

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
 Cl or C 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
 DInt delineate
 DIntr 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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
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NDDOT ABBREVIATIONS

D-101-2

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

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NDDOT ABBREVIATIONS

D-101-3

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

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NDDOT UTILITY COMPANY AND ORGANIZATION ABBREVIATIONS

D-101-10

702COM	702 Communications	GT PLNS NAT GAS	Great Plains Natural Gas Company	RED RIV TEL	Red River Rural Telephone
ACCENT	Accent Communications	HALS TEL	Halstad Telephone Company	RESVTN TEL	Reservation Telephone
AGASSIZ WU	Agassiz Water Users Incorporated	IDEA1	Idea1	ROBRTS TEL	Roberts Company Telephone
AGC	Associated General Contractors of America	INT-COMM TEL	Inter-Community Telephone Company	R-RIDER ELEC	Roughrider Electric Coop
All PI	Alliance Pipeline	KANEB PL	Kaneb Pipeline Company	RRVW	Red River Valley & Western Railroad
ALL SEAS WU	All Seasons Water Users Association	KEM ELEC	Kem Electric Cooperative Incorporated	RSR ELEC	R.S.R. Electric Cooperative
AMOCO PI	Amoco Pipeline Company	KOCH GATH SYS	Koch Gathering Systems Incorporated	S E W U	South East Water Users Incorporated
AMRDA HESS	Amerada Hess Corporation	LKHD PL	Lakehead Pipeline Company	SCOTT CABLE	Scott Cable Television Dickinson
AT&T	AT&T Corporation	LNGDN RWU	Langdon Rural Water Users Incorporated	SHERDN ELEC	Sheridan Electric Cooperative
B PAW	Bear Paw Energy Incorporated	LWR YELL R ELEC	Lower Yellowstone Rural Electric	SHEYN VLY ELEC	Sheyenne Valley Electric Cooperative
BAKER ELEC	Baker Electric	MCKNZ CON	McKenzie Consolidated Telcom	SKYTECH	Skyland Technologies Incorporated
BASIN ELEC	Basin Electric Cooperative Incorporated	MCKNZ ELEC	McKenzie Electric Cooperative	SLOPE ELEC	Slope Electric Cooperative Incorporated
BEK TEL	Bek Communications Cooperative	MCKNZ WRD	McKenzie County Water Resource District	SOURIS RIV TELCOM	Souris River Telecommunications
BELLE PL	Belle Fourche Pipeline Company	MCLEOD	McLeod USA	ST WAT COMM	State Water Commission
BLM	Bureau of Land Management	MCLN ELEC	McLean Electric Cooperative	STATE LN WATER	State Line Water Cooperative
BNSF	Burlington Northern Santa Fe Railway	MCLN-SHRDN R WAT	McLean-Sheridan Rural Water	STER ENG	Sterling Energy
BOEING	Boeing	MDU	Montana-dakota Utilities	STUT RWU	Stutsman Rural Water Users
BRNS RWD	Barnes Rural Water District	MID-CONT CABLE	Mid-Continent Cable	SW PL PRJ	Southwest Pipeline Project
BURK-DIV ELEC	Burke-Divide Electric Cooperative	MIDSTATE TEL	Midstate Telephone Company	T M C	Turtle Mountain Communications
BURL WU	Burleigh Water Users	MINOT CABLE	Minot Cable Television	TCI	TCI of North Dakota
Cable One	Cable One	MINOT TEL	Minot Telephone Company	TESORO GHG PLNS PL	Tesoro High Plains Pipeline
CABLE SERV	Cable Services	MISS W W S	Missouri West Water System	TRI-CNTY WU	Tri-County Water Users Incorporated
CAP ELEC	Capital Electric Cooperative Incorporat	MNKOTA PWR	Minnkota Power	TRL CO RWU	Traill County Rural Water Users
CASS CO ELEC	Cass County Electric Cooperative	MOR-GRAN-SOU ELEC	Mor-gran-sou Electric Cooperative	UNTD TEL	United Telephone
CASS RWU	Cass Rural Water Users Incorporated	MOUNT-WILLI ELEC	Mountrail-williams Electric Cooperative	UPPR SOUR WUA	Upper Souris Water Users Association
CAV ELEC	Cavalier Rural Electric Cooperative	MRE LBTY TEL	Moore & Liberty Telephone	US SPRINT	U.S. Sprint
CBLCOM	Cablecom Of Fargo	MUNICIPAL	City Water And Sewer	USAF MSL CABLE	U.S.A.F. Missile Cable
CENEX PL	Cenex Pipeline	MUNICIPAL	City Of '.....'	USFWS	US Fish and Wildlife Service
CENT PL WATER DIST	Central Pipe Line Water District	N CENT ELEC	North Central Electric Cooperative	USW COMM	U.S. West Communications
CENT PWR ELEC	Central Power Electric Cooperative	N VALL W DIST	North Valley Water District	VRNDRY ELEC	Verendrye Electric Cooperative
COE	Corps of Engineers	ND PKS & REC	North Dakota Parks And Recreation	W RIV TEL	West River Telephone Incorporated
CONS TEL	Consolidated Telephone	ND TEL	North Dakota Telephone Company	WEB	W. E. B. Water Development Association
CONT RES	Continental Resource Inc	NDDOT	North Dakota Department of Transportation	WILLI RWA	Williams Rural Water Association
CPR	Canadian Pacific Railway	NDSU SOIL SCI DEPT	NDSU Soil Science Department	WILSTN BAS PL	Williston Basin Interstate Pipeline Company
D O E	Department Of Energy	NEMONT TEL	Nemont Telephone	WLSH RWD	Walsh Water Rural Water District
DAK CARR	Dakota Carrier Network	NODAK R ELEC	Nodak Rural Electric Cooperative	WOLVRTN TEL	Wolverton Telephone
DAK CENT TEL	Dakota Central Telephone	NOON FRMS TEL	Noonan Farmers Telephone Company	XLENER	Xcel Energy
DAK RWD	Dakota Rural Water District	NPR	Northern Plains Railroad	YSVR	Yellowstone Valley Railroad
DGC	Dakota Gasification Company	NSP	Northern States Power		
DICKEY R NET	Dickey Rural Networks	NTH PRAIR RW	Northern Prairie Rural Water Association		
DICKEY RWU	Dickey Rural Water Users Association	NTHN BRDR PL	Northern Border Pipeline		
DICKEY TEL	Dickey Telephone	NTHN PLNS ELEC	Northern Plains Electric Cooperative Incorporated		
DNRR	Dakota Northern Railroad	NTHWSTRN REF	Northwestern Refinery Company		
DOME PL	Dome Pipeline Company	NW COMM	Northwest Communication Cooperation		
DVELEC	Dakota Valley Electric Cooperative	ONEOK	Oneok gas		
DVMW	Dakota, Missouri Valley & Western	OSHA	Occupational Safety and Health Administration		
ENBRDG	Enbridge Pipelines Incorporated	OTTR TL PWR	Otter Tail Power Company		
ENVENTIS	Enventis Telephone	P L E M	Prairielands Energy Marketing		
FALK MNG	Falkirk Mining Company	POLAR COM	Polar Communications		
FHWA	Federal Highway Administration	PVT ELEC	Private Electric		
G FKS-TRL WD	Grand Forks-traill Water District	QWEST	Qwest Communications		
GETTY TRD & TRAN	Getty Trading & Transportation	R&T W SUPPLY	R & T Water Supply Association		
GLDN W ELEC	Golden West Electric Cooperative	RAMSEY R SEW	Ramsey Rural Sewer Association		
GRGS CO TEL	Griggs County Telephone	RAMSEY RW	Ramsey Rural Water Association		
		RAMSEY UTIL	Ramsey County Rural Utilities		

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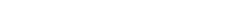
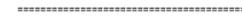
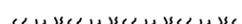
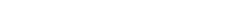
Line Styles

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

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Line Styles

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

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Symbols

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

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

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Symbols

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

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07-01-14	
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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 Vegetation Barrier  Single Headwall with Vegetation Barrier  Pole Mounted Head  Sprinkler Head  Fire Hydrant  Inlet Type 1  Inlet Type 2  Double Inlet Type 2  Inlet Gate Type 2  Junction Box  High Mast Light Standard 10 Luminaire  High Mast Light Standard 3 Luminaire  High Mast Light Standard 4 Luminaire  High Mast Light Standard 5 Luminaire  High Mast Light Standard 6 Luminaire  High Mast Light Standard 7 Luminaire  High Mast Light Standard 8 Luminaire  High Mast Light Standard 9 Luminaire  Relocate Light Standard  Overhead Sign Structure Load Center  Light Standard 100 Watt High Pressure Sodium Vapor Luminaire	 Light Standard 1000 Watt High Pressure Sodium Vapor Luminaire  Light Standard 150 Watt High Pressure Sodium Vapor Luminaire  Light Standard 175 Watt High Pressure Sodium Vapor Luminaire  Light Standard 200 Watt High Pressure Sodium Vapor Luminaire  Light Standard 250 Watt High Pressure Sodium Vapor Luminaire  Light Standard 310 Watt High Pressure Sodium Vapor Luminaire  Light Standard 35 Watt High Pressure Sodium Vapor Luminaire  Light Standard 400 Watt High Pressure Sodium Vapor Luminaire  Light Standard 50 Watt High Pressure Sodium Vapor Luminaire  Light Standard 70 Watt High Pressure Sodium Vapor Luminaire  Light Standard 700 Watt High Pressure Sodium Vapor Luminaire  Manhole  Manhole 48 Inch  Sanitary Force Main Manhole  Sanitary Sewer Manhole  Storm Drain Manhole  Storm Drain Manhole with Inlet  Reset Mile Post  Mile Post Type A  Mile Post Type B  Mile Post Type C  Right of Way Marker  Tubular Marker  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  Continuous Split Barrel Sample  Flight Auger Sample  Split Barrel Sample  Thinwall Tube Sample  Highway Sign  SNOW GATE 18 FT  SNOW GATE 28 FT  SNOW GATE 40 FT  Standard Penetration Test  Transformer  Inclinometer Tube  Underdrain Cleanout  Excavation Unit  Water Valve
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NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE

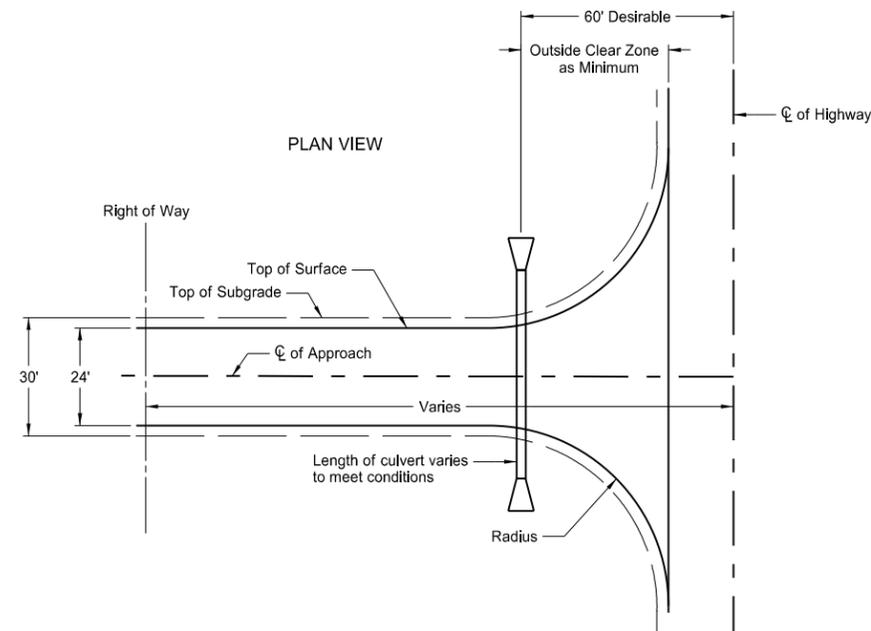
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STANDARD RURAL APPROACHES

D-203-8

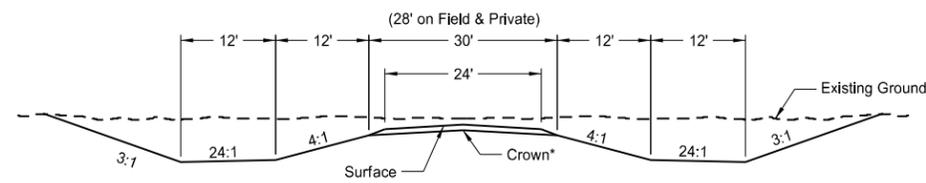
NOTES:

1. Max breakover between approach storage platform and highway shall not exceed 5%.
2. The approach slope shall be measured outside the area of mainline inslope influence.



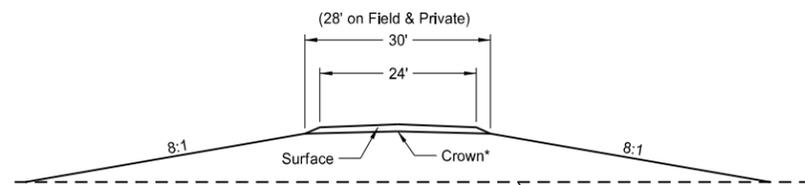
CRITERIA FOR RURAL APPROACH TYPES

	Field Drives	Private Drives	Low Volume Public Roads
Radius	R=24 ft	R=30 ft	R=40 ft
Maximum Grade	10%	7%	7%
Storage Platform	20 ft	24 ft	30 ft
Vertical Curve Length	10 ft	10 ft	Varies (Min. 20 mph)

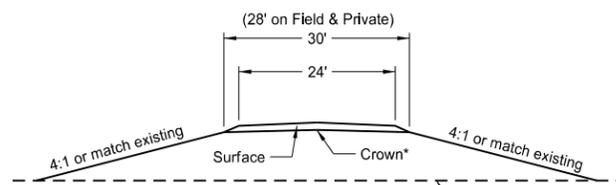


SECTION A-A

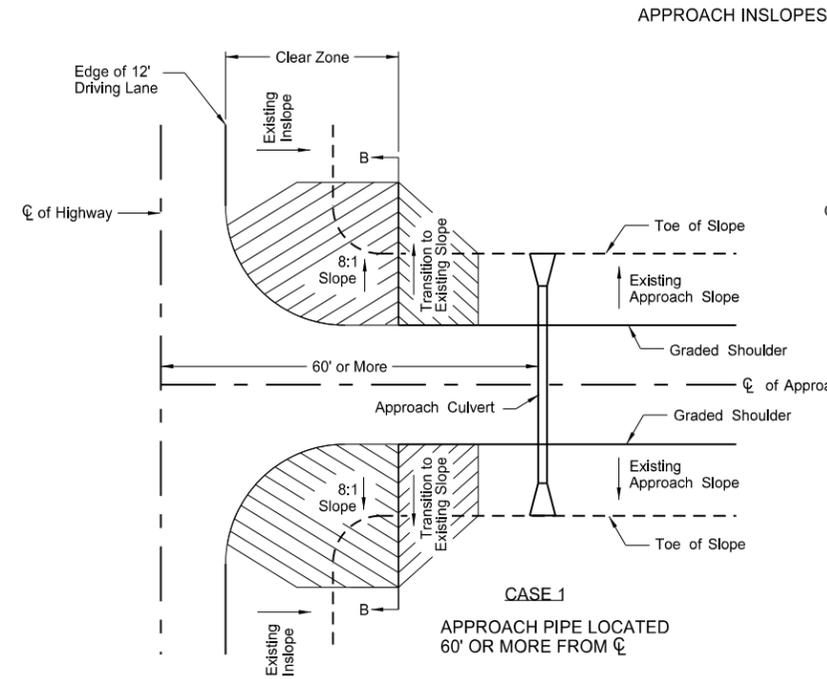
*2.1% crown for paved surface
*3.0% crown for gravel surface



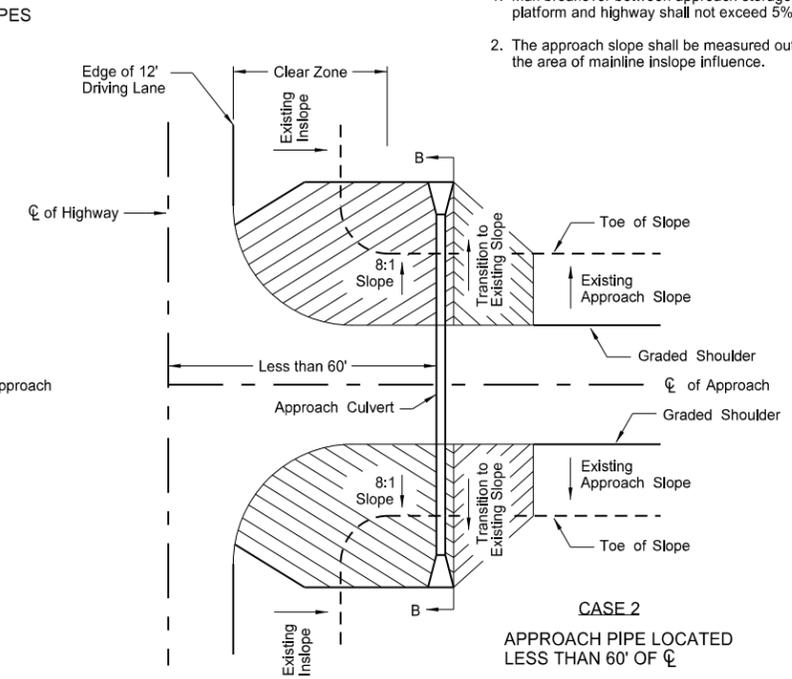
SECTION B-B



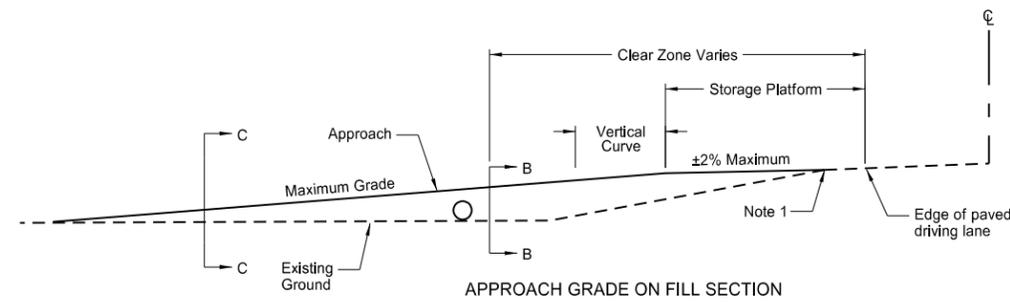
SECTION C-C



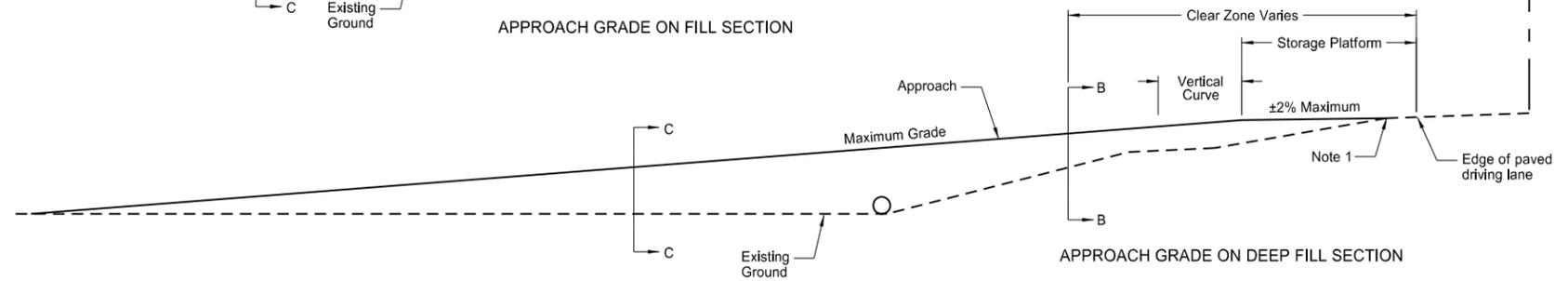
CASE 1
APPROACH PIPE LOCATED
60' OR MORE FROM C



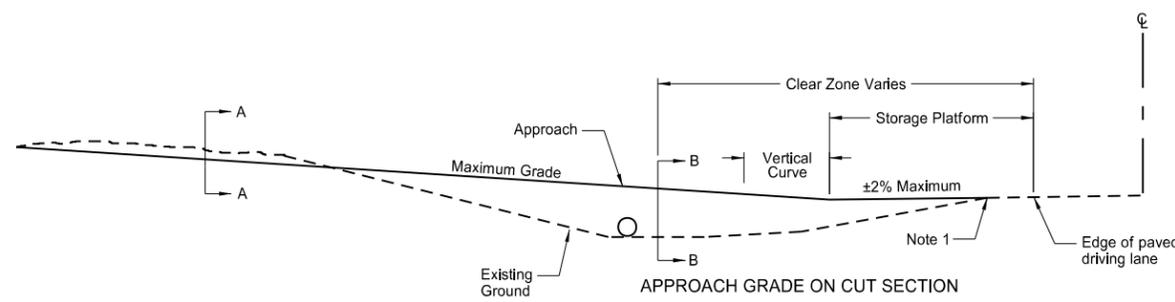
CASE 2
APPROACH PIPE LOCATED
LESS THAN 60' OF C



APPROACH GRADE ON FILL SECTION



APPROACH GRADE ON DEEP FILL SECTION

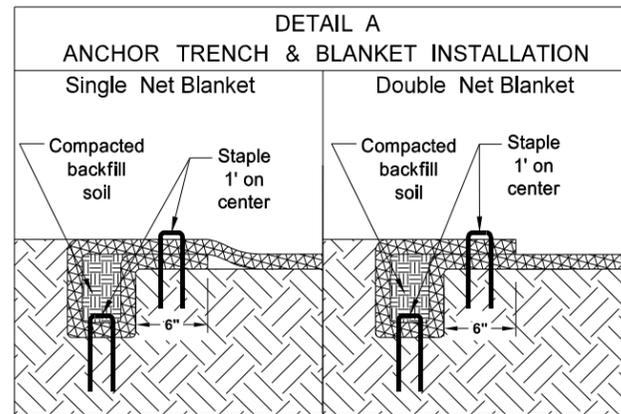


APPROACH GRADE ON CUT SECTION

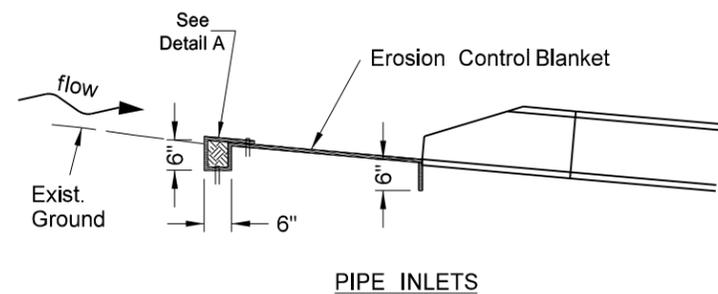
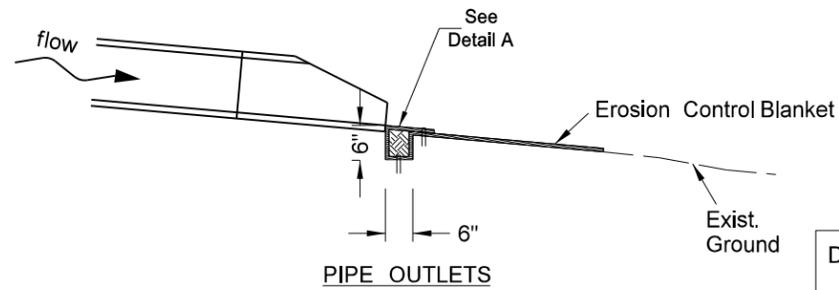
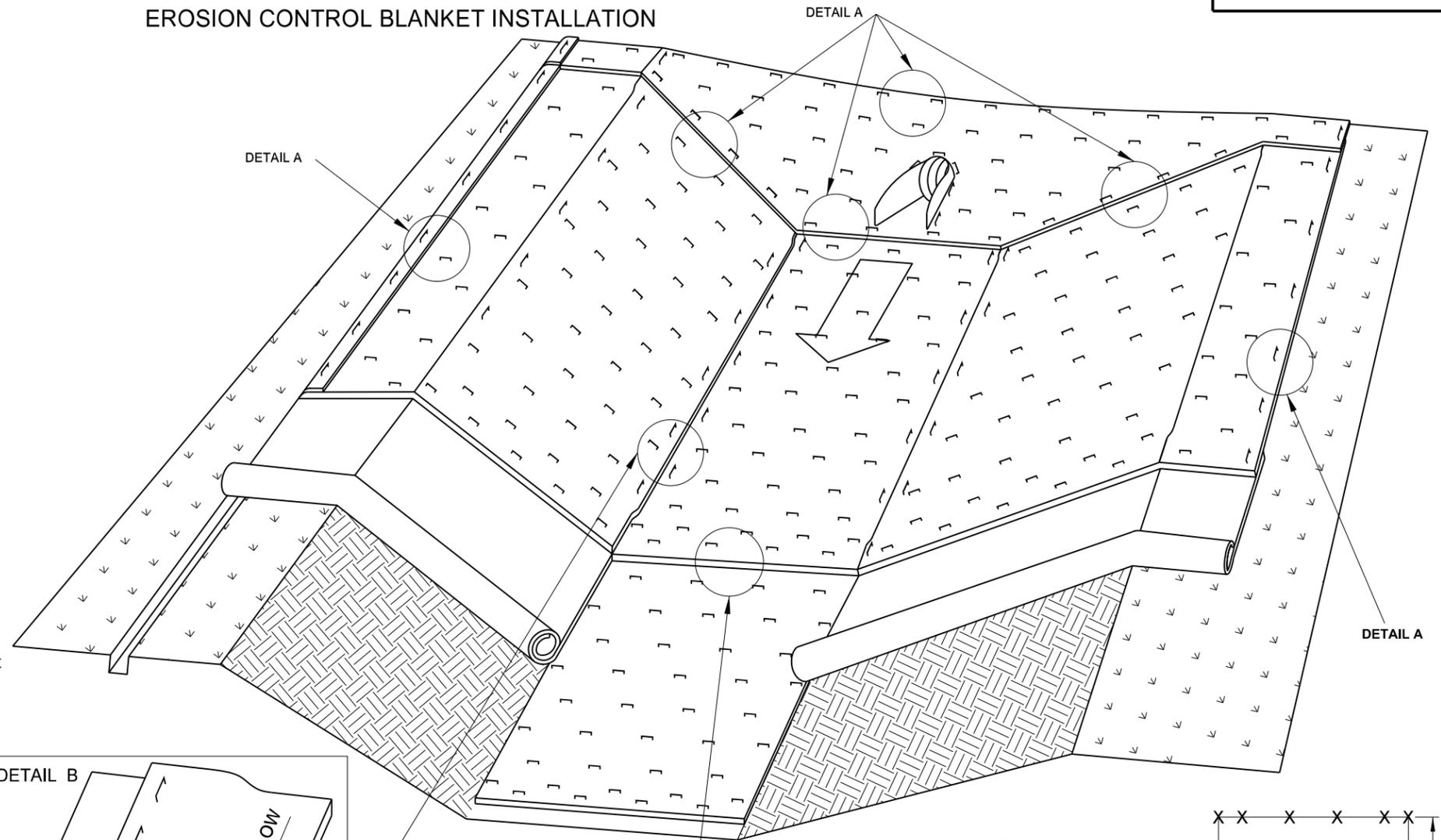
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
2-25-14	
REVISIONS	
DATE	CHANGE

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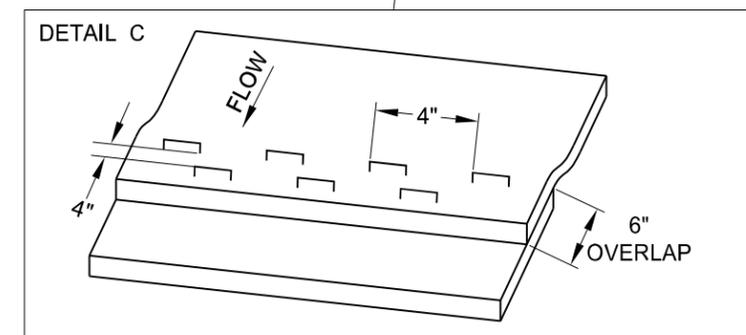
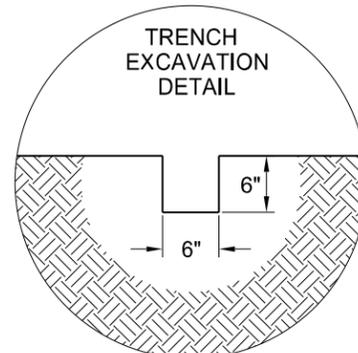
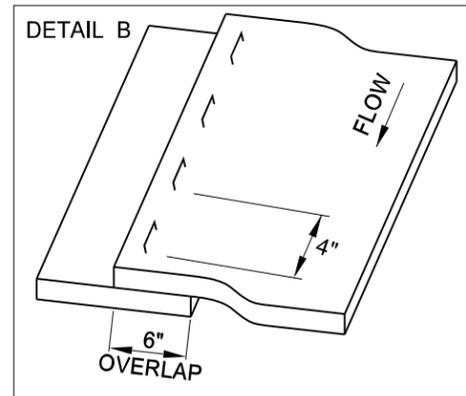
EROSION AND SILTATION CONTROL
EROSION CONTROL BLANKET INSTALLATION



NOTE:
If a Single Net Blanket is used the side with the netting should be on the top once the blanket is installed.

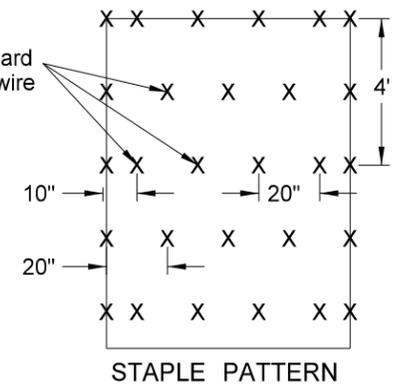


PIPE INLETS
INSTALLATION AT PIPE ENDS



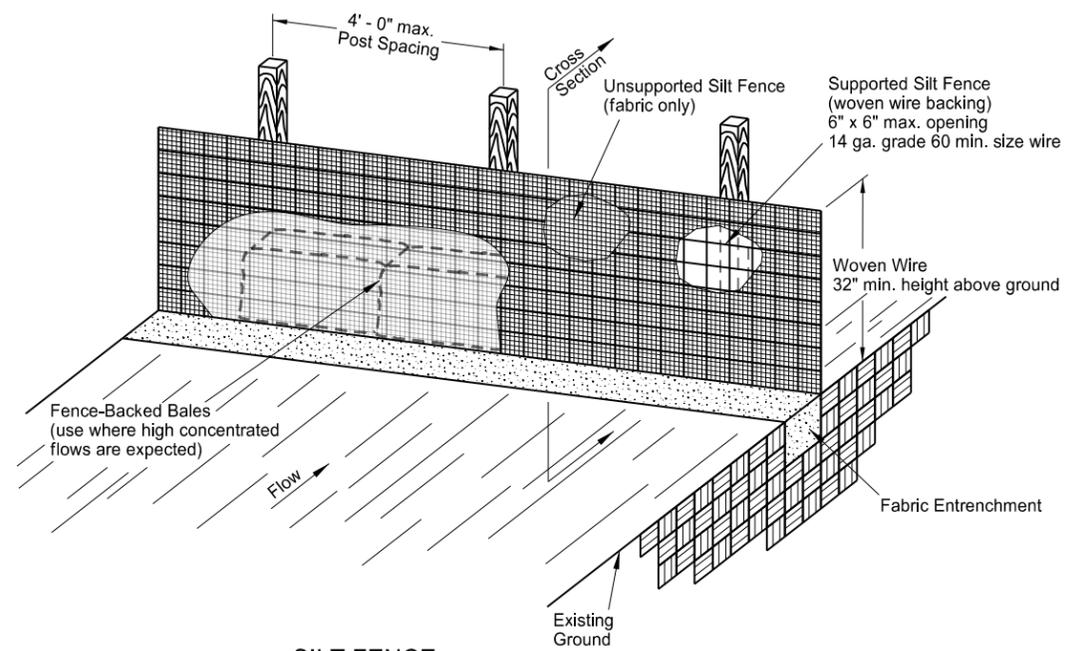
BLANKET LAYOUT
CHANNEL OR SLOPE INSTALLATION

3.8 staples per square yard
using 8-inch 11 gauge wire
"u" staples.

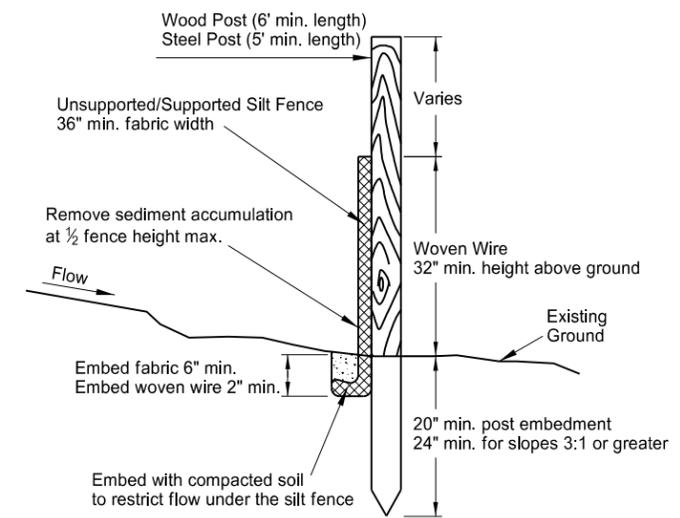


NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-03-13	
REVISIONS	
DATE	CHANGE
06-26-14	Changed standard drawing number from D-708-5 to D-255-2.
07-27-15	Changed installation details such as trench depth and overlap dimensions.

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SILT FENCE
SUPPORTED AND UNSUPPORTED

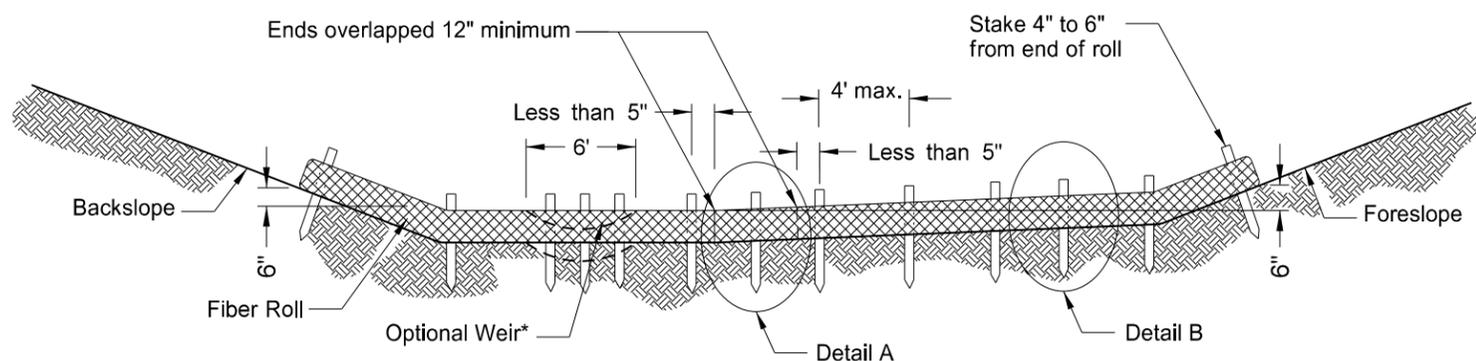


SILT FENCE
CROSS SECTION

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-03-13	
REVISIONS	
DATE	CHANGE
06-26-14	Standard drawing resulted from splitting standard D-708-2.

