

NDDOT ABBREVIATIONS

Abn	abandoned	Calc	calculate	Xsec	cross sections	Eq	equal
Abut	abutment	Cd	candela	Xing	crossing	Eq	equation
Ac	acres	CIP	cast iron pipe	Xrd	Crossroad	Evgr	evergreen
Adj	adjusted	CB	catch basin	Crn	crown	Exc	excavation
Aggr	aggregate	CRS	cationic rapid setting	CF	cubic feet	Exst	existing
Ahd	ahead	C Gd	cattle guard	M3	cubic meter	Exp	expansion
ARV	air release valve	C To C	center to center	M3/s	cubic meters per second	Expy	Expressway
Align	alignment	Cl or C	centerline	CY	cubic yard	E	external of curve
Al	alley	Cm	centimeter	Cy/mi	cubic yards per mile	Extru	extruded
Alt	alternate	Ch	chain	Culv	culvert	FOS	factor of safety
Alum	aluminum	Chnlk	chain-link	C&G	curb & gutter	F	Fahrenheit
ADA	Americans with Disabilities Act	Ch Blk	channel block	CI	curb inlet	FS	far side
A	ampere	Ch Ch	channel change	CR	curb ramp	F	farad
&	and	Chk	check	CS	curve to spiral	Fed	Federal
Appr	approach	Chsld	chiseled	C	cut	FP	feed point
Approx	approximate	Cir	circle	Dd Ld	dead load	Ft	feet/foot
ACP	asbestos cement pipe	Cl	class	Defl	deflection	Fn	fence
Asph	asphalt	Cl	clay	Defm	deformed	Fn P	fence post
AC	asphalt cement	Cl F	clay fill	Deg or D	degree	FO	fiber optic
Assmd	assumed	Cl Hvy	clay heavy	Dint	delineate	FB	field book
@	at	Cl Lm	clay loam	Dintr	delineator	FD	field drive
Atten	attenuation	Clnt	clean-out	Depr	depression	F	fill
ATR	automatic traffic recorder	Clr	clear	Desc	description	FAA	fine aggregate angularity
Ave	Avenue	Cl&gr	clearing & grubbing	Det	detail	FS	fine sand
Avg	average	Co S	coal slack	DWP	detectable warning panel	FH	fire hydrant
ADT	average daily traffic	Comb.	combination	Dtr	detour	FI	flange
Az	azimuth	Coml	commercial	Dia	diameter	FIRD	flared
Bk	back	Compr	compression	Dir	direction	FES	flared end section
BF	back face	CADD	computer aided drafting & design	Dist	distance	F Bcn	flashing beacon
Bs	backsight	Conc	concrete	DM	disturbed material	FA	flight auger sample
Balc	balcony	Cond	conductor	DB	ditch block	FL	flow line
B Wire	barbed wire	Const	construction	DG	ditch grade	Ftg	footing
Barr	barricade	Cont	continuous	Dbl	double	FM	force main
Btry	battery	CSB	continuous split barrel sample	Dn	down	Fs	foresight
Brg	bearing	Contr	contraction	Dwg	drawing	Fnd	found
BI	beehive inlet	Contr	contractor	Dr	drive	Fdn	foundation
Beg	begin	CP	control point	Drwy	driveway	Frac	fractional
BM	bench mark	Coord	coordinate	DI	drop inlet	Frwy	freeway
Bkwy	bikeway	Cor	corner	D	dry density	Frt	front
Bit	bituminous	Corr	corrected	Ea	each	FF	front face
Blk	block	CAES	corrugated aluminum end section	Esmt	easement	F Disp	fuel dispenser
Bd Ft	board feet	CAP	corrugated aluminum pipe	E	East	FFP	fuel filler pipes
BH	bore hole	CMES	corrugated metal end section	EB	Eastbound	FLS	fuel leak sensor
BS	both sides	CMP	corrugated metal pipe	Elast	elastomeric	Furn	furnished
Bot	bottom	CPVCP	corrugated poly-vinyl chloride pipe	EL	electric locker		
Blvd	Boulevard	CSES	corrugated steel end section	E Mtr	electric meter		
Bndry	boundary	CSP	corrugated steel pipe	Elec	electric/al		
BC	brass cap	C	coulomb	EDM	electronic distance meter		
Brkwy	breakaway	Co	County	Elev or El	elevation		
Br	bridge	Crse	course	Ellipt	elliptical		
Bldg	building	C Gr	course gravel	Emb	embankment		
BV	butterfly valve	CS	course sand	Emuls	emulsion/emulsified		
Byb	bypass	Ct	Court	ES	end section		
C Gdrl	cable guardrail	Xarm	cross arm	Engr	engineer		
		Xbuck	cross buck	ESS	environmental sensor station		

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
06-15-10	
REVISIONS	
DATE	CHANGE
04-20-11	Added Items
03-15-13	Added Items
11-01-13	Added Items

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NDDOT ABBREVIATIONS

Gal	gallon	J	joule	M	meter	Pen.	penetration
Galv	galvanized	Jct	junction	M/s	meters per second	Perf	perforated
Gar	garage	K	kelvin	M	mid ordinate of curve	Per.	perimeter
Gs L	gas line	Kn	kilo newton	Mi	mile	PL	pipeline
G Reg	gas line regulator	Kpa	kilo pascal	MM	mile marker	PI	place
GMV	gas main valve	Kg	kilogram	MP	mile post	P&P	plan & profile
G Mtr	gas meter	Kg/m3	kilogram per cubic meter	MI	milliliter	PL	plastic limit
GSV	gas service valve	Km	kilometer	Mm	millimeter	PI	plate
GVP	gas vent pipe	K	Kip(s)	Mm/hr	millimeters per hour	Pt	point
GV	gate valve	LS	Land Surveyor (licensed)	Min	minimum	PCC	point of compound curve
Ga	gauge	LSIT	Land Surveyor In Training	Misc	miscellaneous	PC	point of curve
Geod	geodetic	Ln	lane	Mon	monument	PI	point of intersection
GIS	Geographical Information System	Lg	large	Mnd	mound	PRC	point of reverse curvature
G	giga	Lat	latitude	Mtbl	mountable	PT	point of tangent
GPS	Global Positioning System	Lt	left	Mtd	mounted	POC	point on curve
Gov	government	L	length of curve	Mtg	mounting	POT	point on tangent
Grd	graded/grade	Lens	lenses	Mk	muck	PE	polyethylene
Gr	gravel	Lvl	level	Mun	municipal	PVC	polyvinyl chloride
Grnd	ground	LB	level book	N	nano	PCC	Portland Cement concrete
GWM	ground water monitor	Lvng	leveling	NGS	National Geodetic Survey	Lb or #	pounds
Gdrl	guardrail	Lht	light	NS	near side	PP	power pole
Gtr	gutter	LP	light pole	Neop	neoprene	Preempt	preemption
H Plg	H piling	Ltg	lighting	Ntwk	network	Prefab	prefabricated
Hdwl	headwall	Lig Co	lignite coal	N	newton	Prfmd	performed
Ha	hectare	Lig Sl	lignite slack	N	North	Prep	preparation
Ht	height	LF	linear foot	NE	North East	Press.	pressure
HI	height of instrument	Liq	liquid	NW	North West	PRV	pressure relief valve
Hel	helical	LL	liquid limit	NB	Northbound	Prestr	prestressed
H	henry	L	litre	No. or #	number	Pvt	private
Hz	hertz	Lm	loam	Obsc	obscure(d)	PD	private drive
HDPE	high density polyethylene	Loc	location	Obsn	observation	Prod.	production/produce
HM	high mast	LC	long chord	Ocpd	occupied	Prog	programmed
HP	high pressure	Long.	longitude	Ocpy	occupy	Prop.	property
HPS	high pressure sodium	Lp	loop	Off Loc	office location	Prop Ln	property line
Hwy	highway	LD	loop detector	O/s	offset	Ppsd	proposed
Hor	horizontal	Lm	lumen	OC	on center	PB	pull box
HBP	hot bituminous pavement	Lum	luminaire	C	one dimensional consolidation		
Hr	hour(s)	L Sum	lump sum	OC	organic content		
Hyd	hydrant	Lx	lux	Orig	original		
Ph	hydrogen ion content	ML	main line	O To O	out to out		
Id	identification	M Hr	man hour	OD	outside diameter		
In or "	inch	MH	manhole	OH	overhead		
Incl	inclinometer tube	Mkd	marked	PMT	pad mounted transformer		
IMH	inlet manhole	Mkr	marker	Pg	pages		
ID	inside diameter	Mkg	marking	Pntd	painted		
Inst	instrument	MA	mast arm	Pr	pair		
Intchg	interchange	Matl	material	Pnl	panel		
Intmdt	intermediate	Max	maximum	Pk	park		
Intscn	intersection	MC	meander corner	PK	Parker-Kalon nail		
Inv	invert	Meas	measure	Pa	pascal		
IM	iron monument	Mdn	median	PSD	passing sight distance		
IPn	Iron Pin	MD	median drain	Pvmt	pavement		
IP	iron Pipe	MC	medium curing	Ped	pedestal		
Jt	joint	M	mega	Ped	pedestrian		
		Mer	meridian	PPP	pedestrian pushbutton post		

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Qty	quantity	Sig	signal	Tel	telephone	WB	Westbound
Qtr	quarter	Si Cl	silt clay	Tel B	Telephone Booth	Wrng	wiring
Rad or R	radius	Si Cl Lm	silty clay loam	Tel P	telephone pole	W/	with
RR	railroad	Si Lm	silty loam	Tv	television	W/o	without
Rlwy	railway	Sgl	single	Temp	temperature	WC	witness corner
Rsd	raised	SC	slow curing	Temp	temporary	WGS	World Geodetic System
RTP	random traverse point	SS	slow setting	TBM	temporary bench mark	Z	zenith
Rge or R	range	Sm	small	T	tesla		
RC	rapid curing	S	South	T	thinwall tube sample		
Rec	record	SE	South East	T/mi	tons per mile		
Rcy	recycle	SW	South West	Ts	topsoil		
RPCC	recycled Portland cement concrete	SB	Southbound	Twp or T	township		
Ref	reference	Sp	spaces	Traf	traffic		
R Mkr	reference marker	Spcl	special	TSCB	traffic signal control box		
RM	reference monument	SP	special provisions	Tr	trail		
Refl	reflectorized	G	specific gravity	Transf	transformer		
RCB	reinforced concrete box	Spk	spike	TB	transit book		
RCES	reinforced concrete end section	SC	spiral to curve	Trans	transition		
RCP	reinforced concrete pipe	ST	spiral to tangent	TT	transmission tower		
RCPS	reinforced concrete pipe sewer	SB	split barrel sample	Trans	transverse		
Reinf	reinforcement	SH	sprinkler head	Trav	traverse		
Res	reservation	SV	sprinkler valve	TP	traverse point		
Ret	retaining	Sq	square	Trtd	treated		
Rev	reverse	SF	square feet	Trmt	treatment		
Rt	right	Km2	square kilometer	Qc	triaxial compression		
R/W	right of way	M2	square meter	TERO	tribal employment rights ordinance		
Riv	river	SY	square yard	Tpl	triple		
Rd	road	Stk	stake	TP	turning point		
Rdbd	road bed	Std	standard	Typ	typical		
Rdwy	roadway	N	standard penetration test	Qu	unconfined compressive strength		
RWIS	Roadway Weather Information System	Std Specs	Standard Specifications	Ugrnd	underground		
Rk	rock	Sta	station	USC&G	US Coast & Geodetic Survey		
Rt	route	Sta Yd	station yards	USGS	US Geologic Survey		
Salv	salvage(d)	Stm L	steam line	Util	utility		
Sd	sand	SEC	steel encased concrete	VG	valley gutter		
Sdy Cl	sandy clay	SSD	stopping sight distance	Vap	vapor		
Sdy Cl Lm	sandy clay loam	SD	storm drain	Vert	vertical		
Sdy Fl	sandy fill	St	street	VC	vertical curve		
Sdy Lm	sandy loam	SPP	structural plate pipe	VCP	vitrified clay pipe		
San	sanitary sewer line	SPPA	structural plate pipe arch	V	volt		
Sc	scoria	Str	structure	Vol	volume		
Sec	seconds	Subd	subdivision	Wkwy	walkway		
Sec	section	Sub	subgrade	W	water content		
SL	section line	Sub Prep	subgrade preparation	WGV	water gate valve		
Sep	separation	Ss	subsoil	WL	water line		
Seq	sequence	SE	superelevation	WM	water main		
Serv	service	SS	supplement specification	WMV	water main valve		
Sh	shale	Supp	supplemental	W Mtr	water meter		
Sht	sheet	Surf	surfacing	WSV	water service valve		
Shtng	sheeting	Surv	survey	WW	water well		
Shldr	shoulder	Sym	symmetrical	W	watt		
Sw	sidewalk	SI	Systems International	Wrng	wearing		
S	siemens	Tan	tangent	Wb	weber		
SD	sight distance	T	tangent (semi)	WIM	Weigh In Motion		
		TS	tangent to spiral	W	West		

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NDDOT UTILITY COMPANY AND ORGANIZATION ABBREVIATIONS

D-20-10

702COM 702 Communications
 ACCENT Accent Communications
 AGASSIZ WU Agassiz Water Users Incorporated
 AGC Associated General Contractors of America
 All PI Alliance Pipeline
 ALL SEAS WU All Seasons Water Users Association
 AMOCO PI Amoco Pipeline Company
 AMRDA HESS Amerada Hess Corporation
 AT&T AT&T Corporation
 B PAW Bear Paw Energy Incorporated
 BAKER ELEC Baker Electric
 BASIN ELEC Basin Electric Cooperative Incorporated
 BEK TEL Bek Communications Cooperative
 BELLE PL Belle Fourche Pipeline Company
 BLM Bureau of Land Management
 BNSF Burlington Northern Santa Fe Railway
 BOEING Boeing
 BRNS RWD Barnes Rural Water District
 BURK-DIV ELEC Burke-Divide Electric Cooperative
 BURL WU Burleigh Water Users
 Cable One Cable One
 CABLE SERV Cable Services
 CAP ELEC Capital Electric Cooperative Incorporat
 CASS CO ELEC Cass County Electric Cooperative
 CASS RWU Cass Rural Water Users Incorporated
 CAV ELEC Cavalier Rural Electric Cooperative
 CBLCOM Cablecom Of Fargo
 CENEX PL Cenex Pipeline
 CENT PL WATER DIST Central Pipe Line Water District
 CENT PWR ELEC Central Power Electric Cooperative
 COE Corps of Engineers
 CONS TEL Consolidated Telephone
 CONT RES Continental Resource Inc
 CPR Canadian Pacific Railway
 D O E Department Of Energy
 DAK CARR Dakota Carrier Network
 DAK CENT TEL Dakota Central Telephone
 DAK RWD Dakota Rural Water District
 DGC Dakota Gasification Company
 DICKEY R NET Dickey Rural Networks
 DICKEY RWU Dickey Rural Water Users Association
 DICKEY TEL Dickey Telephone
 DNRR Dakota Northern Railroad
 DOME PL Dome Pipeline Company
 DVELEC Dakota Valley Electric Cooperative
 DVMW Dakota, Missouri Valley & Western
 ENBRDG Enbridge Pipelines Incorporated
 ENVENTIS Enventis Telephone
 FALK MNG Falkirk Mining Company
 FHWA Federal Highway Administration
 G FKS-TRL WD Grand Forks-trail Water District
 GETTY TRD & TRAN Getty Trading & Transportation
 GLDN W ELEC Golden West Electric Cooperative
 GRGS CO TEL Griggs County Telephone

GT PLNS NAT GAS Great Plains Natural Gas Company
 HALS TEL Halstad Telephone Company
 IDEA1 Idea1
 INT-COMM TEL Inter-Community Telephone Company
 KANEB PL Kaneb Pipeline Company
 KEM ELEC Kem Electric Cooperative Incorporated
 KOCH GATH SYS Koch Gathering Systems Incorporated
 LKHD PL Lakehead Pipeline Company
 LNGDN RWU Langdon Rural Water Users Incorporated
 LWR YELL R ELEC Lower Yellowstone Rural Electric
 MCKNZ CON McKenzie Consolidated Telcom
 MCKENZ ELEC McKenzie Electric Cooperative
 MCKNZ WRD McKenzie County Water Resource District
 MCLEOD McLeod USA
 MCLN ELEC McLean Electric Cooperative
 MCLN-SHRDN R WAT McLean-Sheridan Rural Water
 MDU Montana-dakota Utilities
 MID-CONT CABLE Mid-Continent Cable
 MIDSTATE TEL Midstate Telephone Company
 MINOT CABLE Minot Cable Television
 MINOT TEL Minot Telephone Company
 MISS W W S Missouri West Water System
 MNKOTA PWR Minnkota Power
 MOR-GRAN-SOU ELEC Mor-gran-sou Electric Cooperative
 MOUNT-WILLI ELEC Mountrail-williams Electric Cooperative
 MRE LBTY TEL Moore & Liberty Telephone
 MUNICIPAL City Water And Sewer
 MUNICIPAL City Of '.....'
 N CENT ELEC North Central Electric Cooperative
 N VALL W DIST North Valley Water District
 ND PKS & REC North Dakota Parks And Recreation
 ND TEL North Dakota Telephone Company
 NDDOT North Dakota Department of Transportation
 NDSU SOIL SCI DEPT NDSU Soil Science Department
 NEMONT TEL Nemont Telephone
 NODAK R ELEC Nodak Rural Electric Cooperative
 NOON FRMS TEL Noonan Farmers Telephone Company
 NPR Northern Plains Railroad
 NSP Northern States Power
 NTH PRAIR RW Northern Prairie Rural Water Association
 NTHN BRDR PL Northern Border Pipeline
 NTHN PLNS ELEC Northern Plains Electric Cooperative Incorporated
 NTHWSTRN REF Northwestern Refinery Company
 NW COMM Northwest Communication Cooperation
 ONEOK Oneok gas
 OSHA Occupational Safety and Health Administration
 OTTR TL PWR Otter Tail Power Company
 P L E M Prairielands Energy Marketing
 POLAR COM Polar Communications
 PVT ELEC Private Electric
 QWEST Qwest Communications
 R & T W SUPPLY R & T Water Supply Association
 RAMSEY R SEW Ramsey Rural Sewer Association
 RAMSEY RW Ramsey Rural Water Association
 RAMSEY UTIL Ramsey County Rural Utilities

RED RIV TEL Red River Rural Telephone
 RESVTN TEL Reservation Telephone
 ROBRTS TEL Roberts Company Telephone
 R-RIDER ELEC Roughrider Electric Coop
 RRVW Red River Valley & Western Railroad
 RSR ELEC R.S.R. Electric Cooperative
 S E W U South East Water Users Incorporated
 SCOTT CABLE Scott Cable Television Dickinson
 SHERDN ELEC Sheridan Electric Cooperative
 SHEYN VLY ELEC Sheyenne Valley Electric Cooperative
 SKYTECH Skyland Technologies Incorporated
 SLOPE ELEC Slope Electric Cooperative Incorporated
 SOURIS RIV TELCOM Souris River Telecommunications
 ST WAT COMM State Water Commission
 STATE LN WATER State Line Water Cooperative
 STER ENG Sterling Energy
 STUT RWU Stutsman Rural Water Users
 SW PL PRJ Southwest Pipeline Project
 T M C Turtle Mountain Communications
 TCI TCI of North Dakota
 TESORO GHG PLNS PL Tesoro High Plains Pipeline
 TRI-CNTY WU Tri-County Water Users Incorporated
 TRL CO RWU Traill County Rural Water Users
 UNTD TEL United Telephone
 UPPR SOUR WUA Upper Souris Water Users Association
 US SPRINT U.S. Sprint
 USAF MSL CABLE U.S.A.F. Missile Cable
 USFWS US Fish and Wildlife Service
 USW COMM U.S. West Communications
 VRNDRY ELEC Verendrye Electric Cooperative
 W RIV TEL West River Telephone Incorporated
 WEB W. E. B. Water Development Association
 WILLI RWA Williams Rural Water Association
 WILSTN BAS PL Williston Basin Interstate Pipeline Company
 WLSH RWD Walsh Water Rural Water District
 WOLVRTN TEL Wolverton Telephone
 XLENER Xcel Energy
 YSVR Yellowstone Valley Railroad

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
6-15-10	
REVISIONS	
DATE	CHANGE
04-20-11	Added Items
03-15-13	Added Items
11-01-13	Added Items, Changed Standard Name to Include Organizations

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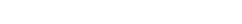
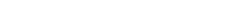
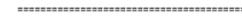
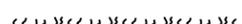
Line Styles

.....	Limits of Const Transition Line	—— s —— s ——	Floating Silt Curtain	—— ——— ———	Existing Aggregate (Cross Section View)	- - - - -	Existing Centerline
.....	Bale Check	—— ——— T ——	Existing Telephone Line	—— ——— ———	Existing Curb and Gutter (Cross Section View)	- - - - -	Supplemental Contour
.....	Rock Check	—— ——— TV ——	Existing TV Line	—— ——— ———	Existing Riprap	—— - - - - -	Right of Way
.....	Sight Distance Triangle Line	Void — void — void — v	Existing Assumed Ground (Not Surveyed)	—— ——— ———	Existing Underground Vault or Lift Station	—— - - - - -	Existing Right of Way
- - - - -	Small Hidden Object	Void — void — void — v	Tentative Ground Line	—— ——— ———	Tangent Line	—— - - - - -	Existing Right of Way Railroad
- - - - -	Dimension Leader	—— ——— w ——	Existing Water or Steam Line	- - - - -	Hidden Object	- - - - -	Failure Line
- - - - -	Existing Ground	=====	Existing Under Drain	—— ——— ———	Existing Dirt Surface	- - - - -	Existing Conditions
- - - - -	Existing Topsoil (Cross Section View)	=====	Under Drain	—— ——— ———	Existing Conduit	- - - - -	Existing Ground (Details)
—— ——— ———	Large Hidden Object	=====	Wall	—— ——— ———	Topsoil Profile	—— - - - - -	Existing Sixteenth Section Line
—— ——— ———	Edge Drain	=====	Existing Slotted Drain	- - - - -	Existing Conductor	- - - - -	Existing Right of Way Not State Owned
—— D —— D ——	Geotextile Fabric Type D	—— + —— + ——	Existing Cemetary Boundary	- - - - -	Conductor	- - - - -	Phantom Object
—— ——— E ——	Existing Electrical	—— ——— ———	Centerline Pavement Marking	- - - - -	Fiber Optic	- - - - -	Centerline Main
—— ——— FO ——	Existing Fiber Optic Line	=====	Barrier with Centerline Pavement Marking	- - - - -	Existing Loop Detector	-	Existing Guardrail Cable
—— ——— FO ——	Existing TV Fiber Optic	=====	Barrier Pavement Marking	- - - - -	Subgrade, Subcut or Ditch Grade	— • — • — • — •	Existing Guardrail Metal
—— ——— G ——	Existing Gas Pipe	- - - - -	Stripe 4 IN Dotted Extension White	—— ——— ———	Existing Asphalt Surface	—— . ——— . ——— . ——— .	Existing Edge of Water
—— Geo —— Geo ——	Geogrid	- - - - -	Stripe 8 IN Dotted Extension White	—— ——— ———	Existing Asphalt (Cross Section View)	- - - - -	Excavation Limits
—— ——— OH ——	Existing Overhead Utility Line	- - - - -	Stripe 8 IN Lane Drop	—— ——— ———	Existing Reinforcement Rebar	——	Existing Government Lot Line
—— ——— P ——	Existing Power	—— v v v v ——	Wetland Mitigation	—— ——— ———	Existing Tie Point Line	.....	Existing Adjacent Block Lines
—— ——— PL ——	Existing Fuel Pipeline	- - - - -	Existing Box Culvert Bridge	—— ——— ———	Existing State or International Line	.....	Existing Adjacent Lot Lines
—— ——— PL ——	Existing Undefined Above Ground Pipe Line	- - - - -	Existing Concrete Surface	—— ——— ———	Existing Quarter Section Line	.....	Existing Adjacent Property Line
—— ——— R —— R ——	Geotextile Fabric Type R	- - - - -	Existing Drainage Structure	—— ——— ———	Existing County	.....	Existing Adjacent Subdivision Lines
—— ——— R —— R ——	Geotextile Fabric Type R1	- - - - -	Easement	—— ——— ———	Existing Section Line	.....
—— REMOVE —— REMOVE ——	Remove Line	- - - - -	Existing Concrete	—— - - - - -	Existing Township	.....
—— RR —— RR ——	Geotextile Fabric Type RR	- - - - -	Existing Easement	—— ——— ———	Existing Railroad Centerline	
—— S —— S ——	Geotextile Fabric Type S	—— ——— ———	Existing Gravel Surface	—— - - - - -	Centerline	

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Line Styles

	Subgrade Reinforcement		Existing Railroad Switch		Sheet Piling
	Existing Down Guy Wire Down Guy		Overhead Sign Structure Cantilever		W-Beam w Posts
	Existing Fence		24 Inch Pipe		Existing W-Beam Guardrail with Posts
	Existing Railroad		Reinforced Concrete Pipe		Exst Wet Area-Vegetation Break
	Existing Sanitary Sewer		Signal Head with Mast Arm		Existing Wetland Delineated
	Existing Sanitary Force Main		Existing Signal Head with Mast Arm		
	Existing Storm Drain		Tie Bar at Random Spacing		
	Existing Storm Drain Force Main		3-Cable w Posts		
	Fence		Existing 3-Cable w Posts		
	Silt Fence		Site Boundary		
	Existing Field Line		Fiber Rolls		
	Exst Flow		Doweled Joint		
	Flow		Tie Bar 30 Inch 4 Foot Center to Center		
	Existing Culvert		Tie Bar 18 Inch 3 Foot Center to Center		
	Existing Curb		Existing Berm, Dike, Pit, or Earth Dam		
	Existing Valley Gutter		Existing Ditch Block		
	Existing Driveway Gutter		Depression Contours		
	Existing Curb and Gutter		Existing City Corporate Limits or Reservation Boundary		
	Existing Mountable Curb and Gutter		Gravel Pit - Borrow Area		
	Existing Double Micro Loop Detector		Existing Tree Boundary		
	Micro Loop Detector Double		Tree Row		
	Existing Overhead Sign Structure		Existing Brush or Shrub Boundary		
	Existing Micro Loop Detector		Existing Retaining Wall		
	Micro Loop Detector		Existing Planter or Wall		
	Existing Overhead Sign Structure Cantilever		Retaining Wall (Plan View)		

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REVISIONS	
DATE	CHANGE

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Symbols

	North Arrow (Half Scale)		Attenuation Device		Existing Railroad Battery Box		Existing Delineator Type E
	Truck Mounted Attenuator		Diamond Grade Delineator Type A		Existing Bush or Shrub		Existing EFB Misc
	Type I Barricade		Diamond Grade Delineator Type B		Existing Gas Cap or Stub		Existing Flashing Beacon
	Type II Barricade		Diamond Grade Delineator Type C		Existing Sanitary Cap or Stub		Existing Pipe Mounted Flasher
	Type III Barricade		Diamond Grade Delineator Type D		Existing Storm Drain Cap or Stub		Existing Pad Mounted Feed Point
	Catch Basin		Diamond Grade Delineator Type E		Existing Water Cap or Stub		Existing Pipe Mounted Feed Point with Pad
	Cairn or Stone Circle		Flexible Delineator		Existing Sanitary Cleanout		Existing Pole Mounted Feed Point
	Video Detection Camera		Flexible Delineator Type A		Existing Concrete Foundation		Existing Railroad Frog
	Storm Drain Cap or Stub		Flexible Delineator Type B		Existing Traffic Signal Controller		Existing Snow Gate 18
	Corrugated Metal End Section 18 Inch		Flexible Delineator Type C		Existing Pad Mounted Signal Controller		Existing Snow Gate 28
	Corrugated Metal End Section 24 Inch		Flexible Delineator Type D		Existing Sixteenth Section Corner		Existing Snow Gate 40
	Corrugated Metal End Section 30 Inch		Flexible Delineator Type E		Existing Quarter Section Corner		Existing Headwall
	Corrugated Metal End Section 36 Inch		Delineator Type A		Existing Section Corner		Existing Pedestrian Head with Number
	Corrugated Metal End Section 42 Inch		Delineator Type A Reset		Existing Railroad Crossbuck		Existing Signal Head
	Corrugated Metal End Section 48 Inch		Delineator Type B		Existing Satellite Dish		Existing Sprinkler Head
	Concrete Foundation		Delineator Type B Reset		Existing Fuel Dispensers		Existing Fire Hydrant
	Ground Connection Conductor		Delineator Type C		Existing Flexible Delineator Type A		Existing Catch Basin Drop Inlet
	Neutral Connection Conductor		Delineator Type D		Existing Flexible Delineator Type B		Existing Curb Inlet
	Phase 1 Connection Conductor		Delineator Type E		Existing Flexible Delineator Type C		Existing Manhole Inlet
	Phase 2 Connection Conductor		Delineator Drums		Existing Flexible Delineator Type D		Existing Junction Box
	Traffic Cone		Spot Elevation		Existing Flexible Delineator Type E		
	Signal Controller		Existing Access Control Arrow		Existing Delineator Type A		
	Pad Mounted Signal Controller		Existing Artifact		Existing Delineator Type B		
	Alignment Data Point		Existing Flashing Beacon		Existing Delineator Type C		
	Emergency Vehicle Detector		Existing Benchmark		Existing Delineator Type D		

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Symbols

D-20-31

 Existing Light Standard	 Existing Manhole with Valve Water	 Existing Telephone Pole	 Existing Undefined Manhole
 Existing High Mast Light Standard 10 Luminaire	 Existing Water Manhole	 Existing Wood Pole	 Existing Undefined Pull Box
 Existing High Mast Light Standard 3 Luminaire	 Existing Mile Post Type A	 Existing Post	 Existing Undefined Pedestal
 Existing High Mast Light Standard 4 Luminaire	 Existing Mile Post Type B	 Existing Pedestrian Push Button Post	 Existing Undefined Valve
 Existing High Mast Light Standard 5 Luminaire	 Existing Mile Post Type C	 Existing Control Point CP	 Existing Undefined Pipe Vent
 Existing High Mast Light Standard 6 Luminaire	 Existing Reference Marker	 Existing Control Point GPS-RTK	 Existing Gas Valve
 Existing High Mast Light Standard 7 Luminaire	 Existing RW Marker	 Existing Control Point TRI	 Existing Water Valve
 Existing High Mast Light Standard 8 Luminaire	 Existing Utility Marker	 Existing Reference Marker Point NGS	 Existing Fuel Pipe Vent
 Existing High Mast Light Standard 9 Luminaire	 Existing Monument Found	 Existing Pull Box	 Existing Gas Pipe Vent
 Existing Overhead Sign Structure Load Center	 Existing Monument set	 Existing Intelligent Transportation Pull Box	 Existing Sanitary Pipe Vent
 Existing Luminaire	 Existing RW Property Monument Found	 Existing Water Pump	 Existing Storm Drain Pipe Vent
 Existing Light Standard Luminaire	 Existing RW Property Monument set	 Existing Slotted Reinforced Concrete Pipe	 Existing Water Pipe Vent
 Existing Federal Mailbox	 Existing Object Marker Type I	 Existing RR Profile Spot	 Existing Weather Station
 Existing Private Mailbox	 Existing Object Marker Type II	 Existing Fuel Leak Sensors	 Existing Ground Water Well Bore Hole
 Existing Meander Section Corner	 Existing Object Marker Type III	 Existing Highway Sign	 Existing Windmill or Tower
 Existing Meter	 Existing Electrical Pedestal	 Existing Miscellaneous Spot	 Existing Witness Corner
 Existing Electrical Manhole	 Existing Telephone Pedestal	 Existing Lighting Standard Pole	 Flashing Beacon
 Existing Gas Manhole	 Existing Fiber Optic Telephone Pedestal	 Existing Traffic Signal Standard	 Flagger
 Existing Sanitary Manhole	 Existing TV Pedestal	 Existing Transformer	 Pipe Mounted Flasher
 Existing Sanitary Force Main Manhole	 Existing Fiber Optic TV Pedestal	 Existing Large Evergreen Tree	 Sanitary Force Main with Valve
 Existing Sanitary Manhole with Valve	 Existing Fuel Filler Pipes	 Existing Small Evergreen Tree	
 Existing Storm Drain Manhole	 Existing Traverse PI Aerial Panel	 Existing Large Tree	
 Existing Force Main Storm Drain Manhole	 Existing Pole	 Existing Small Tree	
 Existing Force Main Storm Drain Manhole with Valve	 Existing Power Pole	 Existing Tree Trunk	
 Existing Telephone Manhole	 Existing Power Pole with Transformer	 Existing Pad Mounted Traffic Signal Control Box	

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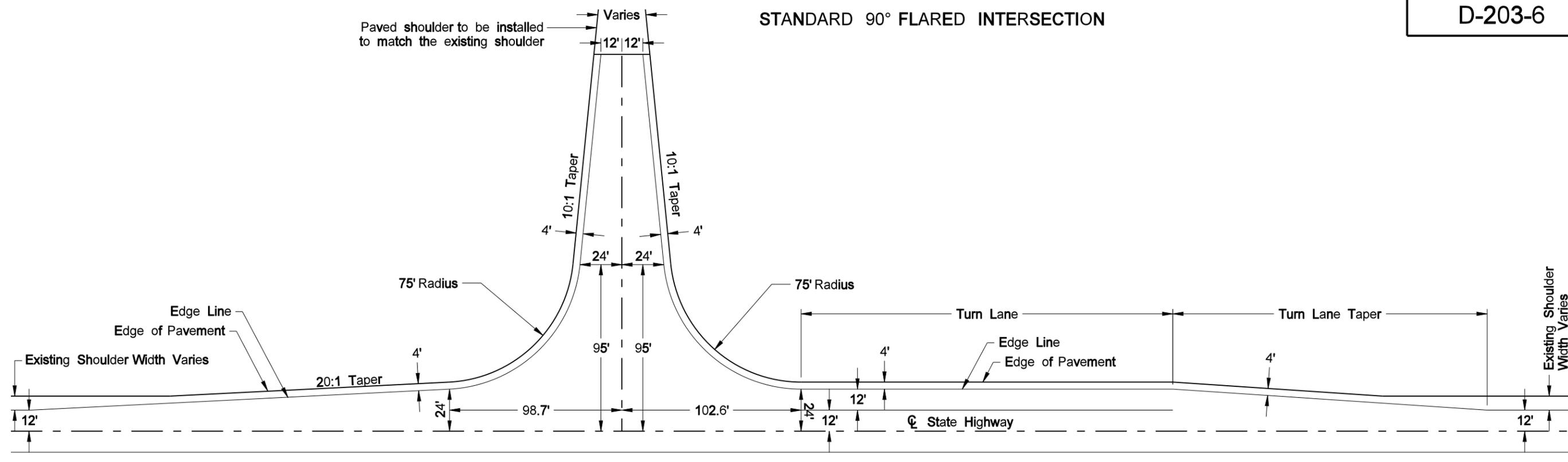
Symbols

 Pad Mounted Feed Point  Pipe Mounted Feed Point with Pad  Pole Mounted Feed Point  Headwall  Double Headwall with Vegetation Barrier  Single Headwall with Vegetation Barrier  Pole Mounted Head  Sprinkler Head  Fire Hydrant  Inlet Type 1  Inlet Type 2  Double Inlet Type 2  Inlet Gate Type 2  Junction Box  High Mast Light Standard 10 Luminaire  High Mast Light Standard 3 Luminaire  High Mast Light Standard 4 Luminaire  High Mast Light Standard 5 Luminaire  High Mast Light Standard 6 Luminaire  High Mast Light Standard 7 Luminaire  High Mast Light Standard 8 Luminaire  High Mast Light Standard 9 Luminaire  Relocate Light Standard  Overhead Sign Structure Load Center  Light Standard 100 Watt High Pressure Sodium Vapor Luminaire	 Light Standard 1000 Watt High Pressure Sodium Vapor Luminaire  Light Standard 150 Watt High Pressure Sodium Vapor Luminaire  Light Standard 175 Watt High Pressure Sodium Vapor Luminaire  Light Standard 200 Watt High Pressure Sodium Vapor Luminaire  Light Standard 250 Watt High Pressure Sodium Vapor Luminaire  Light Standard 310 Watt High Pressure Sodium Vapor Luminaire  Light Standard 35 Watt High Pressure Sodium Vapor Luminaire  Light Standard 400 Watt High Pressure Sodium Vapor Luminaire  Light Standard 50 Watt High Pressure Sodium Vapor Luminaire  Light Standard 70 Watt High Pressure Sodium Vapor Luminaire  Light Standard 700 Watt High Pressure Sodium Vapor Luminaire  Manhole  Manhole 48 Inch  Sanitary Force Main Manhole  Sanitary Sewer Manhole  Storm Drain Manhole  Storm Drain Manhole with Inlet  Reset Mile Post  Mile Post Type A  Mile Post Type B  Mile Post Type C  Right of Way Marker  Tubular Marker  Concrete Monument to Be Set  RW Property Monument to Be Set	 Object Marker Type I  Object Marker Type II  Object Marker Type III  Caution Mode Arrow Panel  Back to Back Vertical Panel Sign  Double Direction Arrow Panel  Left Directional Arrow Panel  Right Directional Arrow Panel  Sequencing Arrow Panel  Truck Mounted Arrow Panel  Power Pole  Wood Pole  Pedestrian Push Button Post  Property Corner  Pull Box  Intelligent Transportation Pull Box  Sanitary Pump  Storm Drain Pump  Reinforced Pavement  Reinforced Concrete End Section 15 Inch  Reinforced Concrete End Section 18 Inch  Reinforced Concrete End Section 24 Inch  Reinforced Concrete End Section 30 Inch  Reinforced Concrete End Section 36 Inch  Reinforced Concrete End Section 42 Inch	 Reinforced Concrete End Section 48 Inch  Reinforced Concrete End Section 54 Inch  Reset Right of Way Marker  Reset USGS Marker  Right of Way Markers  Riser 30 Inch  Continuous Split Barrel Sample  Flight Auger Sample  Split Barrel Sample  Thinwall Tube Sample  Highway Sign  SNOW GATE 18 FT  SNOW GATE 28 FT  SNOW GATE 40 FT  Standard Penetration Test  Transformer  Inclinometer Tube  Underdrain Cleanout  Excavation Unit  Water Valve
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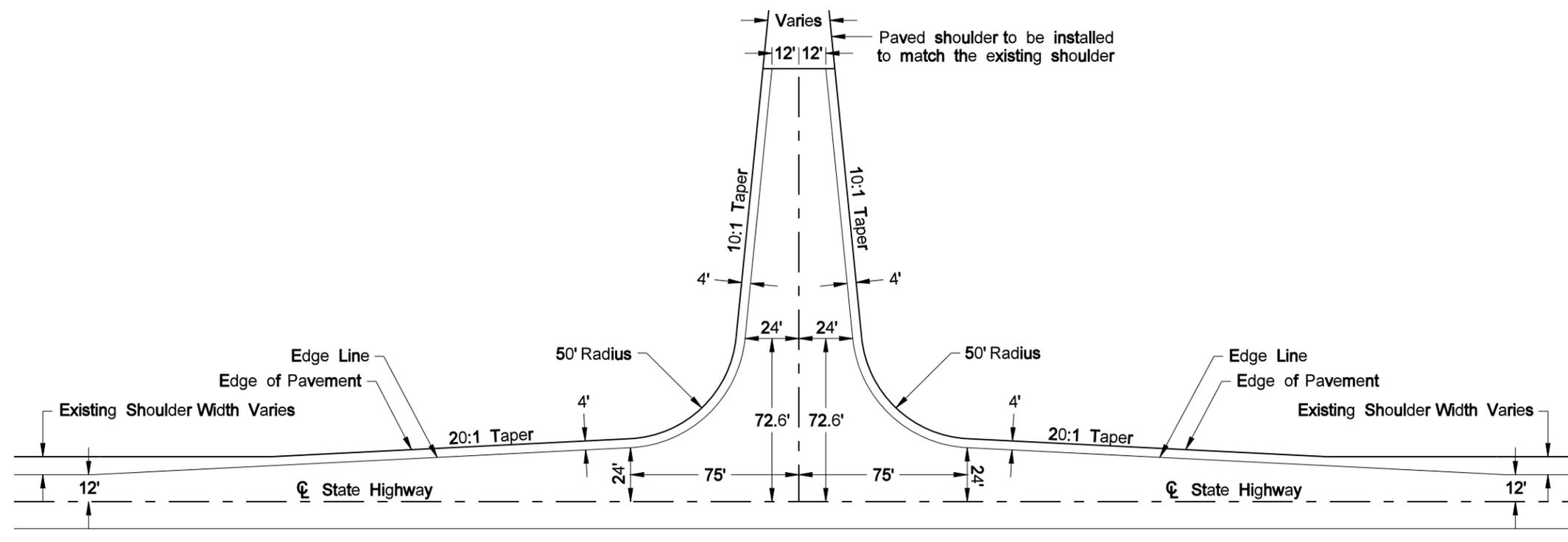
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
4-20-11	
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DATE	CHANGE

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STANDARD 90° FLARED INTERSECTION



Type B
90° Flared Intersection with Turn Lane

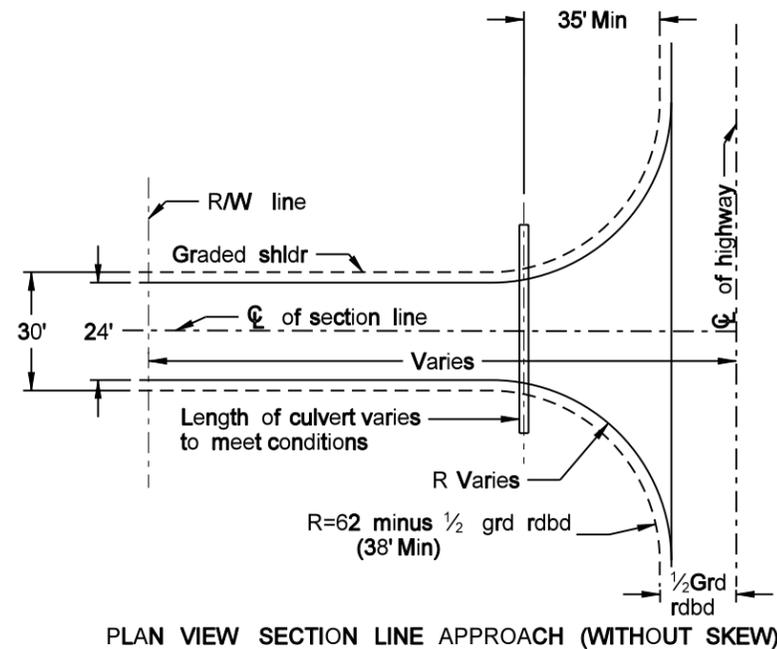


Type A
90° Flared Intersection

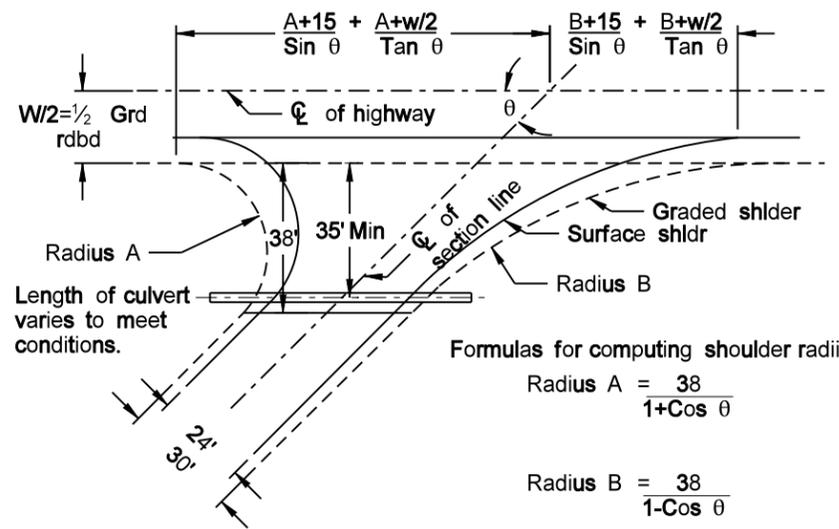
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
5-19-09	
REVISIONS	
DATE	CHANGE

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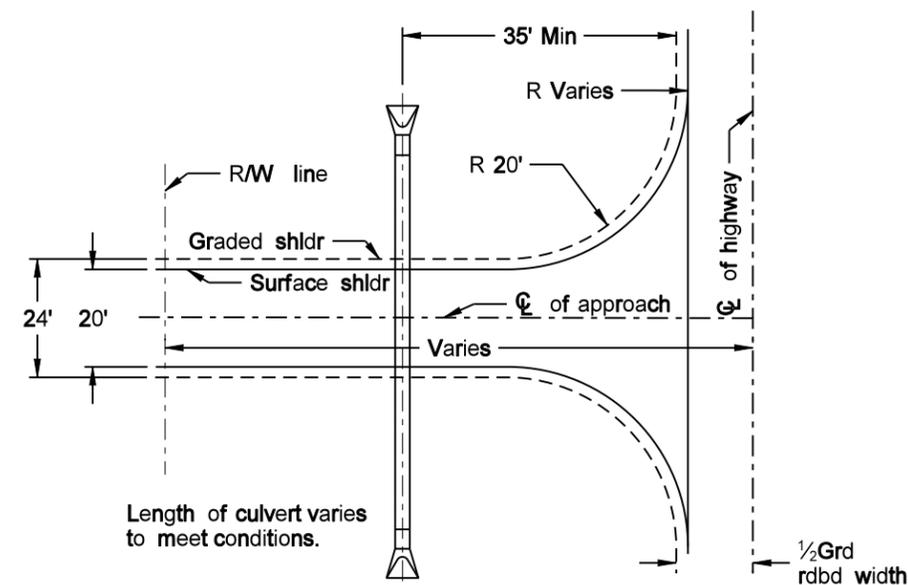
SECTION LINE & PRIVATE DRIVE APPROACHES
(RURAL)



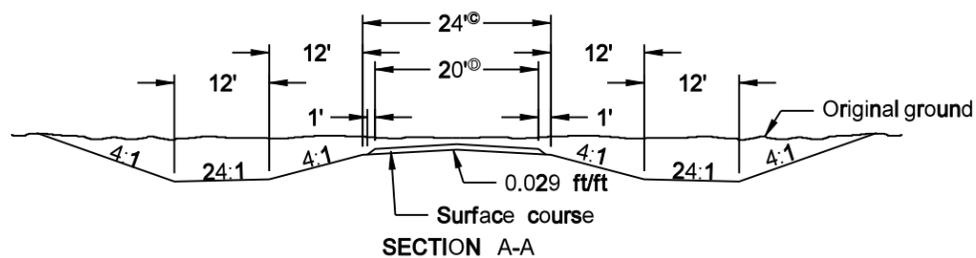
PLAN VIEW SECTION LINE APPROACH (WITHOUT SKEW)



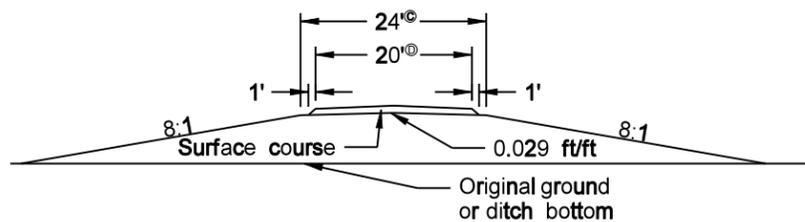
PLAN VIEW SECTION LINE APPROACH (SKEWED)



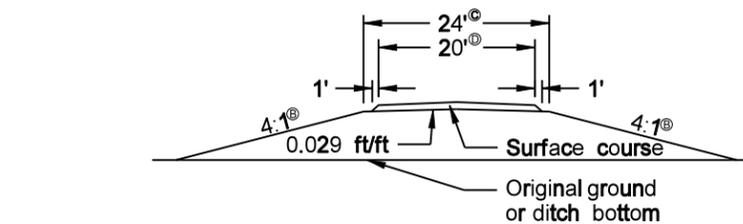
PLAN VIEW PRIVATE DRIVE APPROACH



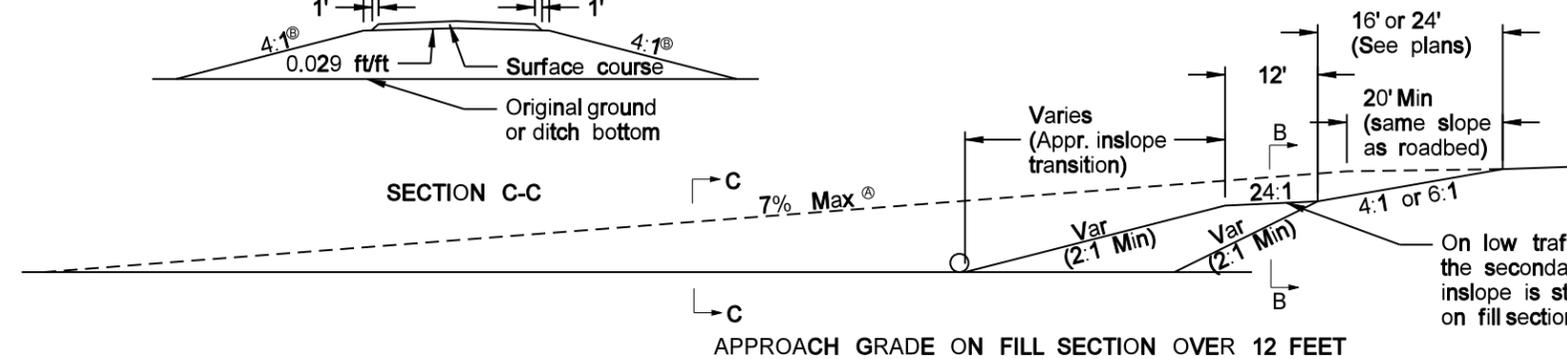
SECTION A-A



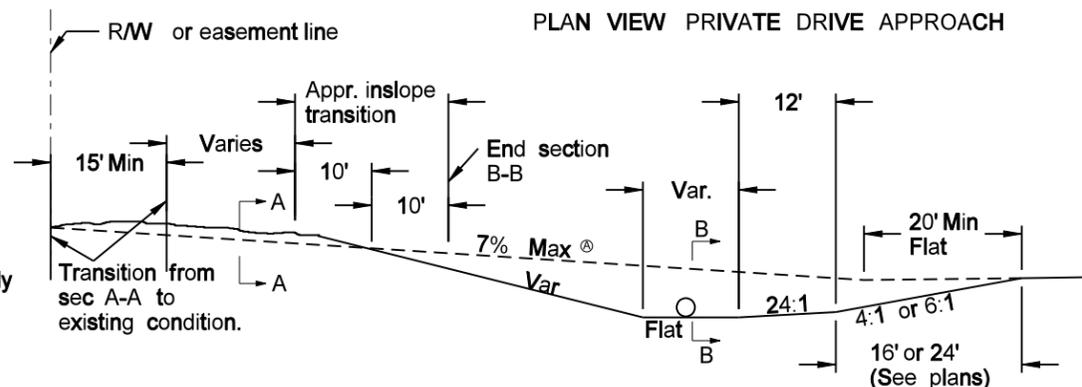
SECTION B-B



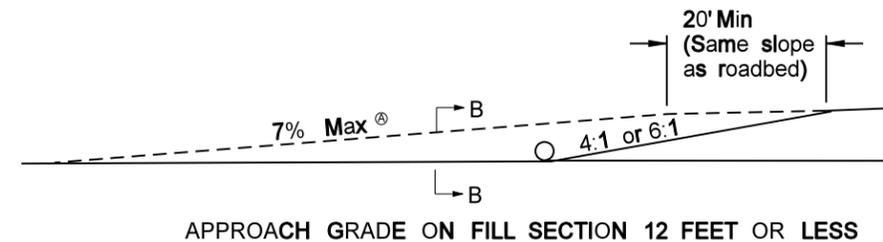
SECTION C-C



APPROACH GRADE ON FILL SECTION OVER 12 FEET



APPROACH GRADE ON CUT SECTION



APPROACH GRADE ON FILL SECTION 12 FEET OR LESS

- NOTES:
1. Dimensions shown for surfacing are for aggregate surface course or bituminous surface constructed with grading contract.
 2. Approach grades and typical sections apply to both private drives and section line approaches.
 3. Pipes shall be installed per Manufacturer's recommendations. Deflection testing may be performed at the discretion of the Engineer.

