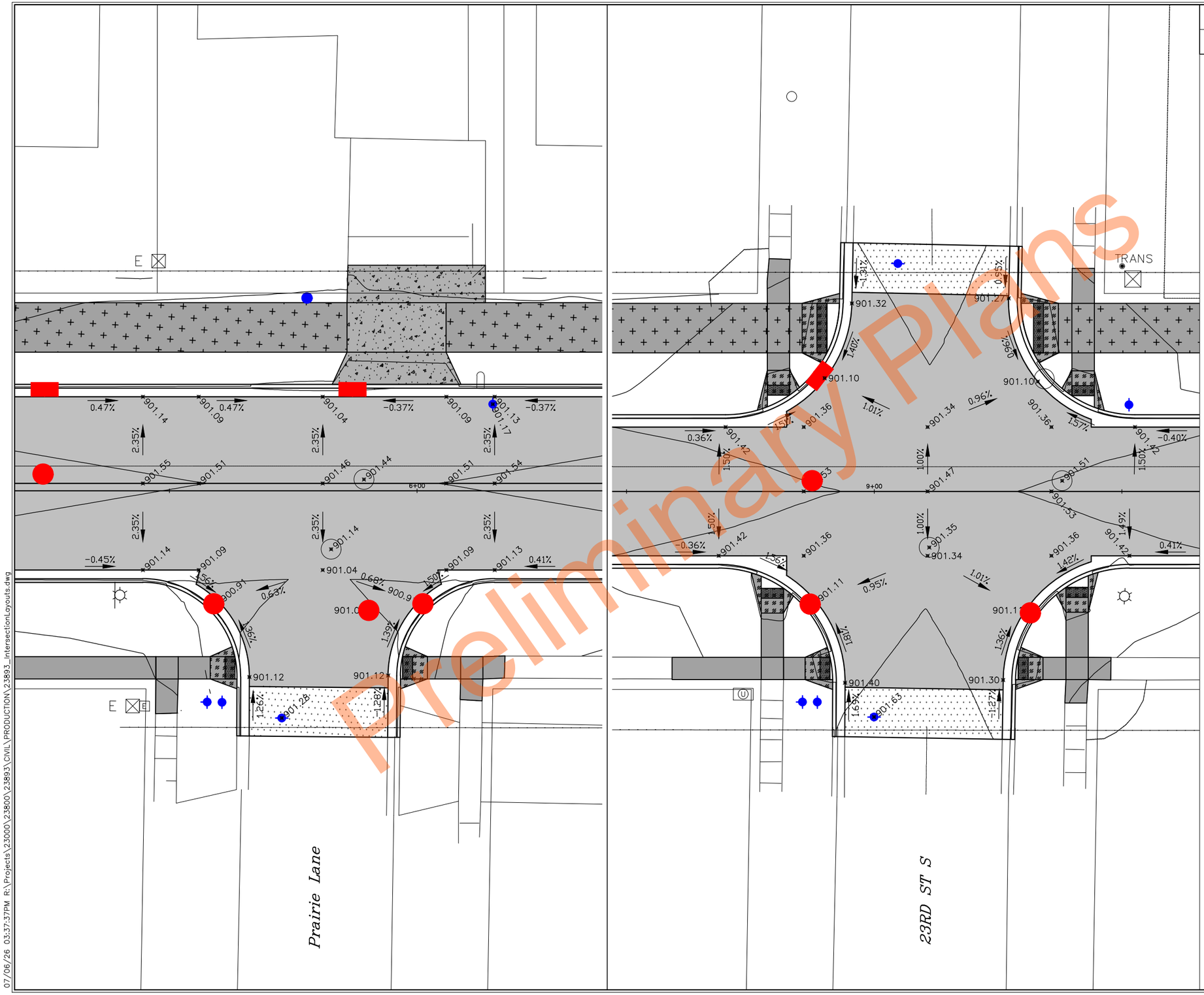


Preliminary Plans

| 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*

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

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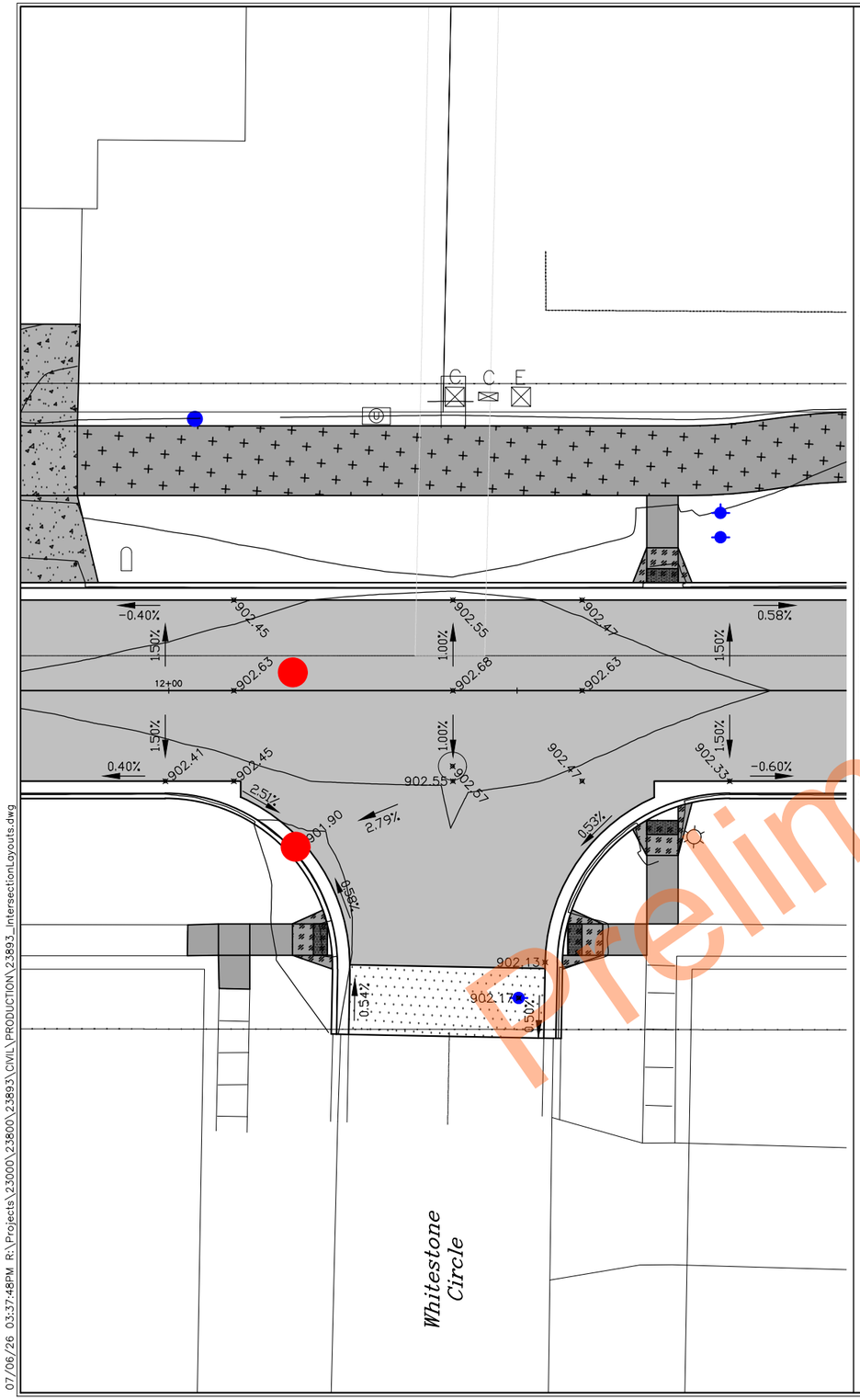


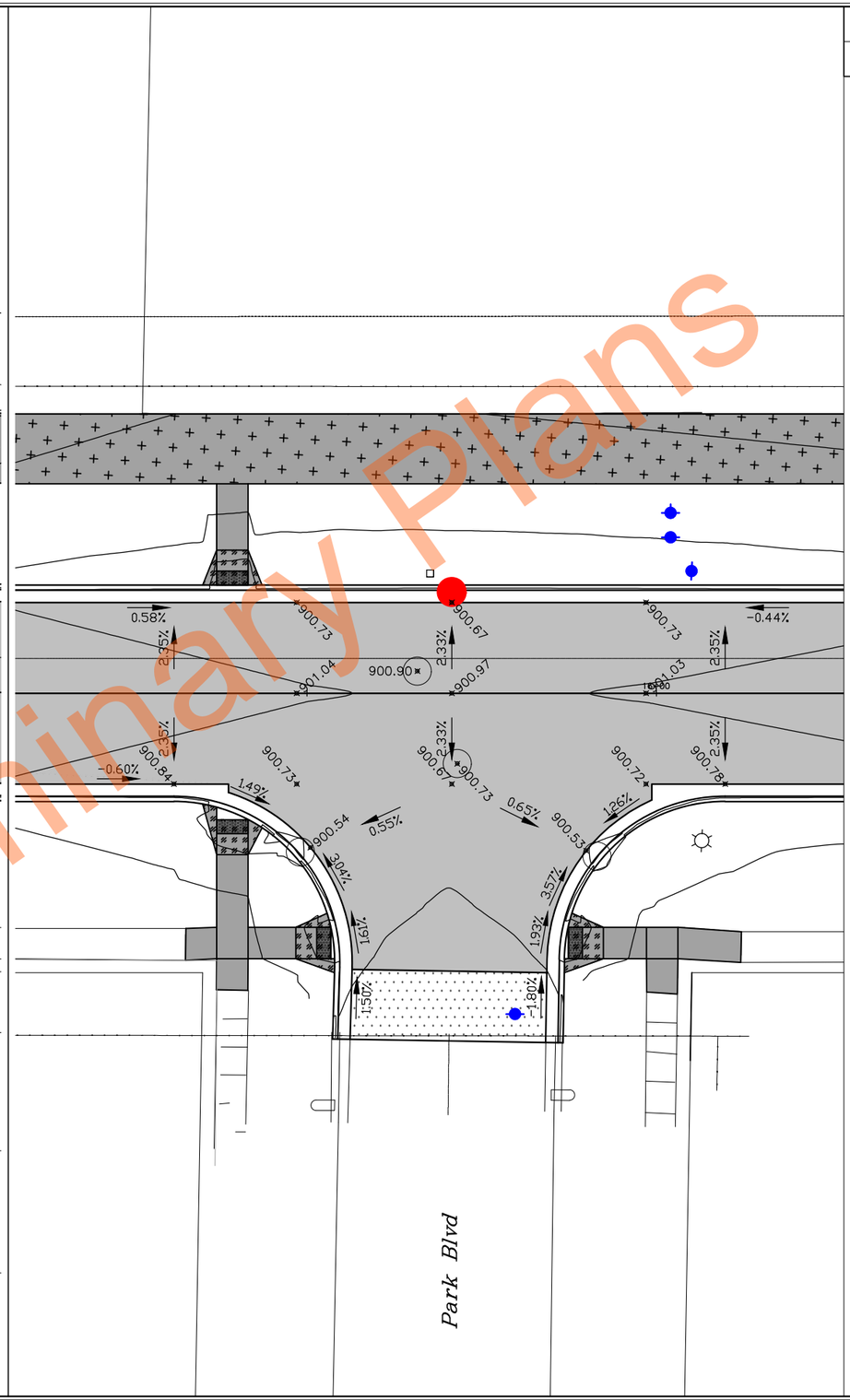


Preliminary Plans

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

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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|---|---|
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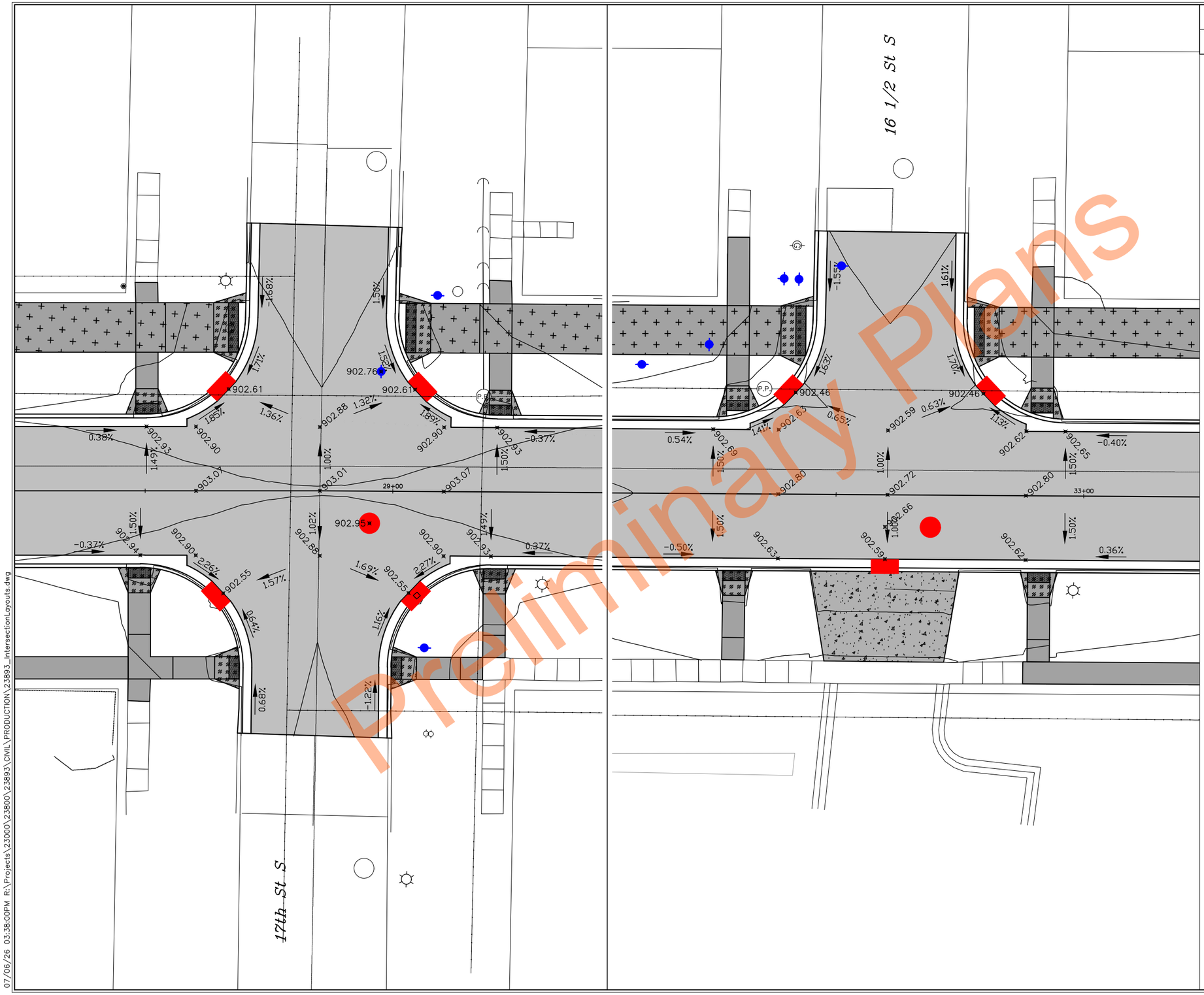


Preliminary Plans

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

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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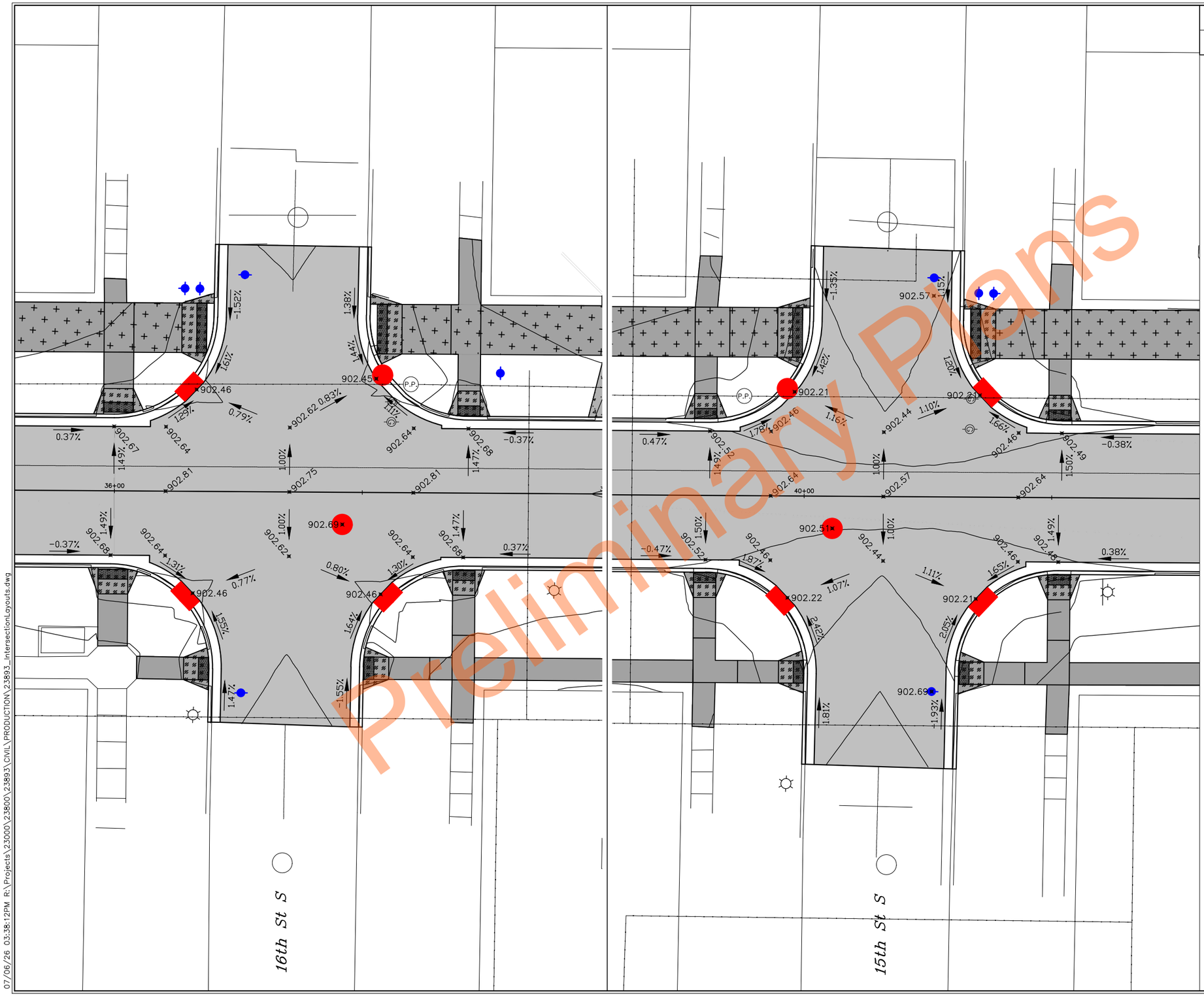


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 4 |

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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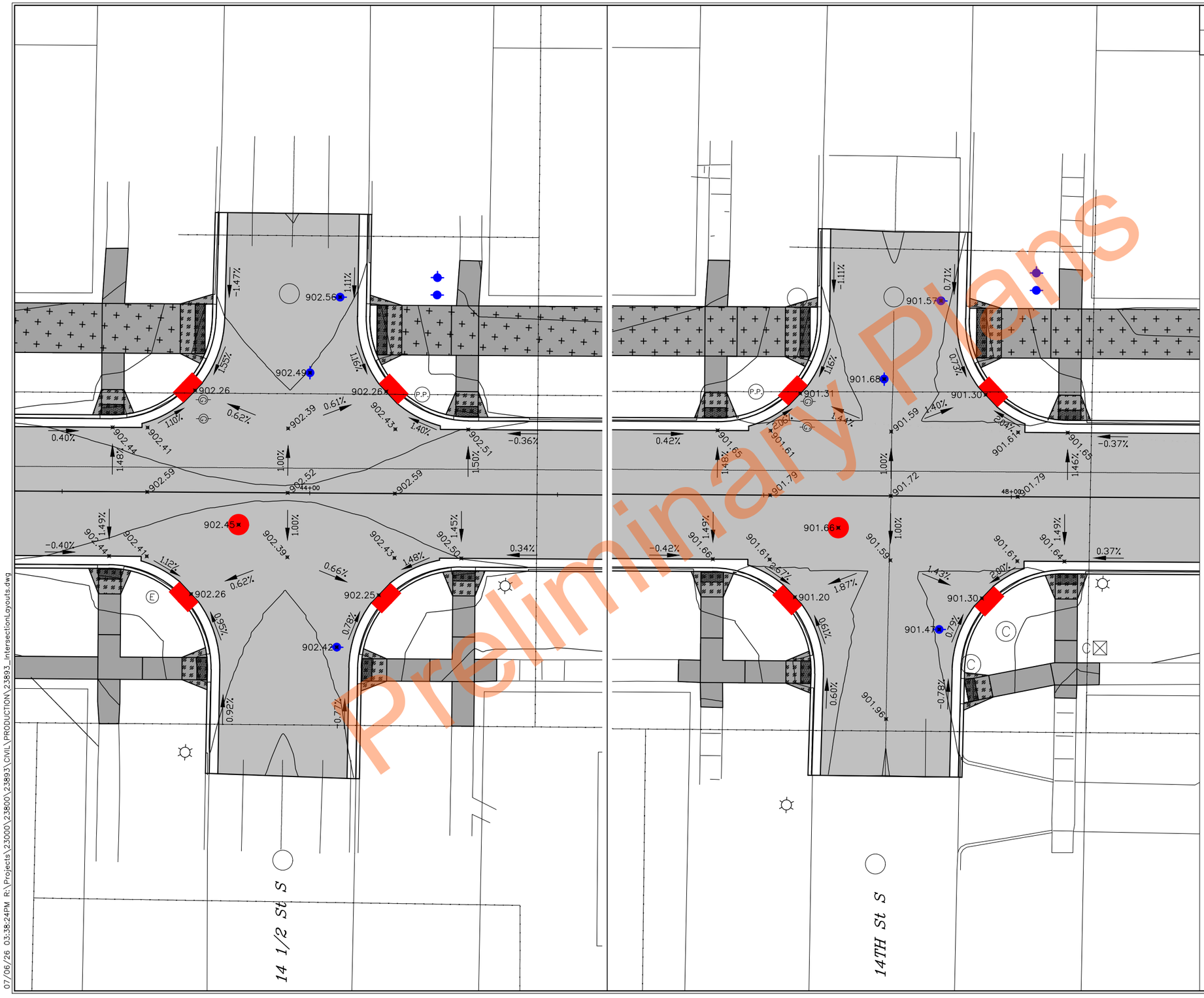


Preliminary Plans

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

**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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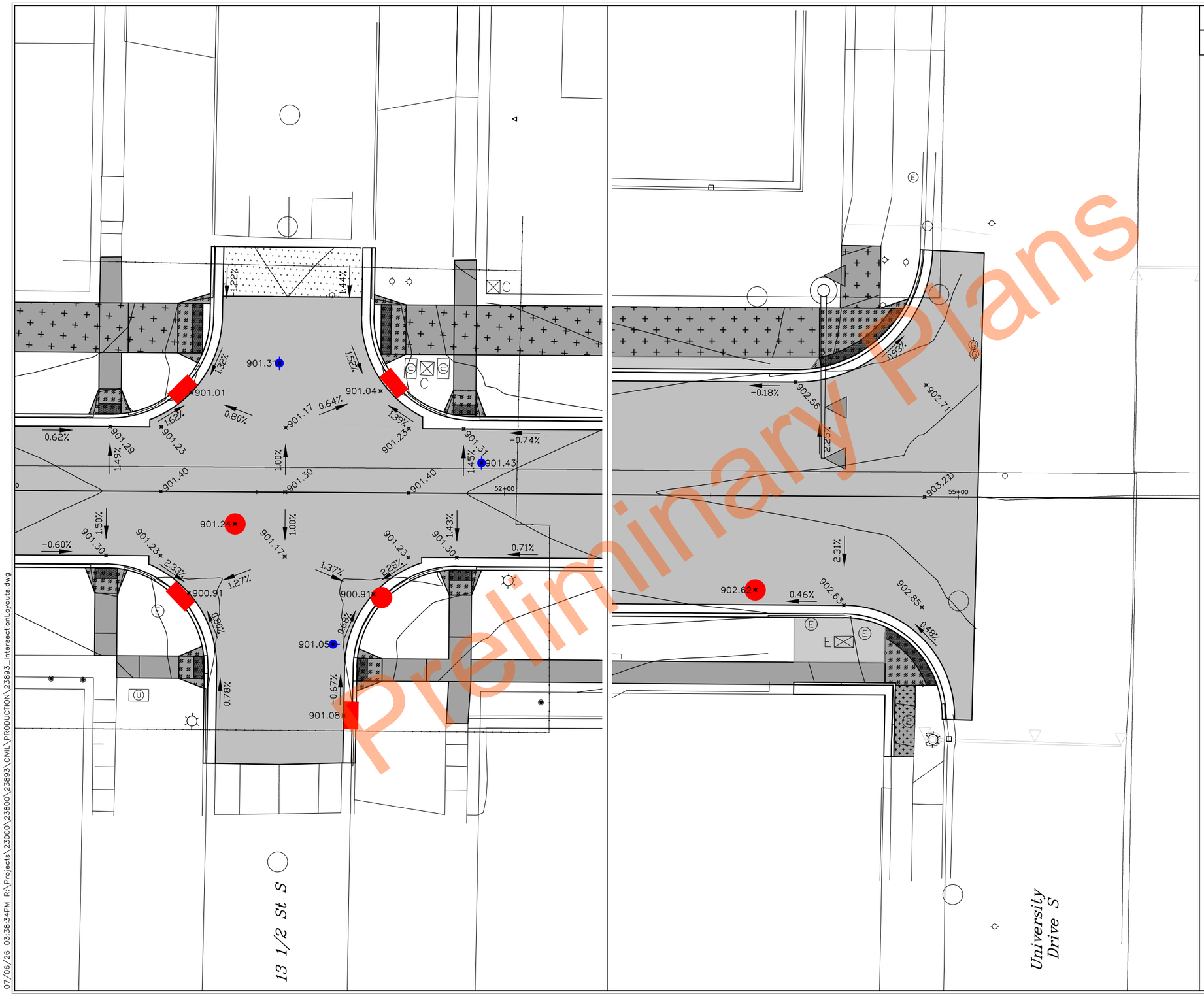


Preliminary Plans

| 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
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*

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

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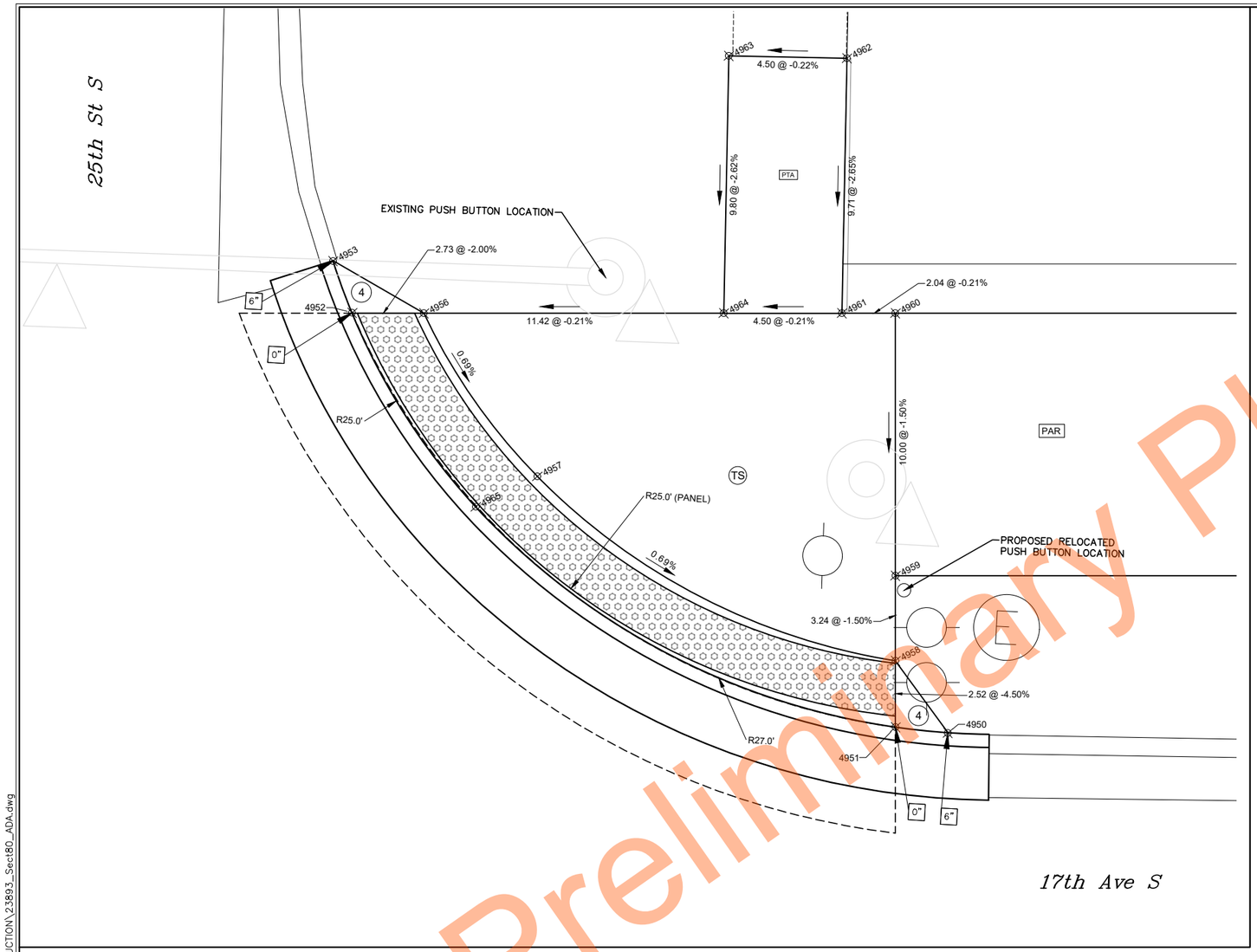


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 7 |

| 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 |

Preliminary

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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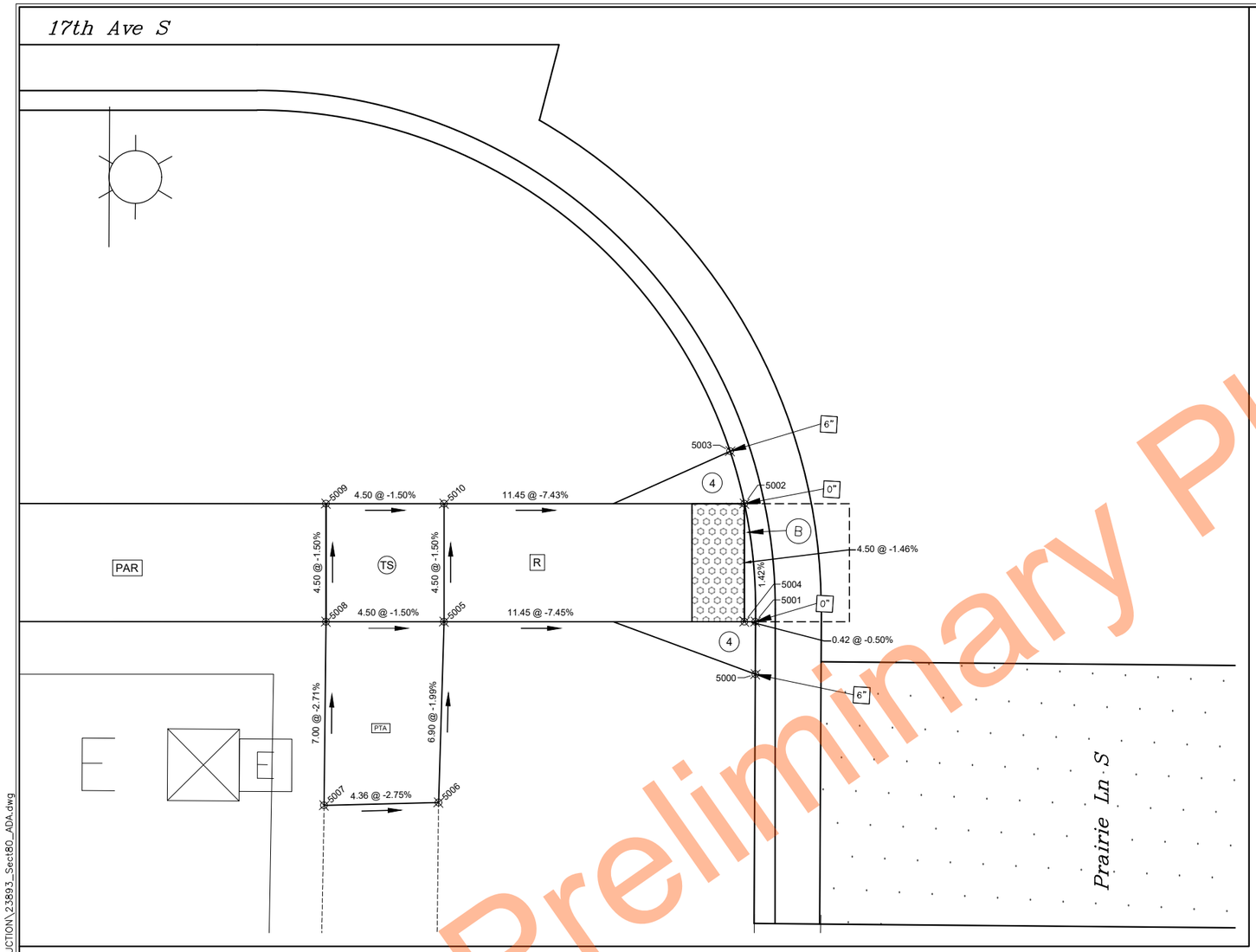



SW Quadrant 17th Ave S / Prairie Ln S

| 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 |

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

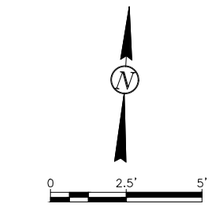
| Cross Slope | Counter Slope |
|---|---|
| 1.5% preferred | < 4.5% preferred |
| 2.0% maximum | 5.0% maximum |

- 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.




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 |

Preliminary Plans

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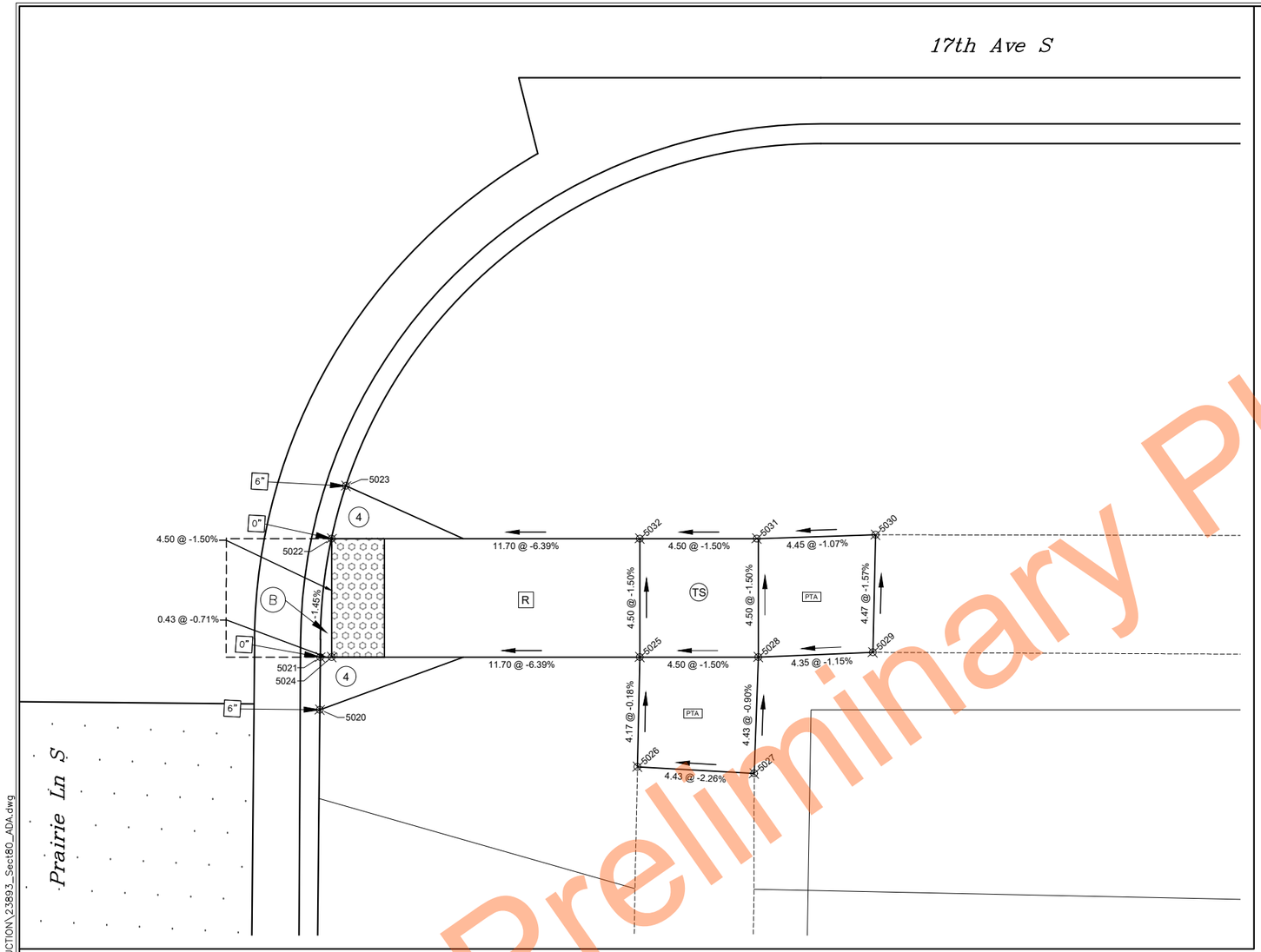


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 9 |

| 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 |

SE 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 |

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 |

Preliminary Plans

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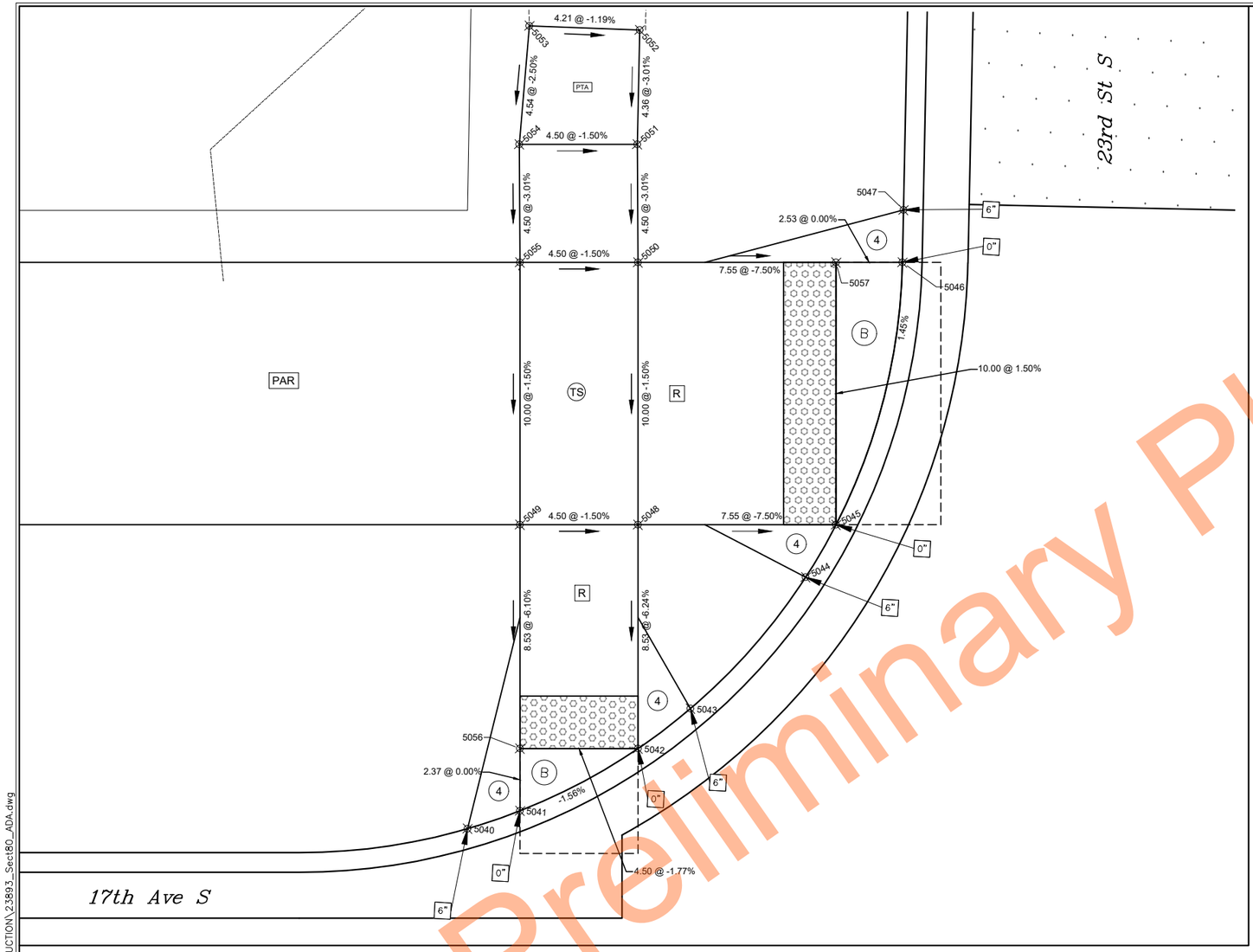


NW Quadrant 17th Ave S / 23rd St S

| 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 |

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
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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 |

Preliminary Plans

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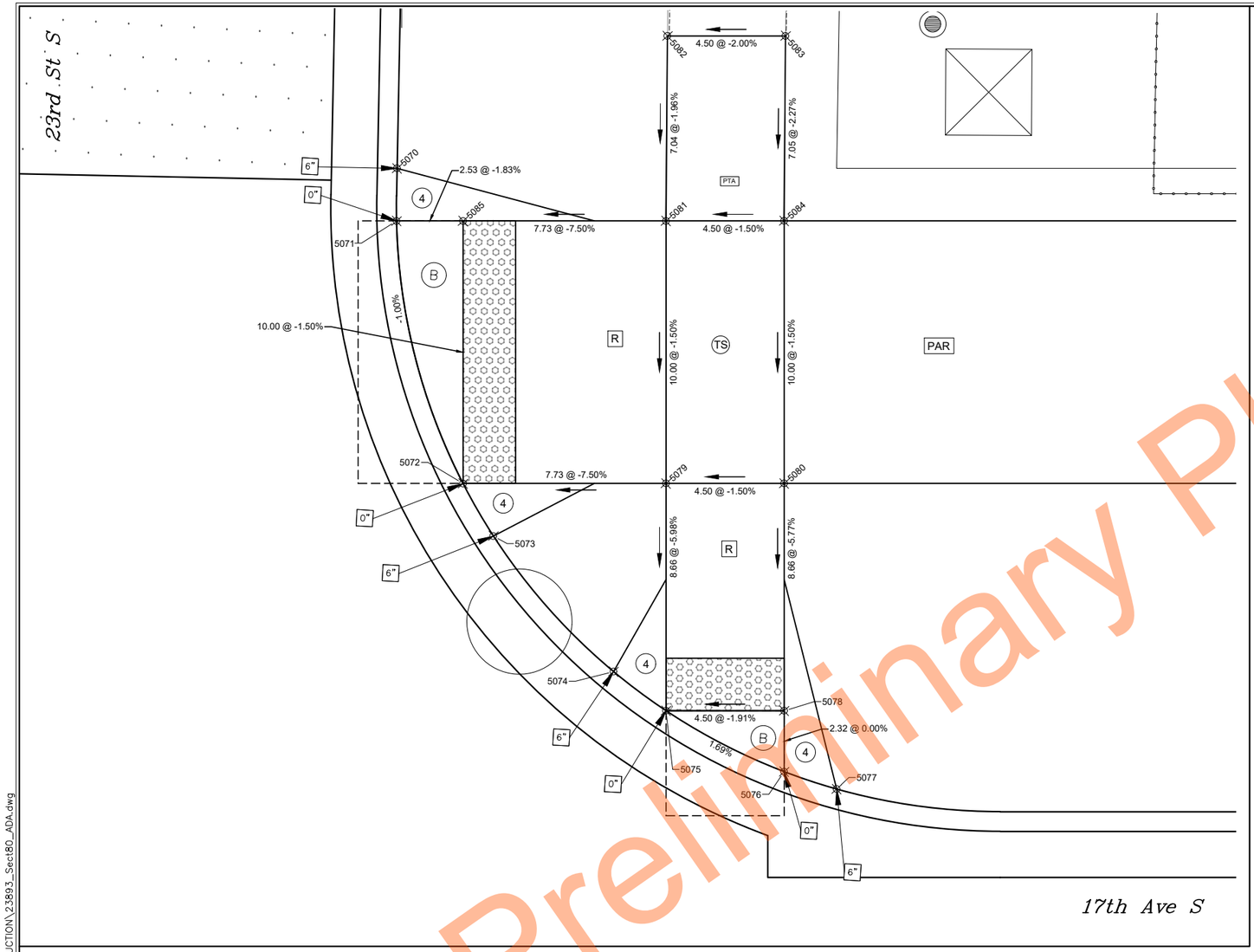


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 11 |

| 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 |

Preliminary Plans

## 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 |

(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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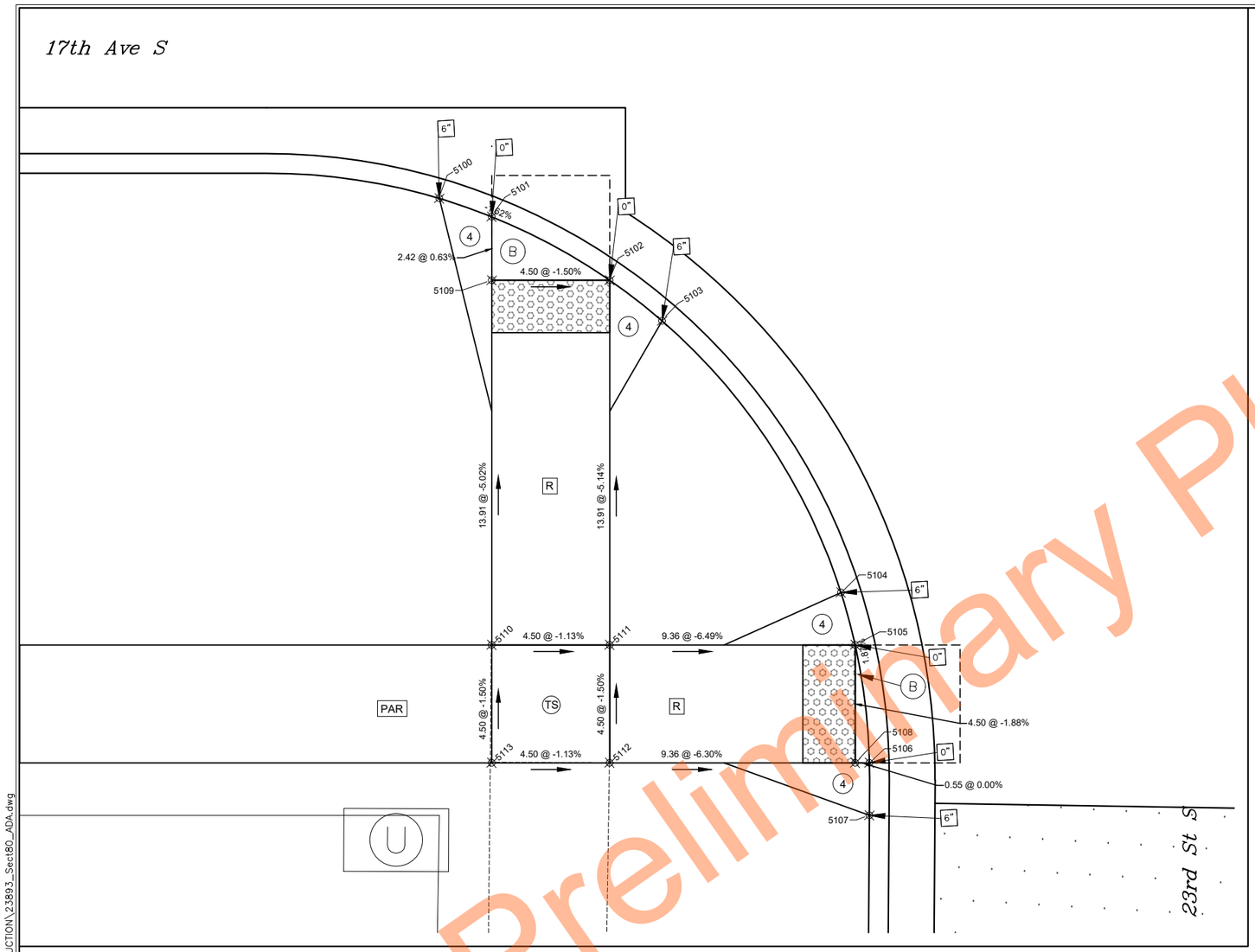


SW Quadrant 17th Ave S / 23rd St S

| 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: 1.5% preferred, 2.0% maximum
  Running and Counter Slope: < 4.5% preferred, 5.0% maximum

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

  Transition Cross Slope: < 0.5% change per foot longitudinally
  Running Slope: < 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: 1.5% preferred, 2.0% maximum
  Running Slope: < 7.5% preferred, 8.3% maximum

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

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

- (4) — Flare
  Cross Slope
  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 |

Preliminary Plans

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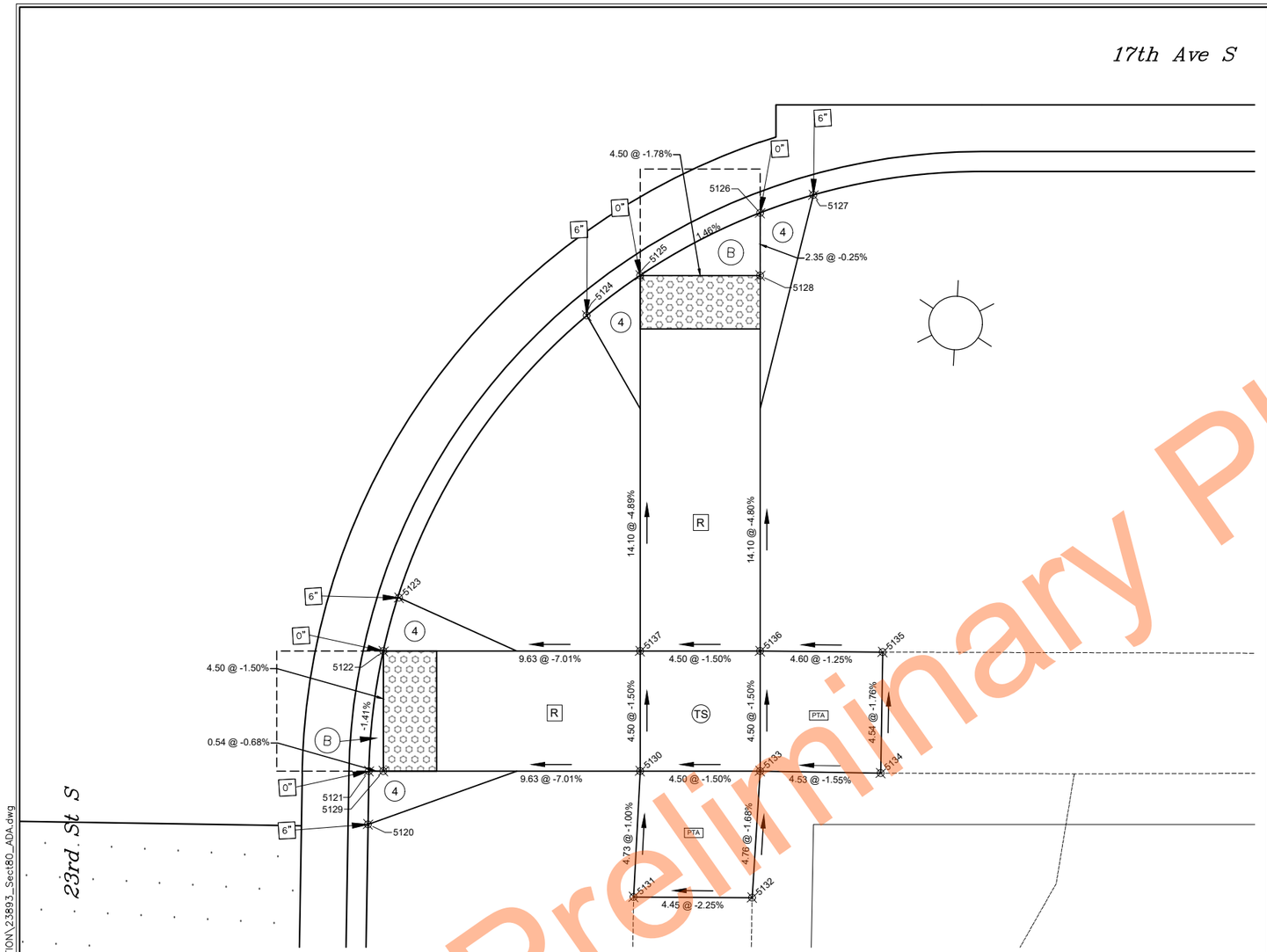


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 13 |

| 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 |

Ⓑ — 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 |

Preliminary Plans

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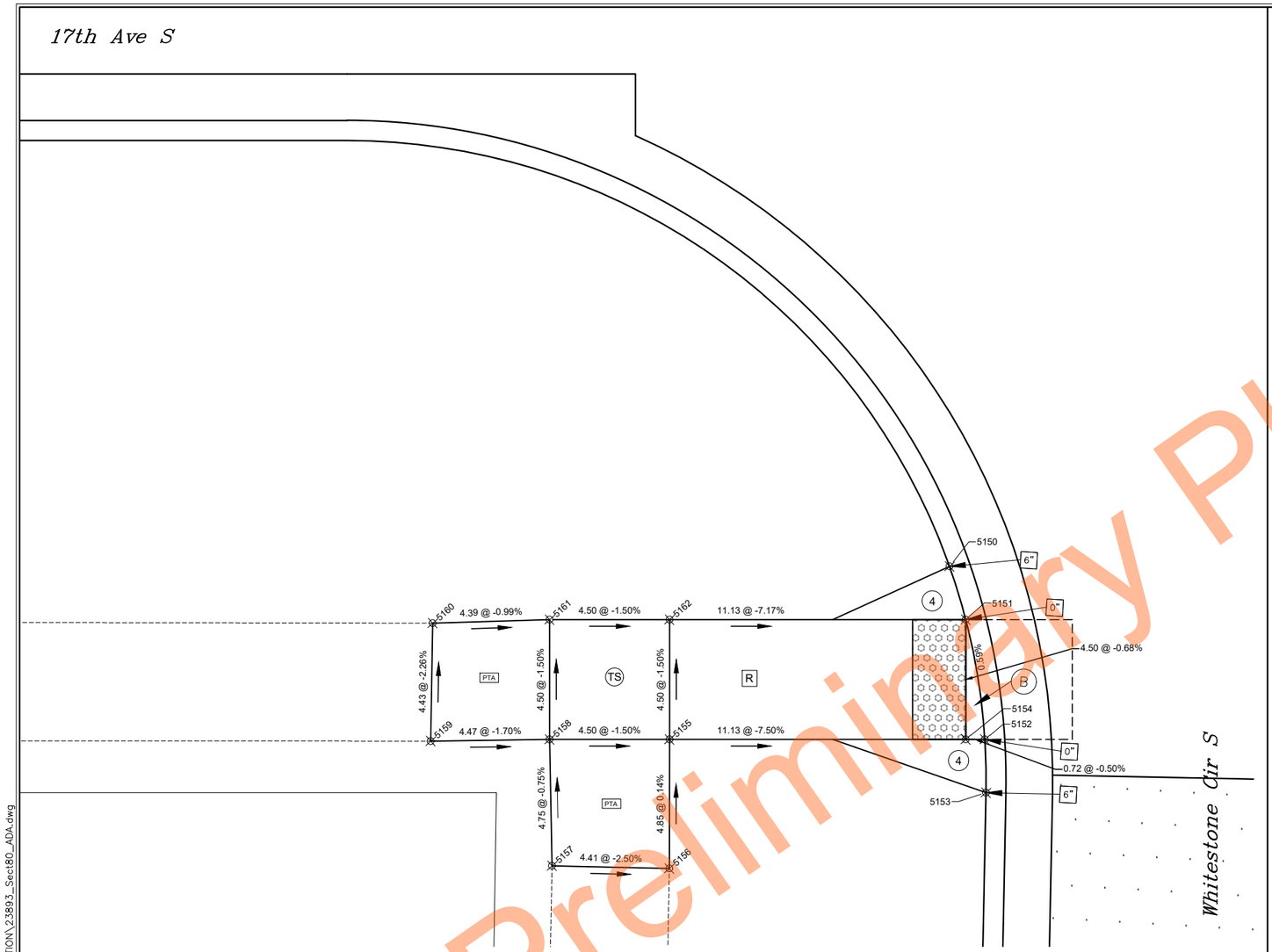
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 14 |

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

Preliminary

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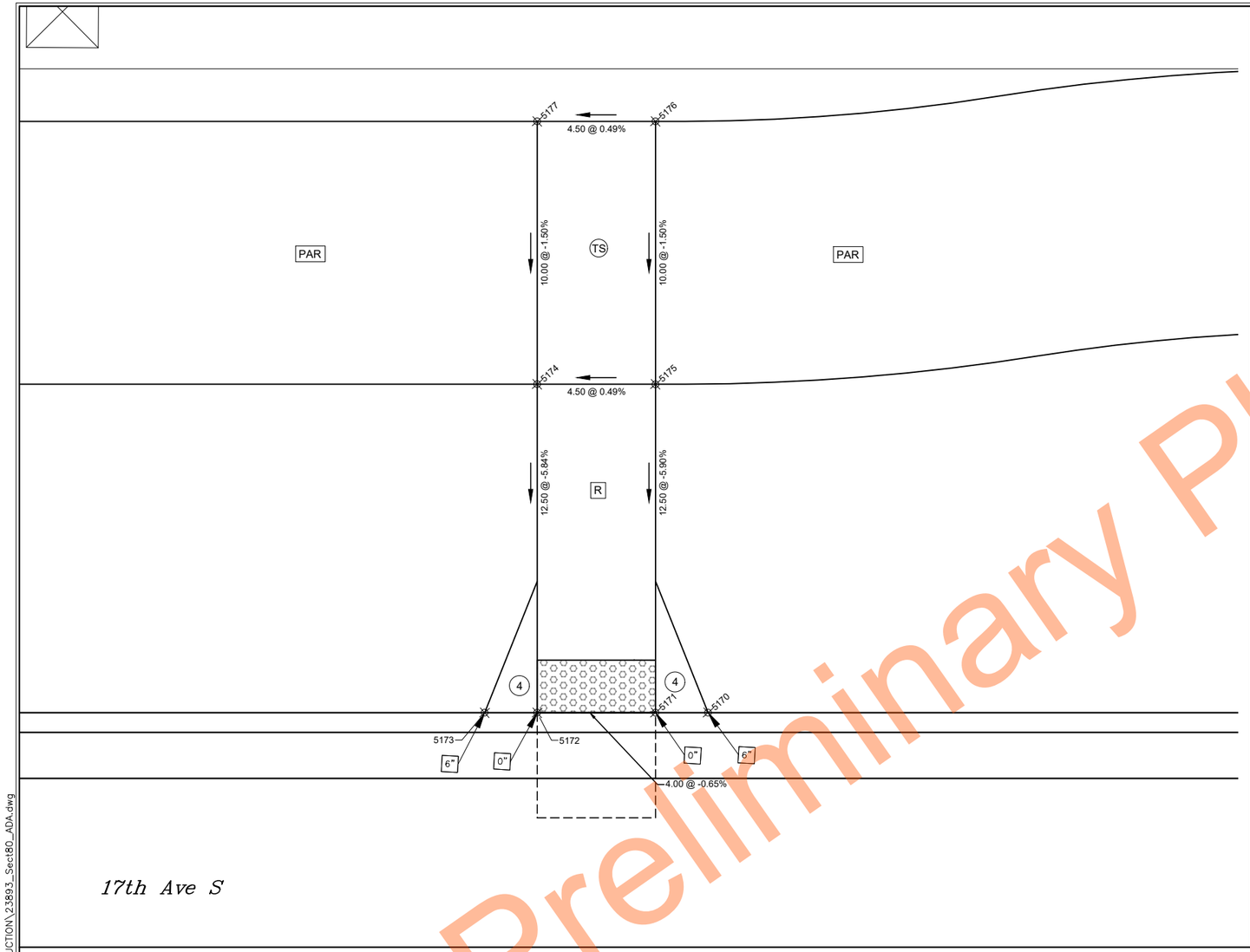


17th Ave S / Sta 12+71 Lt.

| 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 |

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'

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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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|---|---|
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Preliminary Plans

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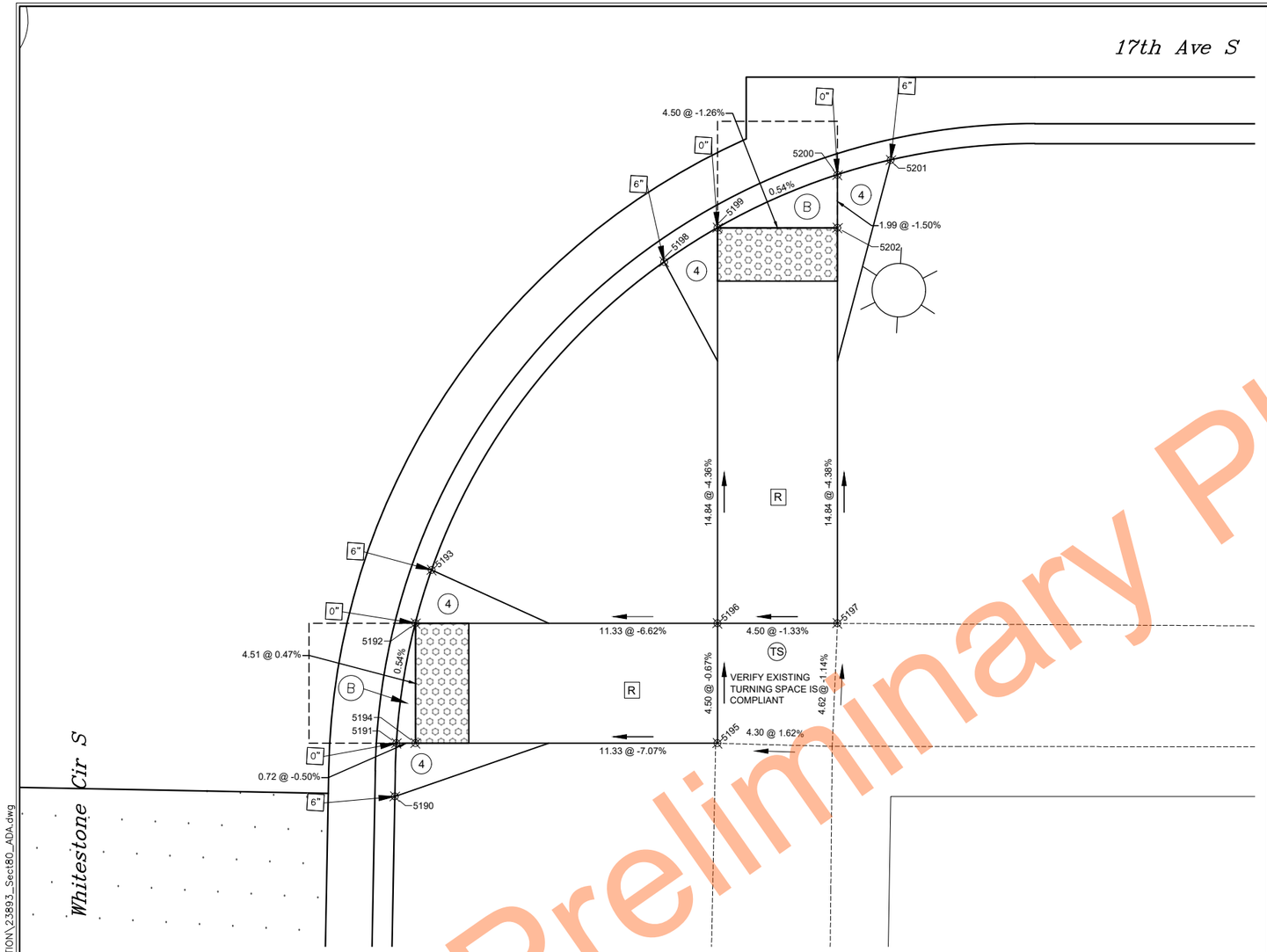