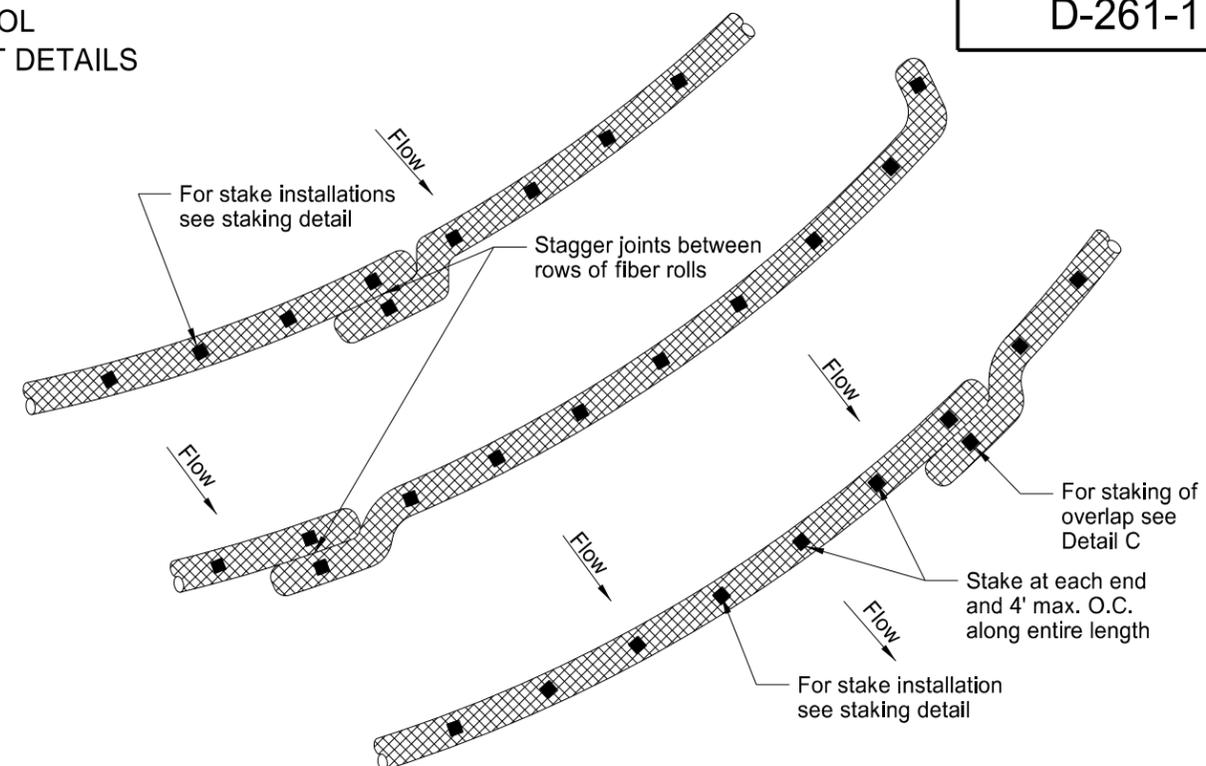
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EROSION CONTROL
FIBER ROLL PLACEMENT DETAILS

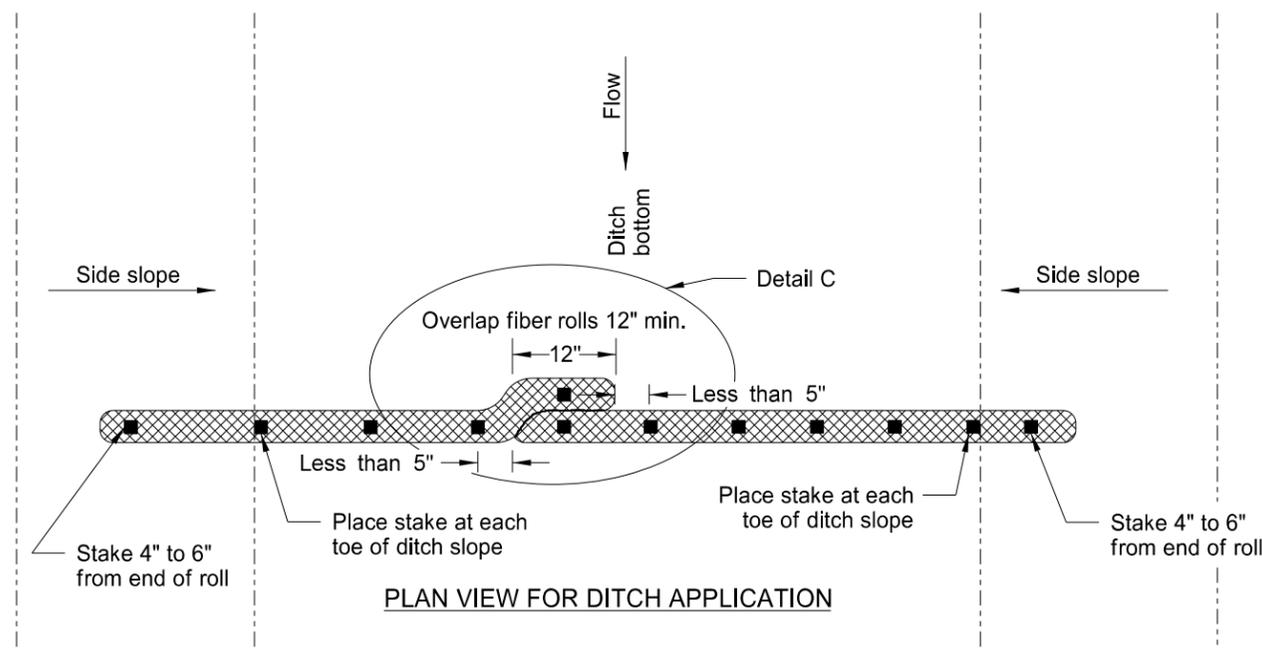


*Optional Weir. Use in flat areas, such as the Red River Valley, where there is potential for water to back up on adjacent property. Lower fiber roll enough to prevent water from backing up on adjacent property. Do not use 20-inch fiber rolls in flat areas where there is potential for water to back up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

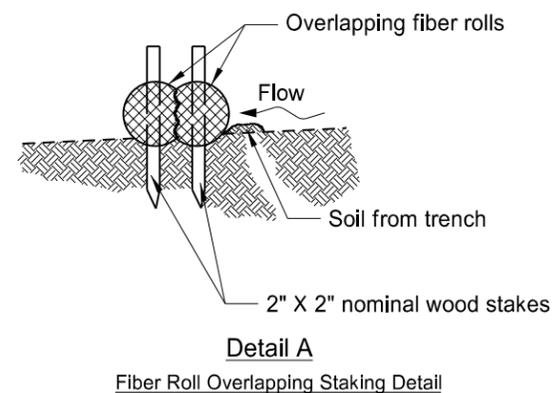
12 OR 20 INCH FIBER ROLL - DITCH BOTTOM



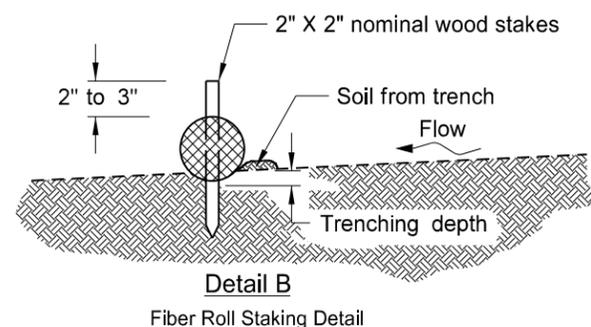
PLAN VIEW FOR SLOPE APPLICATION



PLAN VIEW FOR DITCH APPLICATION



Detail A
Fiber Roll Overlapping Staking Detail



Detail B
Fiber Roll Staking Detail

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

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

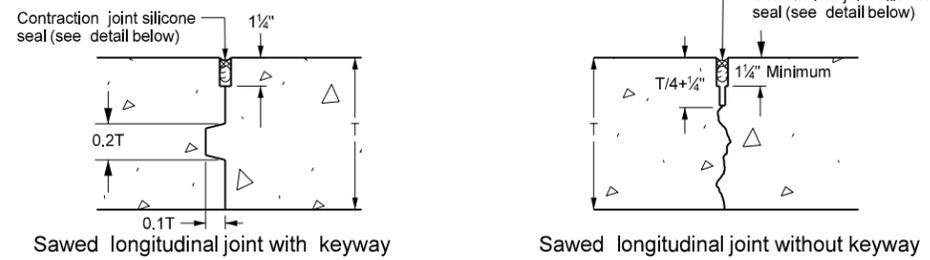
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-18-10	
REVISIONS	
DATE	CHANGE
06-10-13	Added plan view for ditch and slope application, Added table with values for stake and trench dimensions.
10-04-13	Revised fiber roll overlap detail.
06-26-14	Changed standard drawing number from D-708-7 to D-261-1

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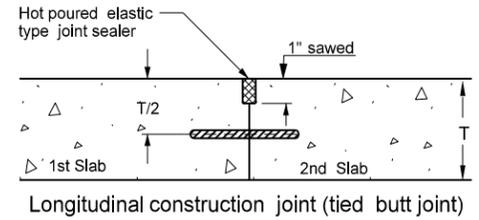
LONGITUDINAL JOINT DETAILS

D-550-2

UNTIED JOINTS (silicone seal)

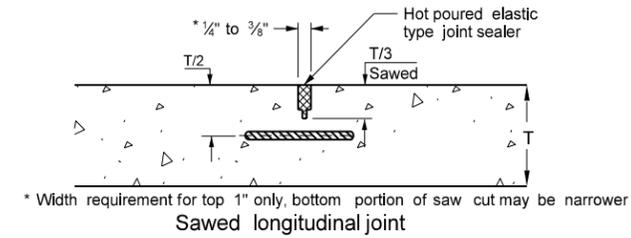
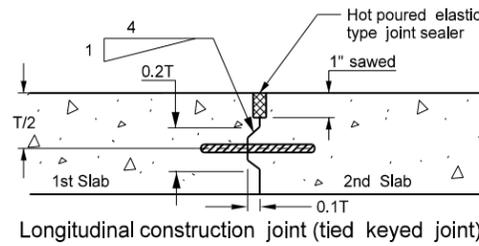
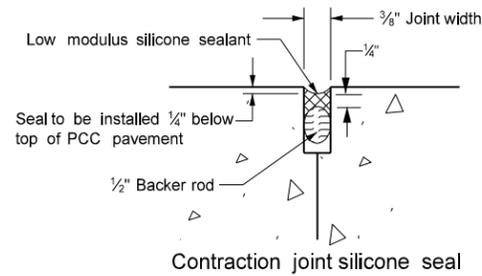


TIED JOINTS (hot poured elastic seal)



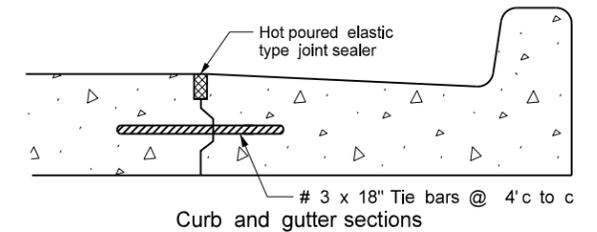
Notes:

1. The hot poured elastic type joint sealer shall be in accordance with Section 826.02A.2 of the Standard Specifications.
2. The longitudinal joint and seal shall be included in the price bid for the P.C.C. pavement.
3. Tie bars shall not be placed within 18 inches of a transverse skewed joint.
4. Where tie bars are installed bent and later straightened, Grade 40 steel shall be used.
5. Tie bar spacing can be increased up to 10% to facilitate construction.
6. Tie Bars shall be at a 48 inch maximum spacing.
7. A "Warp" joint is a sawed joint or a construction joint with a keyway.
8. A "Butt joint" is a construction joint with no keyway.

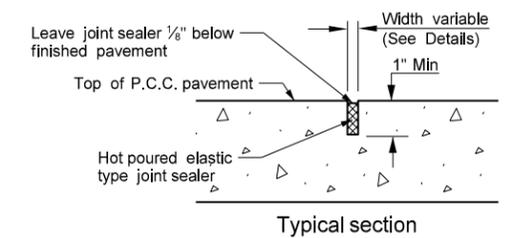


TIEBAR SPACINGS (In)

DIST TO FREE EDGE (FT)	BAR SIZE	GRADE STEEL	TIEBAR SPACINGS (In)																																																				
			# 3 BAR						# 4 BAR						# 5 BAR						# 6 BAR																																		
			GRADE 40				GRADE 60				GRADE 40				GRADE 60				GRADE 40				GRADE 60				GRADE 40				GRADE 60																								
			24"						30"						24"						36"						30"						42"						36"						48"										
			4	6	8	10	4	6	8	10	12	14	8	10	12	14	16	8	10	12	14	16	22	24	10	12	14	16	22	24	10	12	14	16	22	24	10	12	14	16	19	22	24	10	12	14	16	19	22	24					
6"	WARP		48	39	29	24	48	48	44	35	29	25	48	42	35	30	26	48	48	48	45	39	28	26	48	48	47	41	30	27	48	48	48	48	45	41	48	48	48	48	48	43	39	48	48	48	48	48	48	48					
	BUTT		37	27			48	42	31	25			37	29	24			48	44	37	32	27			46	39	33	29			48	48	48	43	32	29	48	48	48	48	35	30	27	48	48	48	48	48	45	41					
8"	WARP		48	37	28		48	48	42	33	28	24	48	39	33	28	24	48	48	48	42	37	27	24	48	48	44	38	28	25	48	48	48	48	42	38	48	48	48	48	47	40	37	48	48	48	48	48	48	48					
	BUTT		39	26			44	39	29			35	27				48	48	47	41	30	27		44	36	31	27			48	48	47	41	30	27	48	48	45	39	33	28	26	48	48	48	48	48	48	42	39					
8 1/2"	WARP		48	35	26		48	48	39	31	26		47	37	31	26		48	48	47	40	35	25		48	48	42	36	26	24	48	48	48	48	40	36	48	48	48	48	44	38	35	48	48	48	48	48	48	48					
	BUTT		37	24			48	37	27			33	26				48	40	33	28	25			41	34	29	25			48	48	44	39	28	25	48	48	42	37	31	26	24	48	48	48	48	47	40	37						
9"	WARP		48	33	25		48	48	37	30	25		44	35	29	25		48	48	44	38	33	24		48	46	39	34	25		48	48	48	48	38	34	48	48	48	48	42	36	33	48	48	48	48	48	48	48					
	BUTT		35				48	35	26			31	25				47	37	31	27				39	32	27	25			48	48	42	37	27	24	48	48	42	37	27	24	48	48	48	48	40	34	31	48	48	48	48	44	38	35
9 1/2"	WARP		47	31			48	47	35	28			42	34	28	24		48	48	42	36	31			48	44	37	33	24		48	48	48	48	36	33	48	48	48	48	40	34	31	48	48	48	48	48	48	48					
	BUTT		33				48	33	25			29	24				45	36	29	25				37	31	26	24			48	46	40	35	25		48	45	38	33	28	24	48	48	48	48	42	36	33	48	48	48	48	44	38	35
10"	WARP		45	30			48	45	34	27			40	32	26			48	48	40	34	30			48	42	36	31			48	48	47	34	31			48	48	48	45	38	33	30	48	48	48	48	48	48	48				
	BUTT		32				48	32	24			28					42	34	28	24				35	29	25				48	44	38	33	24		48	42	36	32	27		48	48	48	48	40	34	31	48	48	48	48	40	34	31
10 1/2"	WARP		43	28			48	43	32	26			38	31	25			48	46	38	33	28			48	40	34	30			48	48	48	45	32	30	48	48	48	43	36	31	28	48	48	48	48	48	48	47					
	BUTT		30				46	30				27					40	32	27					34	28	24				48	42	36	32			48	40	35	30	25		48	48	48	46	38	33	30	48	48	48	48	46	38	33
11"	WARP		41	27			48	41	31	24			48	44	36	31	27		48	48	44	36	31	27		46	38	32	28			48	48	47	41	34	31	28	48	48	47	41	34	30	27	48	48	48	48	48	48	45			
	BUTT		29				44	29				25					39	31	25					32	27					48	40	35	30			46	39	33	29	24		48	48	48	44	37	31	29	48	48	48	48	44	37	31
11 1/2"	WARP		39	26			48	39	29			35	28				48	42	35	30	26			44	36	31	28			48	48	47	41	30	27	48	48	45	40	33	28	26	48	48	48	48	48	48	43						
	BUTT		27				42	27				25					37	30	25					31	25					46	39	33	29			45	37	32	28			48	48	48	42	35	30	27	48	48	48	48	42	35	30
12"	WARP		38	25			48	38	28			33	27				48	40	33	29	25			42	35	30	26			48	48	45	39	28	26	48	48	43	38	32	27	25	48	48	48	48	48	48	41						
	BUTT		27				40	27				35	28				35	28						29	25					44	37	32	27			42	35	30	27			48	48	45	40	34	29	26	48	48	48	48	40	34	29
12 1/2"	WARP		36	24			48	36	27			32	26				48	39	32	27	24			40	33	29	25			48	48	43	38	27	25	48	48	41	36	30	26	24	48	48	48	48	46	40	36						
	BUTT		25				38	25				34	27				34	27						28						42	35	30	27			41	34	29	25			48	48	44	38	32	28	25	48	48	48	48	44	38	32
13"	WARP		35				48	35	26			31	25				47	37	31	26				39	32	28	24			48	48	42	36	26	24	48	47	40	35	29	25		48	48	48	48	44	38	35						
	BUTT		25				37	25				33	26				33	26						27						41	34	29	25			39	33	28	25			48	48	42	37	31	27	24	48	48	48	48	42	37	31
13 1/2"	WARP		34				48	34	25			30	24				45	36	30	25				37	31	27				48	47	40	35	25		48	45	38	34	28	24		48	48	48	48	43	37	34						
	BUTT		24				35	24				32	25				32	25						26						38	32	27	24			38	32	27	24			48	47	40	35	30	26	23	48	48	48	48	40	35	30
14"	WARP		32				48	32	24			29					43	35	29	25				36	30	26				48	45	39	34	24		48	43	37	32	27			48	48	48	48	41	35	32						
	BUTT		24				34					30	25				30	25						25						36	30	26				36	30	26				48	46	39	34	29	25		48	48	48	48	41	35	32
14 1/2"	WARP		31				47	31				28					42	33	28	24				35	29	25				48	44	37	33	24		48	42	36	31	26			48	48	48	47	40	34	31						
	BUTT		33				33					29					29							25						37	31	26				35	29	25				48	44	38	33	28	24		48	48	48	48	44	38	33

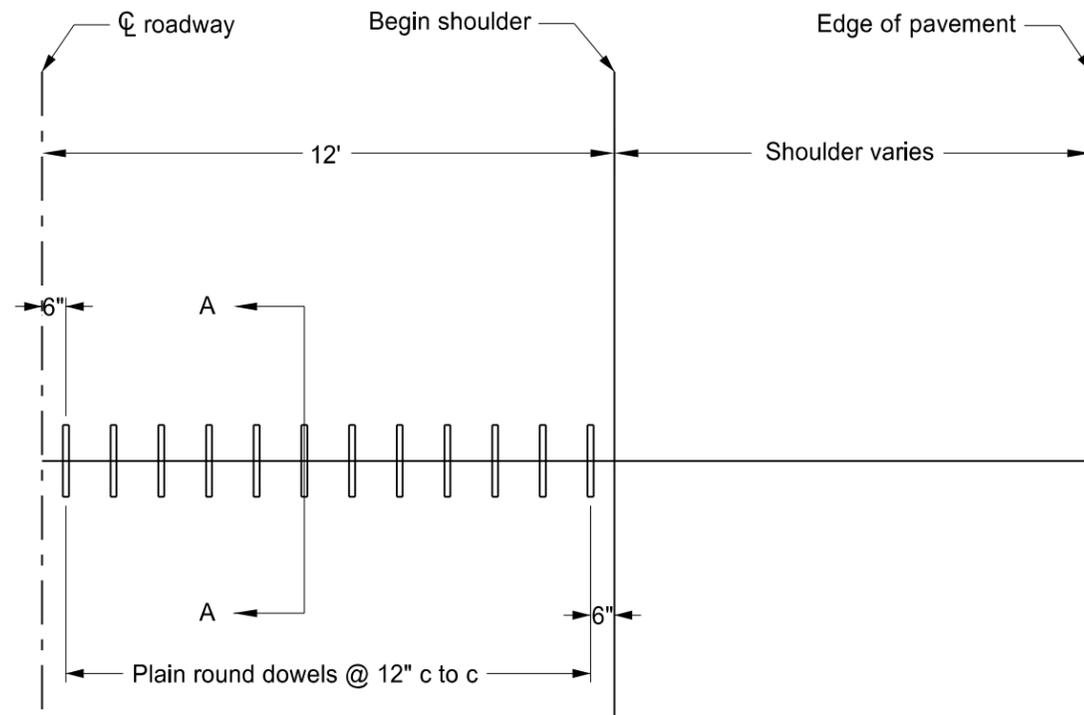


JOINT SEALER DETAILS



NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-15-2010	
REVISIONS	
DATE	CHANGE
10/23/2012	Expanded Tie Bar Table

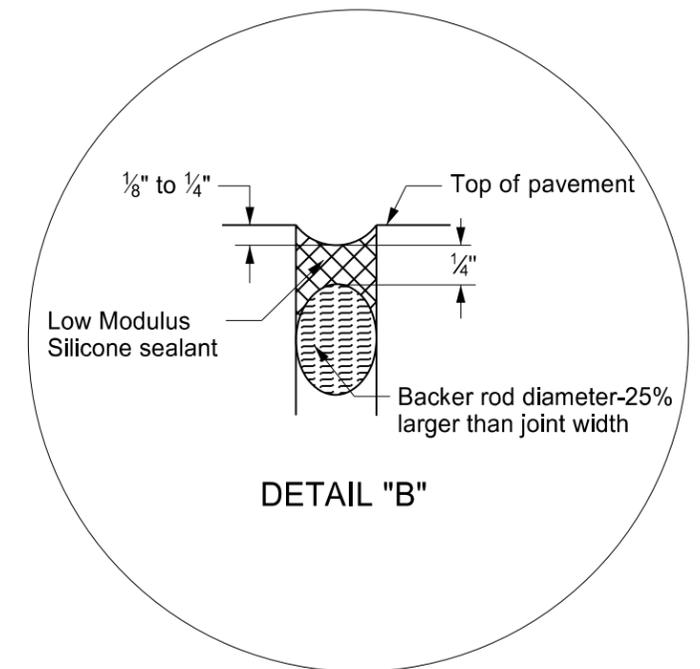
TRANSVERSE CONTRACTION JOINT DETAILS



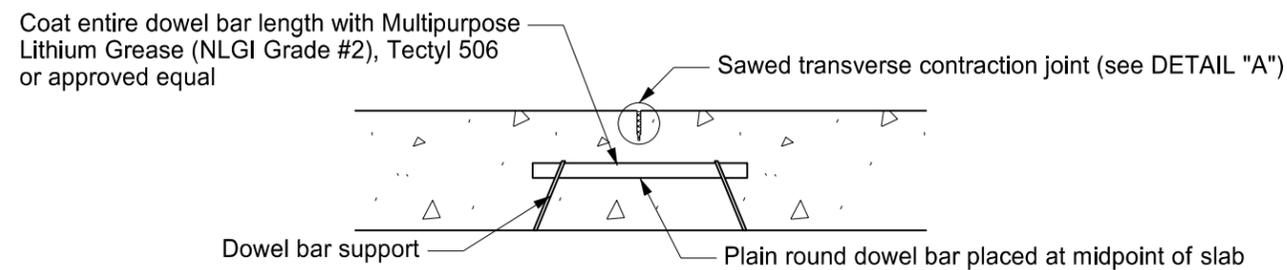
CONTRACTION JOINT DOWEL ASSEMBLY
(1/2 roadway shown)

Notes

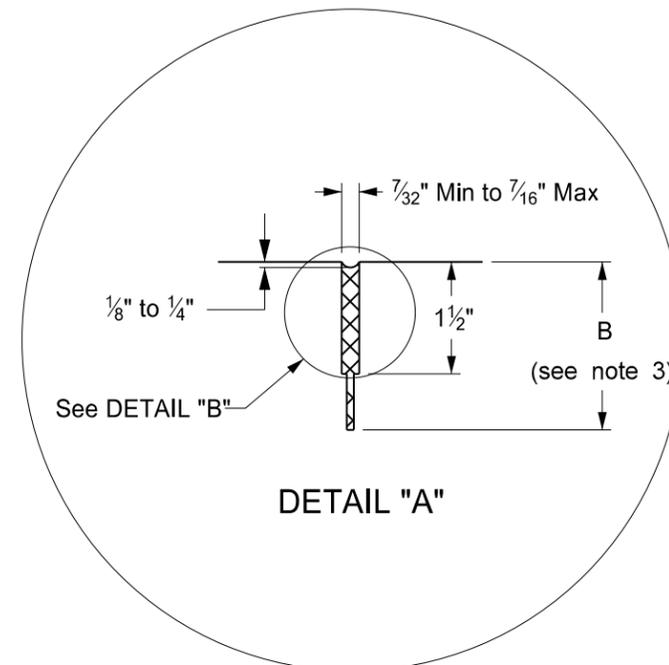
1. The joint seal details apply to both doweled and non-doweled (plain) transverse joints.
2. T = Thickness of pavement.
3. $B = T/4 + 1/4"$ for AE or YE for non-dowelled concrete pavement or $B = T/3$ for high early or dowelled concrete pavement



DETAIL "B"



SECTION A-A

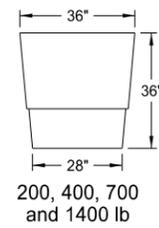
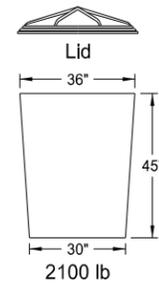


DETAIL "A"

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-15-2010	
REVISIONS	
DATE	CHANGE
6/23/2014	Removed dowel size reference

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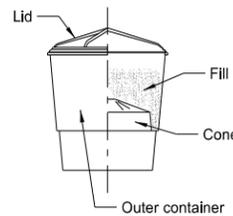
ATTENUATION DEVICE



Outer Containers

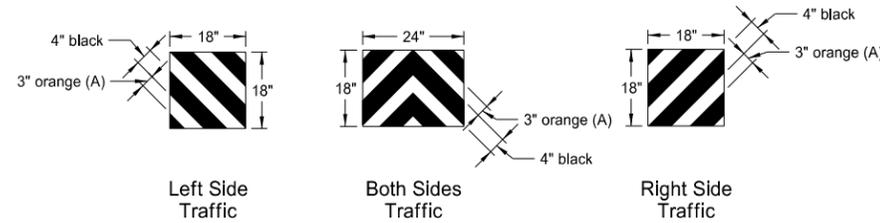


Cones



Typical Assembly

Typical Module Construction Detail

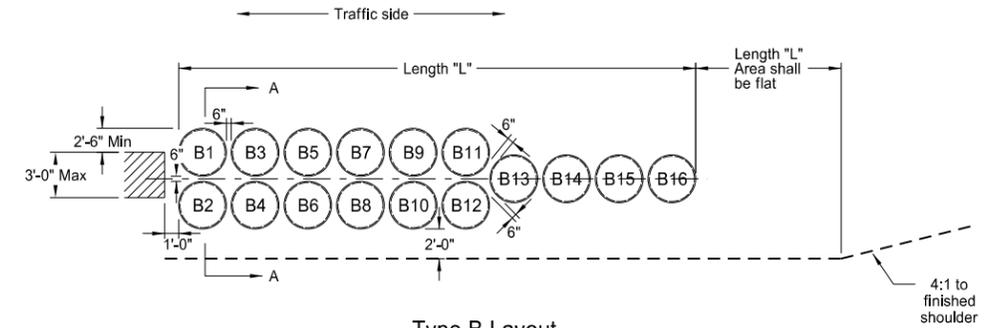


Reflective Sheet Detail

Note:
The last attenuation device facing traffic shall have a reflective sheet, following the details above, directly applied to the outer container. The sheet may also be applied to a metallic sheet and attached to the container with approved fasteners. The reflective sheeting shall be Type IV as specified in NDDOT Standard Specifications.

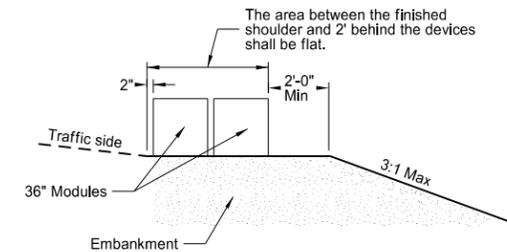
(A) 3" orange sheeting shall be used for temporary installations, and 3" yellow sheeting shall be used for permanent installations.

	Fill Chart				
	Module Weights (LBS)				
Distance from top edge	200	400	700	1400	2100
	8 1/2"	5"	4"	3"	0"



Type B Layout

Note:
When attenuation devices are placed at piers offset from roadway, they shall be angled 10 degrees towards traffic.



Section A-A (Type B Layout)

Type B Attenuation Device												
Module Number	Dash Number											
	75	70	65	60	55	50	45	40	35	30	25	
Module Weights (LBS)												
B1	2100											
B2	2100											
B3	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100		
B4	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100		
B5	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
B6	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
B7	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
B8	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
B9	700	700	700	700	700	700	700	700	700	700	700	700
B10	700	700	700	700	700	700	700	700	700	700	700	700
B11	700	700	700	700	700	700	700	700	700	700	700	700
B12	700	700	700	700	700	700	700	700	700	700	700	700
B13	700	700	700	700	700	700	700	700	700	700	700	700
B14	400	400	400	400	400	400	400	400	400	400	400	400
B15	400	400	400	400	400	400	400	400	400	400	400	400
B16	200	200	200	200	200	200	200	200	200	200	200	200
Length (L)	34.2'	30.7'	30.7'	30.7'	30.7'	30.7'	30.7'	30.7'	30.7'	27.2'	27.2'	
Module Weights (LBS)	Replacement Module											
	2100	1400	700	400	200	2100	1400	700	400	200	2100	1400
2100	1	1	1	1	1	1	1	1	1	1	1	1
1400	1	1	1	1	1	1	1	1	1	1	1	1
700	2	2	2	2	2	2	2	2	2	2	2	2
400	1	1	1	1	1	1	1	1	1	1	1	1
200	2	2	2	1	1	1	1	1	1	1	1	1

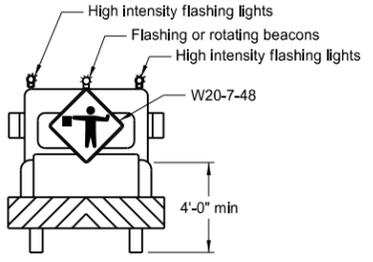
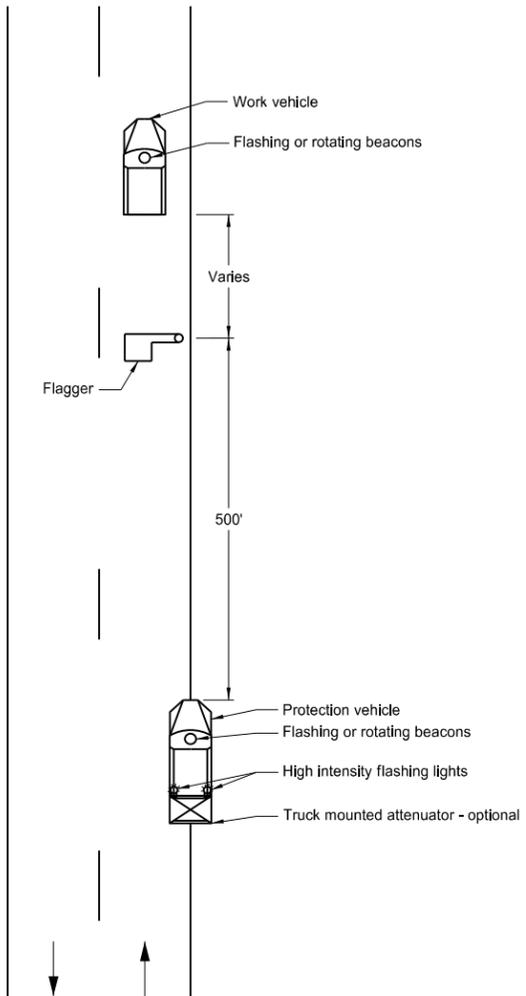
Notes:

- Materials
 - A) Modules shall be manufactured from a frangible polyethylene material which will shatter upon impact.
 - B) Modules shall be filled with class 43 aggregate meeting the requirements for aggregate according to NDDOT Standard Specifications. The fill unit weight shall be at least 100 pounds per cubic foot. Fill left over winter shall have a moisture content of 2% or less.
- Modules
 - The modules shall be provided in two sizes to contain volumes of either 2, 4, 7, 14, or 21 cubic feet as a minimum.
 - A) The module for the 2, 4 or 7 cubic foot container shall consist of three components:
 - 1) A 14 C.F., yellow outer container.
 - 2) A black lid which locks securely over the top lip of the container.
 - 3) A cone-shaped supporting insert. The insert shall be varied to allow for the three sizes of modules and capable of supporting 200, 400, or 700 pounds of sand mass. The cone inserts shall be placed inside the 14 cubic foot container.
 - B) The module for the 21 cubic foot container shall consist of two components:
 - 1) A 36" height X 36" width yellow outer container.
 - 2) A black lid which locks securely over the top of the container.
- For temporary use: The modules shall be Energite or Fitch attenuation barrels manufactured by Energy Absorption Systems of Chicago, IL, TrafFix barrels manufactured by TrafFix Devices, Inc. of San Clemente, CA, or an approved equal. The attenuation devices may be placed on pallets to facilitate maintenance. Pallets shall have a maximum thickness of 3 1/2".
- For permanent use: Barrel Attenuation Device installations, the outer sand container portion of the modules shall consist of a one-piece container with separate detachable lid. The modules which meet these requirements are Energite attenuation barrels manufactured by Energy Absorption Systems of Chicago, IL, TrafFix barrels manufactured by TrafFix Devices, Inc. of San Clemente, CA, or an approved equal. Modules having outer sand containers assembled from multiple pieces shall not be accepted for permanent installations.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-25-12	
REVISIONS	
DATE	CHANGE
7-18-14	Revised sheeting in reflective sheet detail

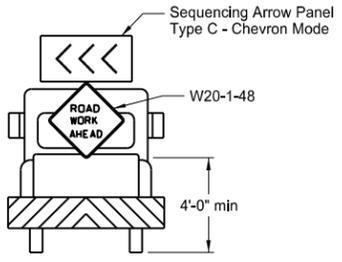
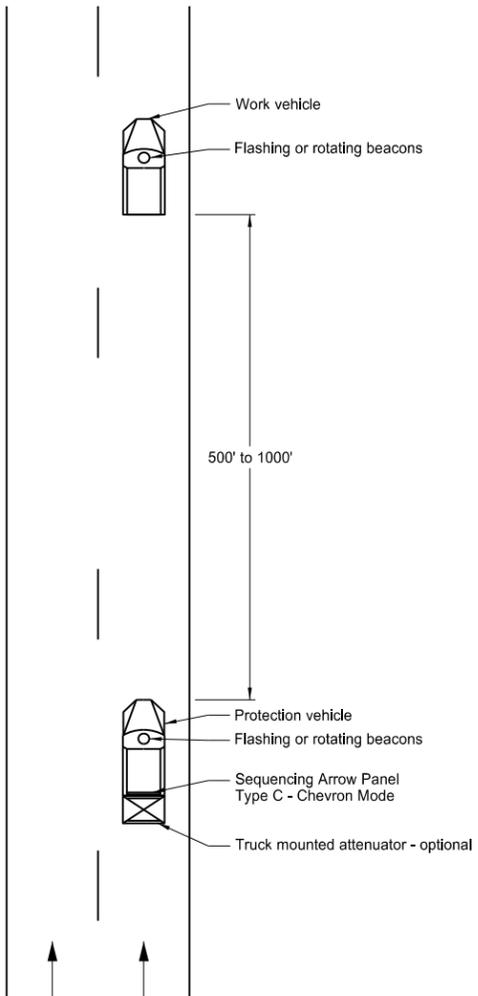
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 Registration Number
 PE-2930,
 on 7/18/14 and the original document is stored at the North Dakota Department of Transportation

Two Lane, Two Way Roadways



Typical Protection Vehicle

Multilane Roadways

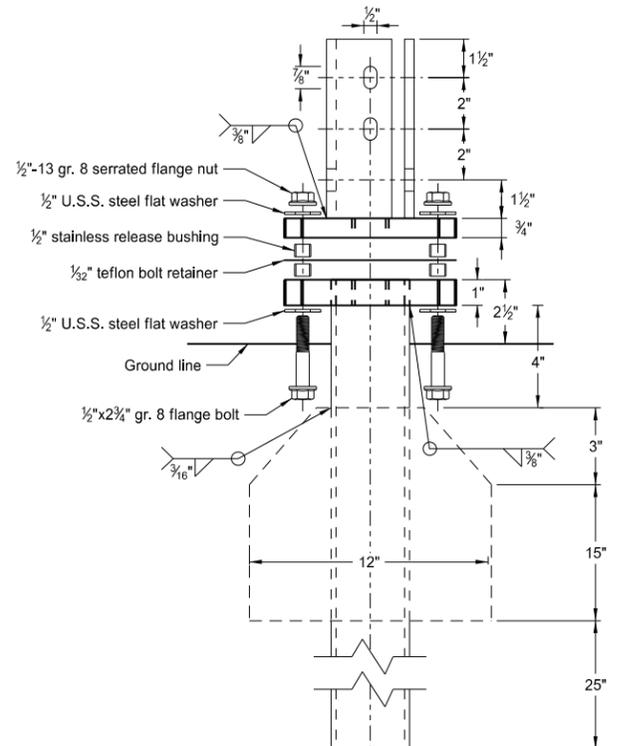


Typical Protection Vehicle

- 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.