- FOOT NOTES
- A 10% Max on field drives
 - B 3:1 Slope - 20' to 30' fill
 - C 2:1 Slope on fills over 30'
 - D 30' on sec. line approaches
 - E 24' on sec line approaches

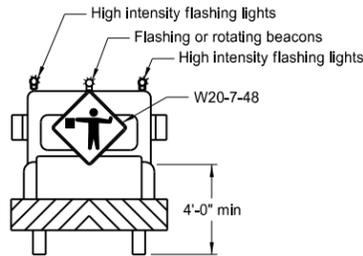
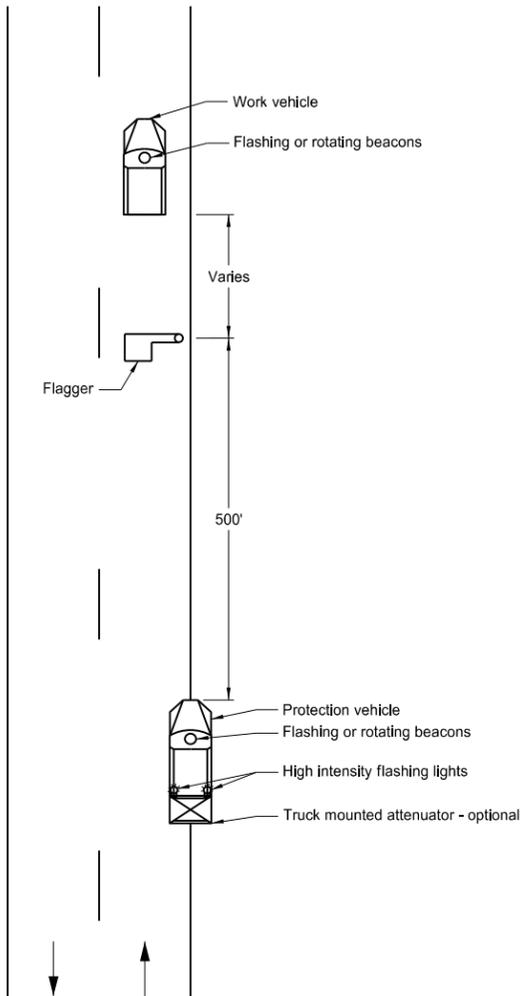
On low traffic volume secondary projects the secondary slope is omitted and the inslope is steepened beyond the 24' line on fill sections over 8' in height

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
06-03-03	Revised roadway crown
12-01-04	PE Stamp added
04-05-06	General revisions
12-08-08	Format revisions/added Note 3

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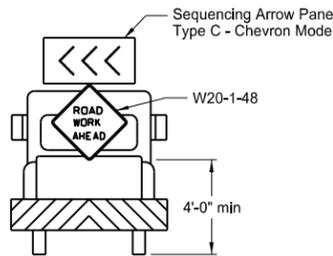
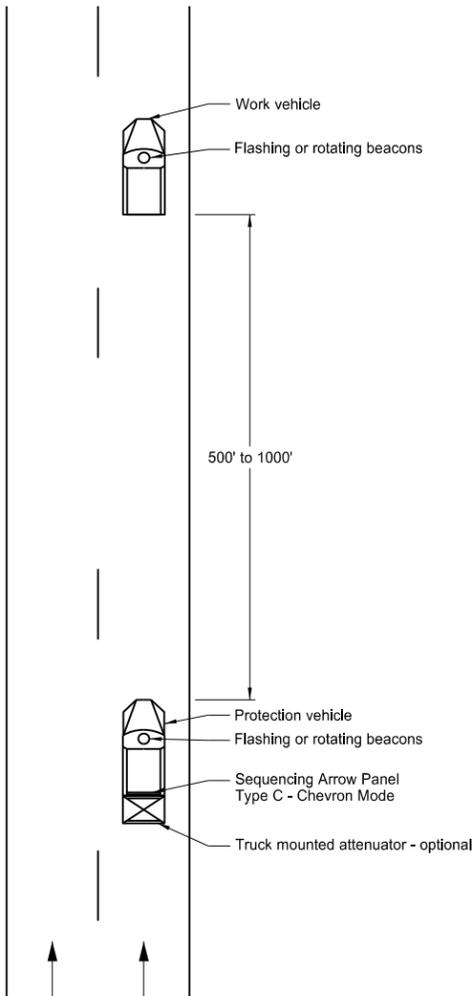
TRAFFIC CONTROL FOR CORING OF HOT BITUMINOUS PAVEMENT

Two Lane, Two Way Roadways



Typical Protection Vehicle

Multilane Roadways



Typical Protection Vehicle

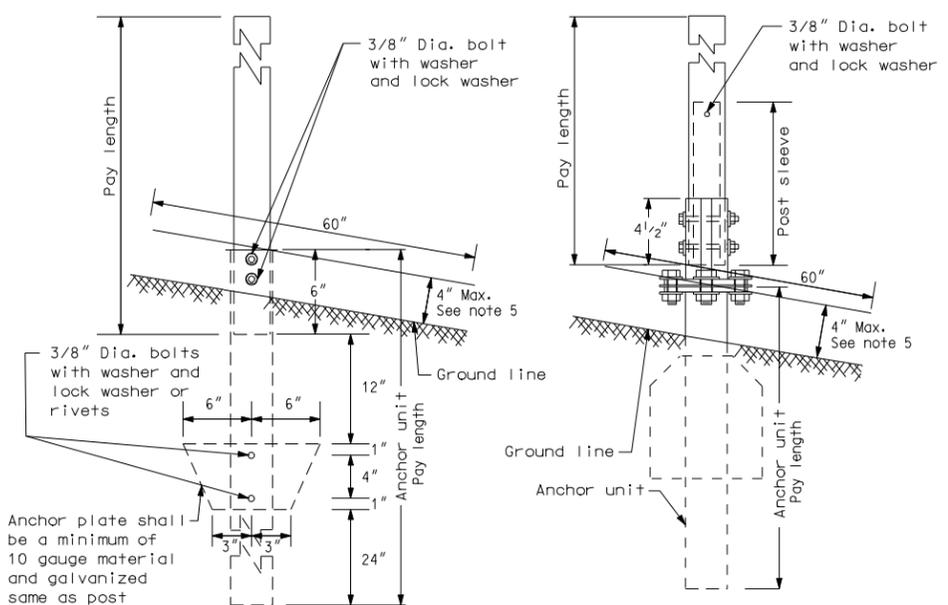
- Notes:
1. The working vehicle shall display a 360 degree rotating, flashing, oscillating or strobe light.
 2. The shadow vehicle shall display a 360 degree rotating, flashing, oscillating or strobe light. The shadow vehicle for Multilane Roadway shall also have a sequencing arrow panel Type C operated in the chevron mode.
 3. This application is for use during daylight hours and in areas of good visibility only.
 4. Two lane, two way roadway, a flagger shall be used to protect the work area and warn oncoming traffic.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-25-12	
REVISIONS	
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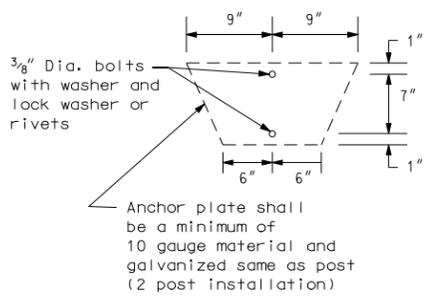
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

PERFORATED TUBE

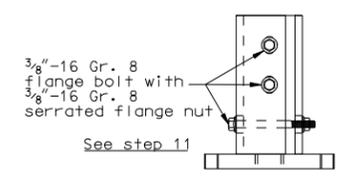


ANCHOR UNIT AND POST ASSEMBLY

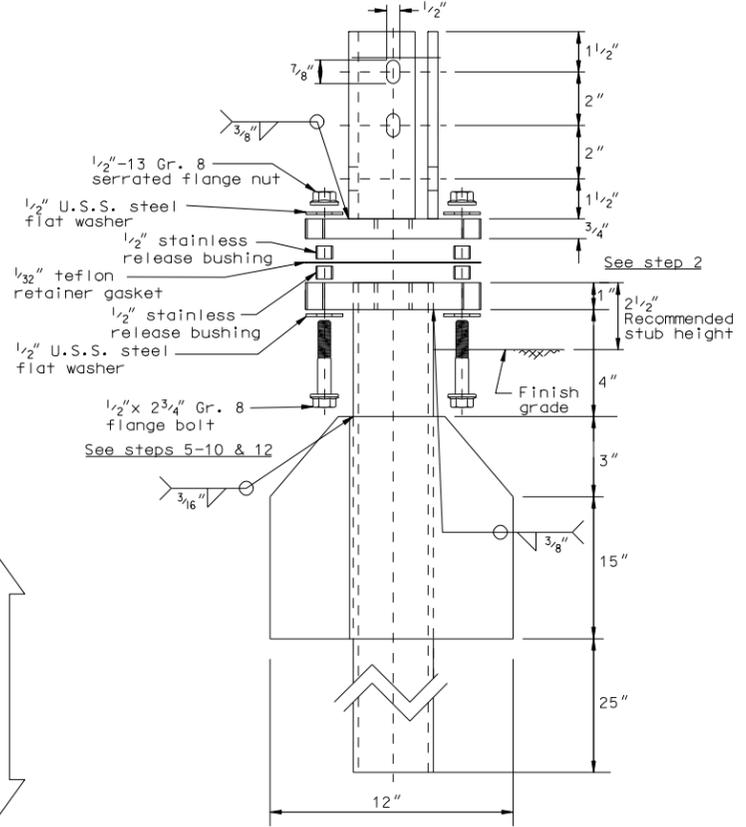
SLIP BASE ANCHOR UNIT AND POST SLEEVE ASSEMBLY



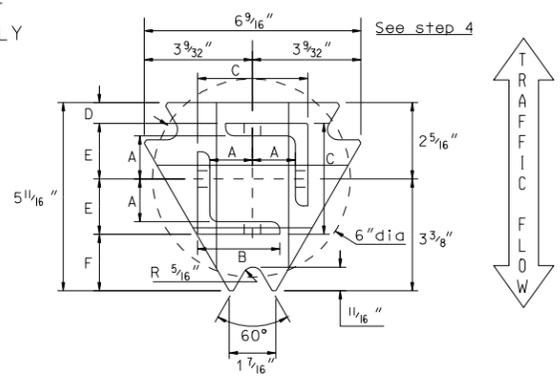
Anchor plate shall be a minimum of 10 gauge material and galvanized same as post (2 post installation)



See step 11



MULTI-DIRECTIONAL SLIP BASE ASSEMBLY

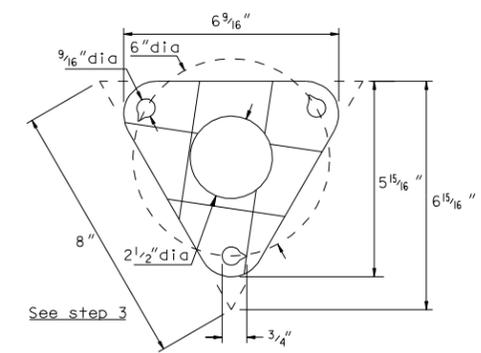


TOP POST RECEIVER

Materials: Plate - ASTM A572 grade 50
Angle receiver - 2 1/2" x 2 1/2" x 3/8" ASTM A36 structural angle

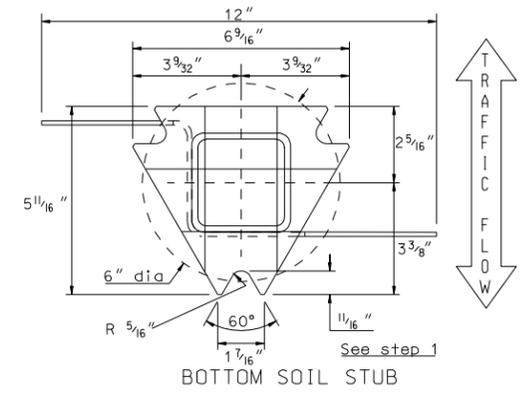
TOP POST RECEIVER DATA TABLE						
Square Post Sizes	A	B	C	D	E	F
2 3/16" x 10 Ga. Square Post	1 3/64"	2 1/2"	3 1/32"	2 5/32"	1 3/64"	1 7/8"
2 1/2" x 10 Ga. Square Post	1 3/32"	2 1/2"	3 5/16"	5/8"	1 2/32"	1 3/4"

2 3/16" x 10 gauge may be inserted into 2 1/2" x 10 gauge for additional wind load.



BOLT RETAINER FOR BASE CONNECTION
Materials: 1/32" reprocessed Teflon

MULTI-DIRECTIONAL SLIP BASE ASSEMBLY	
STEP	INSTALLATION PROCEDURE
1.	Install bottom soil anchor stub plumb and squared up with road, with point of plate facing oncoming traffic.
2.	Depth of imbedment to leave 2 1/2" from grade to top of anchor plate.
3.	Place teflon bolt retainer gasket on top of bottom plate (make sure that notches in holes are pointing counter clockwise).
4.	Place top post receiver on to retainer gasket, properly indexed so that angle receivers are squared up with road.
5.	Slide 1 each 1/2" flat washer on to 1 each inverted 1/2"-13 gr. 8 flange bolt, followed by 1 each stainless steel release bushing.
6.	Insert above bolt with washer and bushing up through notched points of top and bottom plates, passing through hole in gasket.
7.	Slide second bushing down on to above bolt until it rests on top of gasket followed by second washer.
8.	Complete by threading 1/2"-13 gr. 8 serrated flange nut snugly down against top of washer.
9.	Repeat steps 5,6,7 & 8 at the two remaining notched triangle points.
10.	Insert sign post into angle receivers on top half until post(s) bottom out. *NOTE: Where higher wind load is desired, insert the next size smaller square post inside bottom of main upright post (Minimum of 48", not to exceed beyond bottom edge of sign).
11.	Secure posts into receivers using 3 each 3/8"-16 gr. 8 flange bolts and 3 each 3/8"-16 serrated flange nuts in receiver slots (top 2 bolts should be parallel to highway) do not tighten nuts until all bolts are in place.
12.	After all sub-assembly hardware is tightened, then torque the three 1/2"-13 nuts to 42 ft-lbs, in a circular pattern until all bolt assemblies reach the required torque. *NOTE: On multi-leg installations, be sure that all anchors are squared and lined up with each other.



BOTTOM SOIL STUB
Materials: Tube - 3" x 3" x 7 gauge ASTM A500 Gr B tube
Stabilizing Wing - 7 gauge H.R.P.O. ASTM A 569
Plate - ASTM A572 grade 50

- Notes
- Slip base bolts shall be torqued as specified by the manufacturer.
 - The 2 3/16" size 10 gauge is shown as 2.19" size on the plans. The 2 1/2" size 10 gauge is shown as 2.51" size on the plans.
 - Anchor for 2", 2 1/4", and 2 1/2" posts.
 - Anchor material shall be 7 gauge H.R.P.O. Commercial quality ASTM A569 and 3" x 3" x 7 gauge ASTM A500 Grade B. Anchor shall have a yield strength of 43.9 KSI and tensile strength of 59.3 KSI. Anchor shall be hot dipped galvanized per ASTM A123/A153. All tolerances on anchor unit and slip base bottom assembly are ± 0.005 unless otherwise noted.
 - 4" vertical clearance of anchor or breakaway base. The 4" x 60" measurement shall be made above and below post location and also back and ahead of post.
 - When used in concrete sidewalk, anchor shall be the same except without the wings.
 - Four post signs shall have over 8' between the first and fourth posts.

Number of Posts	Telescoping Perforated Tube					
	Post Size In.	Wall Thickness Gauge	Sleeve Size In.	Wall Thickness Gauge	Slip Base	Anchor Size Without Slip Base In.
1	2	12			No	2 1/4
1	2 1/4	12			No	2 1/2
1	2 1/2	12			B	3
1	2 1/2	10			Yes	
1	2 1/4	12	2	12	Yes	
1	2 1/2	12	2 1/4	12	Yes	
2	2	12			No	2 1/4
2	2 1/4	12			No	2 1/2
2	2 1/2	12			Yes	
2	2 1/2	10			Yes	
2	2 1/4	12	2	12	Yes	
2	2 1/2	12	2 1/4	12	Yes	
3 & 4	2 1/2	12			Yes	
3 & 4	2 1/2	10			Yes	
3 & 4	2 1/2	12	2 1/4	12	Yes	
3 & 4	2 1/4	12	2	12	Yes	
3 & 4	2 1/2	10	2 3/16	10	Yes	

B - The 2 1/2", 12 gauge posts do not need breakaway bases when placed in standard soils, but require a shim as specified by the manufacturer. The breakaway base is required when the support is placed in weak soils. The Engineer shall determine if the soils are weak. Weak soils are classified as boggy, wet, or loose soil areas.

Telescoping Perforated Tubes						
Tube Size In.	Wall Thickness In.	U.S. Standard Gauge	Weight Per Foot Lbs.	Moment of Inertia In. 4	Cross Sect. Area In. 2	Section Modulus In. 3
1 1/2 x 1 1/2	0.105	12	1.702	0.129	0.380	0.172
2 x 2	0.105	12	2.416	0.372	0.590	0.372
2 1/4 x 2 1/4	0.105	12	2.773	0.561	0.695	0.499
2 3/16 x 2 3/16	0.135	10	3.432	0.605	0.841	0.590
2 1/2 x 2 1/2	0.105	12	3.141	0.804	0.803	0.643
2 1/2 x 2 1/2	0.135	10	4.006	0.979	1.010	0.785
4 x 4	0.250	1/4	6.600	3.040	1.940	1.050

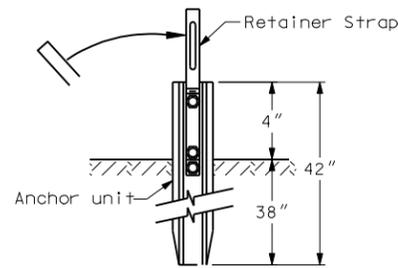
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-21-02	
REVISIONS	
DATE	CHANGE
12-01-04	PE stamp added

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BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-8

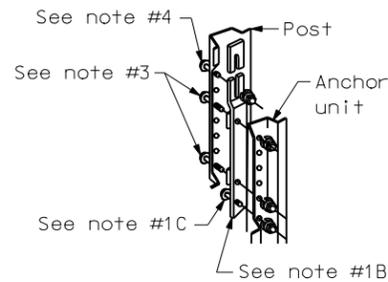
FLANGED CHANNEL



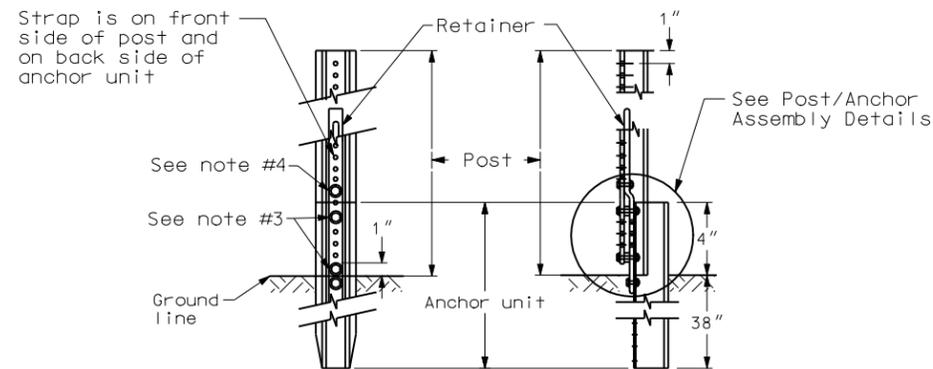
Anchor Unit & Strap Assembly Detail

STEPS OF INSTALLATION

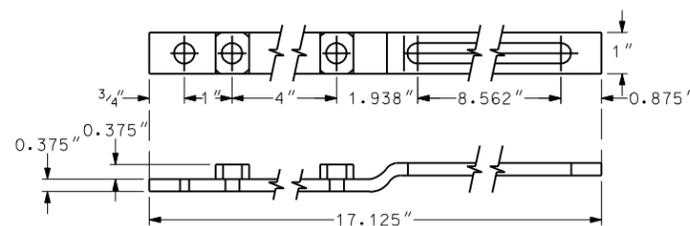
1. A) Drive anchor unit to within 12" of ground level.
B) Proper assembly established by lining up the top 3/4" slot of retainer spacer strap with top hole of anchor unit.
C) Assemble strap to back of anchor unit using 3/8"-16 UNC x 2.0" long bolt, lock washer and nut.
D) Rotate strap 90° to left.
2. A) Drive anchor unit to 4" dimension.
B) Rotate strap to vertical position.
3. A) Place 3/8"-16 UNC x 2" bolt, lock washer & nut in bottom of sign post to facilitate alignment of sign post with proper hole in anchor unit (this coincides with the bottom 3/4" slot in the strap).
B) Alternately tighten two connector bolts.
4. A) Complete assembly by tightening 3/8"-16 UNC x 2" long retainer bolt (this fastens sign post to retainer spacer strap).
5. The base post, strap & sign post shall be properly nested. Proper nesting occurs when all flat surfaces of the base post, strap and sign post at the bolts have full contact across the entire width.



Post/Anchor Assembly Details



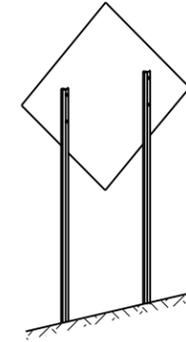
Front View Side View Sign Post Assembly Detail



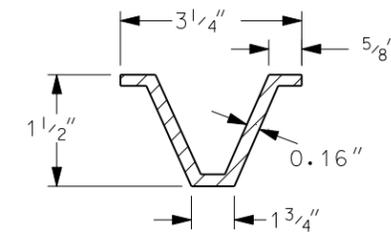
Retainer/Spacer Strap Detail

CHANNEL SIZE IN.	WALL THICKNESS IN.	WEIGHT PER FOOT LBS.	MOMENT OF INERTIA IN. 4	CROSS SECT. AREA IN. SQ.	SECTION MODULUS IN. 3
1.516 x 3.125"	.116	2.00	.179	.590	.225
1.532 x 3.125"	.124	2.25	.201	.648	.254
1.562 x 3.125"	.132	2.50	.233	.748	.289
1.578 x 3.125"	.140	2.75	.271	.819	.329
1.750 x 3.500"	.150	3.00	.372	.918	.403
1.750 x 3.500"	.175	4.00	.500	1.190	.560

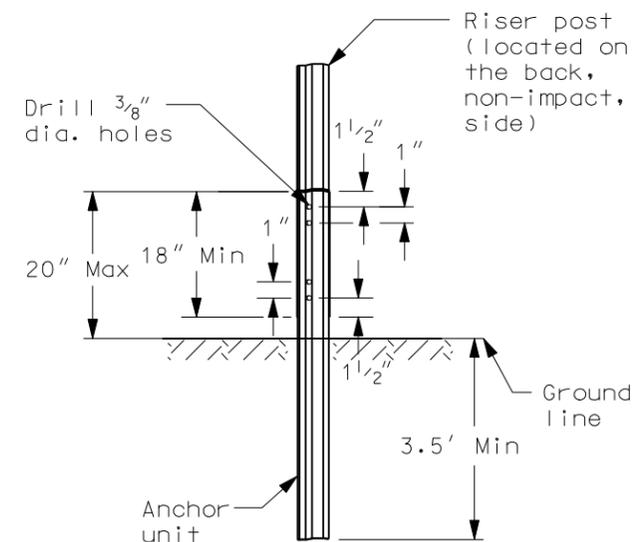
3 LB/FT U POSTS



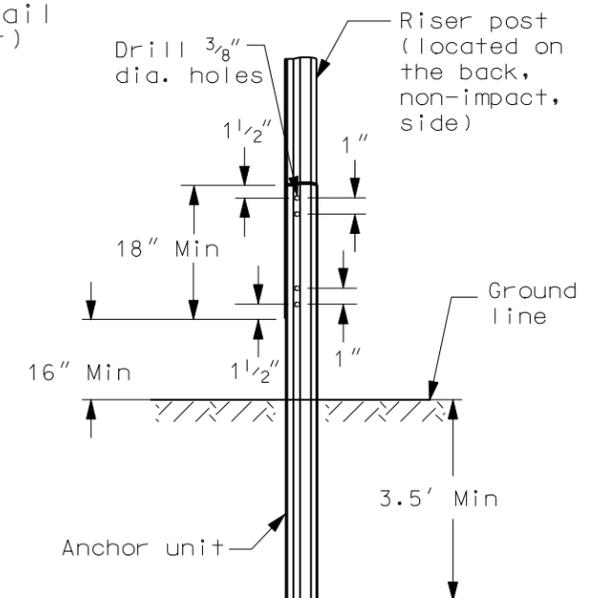
Typical Installation



U-Post Detail (3 lb/ft)



U-Channel Splice Option 1



U-Channel Splice Option 2

Notes

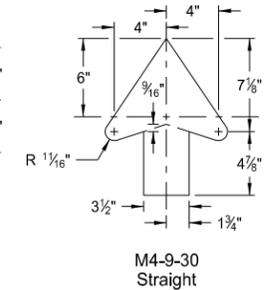
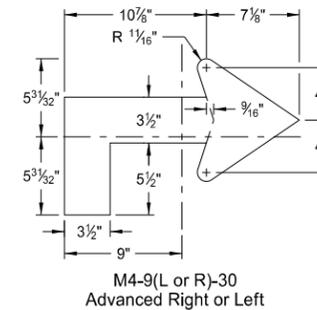
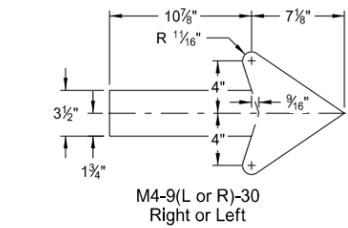
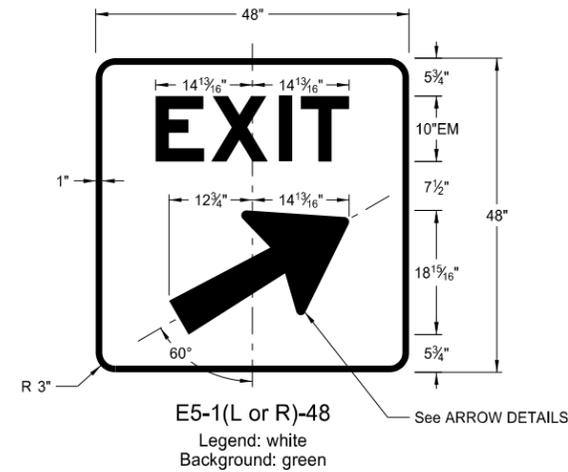
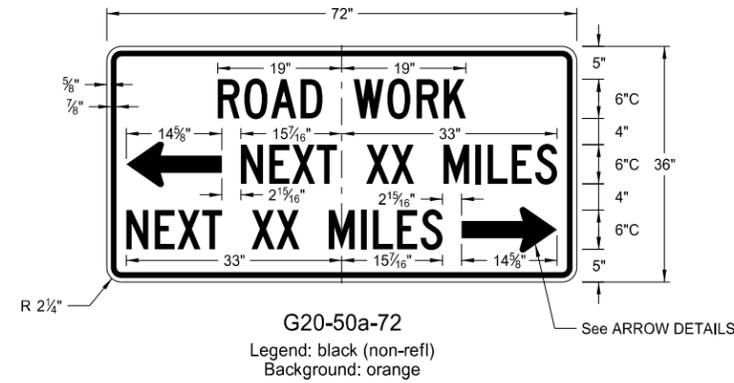
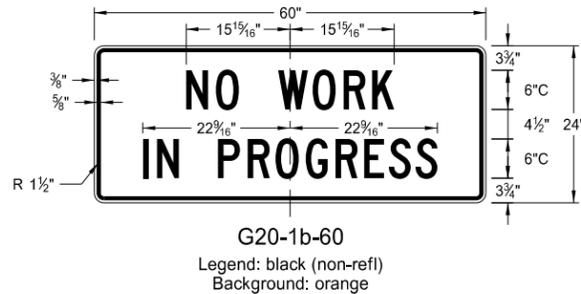
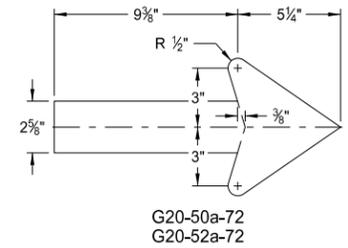
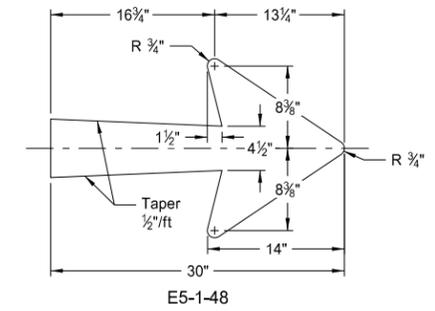
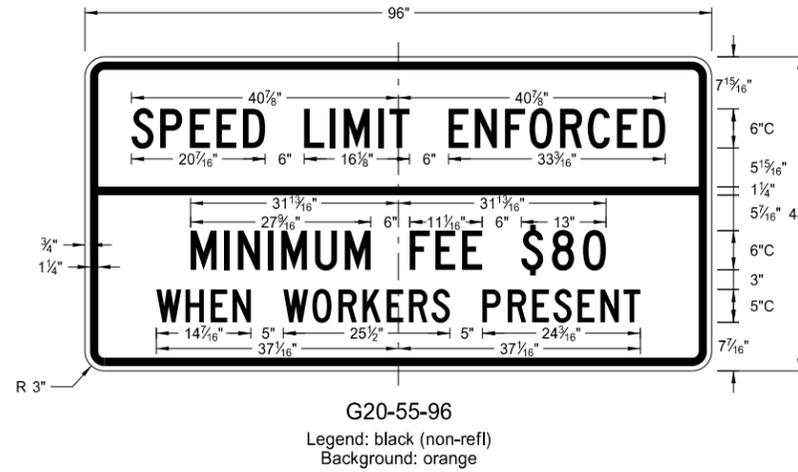
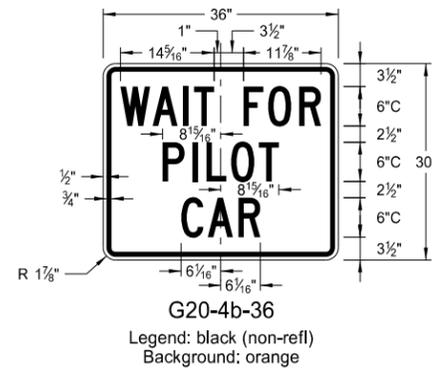
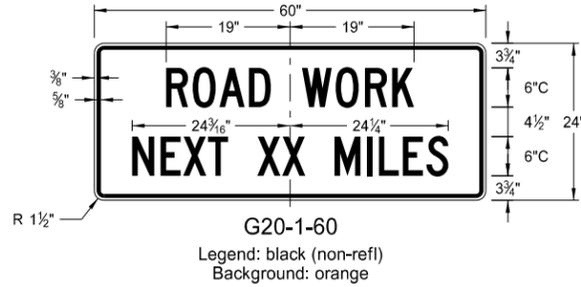
1. Use 3 lb/ft riser anchor units and risers
2. Driven riser posts shall be at least 7' long and embedded at least 3.5'.
3. A splice shall overlap a minimum of 18".
4. Use 4 bolts 5/16" diameter with washers and nuts. Two at top and two at bottom of splice.
5. Anchor unit for guy wires shall be no more than 4" above ground and embedded at least 3.5'.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-28-93	
REVISIONS	
DATE	CHANGE
03-07-01	Revised U-post details
11-21-02	Deleted perforated tube
05-08-03	Revised U-Channel splice
12-01-04	PE stamp added
06-29-05	Revised flanged channel note

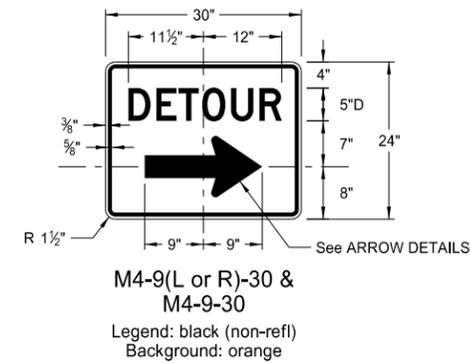
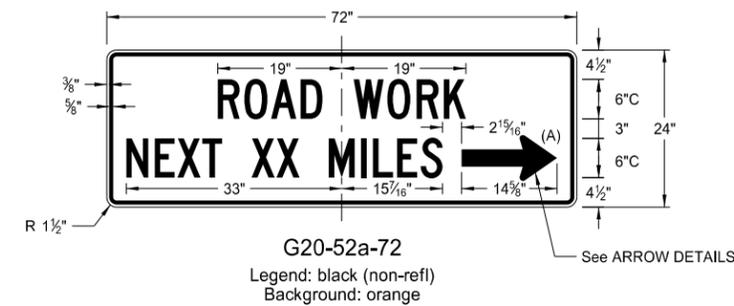
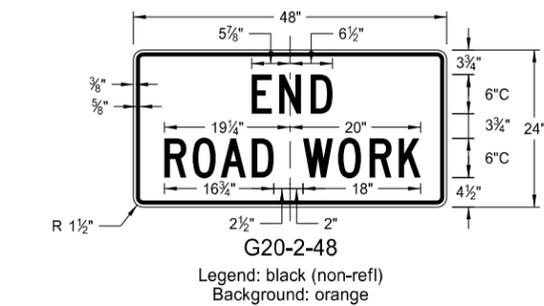
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CONSTRUCTION SIGN DETAILS
 TERMINAL AND GUIDE SIGNS

D-704-9



ARROW DETAILS



NOTES:

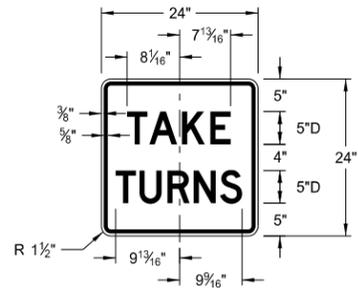
(A) Arrow may be right or left of the legend to indicate construction to the right or left.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE

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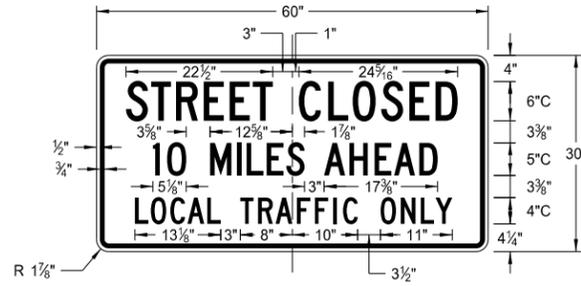
CONSTRUCTION SIGN DETAILS
REGULATORY SIGNS

D-704-10



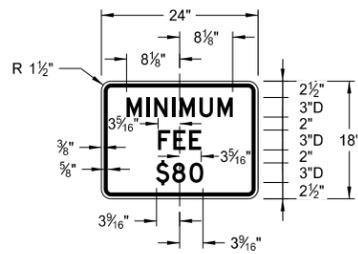
R1-50-24

Legend: black (non-refl)
Background: white



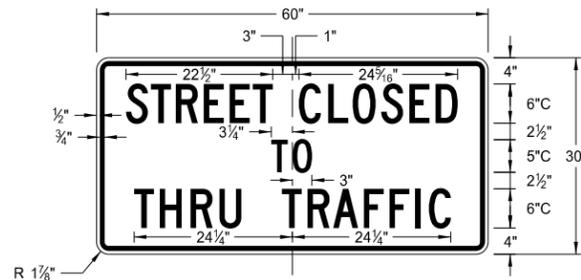
R11-3c-60

Legend: black (non-refl)
Background: white



R2-1a-24

Legend: black (non-refl)
Background: white



R11-4a-60

Legend: black (non-refl)
Background: white



R11-2a-48

Legend: black (non-refl)
Background: white

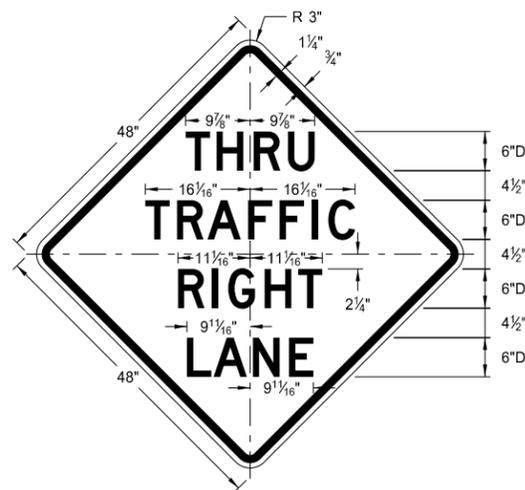
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE

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CONSTRUCTION SIGN DETAILS
WARNING SIGNS

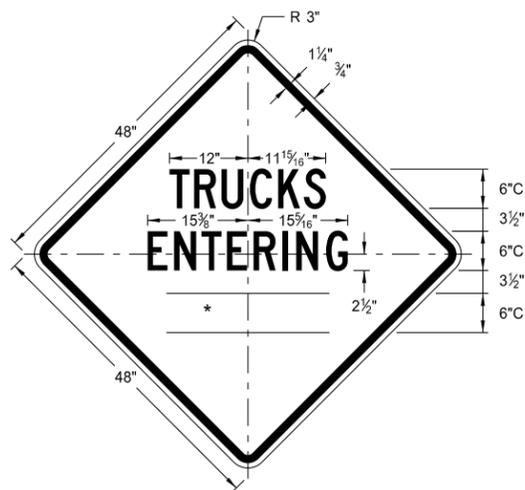
WORD	LETTER SPACING
AHEAD	Standard
200 FT	Standard
350 FT	Standard
500 FT	Standard
1000 FT	Reduce 40%
1500 FT	Reduce 40%
½ MILE	Reduce 50%
1 MILE	Standard

* DISTANCE MESSAGES



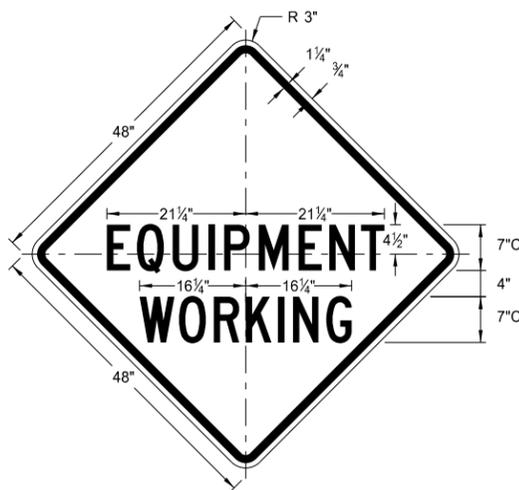
W5-8-48

Legend: black (non-refl)
Background: orange



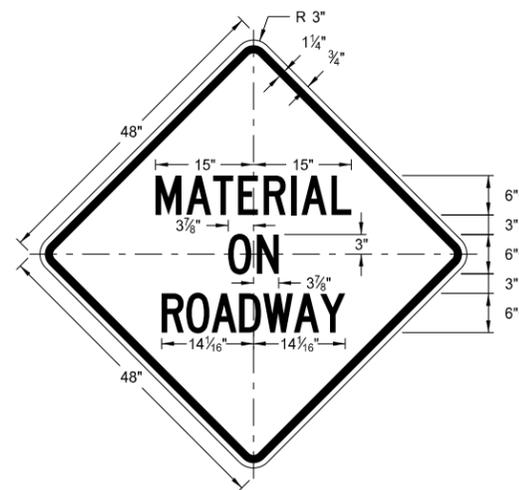
W8-54-48

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Background: orange



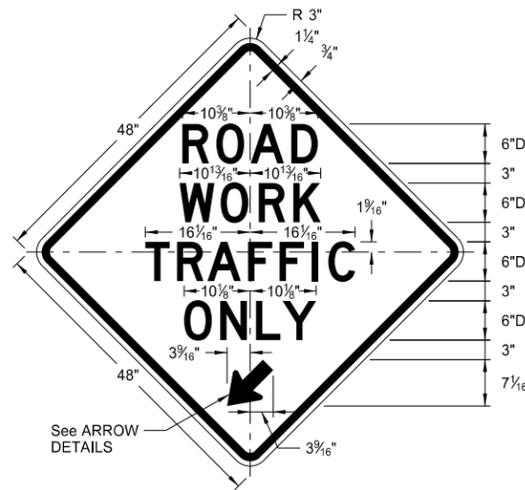
W20-51-48

Legend: black (non-refl)
Background: orange



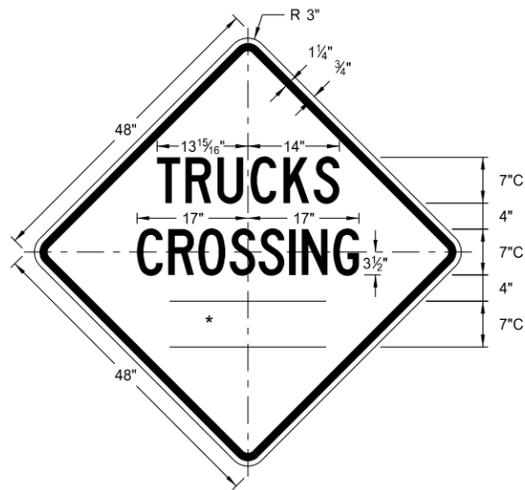
W21-51-48

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Background: orange



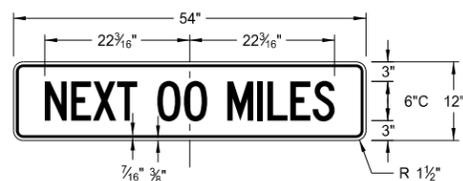
W5-9-48

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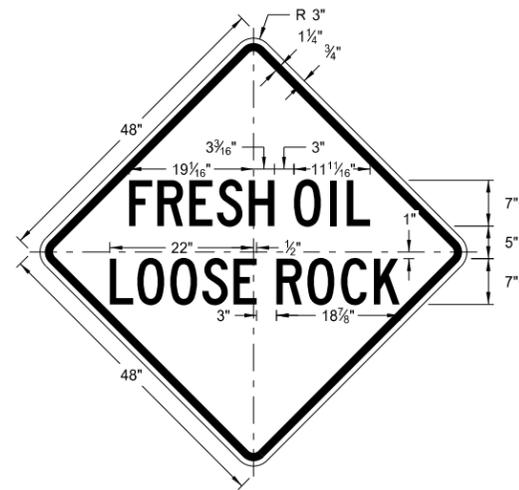
W8-55-48

Legend: black (non-refl)
Background: orange



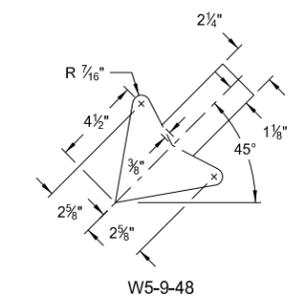
W20-52-54

Legend: black (non-refl)
Background: orange

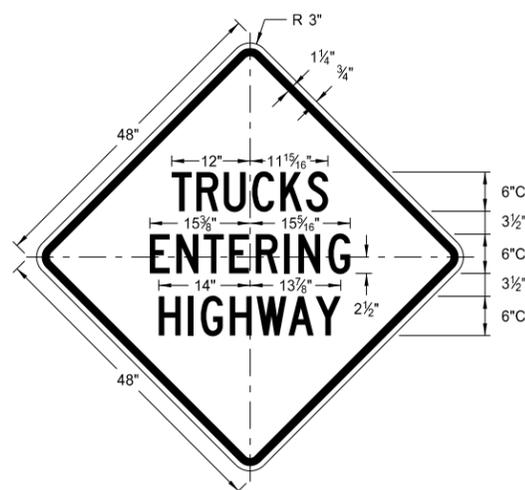


W22-8-48

Legend: black (non-refl)
Background: orange

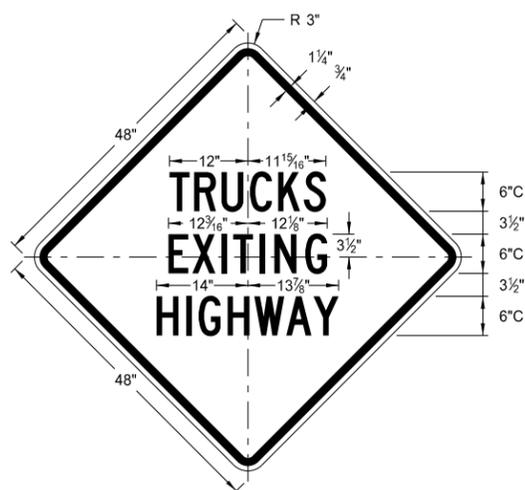


ARROW DETAILS



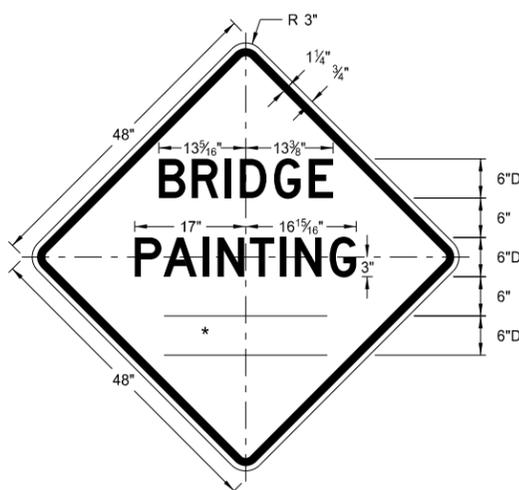
W8-53-48

Legend: black (non-refl)
Background: orange



W8-56-48

Legend: black (non-refl)
Background: orange



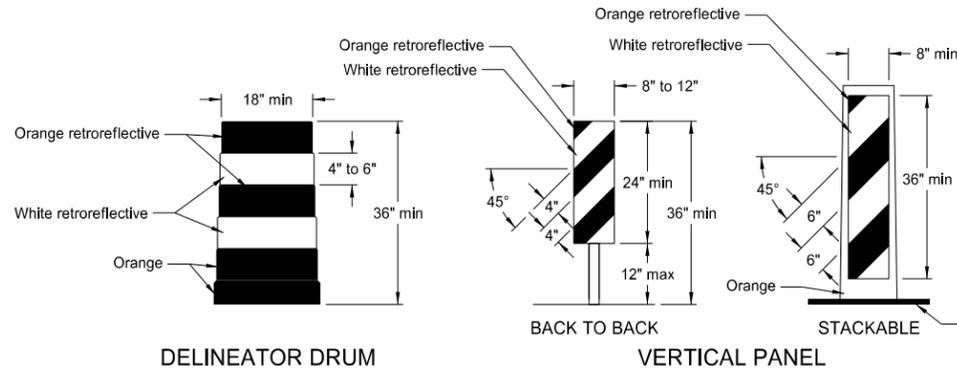
W21-50-48

Legend: black (non-refl)
Background: orange

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE

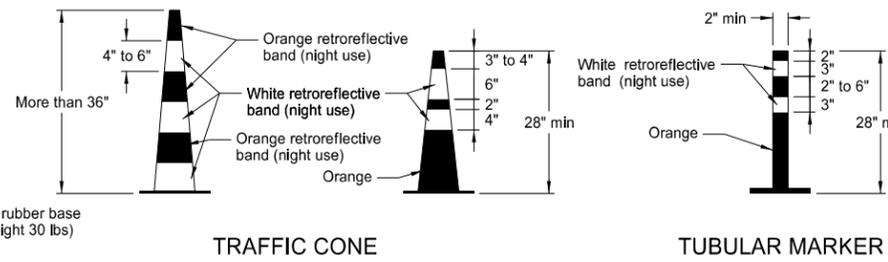
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BARRICADE AND CHANNELIZING DEVICE DETAILS



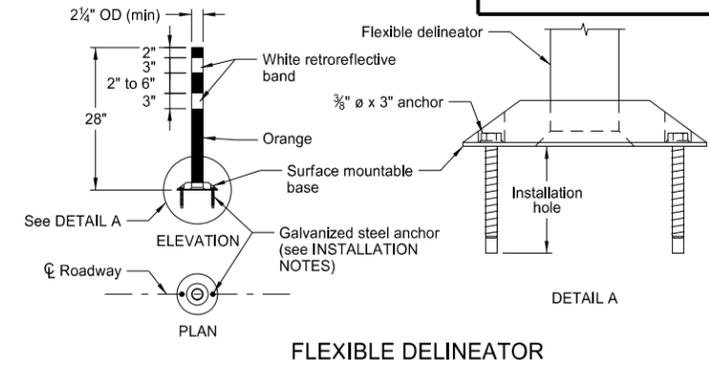
The markings on drums shall be horizontal, circumferential, alternating orange and white retroreflective stripes 4" to 6" wide. Each drum shall have a minimum of two orange and two white stripes with the top stripe being orange. Any nonretroreflectORIZED spaces between the horizontal orange and white stripes shall not exceed 3" wide. Stripes shall not be placed on ribs or indentations in the drum. Drums shall have closed tops that will not allow collection of construction debris or other debris. Ballast shall not be placed on the top of a drum.

Markings for vertical panels shall be alternating orange and white retroreflective stripes, sloping downward in the direction vehicular traffic is to pass. Retroreflective sheeting shall be placed on both sides of panel and shall have a minimum of 270 square inches of retroreflective area facing vehicular traffic. Where the height of the retroreflective material on the vertical panel is 36 inches or more, a stripe width of 6 inches shall be used.



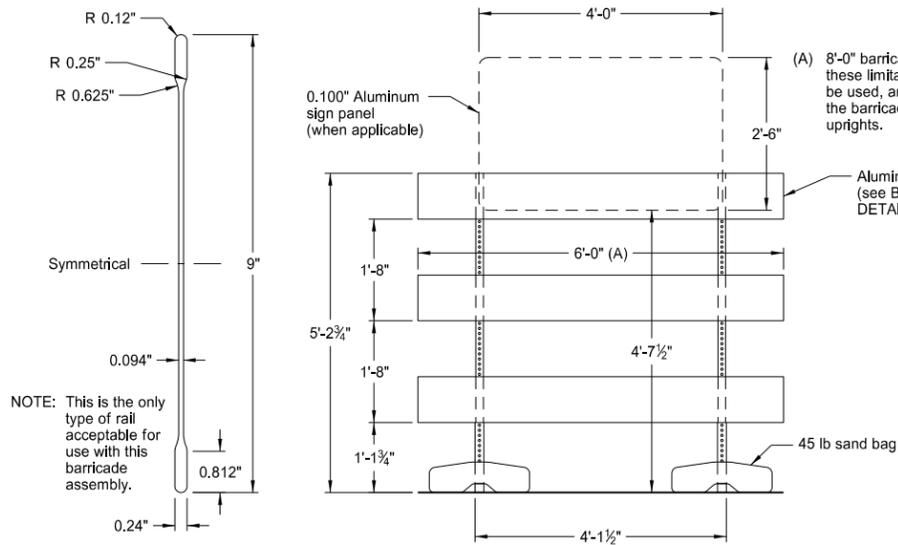
RetroreflectORIZATION of cones more than 36" in height shall be provided by alternating orange and white retroreflective stripes. Each cone shall have a minimum of two orange and two white stripes with the top stripe being orange. Any nonretroreflectORIZED space between the orange and white stripes shall not exceed 3" wide.

RetroreflectORIZATION of tubular markers more than 42" in height shall be provided by alternating four 4" to 6" wide orange and white stripes with the top stripe being orange.



INSTALLATION NOTES:

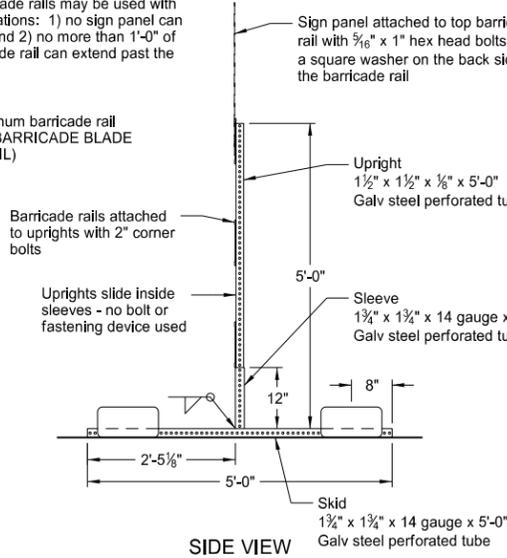
1. Drill installation holes to diameter and depth as required by manufacturer's specifications.
2. For removal, remove anchors and fill installation hole with an epoxy designed to bond to pavement surface.
3. In lieu of bolted down base, the contractor may use an 8" x 8" butyl pad or hot melt butyl. Butyl shall be removed as close as possible to pavement surface.



BARRICADE BLADE DETAIL

ELEVATION VIEW

BARRICADE ASSEMBLY DETAIL (Aluminum Barricade Rails)

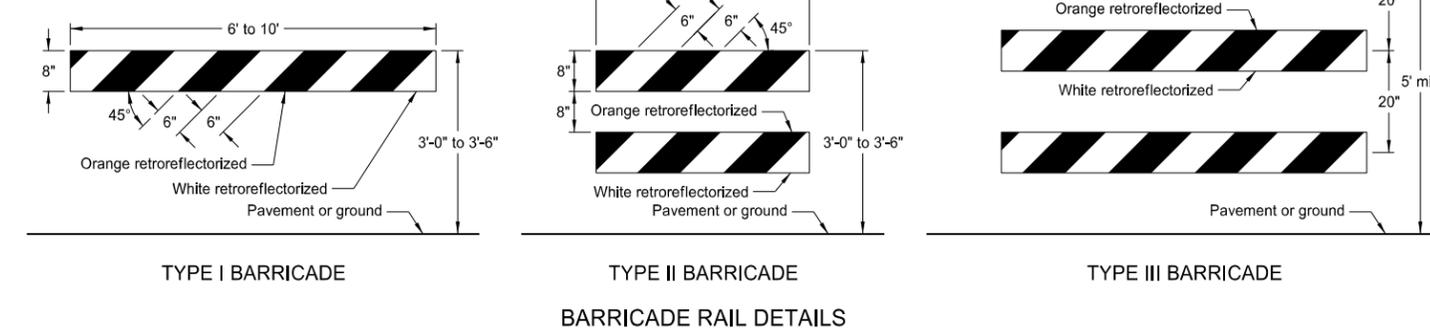


ELEVATION VIEW

SIDE VIEW

BARRICADE ASSEMBLY DETAIL (Wood or Plastic Rails)

NOTE: Markings for barricades shall be alternating orange and white retroreflective stripes, sloping downward in the direction traffic is to pass. Retroreflective sheeting shall be placed on both sides of the rails and shall have a minimum of 270 square inches of visible retroreflective area facing vehicular traffic. When the barricade length is less than 36", the rail stripe width shall be 4".

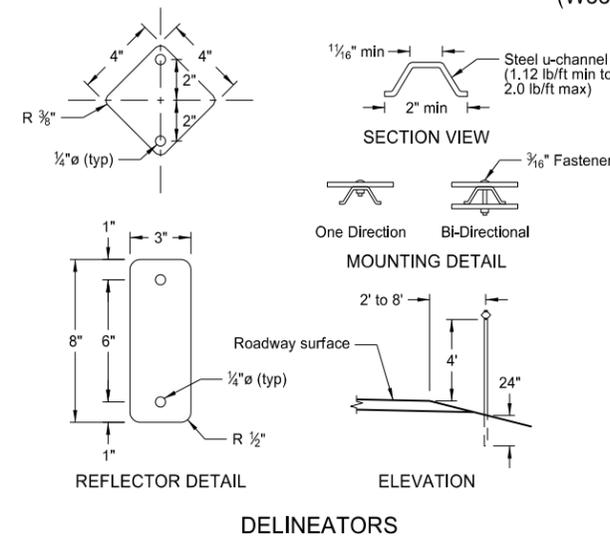


TYPE I BARRICADE

TYPE II BARRICADE

BARRICADE RAIL DETAILS

TYPE III BARRICADE



REFLECTOR DETAIL

ELEVATION

DELINEATORS

MINIMUM BALLAST (For each side of barricade support)

Without Sign	4 - 25 lb sandbags
With Sign	6 - 25 lb sandbags

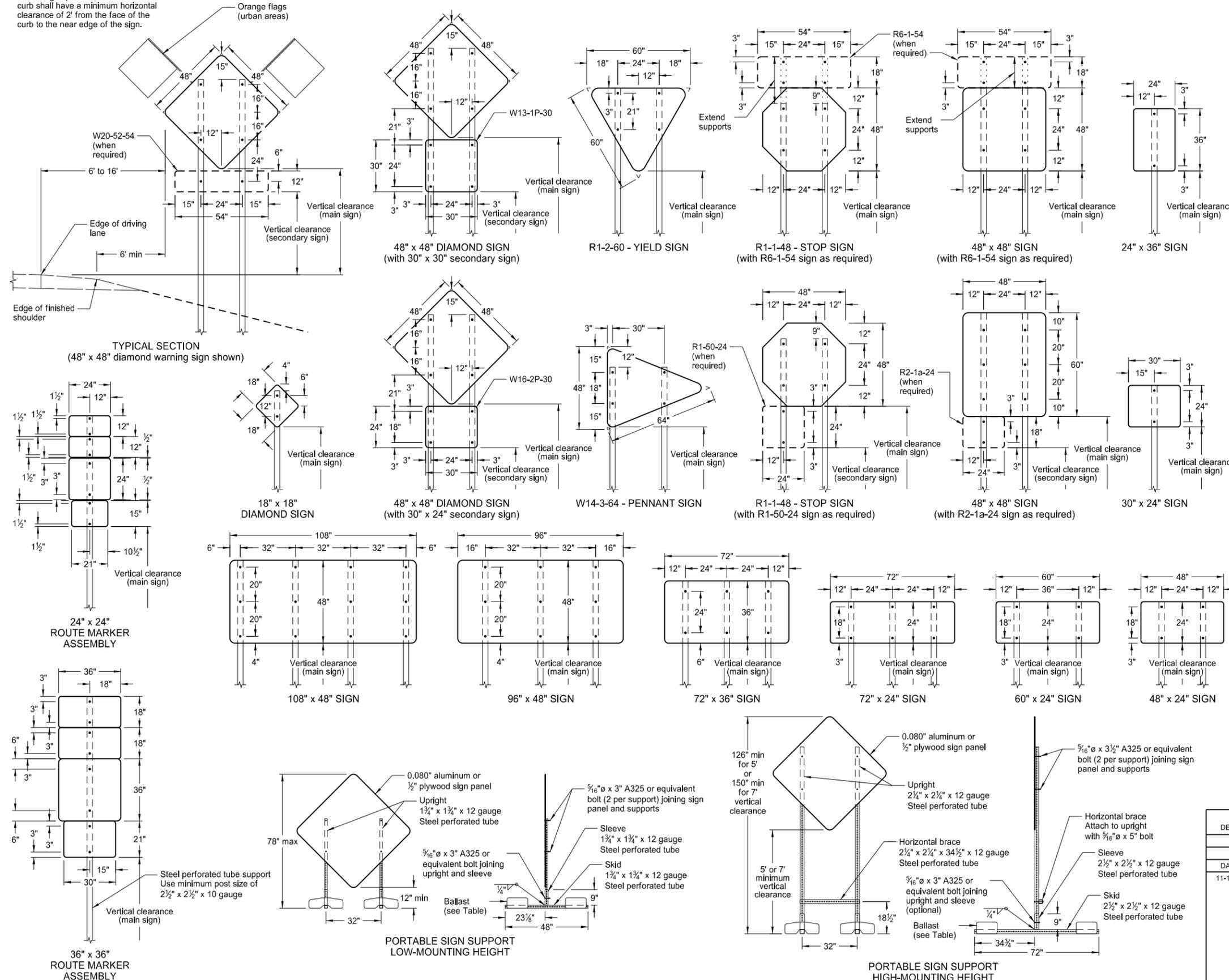
Note: The number of sandbags are based on a wind speed of 55 MPH. The sandbags are assumed to be placed at or near the ends of the skids.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
DATE	CHANGE

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CONSTRUCTION SIGN PUNCHING AND MOUNTING DETAILS

Note: Signs placed in sections with curb shall have a minimum horizontal clearance of 2' from the face of the curb to the near edge of the sign.



