DESIGN DATA				
Traffic	Average Daily			
Current 2014	Pass: 1171	Trucks: 213	Total: 1384	
Preventative Maintenance				

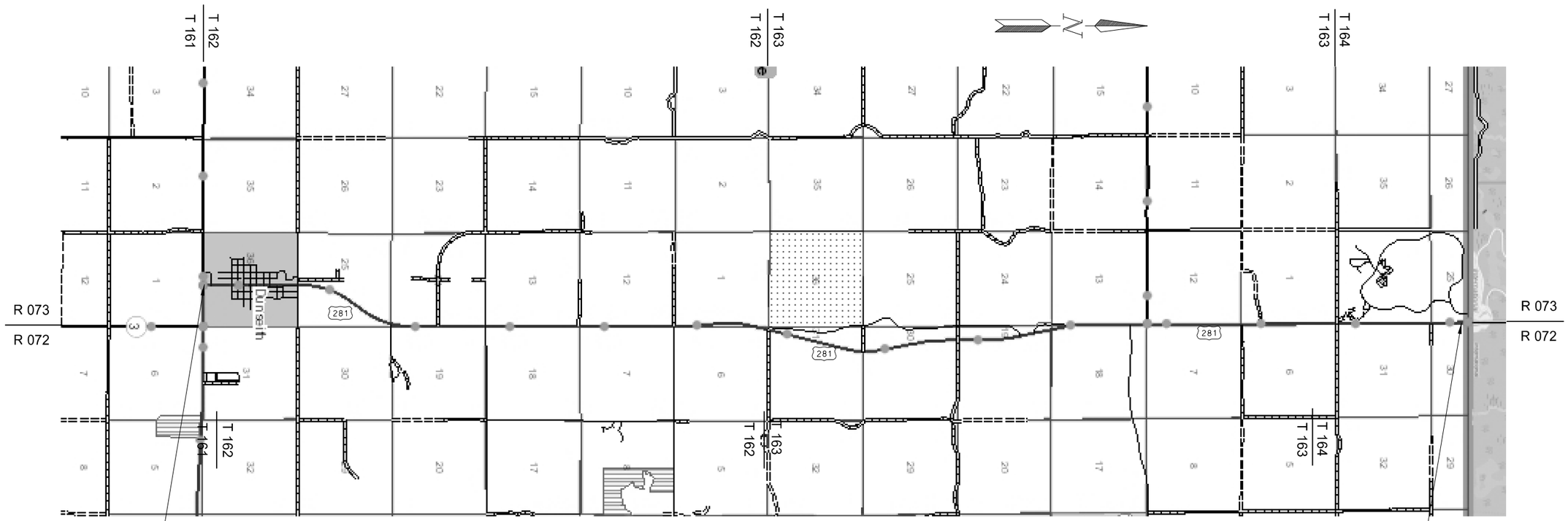
JOB # 20
NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

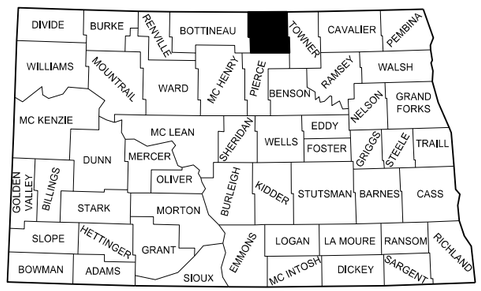
NH-3-281(122)253
Rolette County
Jct ND 5-Dunseith N to State Line
Mill, HMA, ADA Improvements

STATE	PROJECT NO.	PCN	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	21204	1	1

GOVERNING SPECIFICATIONS:
2014 Standard Specifications adopted by the North Dakota Department of Transportation and the Supplemental Specifications effective on the date the project is advertised.

PROJECT NUMBER \ DESCRIPTION	NET MILES	GROSS MILES
NH-3-281(122)253 Mill, HMA, ADA Improvements	13.339	13.339





STATE COUNTY MAP

DESIGNERS

Jason Hunter

APPROVED DATE 2/1/2016

Greg Semenko
DEVILS LAKE DISTRICT
ND DEPARTMENT OF TRANSPORTATION

I hereby certify that the attached plans were prepared by me or under my direct supervision and that I am a duly registered professional engineer under the laws of the state of ND.

APPROVED DATE 2/1/2016

Wyatt Hanson
NDDOT DEVILS LAKE DISTRICT

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20	11	North Frontage Road Detail
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100	2	Construction Signing
120	1-2	Turn Lane Pavement Marking
120	3	Continental Crosswalks
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LIST OF STANDARD DRAWINGS

Standard No.	Description
D-101-01, 02, 03	NDDOTAbbreviations
D-101-10	NDDOT Utility Company and Organization Abbreviations
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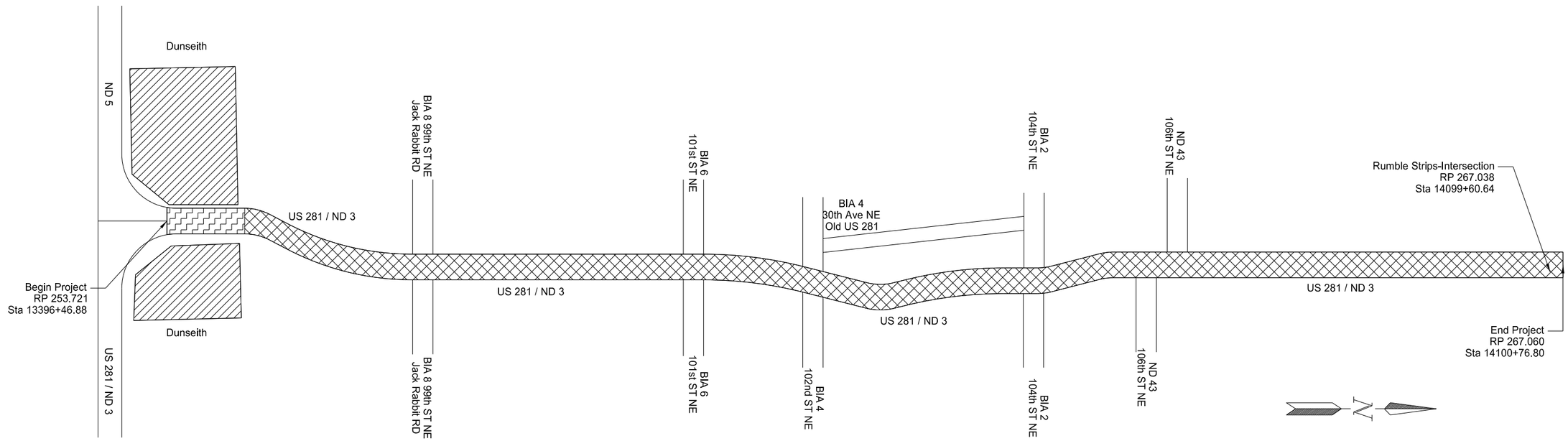
D-704-2	Traffic Control For Coring of Hot Bituminous Pavement
D-704-5	Contractor Sign Detail
D-704-7,8	Breakaway System for Construction Zone Signs
D-704-9,10,11	Construction Sign Details
D-704-12	Shoulder Closure Tapers
D-704-13	Barricade and Channelizing Device Details
D-704-14	Construction Sign Punching and Mounting Details
D-704-15	Road Closure Layouts
D-704-20	Terminal and Seal Coat Sign Layouts
D-704-22	Construction Truck and Temporary Detour Layouts
D-704-25	Lane Closures on Urban Streets Layouts
D-704-26	Miscellaneous Sign Layouts
D-704-27	Traffic Control Plan for Moving Operations
D-704-50	Portable Sign Support Assembly
D-704-56	Mobile Operation (Grinding Shoulder Rumble Strips)
D-748-01	Curb & Gutter and Valley Gutter
D-750-02	Sidewalk
D-750-03	Curb Ramp Details
D-706-01	Bituminous Laboratory
D-760-03	Rumble Strips Undivided Highways (Shoulder 4' or Greater)
D-760-05	Saw Slotted Rumble Strips at Intersections
D-762-01	Pavement Marking Message Details
D-762-03	Pavement Marking for Standard 90 Degree Flared Intersection
D-762-04	Pavement Marking
D-762-06	Short Term Pavement Markings

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	4	1



3/4" Mill & 2" Superpave FAA 45

2" Mill & 2" Superpave FAA 45
ADA Ramp Installation

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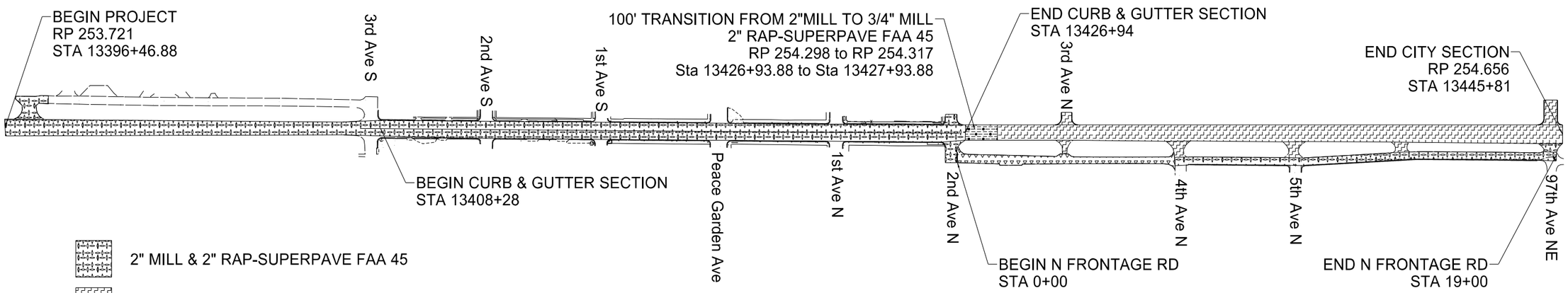
SCOPE OF WORK

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	4	2



2" MILL & 2" RAP-SUPERPAVE FAA 45

3/4" MILL & 2" RAP-SUPERPAVE FAA 45

RESHAPING ROADWAY & 2" RAP-SUPERPAVE FAA 45

100' TRANSITION FROM 2" MILL TO 3/4" MILL
2" RAP-SUPERPAVE FAA 45

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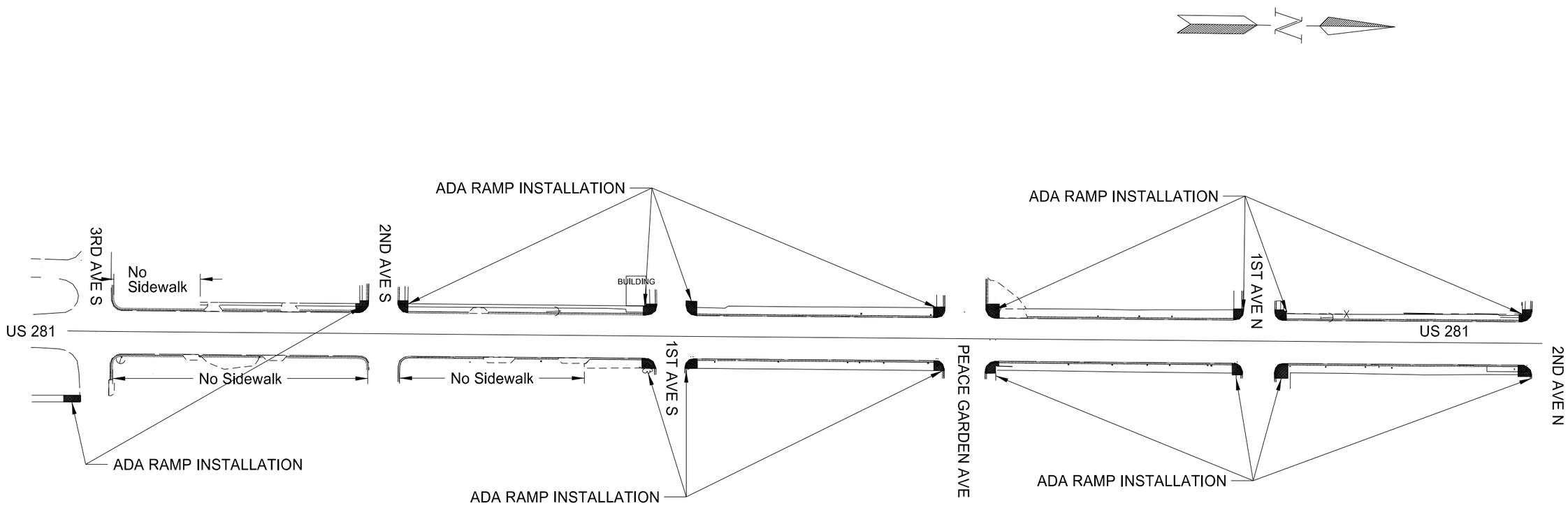
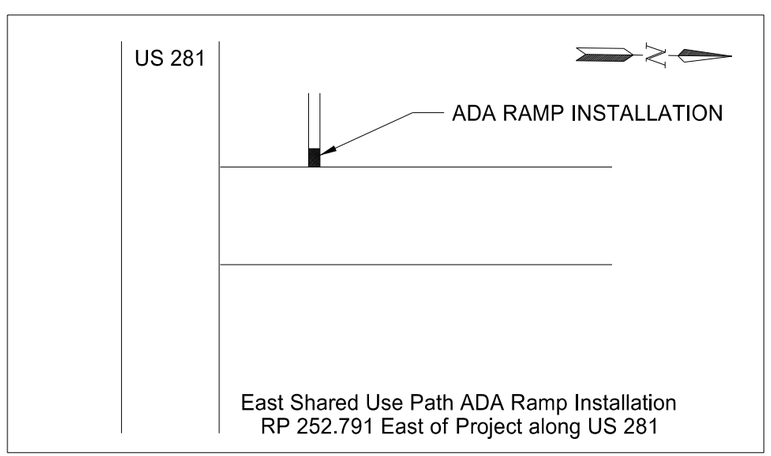
SCOPE OF WORK
DUNSEITH CITY SECTION

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	4	3





East Shared Use Path ADA Ramp Installation
RP 252.791 East of Project along US 281

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SCOPE OF WORK
ADA RAMP INSTALLATION

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	6	1

NOTES

107-P01 HEIGHT RESTRICTION FOR CONSTRUCTION EQUIPMENT: Between RP 267.060 and RP 266.060, equipment is restricted to a height of 15 feet or less due to International Peace Garden Airport restrictions. Equipment height will be measured from the centerline of the roadway and will include the extended box height of end dumps.

107-700 HAUL ROADS: The Engineer will not designate paved roads off the state system as haul roads.

107-710 HAUL ROADS: Before submitting a proposal, contact the appropriate State, County, Township, or City officials to determine if there are any roadways that will be designated as "no haul routes".

107-P01 HAUL ROAD: The entire haul cycle, loaded and empty, will be considered for haul routes.

107-P02 HAUL ROAD: If the contractor obtains written permission from the applicable local entity and chooses to use a paved road off the state system for this project, the contractor shall be responsible for all costs of the inspection, maintenance, restoration, and release of the haul road.

107-P03 HAUL ROAD RESTORATION: Use Class 13 aggregate for haul road restoration.

430-P01 CONTRACTOR CORING: Before placing bituminous material into core holes, apply a tack coat on all sides of the core holes as Specified in Section 401.

430-P02 PAVING SEEMS: Install a hot seam at all locations when the joint is closer than 11.5' from the centerline of the roadway. Hot seams can be located at any offset distance. A hot seam will be defined as a seam created when two pavers are paving at the same time, with no more than 300' between the pavers and rolled in a way to join and hide the seam so it is not visible to the traveling public.

704-P01 TRAFFIC CONTROL FOR BITUMINOUS PAVEMENT: Provide traffic control consisting of a temporary lane closure, flagging, and a pilot car.
Traffic control device quantities are based on a 6 mile limitation and the list below. Provide additional devices at no additional cost to the Department.

1. Standard D-704-12;
2. Standard D-704-15, layout A;
3. Standard D-704-20, layout G; Signing will be required at junctions: BIA 8(99th ST NE), BIA 6(101st ST NE), BIA 4(102nd ST NE), BIA 2(104th ST NE), ND 43(106th ST NE).
4. Standard D-704-22, layouts K and L; and
5. Standard D-704-26, layouts CC, EE, and GG.

When installing layout G from Standard D-704-20, move sign W-3-5-48 and the sign assembly containing signs R2-1-48 and R2-1a-24 with the work area as it progresses through the construction zone. Place the R2-1-48 assembly a minimum of 500 feet in advance of flagging signs.
Place flaggers and traffic control devices as shown on Standard 704-15, layout A at the following intersections when the lane closure spans across them:

1. Jct US 281 & BIA 8(99th ST NE)
2. Jct US 281 & BIA 6(101st ST NE)
3. Jct US 281 & BIA 4(102nd ST NE)
4. Jct US 281 & BIA 2(104th ST NE)
5. Jct US 281 & ND 43(106th ST NE)

706-P01 LABORATORY: Provide laboratories wired for DSL Broadband internet with Wi-Fi and have the capability to allow for hard wiring the computer.

Include the cost of the installation and monthly fee in the contract unit price of the laboratory.

885-001 CAST IRON DETECTABLE WARNING PANELS: If cast iron detectable warning panels are used, provide cast iron panels with a minimum thickness of 0.2 inches.

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ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	8	1

SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	CURB & GUTTER	FRONTAGE RD	TOTAL
103	0100	CONTRACT BOND	L SUM	1			1
202	0112	REMOVAL OF CONCRETE	SY		311		311
202	0130	REMOVAL OF CURB & GUTTER	LF		363		363
202	0132	REMOVAL OF BITUMINOUS SURFACING	SY		11		11
302	0120	AGGREGATE BASE COURSE CL 5	TON	154			154
401	0050	TACK COAT	GAL	18,984	1,354	162	20,500
411	0105	MILLING PAVEMENT SURFACE	SY	300,502	13,542	3,243	317,287
430	0145	RAP - SUPERPAVE FAA 45	TON	39,549	1,287	1,884	42,720
430	1000	CORED SAMPLE	EA	154			154
430	5828	PG 58-28 ASPHALT CEMENT	TON	1,996	64	94	2,154
702	0100	MOBILIZATION	L SUM	1			1
704	0100	FLAGGING	MHR	300	50	50	400
704	1000	TRAFFIC CONTROL SIGNS	UNIT	2,256	490		2,746
704	1052	TYPE III BARRICADE	EA	34			34
704	1067	TUBULAR MARKERS	EA	250	100	50	400
704	1185	PILOT CAR	HR	150	50		200
706	0550	BITUMINOUS LABORATORY	EA	1			1
706	0600	CONTRACTOR'S LABORATORY	EA	1			1
722	6140	ADJUST GATE VALVE BOX	EA		11	2	13
722	6200	ADJUST MANHOLE	EA			3	3
748	0100	CURB & GUTTER	LF		363		363
750	0115	SIDEWALK CONCRETE 4IN	SY		311		311
750	2115	DETECTABLE WARNING PANELS	SF		244		244
760	0005	RUMBLE STRIPS - ASPHALT SHOULDER	MILE	24.8			24.8
760	0007	RUMBLE STRIPS - ASPHALT CENTERLINE	MILE	12.4			12.4
760	0009	RUMBLE STRIPS - INTERSECTION	EA	1			1
762	0103	PVMT MK PAINTED-MESSAGE	SF	128			128
762	0430	SHORT TERM 4IN LINE-TYPE NR	LF	130,416	9,868		140,284
762	1104	PVMT MK PAINTED 4IN LINE	LF	196,010	14,992		211,002
762	1108	PVMT MK PAINTED 8IN LINE	LF	1,428			1,428
762	1124	PVMT MK PAINTED 24IN LINE	LF		1,223		1,223

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	10	1

NH-3-281(122)253					
Mainline			Sta 13396+47 to Sta 13408+28		Total
			Sta 13427+94 to Sta 14100+77		
Materials	Basis	UNIT	Width (ft)	Quantity/Mile	
RECYCLED ASPHALT PAVEMENT SUPERPAVE FAA 45	2 Ton/CY	Ton	38.00	2,821	37,632 Tons
PG 58-28 ASPHALT CEMENT	5.0 % of HBP	Ton	---	141	1,882 Tons
TACK COAT	0.05 Gal/SY	Gal	38.00	1,084	14,454 Gal

Tack quantities have been figured for 1 lifts

NH-3-281(122)253					
Mainline-Dunseith City Section			Sta 13408+28 to Sta 13427+94		Total
Materials	Basis	UNIT	Width (ft)	Quantity/Mile	
RECYCLED ASPHALT PAVEMENT SUPERPAVE FAA 45	2 Ton/CY	Ton	54.60	3,457	1,287 Tons
PG 58-28 ASPHALT CEMENT	5.0 % of HBP	Ton	---	173	64 Tons
TACK COAT	0.05 Gal/SY	Gal	54.60	1,602	596 Gal

Tack quantities have been figured for 1 lifts

NH-3-281(122)253					
North Frontage Road			Sta 0+00 to Sta 6+84		TOTAL
North Frontage Road			Sta 6+84 to Sta 19+00		
Materials	Basis	UNIT	Width (ft)	Quantity/Mile	
RECYCLED ASPHALT PAVEMENT SUPERPAVE FAA 45	2 Ton/CY	Ton	23.70	5,236	1,884 Tons
PG 58-28 ASPHALT CEMENT	5.0 % of HBP	Ton	---	262	94 Tons
TACK COAT	0.05 Gal/SY	Gal	23.70	3,293	758 Gal

RUMBLE STRIPS				
NH-3-281(122)253				
Item	Begin Station	End Station	Road Miles	Total Miles
RUMBLE STRIPS - ASPHALT SHOULDER	13446+21	14100+77	12.40 Miles	24.8 Miles
RUMBLE STRIPS - ASPHALT CENTERLINE	13446+21	14100+77	12.40 Miles	12.40 Miles
RUMBLE STRIPS-INTERSECTION	14100+77	14100+77		

MILLING PAVEMENT SURFACE-2"				
Location	Length (ft)	Width (ft)	Qty	
Sta 13396+47 to Sta 13426+94	3,047	40	13,542	SY
North Frontage RD Sta 6+84 to 19+00	1,216	24	3,243	SY
		Total	16,785	SY

MILLING PAVEMENT SURFACE-3/4"				
Location	Length (ft)	Width (ft)	Qty	
Sta 13426+94 to Sta 14100+77	67,283	40	299,036	SY
		Total	299,036	SY

MILLING PAVEMENT SURFACE-2" Taper to 3/4"				
Location	Length (ft)	Width (ft)	Qty	
Begin Milled Taper Sta 13426+94	100	40	444	SY
Jct ND 43 W	100	25	278	SY
Jct ND 43 E	100	27	300	SY

NH-3-281(122)253								
99TH ST NE BIA 8 (JACK RABBIT ROAD)								
						TACK COAT	RAP-Superpave FAA 45	PG 58-28 Asphalt Cement
RP	Sta	Lane	Length (ft)	Width (ft)	Area (sf)	Gal	Ton	Ton
256.501	13543+25	Lt	21	2022	42,462	236	524	31
256.501	13543+25	Rt	24	2157	51,768	288	639	38
				Totals		524	1,163	69

HBP Cored Samples							
	A	B	C	D			
Specification Section	Lanes	Lifts	Distance (Feet)	Sublots (A × B × C)÷2000	Quantity (D × 2)	Quantity (1 per mile)	Unit
430.04 I.2.b(1), "General" Mainline Paving	2	1	70,430	70	140	N/A	EA
430.04 I.2.b(2), "Pavement Thickness Determination Cores"					N/A	14	EA
				Total	140	14	EA

Short Term Pavement Marking	
Mainline	Total
SHORT TERM 4IN LINE-TYPE NR YELLOW, 10' LINE, 30' SKIP	35,214 LF*
SHORT TERM 4IN LINE-TYPE NR BARRIER- YELLOW-NPZ	105,070 LF*

*figured for 2 applications

Permanent Pavement Martking	
Mainline	Total
PVMT MK PAINTED 4IN LINE 4" YELLOW, 10' LINE, 30' SKIP	17,607 LF
PVMT MK PAINTED 4IN LINE BARRIER-4" YELLOW-NPZ	52,535 LF
PVMT MK PAINTED 4IN LINE 4" WHITE EDGELINE	140,860 LF
PVMT MK PAINTED 8IN LINE	1,428 LF
PVMT MK PAINTED 24IN LINE-STOP BARS	71 LF
PVMT MK PAINTED 24IN LINE-CONTINENTAL CROSSWALKS	1,152 LF

ADA RAMP INSTALLATION	
NH-3-281(122)253	Install
SIDEWALK CONCRETE 4IN	311 SY
DETECTABLE WARNING PANELS	244 SF
CURB & GUTTER	363 LF
REMOVAL OF CONCRETE	311 SY
REMOVAL OF CURB & GUTTER	363 LF
REMOVAL OF BITUMINOUS SURFACING	11 SY

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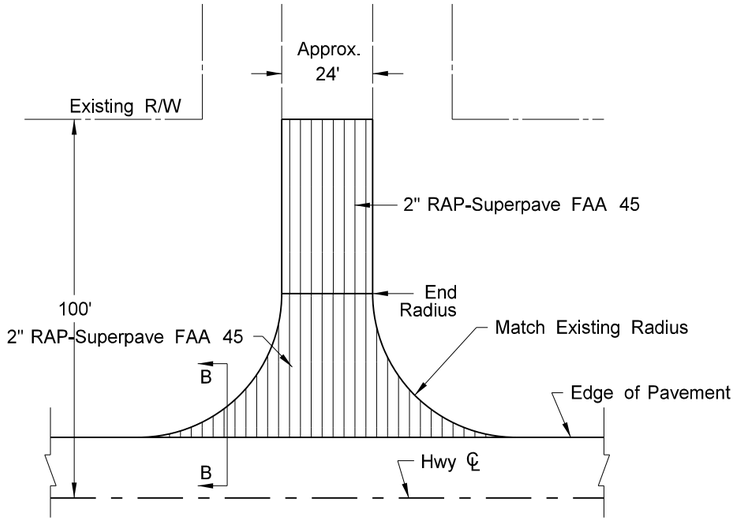
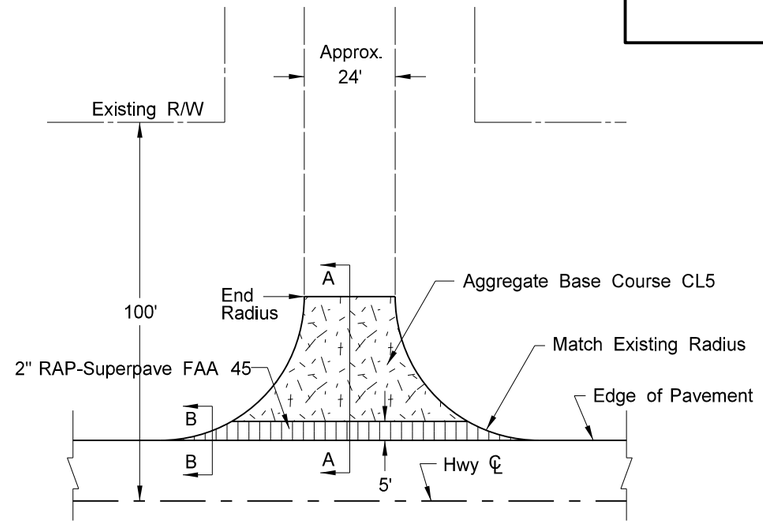
BASIS OF ESTIMATE

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	1



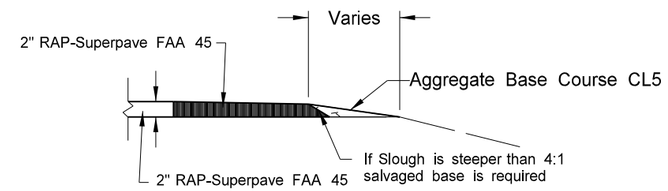
(1) Paved Section Line, County Road, or Street Approach



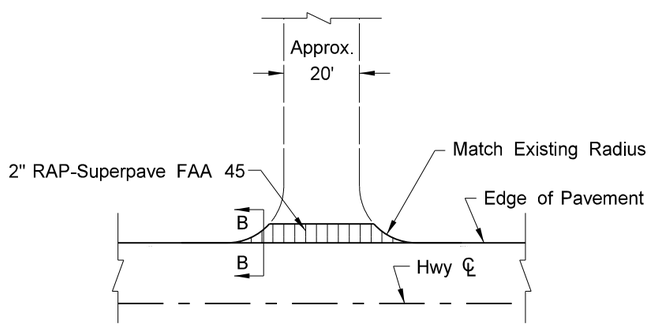
(2) Gravel Section Line, County Road, or Street Approach

Notes:

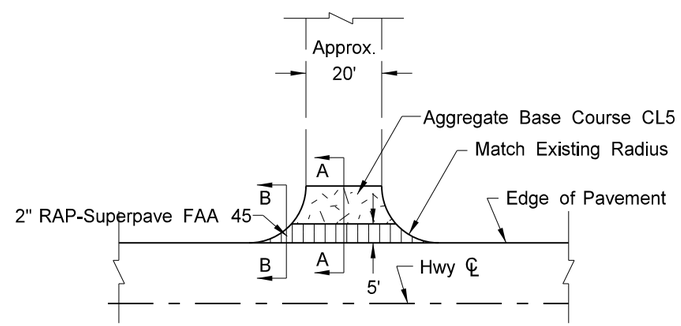
1. A longer HBP wedge may be needed if an existing elevation difference between the mainline and the approach exists. Actual HBP paving and Aggregate Base Course CL 5 locations may vary in the field for situations, as approved by the Engineer.
2. Quantity totals have been included in the bid items of the "Estimate of Quantities" of the plans.
3. Approximately 50 tons of Aggregate Base Course CL 5 have been provided to fill in around the radii. This material will be required when sloughs are steeper than 4:1. See B-B.



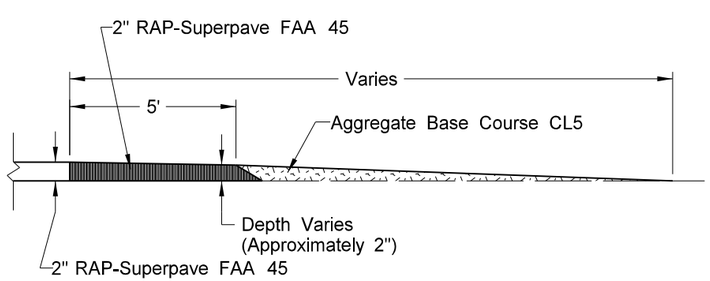
Section B-B



(3) Paved Private Drive Approach



(4) Gravel Private Drive or Field Drive Approach



Section A-A

NH-3-281(122)253						
Approach Paving Details						
Item	Unit	Paved Section Line, Road, or Street Approach	Gravel Section Line, Road, or Street Approach	Paved Private Drive	Gravel Field/ Private Drive	Total
Number of Locations	EA	26	4	52	44	126
TACK COAT	GAL	103	15	7	7	3410
RECYCLED ASPHALT PAVEMENT SUPERPAVE FAA 45	TON	25.0	2.0	1.0	1.0	754
PG 58-28 ASPHALT CEMENT	TON	1.50	0.12	0.06	0.06	45.24
AGGREGATE BASE COURSE CL 5	TON	0	4	0	2	154

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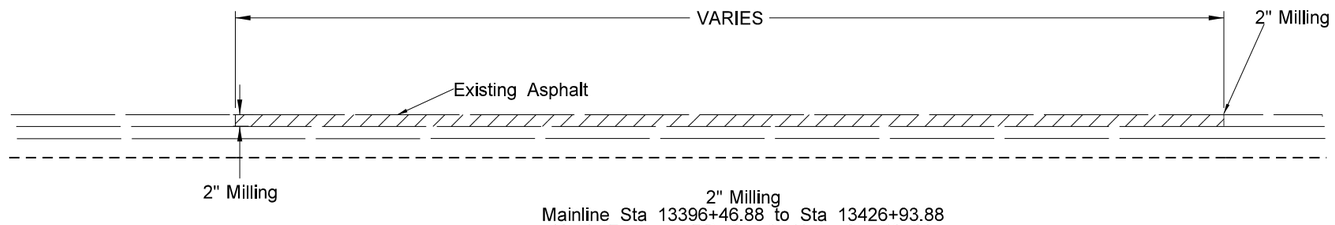
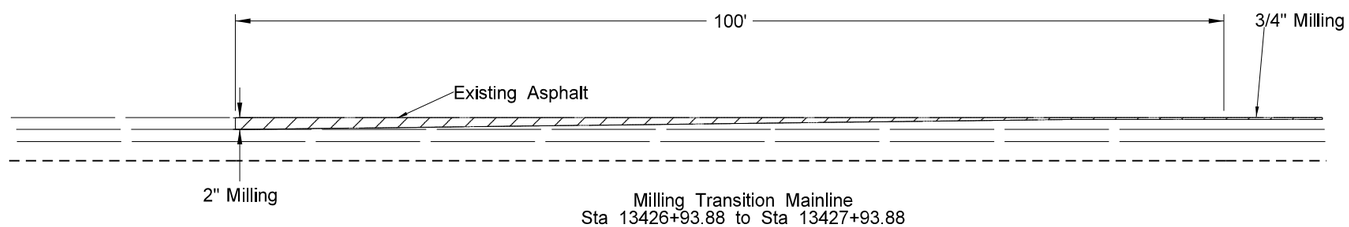
APPROACH PAVING DETAILS
FOR PREVENTATIVE MAINTENANCE

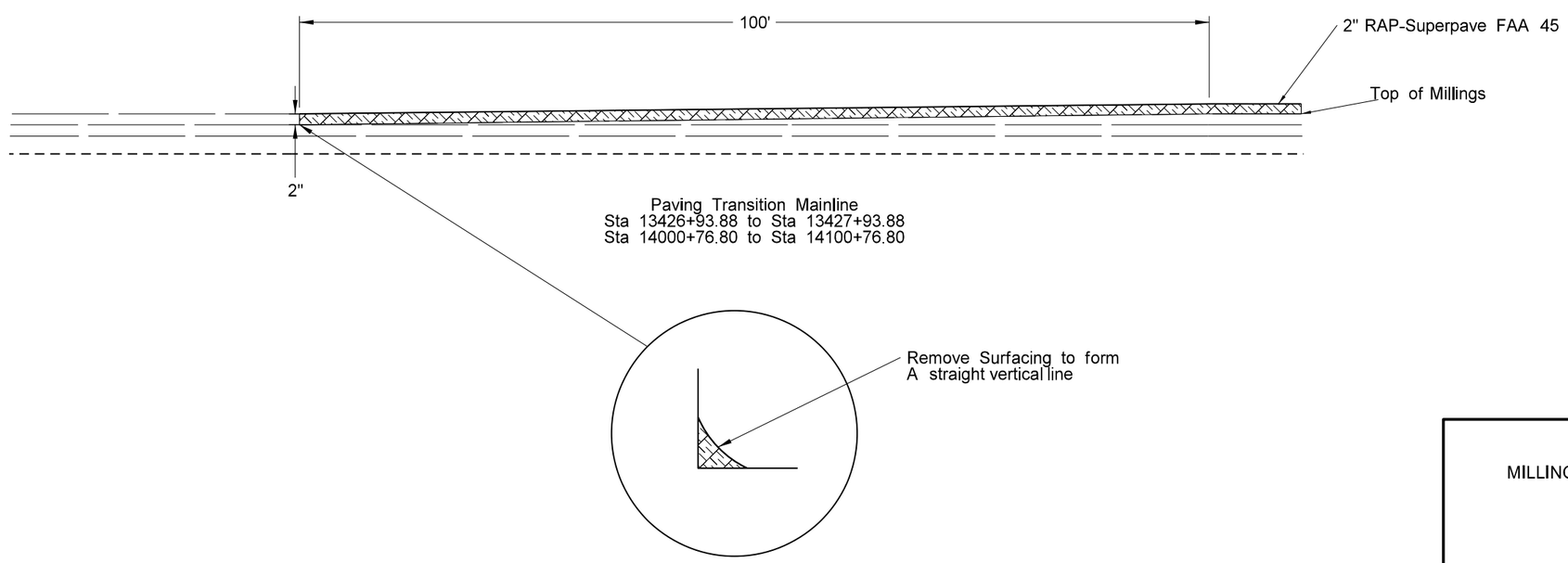
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	2



2" Milling
Mainline Sta 13396+46.88 to Sta 13426+93.88
North Frontage RD Sta 6+48 to Sta 19+00



Milling Transition Mainline
Sta 13426+93.88 to Sta 13427+93.88
Sta 14000+76.80 to Sta 14100+76.80



Paving Transition Mainline
Sta 13426+93.88 to Sta 13427+93.88
Sta 14000+76.80 to Sta 14100+76.80

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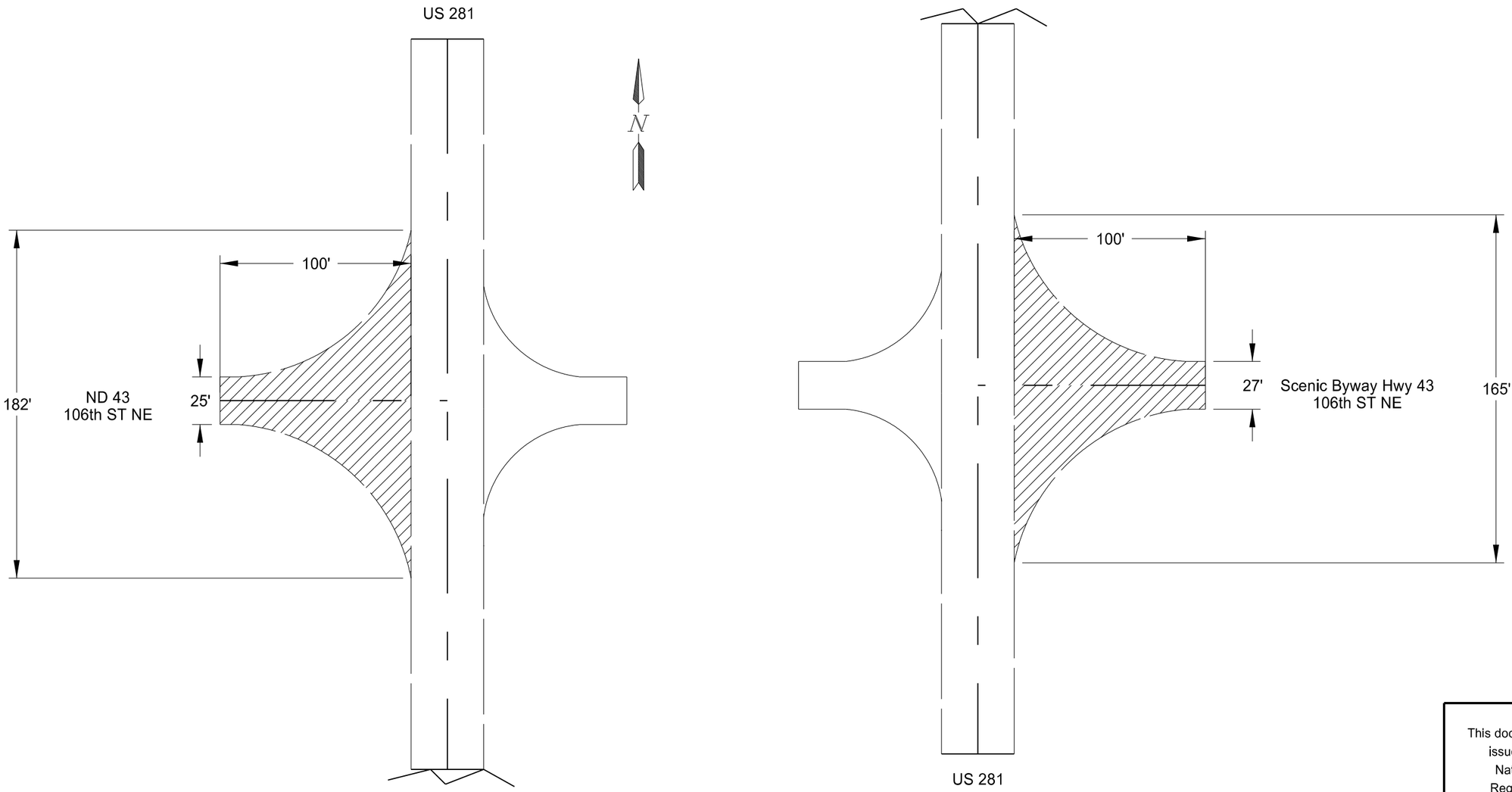
MILLING & PAVING TRANSITIONS