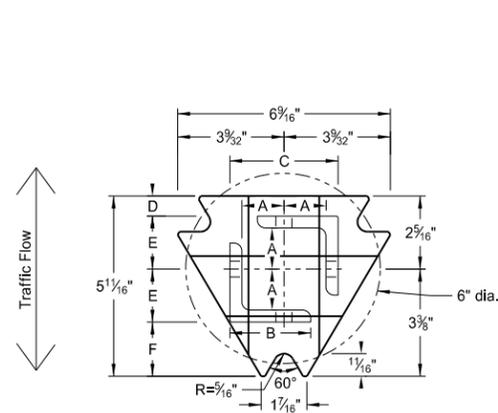
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-25-12	
REVISIONS	
DATE	CHANGE

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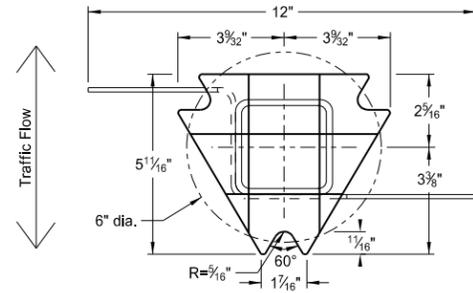


Multi-Directional Slip Base Assembly

Perforated Tube



Top Post Receiver
Plate - ASTM A572 grade 50
Angle Receiver - 2 1/2"x2 1/2"x3/8" 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

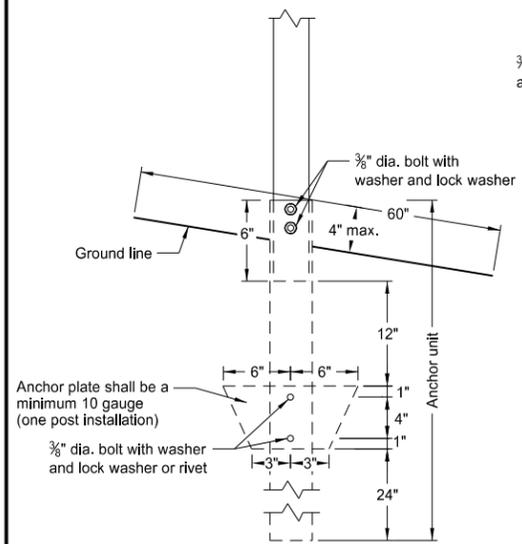
Notes:

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.

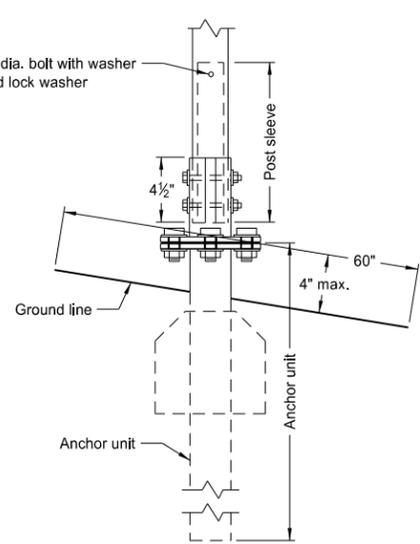
Telescoping Perforated Tube						
Number of Posts	Post Size in.	Wall Thickness Gauge	Sleeve Size in.	Wall Thickness Gauge	Slip Base	Anchor Size without Slip Base in.
1	2	12			No	2 1/4
1	2 1/4	12			No	2 1/2
1	2 1/2	12			(A)	3
1	2 1/2	10			Yes	
1	2 1/4	12	2	12	Yes	
1	2 1/2	12	2 1/4	12	Yes	
2	2	12			No	2 1/4
2	2 1/4	12			No	2 1/2
2	2 1/2	12			Yes	
2	2 1/2	12			Yes	
2	2 1/4	10	2	12	Yes	
2	2 1/2	12	2 1/4	12	Yes	
3 & 4	2 1/2	12			Yes	
3 & 4	2 1/2	10			Yes	
3 & 4	2 1/2	12	2 1/4	12	Yes	
3 & 4	2 1/4	12	2	12	Yes	
3 & 4	2 1/2	10	2 3/16	10	Yes	

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
1 1/2 x 1 1/2	0.105	12	1.702	0.129	0.380	0.172
2 x 2	0.105	12	2.416	0.372	0.590	0.372
2 1/4 x 2 1/4	0.105	12	2.773	0.561	0.695	0.499
2 3/16 x 2 3/16	0.135	10	3.432	0.605	0.841	0.590
2 1/2 x 2 1/2	0.105	12	3.141	0.804	0.803	0.643
2 1/2 x 2 1/2	0.135	10	4.006	0.979	1.010	0.785

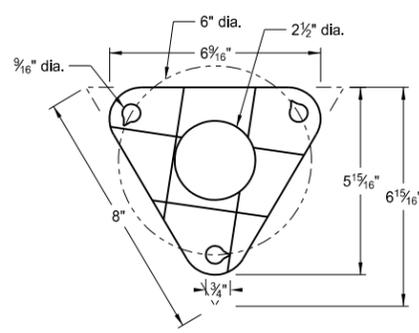
Top Post Receiver Data Table						
Square Post Sizes (B)	A	B	C	D	E	F
2 3/16"x10 ga.	1 9/64"	2 1/2"	3 1/32"	2 5/32"	1 33/64"	1 1/8"
2 1/2"x10 ga.	1 9/32"	2 1/2"	3 5/16"	5/8"	1 21/32"	1 3/4"



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

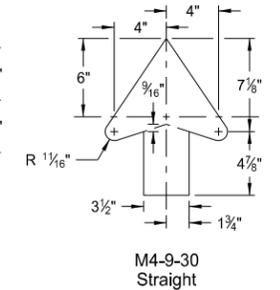
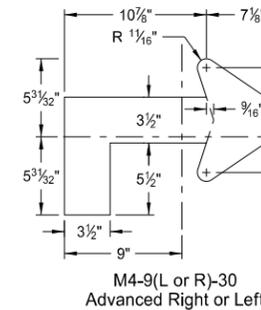
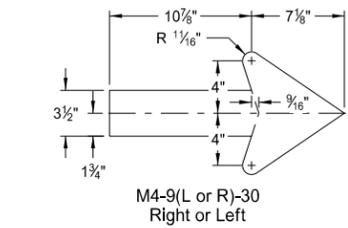
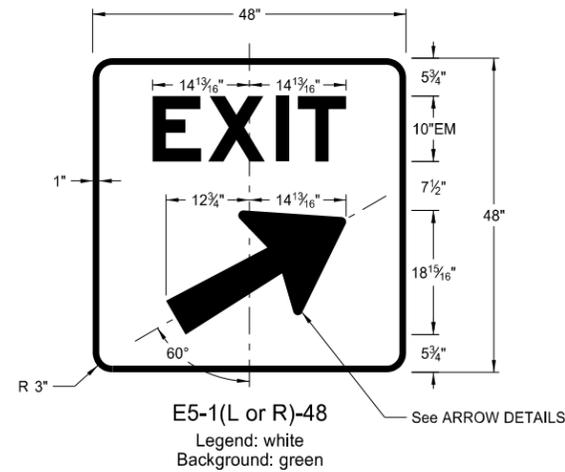
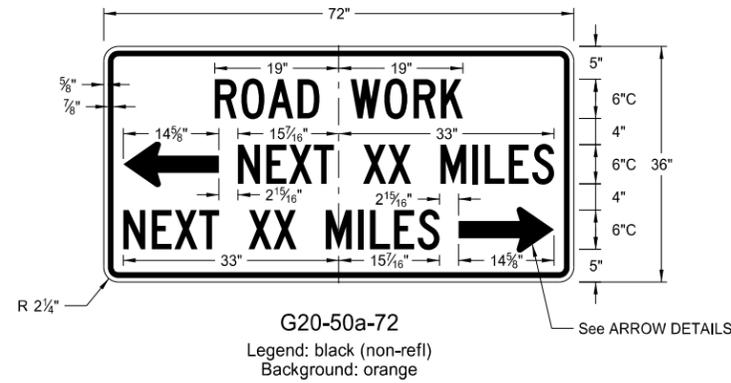
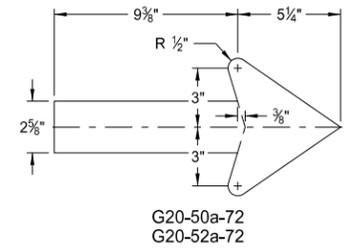
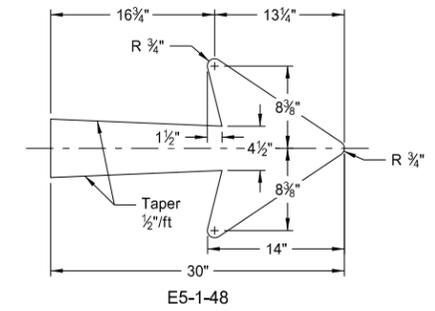
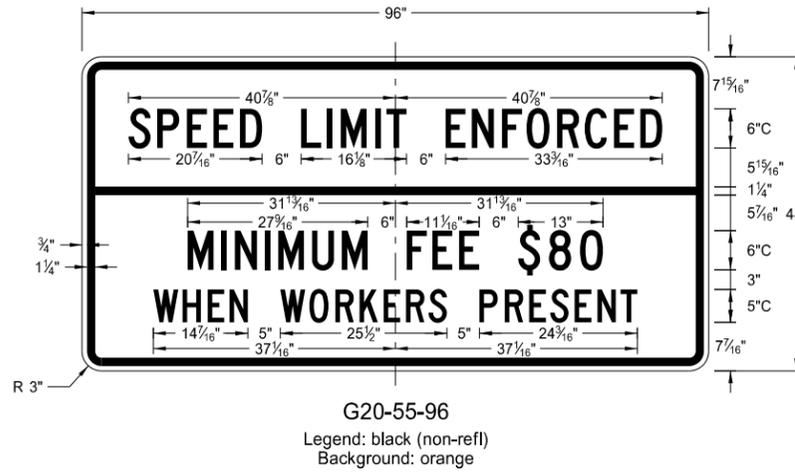
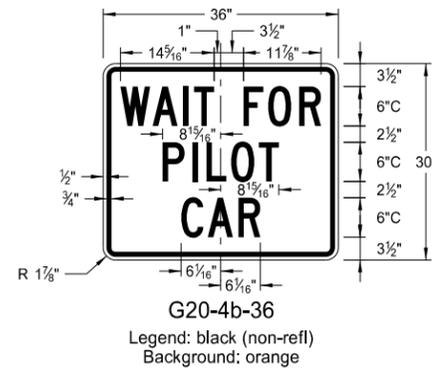
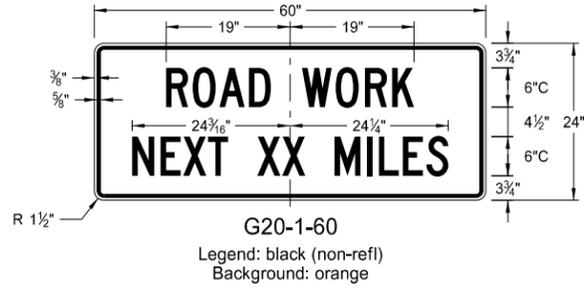
- (A) The breakaway base is required when the support is placed in weak soils. The Engineer shall determine if the soils are weak.
(B) The 2 3/16"x10 ga. may be inserted into 2 1/2"x10 ga. for additional wind load.

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

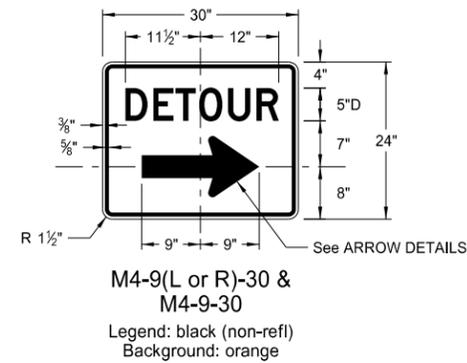
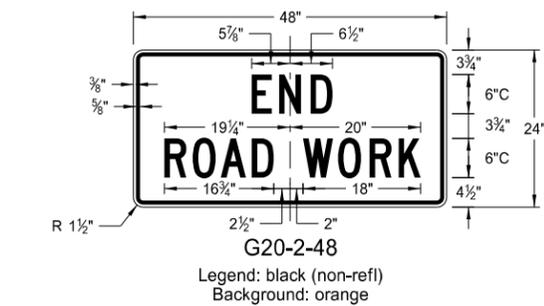
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CONSTRUCTION SIGN DETAILS
 TERMINAL AND GUIDE SIGNS

D-704-9



ARROW DETAILS



NOTES:

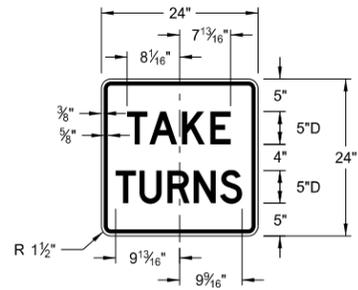
(A) Arrow may be right or left of the legend to indicate construction to the right or left.

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

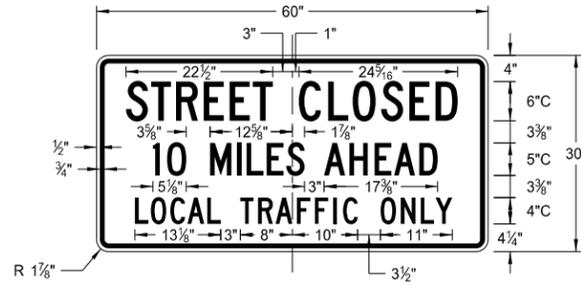
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CONSTRUCTION SIGN DETAILS
REGULATORY SIGNS

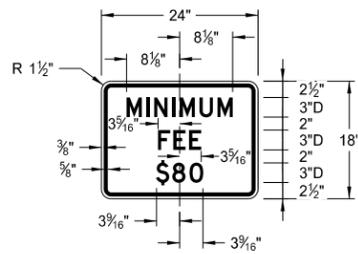
D-704-10



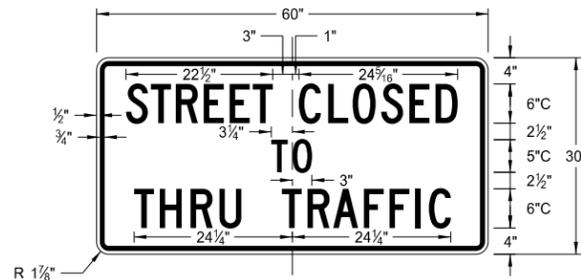
R1-50-24
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Background: white



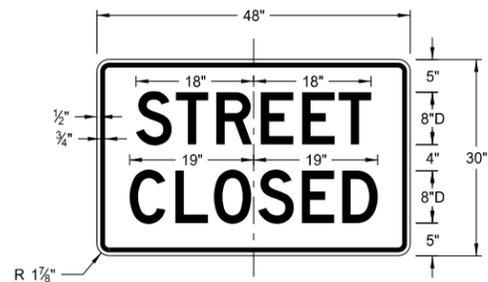
R11-3c-60
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Background: white



R2-1a-24
Legend: black (non-refl)
Background: white



R11-4a-60
Legend: black (non-refl)
Background: white



R11-2a-48
Legend: black (non-refl)
Background: white

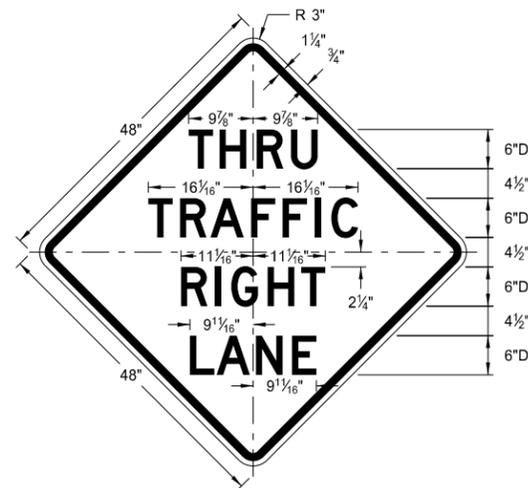
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8-13-13	
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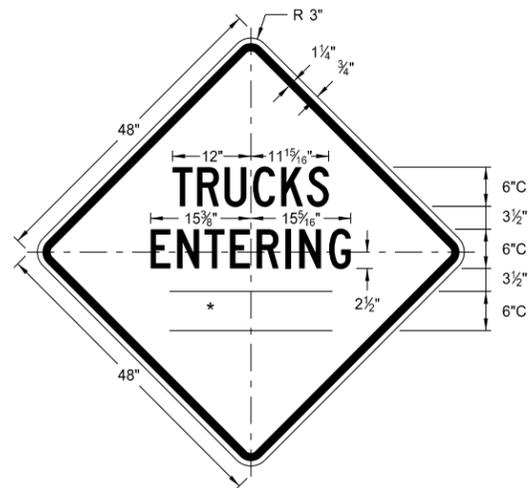
CONSTRUCTION SIGN DETAILS
WARNING SIGNS

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

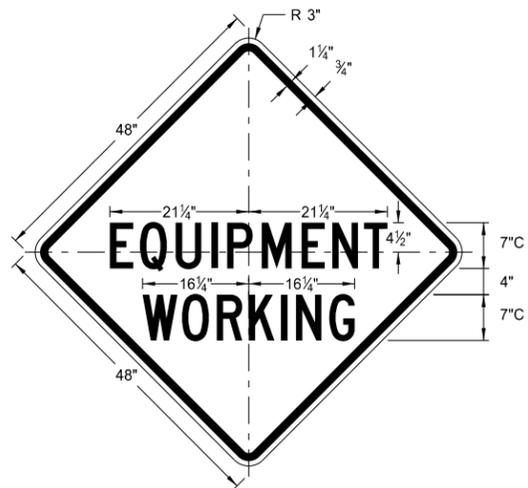
* DISTANCE MESSAGES



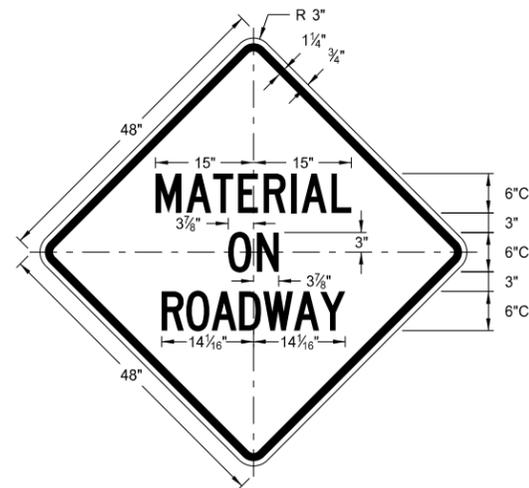
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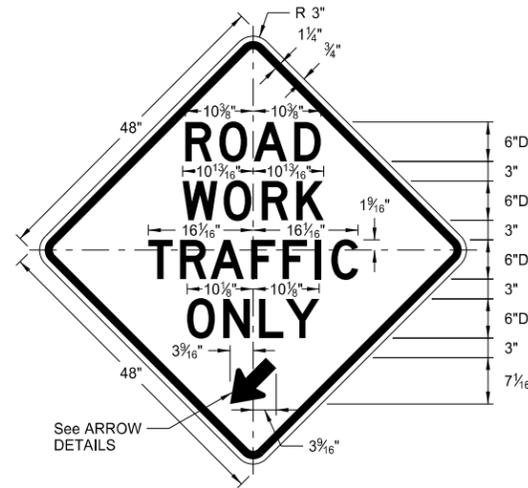
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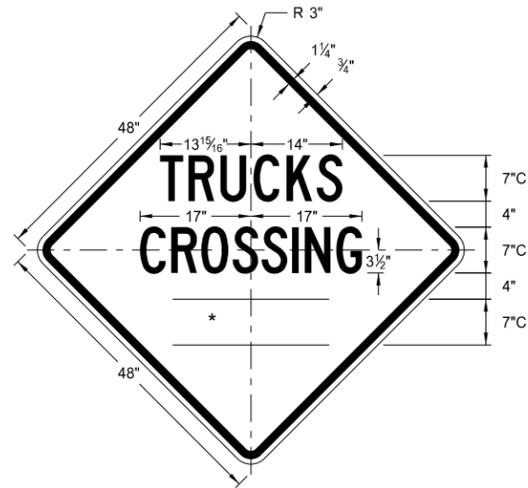
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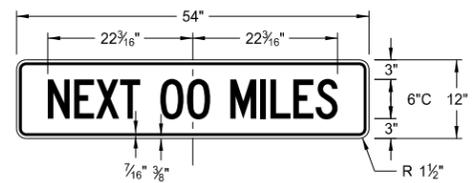
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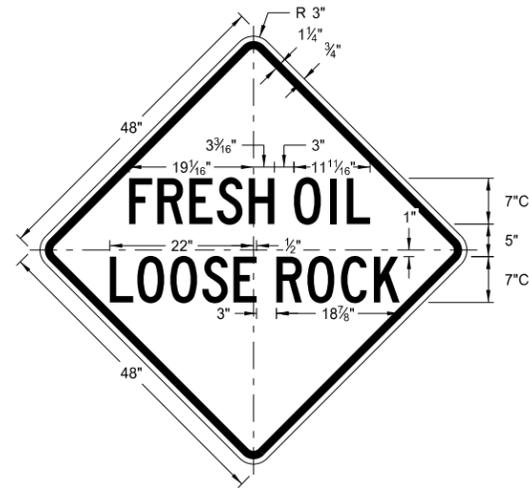
W5-9-48
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Background: orange



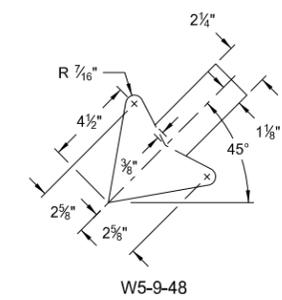
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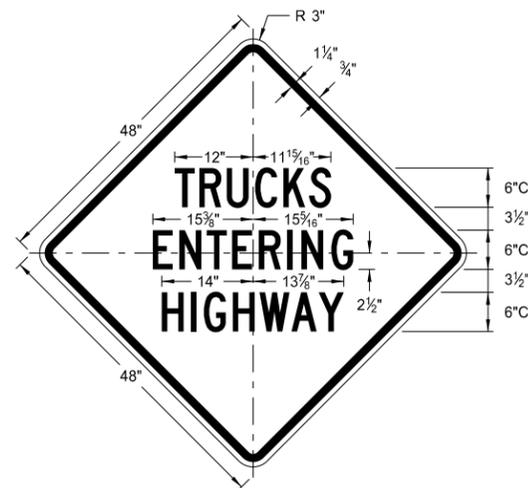
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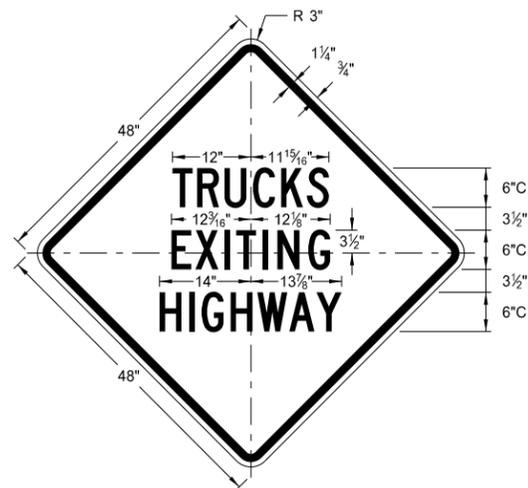
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Background: orange



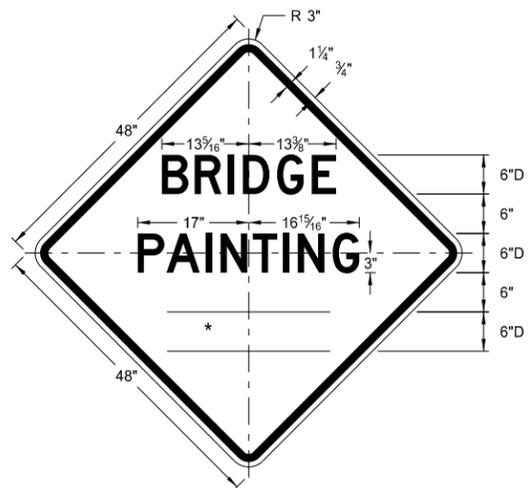
W5-9-48
ARROW DETAILS



W8-53-48
Legend: black (non-refl)
Background: orange



W8-56-48
Legend: black (non-refl)
Background: orange



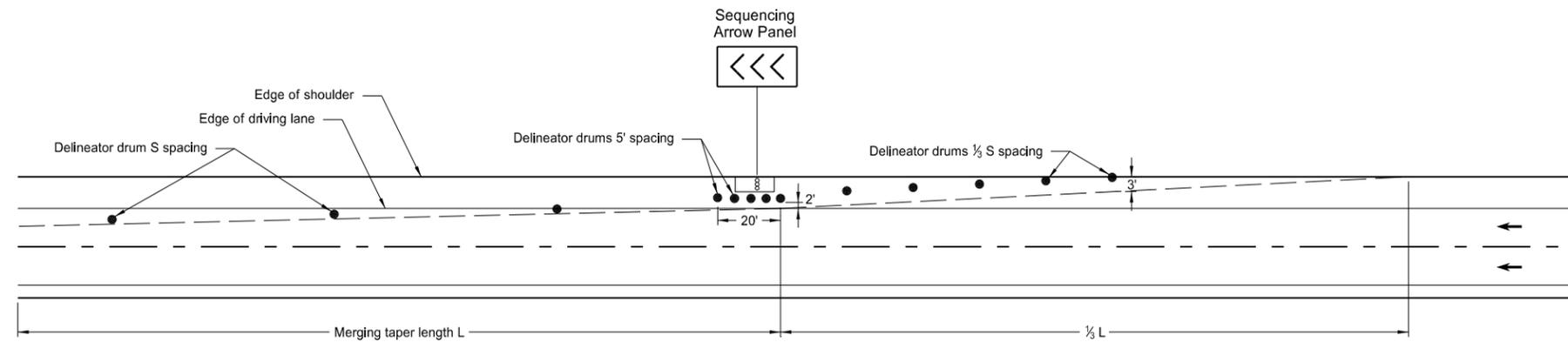
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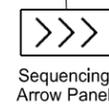
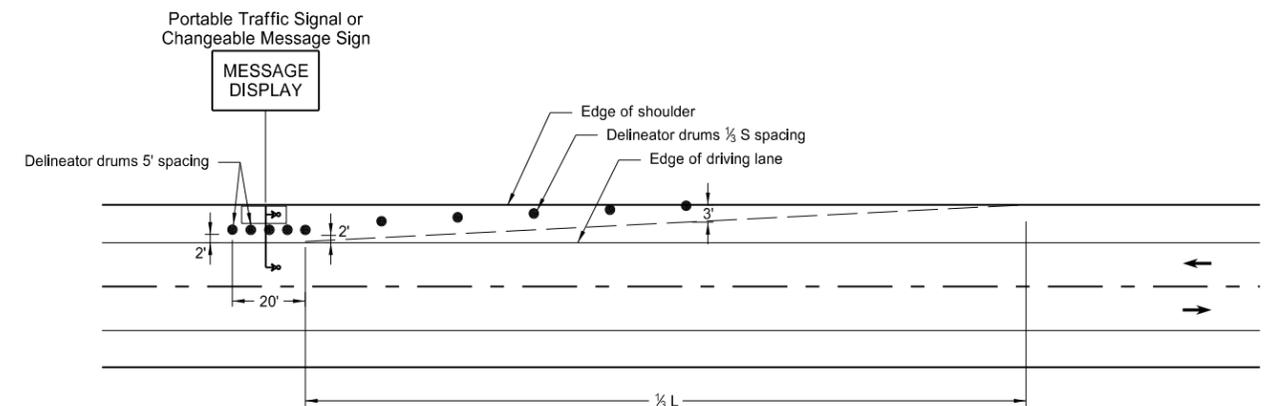
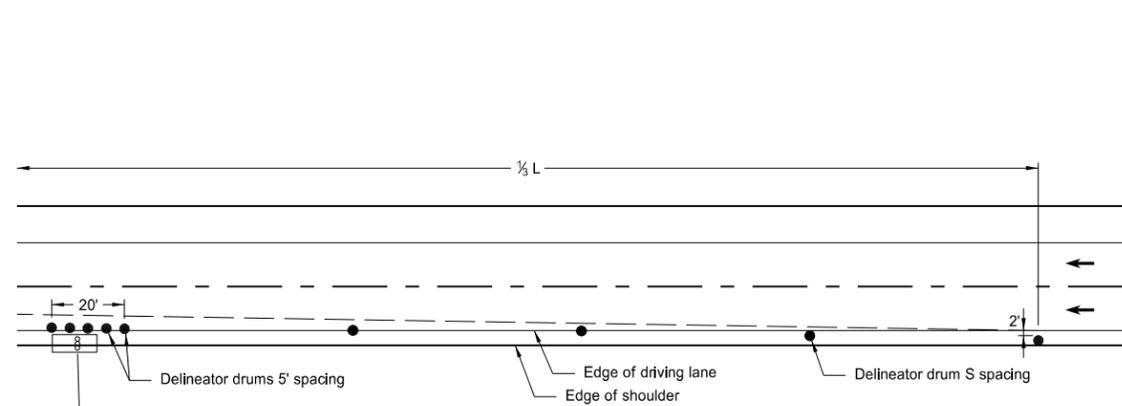
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SHOULDER CLOSURE TAPERS

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

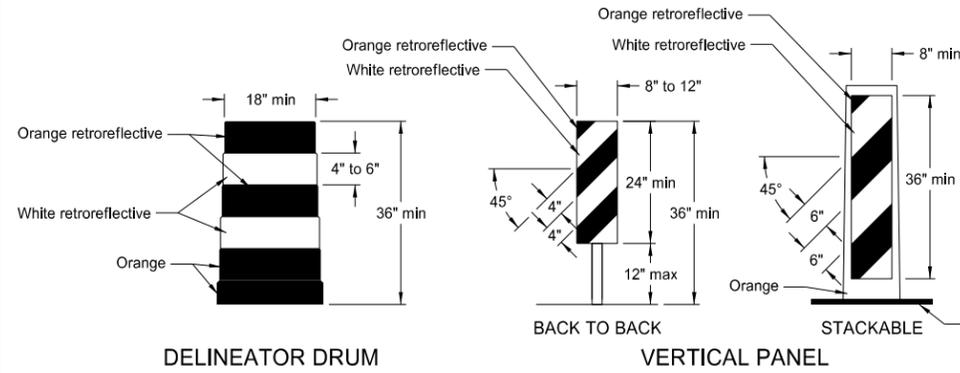
Notes:

- S = Posted Speed Limit in mph
W = Width of offset in feet
L = Taper length in feet
L = WS²/60 (40mph or less)
L = WS (45mph or more)
- If a shoulder taper is used, it should have a length of approximately 1/2 L. If a shoulder is used as a travel lane, a normal merging or shifting taper should be used.
- 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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10-3-13	
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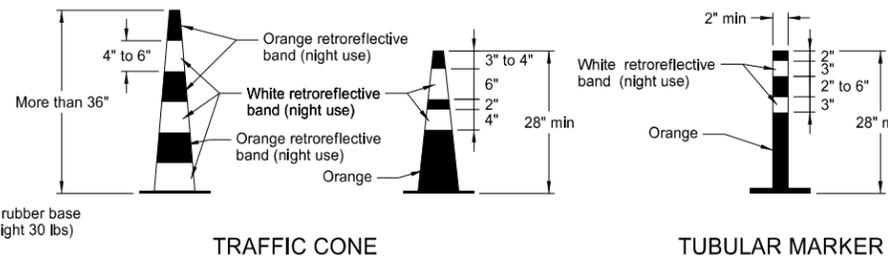
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BARRICADE AND CHANNELIZING DEVICE DETAILS