NOTES:

- Sign Supports:** Supports shall be galvanized or painted. Minimum post sizes are 2.5 lb/ft u-channel or 2" x 2" x 12 gauge steel perforated tube, except where noted. When installing signs on u-channel, the minimum post size for assemblies containing a secondary sign is 3.0 lb/ft. Post sizes are based on a wind speed of 55 MPH.

Signs over 50 square feet should be installed on 2 1/2" x 2 1/2" perforated tube supports as a minimum.

Guy wires shall not be attached to sign supports. Wind beams may be attached to u-posts behind the sign panels.
- Sign Panels:** Provide sign panels made of 0.100" aluminum, 1/2" plywood, or other approved material, except where noted. All holes to be punched round for 3/8" bolts.
- Alternate Messages:** The signs that have alternate messages may have these alternate messages placed on a reflectorized plate (without a border) and installed and removed as required. (i.e. "Left" and "Right" message on a lane closure sign)
- Route Marker Auxiliary Signs:** Provide route marker auxiliary signs, such as the cardinal direction and directional arrows, with a background and legend that match the route marker they are used with:

Interstate - white legend on blue background
Interstate Business Loop - white legend on green background
US and State - black legend on white background
County - yellow legend on blue background
- Vertical Clearance:** Install signs with a vertical clearance of 5'-0" (see TYPICAL SECTION.) In areas where parking or pedestrian movements are likely or the view of the sign may be obstructed, install signs with a vertical clearance of 7'-0" from the top of the curb or from the near edge of the driving lane in absence of a curb.

The vertical clearance to secondary signs is 1'-0" less than the vertical clearance as stated above.

Large signs having an area exceeding 50 square feet shall have a minimum clearance of 7'-0" from the ground at the post.
- Portable Signs:** Provide portable signs that meet the vertical clearance as stated above. Use portable signs when it is necessary to place signs within the pavement surface.

When portable signs are used for 5 days or less, low-mounting height (minimum 12" vertical clearance) sign supports may be used as long as the view of the sign is not obstructed. Time delays caused by unforeseen circumstances, such as equipment breakdown, rain, subgrade failures, etc., will not accrue towards the 5 day period. The R9-8 through R9-11a series, W1-5 through W1-8 series, M4-10, and E5-1 may be used for longer than 5 days.

Signs mounted to the portable sign supports shown in the LOW-MOUNTING HEIGHT and HIGH-MOUNTING HEIGHT Details shall have a maximum surface area of 16 square feet.

MINIMUM BALLAST
(For each side of sign support base)

Sign Panel Mounting Height (ft)	Number of 25 lb sandbags for 4' x 4' sign panel
1'	6
5'	8
7'	10

Note: The number of sandbags are based on a wind speed of 55 MPH. The sandbags are assumed to be placed at or near the ends of the skids.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-4-13	
REVISIONS	
DATE	CHANGE
11-14-13	Revised Note 6.

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ROAD CLOSURE LAYOUTS

Notes

- Variables
 - S = Numerical value of speed limit or 85th percentile.
 - W = The width of taper.
 - L = Minimum length of taper, or S x W for freeways, expressways, and all other roads with speeds of 45 mph or greater, or $W \times S^2/60$ for urban, residential, and other streets with speeds of 40 mph or less.
- Barricades placed on roadway shall be on a moveable assembly. Signs placed on roadway shall be placed on skid mounted assemblies.
- Delineator drums, barricades or cones used for tapering traffic shall be spaced at the dimension "S". Delineator drums or cones used for tangents shall be spaced at 2 times dimension "S".
- Sequencing Arrow Panels
 - Panels should normally be placed at the beginning of the taper. Where shoulder width does not provide sufficient room, the panel should be moved closer to the work area so that it can be placed on the roadway surface. See Shoulder Closure Standard Drawing.
 - Type A shall be used on roadways with slow moving traffic speeds and low volume (25 mph or less and 750 ADT or less).
 - Type B shall be used on roadways with moderate traffic speeds and volumes (40 mph or less and 5000 ADT or less).
 - Type C shall be used on roadways with high traffic speeds and volumes (over 40 mph or over 5000 ADT).
- The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
- The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at 1/2 B.
- Use when work area is 1 mile or longer.
- When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
- Existing speed limit signs within a reduced speed zone shall be covered.
- Where necessary, safe speed to be determined by the Engineer.
- The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications. G20-55-96 sign is not required if this standard is part of other traffic control layouts, or the work is less than 15 days.

Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

KEY

	Type III barricade		Work area
	Sign		Flagger
	Delineator drum		Sequencing arrow panel
	Tubular markers		Vertical panels back to back

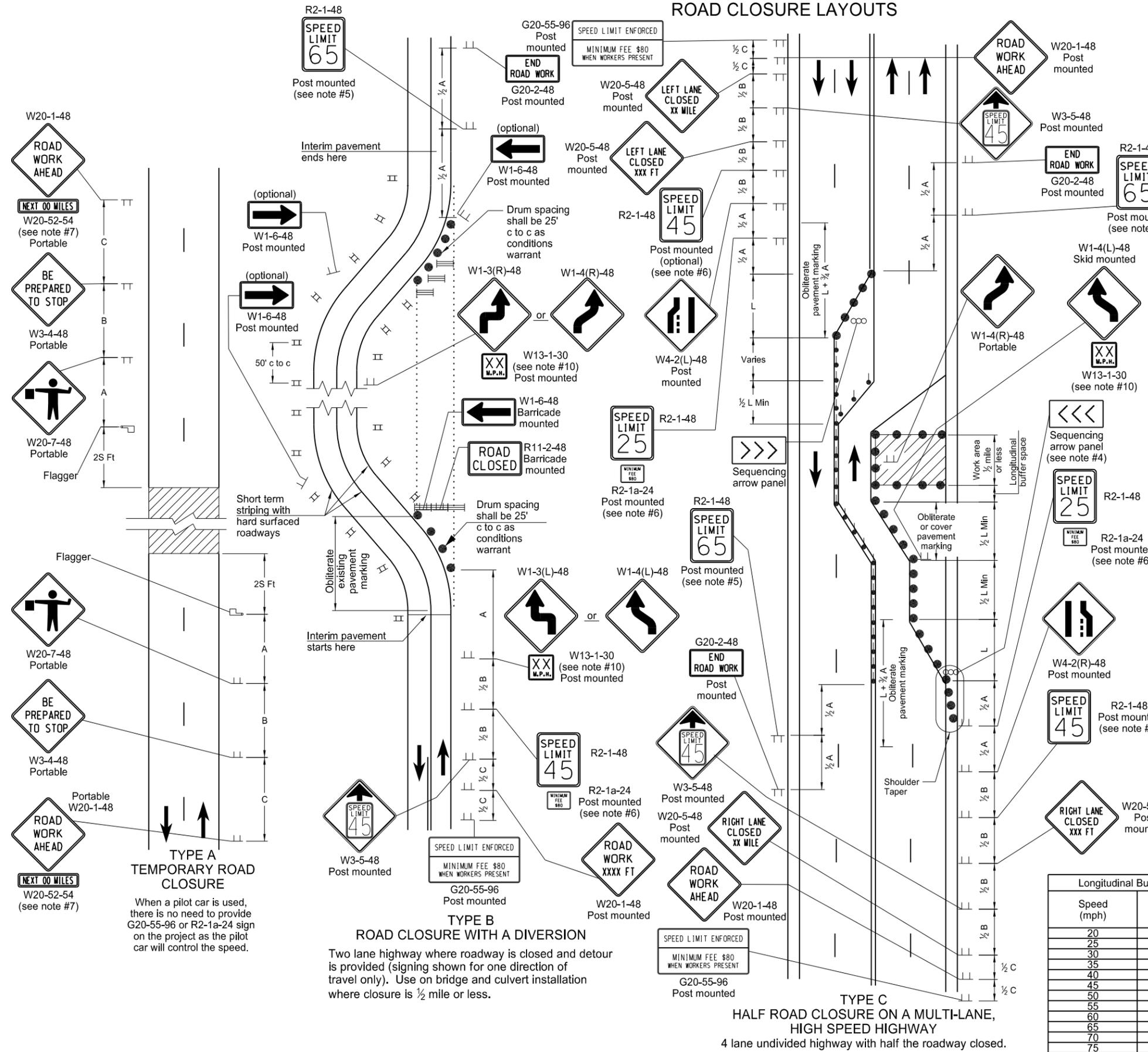
Longitudinal Buffer Space

Speed (mph)	Length Min (feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION
9-27-13

REVISIONS	
DATE	CHANGE

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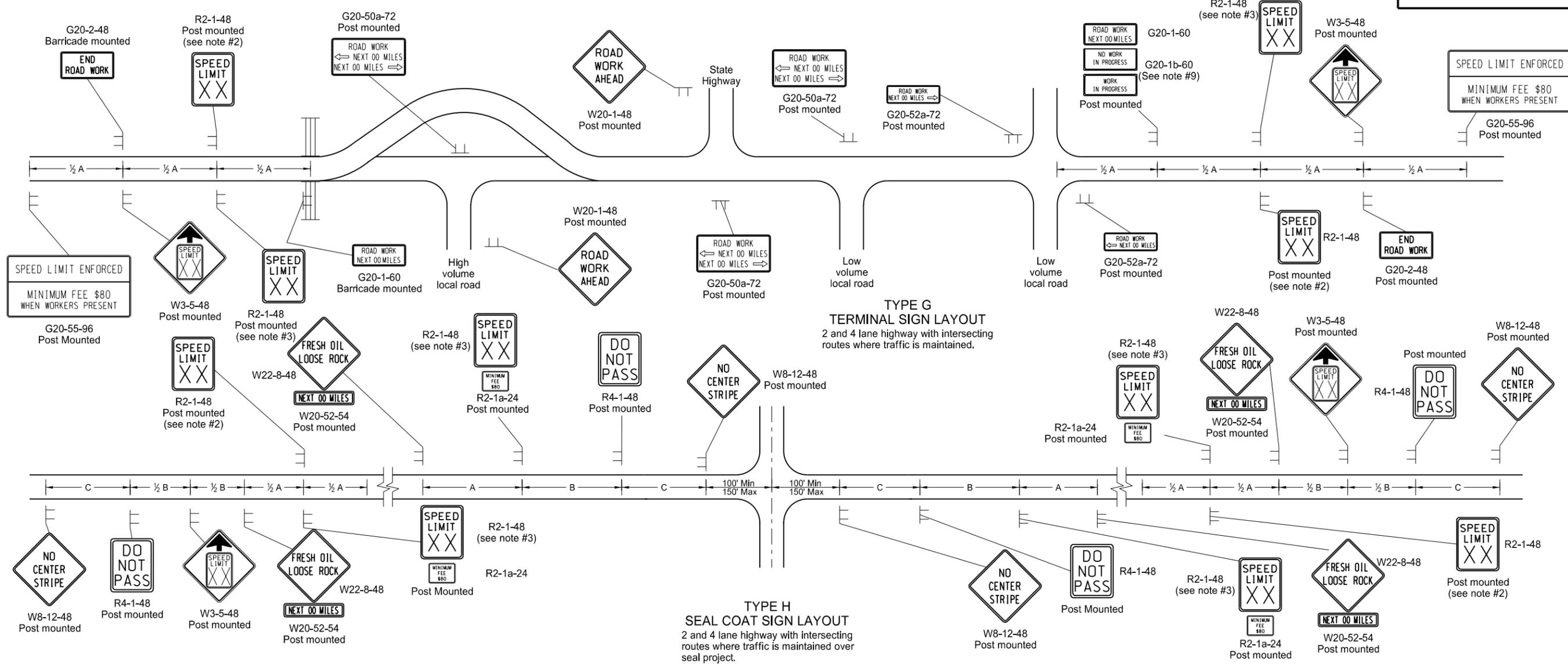
TYPE A TEMPORARY ROAD CLOSURE
When a pilot car is used, there is no need to provide G20-55-96 or R2-1a-24 sign on the project as the pilot car will control the speed.

TYPE B ROAD CLOSURE WITH A DIVERSION
Two lane highway where roadway is closed and detour is provided (signing shown for one direction of travel only). Use on bridge and culvert installation where closure is 1/2 mile or less.

TYPE C HALF ROAD CLOSURE ON A MULTI-LANE, HIGH SPEED HIGHWAY
4 lane undivided highway with half the roadway closed.

TERMINAL AND SEAL COAT SIGN LAYOUTS

D-704-20



- Barricades placed on roadway shall be on a moveable assembly. Signs placed on the roadway shall be placed on skid mounted assemblies.
- The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
- The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 MPH below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 MPH. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at 1/2 B.
- When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
- Existing speed limit signs within a reduced speed zone shall be covered.
- On seal projects, signs R2-1-48, R2-1a-24, R4-1-48, W22-8-48 and W20-52-54 shall be placed just after all important intersections and at five mile intervals thereafter. Sign W8-12-48 shall be placed just after all important intersections and at 2 mile intervals thereafter until the short term center line pavement marking is in place. No short term pavement markings are placed when traffic volumes are 750 ADT or less.
- The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.
- Type H construction sign traffic control shall have the speed limit signs covered or removed once the loose aggregate has been removed.
- The contractor shall install the G20-1b-60 sign when work is suspended for winter.
- Other traffic control layouts will be required in the immediate work areas. If the speed limit is reduced in the work area, speed limit signs shall have the R2-1a-24 sign placed below.
- G20-55-96 sign is not required if work is less than 15 days.

KEY

≡ Type III barricade

┌ Sign

Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

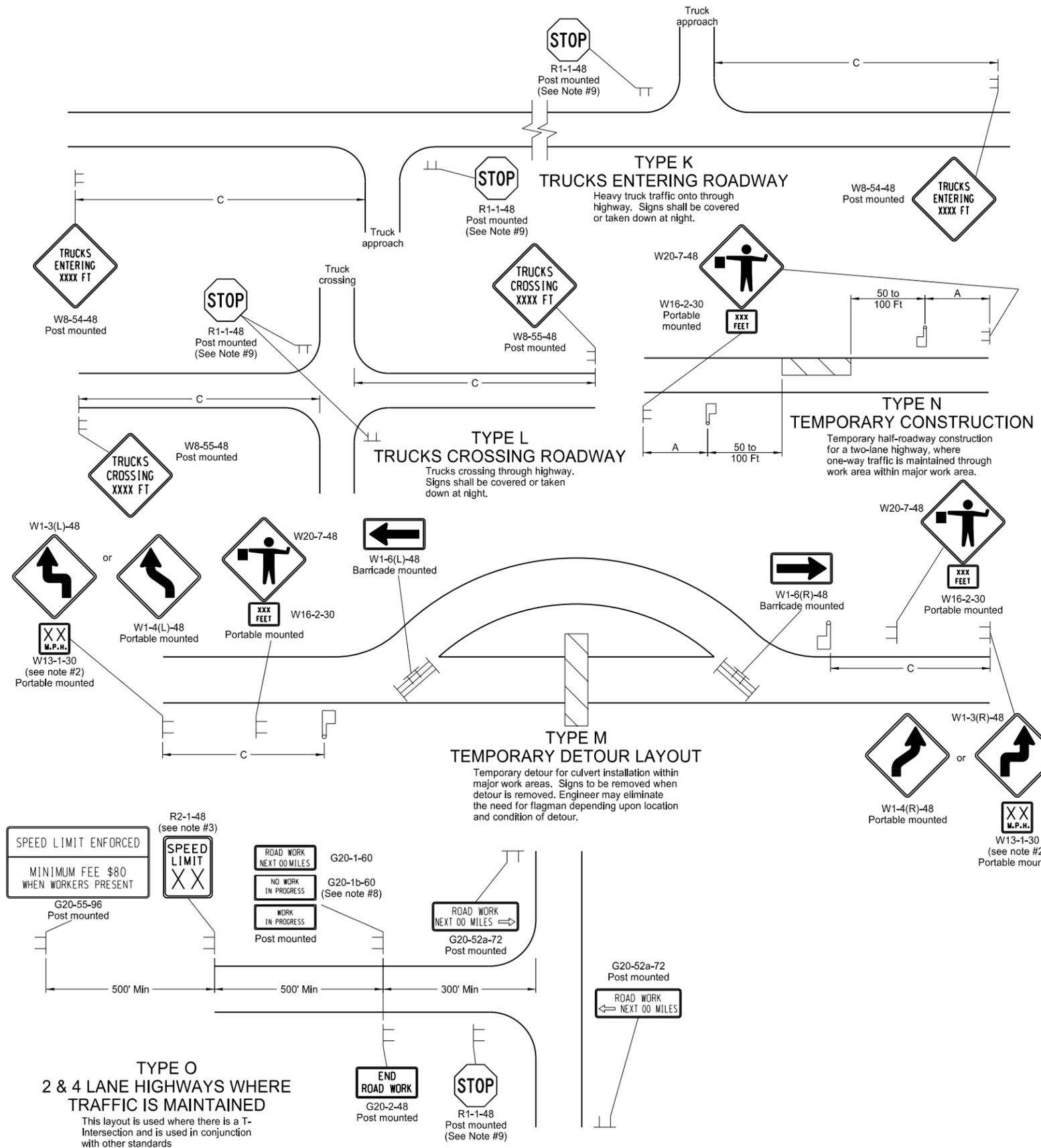
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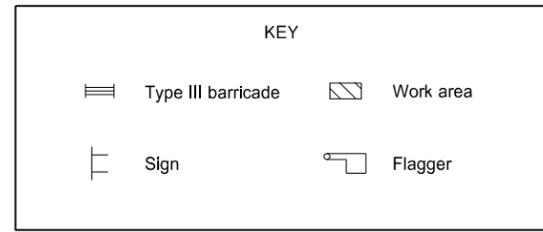
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CONSTRUCTION TRUCK AND TEMPORARY DETOUR LAYOUTS

D-704-22



- Notes
- Barricades placed on roadway shall be on a moveable assembly. Signs placed on the roadway shall be placed on skid mounted assemblies. Where necessary, safe speed to be determined by the Engineer.
 - The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at 1/2 B.
 - When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
 - Existing speed limit signs within a reduced speed zone shall be covered. Obliterated or covered pavement marking shall be paid for as Obliteration of Pavement Marking. The covering shall be approved by the engineer.
 - The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.
 - The contractor shall install the G20-1b-60 sign when work is suspended for winter.
 - If existing stop sign is in place, a 48" stop sign is not required.
 - G20-55-96 sign is not required if this standard is part of other traffic control layouts with this sign or the work is less than 15 days.



ADVANCE WARNING SIGN SPACING

Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

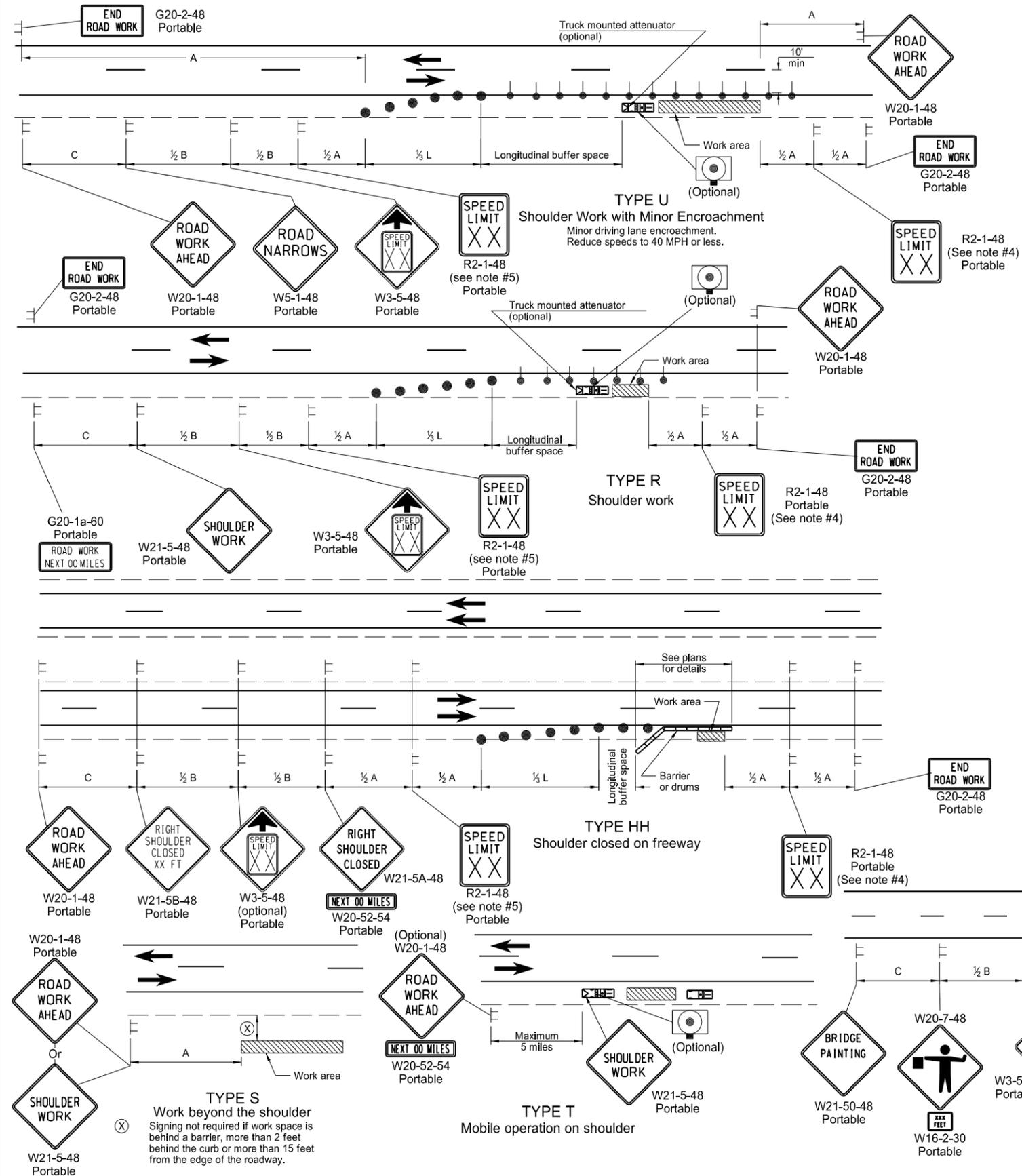
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SHOULDER CLOSURES AND BRIDGE PAINTING LAYOUTS

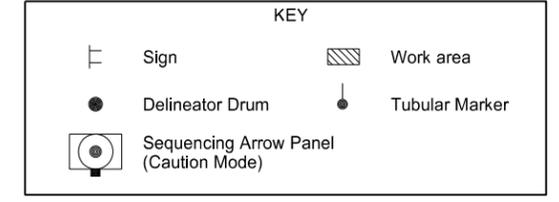
D-704-24



- Notes
- Variables
S = Numerical value of speed limit or 85th percentile.
W = The width of the taper.
L = Minimum length of taper, or $S \times W$ for freeways, expressways, and all other roads with speeds of 45 mph or greater, or $W \times S^2 / 60$ for urban, residential, and other streets with speeds of 40 mph or less.
 - Delineator drums used for tapering traffic shall be spaced at dimension "S".
Delineator drums or tubular markers used for tangents shall be spaced at 2 times "S".
 - Sequencing Arrow Panels
Type A shall be used on roadways with slow moving traffic speeds and low volume (25 mph or less and 750 ADT or less).
Type B shall be used on roadways with moderate traffic speeds and volumes (40 mph or less and 5000 ADT or less).
Type C shall be used on roadways with high traffic speeds and volumes (over 40 mph or over 5000 ADT).
 - The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
 - The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at $\frac{1}{2}B$.
 - When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
 - Existing speed limit signs within a reduced speed zone shall be covered.
 - The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.

Longitudinal Buffer Space	
Speed (mph)	Length Min (feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

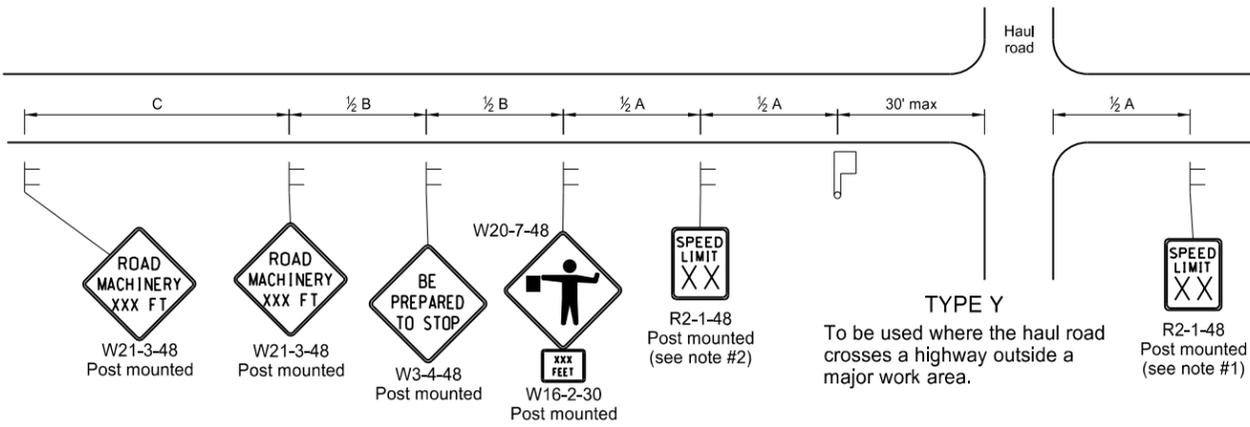


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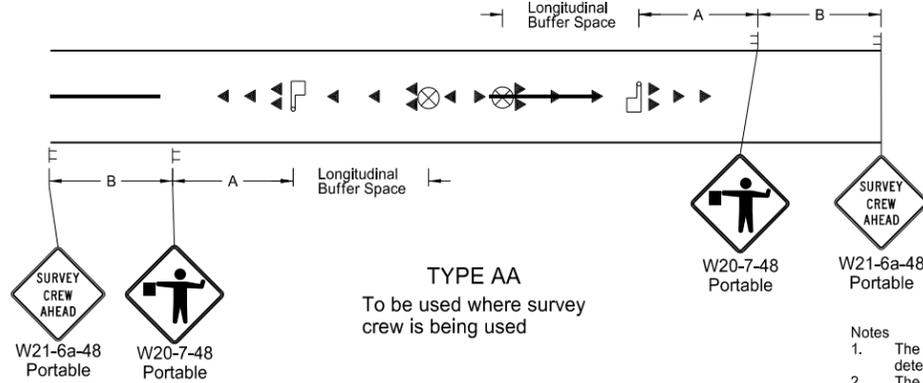
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MISCELLANEOUS SIGN LAYOUTS

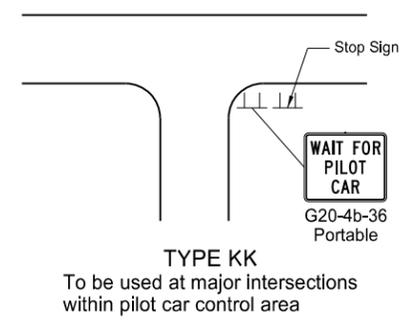
D-704-26



TYPE Y
To be used where the haul road crosses a highway outside a major work area.

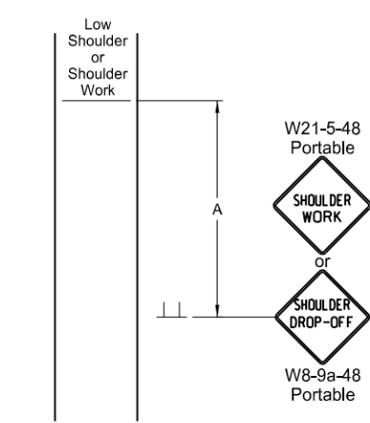


TYPE AA
To be used where survey crew is being used

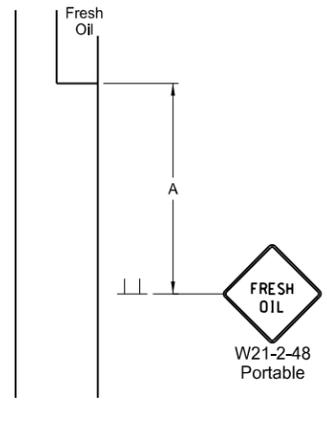


TYPE KK
To be used at major intersections within pilot car control area

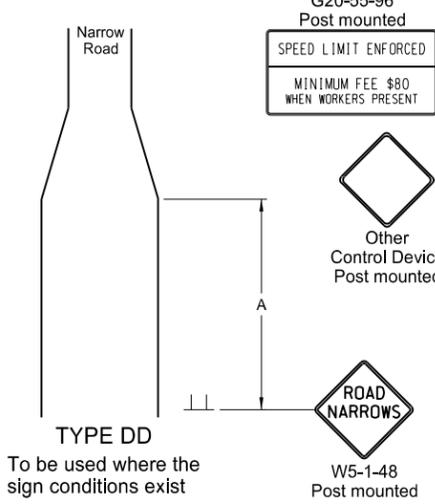
- Notes
1. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
 2. The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at 1/2 B.
 3. When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
 4. Existing speed limit signs within a reduced speed zone shall be covered.
 5. The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.
 6. G20-55-96 signs are not required if this standard is part of other traffic control layouts, or the work is less than 15 days.
 7. When a pilot car operation is used, place a G20-4b-36 "Wait For Pilot Car" sign at major intersections within pilot car control area.



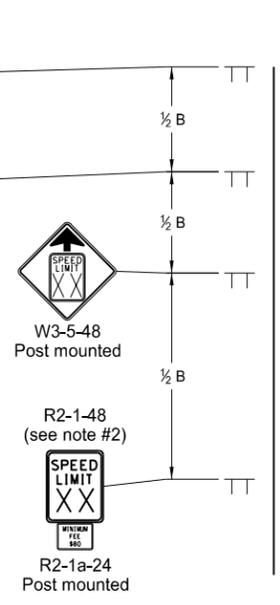
TYPE BB
To be used within a major work area where the sign conditions exist



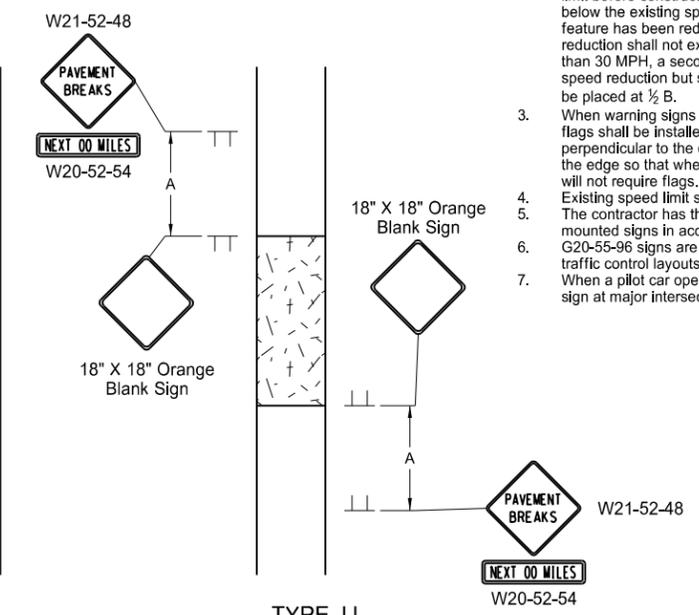
TYPE CC
To be used where the sign conditions exist



TYPE DD
To be used where the sign conditions exist



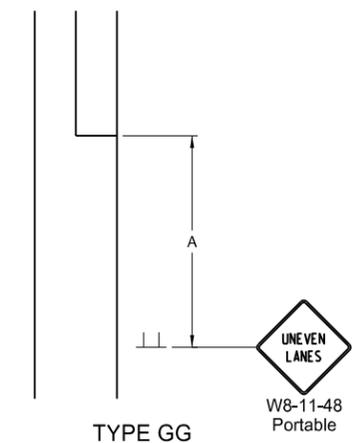
TYPE Z
To be used where speed zone is needed



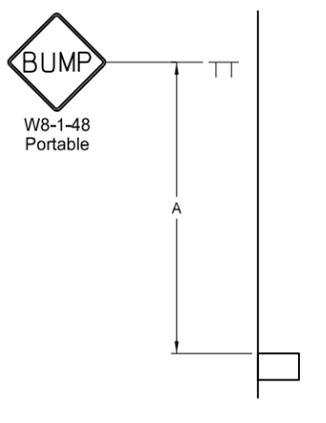
TYPE JJ
To be used where there is a break in the pavement. These signs may be skid mounted or post mounted and shall be installed when conditions exist and removed when not applicable.

Longitudinal Buffer Space	
*Speed (mph)	Length Min (feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

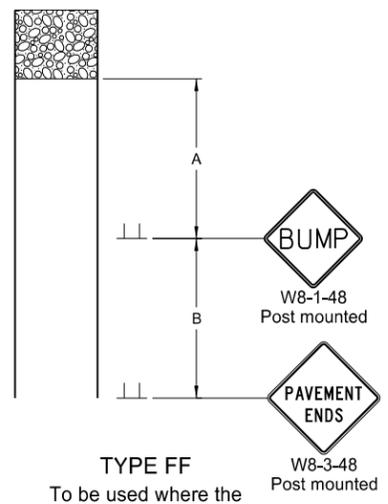
* Posted speed, off-peak 85th percentile speed prior to work starting, or the anticipated operating speed in mph.



TYPE GG
To be used where a difference of elevation between lanes exist



TYPE EE
To be used where the sign conditions exist



TYPE FF
To be used where the sign conditions exist

Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

KEY

Sign (represented by a vertical line with a horizontal bar)

Cones (represented by a triangle)

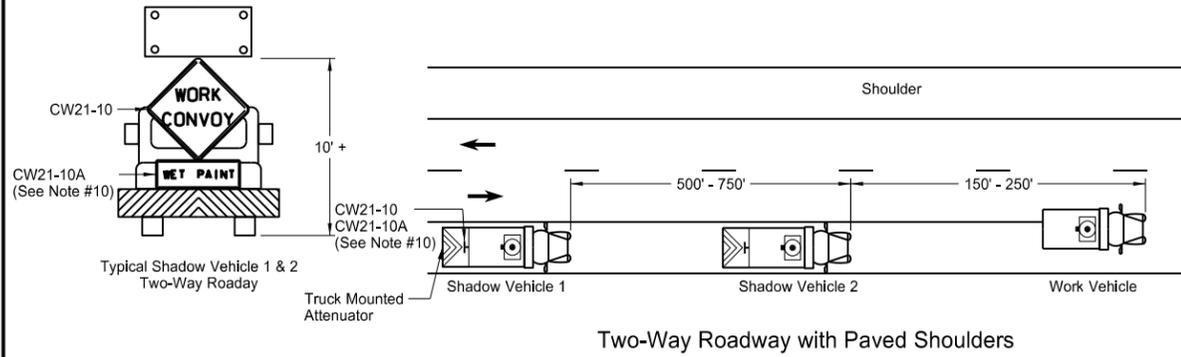
Flagger (represented by a square with a diagonal line)

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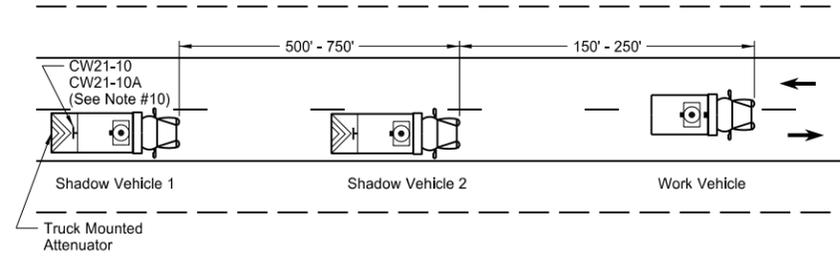
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TRAFFIC CONTROL PLAN FOR MOVING OPERATIONS

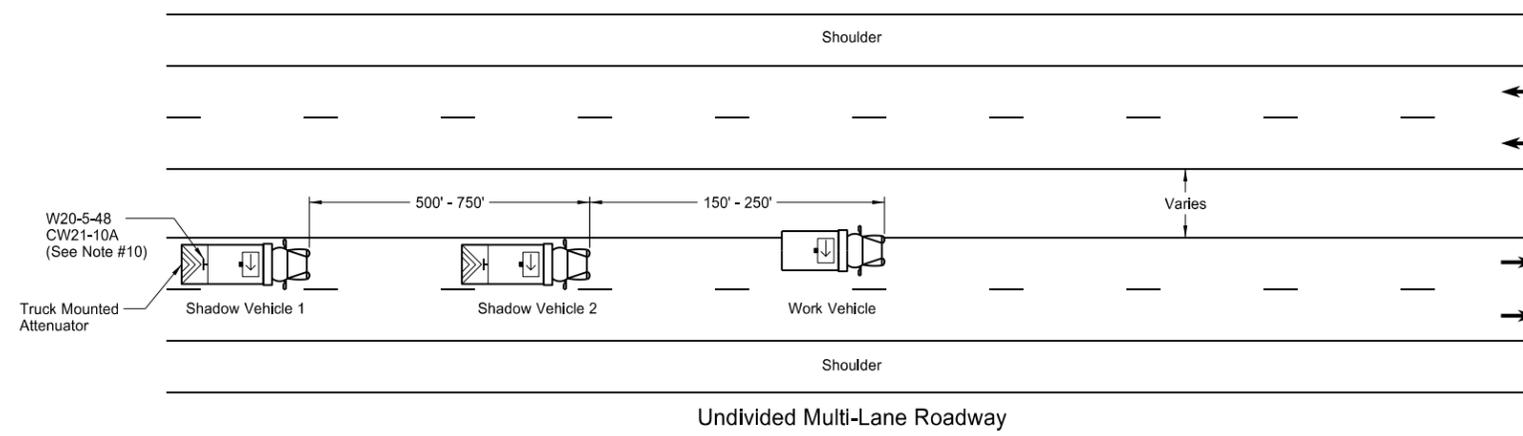
D-704-27



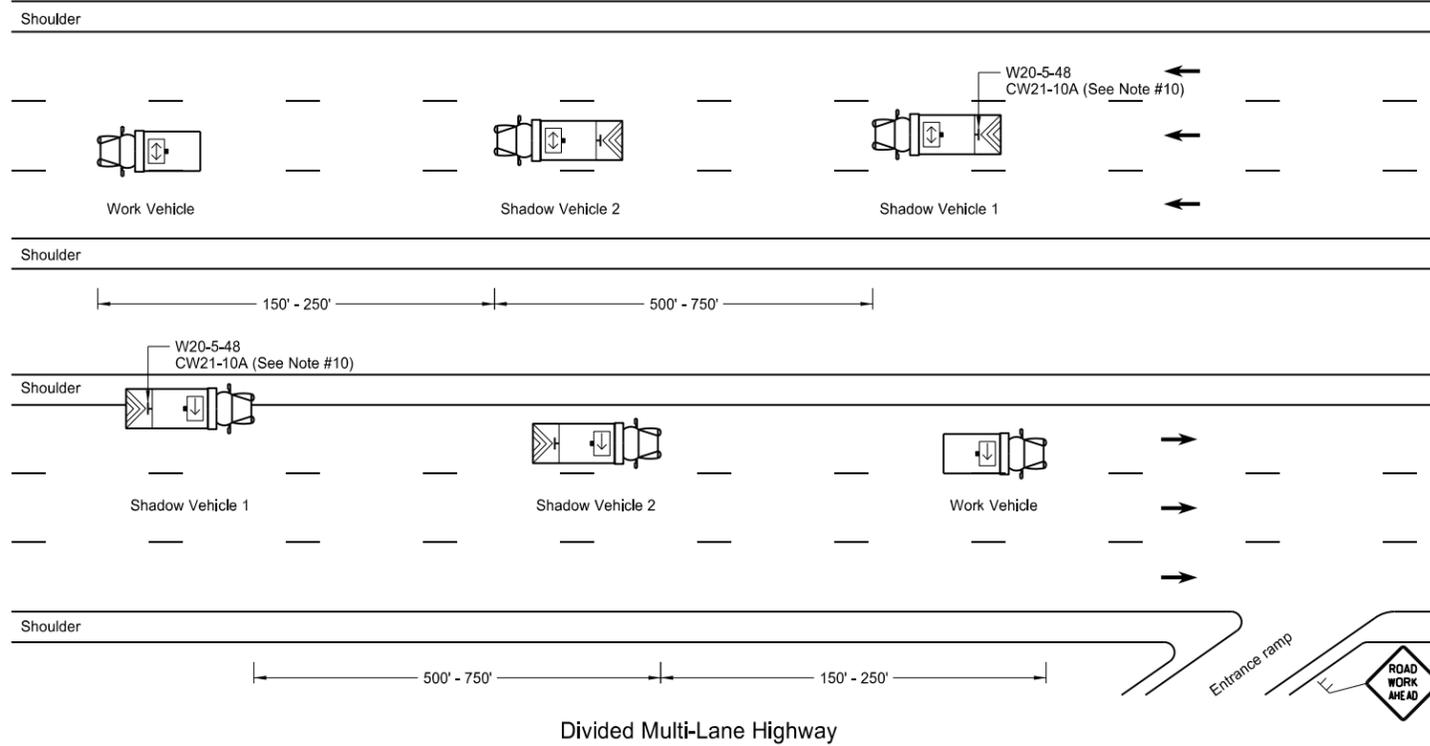
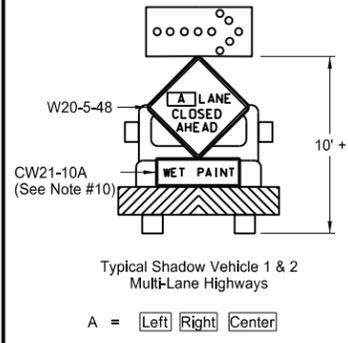
Two-Way Roadway with Paved Shoulders



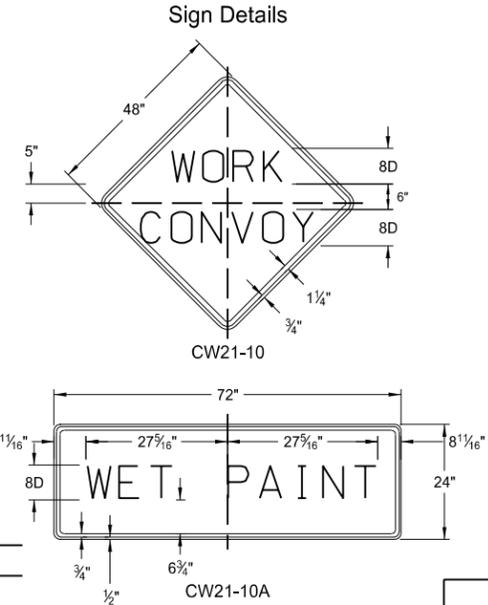
Two-Way Roadway without Paved Shoulders



Undivided Multi-Lane Roadway



Divided Multi-Lane Highway



KEY

- Sign
- Truck mounted attenuator
- Flashing arrow panels:
 - Right directional
 - Left directional
 - Double arrow directional
 - Caution Mode

- Notes
- If the contractor chooses to place more vehicles in the convoy than are shown, these vehicles shall have the truck mounted attenuator and shall be at the contractor's expense.
 - Shadow and work vehicles shall display yellow rotating beacons or strobe lights unless otherwise stated elsewhere in the plans.
 - Flashing arrow panels shall be Type B or Type C. The panel operation shall be controlled from inside the vehicle.
 - Each vehicle shall have two-way electronic communication capability.
 - When work convoys must change lanes, shadow vehicle 1 should change lanes first to shadow other convoy vehicles.
 - Vehicle spacing between the shadow vehicle 1 and shadow vehicle 2 will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the trail vehicle in time to slow down and/or change lanes as they approach the shadow vehicle.
 - Sign Colors
 - Letters = Black
 - Border = Black
 - Background = Orange
 - Shadow vehicle 2 may be used as the paint tender vehicle.
 - Sign CW21-10A shall only be used during a painting operation.
 - On two lane - two way roadways, the work and shadow vehicles should pull over periodically to allow motor vehicle traffic to pass.

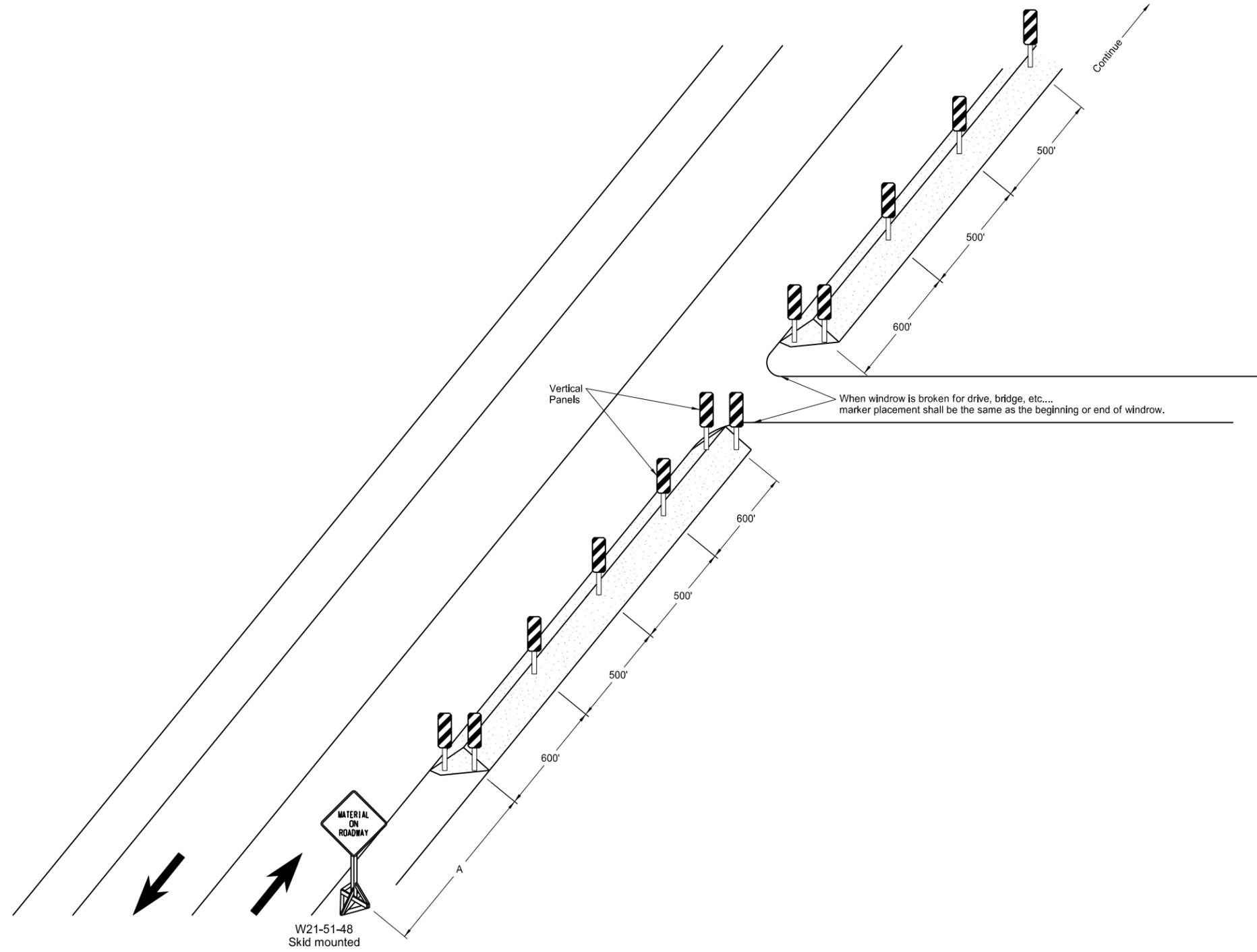
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WINDROW MARKING

D-704-30

Notes:
The contractor has the option of using portable sign supports in lieu of post mounted sign as shown on the standard drawings as specified in section 704.03 C.



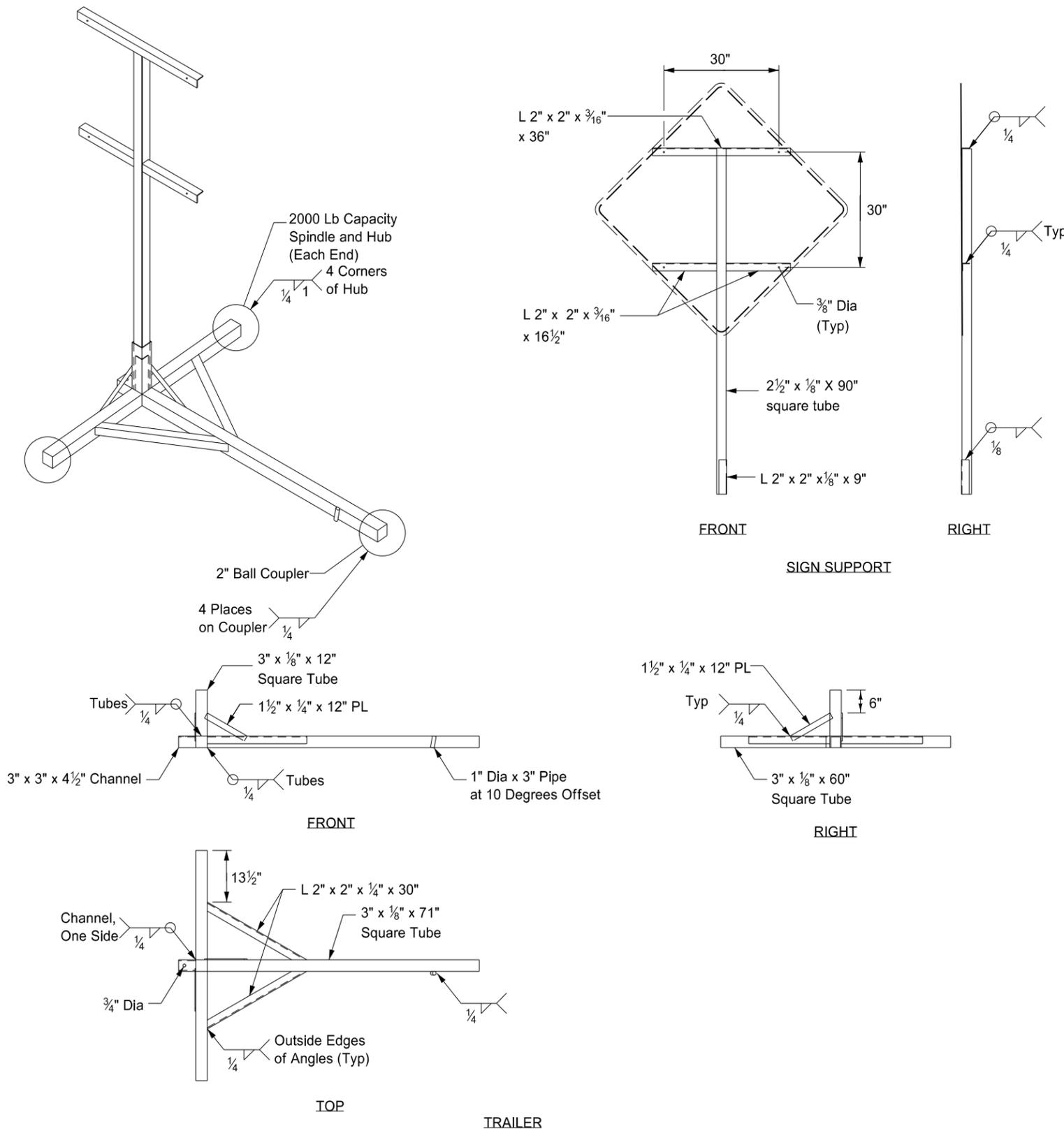
ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (55 mph to 60 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

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PORTABLE SIGN SUPPORT ASSEMBLY

D-704-50



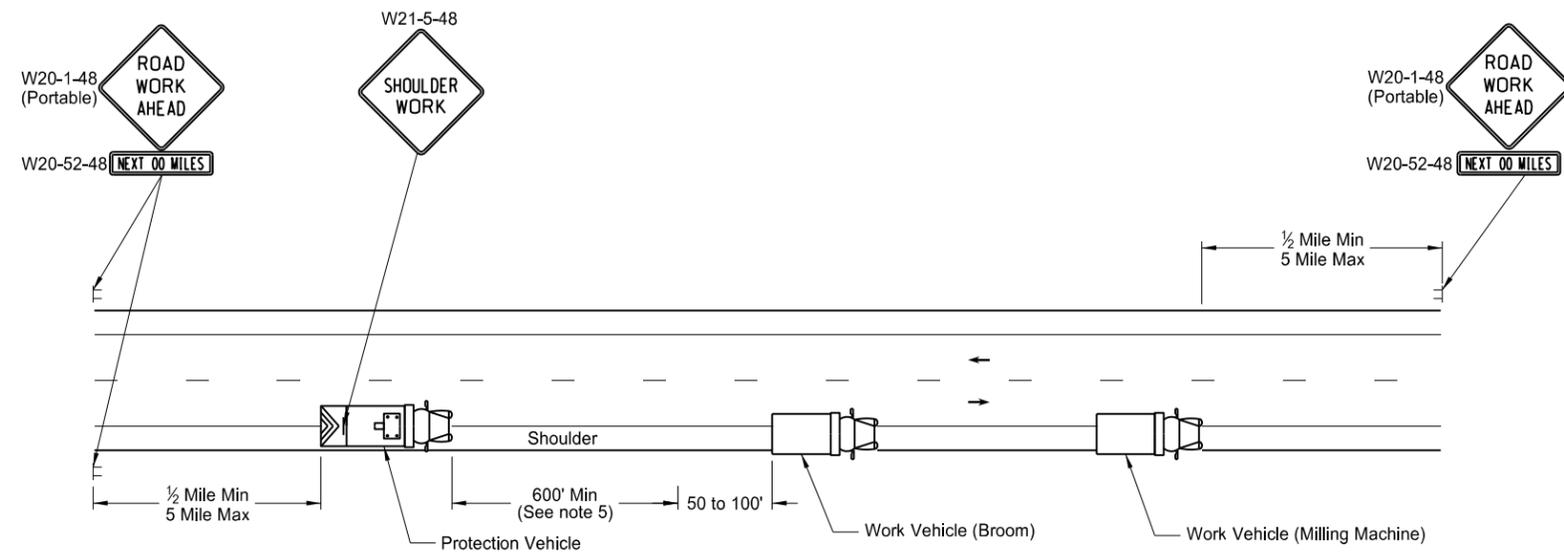
Notes:

- ① The maximum weight of the assembly is 250 pounds.
- ② Use a 14" wheel and tire.
- ③ Automotive and equipment axle assemblies may not be used for trailer-mounted sign supports.
- ④ Other NCHRP 350 crash tested assemblies are acceptable.