SE Quadrant 17th Ave S / Whitestone Cir S

| 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 |

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 |

Preliminary

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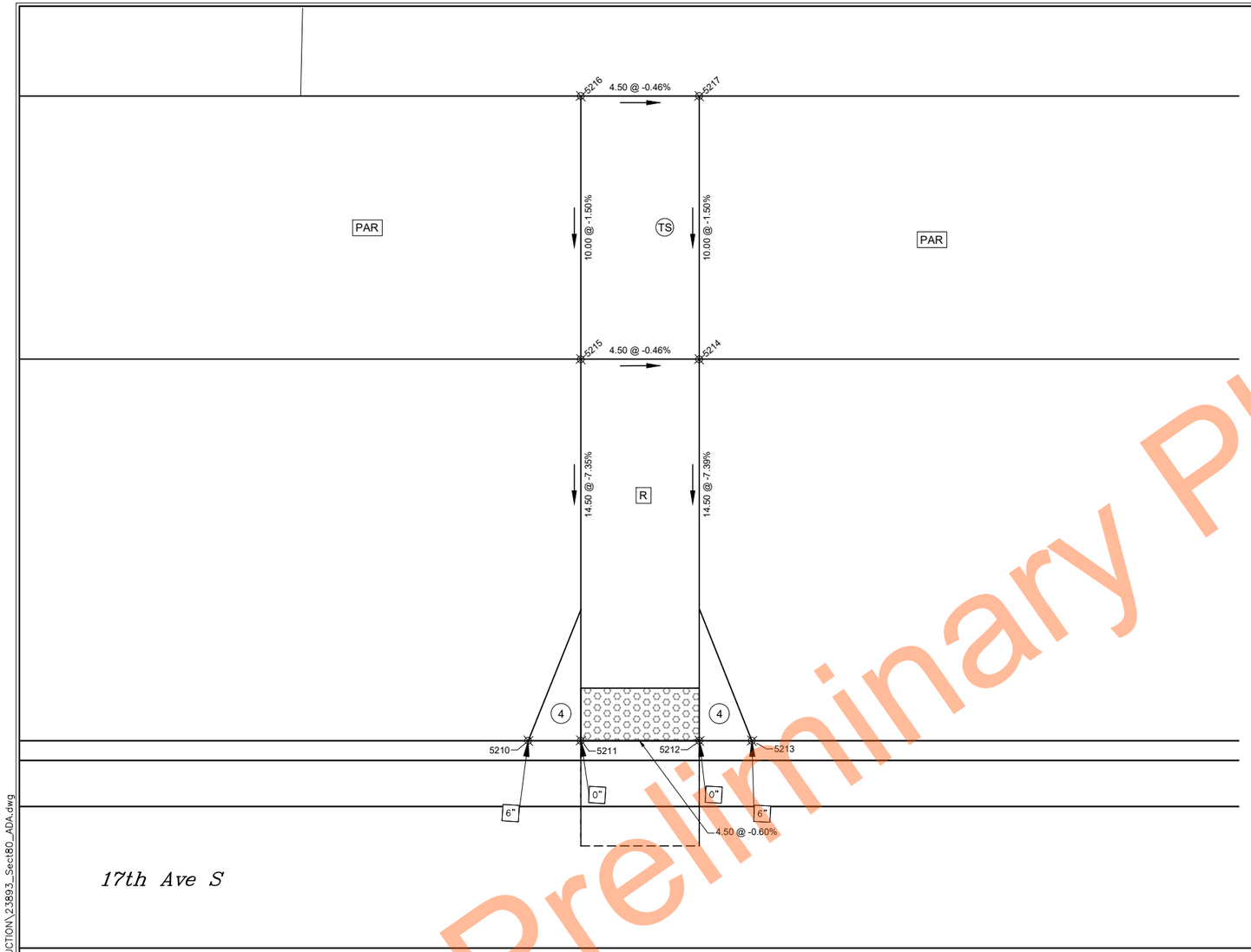


17th Ave S / Sta 15+39 Lt.

| 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 |

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 |

Preliminary Plans

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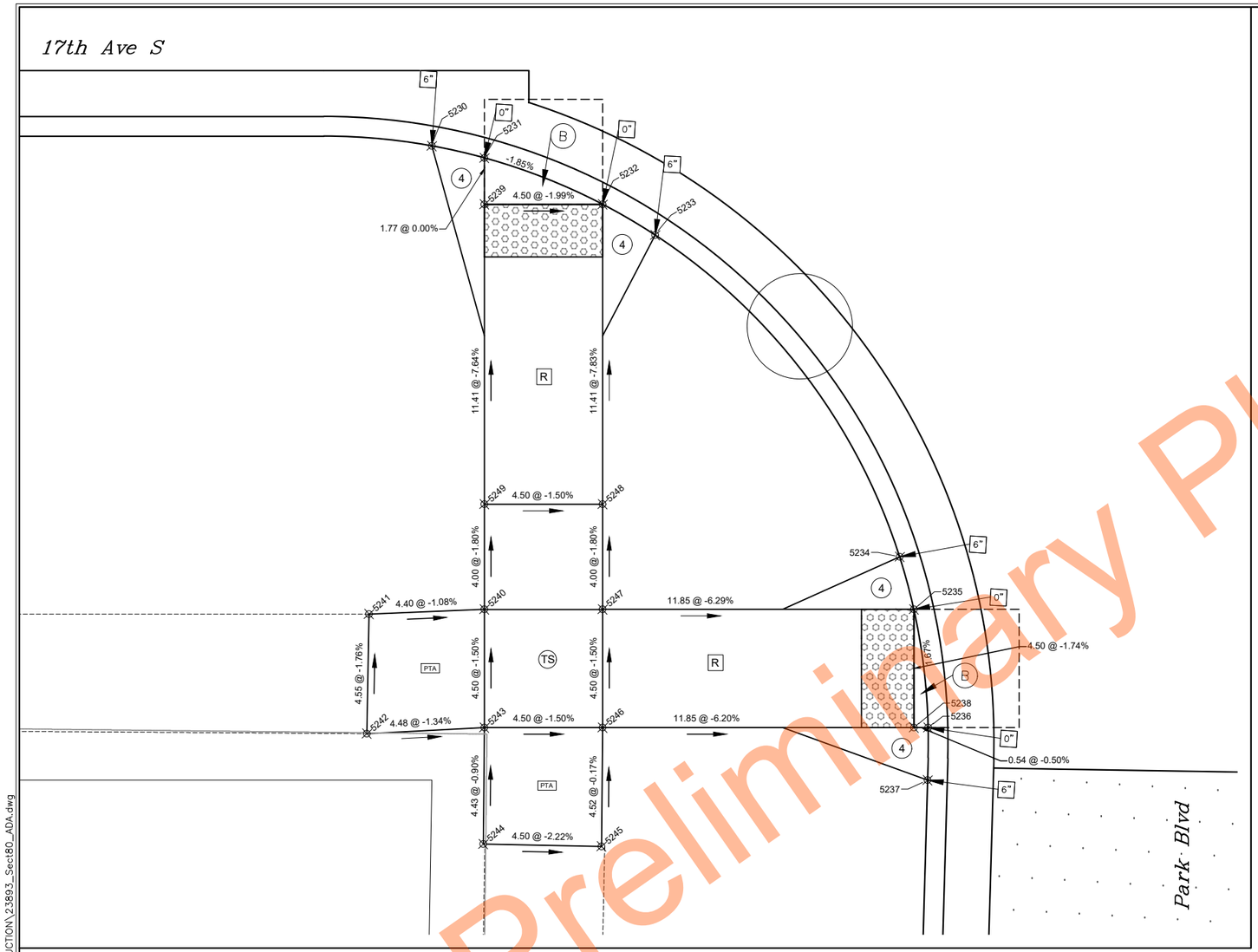


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 18 |

| 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 |

Preliminary Plans

## SW 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
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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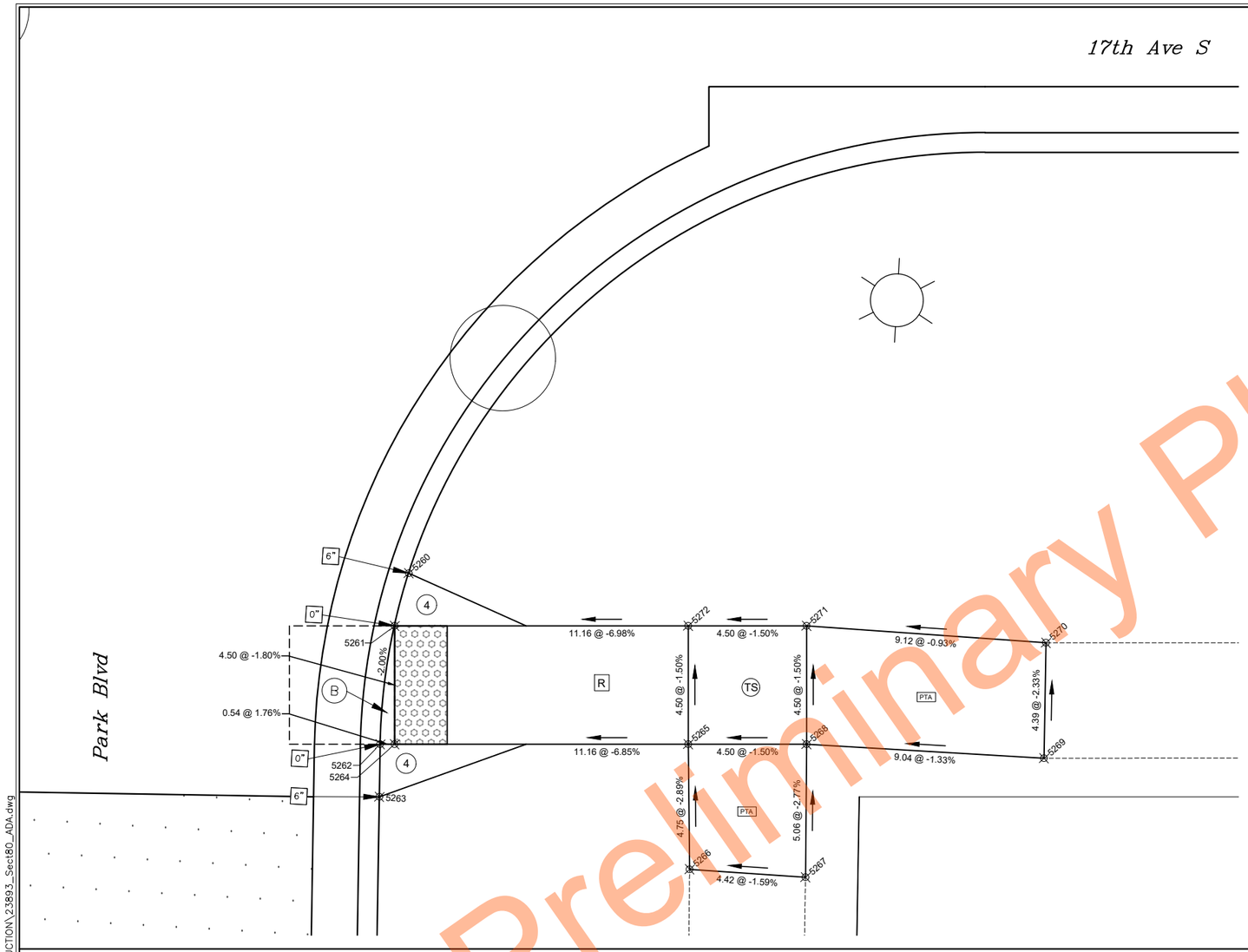
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 19 |

| 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.

Preliminary Plans

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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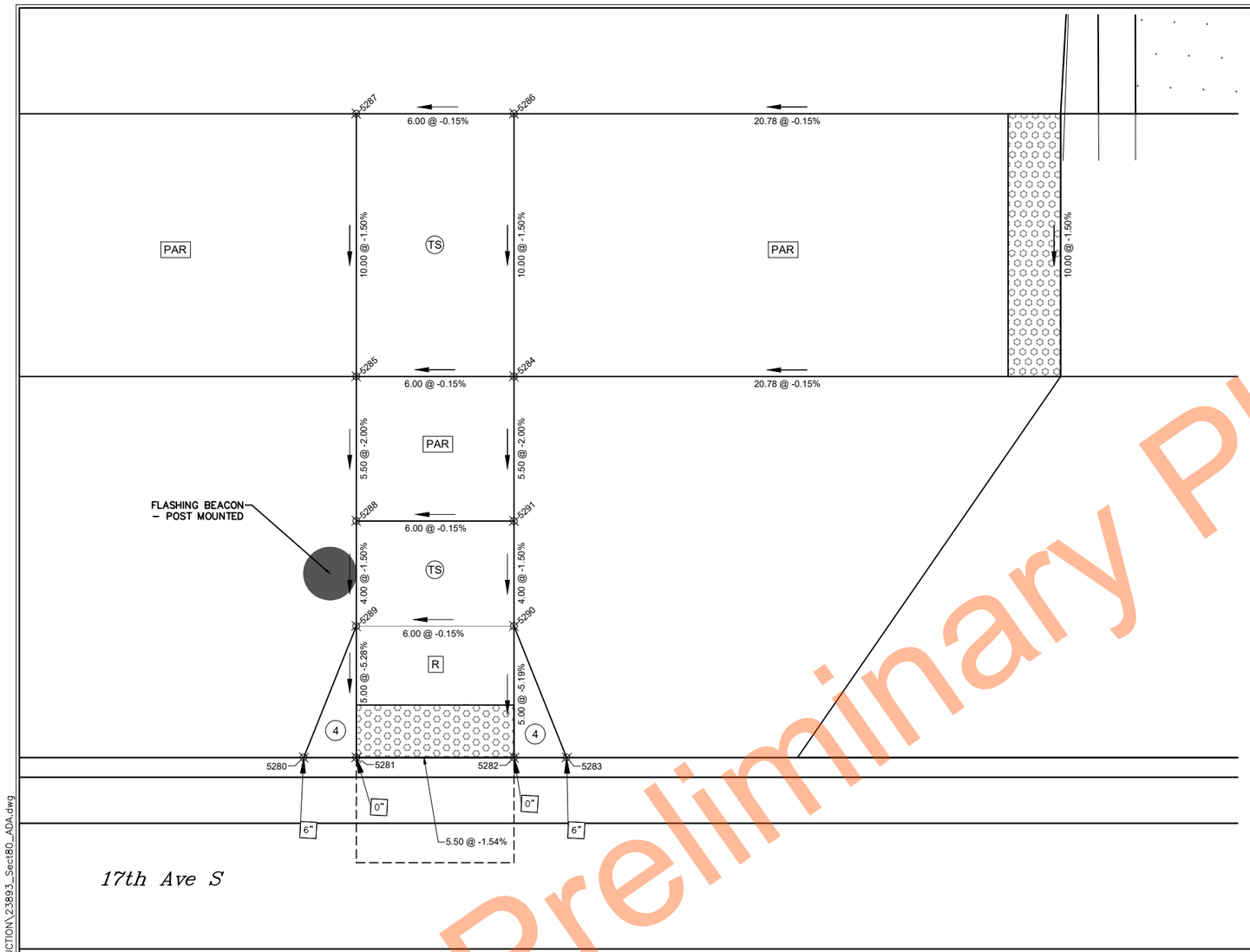


17th Ave S / Sta 20+82 Lt.

| 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 |

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 |

Preliminary

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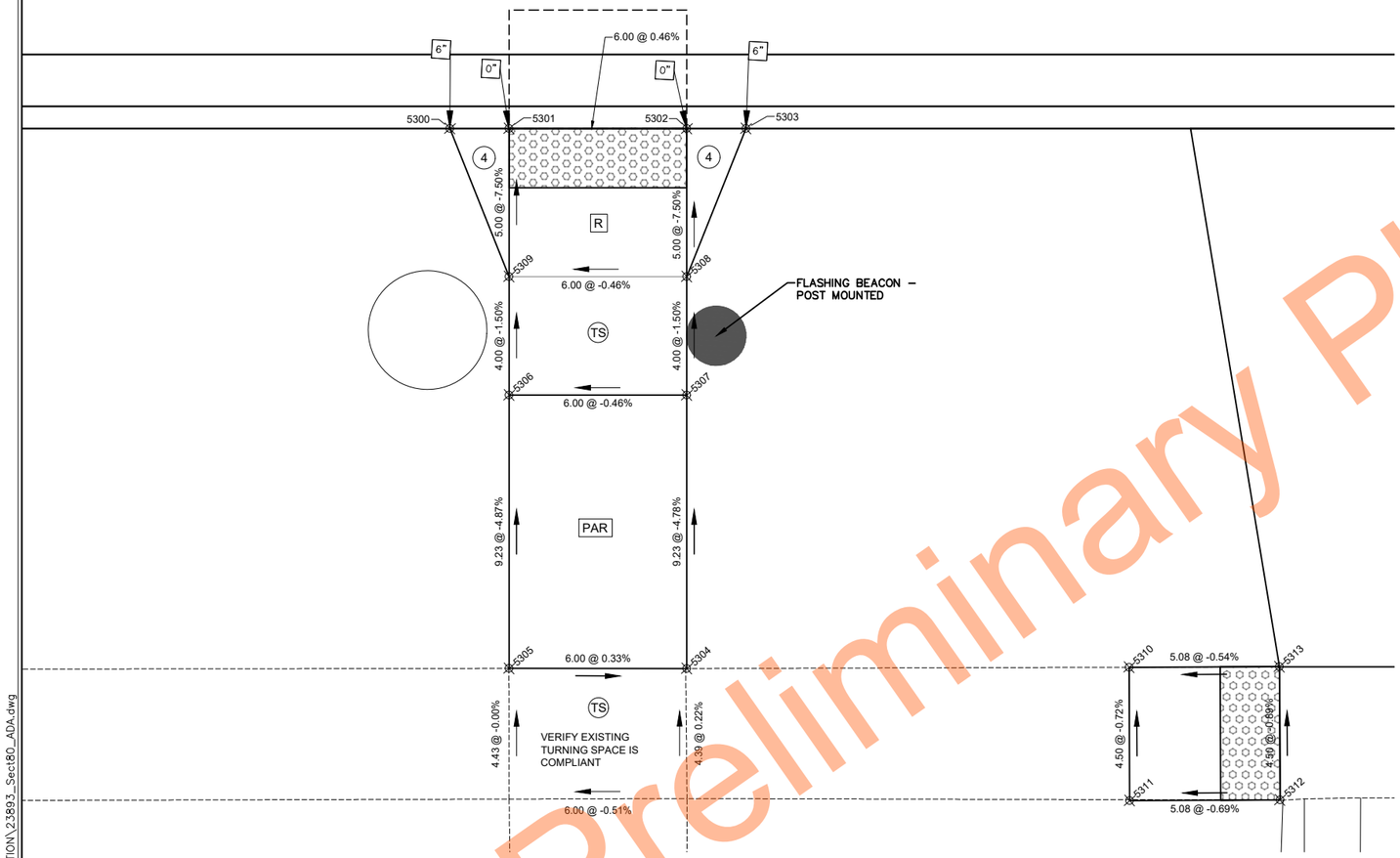
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 21 |




17th Ave S / Sta 20+82 Rt.

| 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 |

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 |

Preliminary Plans

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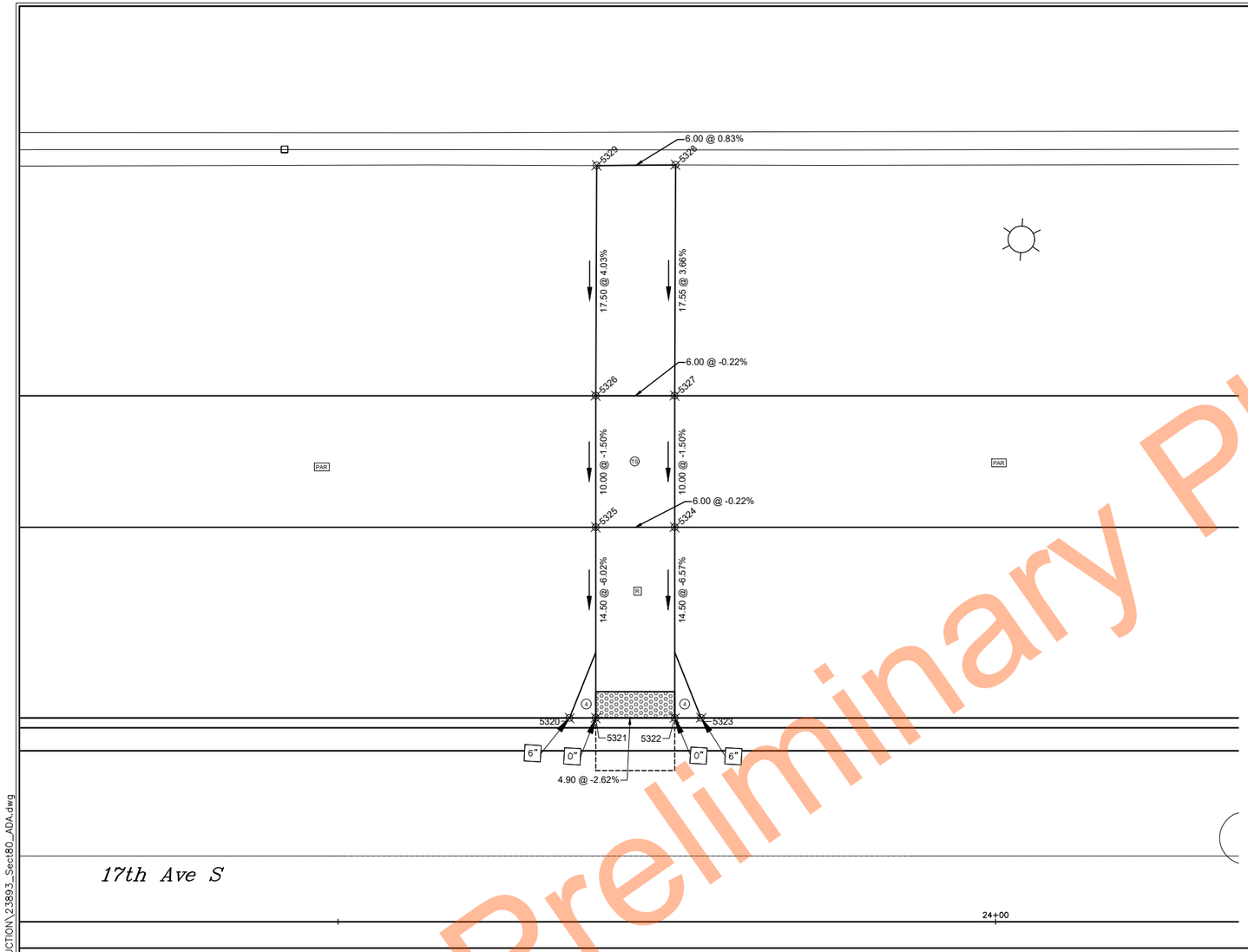
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

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

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 |

Preliminary Plans

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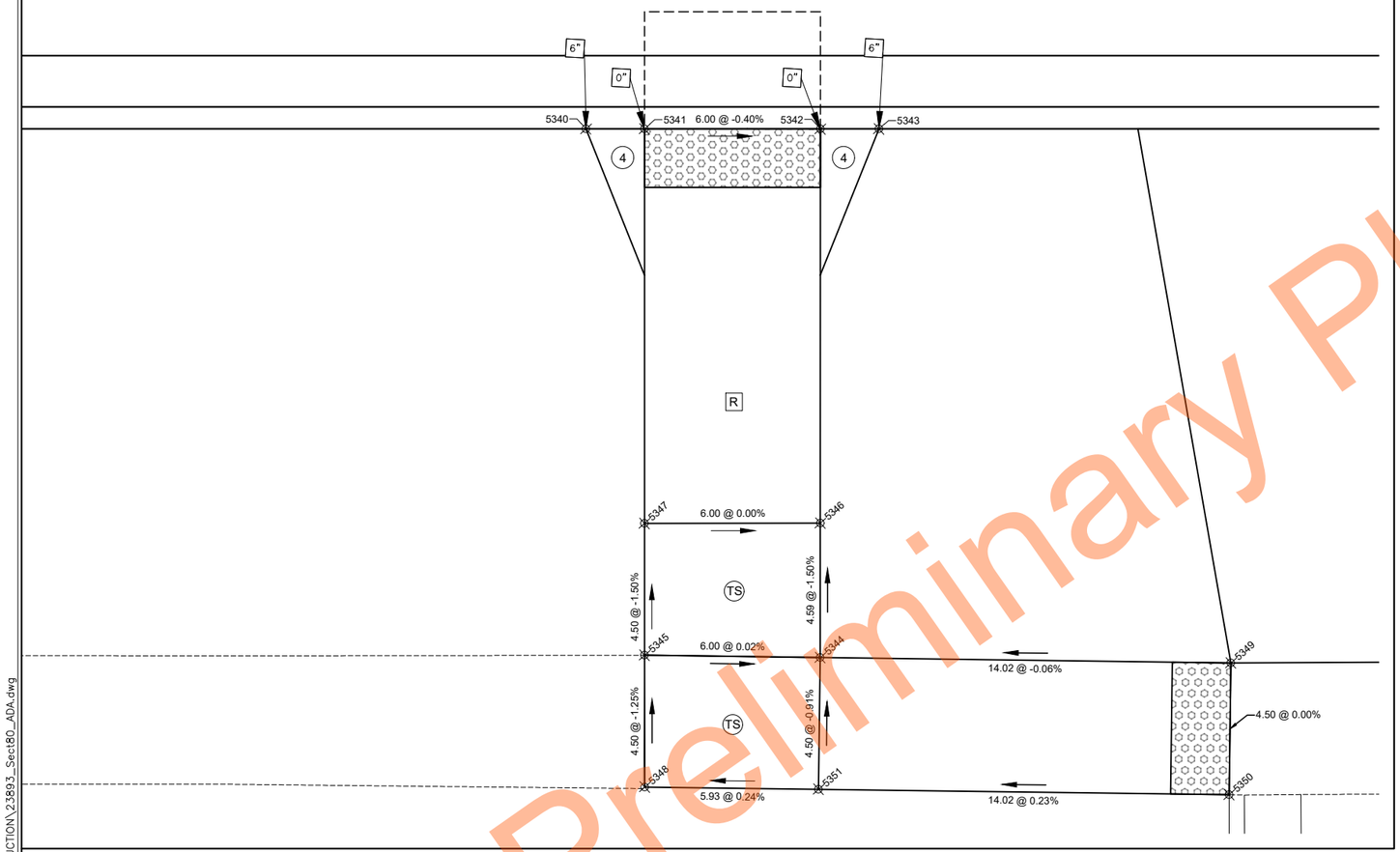
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 23 |

| 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 |




17th Ave S / Sta 23+72 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 |

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.

Preliminary Plans

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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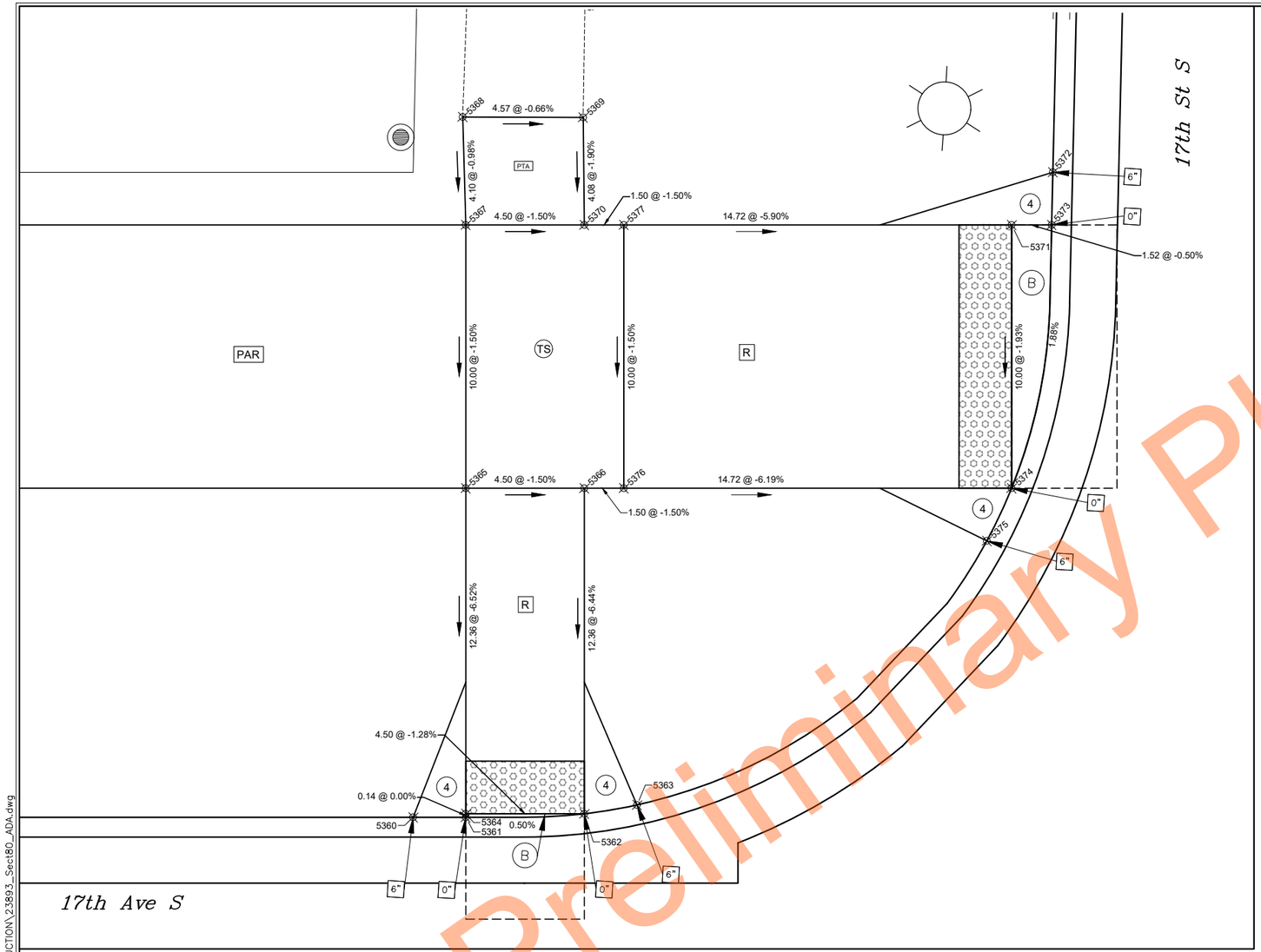


NW Quadrant 17th Ave S / 17th St S

| 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 |

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.

Preliminary Plans

N

0 2.5' 5'

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

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 24 |

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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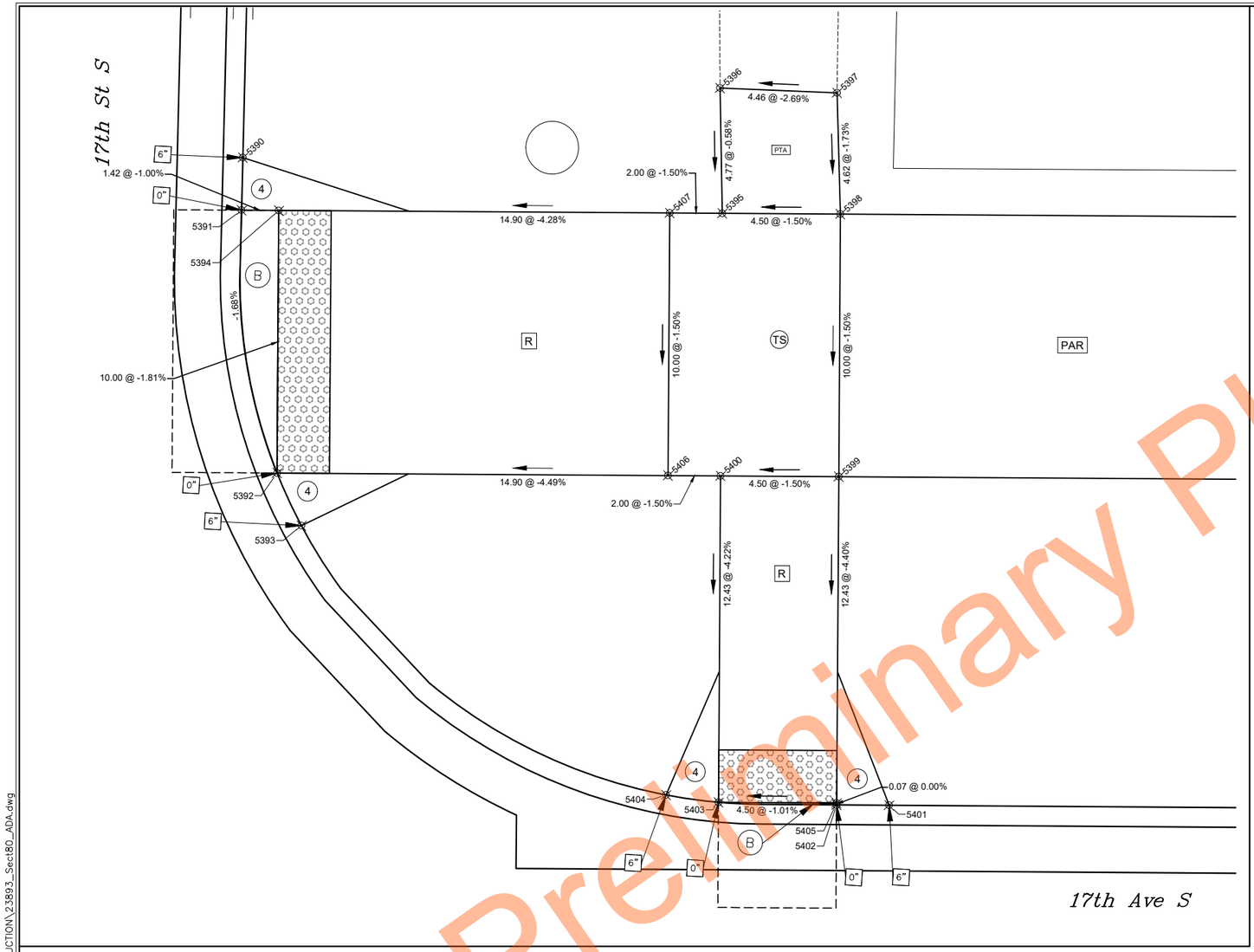


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 25 |

| 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 |

## NE 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 |

Ⓑ — 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 |

Preliminary Plans

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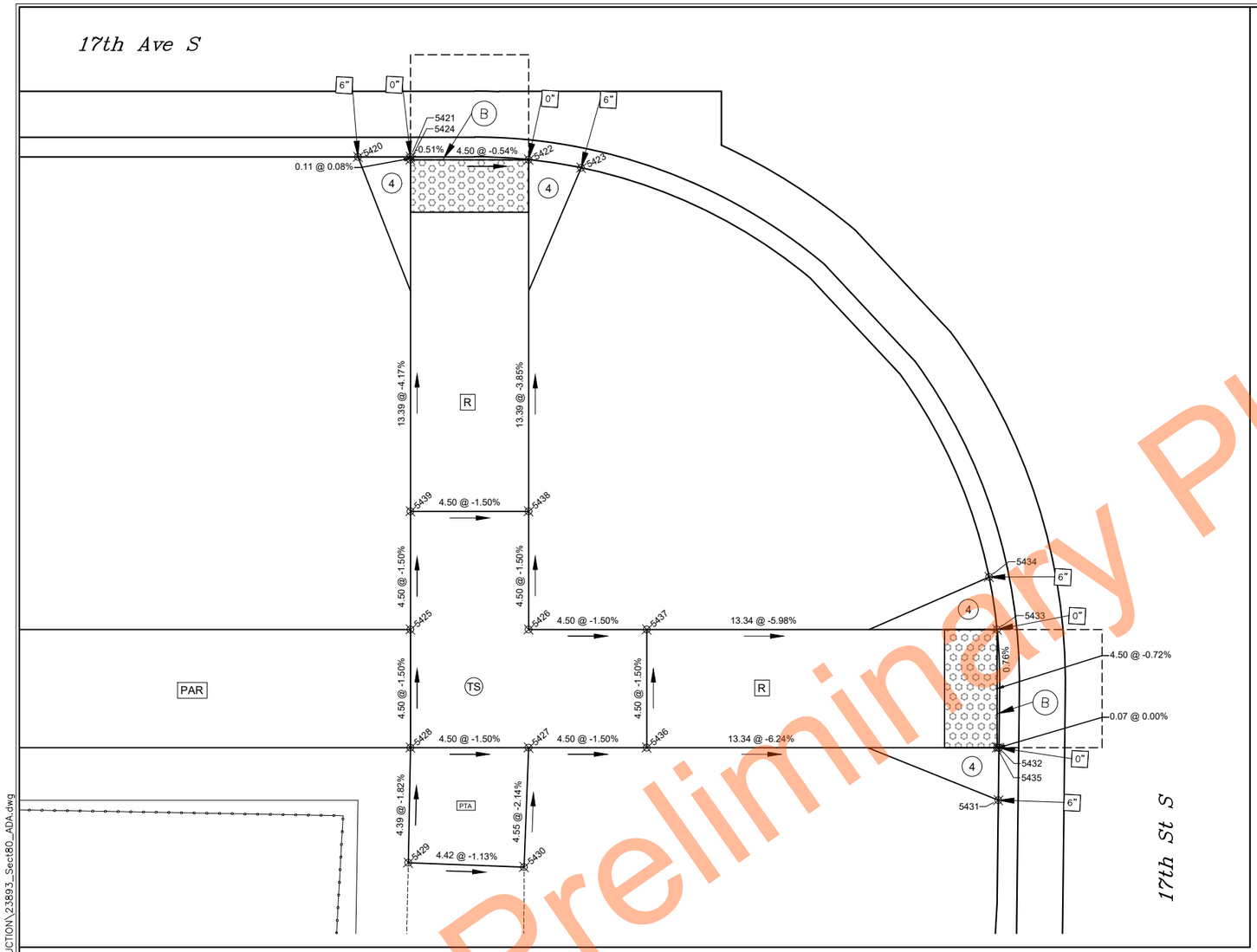


SW Quadrant 17th Ave S / 17th St S

| 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 |

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
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Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

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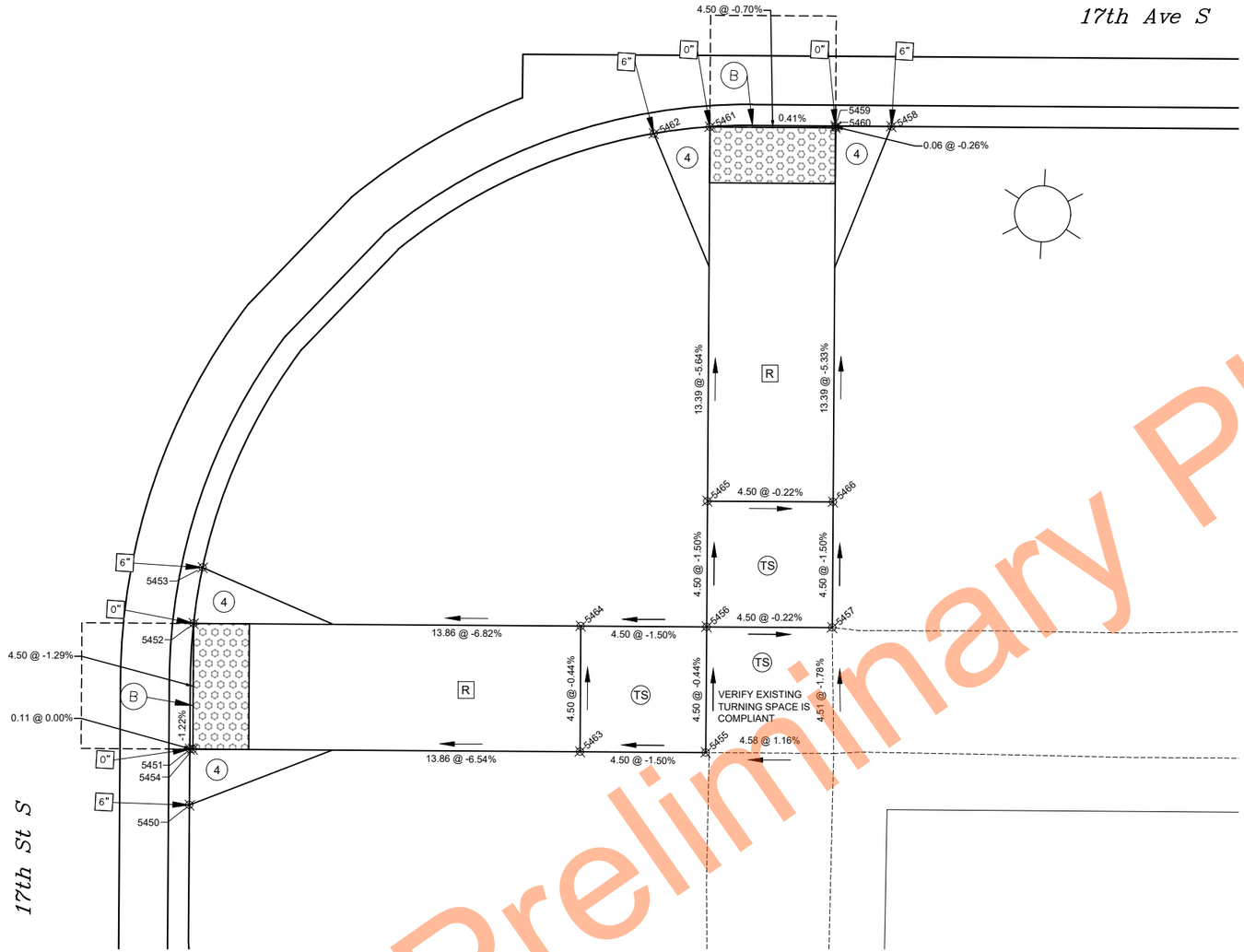


SE Quadrant 17th Ave S / 17th St S

| 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 |

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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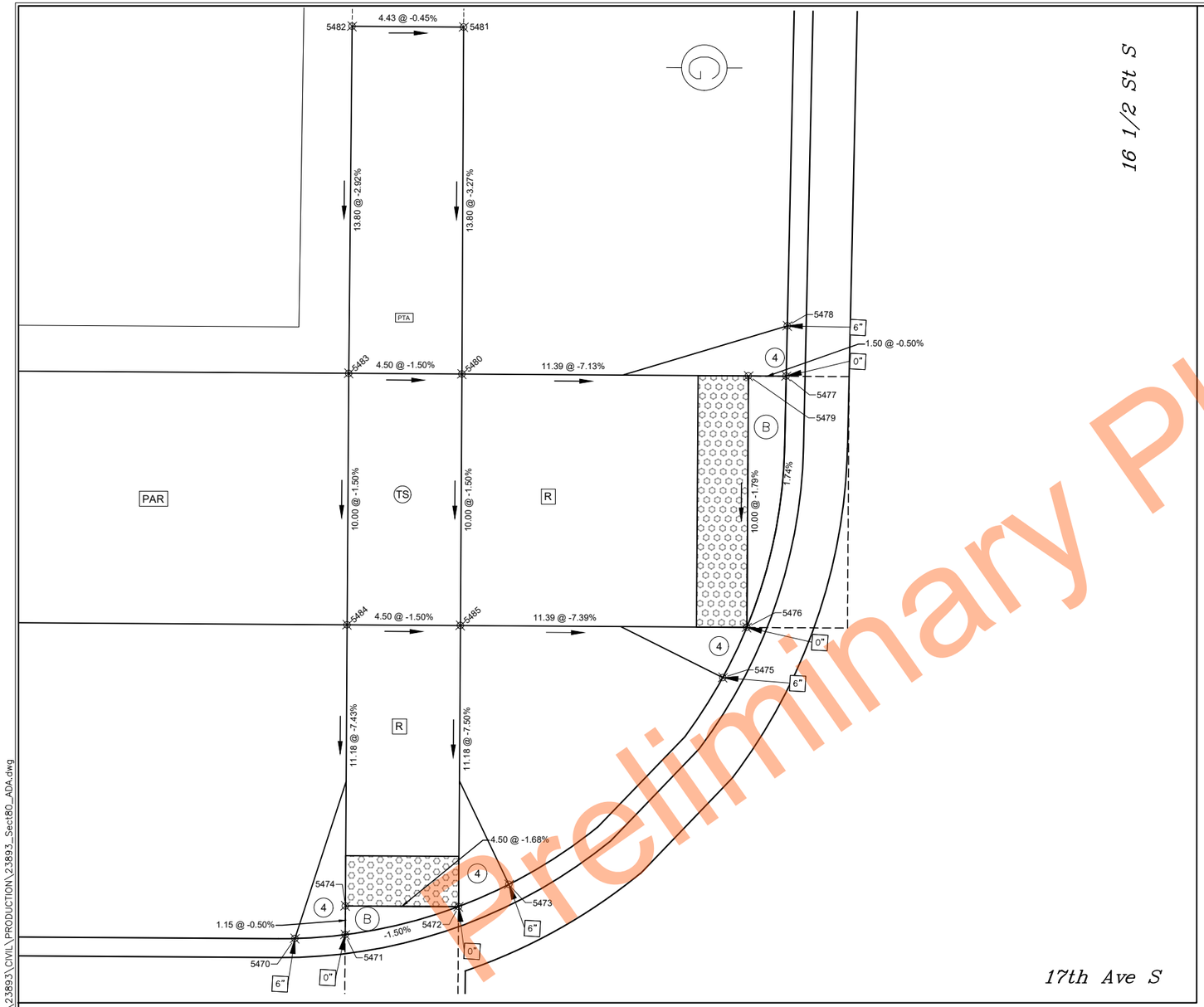
Preliminary Plans

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




Preliminary Plans

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*

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

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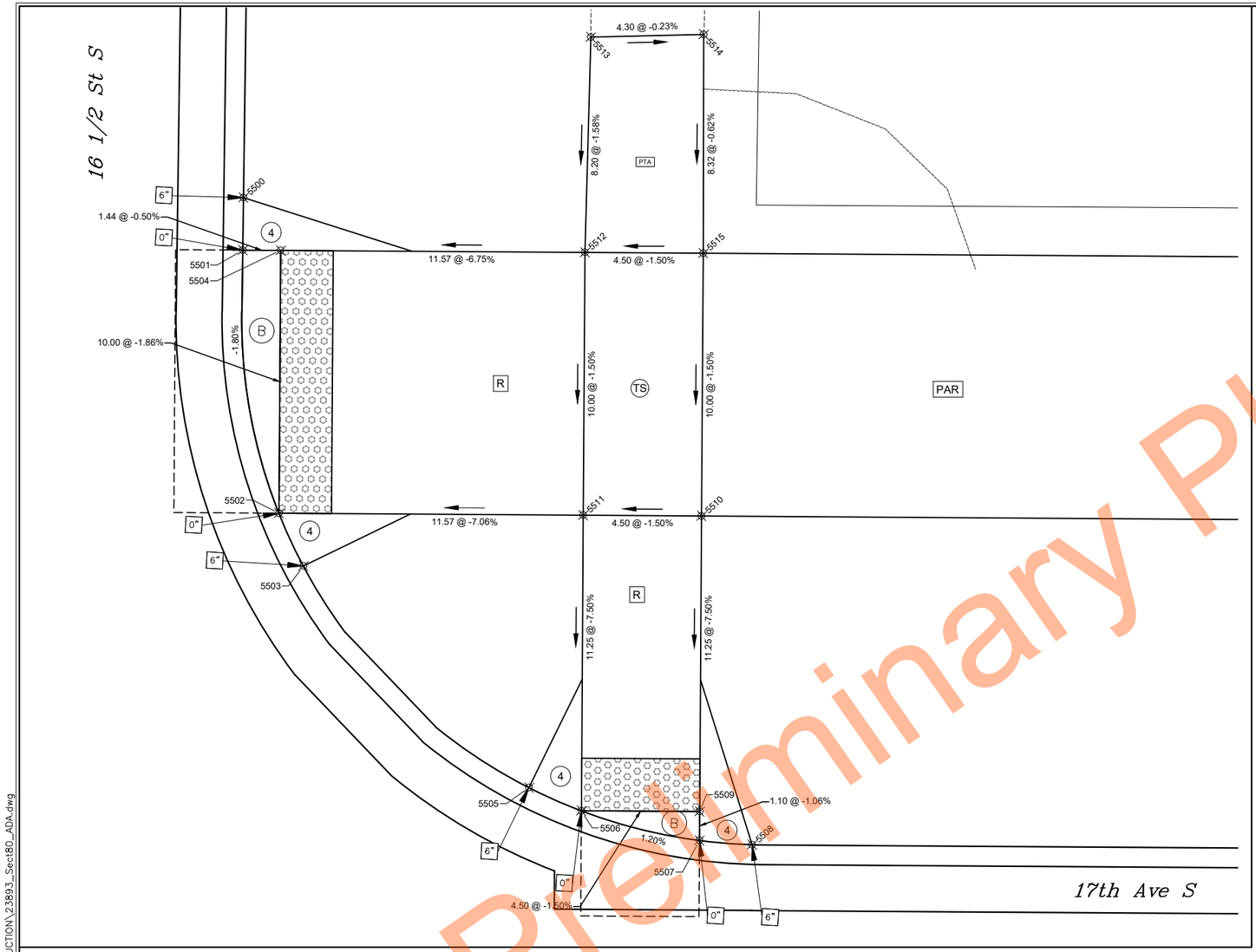
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A




NE Quadrant 17th Ave S / 16 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

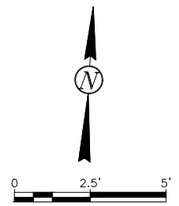
| Cross Slope | Counter Slope |
|---|---|
| 1.5% preferred | < 4.5% preferred |
| 2.0% maximum | 5.0% maximum |

- 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 | 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 |




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 |

Preliminary Plans

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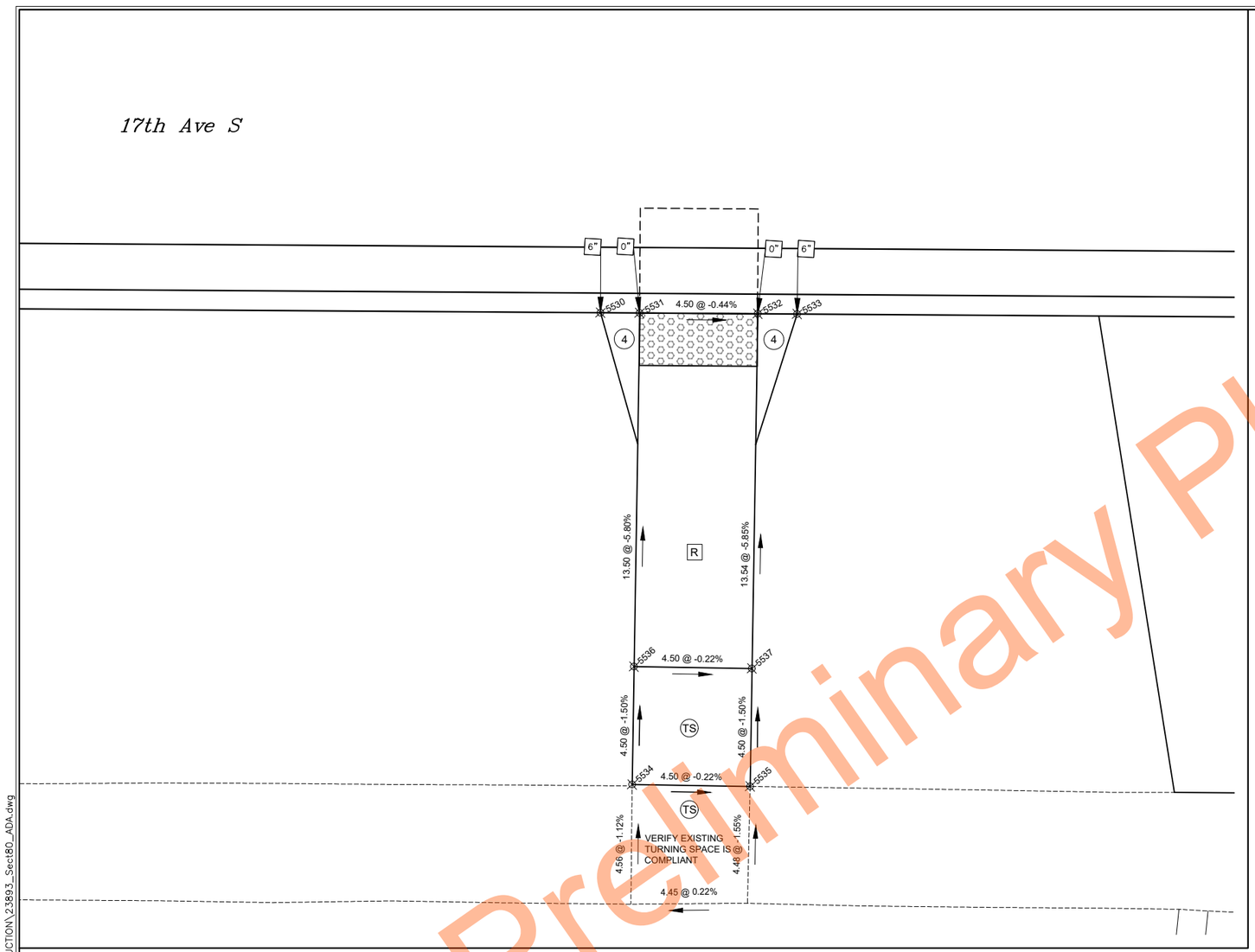
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 30 |

| 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 |




17th Ave S / Sta 32+29 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 |

Preliminary Plans

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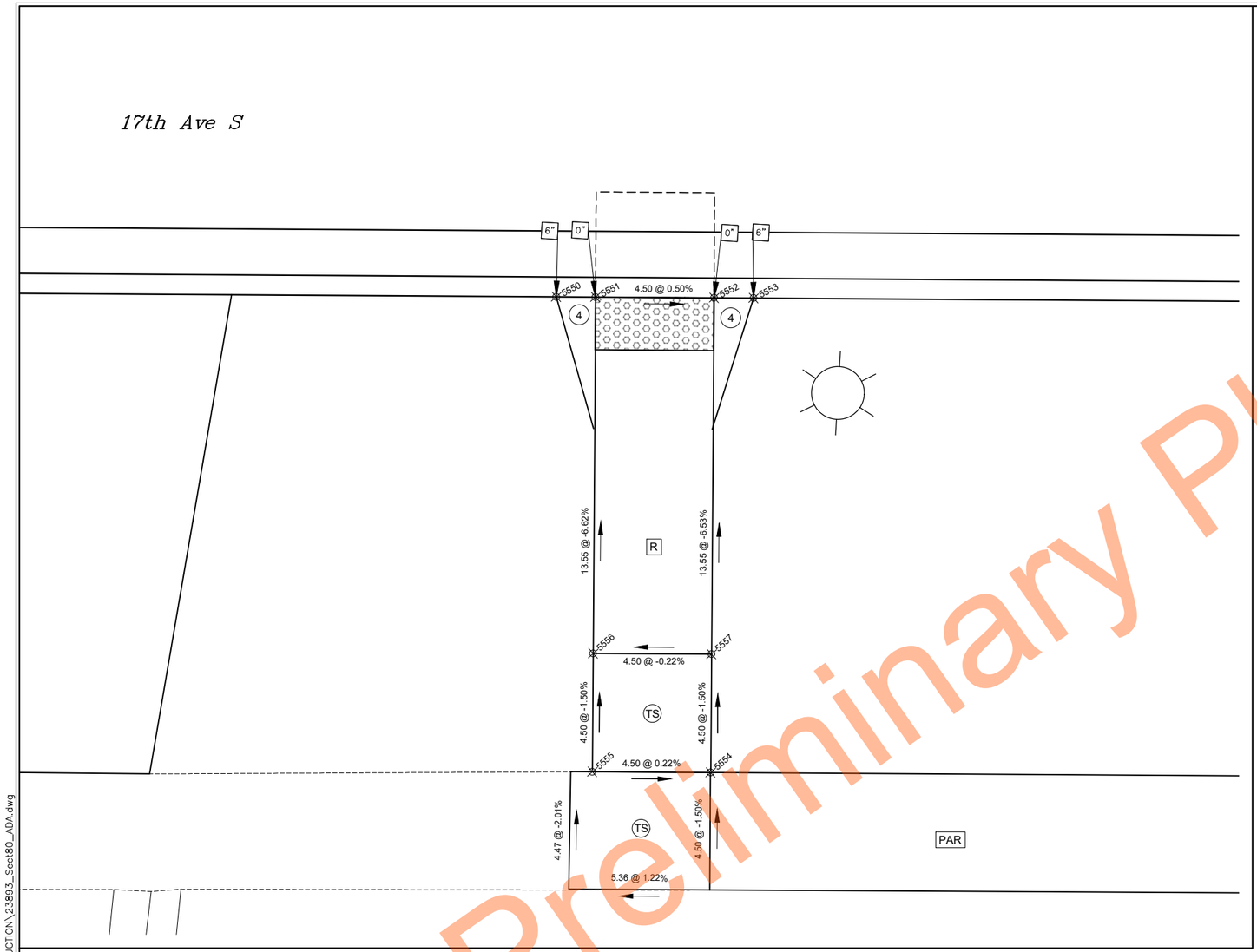
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 31 |

| 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 |

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

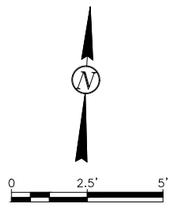
| Cross Slope | Counter Slope |
|---|---|
| 1.5% preferred | < 4.5% preferred |
| 2.0% maximum | 5.0% maximum |

- 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.