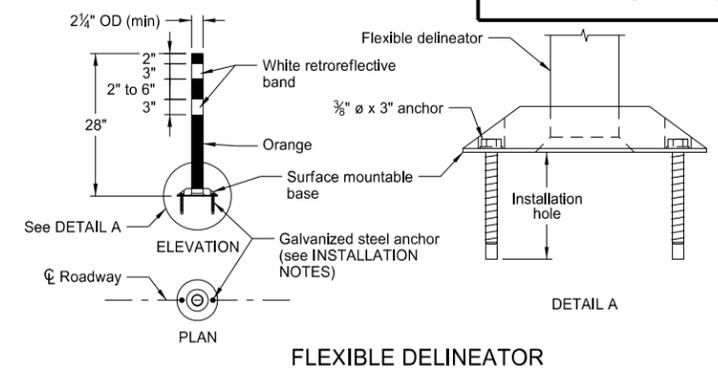
The markings on drums shall be horizontal, circumferential, alternating orange and white retroreflective stripes 4" to 6" wide. Each drum shall have a minimum of two orange and two white stripes with the top stripe being orange. Any nonretroreflectORIZED spaces between the horizontal orange and white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

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



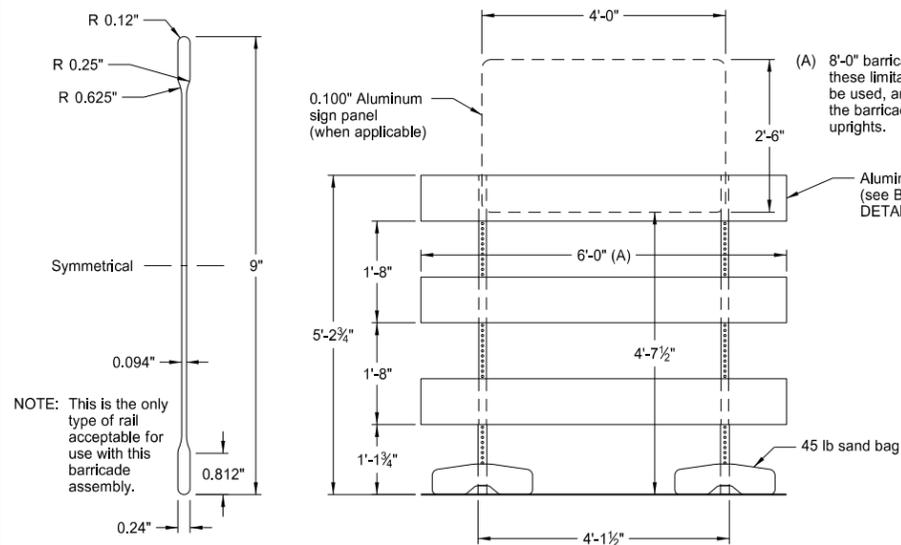
RetroreflectORIZATION of cones more than 36" in height shall be provided by alternating orange and white retroreflective stripes. Each cone shall have a minimum of two orange and two white stripes with the top stripe being orange. Any nonretroreflectORIZED space between the orange and white stripes shall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

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



INSTALLATION NOTES:

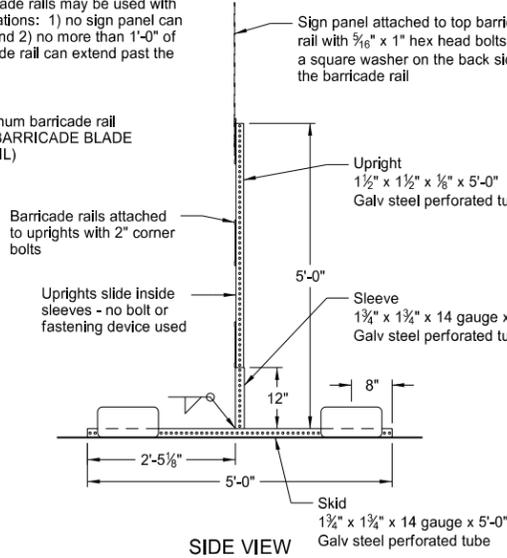
1. Drill installation holes to diameter and depth as required by manufacturer's specifications.
2. For removal, remove anchors and fill installation hole with an epoxy designed to bond to pavement surface.
3. In lieu of bolted down base, the contractor may use an 8" x 8" butyl pad or hot melt butyl.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



BARRICADE BLADE DETAIL

ELEVATION VIEW

BARRICADE ASSEMBLY DETAIL (Aluminum Barricade Rails)

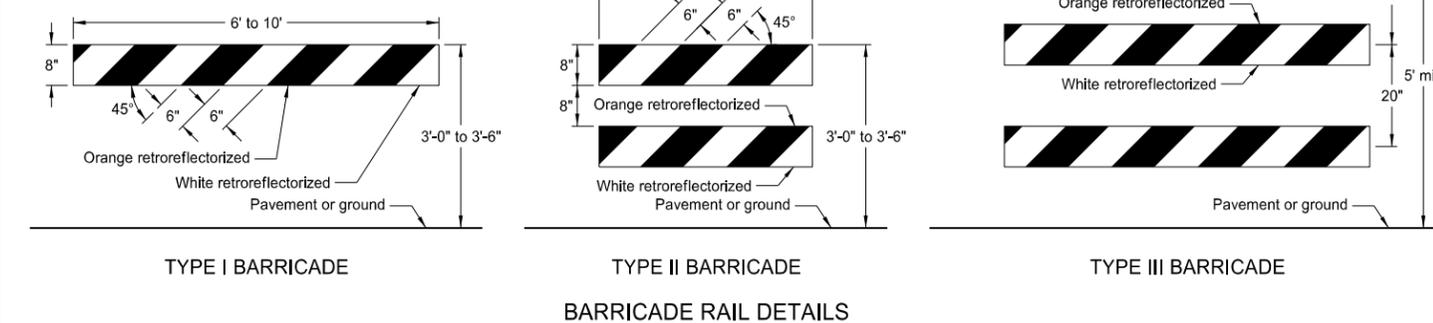


ELEVATION VIEW

SIDE VIEW

BARRICADE ASSEMBLY DETAIL (Wood or Plastic Rails)

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

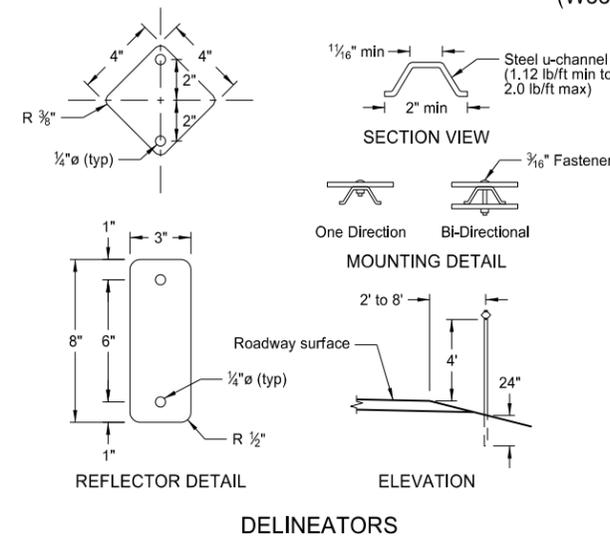


TYPE I BARRICADE

TYPE II BARRICADE

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

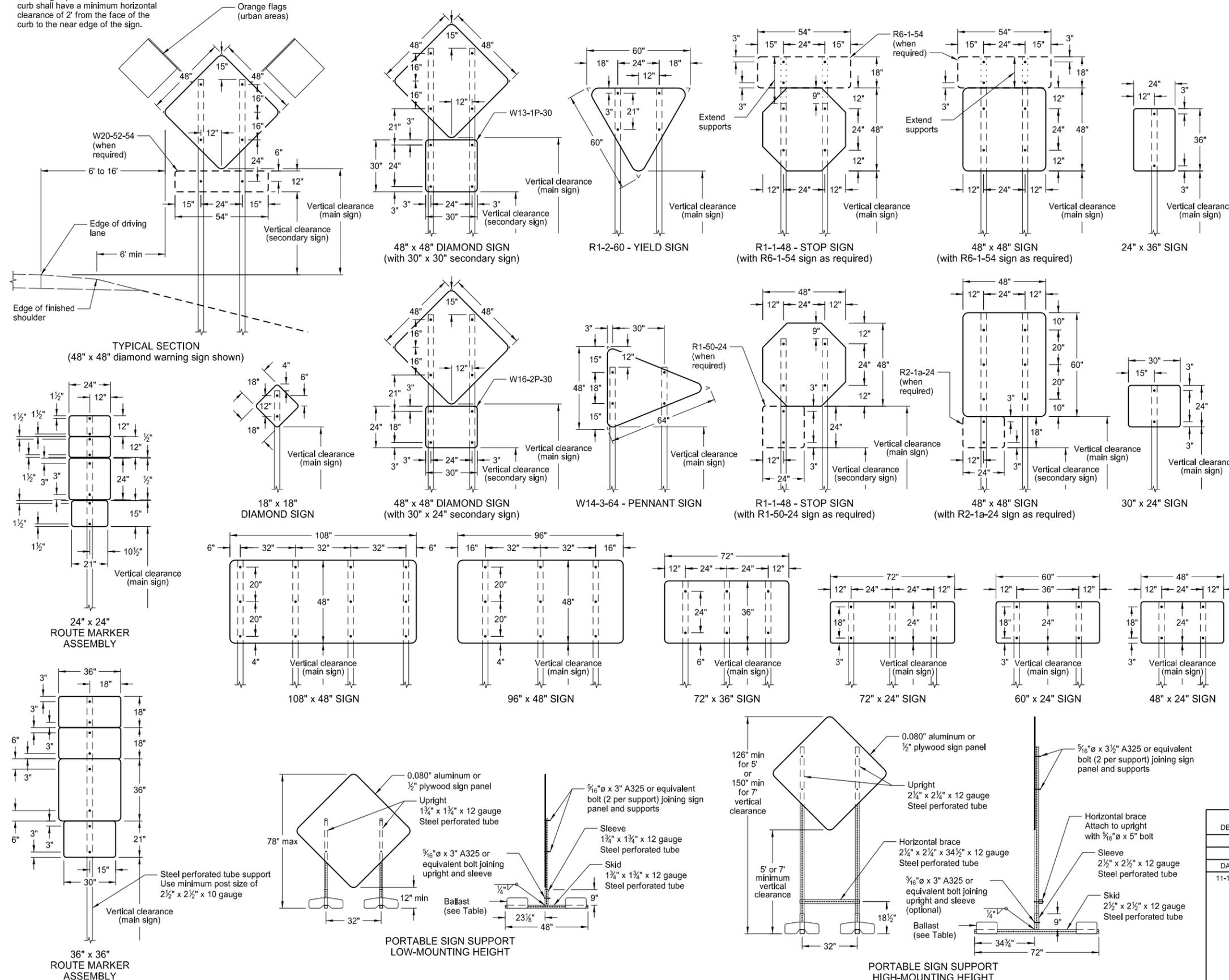
Note: The number of sandbags are based on a wind speed of 55 MPH. The sandbags are assumed to be placed at or near the ends of the skids.

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10-3-13	
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CONSTRUCTION SIGN PUNCHING AND MOUNTING DETAILS

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



- NOTES:
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 2 1/2" x 2 1/2" perforated tube supports as a minimum.

Guy wires shall not be attached to sign supports. Wind beams may be attached to u-posts behind the sign panels.

2. Sign Panels: Provide sign panels made of 0.100" aluminum, 1/2" plywood, or other approved material, except where noted. All holes to be punched round for 3/8" bolts.

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 unforeseen circumstances, such as equipment breakdown, rain, subgrade failures, etc., will not accrue towards the 5 day period. The R9-8 through R9-11a series, W1-5 through W1-8 series, M4-10, and E5-1 may be used for longer than 5 days.

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

MINIMUM BALLAST
 (For each side of sign support base)

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

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
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11-14-13	Revised Note 6.

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ROAD CLOSURE LAYOUTS

Notes

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

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

KEY

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

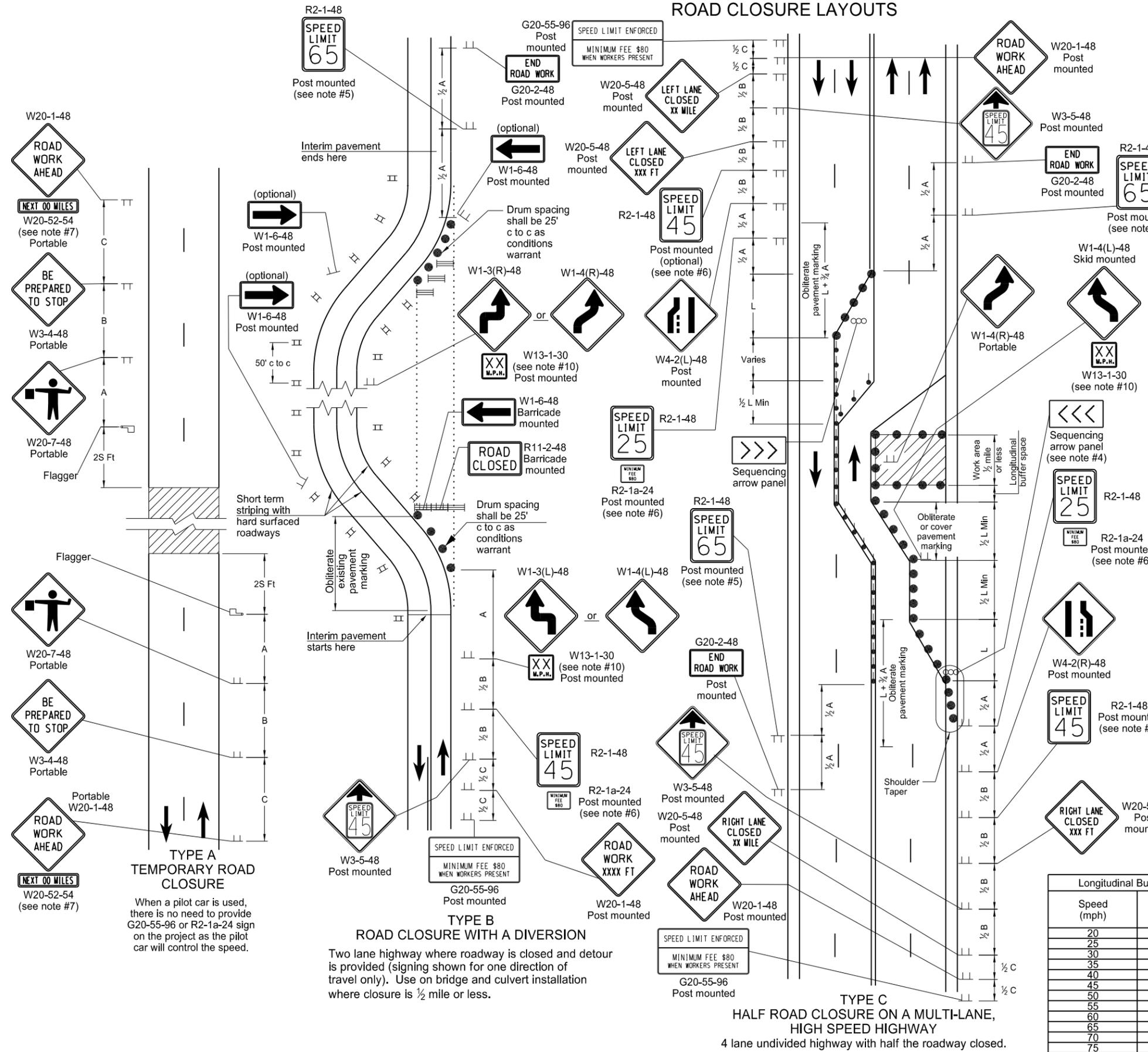
Longitudinal Buffer Space

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

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION
9-27-13

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

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

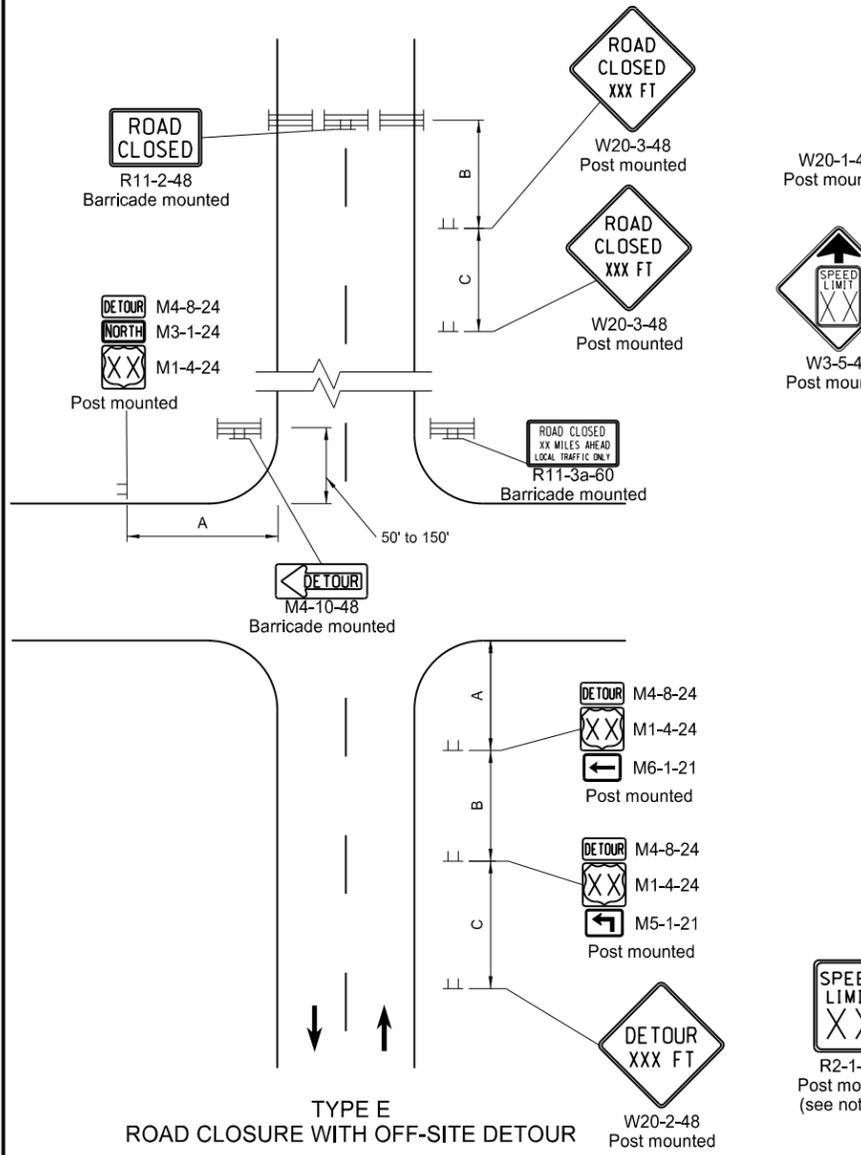
TYPE C HALF ROAD CLOSURE ON A MULTI-LANE, HIGH SPEED HIGHWAY
4 lane undivided highway with half the roadway closed.

ROAD CLOSURE AND LANE CLOSURE ON A TWO WAY ROAD LAYOUTS

D-704-19

Notes

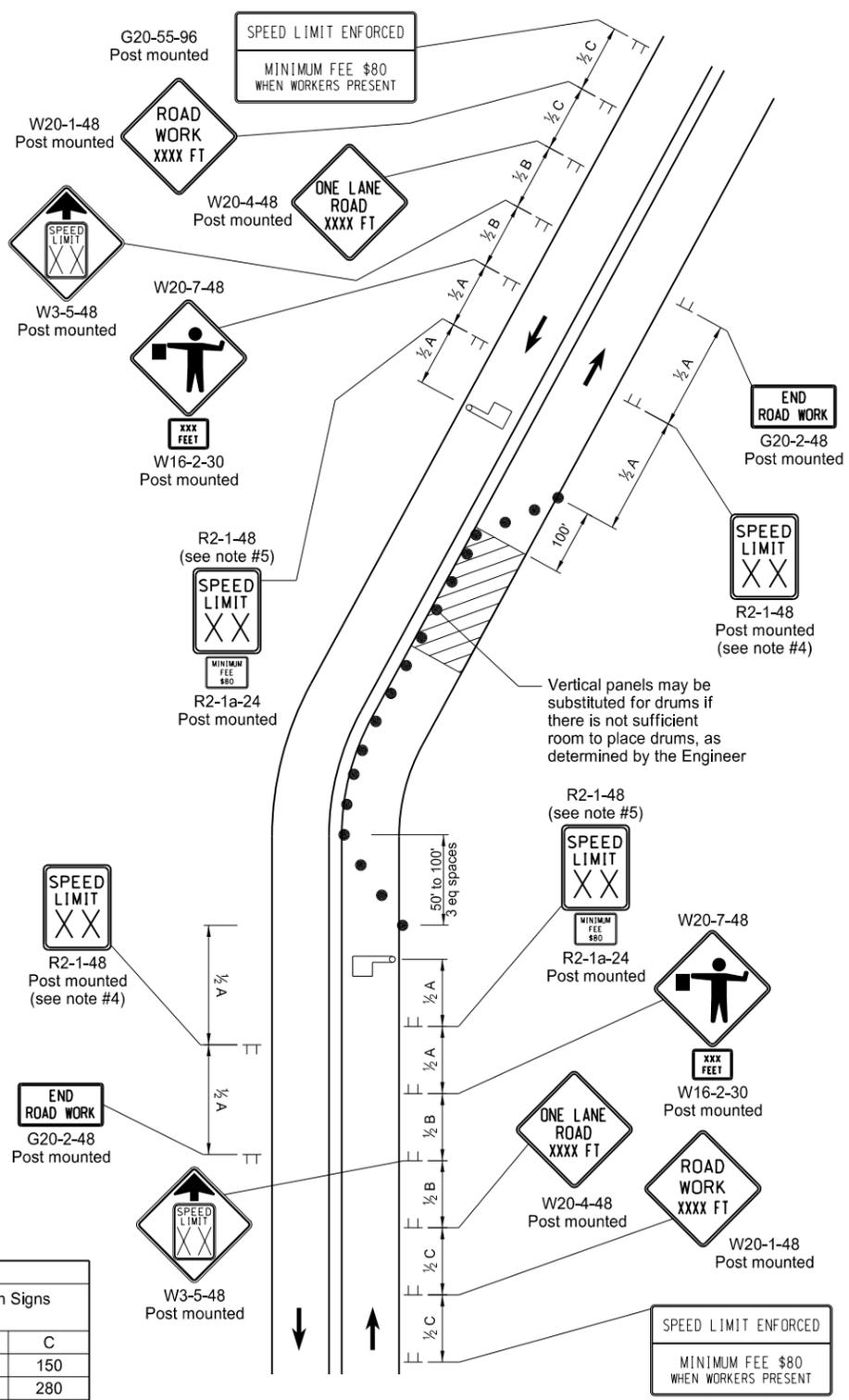
- Variables
 - S = Numerical value of speed limit or 85th percentile.
 - W = The width of taper
 - L = Minimum length of taper, or S x W for freeways, expressways, and all other roads with speeds of 45 mph or greater, or W x S²/60 for urban, residential, and other streets with speeds of 40 mph or less.
- Barricades placed on roadway shall be on a moveable assembly.
- Signs placed on the roadway shall be placed on skid mounted assemblies.
- Delineator drums used for tapering traffic shall be placed at 3 equal spaces. Delineator drums for tangents shall be spaced at 2 times dimension "S".
- The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
- The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at 1/2 B.
- When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
- Existing speed limit signs within a reduced speed zone shall be covered.
- Where necessary, safe speed to be determined by the Engineer.
- The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.
- G20-55-96 or R2-1a-24 sign are not required when a pilot car operation is used, if this standard is part of other traffic control layouts, or the work is less than 15 days.
- When highway-rail grade crossings exist either within or in the vicinity of the roadway work activities:
 - Extra care shall be taken to minimize the probability of conditions being created, either by lane restrictions, flagging or other operations, where vehicles might be stopped within the highway-rail grade crossing (considered as being 15 feet on either side of the closest and farthest rail.)
 - A "Do Not Stop on Tracks" sign (R8-8-24) should be placed near the cross buck in each direction while the lane closure is in the vicinity of the tracks.
 - A buffer space between the work zone and the lane closure transition should be extended upstream of the highway-rail grade crossing so a queue created by the flagging operation will not extend across the highway-rail grade crossing.
 - If the queuing of vehicles across active rail tracks cannot be avoided, a flagger shall be provided at the highway-rail grade crossing to prevent vehicles from stopping within the highway-rail grade crossing, even if automatic warning devices are in place.



**TYPE E
ROAD CLOSURE WITH OFF-SITE DETOUR**

Used where a road is closed beyond a detour point. Signing shown for one direction only. Sign not shown on detour shall be shown in plans and installed and maintained by the contractor.

Road Type	ADVANCE WARNING SIGN SPACING		
	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



**TYPE F
LANE CLOSURE ON A TWO WAY ROAD USING FLAGGERS**

Two lane highway with one lane closed. Flagger is at a point where it is visible to approaching traffic.

KEY

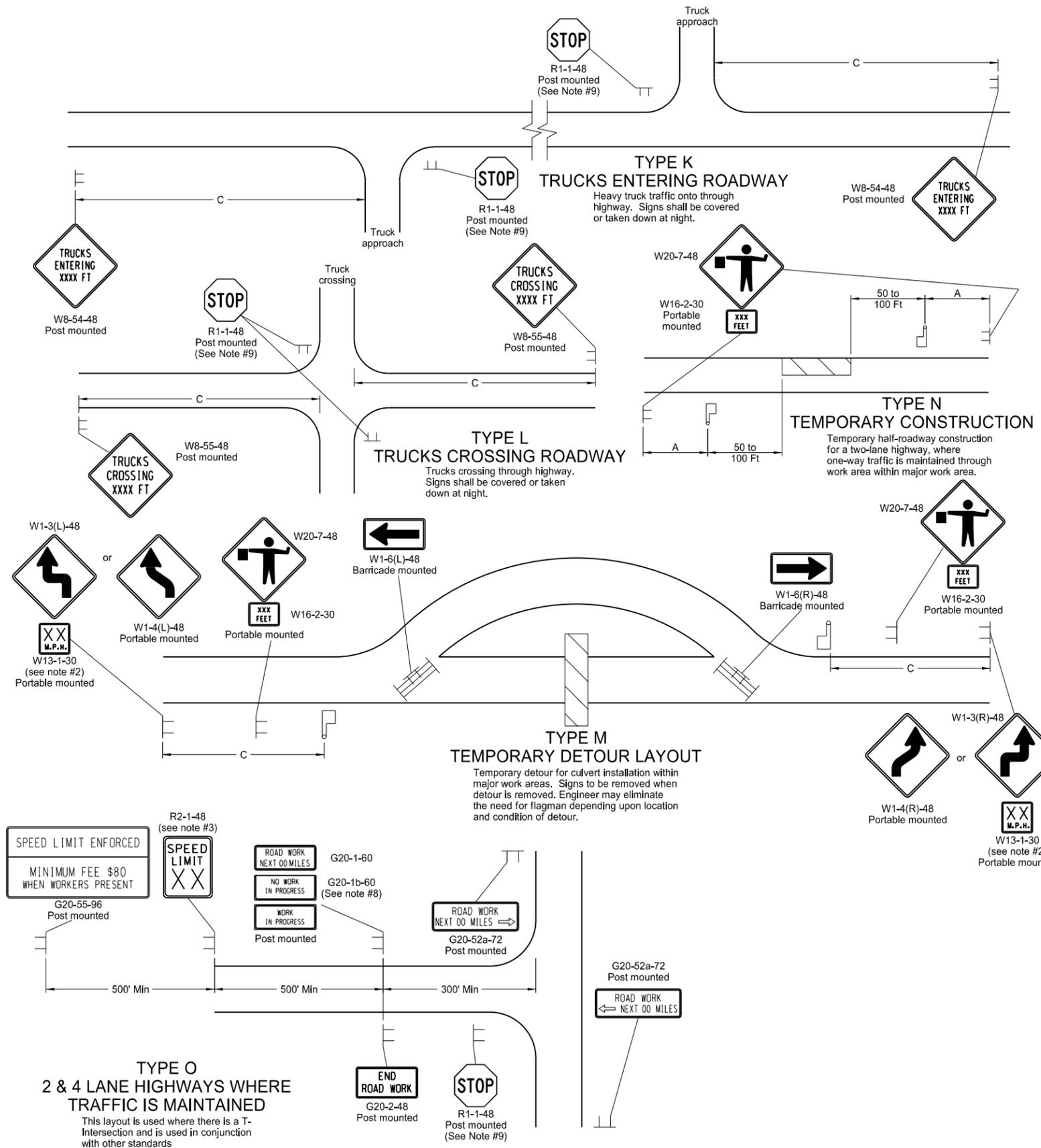
- Delineator Drum
- ▬ Sign
- ▬ Type III Barricade
- ▨ Work/Hazard Area
- ☞ Flagger

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
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DATE	CHANGE
3-13-14	Revised Sign Cell "ROAD WORK XXX FT"

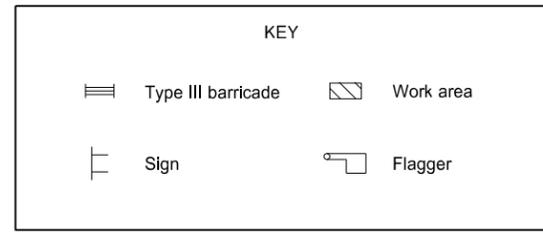
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CONSTRUCTION TRUCK AND TEMPORARY DETOUR LAYOUTS

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. Where necessary, safe speed to be determined by the Engineer.
 2. The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at 1/2 B.
 3. When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
 4. Existing speed limit signs within a reduced speed zone shall be covered. Obliterated or covered pavement marking shall be paid for as Obliteration of Pavement Marking. The covering shall be approved by the engineer.
 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. The contractor shall install the G20-1b-60 sign when work is suspended for winter.
 7. If existing stop sign is in place, a 48" stop sign is not required.
 8. 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.



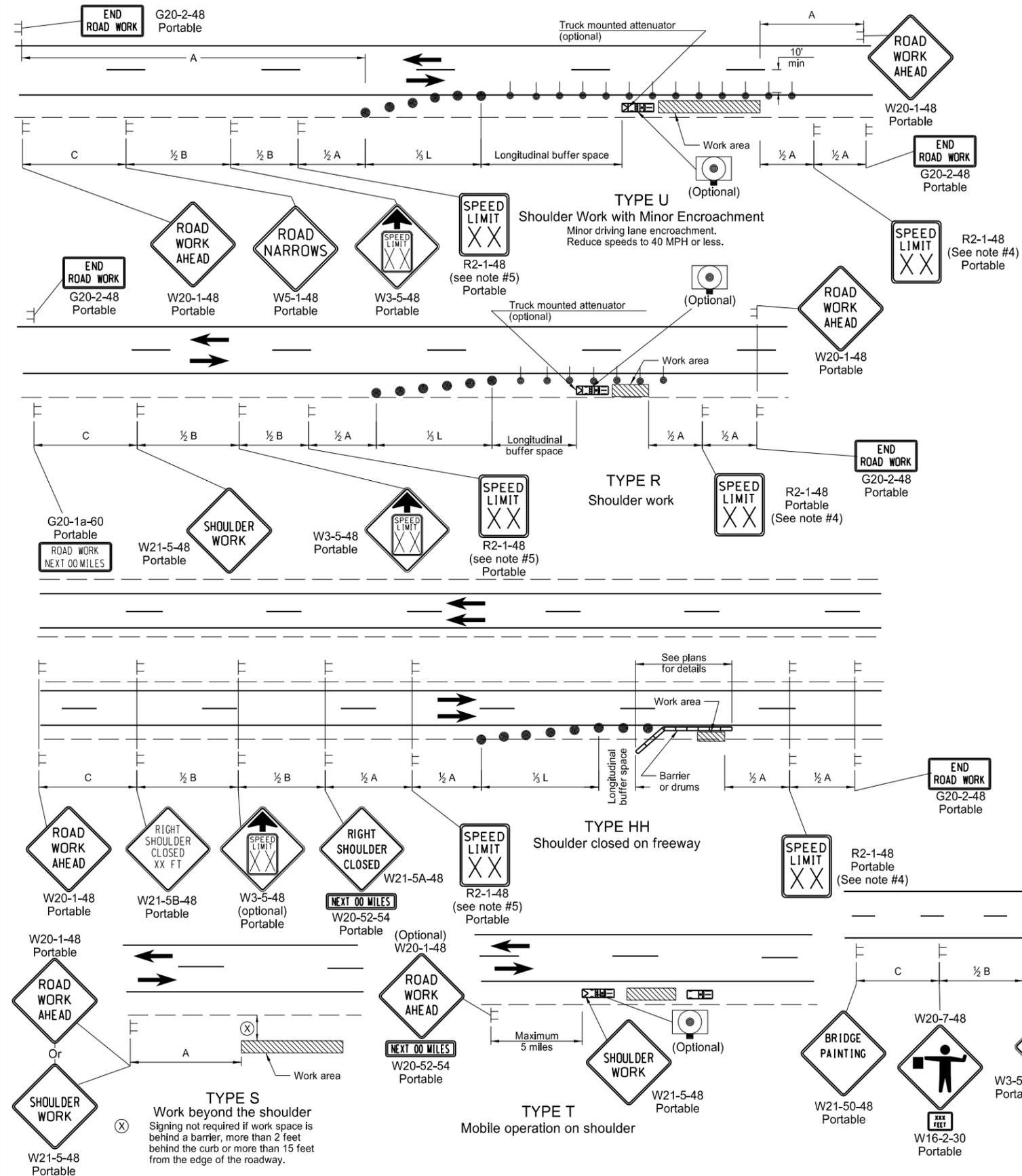
Road Type	ADVANCE WARNING SIGN SPACING		
	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway 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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 on 09/27/13 and the original document is stored at the
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 of Transportation