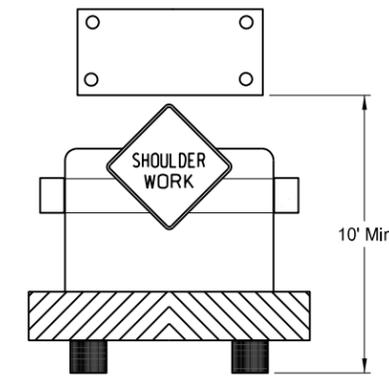
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MOBILE OPERATION
Grinding Shoulder Rumble Strips



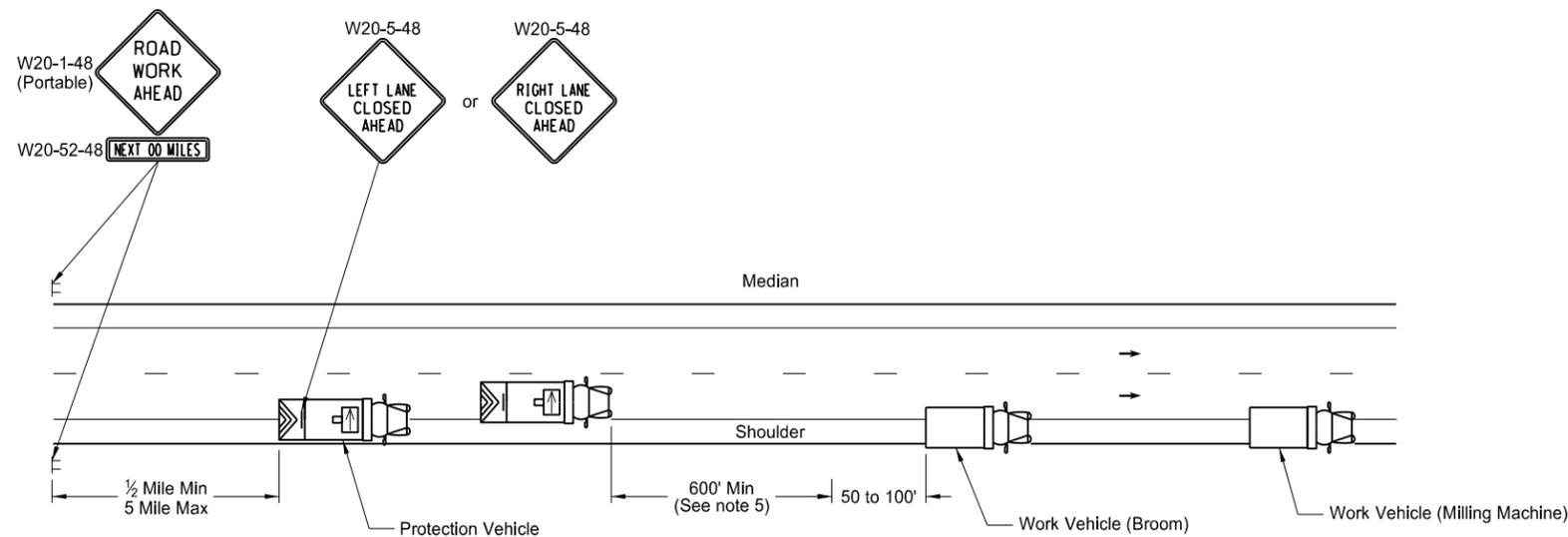
TWO LANE - TWO WAY ROADWAY



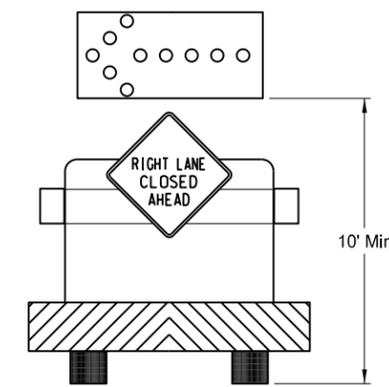
TWO LANE - TWO WAY ROADWAY
Typical Protection Vehicle with
Flashing Arrow Panel In Caution Mode

Notes:

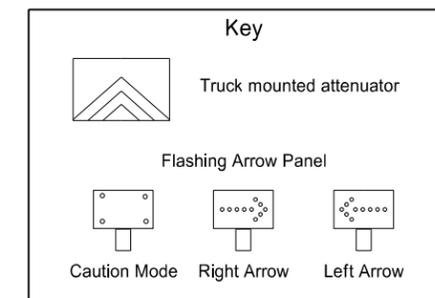
1. If the contractor chooses to place more vehicles in the convoy than are shown, these vehicles shall have the truck mounted attenuator and shall be at the contractors expense.
2. Vehicles shall have a rotating, flashing, oscillating or strobe lights.
3. Flashing arrow panels shall be Type B or Type C. The panel operation shall be controlled from inside the vehicle.
4. Each vehicle shall have two - way electronic communication capability.
5. Vehicle spacing between the protection vehicle and work vehicle will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the protection vehicle in time to slow down and safely pass the work vehicles.
6. ROAD WORK AHEAD SIGN: Advance Road Work Ahead signs shall be moved as the work area moves through the construction zone.
7. Next XX Miles sign required when the distance from Road Work Ahead sign to the work location is two miles or greater.



INTERSTATE & 4 LANE DIVIDED HIGHWAY



INTERSTATE & 4 LANE DIVIDED HIGHWAY
Typical Protection Vehicle with Flashing Arrow
Panel In Flashing Arrow Mode

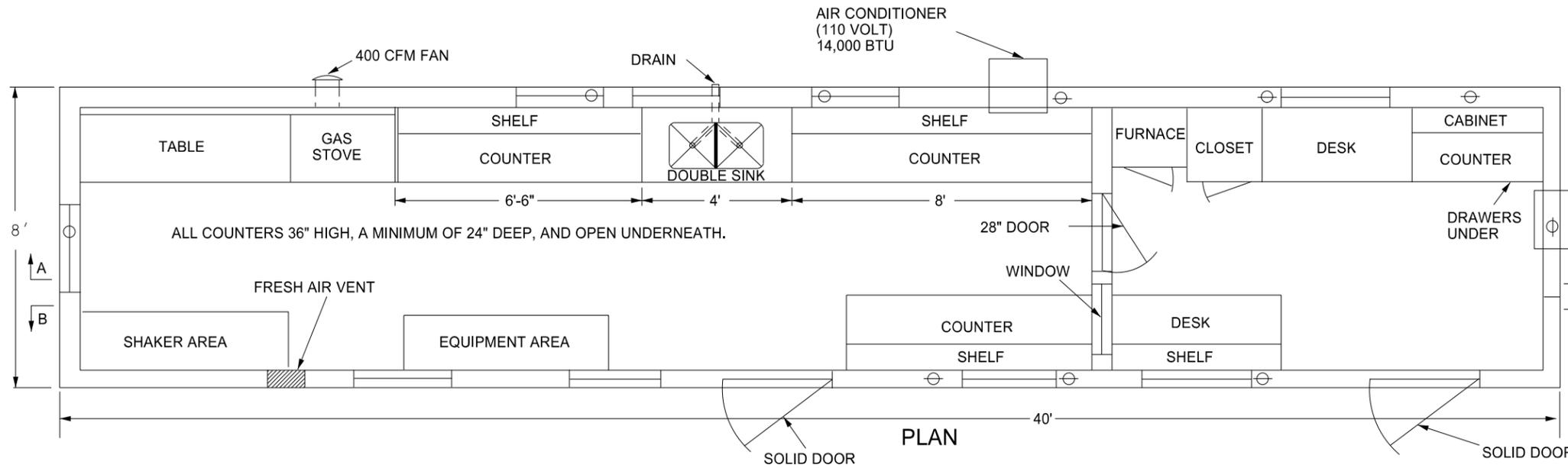


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FIELD LABORATORY

D-706-1



AIR CONDITIONER (110 VOLT) 8,000 BTU

NOTES:
There shall be a minimum of six exterior ventilated casement or double hung windows. The minimum total area of opening shall be 34 square feet. The number, size, and location of windows may be adjusted to fit conditions. Suggested locations are shown on drawing.

The sink shall be double compartment stainless steel. Each compartment shall be a minimum of 16"x14"x10" deep. The sink shall be drained to an outside waste line. A trap is not required. Water service lines shall be copper or plastic having a diameter of 1/2 inch.

The lab shall be equipped with an exhaust fan capable of removing inside air at a rate of 400 CFM.

The fresh air vent shall be hinged to open or close manually.

24" x 48" table shall be provided capable of holding a 200 lb. masonry saw. The table shall have a minimum clearance of 36" overhead.

The water supply tank shall have a capacity of 500 gallons.

Steps shall be provided for each of two entrance doors. Steps for each area shall be made of, or covered with, a material providing for a non-slip surface. They shall be heavy duty steps that are capable of withstanding heavy loadings and extensive use.

The pressure tank on the pump shall be 20 gallon capacity.

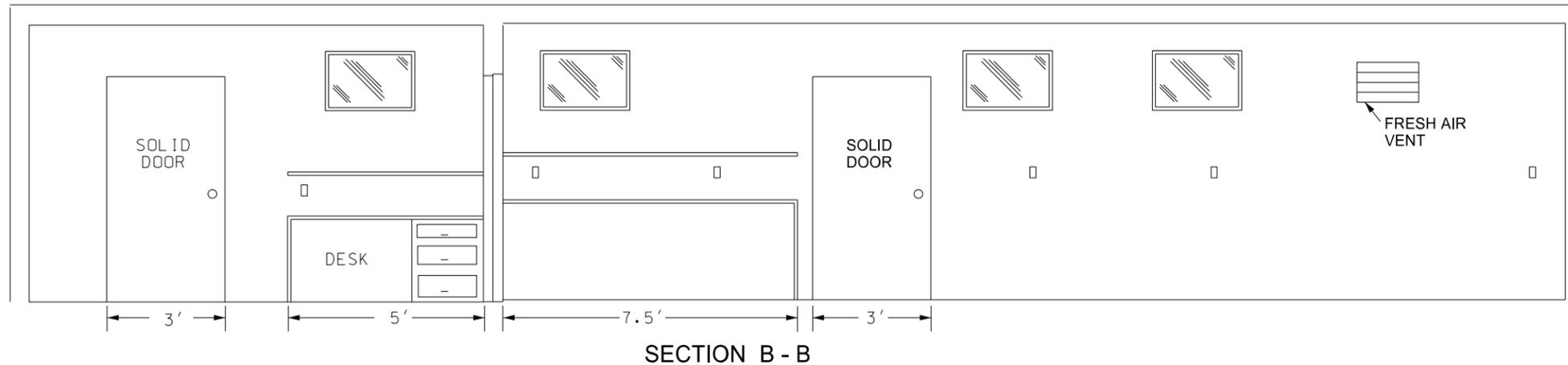
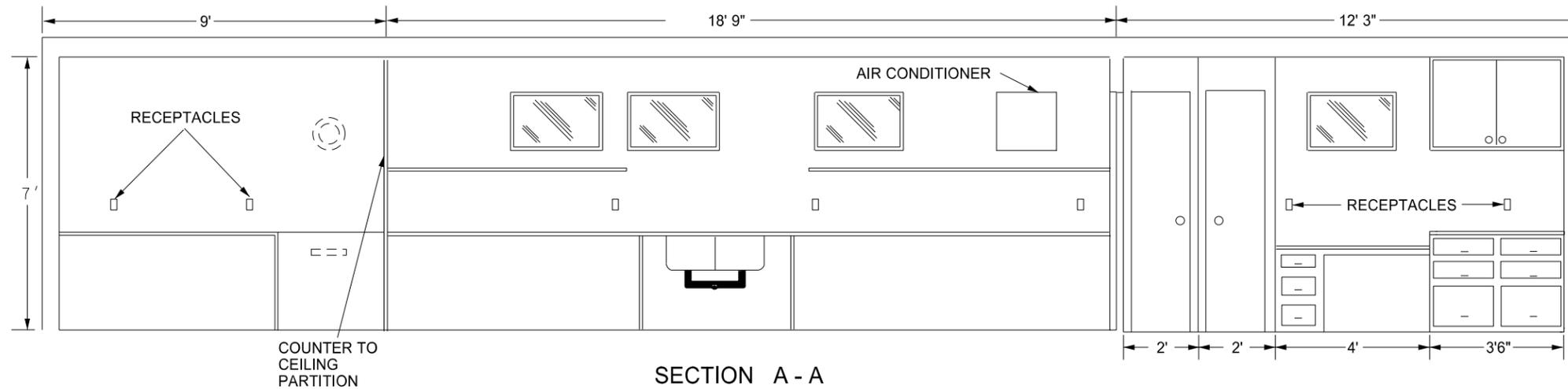
Locks, latches, and hinges for main doors shall be heavy duty type to withstand the intense use in service.

The wall between the office and the work area shall be properly insulated to prevent the transmission of heat & noise.

The floor beneath the marsh area shall be heavily reinforced.

The lab shall be equipped with steel cable tie downs and ground anchors at each corner of the lab.

Electrical service entrance shall be wired for 100 amps, and have separate circuits for air conditioners. Convenience outlets shall have a minimum spacing of four feet in counter areas.

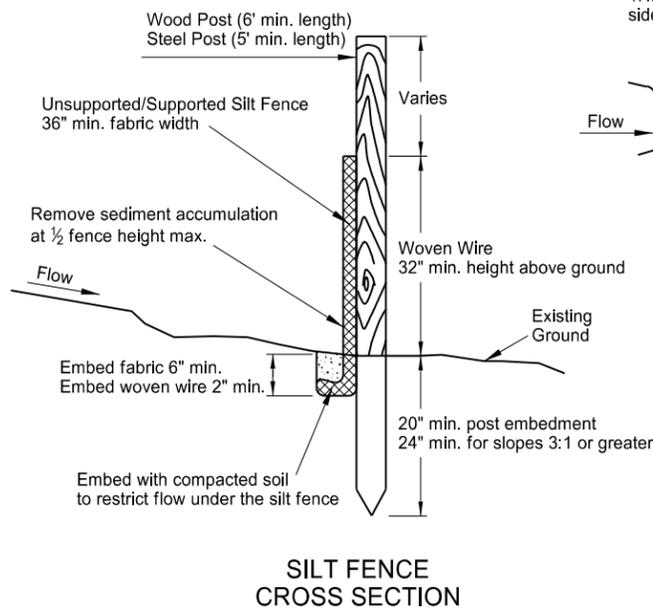
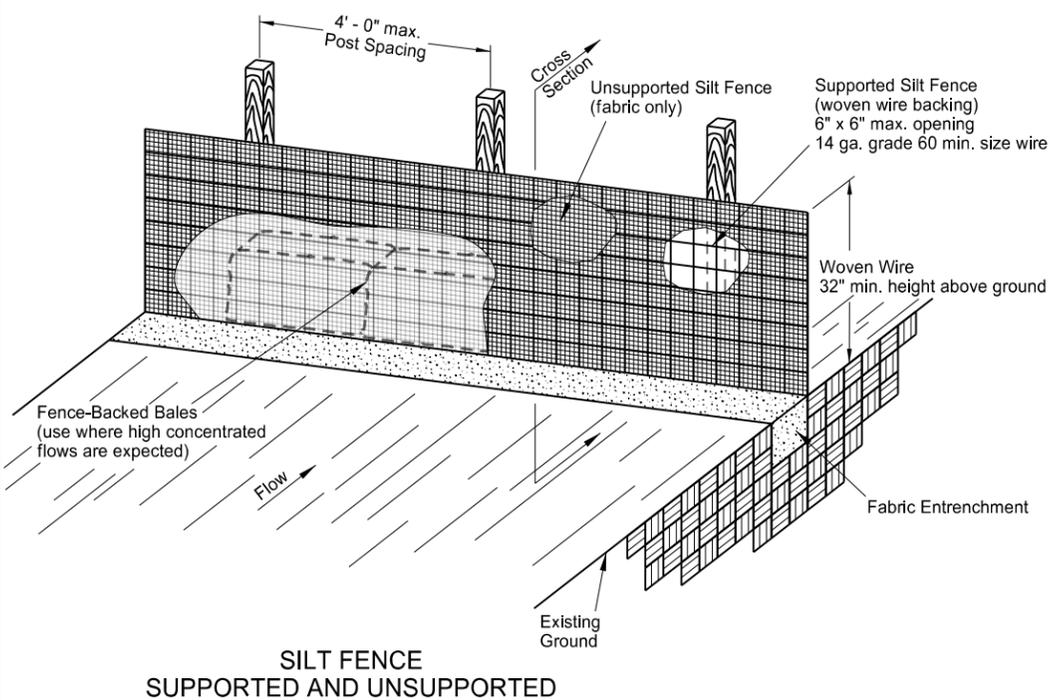
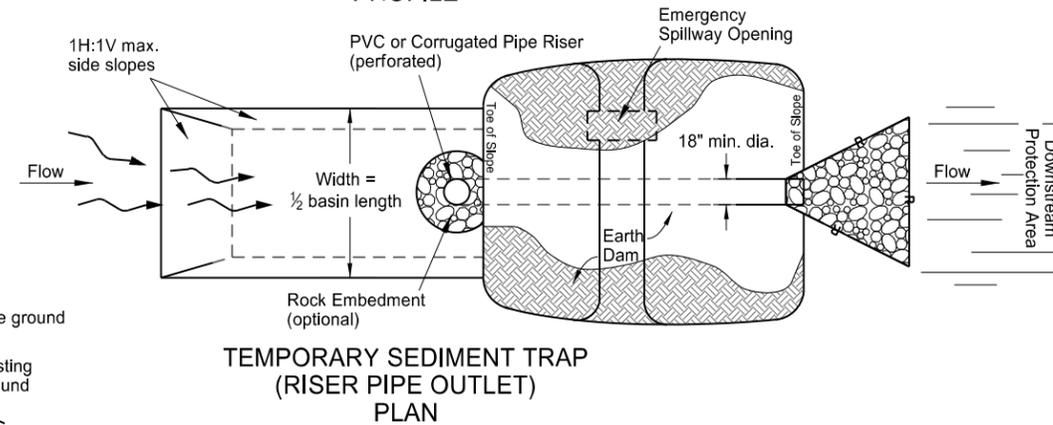
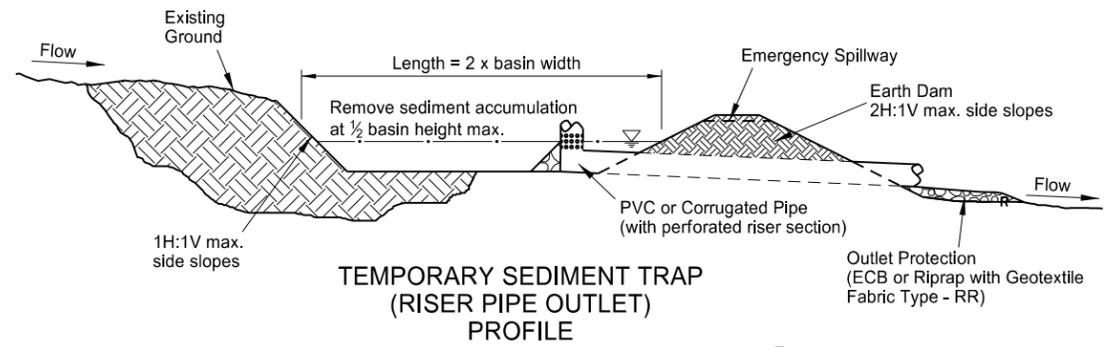
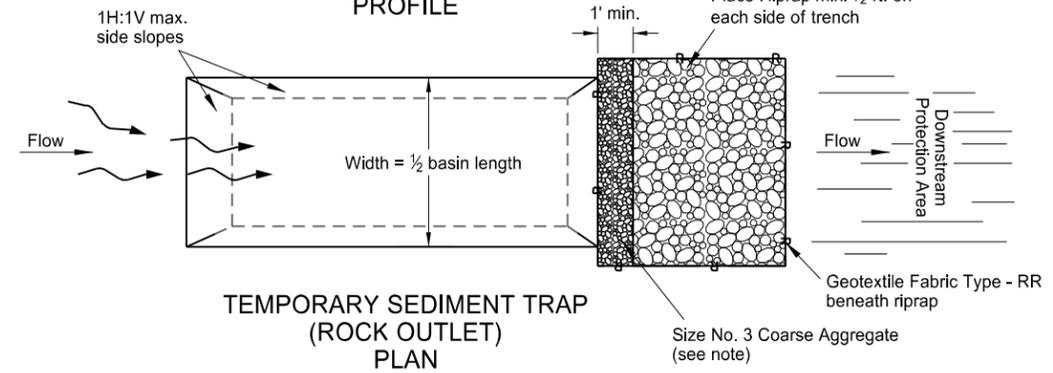
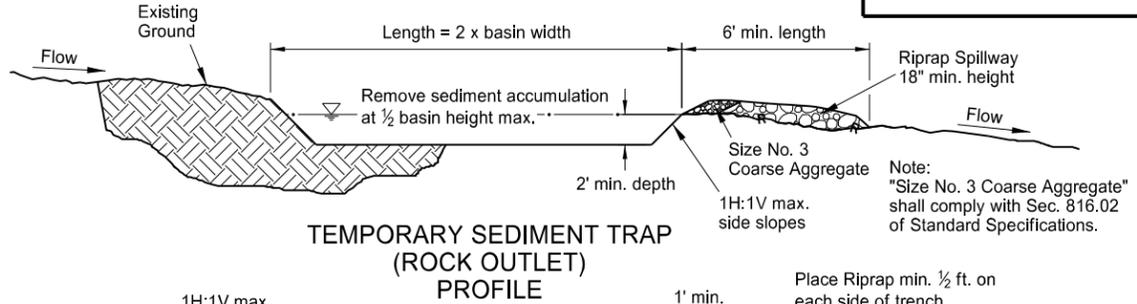
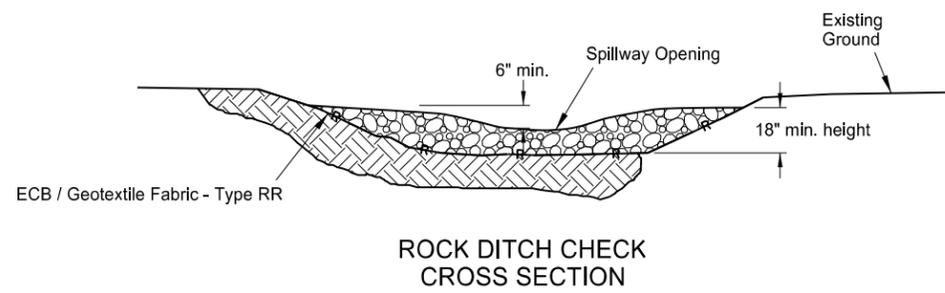
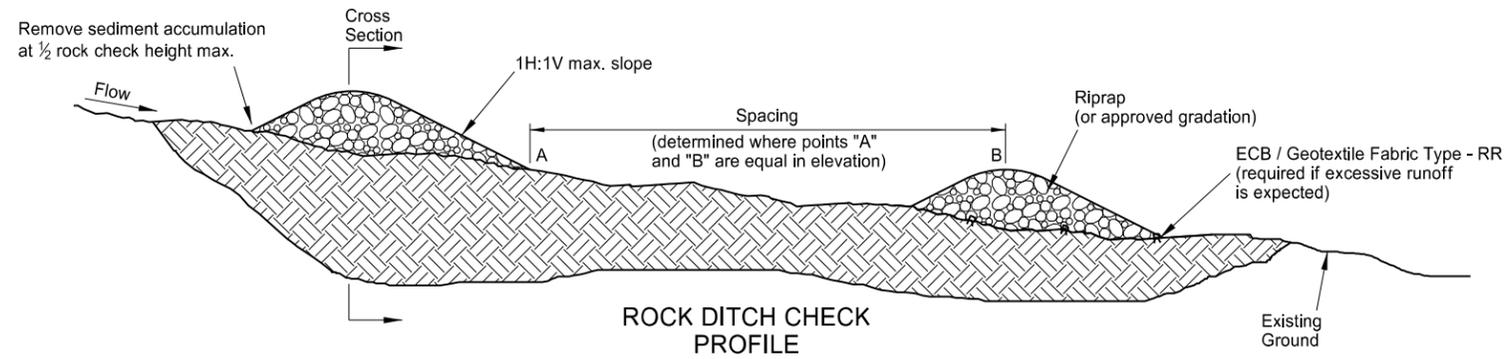


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EROSION AND SILTATION CONTROLS

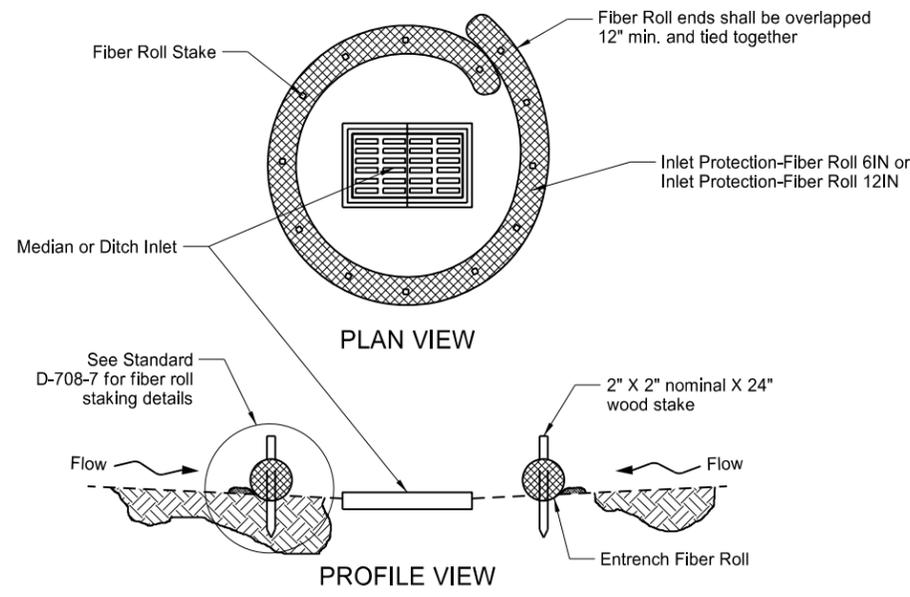
D-708-2



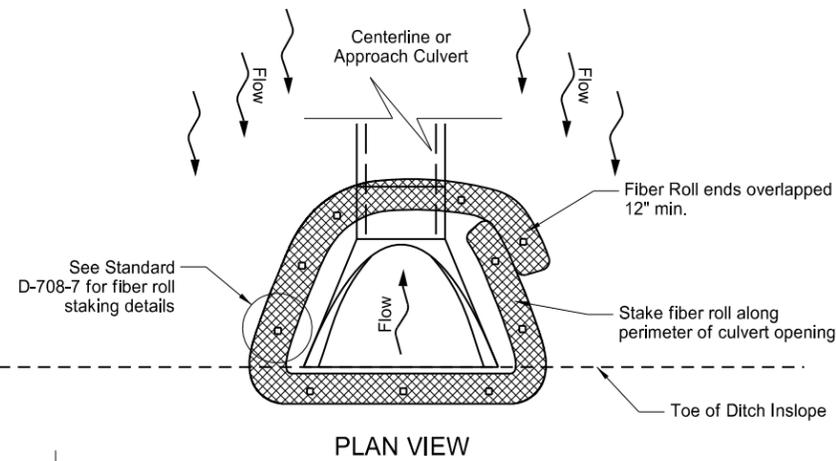
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-03-13	
REVISIONS	
DATE	CHANGE

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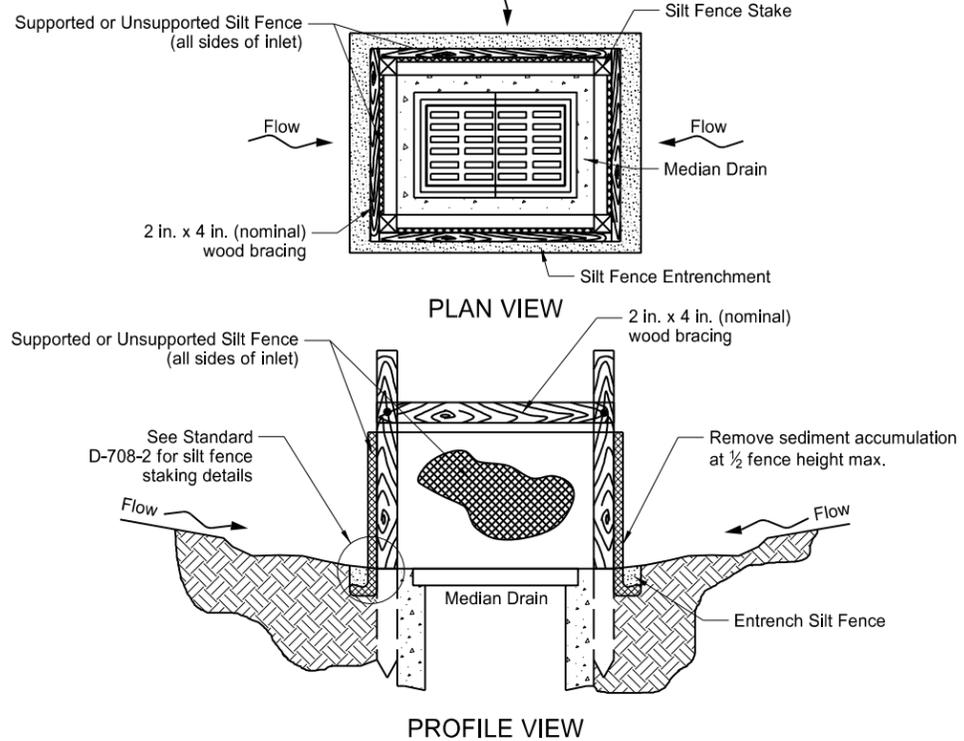
EROSION AND SILTATION CONTROLS
MEDIAN OR DITCH INLET PROTECTION



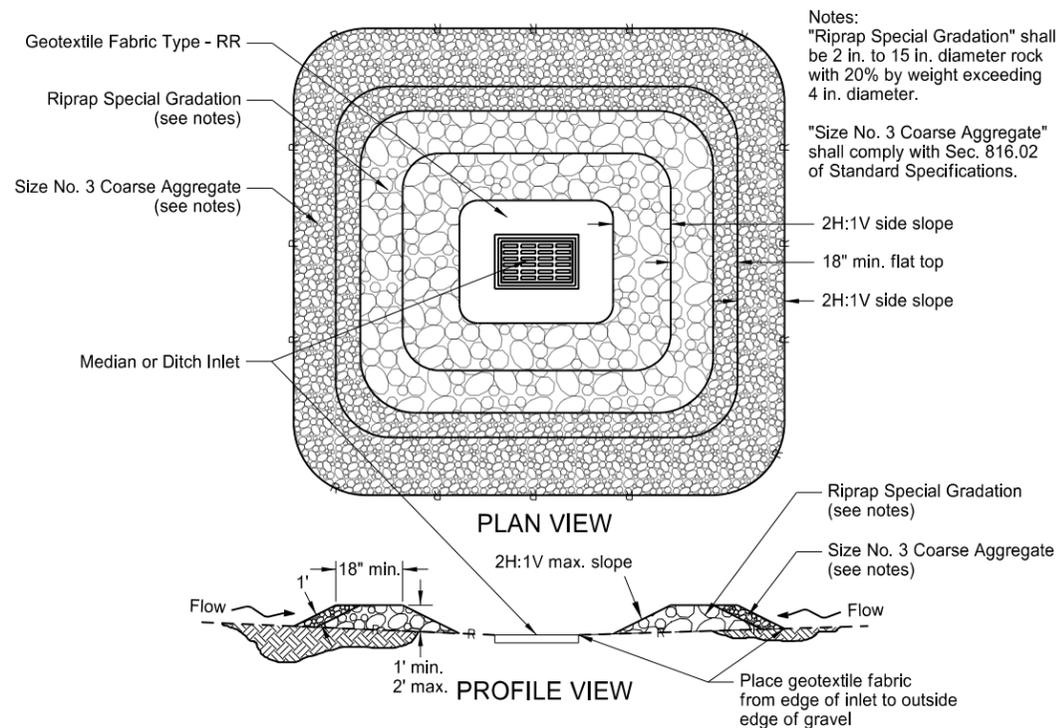
FIBER ROLL PROTECTION
(MEDIAN OR DITCH INLET)



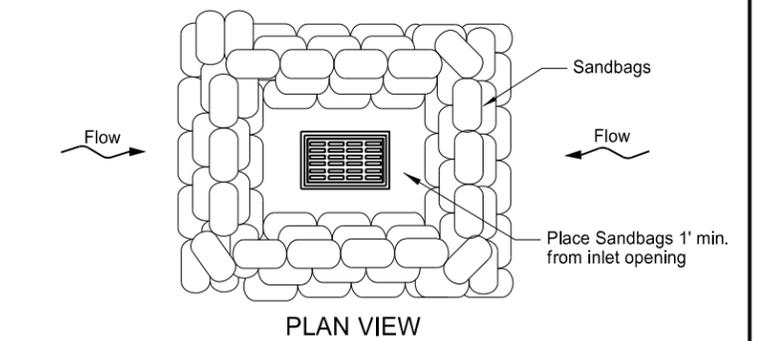
FIBER ROLL PROTECTION
(INLET OF CULVERT)



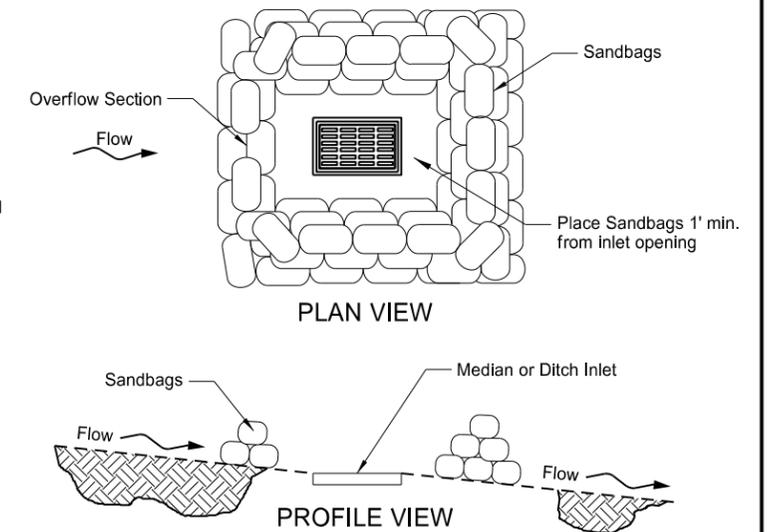
SILT FENCE PROTECTION
(MEDIAN OR DITCH INLET)



GRAVEL INLET PROTECTION
(MEDIAN OR DITCH INLET)



SANDBAG PROTECTION
(LOW POINT)

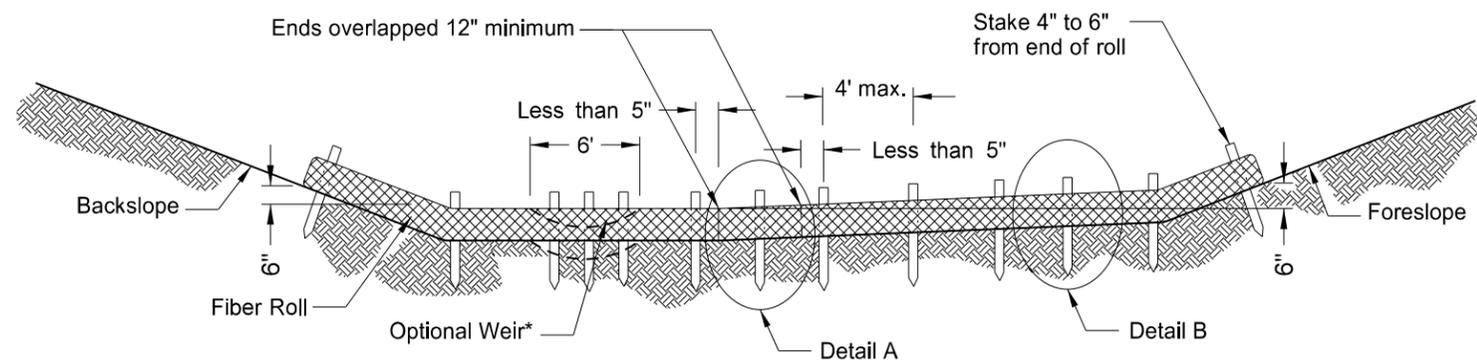


SANDBAG PROTECTION
(ON SLOPE)

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-03-13	
REVISIONS	
DATE	CHANGE

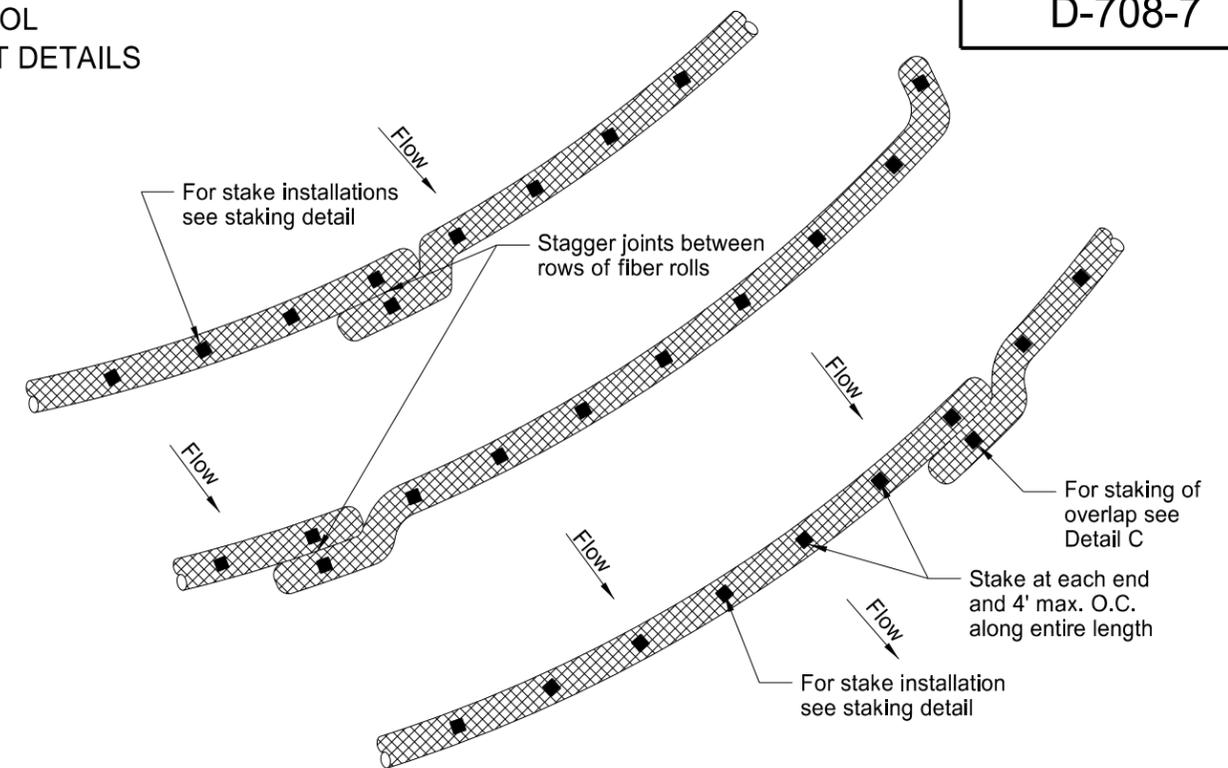
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EROSION CONTROL
FIBER ROLL PLACEMENT DETAILS

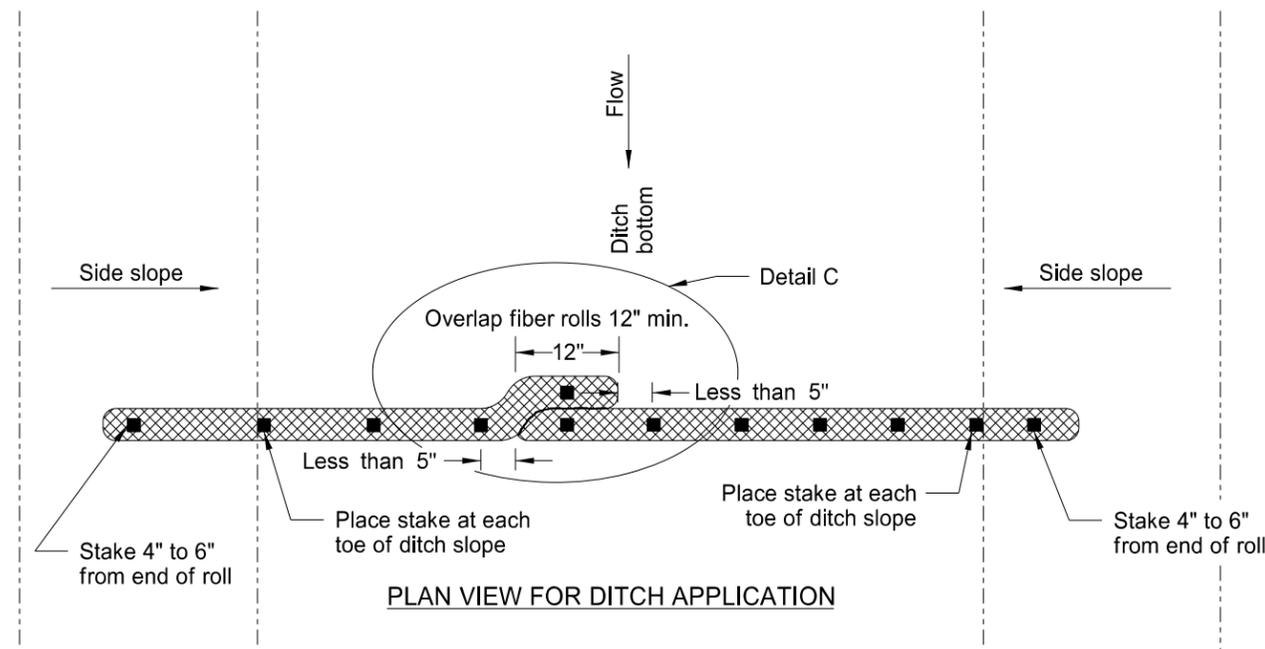


*Optional Weir. Use in flat areas, such as the Red River Valley, where there is potential for water to back up on adjacent property. Lower fiber roll enough to prevent water from backing up on adjacent property. Do not use 20-inch fiber rolls in flat areas where there is potential for water to back up on adjacent property.

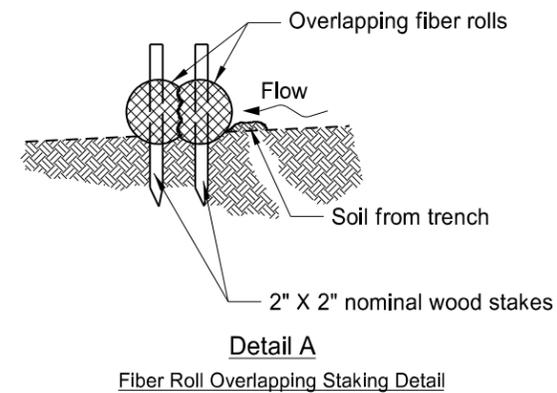
12 OR 20 INCH FIBER ROLL - DITCH BOTTOM



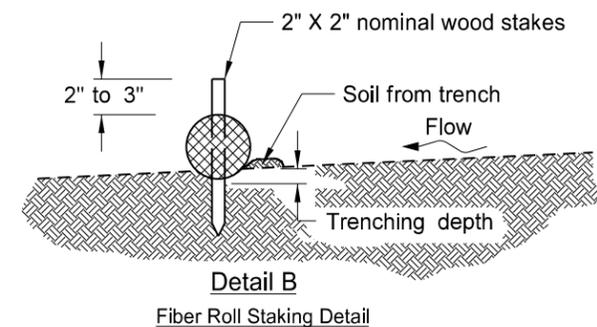
PLAN VIEW FOR SLOPE APPLICATION



PLAN VIEW FOR DITCH APPLICATION



Detail A
Fiber Roll Overlapping Staking Detail



Detail B
Fiber Roll Staking Detail

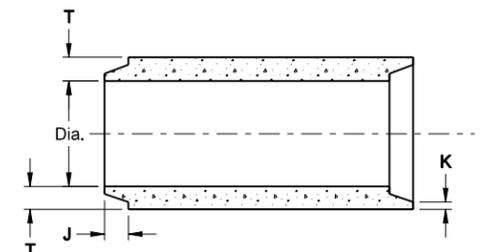
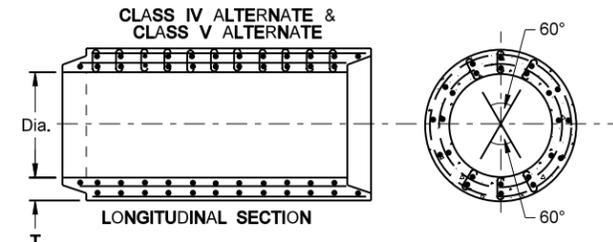
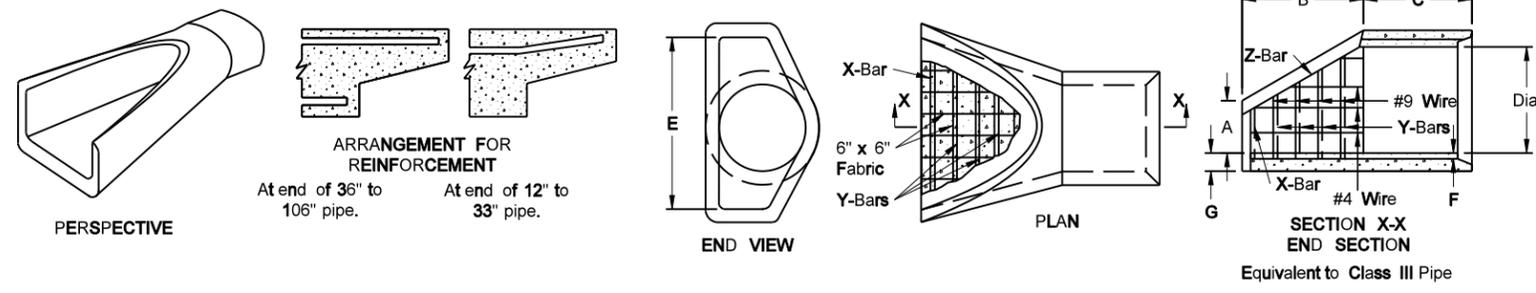
FIBER ROLL DIAMETER	NOMINAL STAKE SIZE	MINIMUM STAKE LENGTH	MINIMUM TRENCH DEPTH	MAXIMUM TRENCH DEPTH
6"	2" x 2"	18"	2"	2"
12"	2" x 2"	24"	2"	3"
20"	2" x 2"	36"	3"	5"

NOTE: Runoff must not be allowed to run under or around roll.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-18-10	
REVISIONS	
DATE	CHANGE
06-10-13	Added plan view for ditch and slope application, Added table with values for stake and trench dimensions.
10-04-13	Revised fiber roll overlap detail.

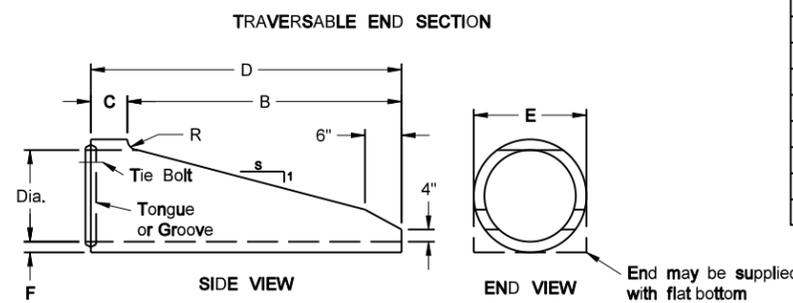
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REINFORCED CONCRETE PIPE CULVERT AND END SECTIONS



END SECTION										
DIA	TERMINAL DIMENSIONS							REINFORCING STEEL		
	A	B	C	D	E	F	G	X	Y	Z
12	0'-4"	2'-0"	4'-0 1/2"	6'-0 1/2"	2'-0"	2"	2"	2-1/4" x 2'	6-1/4" x 2' @ 6" c.c.	2-1/4" x 4'
15	0'-6"	2'-3"	3'-10"	6'-1"	2'-6"	2 1/2"	2 1/2"	2-1/4" x 2 1/2'	6-1/4" x 2 1/2' @ 6" c.c.	2-3/8" x 4'
18	0'-9"	2'-3"	3'-10"	6'-1"	3'-0"	2 1/2"	2 1/2"	2-3/8" x 3'	6-1/4" x 3' @ 6" c.c.	2-3/8" x 4'
21	0'-9"	3'-0"	3'-4 1/2"	6'-1 1/2"	3'-6"	2 1/2"	2 1/2"	2-3/8" x 3 1/2'	8-1/4" x 3 1/2' @ 6" c.c.	2-3/8" x 5'
24	0'-9 1/2"	3'-7 1/2"	2'-6"	6'-1 1/2"	4'-0"	3"	3"	2-1/2" x 4'	8-3/8" x 4' @ 8" c.c.	2-3/8" x 6'
27	0'-10 1/2"	4'-1 1/2"	2'-0"	6'-1 1/2"	4'-6"	3 1/2"	3 1/2"	2-1/2" x 5'	8-3/8" x 5' @ 9" c.c.	2-3/8" x 6'
30	1'-0"	4'-6"	1'-7 1/2"	6'-1 1/2"	5'-0"	3 1/2"	3 1/2"	2-1/2" x 5'	12-3/8" x 5' @ 8" c.c.	2-1/2" x 6'
36	1'-3"	5'-3"	2'-10 3/4"	8'-4 1/4"	6'-0"	4"	4"	2-1/2" x 6'	12-3/8" x 6' @ 6" c.c.	2-1/2" x 8'
42	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	4 1/2"	4 1/2"	2-1/2" x 7'	12-1/2" x 7' @ 9" c.c.	2-1/2" x 8'
48	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	5"	5"	2-1/2" x 8'	16-1/2" x 8' @ 8" c.c.	2-1/2" x 8'
54	2'-3"	6'-6"	2'-9 1/4"	8'-2 1/4"	7'-6"	5 1/2"	5 1/2"	2-1/2" x 8'	16-1/2" x 8' @ 7" c.c.	2-1/2" x 8'
60	2'-11"	6'-0"	3'-3"	8'-3"	8'-0"	6"	5"	2-1/2" x 9'	16-1/2" x 9' @ 6" c.c.	2-1/2" x 9'
66	2'-6"	6'-0"	2'-3"	8'-3"	8'-6"	6 1/2"	5 1/2"	2-1/2" x 9'	22-1/2" x 9' @ 6" c.c.	2-1/2" x 9'
72	3'-0"	6'-6"	1'-9"	8'-3"	9'-0"	6"	6"	2-1/2" x 10'	24-1/2" x 10' @ 6" c.c.	2-1/2" x 9'
78	3'-0"	7'-6"	1'-9"	9'-3"	9'-6"	7 1/2"	6 1/2"	2-1/2" x 10'	28-1/2" x 10' @ 6" c.c.	2-1/2" x 10'
84	3'-0"	7'-6 1/2"	1'-9"	9'-3 1/2"	10'-0"	8"	6 1/2"	4-1/2" x 10'	28-1/2" x 10' @ 6" c.c.	4-1/2" x 10'
90	3'-5"	7'-3 1/2"	2'-0"	9'-3 1/2"	11'-0"	8 1/2"	6 1/2"	4-1/2" x 11'	28-1/2" x 11' @ 6" c.c.	4-1/2" x 10'

Internal Dia. of pipe in. inches	Cross-Sectional Water Area	Weight per lin. foot of pipe, lbs.	Joint J Groove, Min. Max.	Joint K Tongue, Min.	Minimum Wall Thickness (t)	CLASS IV ALTERNATE				CLASS V ALTERNATE				Height of Fill Normal Backfill	Height of Fill Normal Backfill			
						D-LOAD TO PRODUCE A 0.01 INCH CRACK												
						2000				3000								
						D-LOAD TO PRODUCE ULTIMATE LOAD												
						3000				3750								
5000 P.S.I.												5000 P.S.I.						
Inner Cage	Ellip Cage	Outer Cage	Shear Steel			Inner Cage				Outer Cage			Shear Steel					
Ai	Ae	Ao	N	S	Ar	Ai	Ae	Ao	N	S	Ar	Ai	Ae	Ao	N	S	Ar	
Sq. in.	Sq. in.	Sq. in.	No.	In.	Sq. in.	Sq. in.	Sq. in.	Sq. in.	No.	In.	Sq. in.	Sq. in.	Sq. in.	Sq. in.	No.	In.	Sq. in.	
12	0.79	92	1 1/2-2 3/4	3/4	2													
15	1.23	127	1 1/2-2 1/4	7/8	2 1/2													
18	1.77	168	1 1/2-2 1/2	1	2 1/2													
21	2.40	214	1 1/2-3 1/8	1 1/8	2 1/2													
24	3.14	265	2 1/2-3 3/4	1 1/2	3													
27	3.98	322	2 3/4-4	1 1/4	3 1/2													
30	4.91	384	3 1/4-4 1/4	1 1/4	3 1/2													
33	5.94	452	3 1/4-4 1/4	1 1/2	3 3/4													
36	7.07	524	3 1/4-4 1/4	1 1/2	4													
42	9.62	685	3 1/4-4 1/4	1 1/2	4 1/2													
48	12.57	885	3 1/4-4 1/4	1 1/2	5							.66	.33	.50	8	4	.22	24-35
54	15.90	1070	4 1/4-5 1/4	2	5 1/2							.74	.37	.56	9	4	.22	24-35
60	19.63	1296	4 1/4-5 1/2	2 1/4	6	.54	.27	.41	7	6	.22	.82	.41	.62	7	6	.22	24-35
66	23.76	1542	5-6	2 1/2	6 1/2	.60	.30	.45	8	6	.22	.88	.44	.66	8	6	.22	24-35
72	28.27	1810	5 1/2-6 3/4	2 1/2	7	.64	.32	.48	8	6	.23	.96	.48	.72	8	6	.23	24-35
78	33.18	2098	6 1/4-7 1/4	2 1/2	7 1/2	.70	.35	.53	9	6	.25	1.04	.52	.78	9	6	.25	24-35
84	38.48	2410	6 1/2-7 3/4	3 1/8	8	.76	.38	.57	10	6	.28	1.12	.56	.84	10	6	.28	24-35
90	44.18	2793	6 3/4-8 1/2	3 1/8	8 1/2	.82	.43	.62	11	6	.31	1.20	.65	.90	11	6	.31	24-35
96	50.27	3092	7-8 1/4	3 1/2	9	.88	.46	.66	11	6	.34	1.28	.69	.96	11	8	.34	24-35
102	56.75	3466	7-8 1/4	3 1/2	9 1/2	.94	.52	.71	12	6	.37	1.36	.73	1.02	12	8	.37	24-35
108	63.62	3864	7 1/2-8 1/2	3 3/4	10	1.02	.57	.76	12	6	.40	1.44	.77	1.08	12	8	.40	24-35

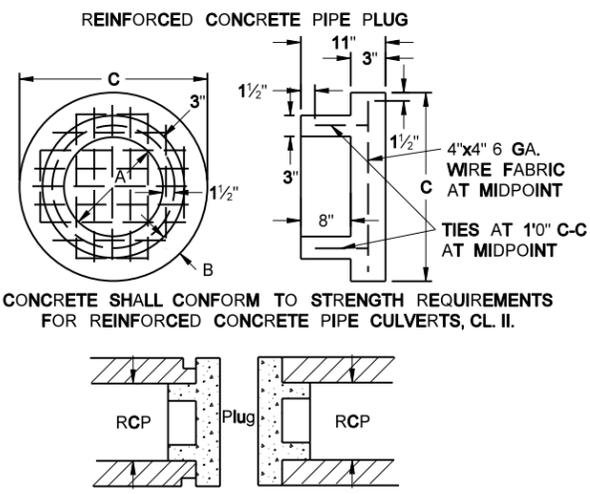


TRAVERSABLE END SECTION							
DIA	B	C	D	E	F	R	S
15"	4"	9"	4'-9"	1'-7 1/2"	2 1/4"	3"	6
18"	5'-9"	9"	6'-6"	1'-11"	2 1/2"	3"	6
24"	6"	1'	7'	2'-6"	3"	3"	4
30"	7'-6"	1'	8'-6"	3'-1"	3 1/2"	3 1/2"	4
36"	7'-6"	15"	7'-3"	3'-8"	4"	3"	4

NOTES (Traversable End Section):

- Manufactured in accordance with applicable portions of ASTM C76/AASHTO M170.
- Reinforcement per class II RCP with double reinforcement in the upper 120° of the full barrel portion.