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Preliminary Plans

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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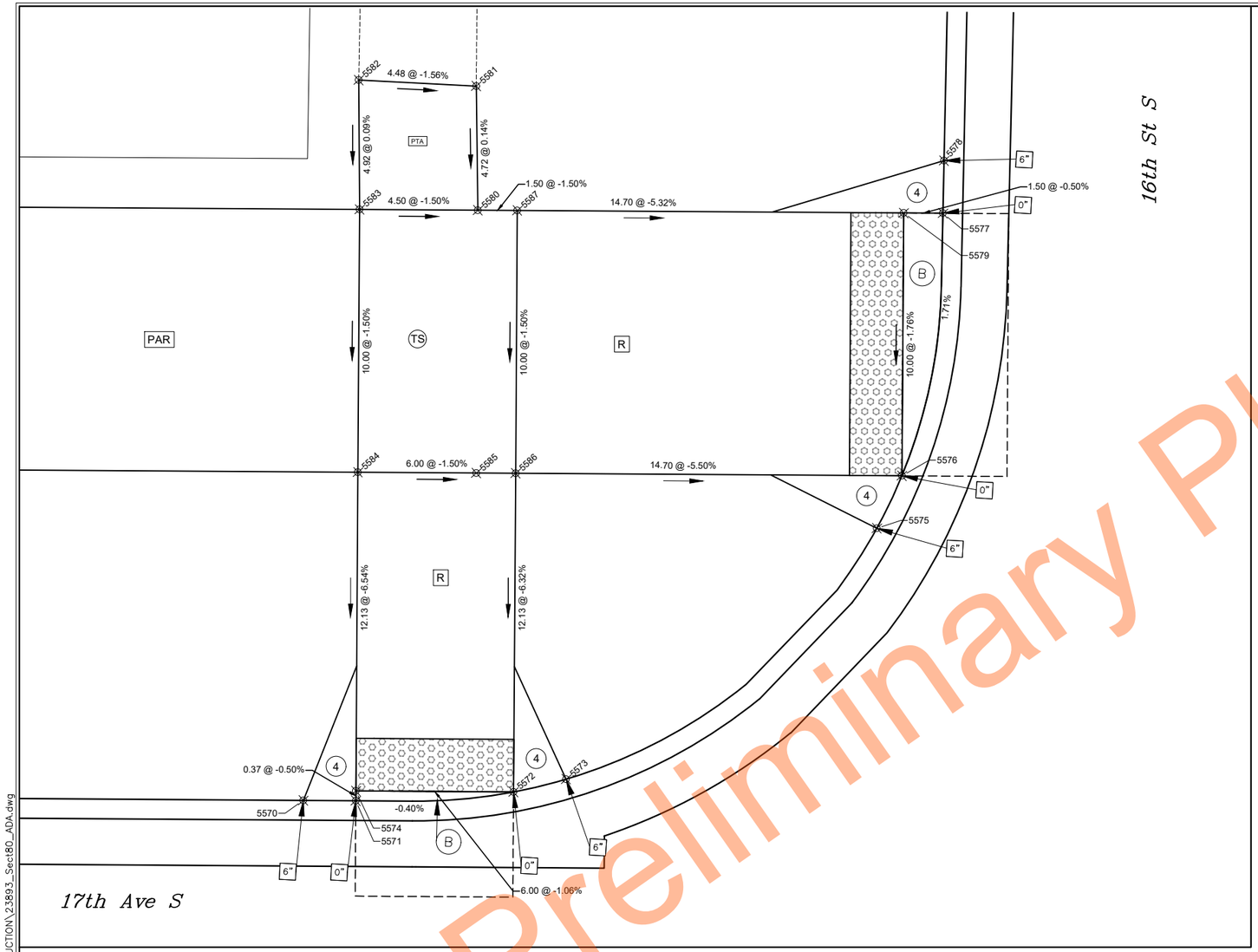


NW Quadrant 17th Ave S / 16th St S

| 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
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Notes:
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N

0 2.5' 5'

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|---|---|
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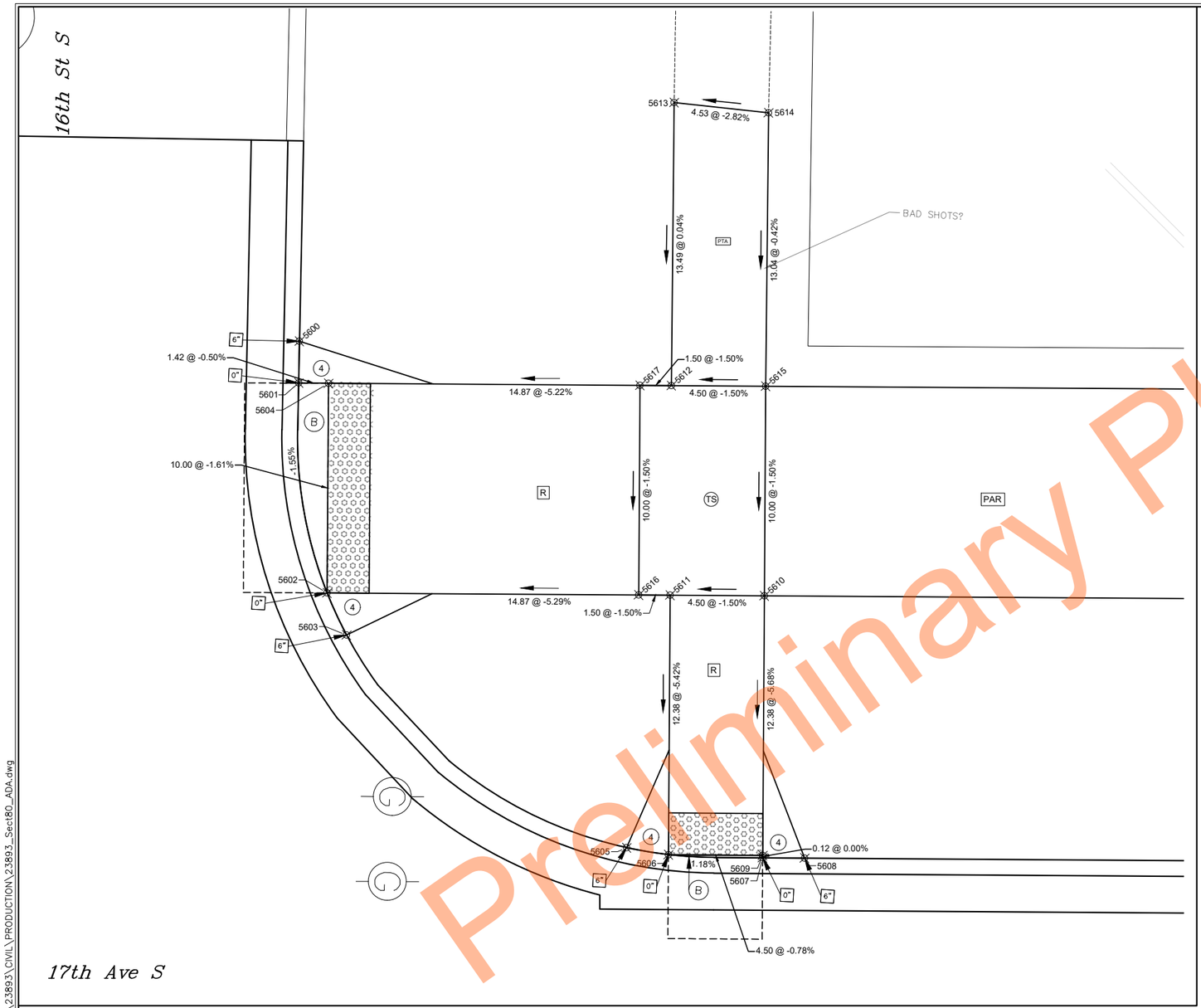


NE Quadrant 17th Ave S / 16 St S

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.

| 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 |

Preliminary Plans

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 |

07/06/26 03:42:00PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Sect80_ADA.dwg

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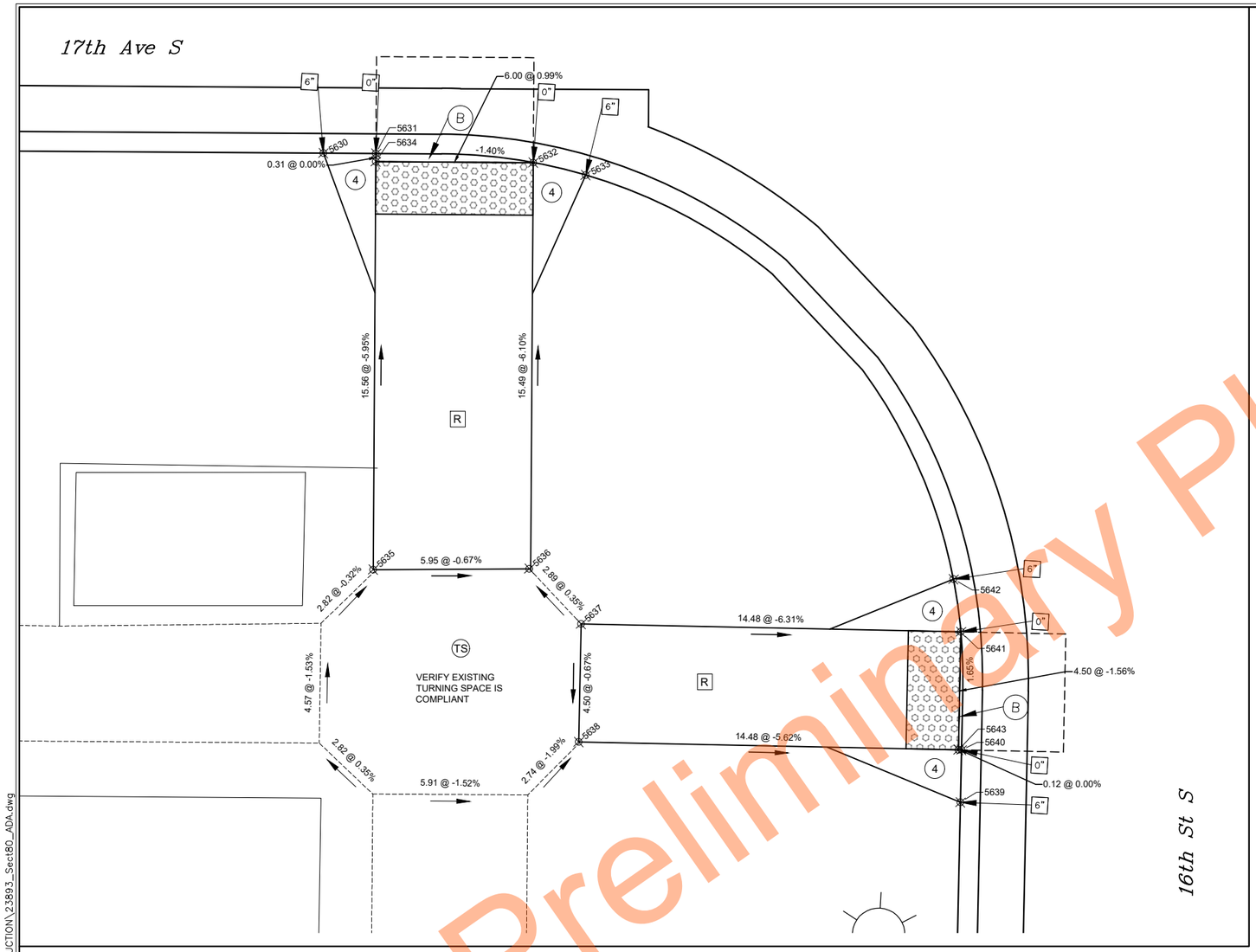


SW Quadrant 17th Ave S / 16th St S

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 | 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 |

Preliminary Plans

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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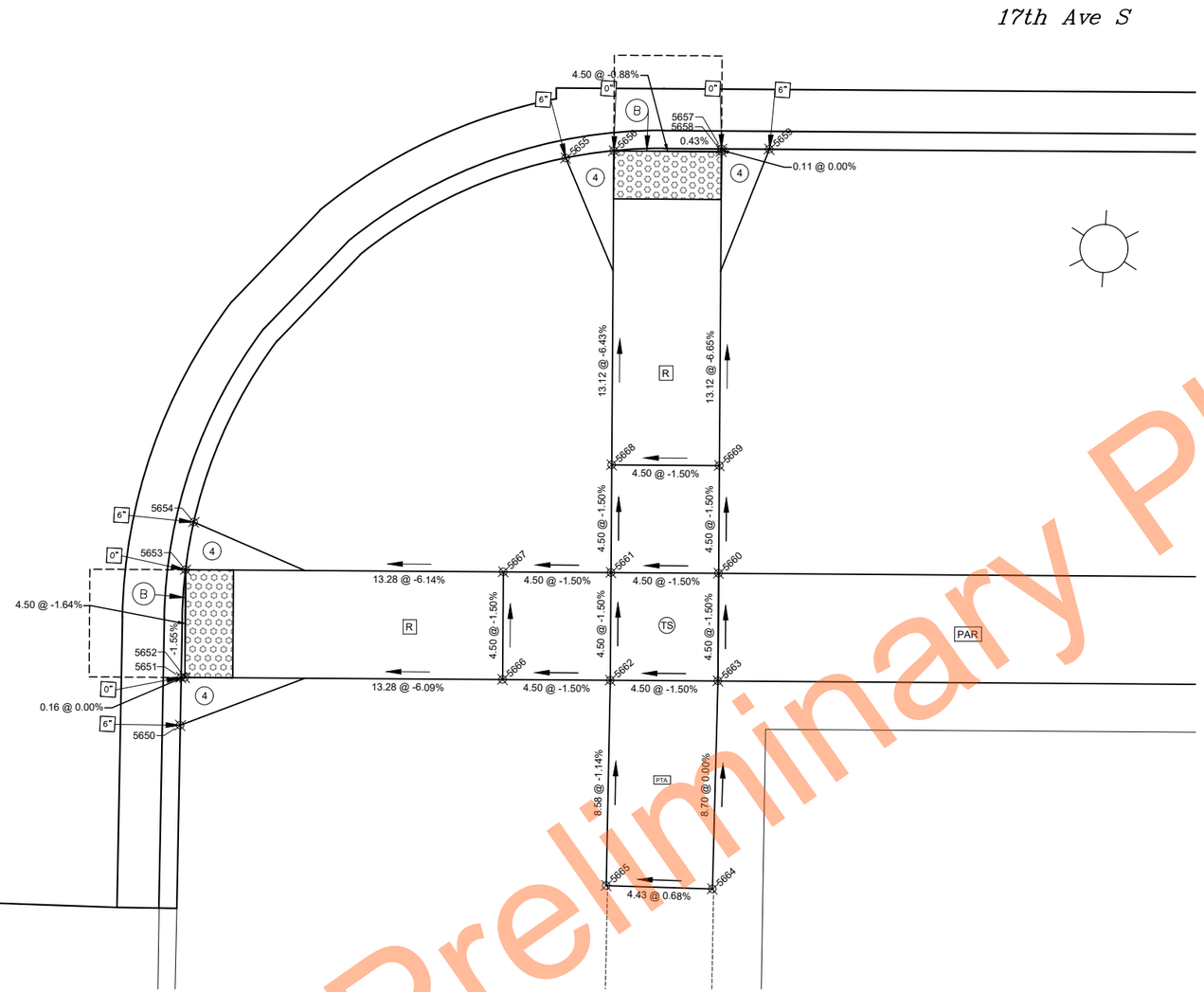



SE Quadrant 17th Ave S / 16th St S

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)

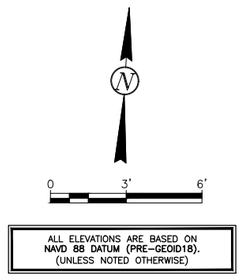
X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

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
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 |

Preliminary Plans

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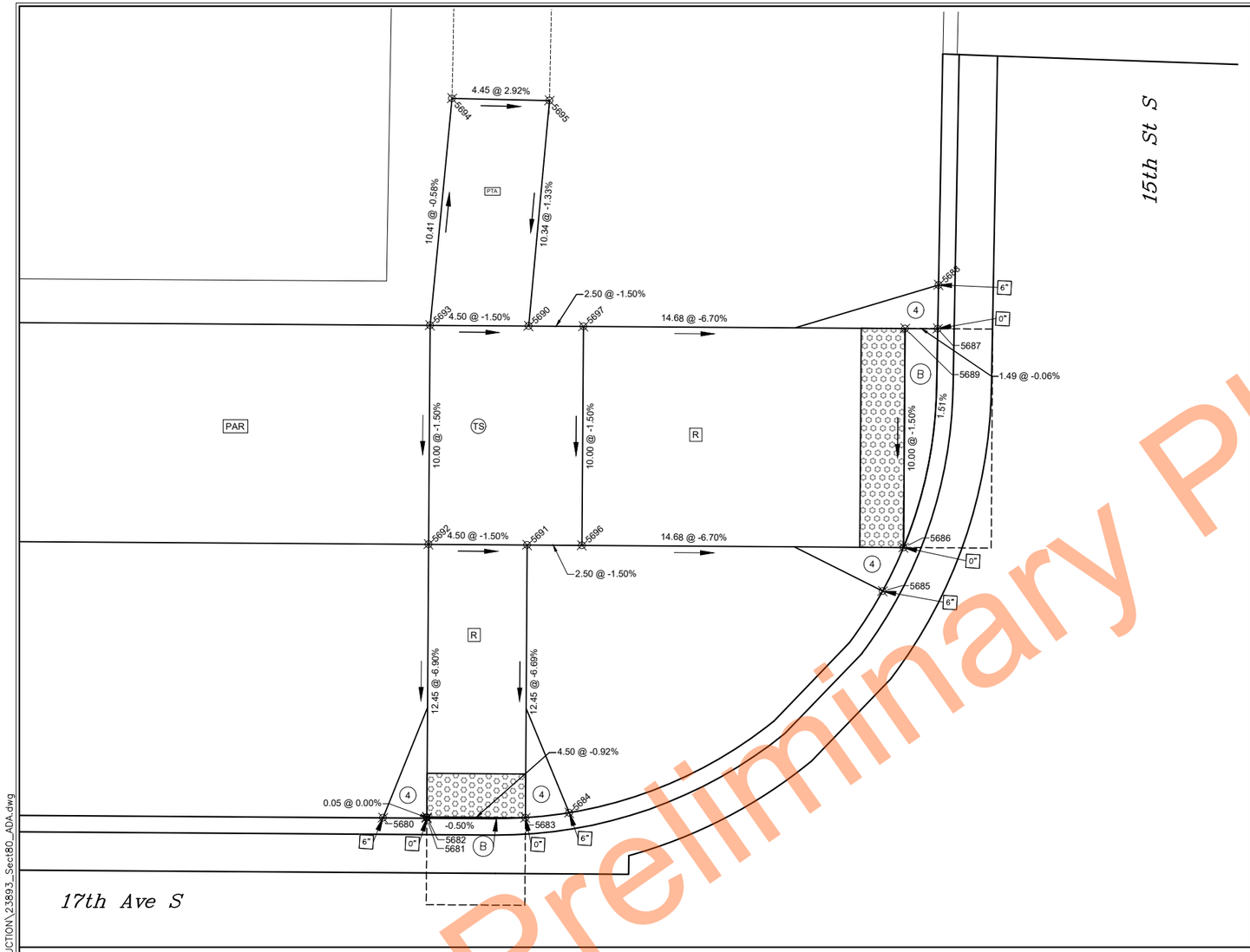


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 36 |

| 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 |

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.

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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|---|---|
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Preliminary Plans

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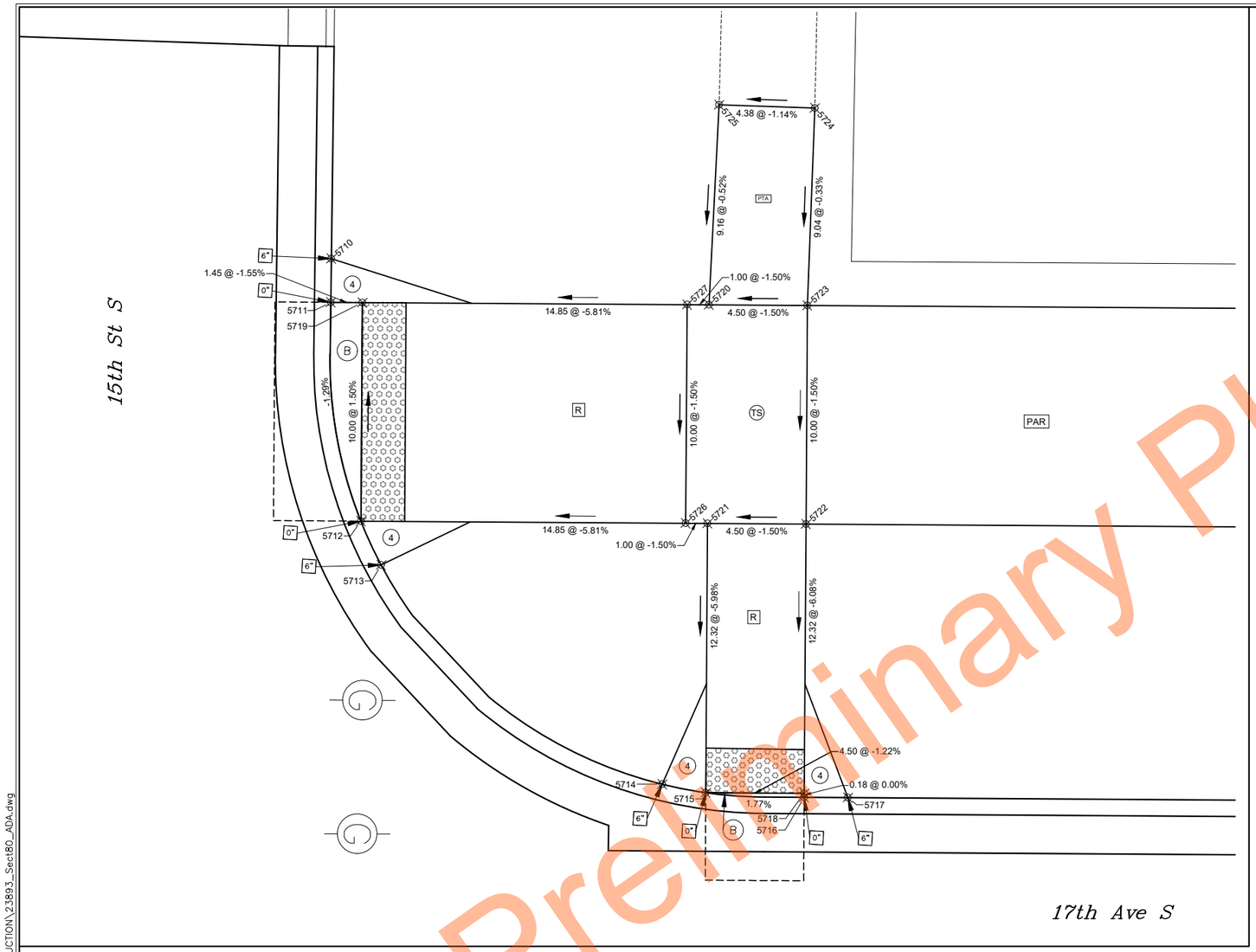
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 37 |

| 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 |




Preliminary Plans

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

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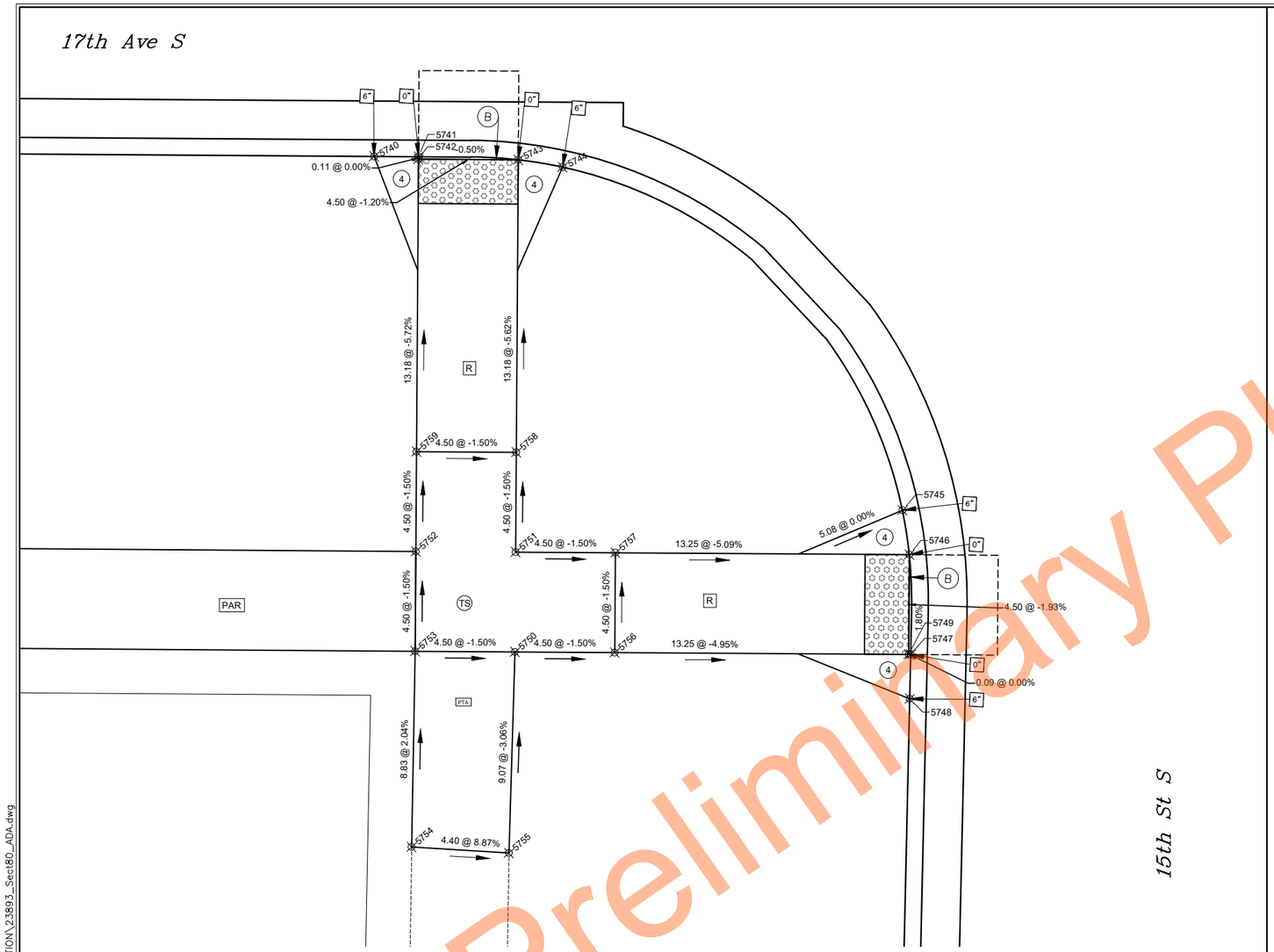



SW Quadrant 17th Ave S / 15th St S

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)

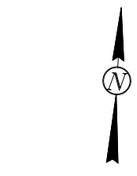
X" — Curb Heights are noted adjacent to curb
0" , 3" or 6"

ME — Match Existing

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

| 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 |




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 |

Preliminary Plans

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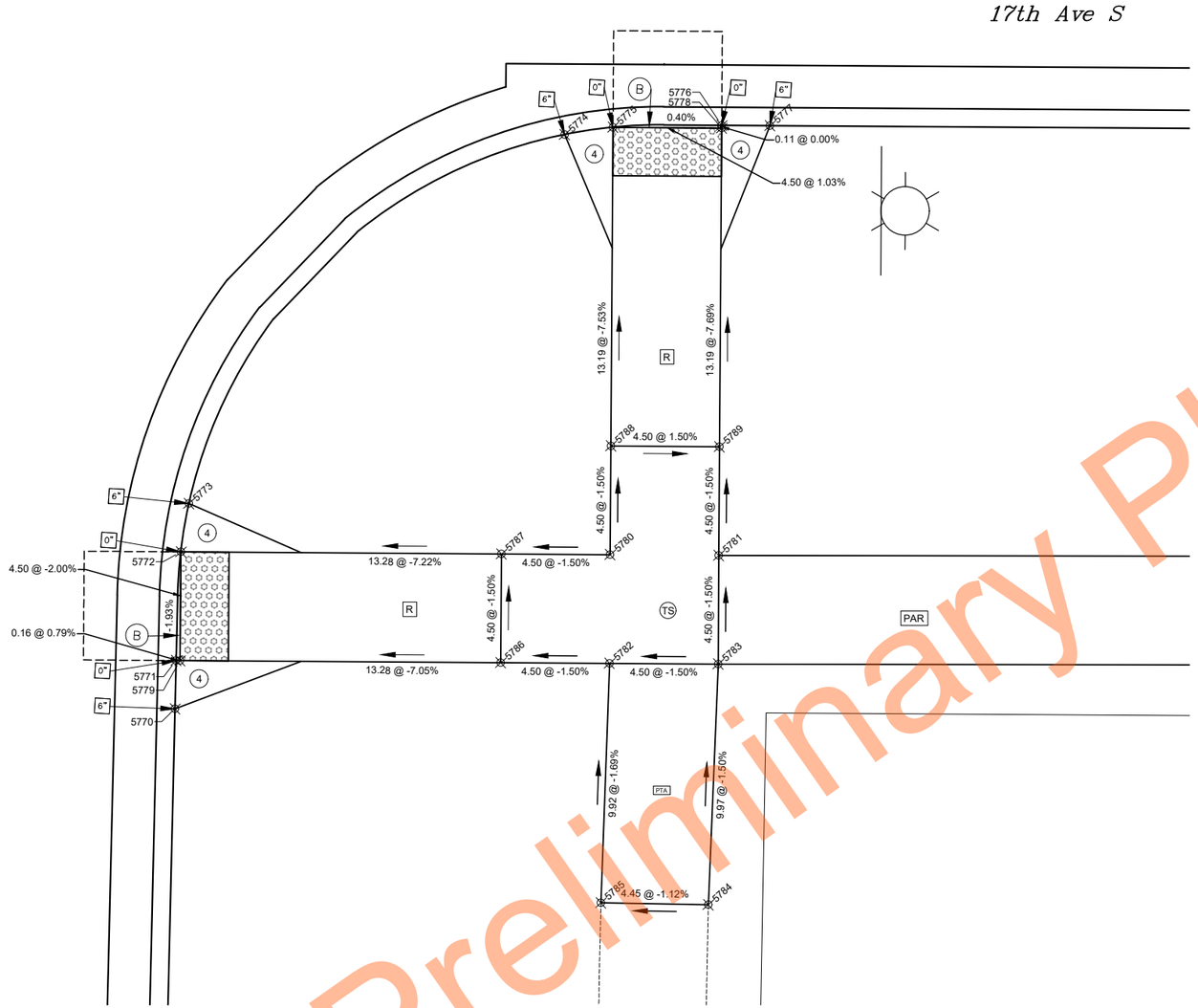



| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 39 |

| 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 |

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

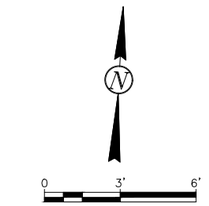
| Cross Slope | Counter Slope |
|---|---|
| 1.5% preferred | < 4.5% preferred |
| 2.0% maximum | 5.0% maximum |

- 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.

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REVISIONS
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SEAL

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

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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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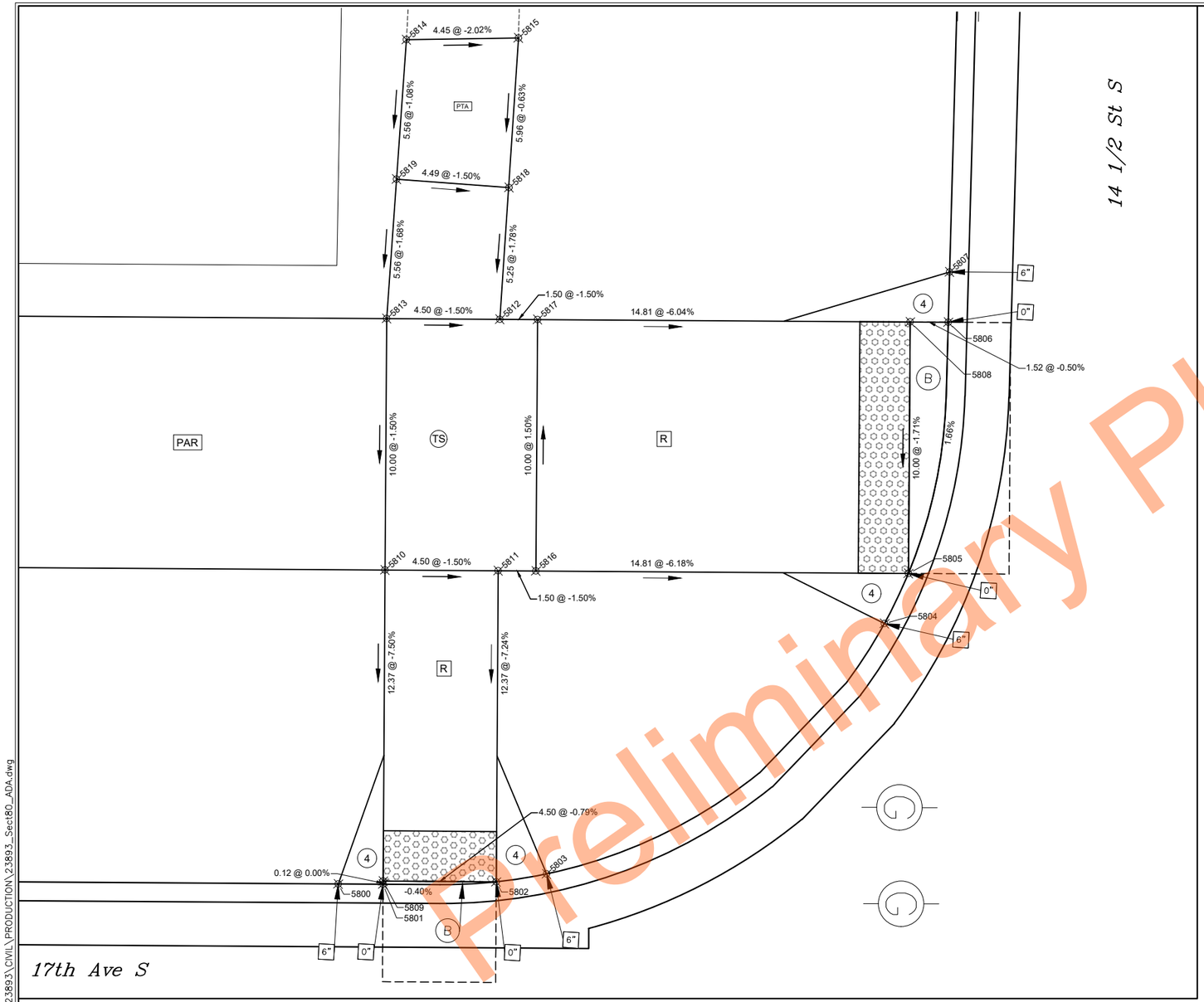


NW Quadrant 17th Ave S / 14 1/2 St S

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.

| 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 |

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 |

Preliminary Plans

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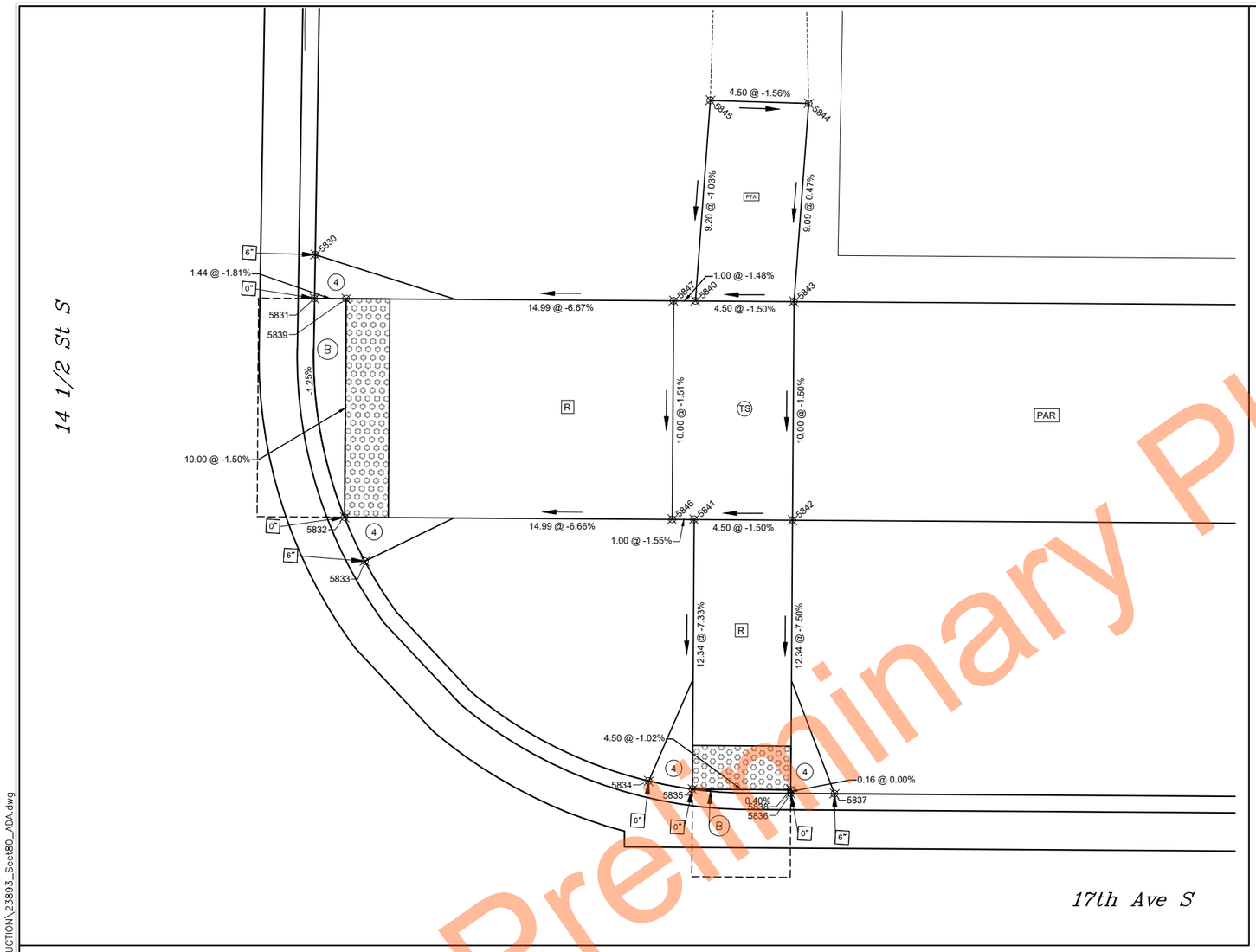


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 41 |

| 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 |

Preliminary Plans

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'

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REVISIONS
3 | 2 | 1

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

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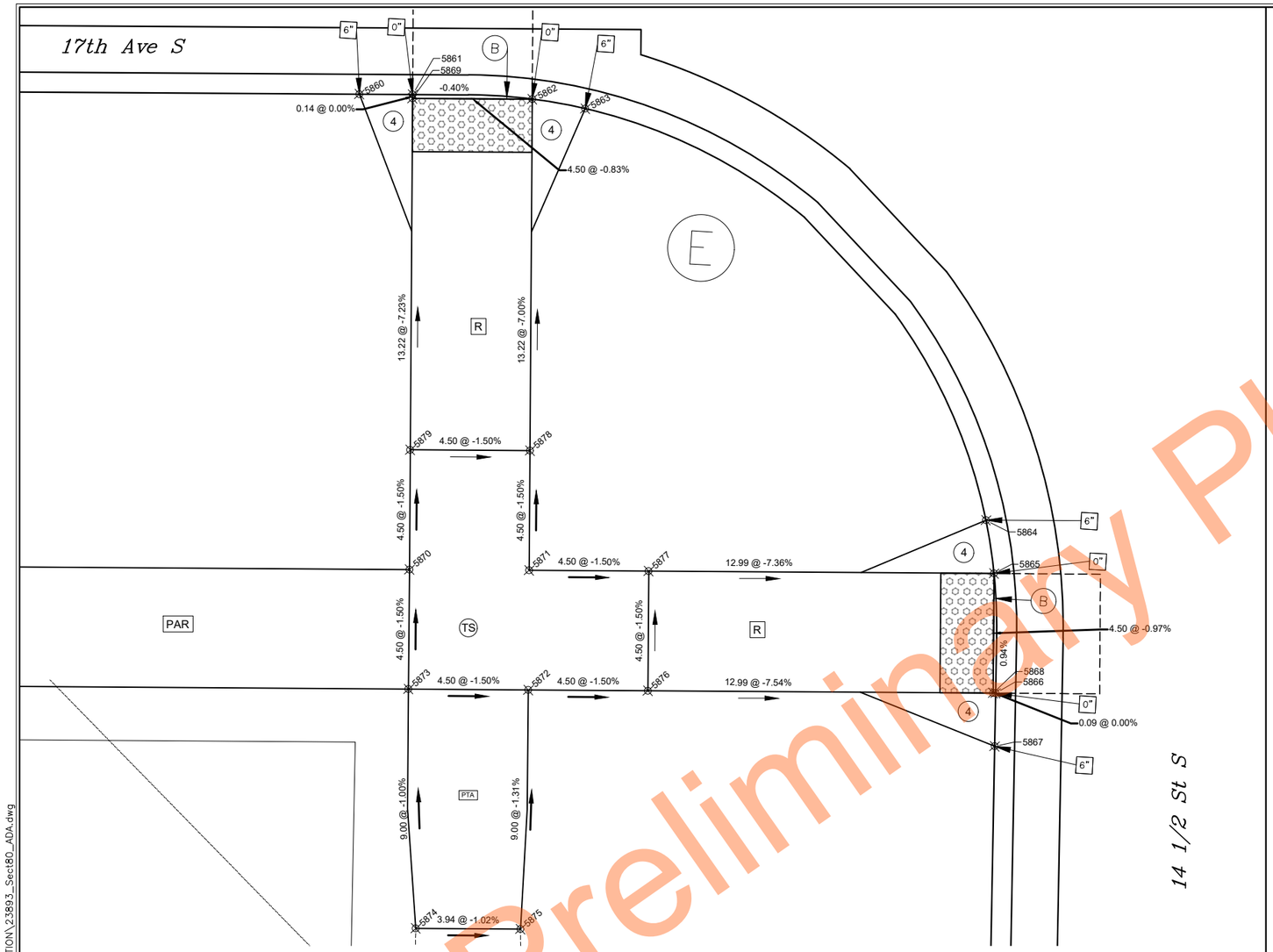



SW Quadrant 17th Ave S / 14 1/2 St S

| 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 |

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

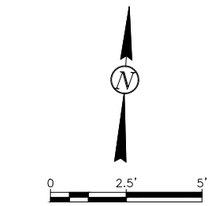
| Cross Slope | Counter Slope |
|---|---|
| 1.5% preferred | < 4.5% preferred |
| 2.0% maximum | 5.0% maximum |

- 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.

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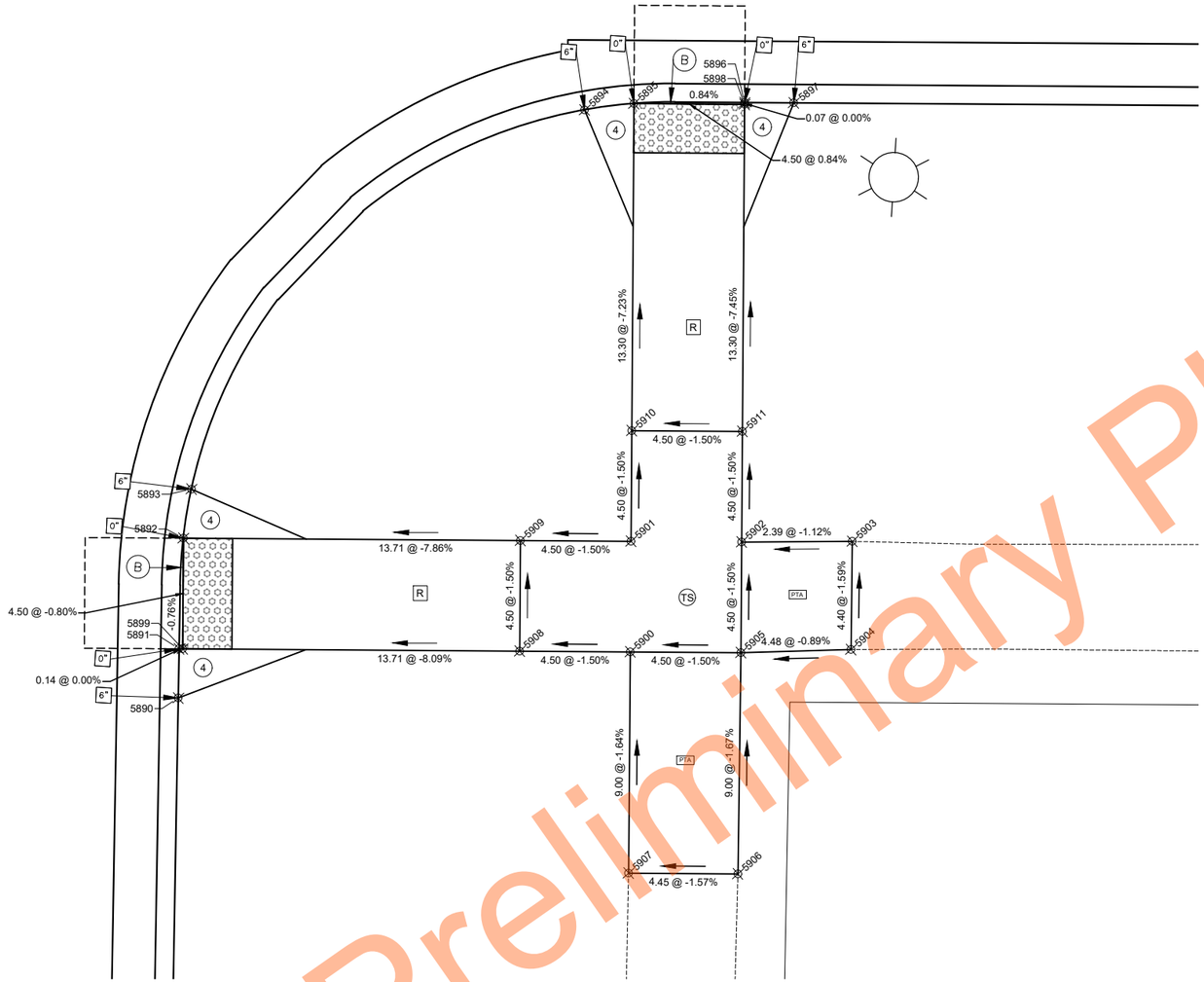
Preliminary Plans

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




| 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.

Preliminary Plans

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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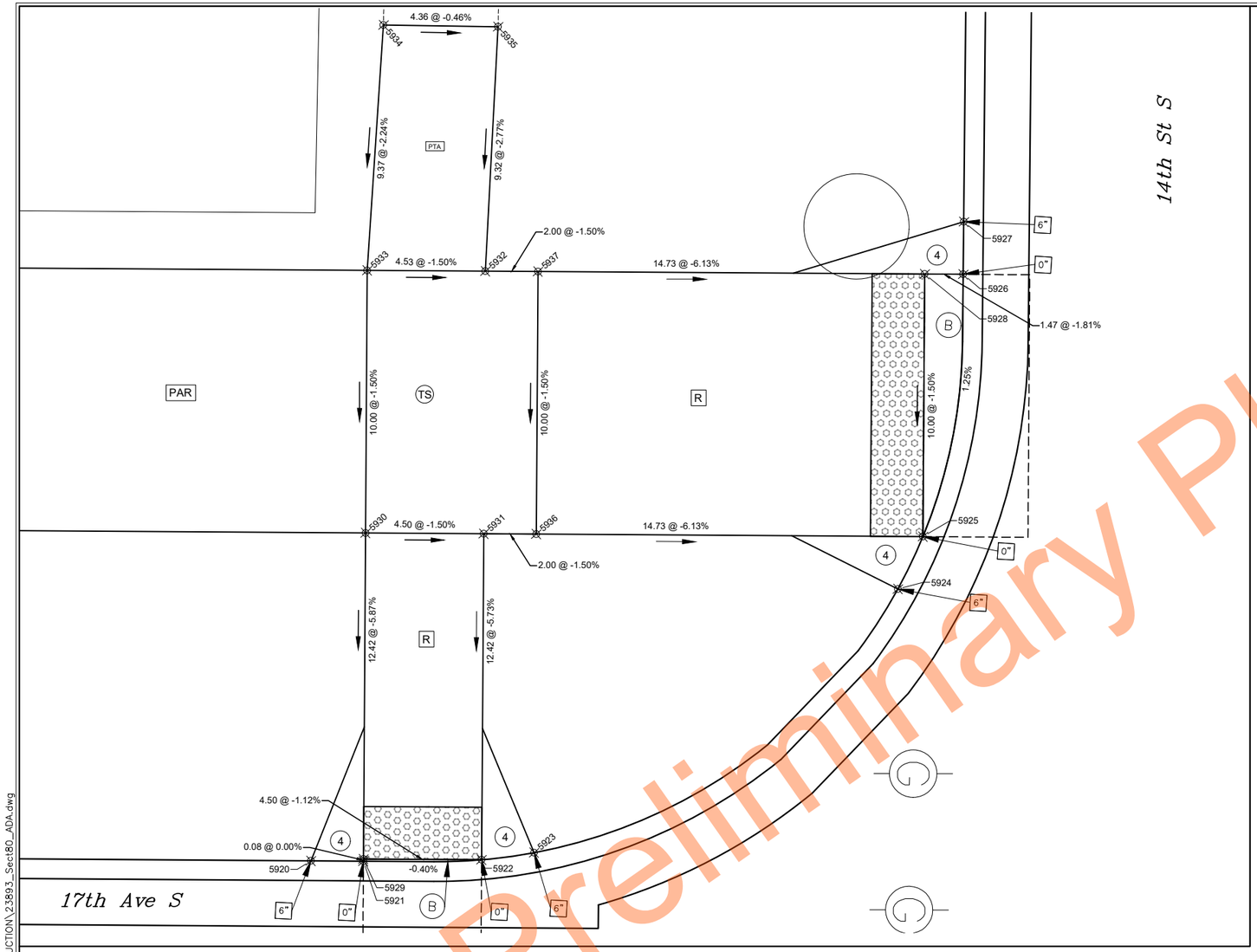


NW Quadrant 17th Ave S / 14th St S

| 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.

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
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Taylor Braaten
DATE: 07/07/26
NORTH DAKOTA

**Curb Ramp Layouts**

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

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

Preliminary Plans

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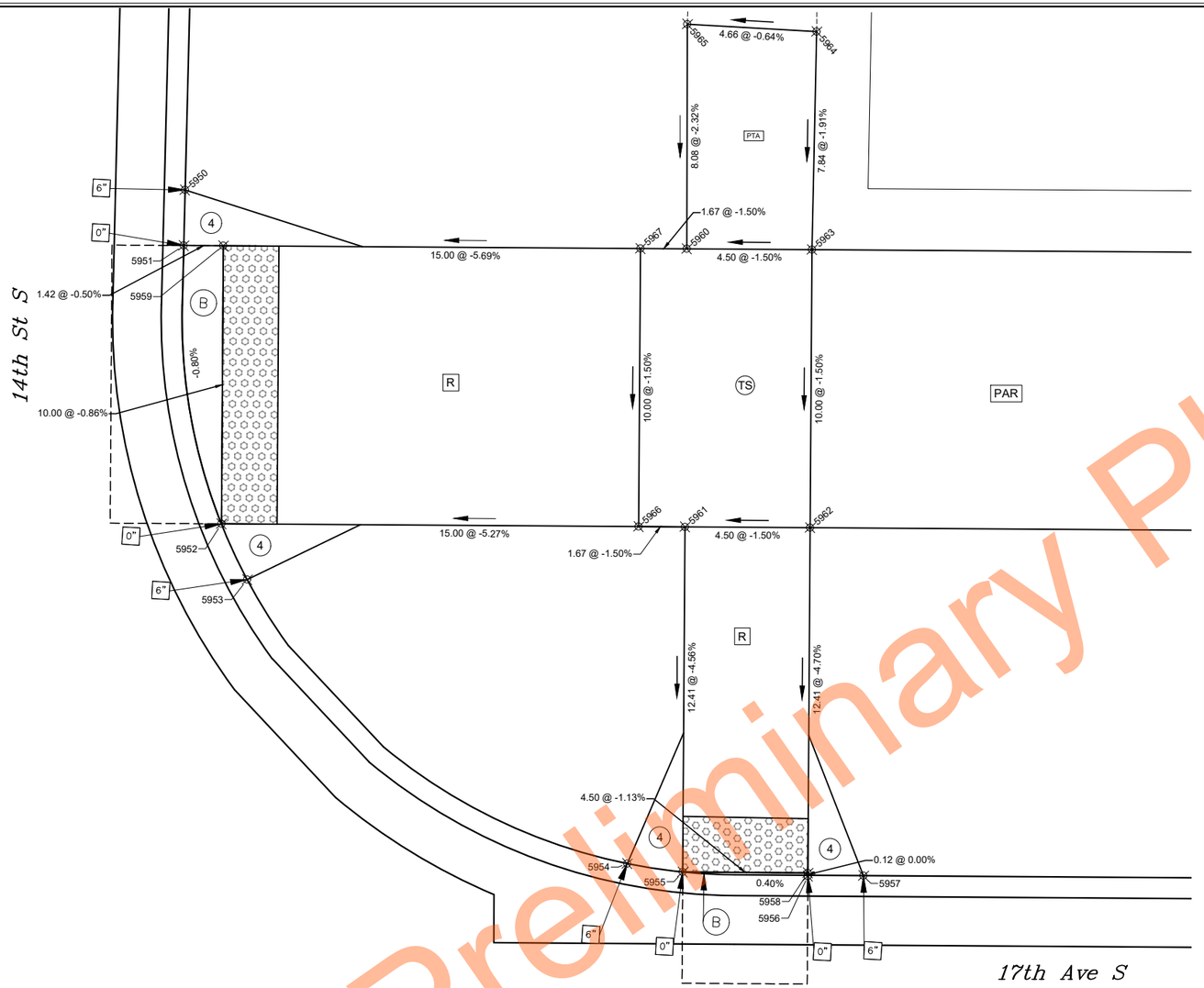



| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 45 |

| 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 |

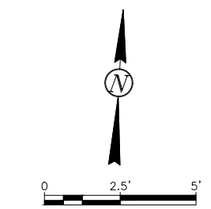
- B — Blended Transition - To be constructed integral with Curb & Gutter

| 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.




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 |

Preliminary Plans

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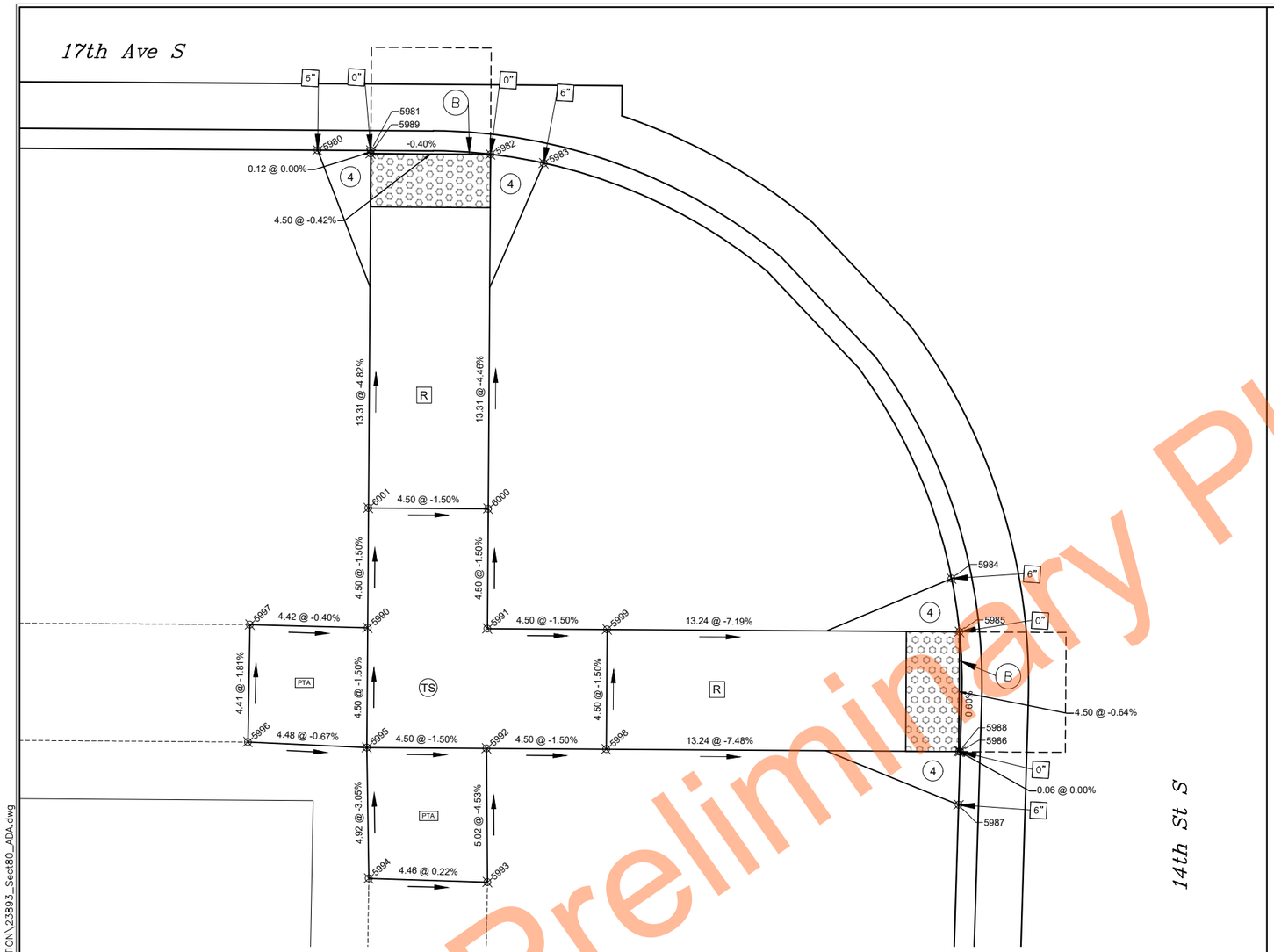


SW Quadrant 17th Ave S / 14th St S

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 |

Preliminary Plans

N

0 3' 6'

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

REVISIONS
③ ② ①

SEAL
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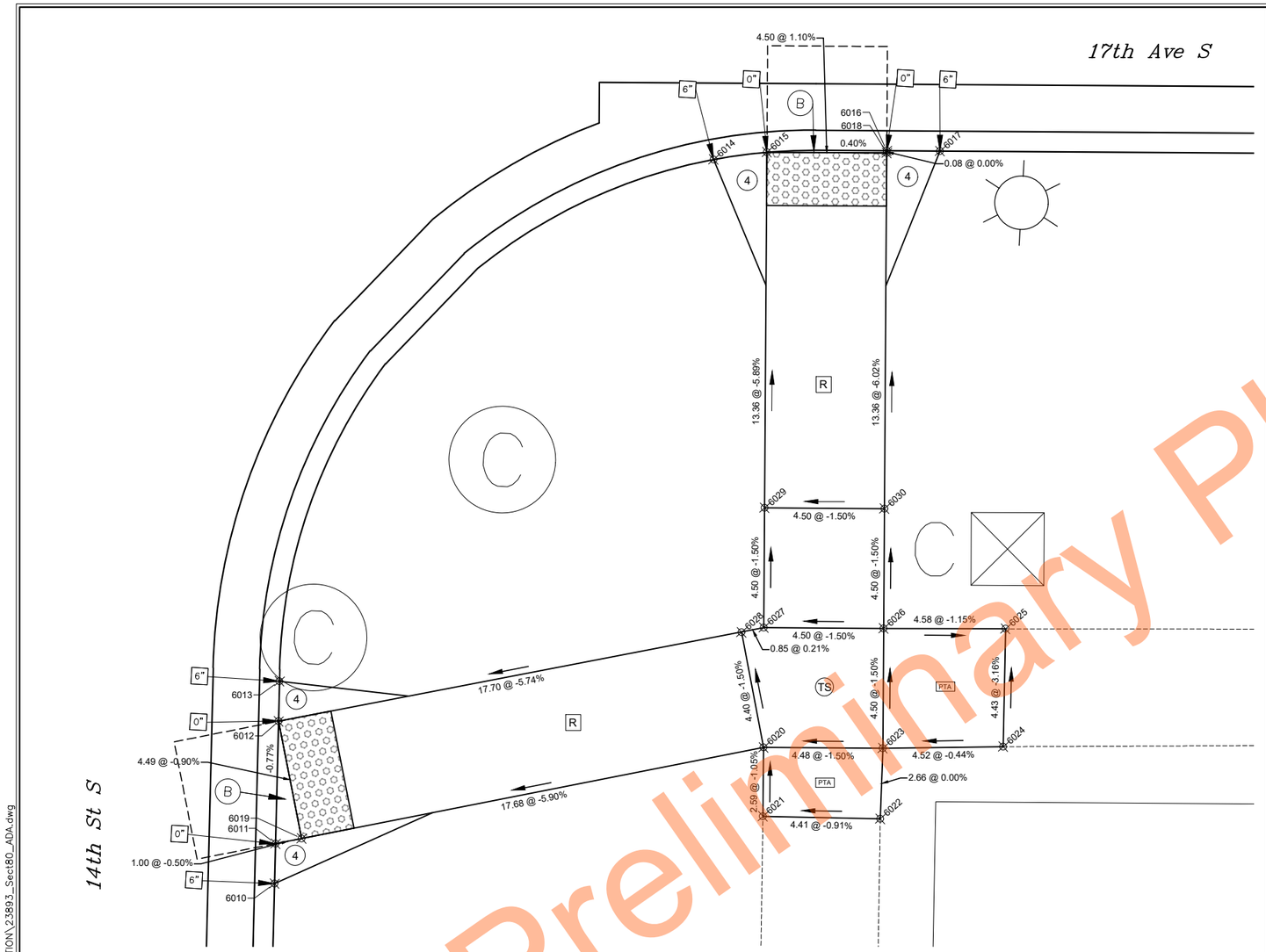


SE Quadrant 17th Ave S / 14th St S

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 |

Preliminary Plans

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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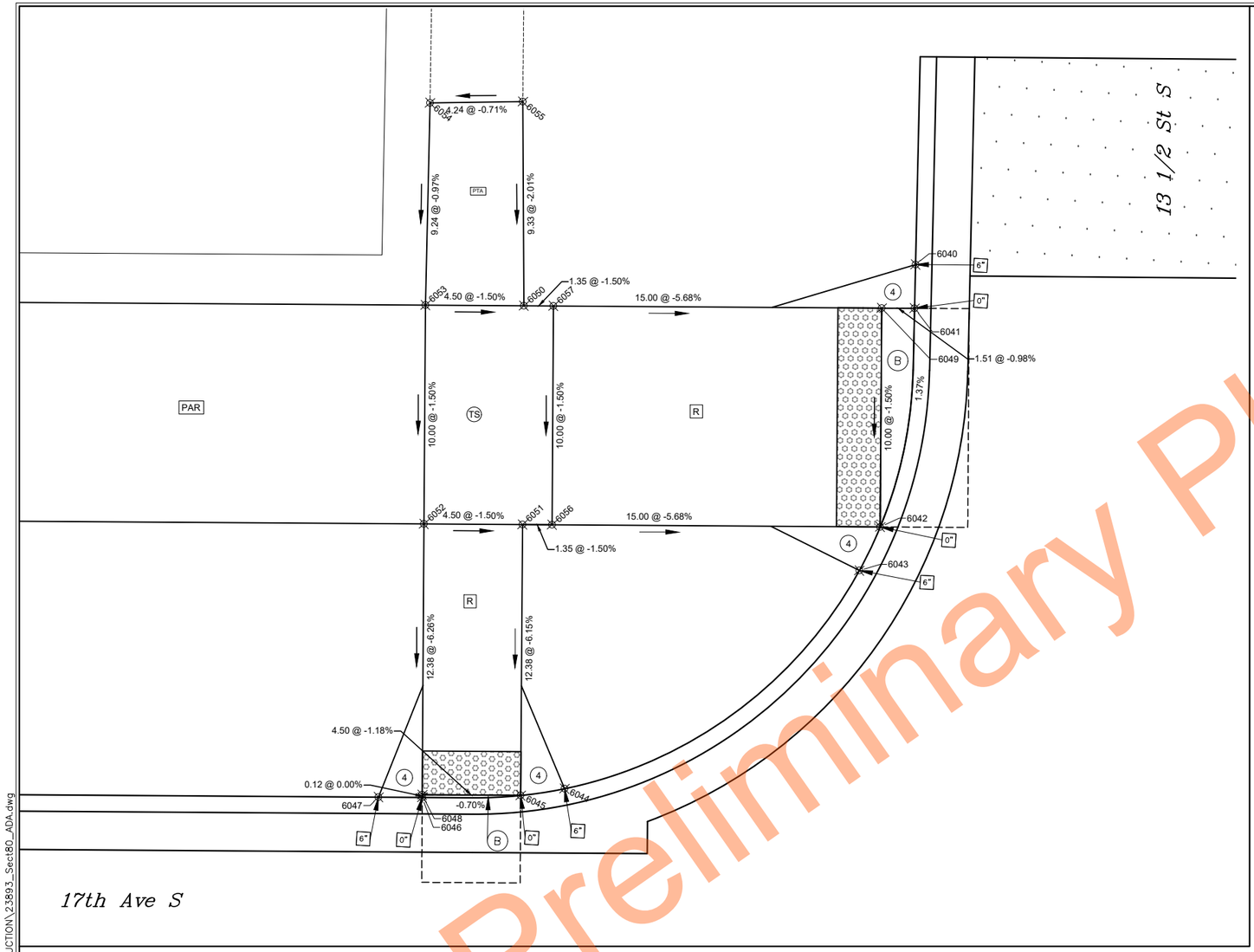



NW Quadrant 17th Ave S / 13 1/2 St S

| 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 |

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

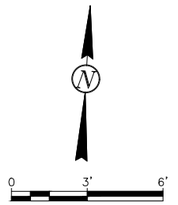
| Cross Slope | Counter Slope |
|---|---|
| 1.5% preferred | < 4.5% preferred |
| 2.0% maximum | 5.0% maximum |

- 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.




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 |

Preliminary

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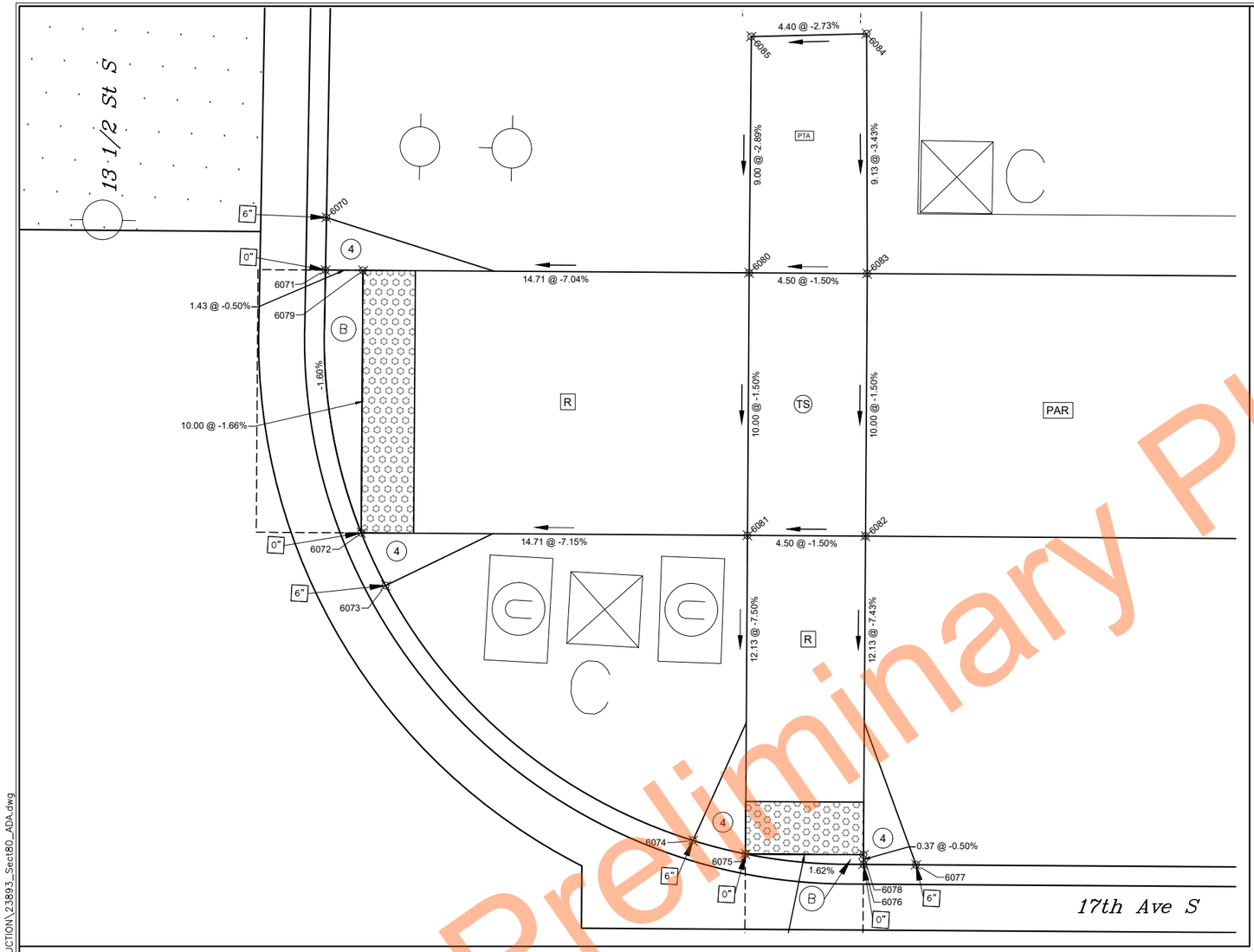


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 49 |

| 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 |

Preliminary Plans

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.