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	3



Mill & 2" RAP-Superpave FAA45

NH-3-281(122)253				
		TACK COAT	RAP Superpave FAA 43	PG 58-28 Asphalt Cement
Location	Area (sf)	Gal	Ton	Ton
ND 43	6,291	35	78	5
106th ST NE	6,291	35	78	5
Total		**35**	**78**	**5**

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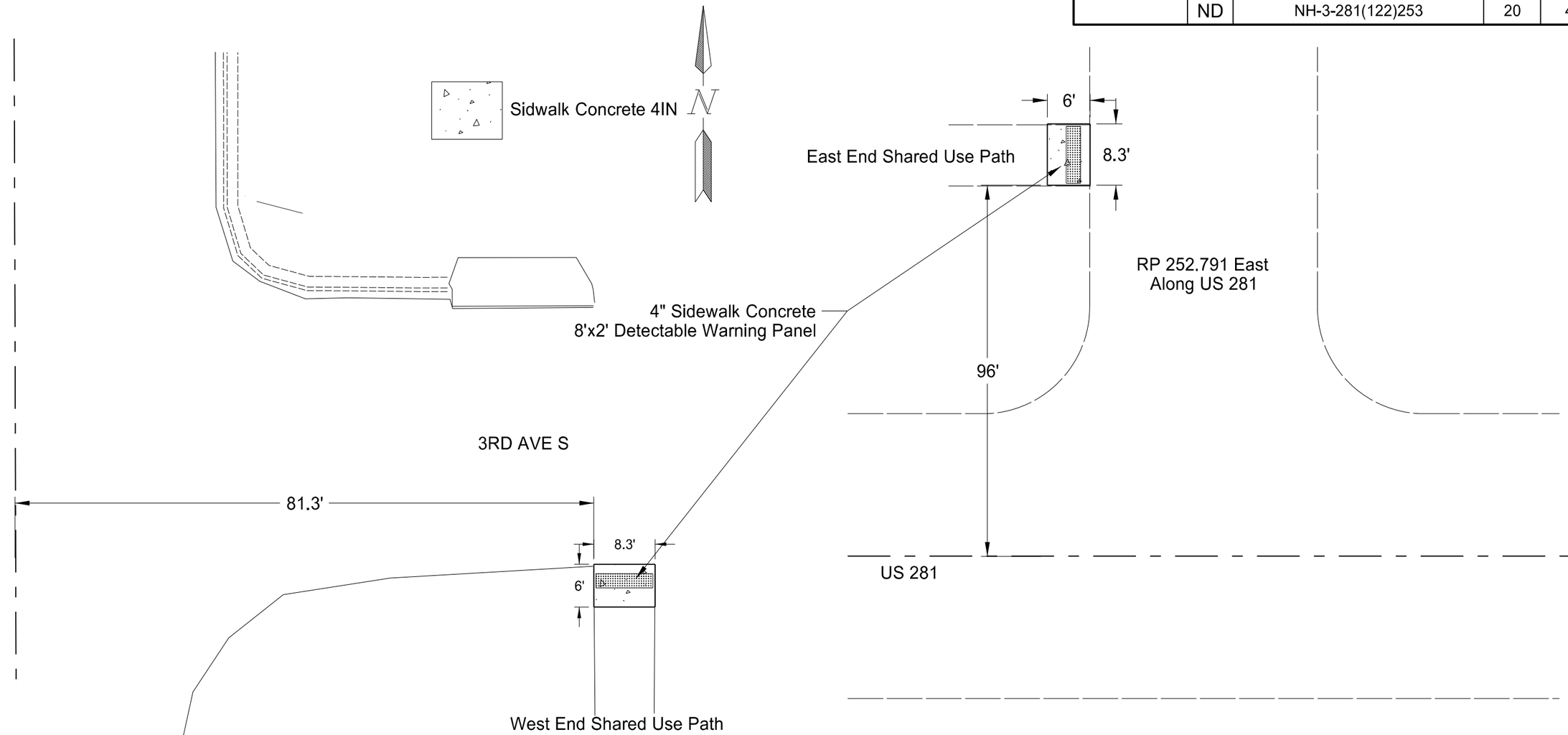
ND 43 DETAIL

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	4



ADA Ramp Installation						
	Sidewalk Concrete 4 IN				Removal of Bituminous	Detectable Warning
Location	Length	Width	SF	SY	Surfacing SY	Panel SF
E End Shared Use Path	6	8.3	49.8	5.5	5.5	16
W End Shared Use Path	6	8.3	49.8	5.5	5.5	16

Note: Refer to D-750-3 in the Standard Drawings
Concrete Apron for Shared Use Paths without Curb and Gutter

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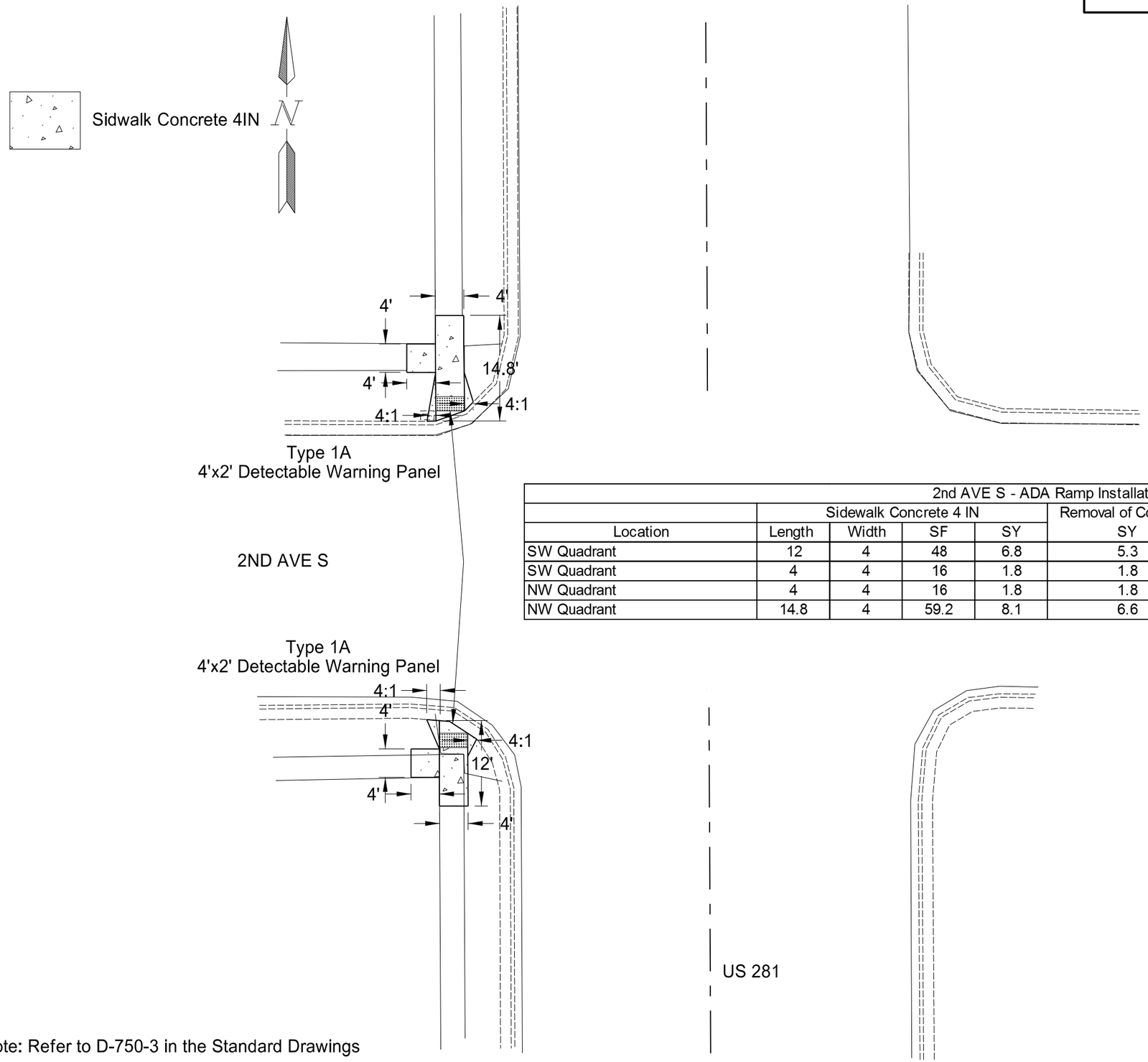
ADA RAMP INSTALLATION
SHARED USE PATH

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	5



2nd AVE S - ADA Ramp Installation								
	Sidewalk Concrete 4 IN				Removal of Concrete	Detectable Warning	Removal of Curb	Curb & Gutter
Location	Length	Width	SF	SY	SY	Panel SF	& Gutter LF	LF
SW Quadrant	12	4	48	6.8	5.3	8	12	12
SW Quadrant	4	4	16	1.8	1.8		0	0
NW Quadrant	4	4	16	1.8	1.8		0	0
NW Quadrant	14.8	4	59.2	8.1	6.6	8	12	12

Note: Refer to D-750-3 in the Standard Drawings

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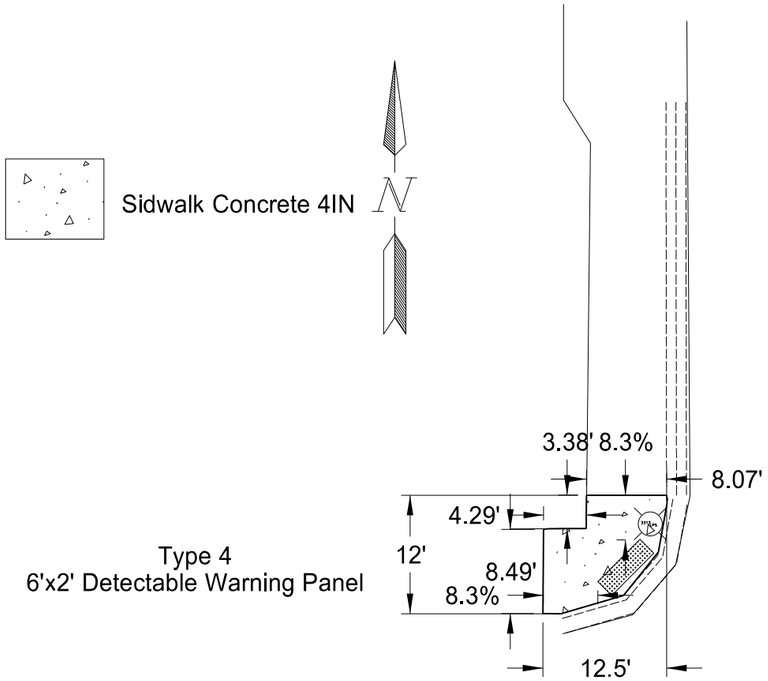
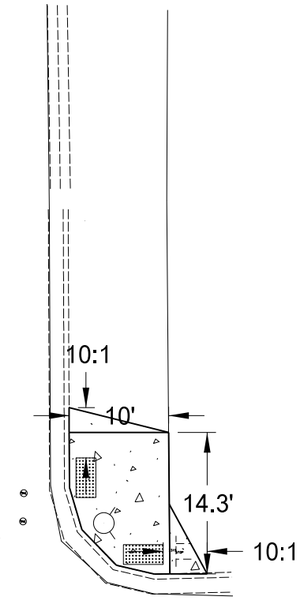
ADA RAMP INSTALLATION
2ND AVE S

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	6



Type 4
6'x2' Detectable Warning Panel

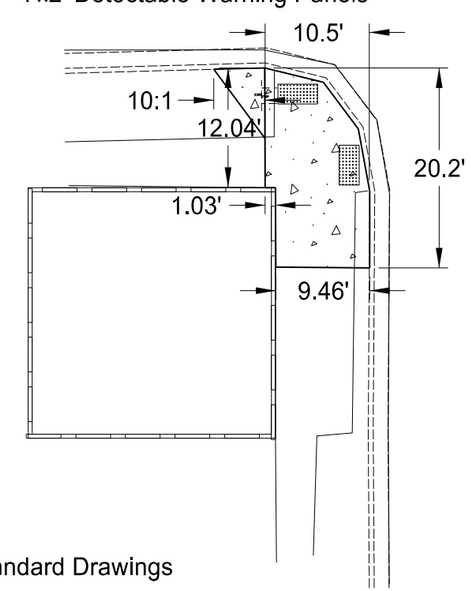


Type 1C
2 - 4'x2' Detectable Warning Panels

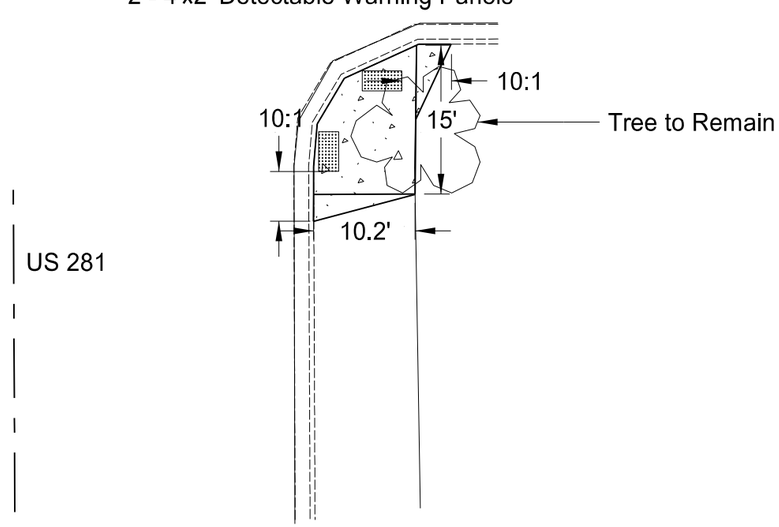
1st AVE S - ADA Ramp Installation								
	Sidewalk Concrete 4 IN				Removal of Concrete	Detectable Warning	Removal of Curb	Curb & Gutter
Location	Length	Width	SF	SY	SY	Panel SF	& Gutter LF	LF
SW Quadrant	20.2	10.5	212.1	25.6	23.6	16(2 panels)	30	30
NW Quadrant	12	12.5	150	16.7	16.7	12	20	20
SE Quadrant	15	10.2	153	21.0	17.0	16(2 panels)	26	26
NE Quadrant	14.3	10	143	19.9	15.9	16(2 panels)	25	25

1ST AVE S

Type 1C
2 - 4'x2' Detectable Warning Panels



Type 1C
2 - 4'x2' Detectable Warning Panels



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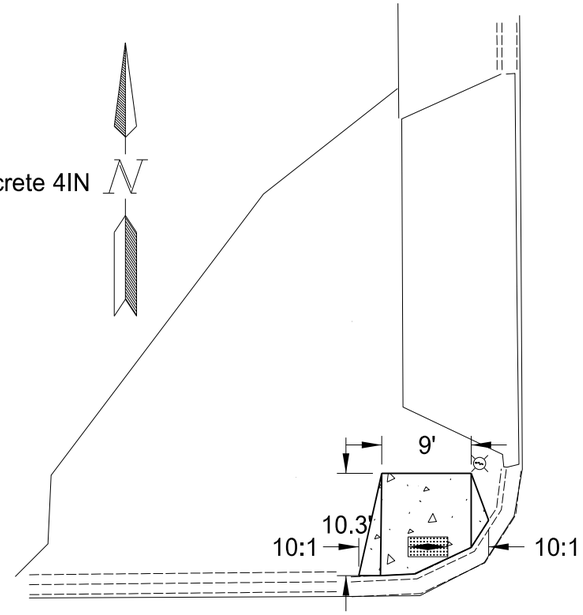
Note: Refer to D-750-3 in the Standard Drawings

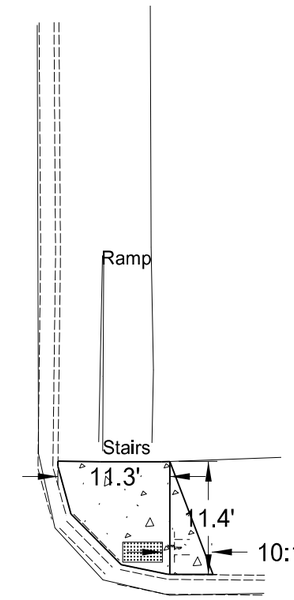
ADA RAMP INSTALLATION
1ST AVE S

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	7

Sidwalk Concrete 4IN



Type 1C
4'x2' Detectable Warning Panels

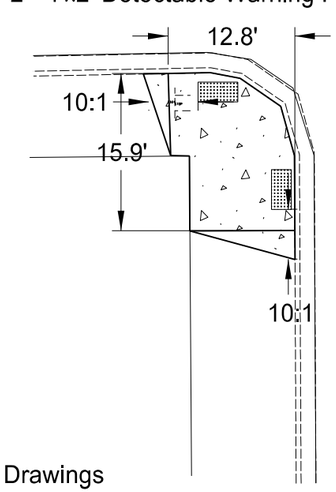


Type 1C
4'x2' Detectable Warning Panel

PEACE GARDEN AVE

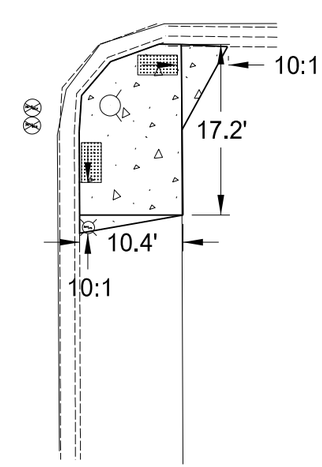
Peace Garden AVE - ADA Ramp Installation								
	Sidewalk Concrete 4 IN				Removal of Concrete	Detectable Warning	Removal of Curb	Curb & Gutter
Location	Length	Width	SF	SY	SY	Panel SF	& Gutter LF	LF
SW Quadrant	15.9	12.8	203.5	26.0	22.6	16(2 panels)	28	28
NW Quadrant	10.3	9	92.7	13.7	10.3	8	14	14
SE Quadrant	17.2	10.4	178.88	23.3	19.9	16(2 panels)	26	26
NE Quadrant	11.4	11.3	128.82	17.7	14.3	8	24	24

Type 1C
2 - 4'x2' Detectable Warning Panels



US 281

Type 1C
2 - 4'x2' Detectable Warning Panels



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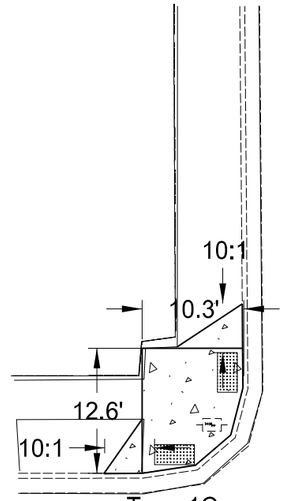
Note: Refer to D-750-3 in the Standard Drawings

ADA RAMP INSTALLATION
PEACE GARDEN AVE

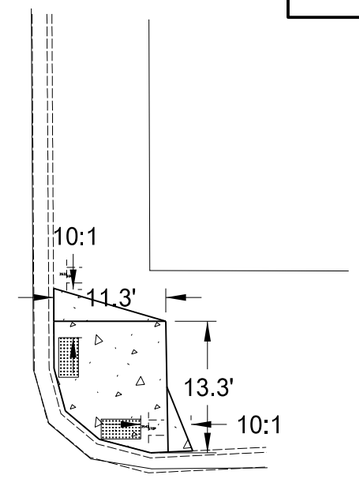
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	8

Sidwalk Concrete 4IN

N



Type 1C
2 - 4'x2' Detectable Warning Panels

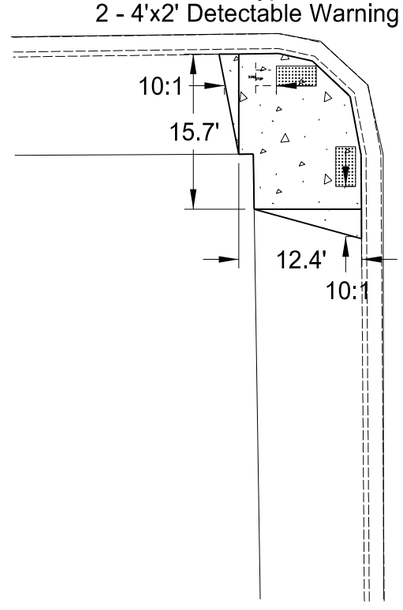


Type 1C
2 - 4'x2' Detectable Warning Panels

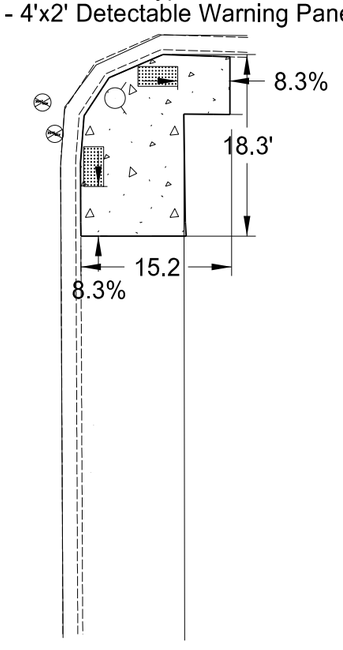
1ST AVE N

1st AVE N - ADA Ramp Installation								
	Sidewalk Concrete 4 IN				Removal of Concrete	Detectable Warning	Removal of Curb	Curb & Gutter
Location	Length	Width	SF	SY	SY	Panel SF	& Gutter LF	LF
SW Quadrant	15.7	12.4	194.68	25.2	21.6	16(2 panels)	28	28
NW Quadrant	12.6	10.3	129.78	18.0	14.4	16(2 panels)	23	23
SE Quadrant	18.3	15.2	278.16	30.9	25.1	16(2 panels)	30	30
NE Quadrant	13.3	11.3	150.29	20.3	16.7	16(2 panels)	25	25

Type 1C
2 - 4'x2' Detectable Warning Panels



Type 3
2 - 4'x2' Detectable Warning Panels



US 281

Note: Refer to D-750-3 in the Standard Drawings

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ADA RAMP INSTALLATION
1ST AVE N

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	9

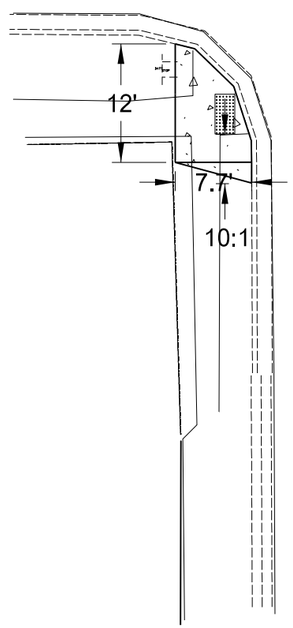
Sidwalk Concrete 4IN

N

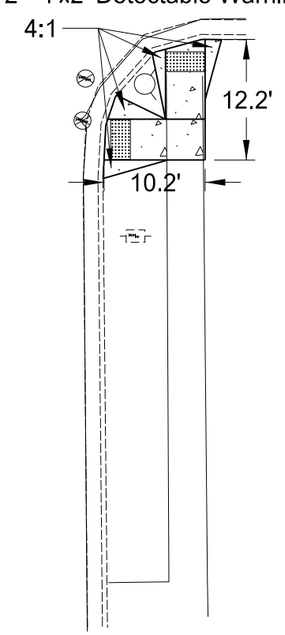
2nd AVE N - ADA Ramp Installation								
	Sidewalk Concrete 4 IN				Removal of Concrete	Detectable Warning	Removal of Curb	Curb & Gutter
Location	Length	Width	SF	SY	SY	Panel SF	& Gutter LF	LF
SW Quadrant	12	7.7	92.4	10.9	10.3	8	24	24
SE Quadrant	12.2	4	48.8	6.6	5.4	8	8	8
SE Quadrant	10.2	4	40.8	5.7	4.5	8	8	8

2ND AVE N

Type 1C
4'x2' Detectable Warning Panels



Type 1A
2 - 4'x2' Detectable Warning Panels



US 281

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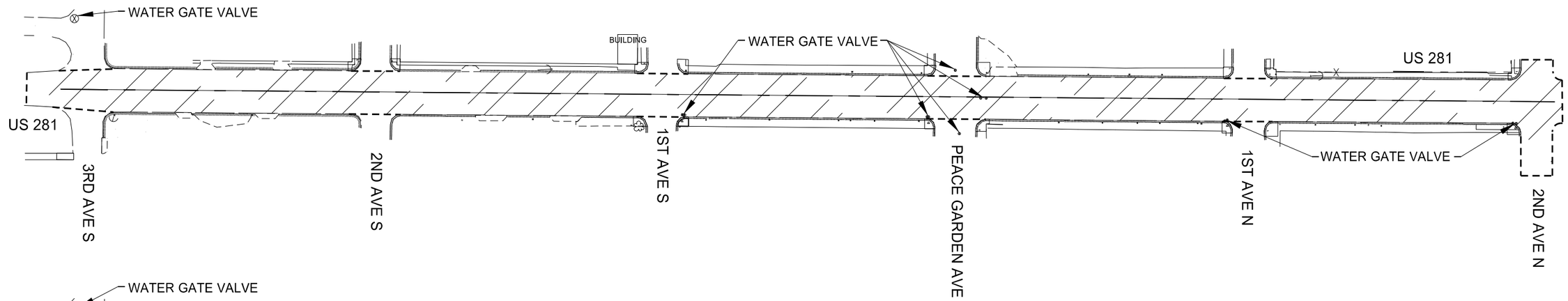
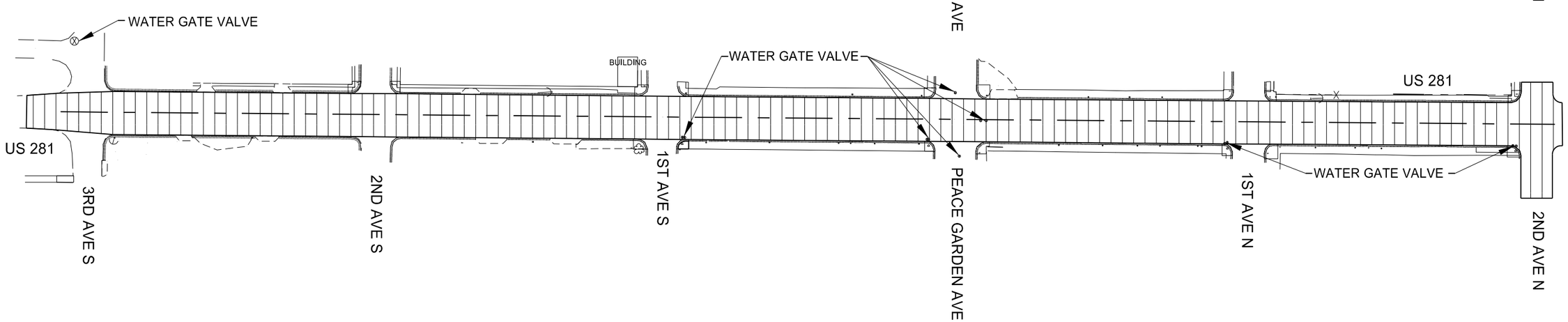
Note: Refer to D-750-3 in the Standard Drawings

ADA RAMP INSTALLATION
2ND AVE N

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	10





2" MILL BETWEEN CURB & GUTTER

2" RAP-SUPERPAVE FAA 45

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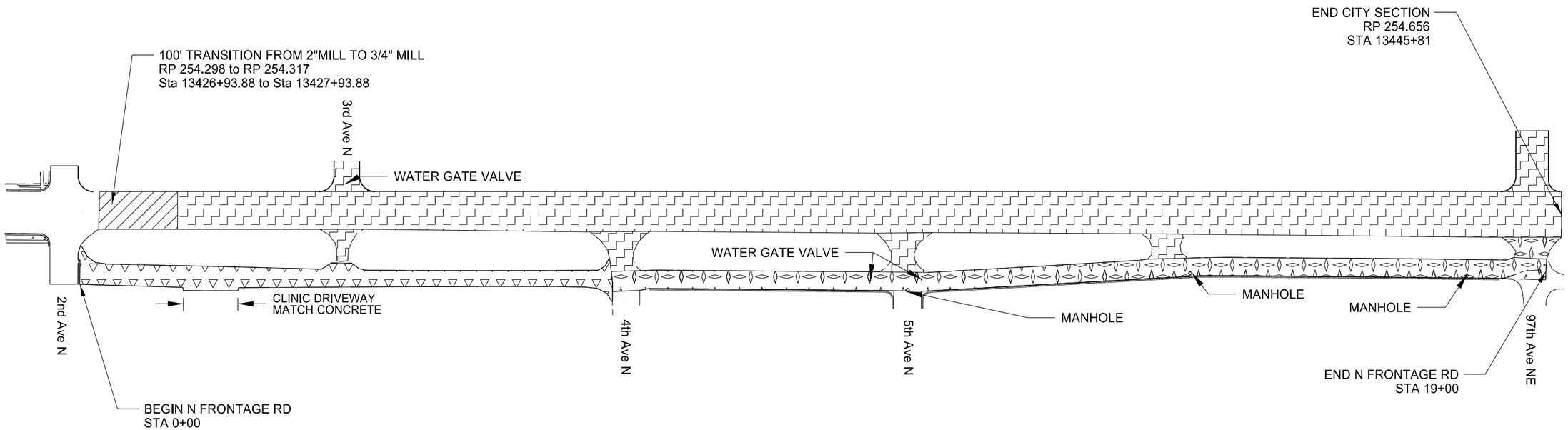
NOTE: THERE MAY BE MORE WATER GATE VALVES & MANHOLES THAN SHOWN
WHAT IS SHOWN IS WHAT WAS FOUND FROM SURFACE OBSERVATION

DUNSEITH CURB & GUTTER
MILLING & PAVING DETAIL

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	20	11



3/4" MILL & 2" RAP-SUPERPAVE FAA45

100' TRANSITION FROM 2" MILL TO 3/4" MILL
RP 254.298 to RP 254.317
Sta 13426+94 to Sta 13427+94

RESHAPING ROADWAY & 2" RAP-SUPERPAVE FAA 45

2" MILL & 2" RAP-SUPERPAVE FAA 45

NOTE: THERE MAY BE MORE GATE VALVES & MANHOLES THAN SHOWN.
WHAT IS SHOWN IS WHAT WAS FOUND FROM SURFACE OBSERVATION

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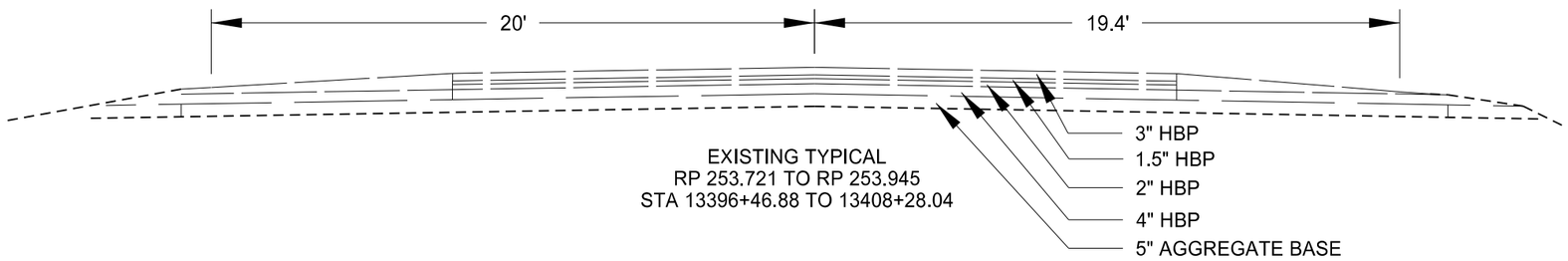
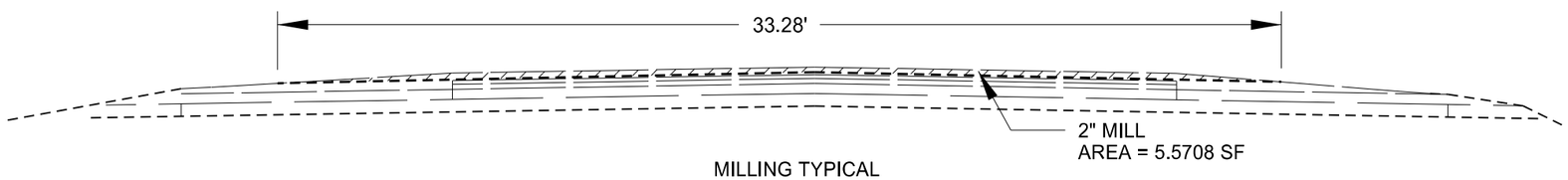
N FRONTAGE ROAD DETAIL

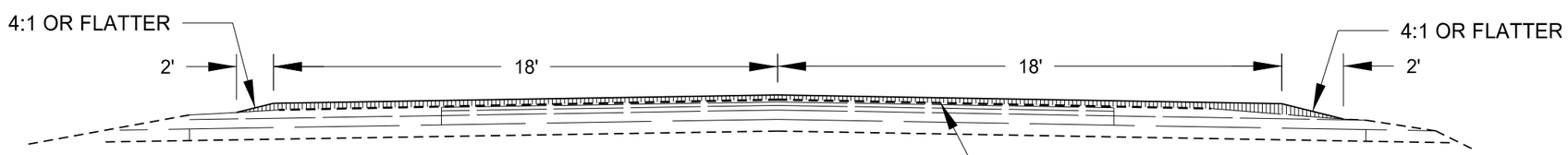
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	30	1



EXISTING TYPICAL
RP 253.721 TO RP 253.945
STA 13396+46.88 TO 13408+28.04



MILLING TYPICAL
RP 253.721 TO RP 253.945
STA 13396+46.88 TO 13408+28.04



PROPOSED TYPICAL
RP 253.721 TO RP 253.945
STA 13396+46.88 TO 13408+28.04

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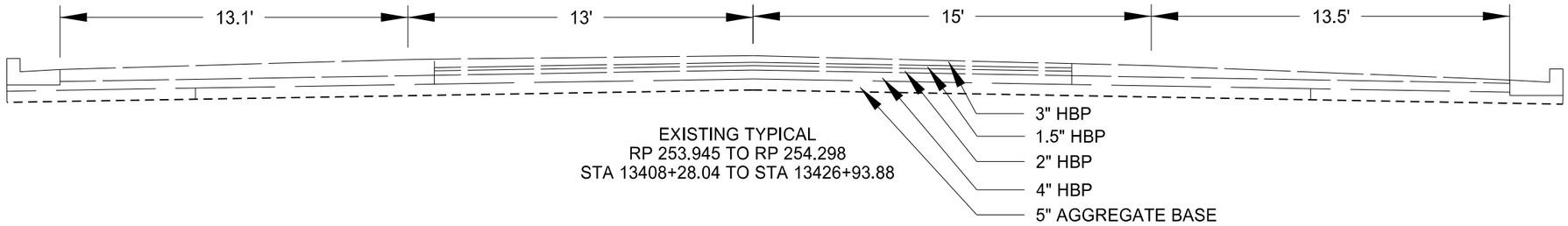
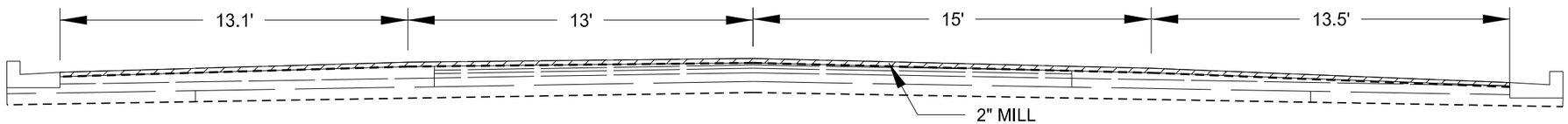
TYPICAL SECTIONS
RP 253.721 TO RP 253.945
STA 13396+46.88 TO STA 13408+28.04

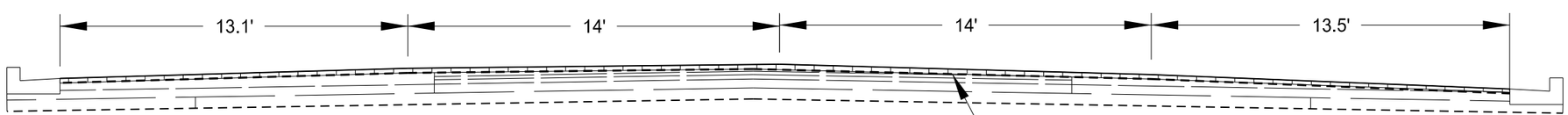
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	30	2



EXISTING TYPICAL
RP 253.945 TO RP 254.298
STA 13408+28.04 TO STA 13426+93.88



MILLING TYPICAL
RP 253.945 TO RP 254.298
STA 13408+28.04 TO STA 13426+93.88



PROPOSED TYPICAL
RP 253.945 TO RP 254.298
STA 13408+28.04 TO STA 13426+93.88

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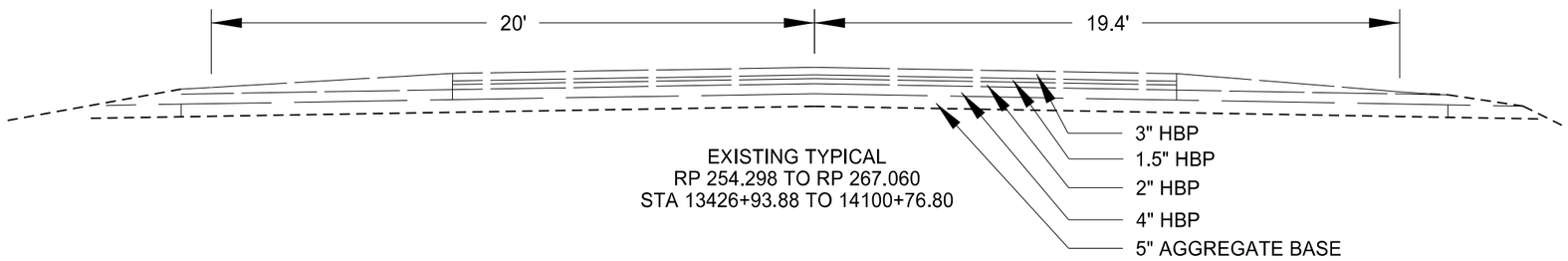
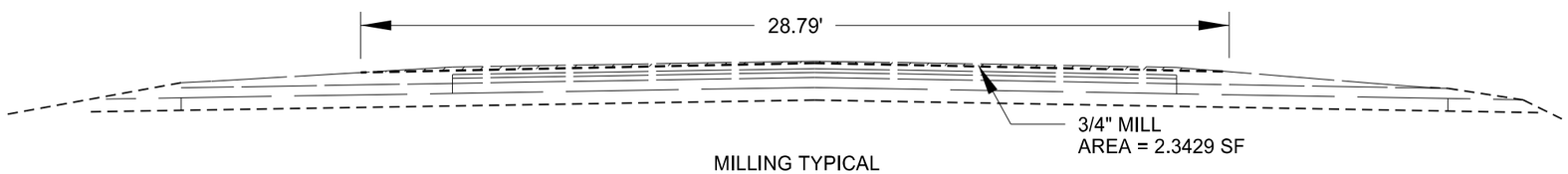
DUNSEITH CITY TYPICAL SECTIONS
RP 253.945 TO RP 254.298
STA 13408+28.04 TO STA 13426+93.88