CONCRETE PIPE PLUG			
DIMENSIONS (in inches)			
PIPE DIAMETER	A	B	C
15	8	2.25	19.5
18	11	3.0	23.0
21	14	3.25	26.5
24	17	3.50	30.0
27	20	3.75	33.5
30	23	4.0	37.0
33	26	4.25	40.5
36	29	4.50	44.0
42	35	5.0	51.0
48	41	5.50	58.0



NOTES:

- All reinforcement shall be electrically welded cold drawn steel wire fabric.
- Circular reinforcement shall lap in accordance to AASHTO M170.
- All circular, longitudinal, and elliptical reinforcement shall be assembled and securely fastened in cage fashion so as to maintain reinforcement in exact shape and correct positions within the forms.
- Laying length of pipe: 12" to 66" (incl.) = not less than 4 feet; 66" to 108" (incl.) = not less than 6 feet
- Joints shall be sealed with rubber gaskets or with sealer approved by the engineer whenever pipe are specified for storm drain or sanitary sewers.
- Welded steel wire fabric may be substituted for the reinforcing steel bars but must match the area of steel provided by the bars and the lap of the fabric must be in accordance with AASHTO specifications
- All Reinforcing Steel shall meet AASHTO M170 requirements.

Ai, Ae, Ao = Minimum circumferential reinforcement required in square inches per lineal foot of pipe.
 Ar = Minimum radial reinforcement required in square inches per square foot of pipe.
 N = Minimum number of rows of radial reinforcement at top and bottom of pipe.
 S = Maximum circumferential spacing of rows of radial reinforcing.

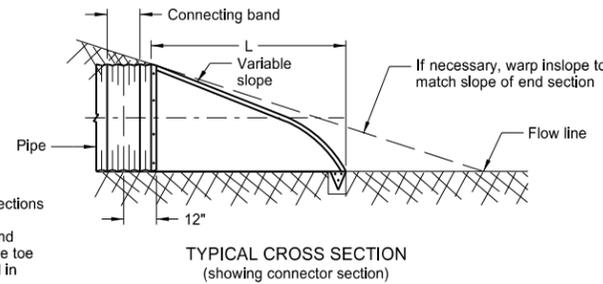
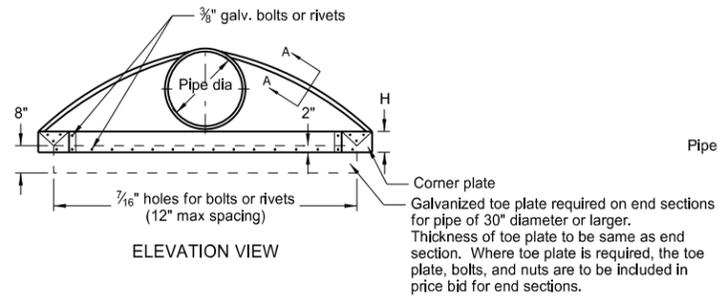
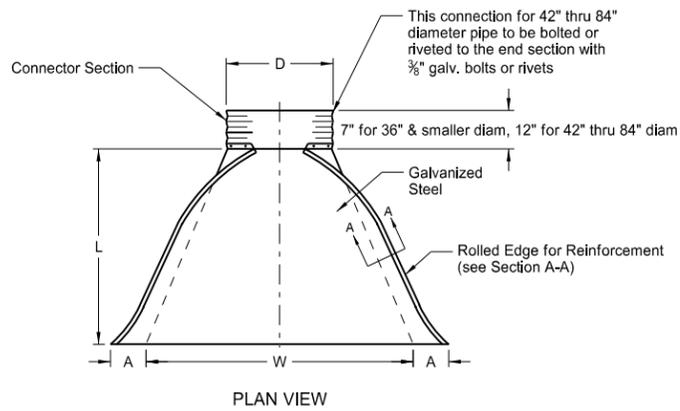
SEE STANDARD D-714-22 FOR DETAILS OF CONCRETE PIPE TIES (TIE BOLTS).

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
11-05-86	Note added
07-17-87	Added pipe plug detail
05-14-88	Reinforcement cage
03-10-88	General revisions
12-23-88	Note # 6, 30' FES
12-01-04	PE stamp added
12-08-08	Major Revisions

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ROUND CORRUGATED STEEL PIPE CULVERTS AND END SECTIONS

D-714-4



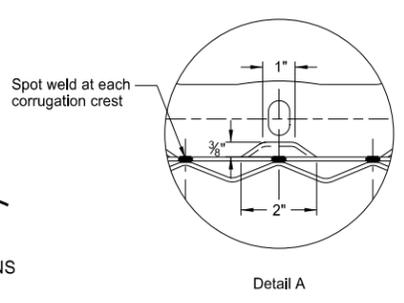
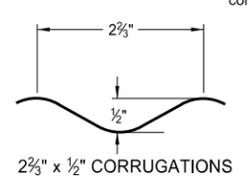
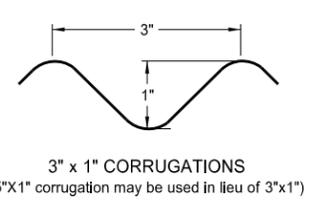
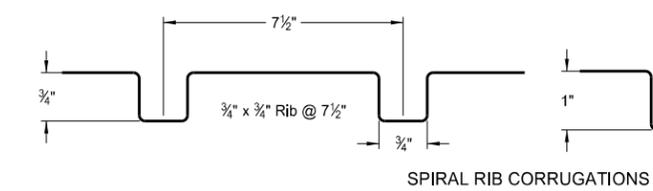
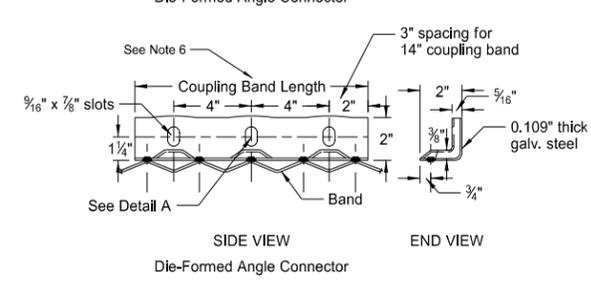
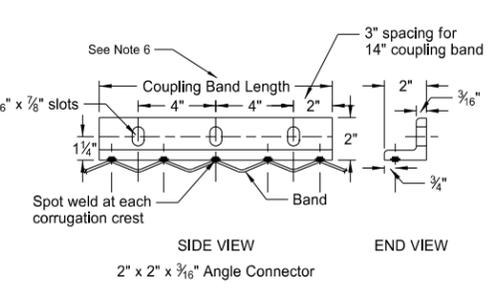
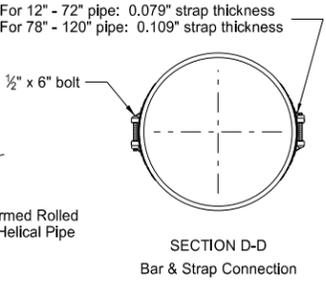
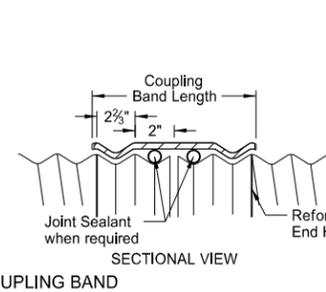
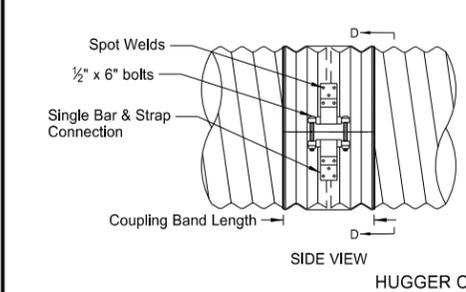
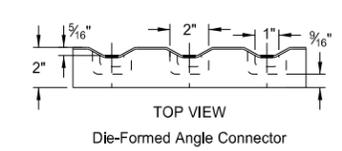
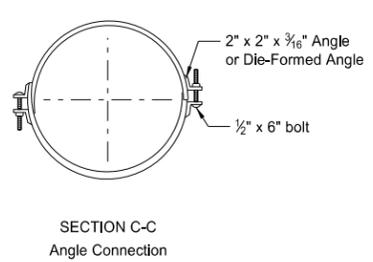
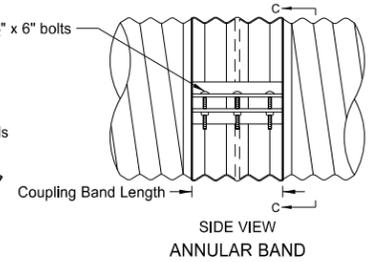
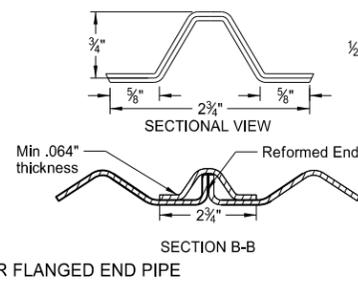
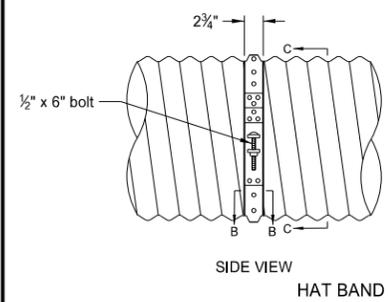
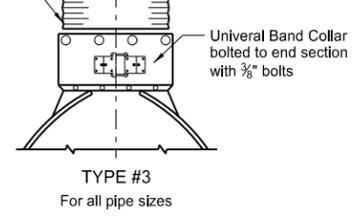
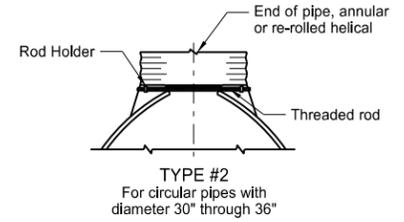
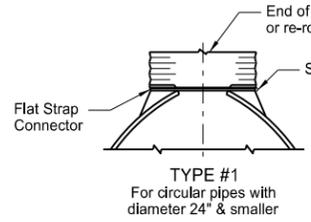
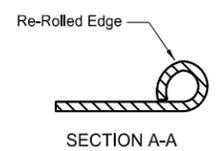
PIPE DIA. IN	GALV. THICK.	END SECTION DIMENSIONS					APPROX. SLOPE	BODY PIECE
		A IN	B IN	H IN	L IN	W IN		
15	0.064	7	8	6	26	30	2 1/2:1	1
18	0.064	8	10	6	31	36	2 1/2:1	1
24	0.064	10	13	6	41	48	2 1/2:1	1
30	0.079	12	16	8	51	60	2 1/2:1	1 or 2
36	0.079	14	19	9	60	72	2 1/2:1	2
42	0.109	16	22	11	69	84	2 1/2:1	2
48	0.109	18	27	12	78	90	2 1/2:1	2
54	0.109	18	30	12	84	102	2:1	2
* 60	0.109	18	33	12	87	114	1 1/2:1	3
* 66	0.109	18	36	12	87	120	1 1/2:1	3
* 72	0.109	18	39	12	87	126	1 1/3 :1	3
* 78	0.109	18	42	12	87	132	1 1/2:1	3
* 84	0.109	18	45	12	87	138	1 1/6 :1	3

- These sizes have 0.109" sides and 0.138" center panels.
 - Pipe diameter is equal to dimension "D" of end section.
- Manufacturers tolerances of above dimensions will be allowed.
- Splices to be the lap riveted type.

Multiple panel bodies shall have lap seams which are to be tightly joined with 3/8" dia. galv. bolts or rivets. Nuts to be torqued to 25 foot-lbs ±.

- NOTES:**
- Pipes and connecting bands shall conform to applicable sections of NDDOT Standard Specifications and to AASHTO M-36.
 - Top edge of all end sections to have rolled edges for reinforcement (see Section A-A). The reinforced edges are to be supplemented with 2" x 2" x 1/4" galv. angle for 60" through 72" dia. and 2 1/2" x 2 1/2" x 1/4" galv. angle for 78" and 84" dia.. Angles to be attached by galv. 3/8" dia. bolts and nuts. Angles are to extend from pipe to the corner wing bend.
 - Elongated pipes shall be factory preformed so that the vertical diameter shall be 5% greater and the horizontal diameter 5% less than a circular pipe.
 - Coupling bands shall be two-piece for pipes larger than 36" as shown in Section C-C & D-D details. For pipes 36" and smaller, a one-piece band is acceptable.
 - 1/2" x 8" bolts may be used as a substitute for the 1/2" x 6" bolts shown in the details.
 - Coupling bands wider than 14" may be used if a minimum of four 1/2" bolts with maximum spacing of 5 1/2" are used for the connection.
 - Length of spot welds shall be minimum 1/2".

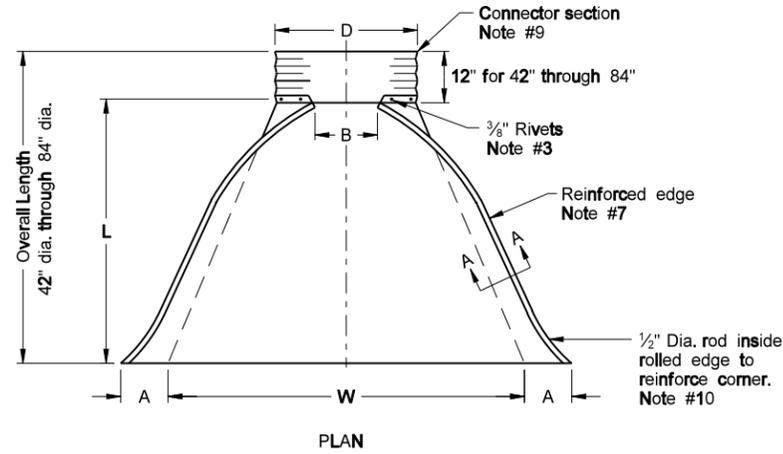
COUPLING BAND DIMENSIONS				
COUPLING TYPE	CORRUGATION PITCH x DEPTH	PIPE SIZE	COUPLING BAND LENGTH	MIN. BAND THICKNESS
Hat Band	2 3/8" x 1/2"	12" - 48"	2 3/4"	.064"
Annular Band	2 3/8" x 1/2"	12" - 72"	12"	.052"
		78" - 84"	12"	.079"
Hugger Band	2 3/8" x 1/2" Rerolled End	12" - 72"	10 1/2"	.052"
		78" - 84"	10 1/2"	.079"
	3" x 1" Rerolled End	48" - 120"	10 1/2"	.052"
	5" x 1" Rerolled End	48" - 120"	12"	.064"



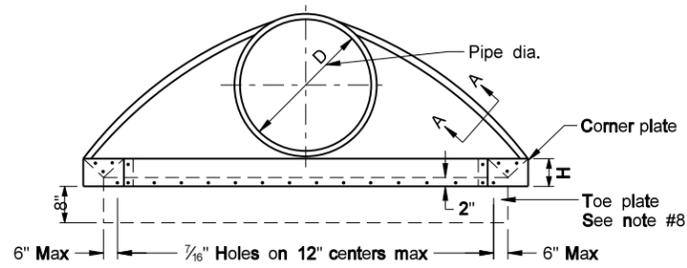
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
08-06-13	
REVISIONS	
DATE	CHANGE

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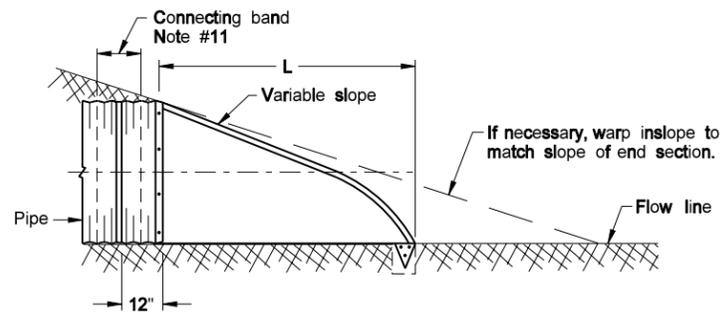
CORRUGATED ALUMINUM PIPE CULVERT AND END SECTIONS (ROUND PIPE)



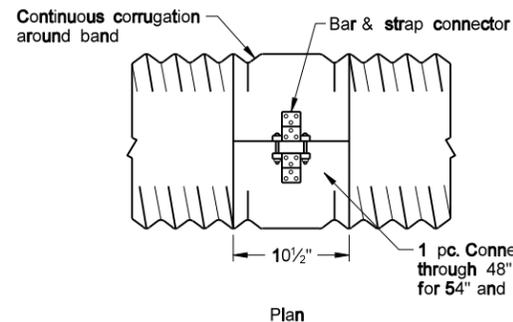
PLAN



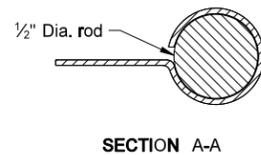
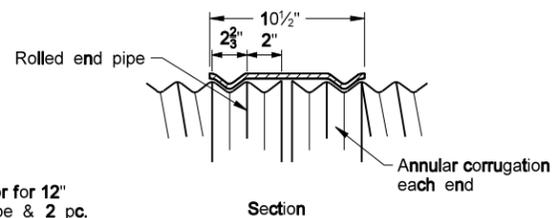
ELEVATION



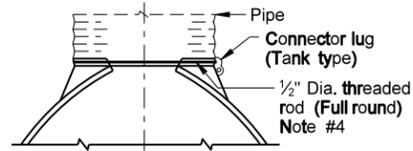
TYPICAL CROSS SECTION
(Showing connector section)



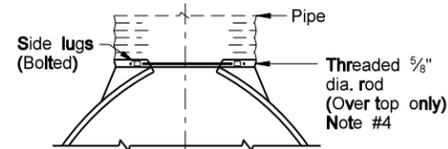
CONNECTING BAND DETAILS FOR HELICAL, WELDED-SEAM CULVERT



SECTION A-A



Sizes 18" & 24" only



Sizes 30" & 36" only

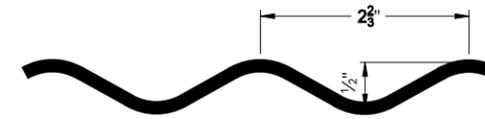
ROD CONNECTION DETAIL

1/2" Dia. threaded rod	
Pipe size	Length
18"	65"
24"	83"

2 1/2" Threaded length both ends. 1/2"-13 UNC thread.

5/8" Dia. threaded rod	
Pipe size	Length
30"	22 1/4"
36"	25 3/8"

1 3/4" Thread length both ends. 5/8"-11 UNC thread



2 2/3" x 1/2" CORRUGATIONS

* * PIPE DIA.	WATERWAY AREA SQ FT	GALV. THICK.	END SECTION DIMENSIONS					APPROX. SLOPE RATE	BODY PIECE
			A	B	H	L	W		
			IN	IN	IN	IN	IN		
18	1.8	0.060	8	10	6	31	36	2 1/2:1	1
24	3.1	0.060	10	13	6	41	48	2 1/2:1	1
30	4.9	0.075	12	16	8	51	60	2 1/2:1	1 or 2
36	7.1	0.075	14	19	9	60	72	2 1/2:1	2
42	9.6	0.105	16	22	11	69	84	2 1/2:1	2
48	12.6	0.105	18	27	12	78	90	2 1/2:1	2
54	16.0	0.105	18	30	12	84	102	2 :1	2
* 60	19.6	0.105	18	33	12	87	114	1 3/4:1	3
* 66	23.8	0.105	18	36	12	87	120	1 1/2:1	3
* 72	28.3	0.105	18	39	12	87	126	1 1/3:1	3
* 78	33.2	0.105	18	42	12	87	132	1 1/4:1	3
* 84	38.5	0.105	18	45	12	87	138	1 1/6:1	3

* These sizes have 0.135" thick center panels.

* Pipe diameter is equal to dimension "D" of end section.

Manufacturers tolerances of above dimensions will be allowed.

78" and 84" diameter pipe shall be 5% vertically elongated.

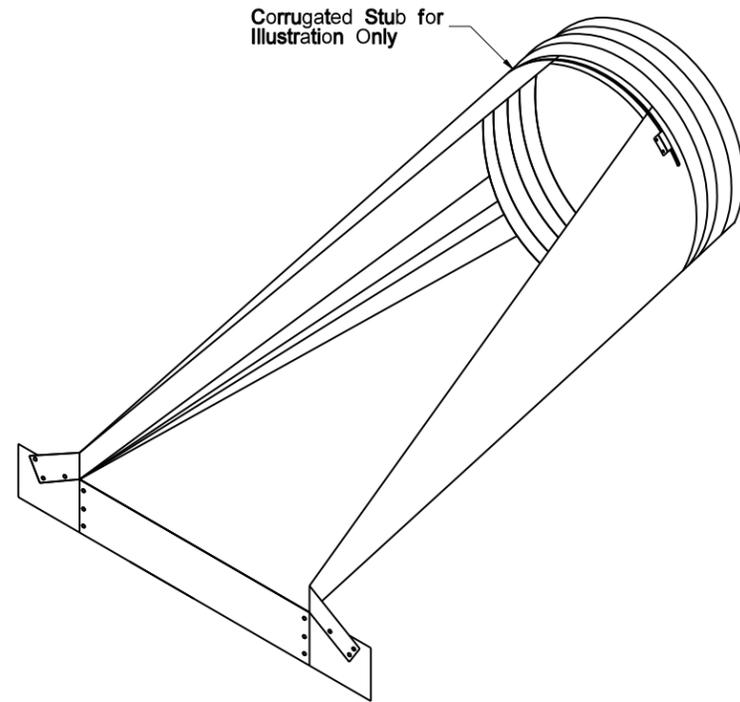
NOTES:

- End sections shall be made from aluminum alloy 3004-0, clad 5% each side with alloy 7072.
- Corner plate shall be the same material and thickness as end section.
- Rivets shall be aluminum alloy 6053-T4.
- Threaded rods shall be aluminum alloy 6061-T6.
- Connector & side lugs, bolts, and nuts shall be hot-dipped galvanized steel.
- Multiple panel bodies shall have 2" lap seams which are to be tightly joined with 3/8" diameter rivets spaced 6" c. to c.
- Top edge of all end sections to have rolled edge reinforcement (See section A-A). The rolled edge is to be supplemented with 2"x2"x1/4" aluminum alloy angle for 60" through 72" diameter and 2 1/2"x2 1/2"x1/4" angle for 78" and 84" diameter. Angles to be attached by 3/8" dia. bolts and nuts. Angles are to extend from pipe to the corner wing bend.
- Aluminum alloy toe plate required on end sections for pipe of 30" diameter or larger. Thickness of toe plate to be same as end section. Where toe plate is needed, the toe plate, nuts, and bolts are to be included in price bid for end sections.
- Connector section, when specified, shall be corrugated aluminum alloy pipe culvert.
- Reinforcement for edge of end section shall be alloy 6063-F.
- Pipe and connection bands shall conform to applicable sections of NDDOT Standard specifications and to AASHTO M-196 and M-211.

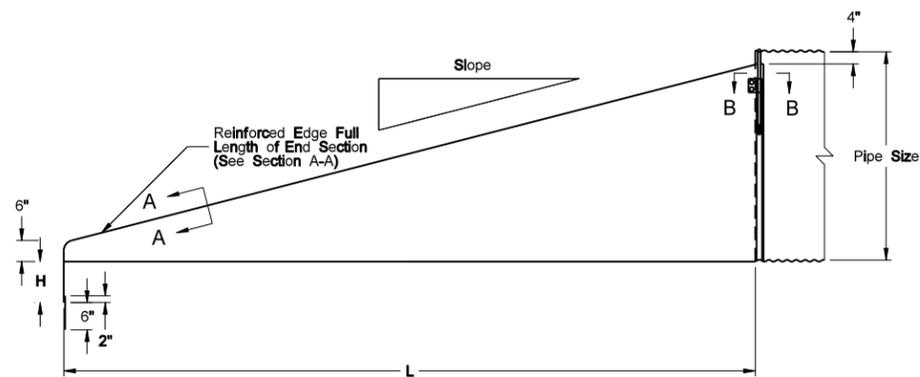
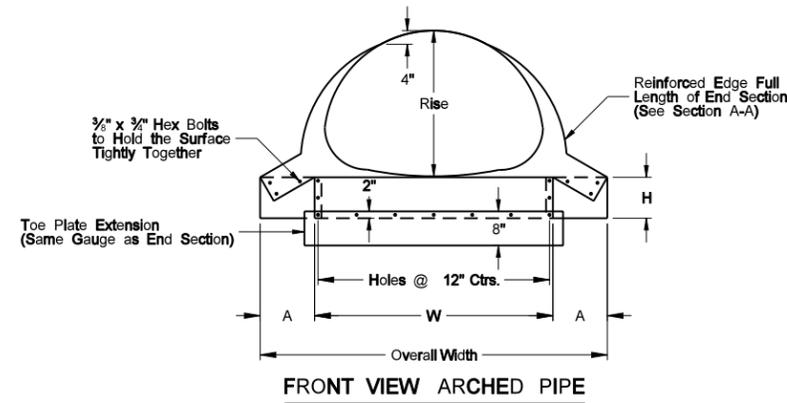
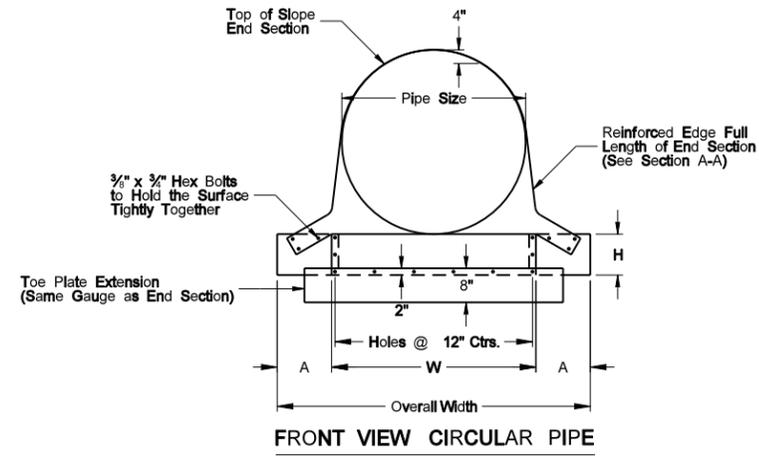
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
04-28-89	Toe plate note
06-25-03	Revised layout
12-01-04	PE Stamp added
12-08-08	Removed min/max fill info

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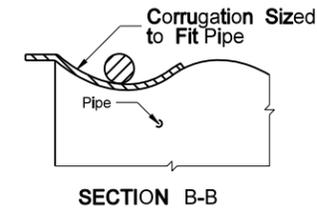
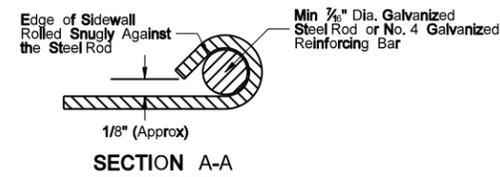
TRAVERSABLE END SECTIONS FOR CORRUGATED STEEL PIPE CULVERTS



ISOMETRIC VIEW



SIDE VIEW



TRAVERSABLE END SECTIONS FOR CIRCULAR PIPES										
Pipe Dia. (in.)	Min. Thick.		Dimensions (inches)				L Dimensions			
	in.	Gauge	A	H	W	Overall Width	Slope	Length (in.)	Slope	Length (in.)
15	.064	16	8	6	21	37	4:1	20	6:1	30
18	.064	16	8	6	24	40	4:1	32	6:1	48
24	.064	16	8	6	30	46	4:1	56	6:1	84
30	.109	12	12	9	36	60	4:1	80	6:1	120

TRAVERSABLE END SECTIONS FOR ARCHED PIPES												
Equiv. Dia. (in.)	(inches)		Min. Thick.		Dimensions (inches)				L Dimensions			
	Span	Rise	in.	Gauge	A	H	W	Overall Width	Slope	Length (in.)	Slope	Length (in.)
18	21	15	.064	16	8	6	27	43	4:1	20	6:1	30
21	24	18	.064	16	8	6	30	46	4:1	32	6:1	48
24	28	20	.064	16	8	6	34	50	4:1	40	6:1	60

Note: See Standard Drawing D-714-04 for end section to pipe details.

For 15", 18" and 24" diameter end sections, 1/2" diameter rod, or strap type connection to corrugated steel pipe shall be used.

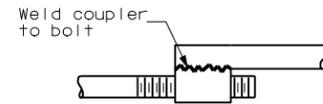
For 30" diameter round end sections, rod type connection to corrugated steel pipe, using 5/8" diameter rod shall be used.

For arched pipe end sections (21" X 15" through 28" X 20"), rod type connection to corrugated steel pipe, using 1/2" diameter rod shall be used.

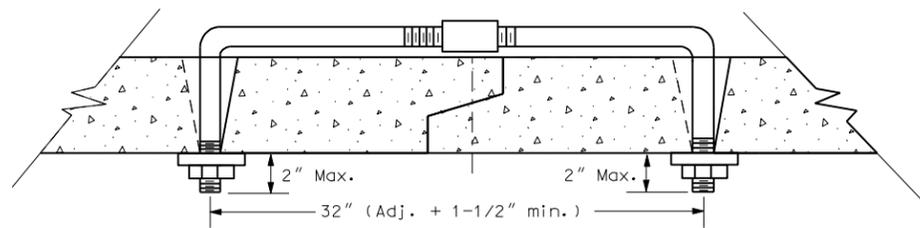
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-23-09	
REVISIONS	
DATE	CHANGE

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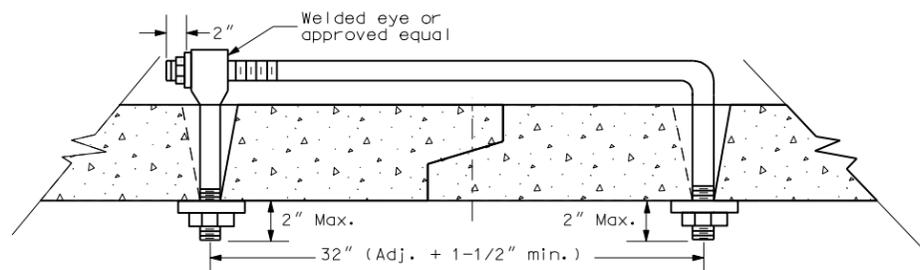
CONCRETE PIPE TIES



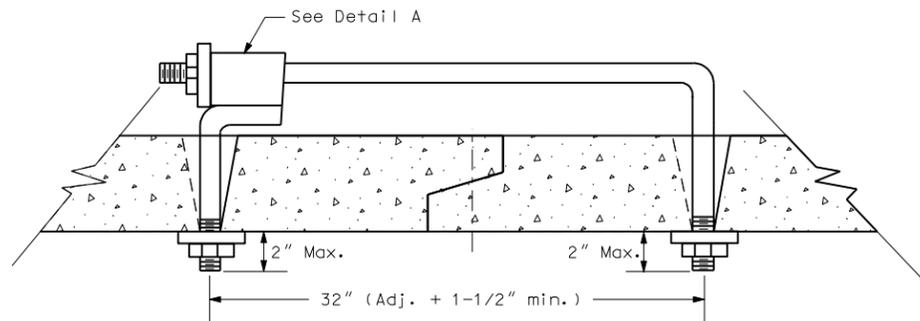
TOP VIEW



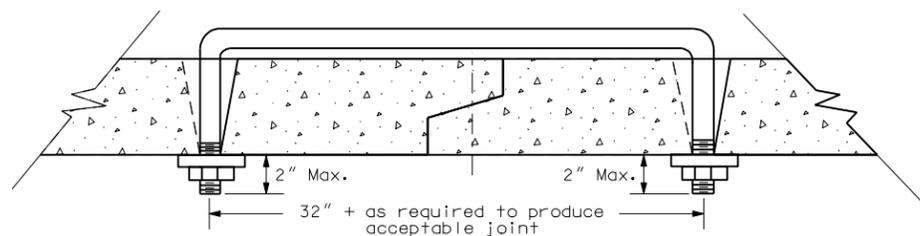
ADJUSTABLE TIE



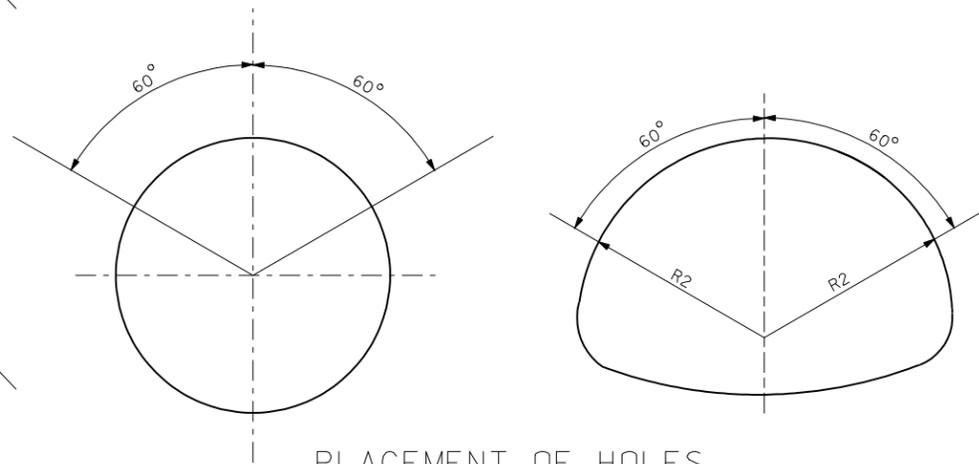
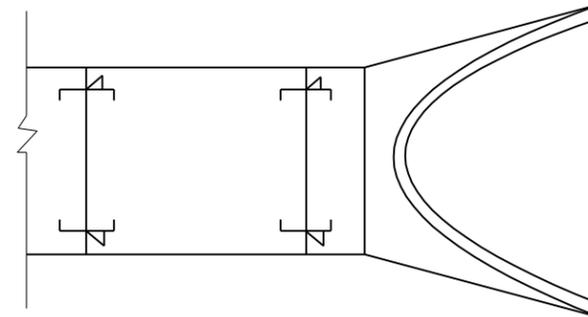
EYE BOLT TIE



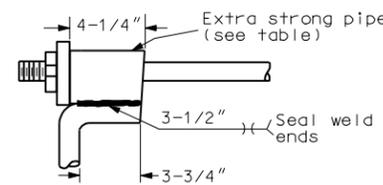
WELDED PIPE TIE



U BOLT TIE

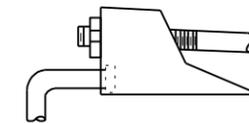


PLACEMENT OF HOLES



DETAIL A

Thread Dia.	E.S. Pipe I.D.
5/8"	3/4"
3/4"	1"
1"	1-1/4"



OPTIONAL CANOPY TIE

REQUIRED SIZE OF TIE BOLTS					
Pipe Size (Inches)	Thread Dia.	Pipe Size (Inches)	Thread Dia.	Pipe Size (Inches)	Thread Dia.
12	5/8" (See note 2)	30	3/4"	72	1"
15		33		78	
18		36		84	
21		42		90	
24		48		96	
27		54		102	
		60		108	
		66		120	
				132	

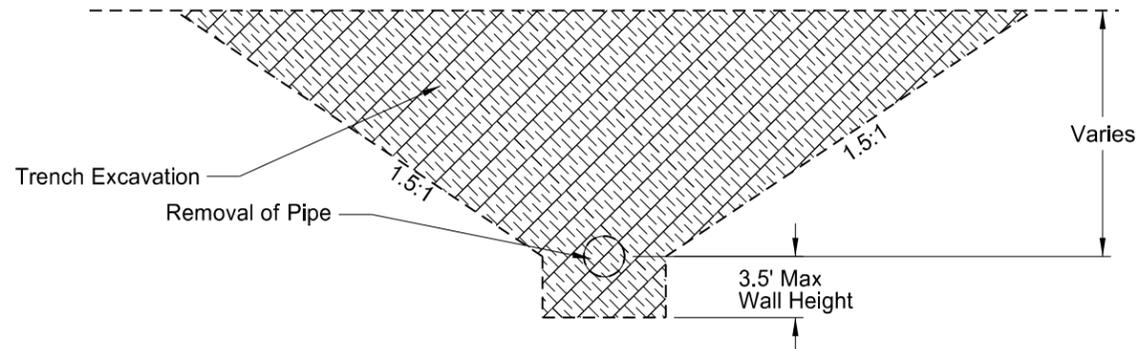
NOTES:

1. Pipe size listed is inside diameter of round pipe or equivalent diameter of pipe arch.
2. Nuts and washers are not required on inside of 21" diameter pipe or less.
3. Ties to be used only to hold pipe sections together, not for pulling sections tight.
4. Tie bolts shall be painted after fabrication with one coat of zinc chromate iron oxide paint. Threaded portion of rods do not have to be painted.
5. Holes in pipe to accommodate the tie bolts can be precast or drilled. Tapered holes will be permitted when precast. When existing pipe are extended or salvaged and relayed, the contractor will be required to drill the necessary holes.
6. The contractor has the option of selecting the type of tie bolt to be used. The type selected shall be approved by the engineer.
7. The cost of precasting or drilling the required holes and furnishing and installing the tie bolts shall be included in the price bid for reinforced concrete pipe culverts.
8. All concrete pipe joints will be tied including the end section joints. Tie bolts are not required on storm sewer pipe unless specifically noted in the plans.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
12-09-94	Notes
06-26-03	Layout revisions
12-01-04	PE Stamp added

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TRANSVERSE MAINLINE PIPE EXCAVATION AND INSTALLATION DETAIL FOR PIPES MORE THAN 4 FEET BELOW THE TOP OF PROPOSED SUBGRADE



Pay Items

- 1) Pipe*
- 2) Reinforcement Fabric - Type R1
- 3) Removal of Pipe (if required)

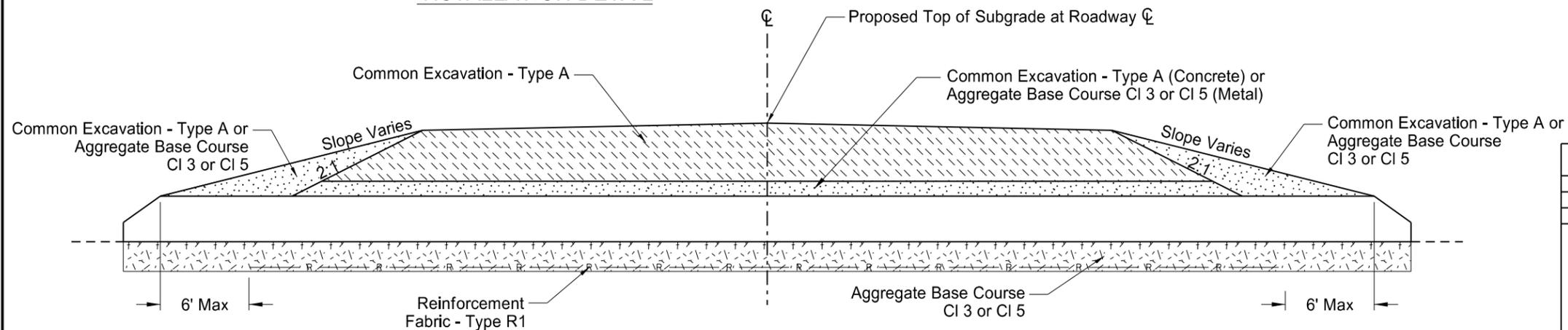
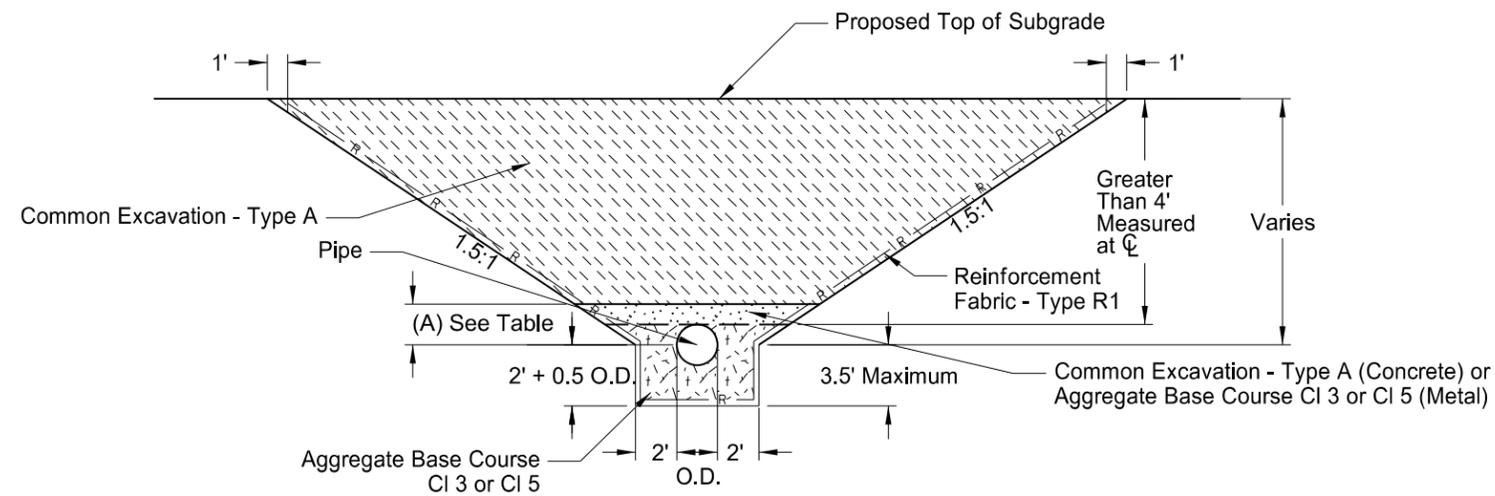
*Included in Pipe Pay Item

- 1) Pipe
- 2) Trench excavation
- 3) Aggregate Base Course CI 3 or CI 5
- 4) Common Excavation - Type A

NOTES:

1) This drawing applies to new/replaced mainline and paved intersection roadways (including ramps). It does not include pipes in approaches.

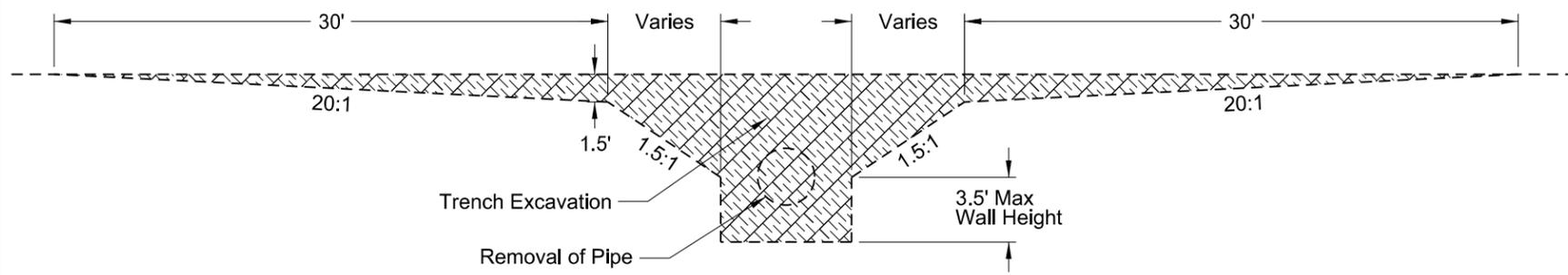
Backfill Dimensions	
Pipe Materials	Dimension (A)
Concrete	0.5 O.D.
Metal	0.5 O.D. + 1 Foot



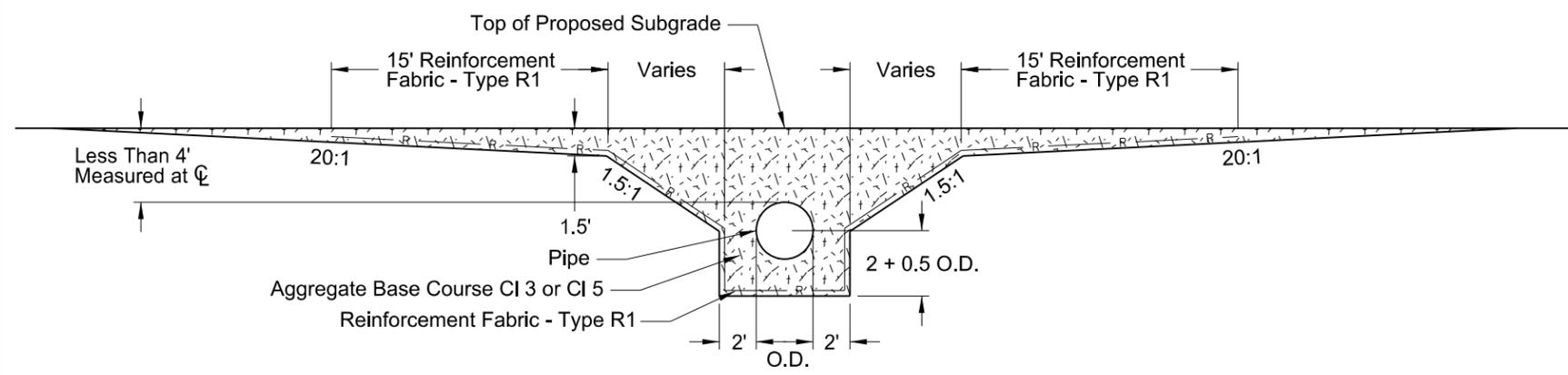
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
7-26-13	
REVISIONS	
DATE	CHANGE
10-15-13	Label Formatting

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 Registration Number
 PE-2087,
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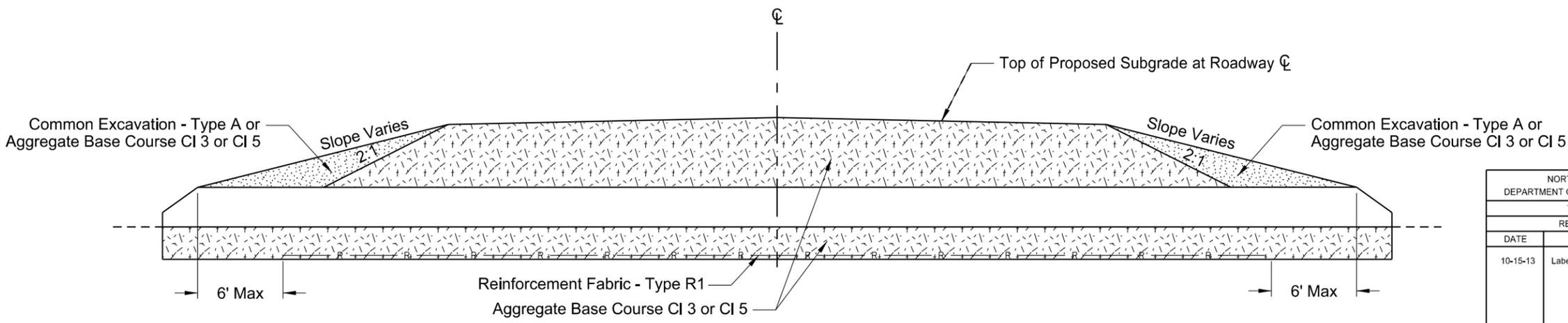
TRANSVERSE MAINLINE PIPE EXCAVATION AND INSTALLATION DETAIL FOR PIPES
4 FEET OR LESS BELOW THE TOP OF THE PROPOSED SUBGRADE



EXCAVATION DETAIL



INSTALLATION DETAIL



CROSS SECTION

Pay Items

- 1) Pipe*
- 2) Reinforcement Fabric - Type R1
- 3) Removal of Pipe (if required)

*Included in Pipe Pay Item

- 1) Pipe
- 2) Trench Excavation
- 3) Aggregate Base Course CI 3 or CI 5
- 4) Common Excavation - Type A

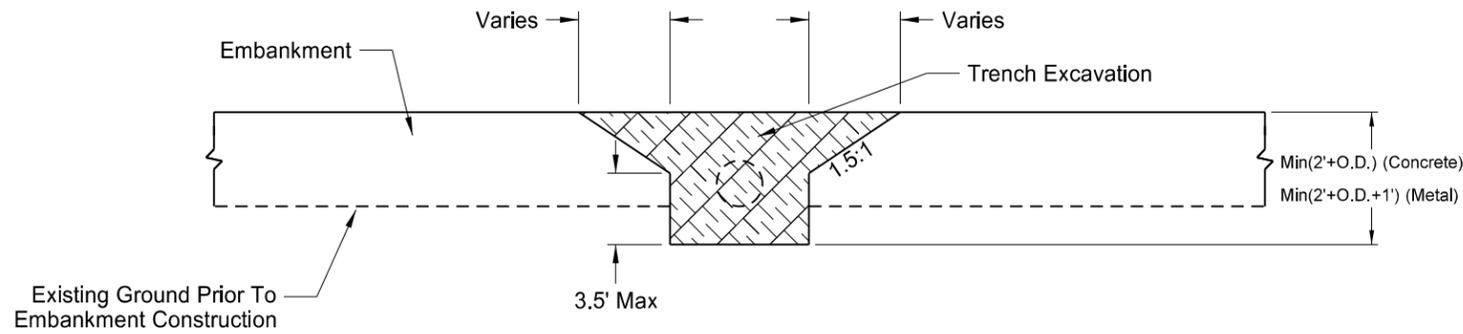
NOTES:

- 1) This drawing applies to new/replaced mainline and paved intersection roadway pipes only (including ramps). It does not include pipes in approaches.

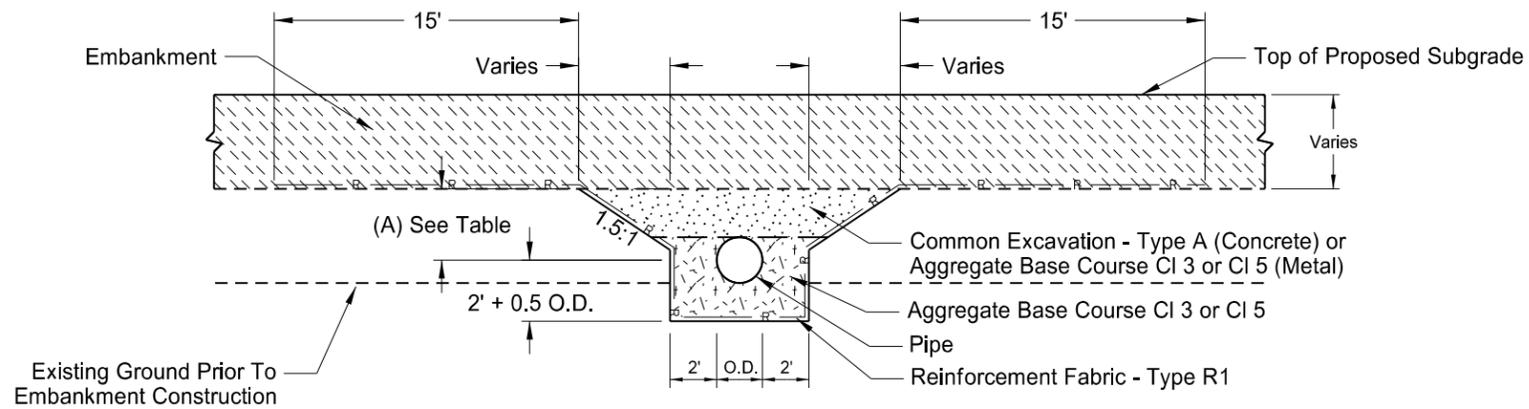
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
7-26-13	
REVISIONS	
DATE	CHANGE
10-15-13	Label Formatting

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TRANSVERSE MAINLINE PIPE EXCAVATION AND INSTALLATION DETAIL FOR PIPES INSTALLED IN NEW EMBANKMENT AREAS



EXCAVATION DETAIL



INSTALLATION DETAIL

Pay Items

- 1) Pipe*
- 2) Reinforcement Fabric - Type R1

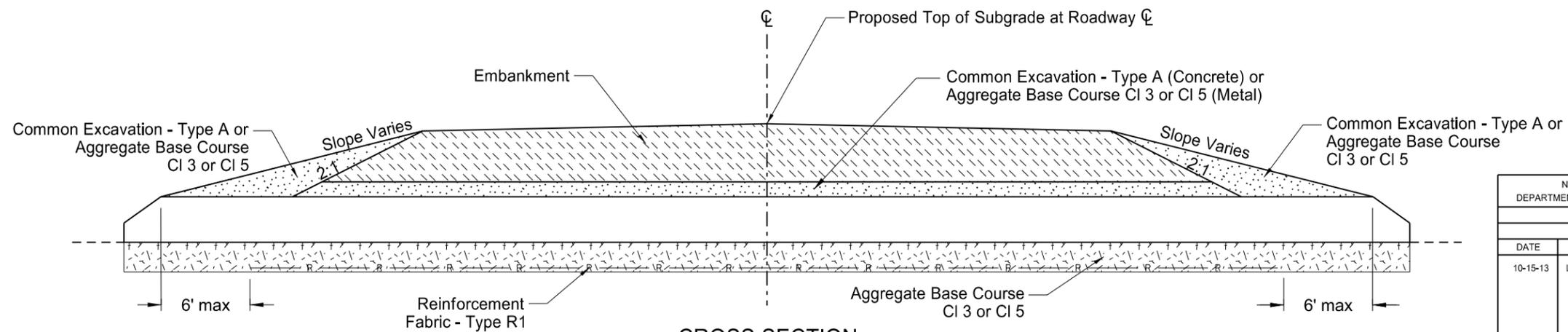
*Included in Pipe Pay Item

- 1) Pipe
- 2) Trench excavation
- 3) Aggregate base course CI 3 or CI 5
- 4) Common Excavation - Type A

NOTES:

- 1) This drawing applies to new/extended mainline and paved intersection roadway pipes only (including ramps). It does not include pipes in approaches

Backfill Dimensions	
Pipe Materials	Dimension (A)
Concrete	0.5 O.D.
Metal	0.5 O.D. + 1 foot

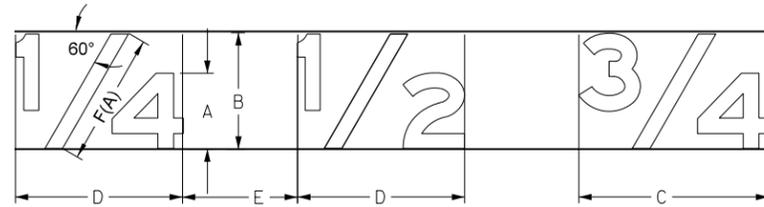


CROSS SECTION

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
7-26-13	
REVISIONS	
DATE	CHANGE
10-15-13	Label Formatting

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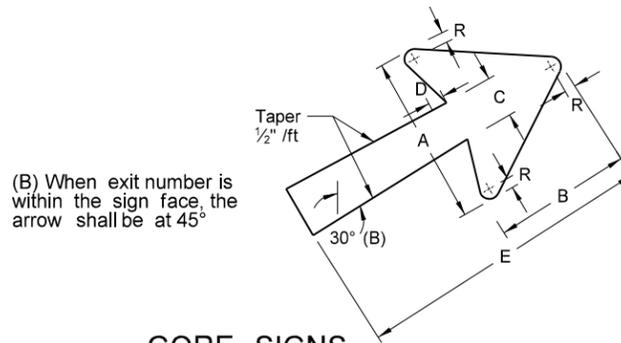
LETTER AND ARROW DETAILS FOR VARIABLE LENGTH SIGNS



SIZE OF THE FRACTION IS DETERMINED AS FOLLOWS:

SYMBOL	TITLE	RATIO TO HEIGHT OF CAPITAL OR UPPER CASE
A	Letter height	1.0 of capital or upper case
B	Fraction height	1.5 X A
C	Fraction width	2.5 X A
D	Fraction width	2 X A
E	Space to next character	1 to 1.5 X A
F(A)	Length of diagonal	1.75 X A

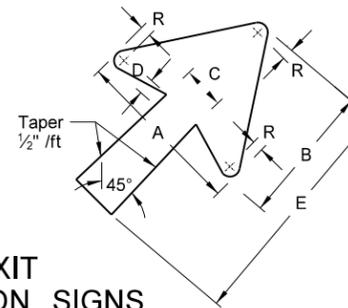
(A) Diagonal stroke of fraction is to be centered optically.