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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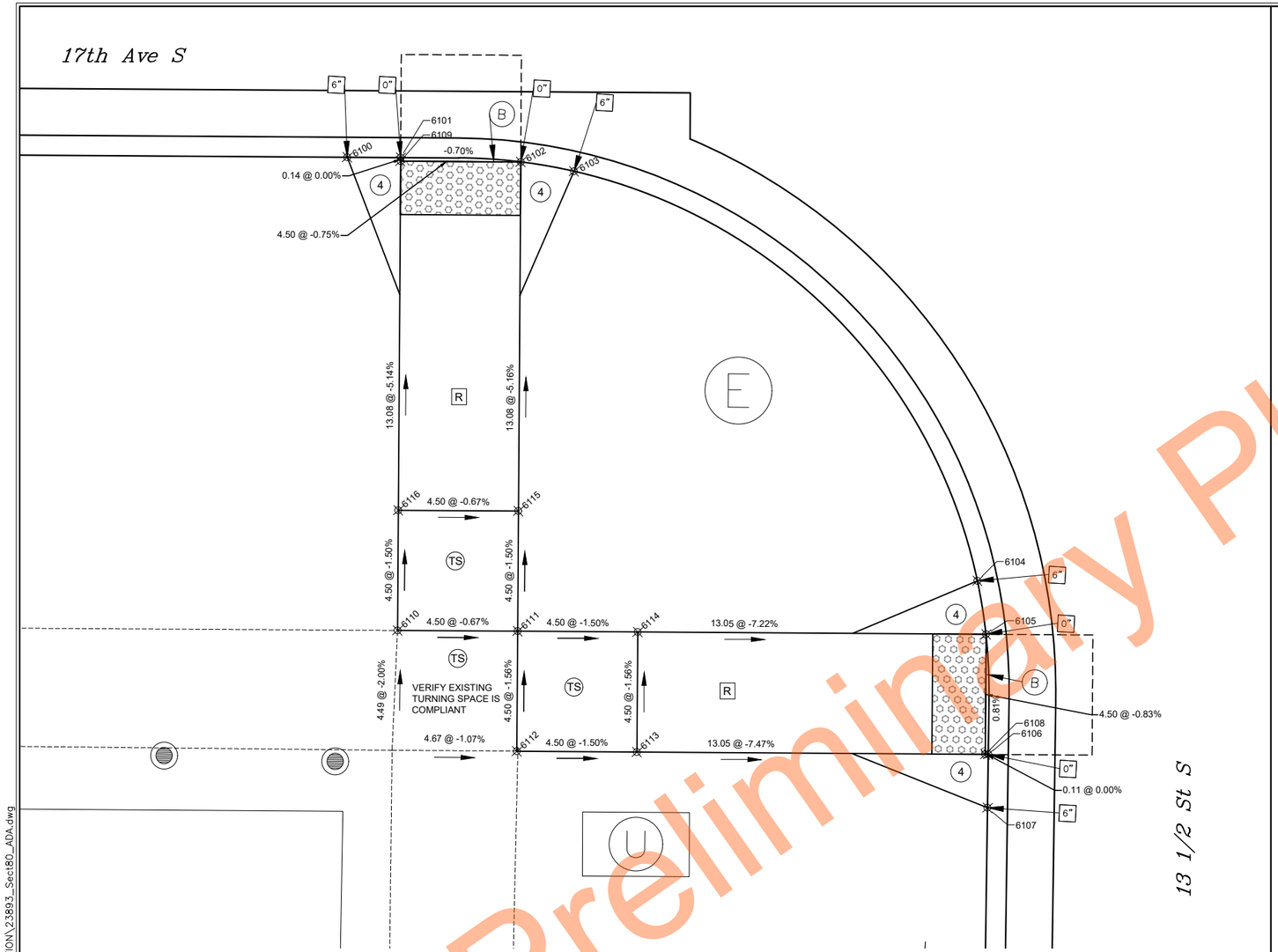


SW Quadrant 17th Ave S / 13 1/2 St S

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 |

- 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 | 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 |

Preliminary Plans

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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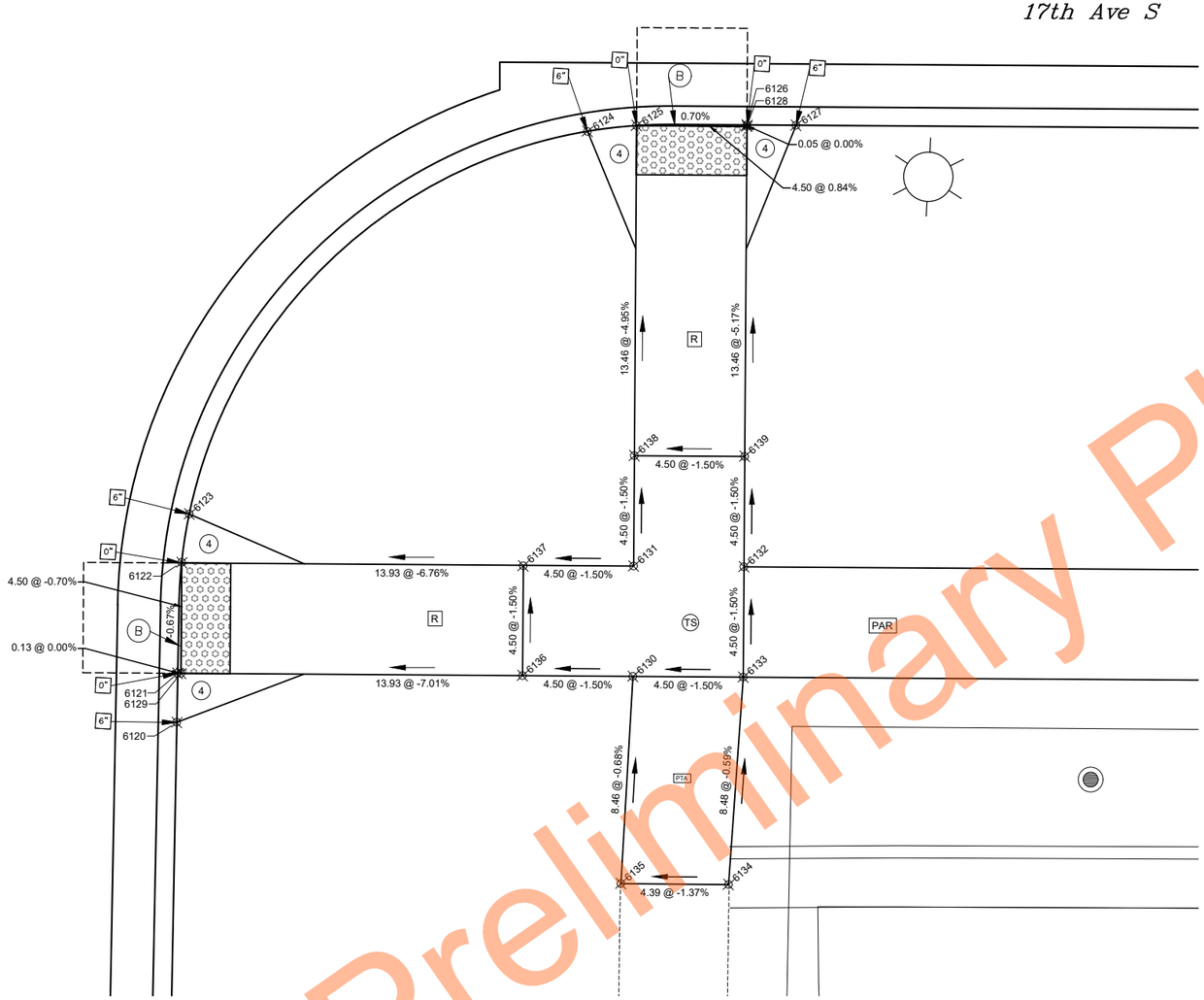


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 80 | 51 |

| 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 |

- Ⓑ 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**

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

| DESIGN BY: TJB | CHECKED BY: EAG |
|---|---|
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Preliminary Plans

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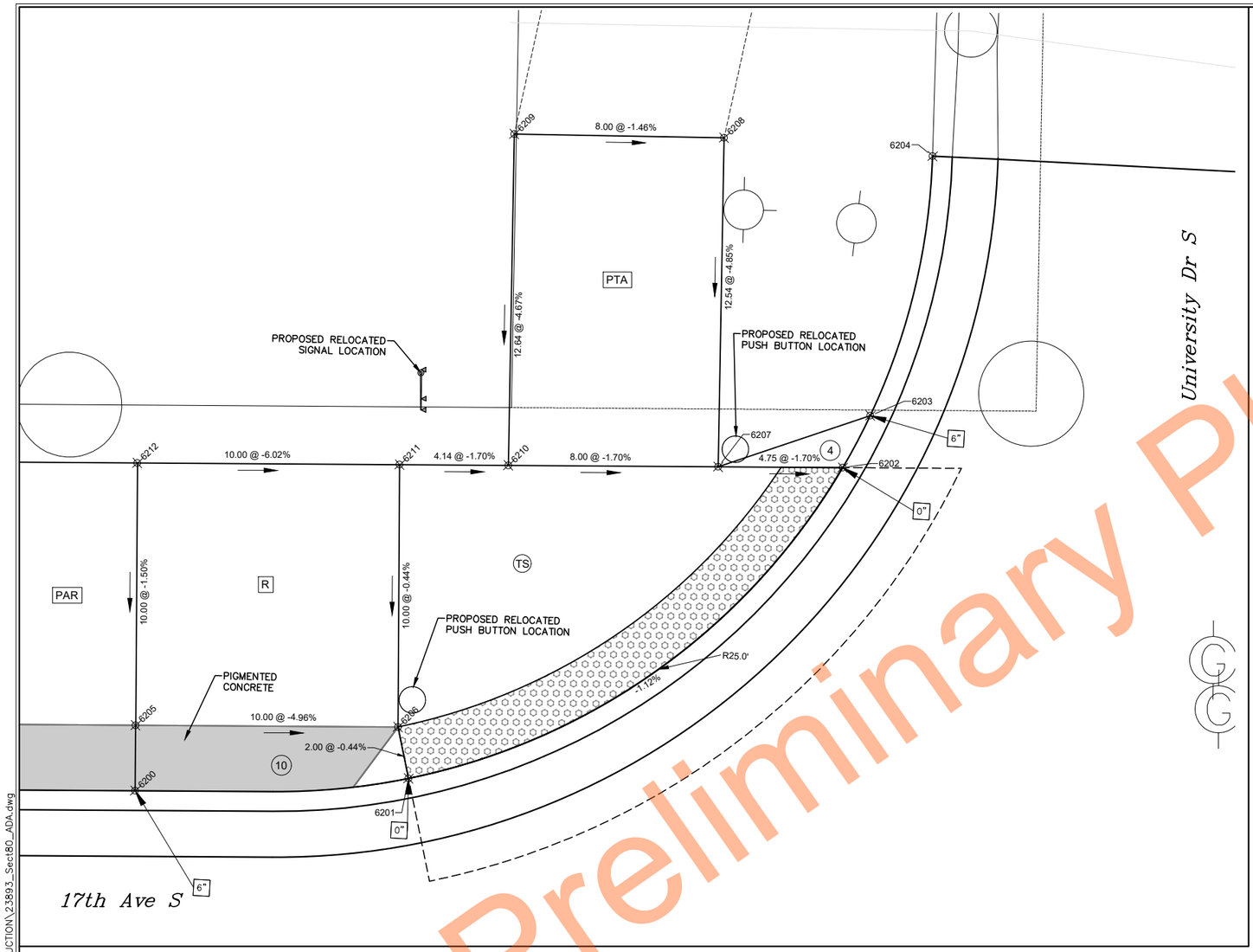



NW Quadrant 17th Ave S / University Dr S

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

**Curb Ramp Layouts**

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

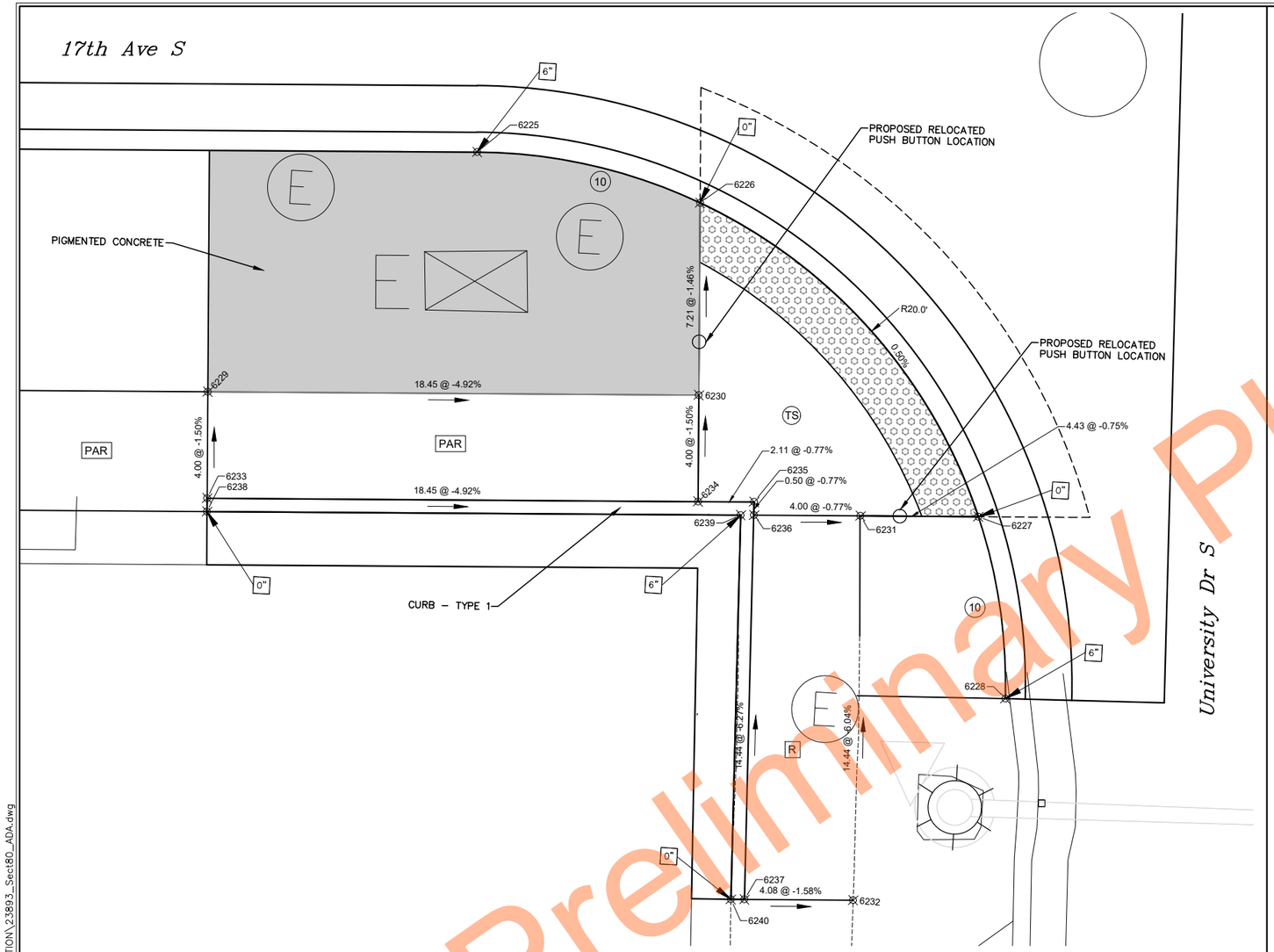
CITY OF FARGO Improvement District *BR-26-G1*

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

Preliminary Plans

07/06/26 03:44:25PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Sect80_ADA.dwg

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 |

Preliminary

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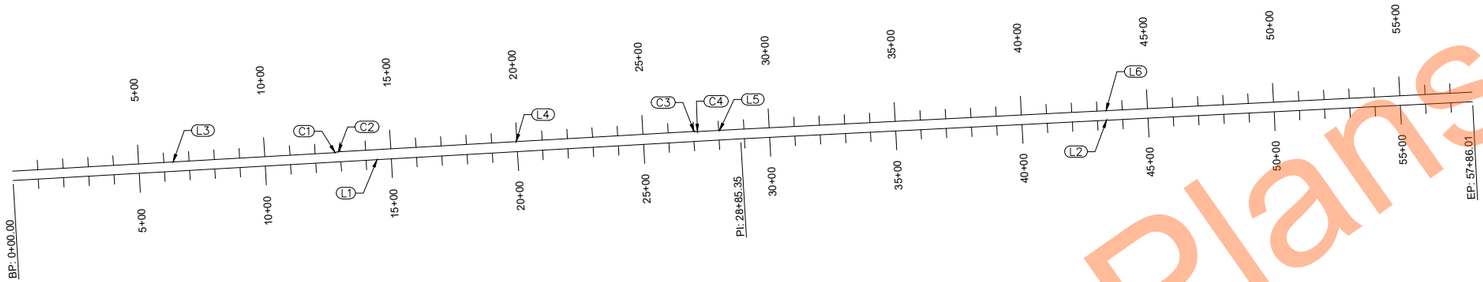
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 81 | 1 |




Preliminary Plans

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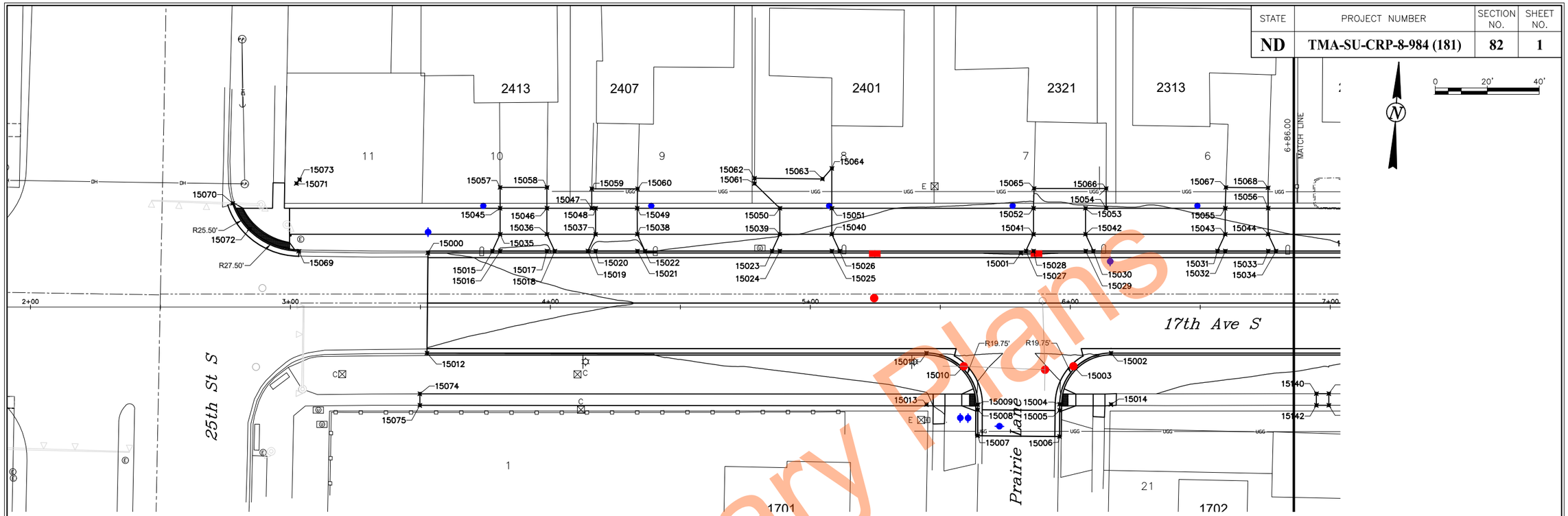
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| 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 |

Preliminary Plans

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)

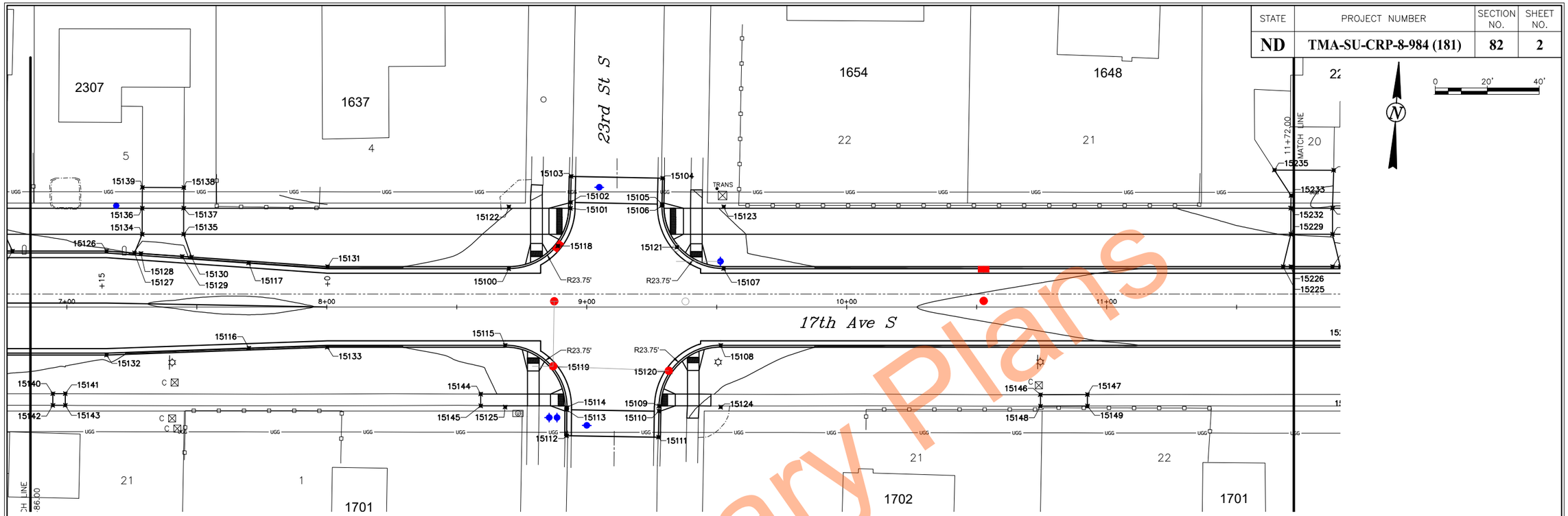
CITY OF FARGO Improvement District *BR-26-G1*

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

07/06/26 03:45:24PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Sect82.dwg

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 |

Preliminary Plans

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*

| | |
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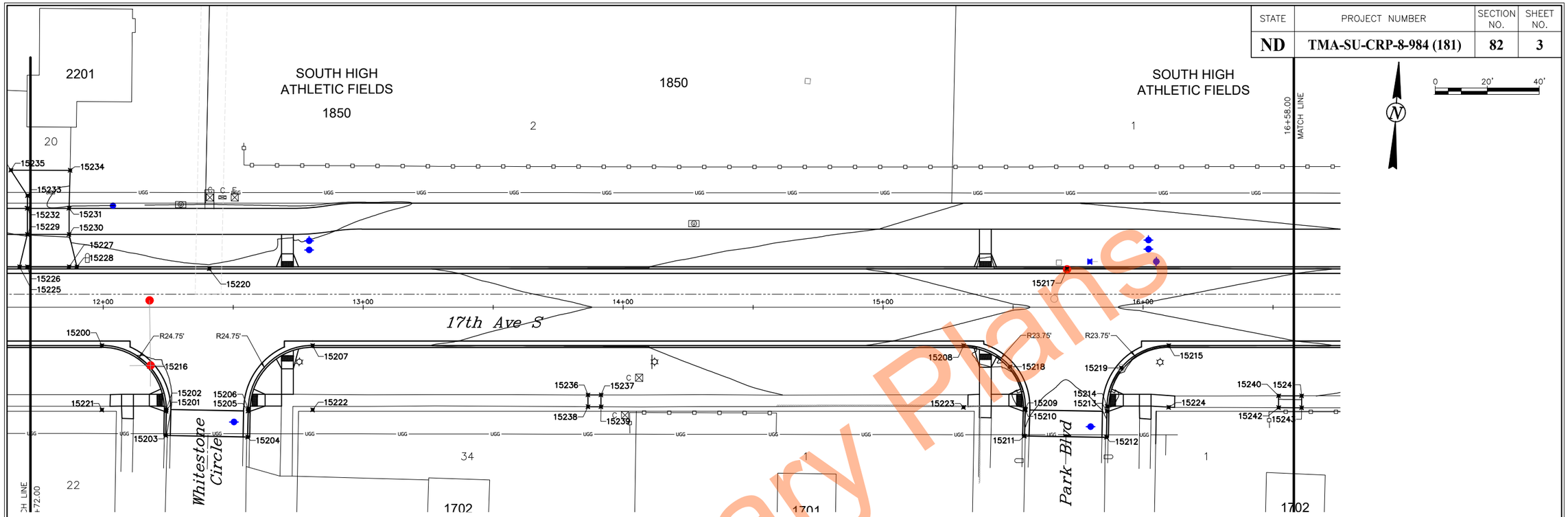
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 82 | 3 |




| 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 |

Preliminary Plans

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 |

07/06/26 03:45:34PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Sect82.dwg

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

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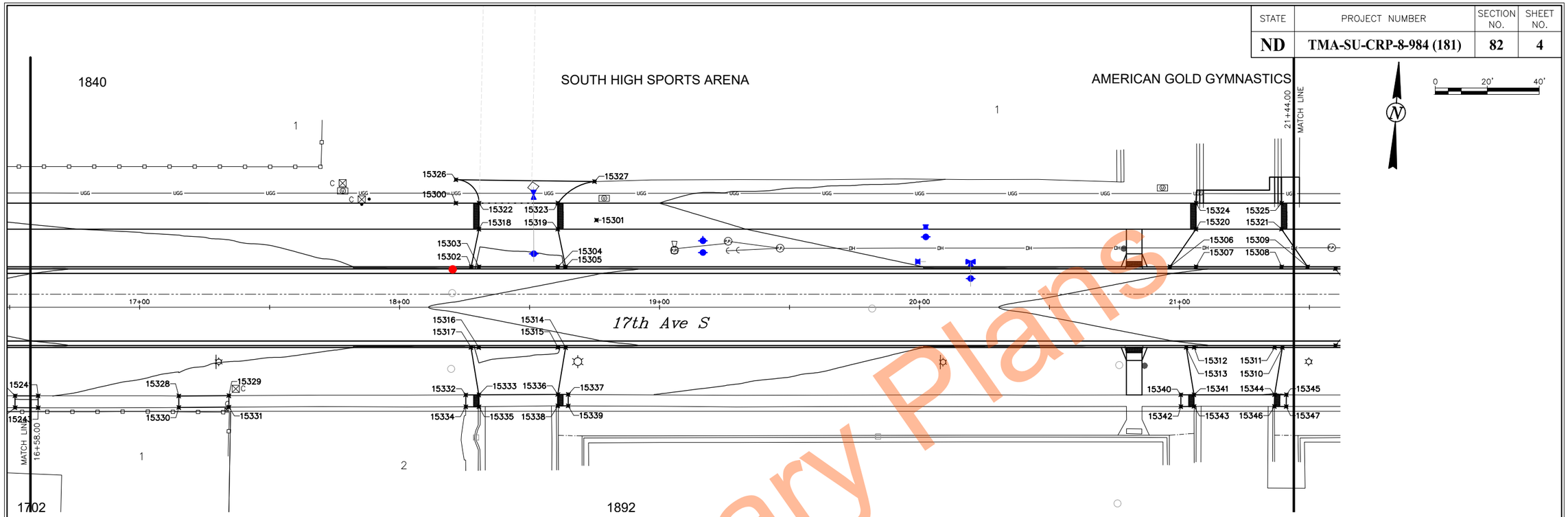


| Point No. | Northing | Easting | Description | Station | Offset |
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| 15300 | 454782.46 | 2890519.19 | RAD | 18+21.69 | -39.99 |
| 15301 | 454779.02 | 2890573.54 | RAD | 18+75.74 | -33.44 |
| 15302 | 454758.34 | 2890526.42 | BOC | 18+27.53 | -15.50 |
| 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 |

Preliminary Plans

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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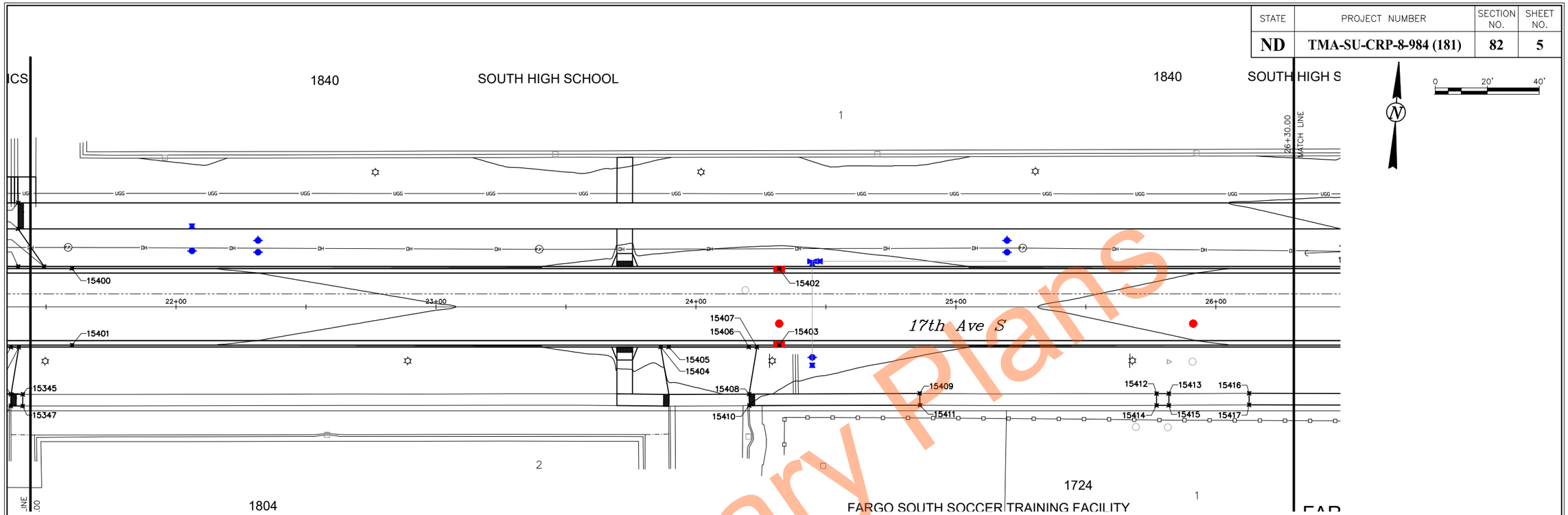


| Point No. | Northing | Easting | Description | Station | Offset |
|---|---|---|---|---|---|
| 15400 | 454776.65 | 2890858.39 | FL-HP | 21+60.00 | -14.75 |
| 15401 | 454747.20 | 2890860.08 | FL-HP | 21+60.00 | 14.75 |
| 15402 | 454792.24 | 2891129.95 | FL-LP | 24+32.00 | -14.75 |
| 15403 | 454762.79 | 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 |

Preliminary Plans

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

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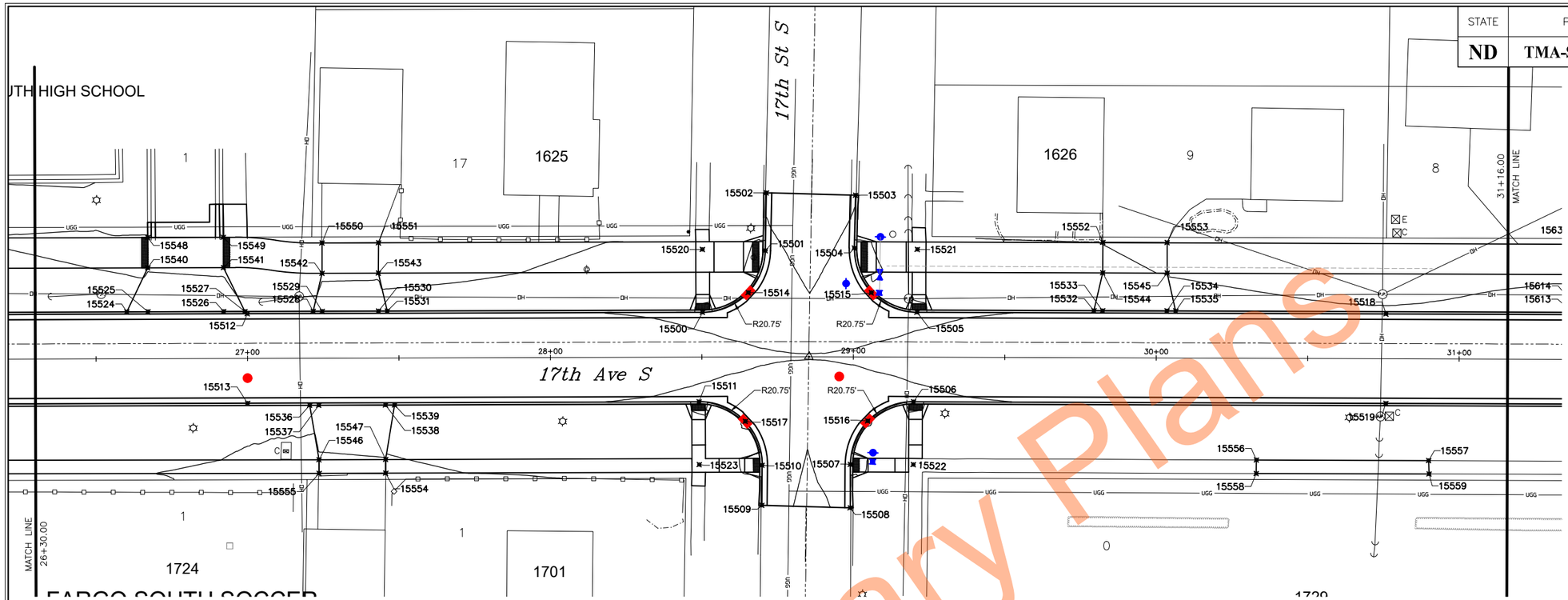


| Point No. | Northing | Easting | Description | Station | Offset |
|---|---|---|---|---|---|
| 15500 | 454816.22 | 2891547.54 | FL-PC | 28+50.28 | -14.75 |
| 15501 | 454837.65 | 2891567.09 | FL-PC | 28+71.02 | -35.03 |
| 15502 | 454856.70 | 2891566.43 | FL-MA | 28+71.46 | -54.08 |
| 15503 | 454857.52 | 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

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

Preliminary Plans

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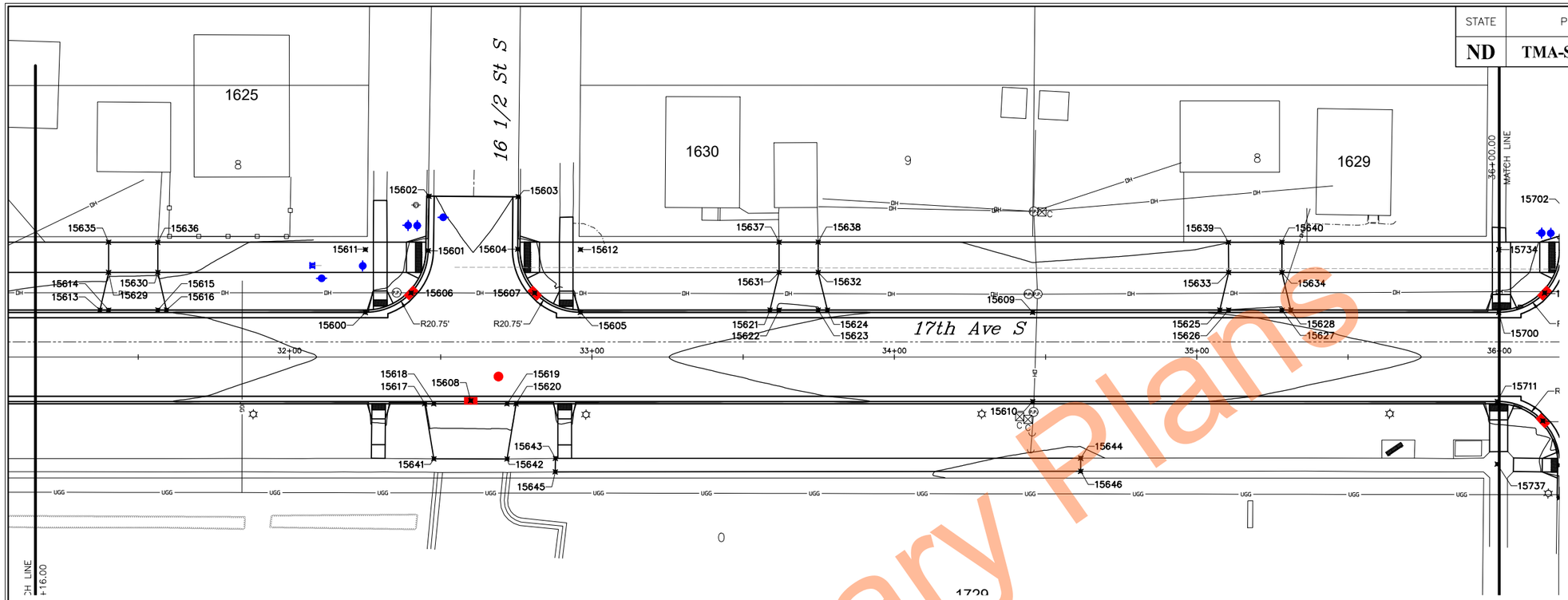


| Point No. | Northing | Easting | Description | Station | Offset |
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| 15600 | 454835.48 | 2891921.98 | FL-PC | 32+25.12 | -14.75 |
| 15601 | 454856.94 | 2891941.66 | FL-PC | 32+45.87 | -35.18 |
| 15602 | 454874.95 | 2891941.03 | FL-MA | 32+46.14 | -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 |

Preliminary Plans

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)

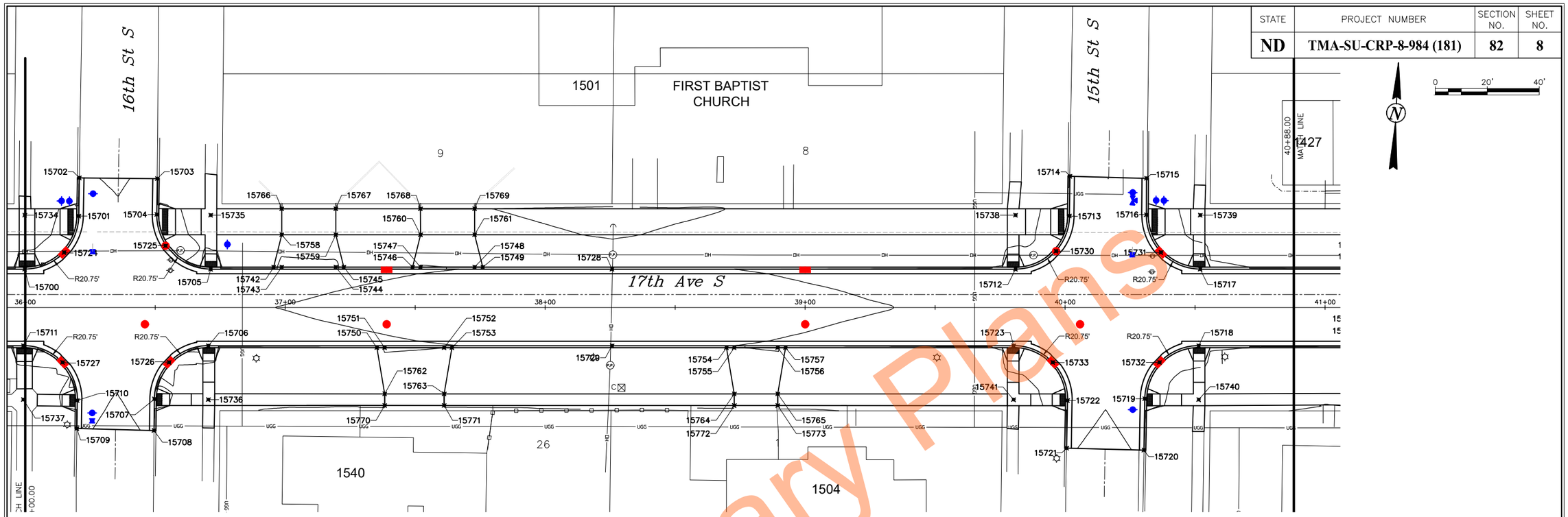
CITY OF FARGO Improvement District *BR-26-G1*

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

07/06/26 03:45:56PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Sect82.dwg

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

| 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

| ③ | ② | ① |
|---|---|---|

SEAL

REGISTERED PROFESSIONAL ENGINEER
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 |

Preliminary Plans

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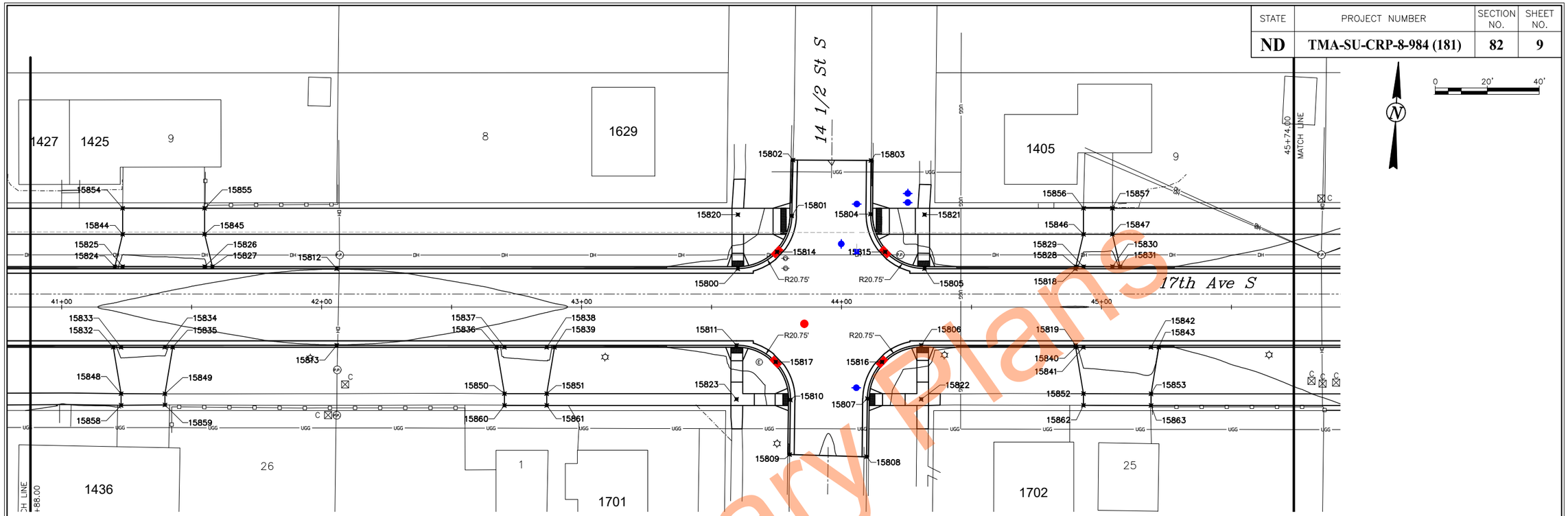
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| 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

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*

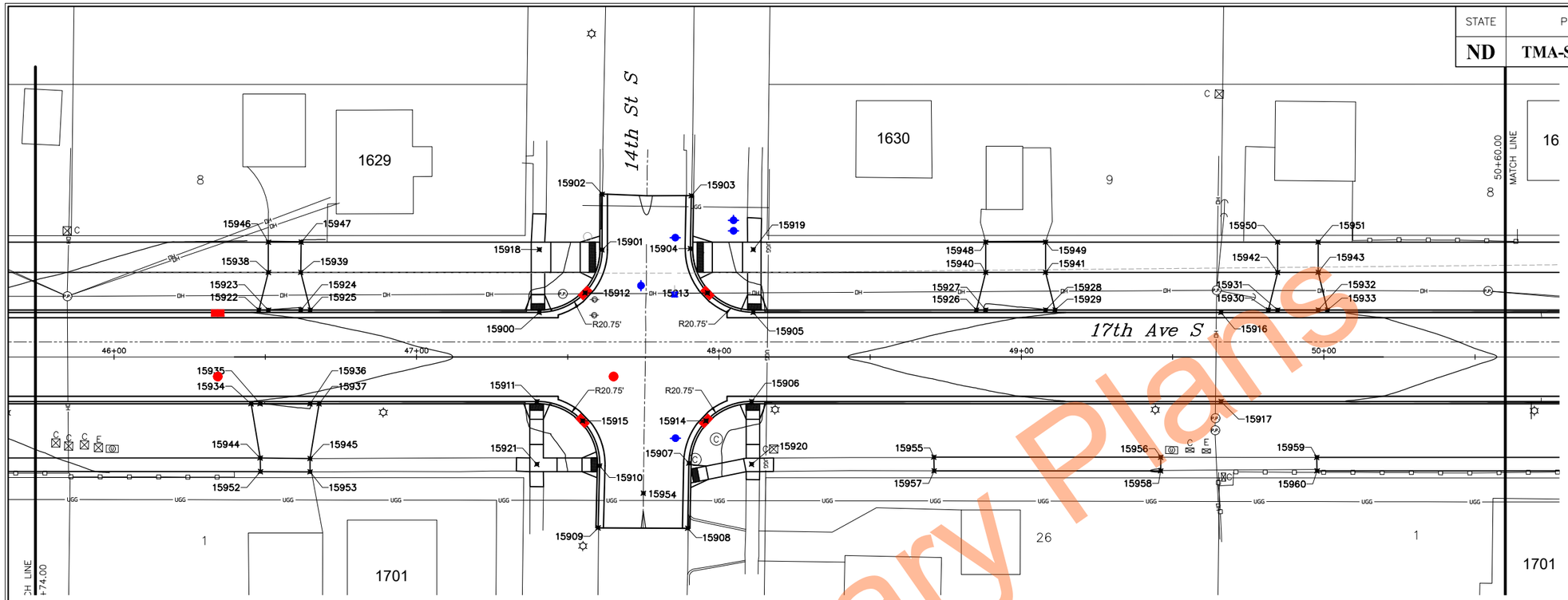
| DESIGN BY: TJB | CHECKED BY: EAG |
|---|---|
| DRAWN BY: DLM/LRL | ORIG DATE: 07/07/26 |

Preliminary Plans

07/06/26 03:46:06PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Sect82.dwg

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

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

Preliminary Plans

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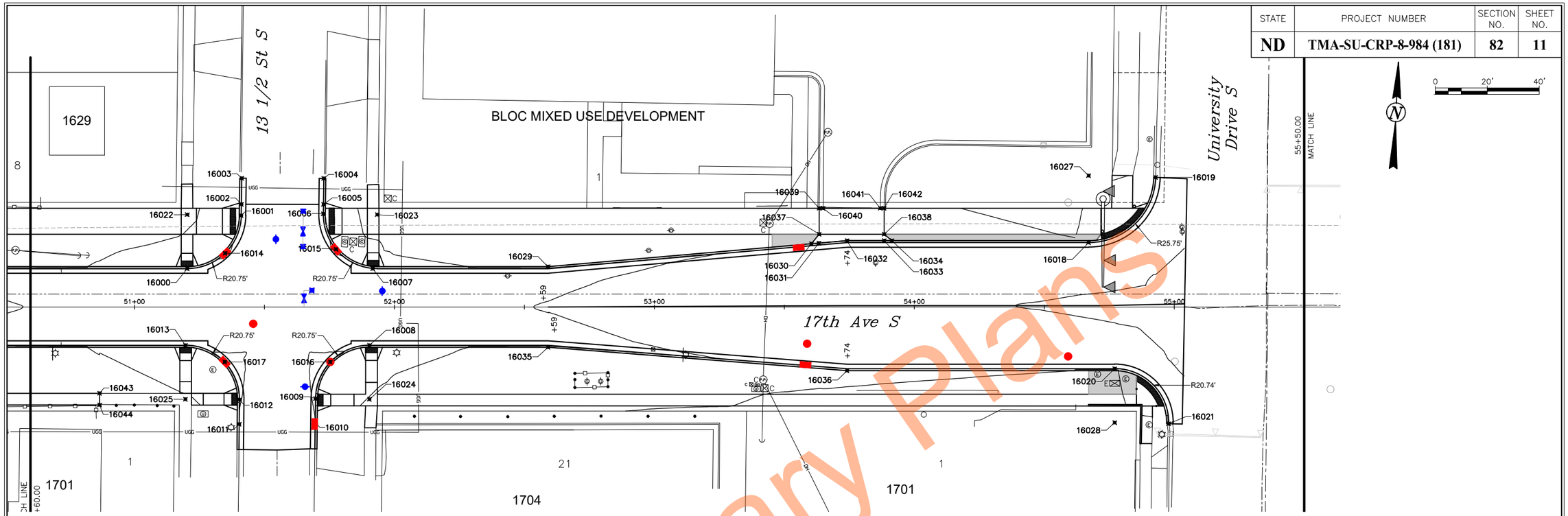
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 82 | 11 |




| 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 |

Preliminary Plans

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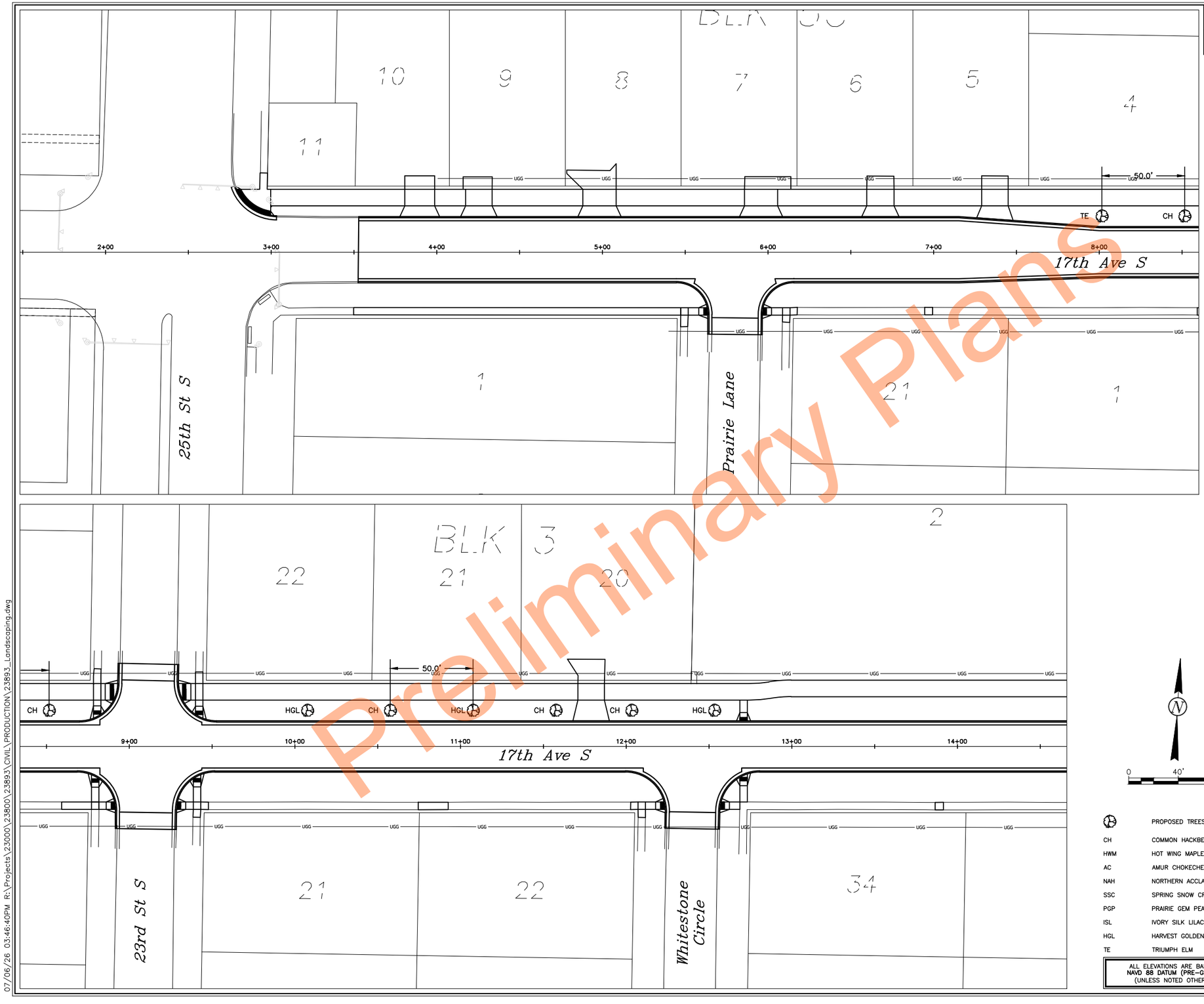
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

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




Preliminary Plans

| | |
|---|---|
| | 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*

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

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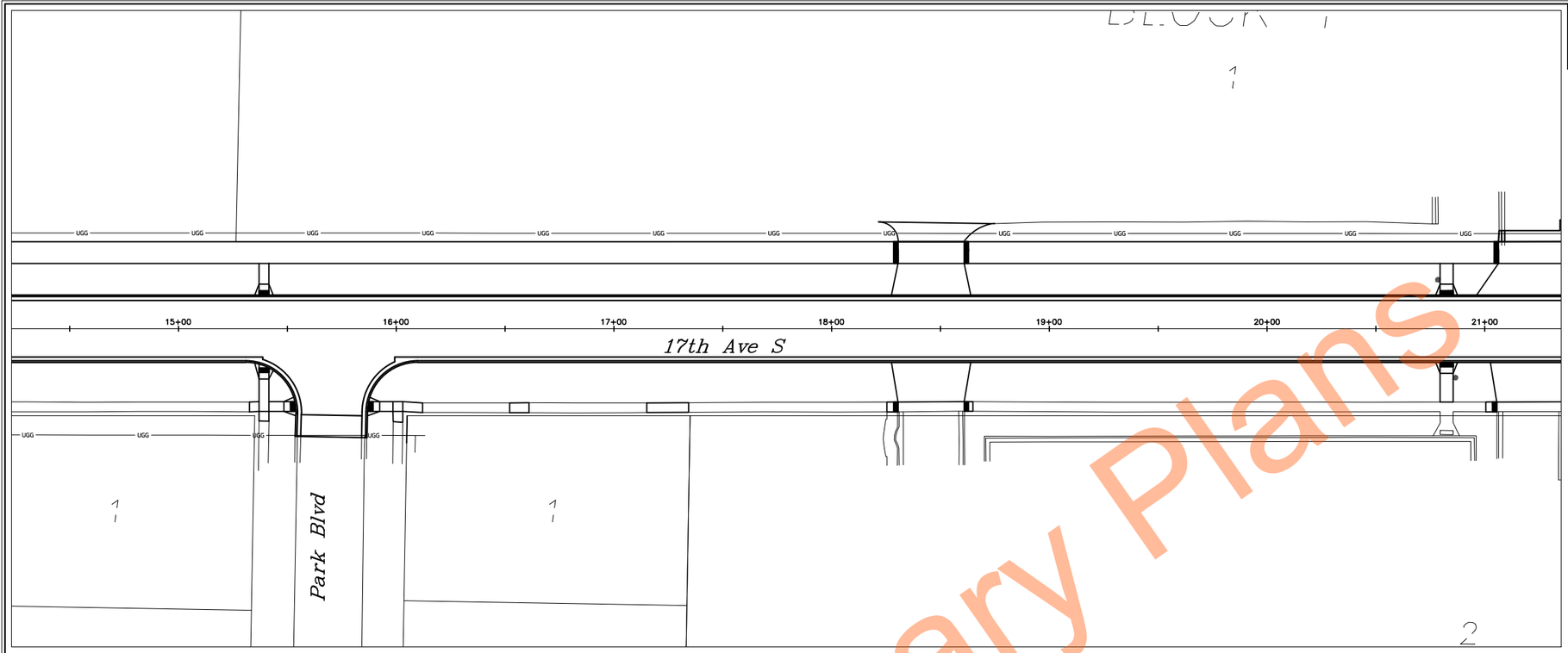
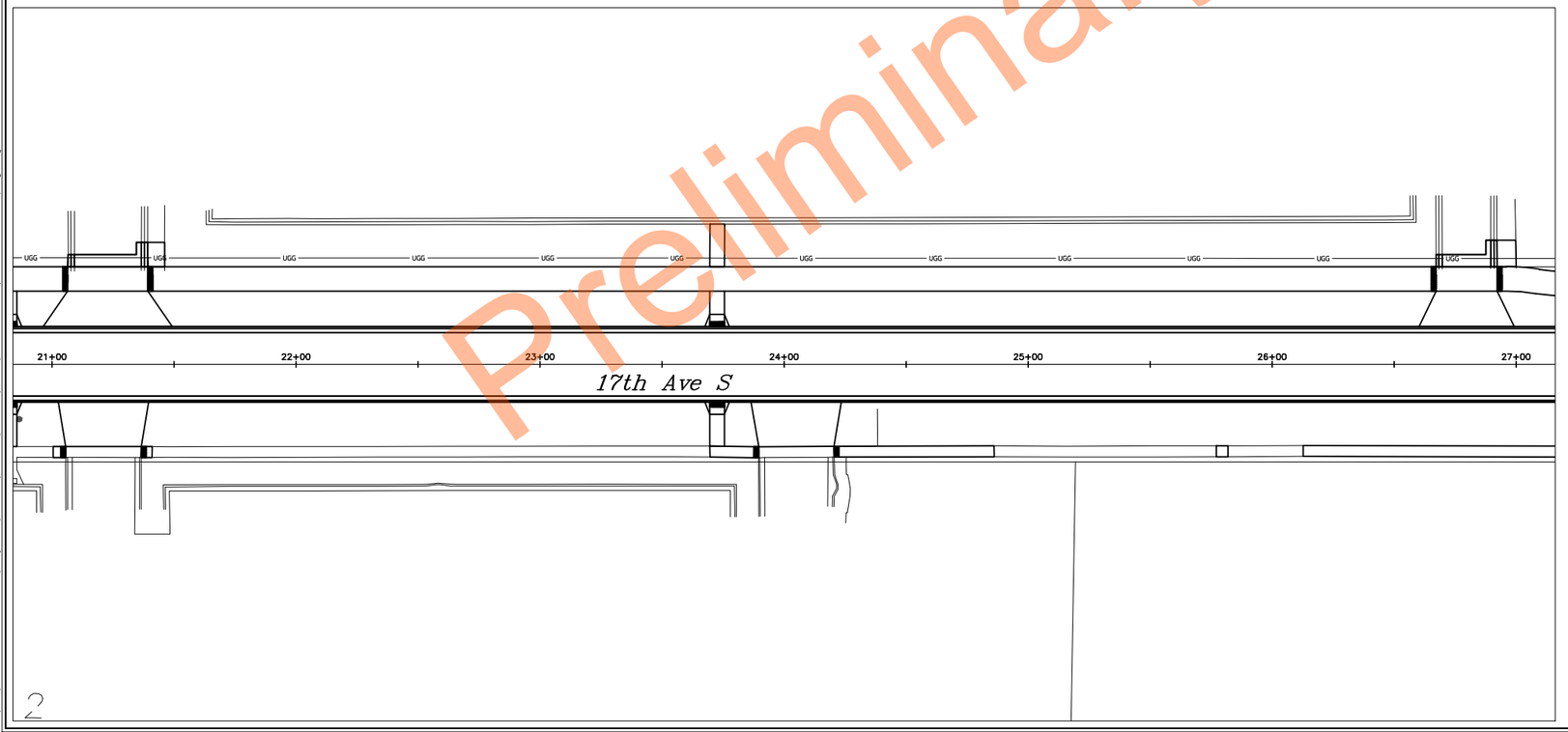
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

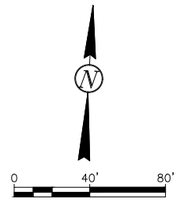
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 85 | 2 |

SPEC CODE PAY ITEM — QTY UNIT




Preliminary Plans




| | |
|---|---|
| | 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*

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

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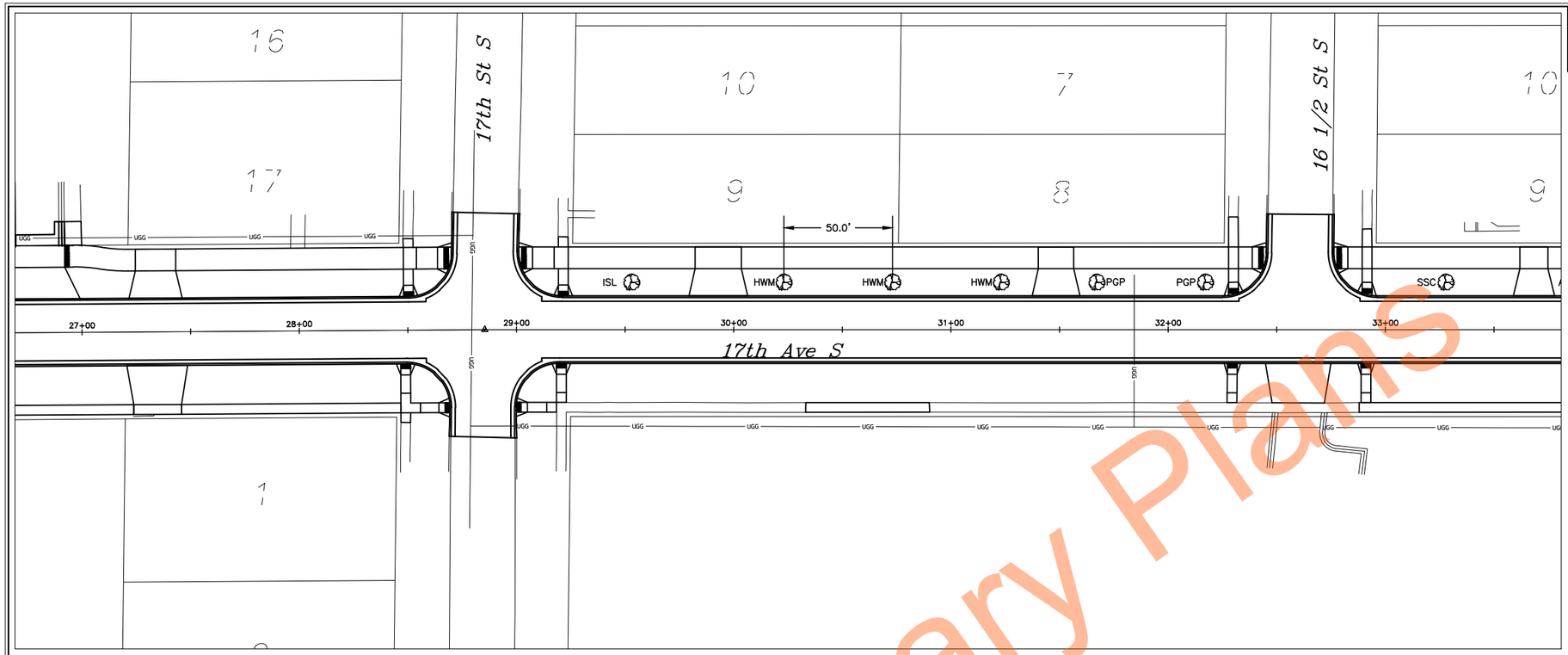