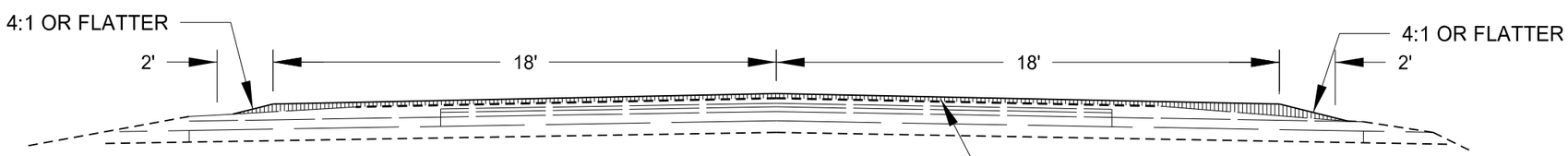
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	30	3



EXISTING TYPICAL
RP 254.298 TO RP 267.060
STA 13426+93.88 TO 14100+76.80



MILLING TYPICAL
RP 254.298 TO RP 267.060
STA 13426+93.88 TO 14100+76.80



PROPOSED TYPICAL
RP 254.298 TO RP 267.060
STA 13426+93.88 TO 14100+76.80

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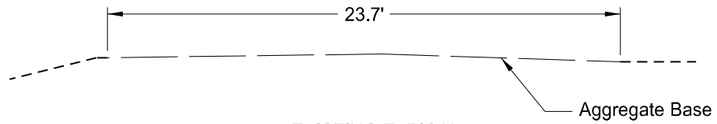
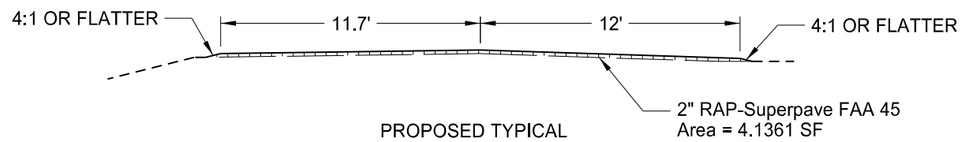
TYPICAL SECTIONS
RP 254.298 TO RP 267.060
STA 13426+93.88 TO STA 14100+76.80

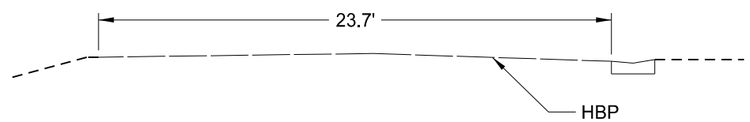
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	30	4



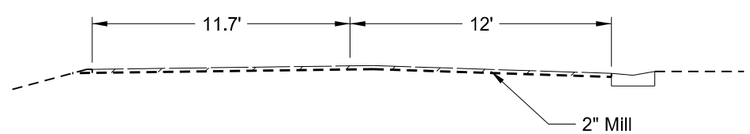
EXISTING TYPICAL
NORTH FRONTAGE RD
Sta 0+00 to Sta 6+84



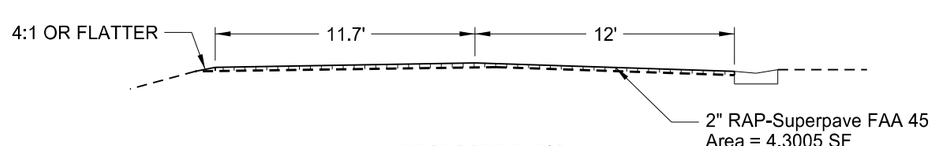
PROPOSED TYPICAL
NORTH FRONTAGE RD
Sta 0+00 to Sta 6+84



EXISTING TYPICAL
NORTH FRONTAGE RD
Sta 6+84 to Sta 19+00



MILLING TYPICAL
NORTH FRONTAGE RD
Sta 6+84 to Sta 19+00



PROPOSED TYPICAL
NORTH FRONTAGE RD
Sta 6+84 to Sta 19+00

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TYPICAL SECTIONS
NORTH FRONTAGE ROAD

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	100	1

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
D3-36	36"x6"	STREET NAME SIGN (Sign and installation only)		6	
G20-1-60	**60"x24"**	**ROAD WORK NEXT __ MILES**	**2**	**34**	**68**
G20-1b-60	60"x24"	WORK IN PROGRESS/ NO WORK IN PROGRESS (Sign and installation only)		26	
G20-2-48	**48"x24"**	**END ROAD WORK**	**2**	**19**	**38**
G20-4-36	**36"x18"**	**PILOT CAR FOLLOW ME (Mounted to back of pilot car)**	**1**	**18**	**18**
G20-10-108	**108"x48"**	**CONTRACTOR SIGN**	**2**	**64**	**128**
G20-50a-72	**72"x36"**	**ROAD WORK NEXT __ MILES RT & LT ARROWS**	**10**	**37**	**370**
G20-52a-72	72"x24"	ROAD WORK NEXT __ MILES RT or LT ARROW		30	
G20-55-96	**96"x48"**	**SPEED LIMIT ENFORCED - MINIMUM FEE $80 WHEN WORKERS PRESENT**	**2**	**59**	**118**
M1-1-36	36"x36"	INTERSTATE ROUTE MARKER (Post and installation only)		10	
M1-4-24	24"x24"	U.S. ROUTE MARKER (Post and installation only)		10	
M1-5-24	24"x24"	STATE ROUTE MARKER (Post and installation only)		10	
M3-1-24	24"x12"	NORTH (Mounted on route marker post)		7	
M3-2-24	24"x12"	EAST (Mounted on route marker post)		7	
M3-3-24	24"x12"	SOUTH (Mounted on route marker post)		7	
M3-4-24	24"x12"	WEST (Mounted on route marker post)		7	
M4-8-24	24"x12"	DETOUR (Mounted on route marker post)		7	
M4-9-30	30"x24"	DETOUR ARROW RIGHT or LEFT/AHD AND RT or LT		15	
M4-10-48	48"x18"	DETOUR ARROW RIGHT or LEFT		23	
M5-1-21	21"x15"	ARROW AHD AND RT or LT(Mounted on route marker post)		7	
M5-2-21	21"x15"	ARROW AHD UP & RT or LT (Mounted on route marker post)		7	
M6-1-21	21"x15"	ARROW RT or LT (Mounted on route marker post)		7	
M6-2-21	21"x15"	ARROW UP & RT or LT (Mounted on route marker post)		7	
M6-3-21	21"x15"	ARROW AHD (Mounted on route marker post)		7	
R1-1-48	48"x48"	STOP		32	
R1-1a-18	**18"x18"**	**STOP and SLOW PADDLE Back to Back**	**4**	**5**	**20**
R1-2-60	60"x60"	YIELD		29	
R2-1-48	**48"x60"**	**SPEED LIMIT __**	**8**	**39**	**312**
R2-1a-24	24"x18"	MINIMUM FEE $80 (Mounted on Speed Limit post)		10	
R3-7-48	48"x48"	LEFT or RIGHT LANE MUST TURN LEFT or RIGHT		35	
R4-1-48	48"x60"	DO NOT PASS		39	
R4-7-48	48"x60"	KEEP RIGHT SYMBOL		39	
R5-1-48	48"x48"	DO NOT ENTER		35	
R6-1-36	36"x12"	ONE WAY RIGHT or LEFT		13	
R7-1-12	12"x18"	NO PARKING		11	
R10-6-24	24"x36"	STOP HERE ON RED		16	
R11-2-48	48"x30"	ROAD CLOSED		28	
R11-2a-48	48"x30"	STREET CLOSED		28	
R11-3a-60	60"x30"	ROAD CLOSED __ MILES AHEAD LOCAL TRAFFIC ONLY		31	
R11-3c-60	60"x30"	STREET CLOSED __ MILES AHEAD LOCAL TRAFFIC ONLY		31	
R11-4a-60	60"x30"	STREET CLOSED TO THRU TRAFFIC		31	
W1-3-48	48"x48"	RIGHT or LEFT SHARP REVERSE CURVE ARROW		35	
W1-4-48	48"x48"	RIGHT or LEFT REVERSE CURVE ARROW		35	
W1-4b-48	48"x48"	DOUBLE RIGHT or LEFT REVERSE CURVE ARROW		35	
W1-6-48	48"x24"	LARGE ARROW		26	
W3-1-48	48"x48"	STOP AHEAD SYMBOL		35	
W3-3-48	48"x48"	SIGNAL AHEAD SYMBOL		35	
W3-4-48	**48"x48"**	**BE PREPARED TO STOP**	**2**	**35**	**70**
W3-5-48	**48"x48"**	**SPEED REDUCTION AHEAD**	**2**	**35**	**70**
W4-2-48	48"x48"	RIGHT or LEFT LANE TRANSITION SYMBOL		35	
W5-1-48	48"x48"	ROAD NARROWS		35	
W5-8-48	48"x48"	THRU TRAFFIC RIGHT LANE		35	
W5-9-48	48"x48"	ROAD WORK TRAFFIC ONLY DOWN & LT or RT ARROW		35	
W6-3-48	48"x48"	TWO WAY TRAFFIC SYMBOL		35	
W8-1-48	**48"x48"**	**BUMP**	**18**	**35**	**630**
W8-3-48	48"x48"	PAVEMENT ENDS		35	
W8-7-48	48"x48"	LOOSE GRAVEL		35	
W8-9a-48	48"x48"	SHOULDER DROP-OFF		35	
W8-11-48	**48"x48"**	**UNEVEN LANES**	**4**	**35**	**140**
W8-12-48	48"x48"	NO CENTER STRIPE		35	
W8-53-48	48"x48"	TRUCKS ENTERING HIGHWAY		35	
W8-54-48	**48"x48"**	**TRUCKS ENTERING AHEAD or __ FT.**	**2**	**35**	**70**
W8-55-48	**48"x48"**	**TRUCKS CROSSING AHEAD or __ FT.**	**2**	**35**	**70**
W8-56-48	48"x48"	TRUCKS EXITING HIGHWAY		35	
W9-3a-48	48"x48"	CENTER LANE CLOSED SYMBOL		35	
W12-2-48	48"x48"	LOW CLEARANCE SYMBOL		35	
W13-1-24	24"x24"	__ MPH ADVISORY SPEED PLATE (Mounted on warning sign post)		11	
W13-4-48	48"x60"	RAMP ARROW		39	
W14-3-48	48"x36"	NO PASSING ZONE		23	
W20-1-48	**48"x48"**	**ROAD WORK AHEAD or _FT or _ MILE**	**12**	**35**	**420**
W20-2-48	48"x48"	DETOUR AHEAD or __ FT		35	
W20-3-48	48"x48"	ROAD or STREET CLOSED AHEAD or __ FT.		35	
W20-4-48	48"x48"	ONE LANE ROAD AHEAD or __ FT.		35	
W20-5-48	48"x48"	RIGHT or LEFT LANE CLOSED AHEAD or __ FT.		35	
W20-7a-48	**48"x48"**	**FLAGGING SYMBOL**	**4**	**35**	**140**
W20-7k-24	**24"x18"**	**__ FEET (Mounted on warning sign post)**	**4**	**10**	**40**
W20-8-48	48"x48"	STREET CLOSED		35	
W20-51-48	48"x48"	EQUIPMENT WORKING		35	
W20-52-54	**54"x12"**	**NEXT __ MILES (Mounted on warning sign post)**	**2**	**12**	**24**
W21-1a-48	48"x48"	WORKERS SYMBOL		35	
W21-2-48	48"x48"	FRESH OIL		35	
W21-3-48	48"x48"	ROAD MACHINERY AHEAD or __ FT		35	

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
W21-5-48	48"x48"	SHOULDER WORK		35	
W21-5a-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED		35	
W21-5b-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED AHEAD or __ FT.		35	
W21-6a-48	48"x48"	SURVEY CREW AHEAD		35	
W21-50-48	48"x48"	BRIDGE PAINTING AHEAD or __ FT.		35	
W21-51-48	48"x48"	MATERIAL ON ROADWAY		35	
W22-8-48	48"x48"	FRESH OIL LOOSE ROCK		35	
	24"x24"	TAKE TURNS (6" D letters) (Mounted on stop sign post)		11	

SPECIAL SIGNS

SPEC & CODE

704-1000	**TRAFFIC CONTROL SIGNS**	**TOTAL UNITS**	**2746**

SPEC & CODE	DESCRIPTION	UNIT	QUANTITY
704-0100	**FLAGGING**	**MHR**	**400**
704-1041	ATTENUATION DEVICE-TYPE B-55	EACH	
704-1043	ATTENUATION DEVICE-TYPE B-65	EACH	
704-1044	ATTENUATION DEVICE-TYPE B-70	EACH	
704-1050	TYPE I BARRICADES	EACH	
704-1051	TYPE II BARRICADES	EACH	
704-1052	**TYPE III BARRICADES**	**EACH**	**34**
704-1060	DELINEATOR DRUMS	EACH	
704-1065	TRAFFIC CONES	EACH	
704-1067	**TUBULAR MARKERS**	**EACH**	**400**
704-1070	DELINEATOR	EACH	
704-1072	FLEXIBLE DELINEATORS	EACH	
704-1081	VERTICAL PANELS - BACK TO BACK	EACH	
704-1085	SEQUENCING ARROW PANEL - TYPE A	EACH	
704-1086	SEQUENCING ARROW PANEL - TYPE B	EACH	
704-1087	SEQUENCING ARROW PANEL - TYPE C	EACH	
704-1088	SEQUENCING ARROW PANEL - TYPE C - CROSSOVER	EACH	
704-1095	TYPE B FLASHERS	EACH	
704-1185	**PILOT CAR**	**HR**	**200**
704-1500	OBLITERATION OF PVMT MK	SF	
704-3501	PORTABLE PRECAST CONCRETE MED BARRIER	LF	
704-3510	PRECAST CONCRETE MED BARRIER - STATE FURNISHED	EACH	
762-0200	RAISED PAVEMENT MARKERS	EACH	
762-0420	SHORT TERM 4IN LINE - TYPE R	LF	
762-0430	**SHORT TERM 4IN LINE - TYPE NR**	**LF**	**140248**
772-2110	FLASHING BEACON - POST MOUNTED	EACH	

NOTE:
If additional signs are required, units will be calculated using the formula from Section III-19.06 of the Design Manual.
http://www.dot.nd.gov/

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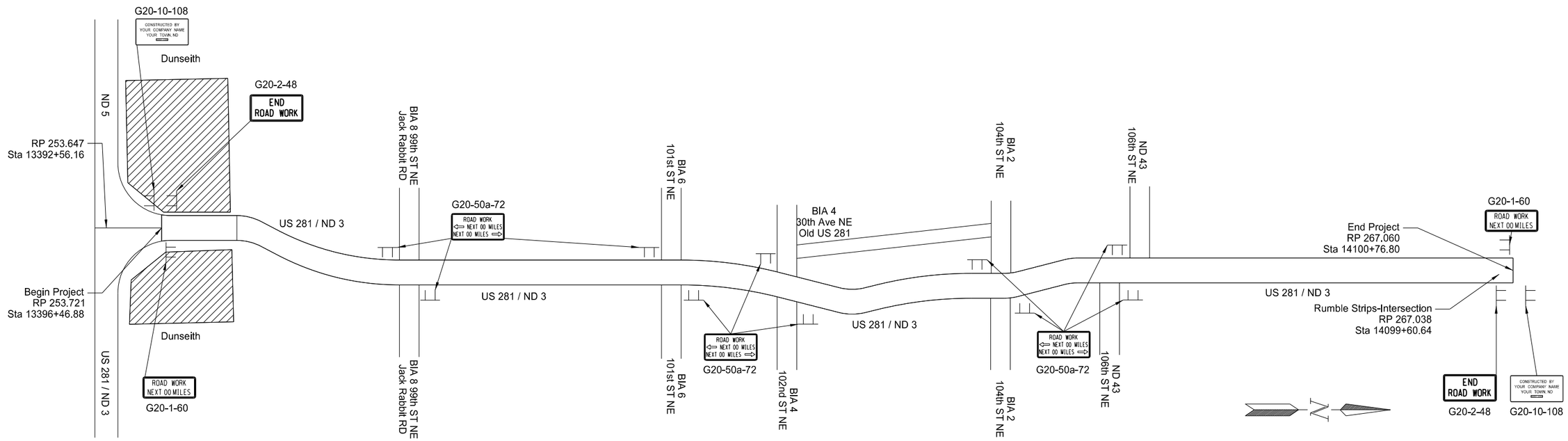
Traffic Control Devices List

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	100	2



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CONSTRUCTION SIGNING

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	120	1

PVMT MK PAINTED 4IN LINE

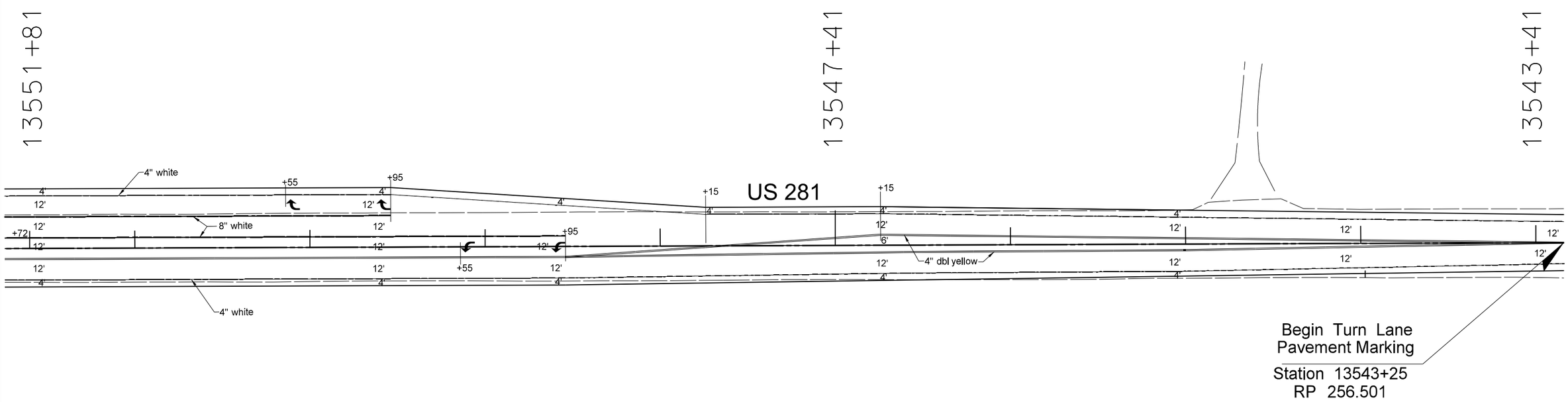
4" white edge line	1752 LF
4" dbl yellow line (4" between)	2892 LF
TOTAL	4644 LF

PVMT MK PAINTED 8IN LINE

8" white channel line	512 LF

PVMT MK PAINTED - MESSAGE

Right arrow (2)	32 SF
Left arrow (2)	32 SF
TOTAL	64 SF



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PAVEMENT MARKING
US 281 & 99th St NE
TURN LANES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	120	2

PVMT MK PAINTED 4IN LINE

4" white edge line	2390 LF
4" white median island line	147 LF
4" yellow centerline (10' line, 30' skip)	10 LF
4" dbl yellow line (4" between)	3088 LF
TOTAL	5635 LF

PVMT MK PAINTED 8IN LINE

8" white channel line	850 LF
8" white median island line	66 LF
(15' center to center @ 45 degree)	
TOTAL	916 LF

PVMT MK PAINTED 12IN LINE

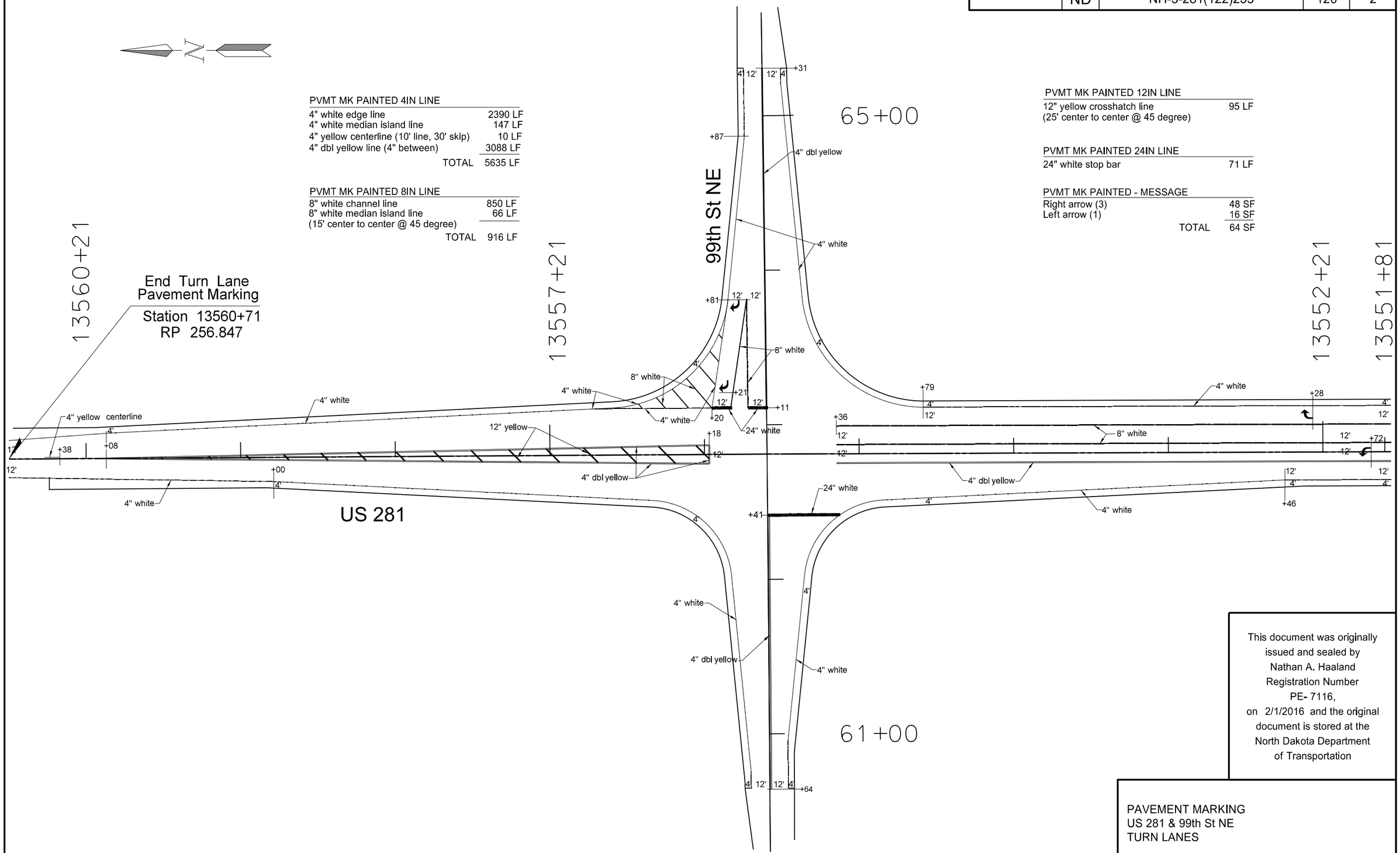
12" yellow crosshatch line	95 LF
(25' center to center @ 45 degree)	

PVMT MK PAINTED 24IN LINE

24" white stop bar	71 LF

PVMT MK PAINTED - MESSAGE

Right arrow (3)	48 SF
Left arrow (1)	16 SF
TOTAL	64 SF



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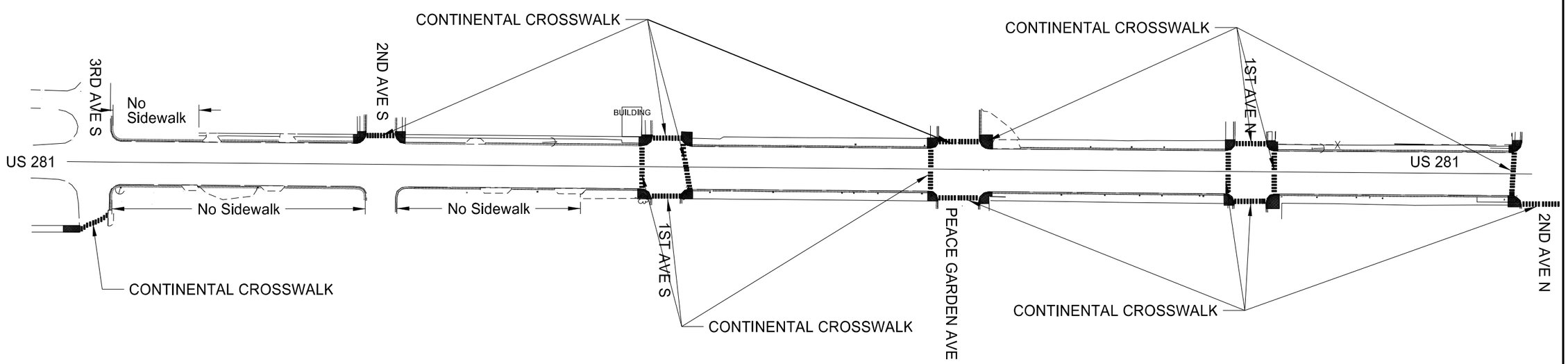
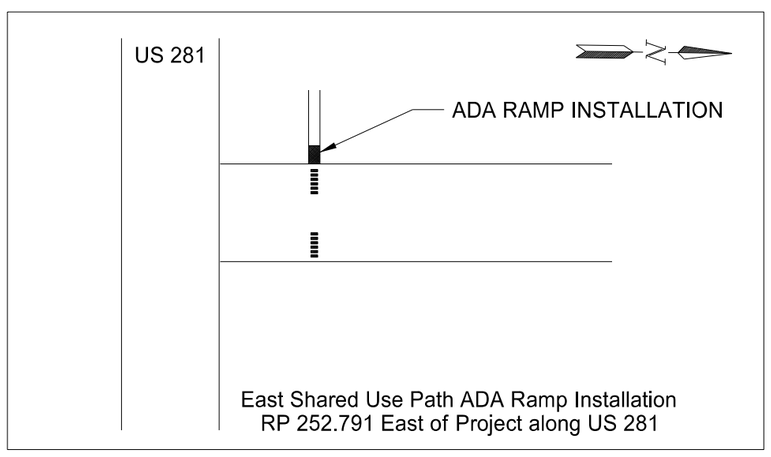
PAVEMENT MARKING
US 281 & 99th St NE
TURN LANES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	120	3





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PAVEMENT MARKING
CONTINENTAL CROSSWALKS

NOTE: Refer to Standard Drawing D-762-1 Pavement Marking Message Details
Continental Crosswalk Detail for Spacing. Quantities for crosswalks figured using 2'x6' white lines.

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	180	1

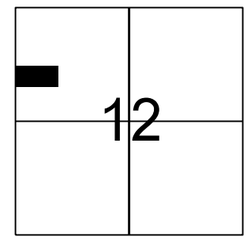
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

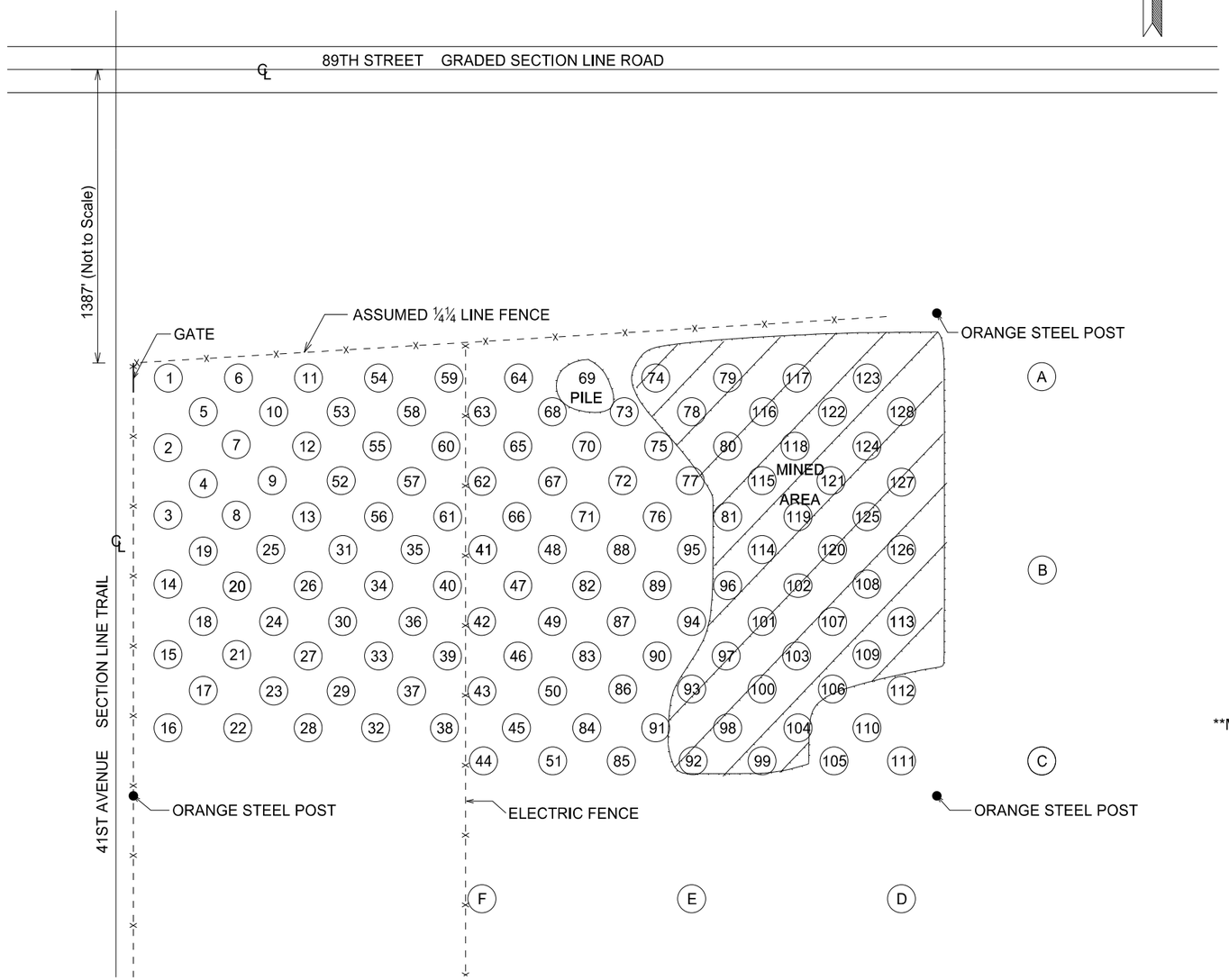
TEST HOLE PLAT

Location: SW1/2NW1/4 12-160-71 County: Rolette

Ownership: Kermit Knudson, Margaret Tumey, and Peter Knudson, Rolette, ND

LOCATION OF PIT IN SECTION





SCALE 1" = 200'

Area "A" consists of test holes 1 - 13
Area "B" consists of test holes 14 - 31
Area "C" consists of test holes 32 - 51
Area "D" consists of test holes 52 - 66
Area "E" consists of test holes 67 - 81
Area "F" consists of test holes 82 - 98
Area "G" consists of test holes 99 - 113
Area "H" consists of test holes 114 - 128

Legend:
gr = gravel
sd = sand
FS = fine sand
Fgr = fine gravel
CS = coarse sand
sh = shale
SiCl = silt clay
rk = rock
FeO = Iron oxide
CoS = Coal Slack
WL = water line
NG = no gravel
DM = disturbed material

**MATERIAL HAS BEEN REMOVED FROM THIS PIT SINCE BORINGS WERE TAKEN

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	180	2

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 ½" Screen	% Retained on 3/4" Screen	% Retained on 3/8" Screen	% Retained on # 4 Screen	Bottom of Test Hole
1	1.5	3.5gr	1	14	23	35	sdsh
		1.0grsh					
		1.0gr					
		1.0sd					
		1.0gr					
2	1.5	5.0gr	0	11	23	32	+ WL 9.0
		1.0sdsh					
		0.5gr					
		1.0sd					
3	2	1.0gr	0	11	22	33	+ WL 9.0
		1.0grsh					
		4.0gr					
		1.0sd					
4	1.5	2.0grsh	0	10	17	29	Si Cl
		1.0gr					
		1.0sd					
		2.gr					
5	1	2.0sd	0	8	16	27	sdsh
		5.5gr					
6	2	1.0Fgrsh	0	4	15	26	sdsh
		1.0gr					
		1.0sd					
		1.0gr					
		1.0grsh					
		1.0gr					
7	2	1.0gr	0	6	20	31	+ WL 9.0
		1.5grsh					
		1.5gr					
		0.5grsh					
		1.5gr					
		1.0grsh					
8	1	1.0grsh	0	5	15	25	+ WL8.5
		1.0gr					
		1.0sd					
		1.0gr					
		1.0sd					
		2.5gr					
9	1	2.0sd	0	6	17	28	+ WL9.0
		1.0grsh					
		3.0gr					
		1.0sd					
		1.0gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2" Screen	% Retained on 3/4" Screen	% Retained on 3/8" Screen	% Retained on # 4 Screen	Bottom of Test Hole
10	1.5	2.5gr	0	7	15	26	+ WL8.5
		1.0sd					
		1.0gr					
		1.0Fgr					
		1.5gr					
11	1	0.5gr	0	9	17	26	sdWL8.5
		1.5sd					
		3.0gr					
		2.0sd					
		0.5gr					
12	2	1.0FS	0	5	13	24	sdWL9.0
		3.5gr					
		1.5sdsh					
		1.0grsh					
13	1	2.0gr	0	6	16	25	+ WL 9.0
		1.0grsh					
		2.0gr					
		2.0sdsh					
		1.0gr					
14	2	1.0sd	0	3	10	18	Si Cl
		2.5gr					
		1.0sdsh					
		1.0sd					
15	1.5	3.5gr	0	10	24	35	sdWL8.0
		1.0grsh					
		1.0sd					
		1.0gr					
16	1	3.0grsh	0	3	15	25	+ WL8.0
		1.5gr					
		1.5sd					
		1.0sdsh					
17	1	5.5gr	0	7	19	31	+ WL8.0
		1.5sdsh					
18	1	1.0gr					
		1.0grsh	0	7	17	25	+ WL8.0
		1.0gr					
		1.0grsh					
		1.0sd					
		1.0sdsh					
		1.0sd					
19	1.5	2.0gr	0	11	20	29	Si Cl
		1.0sd					
		1.5gr					
		1.5sd					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2 Screen	% Retained on 3/4 Screen	% Retained on 3/8 Screen	% Retained on # 4 Screen	Bottom of Test Hole
20	1	1.0gr	0	7	18	28	sdWL8.5
		2.0sd					
		2.5gr					
		1.0sd					
		1.0gr					
21	1.5	1.5grsh	0	7	18	29	+ WL8.5
		1.0gr					
		1.0sd					
		2.0gr					
		1.5sdsh					
22	1	6.0gr	0	14	25	36	+ WL8.5
		1.5sdsh					
23	1	4.0gr	0	9	20	29	+ WL8.5
		1.0Fgr					
		1.0sd					
		1.0sdsh					
		0.5gr					
24	1	4.0gr	0	5	16	27	+ WL8.5
		2.0sd					
		1.5gr					
25	2	1.5sd	0	7	14	22	+ WL9.0
		3.0gr					
		1.5Fsd					
		1.0sd					
26	1	1.0gr	0	4	14	24	Si Cl
		1.0sd					
		3.5gr					
		1.0Fsd					
		0.5gr					
27	1.5	4.5gr	0	9	21	34	+ WL8.0
		1.0grsh					
		1.0sd					
28	1	4.0gr	0	9	21	31	+ WL8.0
		1.0Fgr					
		2.0sd					
29	1	1.0grsh	0	7	19	30	+ WL9.0
		1.0gr					
		1.0sd					
		1.0gr					
		1.0sd					
		1.0sdsh					
		2.0gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2 Screen	% Retained on 3/4 Screen	% Retained on 3/8 Screen	% Retained on # 4 Screen	Bottom of Test Hole
30	1.5	1.0grsh	0	8	19	35	+ WL8.5
		0.5sd					
		3.0gr					
		1.0sd					
		1.5gr					
31	0.5	0.5gr	0	8	19	26	+ WL7.5
		1.5sd					
		3.0gr					
		1.0sd					
		1.0sdsh					
32	0.5	1.0gr	0	9	24	37	+ WL8.0
		0.5sd					
		1.0grsh					
		5.0gr					
33	1.5	4.5gr	0	7	21	33	sdWL8.5
		1.0sd					
		1.0sdsh					
		0.5gr					
34	1.5	1.0grsh	0	5	15	25	grWL8.0
		0.5gr					
		1.0sd					
		1.0gr					
		1.0sdsh					
		2.0sd					
35	3	3.0gr	0	7	17	26	+ WL8.5
		2.5sd					
36	1.5	3.5gr	0	8	19	31	Si Cl
		2.0sd					
		1.0gr					
37	0.5	3.0gr	0	5	19	32	+ WL8.5
		1.5sd					
		1.0grsh					
		2.5gr					

RANGE 71 **TWP.** 160 **SEC.** 12

Rolette **COUNTY**

PIT PROSPECTED BY Willie Heinrich 9-99

INSPECTED & APPROVED _____

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	180	3

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 ½" Screen	% Retained on 3/4" Screen	% Retained on 3/8" Screen	% Retained on # 4 Screen	Bottom of Test Hole
38	0.5	4.5gr	1	6	18	31	+ WL8.0
		1.0Fgr					
		1.0FS					
		1.0gr					
39	0.5	4.0gr	0	5	16	28	+ WL9.0
		1.0sd					
		0.5gr					
		1.0Fgrsh					
		1.0sd					
		1.0gr					
40	1	4.0grsh	0	4	16	24	+ WL8.0
		1.0sd					
		2.0FS					
41	1.5	2.5gr	1	10	20	31	+ WL9.0
		1.0Fgr					
		3.0gr					
		1.0sdsh					
42	1.5	4.5gr	0	5	16	28	Si Cl
		1.5sd					
43	1	2.0grsh	0	7	20	33	+ WL8.5
		5.5gr					
44	1.5	0.5gr	0	7	20	32	+ WL7.5
		1.0grsh					
		3.0gr					
		1.5sd					
45	1	2.0grsh	1	9	22	34	+ WL8.5
		3.0gr					
		1.0Fgr					
		1.5gr					
46	1.5	1.5grsh	0	12	25	40	sdsh
		3.5gr					
		1.0sd					
47	1	1.0grsh	0	12	27	40	+ WL8.5
		4.5gr					
		1.0sdsh					
		1.0gr					
48	0.5	2.0gr	0	10	23	35	+ WL7.0
		1.0sd					
		1.5gr					
		1.0sd					
		1.0sdsh					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2" Screen	% Retained on 3/4" Screen	% Retained on 3/8" Screen	% Retained on # 4 Screen	Bottom of Test Hole
49	0.5	3.5grsh	0	6	20	34	+ WL8.0
		1.0sd					
		1.5gr					
		1.0FS					
		0.5gr					
50	1.5	1.5gr	0	10	22	35	+ WL8.0
		1.0grsh					
		4.0gr					
51	2	0.5sd	0	3	12	23	+ WL7.5
		2.5gr					
		1.0sd					
		1.5gr					
52	1	5.0grsh	1	7	17	29	+ WL8.5
		2.0sd					
		0.5gr					
53	1.5	1.5grsh	0	6	17	30	sdsh
		4.0gr					
		1.0grsh					
54	1	2.0grsh	1	10	18	28	sdWL9.0
		3.5gr					
		1.5sd					
		1.0gr					
55	2	2.0gr	0	7	19	28	FgrWL8.5
		1.0sd					
		1.0gr					
		1.0sd					
		0.5Fgr					
56	0.5	2.5grsh	0	7	19	30	sdsh
		1.5gr					
		2.5sd					
57	0.5	4.5gr	0	9	26	39	+ WL9.0
		1.0grsh					
		1.0gr					
		2.0sd					
58	0.5	3.5grsh	0	10	21	31	+ WL8.5
		1.0gr					
		1.0sdsh					
		2.5gr					
59	1.5	3.5gr	0	8	16	24	sdWL8.5
		1.0sdsh					
		1.0Fgr					
		1.0sd					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2 Screen	% Retained on 3/4 Screen	% Retained on 3/8 Screen	% Retained on # 4 Screen	Bottom of Test Hole
60	1.5	4.0gr	0	8	23	33	+ WL8.5
		2.5sd					
		0.5gr					
61	2	4.0gr	0	17	28	38	sdsh
		1.0Fgr					
62	1.5	2.0gr	0	9	21	31	+ WL8.5
		1.0sd					
		1.0gr					
		1.0sdsh					
		0.5sd					
		1.5gr					
63	1	1.0sd	0	7	16	25	+ WL8.5
		3.0grsh					
		3.5sdsh					
64	1.5	3.5gr	1	11	23	33	+ WL8.5
		0.5FS					
		0.5gr					
		1.0sdsh					
		1.5gr					
65	1.5	1.0gr	0	13	23	32	sdsh
		0.5grsh					
		2.0sd					
		2.0gr					
66	1.5	1.5gr	1	14	27	38	+ WL8.0
		1.0sd					
		2.0gr					
		1.0sdsh					
		1.0grsh					
67	1	3.0grsh	1	9	23	35	+ WL8.0
		2.0gr					
		1.0sd					
		1.0gr					
68	1	1.0sd	0	5	15	25	+ WL8.0
		1.0gr					
		1.0sd					
		1.0gr					
		1.0sd					
		2.0gr					
69	0.5	2.5gr	0	9	23	35	+ WL8.0
		1.0grsh					
		2.0gr					
		0.5sd					
		0.5sdsh					
		1.0gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2 Screen	% Retained on 3/4 Screen	% Retained on 3/8 Screen	% Retained on # 4 Screen	Bottom of Test Hole
70	1.5	2.5grsh	0	7	18	28	+ WL8.0
		1.5gr					
		1.0sd					
		1.5gr					
71	1	5.0gr	0	11	23	35	+ WL8.5
		1.0sd					
		1.5gr					
72	3	3.5gr	0	5	15	26	+ WL8.5
		1.0sd					
		1.0gr					
73	1	2.0grsh	0	8	20	31	+ WL8.0
		2.0gr					
		1.0FS					
		1.0gr					
		1.0sd					
74	2	4.0gr	0	7	19	31	+ WL8.0
		1.0sdsh					
		1.0Fgrsh					
75	1	3.0gr	0	6	17	27	+ WL8.0
		1.0grsh					
		1.5sd					
		0.5sdsh					
		1.0Fgr					
76	1	6.0gr	0	6	23	37	+ WL8.0
		1.0grsh					
77	1.5	6	0	8	23	41	+ WL7.5
78	0.5	5.5gr	0	5	18	29	+ WL8.0
		1.5FS					
		0.5gr					
79	1.5	5.5gr	1	10	24	39	+ WL8.5
		1.0grsh					
		0.5gr					