SHOULDER CLOSURES AND BRIDGE PAINTING LAYOUTS

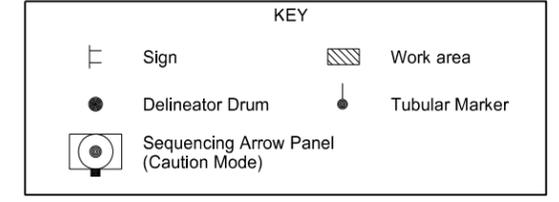
D-704-24



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

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

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

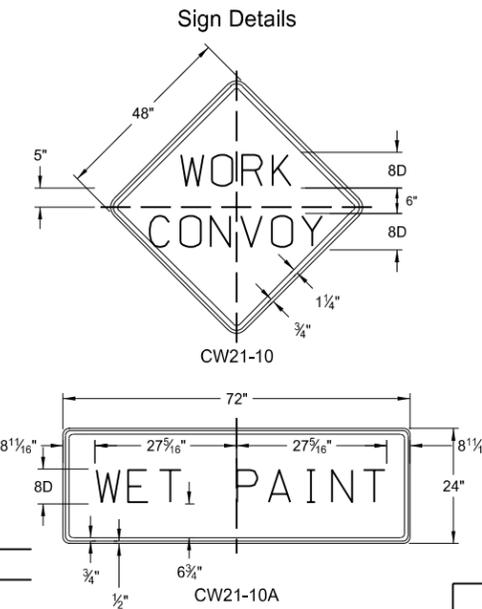
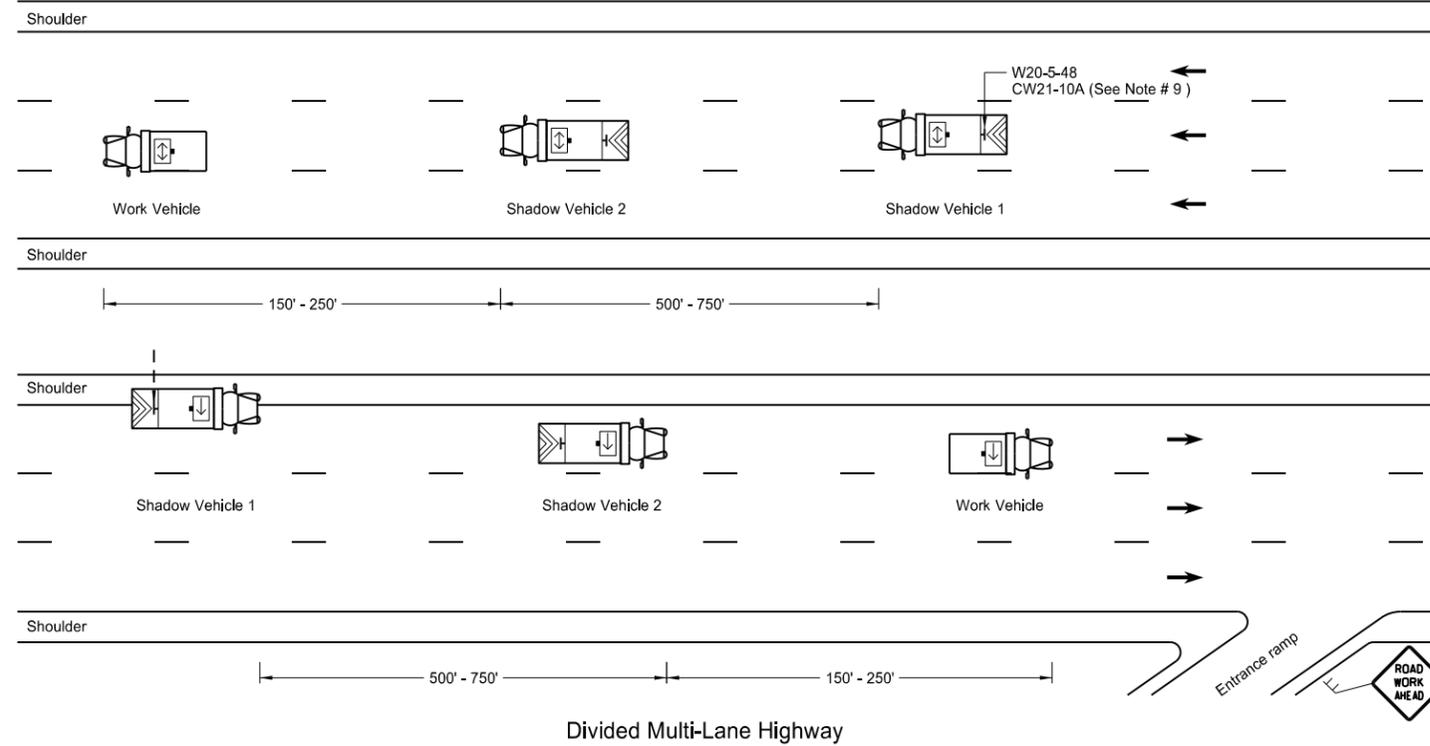
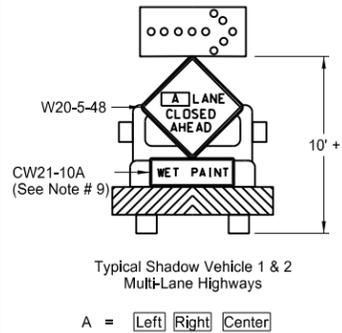
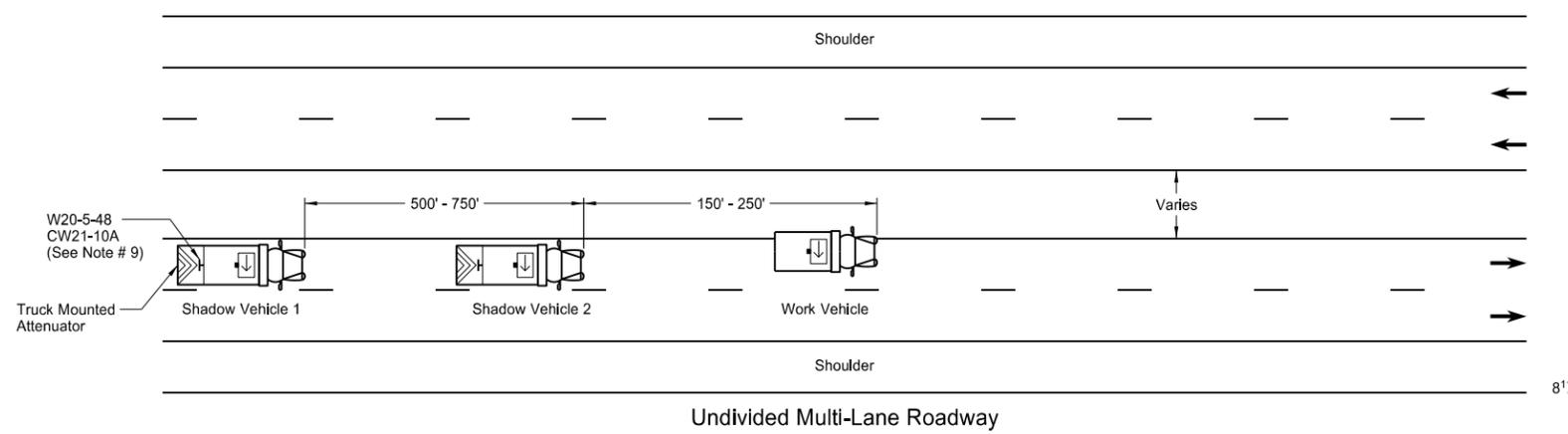
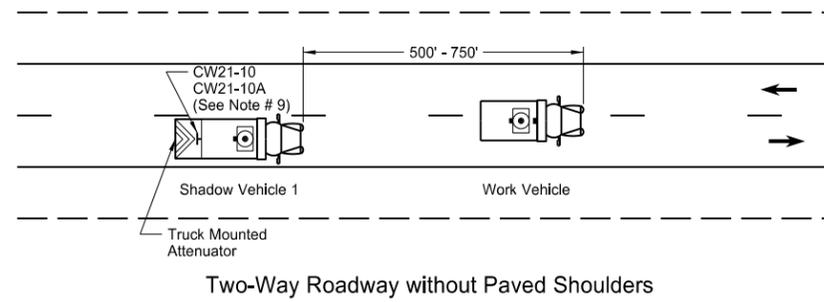
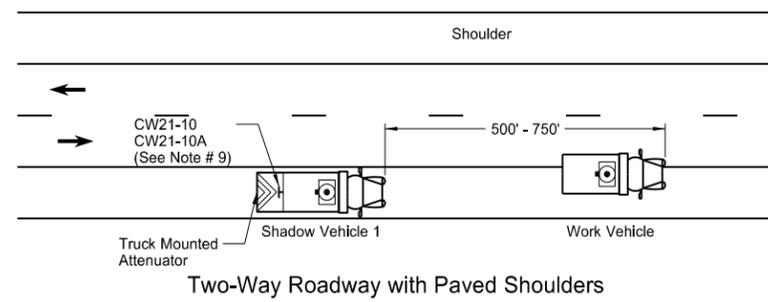
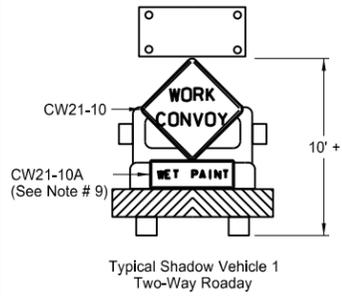


NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
REVISIONS	
DATE	CHANGE

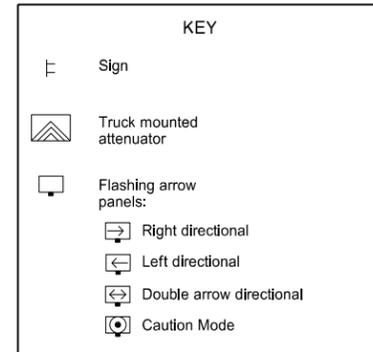
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TRAFFIC CONTROL PLAN FOR MOVING OPERATIONS

D-704-27



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



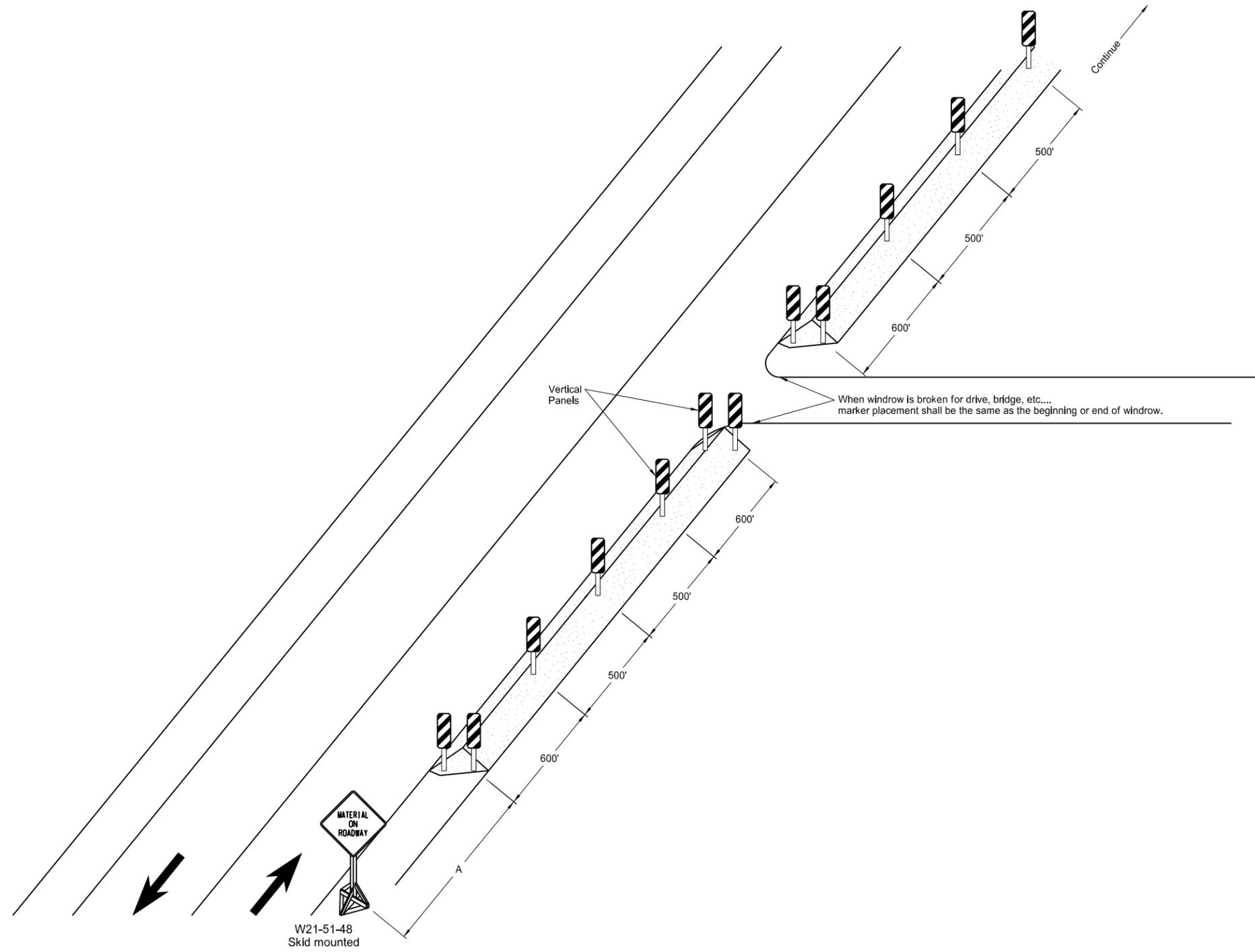
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
REVISIONS	
DATE	CHANGE
6-18-14	Removed shadow vehicle 2 on two lane roadways

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WINDROW MARKING

D-704-30

Notes:
The contractor has the option of using portable sign supports in lieu of post mounted sign in accordance with the NDDOT Standard Specifications.

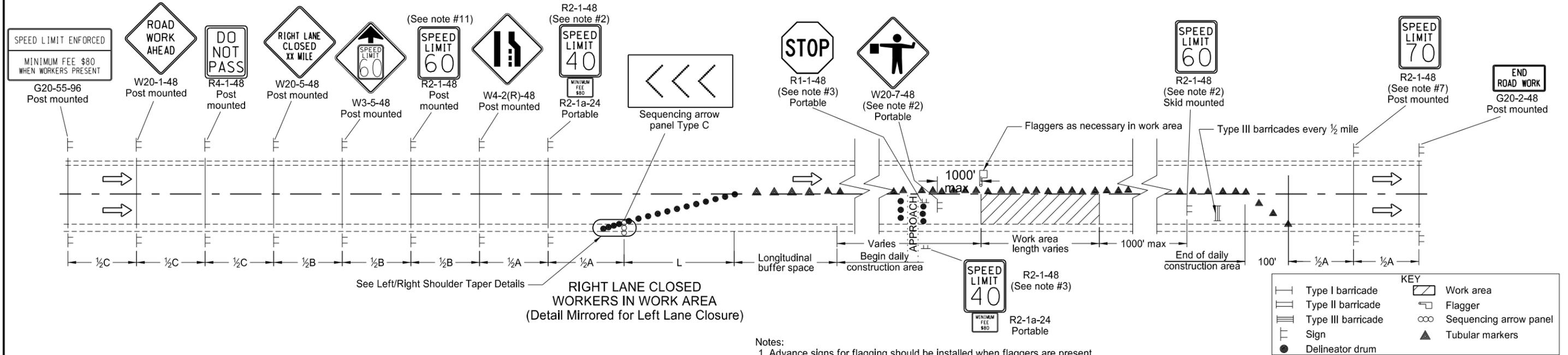


ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
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DATE	CHANGE
6-24-14	Revised Note

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SIGN LAYOUT FOR ONE LANE CLOSURE

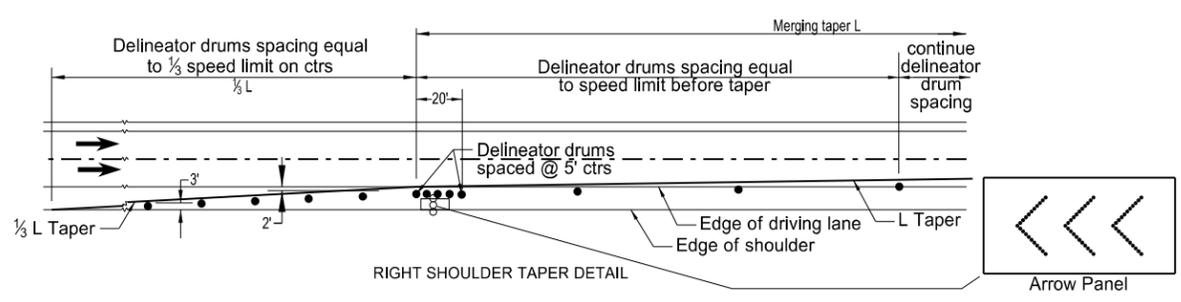
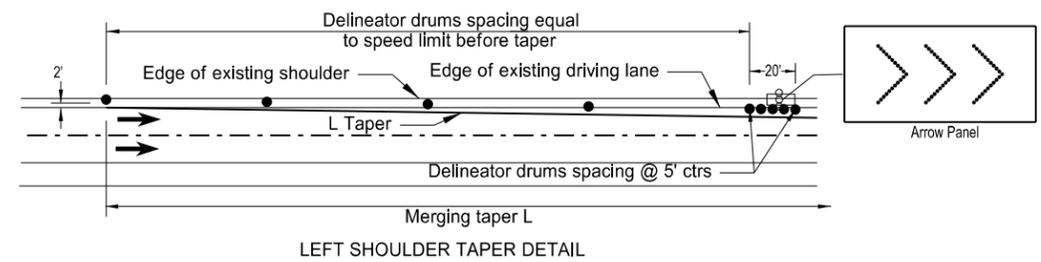


See Left/Right Shoulder Taper Details
**RIGHT LANE CLOSED
 WORKERS IN WORK AREA
 (Detail Mirrored for Left Lane Closure)**

KEY

	Type I barricade		Work area
	Type II barricade		Flagger
	Type III barricade		Sequencing arrow panel
	Sign		Delineator drum
	Tubular markers		

- Notes:**
- Advance signs for flagging should be installed when flaggers are present.
 - The advanced flagger sign and the speed limit signs shall be moved as the work area moves through the construction zone. When the work area is not visible from the flagger, the flagger station shall be placed so the work area is visible. The 40 mph speed limit sign shall be spaced at 1/2A in advance of the flagger sign. The 60 mph speed limit sign shall also be moved. Upon completion of the work day or when workers are not present, the 40 mph speed limit and the Minimum Fee \$80 signs shall be covered or removed. The exact speed limit shall be determined in the field, dependent on location and conditions.
 - Approaches: When the work area encompasses an approach, the approach shall be controlled by installing a 40 mph speed limit sign. If this approach is on the side of the lane closure, the existing stop sign shall be covered and a new portable stop sign shall be installed. When the main line 40 mph speed zone is moved past the approach, the approach speed limit sign shall be removed.
 - Variables:
 - S=Numerical value of speed limit or 85th percentile
 - W=The width of taper.
 - L=Minimum length of taper, or SxW for freeways, expressways, and all other roads with speeds of 45 mph or greater, or (WxSxS)/60 for urban, residential, and other streets with speeds of 40 mph or less.
 - Delineator drums, used for tapering traffic shall be spaced at the dimension "S". Tubular markers used for tangents shall be spaced at 2 times dimension "S".
 - Sequencing arrow 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.
 - Type A shall be used on roadways with slow moving traffic speeds and low volume (25 mph or less and 750 ADT or less).
 - Type B shall be used on roadways with moderate traffic speeds and volumes (40 mph or less and 5000 ADT or less).
 - Type C shall be used on roadways with high traffic speeds and volumes (over 40 mph or over 5000 ADT).
 - The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
 - Existing speed limit signs within a reduced speed zone shall be covered.
 - 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.
 - The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 mph. Where speed limits are to be reduced more than 30 mph, a second speed limit sign shall be installed with the desired speed reduction, but shall not exceed 30 mph. The second speed limit sign shall be placed at 1/2B.
 - The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Specifications.
 - Sign G20-55-96 is not required if this standard is part of other traffic control layouts or the work is less than 15 days.



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.

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**

9-26-2012

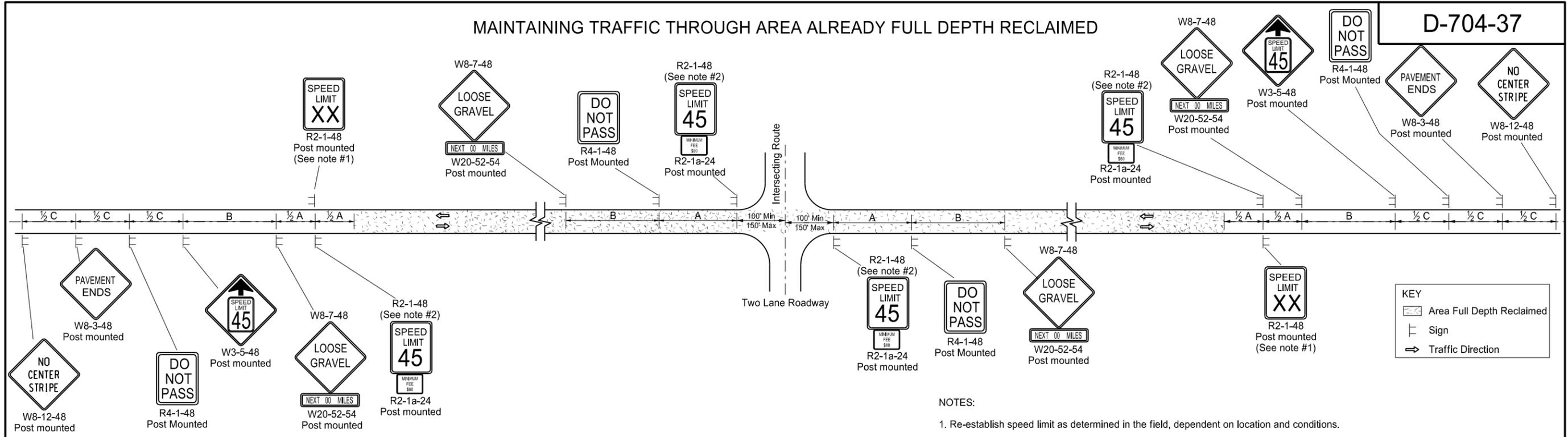
REVISIONS

DATE	CHANGE

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MAINTAINING TRAFFIC THROUGH AREA ALREADY FULL DEPTH RECLAIMED

D-704-37



KEY

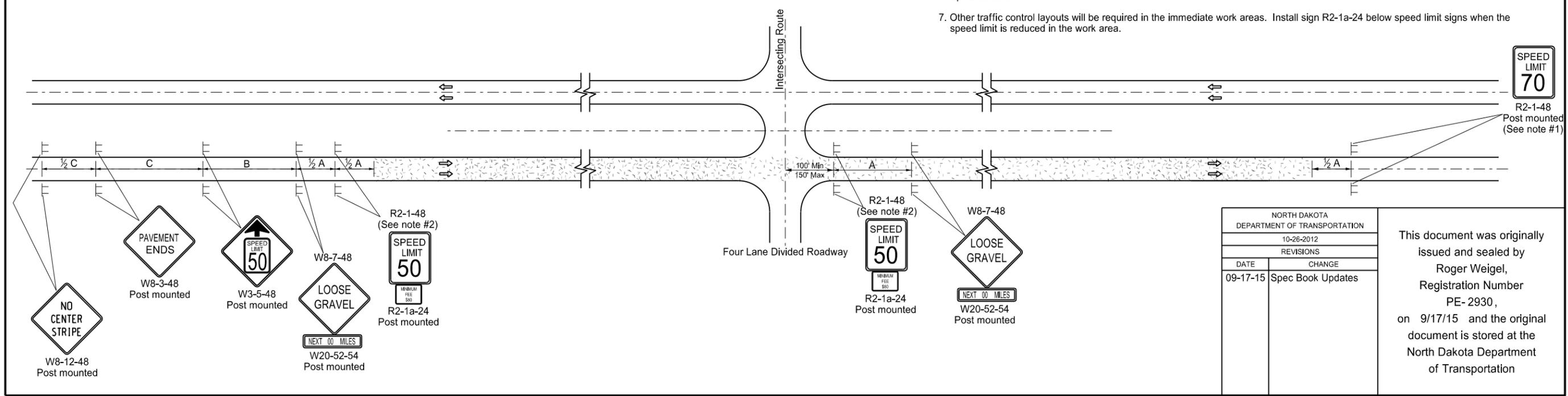
- Area Full Depth Reclaimed
- Sign
- Traffic Direction

- NOTES:**
1. Re-establish speed limit as determined in the field, dependent on location and conditions.
 2. Determine the reduced speed limit based on the in-place speed limit before construction. Do not reduce the speed limit more than 10 mph below the existing speed limit, unless the work zone feature design speed has been reduced more than 10 mph. In that case, the speed limit reduction shall not exceed 30 mph.

Where speed limits are to be reduced more than 30 MPH, install a second speed limit reduction sign that does not exceed 30 mph. Place the second speed limit sign $\frac{1}{2}$ B after the first speed limit sign and $\frac{1}{2}$ A before the end of the pavement.
 3. Install flags on non-portable warning signs in urban areas. Mount the 24 inch square flags, perpendicular to the edges of the diamond sign, above the edge so the limp flag will not touch the sign. Rural areas will not require flags.
 4. Cover existing speed limit signs within reduced speed zone.
 5. Place signs R2-1-48, R2-1a-24, W8-7-48, W20-52-54 and R4-1-48 for two lane, two way operation just after all important intersections and at 5 mile intervals thereafter. Place sign W8-12-48 just after all important intersections and at 2 mile intervals thereafter until the short term center line pavement marking is in place. Place no short term pavement markings after the mine and blend operation until after the prime operation.
 6. The contractor has the option of using portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Specifications.
 7. Other traffic control layouts will be required in the immediate work areas. Install sign R2-1a-24 below speed limit signs when the speed limit is reduced in the work area.

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

10-26-2012

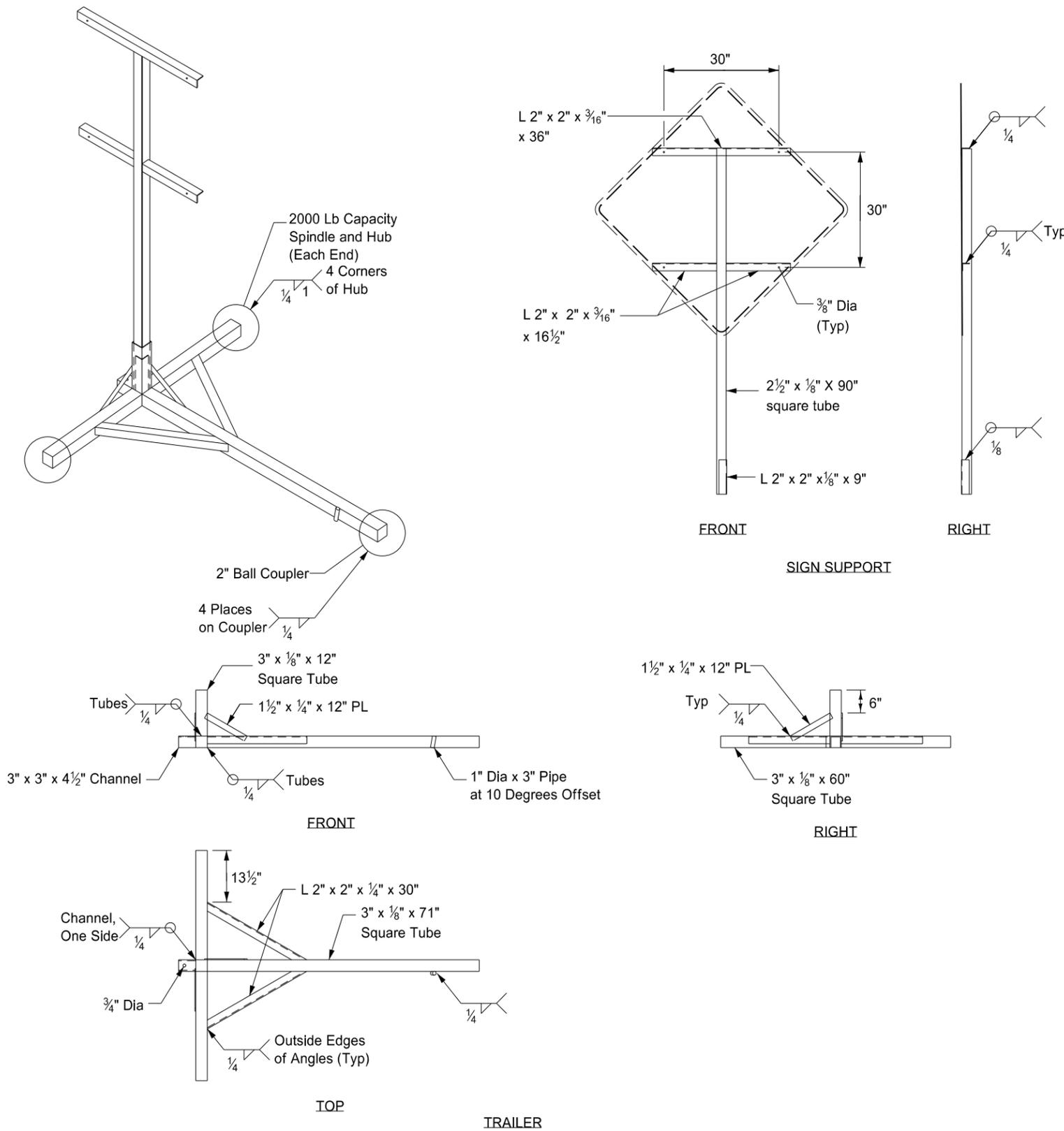
REVISIONS

DATE	CHANGE
09-17-15	Spec Book Updates

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PORTABLE SIGN SUPPORT ASSEMBLY

D-704-50



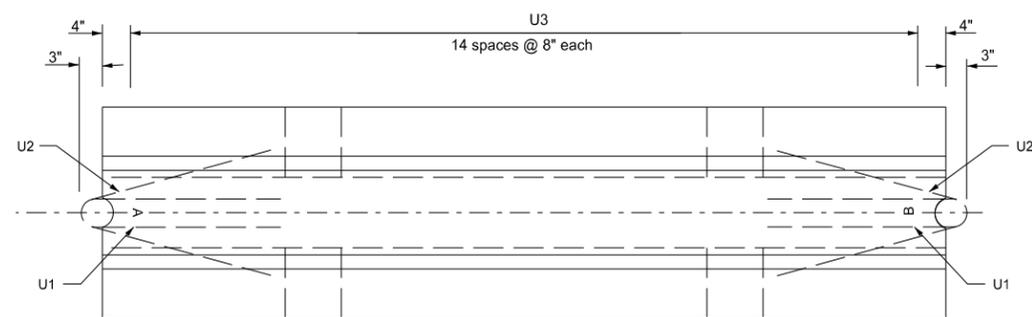
Notes:

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

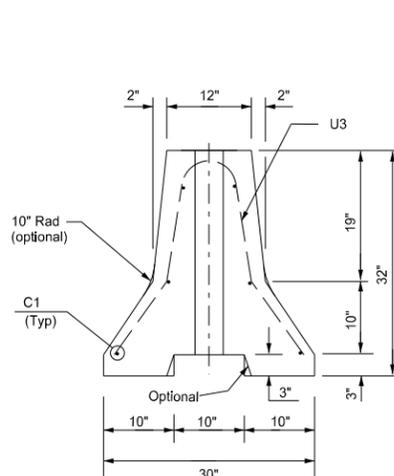
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-23-10	
REVISIONS	
DATE	CHANGE

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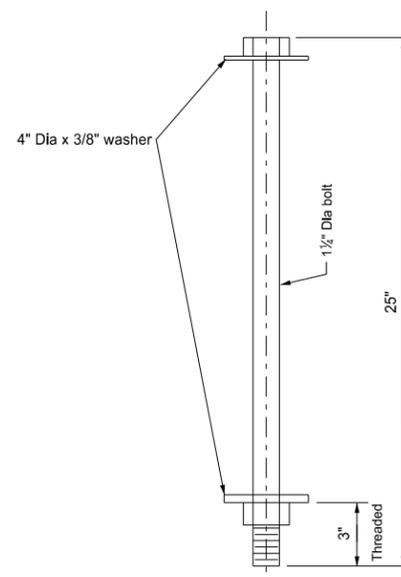
PORTABLE PRECAST CONCRETE MEDIAN BARRIER
(TEMPORARY USAGE)



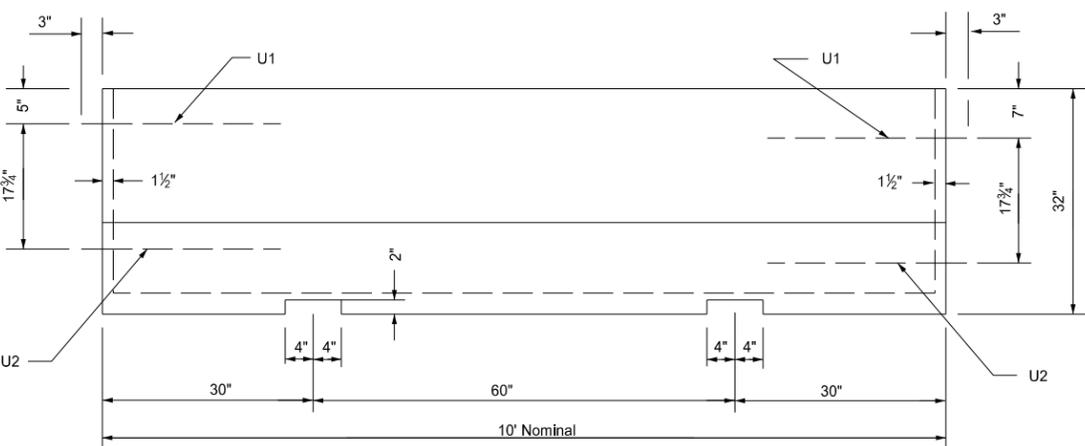
Plan View



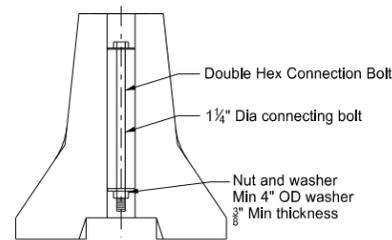
End View



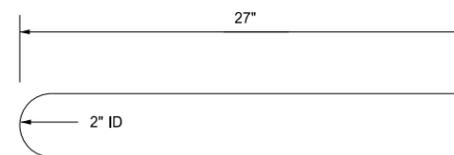
Connecting Bolt Detail
(One per 10 Ft section)



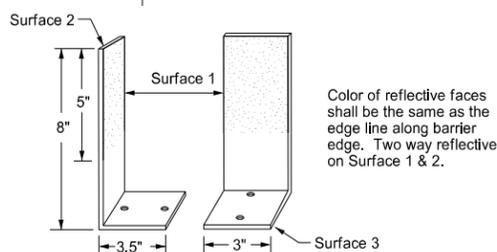
Side View



Bolt Connection Detail



U1 Bar Detail



Barrier Marker Detail

Color of reflective faces shall be the same as the edge line along barrier edge. Two way reflective on Surface 1 & 2.

Marker Body
The marker shall be made of a high impact, weatherable engineering thermo-plastic material which conforms to the following:

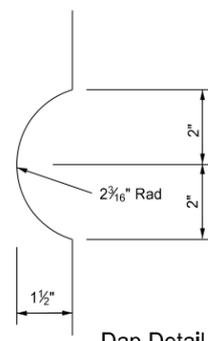
Property	Result	ASTM Test Method
Thickness (min)	.090"	—
Tensile strength (min psi) @ yield	5,500	D638
Impact strength @ -20°F (ft-lbs/in of notch)	3.2	D256 Method A
Impact strength @ 73°F (ft-lbs/in of notch)	14.0	D256 Method A
Flexural strength, PSI 1/4" @ 73°F	8,000	D790
Flexural modulus, PSI 1/4" @ 73°F	300,000	D790
Elongation @ yield	30%	D638

Reflective Tape
The reflector shall be a retroreflective, acrylic microprism material with acrylic backing, 3" wide, providing the following minimum optical performance with an observation angle of 0.1° measured in candlepower:

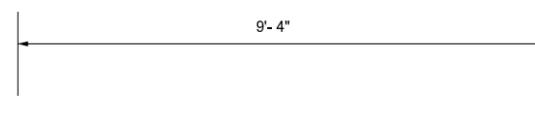
Entrance Angle	Specific Intensity
Yellow - 4"	136
White - 4"	200

Adhesive
Markers shall be temporarily mounted to the portable concrete barrier with factory applied solid butyl rubber 1/8" thick, 2" wide on 2 1/4" wide release paper on surface 3.