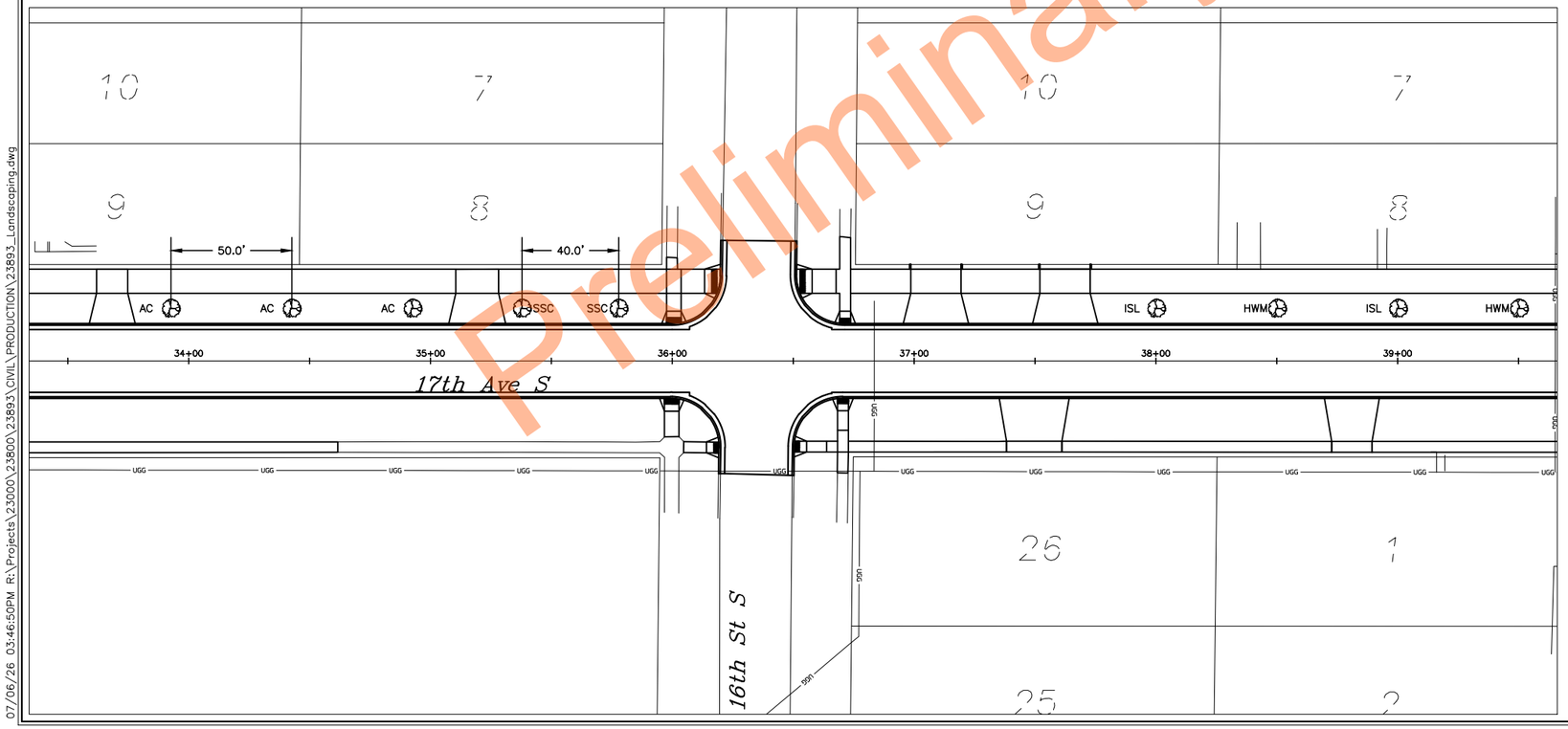


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 85 | 3 |

| 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 |

Preliminary Plans

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 |

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*

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

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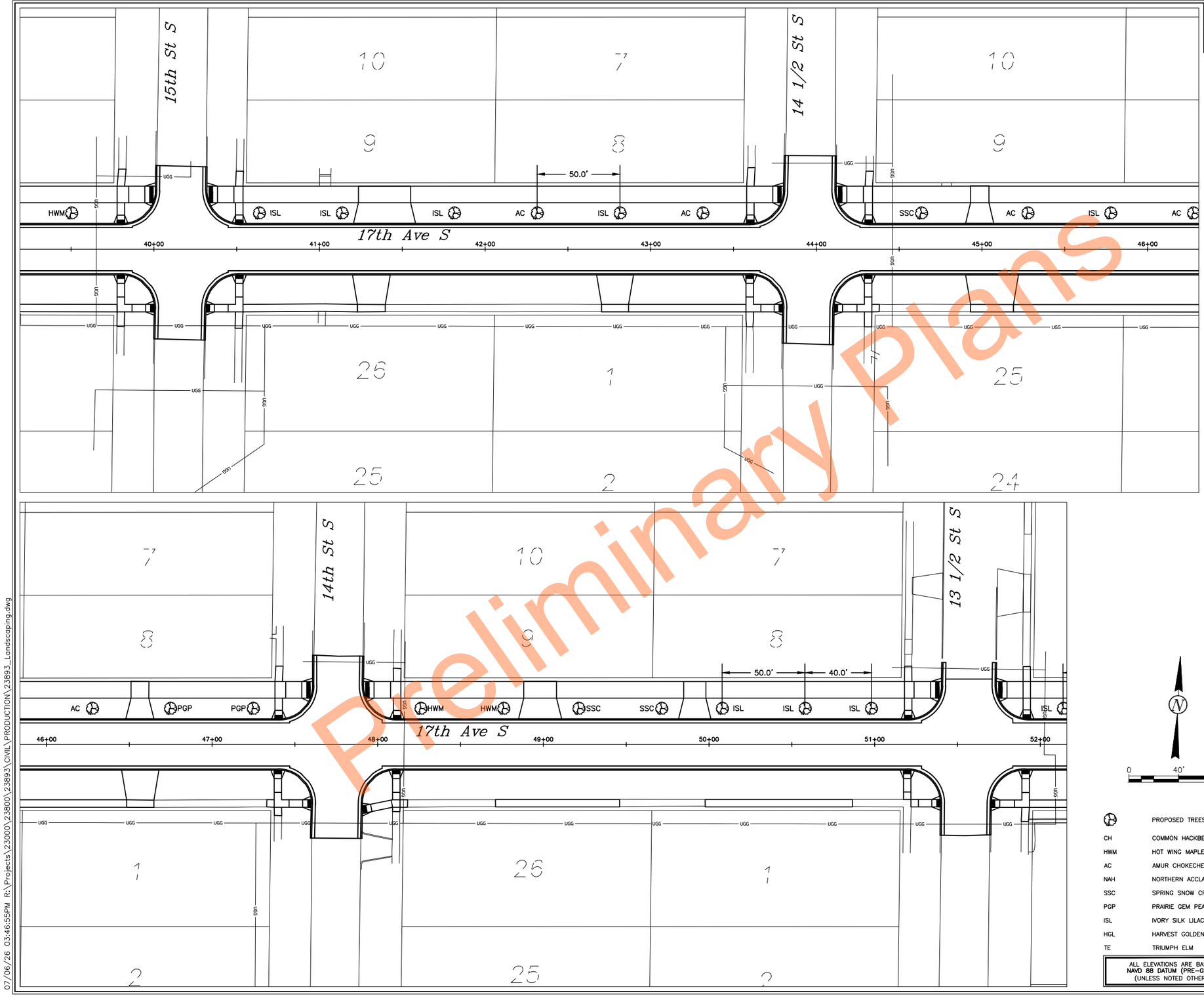
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

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




| | |
|---|---|
| | 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)

0 40' 80'

| 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*

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

Preliminary Plans

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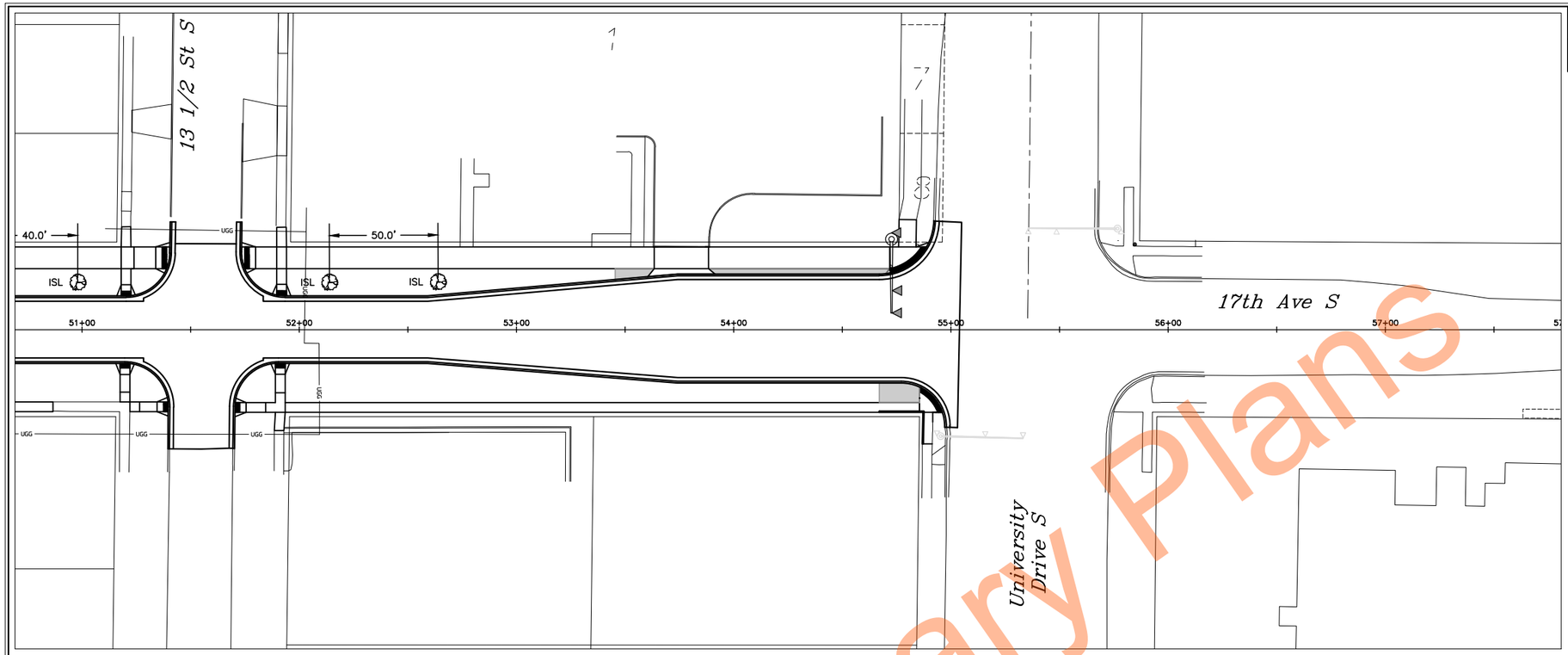


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 85 | 5 |

| SPEC | CODE | PAY ITEM | QTY | UNIT |
|---|---|---|---|---|
| 970 | 2392 | Ivory Silk Lilac | 2 | EA |

Preliminary Plans

| | |
|---|---|
| | 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)

0 40' 80'

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*

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

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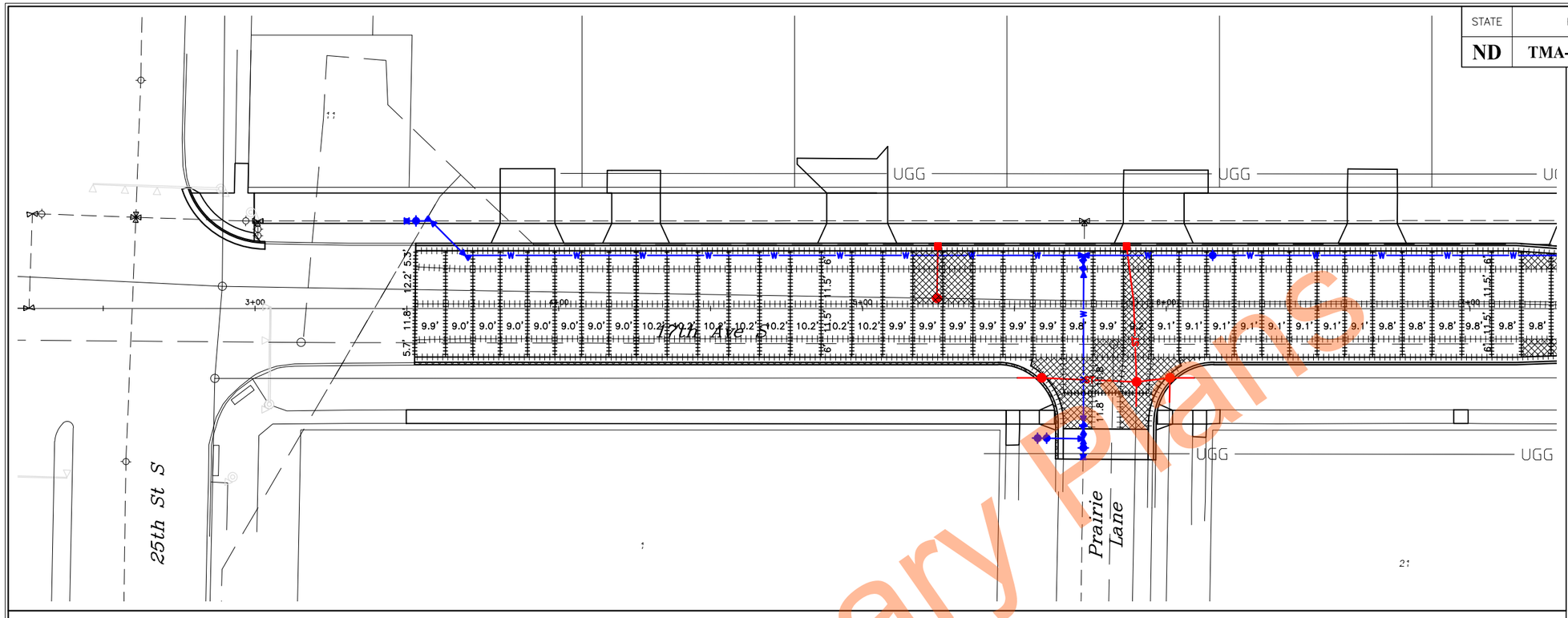
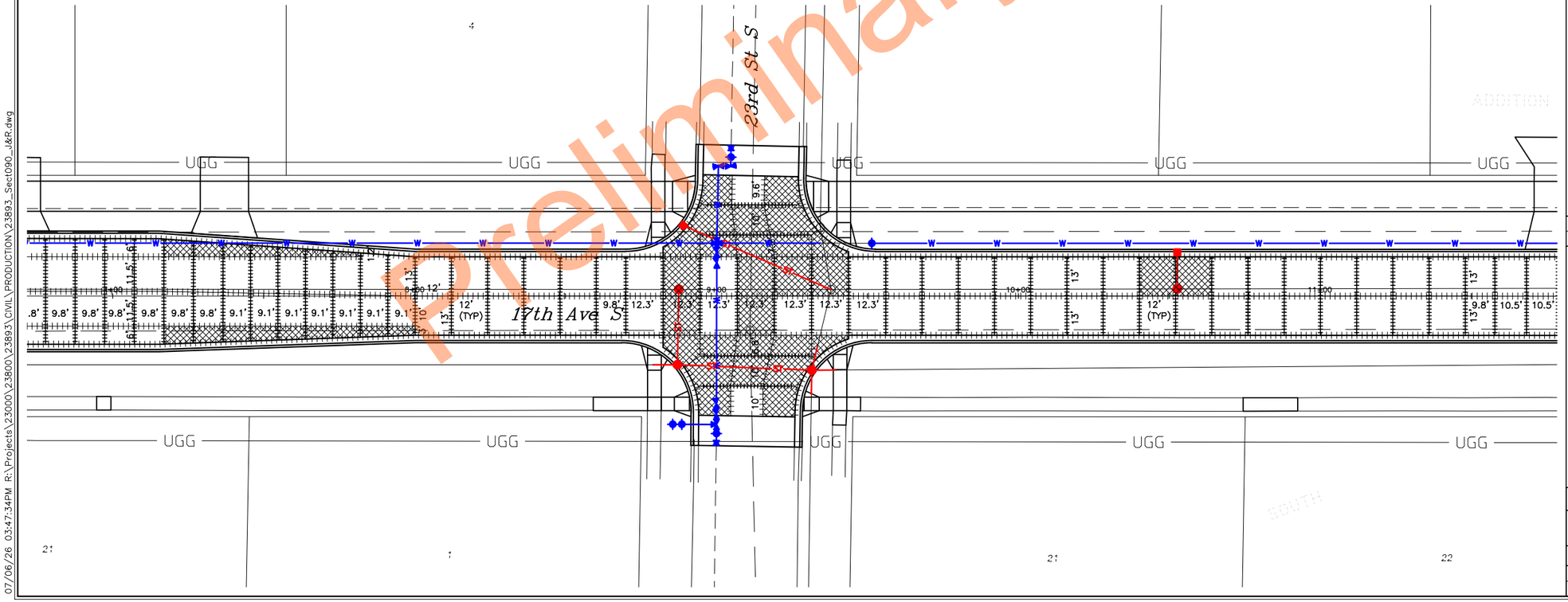
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

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

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

**Jointing & Reinforcing**

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 |

Preliminary Plans

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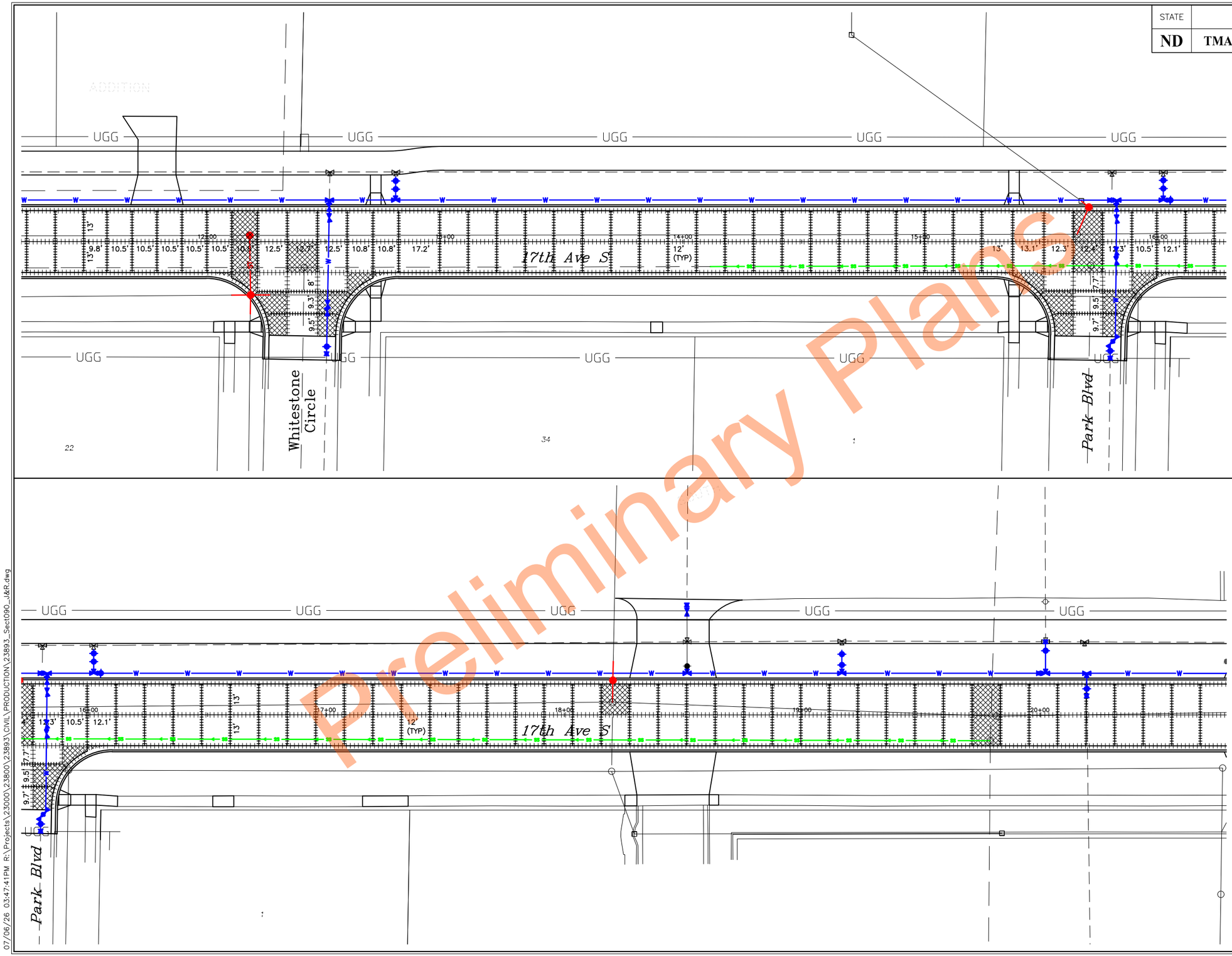
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 090 | 2 |




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 | |

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

**Jointing & Reinforcing**

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 |

Preliminary Plans

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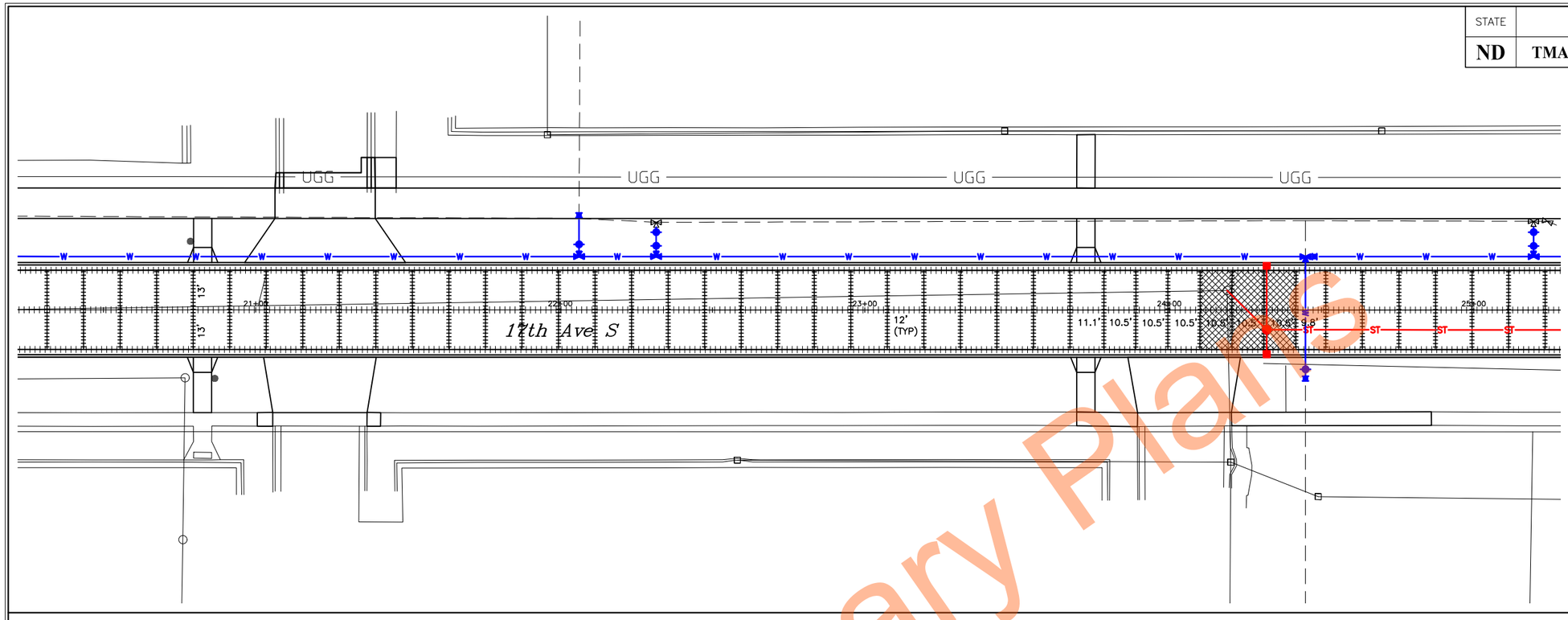
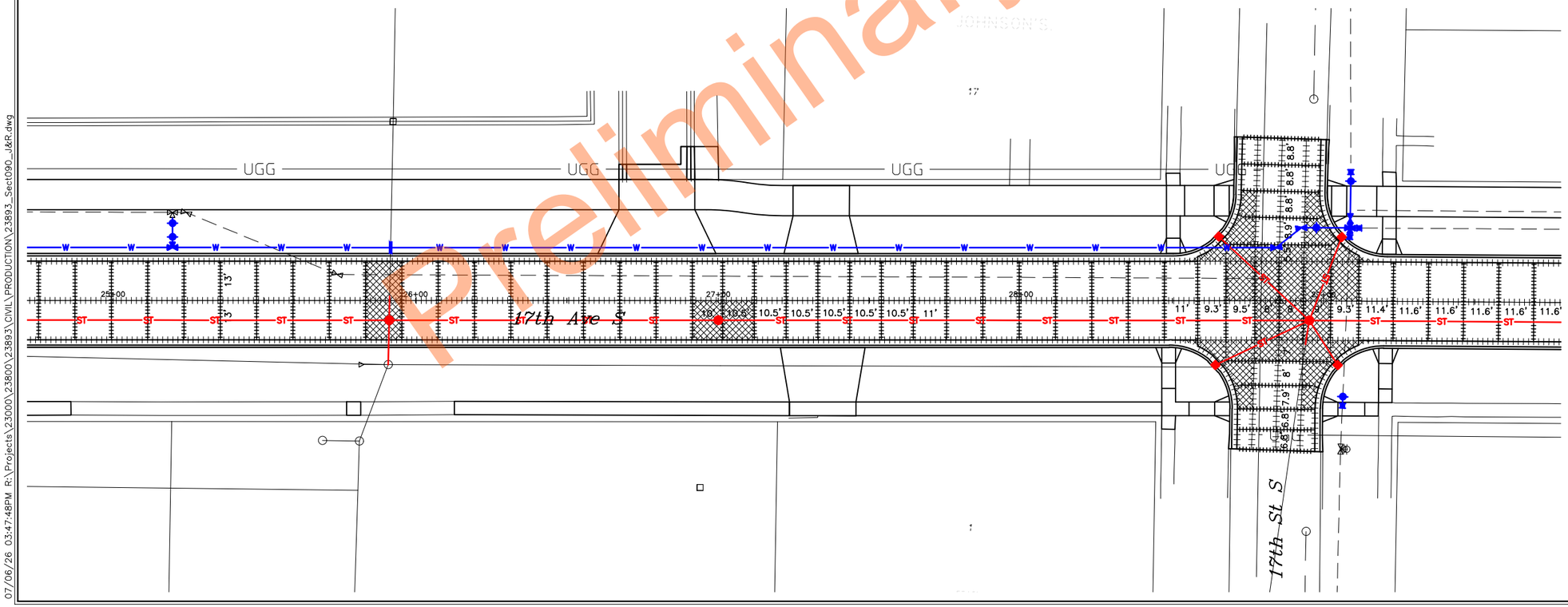
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 090 | 3 |




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 | ▨ |

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

**Jointing & Reinforcing**

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 |

Preliminary Plans

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

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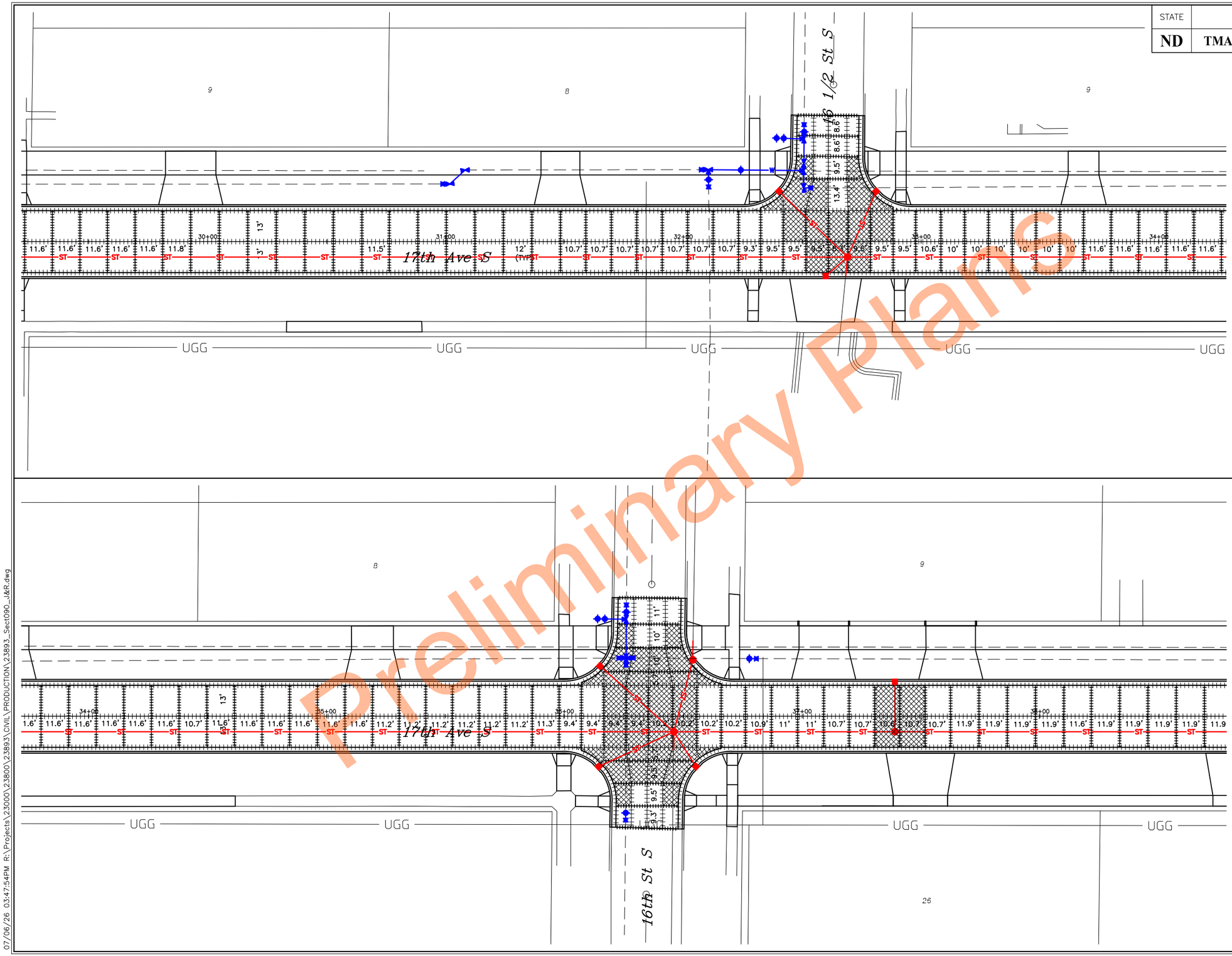
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 090 | 4 |




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 | ▨ |

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

REVISIONS

| 3 | 2 | 1 |
|---|---|---|
| | | |

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NORTH DAKOTA

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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 |

Preliminary Plans

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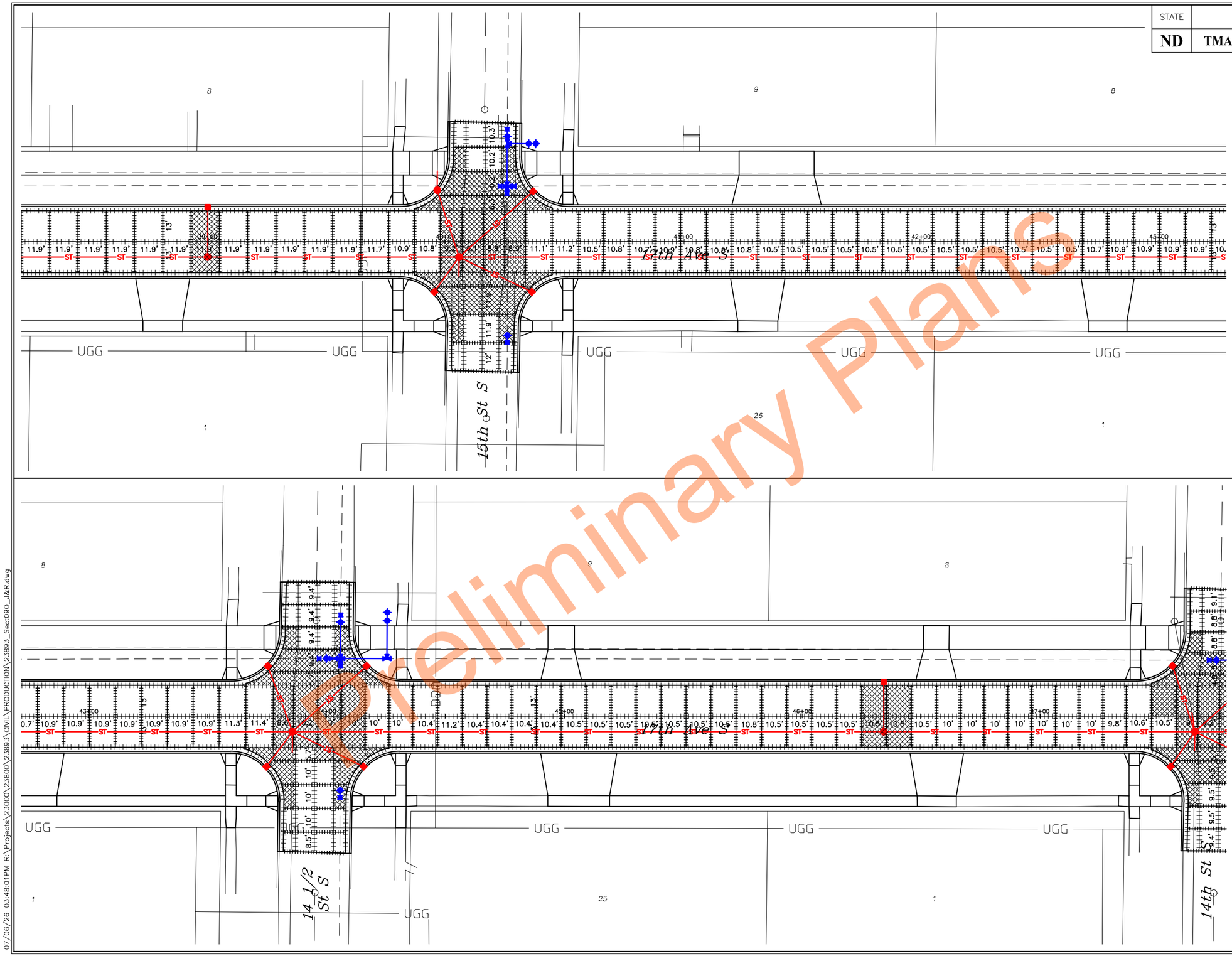


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N

0 20' 40'

LEGEND

| | |
|---|---|
| EXISTING JOINT | ——— |
| DOWELED JOINT | +++++ |
| CONSTRUCTION JOINT | ——— |
| PAVEMENT REINFORCEMENT | ▨ |

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

REVISIONS

| 3 | 2 | 1 |
|---|---|---|
| | | |

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REGISTERED PROFESSIONAL ENGINEER
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NORTH DAKOTA

**Jointing & Reinforcing**

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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Preliminary Plans

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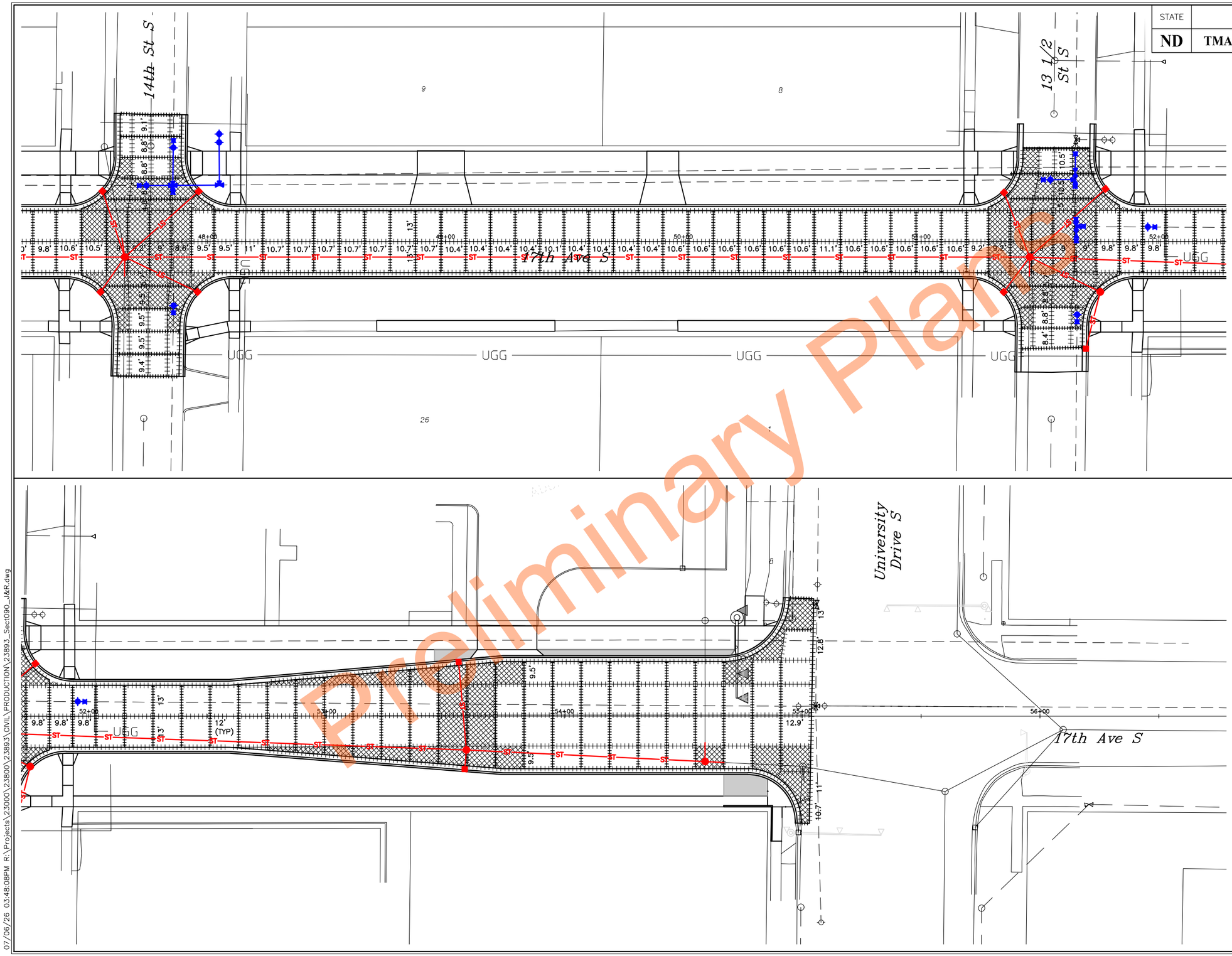
| ND | TMA-SU-CRP-8-984 (181) | 090 | 6 |




NOTES:
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N

0 20' 40'

LEGEND

| | |
|---|---|
| EXISTING JOINT | ——— |
| DOWELED JOINT | +++++ |
| CONSTRUCTION JOINT | ——— |
| PAVEMENT REINFORCEMENT | ▨ |

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

REVISIONS

| 3 | 2 | 1 |
|---|---|---|
| | | |

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REGISTERED PROFESSIONAL ENGINEER
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*

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

Preliminary Plans

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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/

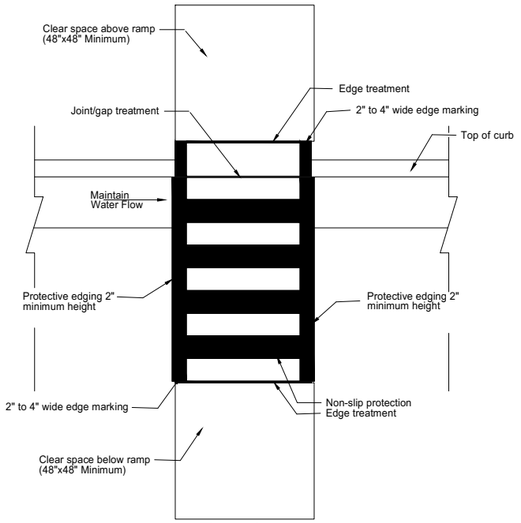
Preliminary Plans

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

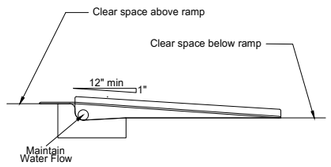
Traffic Control Devices List

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

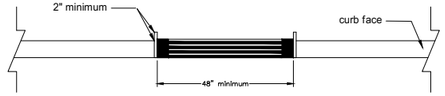
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 100 | 2 |




Top View

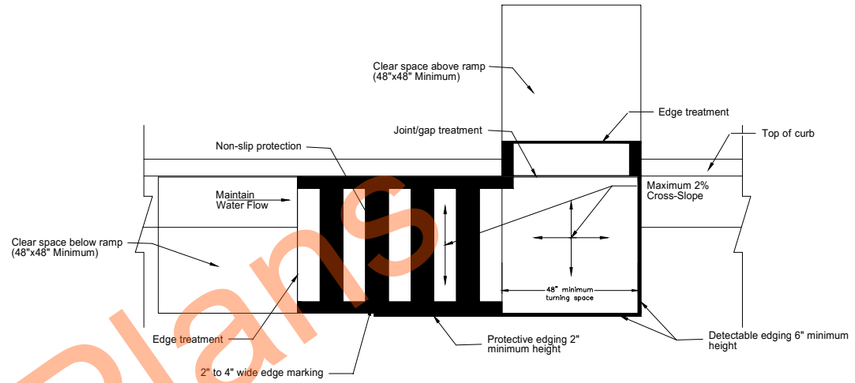



Side View

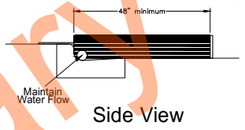



Front View

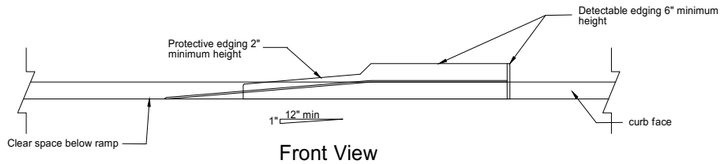
Temporary Perpendicular Curb Ramp




Top View



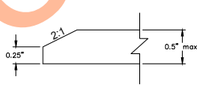

Side View




Front View

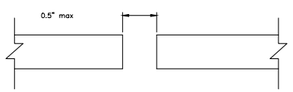
Temporary Parallel Curb Ramp

Edge Treatment




Maximum Surface
Height Change Detail

Joint/Gap Treatment




Maximum Width
Lateral Joints or Gaps

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

**Work Zone Traffic Control 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 |

Preliminary Plans

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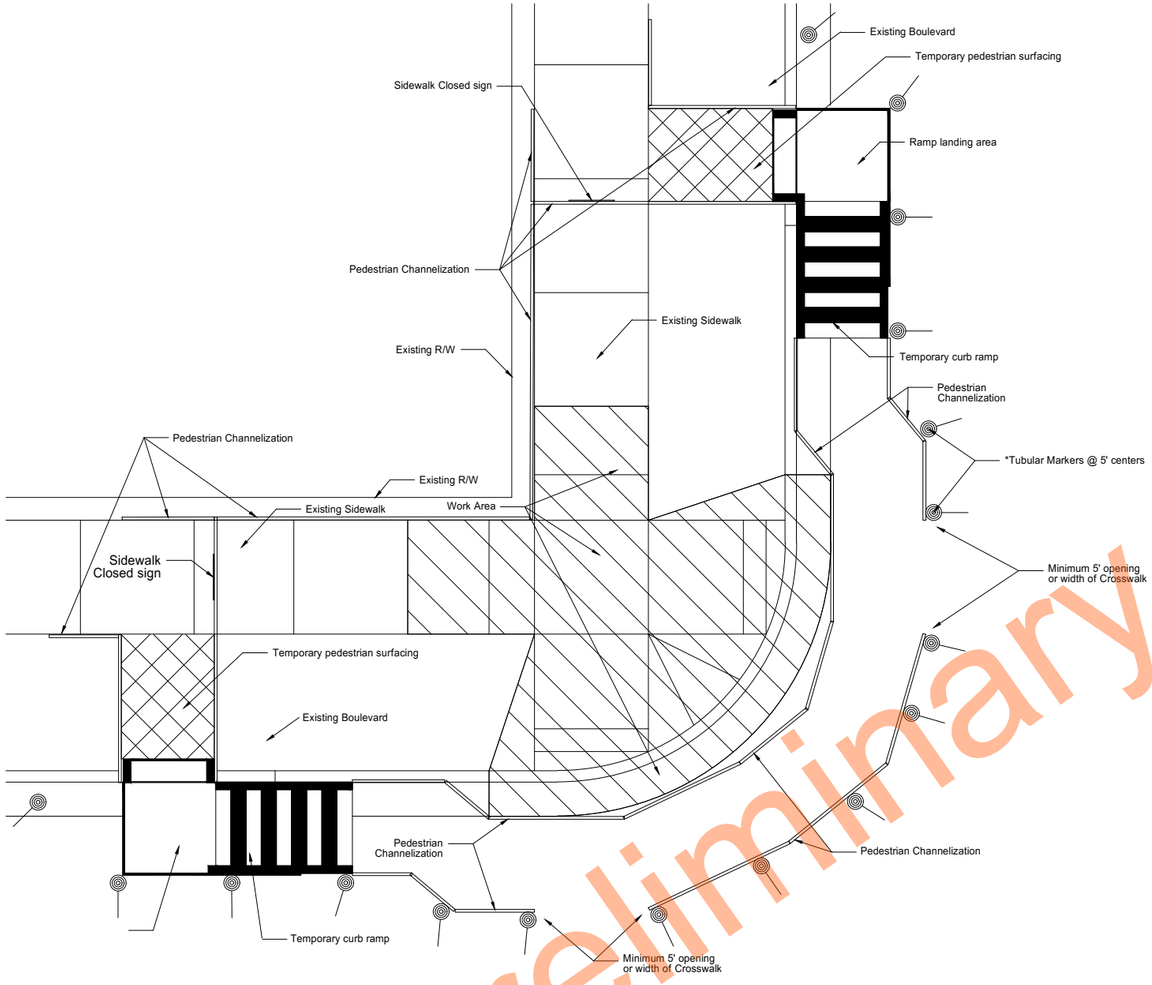
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 100 | 3 |




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

Preliminary Plans

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

REVISIONS

| 3 | 2 | 1 |
|---|---|---|

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NORTH DAKOTA

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

**Work Zone Traffic Control Details**

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

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

| | |
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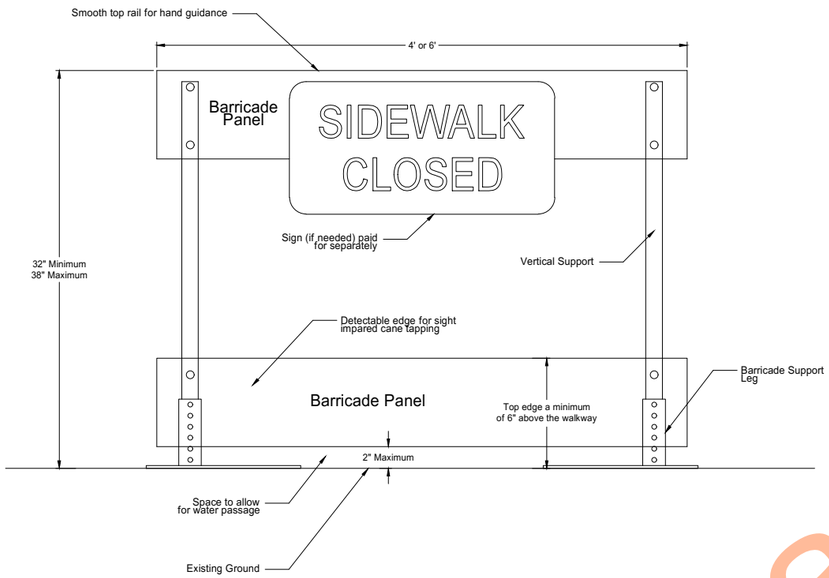
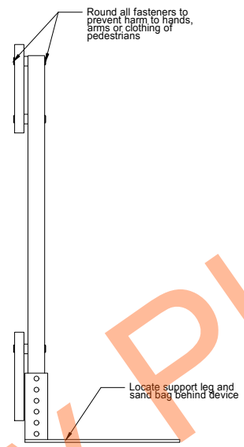
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 100 | 4 |




Front View

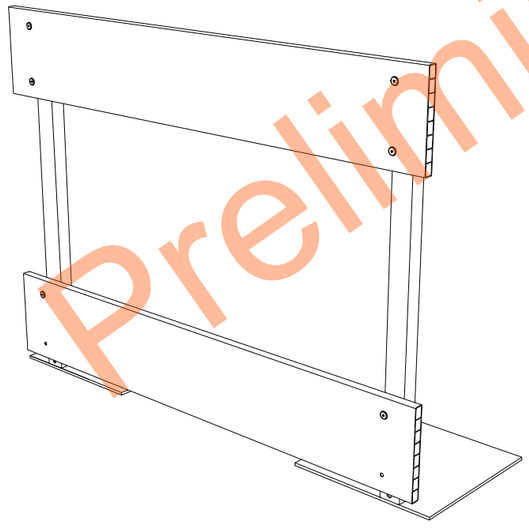



End View

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 (1L3) approved sidewalk barricades.
4. Include all costs to furnish, maintain and remove sidewalk barricades in the price bid for "Sidewalk Barricade".



Perspective View

Preliminary Plans

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

REVISIONS

| 3 | 2 | 1 |
|---|---|---|

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**Work Zone Traffic Control 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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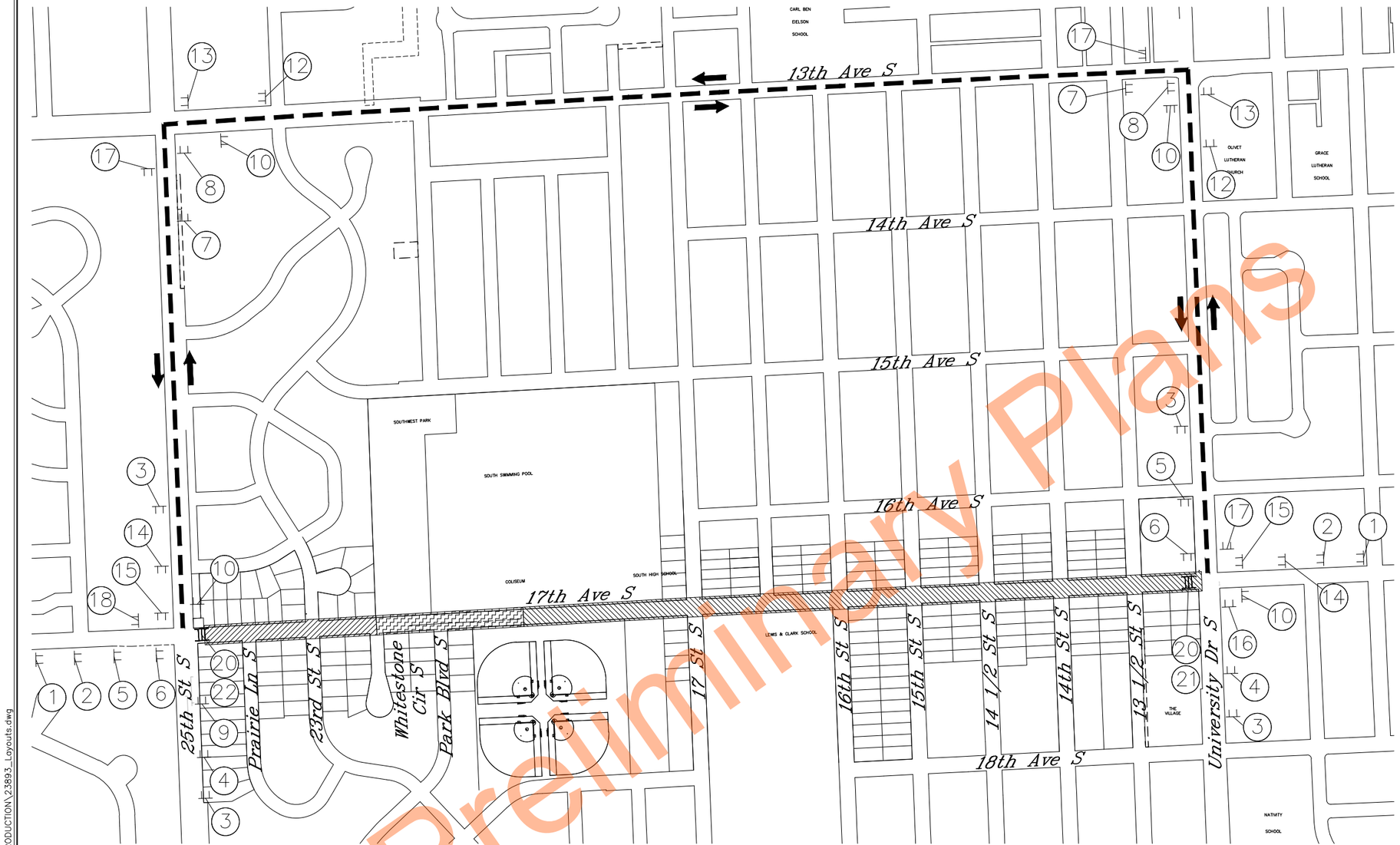


Preliminary Plans

| 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

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-GI*

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

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 — M6-1L-21

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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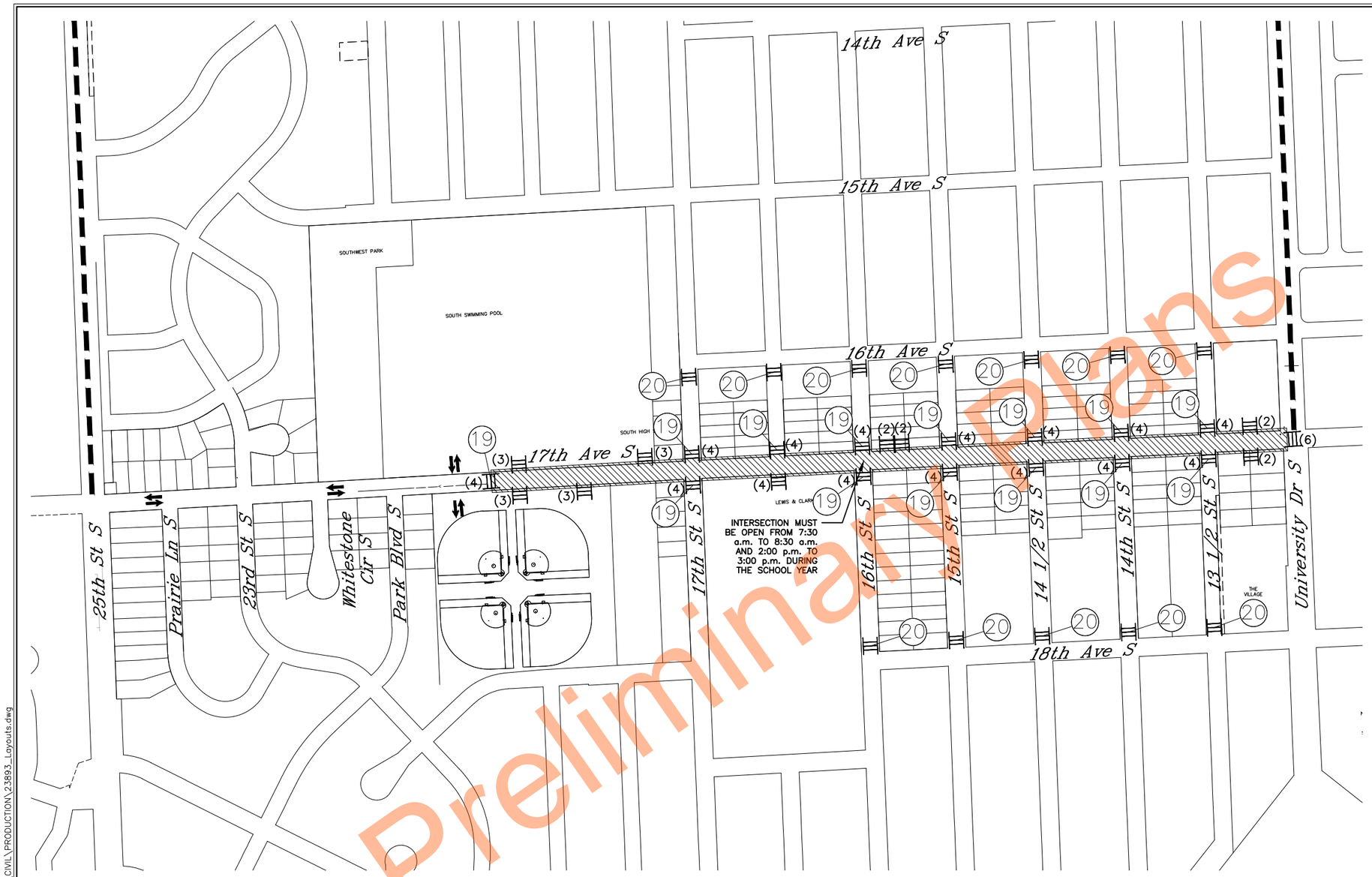


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 100 | 6 |

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

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

(19) ROAD CLOSED
R11-2-48

(20) STREET CLOSED TO THRU TRAFFIC
R11-4-60

**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 |
|---|---|
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Preliminary Plans

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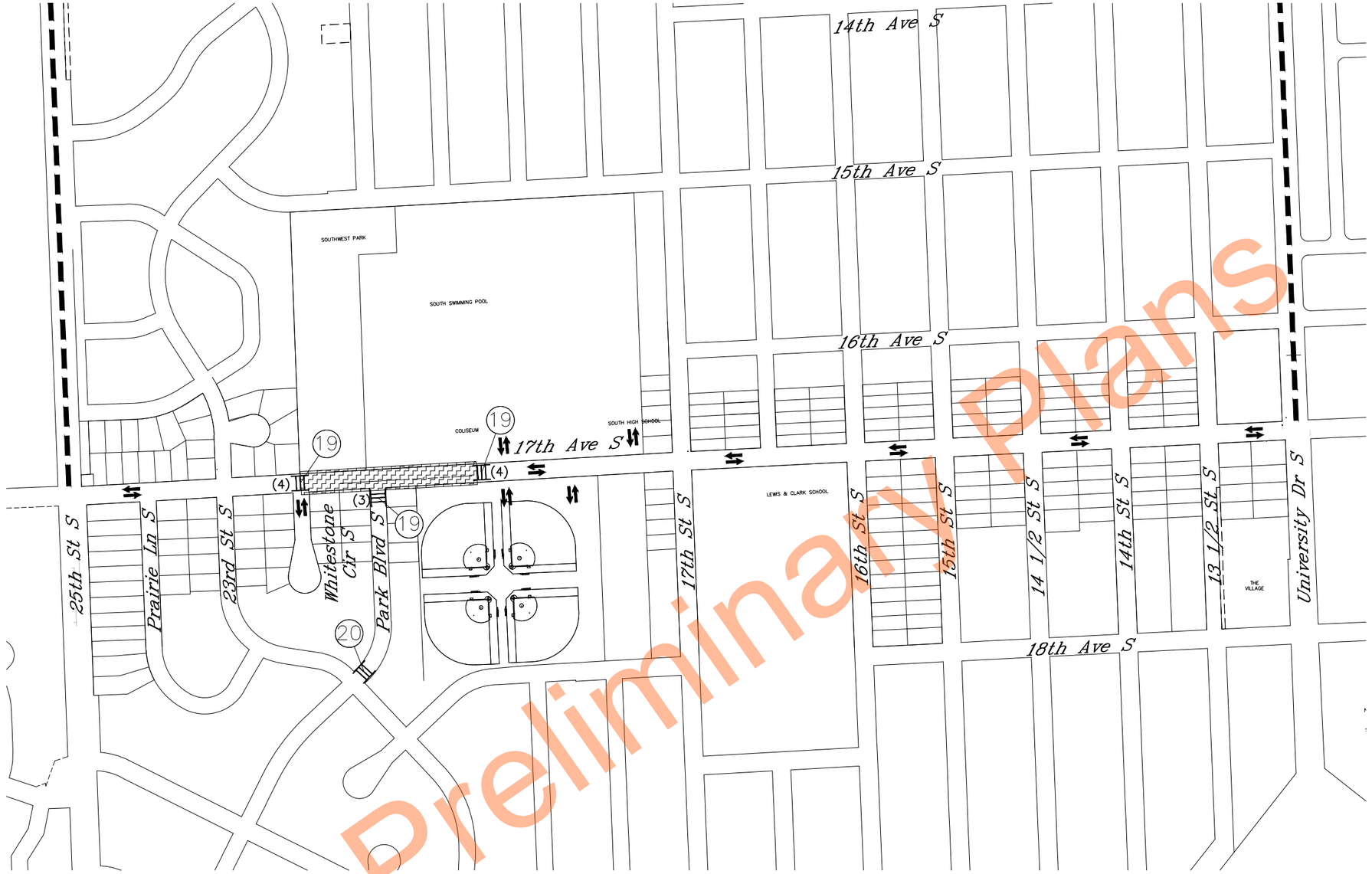


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 100 | 7 |

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

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19 ROAD CLOSED
R11-2-48

20 STREET CLOSED TO THRU TRAFFIC
R11-4-60

REVISIONS

| 3 | 2 | 1 |
|---|---|---|

SEAL

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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 |