RANGE 71 **TWP.** 160 **SEC.** 12

Rolette **COUNTY**

PIT PROSPECTED BY **Willie Heinrich 9-99**

INSPECTED & APPROVED

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	180	4

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 ½" Screen	% Retained on 3/4" Screen	% Retained on 3/8" Screen	% Retained on # 4 Screen	Bottom of Test Hole
80	1	6.5gr	0	9	22	34	+ WL8.5
		0.5sd					
		0.5sd					
81	0.5	6.5	1	14	30	44	sdsh
82	1.5	3.0grsh	1	11	20	31	+ WL8.0
		0.5sd					
		3.0gr					
83	1	3.0gr	0	7	21	35	+ WL7.5
		1.0grsh					
		1.0gr					
		1.0grsh					
		0.5sd					
84	2	2.5gr	0	3	12	25	+ WL7.5
		1.0sdsh					
		1.0Fgr					
		1.0gr					
85	0.5	6.5	1	11	25	42	sdWL7.0
86	2	1.0grsh	0	7	17	31	+ WL8.0
		3.0gr					
		1.0sd					
		1.0grsh					
87	1	3.0gr	0	6	17	29	+ WL8.0
		1.0FS					
		2.0Fgr					
		1.0sd					
88	1	1.0gr	0	10	24	39	+ WL8.0
		1.0grsh					
		5.0gr					
89	0.5	5.5gr	0	7	22	35	sdWL7.5
		1.5sd					
90	0.5	4.5gr	0	5	16	28	+ WL8.0
		1.0sdsh					
		1.0FS					
		1.0gr					
91	1	6.5	0	14	29	43	+ WL7.5
92	1	1.0grsh	0	6	18	32	+ WL8.0
		1.0sd					
		1.0grsh					
		1.0gr					
		2.0gr					
93	1.5	3.5grsh	0	9	23	34	+ WL7.0
		1.0sd					
		1.0gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2" Screen	% Retained on 3/4" Screen	% Retained on 3/8" Screen	% Retained on # 4 Screen	Bottom of Test Hole
94	1.5	1.5gr	1	9	23	35	+ WL8.0
		1.0sd					
		3.0gr					
		1.0sd					
95	1	5.0gr	1	15	28	40	+ WL7.5
		1.5sdsh					
96	1	1.0gr	0	5	15	28	+ WL8.0
		2.0DM					
		2.0gr					
		1.0Fgrsh					
		1.0sd					
97	2	1.0grsh	1	10	25	36	+WL7.0
		2.5gr					
		1.5sd					
98	1	2.0grsh	1	14	26	38	+ WL7.5
		2.0gr					
		1.0sdsh					
		1.5gr					
99	1	1.5FS	0	11	24	37	+ WL8.5
		4.5gr					
		1.0sd					
		0.5gr					
100	2	3.5gr	0	5	17	29	sdWL7.0
		0.5sd					
		1.0gr					
101	2	5.0gr	0	9	22	33	+ WL8.0
		1.0sd					
102	1.5	2.0grsh	0	11	25	38	+ WL8.5
		0.5sd					
		3.0gr					
		1.0sdsh					
		0.5gr					
103	1.5	4.0gr	0	13	24	34	sdWL7.0
		1.5sd					
104	1.5	1.0FS	0	7	19	31	+ WL7.5
		3.0gr					
		1.0sd					
		0.5gr					
		0.5FS					
105	1.5	5.5gr	0	8	18	29	+ WL8.0
		1.0sd					
106	2.5	3.0gr	0	9	23	35	+ WL7.5
		1.0sd					
		1.0gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2 Screen	% Retained on 3/4 Screen	% Retained on 3/8 Screen	% Retained on # 4 Screen	Bottom of Test Hole
107	1.5	1.5FS	0	8	22	34	sdsh
		1.0Fgr					
		3.5gr					
108	1.5	1.5FS	1	8	21	32	+ WL8.5
		5.5gr					
109	1.5	2.5grsh	0	5	17	29	+ WL7.5
		2.0gr					
		1.5sd					
110	1	6	0	8	20	33	+ WL7.0
111	1	1.0gr	0	10	23	34	grWL7.0
		1.0grsh					
		3.0gr					
		1.0sd					
112	1.5	1.0gr	0	8	21	34	sdWL7.0
		1.0sd					
		2.5gr					
113	1.5	1.5grsh	0	9	22	34	+ WL8.0
		1.0gr					
		1.0sd					
		2.0gr					
		0.5sd					
		0.5gr					
114	1.5	5.5gr	1	10	24	37	+ WL8.5
		1.5Fgrsh					
115	1.5	6.5	0	12	27	40	sdsh
116	2	6.0gr	0	9	25	37	+ WL9.5
		1.5sd					
117	1.5	5.0gr	0	5	16	27	+ WL8.5
		2.0sd					
118	2	2.0FS	0	9	21	33	+ WL9.5
		5.5gr					
119	1	5.5gr	0	12	25	37	+ WL8.0
		1.5sd					
120	2	2.0gr	0	8	21	33	+ WL9.0
		1.0sd					
		1.0Fgr					
		2.0gr					
		1.0grsh					
121	1	6.0gr	0	10	25	39	+ WL8.0
		1.0sdsh					
122	1.5	7	0	9	24	38	+ WL8.5
123	1.5	0.5grsh	0	9	22	34	+ WL8.5
		4.0gr					
		2.5grsh					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2 Screen	% Retained on 3/4 Screen	% Retained on 3/8 Screen	% Retained on # 4 Screen	Bottom of Test Hole
124	1.5	0.5grsh	1	11	26	38	+ WL
		4.0gr					
		2.0sd					
		1.0gr					
125	1.5	2.5gr	0	13	28	143	+ WL8.5
		1.0grsh					
		2.0gr					
		1.5grsh					
126	3	1.0grSiCl	0	5	15	27	+ WL7.5
		2.0gr					
		1.5sd					
127	1.5	1.0gr	0	7	22	37	+ WL8.0
		1.0grsh					
		4.5gr					
128	2	4.5gr	0	5	18	32	+ WL8.5
		1.5sd					
		0.5gr					

RANGE 71 **TWP.** 160 **SEC.** 12

Rolette **COUNTY**

PIT PROSPECTED BY **Willie Heinrich 9-99**

INSPECTED & APPROVED

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	180	5

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 ½" Screen	% Retained on 3/4" Screen	% Retained on 3/8" Screen	% Retained on # 4 Screen	Bottom of Test Hole
A	1.5	4.5gr	0	8	26	40	sdWL8.0
		1.0grsh					
		1.0gr					
B	1.5	1.0FS	0	8	19	33	+ WL8.0
		3.0gr					
		1.0FS					
		1.0gr					
C	1.5	1.5FS	0	5	17	29	sdWL8.0
		4.0gr					
		1.0sd					
D	1.5	2.5gr	0	9	23	35	+ WL8.0
		1.0sd					
		1.0grsh					
		2.0gr					
E	1	4.0gr	0	11	27	38	sdWL7.0
		1.0sd					
		1.0gr					
F	1	1.0Fgrsh	0	7	16	29	+ WL8.0
		1.0Fgr					
		1.0gr					
		1.0grsh					
		1.0sd					
		1.0gr					
		1.0sdsh					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2" Screen	% Retained on 3/4" Screen	% Retained on 3/8" Screen	% Retained on # 4 Screen	Bottom of Test Hole

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2 Screen	% Retained on 3/4 Screen	% Retained on 3/8 Screen	% Retained on # 4 Screen	Bottom of Test Hole

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft.)	Depth of Gravel (Ft.)	% Retained on 1 1/2 Screen	% Retained on 3/4 Screen	% Retained on 3/8 Screen	% Retained on # 4 Screen	Bottom of Test Hole

RANGE 71 **TWP.** 160 **SEC.** 12

Rolette **COUNTY**

PIT PROSPECTED BY Willie Heinrich 9-99

INSPECTED & APPROVED

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-281(122)253	180	6

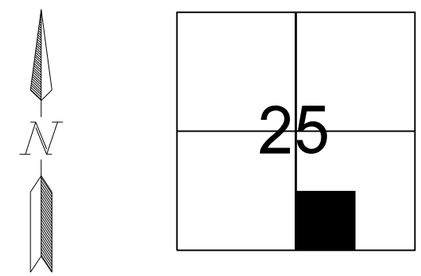
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

TEST HOLE PLAT

Location: SW1/4SE1/4 25-162-74 County: Bottineau

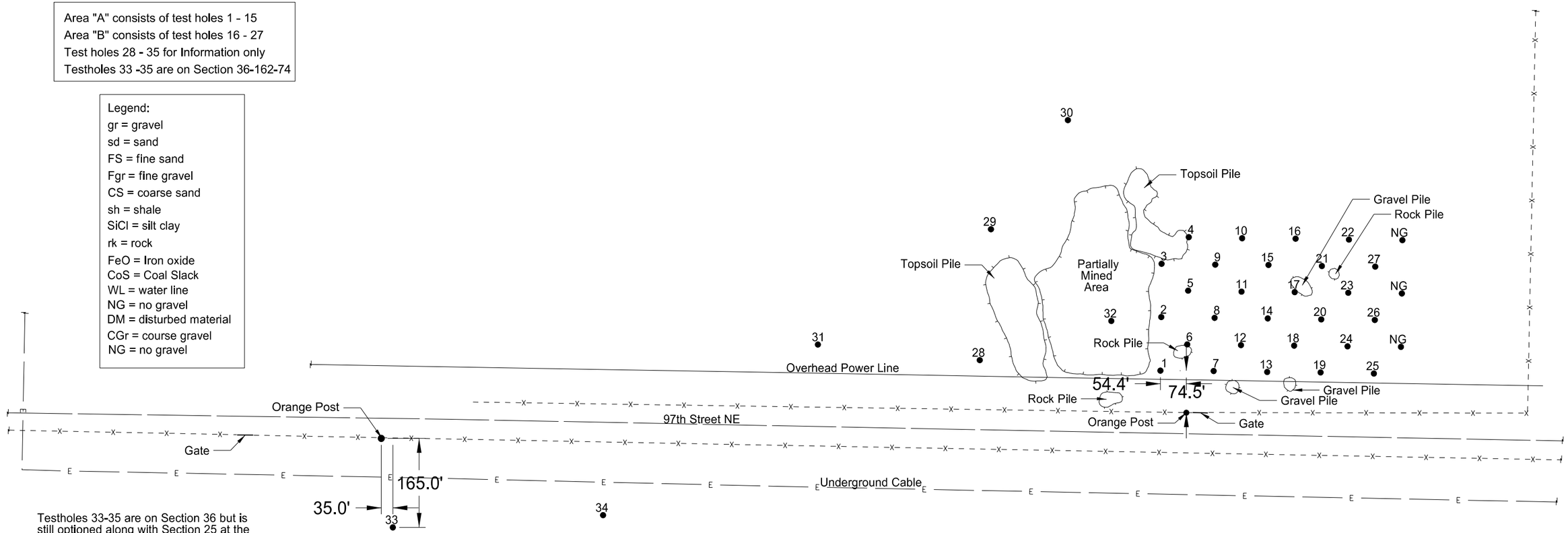
Ownership: Shannon and Kristie Brennan

LOCATION OF PIT IN SECTION



Area "A" consists of test holes 1 - 15
Area "B" consists of test holes 16 - 27
Test holes 28 - 35 for Information only
Testholes 33 -35 are on Section 36-162-74

Legend:
gr = gravel
sd = sand
FS = fine sand
Fgr = fine gravel
CS = coarse sand
sh = shale
SiCl = silt clay
rk = rock
FeO = Iron oxide
CoS = Coal Slack
WL = water line
NG = no gravel
DM = disturbed material
CGr = course gravel
NG = no gravel



Testholes 33-35 are on Section 36 but is still optioned along with Section 25 at the same royalty rate. Material is very coarse and could not be drilled out by our equipment. Left for your own investigation. See Notes on Boring Log for depths of gravel.

Scale 1"=200'

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	**NH-3-281(122)253**	**180**	**7**

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
1	1.0	14.5 gr	6	16	27	42	WL
2	3.0	3.0 gr SiCl	2	17	25	37	rk
		7.0 gr					
3	1.0	11.0 gr	2	9	22	37	WL
		3.5 Fgr					
4	4.0	3.0 gr	0	6	15	27	SiCl
		4.5 Fgr					
5	4.0	2.0 gr	0	6	20	35	WL
		1.0 SiCl					
		9.0 gr					
6	3.0	10.5 gr	3	18	34	49	rk
7	5.0	9.0 gr	5	15	28	41	rk
8	3.0	7.0 gr	0	11	25	40	SiCl
9	4.0	3.0 gr SiCl	2	11	24	41	WL
		9.0 gr					
10	3.0	1.0 gr	0	6	17	31	SiCl
		1.0 Fgr					
		5.0 gr					
		1.0 Fgr					
11	7.0	6.5 gr	0	14	26	39	WL
12	5.0	1.0 Fgr	2	12	27	44	WL
		7.0 gr					
13	1.0	9.5 gr	0	6	20	36	WL
14	3.0	3.0 gr	0	10	25	41	WL
		2.0 CGr					
		4.5 gr					
15	2.0	5.0 gr	2	12	24	36	SiCl
		1.5 Fgr					
16	4.0	6.0 gr	2	7	20	37	WL
17	2.0	8.0 gr	1	11	22	35	SiCl
18	1.0	9.0 gr	2	13	28	43	WL
19	0.5	4.5 gr	0	9	24	39	WL
		2.0 CGr					
		1.0 Fgr					
20	2.0	1.0 gr SiCl	0	6	17	33	SiCl
		4.0 gr					
		2.0 Fgr					
21	1.0	5.0 gr	0	10	24	37	SiCl
22	3.0	3.0 gr SiCl	0	2	14	27	SiCl
23	3.0	6.0 gr	0	9	21	37	WL
		3.0 Fgr					
24	4.0	4.0 gr	2	18	29	46	WL
25	0.5	1.5 Fgr	0	8	21	36	WL
		5.0 gr					
26	3.0	3.0 sd SiCl	0	0	4	11	SiCl
		3.5 Fgr					
27	5.0	4.0 gr	5	14	26	37	WL

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
28	2.0	4.0 gr	0	6	17	32	WL
		2.0 Fgr					
		3.0 gr					
29	1.5	8.5 gr	2	10	19	35	rk
30	2.0	4.0 gr	2	10	21	34	SiCl
31	3.0	7.0 gr	1	13	28	43	WL
		1.0 gr SiCl					
32	0.0	8.0 gr	1	13	29	47	WL
33	1.0	14.0 Cgr	5	22	36	51	+gr
34	2.0	9.0 Cgr	6	26	43	59	WL
35	0.5	14.5 Cgr	8	25	39	52	+gr

Holes 28-35 are not included in the pit quantities and are for informational purposes only.

Test holes 33-35 are from section 36-162-74

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen

RANGE 74 **TWP** 162 **SEC** S1/2 25

COUNTY Bottineau Oct-14

PROSPECTED BY Rogstad / Usher

INSPECTED & APPROVED Jeffrey Swank Oct-14

NDDOT ABBREVIATIONS

D-101-1

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

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NDDOT ABBREVIATIONS

D-101-2

FFP	fuel filler pipes
FLS	fuel leak sensor
Furn	furnish/ed
Gal	gallon
Galv	galvanized
Gar	garage
Gs L	gas line
G Reg	gas line regulator
GMV	gas main valve
G Mtr	gas meter
GSV	gas service valve
GVP	gas vent pipe
GV	gate valve
Ga	gauge
Geod	geodetic
GIS	Geographical Information System
G	giga
GPS	Global Positioning System
Gov	government
Grd	graded/grade
Gr	gravel
Grnd	ground
GWM	ground water monitor
Gdrl	guardrail
Gtr	gutter
H Plg	H piling
Hdwl	headwall
Ha	hectare
Ht	height
HI	height of instrument
Hel	helical
H	henry
Hz	hertz
HDPE	high density polyethylene
HM	high mast
HP	high pressure
HPS	high pressure sodium
Hwy	highway
Hor	horizontal
HBP	hot bituminous pavement
HMA	hot mix asphalt
Hr	hour(s)
Hyd	hydrant
Ph	hydrogen ion content
Id	identification
In or "	inch
Incl	inclinometer tube
IMH	inlet manhole
ID	inside diameter
Inst	instrument
Intchg	interchange
Intmdt	intermediate
Intscn	intersection
Inv	invert
IM	iron monument

I Pn	Iron Pin
IP	iron Pipe
Jt	joint
J	joule
Jct	junction
K	kelvin
Kn	kilo newton
Kpa	kilo pascal
Kg	kilogram
Kg/m3	kilogram per cubic meter
Km	kilometer
K	Kip(s)
LS	Land Surveyor (licensed)
LSIT	Land Surveyor In Training
Ln	lane
Lg	large
Lat	latitude
Lt	left
L	length of curve
Lens	lenses
Lvl	level
LB	level book
Lvlng	leveling
Lht	light
LP	light pole
Ltg	lighting
Lig Co	lignite coal
Lig Sl	lignite slack
LF	linear foot
Liq	liquid
LL	liquid limit
L	litre
Lm	loam
Loc	location
LC	long chord
Long.	longitude
Lp	loop
LD	loop detector
Lm	lumen
Lum	luminaire
L Sum	lump sum
Lx	lux
ML	main line
M Hr	man hour
MH	manhole
Mkd	marked
Mkr	marker
Mkg	marking
MA	mast arm
Matl	material
Max	maximum
MC	meander corner
Meas	measure
Mdn	median
MD	median drain

MC	medium curing
M	mega
Mer	meridian
M	meter
M/s	meters per second
M	mid ordinate of curve
Mi	mile
MM	mile marker
MP	mile post
Ml	milliliter
Mm	millimeter
Mm/hr	millimeters per hour
Min	minimum
Misc	miscellaneous
Mon	monument
Mnd	mound
Mtbl	mountable
Mtd	mounted
Mtg	mounting
Mk	muck
Mun	municipal
N	nano
NGS	National Geodetic Survey
NS	near side
Neop	neoprene
Ntwk	network
N	newton
N	North
NE	North East
NW	North West
NB	Northbound
No. or #	number
Obsc	obscure(d)
Obsn	observation
Ocpd	occupied
Ocpy	occupy
Off Loc	office location
O/s	offset
OC	on center
C	one dimensional consolidation
OC	organic content
Orig	original
O To O	out to out
OD	outside diameter
OH	overhead
PMT	pad mounted transformer
Pg	pages
Pntd	painted
Pr	pair
Pnl	panel
Pk	park
PK	Parker-Kalon nail
Pa	pascal
PSD	passing sight distance
Pvmt	pavement

Ped	pedestal
Ped	pedestrian
PPP	pedestrian pushbutton post
Pen.	penetration
Perf	perforated
Per.	perimeter
PL	pipeline
Pl	place
P&P	plan & profile
PL	plastic limit
Pl	plate
Pt	point
PCC	point of compound curve
PC	point of curve
PI	point of intersection
PRC	point of reverse curvature
PT	point of tangent
POC	point on curve
POT	point on tangent
PE	polyethylene
PVC	polyvinyl chloride
PCC	Portland Cement concrete
Lb or #	pounds
PP	power pole
Preempt	preemption
Prefab	prefabricated
Prfmd	preformed
Prep	preperation
Press.	pressure
PRV	pressure relief valve
Prestr	prestressed
Pvt	private
PD	private drive
Prod.	production/produce
Prog	programmed
Prop.	property
Prop Ln	property line
Ppsd	proposed
PB	pull box

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

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NDDOT ABBREVIATIONS

D-101-3

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

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NDDOT UTILITY COMPANY AND ORGANIZATION ABBREVIATIONS

D-101-10

702COM	702 Communications
ACCENT	Accent Communications
AGASSIZ WU	Agassiz Water Users Incorporated
AGC	Assiociated General Contractors of America
All Pl	Alliance Pipeline
ALL SEAS WU	All Seasons Water Users Association
AMOCO Pl	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-traill 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
MCKNZ 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 HGH 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

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D-101-20

Line Styles

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

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D-101-21

Line Styles

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

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Symbols

D-101-30

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

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Symbols

D-101-31

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE

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Symbols

D-101-32

- Pad Mounted Feed Point
- Pipe Mounted Feed Point with Pad
- Pole Mounted Feed Point
- Headwall
- Double Headwall with Vegitation Barrier
- Single Headwall with Vegitation Barrier
- Pole Mounted Head
- Sprinkler Head
- Fire Hydrant
- Inlet Type 1
- Inlet Type 2
- Double Inlet Type 2
- Inlet Grate 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
- Alignment Monument
- Iron Pin Reference Monument
- 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
- CSB — Continuous Split Barrel Sample
- FA — Flight Auger Sample
- SB — Split Barrel Sample
- T — Thinwall Tube Sample
- Highway Sign
- SNOW GATE 18 FT
- SNOW GATE 28 FT
- SNOW GATE 40 FT
- N — Standard Penetration Test
- Transformer
- Incl — Inclinometer Tube
- Underdrain Cleanout
- Excavation Unit
- Water Valve

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
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DATE	CHANGE

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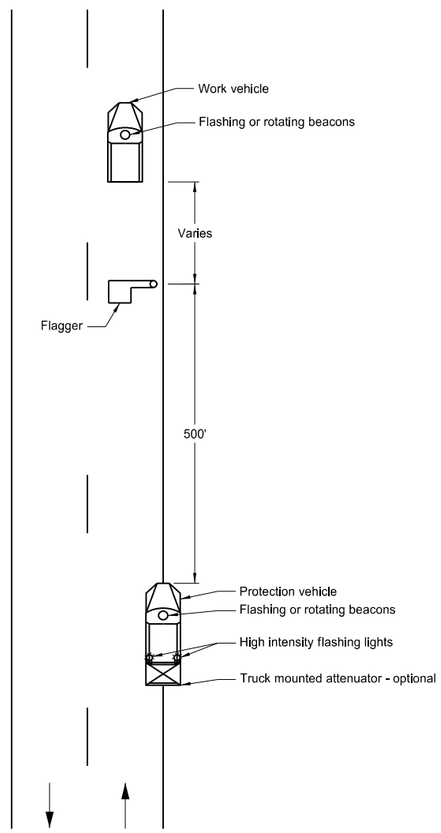
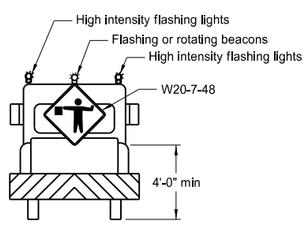
TRAFFIC CONTROL FOR CORING OF HOT BITUMINOUS PAVEMENT

D-704-2

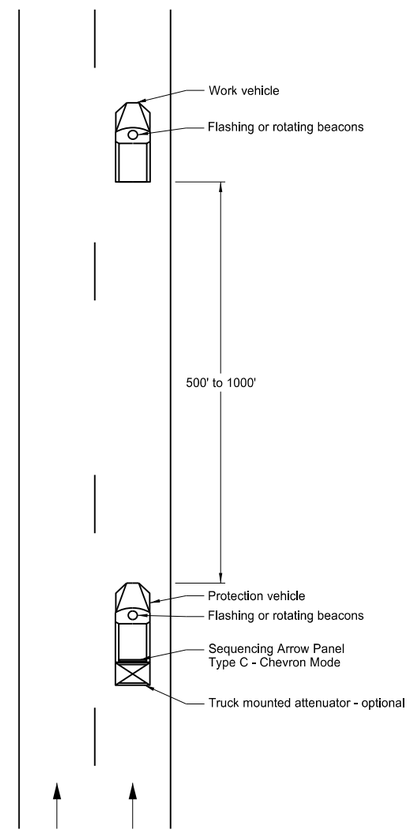
Two Lane, Two Way Roadways

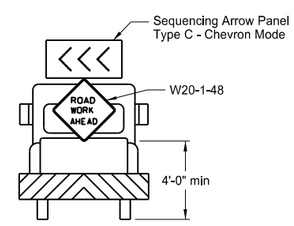




Typical Protection Vehicle

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	
DATE	CHANGE

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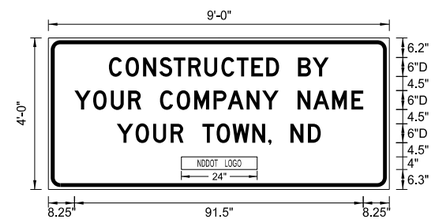
CONSTRUCTION SIGN DETAIL

D-704-5

SIGN NUMBER	G20-10-108
WIDTH x HEIGHT	9'-0" x 4'-0"
BORDER WIDTH	1.25" (inset 0.75")
CORNER RADIUS	3"
MOUNTING	Ground
BACKGROUND	TYPE: IV Reflective
	COLOR: Fluorescent Orange
LEGEND/BORDER	TYPE: Non-Refl
	COLOR: Black

SYMBOL	X	Y	WID	HT	ANGLE
	42.1	6.2	24	4	0

STATION(S): AREA: 36.0 Sq.Ft.



Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITION (X)																			LENGTH	SIZE	SERIES
C	O	N	S	T	R	U	C	T	E	D		B	Y						69.7	6	D 2000
19.2	24.5	30	35.1	39.7	44.3	49.4	54.8	59.7	64.3	69	73.1	79.1	83.7								
Y	O	U	R		C	O	M	P	A	N	Y		N	A	M	E			91.5	6	D 2000
8.3	14.2	19.8	25.3	29.4	35.4	40.7	46.2	52.4	56.8	62.8	67.8	72.9	78.9	83.9	89.9	96					
Y	O	U	R		T	O	W	N	,		N	D							64.6	6	D 2000
21.7	27.6	33.2	38.7	42.8	48.8	53.3	58.4	64.6	69.6	70.7	76.7	82.2									

Notes:

1. Sign shall be placed a distance of ½A following the End Road Work (G20-2a-48) sign. There shall be a maximum of 2 signs per project.
2. Sign shall be post mounted.
3. Sign required on rural projects with a 30 day or longer duration and it is not required on seal coat projects or other short duration projects.
4. Sign shall not be placed in urban areas or within city limits.

Advance Warning Sign Spacing (A)			
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

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

8-22-12

REVISIONS

DATE	CHANGE
7-18-14	Revise sheeting to type IV

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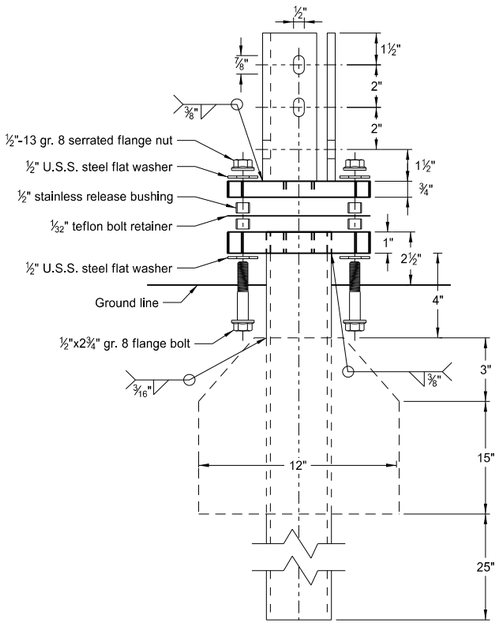
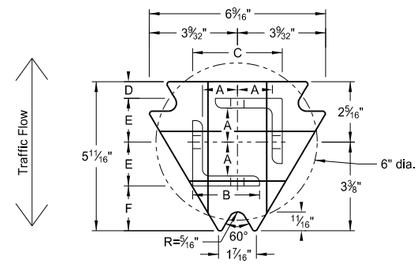
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-7

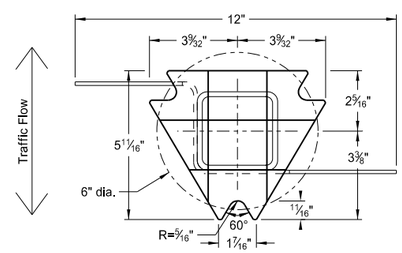
Perforated Tube



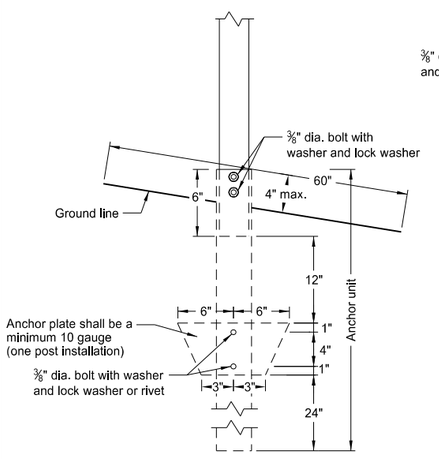
Multi-Directional
Slip Base Assembly



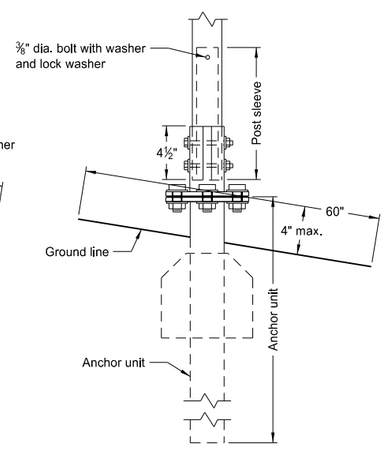
Top Post Receiver
Plate - ASTM A572 grade 50
Angle Receiver - 2½"x2½"x⅜" ASTM A36 structural angle



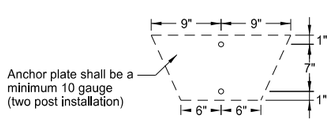
Bottom Soil Stub
Tube - 3"x3"x7 gauge ASTM A500 grade B tube
Stabilizing Wing - 7 gauge H.R.P.O. ASTM A1011
Plate - ASTM A572 grade 50

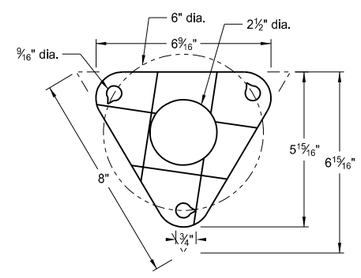


Anchor Unit and Post Assembly



Multi-Directional
Slip Base Anchor Unit
and Post Sleeve Assembly





Bolt Retainer for Base Connection
Bolt Retainer- 1/32" Reprocessed Teflon

Notes:

1. Slip base bolts shall be torqued as specified by the manufacturer.
2. Anchor shall have a yield strength of 43.9 KSI and tensile strength of 59.3 KSI.
3. The 4" vertical clearance is required for the anchor or breakaway base. The 4"x60" measurement shall be made above and below post location and also back and ahead of the post.
4. When used in concrete sidewalk, anchor shall be same except without the wings.
5. Four post signs shall have over 7' between the first and the fourth posts.

Telescoping Perforated Tube

Number of Posts	Post Size in.	Wall Thick-ness Gauge	Sleeve Size in.	Wall Thick-ness Gauge	Slip Base	Anchor Size without Slip Base in.
1	2	12			No	2¼
1	2¼	12			No	2½
1	2½	12			(A)	3
1	2½	10			Yes	
1	2¼	12	2	12	Yes	
1	2½	12	2¼	12	Yes	
2	2	12			No	2¼
2	2¼	12			No	2½
2	2½	12			Yes	
2	2½	12			Yes	
2	2¼	10	2	12	Yes	
2	2½	12	2¼	12	Yes	
3 & 4	2½	12			Yes	
3 & 4	2½	10			Yes	
3 & 4	2½	12	2¼	12	Yes	
3 & 4	2¼	12	2	12	Yes	
3 & 4	2½	10	2 3/16	10	Yes	

(A) The breakaway base is required when the support is placed in weak soils. The Engineer shall determine if the soils are weak.

(B) The 2 3/16"x10 ga. may be inserted into 2½"x10 ga. for additional wind load.

Properties of Telescoping Perforated Tube

Tube Size in.	Wall Thickness in.	U.S. Standard Gauge	Weight per Foot lbs.	Moment of Inertia in.^{4}	Cross Sec. Area in.^{2}	Section Modulus in.^{3}
1½ x 1½	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
2¼ x 2¼	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
2½ x 2½	0.105	12	3.141	0.804	0.803	0.643
2½ x 2½	0.135	10	4.006	0.979	1.010	0.785

Top Post Receiver Data Table

Square Post Sizes (B)	A	B	C	D	E	F
2 3/16"x10 ga.	1 9/64"	2½"	3 1/32"	25/32"	1 33/64"	1⅞"
2½"x10 ga.	1 9/32"	2½"	3 5/16"	⅝"	1 21/32"	1¾"

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
2-28-14	
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DATE	CHANGE

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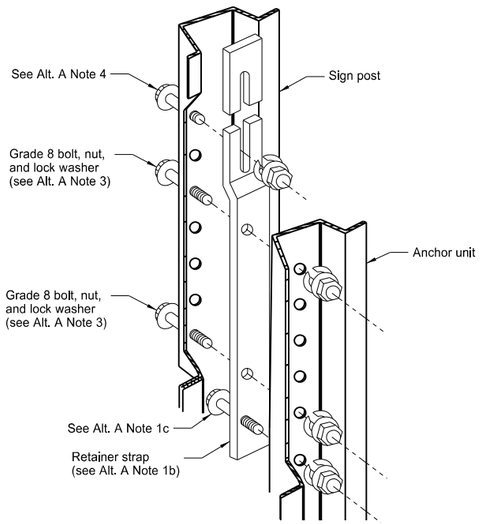
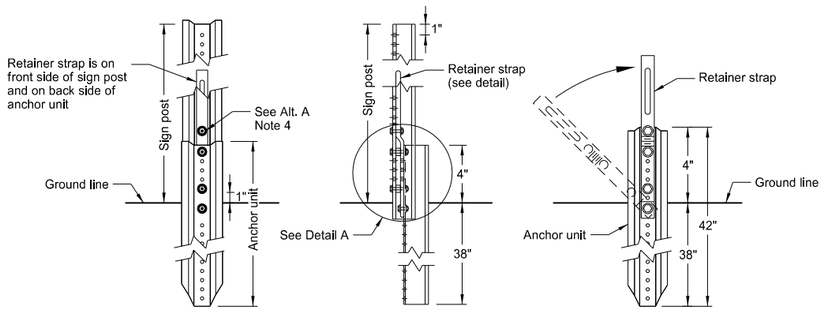
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-8

U-Channel Post



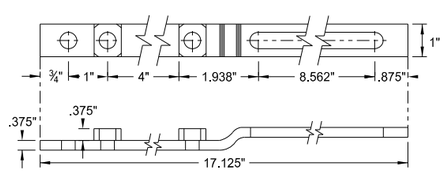
Detail A



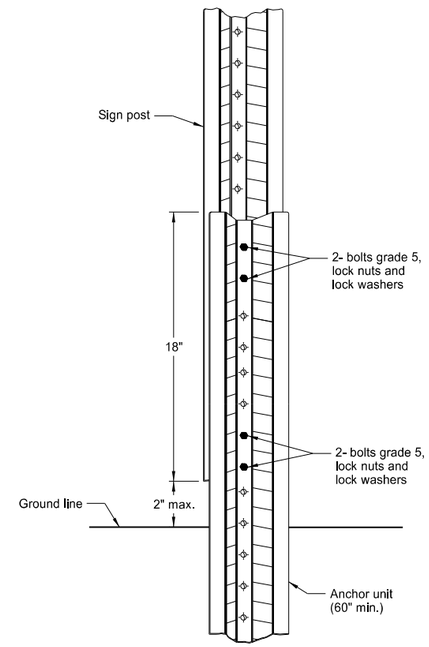
Front View | Side View | Back View

Breakaway U-Channel Detail
Alternate A

A maximum of 2 posts shall be installed within 7'.

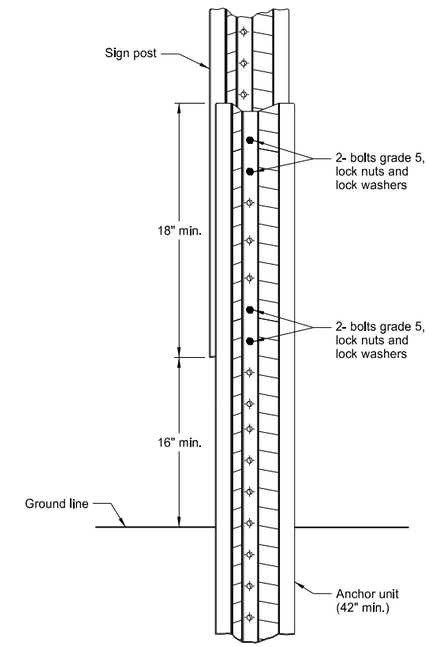


Retainer Strap Detail



Breakaway U-Channel Splice Detail
Alternate B
(2.5 and 3 lb/ft)

A maximum of 3 posts shall be installed within 7'.



Breakaway U-Channel Splice Detail
Alternate C
(2.5 and 3 lb/ft)

A maximum of 3 posts shall be installed within 7'.

Alternate A Steps of Installation:

1. a) Drive anchor unit to within 12" of ground level.
   b) Proper assembly established by lining up the bottom hole of retainer strap with the 6th hole from the top of the anchor unit.
   c) Assemble strap to back of anchor unit using 5/16"x2" bolt, lock washer and nut.
   d) Rotate strap 90° to left.
2. a) Drive anchor unit to 4" above ground.
   b) Rotate strap to vertical position.
3. a) Place 5/16"x2" bolt, lock washer and nut in bottom of sign post to facilitate alignment of sign post with proper hole in anchor unit.
   b) Alternately tighten two connector bolts.
4. Complete assembly by tightening 5/16"x2" bolt (this fastens sign post to retainer strap).
5. The base post, strap and 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.