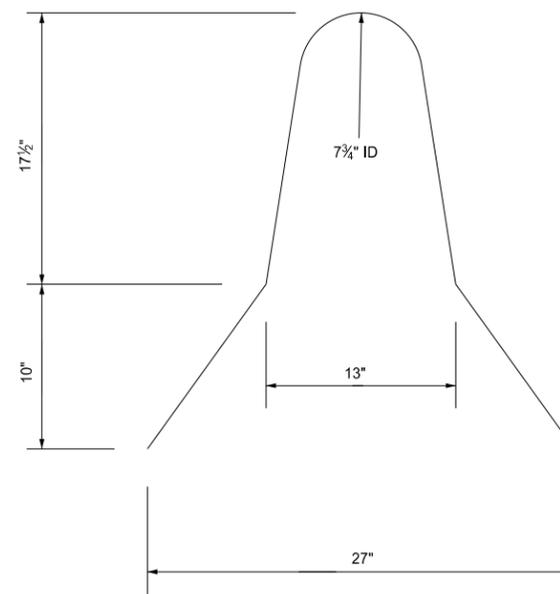
Bar List				
Mark	Size	No.	Length	Shape
C1	4	6	9'- 4"	Straight
U1	4	2	4'- 8"	Bent
U2	4	2	4'- 10 1/4"	Bent
U3	4	15	5'- 4"	Bent



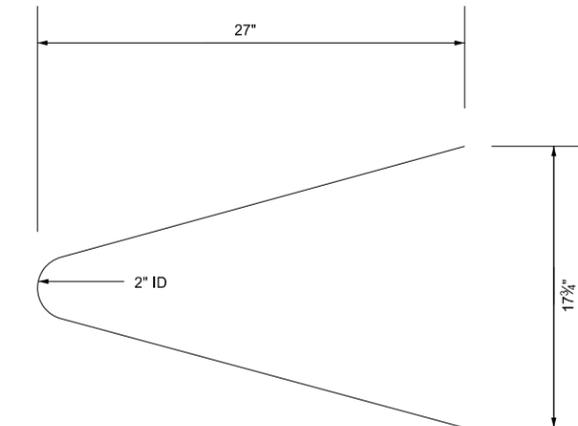
Dap Detail



C1 Bar Detail



U3 Bar Detail



U2 Bar Detail

Notes:

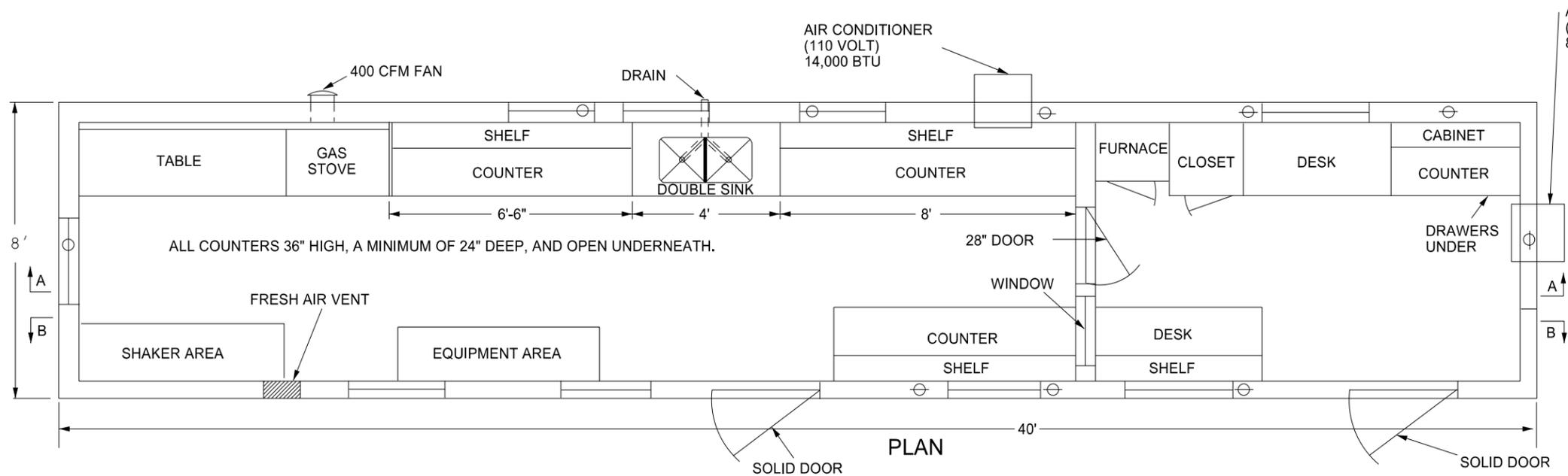
- All exposed hardware shall be galvanized as per ASTM A153, except for the loop inserts.
- Concrete shall be Class AAE-3.
- All steel shall conform to Section 612 of the NDDOT Standard Specifications.
- Barrier ends shall be imprinted A and B as shown with 4 inch letters. Field placement shall match the A end with the B end.
- Barrier markers shall be placed at the center of the barrier at 20' centers.
- Barrier sections shall be connected together with the 1 1/4" Dia A-307 double hex connecting bolt. The bottom nut and washer connection shall be maintained by the contractor for the duration of the barrier installation.
- Barrier shall be placed such that openings between individual sections shall be kept to a minimum.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-20-12	
REVISIONS	
DATE	CHANGE

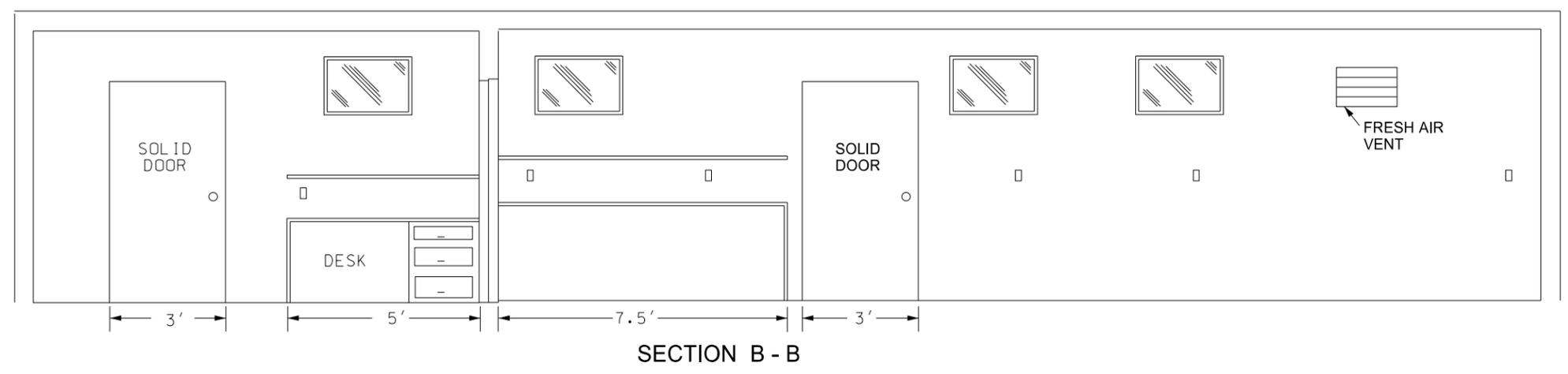
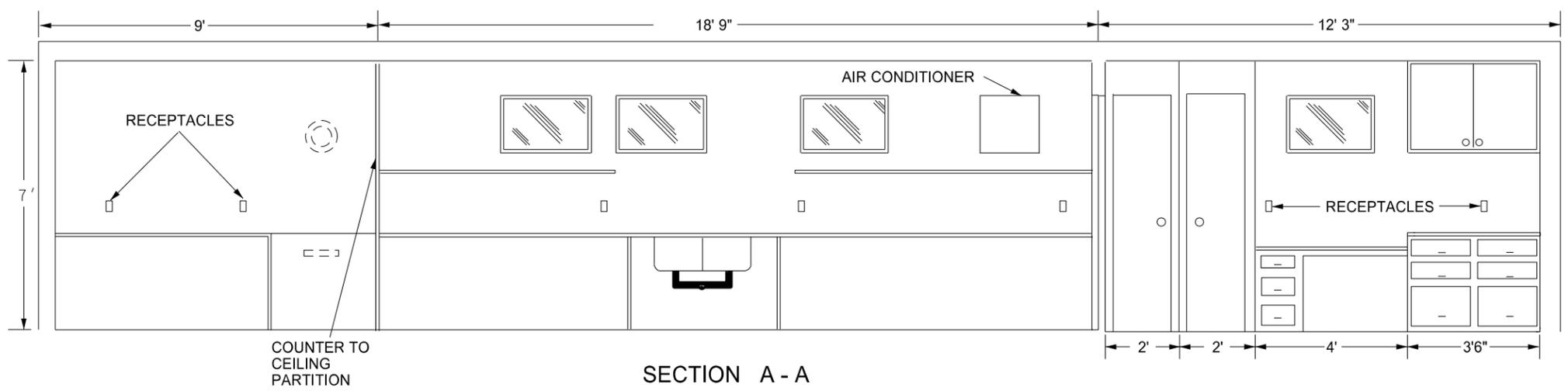
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BITUMINOUS LABORATORY

D-706-1



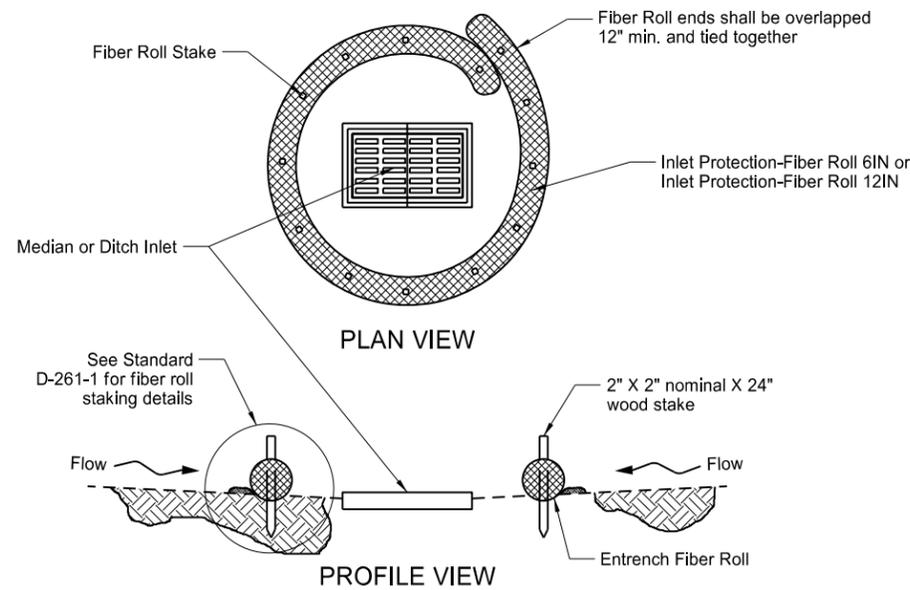
- Provide a laboratory with the following:
1. A 1'x1' shelf at 36" above the regular countertop.
 2. Double compartment stainless steel sink, with each compartment a minimum of 16"x14"x10" deep. Provide water service lines made of copper or plastic and a diameter of 1/2 inch.
 3. An exhaust fan capable of removing inside air at a rate of 400 CFM.
 4. Fresh air vent hinged to open or close manually.
 5. 24" x 48" table capable of holding a 200 lb masonry saw with a minimum clearance of 36" above the table.
 6. A water supply tank with a capacity of 500 gallons and a 20 gallon capacity pressure tank on the pump.
 7. Heavy duty type locks, latches, and hinges for doors made to withstand the intense use in service.
 8. A wall between the office and the work area properly insulated to prevent the transmission of heat and noise.
 9. The steel cable tie downs and ground anchors at each corner of the lab.
 10. Electrical service entrance wired for 100 amps and separate circuits for air conditioners. Space convenience outlets in counter areas a minimum of four feet apart.



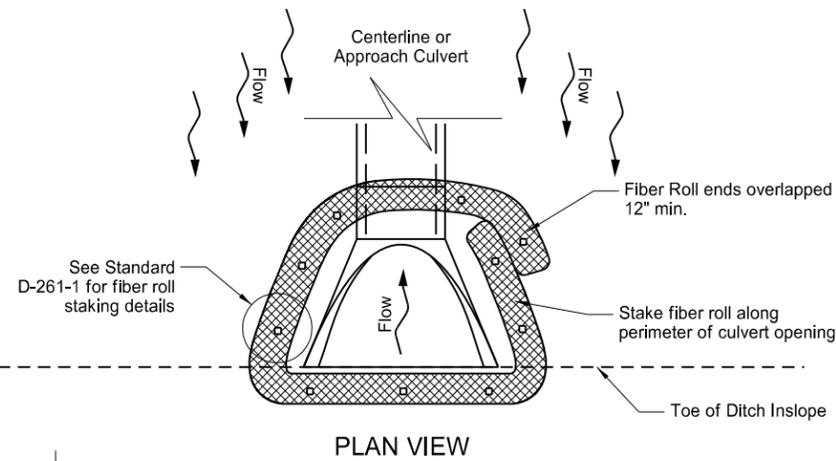
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-03-13	
REVISIONS	
DATE	CHANGE
07-30-14	Changed standard's title and revised notes.
01-11-16	Revised notes.

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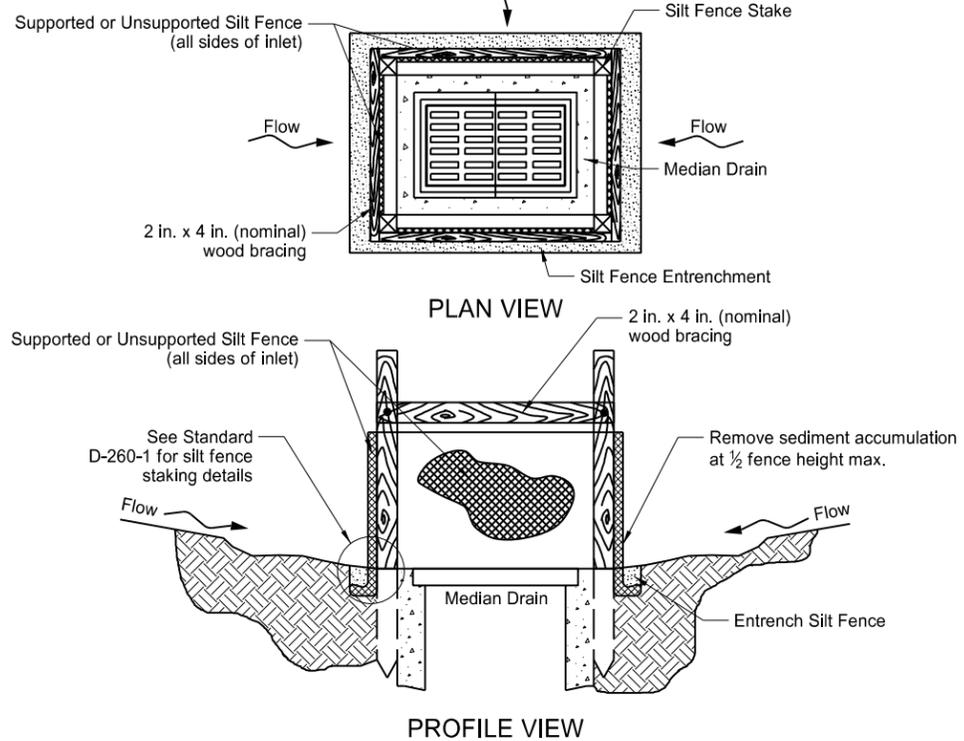
EROSION AND SILTATION CONTROLS
MEDIAN OR DITCH INLET PROTECTION



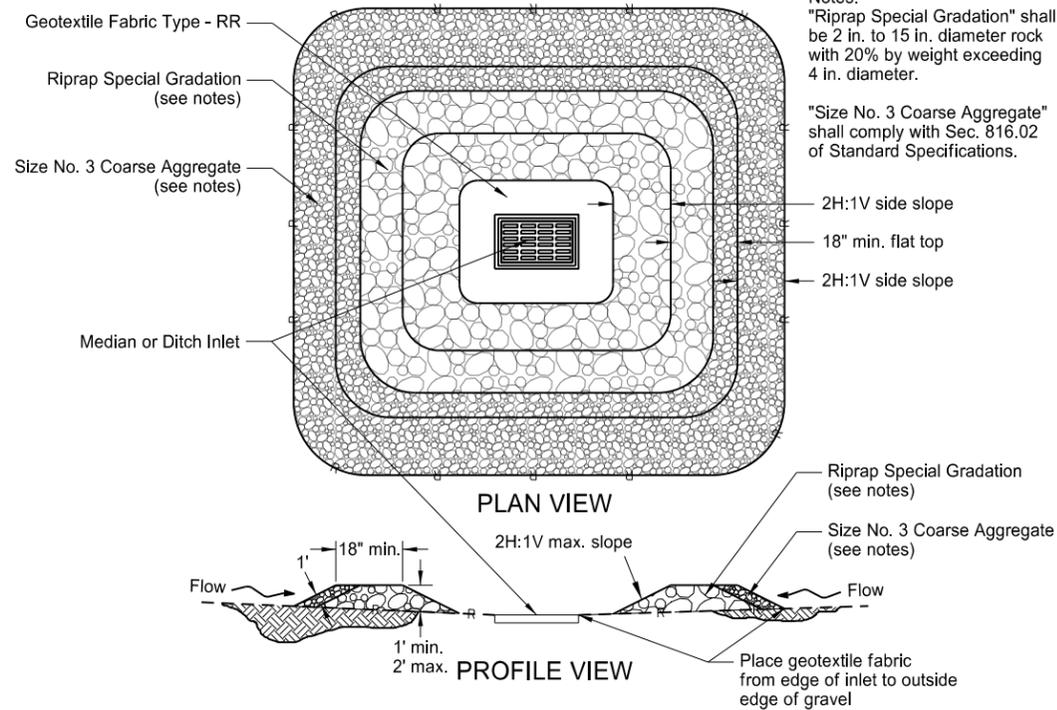
FIBER ROLL PROTECTION (MEDIAN OR DITCH INLET)



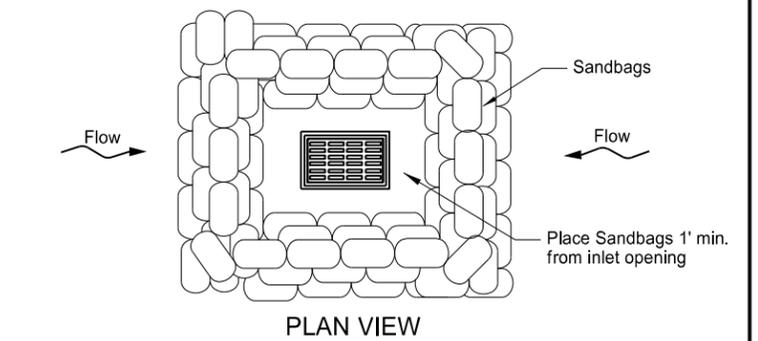
FIBER ROLL PROTECTION (INLET OF CULVERT)



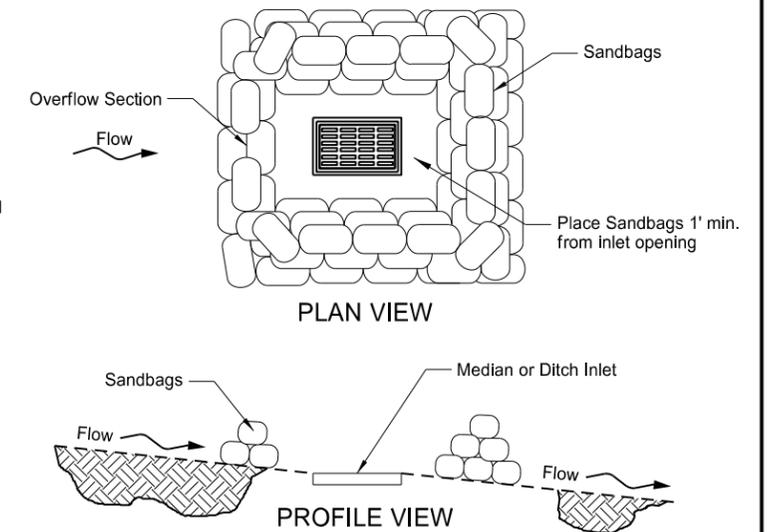
SILT FENCE PROTECTION (MEDIAN OR DITCH INLET)



GRAVEL INLET PROTECTION (MEDIAN OR DITCH INLET)



SANDBAG PROTECTION (LOW POINT)



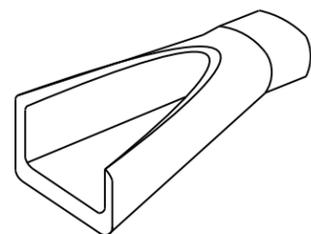
SANDBAG PROTECTION (ON SLOPE)

Notes:
"Riprap Special Gradation" shall be 2 in. to 15 in. diameter rock with 20% by weight exceeding 4 in. diameter.
"Size No. 3 Coarse Aggregate" shall comply with Sec. 816.02 of Standard Specifications.

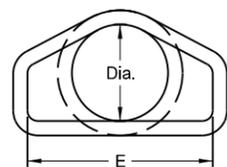
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-03-13	
REVISIONS	
DATE	CHANGE
06-26-14	Updated reference to standard drawing number for fiber roll staking details.
10-01-14	Updated reference to standard drawing number for silt fence.

This document was originally issued and sealed by
Roger Weigel
Registration Number
PE-2930,
on 10/01/14 and the original document is stored at the North Dakota Department of Transportation

REINFORCED CONCRETE PIPE CULVERTS AND END SECTIONS
(Round Pipe)

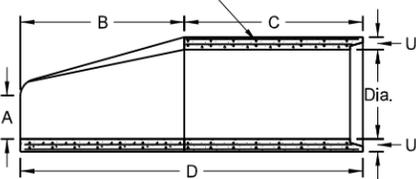


PERSPECTIVE

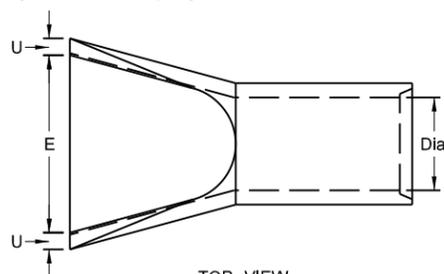


END VIEW

Standard Reinforcement for Class III pipe reinforced as per AASHTO M170



SIDE VIEW

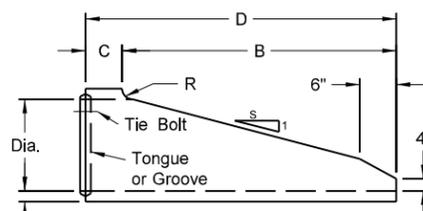


TOP VIEW

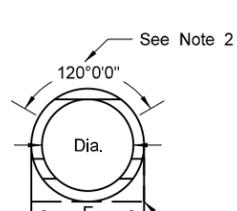
REINFORCED CONCRETE PIPE - FLARED END SECTION

Reinforcement to be equivalent to Class III RCP

TRAVERSABLE END SECTION							
DIA	B	C	D	E	F	R	S
15"	4'	9"	4'-9"	1'-7½"	2½"	3"	6
18"	5'-9"	9"	6'-6"	1'-11"	2½"	3"	6
24"	6'	1'	7'	2'-6"	3"	3"	4
30"	7'-6"	1'	8'-6"	3'-1"	3½"	3½"	4
36"	7'-3"	15"	8'-6"	3'-8"	4"	3"	4



SIDE VIEW



END VIEW

End may be supplied with flat bottom

REINFORCED CONCRETE PIPE - TRAVERSABLE END SECTION

Reinforcement to be equivalent to Class III RCP

NOTES (Traversable End Section):

1. Manufactured in accordance with applicable portions of ASTM C76/AASHTO M170.
2. Reinforcement per Class III RCP with double reinforcement in the upper 120° of the full barrel portion.

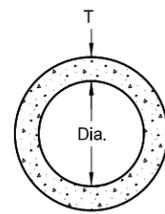
FLARED END SECTION

TERMINAL DIMENSIONS

DIA	A	B	C	D	E	U
12	0'-4"	2'-0"	4'-0½"	6'-0½"	2'-0"	2"
15	0'-6"	2'-3"	3'-10"	6'-1"	2'-6"	2½"
18	0'-9"	2'-3"	3'-10"	6'-1"	3'-0"	2½"
21	0'-9"	3'-0"	3'-1"	6'-1"	3'-6"	2½"
24	0'-9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3"
27	0'-10½"	4'-0"	2'-1½"	6'-1½"	4'-6"	3½"
30	1'-0"	4'-6"	1'-7¾"	6'-1¾"	5'-0"	3½"
36	1'-3"	5'-3"	2'-9"	8'-0"	6'-0"	4"
42	1'-9"	5'-3"	2'-9"	8'-0"	6'-6"	4½"
48	2'-0"	6'-0"	2'-0"	8'-0"	7'-0"	5"
54	2'-3"	5'-5"	2'-9½"	8'-2½"	7'-6"	5½"
60	2'-11"	5'-0"	3'-3"	8'-3"	8'-0"	5"
66	2'-6"	6'-0"	2'-3"	8'-3"	8'-6"	5½"
72	3'-0"	6'-6"	1'-9"	8'-3"	9'-0"	6"
78	3'-0"	7'-6"	1'-9"	9'-3"	9'-6"	6½"
84	3'-0"	7'-6½"	1'-9"	9'-3½"	10'-0"	6½"
90	3'-5"	7'-3½"	2'-0"	9'-3½"	11'-0"	6½"

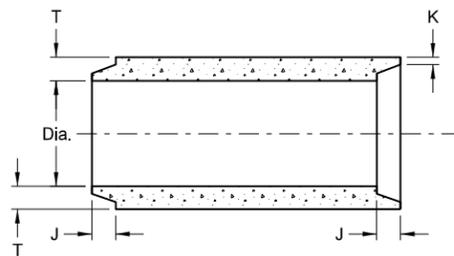
All Classifications of Round Concrete Pipe

Internal Dia. of Pipe (In.)	Cross-Sectional Water Area (Sq. ft.)	Weight per Lin. Foot of Pipe (Lbs.)	Joint Groove Min./Max. (In.)	Joint Tongue Min./Max. (In.)	Minimum Wall Thickness (In.)
12	0.79	92	1½-2¾	¾	2
15	1.23	127	1¾-2¾	¾	2½
18	1.77	168	1¾-2¾	1	2½
21	2.40	214	1¾-3¾	1½	2¾
24	3.14	265	2¾-3¾	1½	3
27	3.98	322	2¾-4	1¾	3¼
30	4.91	384	3¾-4¼	1¾	3½
33	5.94	452	3¾-4¼	1½	3¾
36	7.07	524	3¾-4¼	1½	4
42	9.62	685	3¾-4¼	1¾	4½
48	12.57	885	3¾-4¼	1¾	5
54	15.90	1070	4½-5½	2	5½
60	19.63	1296	4½-5½	2¼	6
66	23.76	1542	5-6	2½	6½
72	28.27	1810	5½-6¾	2½	7
78	33.18	2098	6¼-7¼	2½	7½
84	38.48	2410	5½-7¼	3¾	8
90	44.18	2793	6¾-8½	3¾	8½
96	50.27	3092	7-8¼	3½	9
102	56.75	3466	7-8¼	3½	9½
108	63.62	3864	7¼-8½	3¾	10

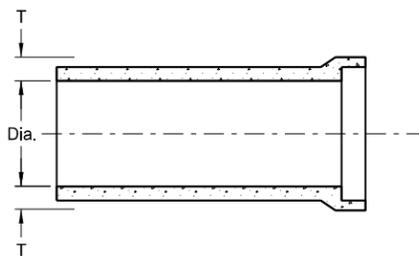


END VIEW

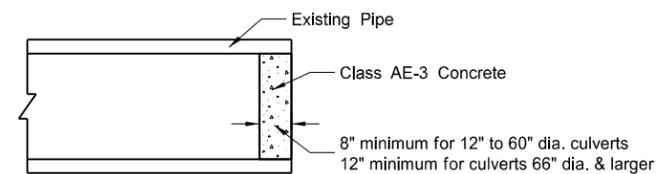
CIRCULAR PIPE



TONGUE & GROOVE JOINT



BELL & SPIGOT JOINT



CONCRETE PIPE PLUG

JOINTS FOR REINFORCED CONCRETE PIPE

NOTES:

1. All reinforcing steel shall meet AASHTO M170 requirements.
2. All circular, longitudinal, and elliptical reinforcement shall be assembled and securely fastened in cage fashion so as to maintain reinforcement in exact shape and correct positions within the forms.
3. Laying length of pipe: 12" to 66" (incl.) = not less than 4 feet
66" to 108" (incl.) = not less than 6 feet
4. Joints shall be sealed with rubber gaskets or with sealer approved by the engineer whenever pipe are specified for storm drain or sanitary sewers.
5. For Class IV and Class V reinforced concrete pipe and end section sizes which do not have reinforcement specified by AASHTO M170, shop drawings and design calculations shall be prepared and sealed by a Professional Engineer and submitted for the Engineer's review.

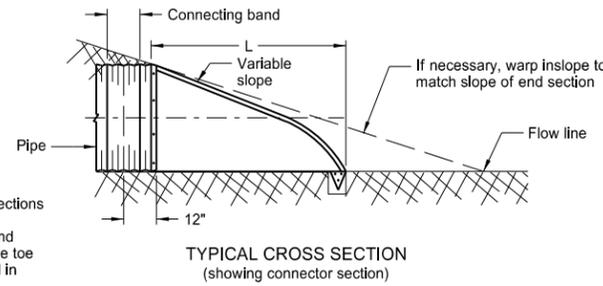
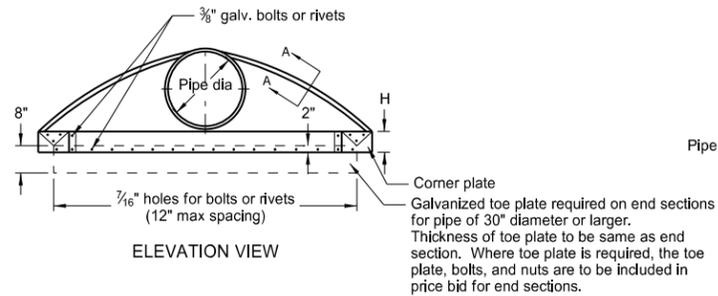
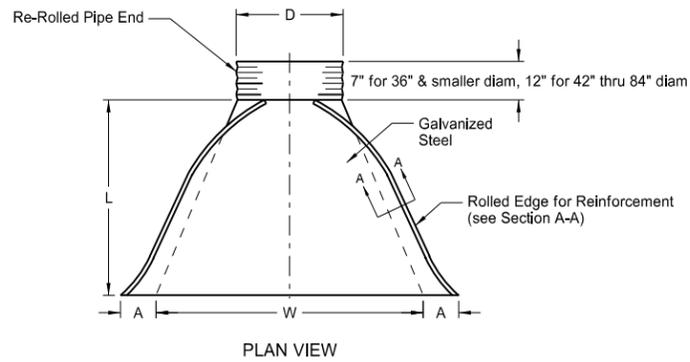
SEE STANDARD DRAWING D-714-22 FOR DETAILS OF CONCRETE PIPE TIES (TIE BOLTS).

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
05-12-14	
REVISIONS	
DATE	CHANGE
01-21-15	Revised Note 5

This document was originally issued and sealed by Terrence R. Udland, Registration Number PE-2674, on 01/21/15 and the original document is stored at the North Dakota Department of Transportation

ROUND CORRUGATED STEEL PIPE CULVERTS AND END SECTIONS

D-714-4



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

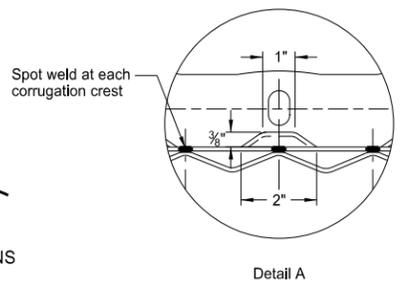
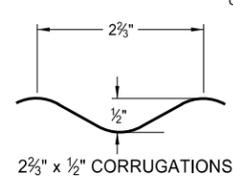
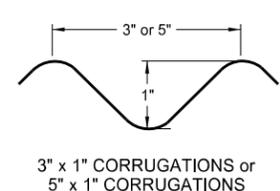
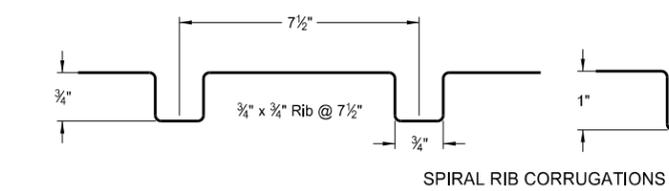
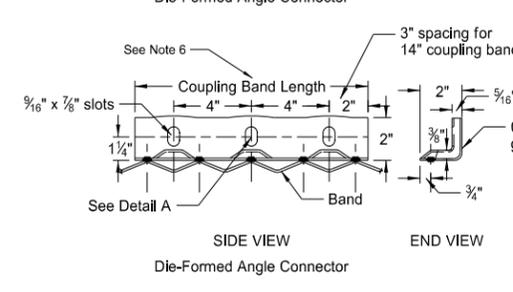
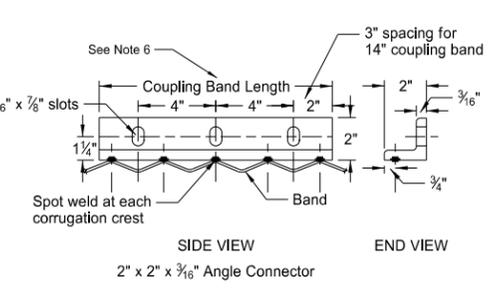
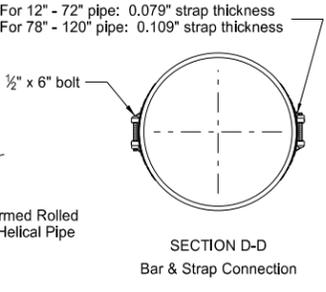
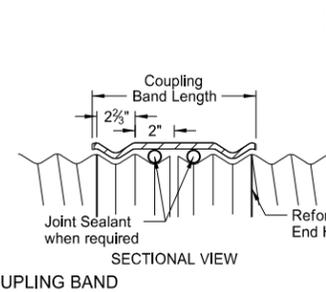
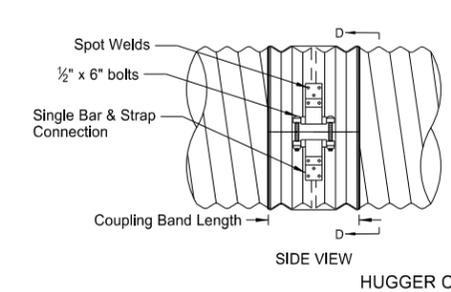
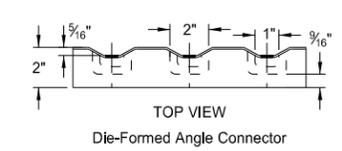
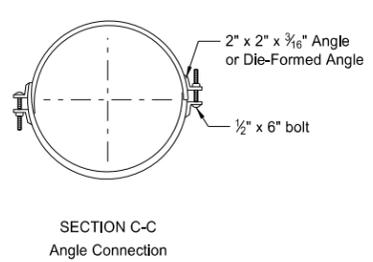
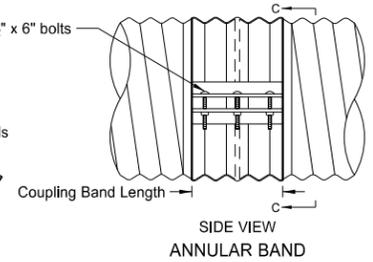
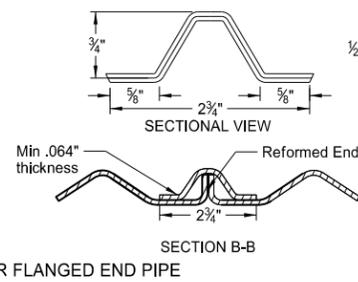
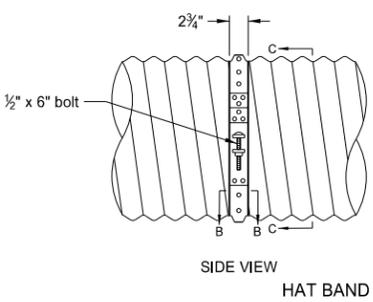
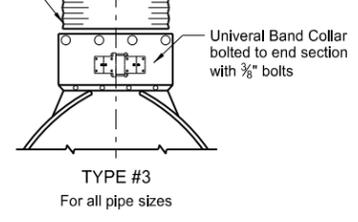
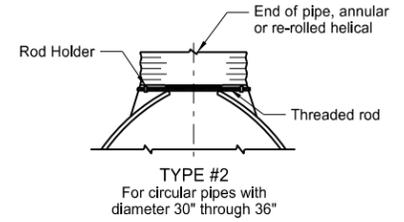
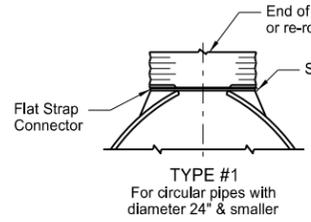
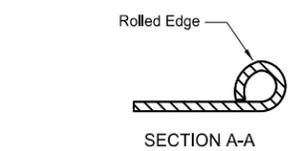
- These sizes have 0.109" sides and 0.138" center panels.
 - Pipe diameter is equal to dimension "D" of end section.
- Manufacturers tolerances of above dimensions will be allowed.
- Splices to be the lap riveted type.