(B) When exit number is within the sign face, the arrow shall be at 45°

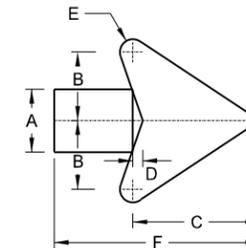
GORE SIGNS

"EXIT" LETTER SIZE (Upper Case)	A	B	C	D	E	R
8"	15 1/8"	11 1/16"	3 3/4"	1 5/16"	25"	13 1/16"
10" - 13 1/3"	18 1/4"	14"	4 1/2"	1 1/2"	30"	3/4"



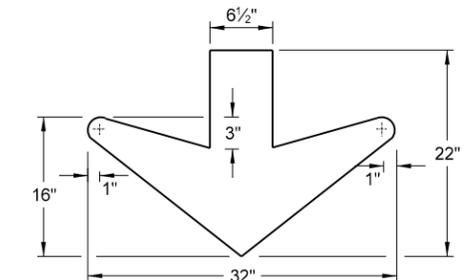
EXIT DIRECTION SIGNS

LETTER SIZE (Upper Case)	A	B	C	D	E	R
8"	15 1/8"	11 1/16"	3 3/4"	1 5/16"	17"	13 1/16"
10" - 13 1/3"	18 1/4"	14"	4 1/2"	1 1/2"	20"	3/4"
16" - 20"	22 1/4"	17"	5 3/8"	1 3/4"	25"	1"

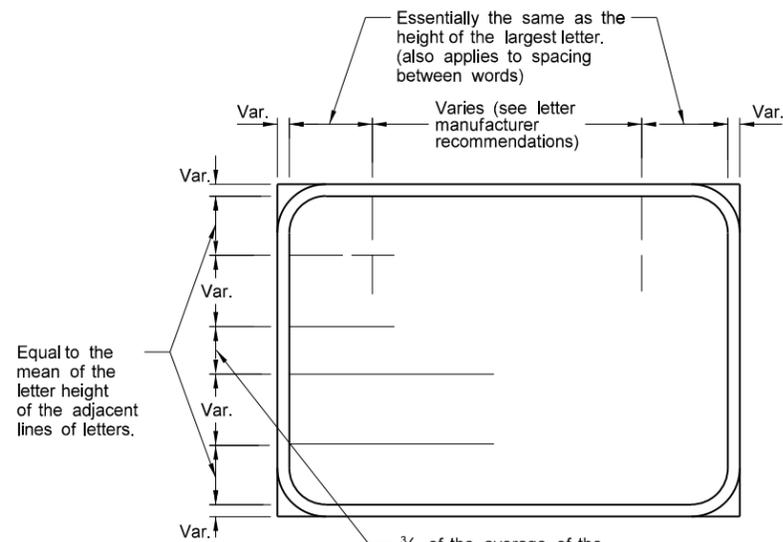


DISTANCE AND DESTINATION SIGNS

LETTER SIZE (Upper Case)	A	B	C	D	E	F
6"	2 3/4"	3"	5 1/16"	7/16"	9/16"	9"
8"	3 1/2"	4"	7 1/8"	9/16"	1 1/16"	12"
12"	5 1/4"	6"	10 5/8"	1 3/16"	1 1/16"	18"



DOWN ARROW



TYPICAL SPACING

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-3-11	
REVISIONS	
DATE	CHANGE

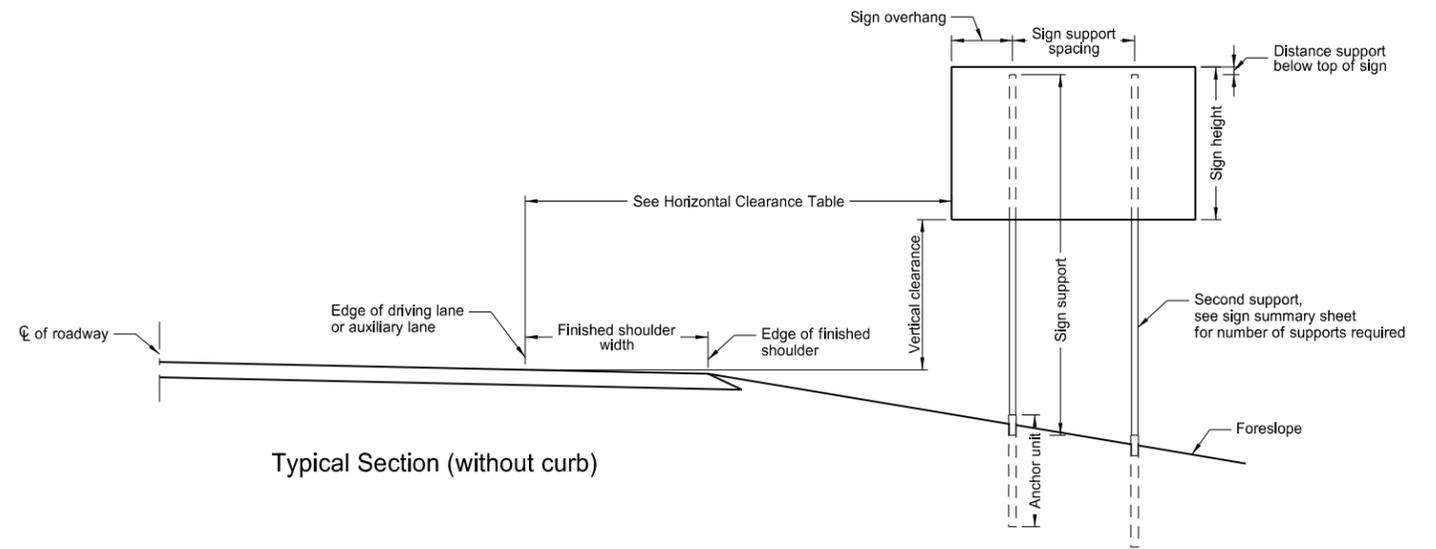
This document was originally issued and sealed by Roger Weigel, Registration Number PE-2930, on 08/03/11 and the original document is stored at the North Dakota Department of Transportation

PERFORATED TUBE ASSEMBLY DETAILS

D-754-23

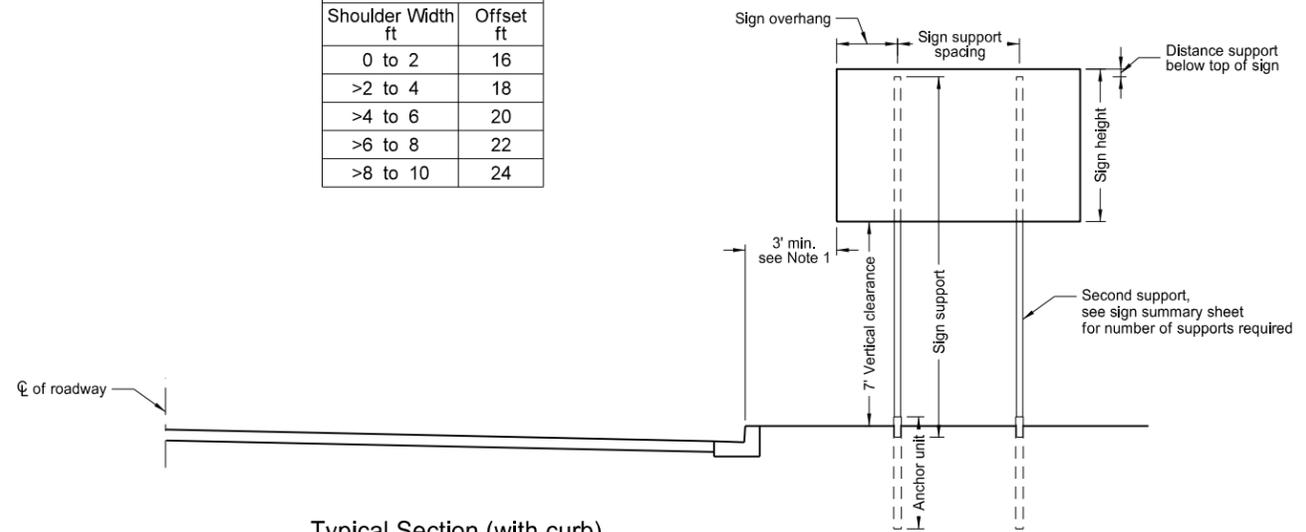
Notes:

1. Curbed Roadways: The clearance from the face of the curb should be 3' except where right of way or sidewalk width is limited, a minimum clearance of 2' shall be provided. The horizontal clearance may need to be increased to maintain a minimum sidewalk clear width of 4' from the sign support, not including any attached curb.
 2. Minimum vertical clearance: Signs installed at the side of the road in rural districts shall be at least 5' measured from the bottom of the sign to the edge of the driving lane or auxiliary lane. Where parking or pedestrian movements occur, the clearance to the bottom of the sign shall be at least 7'.
- Directional signs on expressways shall be installed with a minimum height of 7'. If the secondary sign is mounted below another sign, the major sign shall be installed at least 8' and the secondary sign shall be installed at least 5' above the edge of the driving lane.
- All route signs, warning signs, and regulatory signs on expressways shall be at least 7' above the edge of the driving lane.
- Adopt-a-highway signs installed on Freeways shall be at least 7' above the edge of the driving lane.
- The vertical clearance shall have a maximum height of 6" above the vertical clearance specified above.
3. Offset signs: Where signs are placed at least 30 feet or more from the edge of the traveled way, the height to the bottom of such sign shall be 5' above the edge of the driving lane.

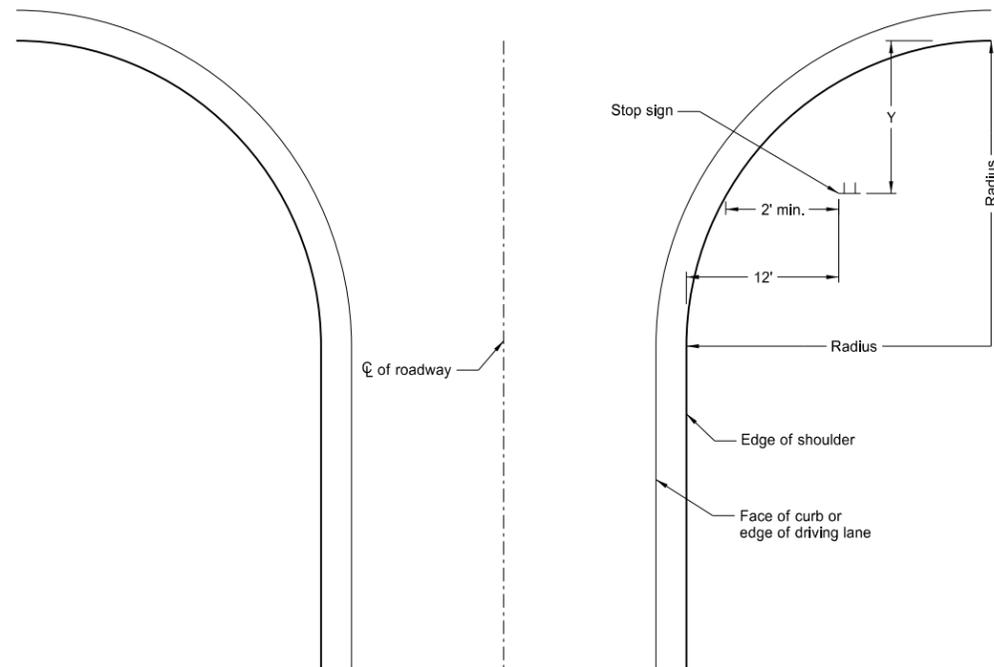


Typical Section (without curb)

Horizontal Clearance Table	
Shoulder Width ft	Offset ft
0 to 2	16
>2 to 4	18
>4 to 6	20
>6 to 8	22
>8 to 10	24



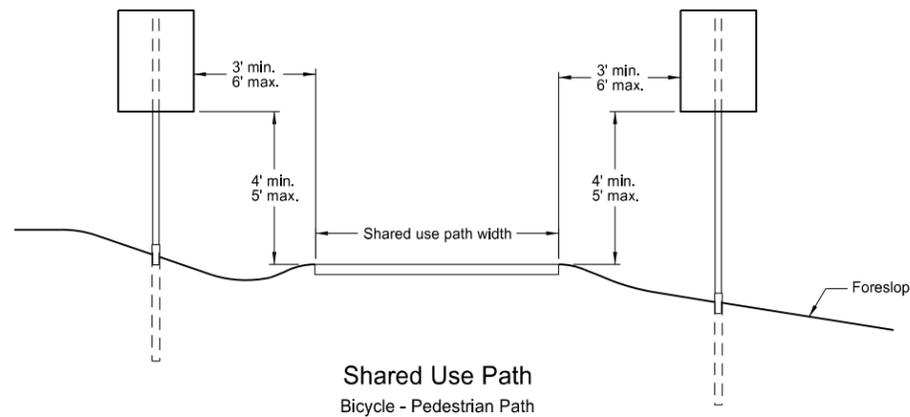
Typical Section (with curb)
Residential or Business District



Stop Sign Location
Wide Throat Intersection

This layout is to be used for the placement of "Stop" signs.

Radius ft.	Y-max. ft.	Y-min. ft.
40	50	15
45	50	18
50	50	21
55	50	25
60	50	28
65	50	32
70	50	35
75	50	39
80	50	43



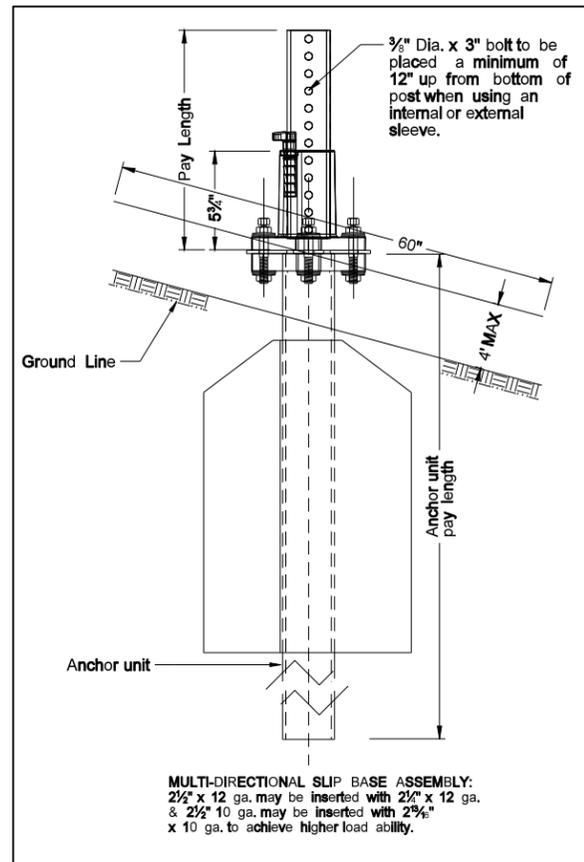
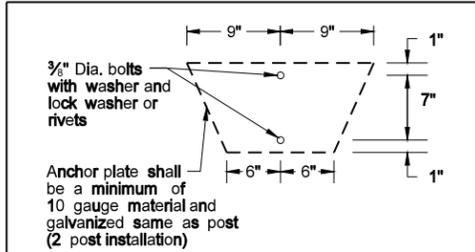
Shared Use Path
Bicycle - Pedestrian Path

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
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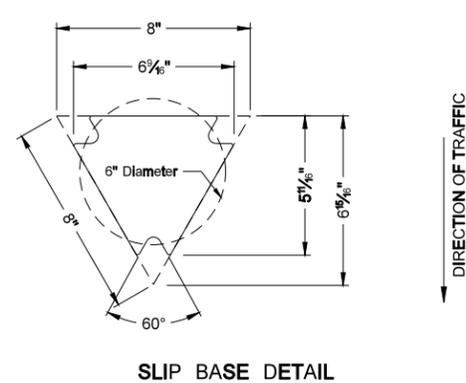
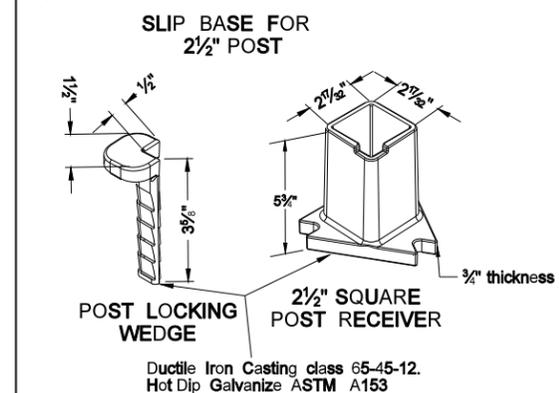
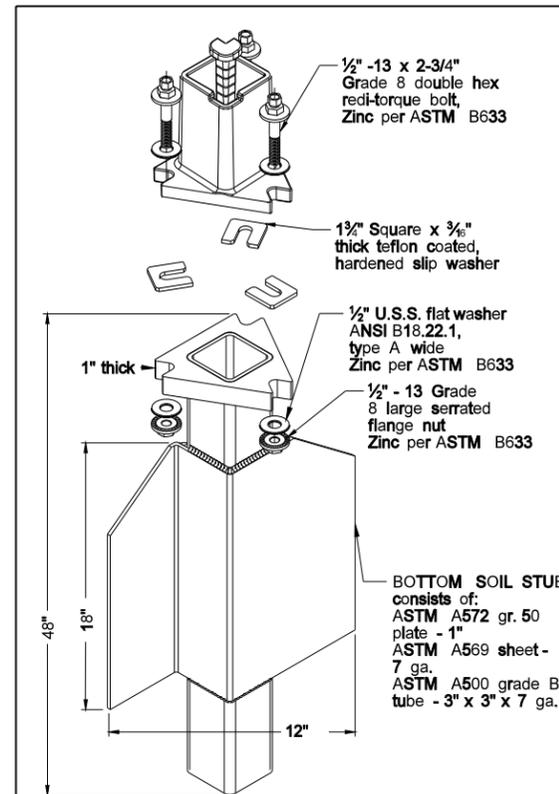
Number of Posts	Telescoping Perforated Tube						
	Post Size In.	Wall Thickness Gauge	Sleeve Size In.	Wall Thickness Gauge	Slip Base	Anchor Size Without Slip Base In.	Anchor Wall Thickness Gauge
1	2	12			No	2 1/2	12
1	2 1/2	12			No	2 1/2	12
1	2 1/2	12			(B)	3(C)	7
1	2 1/2	10			Yes		7
1	2 1/2	12	2 1/2(D)	12	Yes		7
1	2 1/2	12	2 1/2	12	Yes		7
2	2 1/2	10			Yes		7
2	2 1/2	12	2 1/2(D)	12	Yes		7
2	2 1/2	12	2 1/2	12	Yes		7
3 & 4	2 1/2	12			Yes		7
3 & 4	2 1/2	10			Yes		7
3 & 4	2 1/2	12	2 1/2	12	Yes		7
3 & 4	2 1/2	12	2 1/2(D)	12	Yes		7
3 & 4	2 1/2	10	2 1/2	10	Yes		7

(B) - The 2 1/2", 12 gauge posts do not need breakaway bases when placed in standard soils, but require a shim as specified by the manufacturer. The breakaway base is required when the support is placed in weak soils. The Engineer shall determine if the soils are weak. Weak soils are classified as boggy, wet, or loose soil areas.
 (C) - 3" anchor unit
 (D) - 2 1/2" x 12 ga. x 18" minimum length external sleeve required.



MULTI-DIRECTIONAL SLIP BASE ASSEMBLY:
 2 1/2" x 12 ga. may be inserted with 2 1/2" x 12 ga. & 2 1/2" 10 ga. may be inserted with 2 3/8" x 10 ga. to achieve higher load ability.

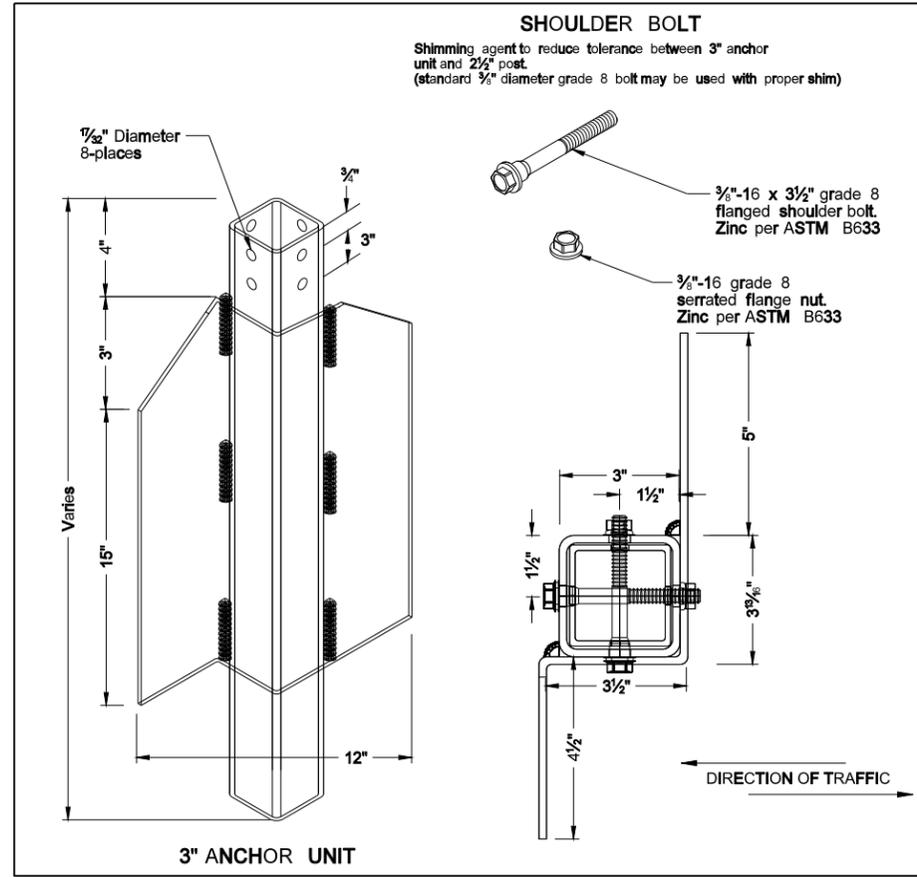
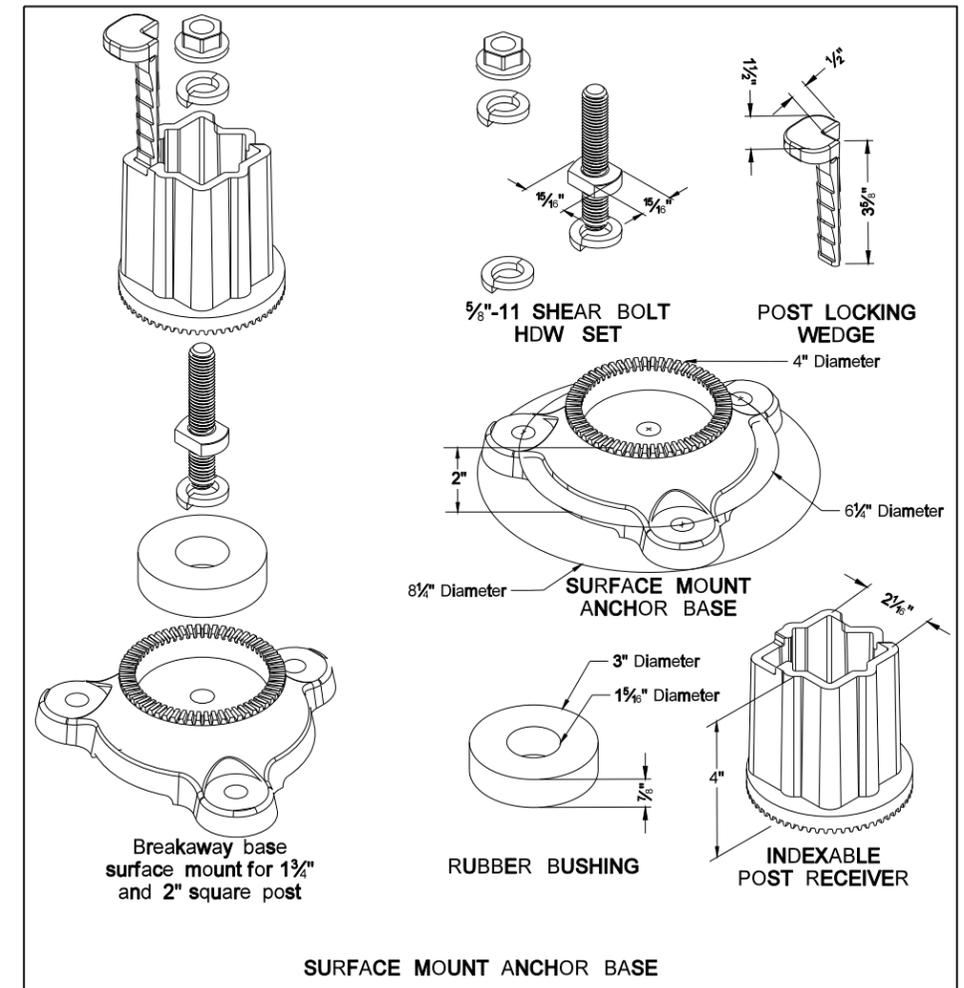
Mounting Details Perforated Tube



Properties of Telescoping Perforated Tubes						
Tube Size In.	Wall Thickness in.	U.S. Standard Gauge	Weight Per Foot Lbs.	Moment of Inertia In. ⁴	Cross Sect. Area In. ²	Section Modulus In. ³
1 1/2 x 1 1/2	0.105	12	1.702	0.129	0.380	0.172
2 x 2	0.105	12	2.416	0.372	0.590	0.372
2 1/2 x 2 1/2	0.105	12	2.773	0.561	0.695	0.499
2 3/8 x 2 3/8	0.135	10	3.432	0.605	0.841	0.590
2 1/2 x 2 1/2	0.105	12	3.141	0.804	0.803	0.643
2 1/2 x 2 1/2	0.135	10	4.006	0.979	1.010	0.783

The 2 3/8" size 10 gauge is shown as 2.19" size on the plans; The 2 1/2" size is shown as 2.51" size on the plans.

- NOTE:
- 4" Vertical clearance of anchor or breakaway base. The 4" x 60" measurement shall be made above and below post location and also back and ahead of post.
 - Anchor material shall be 7 gauge H.R.P.O. Commercial quality ASTM A569 and 3" x 3" x 7" gauge ASTM A500 grade B. Anchor shall have a yield strength 43.9 KSI and tensile strength of 59.3 KSI. Anchor shall be hot dipped galvanized per ASTM A123/153. All tolerances on anchor unit and slip base bottom assembly are +/- 0.005" unless otherwise noted.
 - When used in concrete sidewalk, anchor shall be the same concept without the wings.
 - Four post signs shall have over 8" between the first and fourth posts.
 - Installation procedures as per manufacturers recommendation.
 - Concrete fasteners for surface mount breakaway base shall be a minimum 1/2" diameter x 4" grade 8.



SHOULDER BOLT
 Shimming agent to reduce tolerance between 3" anchor unit and 2 1/2" post.
 (standard 3/8" diameter grade 8 bolt may be used with proper shim)

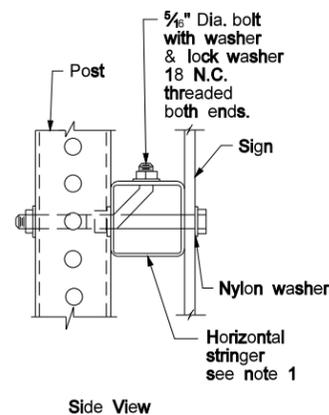
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-6-09	
REVISIONS	
DATE	CHANGE

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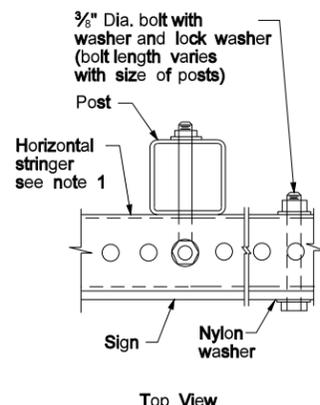
Mounting Details Perforated Tube

Note:

- Horizontal stringers - In lieu of perforated tubes, the contractor may substitute z bar stringers. The z bar stringers shall be 1 1/2" x 3/16" thick, 1.08 lbs./ft aluminum or 3.16 lbs./ft steel.
- Metal washers used on sign face shall have a minimum outside diameter of 5/8" ± 1/16" and 10 gauge thickness.
- No Parking Signs: All no parking signs with directional arrows shall be placed at a 30 to 45 degree angle with the line of traffic flow. No parking signs required at the above angles may have the support turned to the correct angle. If the no parking sign is placed with another sign that has to be placed at a 90 degree angle with the line of traffic flow, the detailed angle strap should be used to mount the no parking sign. Flat washers and lock washers shall be used with all nylon washers. Material used for the attachment strap shall be included in the price bid for "Flat sheet for signs."
- In lieu of using the bent bolt to attach the post to the stringer, the contractor may choose to punch the sign backing and place the bolt through the sign, the stringer and the post.
- 4" vertical clearance of anchor or breakaway base. The 4" x 60" measurement shall be made above and below post location and also back and ahead of post.

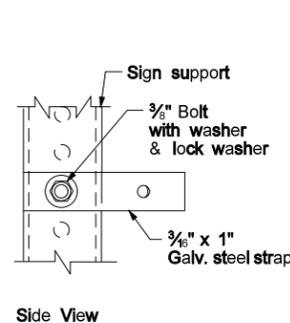


Side View

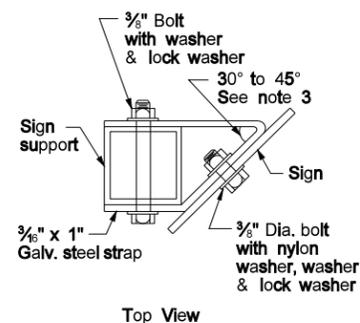


Top View

STRINGER MOUNTING
(WITH STRINGER IN FRONT OF POST)

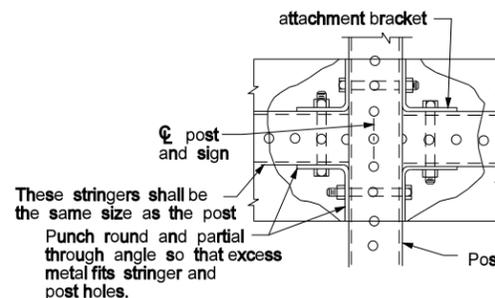


Side View



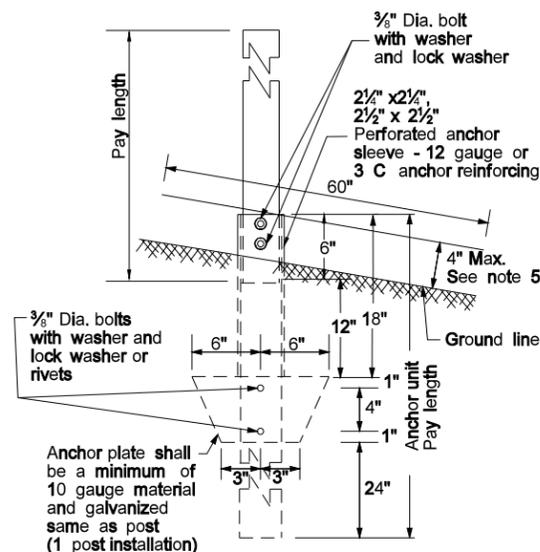
Top View

STRAP DETAIL

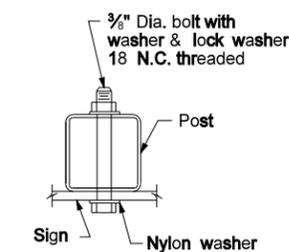
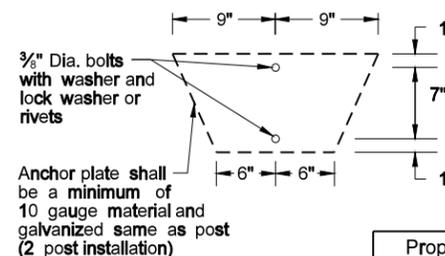


These stringers shall be the same size as the post. Punch round and partial through angle so that excess metal fits stringer and post holes.

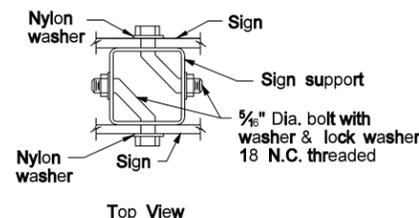
STREET NAME SIGNS AND ONE WAY SIGNS
SINGLE POST ASSEMBLY
ONE STRINGER OR
BACK TO BACK MOUNTING



ANCHOR UNIT AND POST ASSEMBLY



BOLT MOUNTING



Top View

BACK TO BACK MOUNTING

Properties of Telescoping Perforated Tubes						
Tube Size In.	Wall Thickness In.	U.S. Standard Gauge	Weight Per Foot Lbs.	Moment of Inertia In. ⁴	Gross Sect. area In. ²	Section Modulus In. ³
1 1/2 x 1 1/2	0.105	12	1.702	0.129	0.380	0.172
2 x 2	0.105	12	2.416	0.372	0.590	0.372
2 1/4 x 2 1/4	0.105	12	2.773	0.561	0.695	0.499
2 3/8 x 2 3/8	0.135	10	3.432	0.605	0.841	0.590
2 1/2 x 2 1/2	0.105	12	3.141	0.804	0.803	0.643
2 1/2 x 2 1/2	0.135	10	4.006	0.979	1.010	0.783

The 2 1/4" size 10 gauge is shown as 2.19" size on the plans.
The 2 1/2" size is shown as 2.51" size on the plans.

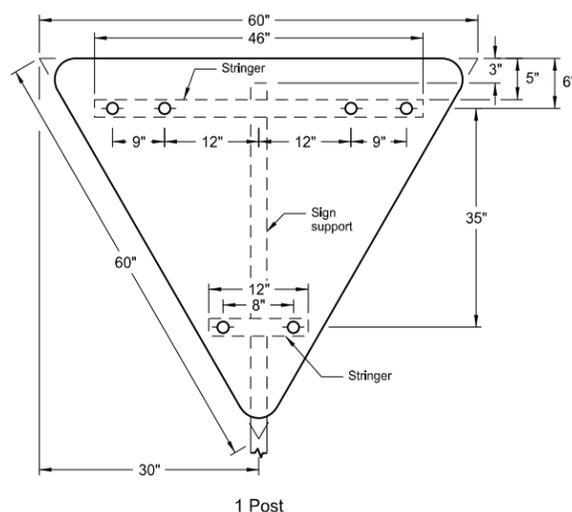
Number of Posts	Telescoping Perforated Tube						
	Post Size In.	Wall Thickness Gauge	Sleeve Size In.	Wall Thickness Gauge	Slip Base	Anchor Size Without Slip Base In.	Anchor Wall Thickness Gauge
1	2	12			No	2 1/4	12
1	2 1/2	12			No	2 1/2	12
1	2 1/2	12			(B)	3(C)	7
1	2 1/2	10			Yes		7
1	2 1/4	12	2 1/2(D)	12	Yes		7
1	2 1/2	12	2 1/4	12	Yes		7
2	2 1/2	10			Yes		7
2	2 1/4	12	2 1/2(D)	12	Yes		7
2	2 1/2	12	2 1/4	12	Yes		7
3 & 4	2 1/2	12			Yes		7
3 & 4	2 1/2	10			Yes		7
3 & 4	2 1/2	12	2 1/4	12	Yes		7
3 & 4	2 1/4	12	2 1/2(D)	12	Yes		7
3 & 4	2 1/2	10	2 3/8	10	Yes		7

(B) - The 2 1/2", 12 gauge posts do not need breakaway bases when placed in standard soils, but require a shim as specified by the manufacturer. The breakaway base is required when the support is placed in weak soils. The Engineer shall determine if the soils are weak. Weak soils are classified as boggy, wet, or loose soil areas.
(C) - 3" anchor unit
(D) - 2 1/2" x 12 ga. x 18" minimum length external sleeve required.

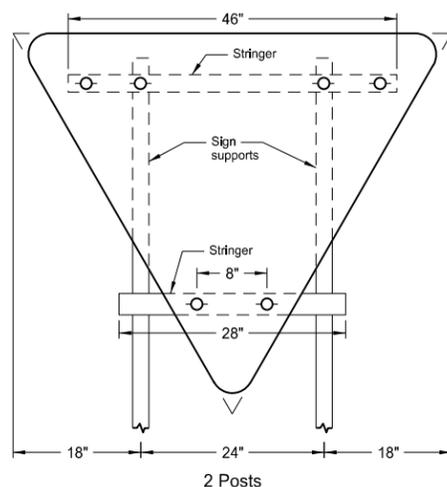
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8-6-09	
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DATE	CHANGE

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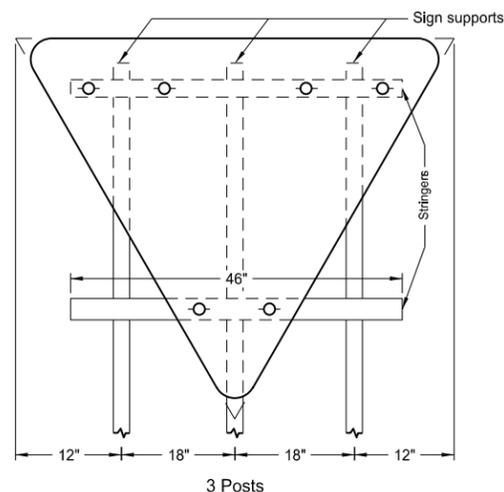
SIGN PUNCHING, STRINGER AND SUPPORT LOCATION
DETAILS REGULATORY, WARNING AND GUIDE SIGNS



1 Post



2 Posts

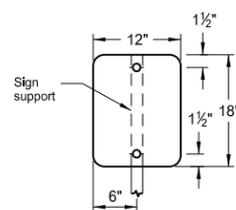


3 Posts

Assembly No. 6

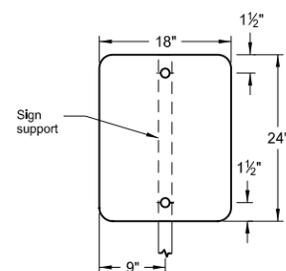
Notes:

1. See Standard D-754-25 for mounting details.
2. The minimum sign backing material thickness shall be 0.100 inch.
3. Perforated square tube stringer shall be 1 1/2" x 1 1/2".
4. All holes shall be punched round for 3/8" bolt.



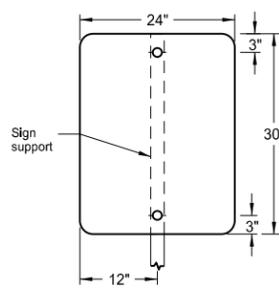
1 Post

Assembly No. 7



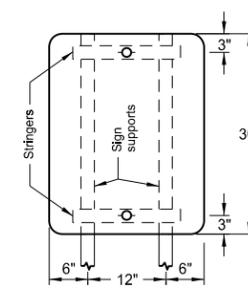
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Assembly No. 8

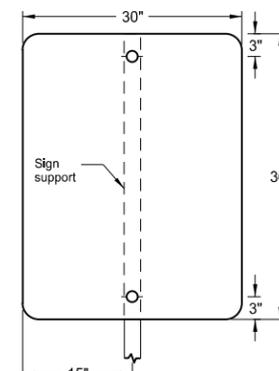


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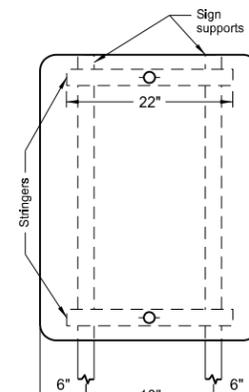
Assembly No. 9



2 Posts

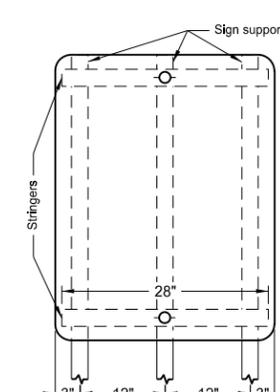


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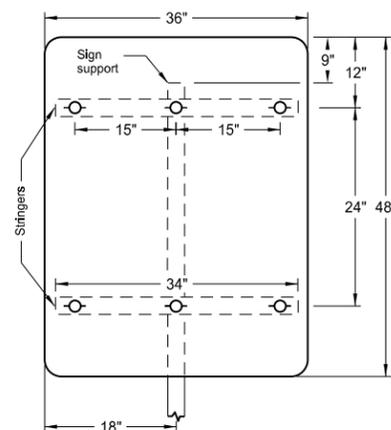


2 Posts

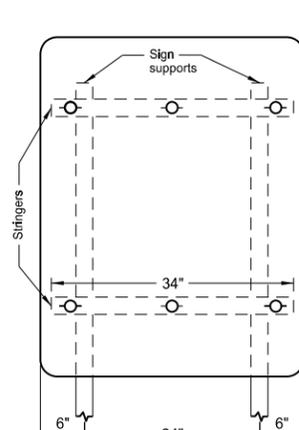
Assembly No. 10



3 Posts

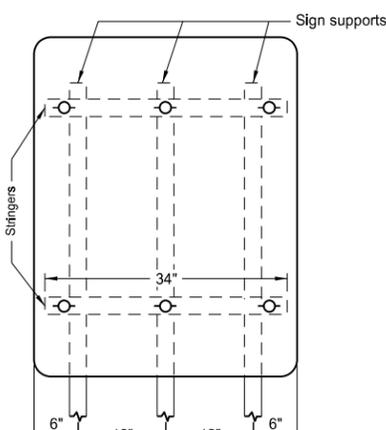


1 Post



2 Posts

Assembly No. 11

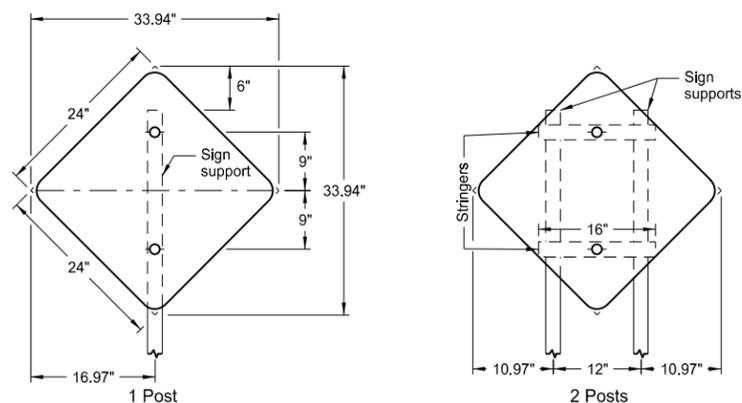


3 Posts

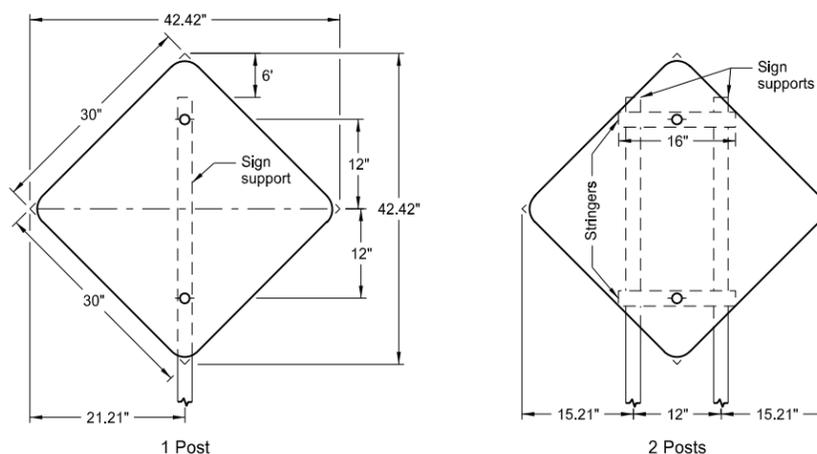
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REVISIONS	
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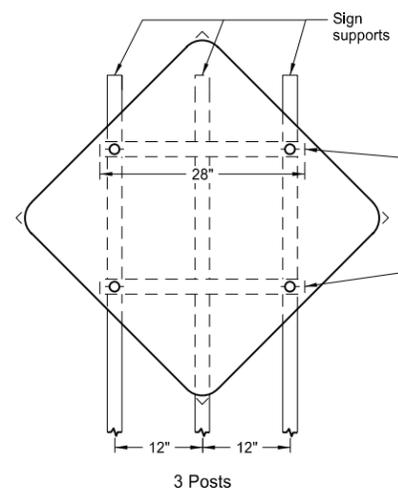
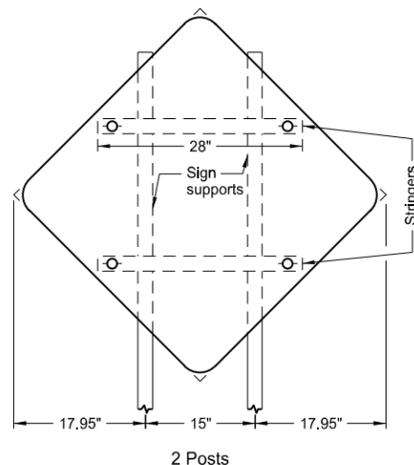
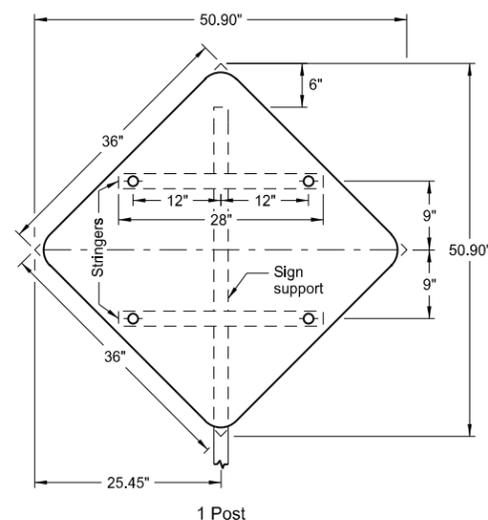
SIGN PUNCHING, STRINGER AND SUPPORT LOCATION
DETAILS REGULATORY, WARNING AND GUIDE SIGNS



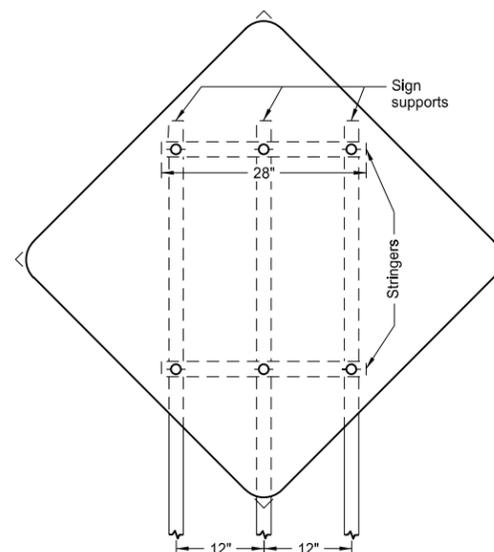
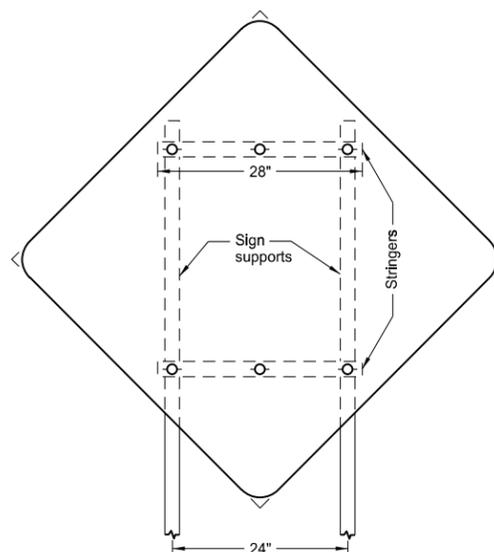
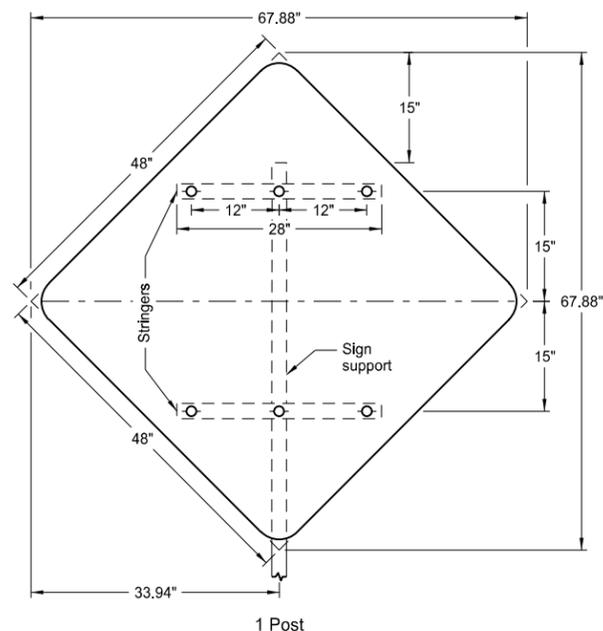
Assembly No. 18



Assembly No. 19



Assembly No. 20



Assembly No. 21

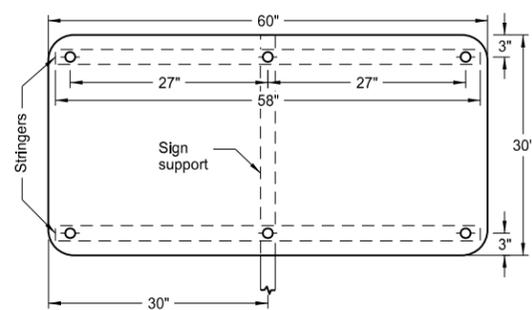
Notes:

1. See Standard D-754-25 for mounting details.
2. The minimum sign backing material thickness shall be 0.100 inch.
3. Perforated square tube stringer shall be 1½" x 1½".
4. All holes shall be punched round for ⅜" bolt.

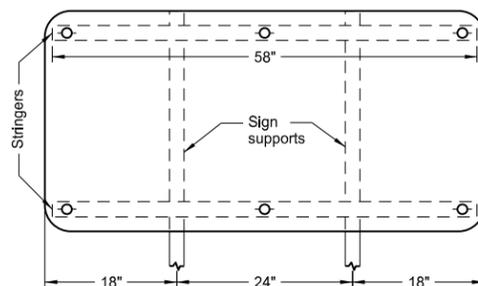
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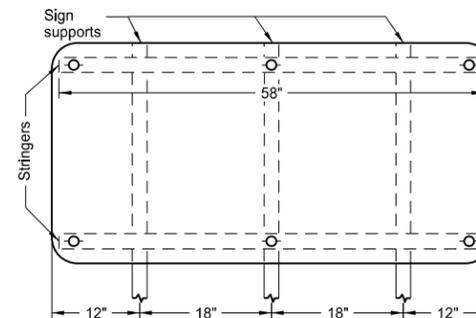
SIGN PUNCHING, STRINGER AND SUPPORT LOCATION
DETAILS REGULATORY, WARNING AND GUIDE SIGNS



1 Post

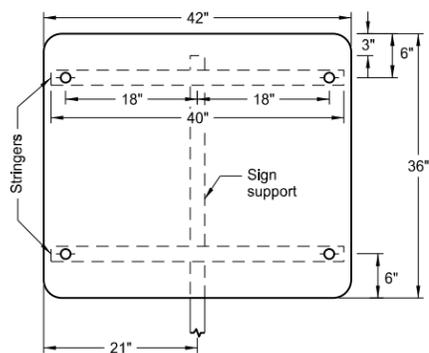


2 Posts

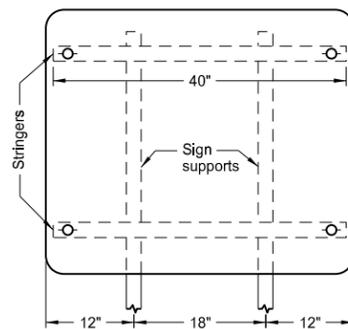


3 Posts

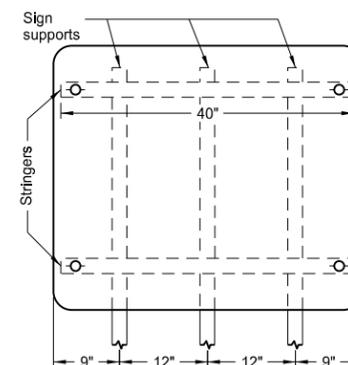
Assembly No. 38



1 Post

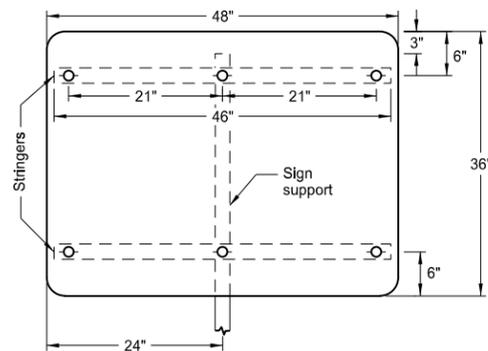


2 Posts

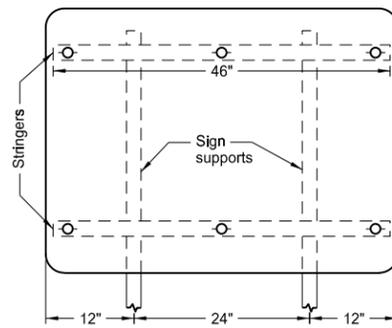


3 Posts

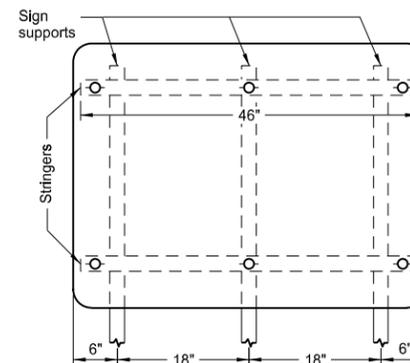
Assembly No. 39



1 Post



2 Posts



3 Posts

Assembly No. 40

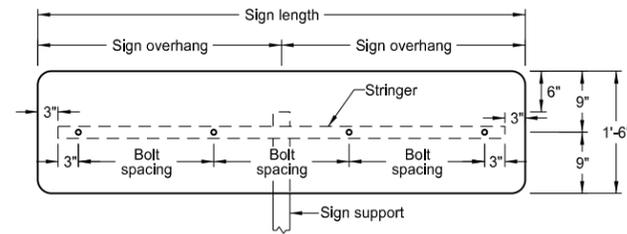
Notes:

1. See Standard D-754-25 for mounting details.
2. The minimum sign backing material thickness shall be 0.100 inch.
3. Perforated square tube stringer shall be 1½" x 1½".
4. All holes shall be punched round for ⅜" bolt.