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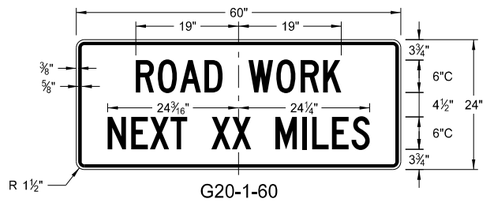
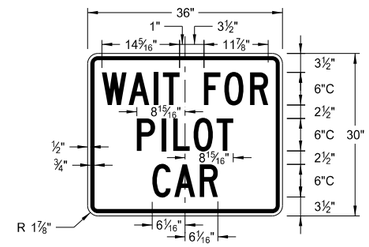
CONSTRUCTION SIGN DETAILS
TERMINAL AND GUIDE SIGNS



G20-1-60
Legend: black (non-refl)
Background: orange



G20-4b-36
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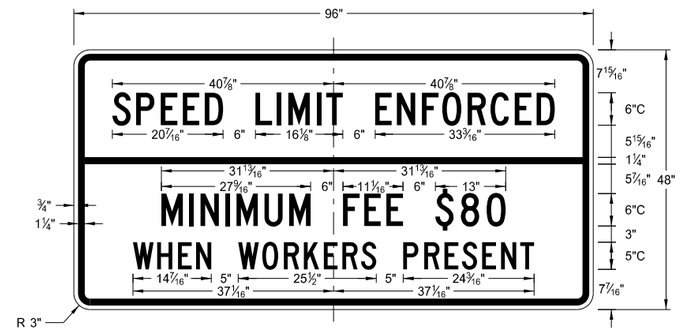
Background; orange



G20-55-96
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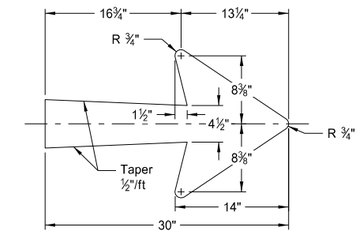
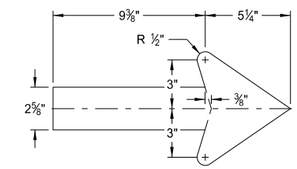
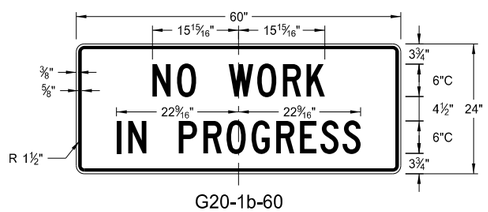


E5-1-48



G20-50a-72
G20-52a-72



G20-1b-60
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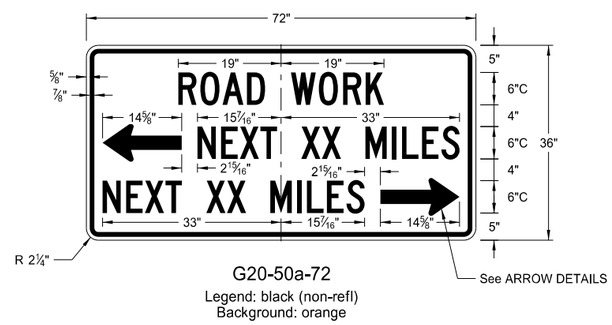
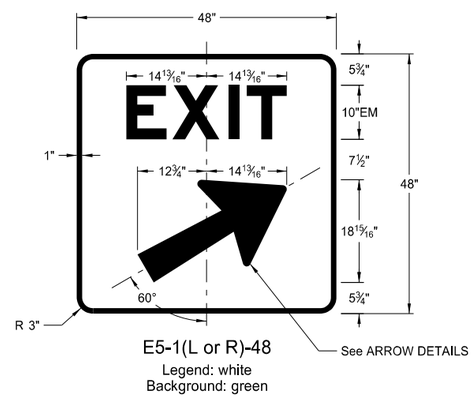
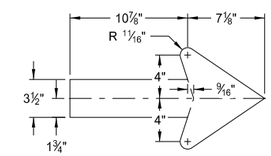
Background: orange



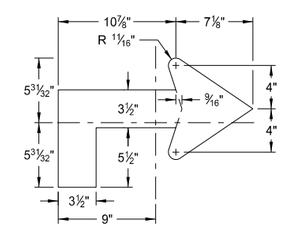
G20-50a-72
Legend: black (non-refl)
Background: orange



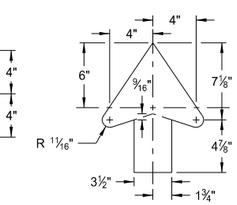
E5-1(L or R)-48
Legend: white
Background: green



M4-9(L or R)-30
Right or Left

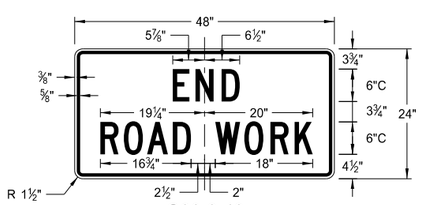


M4-9(L or R)-30
Advanced Right or Left



M4-9-30
Straight

ARROW DETAILS



G20-2-48
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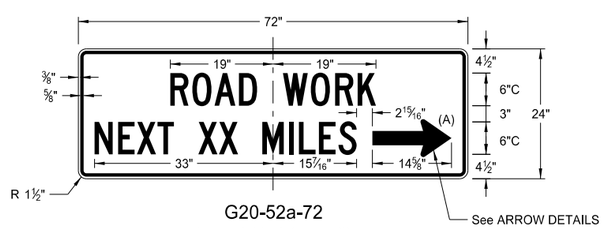
Background: orange



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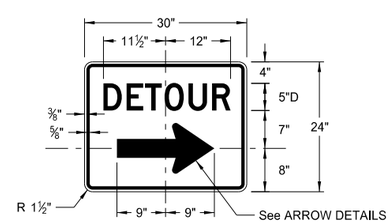

M4-9(L or R)-30 &
M4-9-30
Legend: black (non-refl)
Background: orange

NOTES:

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

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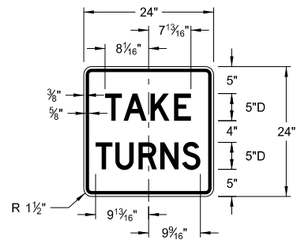
CONSTRUCTION SIGN DETAILS
REGULATORY SIGNS



R1-50-24
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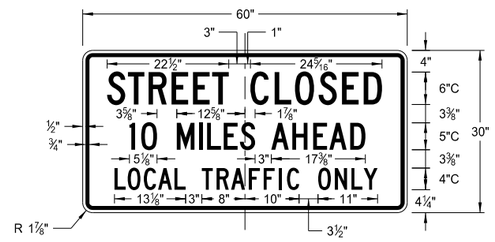
Background: white



R11-3c-60
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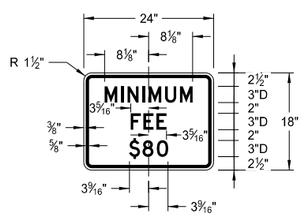

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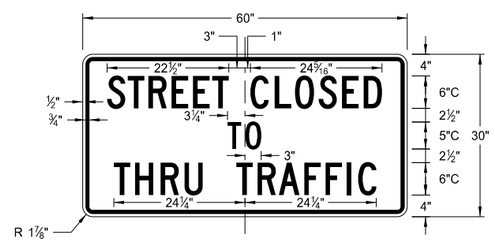

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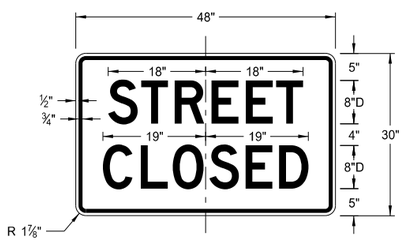

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Background: white

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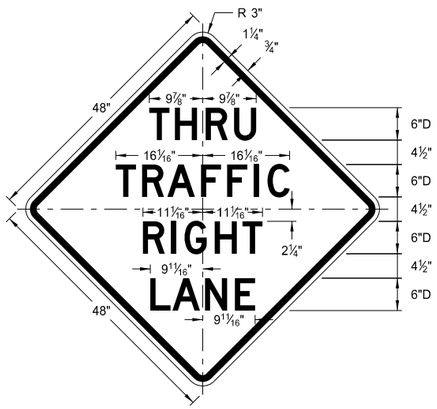
D-704-11

CONSTRUCTION SIGN DETAILS
WARNING SIGNS



W5-8-48
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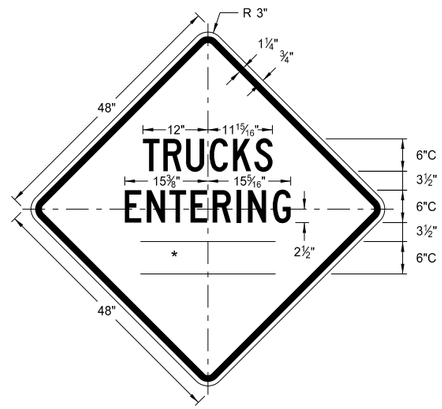
Background: orange



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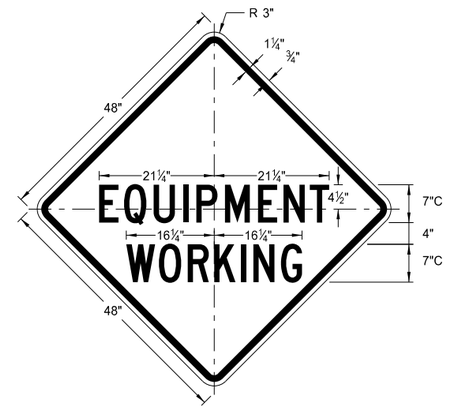

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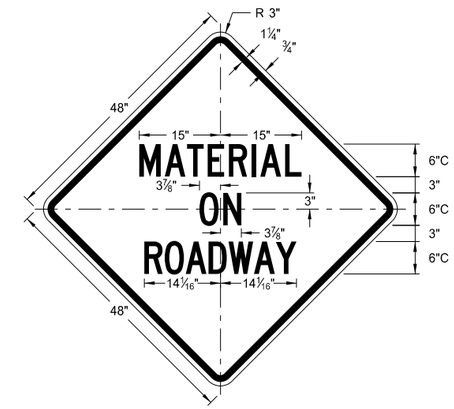
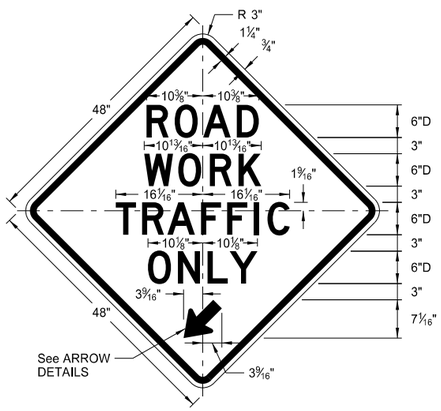


W21-51-48
Legend: black (non-refl)
Background: orange

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



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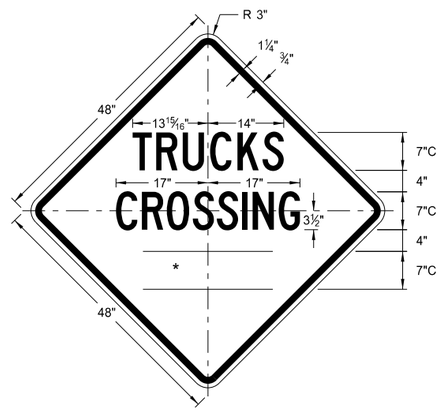

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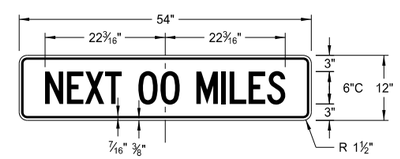

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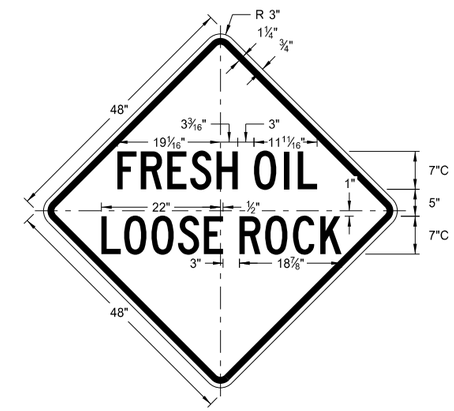

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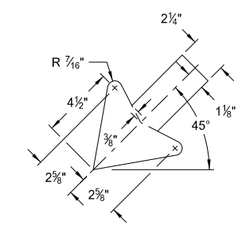
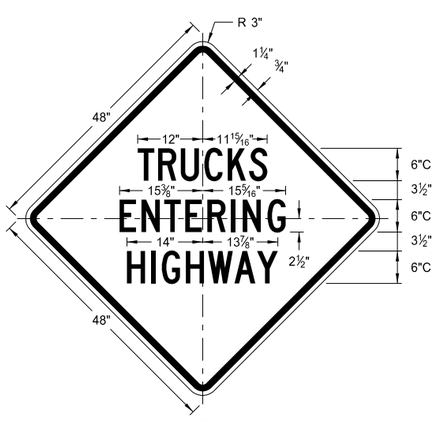


W5-9-48

ARROW DETAILS



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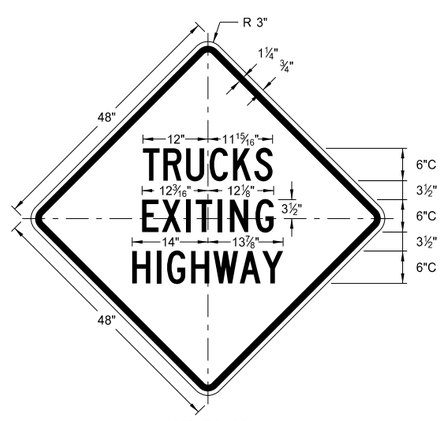

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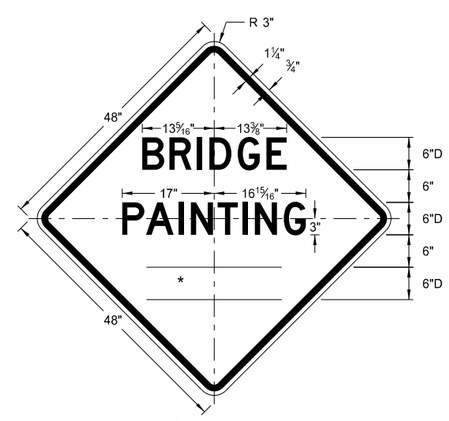

W21-50-48
Legend: black (non-refl)
Background: orange

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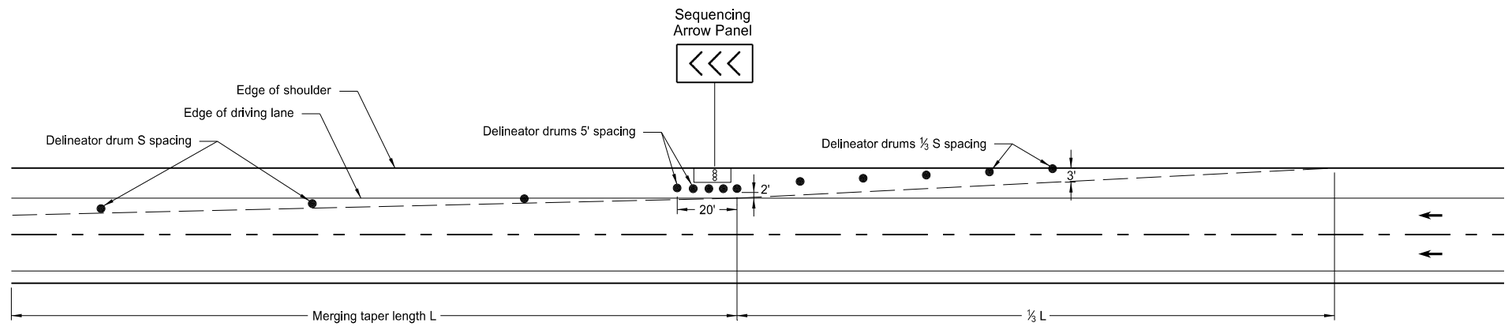
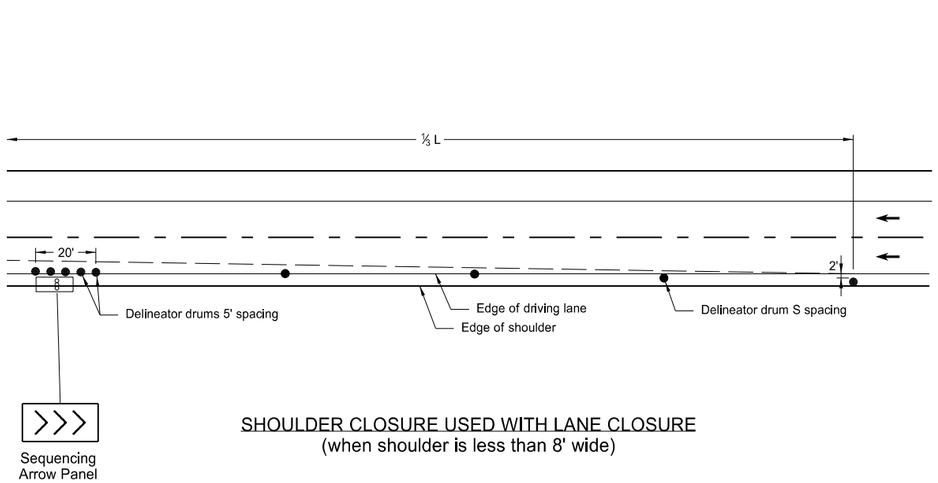
SHOULDER CLOSURE TAPERS

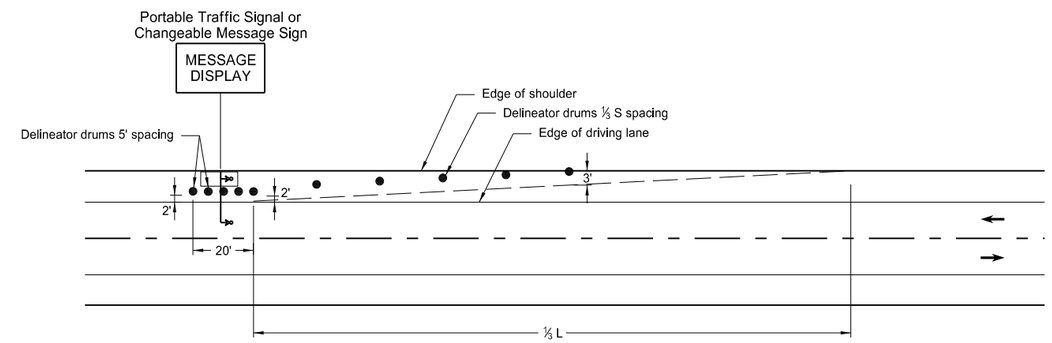
D-704-12



SHOULDER CLOSURE WITH LANE CLOSURE
(when shoulder is 8' or wider)



SHOULDER CLOSURE USED WITH LANE CLOSURE
(when shoulder is less than 8' wide)



PORTABLE TRAFFIC SIGNAL OR CHANGEABLE MESSAGE SIGN ON SHOULDER

KEY			
●	Delineator Drum	∞	Sequencing Arrow Panel
∘	Message Display		Portable Traffic Signal

Notes:

1. S = Posted Speed Limit in mph
   W = Width of offset in feet
   L = Taper length in feet
   $L = WS^2/60$ (40mph or less)
   L = WS (45mph or more)

2. If a shoulder taper is used, it should have a length of approximately ⅓L. If a shoulder is used as a travel lane, a normal merging or shifting taper should be used.

3. When paved shoulders of 8 foot width or more are closed, channelizing devices shall be used to close the shoulder in advance to delineate the beginning of the work space and direct vehicular traffic to remain within the traveled way.

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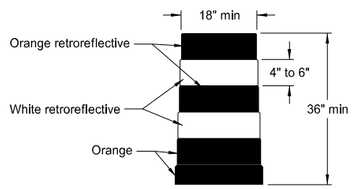
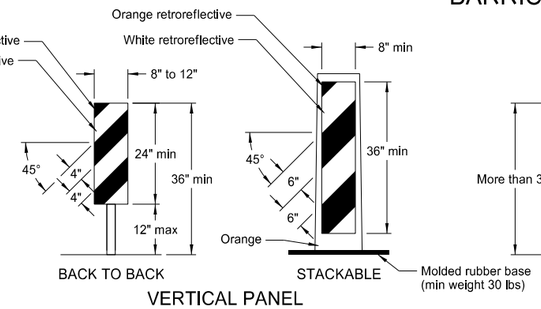
BARRICADE AND CHANNELIZING DEVICE DETAILS

D-704-13



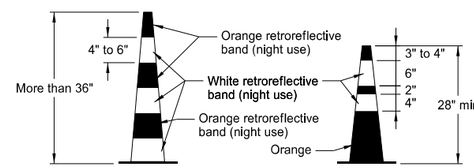
DELINEATOR DRUM

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.



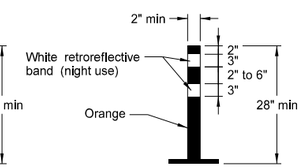
VERTICAL PANEL

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.



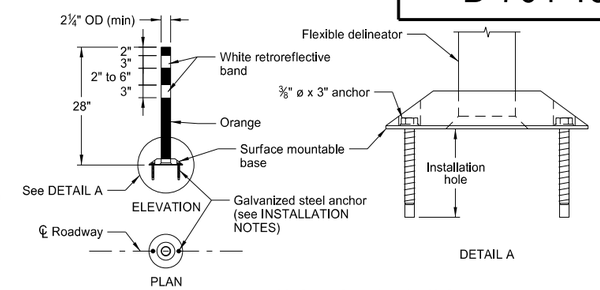
TRAFFIC CONE

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.



TUBULAR MARKER

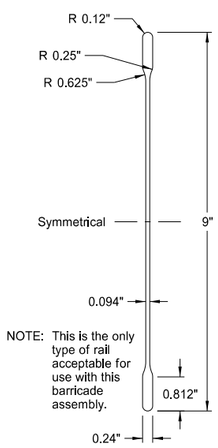
Retroreflectorization of tubular markers more than 42" in height shall be provided by alternating four 4" to 6" wide orange and white stripes with the top stripe being orange.



FLEXIBLE DELINEATOR

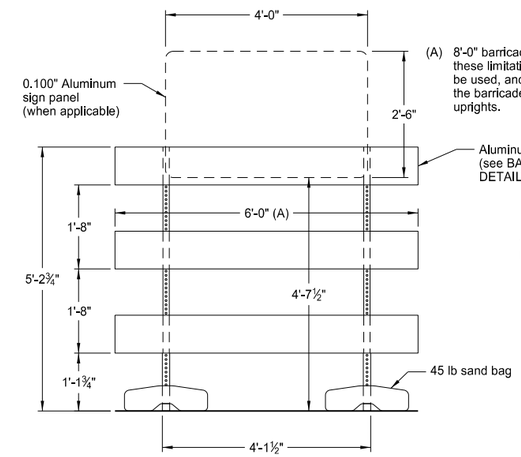
INSTALLATION NOTES:

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.



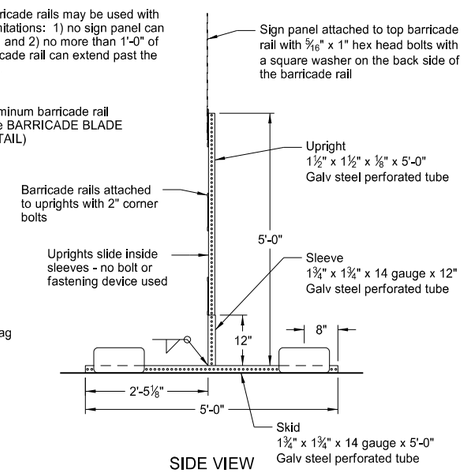
NOTE: This is the only type of rail acceptable for use with this barricade assembly.

BARRICADE BLADE DETAIL



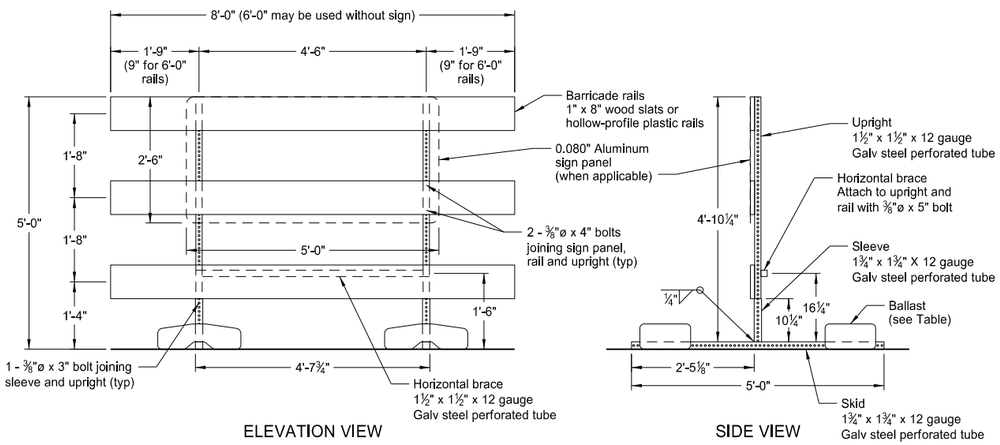
(A) 8'-0" barricade rails may be used with these limitations: 1) no sign panel can be used, and 2) no more than 1'-0" of the barricade rail can extend past the uprights.

ELEVATION VIEW



SIDE VIEW

BARRICADE ASSEMBLY DETAIL
(Aluminum Barricade Rails)

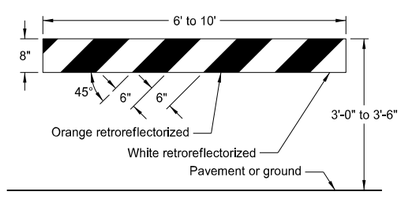


ELEVATION VIEW

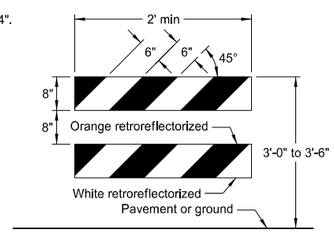
SIDE VIEW

BARRICADE ASSEMBLY DETAIL
(Wood or Plastic Rails)

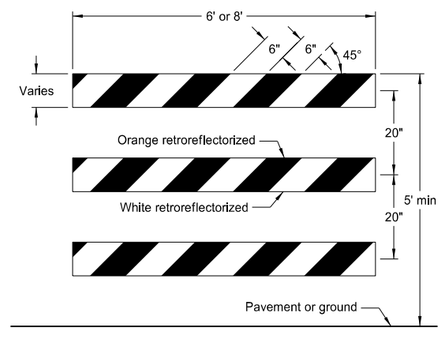
NOTE: Markings for barricades shall be alternating orange and white retroreflective stripes, sloping downward in the direction traffic is to pass. Retroreflective sheeting shall be placed on both sides of the rails and shall have a minimum of 270 square inches of visible retroreflective area facing vehicular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



TYPE I BARRICADE

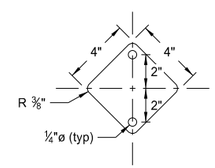


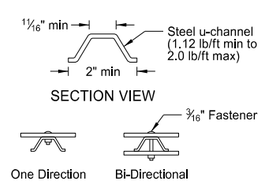
TYPE II BARRICADE

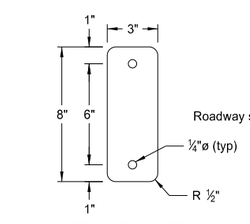


TYPE III BARRICADE

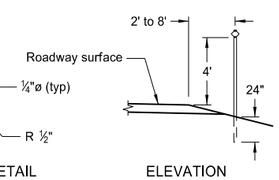
BARRICADE RAIL DETAILS







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.

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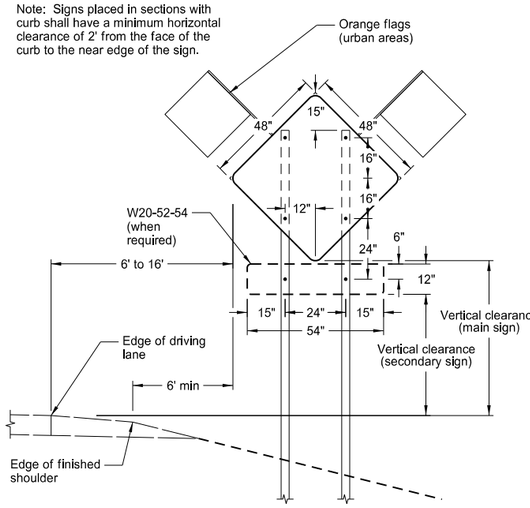
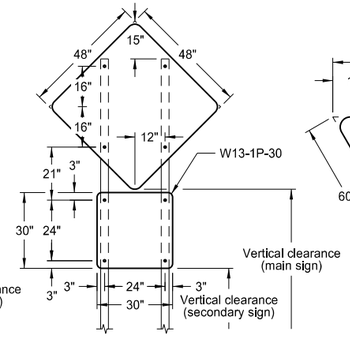
CONSTRUCTION SIGN PUNCHING AND MOUNTING DETAILS

D-704-14

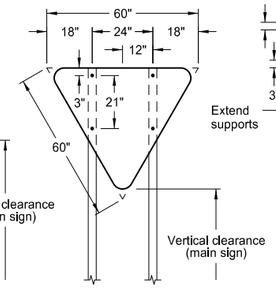
Note: Signs placed in sections with curb shall have a minimum horizontal clearance of 2' from the face of the curb to the near edge of the sign.



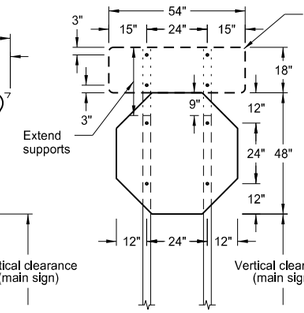
TYPICAL SECTION
(48" x 48" diamond warning sign shown)



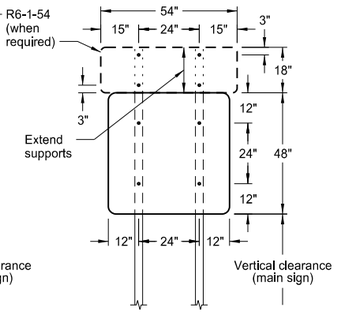
48" x 48" DIAMOND SIGN
(with 30" x 30" secondary sign)



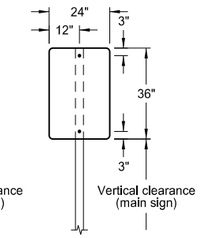
R1-2-60 - YIELD SIGN



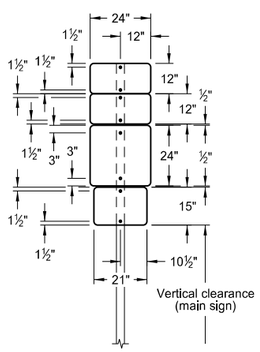
R1-1-48 - STOP SIGN
(with R6-1-54 sign as required)



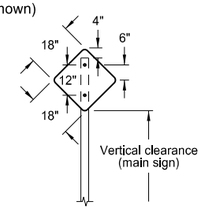
48" x 48" SIGN
(with R6-1-54 sign as required)



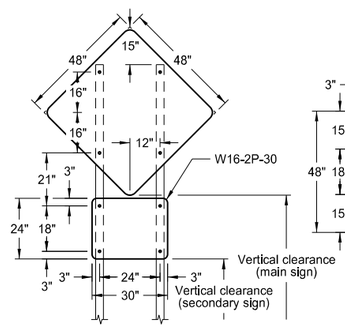
24" x 36" SIGN



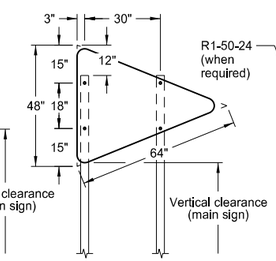
24" x 24"
ROUTE MARKER
ASSEMBLY



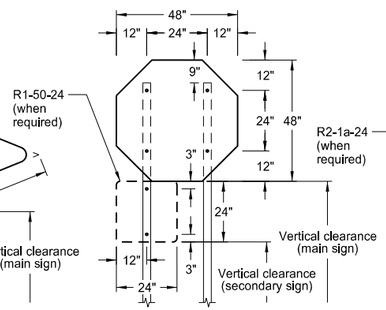
18" x 18"
DIAMOND SIGN



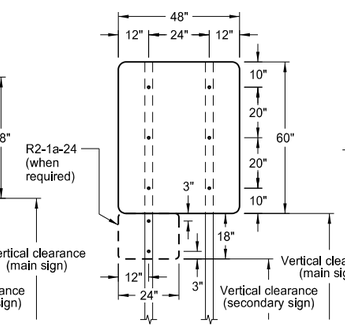
48" x 48" DIAMOND SIGN
(with 30" x 24" secondary sign)



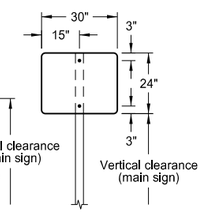
W14-3-64 - PENNANT SIGN



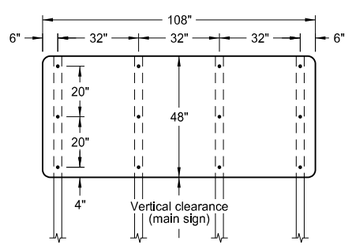
R1-1-48 - STOP SIGN
(with R1-50-24 sign as required)



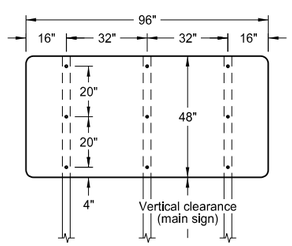
48" x 48" SIGN
(with R2-1a-24 sign as required)



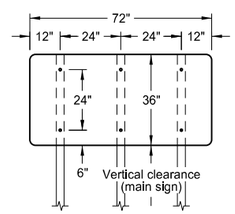
30" x 24" SIGN



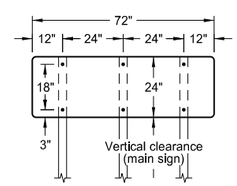
108" x 48" SIGN



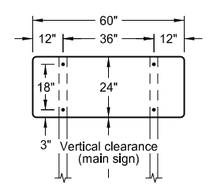
96" x 48" SIGN



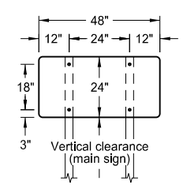
72" x 36" SIGN



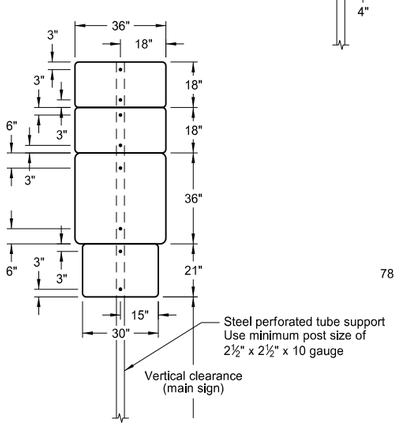
72" x 24" SIGN



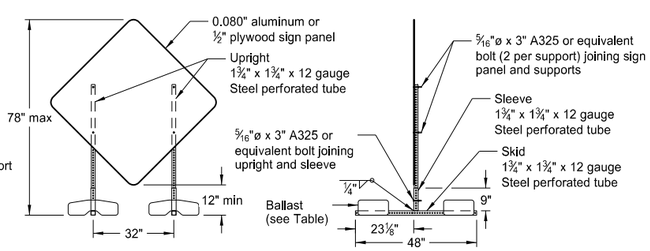
60" x 24" SIGN



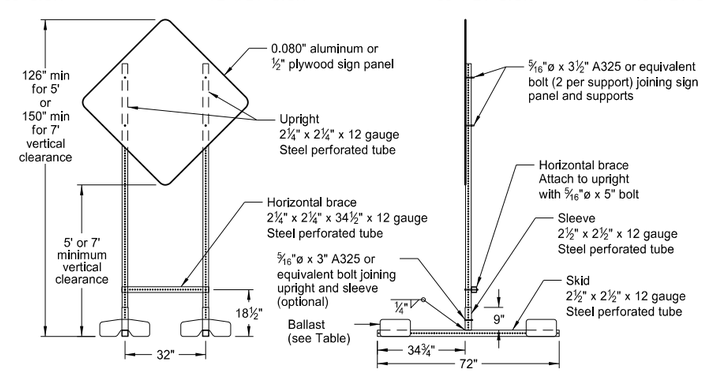
48" x 24" SIGN



36" x 36"
ROUTE MARKER
ASSEMBLY



PORTABLE SIGN SUPPORT
LOW-MOUNTING HEIGHT



PORTABLE SIGN SUPPORT
HIGH-MOUNTING HEIGHT

NOTES:

1. 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 2½" x 2½" 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.

2. Sign Panels: Provide sign panels made of 0.100" aluminum, ½" plywood, or other approved material, except where noted. All holes to be punched round for ⅜" bolts.

3. 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)

4. 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

5. 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.

6. 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 unforseen circumstances, such as equipment breakdown, rain, subgrade failures, etc., will not accrue towards the 5 day period. The R9-8 through R9-11a series, W1-6 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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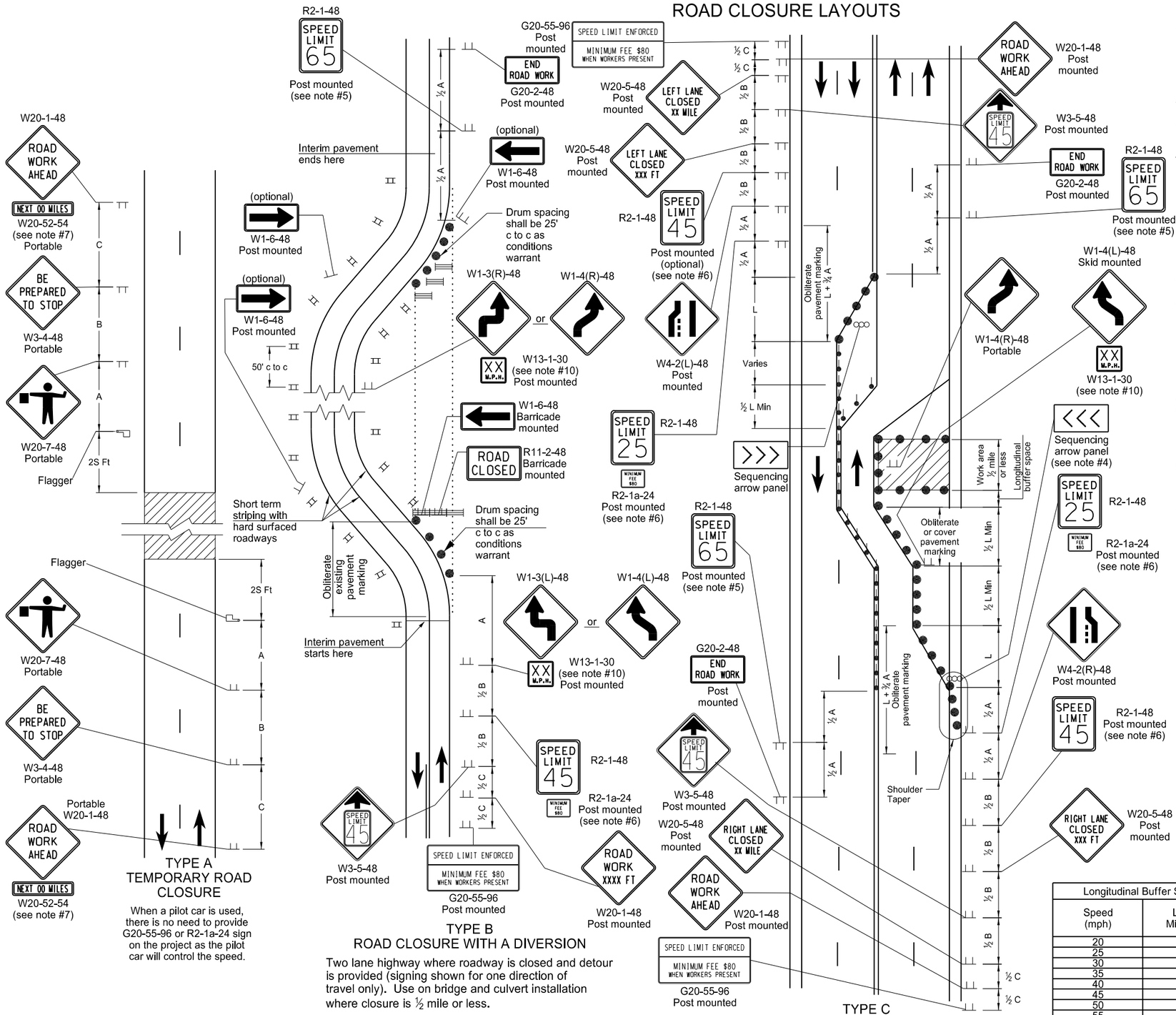
ROAD CLOSURE LAYOUTS

D-704-15



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 ½ mile or less.