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

NOTES:

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

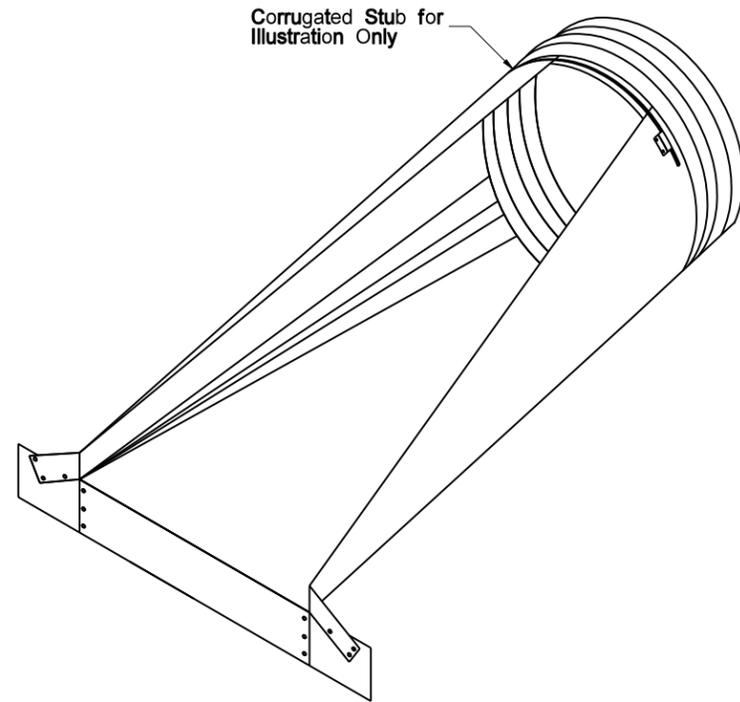
COUPLING BAND DIMENSIONS				
COUPLING TYPE	CORRUGATION PITCH x DEPTH	PIPE SIZE	COUPLING BAND LENGTH	MIN. BAND THICKNESS
Hat Band	2 3/8" x 1/2"	12" - 48"	2 3/4"	.064"
Annular Band	2 3/8" x 1/2"	12" - 72"	12"	.052"
		78" - 84"	12"	.079"
Hugger Band	2 3/8" x 1/2" Rerolled End	12" - 72"	10 1/2"	.052"
		78"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



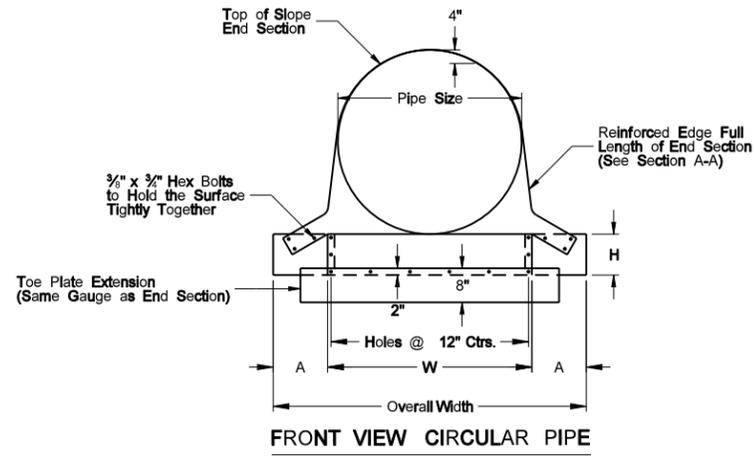
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
08-06-13	
REVISIONS	
DATE	CHANGE
01-07-14	End Section Plan View
02-27-14	3" x 1" Corrugation Detail

This document was originally issued and sealed by Terrence R. Udland, Registration Number PE- 2674 , on 02/27/2014 and the original document is stored at the North Dakota Department of Transportation

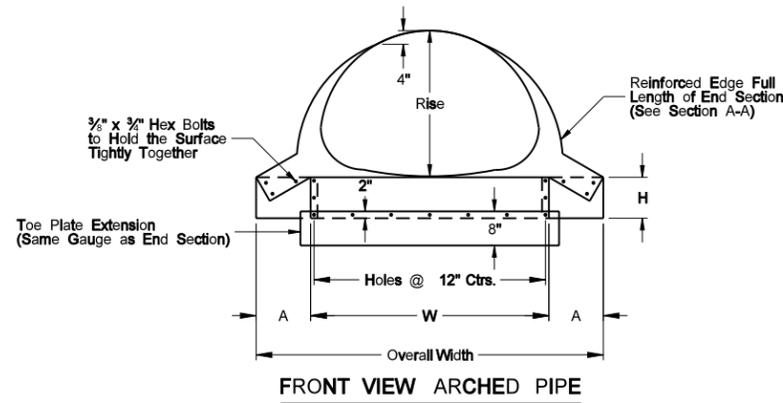
TRAVERSABLE END SECTIONS FOR CORRUGATED STEEL PIPE CULVERTS



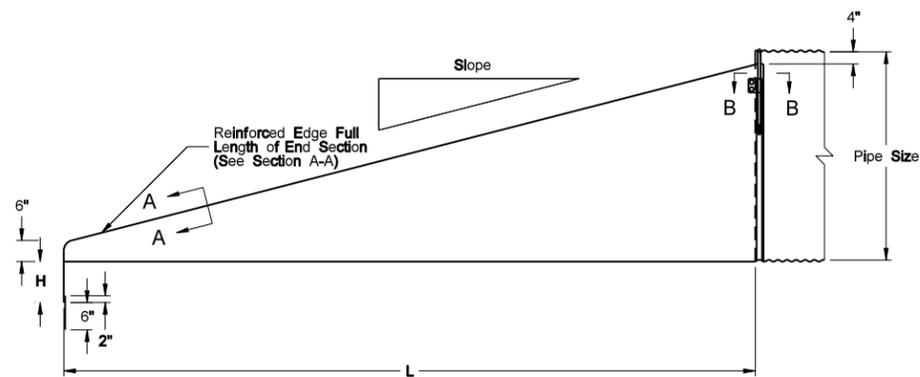
ISOMETRIC VIEW



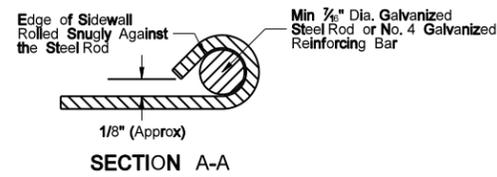
FRONT VIEW CIRCULAR PIPE



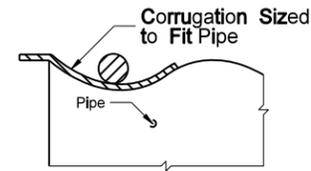
FRONT VIEW ARCHED PIPE



SIDE VIEW



SECTION A-A



SECTION B-B

TRAVERSABLE END SECTIONS FOR CIRCULAR PIPES

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

TRAVERSABLE END SECTIONS FOR ARCHED PIPES

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

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

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

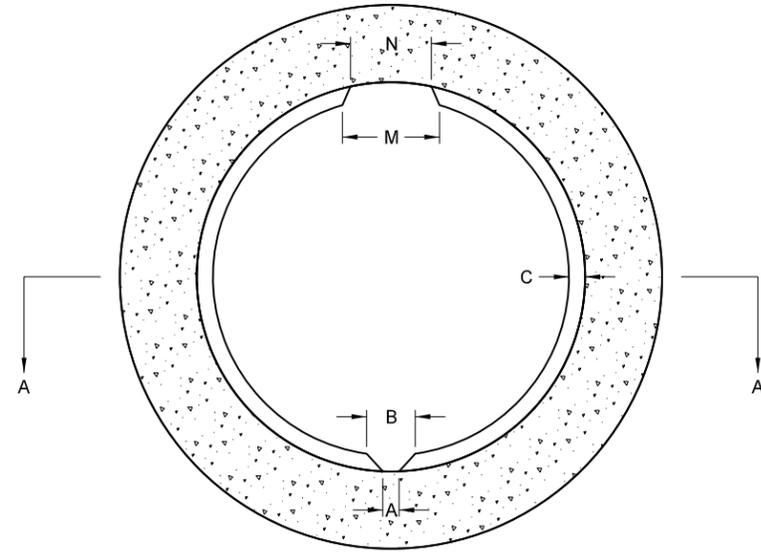
For 30" diameter round end sections, rod type connection to corrugated steel pipe, using 5/8" diameter rod shall be used.

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

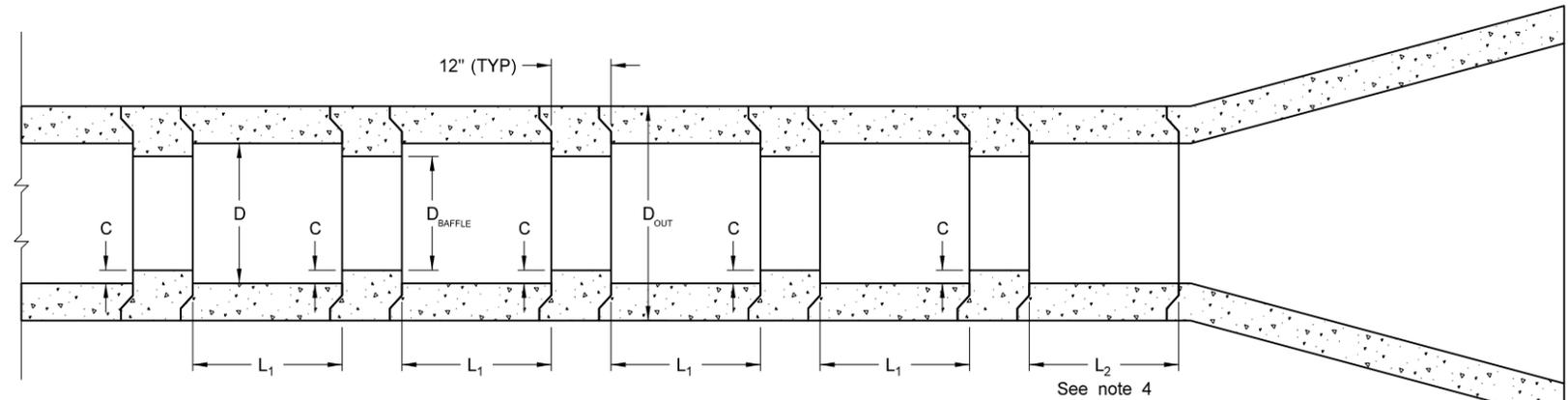
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-23-09	
REVISIONS	
DATE	CHANGE

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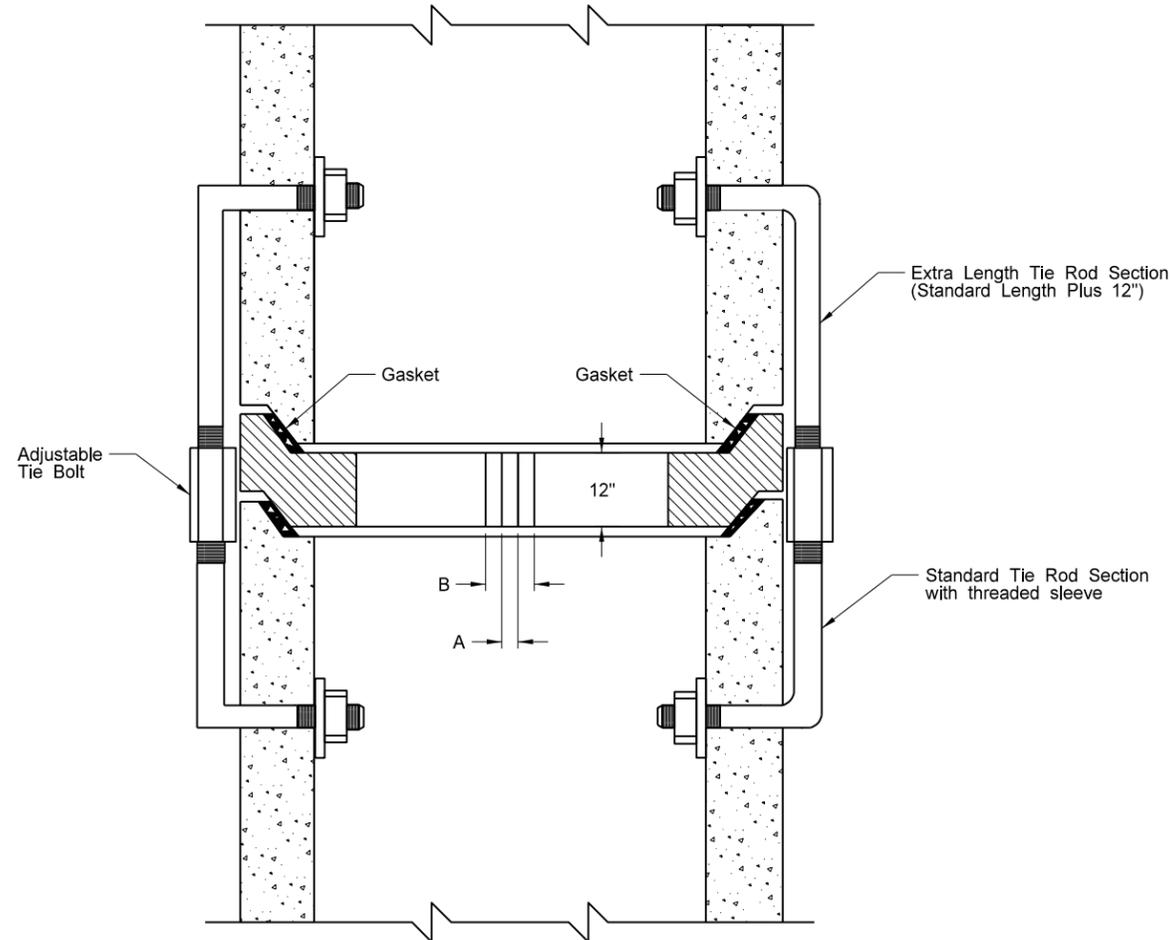
REINFORCED CONCRETE PIPE
BAFFLE RINGS



END VIEW



PLAN VIEW



SECTION A-A

DIMENSIONS OF CULVERT AND BAFFLE RING SECTIONS									
D (in.)	D _{BAFFLE} (in.)	D _{OUT} (in.)	L ₁ ft	L ₂ ft	A (in.)	B (in.)	C (in.)	M (in.)	N (in.)
18	15	23	4	0	1	3	1 1/2	8	7
24	21	30	4	0	1	3	1 1/2	8	7
30	24	37	4	0	1	3	3	10	9
36	30	44	4	0	1	3	3	11	10
42	36	51	4	0	2	6	3	13	12
48	42	58	6	4	2	6	3	15	14
54	42	65	6	0	2	6	6	17 1/2	16
60	48	72	8	4	3	9	6	19 1/2	18
66	54	79	8	4	3	9	6	21 1/2	20
72	60	86	8	6	3	9	6	23 1/2	22
78	66	94 1/2	10	6	3	9	6	25 1/2	24

NOTES:

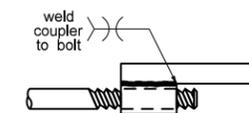
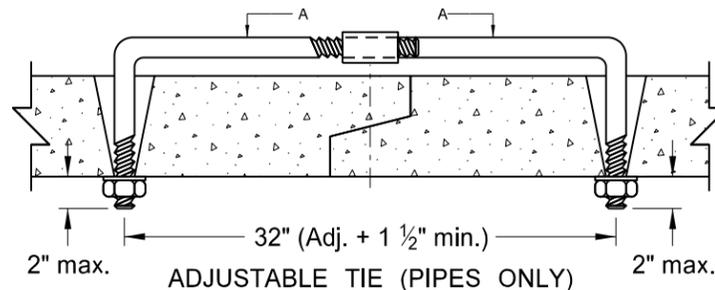
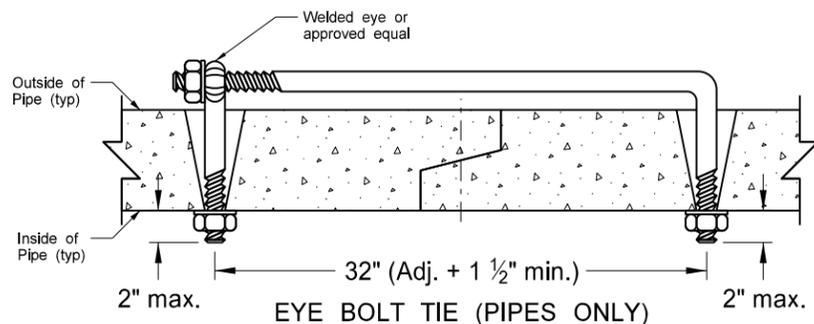
1. Baffle rings shall conform to the material strength and requirements of the RCP culvert line.
2. Include furnishing and installation of fasteners, tie bolts, and baffle rings in the price bid for RCP conduit.
3. The culvert length shown in the plans includes the length of the baffle rings.
4. For 48" diameter pipes and for 60" diameter and larger pipes, an additional section of pipe is required after the last baffle ring.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
03-06-14	
REVISIONS	
DATE	CHANGE

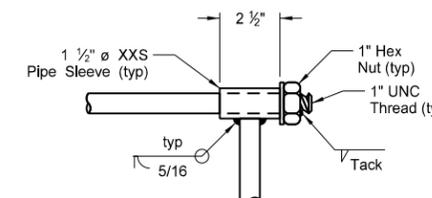
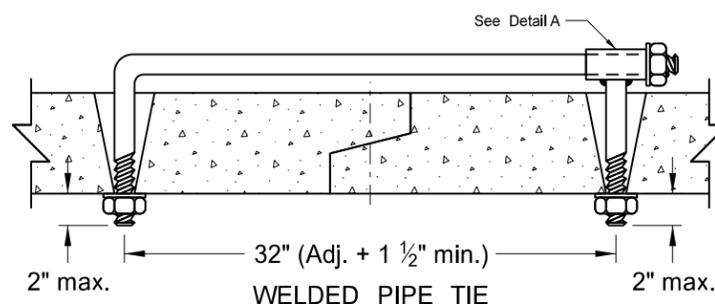
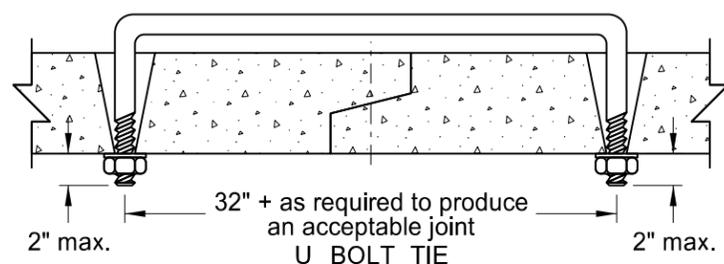
This document was originally issued and sealed by Terrence R. Udland, Registration Number PE-2674, on 03/06/14 and the original document is stored at the North Dakota Department of Transportation

CONCRETE PIPE OR PRECAST CONCRETE BOX CULVERT TIES

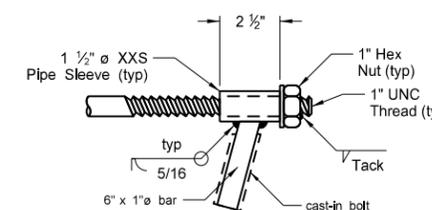
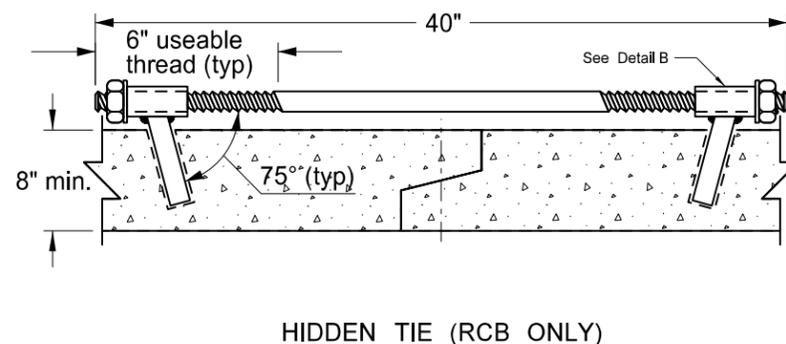
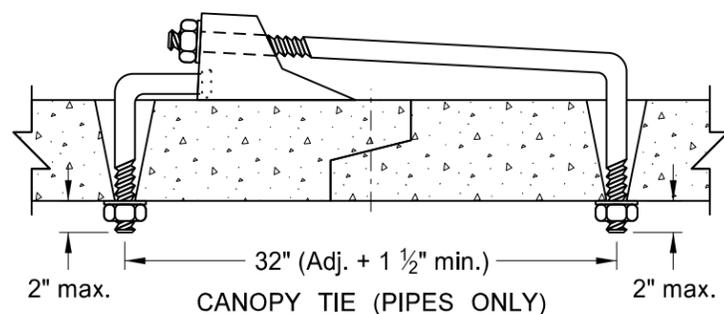
REQUIRED SIZE OF TIE BOLTS		
Pipe Size	Thread ϕ	XXS Pipe Sleeve Inner ϕ
18" - 24"	$\frac{5}{8}$ " See note 2	$\frac{3}{4}$ "
30" - 66"	$\frac{3}{4}$ "	1"
72" - 78"	1"	1 $\frac{1}{4}$ "
RCB		



SECTION A-A



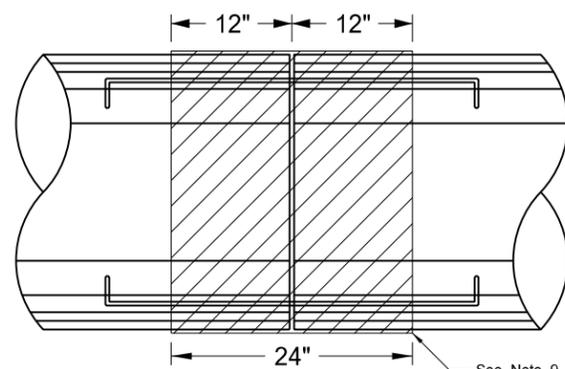
DETAIL A



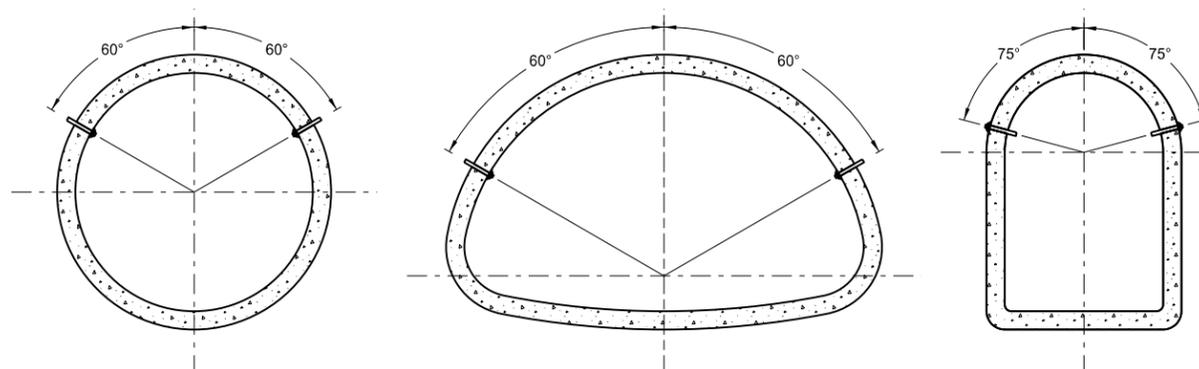
DETAIL B

NOTES:

- The pipe size listed is the inside diameter of round pipe or the equivalent diameter of pipe arch.
- Nuts and washers are not required on Jacked and Bored pipes or pipes with a 24" diameter or less. Where nuts and washers are not used, the tie bars shall be inserted and grouted into place.
- Ties are only for holding pipe or RCB sections together, not for pulling sections tight.
- Tie bolt assembly shall be hot dip galvanized in accordance with AASHTO M232.
- Holes in pipes to accommodate tie bolts can be precast or drilled. Tapered holes are permitted when precast. Holes shall have a diameter $\frac{1}{4}$ " larger than the diameter of the thread. Holes in precast RCB's shall contain cast-in bolt sleeves with an inside diameter of 1 $\frac{1}{4}$ ".
- The contractor has the option of selecting the type of tie bolt used from those shown.
- The cost of precasting or drilling the required holes and furnishing and installing the tie bolts shall be included in the price bid for the appropriate conduit or RCB pay item.
- All centerline and approach RCP culvert joints shall be tied. Storm drain systems shall have the first three joints including the end section of all free ends tied. Free ends are defined as any storm drain end which does not terminate at an inlet or manhole. Outfall culverts with end sections which drain adjacent ditches are examples of free ends.
- When joint wrap is specified in the plans, place wrap beneath ties. Overlap the joint by 12" in both directions.
- Tie bolts shall conform to ASTM A 36. Nuts shall be heavy hex and conform to ASTM A 563. Washers shall conform to ASTM F 436, Type 1. Welded pipe sleeves and cast-in bolt sleeves shall conform to ASTM A 53, Grade B.
- Cattle Pass and Jacked and Bored pipes shall have pipe ties inserted from the inside of the pipes and grouted into place. Jacked and bored pipes with a diameter of 24" or less do not require pipe ties.
- RCB tie locations shall be as shown on the plans.



PLAN VIEW

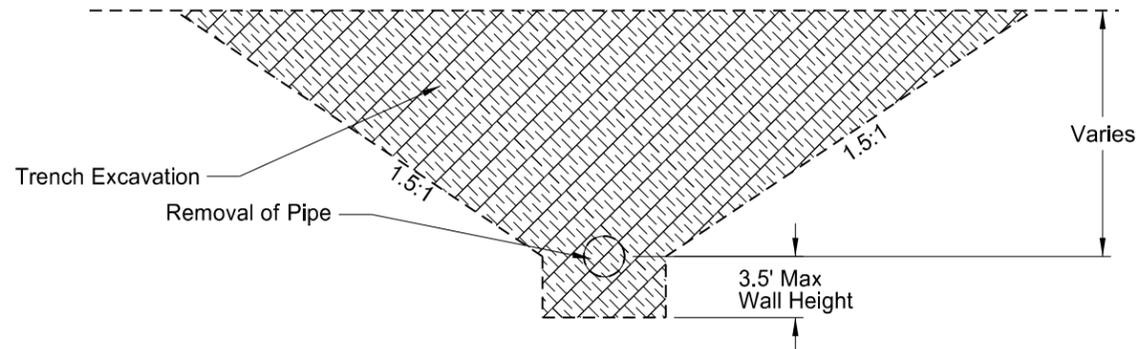


END VIEW

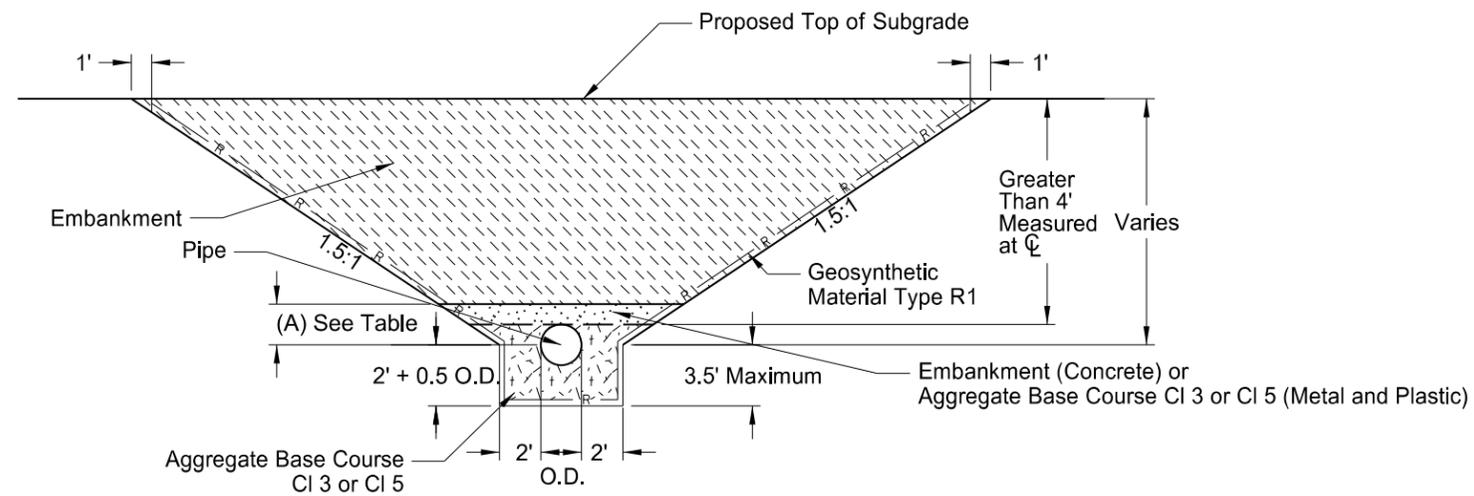
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
3-18-14	
REVISIONS	
DATE	CHANGE
7-21-15	Note 8

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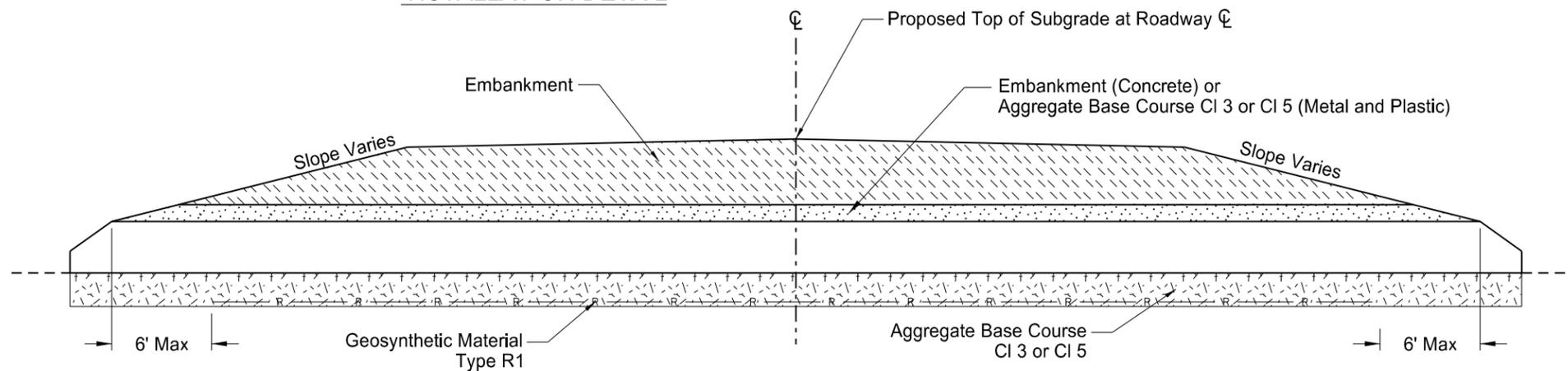
TRANSVERSE MAINLINE PIPE INSTALLATION DETAIL
PIPES MORE THAN 4 FEET BELOW TOP OF SUBGRADE



EXCAVATION DETAIL



INSTALLATION DETAIL



CROSS SECTION

Pay Items

- 1) Pipe*
- 2) Geosynthetic Material Type R1
- 3) Removal of Pipe (if required)

*Included in Pipe Pay Item

- 1) Pipe
- 2) Trench excavation
- 3) Aggregate Base Course CI 3 or CI 5
- 4) Embankment

NOTES:

- 1) This drawing applies to new/replaced mainline and paved intersection roadways (including ramps). It does not include pipes in approaches.
- 2) Embankment may be either Borrow Excavation or Common Excavation - Type A

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
7-26-13	
REVISIONS	
DATE	CHANGE
10-15-13	Label Formatting
1-21-14	Nomenclature
9-18-15	Title Rewording
12-10-15	Added Plastic Pipe

This document was originally issued and sealed by
Ron Homer,
Registration Number
PE-2087,
on 12/10/2015 and the original document is stored at the North Dakota Department of Transportation

TRANSVERSE MAINLINE PIPE INSTALLATION DETAIL
 MULTIPLE PIPES MORE THAN 4 FEET BELOW TOP OF SUBGRADE

Pay Items

- 1) Pipe*
- 2) Geosynthetic Material Type R1
- 3) Removal of Pipe (if required)