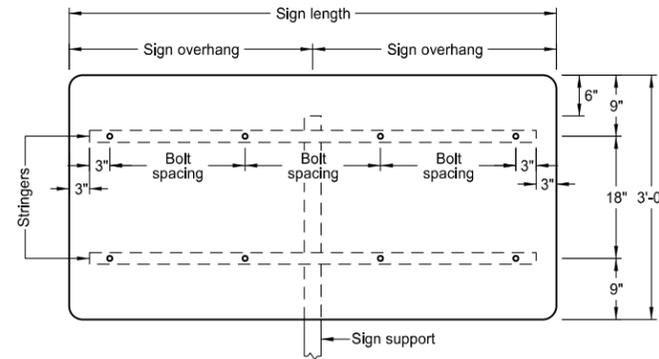
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12-1-10	
REVISIONS	
DATE	CHANGE

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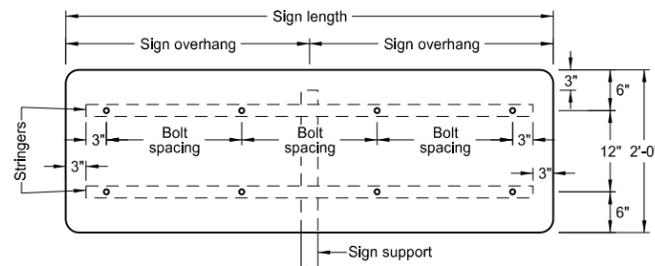
SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS FOR VARIABLE LENGTH SIGNS



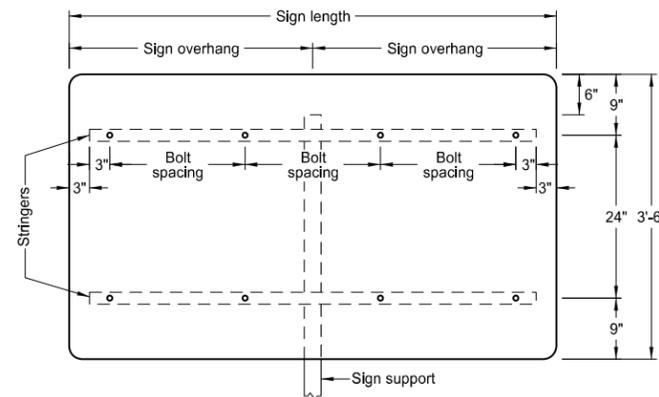
VARIES X 1'-6"



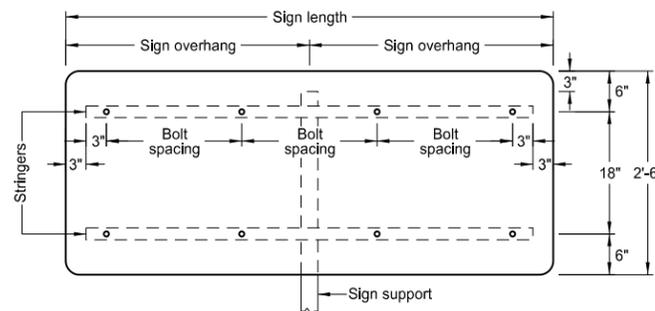
VARIES X 3'-0"



VARIES X 2'-0"



VARIES X 3'-6"



VARIES X 2'-6"

1 POST		
Sign Length	Sign Overhang	Bolt Spacing
4'-0"	2'-0"	18"
4'-6"	2'-3"	21"
5'-0"	2'-6"	24"
5'-6"	2'-9"	18"
6'-0"	3'-0"	20"
6'-6"	3'-3"	22"
7'-0"	3'-6"	24"
7'-6"	3'-9"	2-20" & 2-19"
8'-0"	4'-0"	21"
8'-6"	4'-3"	2-22" & 2-23"
9'-0"	4'-6"	24"
9'-6"	4'-9"	4-20" & 1-22"
10'-0"	5'-0"	2-21" & 3-22"
10'-6"	5'-3"	4-23" & 1-22"
11'-0"	5'-6"	24"
11'-6"	5'-9"	21"
12'-0"	6'-0"	22"

Notes:

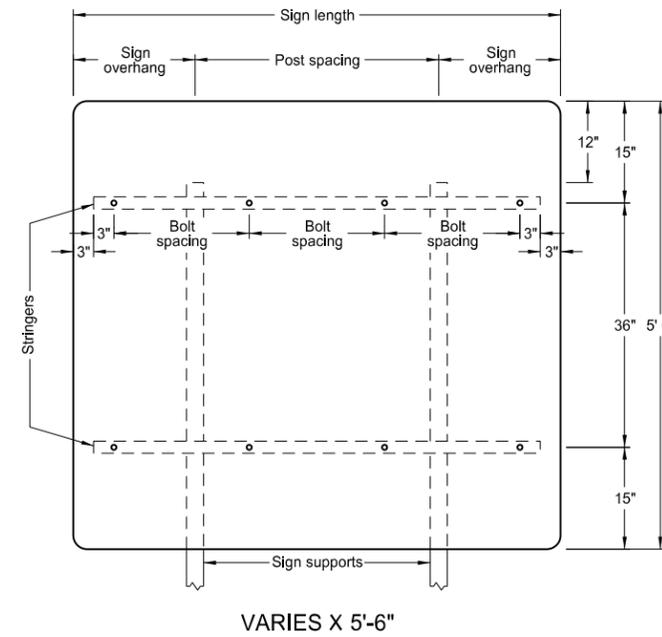
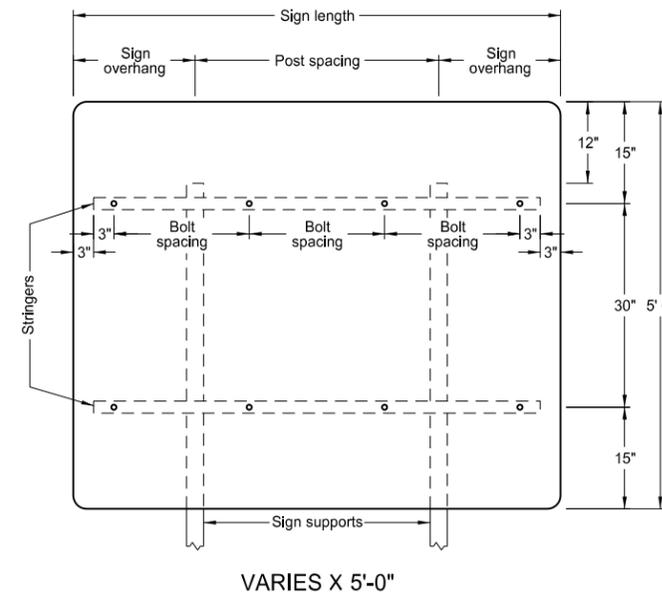
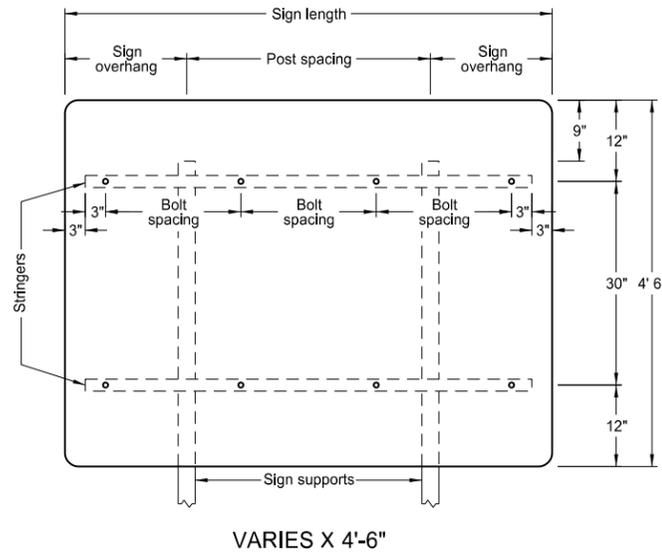
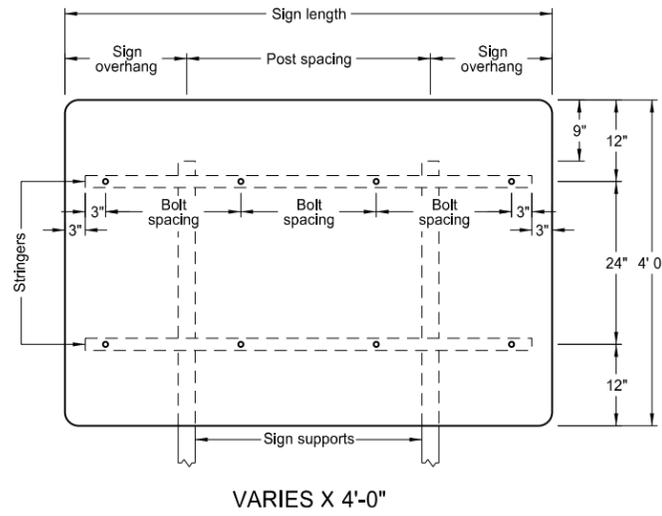
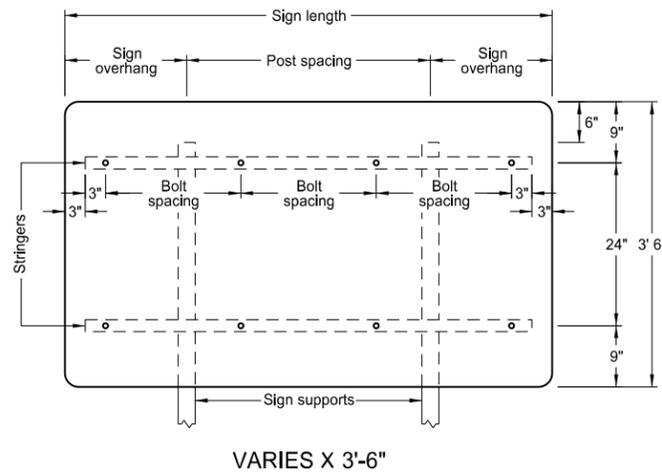
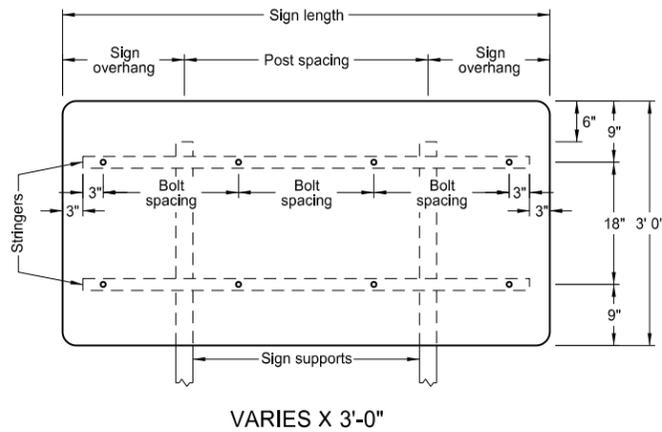
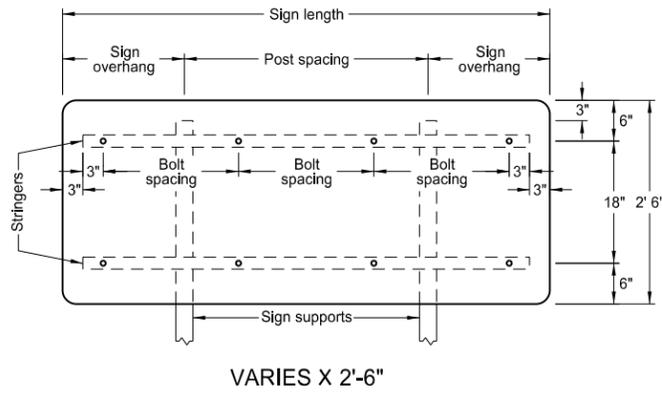
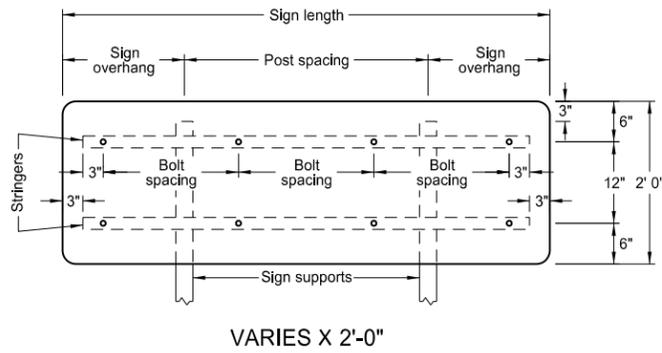
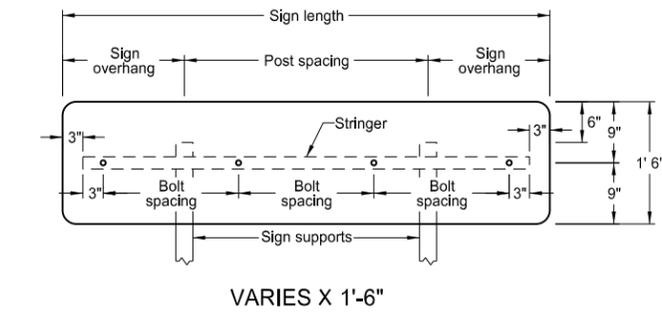
1. The minimum sign backing material thickness shall be 0.100 inch.
2. Perforated square tube stringer shall be 1½" x 1½".
3. All holes shall be punched round for ⅜" bolt.
4. Single stringer and single post signs shall have stringers attached to the post using the special stringer angle, shown on the "Mounting Details Perforated Tube" standard drawing.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-25-12	
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS FOR VARIABLE LENGTH SIGNS

D-754-48



2 POSTS			
Sign Length	Sign Overhang	Post Spacing	Bolt Spacing
4'-0"	1'-0"	2'-0"	18"
4'-6"	1'-3"	2'-0"	21"
5'-0"	1'-0"	3'-0"	24"
5'-6"	1'-3"	3'-0"	18"
6'-0"	1'-6"	3'-0"	20"
6'-6"	1'-3"	4'-0"	22"
7'-0"	1'-6"	4'-0"	24"
7'-6"	1'-9"	4'-0"	2'-20" & 2'-19"
8'-0"	2'-0"	4'-0"	21"
8'-6"	1'-9"	5'-0"	2'-22" & 2'-23"
9'-0"	2'-0"	5'-0"	24"
9'-6"	1'-9"	6'-0"	4'-20" & 1'-22"
10'-0"	2'-0"	6'-0"	2'-21" & 3'-22"
10'-6"	2'-3"	6'-0"	4'-23" & 1'-22"
11'-0"	2'-6"	6'-0"	24"
11'-6"	2'-9"	6'-0"	21"
12'-0"	2'-0"	8'-0"	22"
12'-6"	2'-3"	8'-0"	23"
13'-0"	2'-6"	8'-0"	24"
13'-6"	2'-9"	8'-0"	3'-22" & 4'-21"
14'-0"	3'-0"	8'-0"	2'-23" & 5'-22"
14'-6"	3'-3"	8'-0"	6'-23" & 1'-24"
15'-0"	3'-6"	8'-0"	24"
15'-6"	2'-9"	10'-0"	6'-22" & 2'-21"
16'-0"	3'-0"	10'-0"	4'-23" & 4'-22"
16'-6"	3'-3"	10'-0"	6'-23" & 2'-24"
17'-0"	3'-6"	10'-0"	24"
17'-6"	3'-9"	10'-0"	22"
18'-0"	3'-0"	12'-0"	6'-23" & 3'-22"
18'-6"	3'-3"	12'-0"	6'-23" & 3'-24"
19'-0"	3'-6"	12'-0"	24"
19'-6"	3'-9"	12'-0"	8'-22" & 2'-23"
20'-0"	4'-0"	12'-0"	8'-23" & 2'-22"

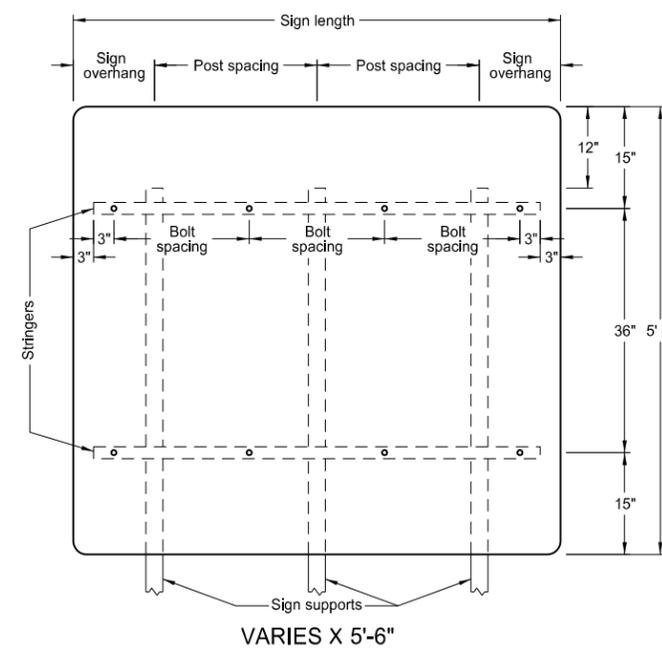
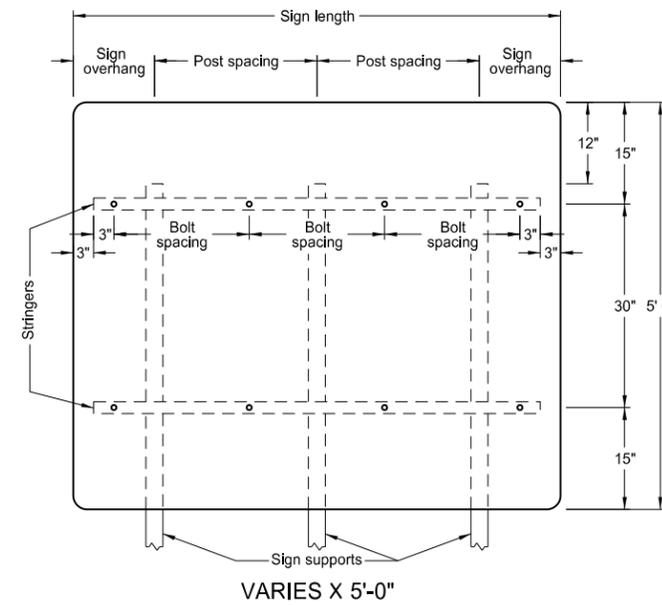
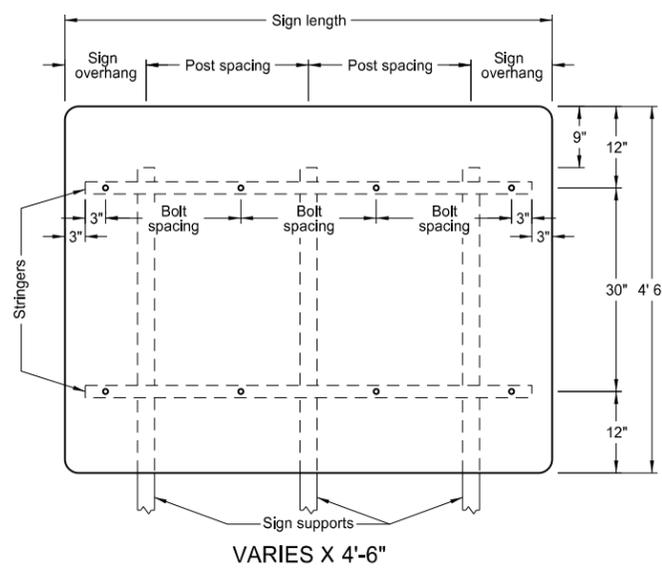
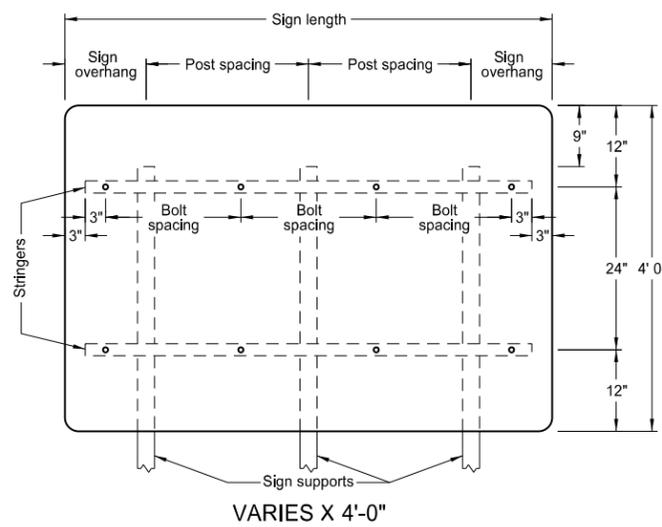
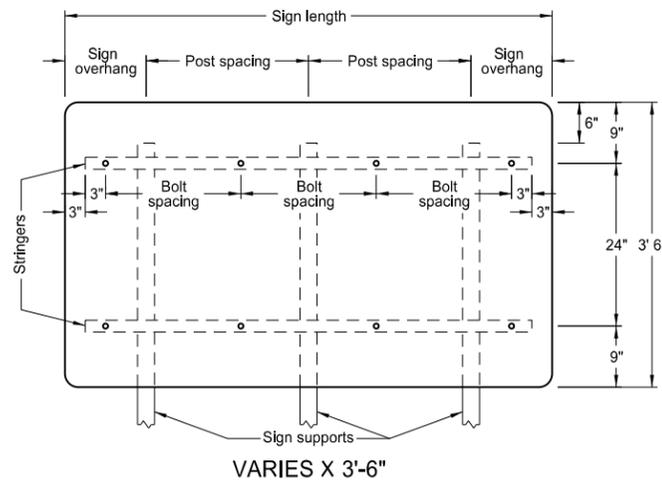
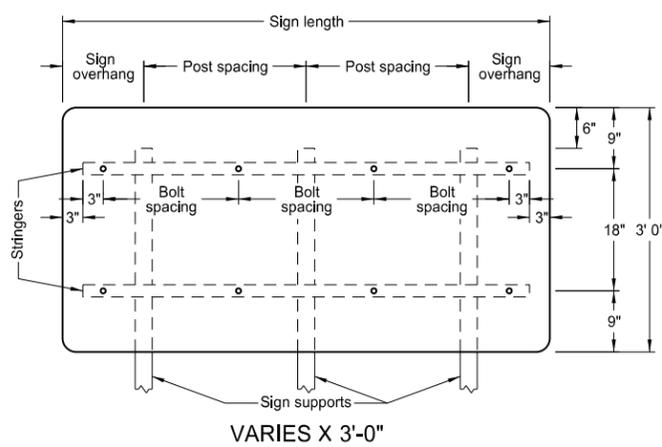
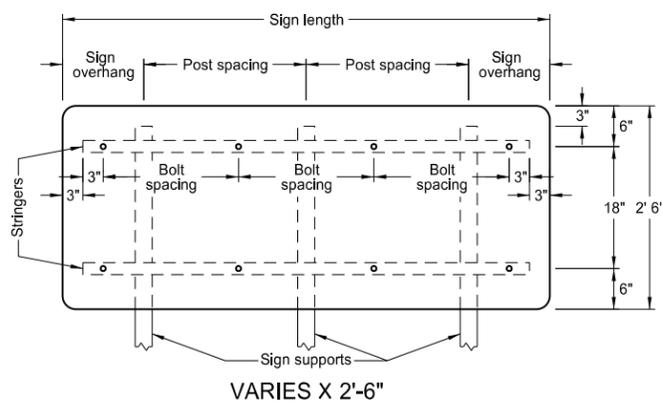
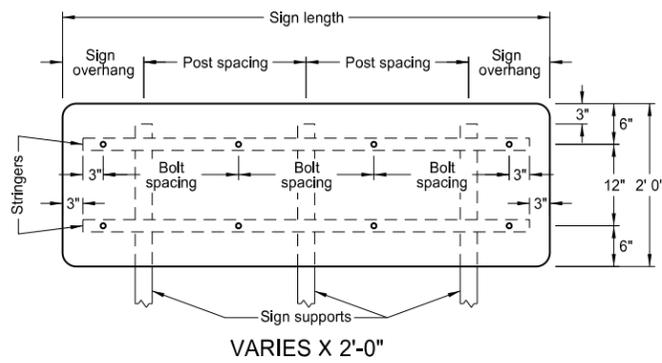
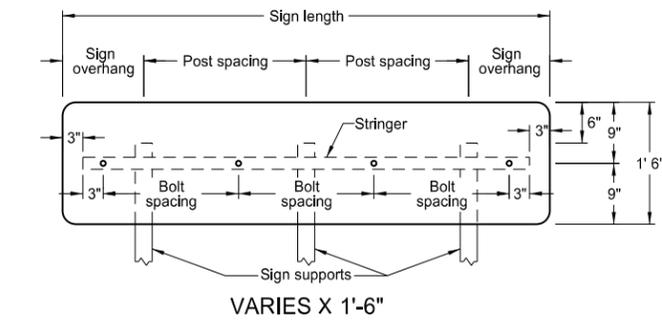
- Notes:
1. The minimum sign backing material thickness shall be 0.100 inch.
 2. Perforated square tube stringer shall be 1½" x 1½".
 3. All holes shall be punched round for ⅜" bolt.

NORTH DAKOTA	
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS FOR VARIABLE LENGTH SIGNS

D-754-49



3 POSTS			
Sign Length	Sign Overhang	Post Spacing	Bolt Spacing
4'-0"	0'-6"	1'-6"	18"
4'-6"	0'-6"	1'-9"	21"
5'-0"	0'-6"	2'-0"	24"
5'-6"	1'-3"	1'-6"	18"
6'-0"	1'-0"	2'-0"	20"
6'-6"	1'-3"	2'-0"	22"
7'-0"	1'-6"	2'-0"	24"
7'-6"	1'-6"	2'-3"	2-20" & 2-19"
8'-0"	1'-9"	2'-3"	21"
8'-6"	2'-0"	2'-3"	2-22" & 2-23"
9'-0"	1'-6"	3'-0"	24"
9'-6"	1'-9"	3'-0"	4-20" & 1-22"
10'-0"	1'-9"	3'-3"	2-21" & 3-22"
10'-6"	1'-9"	3'-6"	4-23" & 1-22"
11'-0"	2'-0"	3'-6"	24"
11'-6"	2'-3"	3'-6"	21"
12'-0"	2'-4"	3'-8"	22"
12'-6"	2'-5"	3'-10"	23"
13'-0"	2'-6"	4'-0"	24"
13'-6"	2'-9"	4'-0"	3-22" & 4-21"
14'-0"	3'-0"	4'-0"	2-23" & 5-22"
14'-6"	3'-3"	4'-0"	6-23" & 1-24"
15'-0"	3'-6"	4'-0"	24"
15'-6"	2'-4"	5'-5"	6-22" & 2-21"
16'-0"	2'-5"	5'-7"	4-23" & 4-22"
16'-6"	2'-5"	5'-10"	6-23" & 2-24"
17'-0"	2'-6"	6'-0"	24"
17'-6"	3'-3"	5'-6"	22"
18'-0"	3'-6"	5'-6"	6-23" & 3-22"
18'-6"	3'-9"	5'-6"	6-23" & 3-24"
19'-0"	3'-6"	6'-0"	24"
19'-6"	4'-3"	5'-6"	8-22" & 2-23"
20'-0"	4'-4"	5'-8"	8-23" & 2-22"

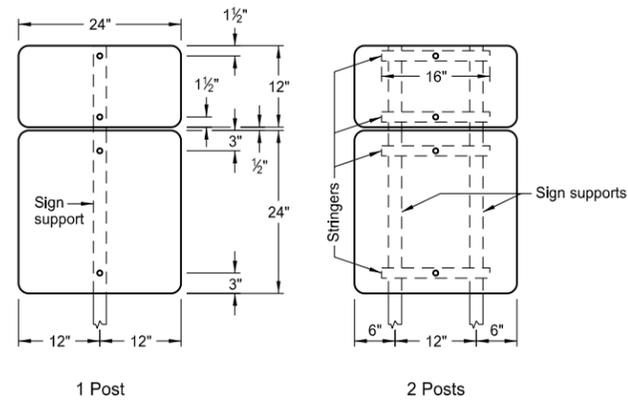
- Notes:
1. The minimum sign backing material thickness shall be 0.100 inch.
 2. Perforated square tube stringer shall be 1½" x 1½".
 3. All holes shall be punched round for ⅜" bolt.

NORTH DAKOTA	
DEPARTMENT OF TRANSPORTATION	
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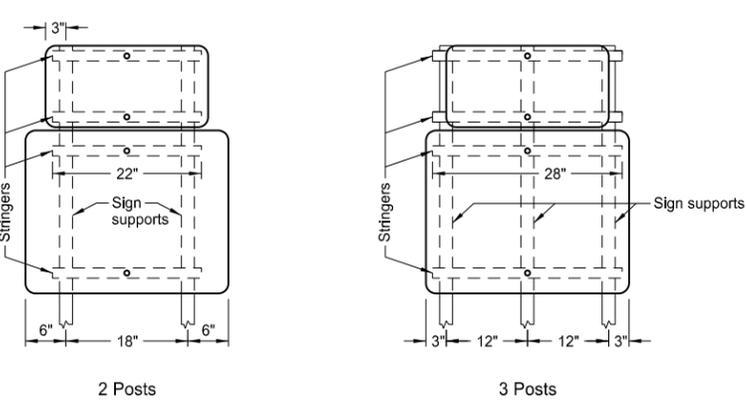
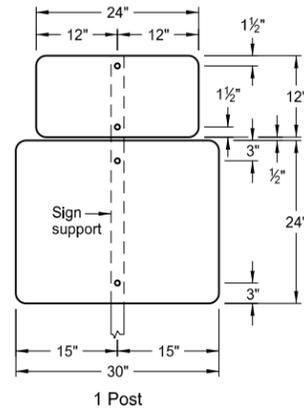
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS - ROUTE MARKER SIGNS

D-754-51

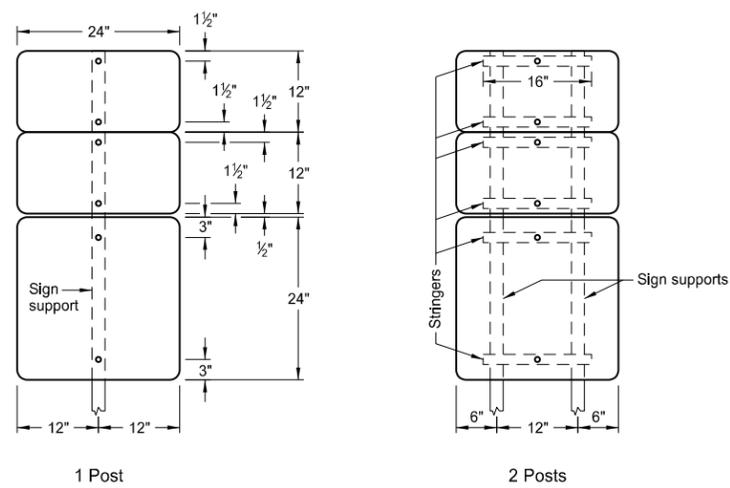


ASSEMBLY NO. 371

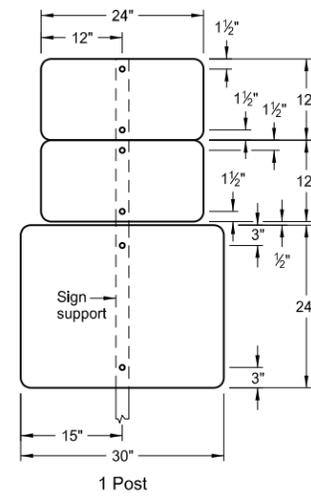
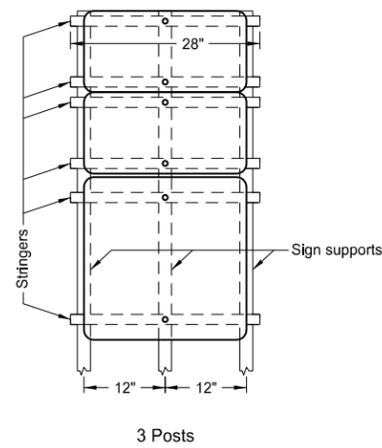


ASSEMBLY NO. 372

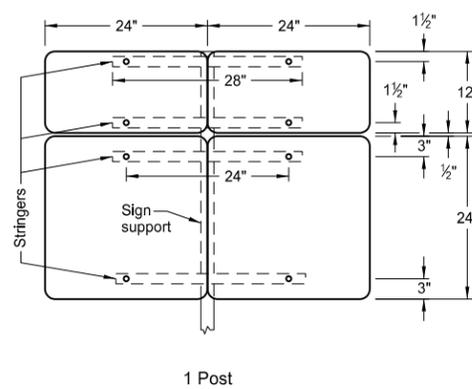
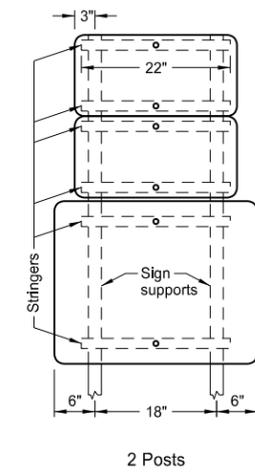
- Notes:
1. The minimum sign backing material thickness shall be 0.100 inch.
 2. Perforated square tube stringer shall be 1 1/2"x1 1/2".
 3. All holes shall be punched round for 3/8" bolt.



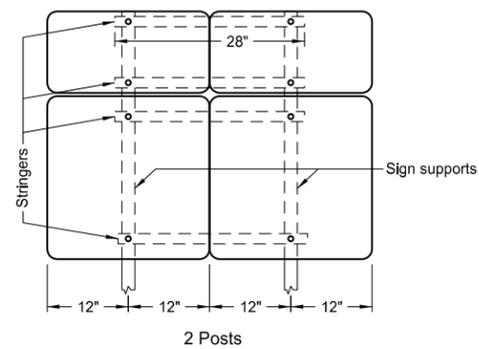
ASSEMBLY NO. 373



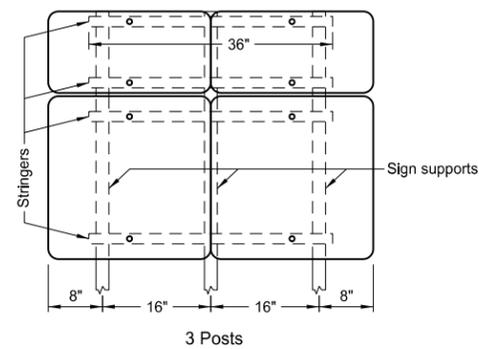
ASSEMBLY NO. 374



1 Post



ASSEMBLY NO. 375



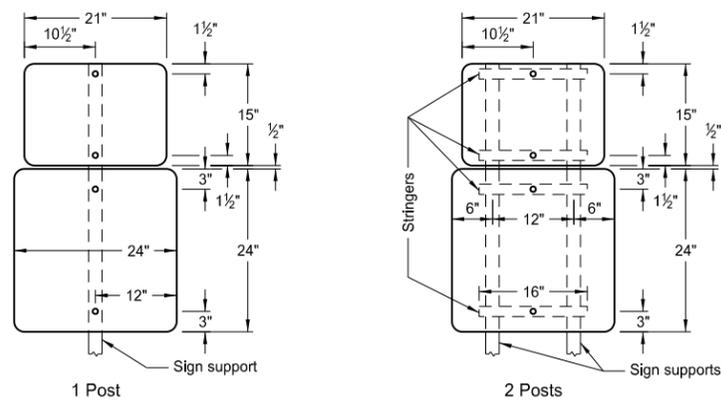
3 Posts

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-22-12	
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DATE	CHANGE

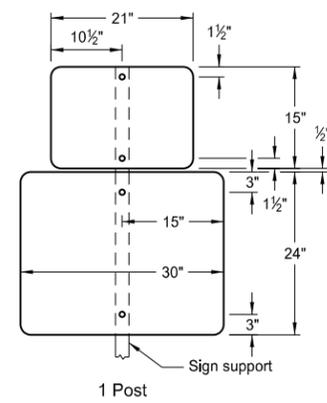
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS - ROUTE MARKER SIGNS

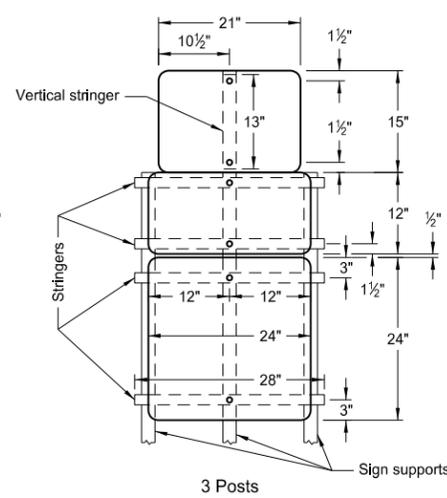
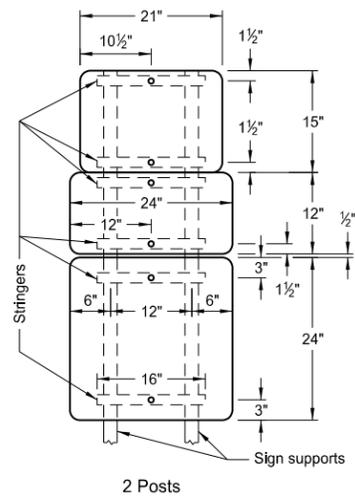
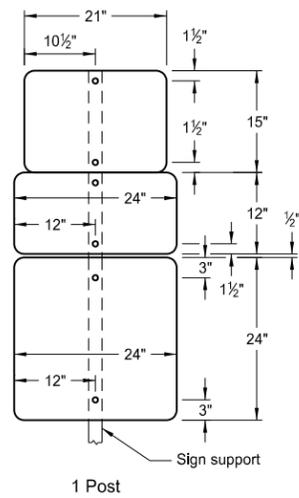
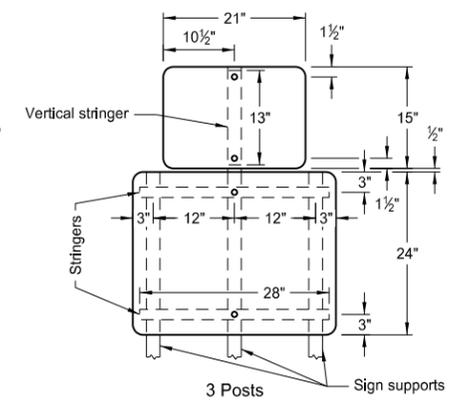
D-754-57



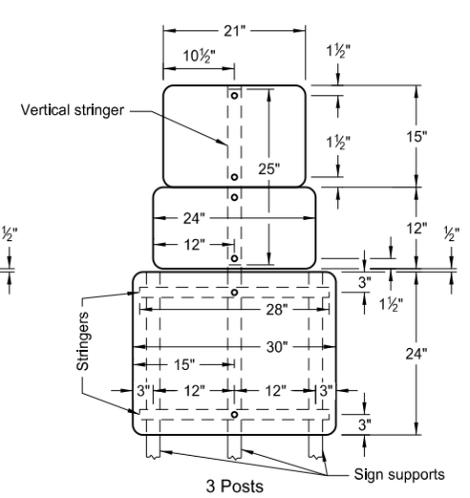
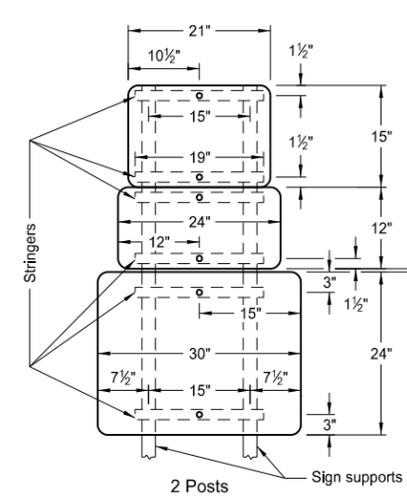
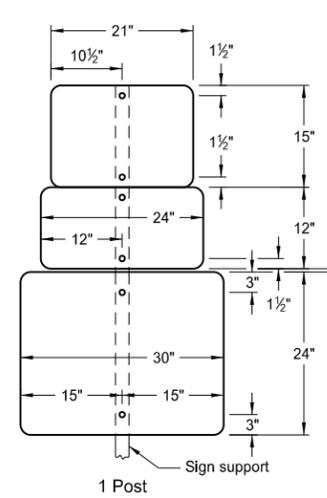
ASSEMBLY 391



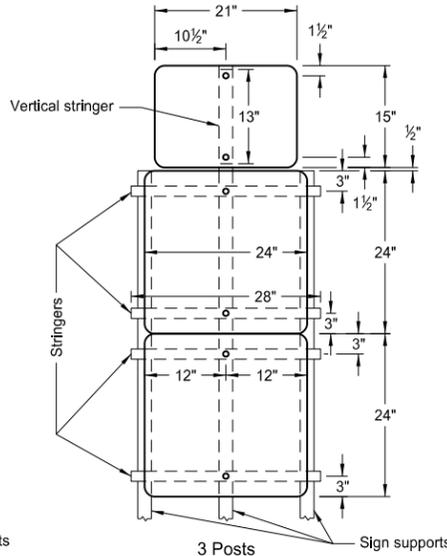
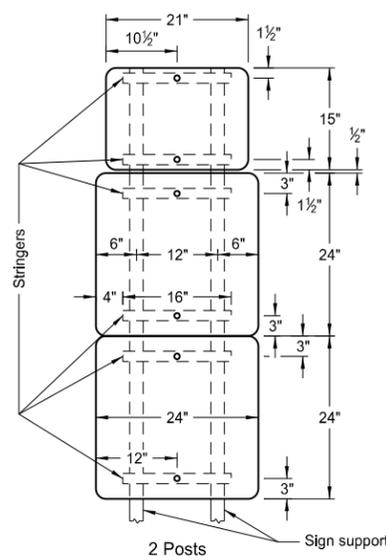
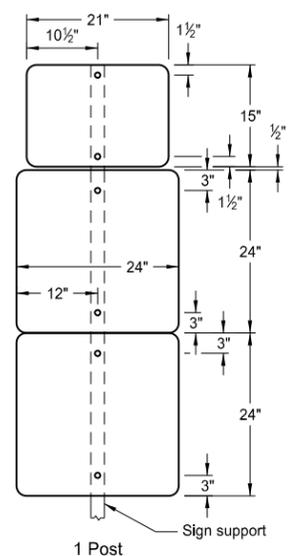
ASSEMBLY 392



ASSEMBLY 393



ASSEMBLY 394



ASSEMBLY 395

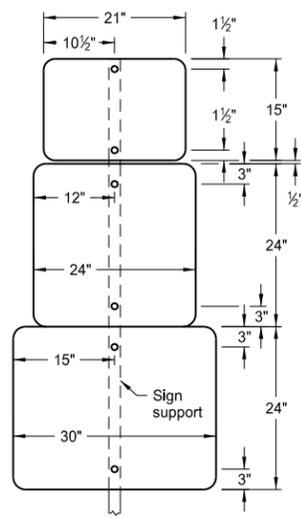
- Notes:
1. The minimum sign backing material thickness shall be 0.100 inch.
 2. Perforated square tube stringer shall be 1 1/2"x1 1/2".
 3. All holes shall be punched round for 3/8" bolt.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
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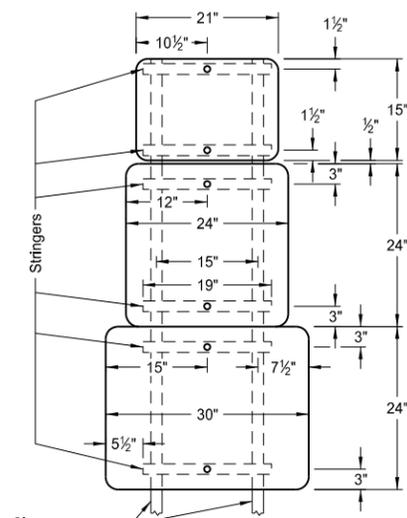
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS - ROUTE MARKER SIGNS

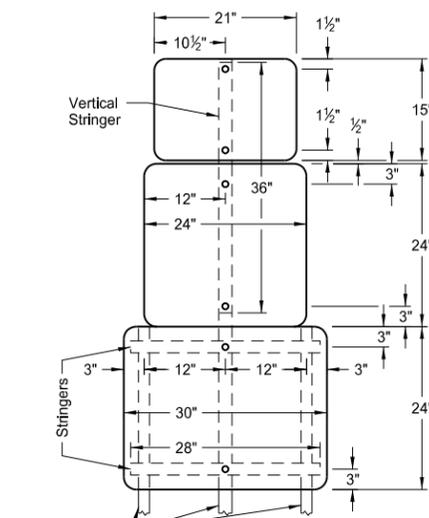
D-754-58



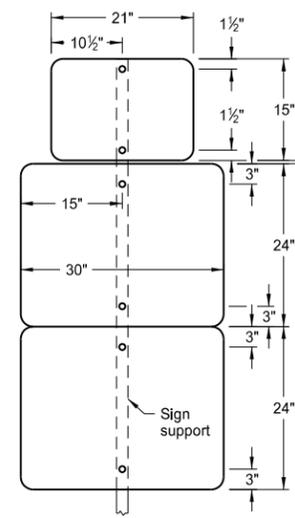
1 Post



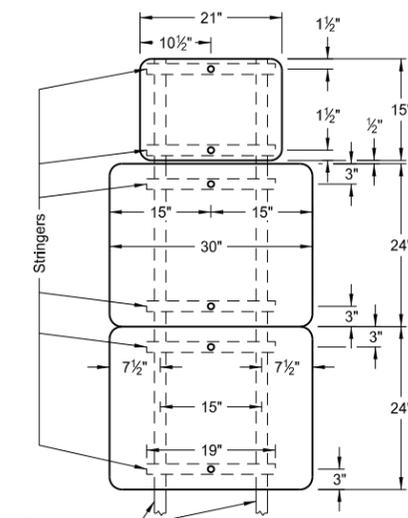
2 Posts
ASSEMBLY 396



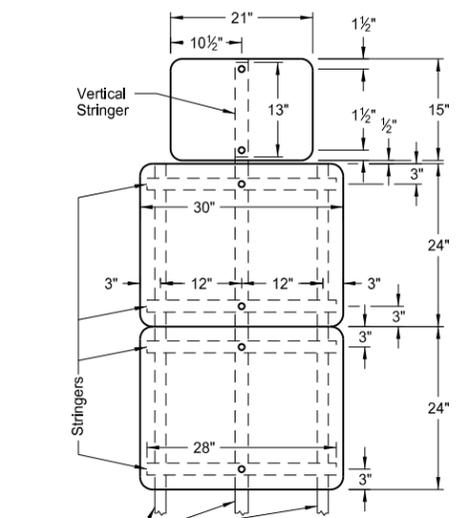
3 Posts



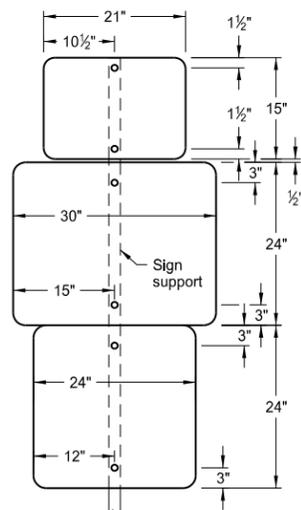
1 Post



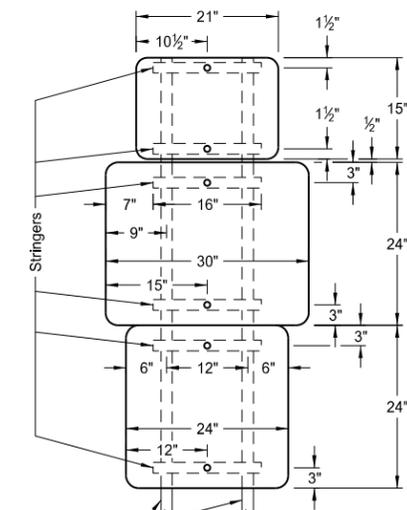
2 Posts
ASSEMBLY 397



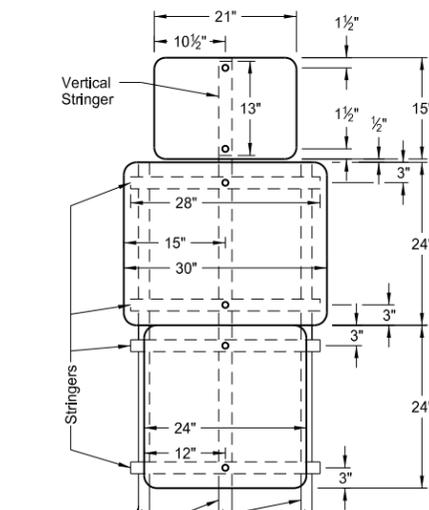
3 Posts



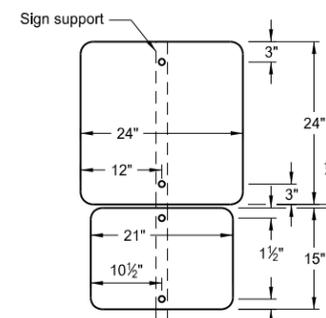
1 Post



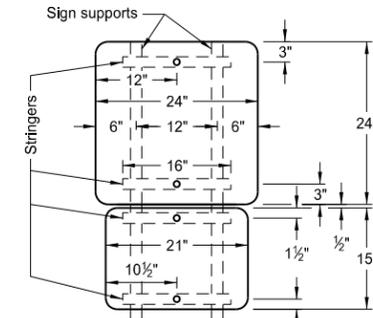
2 Posts
ASSEMBLY 398



3 Posts



1 Post



2 Posts

ASSEMBLY 399

Notes:

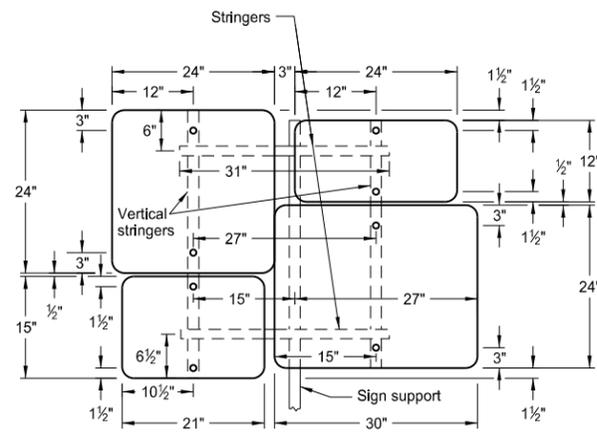
1. The minimum sign backing material thickness shall be 0.100 inch.
2. Perforated square tube stringer shall be 1 1/2"x1 1/2".
3. All holes shall be punched round for 3/8" bolt.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION 8-22-12	
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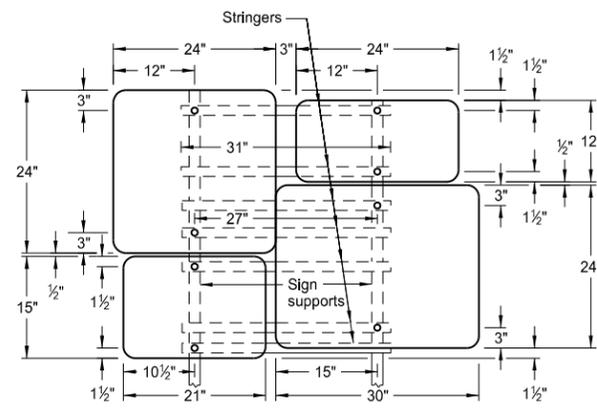
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS - ROUTE MARKER SIGNS

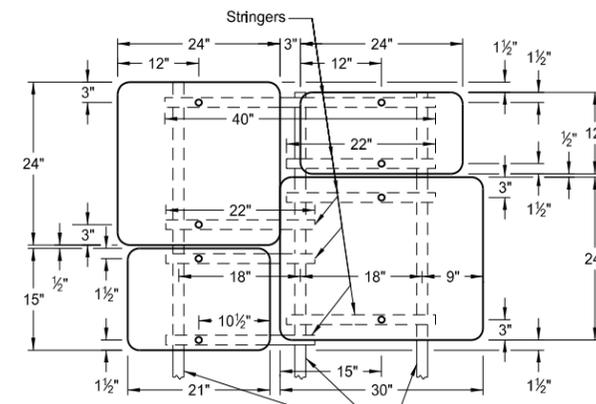
D-754-60



1 Post



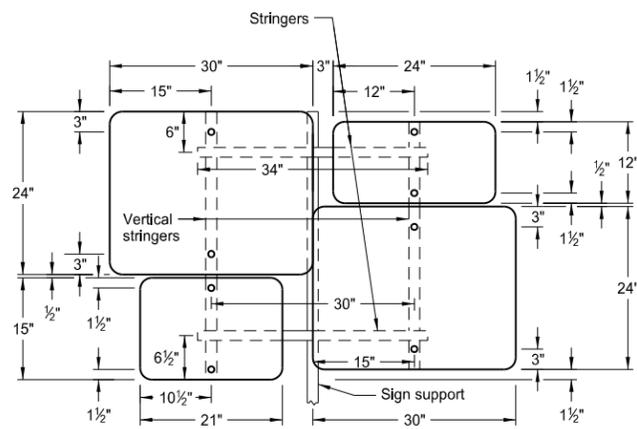
2 Posts



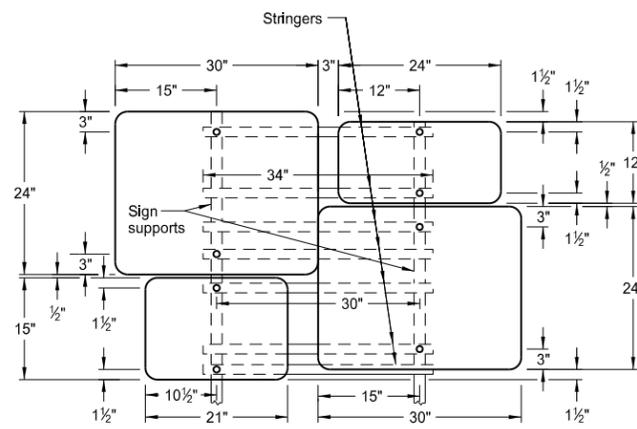
3 Posts

- Notes:
1. The minimum sign backing material thickness shall be 0.100 inch.
 2. Perforated square tube stringer shall be 1½"x1½".
 3. All holes shall be punched round for ⅜" bolt.