TYPE C HALF ROAD CLOSURE ON A MULTI-LANE, HIGH SPEED HIGHWAY

4 lane undivided highway with half the roadway closed.

Notes

1. 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 x $S^2/60$ for urban, residential, and other streets with speeds of 40 mph or less.
2. Barricades placed on roadway shall be on a moveable assembly. Signs placed on roadway shall be placed on skid mounted assemblies.
3. 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".
4. 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).
5. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
6. 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 ½ B.
7. Use when work area is 1 mile or longer.
8. 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.
9. Existing speed limit signs within a reduced speed zone shall be covered.
10. Where necessary, safe speed to be determined by the Engineer.
11. The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.
12. 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.

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

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

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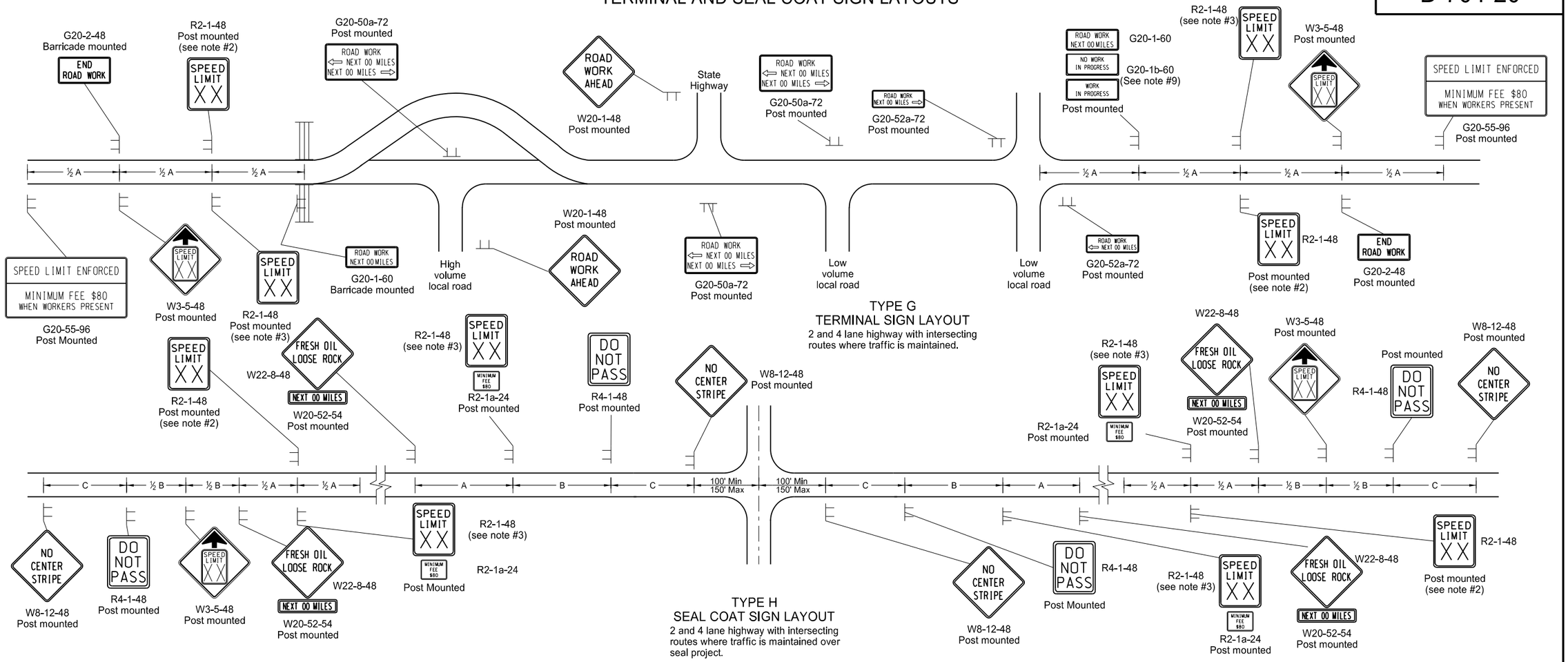
D-704-20

TERMINAL AND SEAL COAT SIGN LAYOUTS



TYPE G
TERMINAL SIGN LAYOUT

2 and 4 lane highway with intersecting routes where traffic is maintained.

TYPE H
SEAL COAT SIGN LAYOUT

2 and 4 lane highway with intersecting routes where traffic is maintained over seal project.

KEY

- Type III barricade
- Sign

1. Barricades placed on roadway shall be on a moveable assembly. Signs placed on the roadway shall be placed on skid mounted assemblies.
2. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
3. 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 ½ B.
4. 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.
5. Existing speed limit signs within a reduced speed zone shall be covered.
6. 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.
7. The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.
8. Type H construction sign traffic control shall have the speed limit signs covered or removed once the loose aggregate has been removed.
9. The contractor shall install the G20-1b-60 sign when work is suspended for winter.
10. 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.
11. G20-55-96 sign is not required if 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 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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-27-13

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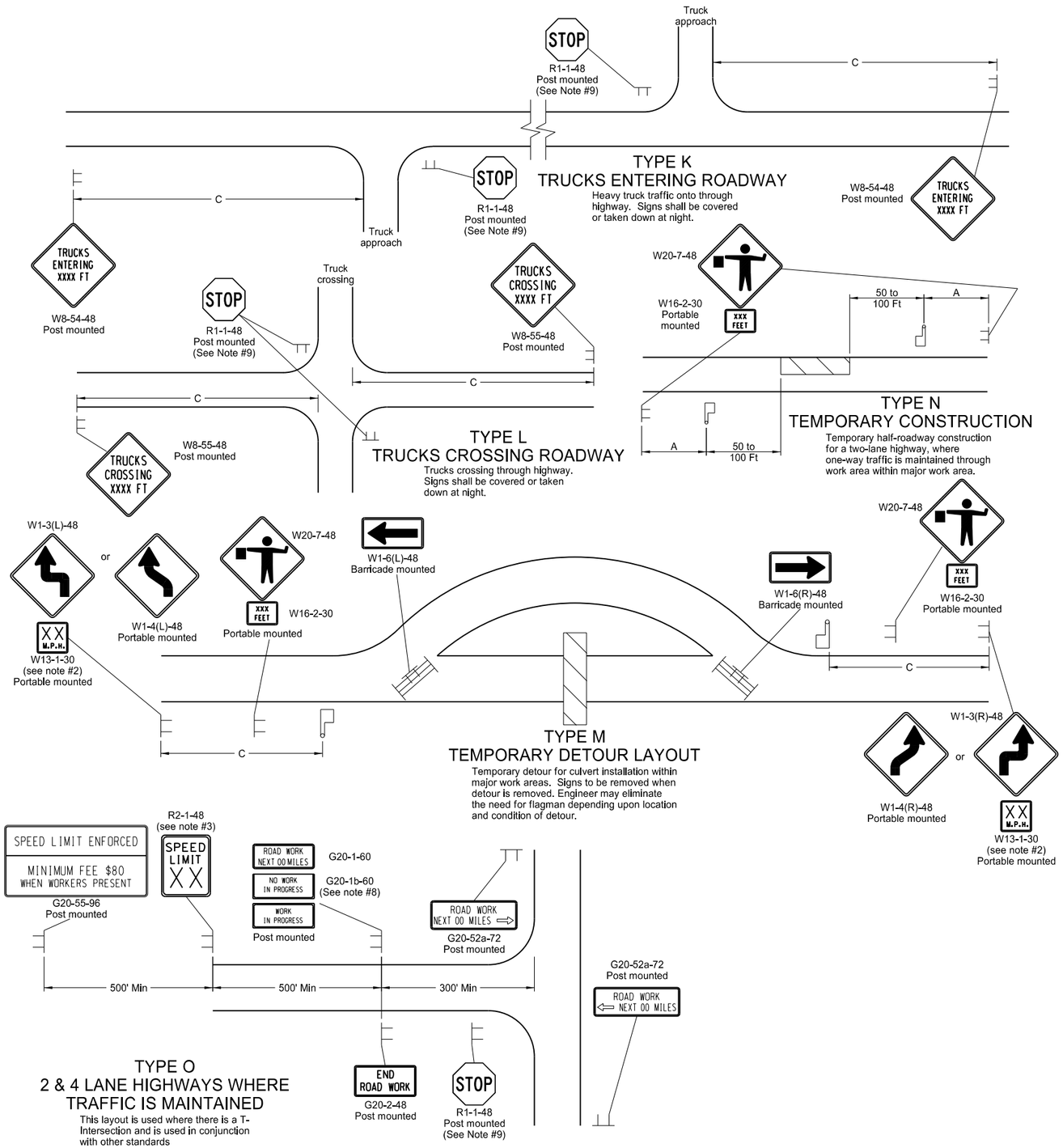
CONSTRUCTION TRUCK AND TEMPORARY DETOUR LAYOUTS

D-704-22



Notes

1. Barricades placed on roadway shall be on a moveable assembly. Signs placed on the roadway shall be placed on skid mounted assemblies.
2. Where necessary, safe speed to be determined by the Engineer.
3. 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 ½ B.
4. 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.
5. Existing speed limit signs within a reduced speed zone shall be covered.
6. Obliterated or covered pavement marking shall be paid for as Obliteration of Pavement Marking. The covering shall be approved by the engineer.
7. The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.
8. The contractor shall install the G20-1b-60 sign when work is suspended for winter.
9. If existing stop sign is in place, a 48" stop sign is not required.
10. 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.

KEY

Type III barricade — Work area

Sign — Flagger

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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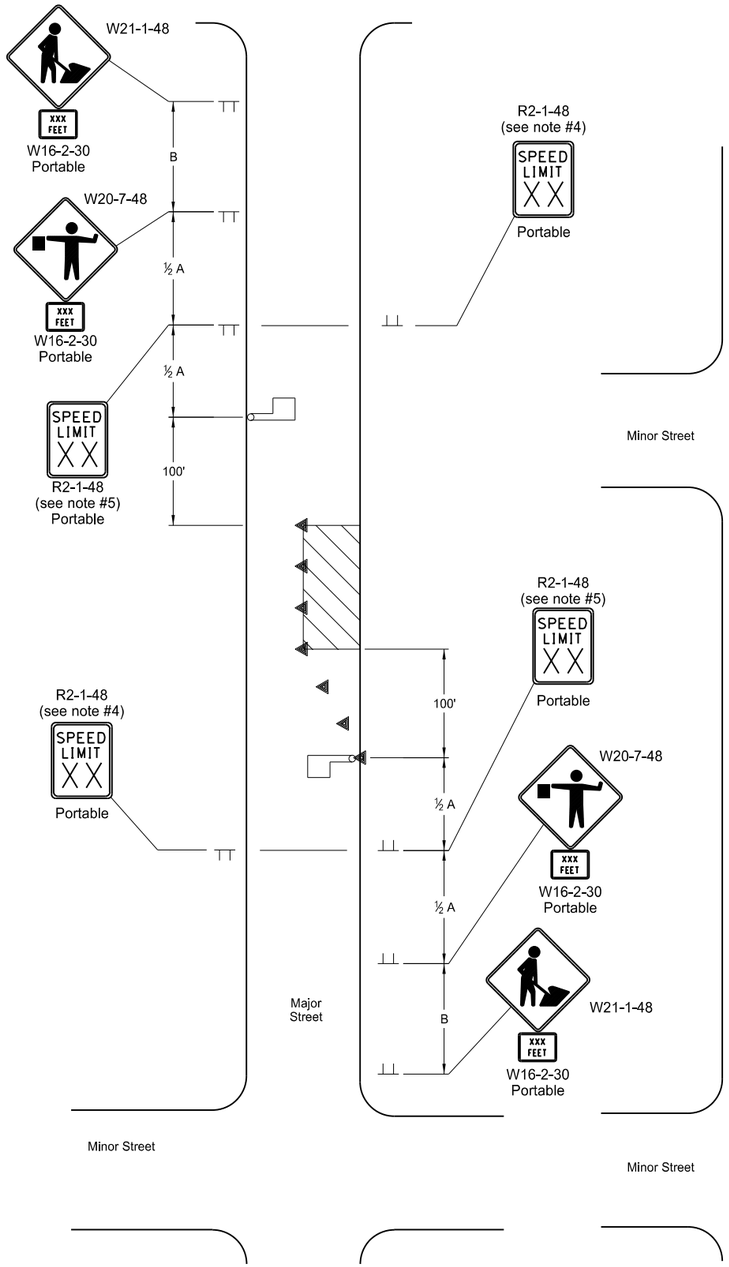
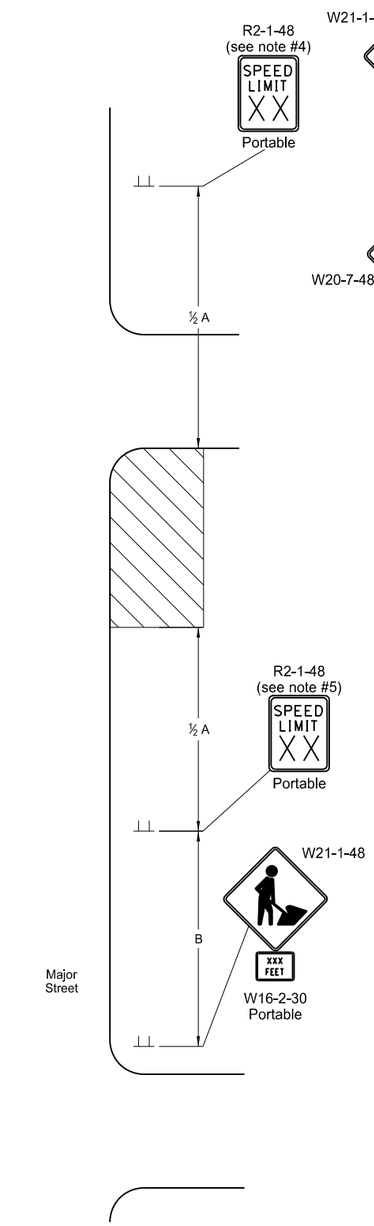
LANE CLOSURES ON URBAN STREETS LAYOUTS

D-704-25



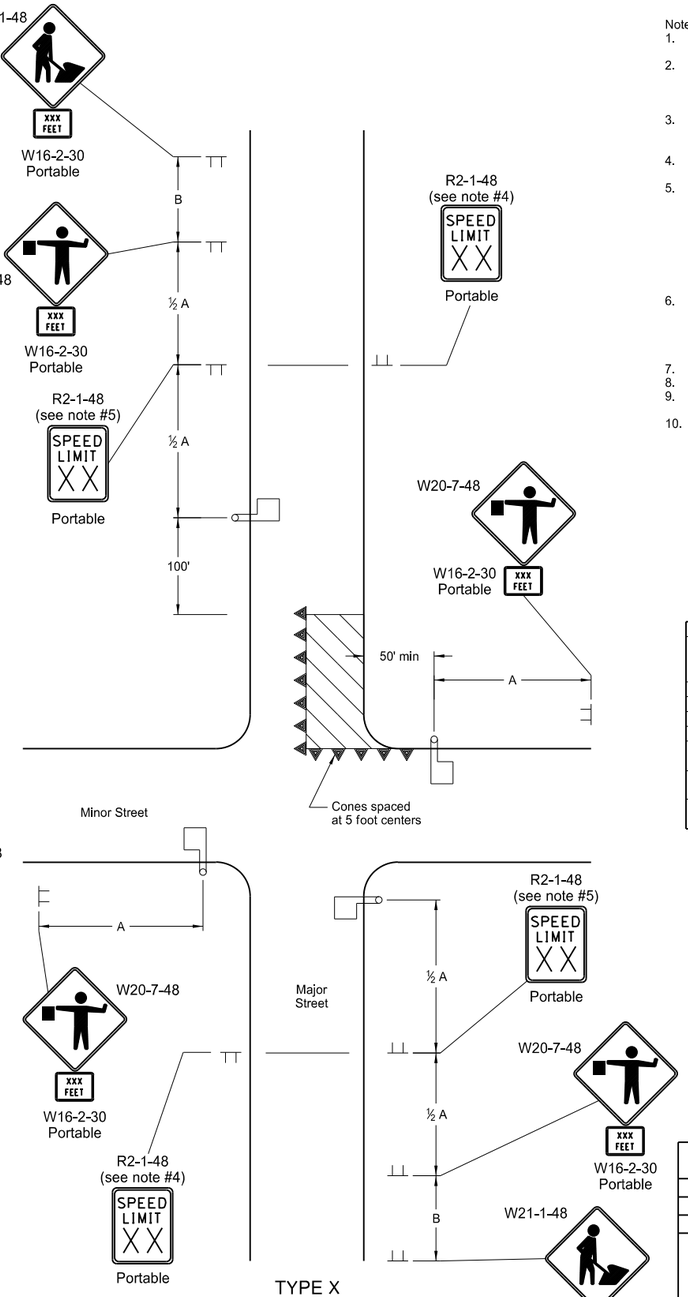
TYPE V
LANE CLOSURE ON URBAN STREET

When portion of roadway is closed to traffic only during daylight hours (mid block location).



TYPE W
WORK BEYOND CURB ON URBAN STREET

When work area is outside of driving lane and no closure is necessary



TYPE X
LANE CLOSURE NEAR INTERSECTION ON URBAN STREET

When portion of roadway is closed to traffic only during daylight hours (end block location).

Notes

1. For Type V: The contractor will be allowed to work only on one side of the roadway at a time so as not to block off any more than one lane of traffic.
2. When parking is present, the signs shall be placed so they are entirely visible above the parked vehicles or placed at the edge of the parking area so they are visible to oncoming traffic. These signs may be skid mounted when placed on the roadway surface.
3. Delineator cones used for tapering traffic shall be placed at 3 equal spaces. Delineator cones for tangents shall be spaced at dimension "S". "S" = the numerical value of speed limit.
4. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
5. 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 ½ B.
6. 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.
7. Existing speed limit signs within a reduced speed zone shall be covered.
8. Where necessary, safe speed to be determined by the Engineer.
9. The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.
10. Urban projects do not need the G20-55-96 and R2-1a-24 signs.

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

KEY

Sign	Work area
Cones	Flagger

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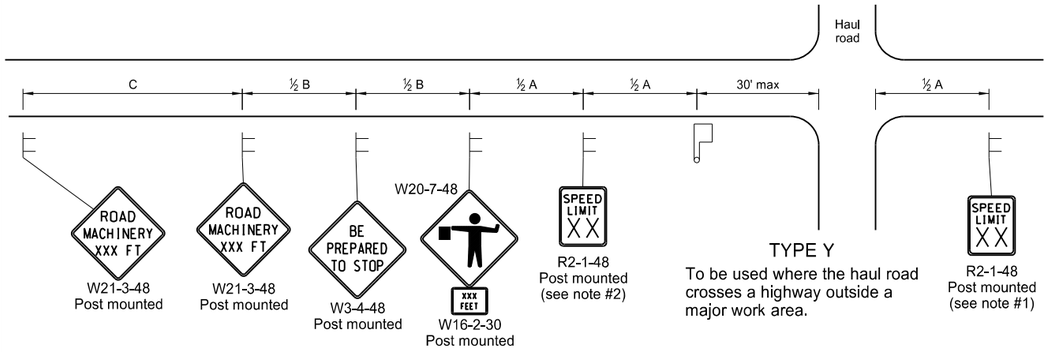
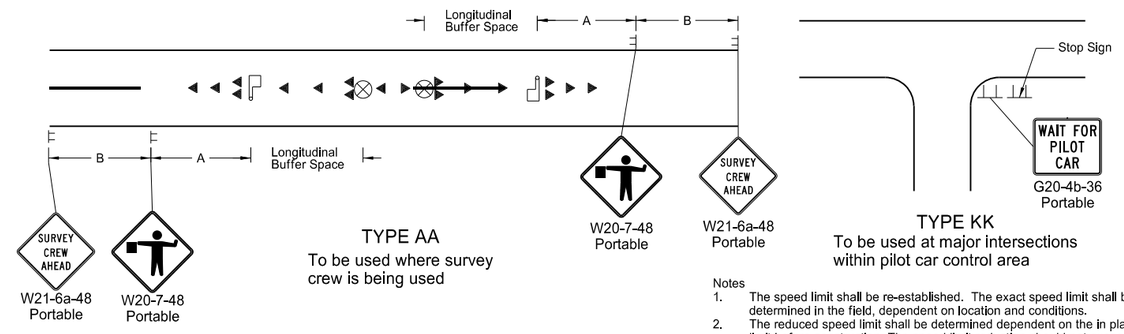
MISCELLANEOUS SIGN LAYOUTS

D-704-26



TYPE Y

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



TYPE AA

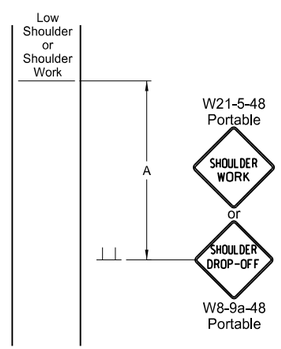
To be used where survey crew is being used

TYPE KK

To be used at major intersections within pilot car control area

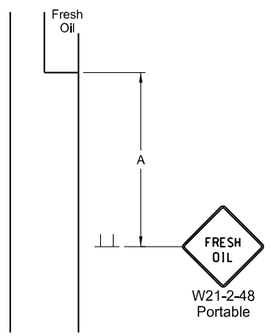
Notes

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 ½ 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.



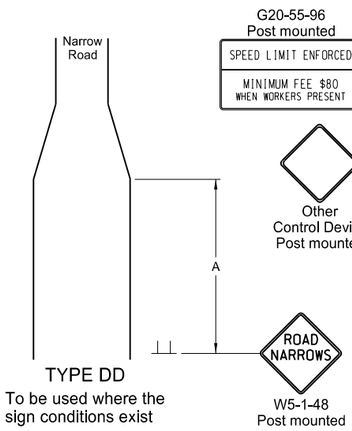
TYPE BB

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



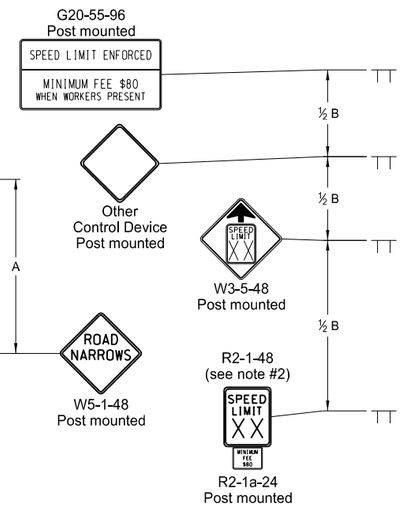
TYPE CC

To be used where the sign conditions exist



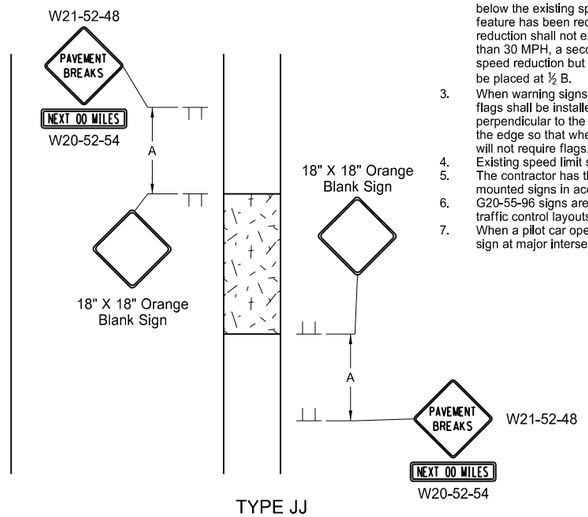
TYPE DD

To be used where the sign conditions exist



TYPE Z

To be used where speed zone is needed

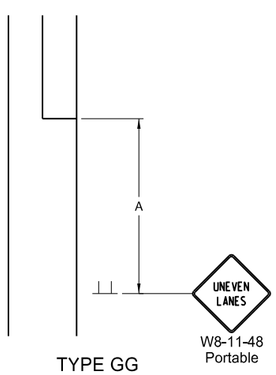


TYPE JJ

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.

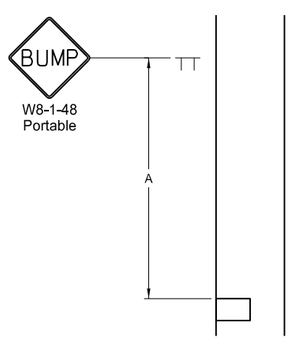
Longitudinal Buffer Space	
*Speed (mph)	Length Min (feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

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



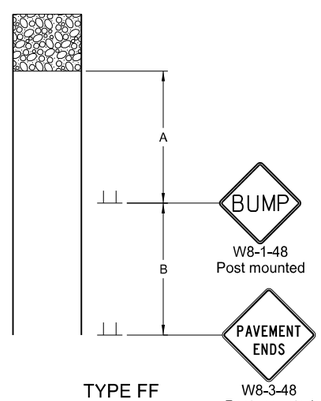
TYPE GG

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

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

KEY

Sign — Flagger

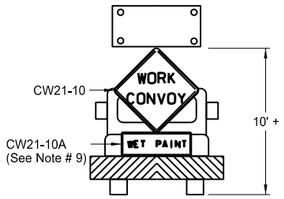
Cones

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
REVISIONS	
DATE	CHANGE

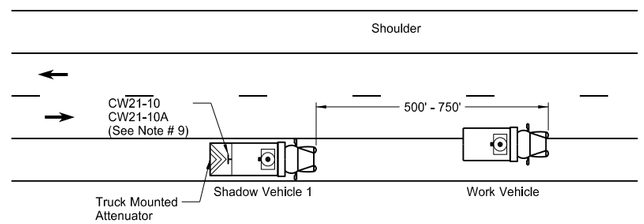
This document was originally issued and sealed by Roger Weigel Registration Number PE- 2930, on 09/27/13 and the original document is stored at the North Dakota Department of Transportation

TRAFFIC CONTROL PLAN FOR MOVING OPERATIONS

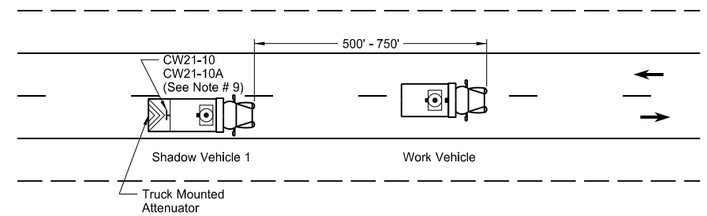
D-704-27



Typical Shadow Vehicle 1
Two-Way Roaday



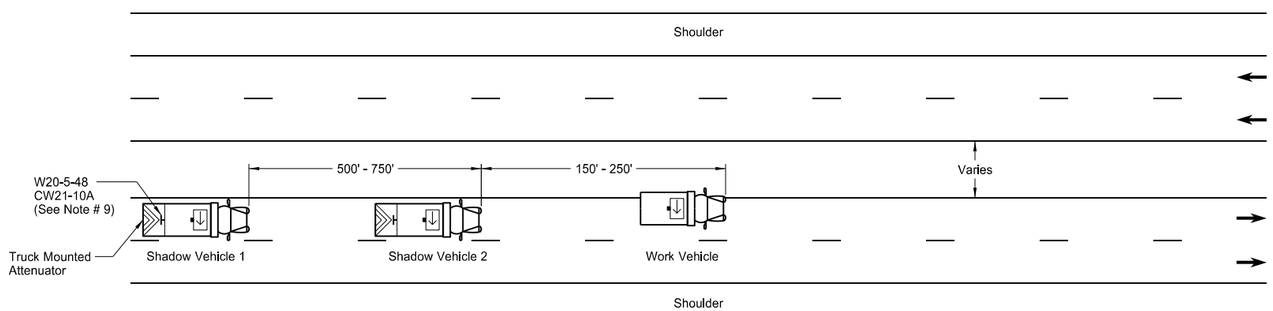
Two-Way Roadway with Paved Shoulders



Two-Way Roadway without Paved Shoulders

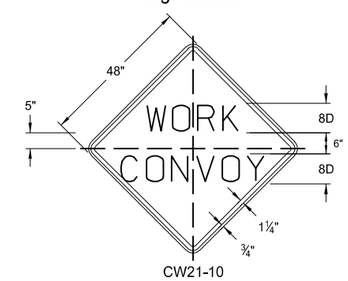
Notes

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 contractor's expense.
2. Shadow and work vehicles shall display yellow rotating beacons or strobe lights unless otherwise stated elsewhere in the plans.
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. When work convoys must change lanes, shadow vehicle 1 should change lanes first to shadow other convoy vehicles.
6. 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.
7. Sign Colors
   Letters = Black
   Border = Black
   Background = Orange
8. Shadow vehicle 2 may be used as the paint tender vehicle.
9. Sign CW21-10A shall only be used during a painting operation.
10. On two lane - two way roadways, the work and shadow vehicles should pull over periodically to allow motor vehicle traffic to pass.

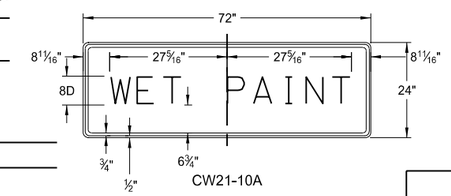


Undivided Multi-Lane Roadway

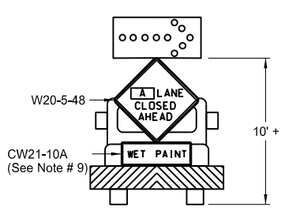
Sign Details



CW21-10

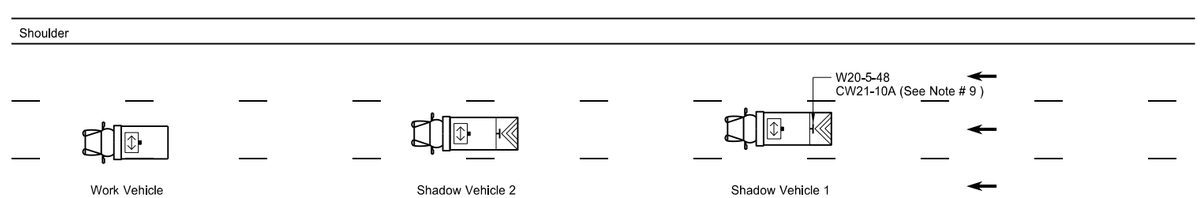


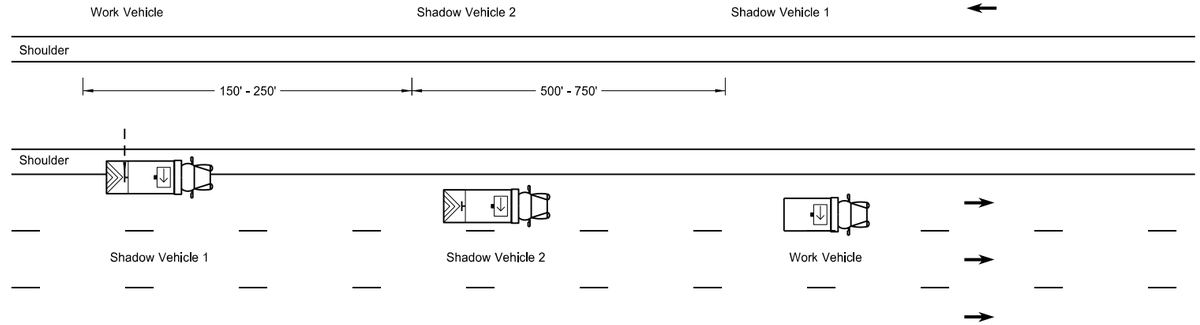
CW21-10A



Typical Shadow Vehicle 1 & 2
Multi-Lane Highways

A = Left Right Center





Divided Multi-Lane Highway

KEY

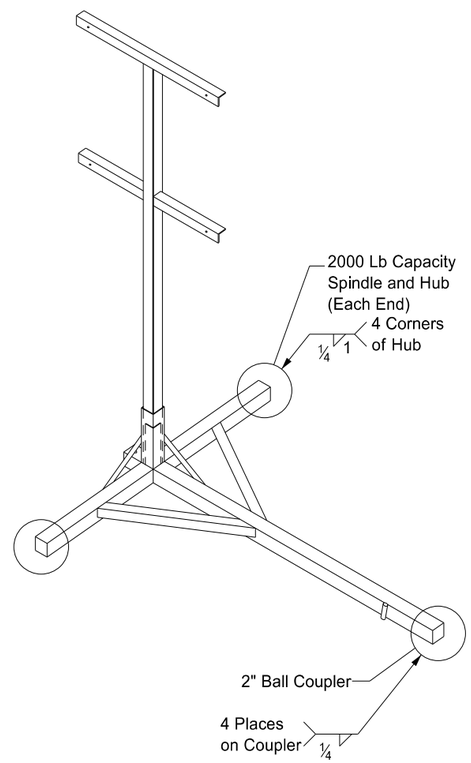
- Sign
- Truck mounted attenuator
- Flashing arrow panels:
  - Right directional
  - Left directional
  - Double arrow directional
  - Caution Mode

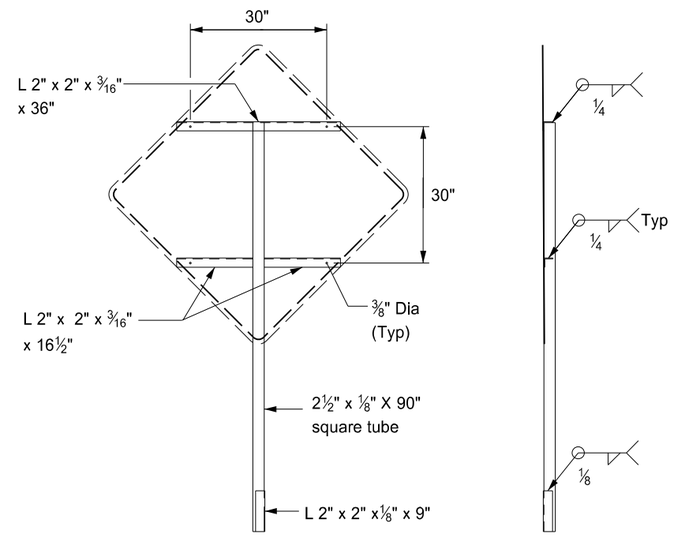
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
REVISIONS	
DATE	CHANGE
6-18-14	Removed shadow vehicle 2 on two lane roadways

This document was originally issued and sealed by Roger Weigel Registration Number PE- 2930, on 06/18/14 and the original document is stored at the North Dakota Department of Transportation

PORTABLE SIGN SUPPORT ASSEMBLY

D-704-50

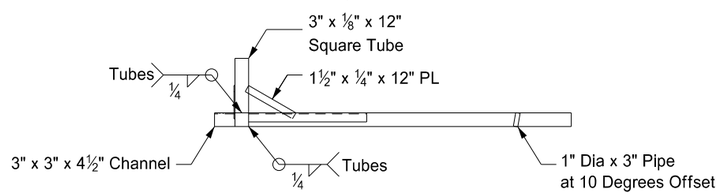




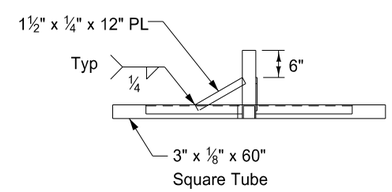
FRONT

RIGHT

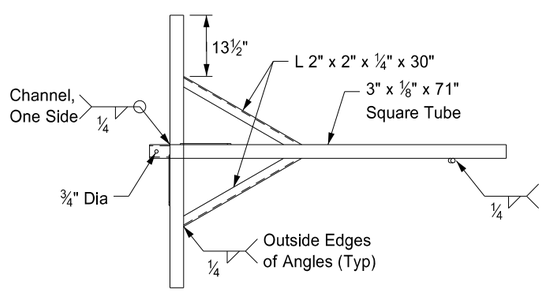
SIGN SUPPORT



FRONT



RIGHT



TOP

TRAILER

Notes:

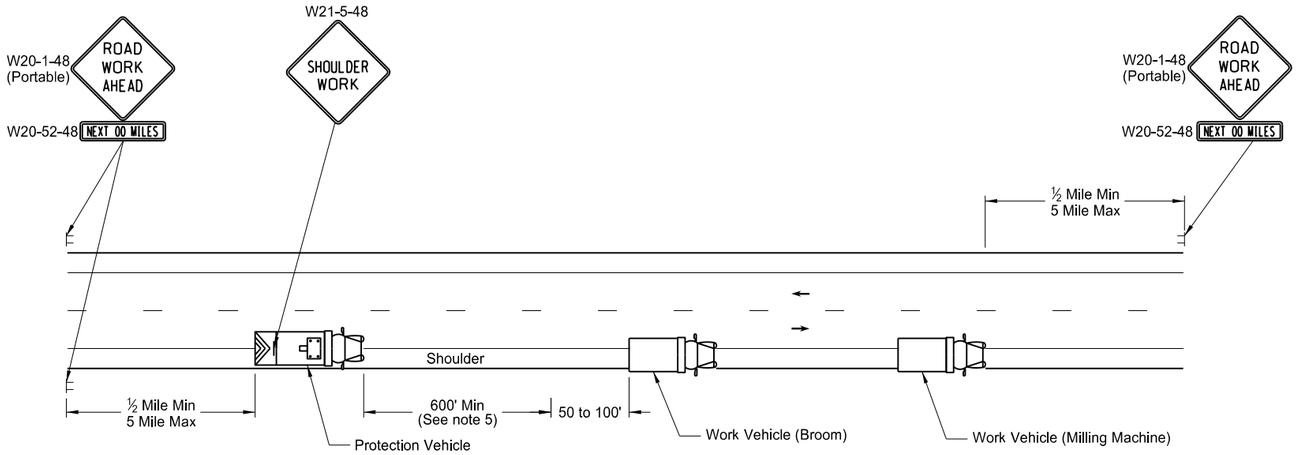
1. The maximum weight of the assembly is 250 pounds.
2. Use a 14" wheel and tire.
3. Automotive and equipment axle assemblies may not be used for trailer-mounted sign supports.
4. Other NCHRP 350 crash tested assemblies are acceptable.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-23-10	
REVISIONS	
DATE	CHANGE

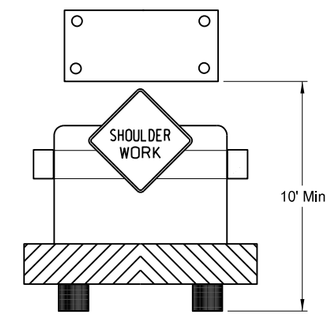
This document was originally issued and sealed by Roger Weigel Registration Number PE- 2930 , on 11/23/10 and the original document is stored at the North Dakota Department of Transportation

MOBILE OPERATION
Grinding Shoulder Rumble Strips

D-704-56



TWO LANE - TWO WAY ROADWAY

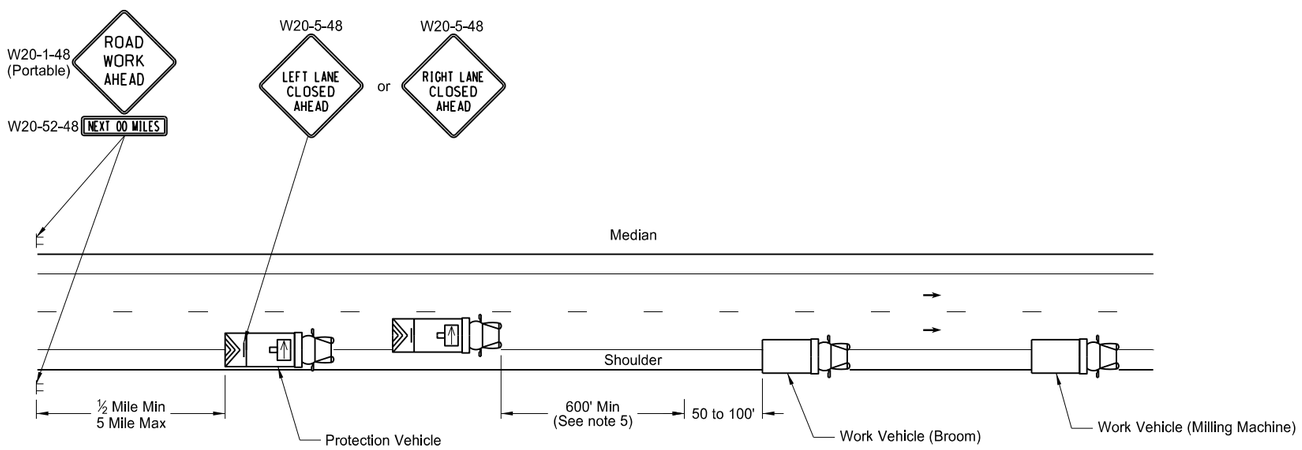


TWO LANE - TWO WAY ROADWAY

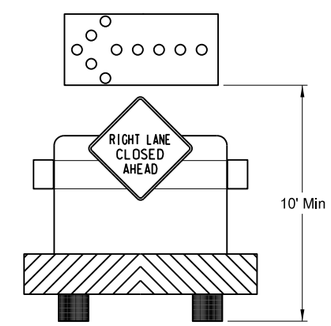
Typical Protection Vehicle with
Flashing Arrow Panel In Caution Mode

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.