Preliminary Plans

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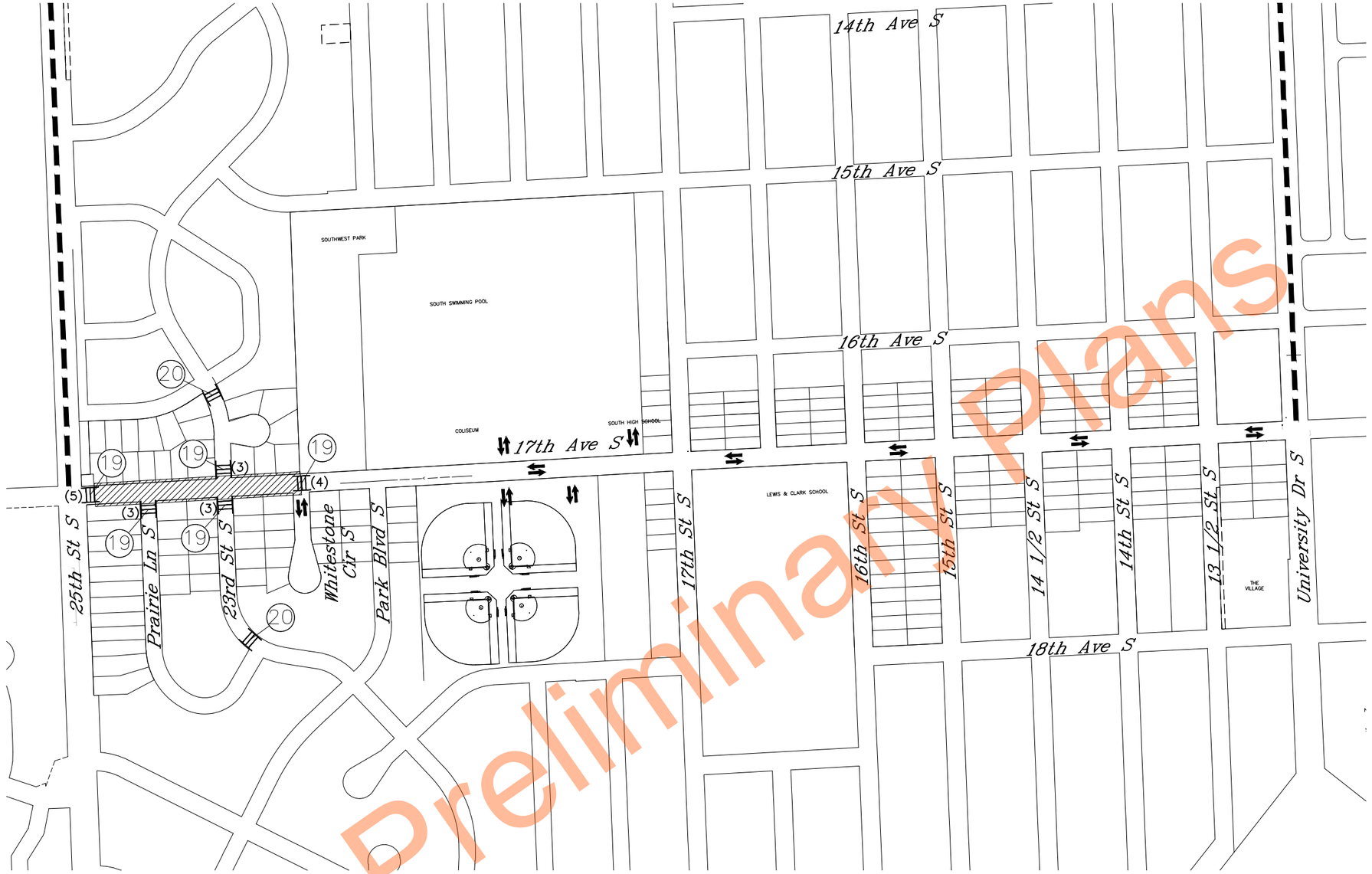


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 100 | 8 |

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

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19 ROAD CLOSED
R11-2-48

20 STREET CLOSED TO THRU TRAFFIC
R11-4-60

REVISIONS

| 3 | 2 | 1 |
|---|---|---|

SEAL

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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 |

Preliminary Plans

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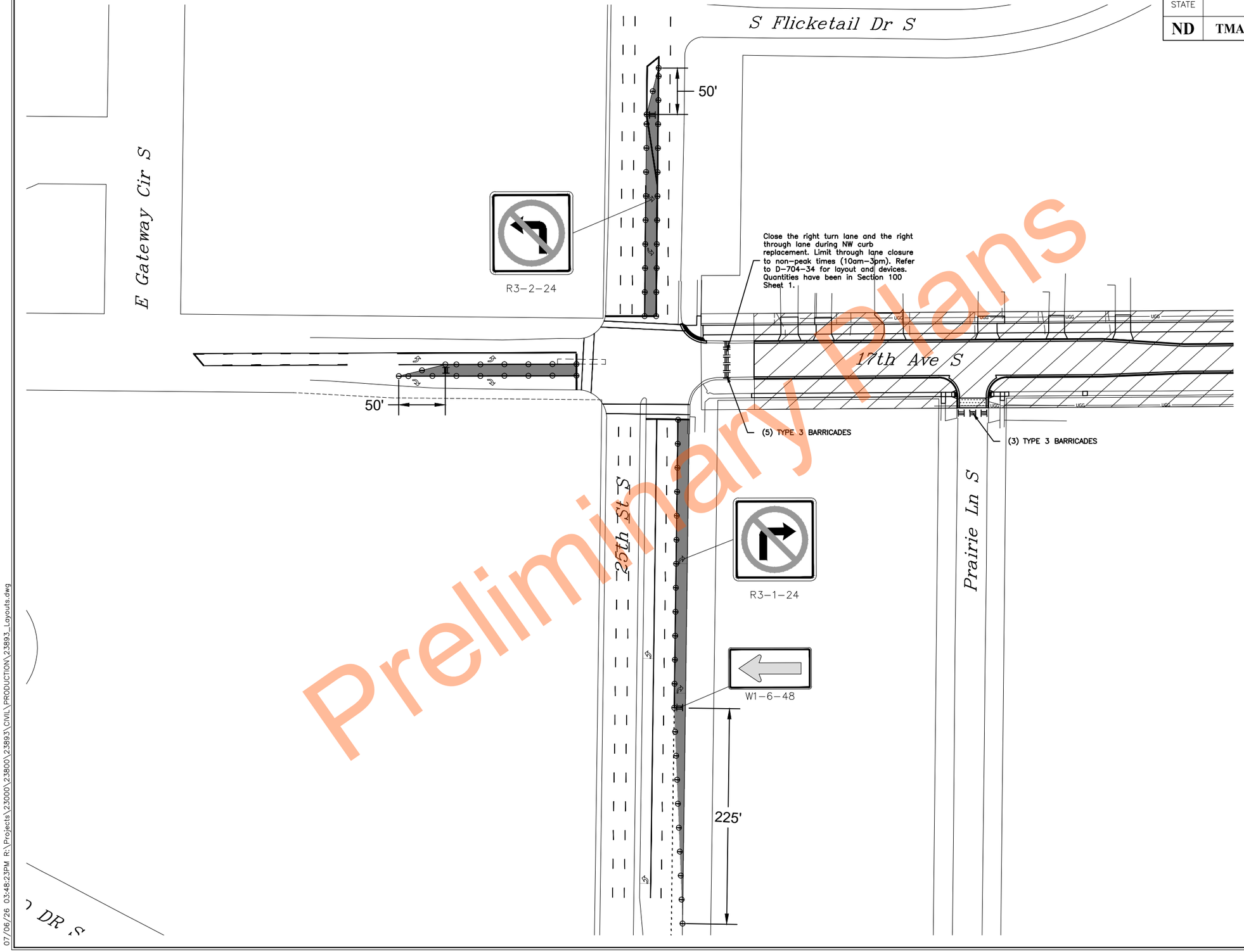
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 100 | 9 |




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

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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 |

Preliminary Plans

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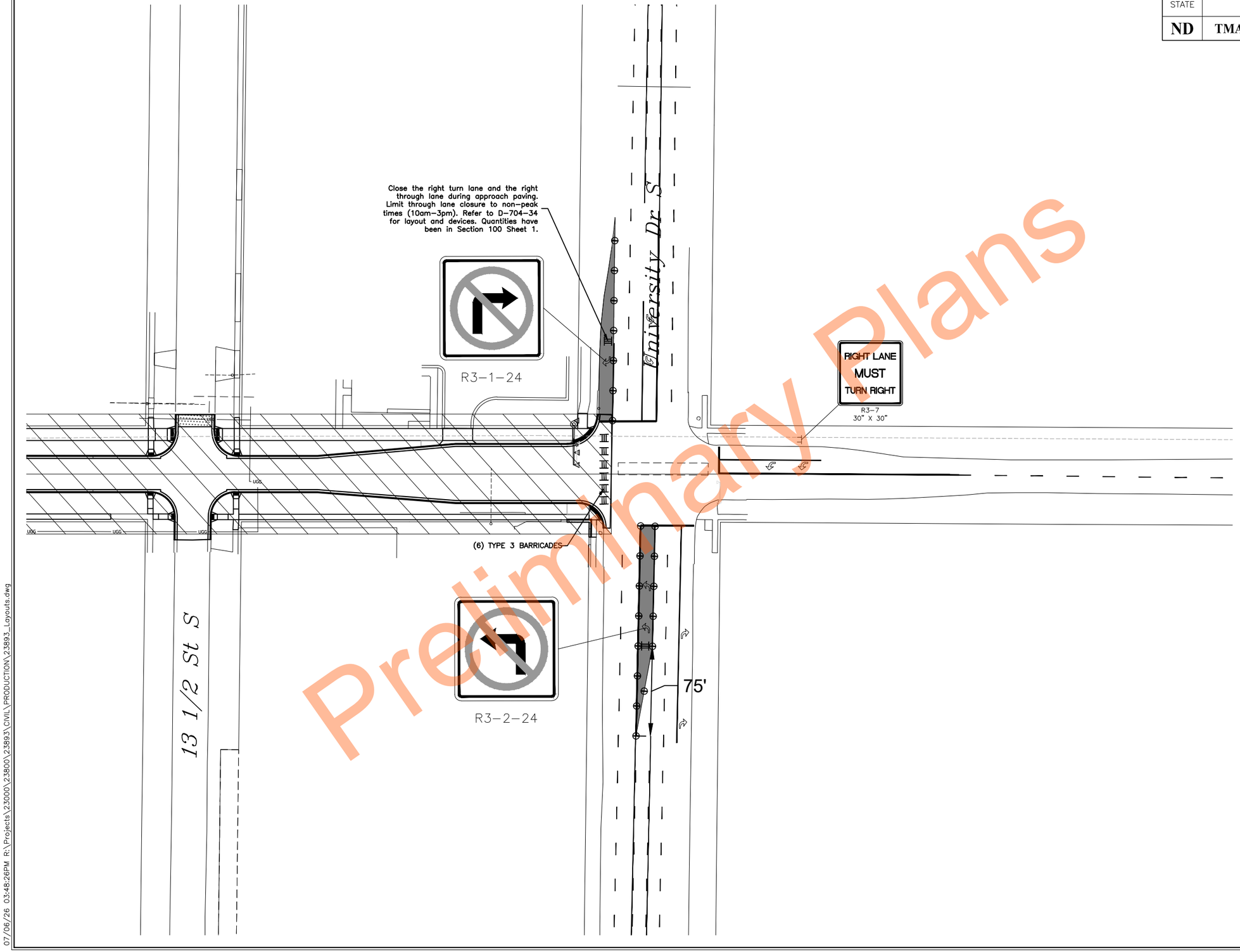
| ND | TMA-SU-CRP-8-984 (181) | 100 | 10 |




Preliminary Plans

0 60' 120'

LEGEND

- SEGMENT 1: STA 20+00 TO UNIVERSITY DR
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- SEGMENT 3: 25TH ST TO WHITESTONE CR
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- ACCESS
- TYPE 3 BARRICADE
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REVISIONS

③ ② ①

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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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|---|---|
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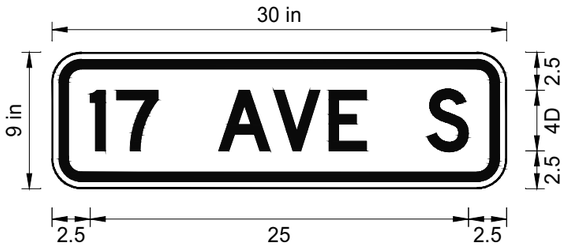
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 100 | 11 |

| | |
|---|---|
| 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 | | | | | | | | | | | | | | | |

Preliminary Plans

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 | | | | |

Preliminary Plans

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 |

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RP | Lt / Rt | No. | No. | IV SF | XI SF | 1st LF | 2nd LF | Size inch x inch | Clearance FT | Sign EA | LF | Reinf Sleeve EA | Light Standard EA | Omni-Directional 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 |

Preliminary Plans

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-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 | | |

Preliminary Plans

REVISIONS

③ ② ①

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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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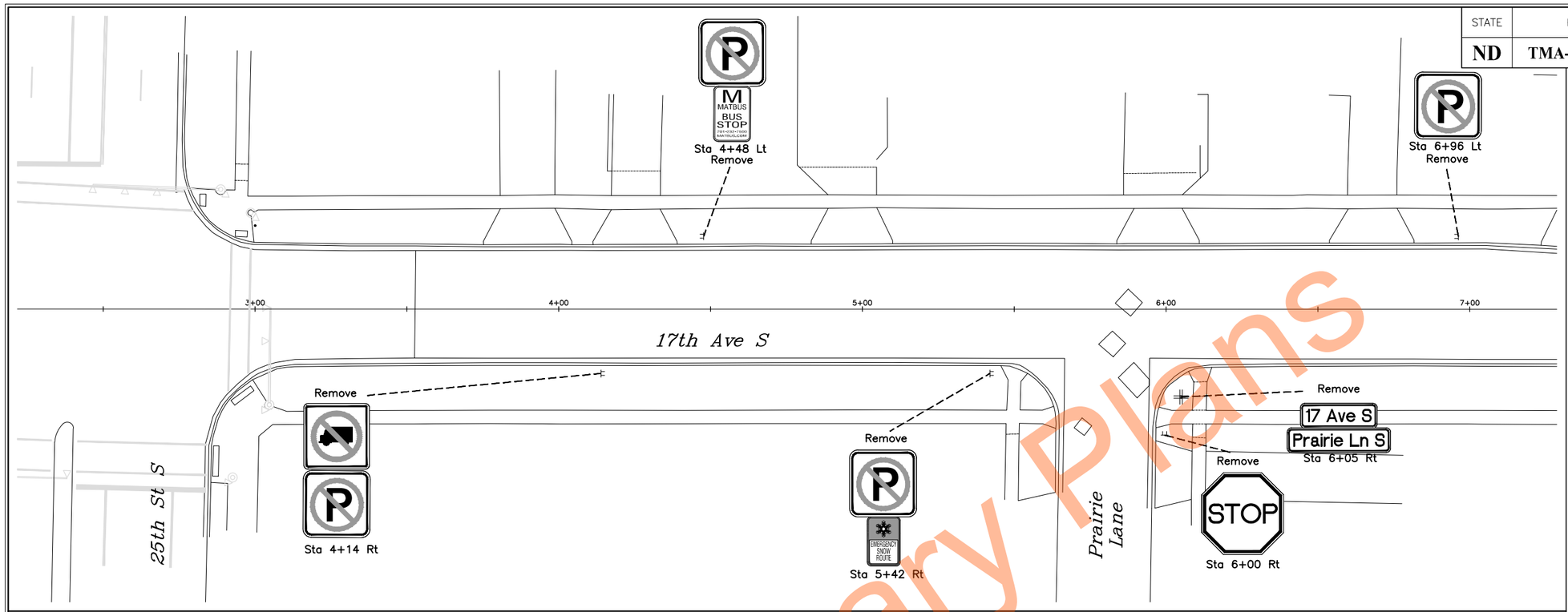
| ND | TMA-SU-CRP-8-984 (181) | 110 | 4 |




Preliminary Plans

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*

| DESIGN BY: TJB | CHECKED BY: EAG |
|---|---|
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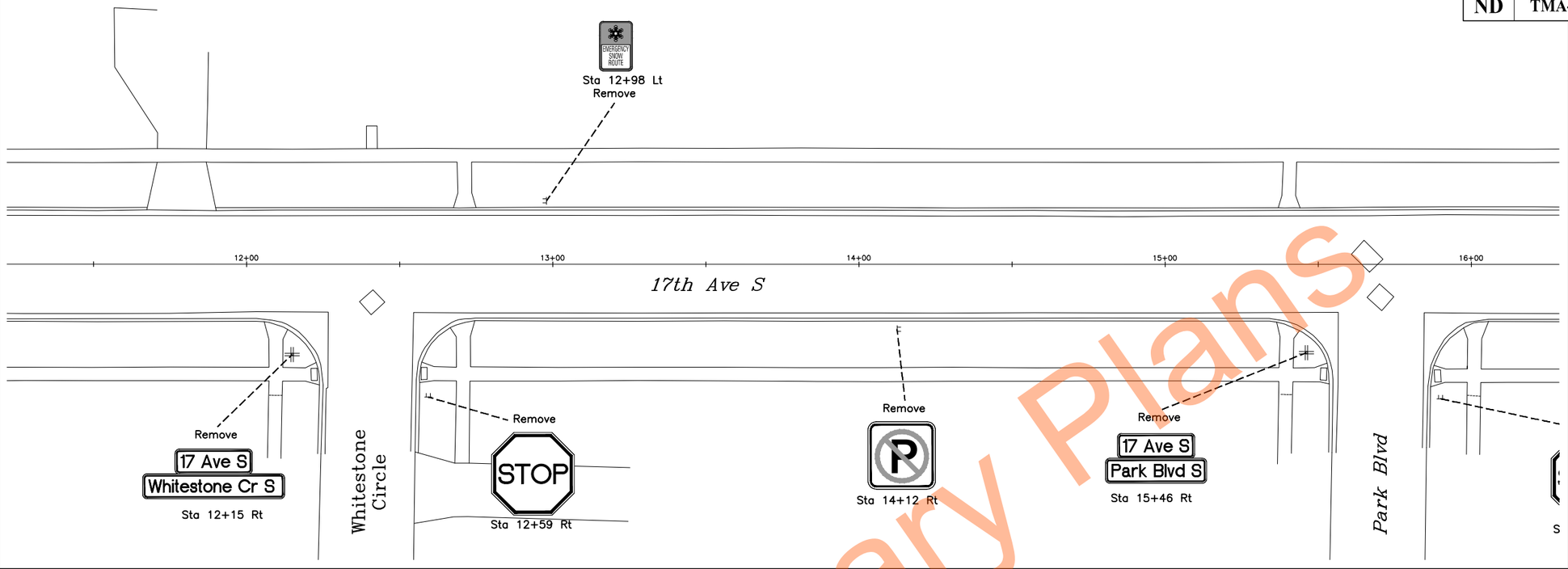
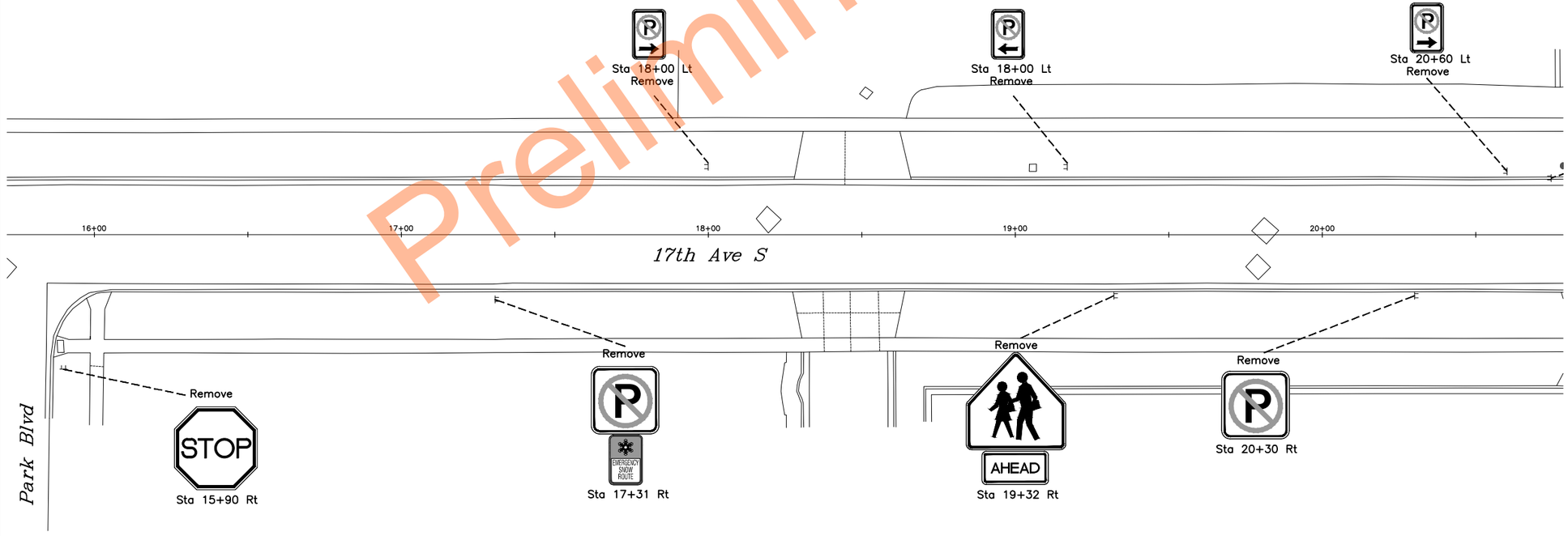
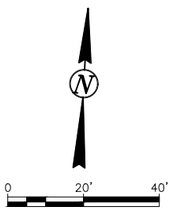



Preliminary Plans




REVISIONS

| 3 | 2 | 1 |
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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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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
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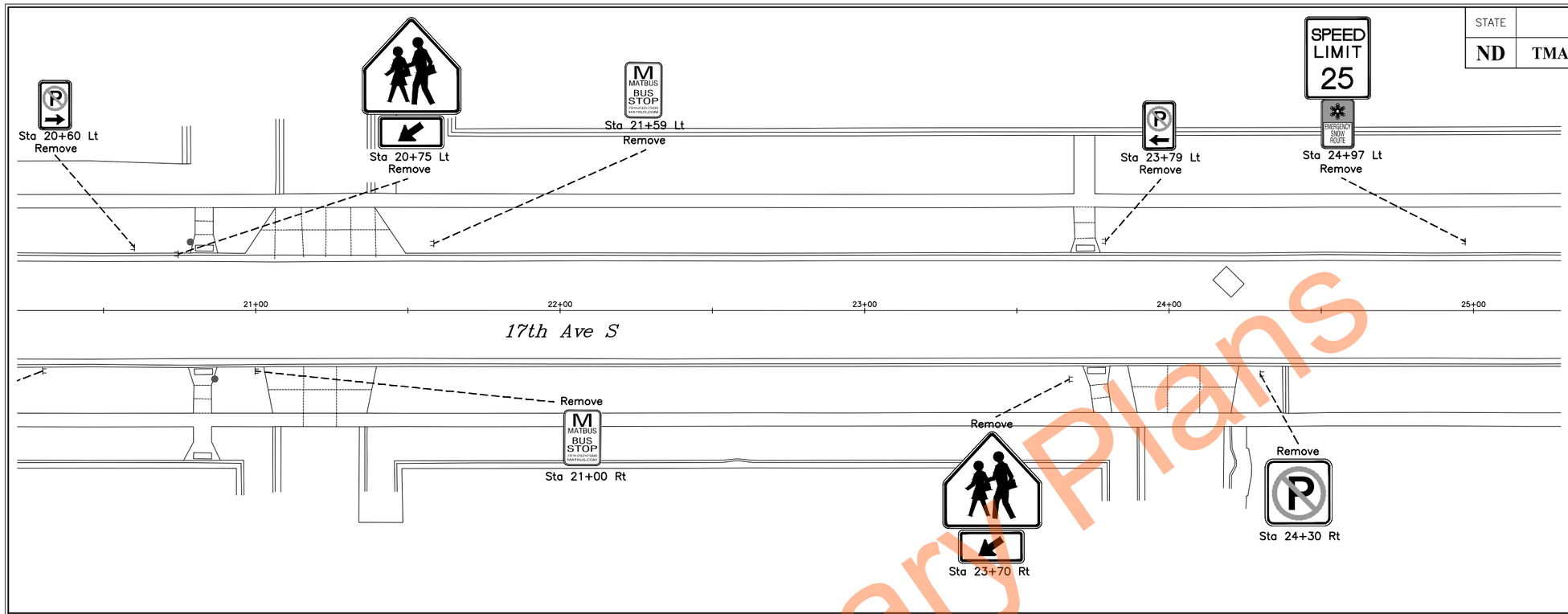


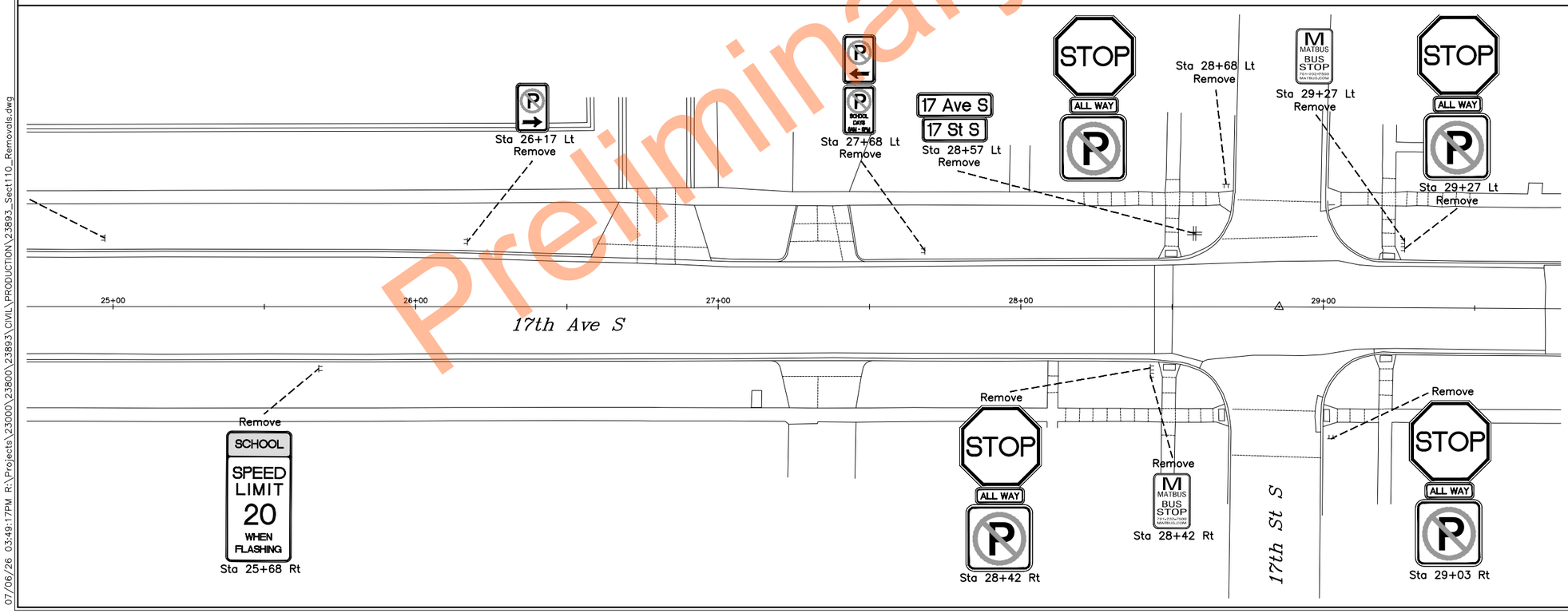


Preliminary Plans

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 |

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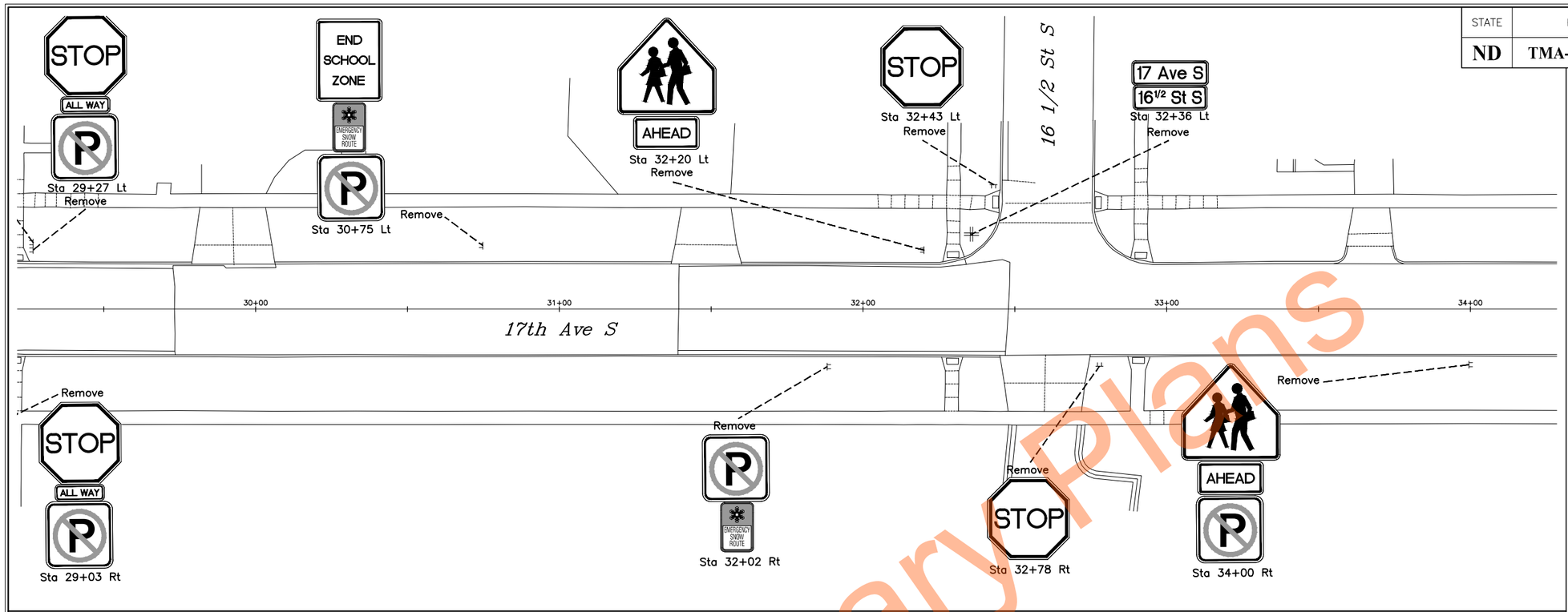
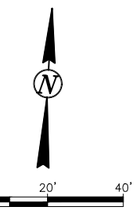



Preliminary Plans




REVISIONS

| 3 | 2 | 1 |
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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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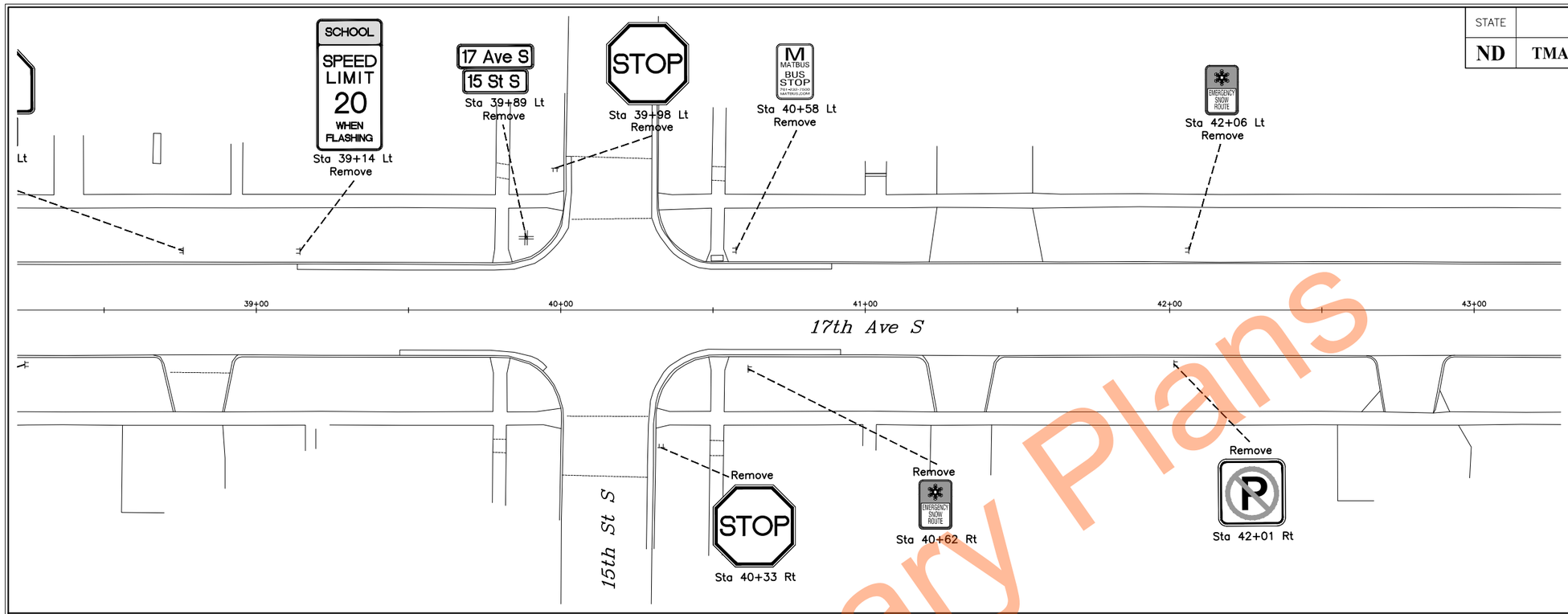
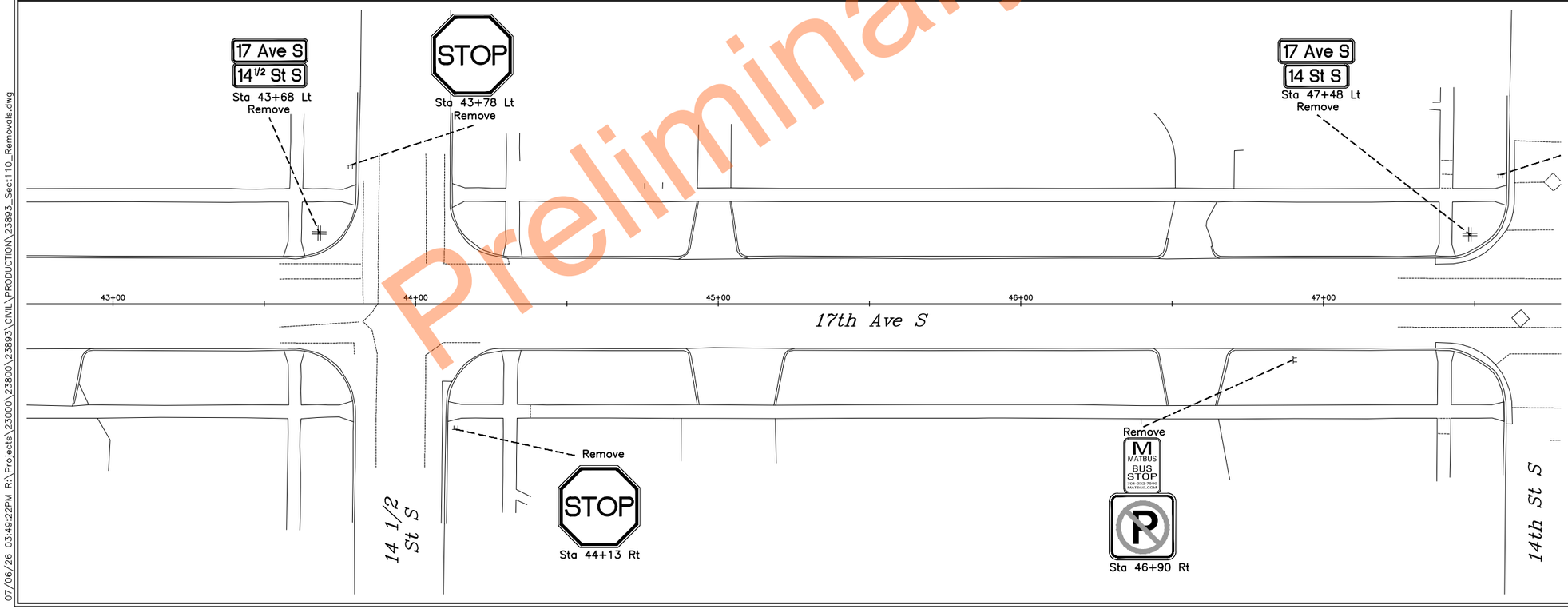
| ND | TMA-SU-CRP-8-984 (181) | 110 | 8 |




Preliminary Plans

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 |
|---|---|
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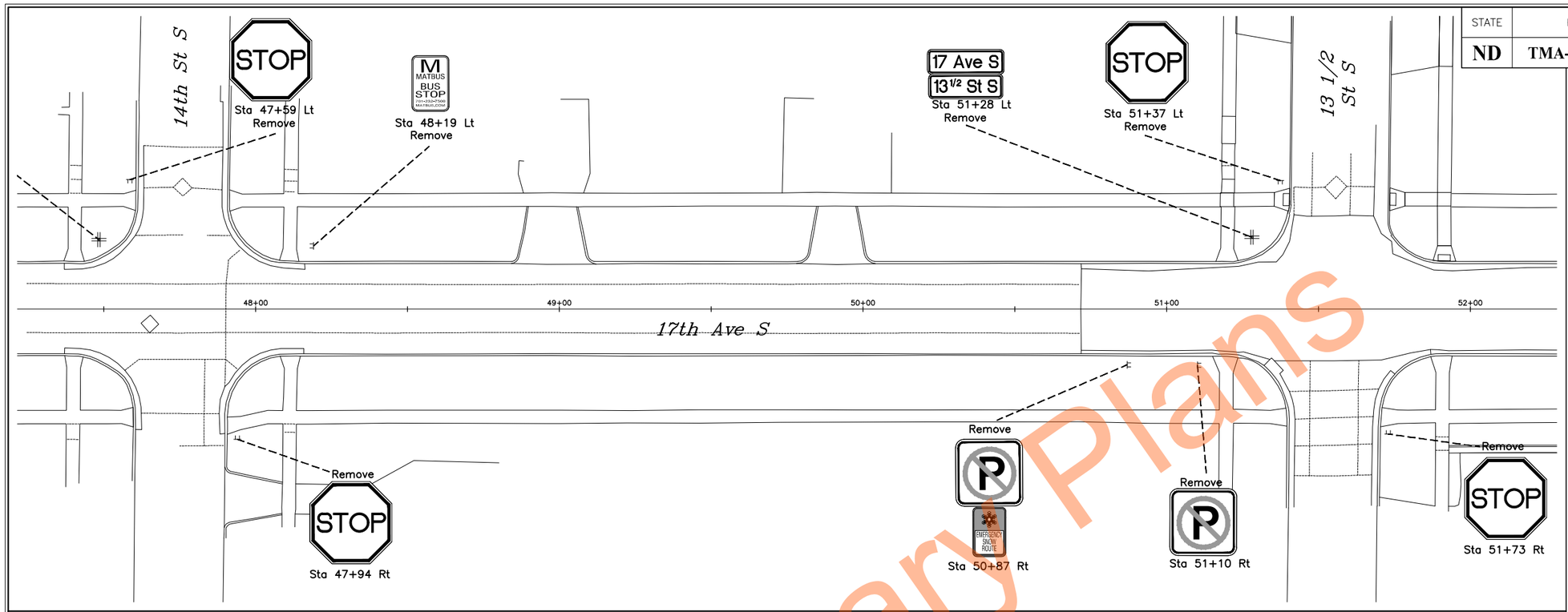


Preliminary Plans

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0 20' 40'

REVISIONS

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|---|---|---|

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. |
|---|---|---|---|
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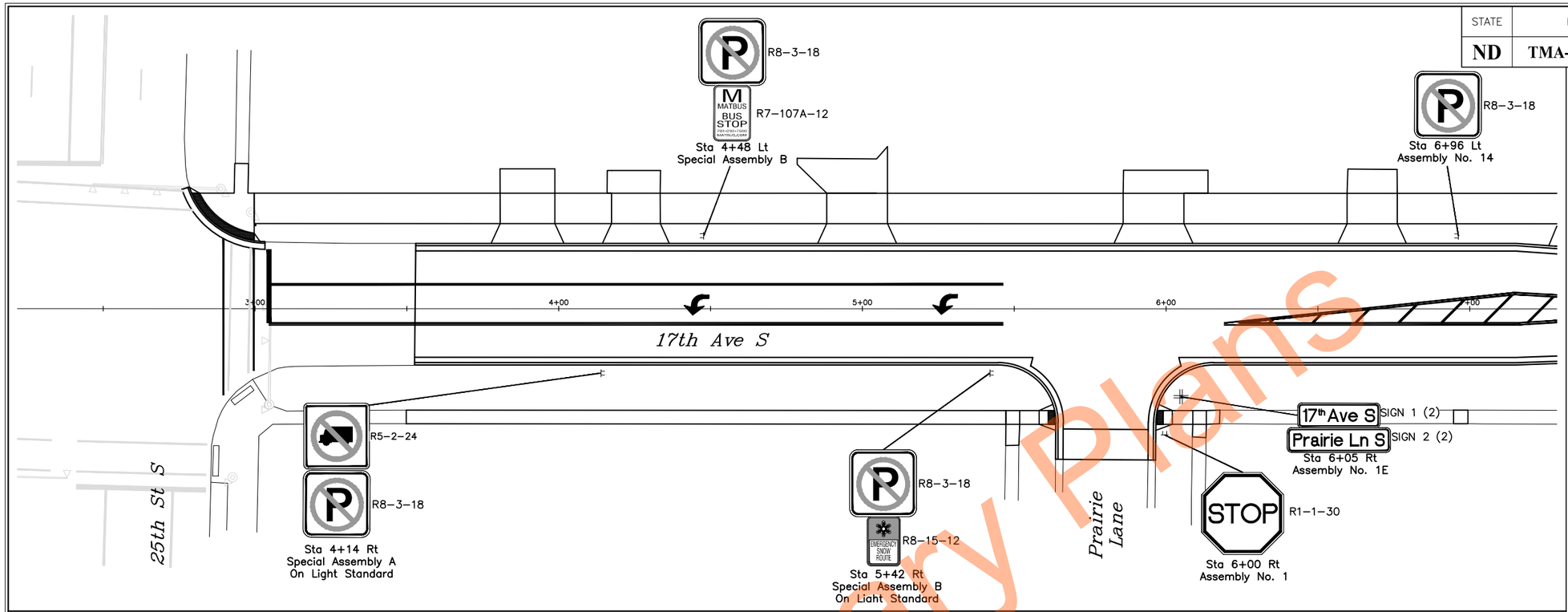


Preliminary Plans

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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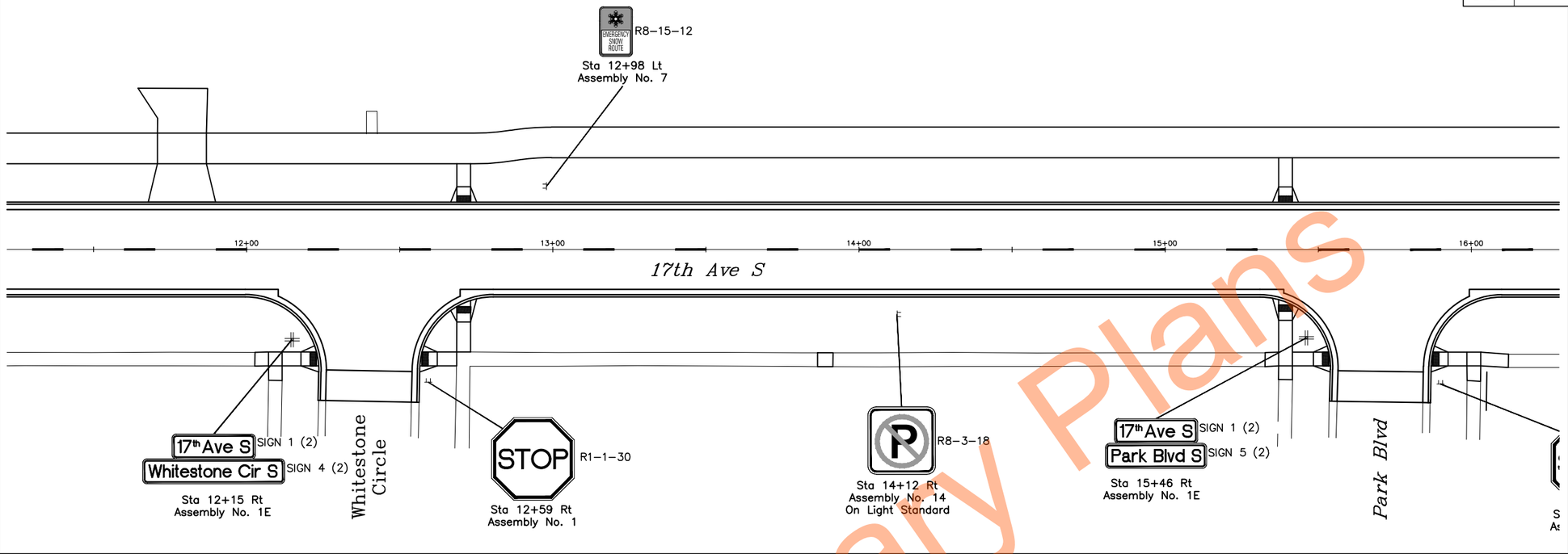
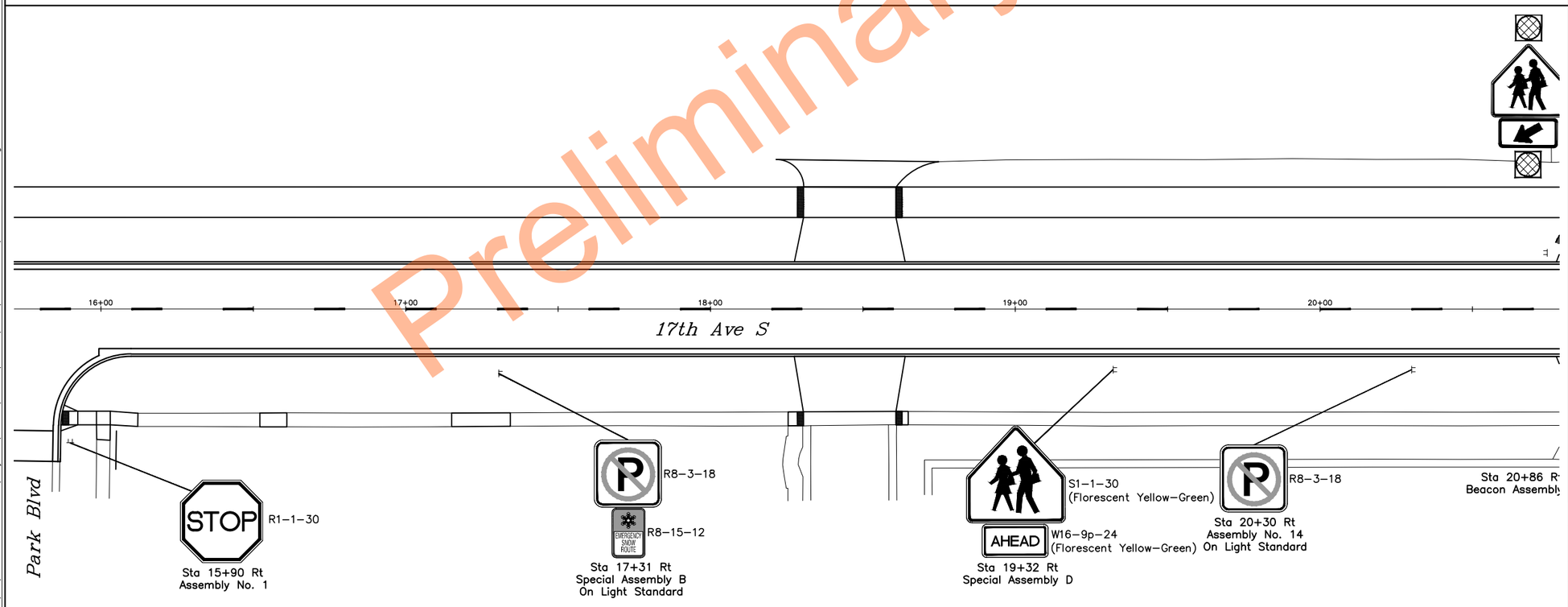
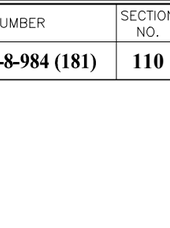



Preliminary Plans




REVISIONS

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| | | |

SEAL




**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. |
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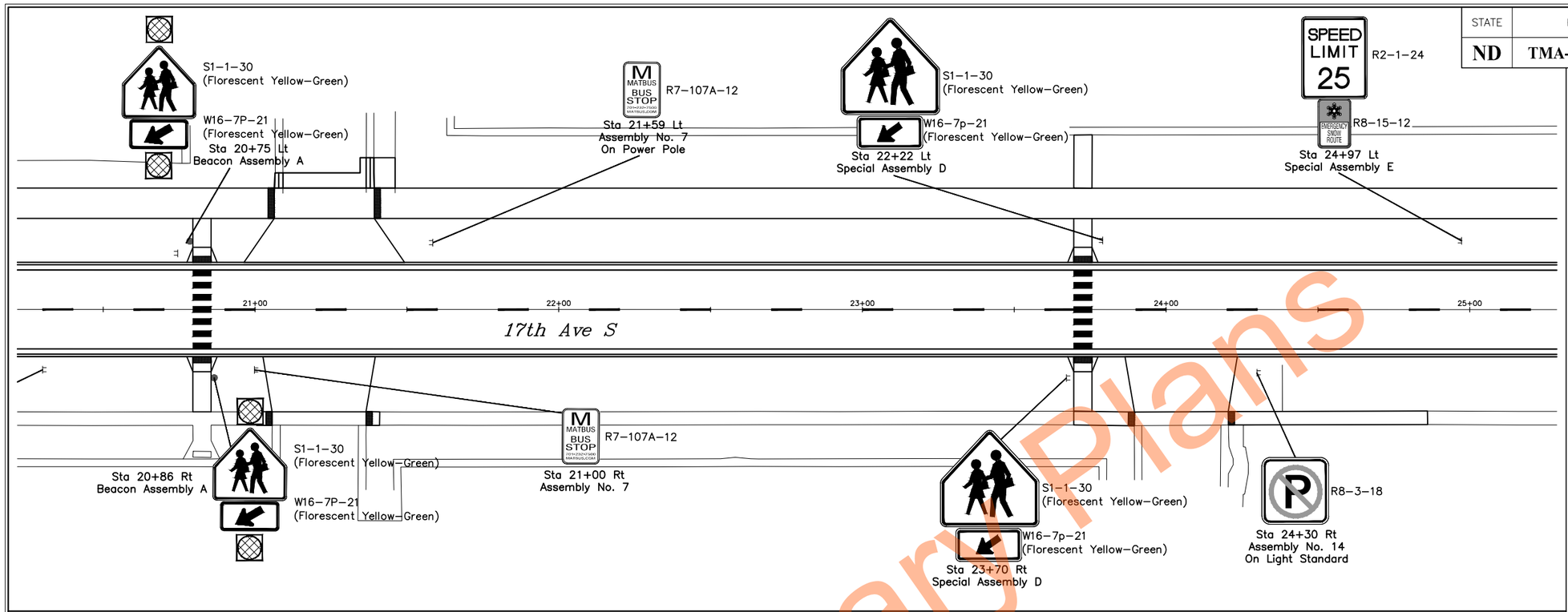


Preliminary Plans

REVISIONS

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

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| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
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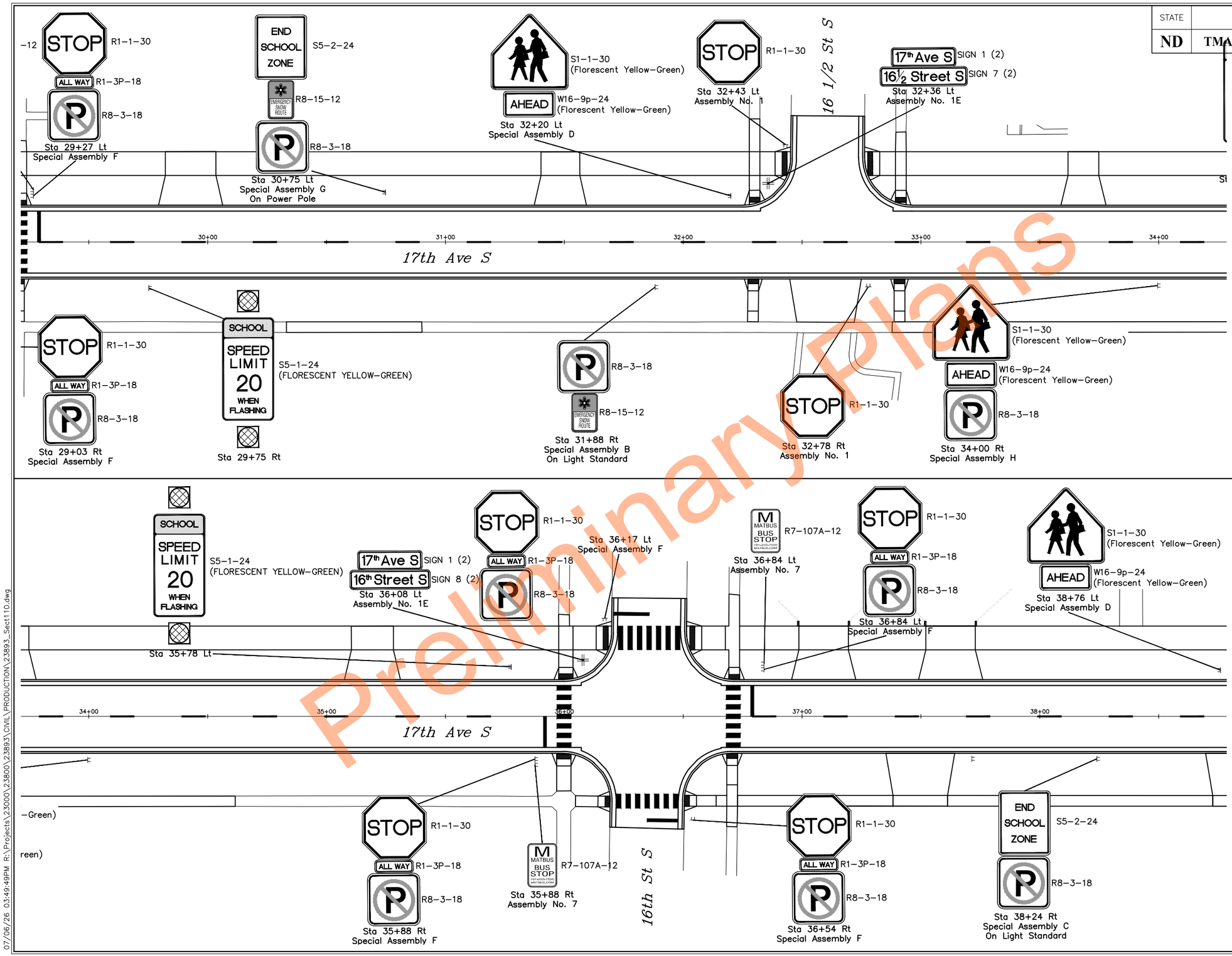
| ND | TMA-SU-CRP-8-984 (181) | 110 | 13 |




Preliminary Plans

REVISIONS

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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)

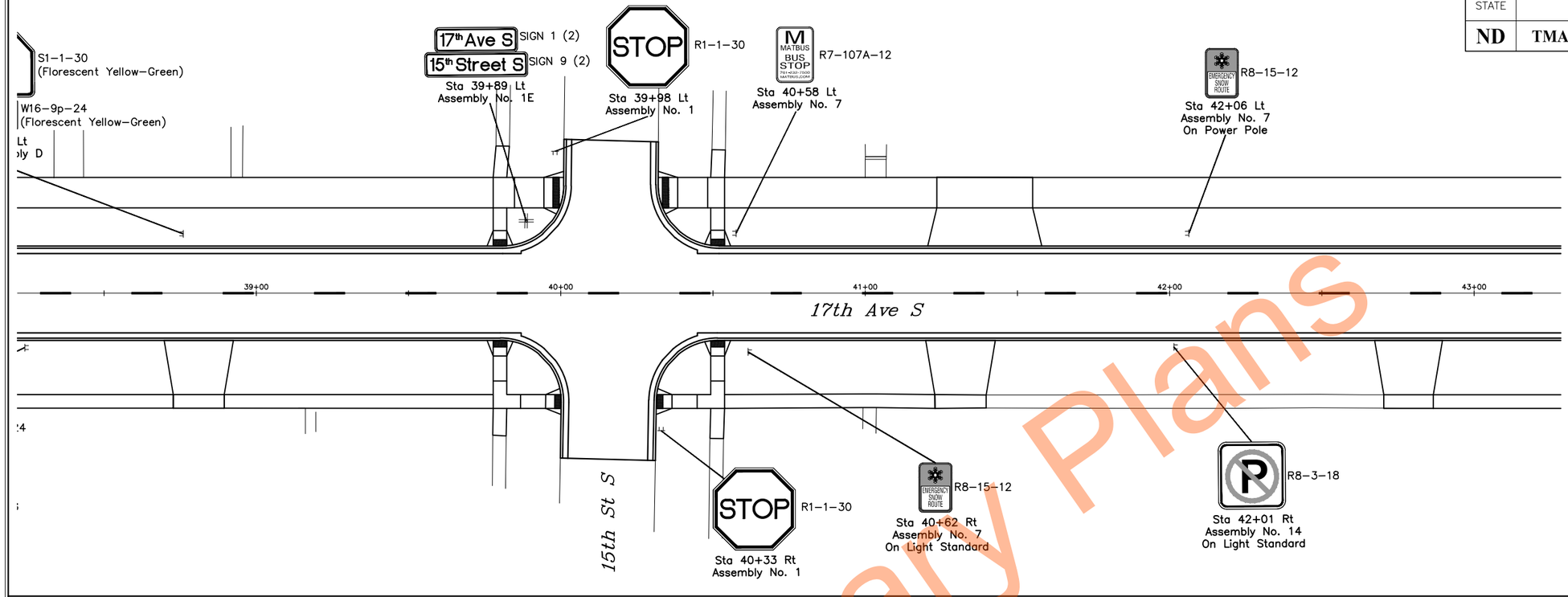
CITY OF FARGO Improvement District *BR-26-G1*

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

07/06/26 03:49:49PM 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 | 14 |




Preliminary Plans

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

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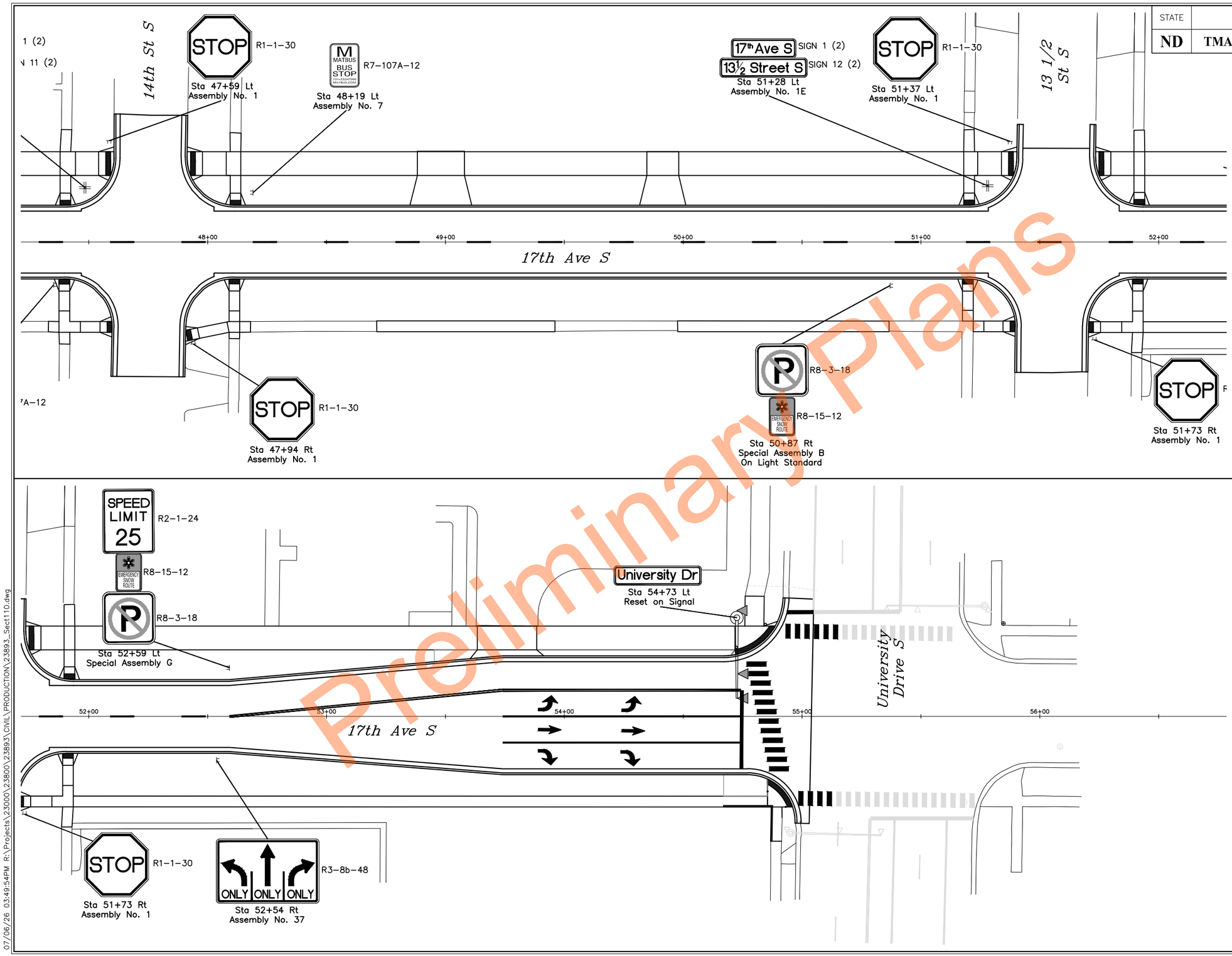
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 110 | 15 |




Preliminary Plans

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 |
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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 |
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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 | | | | | | | | | | | | | | | | | | |

Preliminary Plans

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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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 |
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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.sti

| 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 |
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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.sti

| 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 | | | | |

Preliminary Plans

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

| 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 |
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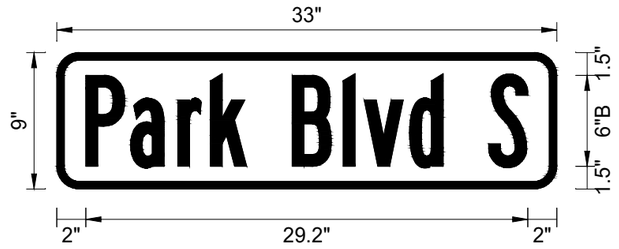
STATION(S):
15+46 Rt (2)

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 | | | | | | | | | | | | | | | | | | | | | |
| 2 | 4.9 | 8 | 10.1 | 15.5 | 19 | 20.3 | 23.3 | 28.5 | | | | | | | | | | | | | | | | | | | 29.2 | 6/4.5 | B 2000 |

| | |
|---|---|
| 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 |
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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 | | | | | | | | | | | | | | | | | | | |
| 1.93 | 4.15 | 7.23 | 8.37 | 11.45 | 14.33 | 16.61 | 18.59 | 21.29 | 23.69 | 28.49 | | | | | | | | | | | | | | | | | 29.1 | 6, 3/2.2, 6/4.5 | B 2000 |

Preliminary Plans

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

| 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 |
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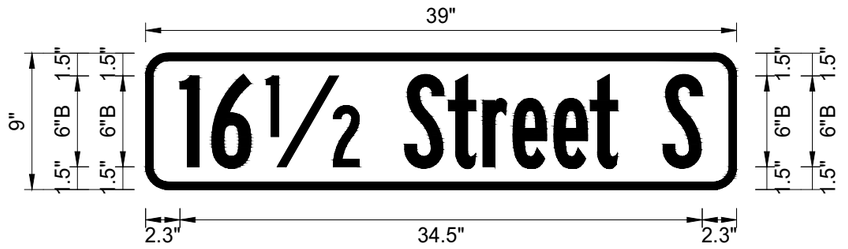
STATION(S):
32+36 Lt (2)

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 | | | | |
| 2.27 | 4.38 | 7.96 | 17.11 | 19.98 | 22.27 | 24.25 | 26.95 | 29.34 | 34.15 | | 34.5 | 6/4.5 | B 2000 |

| | |
|---|---|
| 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 |
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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 | | | |
| 1.99 | 4.09 | 7.17 | 8.31 | 11.39 | 14.27 | 16.55 | 18.53 | 21.23 | 23.63 | 28.43 | 29.0 | 6, 3/2.2, 6/4.5 | B 2000 |

Preliminary Plans

REVISIONS

③ ② ①

SEAL

REGISTERED PROFESSIONAL ENGINEER
NORTH DAKOTA

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

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

| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 110 | 20 |

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|---|---|
| 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 |
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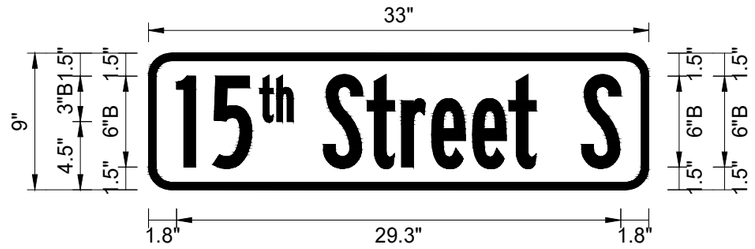
STATION(S):
39+89 Rt (2)

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 |
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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 | | | |

Preliminary Plans

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 | 21 |

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|---|---|
| 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 |
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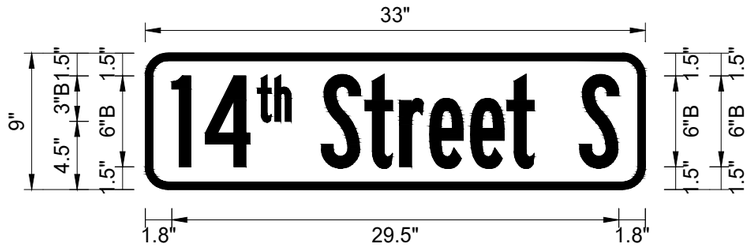
STATION(S):
47+48 Lt (2)

AREA: 2.1 Sq.Ft.




Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: City of Fargo.ssi

| 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 |
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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.ssi

| 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 | | | | |

Preliminary Plans

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)

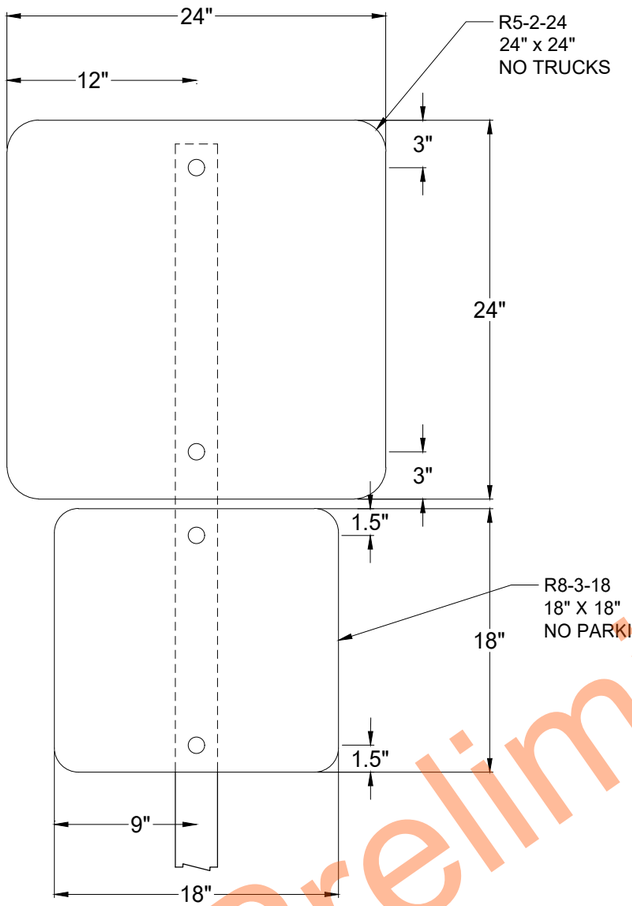
CITY OF FARGO Improvement District *BR-26-G1*

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

07/06/26 03:50:06PM R:\Projects\23000\23800\23893\CIVIL\PRODUCTION\23893_Signing.dwg

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

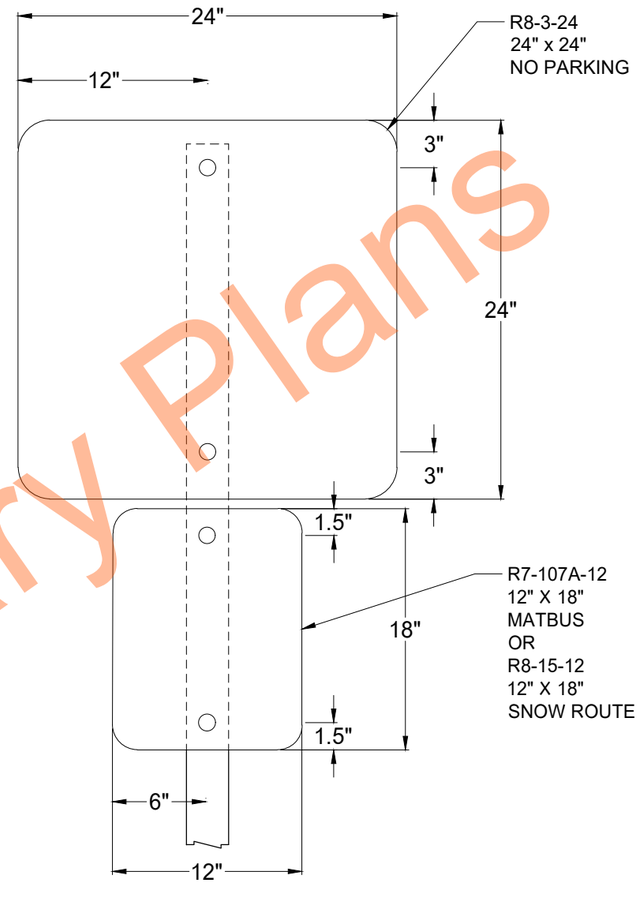
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 110 | 22 |




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

Preliminary Plans

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*

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

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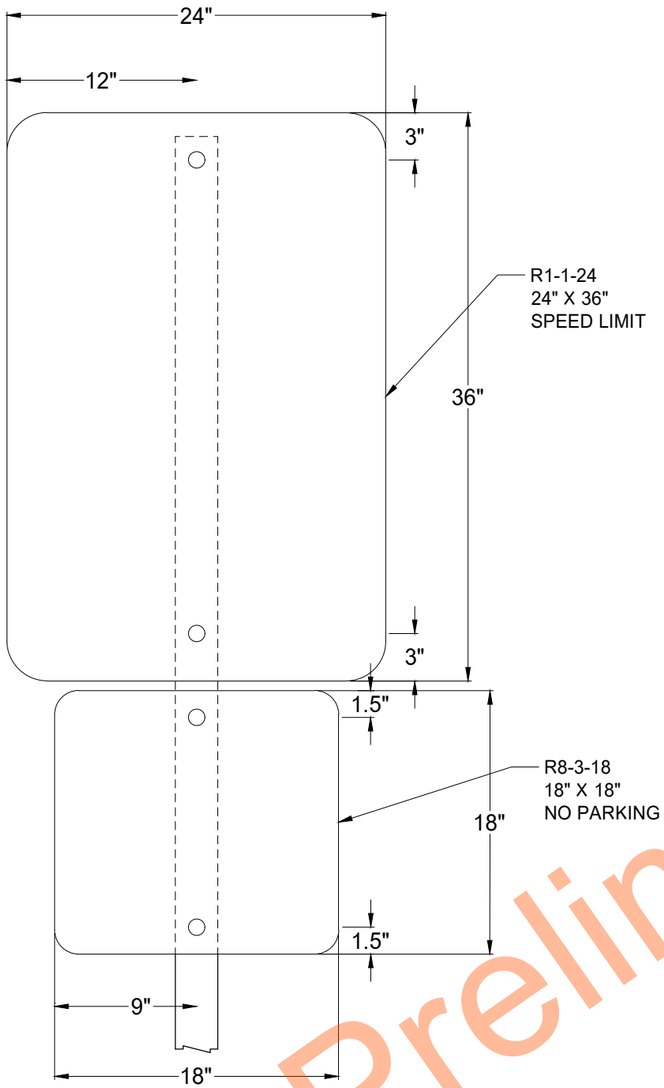
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

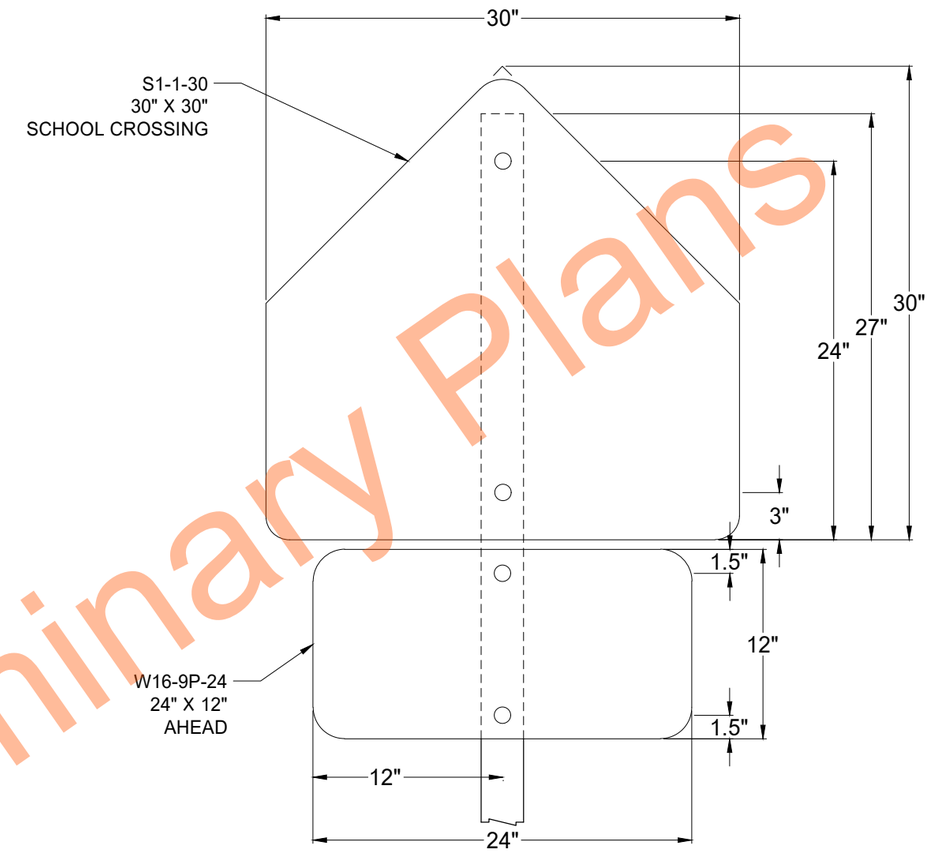
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 110 | 23 |




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

Preliminary Plans

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*

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

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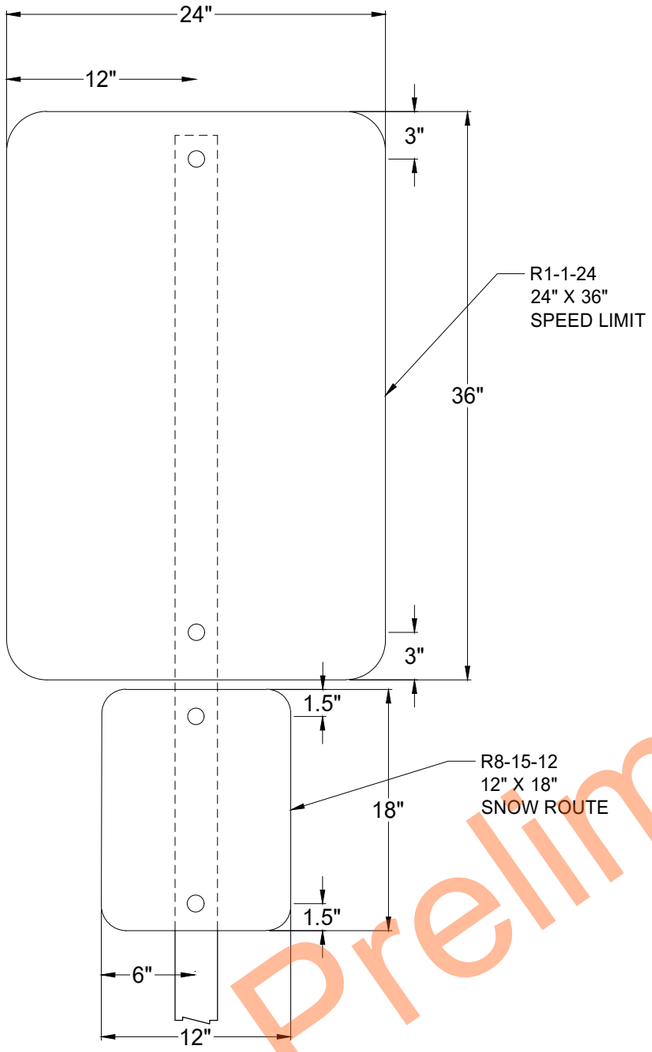
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

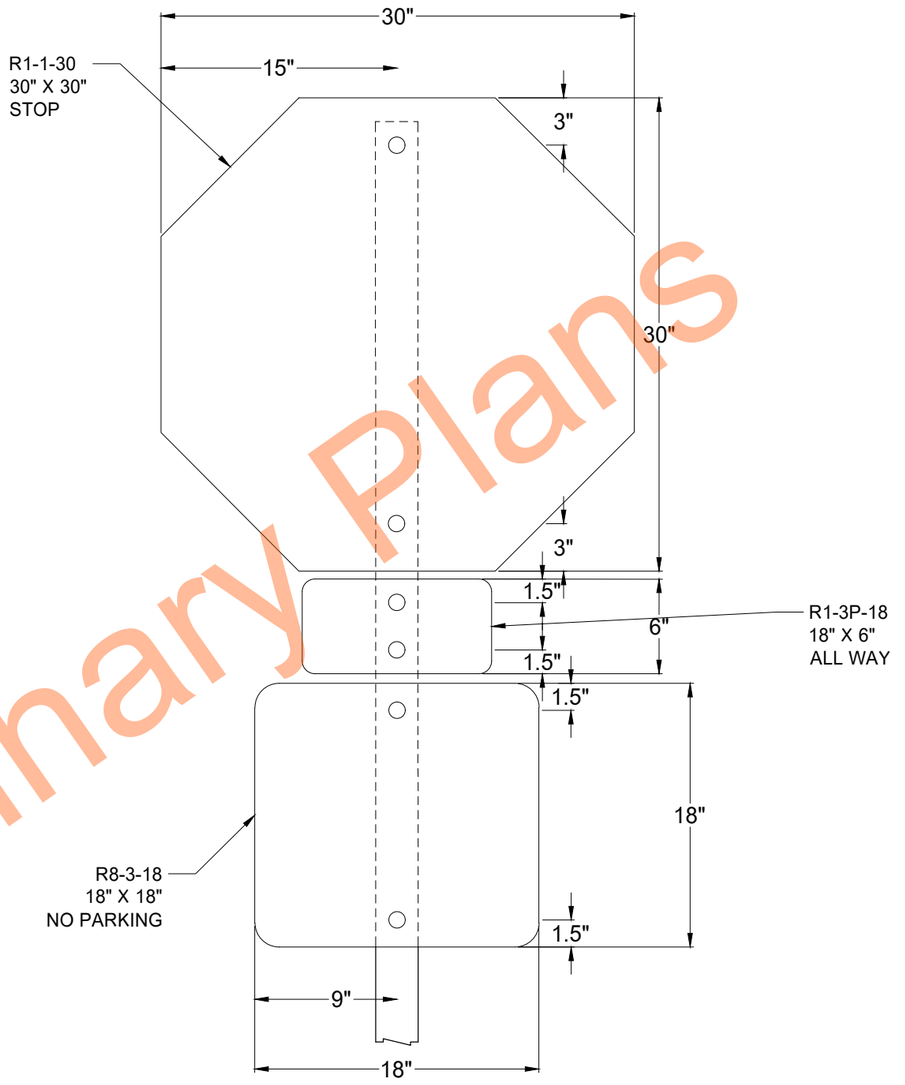
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 110 | 24 |




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

Preliminary Plans

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

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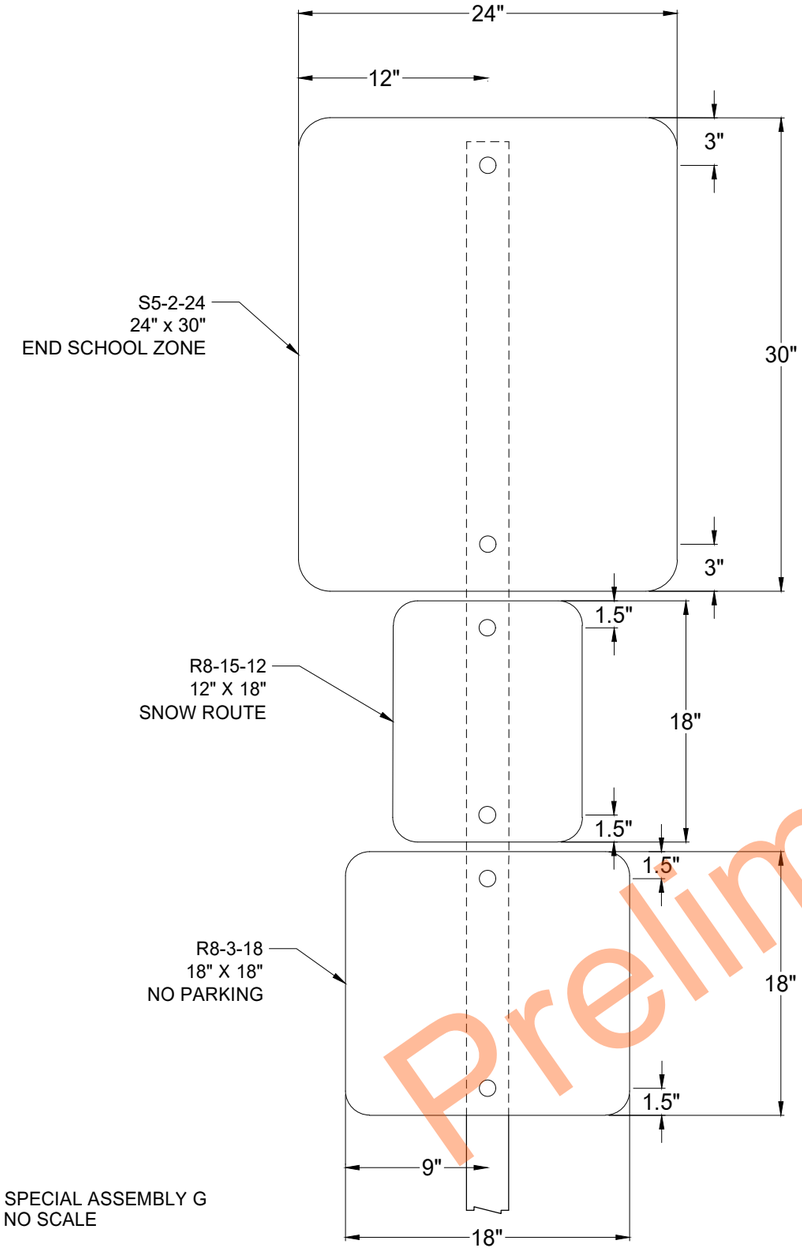
Docusign Envelope ID: 1D940888-9F61-8411-82BB-E14F40BD720A

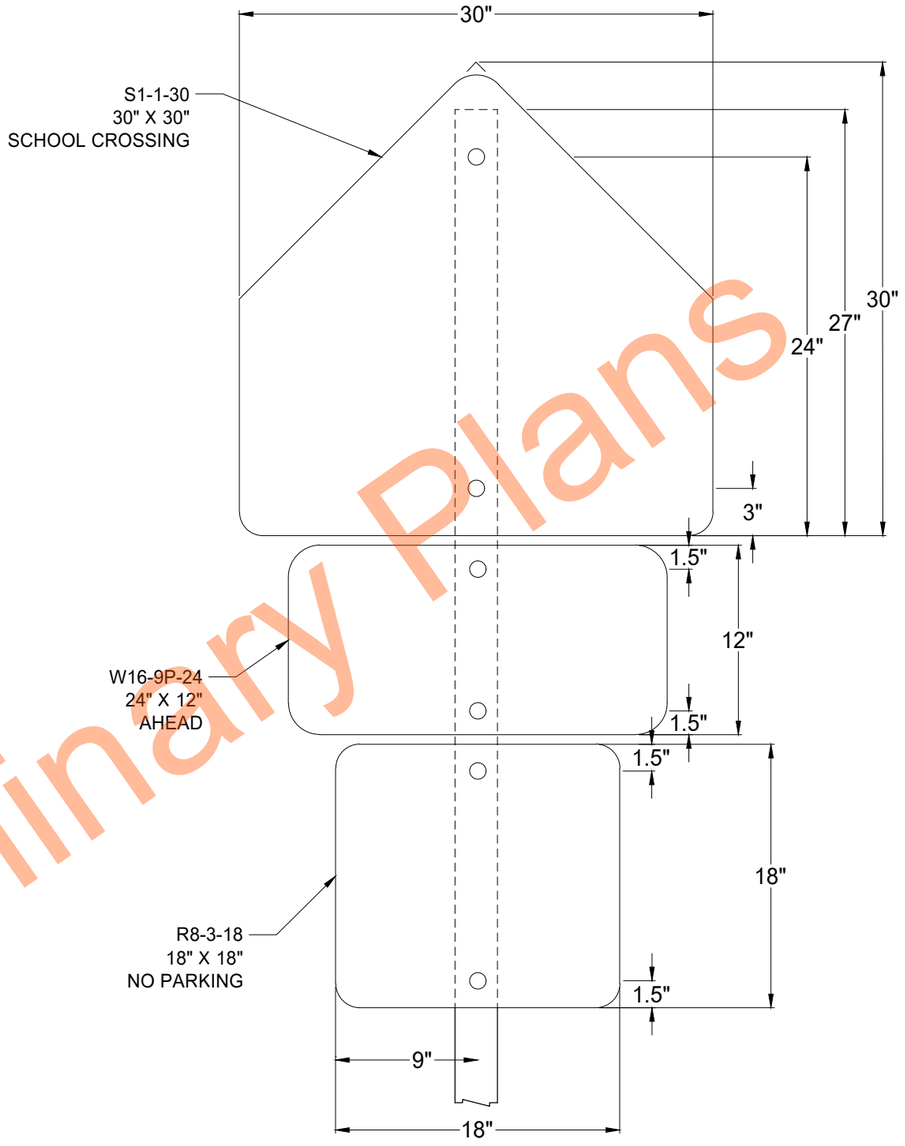
| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 110 | 25 |




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

Preliminary Plans

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

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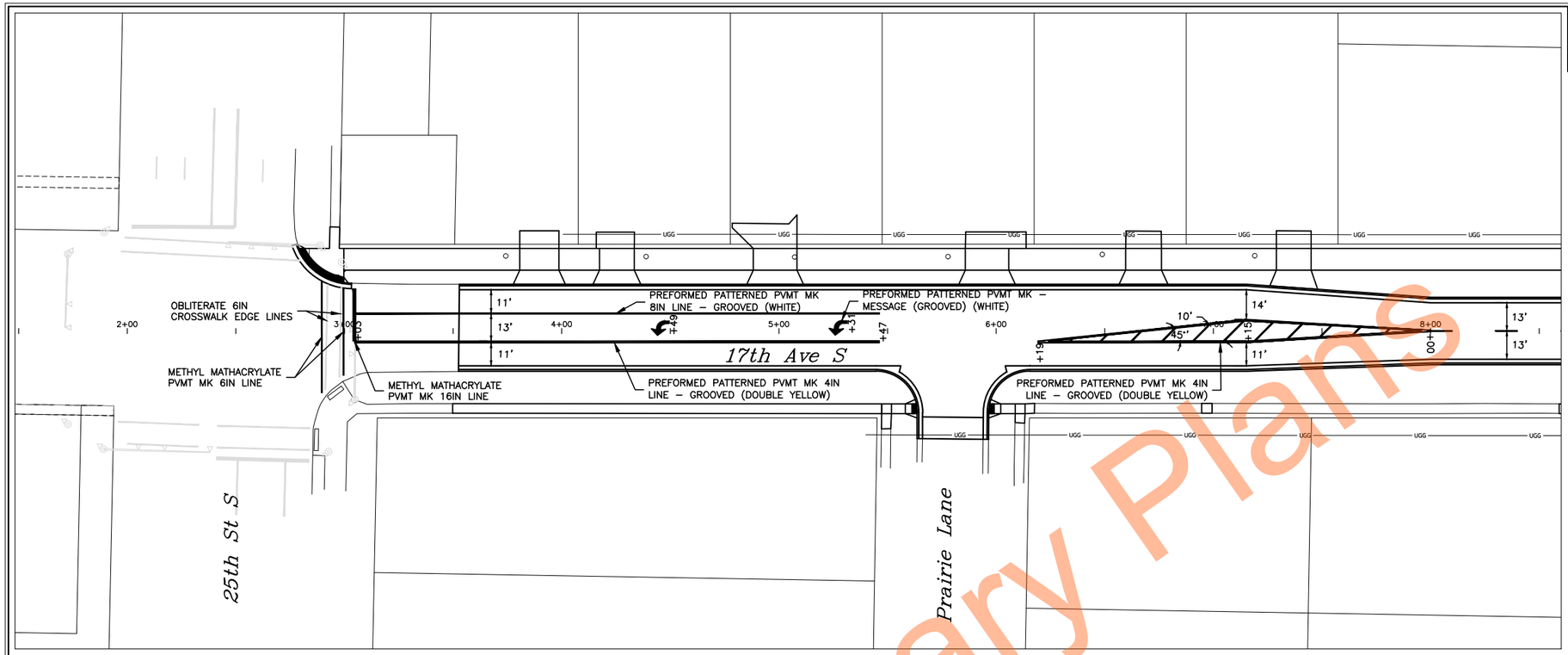


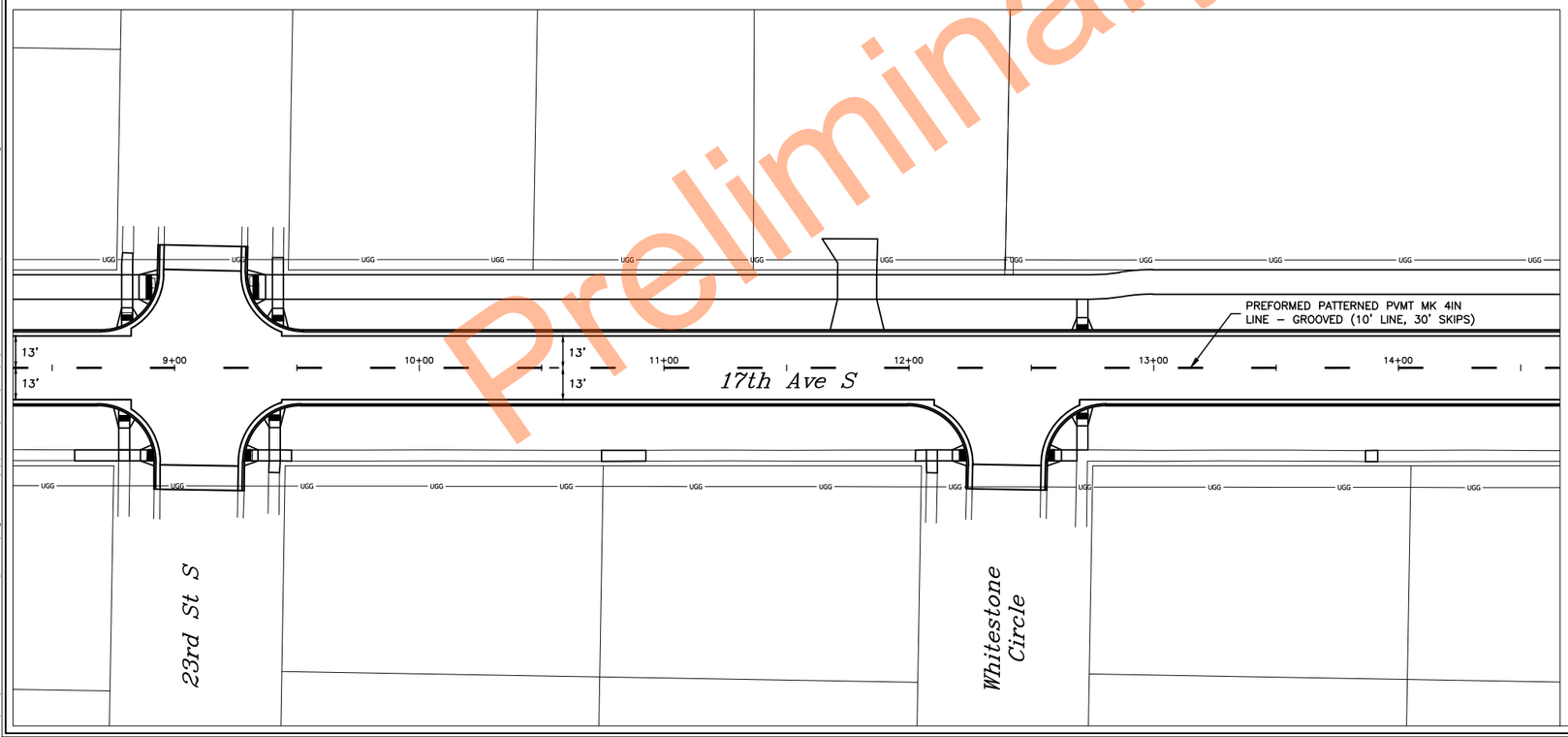


Preliminary Plans

| 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 |

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
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*

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

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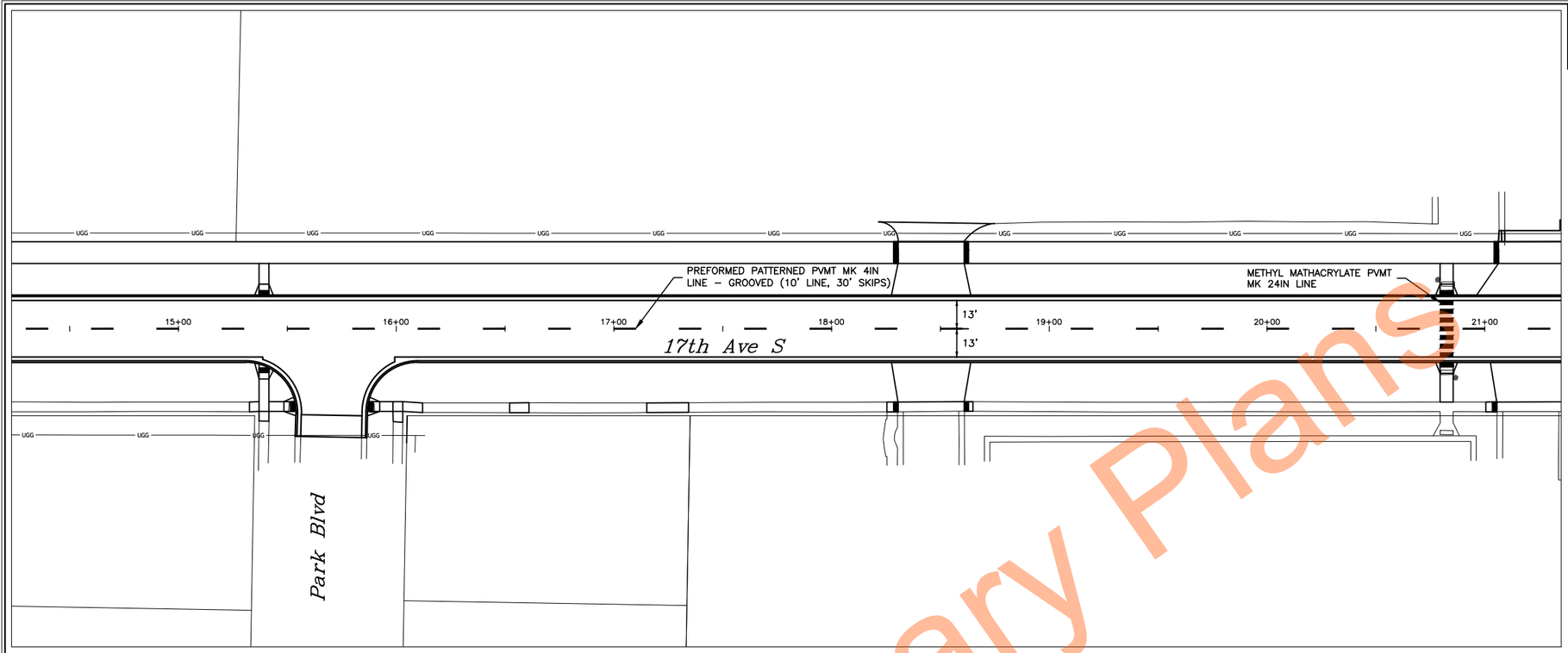


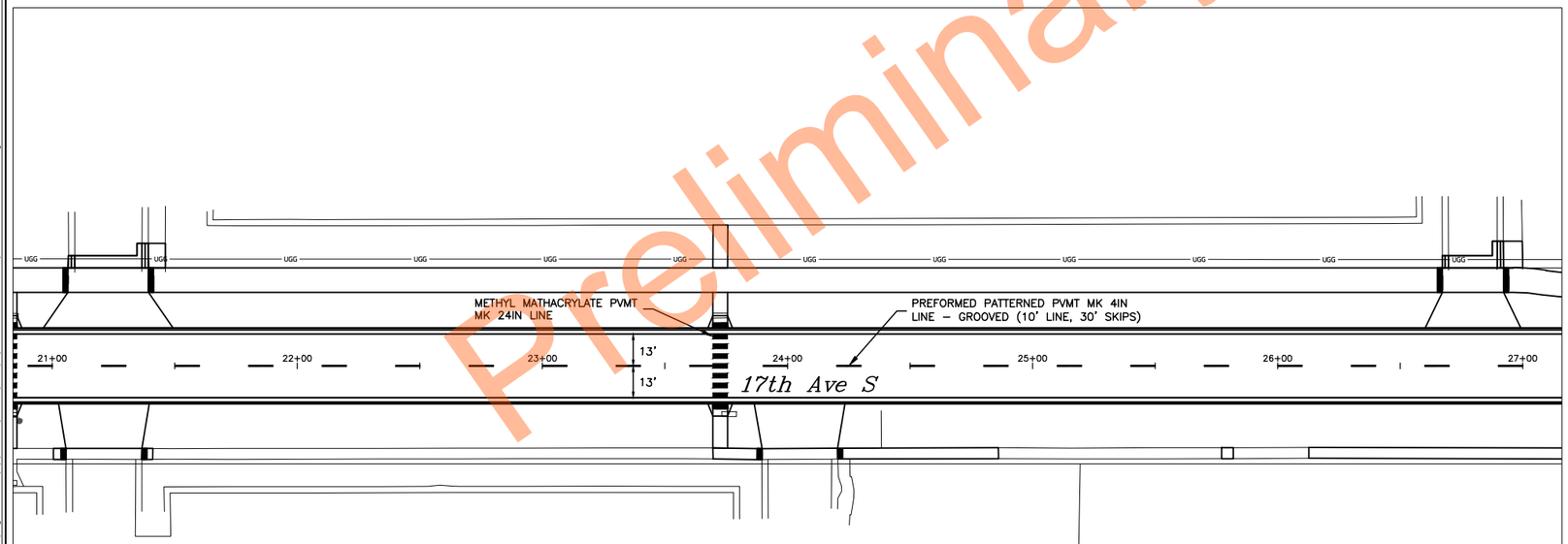


Preliminary Plans

| 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 |

0 40' 80'

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*

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

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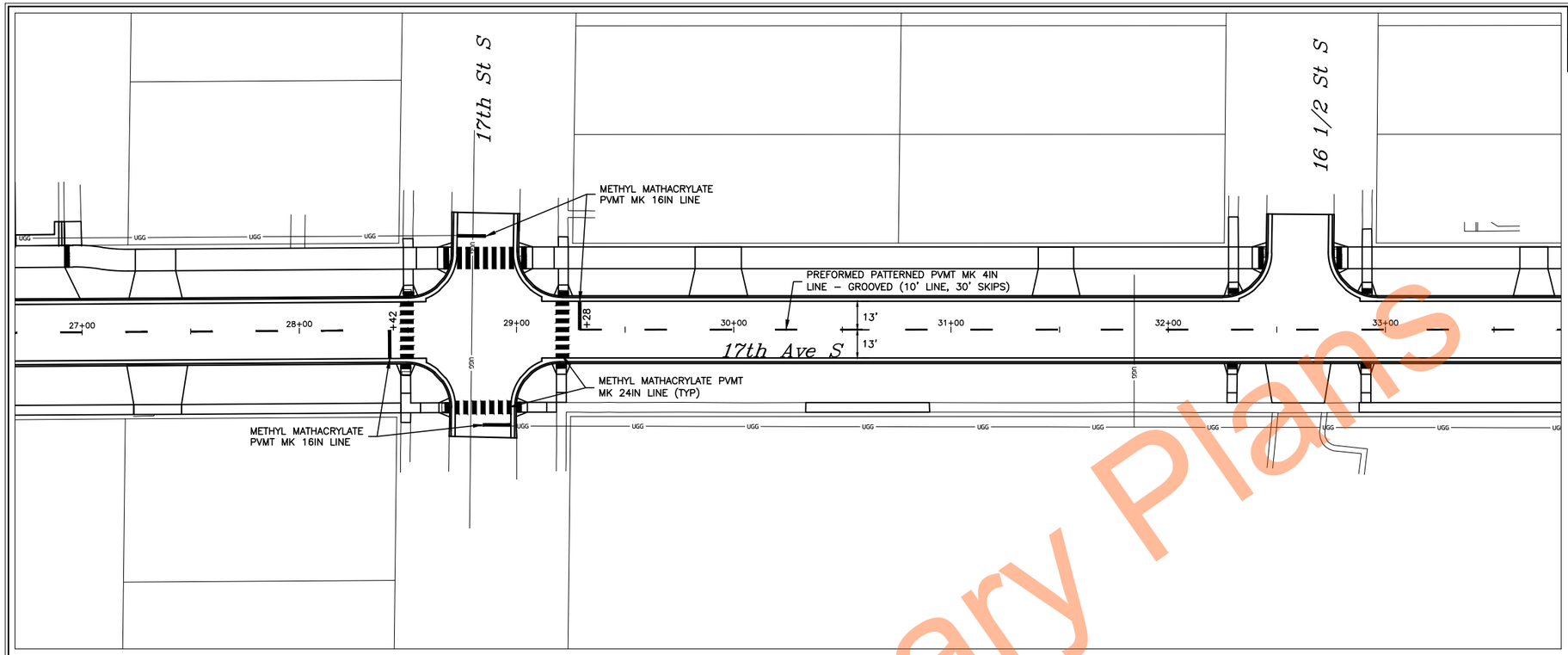


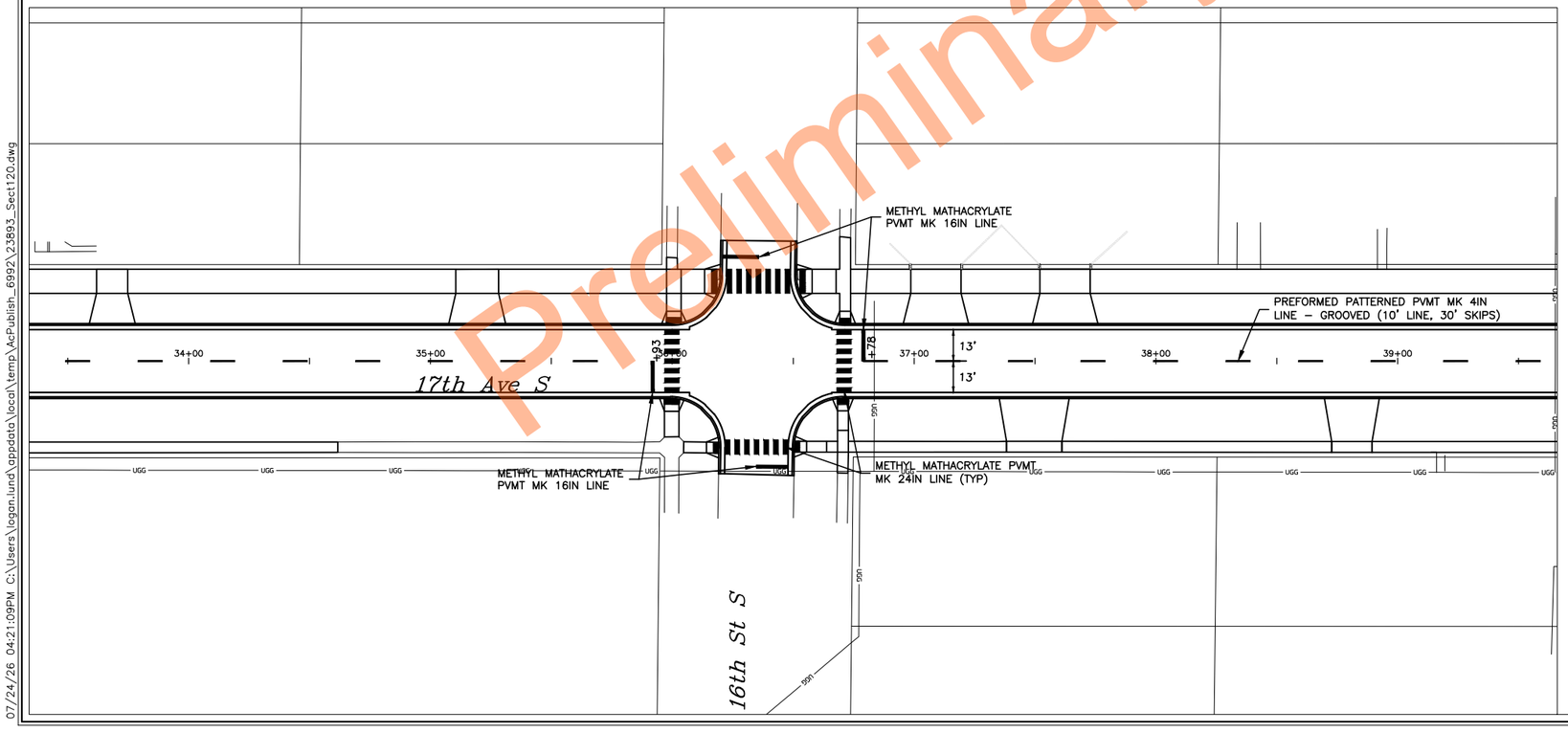


Preliminary Plans

| 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 |

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

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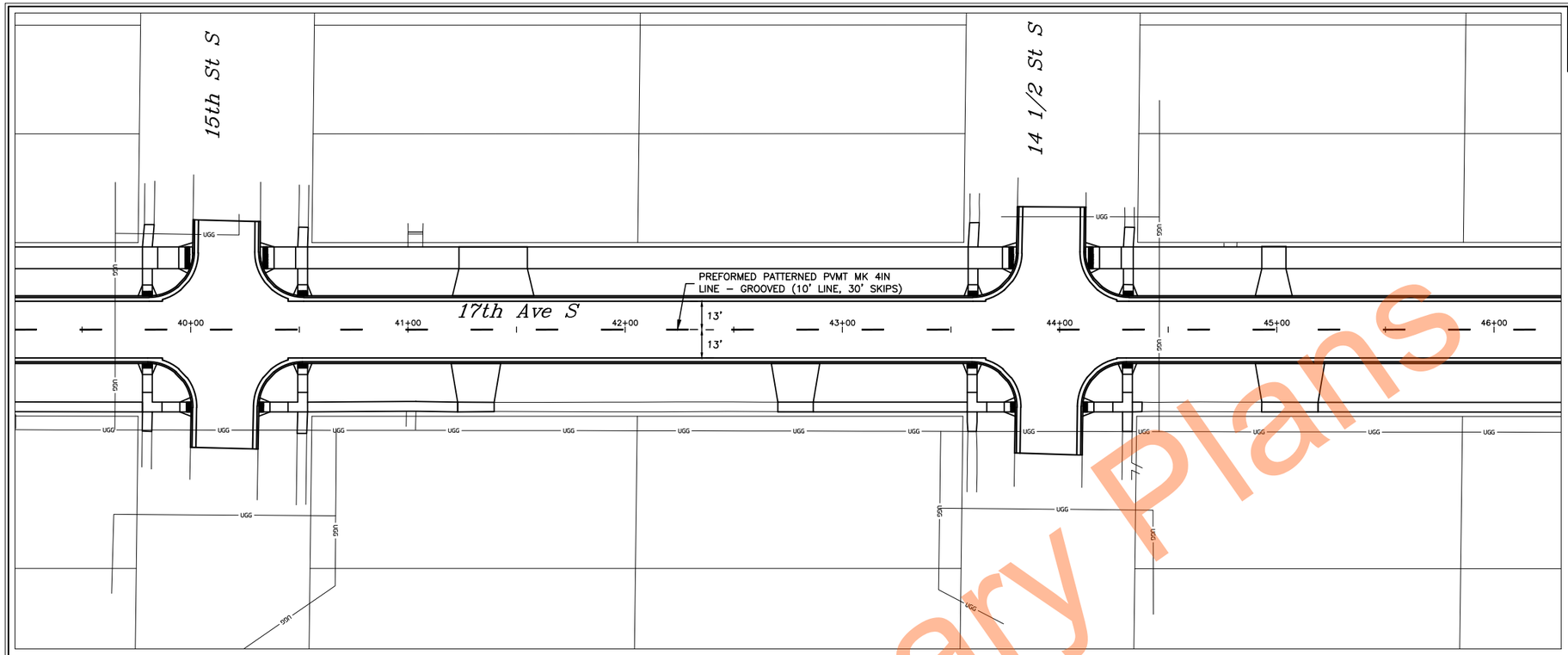


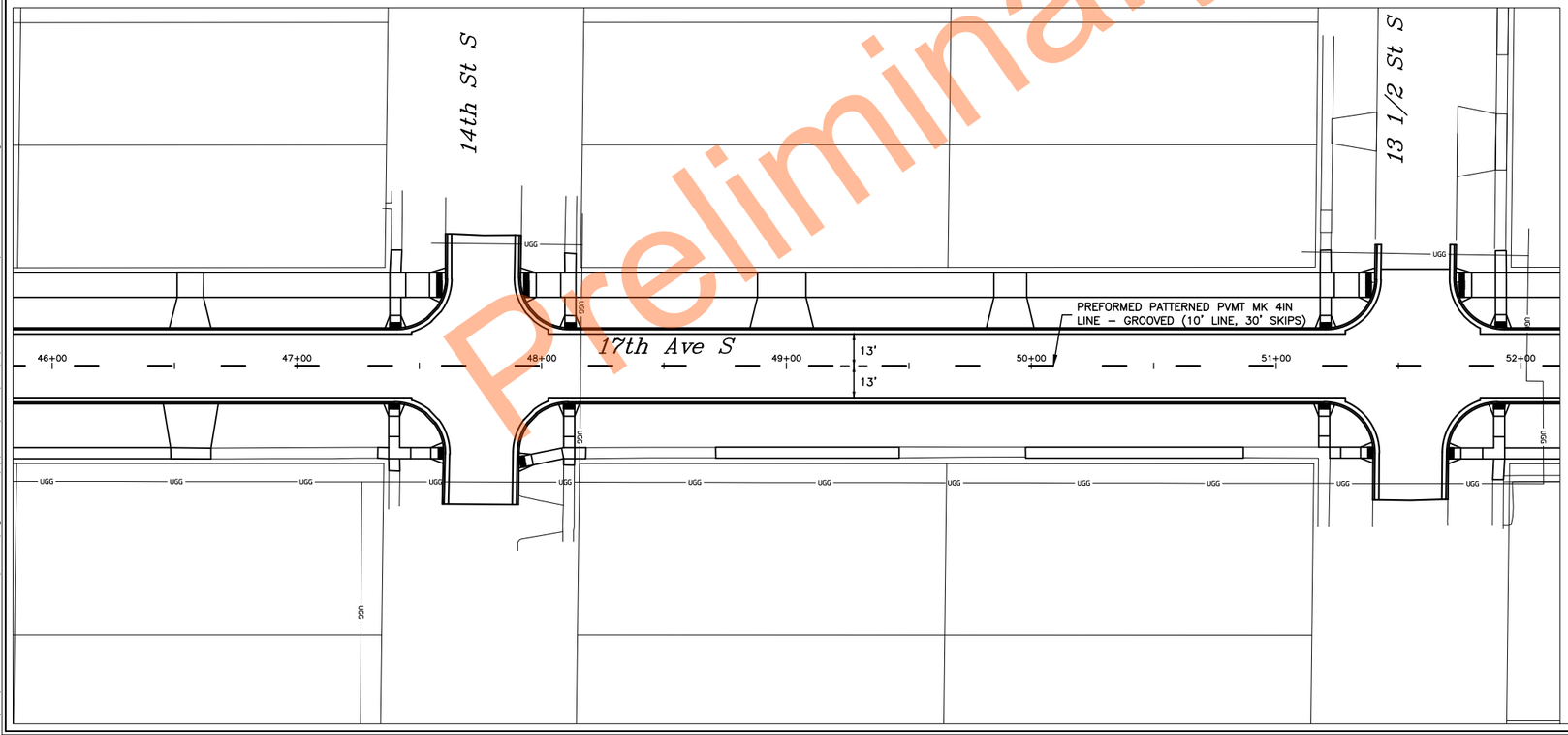


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 120 | 4 |

| SPEC | CODE | PAY ITEM | QTY | UNIT |
|---|---|---|---|---|
| 762 | 1305 | Preformed Patterned PVMT MK 4IN Line-Grooved Skips | 400 | LF |

Preliminary Plans

0 40' 80'

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*

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

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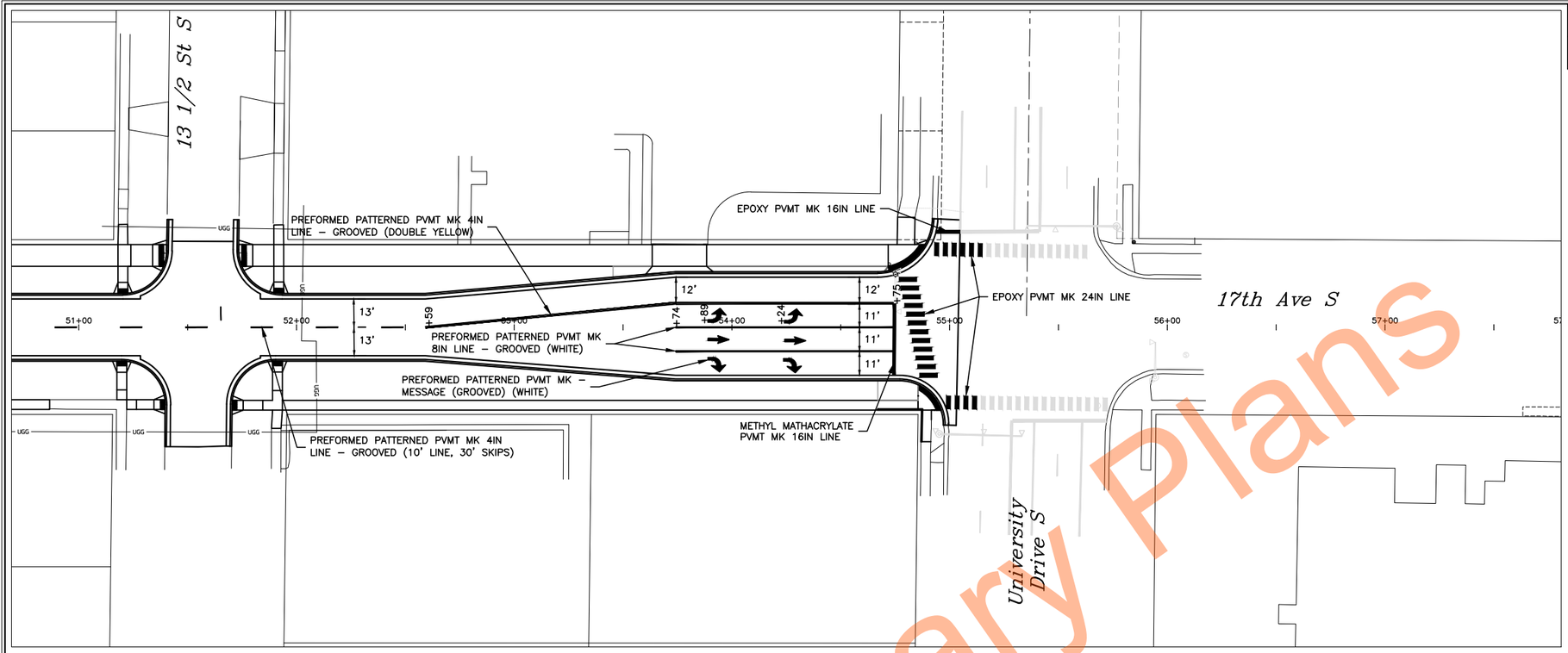


| STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|
| ND | TMA-SU-CRP-8-984 (181) | 120 | 5 |

| 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 |

Preliminary Plans

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*

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

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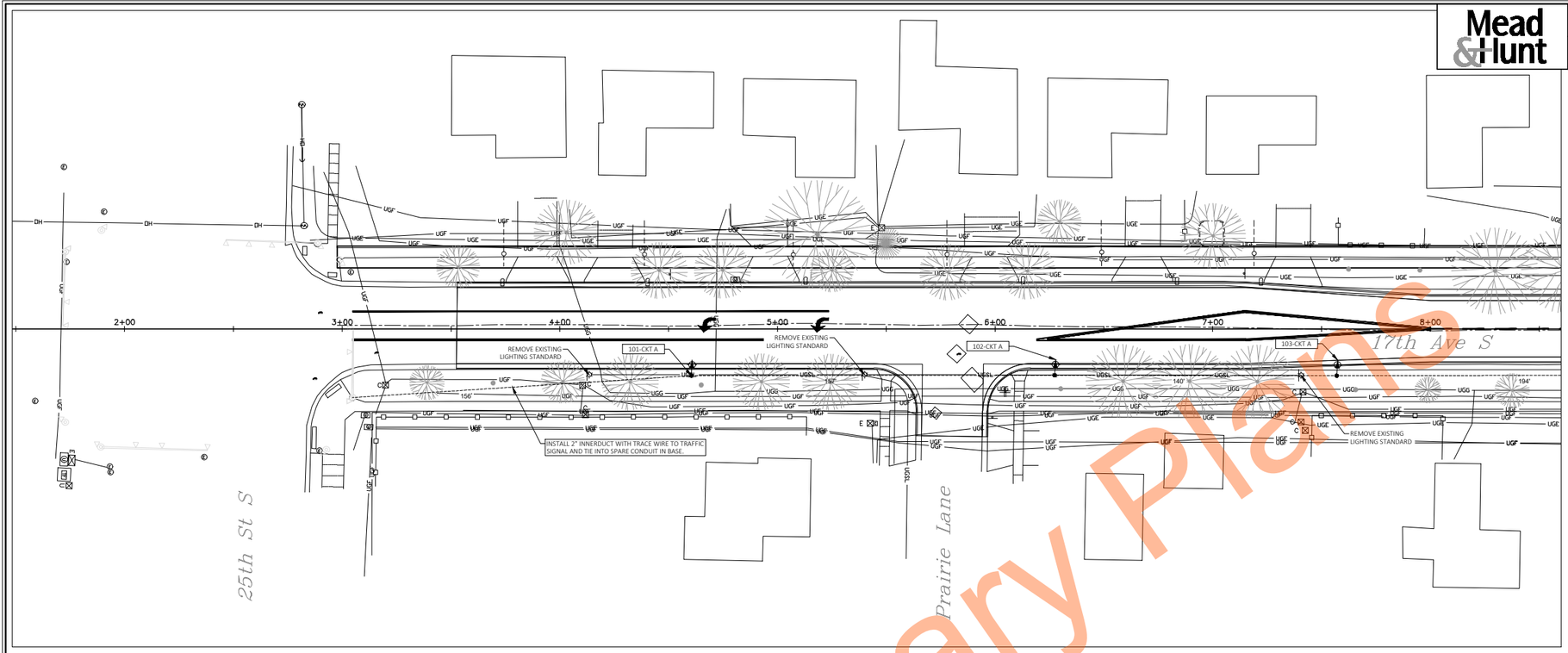
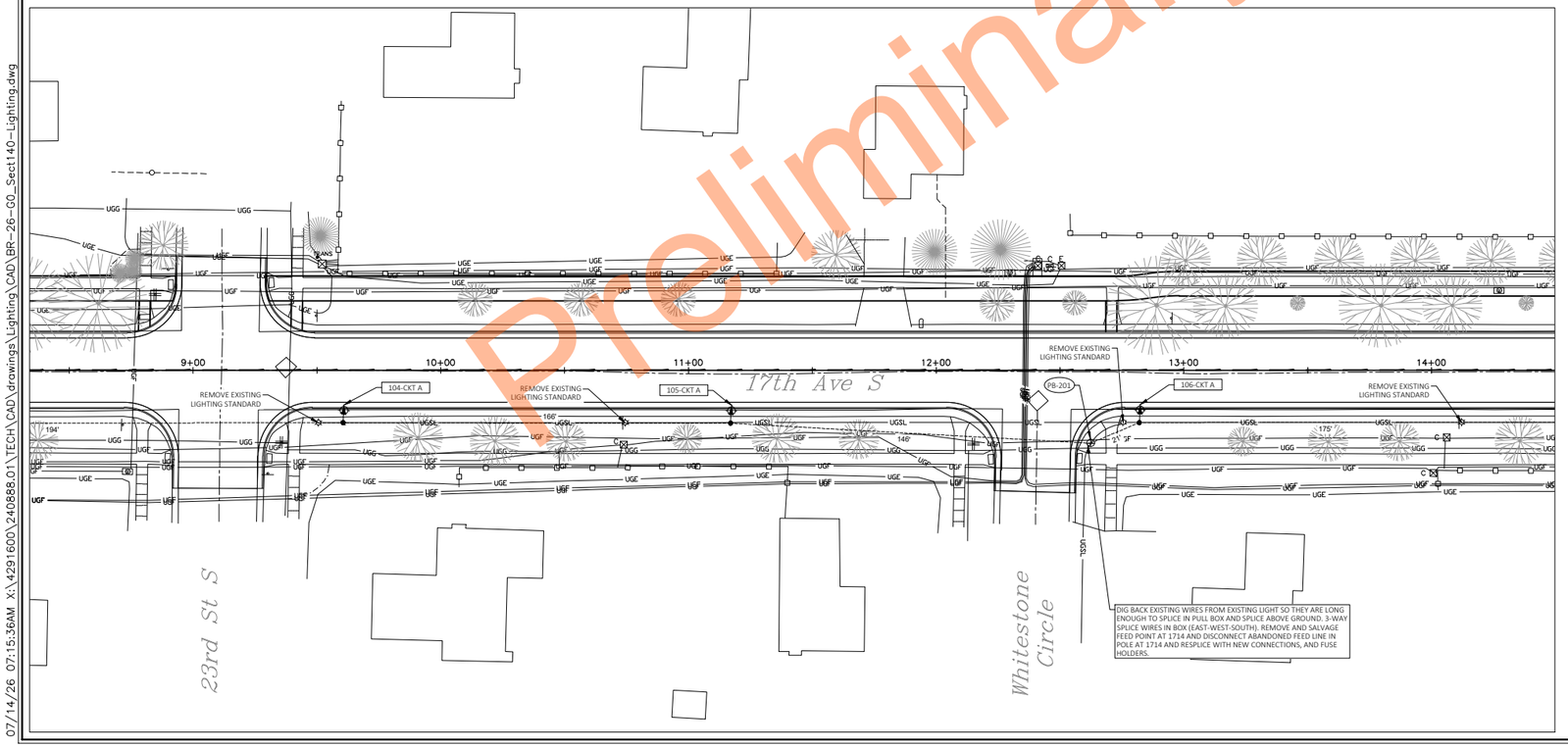
| Mead & Hunt | STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|---|
| | ND | TMA-SU-8-984 (181) | 140 | 1 |




| 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*

| DESIGN BY: BGK | CHECKED BY: MNJ |
|---|---|
| DRAWN BY: JMR | ORIG DATE: 07/07/2026 |

Preliminary Plans

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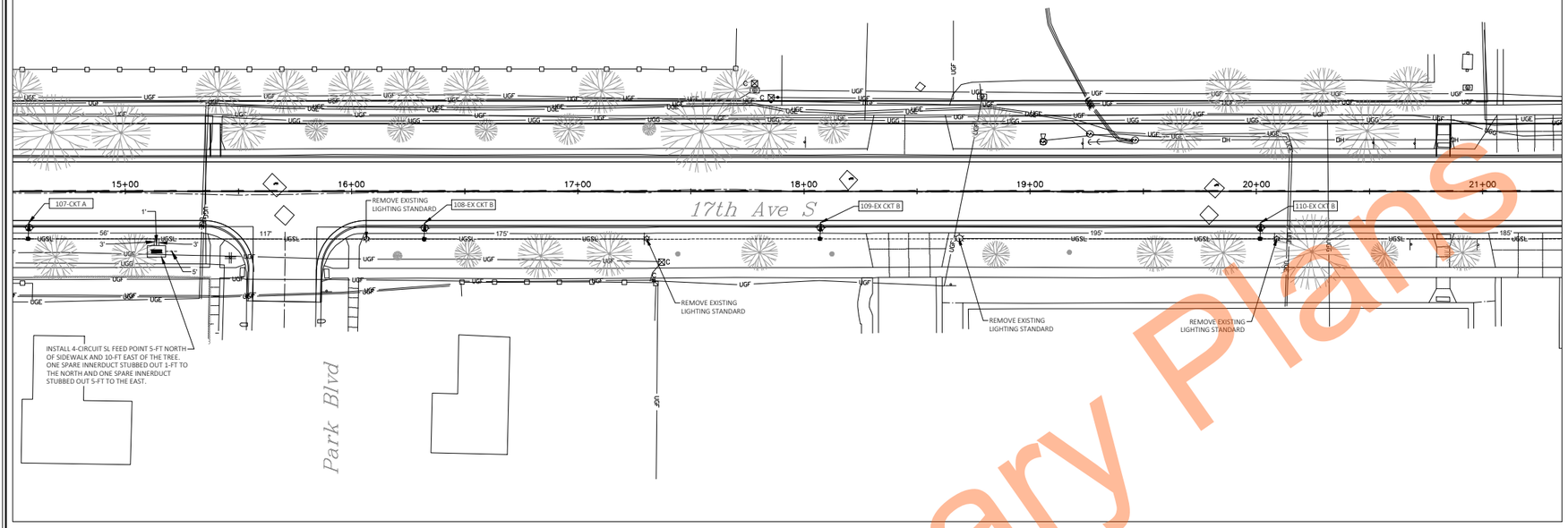
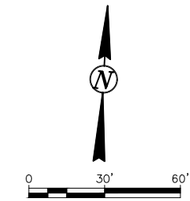
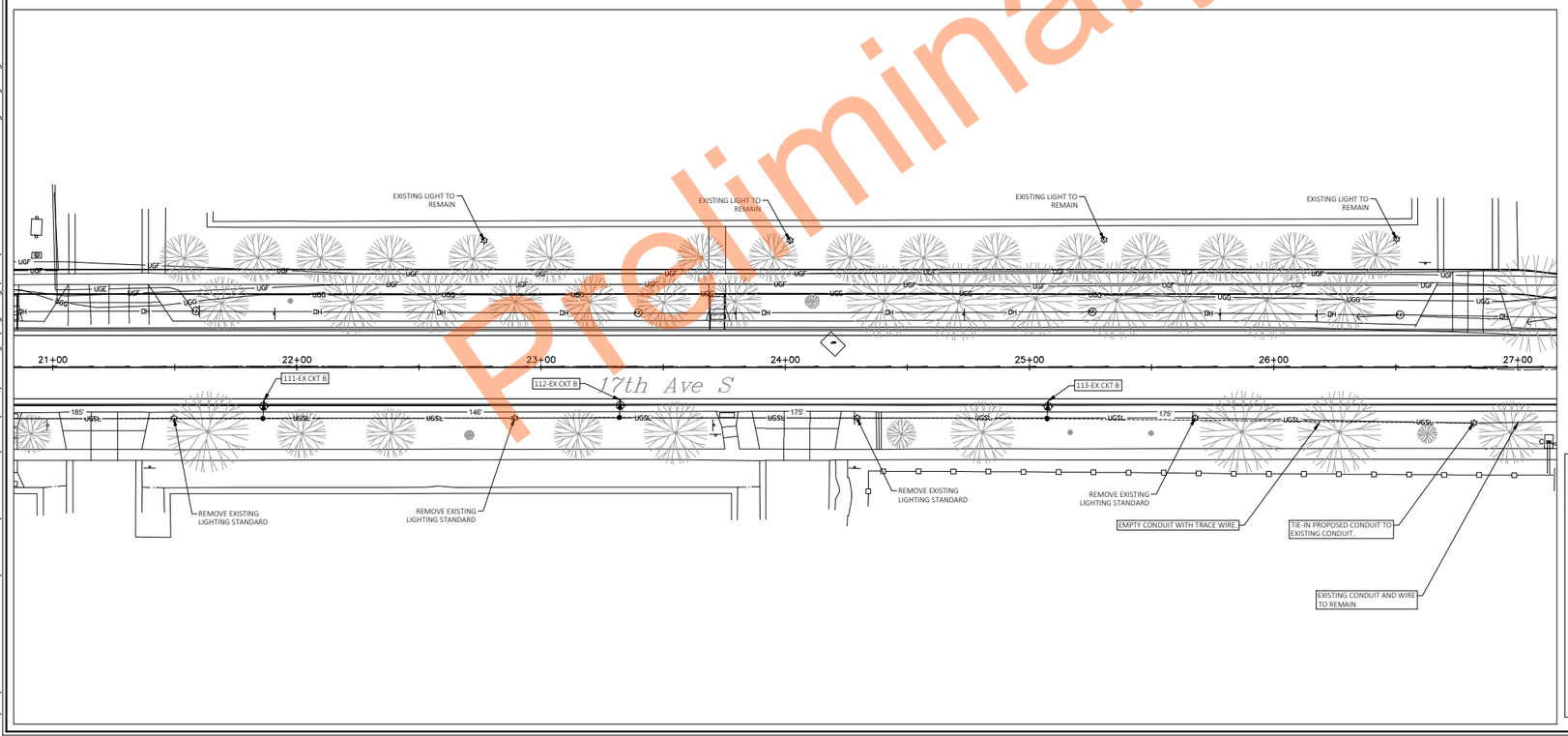
| Mead & Hunt | STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|---|
| | ND | TMA-SU-8-984 (181) | 140 | 2 |




| 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:

- 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-40954
DATE 7/7/2026
NORTH DAKOTA

# LIGHTING - LAYOUT

CITY OF FARGO *BR-26-G1*

| | | | |
|---|---|---|---|
| DESIGN BY: | BGK | CHECKED BY: | MNJ |
| DRAWN BY: | JMR | ORIG DATE: | 07/07/2026 |

Preliminary Plans

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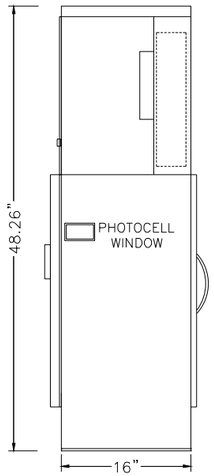
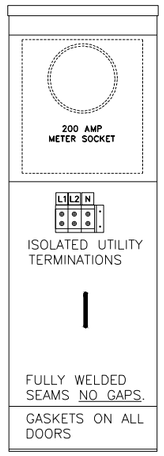
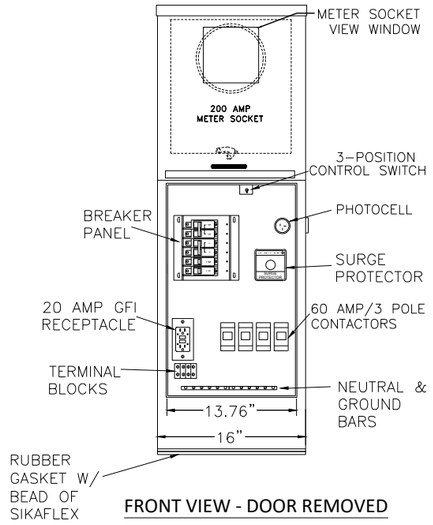
# PAD MOUNTED FEED POINT



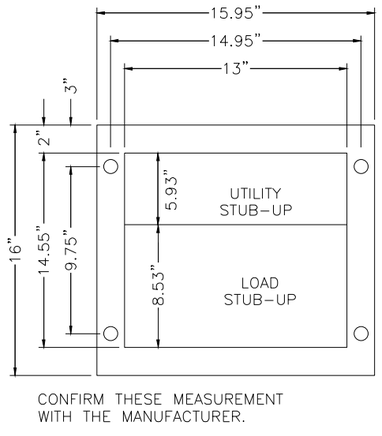

RIGHT SIDE VIEW



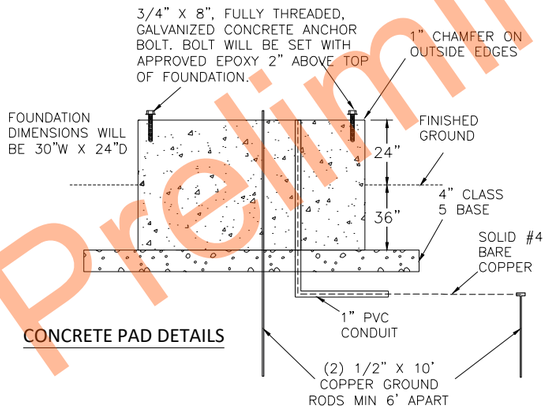

REAR VIEW




FRONT VIEW - DOOR REMOVED

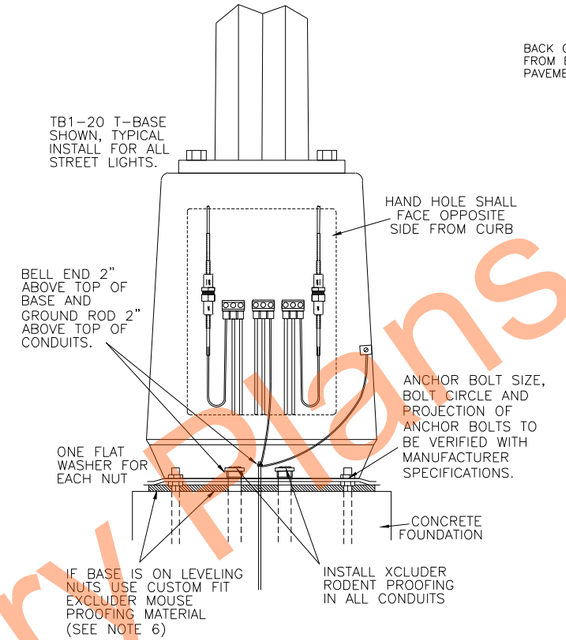


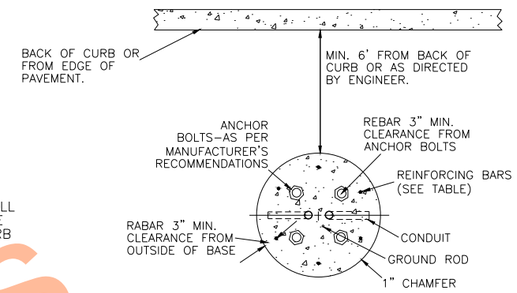

TYPICAL BOTTOM VIEW



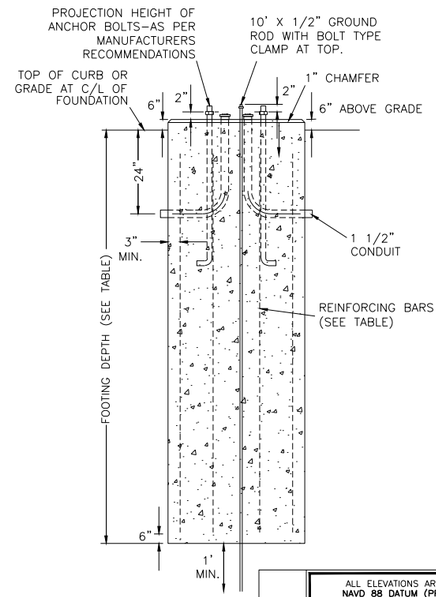

CONCRETE PAD DETAILS

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.