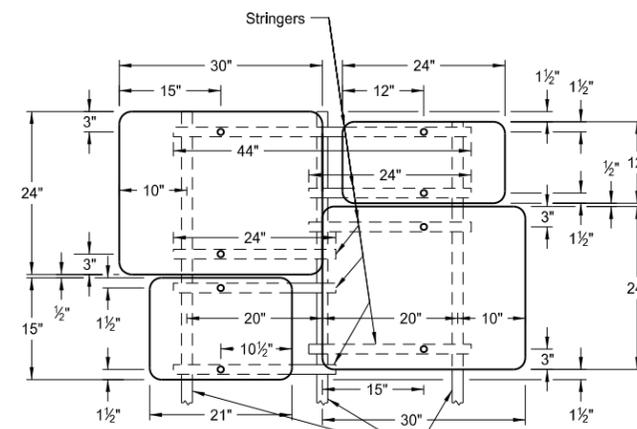
ASSEMBLY NO. 403



1 Post

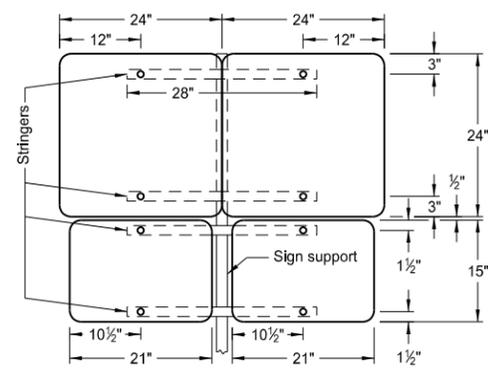


2 Posts

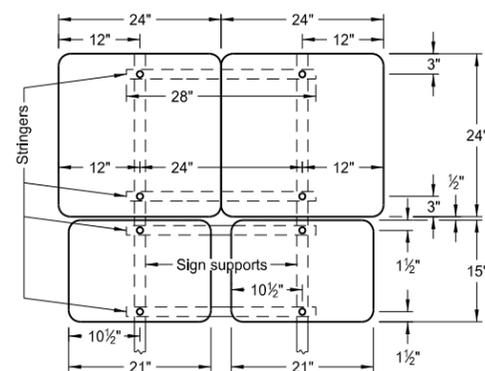


3 Posts

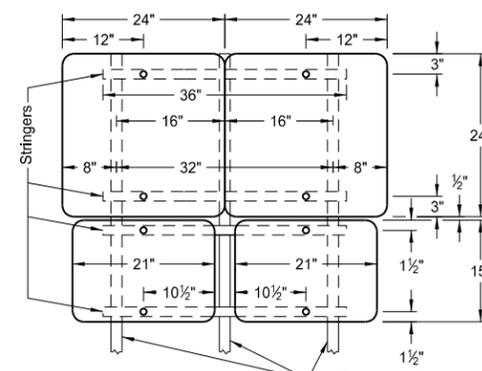
ASSEMBLY NO. 404



1 Post



2 Posts



3 Posts

ASSEMBLY NO. 405

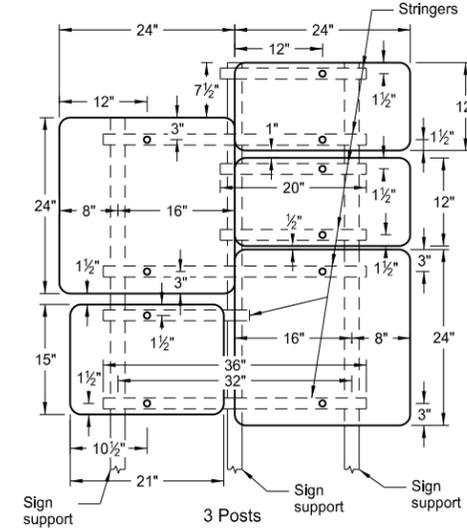
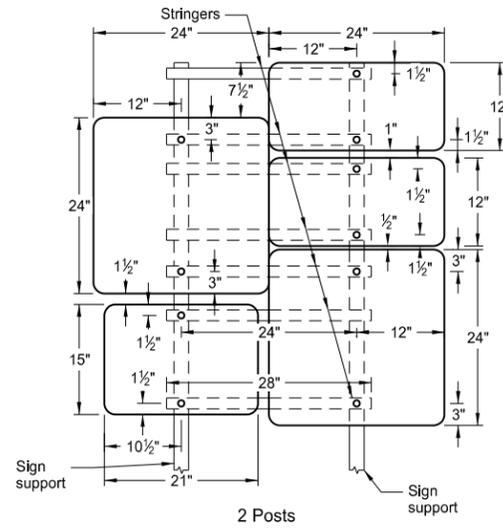
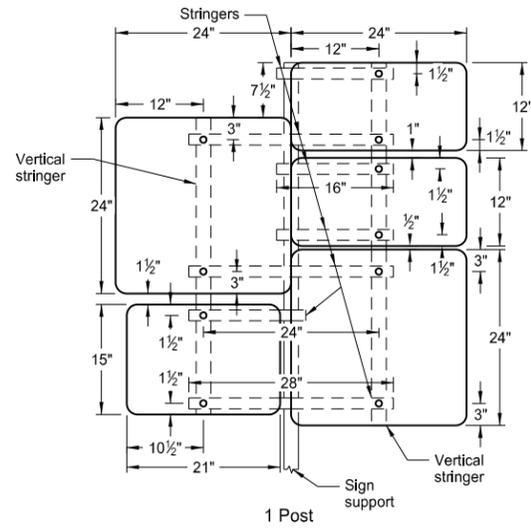
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION 8-22-12	
REVISIONS	
DATE	CHANGE

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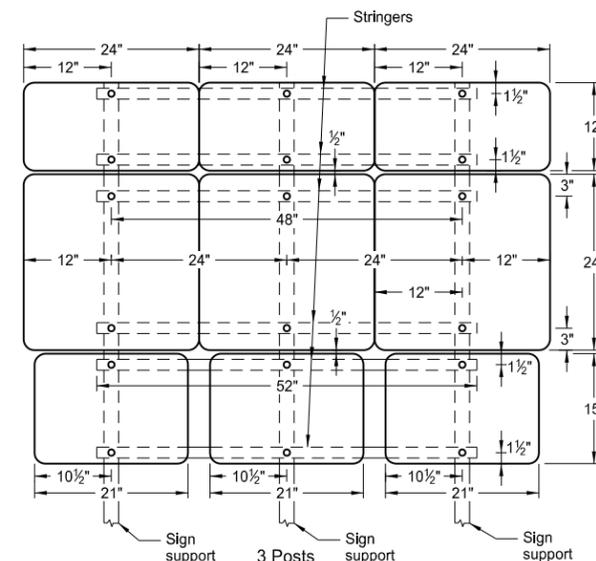
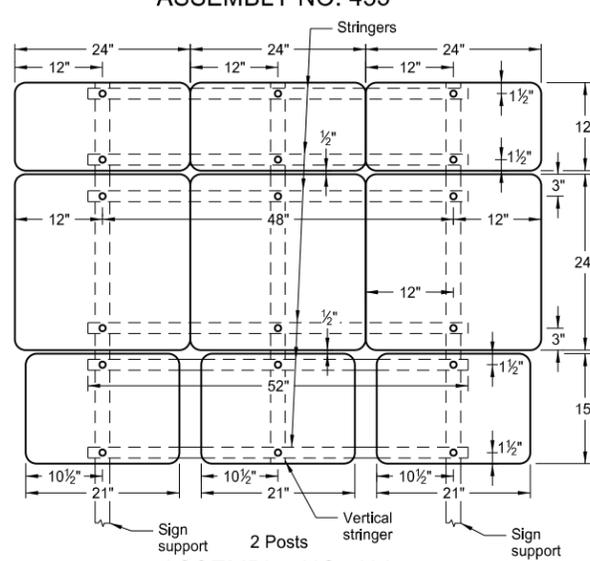
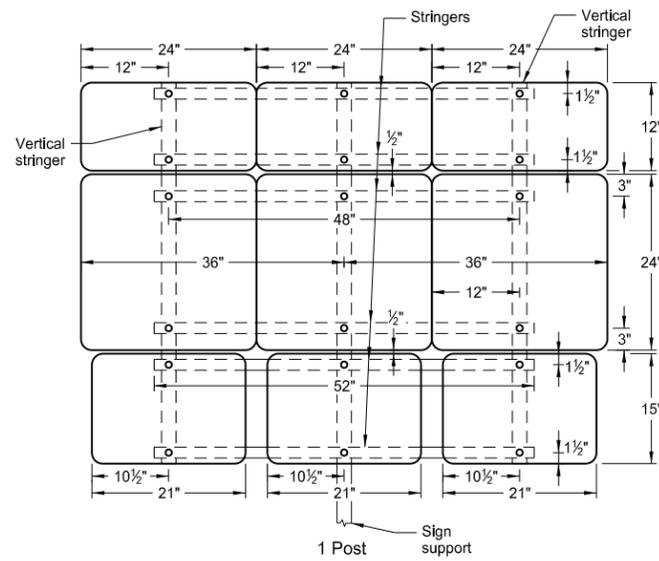
SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS - ROUTE MARKER SIGNS

D-754-74

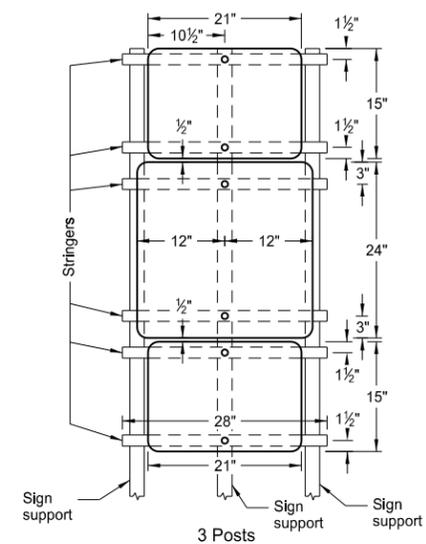
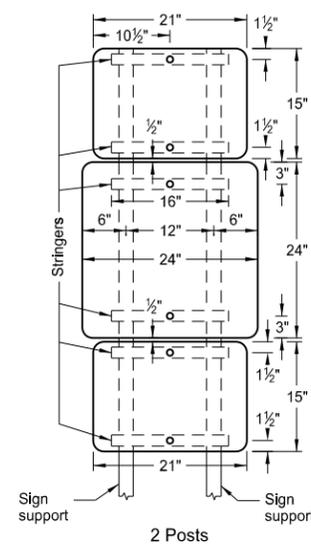
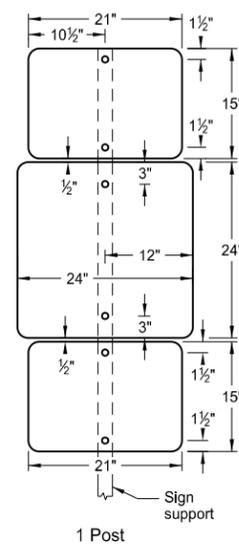
- Notes:
1. The minimum sign backing material thickness shall be 0.100 inch.
 2. Perforated square tube stringer shall be 1½"x1½".
 3. All holes shall be punched round for ⅜" bolt.



ASSEMBLY NO. 435



ASSEMBLY NO. 436



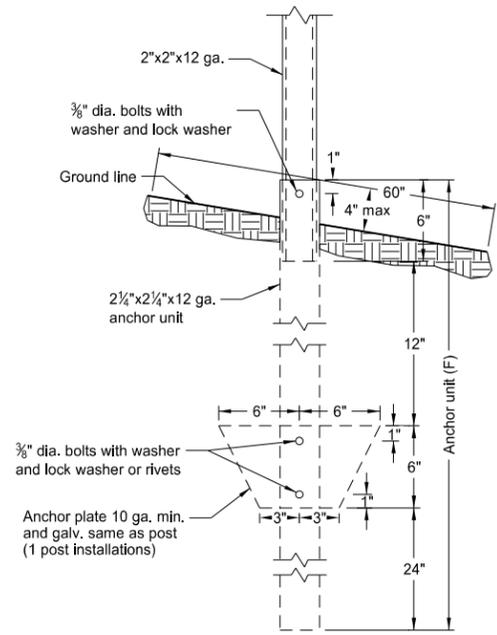
ASSEMBLY NO. 437

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-25-12	
REVISIONS	
DATE	CHANGE

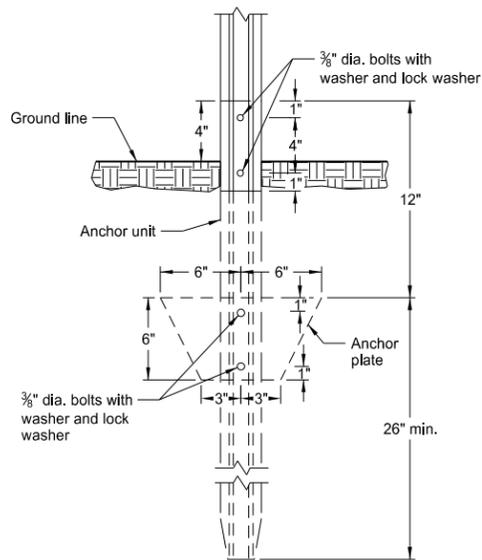
This document was originally issued and sealed by Roger Weigel, Registration Number PE-2930, on 9/25/2012 and the original document is stored at the North Dakota Department of Transportation

OBJECT MARKERS

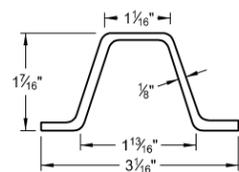
D-754-82



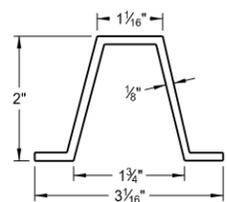
Perforated Tube Anchor Unit Assembly



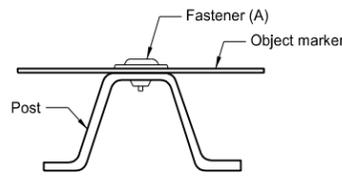
U-Channel Anchor Unit Assembly



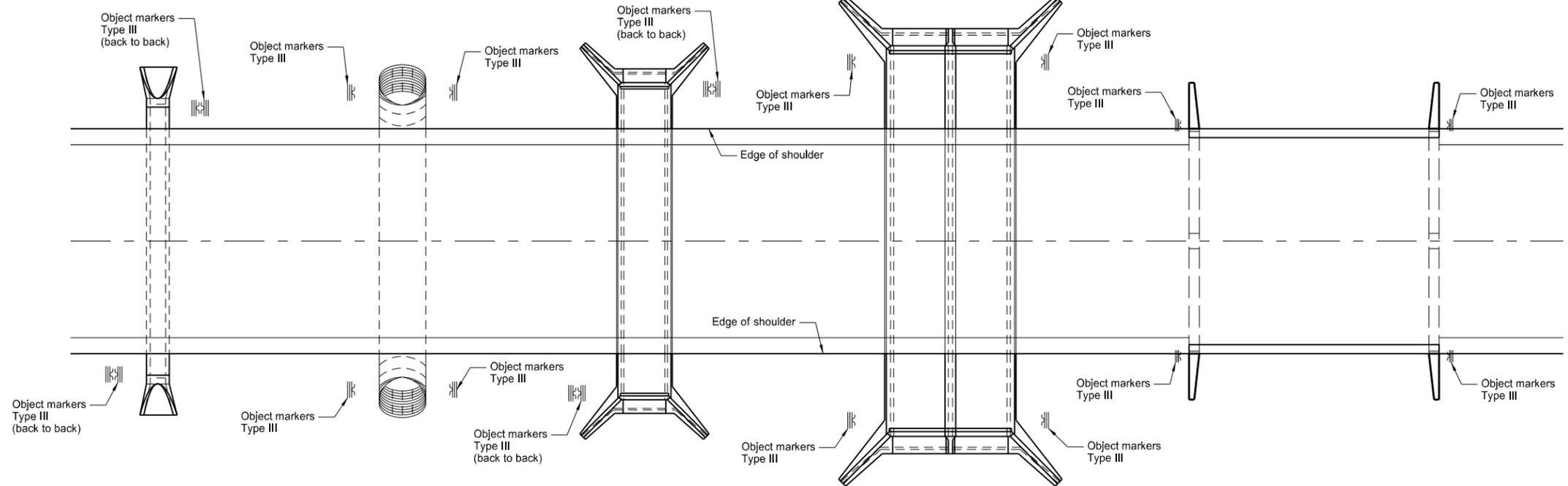
Steel Post Detail (E)
Approx. 2 lb/ft



Aluminum Post Detail (E)
Approx. 0.88 lb/ft



Fastener Detail



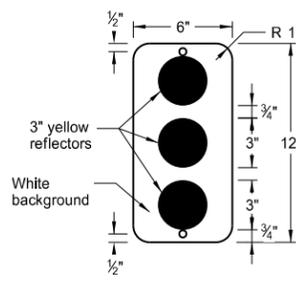
Pipe Culverts
10' max

Pipe Culverts
greater than 10'

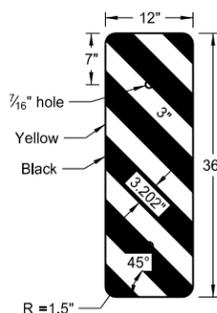
Box Culverts
10' max

Box Culverts
greater than 10'

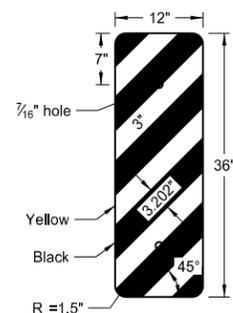
Bridges (B)



Object Marker
OM2-1V (C)
Type II



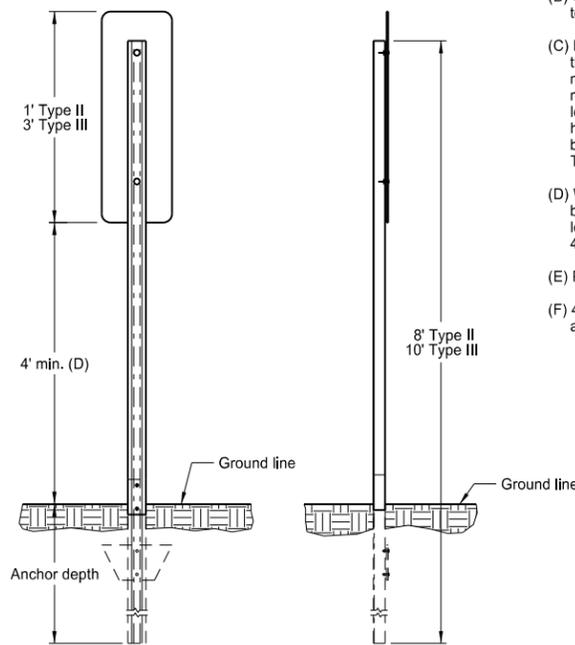
Object Marker Left
OM-3L (C)
Type III



Object Marker Right
OM-3R (C)
Type III

Notes:

- (A) The fastener shall be 3/8" dia. with flat washer having a min. outside dia. of 1 1/16". Fasteners shall be tension pin type or other non-rust vandal resistant fastener.
- (B) Object markers are not required if approach guardrail is installed with reflectors and end terminal with impact head object markers.
- (C) Back to back mountings require two object markers. The 3" yellow reflector shall conform to the requirements of Section 894.06 B.2 of the Standard Specifications. Object markers to be mounted vertically on steel posts in front of the bridge railing on each side of highway to mark the horizontal clearance on all bridges where the distance between wheel guards is less than approach width. All sign backing material shall be .100" sheet aluminum. All signs have reflectorized background unless shown otherwise on the plans. In no case is the color black reflectorized. In place of the white painted background of the Type II object marker, a Type II reflective sheet may be substituted.
- (D) When an object marker is located 8' or less from shoulder or curb, vertical clearance shall be a minimum of 4' from the near edge of the traveled way to the bottom of the sign. If located more than 8' from the shoulder or curb the vertical clearance shall be a minimum of 4' from the ground to the bottom of the sign.
- (E) Posts shall conform to Section 894.05 B of the Standard Specifications.
- (F) 4" vertical clearance of anchor or breakaway base. The 4"x60" measurement shall be made above and below post location and back and ahead of post.

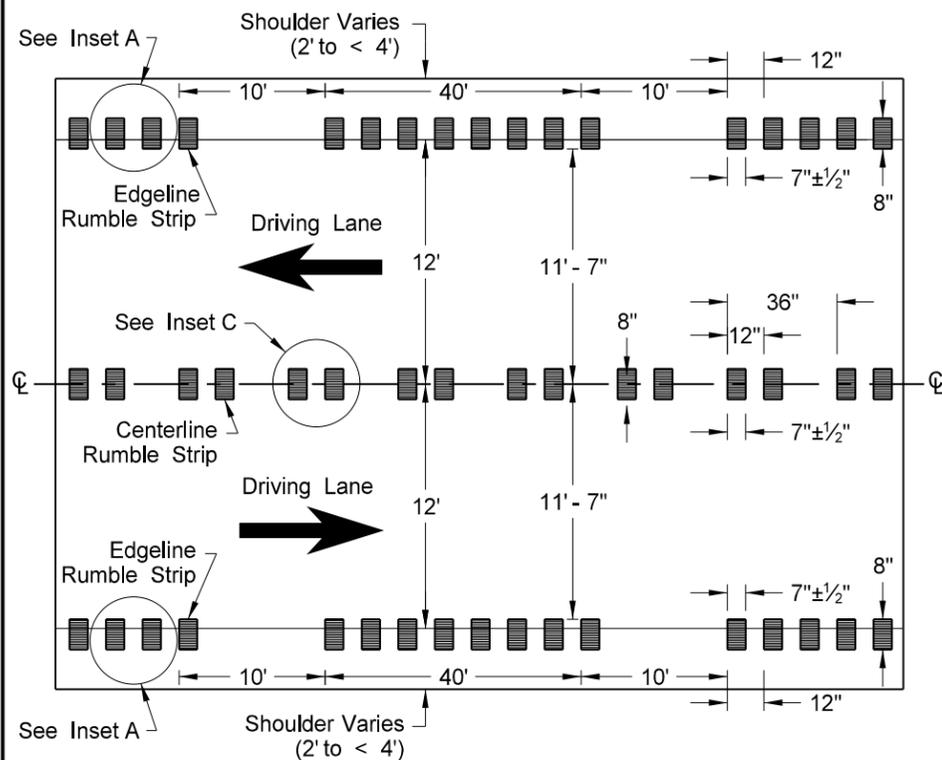


Object Marker
Installation Detail

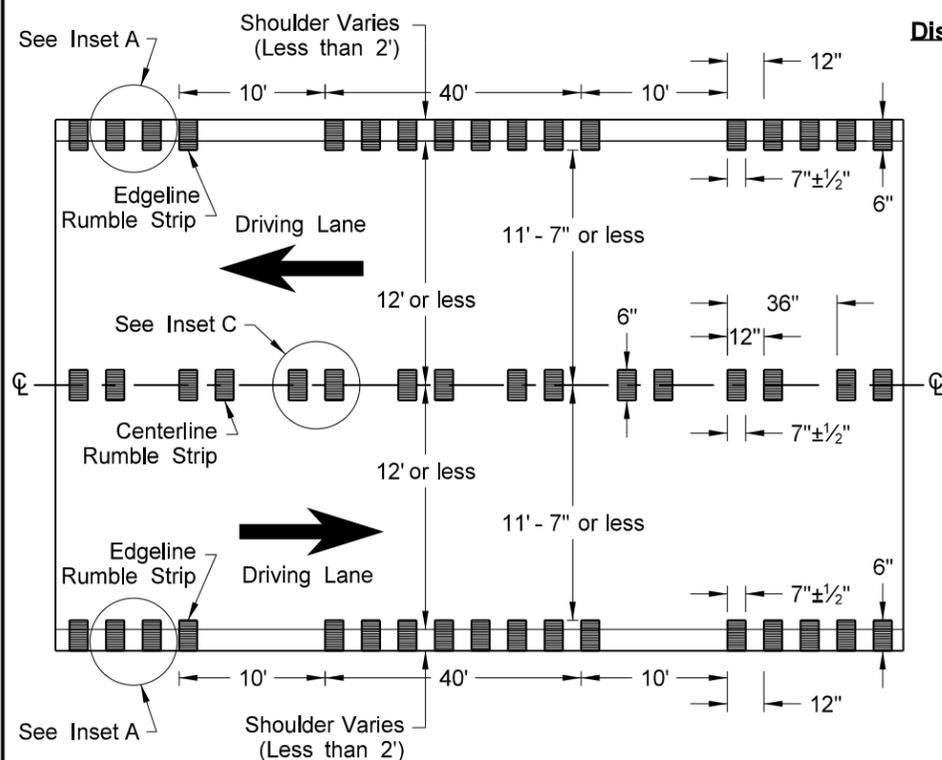
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
DATE	CHANGE

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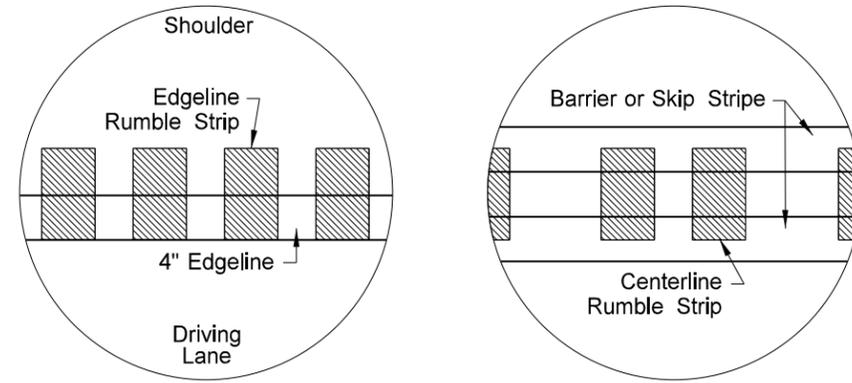
RUMBLE STRIPS
UNDIVIDED HIGHWAYS (SHOULDERS LESS THAN 4')



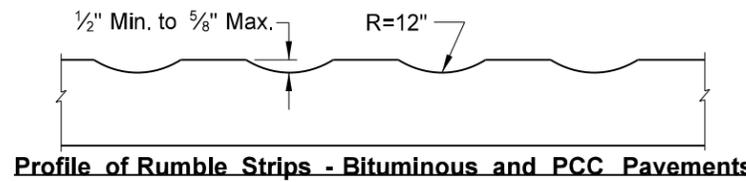
Undivided Highways (12' Driving Lanes & Shoulders 2' to < 4')



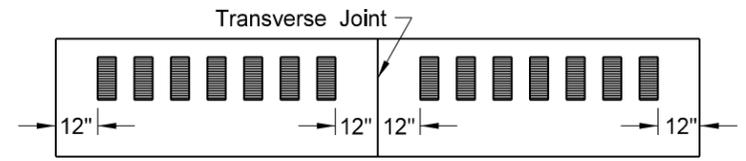
Undivided Highways (12' Driving Lanes or less & Shoulders Less than 2')



Inset A - Edgeline Rumble Strip Inset C - Centerline Rumble Strip



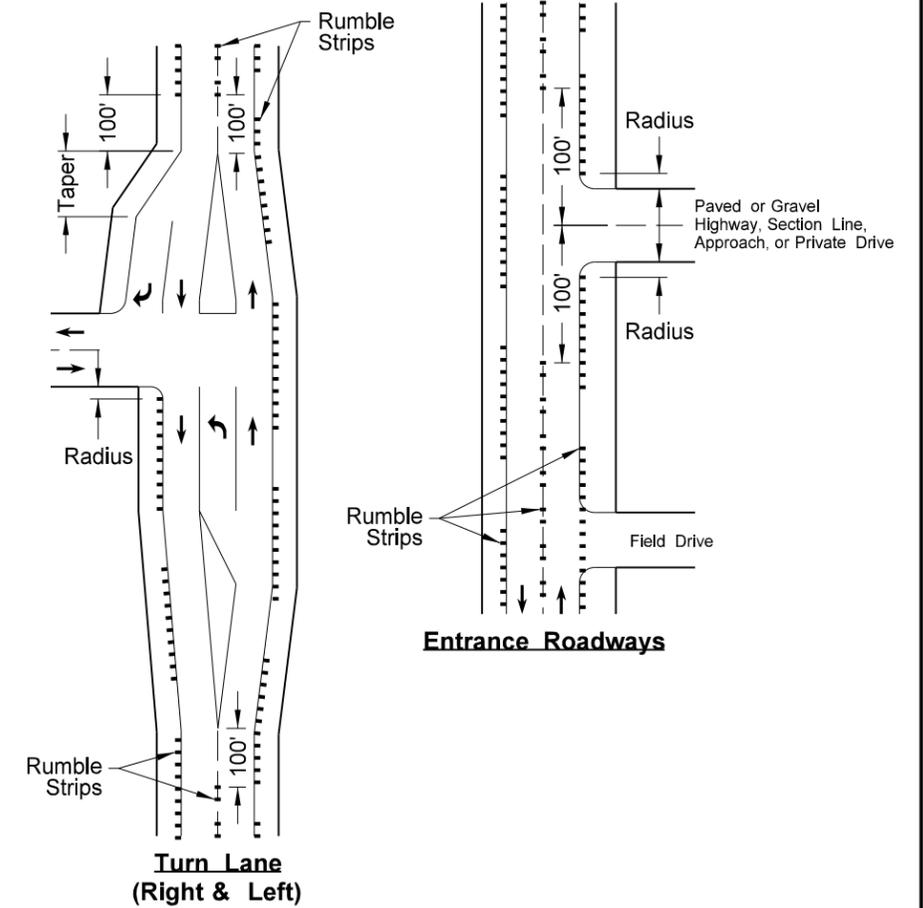
Profile of Rumble Strips - Bituminous and PCC Pavements



Discontinue rumble strip approx. 12" on both sides of PCC transverse joint

NOTES:

- 1) Discontinue edgeline rumble strips through the entire length of right turn lanes, 100' before right turn lane tapers, and at the radius of a paved or gravel highway, section line, approach, or private drive.
- 2) Discontinue centerline rumble strips through the entire length of left turn lanes, 100' before left turn lane tapers and median islands, 100' before and after a paved or gravel highway, section line, approach, or private drive.



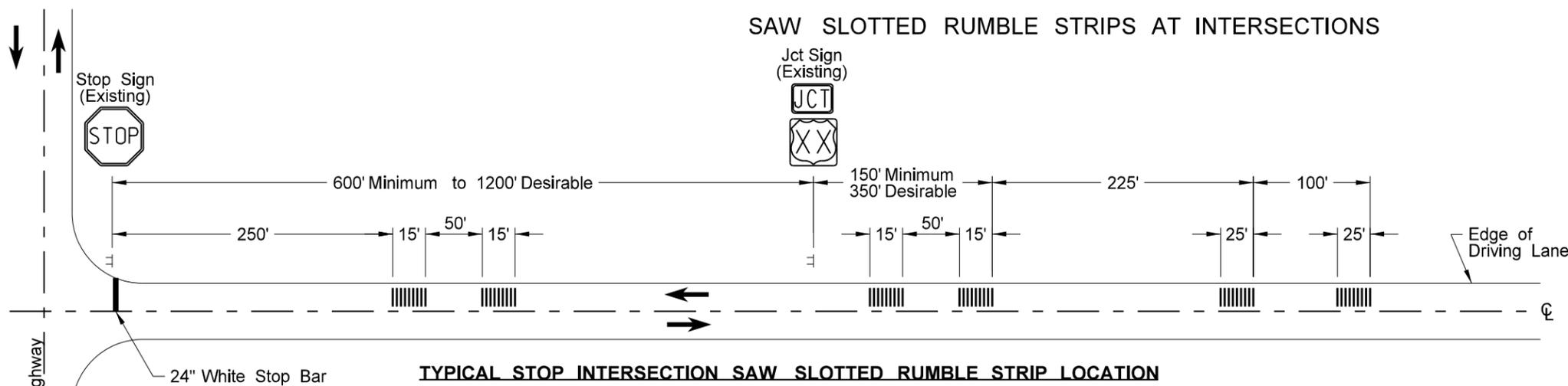
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-29-09	
REVISIONS	
DATE	CHANGE
2-25-10	Note 4 was added.
4-19-10	Revised Note 5, Note 6, and Turn Lane (Right & Left).
9-8-11	Revised Notes and D-760-4.
1-26-12	Revised details for rumble strip widths and dimensions.

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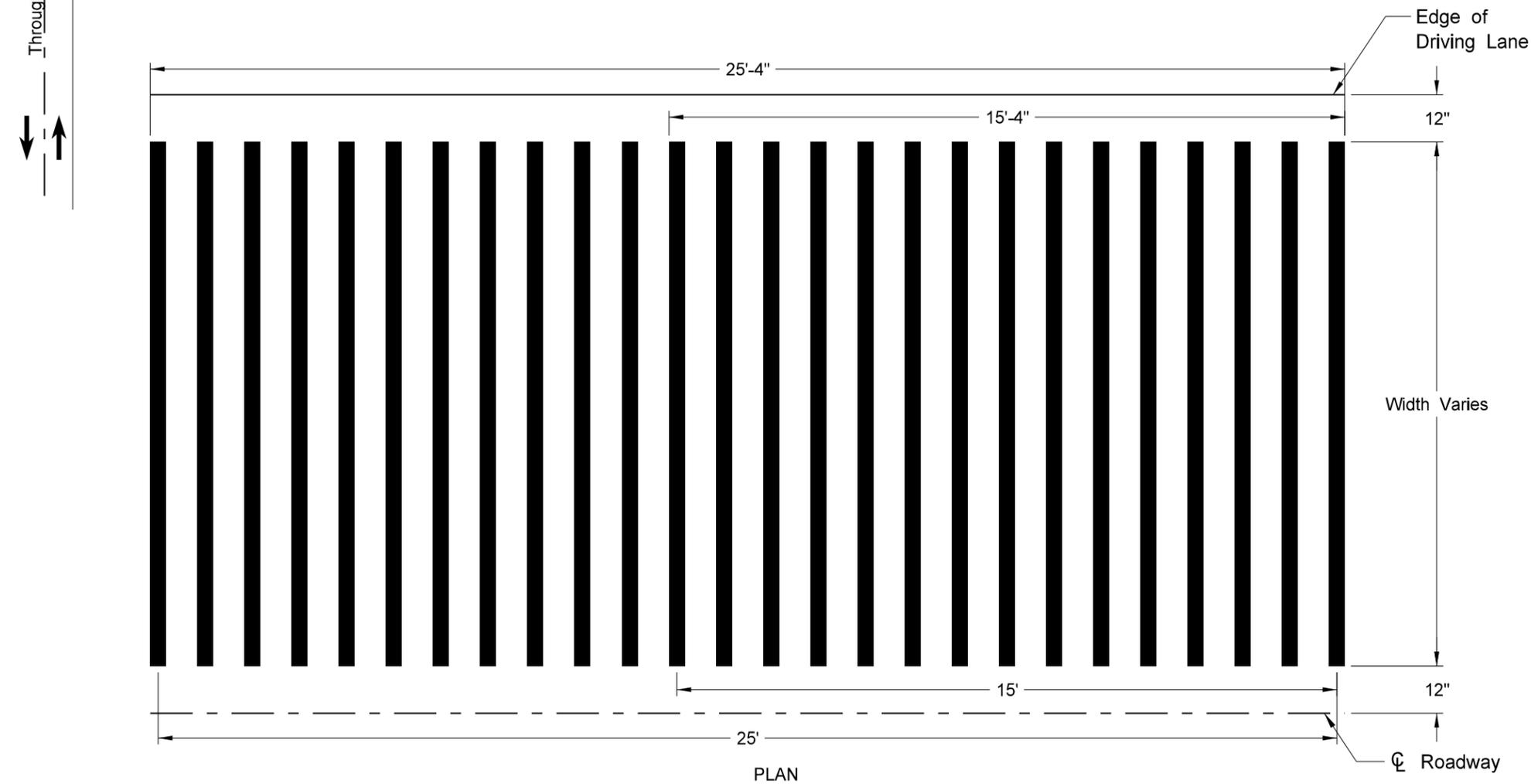
SAW SLOTTED RUMBLE STRIPS AT INTERSECTIONS

Notes:

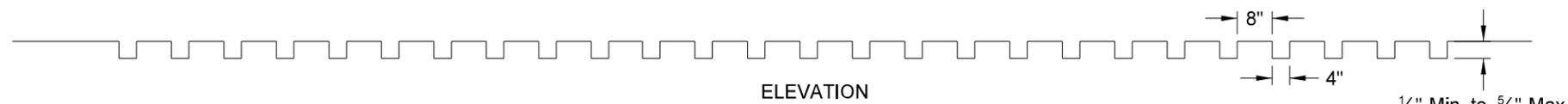
1) Discontinue saw slotted rumble strips near Automated Traffic Recorders (ATR), Weigh In Motion (WIM), and Roadway Weather Information Systems (RWIS). Saw slotted rumble strips shall discontinue 10' before and after any ATR or RWIS system. Saw slotted rumble strips shall be discontinued 300' before and 100' after in the direction of travel for any Weigh In Motion equipment.



TYPICAL STOP INTERSECTION SAW SLOTTED RUMBLE STRIP LOCATION



PLAN



ELEVATION

SAW SLOTTED RUMBLE STRIP DETAIL

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-29-09	
REVISIONS	
DATE	CHANGE
2-22-10	Saw Slotted width revised.
2-25-10	Note 7 was added.
9-8-11	Revised Notes and D-760-5.

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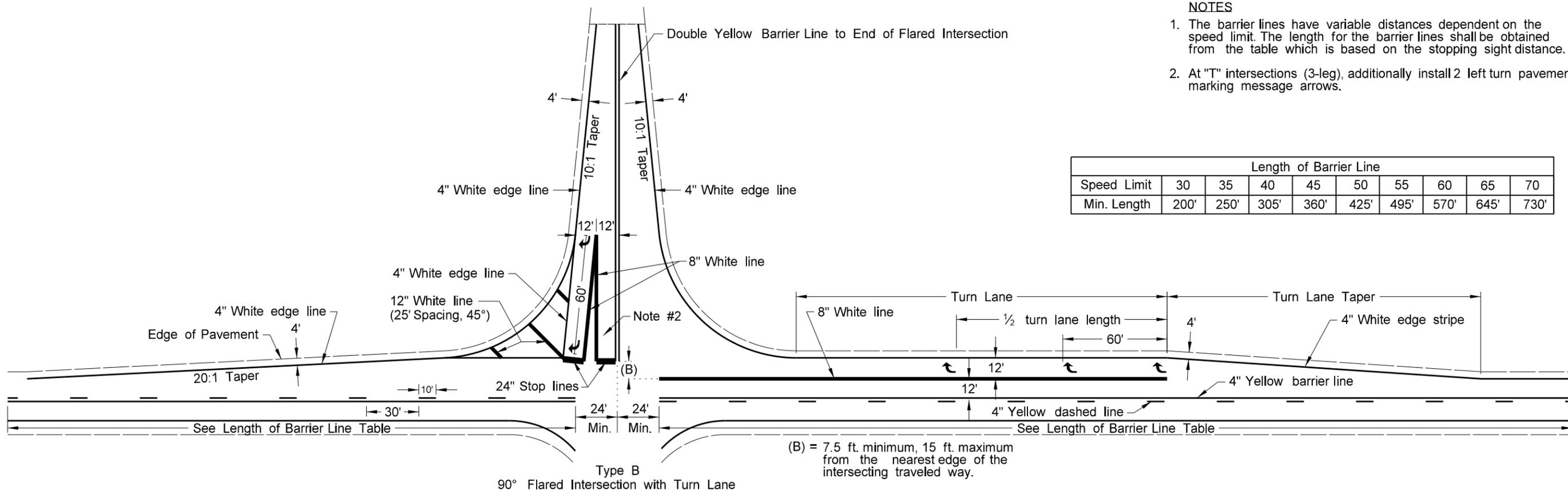
PAVEMENT MARKING FOR STANDARD 90° FLARED INTERSECTION

D-762-3

NOTES

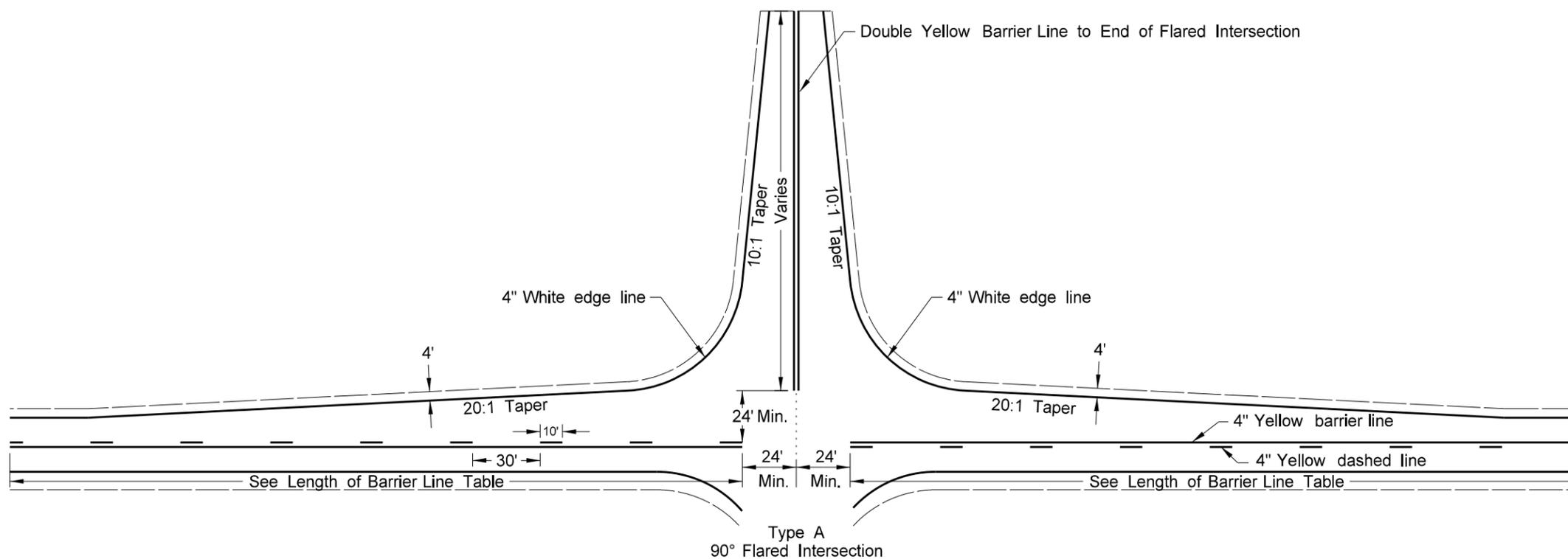
1. The barrier lines have variable distances dependent on the speed limit. The length for the barrier lines shall be obtained from the table which is based on the stopping sight distance.
2. At "T" intersections (3-leg), additionally install 2 left turn pavement marking message arrows.

Length of Barrier Line									
Speed Limit	30	35	40	45	50	55	60	65	70
Min. Length	200'	250'	305'	360'	425'	495'	570'	645'	730'



Legend

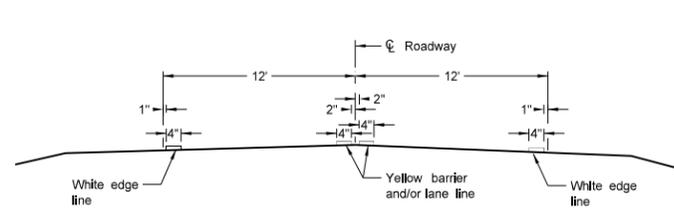
- 4" Line
- 8" Line
- 12" Line
- 24" Line



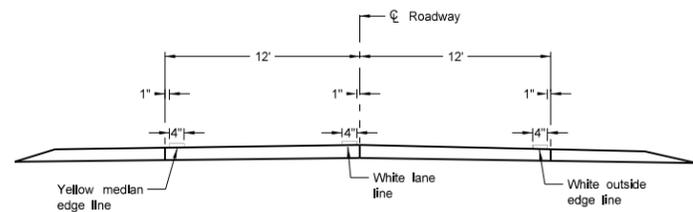
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
6-9-09	
REVISIONS	
DATE	CHANGE
9-24-09	Barrier Stripe Correction
9-21-11	Revised Turn Lane Markings
11-25-13	Revised Type B Layout

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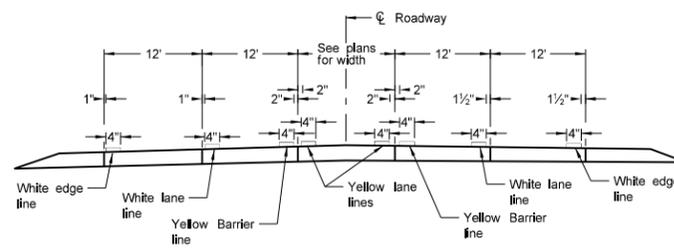
PAVEMENT MARKING



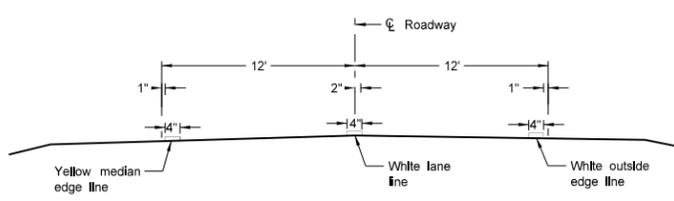
Two Lane Two Way
RURAL ROADWAY



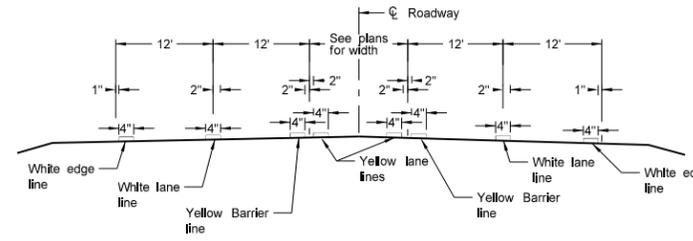
Two Lane Roadway
INTERSTATE HIGHWAY
Concrete Section



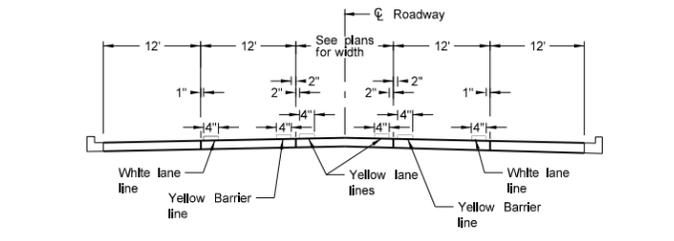
RURAL FIVE LANE ROADWAY
Concrete Section



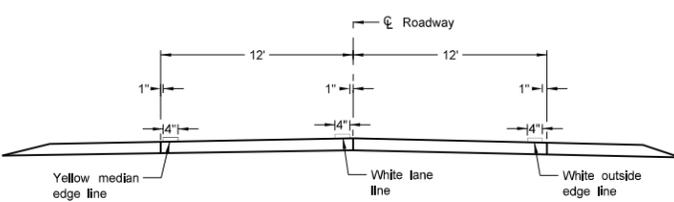
Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Asphalt Section



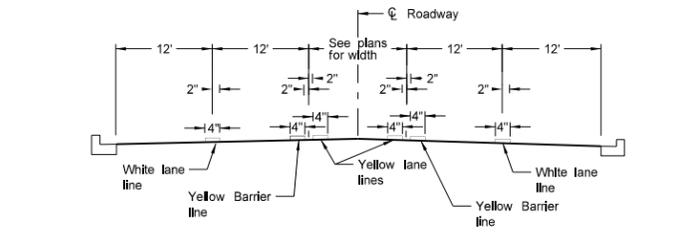
RURAL FIVE LANE ROADWAY
Asphalt Section



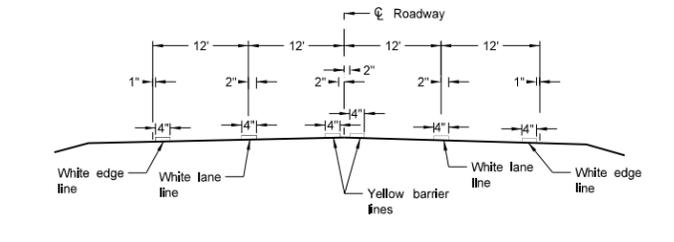
URBAN FIVE LANE SECTION
Concrete Section



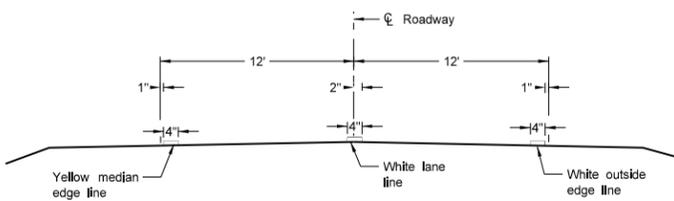
Two Lane Roadway
PRIMARY HIGHWAY
Concrete Section



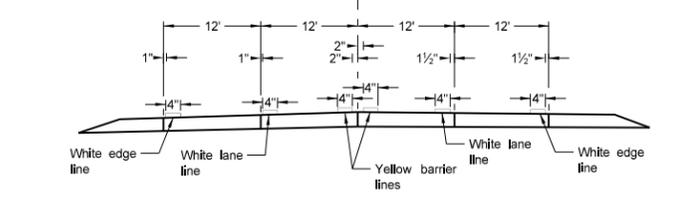
URBAN FIVE LANE SECTION
Asphalt Section



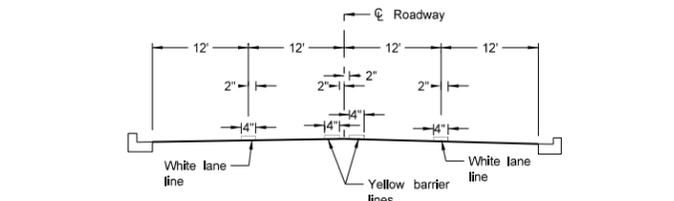
RURAL FOUR LANE ROADWAY
Asphalt Section



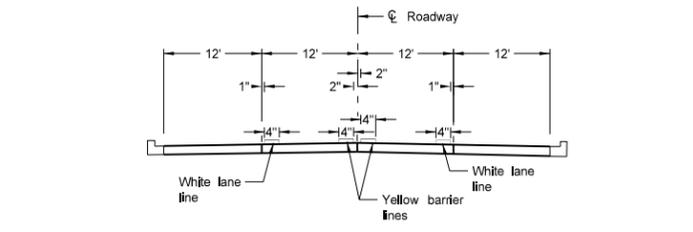
Two Lane Roadway
INTERSTATE HIGHWAY
Asphalt Section



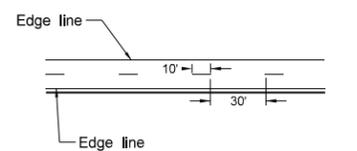
RURAL FOUR LANE ROADWAY
Concrete Section



URBAN FOUR LANE SECTION
Asphalt Section



URBAN FOUR LANE SECTION
Concrete Section



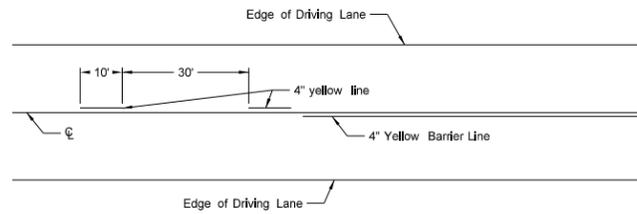
CENTERLINE PAVEMENT MARKING SKIP SPACING DETAIL

NOTES:
1. Edge lines shall be continued through private drives and field drives and broken for intersections.

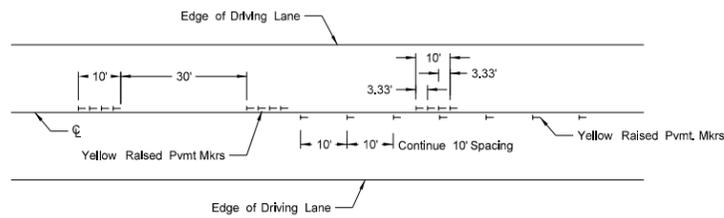
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-1-10	
REVISIONS	
DATE	CHANGE

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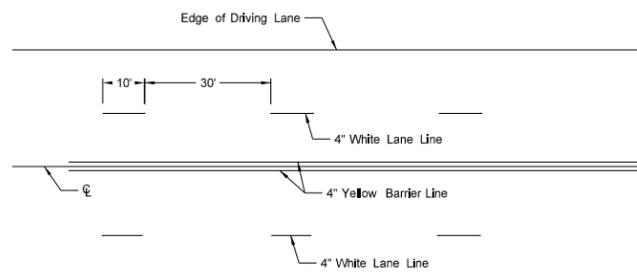
SHORT-TERM PAVEMENT MARKING



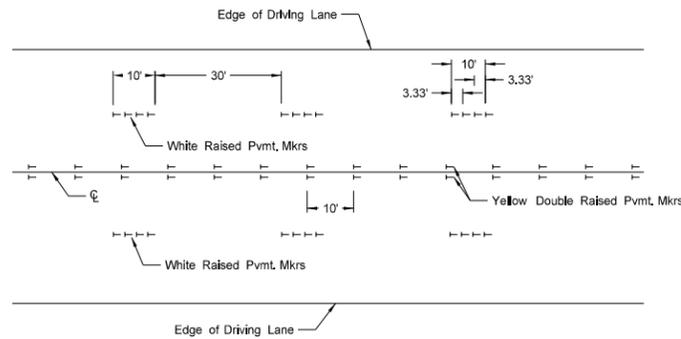
Painted or Tape Lines



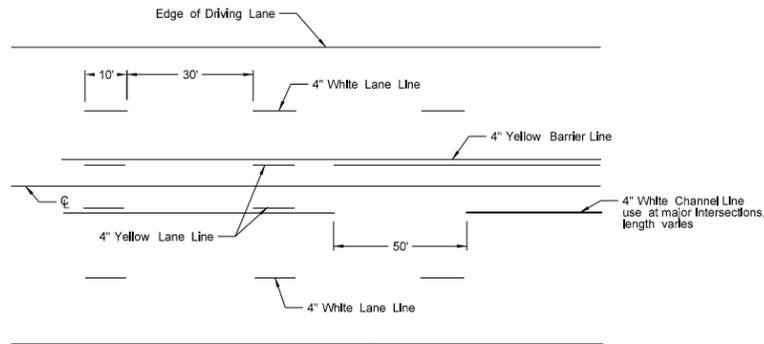
Raised Pavement Markers
TWO-LANE TWO-WAY ROADWAY



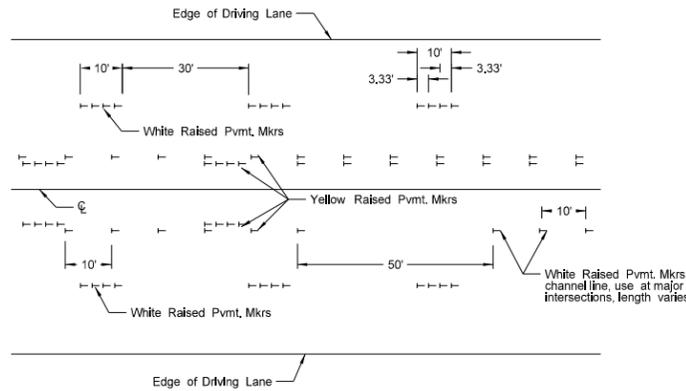
Painted or Tape Lines



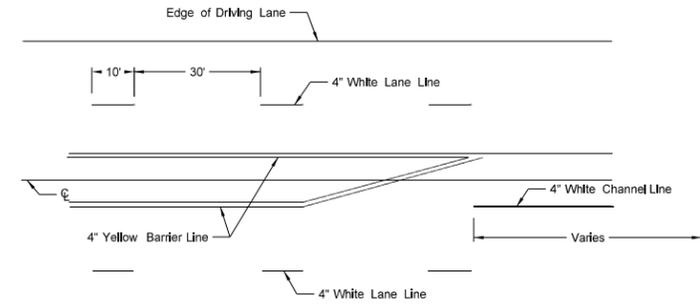
Raised Pavement Markers
FOUR LANE ROADWAY



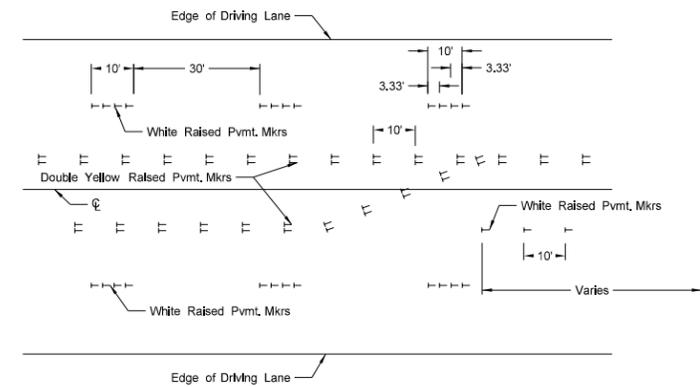
Painted or Tape Lines



Raised Pavement Markers
FIVE LANE ROADWAY TWO WAY LEFT TURN



Painted or Tape Lines



Raised Pavement Markers
FIVE LANE ROADWAY WITH MARKED ISLANDS

NOTES:

- Two-lane two-way roadways shall have no passing zones placed as shown. No passing zone signs may be placed in lieu of short term no passing zone pavement markings. These signs will be allowed to remain in place for three days, at which time the short term no passing zone pavement marking shall be placed.
- Short term center line stripe (paint) on top lift shall be carefully placed with exact spacing so that the permanent stripe will match when applied.
- Raised markers and tape markings shall be removed after permanent pavement marking has been installed. Removed markings shall become the property of the contractor.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-1-10	
REVISIONS	
DATE	CHANGE

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