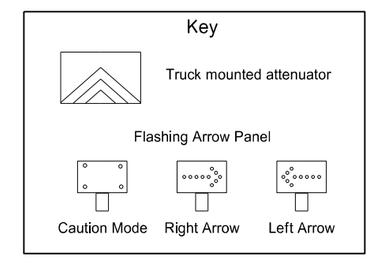


INTERSTATE & 4 LANE DIVIDED HIGHWAY



INTERSTATE & 4 LANE DIVIDED HIGHWAY

Typical Protection Vehicle with Flashing Arrow
Panel In Flashing Arrow Mode

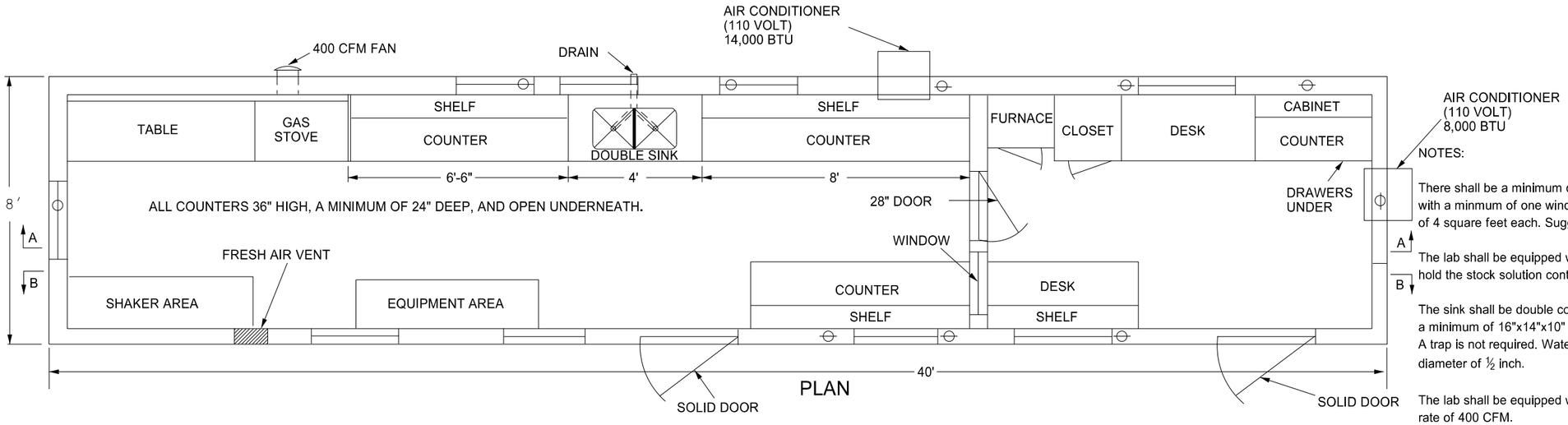


NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-15-12	
REVISIONS	
DATE	CHANGE

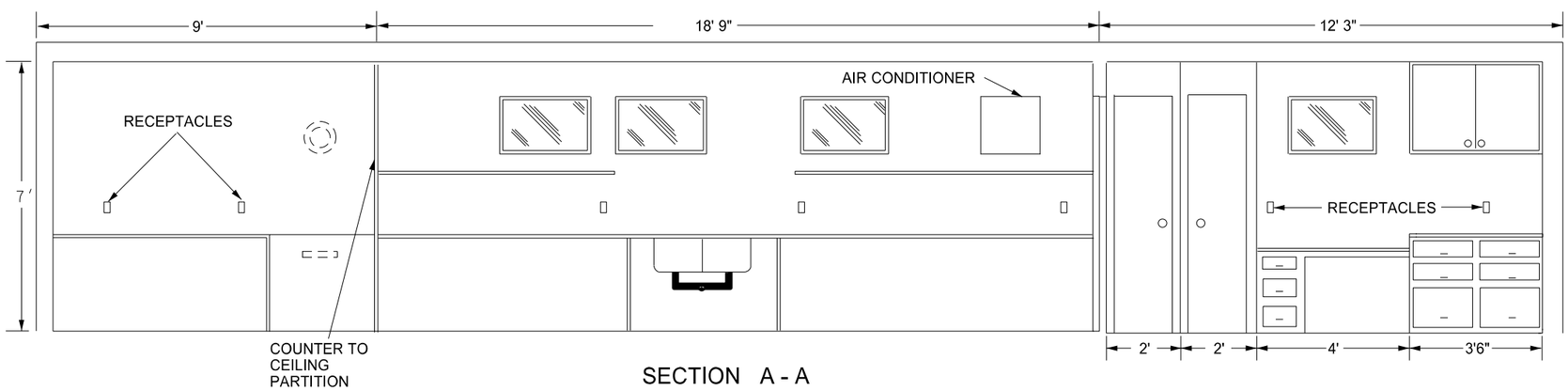
This document was originally issued and sealed by Roger Weigel Registration Number PE- 2930, on 11/15/12 and the original document is stored at the North Dakota Department of Transportation

BITUMINOUS LABORATORY

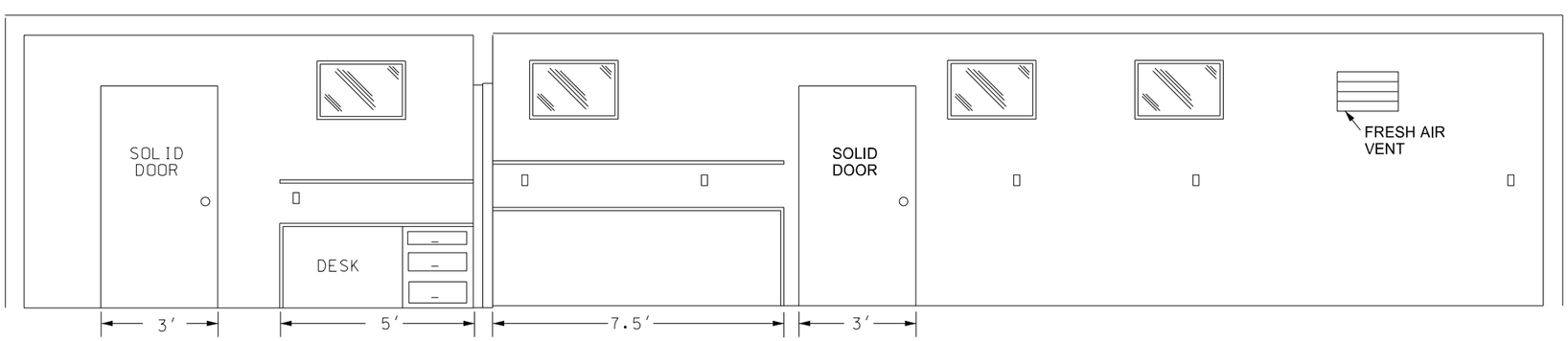
D-706-1



PLAN



SECTION A - A



SECTION B - B

NOTES:

There shall be a minimum of six screened exterior windows on two or more sides, with a minmum of one window in each room. Windows shall have a minimum area of 4 square feet each. Suggested locations are shown on drawing.

The lab shall be equipped with a 1'x1' shelf at 36" above the regular countertop to hold the stock solution container for the Sand Equivalent test.

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 ½ 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 and a landing for each set of 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 and noise.

The floor beneath the marshall 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.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-03-13	
REVISIONS	
DATE	CHANGE
07-30-14	Changed standard's title and revised notes.

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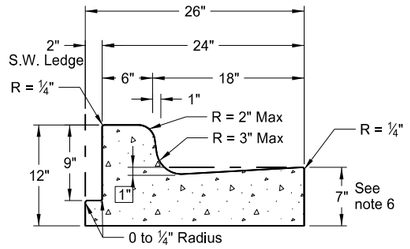
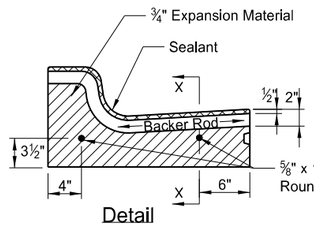
Curb & Gutter and Valley Gutter

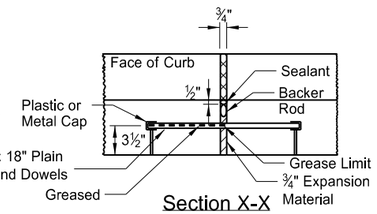
D-748-1



Curb & Gutter Type 1 (Sec. A & B)
Adjacent to Concrete Sidewalk, Median, or Parking Lot.
(Sec. A shown. See Sec B for additional details.)

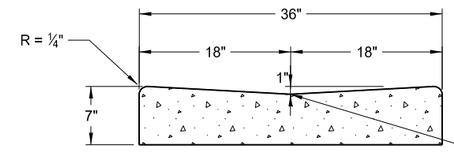


Detail

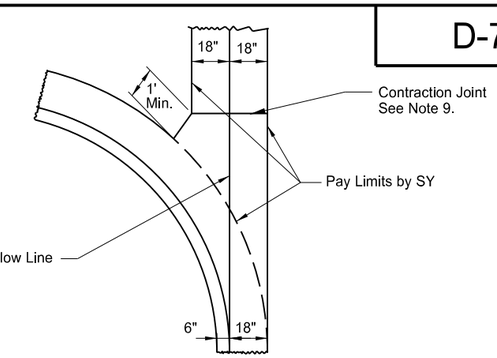


Section X-X

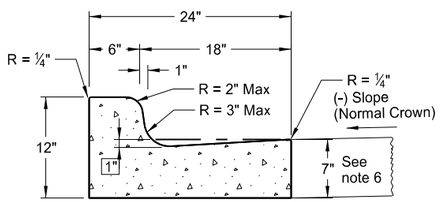
Isolation Joint



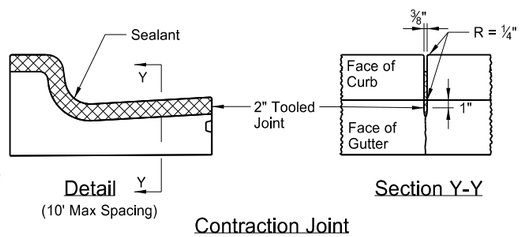
36" Concrete Valley Gutter Detail



36" Concrete Valley Gutter Plan



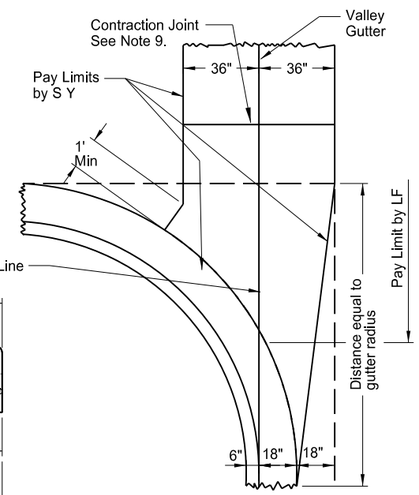
Curb & Gutter Type 1 (Sec. A)



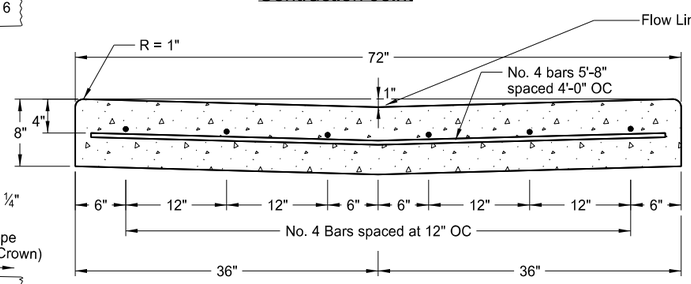
Detail
(10' Max Spacing)

Section Y-Y

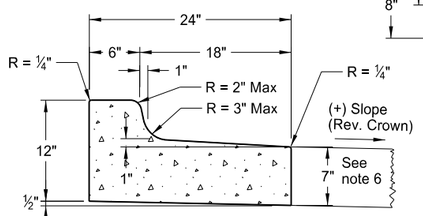
Contraction Joint



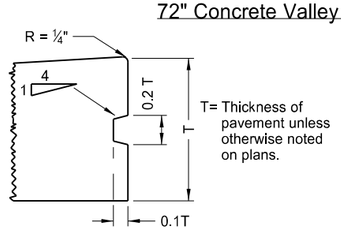
72" Concrete Valley Gutter Plan



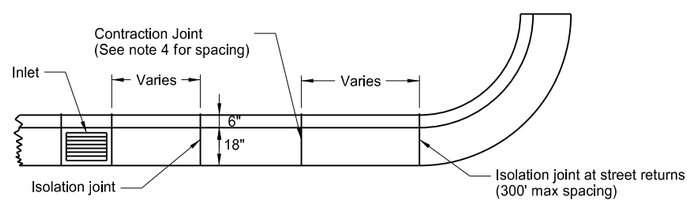
72" Concrete Valley Gutter Detail



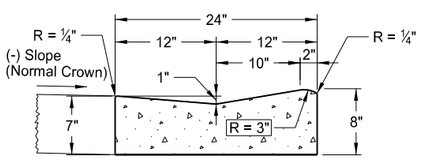
Curb & Gutter Type 1 (Sec. B)



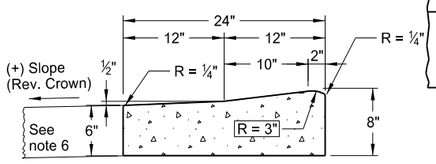
Keyway Detail for Curb & Gutter
(To be used with PCC Pavement and Drives)



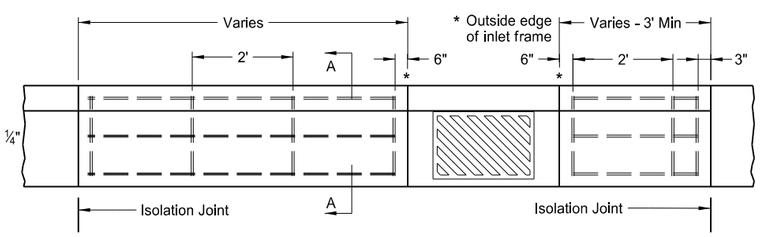
Joint Location Detail



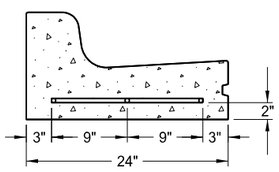
Mountable Curb & Gutter Type 1 (Sec. A)



Mountable Curb & Gutter Type 1 (Sec. B)



Curb & Gutter Reinforcing at Inlets



Section A-A

NOTES:

1. Curb and Gutter Type 1 (Sec. A & B) to be used. Section "A" to be used with (-) pavement slopes and section "B" to be used with (+) pavement slopes.
2. Contraction Joints: Tool the Curb & Gutter 2" as shown on the contraction joint details.
3. Isolation Joints: Isolation joint material shall be 3/4" preformed expansion joint filler conforming to the standard specifications. The opening for the backer rod and joint sealant shall be formed by a pre-cut piece of wood or other material approved by the engineer. Dowel supports are not required on the second pour at a cold joint, plastic or metal caps and greased dowels shall be installed in the cold joint for the second pour.
4. Joint Spacing: For hot bituminous pavements the joint spacing for the curb and gutter shall be 10' max. with the panels on each side of the inlets. For concrete pavements the joint spacing for the curb and gutter shall match the pavement joint on PCC Pavements of approximately 15' spacing.
5. Joint sealing: All contraction and isolation joints shall be sealed as shown in the details. The joint sealant for contraction joints shall conform to section 826.02B.The sealant for expansion joints shall be as specified in note 3 above. The sealant shall be tooled and installed in accordance with the manufacturer's recommendations.
6. Depth of Face of Gutter: For hot bituminous pavement the depth of gutter shall be 7" as shown. For PCC pavements, the Contractor has the option to match the depth of gutter to the depth of the adjacent PCC pavement or to construct a 7" depth as shown.
7. When the curb and gutter abuts PCC pavement, it shall be tied to the PCC pavement. The tie bar shall consist of a No. 3 bar, 1'-6" in length spaced 4' center to center.
8. On street returns and other locations where the new curb and gutter ends and does not abut existing curb and gutter, the end two (2) feet of the curb shall be tapered from 6" in height to 0". A 1/2" premolded isolation joint which is full depth and the same shape as the curb and gutter shall be installed just ahead of the taper. An 18" tie bar shall be installed across the joint.
9. Valley Gutter Joints: Contraction joints are required at approx. 10' intervals. The contraction joints shall be ⅛" min. to ⅜" max. in width. The joints shall be formed by sawing or scoring to a minimum depth of 2". The joint sealant shall be a hot poured elastic type joint sealer in accordance with Section 826.02A.2 of the Standard Specifications. The joint and sealant shall be included in the price bid for Valley Gutter.

NOTE: All bars shall be #4 deformed reinforcing bars. Splices will not be permitted. Reinforcing bars at inlet locations will not be paid for separately, but shall be included in the price bid for "Curb and Gutter - Type 1." This includes inlets located on radii. The reinforcement shall be extended to the second joint (rebar placed through the first joint) in cases where the 3' min. panel length cannot be obtained.

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8-7-2013	
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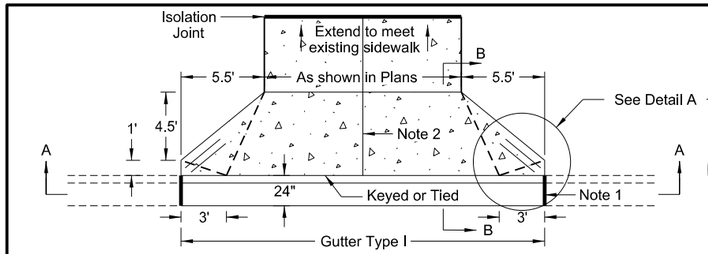
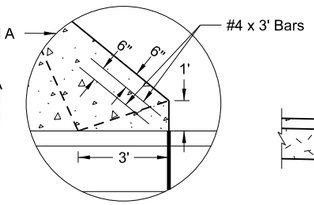
CONCRETE DRIVEWAY - URBAN

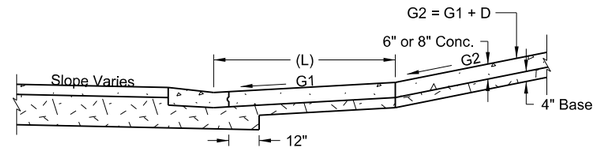
D-750-1



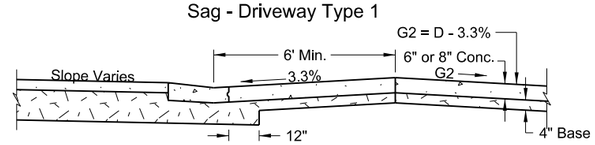
Driveway Type 1



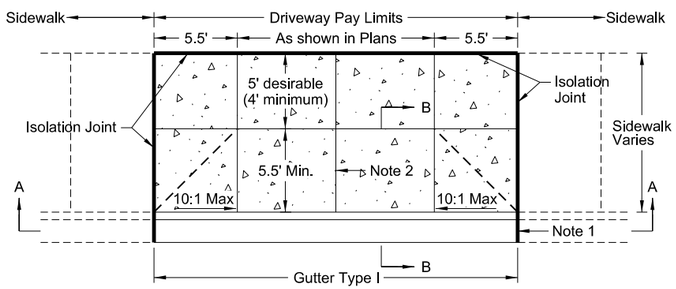
Detail A



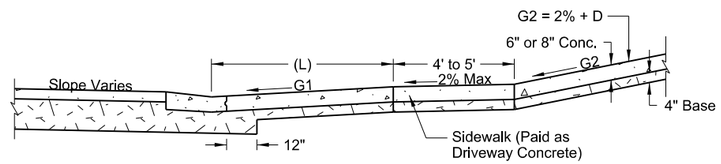
Sag - Driveway Type 1



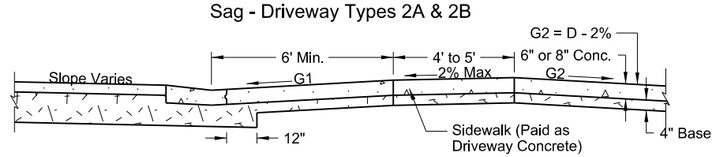
Summit - Driveway Type 1



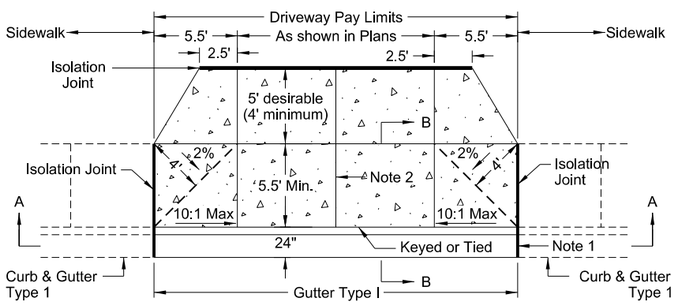
Driveway Type 2A



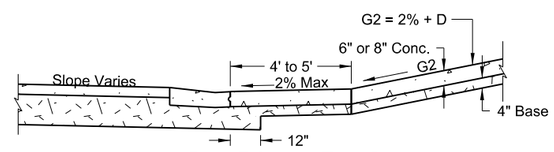
Sag - Driveway Types 2A & 2B



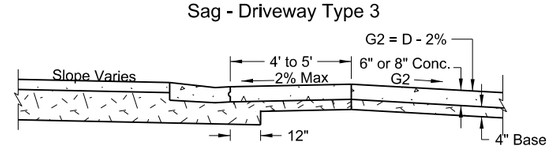
Summit - Driveway Types 2A & 2B



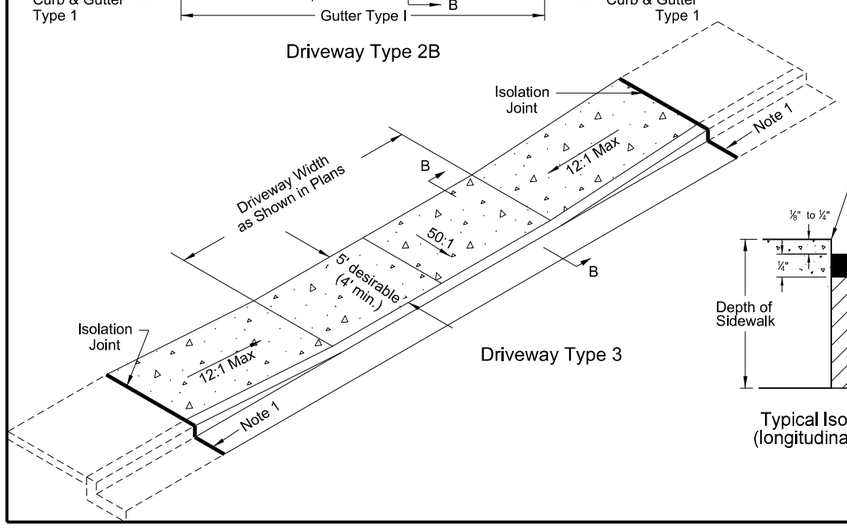
Driveway Type 2B



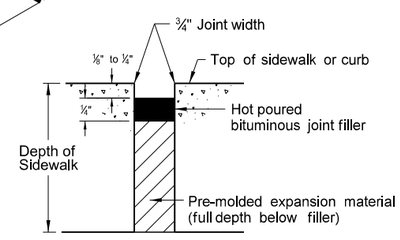
Sag - Driveway Type 3



Summit - Driveway Type 3



Driveway Type 3



Typical Isolation Joint Seal (longitudinal and transverse)

Driveway ADT	Grade G1		Dimension (L) ft.		Grade Changes (D)	
	Desirable	Maximum	Desirable	Maximum	Desirable	Maximum
(0-500)	5%	12% or controlled by vehicle clearance	12	6	6%	15% or controlled by vehicle clearance
(500-1500)	3%	8%	20	20	3%	6%
(> 1500)	2%	5%	40	40	0%	3%

NOTES:

1. See Standard D-748-1 for curb and gutter isolation joint detail. On PCC roadways, the curb and gutter joints should match those of the pavement as much as practical.
2. Joint Spacing: 1 Center contraction joint to be used on all driveways 20' width or less, 2 center contraction joints for driveways > 20' to 30' width, and 3 center contraction joints for driveways greater than 30' width.

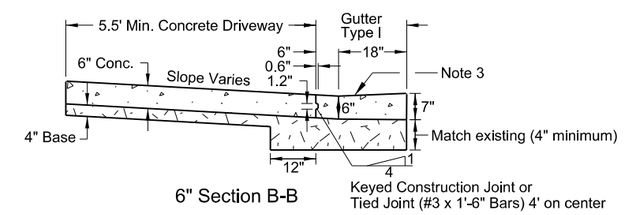
   The contraction joints may be sawed or a grooved joint, and shall be a minimum of 1/3 the depth of the concrete.

   Isolatoin joints should also be used between seperately poured cocretes, or between old and new concrete.

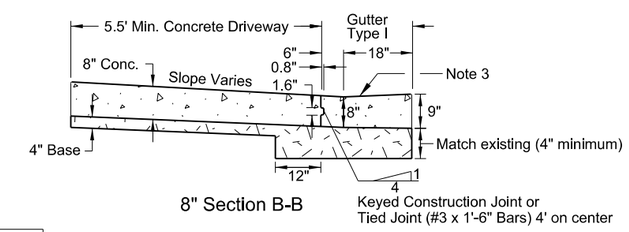
   All joints shall be sealed with hot pour bituminous filler or low modulus silicone. The sealant shall be installed and tooled in accordance with the manufacturer's recommendations.

   All costs for labor, equipment, and material necessary to construct and seal joints shall be included in the price bid for the driveway.
3. Gutter-Type 1 shall be paid for at the unit price bid for "Curb and Gutter-Type 1".
4. 6" Driveway to be used unless otherwise specified.
5. 4" base material shall be placed under the concrete driveway. All labor and materials necessary to place the base material shall be included in the price bid for Salvage Base Course or Aggregate Base Course CL 5.
6. Sidewalk that falls behind a driveway shall be constructed to the same thickness as the driveway and shall be paid for as driveway concrete.

Section A-A



6" Section B-B



8" Section B-B

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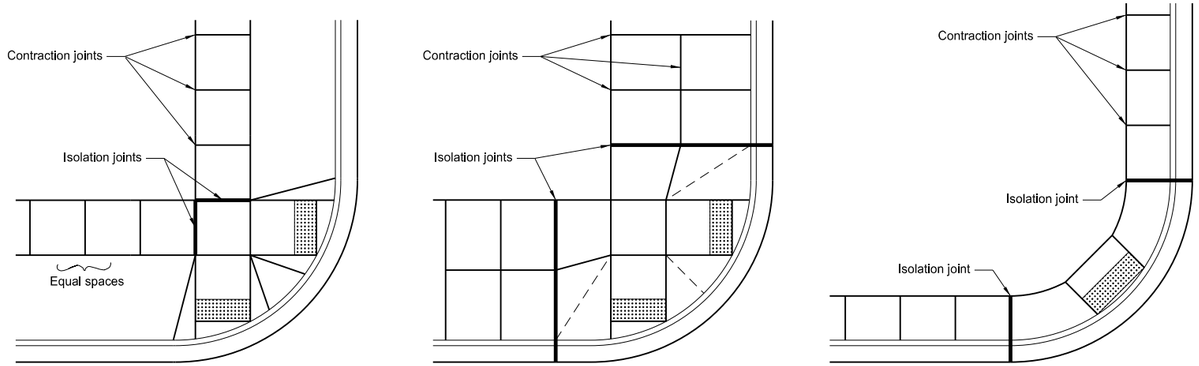
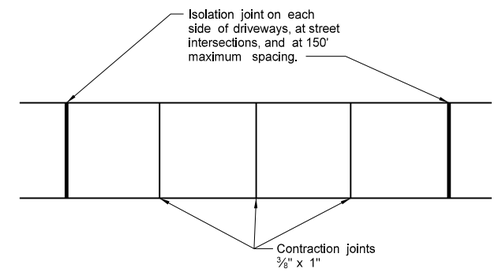
SIDEWALK

D-750-2



Typical Joint Layouts



NOTES:

1. Curb ramp and detectable warning panel layouts are for informational purposes only. See Standard Drawing D-750-3 for curb ramp and detectable warning panel details.
2. Joint Spacing: Transverse contraction joint spacing shall vary from 4' to 6' to create approximate square panels.

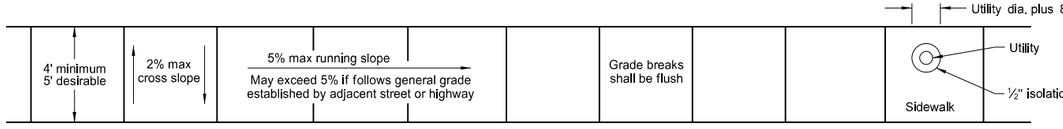
   Longitudinal contraction joints shall be used where the sidewalk width is 8' or greater, and shall be spaced at half the sidewalk width.

   The contraction joints may be sawed or a grooved joint, and shall be a minimum of 1/3 the depth of the concrete.

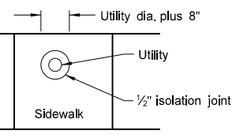
   When the sidewalk is adjacent to the curb & gutter, the sidewalk joint spacing shall be varied to match up with the curb & gutter joints.

   Isolation joints should also be used between seperately poured concretes, or between old and new concrete.

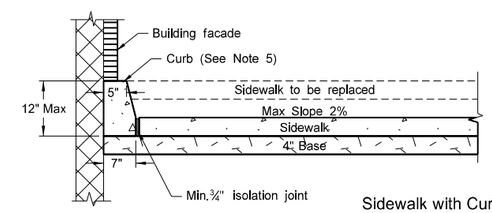
   The cost for all labor, equipment, and material necessary to construct contraction and isolation joints shall be included in the price bid for sidewalk concrete.
3. 4" sidewalk concrete thickness to be used unless otherwise specified in the plans.
4. 4" base material thickness to be used unless otherwise specified in the plans. All labor and materials necessary to place the base material shall be included in the price bid for "Salvage Base Course" or "Aggregate Base Course CL 5."
5. Landscaping is preferred to modify existing ground slope changes as needed. If not possible, such as adjacent buildings, a vertical curb may be used as shown in the detail below. The curb will be paid for at the unit price bid for the item "Curb - Type I" per lineal foot.



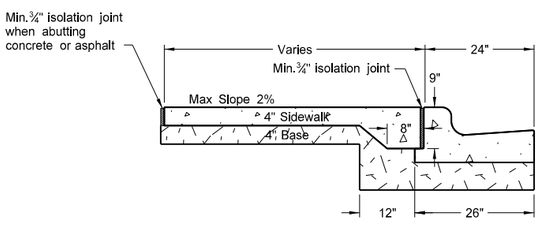
Sidewalk Width and Grade



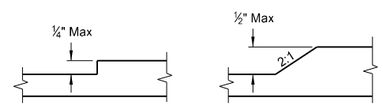
Utility Blockout



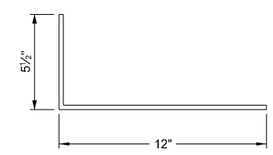
Sidewalk with Curb Detail
(Building face application)



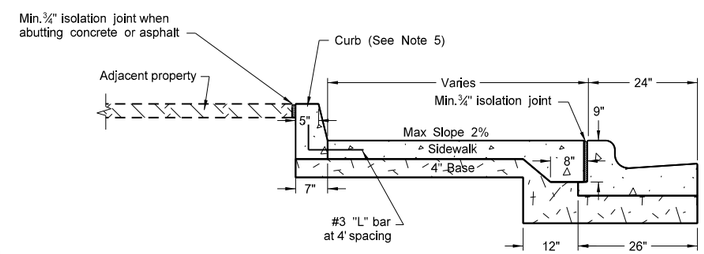
Sidewalk Detail
(Installed adjacent to curb and gutter)



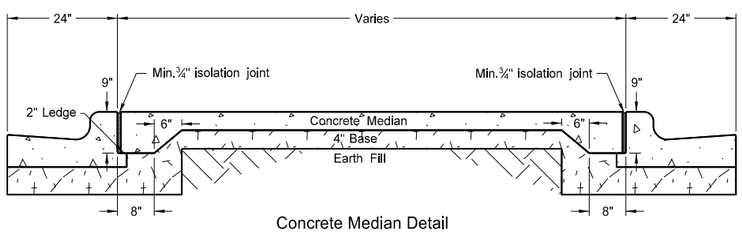
Vertical Discontinuities
(As needed for utility covers, vaults, grating, etc..)



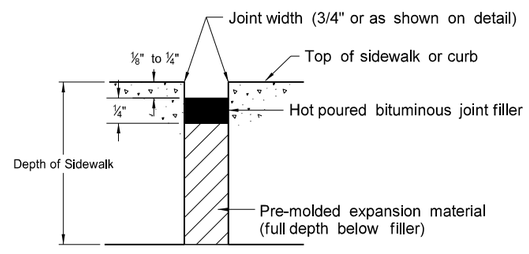
"L"Bar Detail
#3 Bar



Sidewalk with Curb Detail
(Adjacent property application)



Concrete Median Detail



Typical Isolation Joint Seal
(longitudinal and transverse)

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-26-13	
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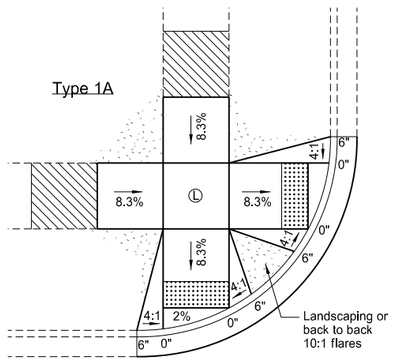
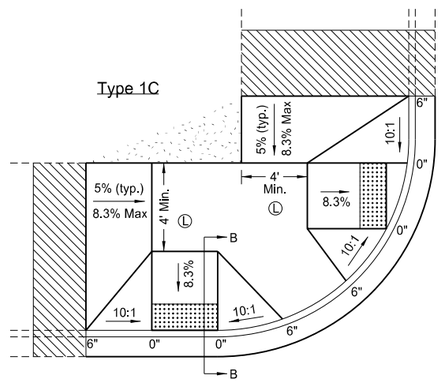
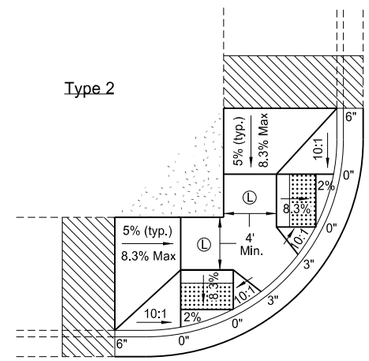
CURB RAMP DETAILS

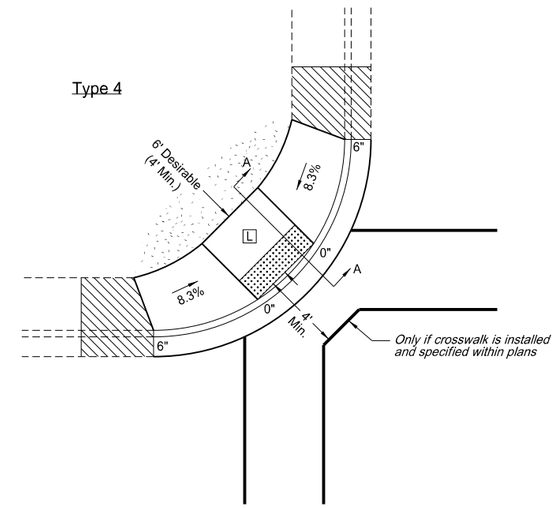
D-750-3

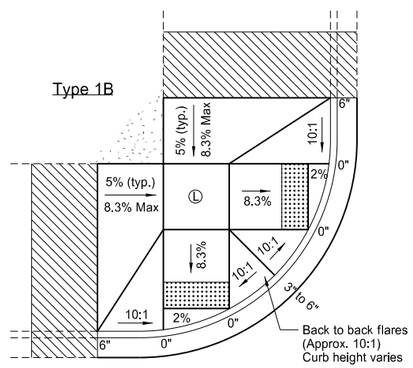
+More Right of Way ⟷ Less Right of Way-

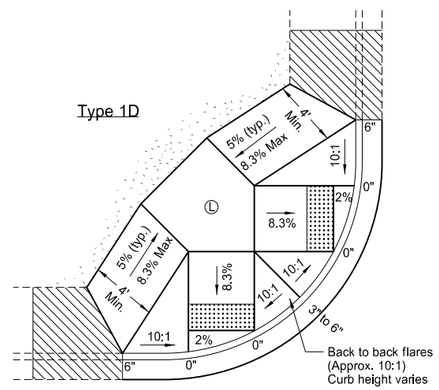


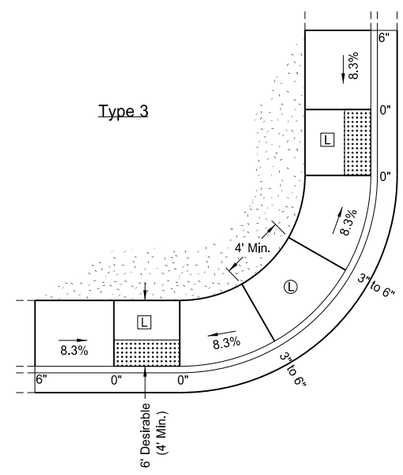




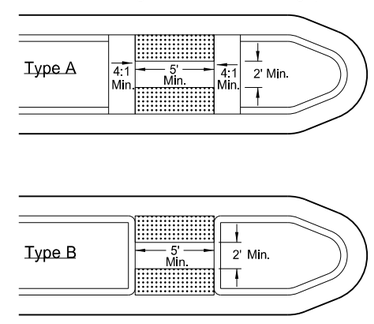








Median Refuge Islands (Cut-Through)



NOTES:

1. Ramp width is defined as the useable portion of the ramp, excluding flares if used.

   Curb ramp width should match the existing sidewalk width. 4' width minimum.

   Ramp width for shared-use paths should match the existing shared use path width.

   Ramp length shall be maximum of 15'.

2. Landings shall be a minimum of 4' x 4' and shall have a max 2% slope in any direction. Landings are desirably 5' x 5' or larger.