PLAN




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.

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

**LIGHTING - LAYOUT**

CITY OF FARGO *BR-26-G1*

| DESIGN BY: BGK | CHECKED BY: MNJ |
|---|---|
| DRAWN BY: JMR | ORIG DATE: 07/07/2026 |

Preliminary Plans

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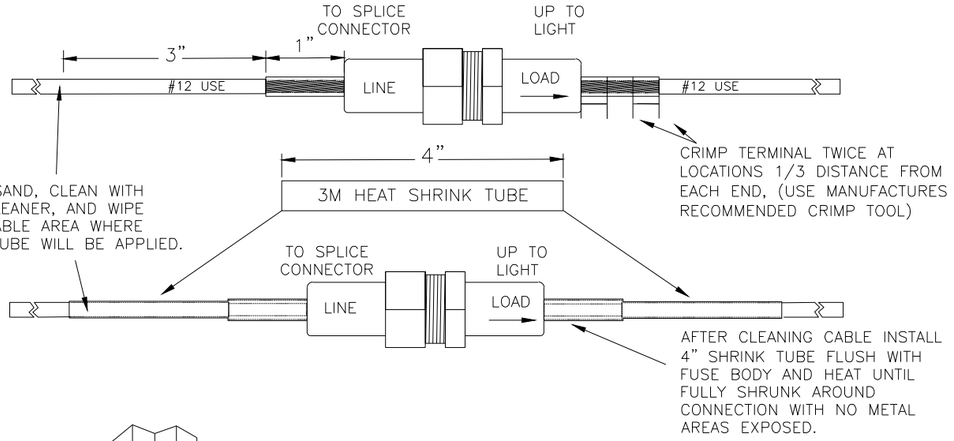
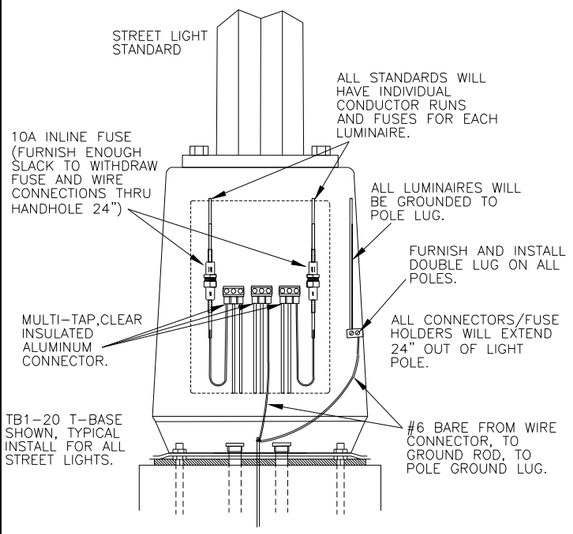
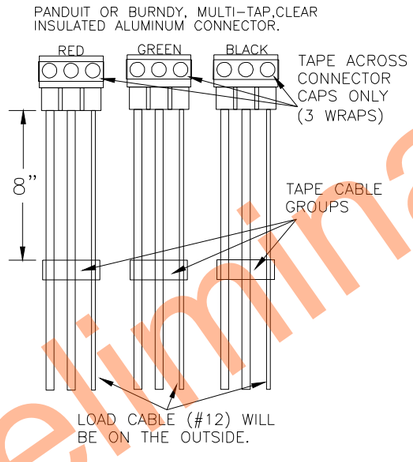
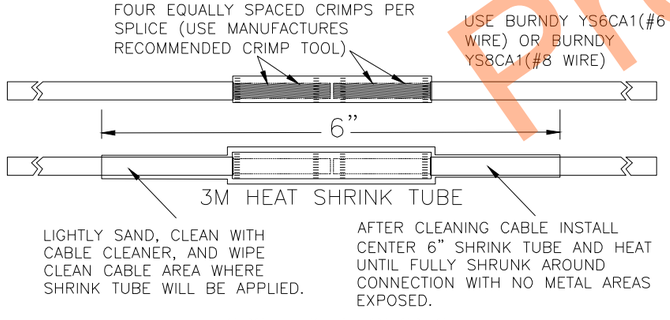
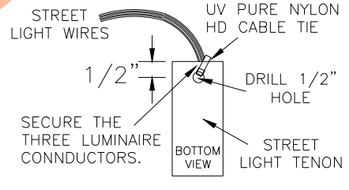


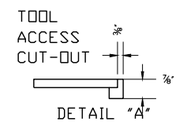



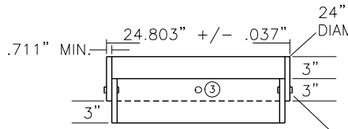

CIRCUIT EXTENTION SPLICE

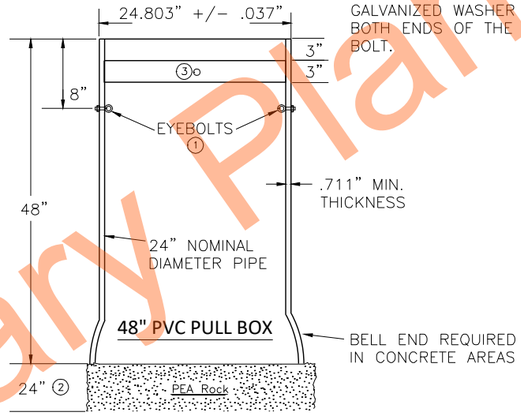


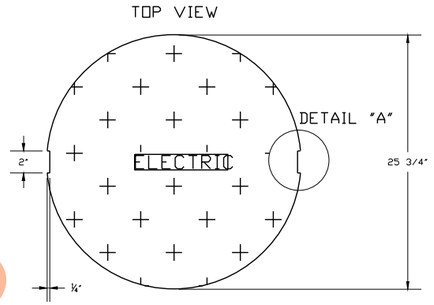

WIRE STRAIN RELIEF

# PULL BOX METAL FRAME AND COVER

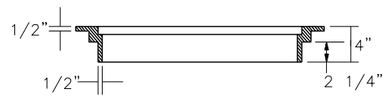



NEENAH FOUNDRY R-1733 (CONCRETE)




EAST JORDEN V1600-3(NON-CONCRETE)

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.

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 |

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

REVISIONS

| ③ | ② | ① |
|---|---|---|

SEAL




**LIGHTING - LAYOUT**

CITY OF FARGO *BR-26-G1*

| DESIGN BY: BGK | CHECKED BY: MNJ |
|---|---|
| DRAWN BY: JMR | ORIG DATE: 07/07/2026 |

Preliminary Plans

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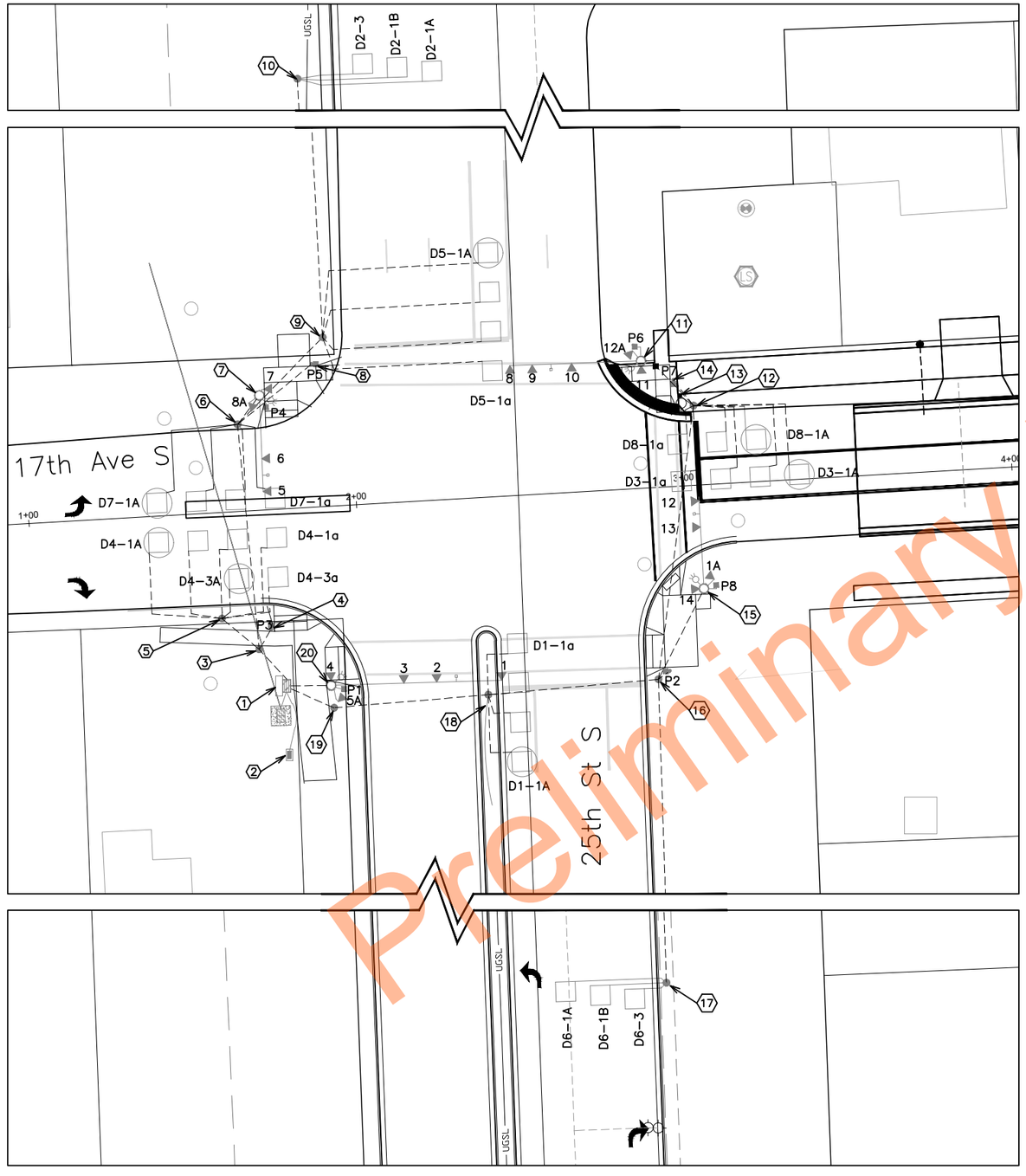
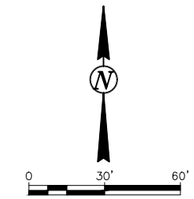
| Mead & Hunt | STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|---|
| | ND | TMA-SU-8-984 (181) | 150 | 1 |




Preliminary




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

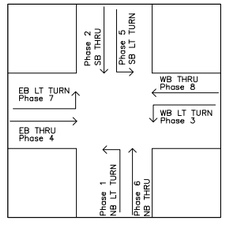
(11) RELOCATE EXISTING PEDESTRIAN HEAD (P7) FACING SOUTH ON EXISTING SIGNAL POLE WITH NEW TOP AND BOTTOM MOUNTING ARMS.

(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

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REVISIONS

| ③ | ② | ① |
|---|---|---|

SEAL

REGISTERED PROFESSIONAL ENGINEER
MURAT N JENIDI
PE-40954
DATE 07/07/2026
NORTH DAKOTA

**REVISE TRAFFIC SIGNAL SYSTEM - SITE 1**
17TH AVE S. & 25TH ST S.
CITY OF FARGO *BR-26-G1*

| DESIGN BY: JLB | CHECKED BY: MNJ |
|---|---|
| DRAWN BY: JMR | ORIG DATE: 07/07/2026 |

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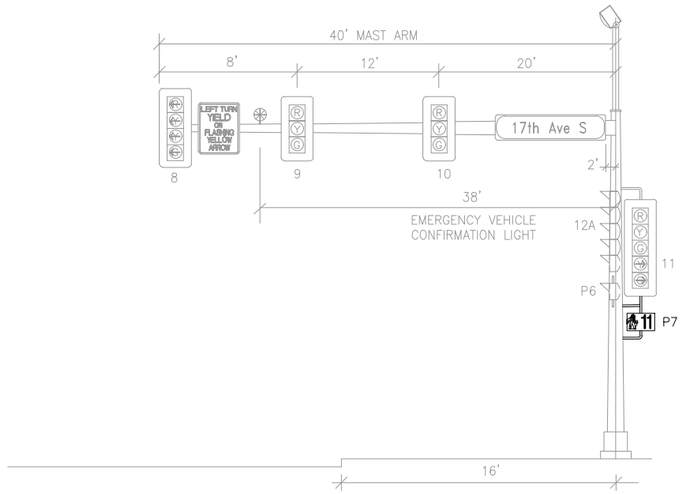
| Mead & Hunt | STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|---|
| | ND | TMA-SU-8-984 (181) | 150 | 2 |




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

Preliminary Plans

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 07/07/2026
NORTH DAKOTA

**REVISE TRAFFIC SIGNAL SYSTEM - SITE 1**
17TH AVE S. & 25TH ST S.
CITY OF FARGO *BR-26-G1*

| DESIGN BY: JLB | CHECKED BY: MNJ |
|---|---|
| DRAWN BY: JMR | ORIG DATE: 07/07/2026 |

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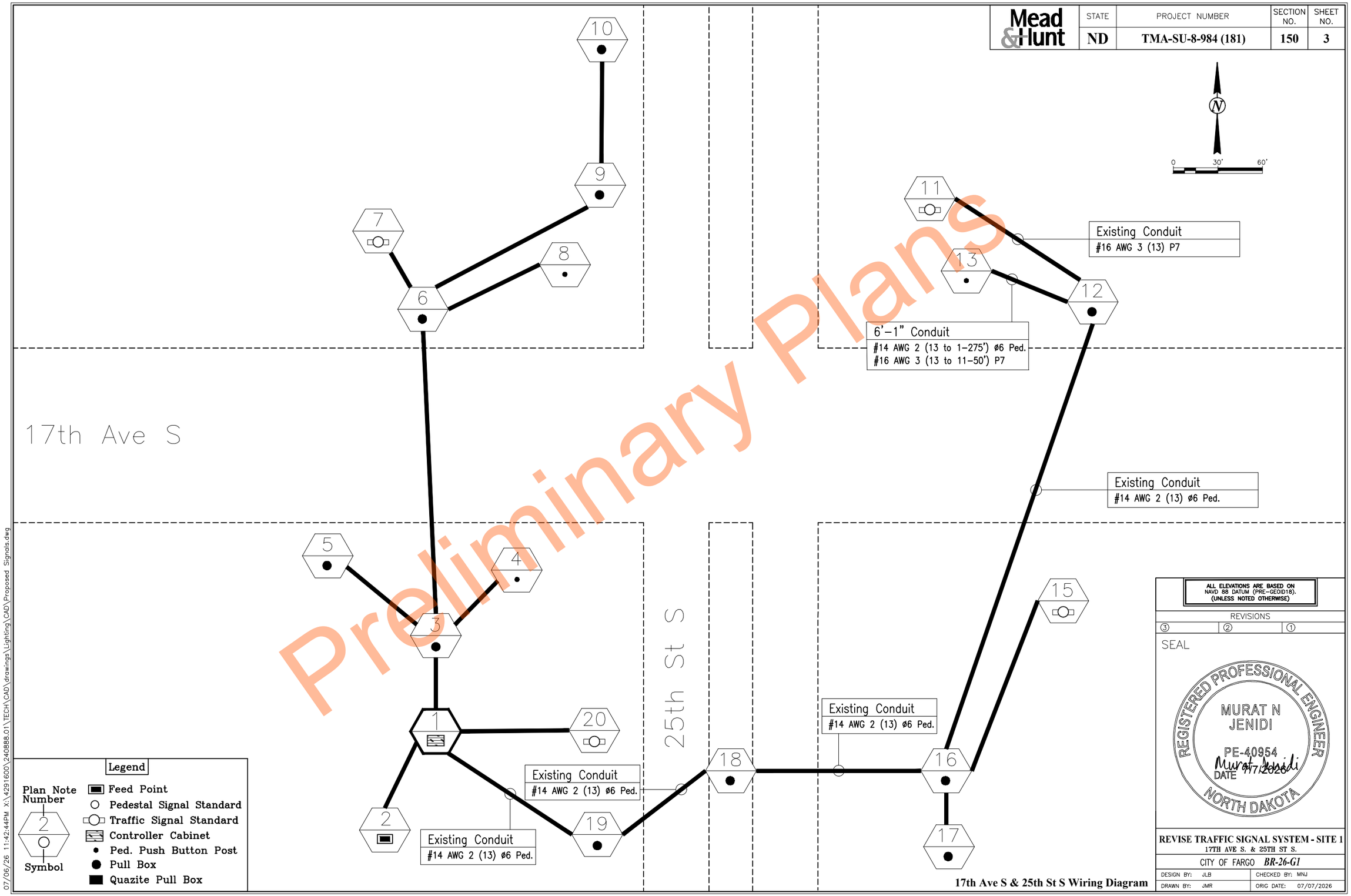
| Mead & Hunt | STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|---|
| | ND | TMA-SU-8-984 (181) | 150 | 3 |




Preliminary Plans

Legend

Plan Note Number

2

Symbol

- Feed Point
- Pedestal Signal Standard
- Traffic Signal Standard
- Controller Cabinet
- Ped. Push Button Post
- Pull Box
- Quazite Pull Box

17th Ave S & 25th St S Wiring Diagram

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

REVISIONS

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17TH AVE S. & 25TH ST S.
CITY OF FARGO *BR-26-G1*

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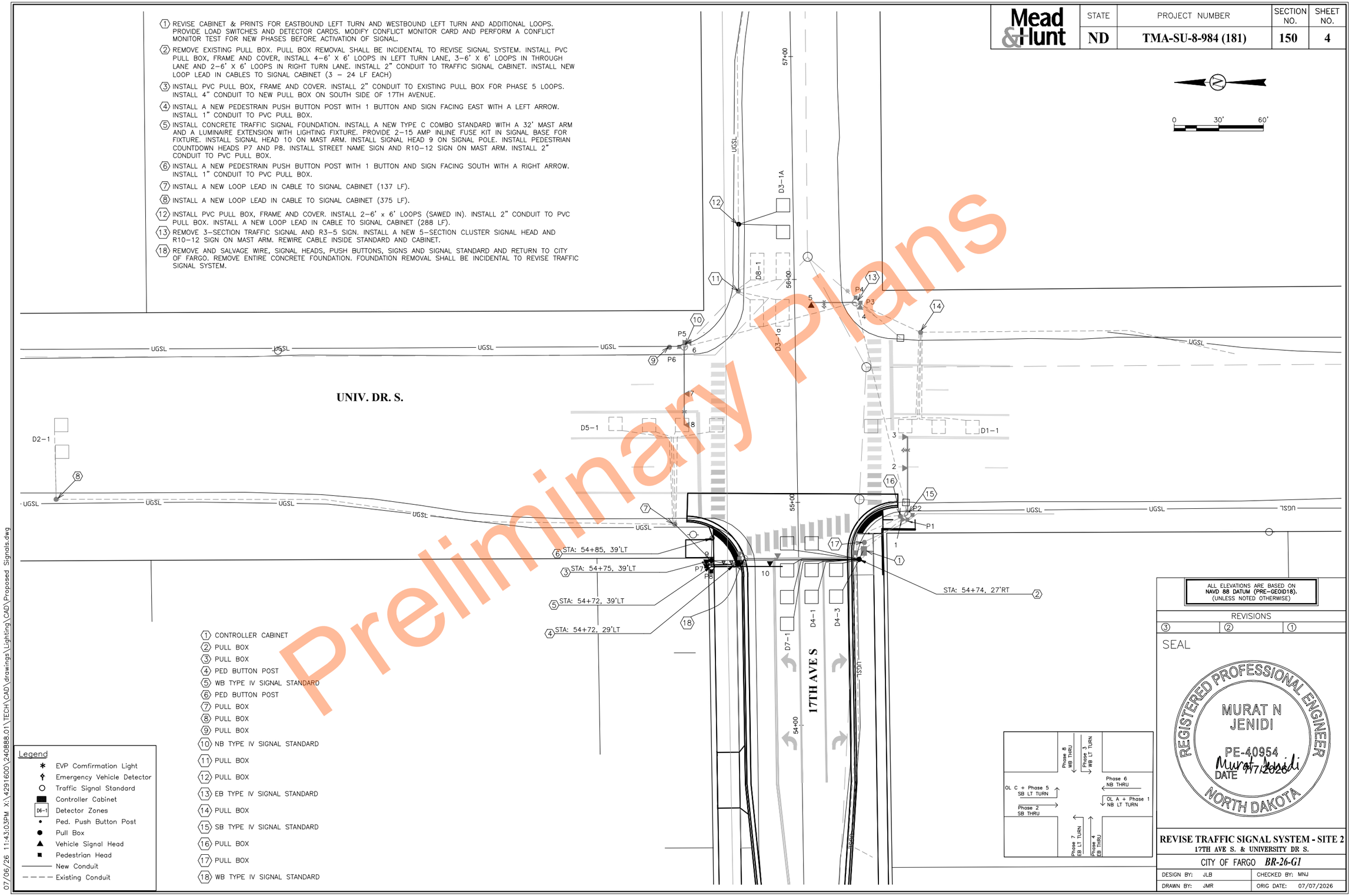
| Mead & Hunt | STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|---|
| | ND | TMA-SU-8-984 (181) | 150 | 4 |

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

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 07/2026
NORTH DAKOTA

**REVISE TRAFFIC SIGNAL SYSTEM - SITE 2**
**17TH AVE S. & UNIVERSITY DR S.**

CITY OF FARGO *BR-26-G1*

| DESIGN BY: JLB | CHECKED BY: MNJ |
|---|---|
| DRAWN BY: JMR | ORIG DATE: 07/07/2026 |

Preliminary Plans

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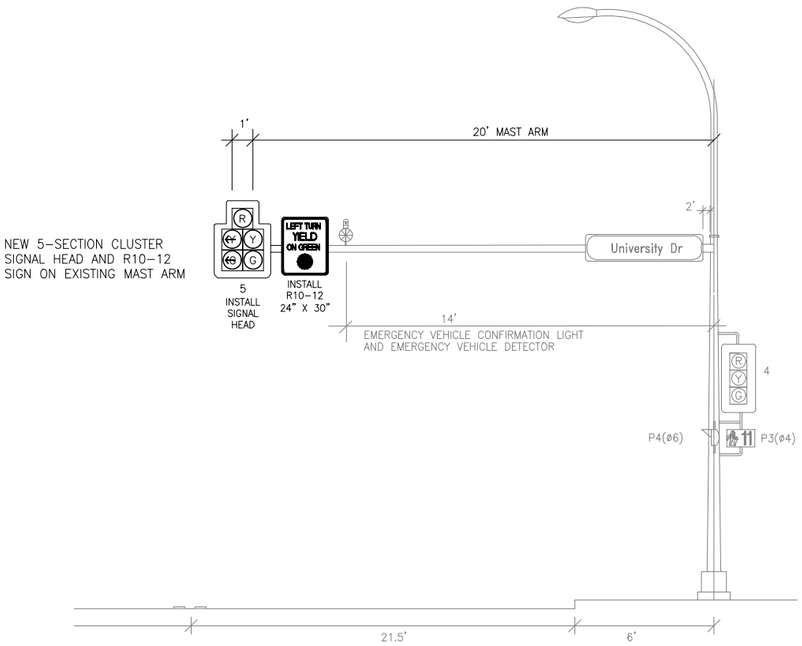
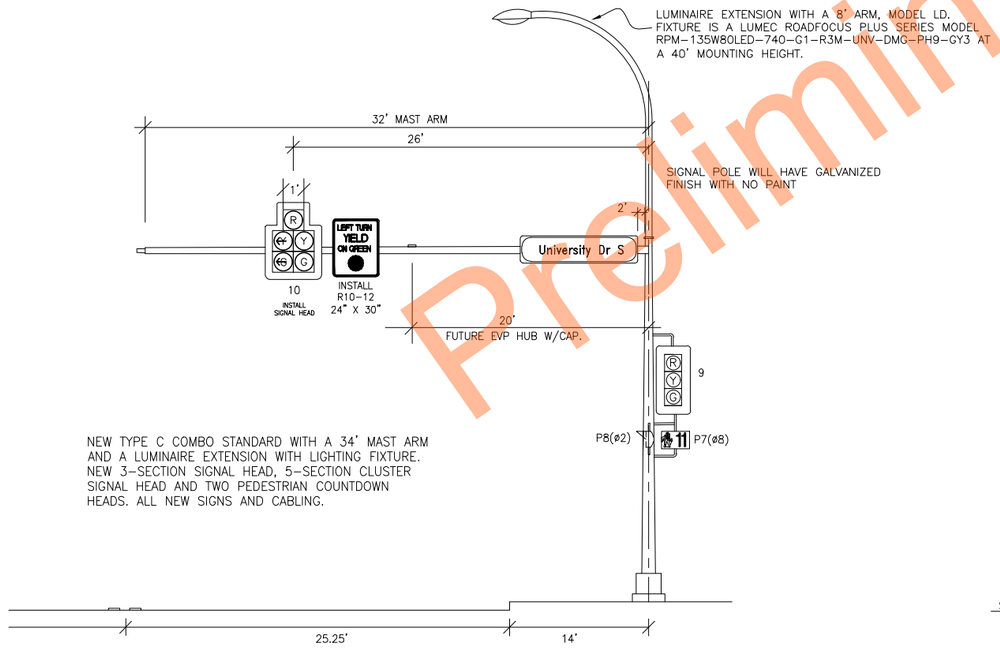



ø4 EAST-BOUND APPROACH CROSS-SECTION




ø8 WEST-BOUND APPROACH CROSS-SECTION

**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 | LF | 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 | | | |

TYPICAL 8 PHASE DETECTOR LABLE

SAME PHASE MULTIPLE LEAD-INS
LETTERS A-D
LANE LOCATION START
"A" ON THE CENTER LINE
TO CURB.

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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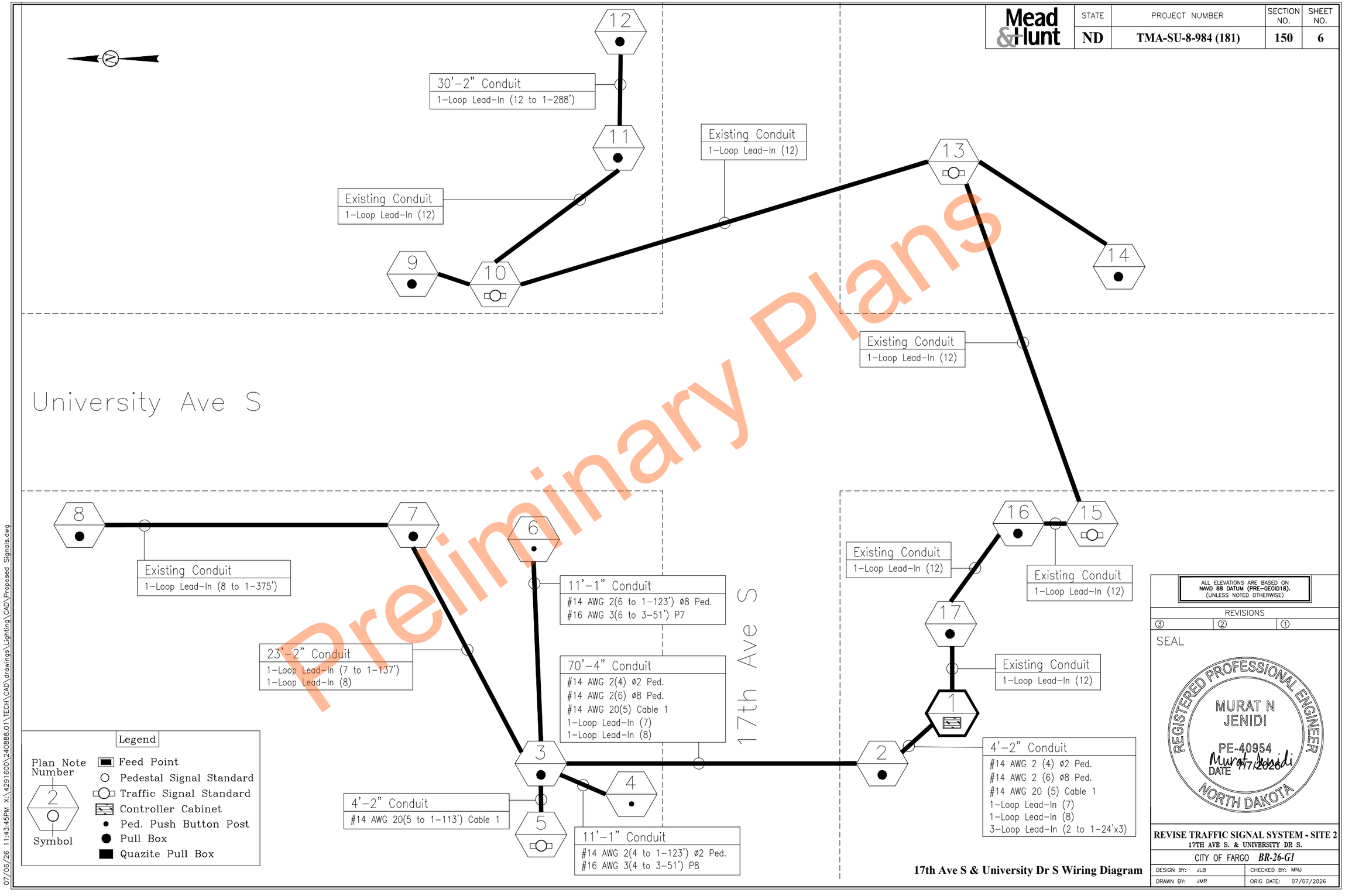


Preliminary Plans

**17th Ave S & University Dr S Wiring Diagram**

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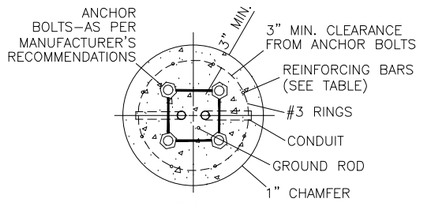
## TRAFFIC SIGNAL STANDARD FOUNDATION SELECTION TABLE

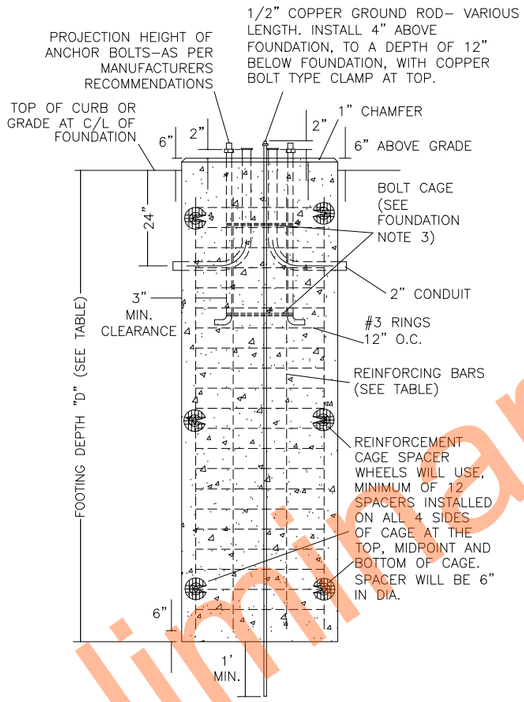
| SIGNAL STANDARD DESCRIPTION | 24" DIA. FOOTING DEPTH | 30" DIA. FOOTING DEPTH | 36" DIA. FOOTING DEPTH | 42" DIA. FOOTING DEPTH |
|---|---|---|---|---|
| TYPE V STANDARD | | | | |
| 10–14' HEIGHT | 4' | – | – | – |
| 15'–17' HEIGHT | 6' | – | – | – |
| TYPE IV SIGNAL STANDARD | | | | |
| 0'–25' MAST 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

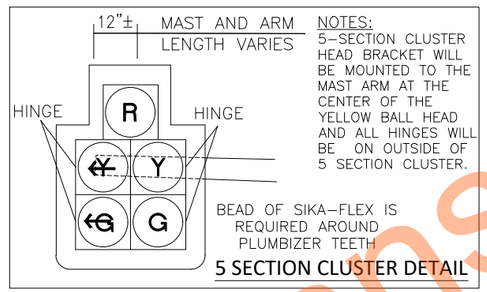



## 24", 30", 36", & 42" DIAMETER FOUNDATIONS

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.

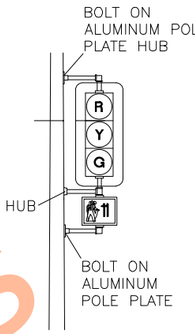
CONCRETE NOTES:
1. CONCRETE USED IN THE WORK, WILL BE PORTLAND CEMENT CONCRETE MIXED AND PROPORTIONED AS SPECIFIED IN SECTION 2100 OF THE CITY OF FARGO STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR CALLING OR NOTIFYING ENGINEER BEFORE CONCRETE IS ORDERED, NO CONCRETE WILL 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.

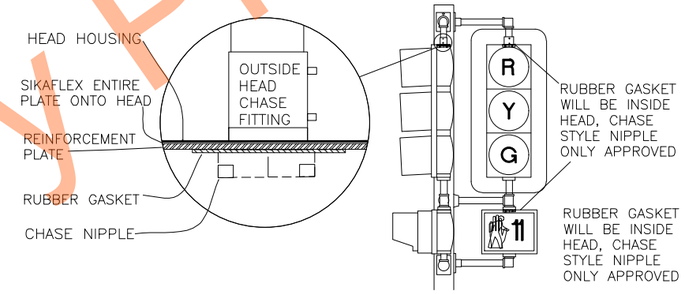



NOTES:
5–SECTION CLUSTER HEAD BRACKET WILL BE MOUNTED TO THE MAST ARM AT THE CENTER OF THE YELLOW BALL HEAD AND ALL HINGES WILL BE ON OUTSIDE OF 5 SECTION CLUSTER.

5 SECTION CLUSTER DETAIL

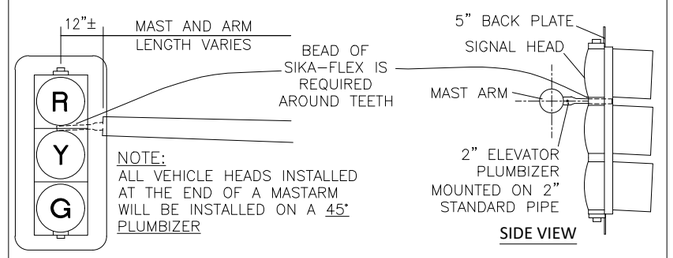



**TYPE IV**
POST MOUNTED-VEHICULAR
POST MOUNTED-PEDESTRIAN




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.




NOTE:
ALL VEHICLE HEADS INSTALLED AT THE END OF A MASTARM WILL BE INSTALLED ON A 45° PLUMBIZER

SIDE VIEW

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)

REVISIONS
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MURAT N JENIDI
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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 |

Preliminary Plans

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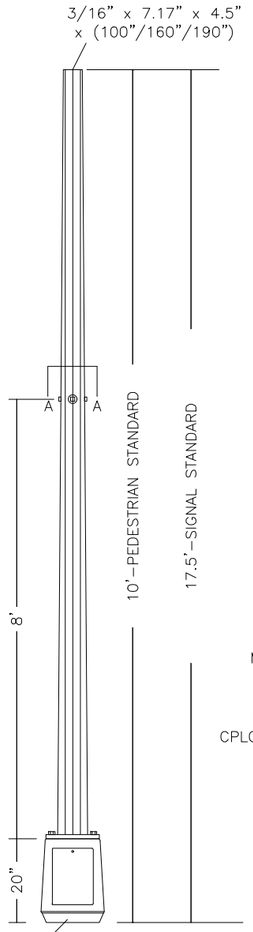
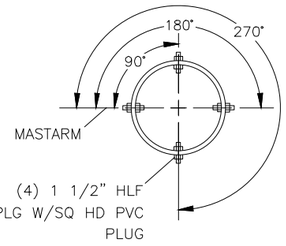
| Mead & Hunt | STATE | PROJECT NUMBER | SECTION NO. | SHEET NO. |
|---|---|---|---|---|
| | ND | TMA-SU-8-984 (181) | 150 | 8 |

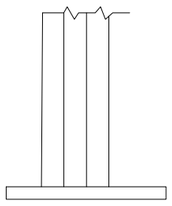


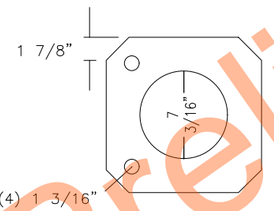

NOTE:

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.

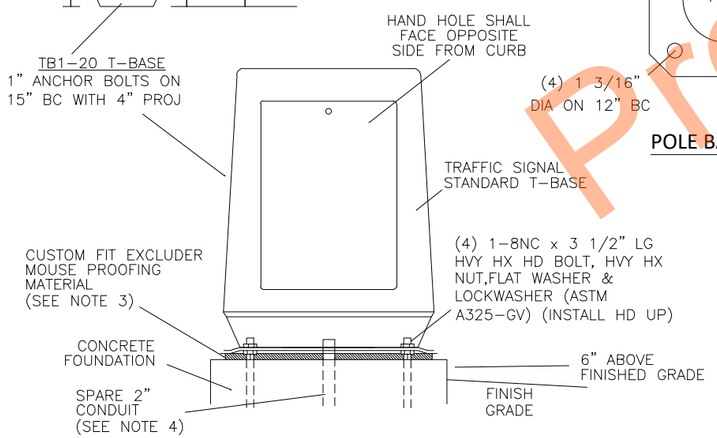



SECTION A-A

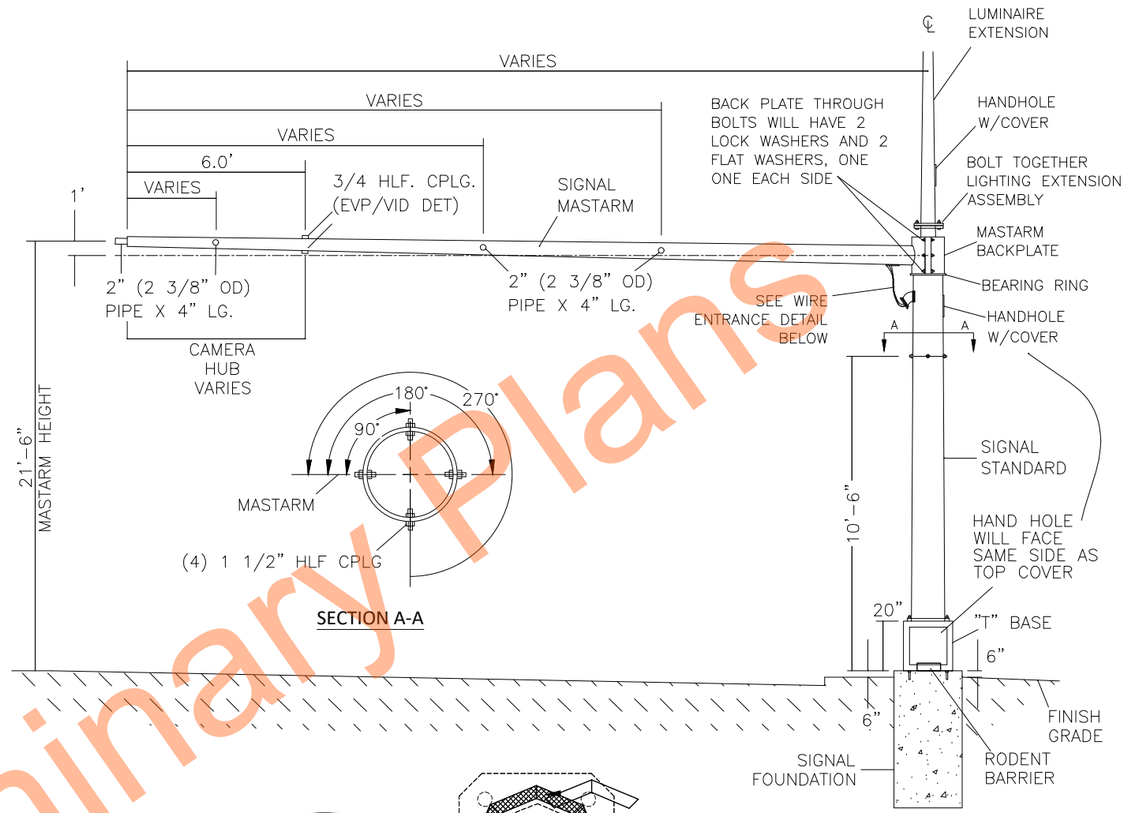




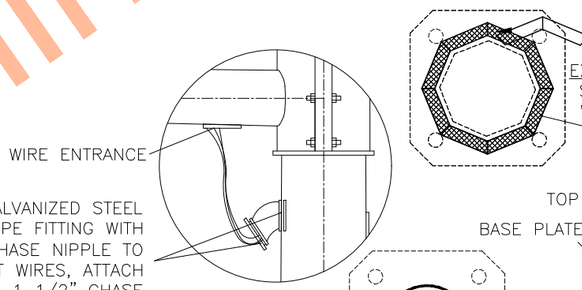

POLE BASE PLATE



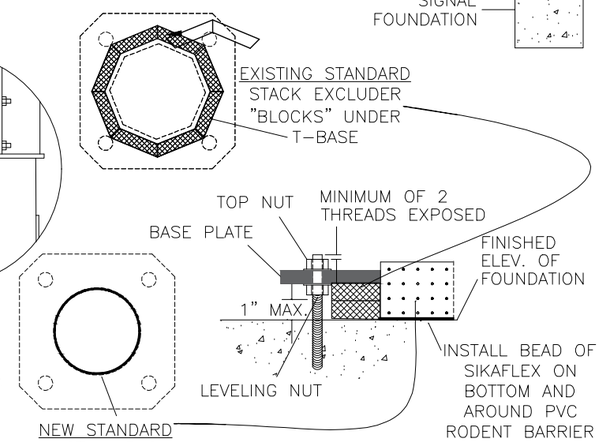

TYPE V TRAFFIC SIGNAL STANDARDS




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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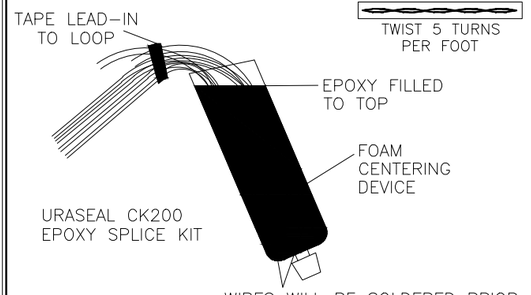
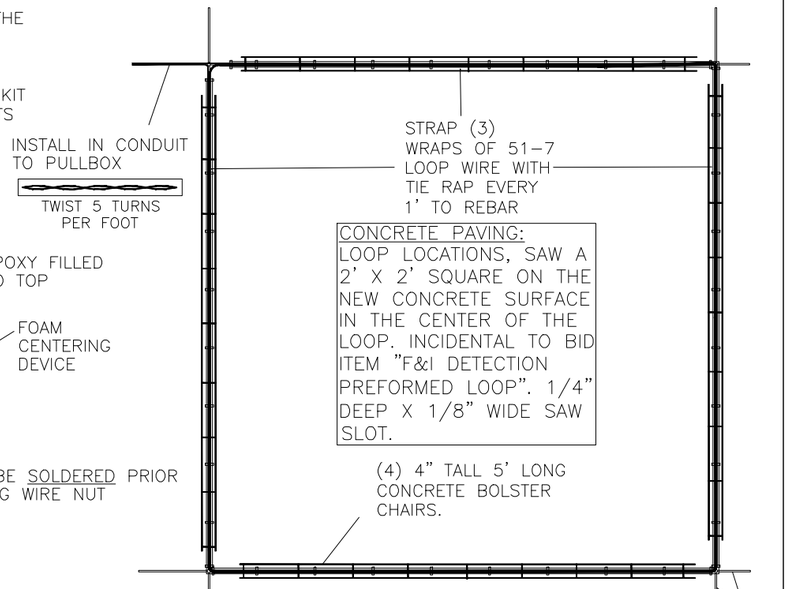
|---|---|---|---|---|
| | ND | TMA-SU-8-984 (181) | 150 | 9 |

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

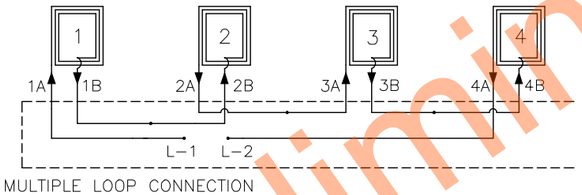



SPLICE KIT DETAIL



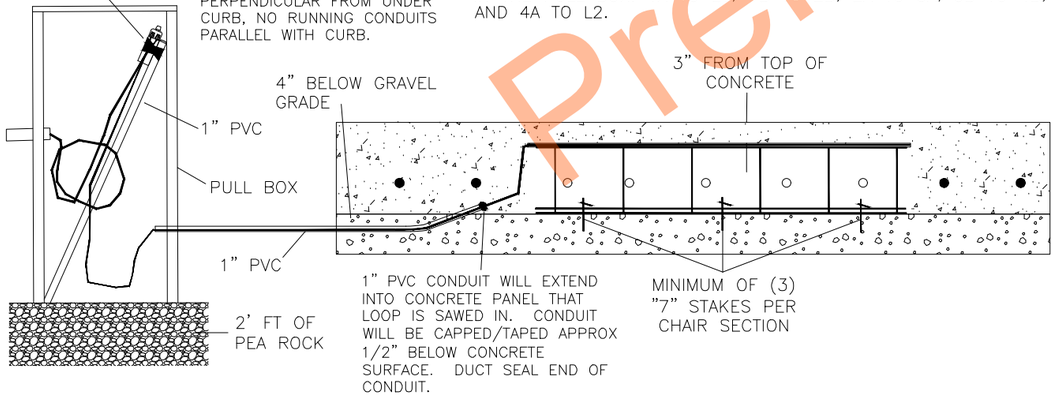

PREFORMED LOOP TOP VIEW

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.

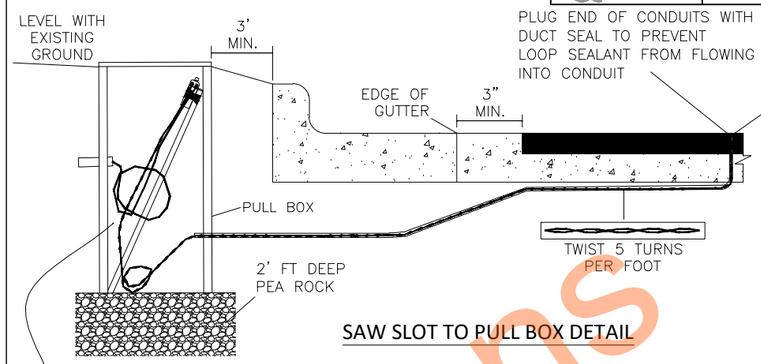



MULTIPLE LOOP CONNECTION
ALL CONDUCTORS WILL BE LABELED IN THE PULL BOX AS SHOWN(1A,1B,2A..ETC..) THE LOOP CONNECTIONS WILL BE SPLICED IN THE PULL BOX: 1A TO L1, 1B TO 2B, 2A TO 3A, 3B TO 4B, AND 4A TO L2.

NOTE:
ALL LOOPS WILL ENTER THE PULL BOX DIRECTLY PERPENDICULAR FROM UNDER CURB, NO RUNNING CONDUITS PARALLEL WITH CURB.

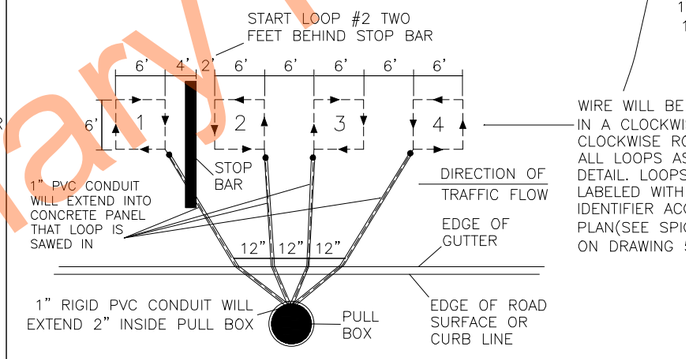



PREFORMED LOOP SIDEVIEW

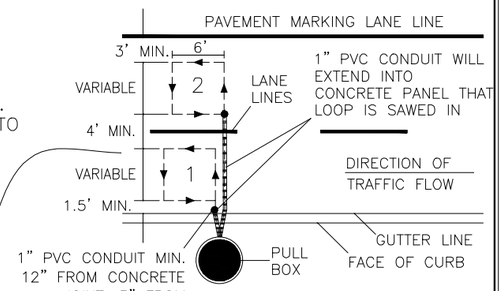



SAW SLOT TO PULL BOX DETAIL

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.



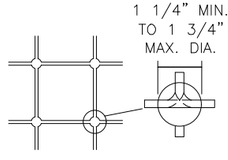

MULTIPLE LOOP DETECTOR DETAIL
PRESENCE LOOPS



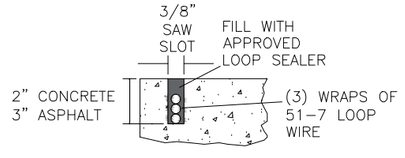

LOOP DETECTOR DETAIL
PASSAGE OR CALLING

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) .

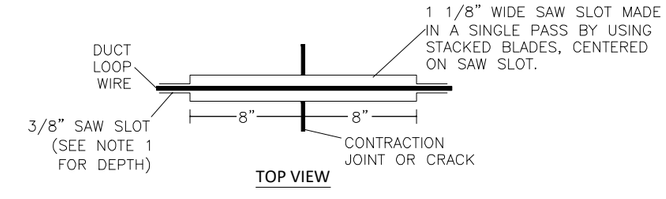
NOTE:
ALL LOOPS WILL ENTER THE PULL BOX DIRECTLY PERPENDICULAR FROM UNDER CURB, NO RUNNING CONDUITS PARALLEL WITH CURB.




SAW SLOT TOP VIEW




SAW SLOT SIDE VIEW




TOP VIEW

CONTRACTION JOINT DETAIL

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REVISIONS
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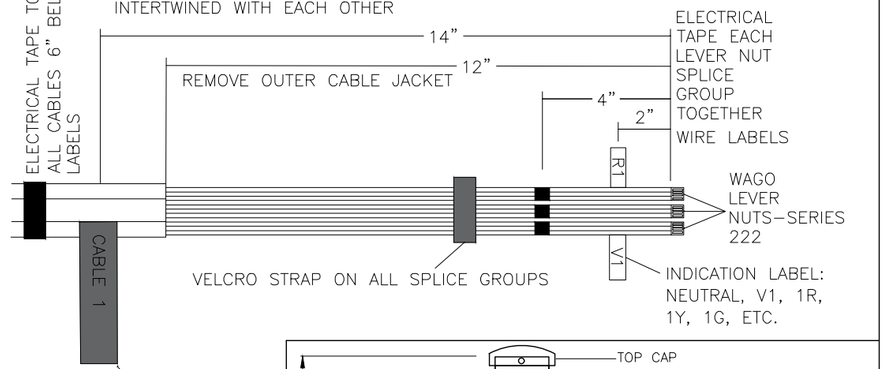
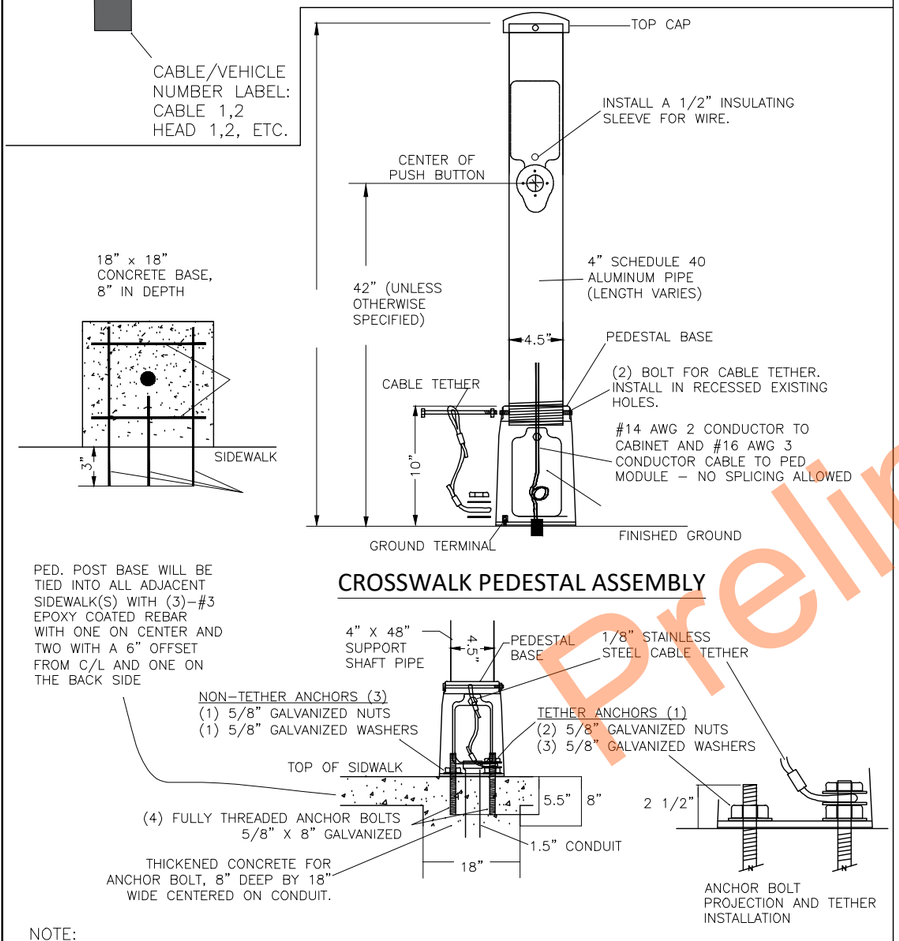
|---|---|---|---|---|
| | ND | TMA-SU-8-984 (181) TOOL | 150 | 10 |

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

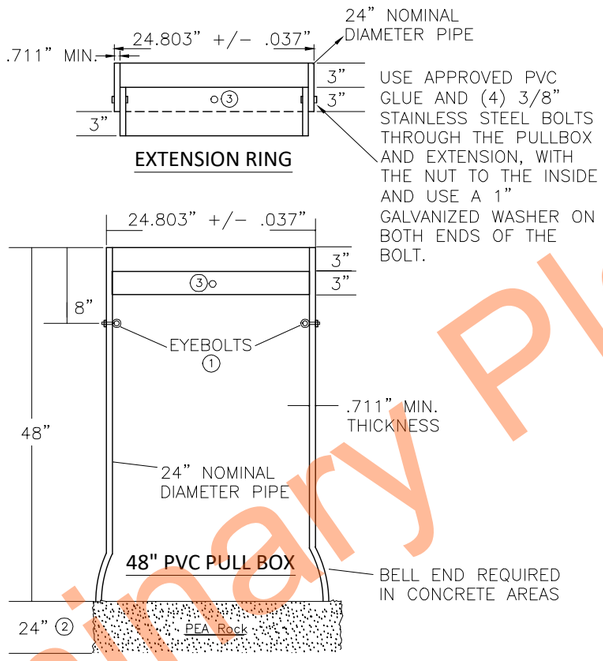



## CROSSWALK PEDESTAL ASSEMBLY

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

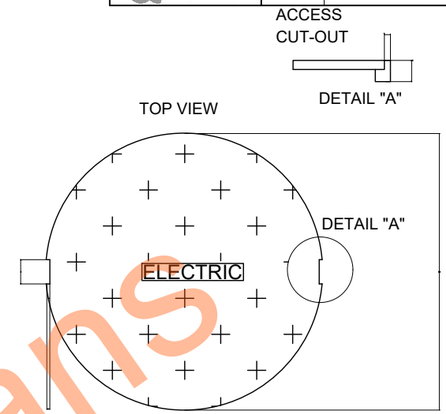




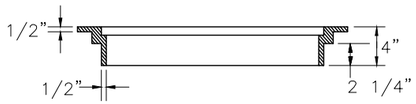


INSTALLLATION NOTES:

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.

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