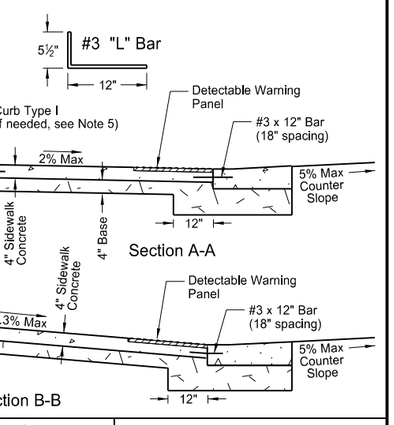
3. Detectable warning panels shall match the ramp width. Radial panels may also be used. The detectable warning panel may be located within the lower landing.

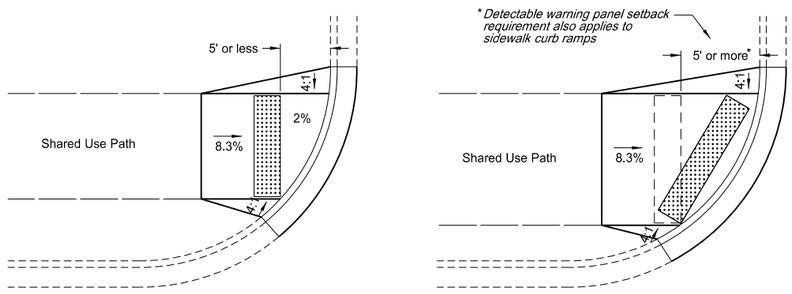
4. The pedestrian access route shall be continuous 4' min. width. Max 2% cross slope applies to all concrete, excluding flares.

5. Landscaping is preferred to modify existing ground slope changes as needed. If not possible, such as adjacent buildings, a vertical curb may be used as shown in the detail below. The curb will be paid for at the unit price bid for the item "Curb - Type I" per lineal foot.

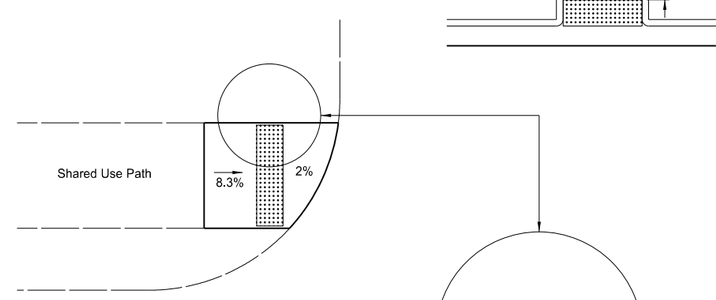
LEGEND:

- : Detectable Warning Panel
- : Landscaping
- : Transitional tie-in segment if needed for retrofits. Max grade slope 8.3%.
- Ⓛ : Upper Landing
- L : Lower Landing
- 0", 3", or 6" : Curb Height
- 8.3% : All slopes shown are max grades. Flatter slopes may be used.

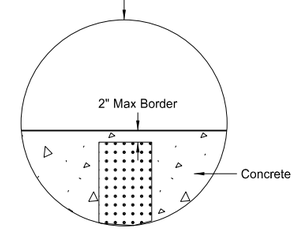


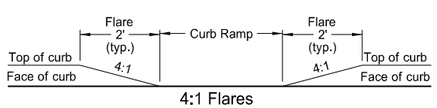


Concrete Apron for Shared Use Paths with Curb and Gutter

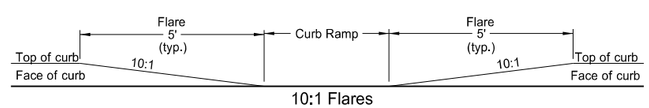


Concrete Apron for Shared Use Paths without Curb and Gutter





4:1 Flares
(To be used when flare is adjacent to landscaping)



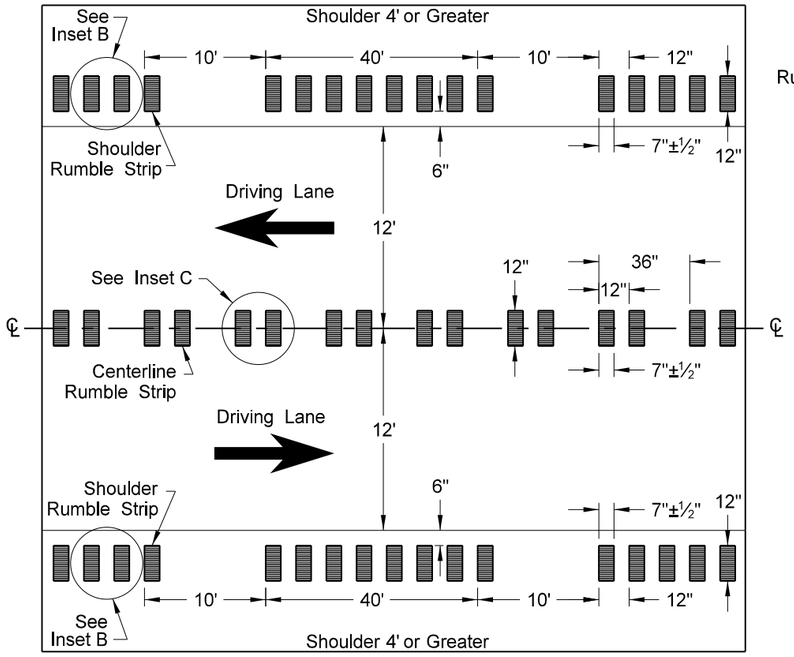
10:1 Flares
(To be used when flare is adjacent to sidewalk)

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-26-13	
REVISIONS	
DATE	CHANGE

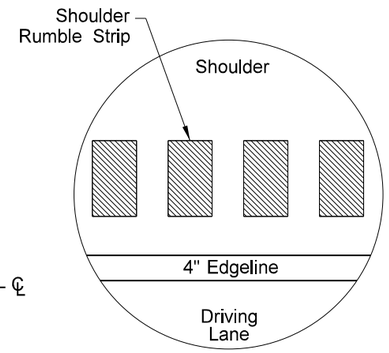
This document was originally issued and sealed by Roger Weigel, Registration Number PE- 2930, on 11/26/13 and the original document is stored at the North Dakota Department of Transportation

RUMBLE STRIPS
UNDIVIDED HIGHWAYS (SHOULDERS 4' OR GREATER)

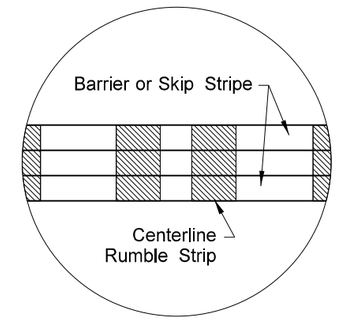
D-760-3



Undivided Highways (Shoulders 4' or Greater)



Inset B - Shoulder Rumble Strip

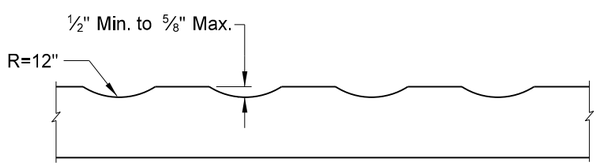


Inset C - Centerline Rumble Strip

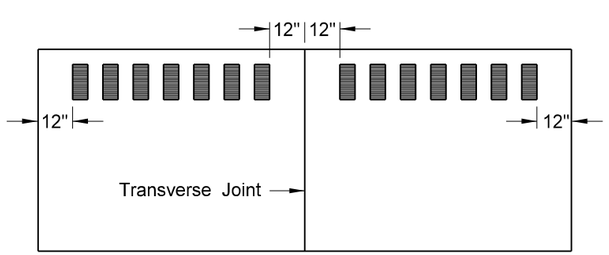
NOTES:

1) Discontinue shoulder 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.

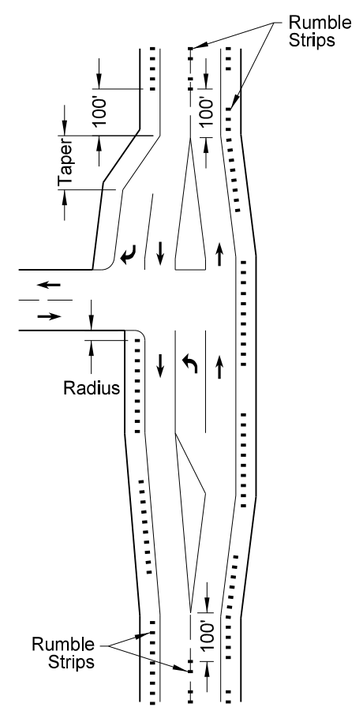
2) Discontinue centerline rumble strips through the entire length of left turn lanes, 100' before left turn lane tapers and median islands, and 100' before and after a paved or gravel highway, section line, approach, or private drive.



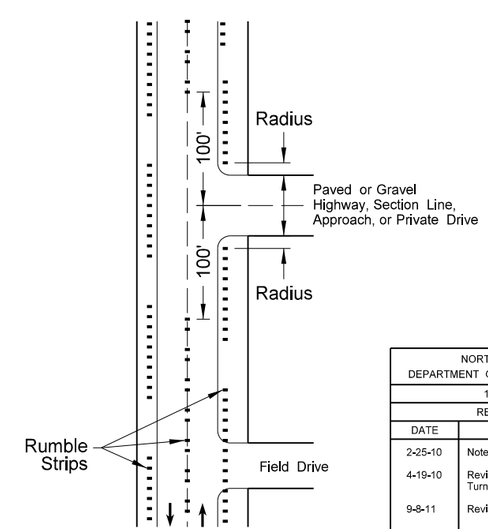
Profile of Rumble Strips - Bituminous and PCC Pavements



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



Turn Lane (Right & Left)



Entrance Roadways

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-760-3.

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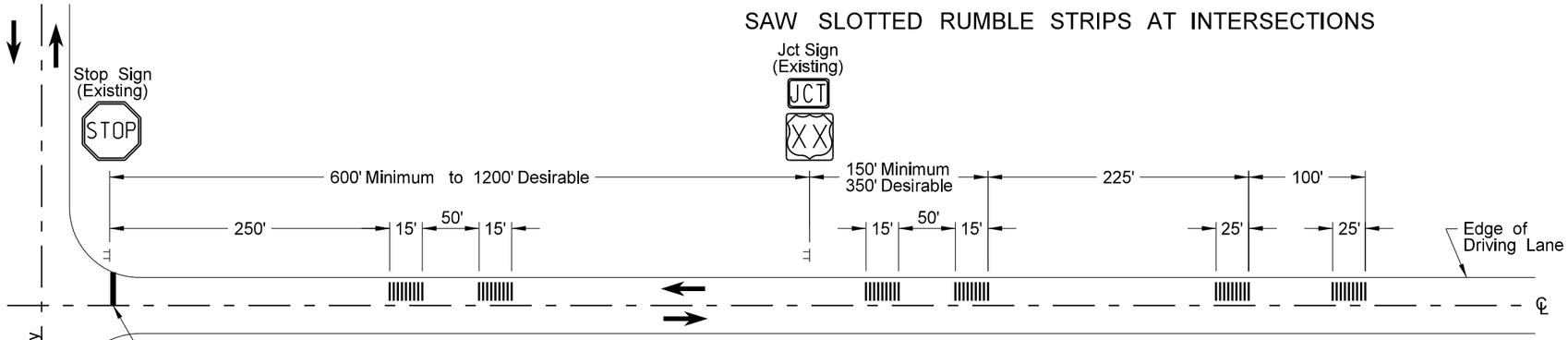
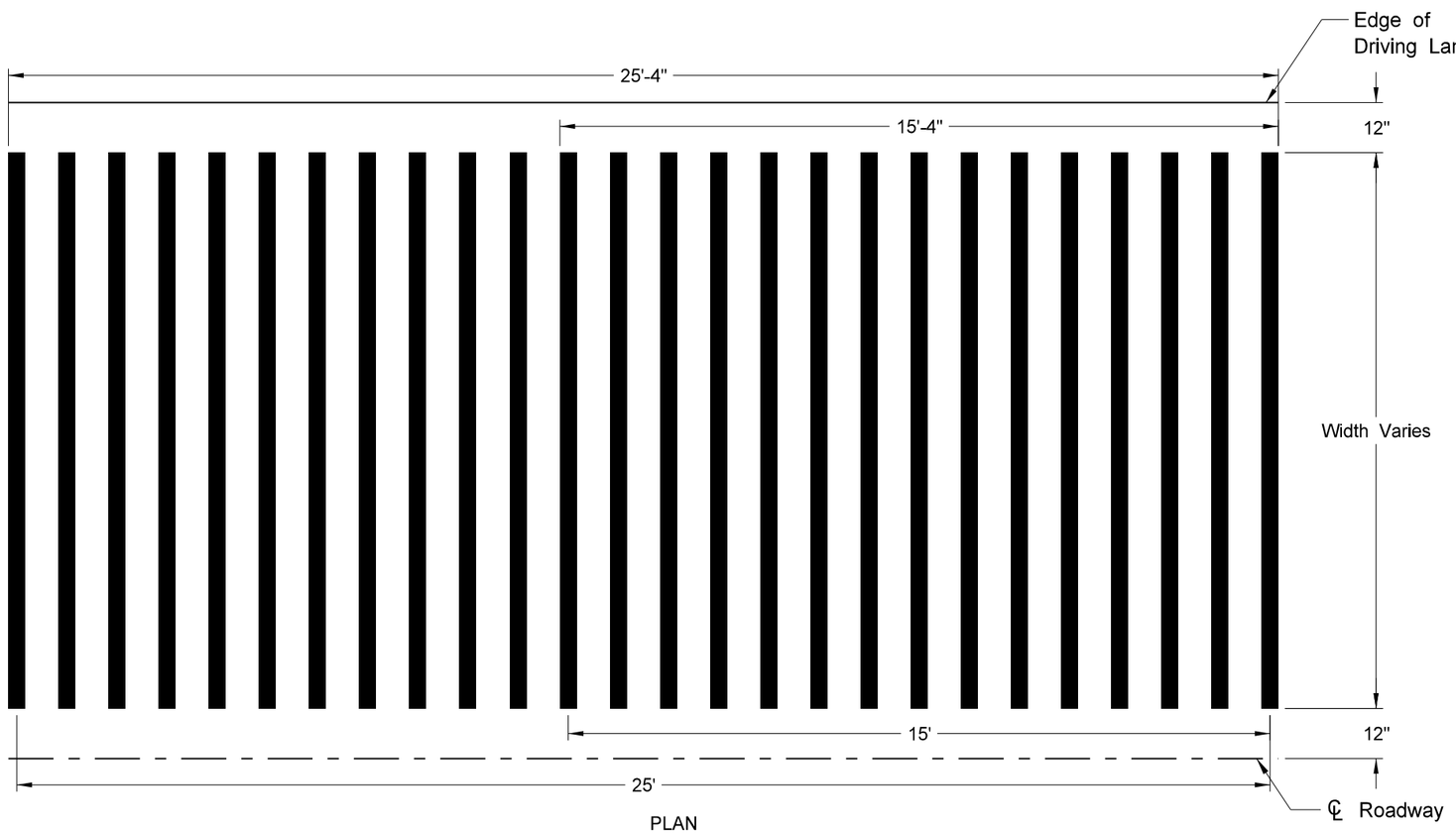
D-760-5

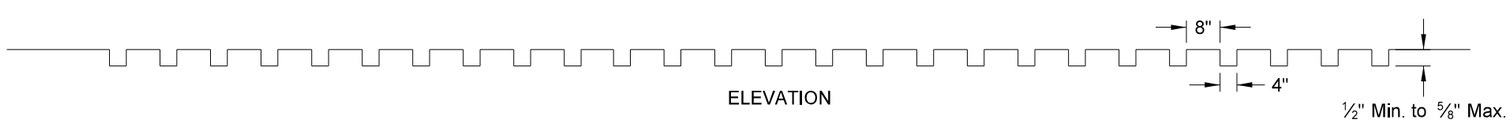
SAW SLOTTED RUMBLE STRIPS AT INTERSECTIONS



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.
7-7-14	Deleted Notes.

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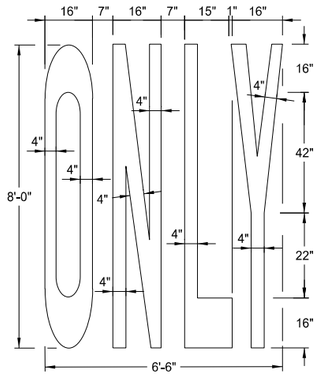
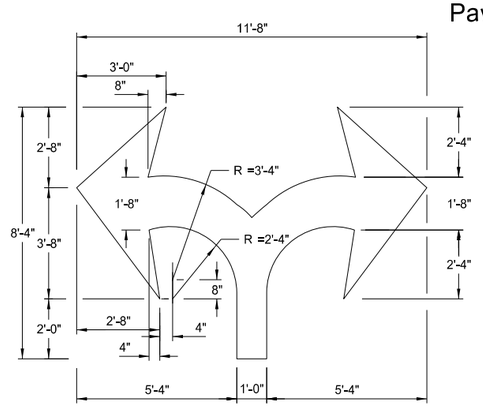
Pavement Marking Message Details

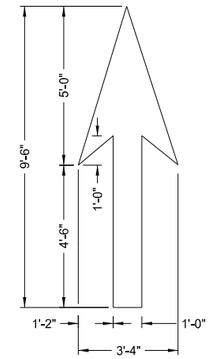
D-762-1



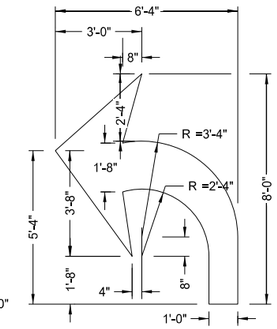
22 S. F.



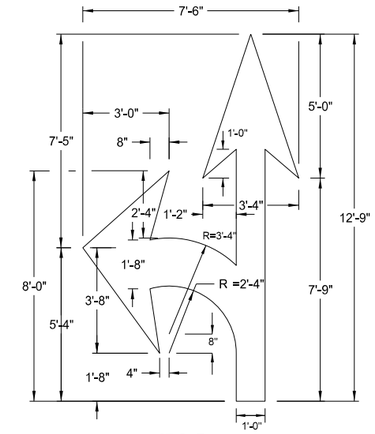
29 S. F.



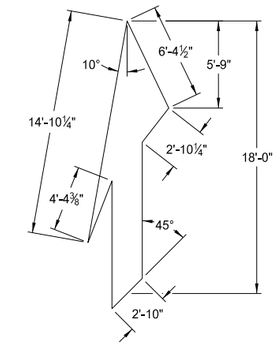
12 S. F.



16 S. F.

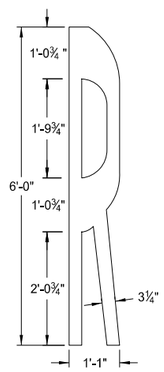


27 S. F.

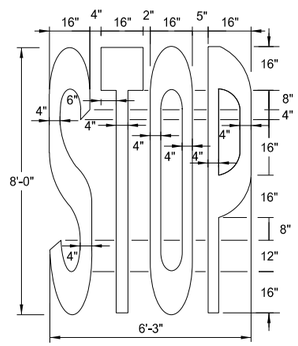


41 S. F.

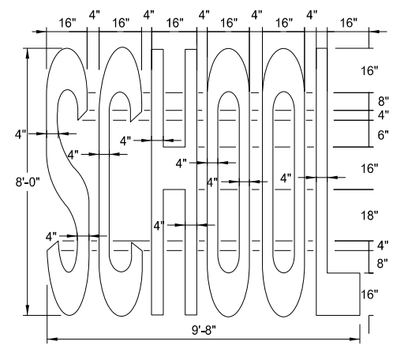
Note:
The merge arrow shall be rotated 20° from the edge of the roadway.



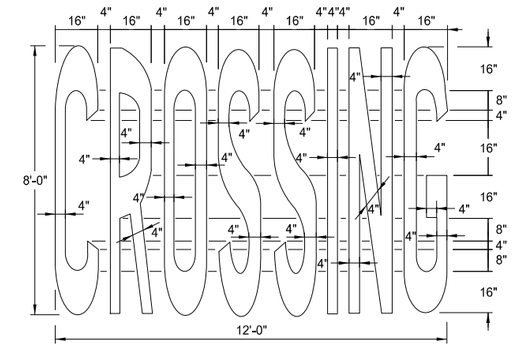
4 S. F.



22 S. F.



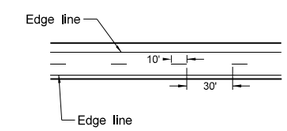
34.5 S. F.



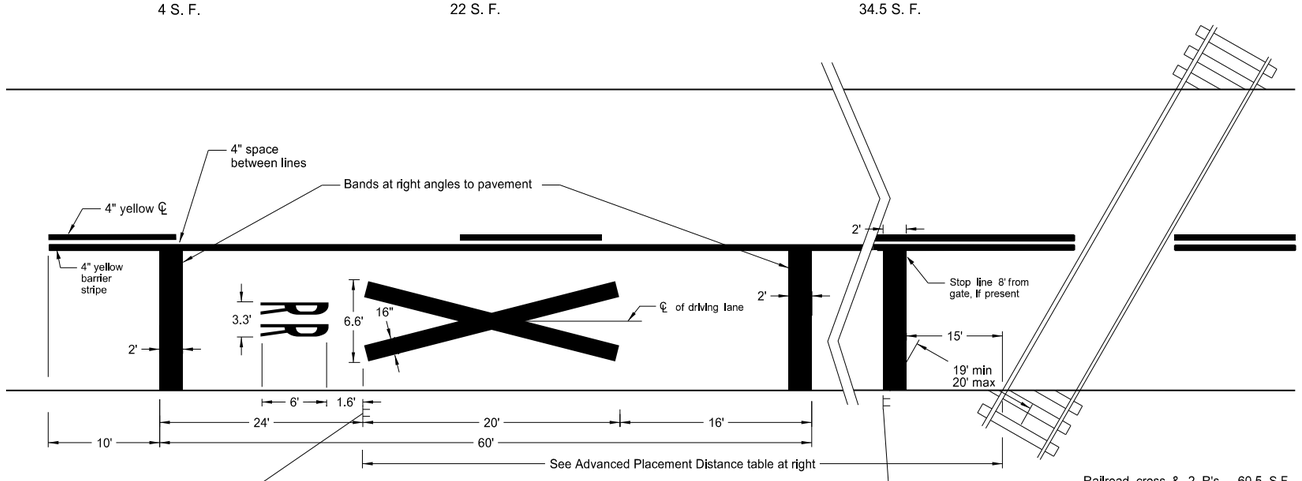
46 S. F.

Speed Limit	Chevron Width	Chevron Spacing 45° to Traffic
0-25 mph	8"	5'
30-40 mph	8"	15'
45 mph and above	12"	25'

Chevron Crosshatching Table



Centerline Pavement Marking Skip Spacing Detail



Railroad cross & 2 R's 60.5 S.F.
3 Bands (12' lane) 72 S.F.

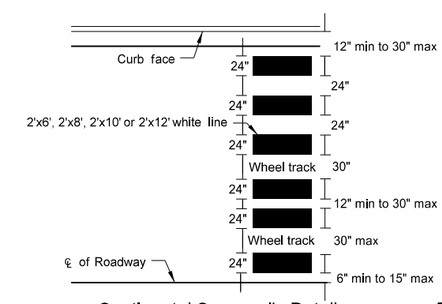
W10-1

See Standard Drawing D-754-81

Notes:
A three lane roadway should be marked with a centerline for two-lane approach operation on the approach to a crossing. On multi-lane roads, the transverse bands should extend across all approach lanes, and individual R X R symbols should be used in each approach lane.

See plans for correct message. All pavement markings shall be white unless noted otherwise.

R15-1



Continental Crosswalk Detail

Advance Placement Distance for Railroad Warning Signs	
Posted or 85th Percentile Speed	Advance Distance
20 mph	min. 100 ft
25 mph	min. 100 ft
30 mph	min. 100 ft
35 mph	min. 100 ft
40 mph	125 ft
45 mph	175 ft
50 mph	250 ft
55 mph	325 ft
60 mph	400 ft
65 mph	475 ft
70 mph	550 ft

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

12-6-11

REVISIONS

DATE	CHANGE

This document was originally issued and sealed by Roger Weigel, Registration Number PE- 2930, on 12/06/11 and the original document is stored at the North Dakota Department of Transportation

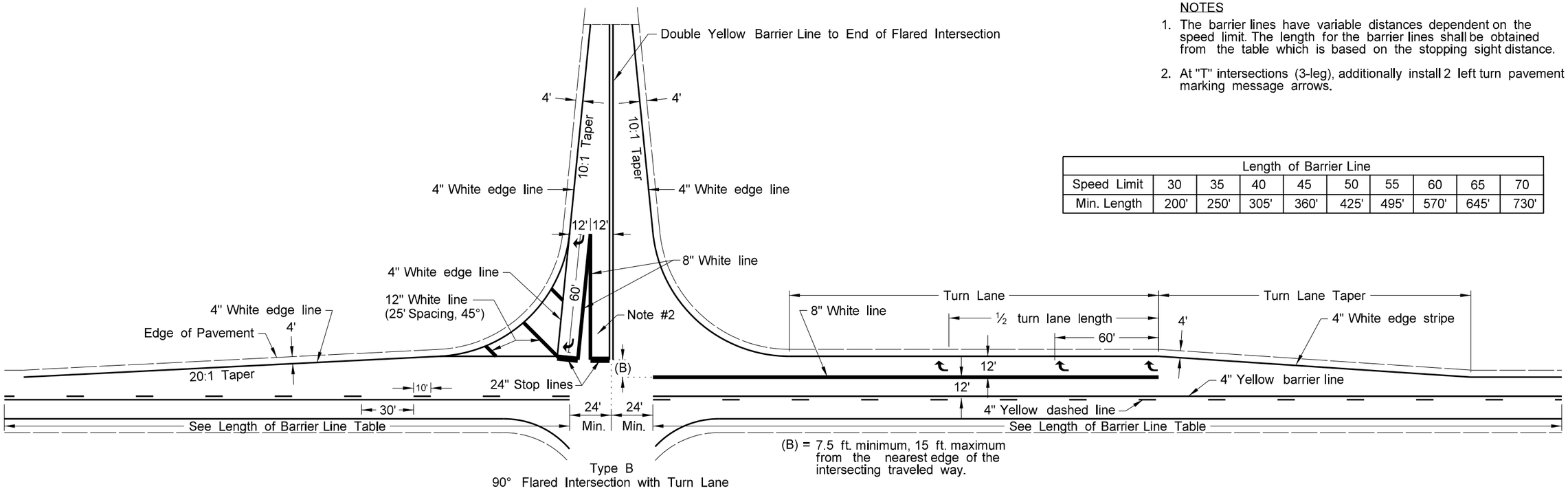
PAVEMENT MARKING FOR STANDARD 90° FLARED INTERSECTION

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.

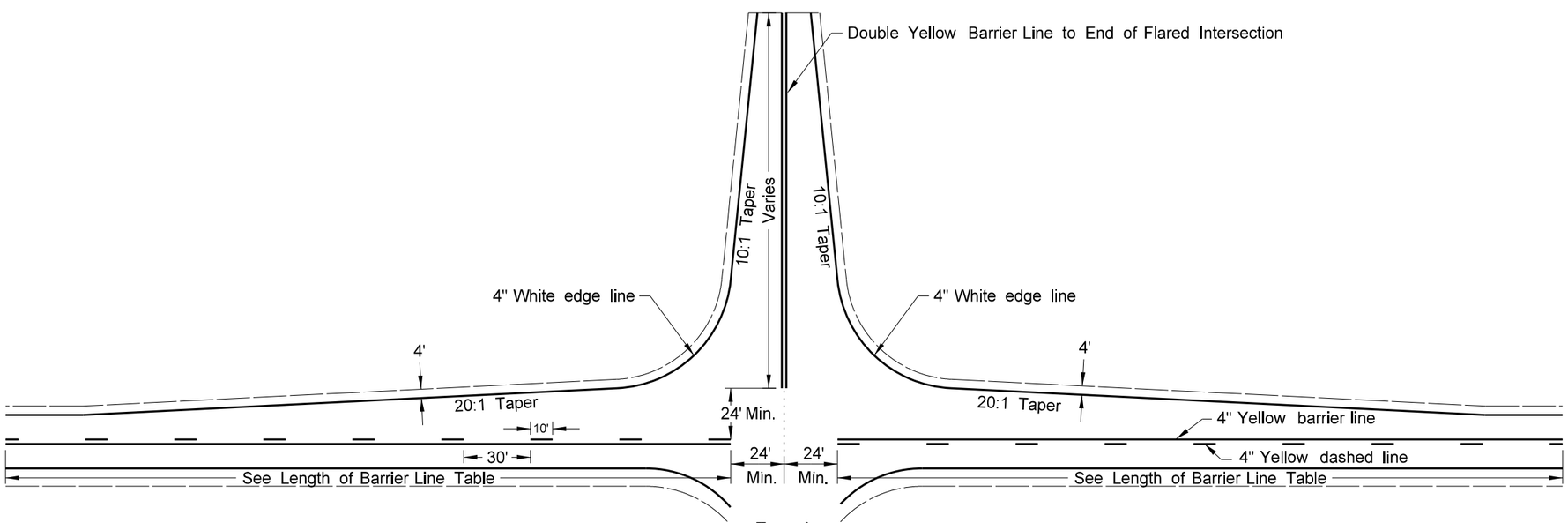
Length of Barrier Line									
Speed Limit	30	35	40	45	50	55	60	65	70
Min. Length	200'	250'	305'	360'	425'	495'	570'	645'	730'



(B) = 7.5 ft. minimum, 15 ft. maximum from the nearest edge of the intersecting traveled way.

Type B
90° Flared Intersection with Turn Lane

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



Type A
90° Flared Intersection

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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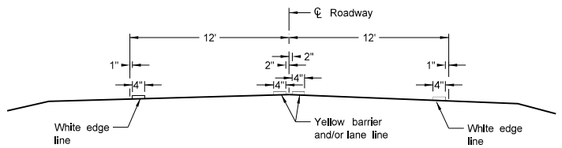
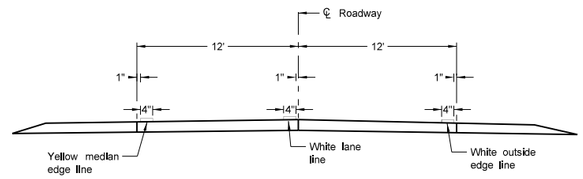
PAVEMENT MARKING

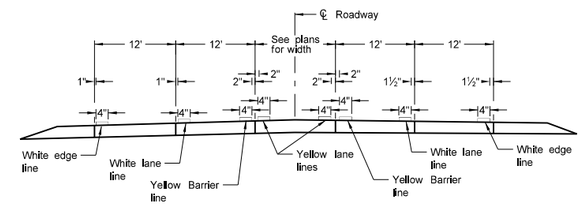
D-762-4



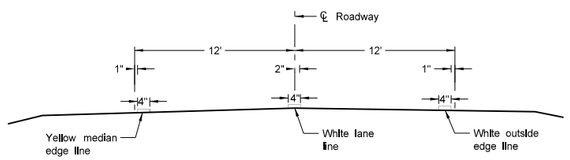
Two Lane Two Way
RURAL ROADWAY



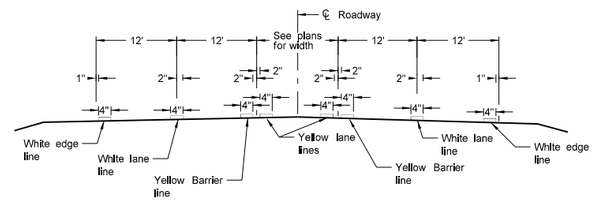
Two Lane Roadway
INTERSTATE HIGHWAY
Concrete Section



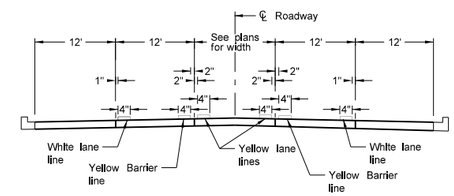
RURAL FIVE LANE ROADWAY
Concrete Section



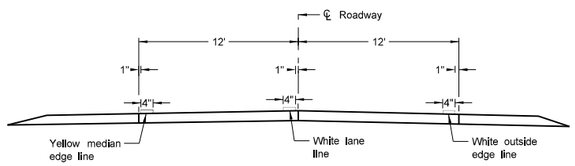
Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Asphalt Section



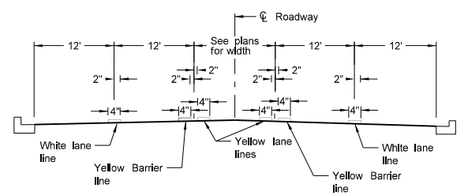
RURAL FIVE LANE ROADWAY
Asphalt Section



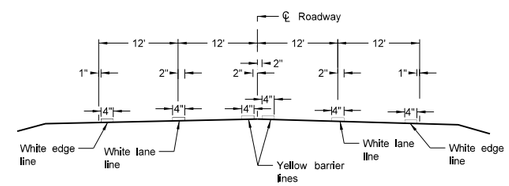
URBAN FIVE LANE SECTION
Concrete Section



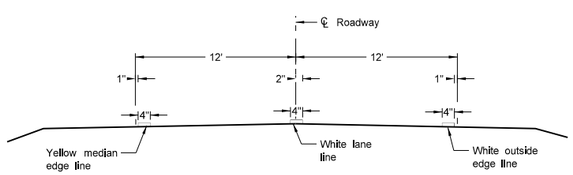
Two Lane Roadway
PRIMARY HIGHWAY
Concrete Section



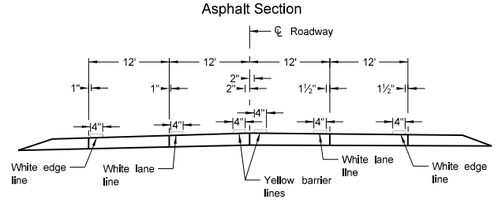
URBAN FIVE LANE SECTION
Asphalt Section



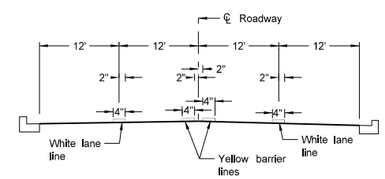
RURAL FOUR LANE ROADWAY
Asphalt Section



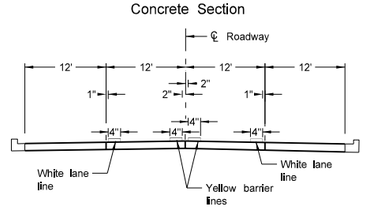
Two Lane Roadway
INTERSTATE HIGHWAY
Asphalt Section



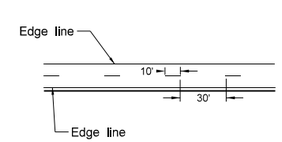
RURAL FOUR LANE ROADWAY
Concrete Section



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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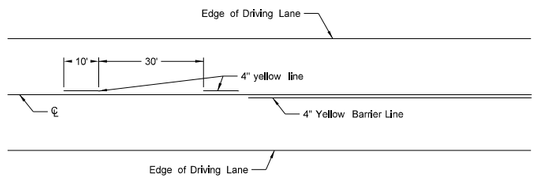
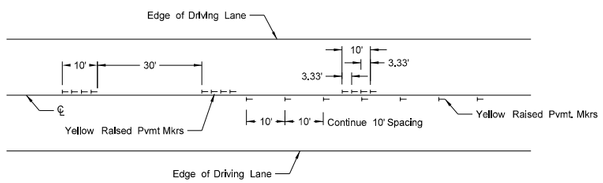
SHORT-TERM PAVEMENT MARKING

D-762-6

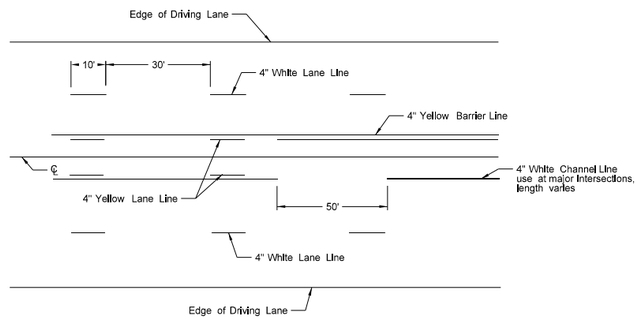


Painted or Tape Lines

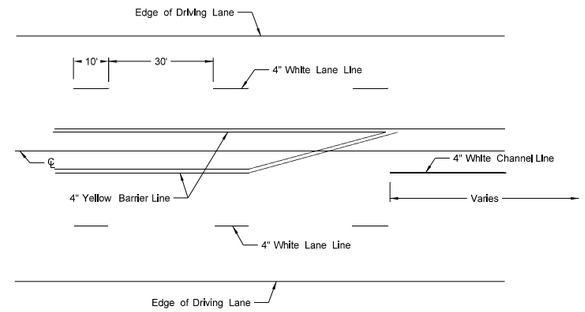


Raised Pavement Markers

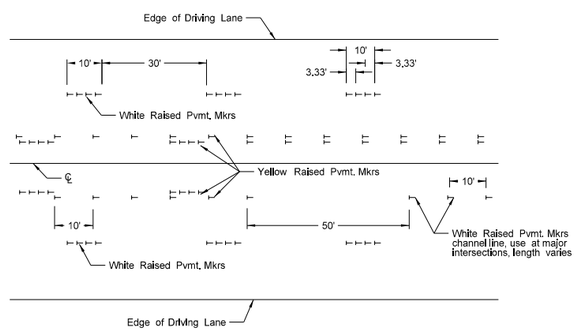
TWO-LANE TWO-WAY ROADWAY



Painted or Tape Lines

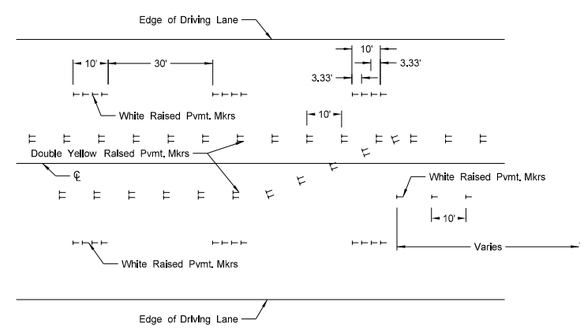


Painted or Tape Lines



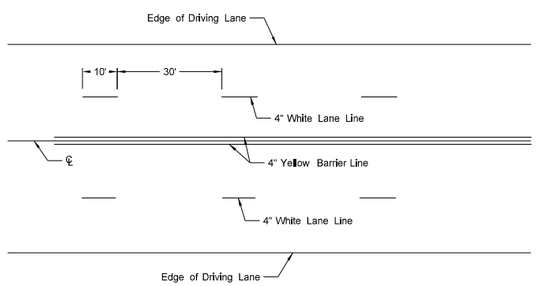
Raised Pavement Markers

FIVE LANE ROADWAY TWO WAY LEFT TURN

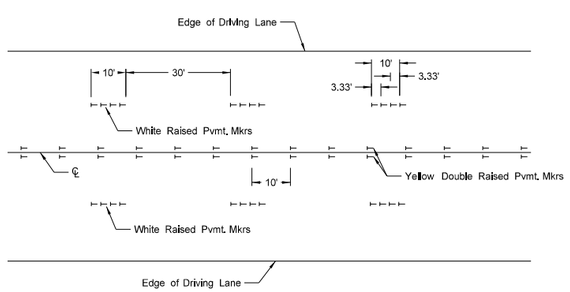


Raised Pavement Markers

FIVE LANE ROADWAY WITH MARKED ISLANDS



Painted or Tape Lines



Raised Pavement Markers

FOUR LANE ROADWAY

NOTES:

1. 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.

2. 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.

3. 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

This document was originally issued and sealed by Roger Weigel, Registration Number PE- 2930, on 12-1-10 and the original document is stored at the North Dakota Department of Transportation