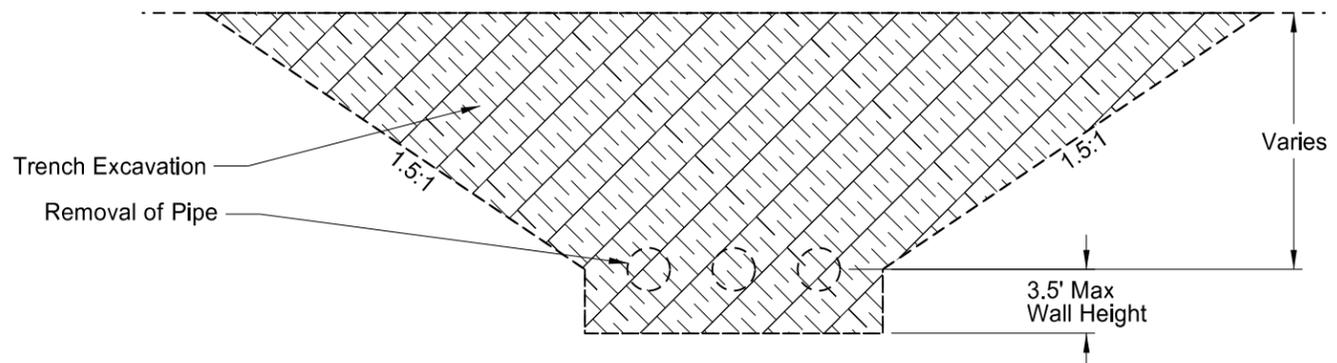
*Included in Pipe Pay Items

- 1) Pipe
- 2) Trench Excavation
- 3) Aggregate Base Course CI 3 or CI 5
- 4) Embankment

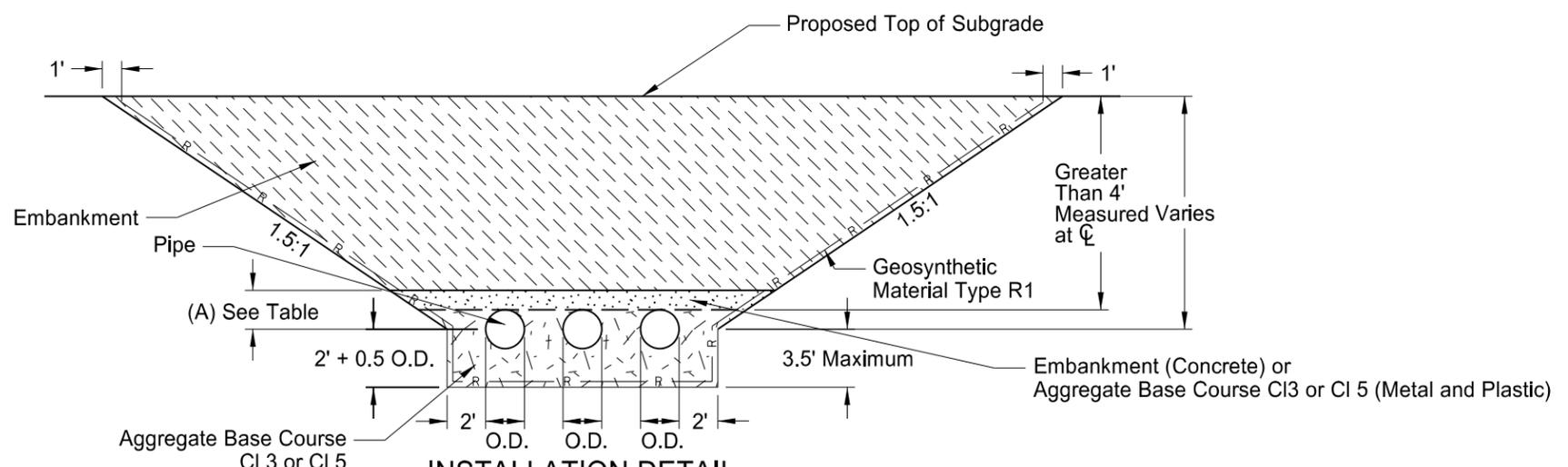
NOTES:

- 1) This drawing applies to new/replaced mainline and paved intersection roadways (including ramps). It does not include pipes in approaches.
- 2) Embankment may be either Borrow Excavation or Common Excavation - Type A

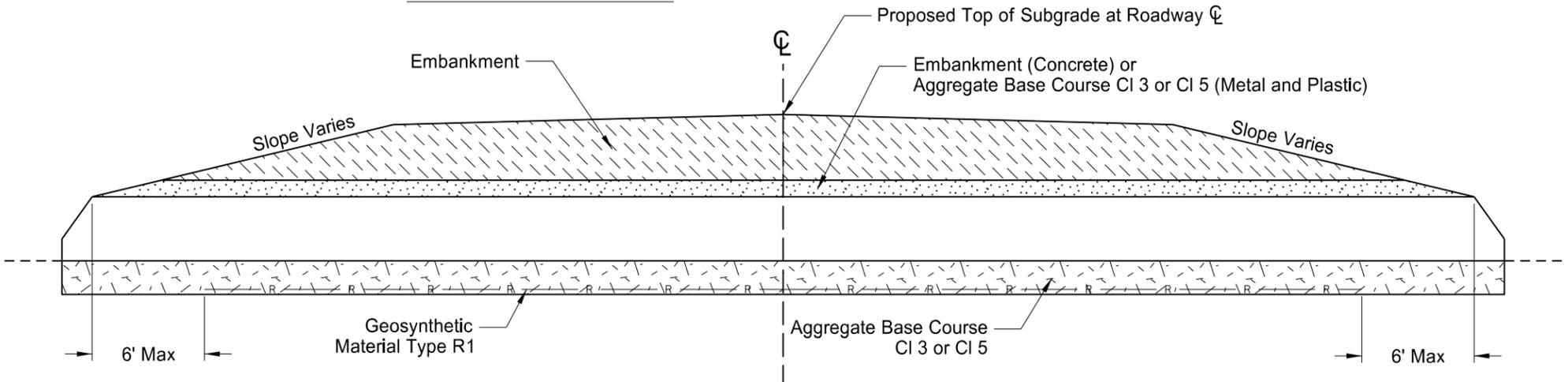
Backfill Dimensions	
Pipe Materials	Dimension (A)
Concrete	0.5 O.D.
Metal and Plastic	0.5 O.D. + 1 Foot



EXCAVATION DETAIL



INSTALLATION DETAIL

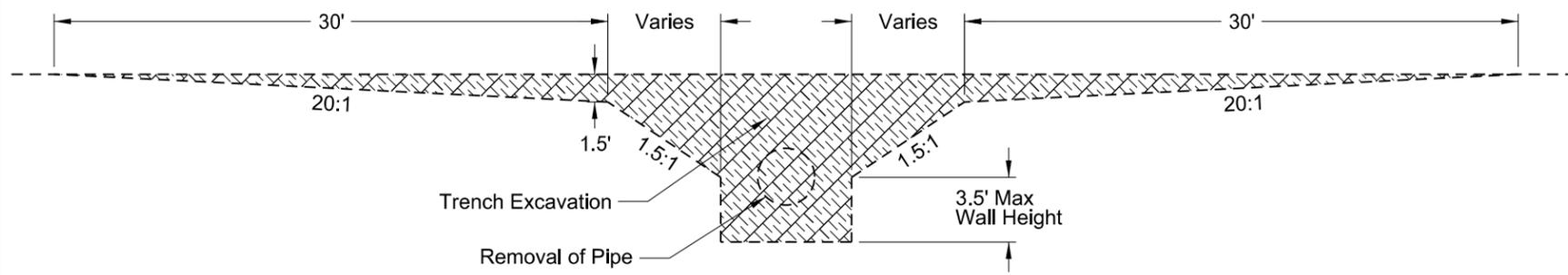


CROSS SECTION

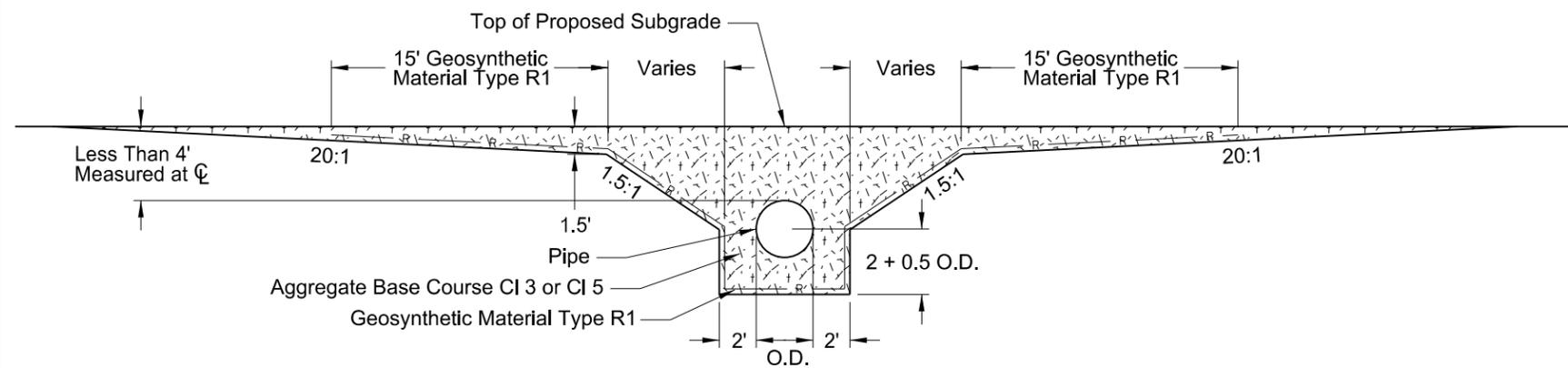
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
2-4-14	
REVISIONS	
DATE	CHANGE
3-3-14	Spelling Nomenclature Title Rewording Added Plastic Pipe
1-21-14	
9-18-15	
12-10-15	

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 Ron Horner
 Registration Number
 PE-2087,
 on 12/10/2015 and the original document is stored at the
 North Dakota Department
 of Transportation

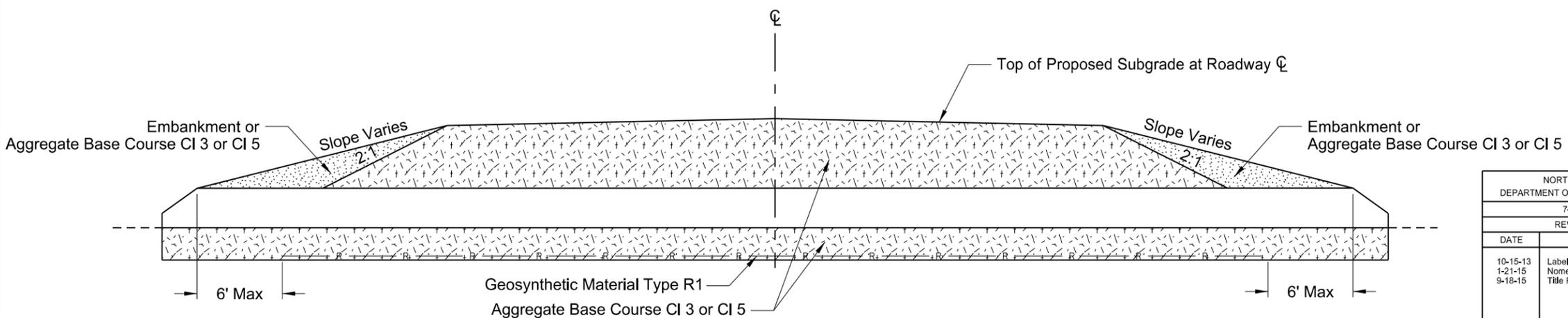
TRANSVERSE MAINLINE PIPE INSTALLATION DETAIL
PIPES 4 FEET OR LESS BELOW TOP OF SUBGRADE



EXCAVATION DETAIL



INSTALLATION DETAIL



CROSS SECTION

Pay Items

- 1) Pipe*
- 2) Geosynthetic Material Type R1
- 3) Removal of Pipe (if required)

*Included in Pipe Pay Item

- 1) Pipe
- 2) Trench Excavation
- 3) Aggregate Base Course CI 3 or CI 5
- 4) Embankment

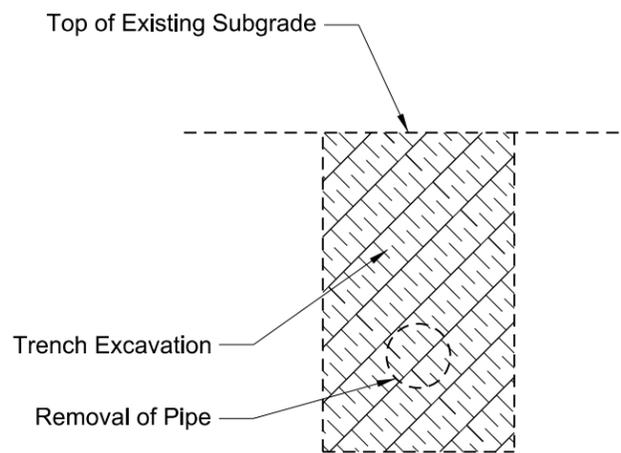
NOTES:

- 1) This drawing applies to new/replaced mainline and paved intersection roadway pipes only (including ramps). It does not include pipes in approaches.
- 2) Embankment may be either Borrow Excavation or Common Excavation - Type A

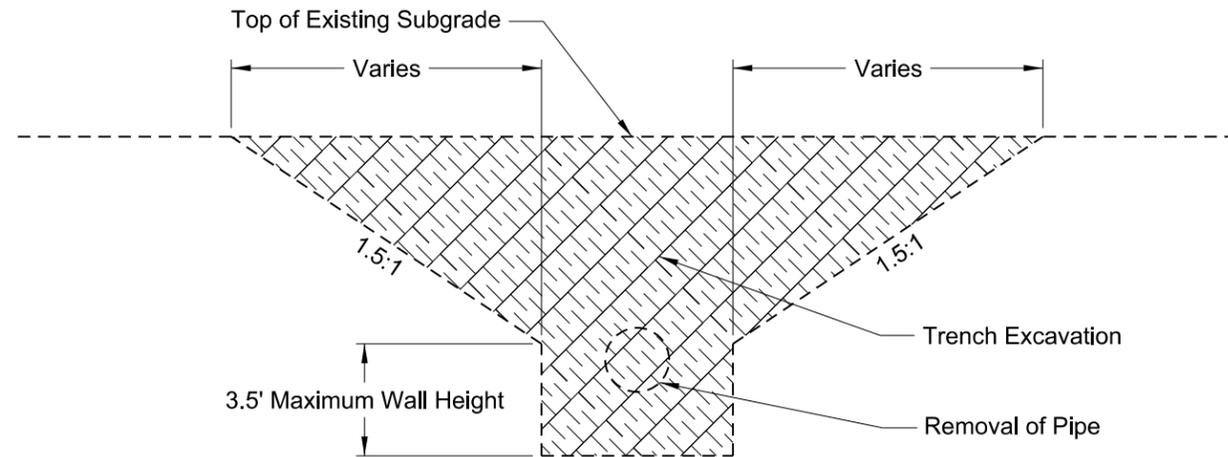
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
7-26-13	
REVISIONS	
DATE	CHANGE
10-15-13 1-21-15 9-18-15	Label Formatting Nomenclature Title Rewording

This document was originally issued and sealed by
Ron Homer,
Registration Number
PE-2087,
on 9/18/2015 and the original document is stored at the North Dakota Department of Transportation

PIPE INSTALLATION DETAIL FOR LONGITUDINAL MAINLINE PIPE
OR PIPE NOT UNDER THE ROADWAY



EXCAVATION DETAIL A



EXCAVATION DETAIL B

Pay Items

- 1) Pipe*
- 2) Removal of Pipe (if required)

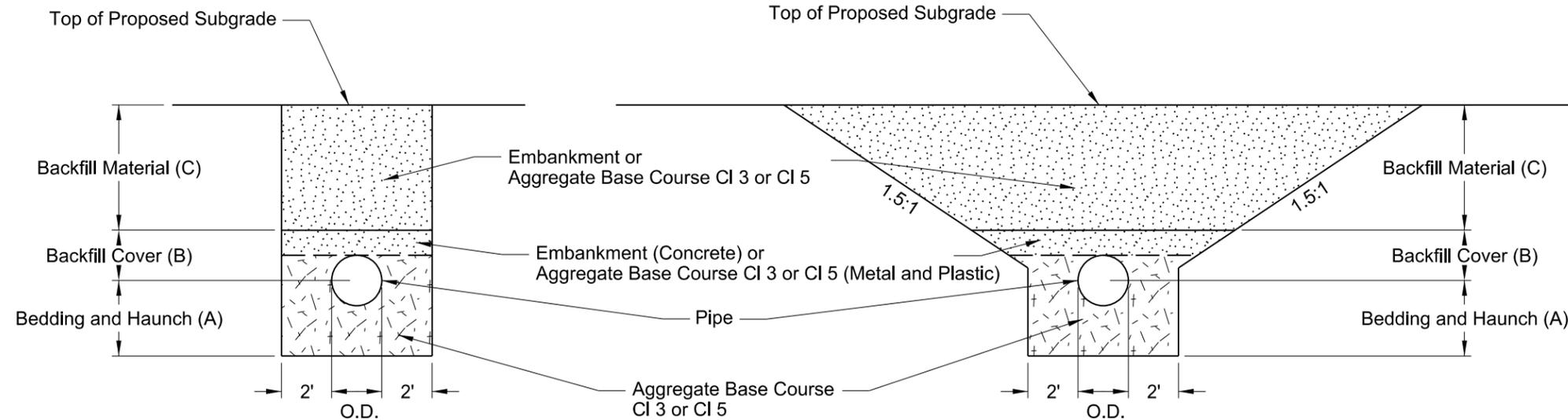
*Included in Pipe Pay Item

- 1) Pipe
- 2) Trench excavation
- 3) Aggregate base course CI 3 or CI 5
- 4) Embankment

NOTES:

- 1) This drawing does not apply to pipes in approaches.
- 2) It is the contractor's option to select Detail A or B.
- 3) Embankment may be either Borrow Excavation or Common Excavation - Type A

Bedding and Haunch (A)
Pipes Not Under Roadway = 0.5 O.D. + 4 Inches
Pipes Under the Roadway = 0.5 O.D. + 2 Feet
Backfill Cover (B)
Concrete Pipe = 0.5 O.D.
Metal and Plastic = 0.5 O.D. + 1 Foot
Backfill Material (C)
Top of Pipe 4 Feet or Less Below the Top of Proposed Subgrade = Aggregate Base Course CI3 or CI 5
Top of Pipe Greater than 4 Feet Below the Top of Proposed Subgrade = Common Excavation - Type A
Pipe Not Under Roadway = Common Excavation - Type B



BACKFILL DETAIL A

BACKFILL DETAIL B

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
7-26-13	
REVISIONS	
DATE	CHANGE
10-15-13 1-21-15 12-10-15	Label Formatting Nomenclature Added Plastic Pipe

This document was originally issued and sealed by
Ron Horner,
Registration Number
PE- 2087 ,
on 12/10/2015 and the original document is stored at the
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STANDARD MONUMENTS AND RIGHT OF WAY MARKERS

NOTES:

The construction and installation of Alignment Monuments, Iron Pin Reference Monuments, Iron Pin R/W Monuments, and Right of Way Markers (witness posts) shall conform to Section 720 of the Standard Specifications.

ALIGNMENT MONUMENTS:

Iron Pin or Precast Concrete Alignment Monuments with aluminum caps will be placed on the centerline alignment PI's, section corners, quarter corners, section line crossings, quarter line crossings, and at curve points (PC's, PT's, TS's, and ST's) on the centerline.

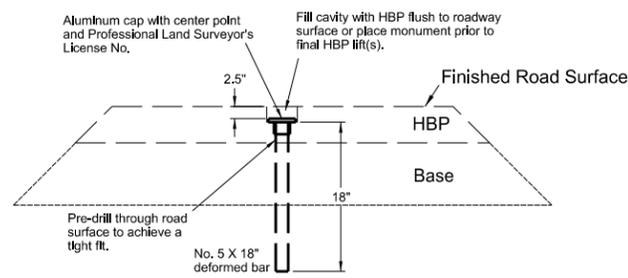
IRON PIN R/W MONUMENT:

Iron pins with aluminum caps (No. 5 X 18") will be placed at breaks on the Right of Way line, and at curve points (PC's, PT's, TS's and ST's) on the Right of Way line.

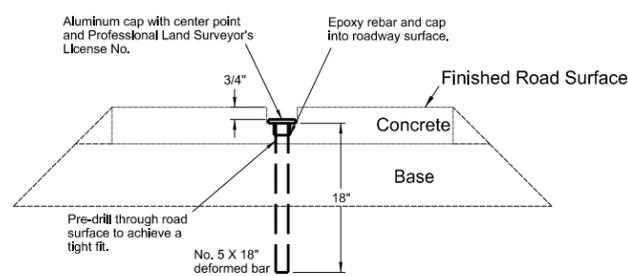
IRON PIN REFERENCE MONUMENT:

Iron Pins without aluminum caps (No. 5 X 18") will be placed as reference monuments on the Right of Way line at section corners, quarter corners, section line crossings, and quarter line crossings.

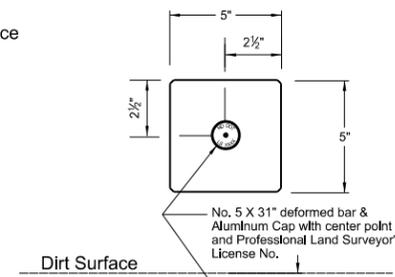
ALIGNMENT MONUMENT DETAILS



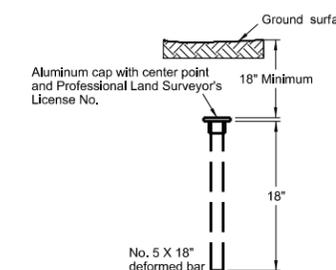
IRON PIN
(Within Finished Roadway Surface)



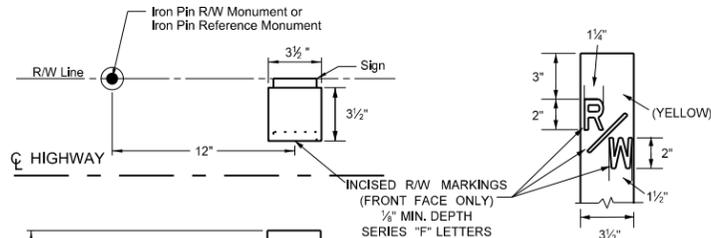
IRON PIN
(Within Finished Roadway Surface)



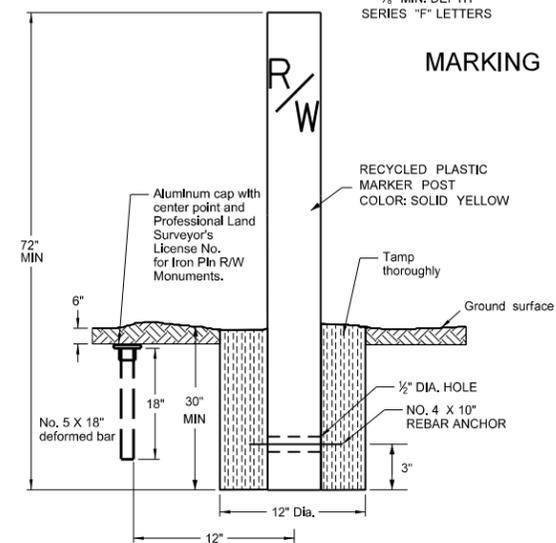
PRECAST CONCRETE
(Outside Finished Roadway Surface)
(Inside R/W Limits)



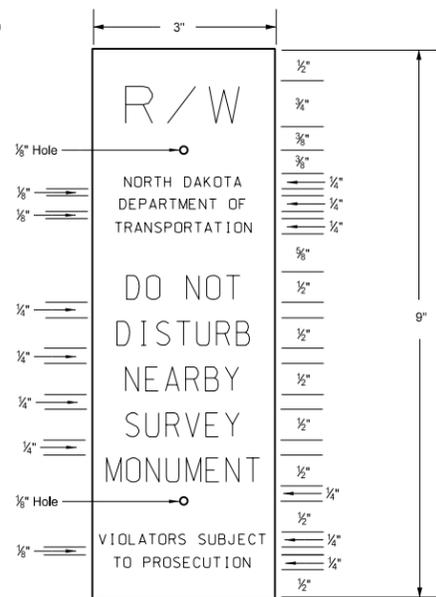
IRON PIN
(Outside Finished Roadway Surface)
(Outside R/W Limits)



MARKING DETAIL



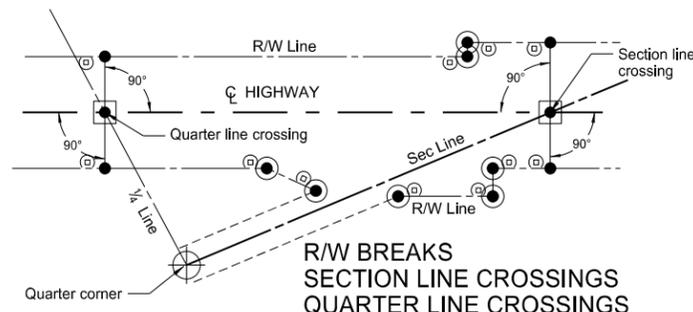
RECYCLED PLASTIC
RIGHT OF WAY MARKER
(WITNESS POST) DETAILS
&
IRON PIN REFERENCE AND R/W
MONUMENT DETAILS



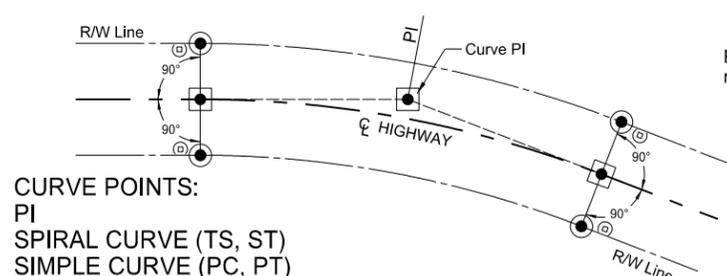
SIGN DETAIL

Black letters on orange high intensity background sheeting meeting ASTM D-4956 Type III or higher on 80 gauge 5052-H38 aluminum. Silk screen graphics. One color print. Sign shall be attached by drilling two holes in the face of the post (side facing the private owner, away from the Department of Transportation right of way). Put inserts into the holes and mount the sign with #4 vandal proof screws. Sign shall be installed 2" from top of post.

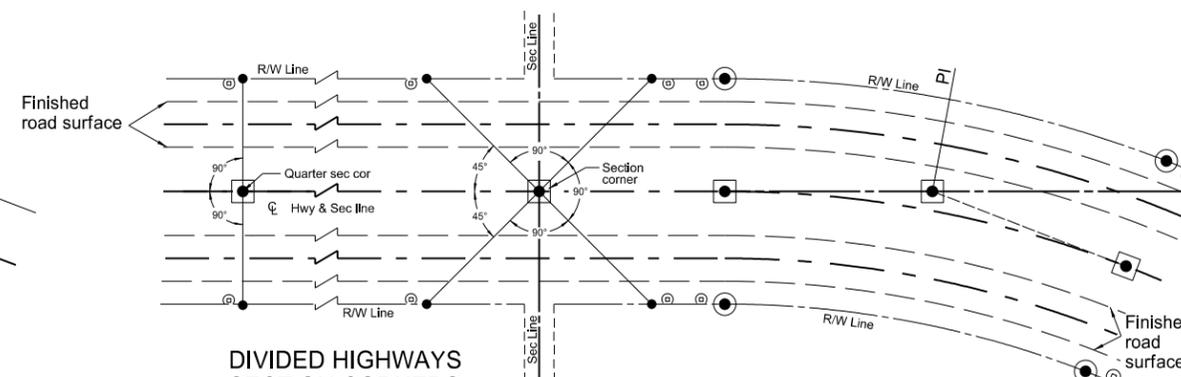
VARIOUS MONUMENT AND MARKER PLACEMENTS



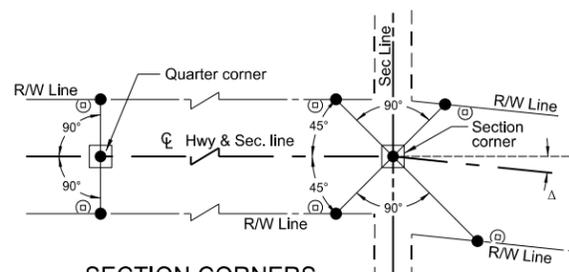
R/W BREAKS
SECTION LINE CROSSINGS
QUARTER LINE CROSSINGS



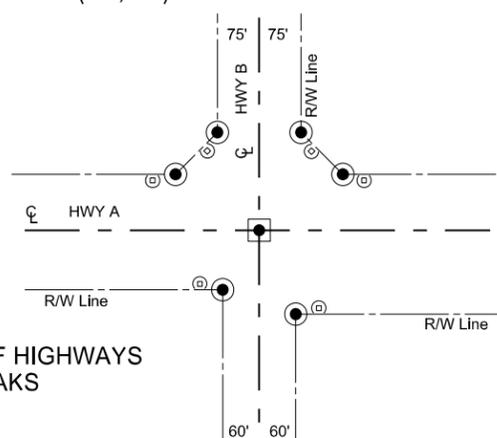
CURVE POINTS:
PI
SPIRAL CURVE (TS, ST)
SIMPLE CURVE (PC, PT)



DIVIDED HIGHWAYS
SECTION CORNERS
QUARTER CORNERS



SECTION CORNERS
QUARTER CORNERS



INTERSECTION OF HIGHWAYS
FLARED R/W BREAKS

LEGEND

- Iron Pin Reference Monument
- ⊙ R/W Marker (witness post)
- Alignment Monument
- Iron Pin R/W Monument

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-2013	
REVISIONS	
DATE	CHANGE
11/12/13	Note for SIGN DETAIL modified to meet ASTM D-4956 Type III or higher on 80 gauge 5052-H38

This document was originally issued and sealed by
Roger Weigel
Registration Number
PE-2930,
on 11/12/13 and the original document is stored at the
North Dakota Department
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INLET - SPECIAL

D-722-1B

TYPE 1
(See Standard Drawing D-722-1)

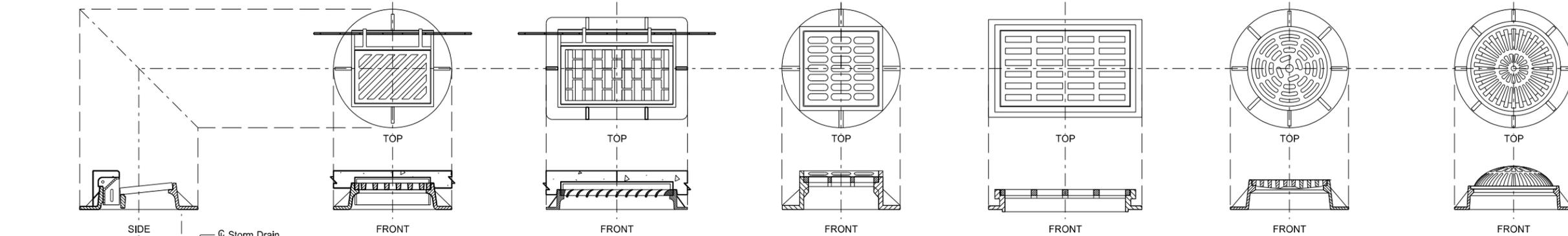
TYPE 2
(See Standard Drawing D-722-2)

MOUNTABLE - TYPE A
(See Standard Drawing D-722-3)

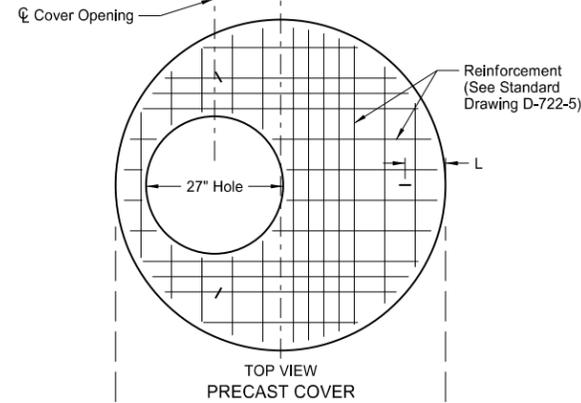
MOUNTABLE - TYPE B
(See Standard Drawing D-722-3)

CATCH BASIN - TYPE A
(See Standard Drawing D-722-1A)

CATCH BASIN - BEEHIVE (6 in. or 9 in.)
(See Standard Drawing D-722-1A)

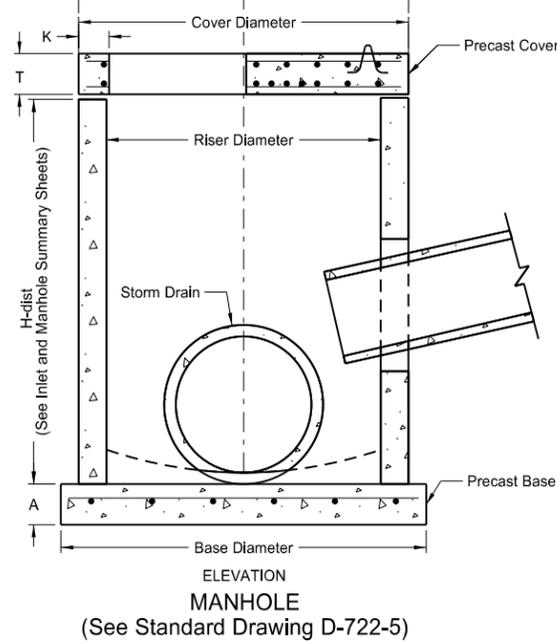


See Note 1.



RISER DIAMETER	COVER DIAMETER	BASE DIAMETER
48"	58"	66"
60"	72"	78"
72"	86"	92"

See Note 4.



PAY ITEMS

48 in. Riser	Inlet Special - Type 1 48 in.	Ea.
	Inlet Special - Type 2 48 in.	Ea.
	Inlet Special Mountable - Type A 48 in.	Ea.
	Inlet Special Mountable - Type B 48 in.	Ea.
	Inlet Special Catch basin 6 in. beehive 48 in.	Ea.
	Inlet Special Catch basin - Type A 48 in.	Ea.
60 in. Riser	Inlet Special - Type 1 60 in.	Ea.
	Inlet Special - Type 2 60 in.	Ea.
	Inlet Special Mountable - Type A 60 in.	Ea.
	Inlet Special Mountable - Type B 60 in.	Ea.
	Inlet Special Catch basin 6 in. beehive 60 in.	Ea.
	Inlet Special Catch basin 9 in. beehive 60 in.	Ea.
72 in. Riser	Inlet Special - Type 1 72 in.	Ea.
	Inlet Special - Type 2 72 in.	Ea.
	Inlet Special Mountable - Type A 72 in.	Ea.
	Inlet Special Mountable - Type B 72 in.	Ea.
	Inlet Special Catch basin 6 in. beehive 72 in.	Ea.
	Inlet Special Catch basin 9 in. beehive 72 in.	Ea.

NOTES:

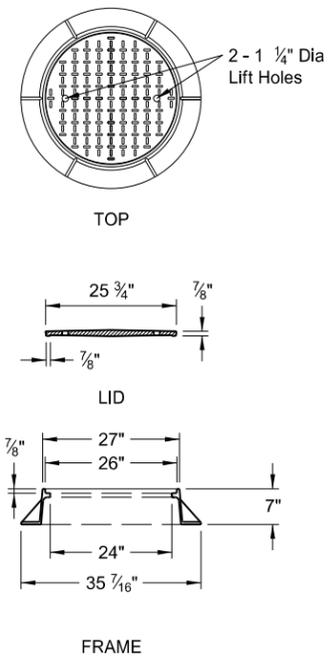
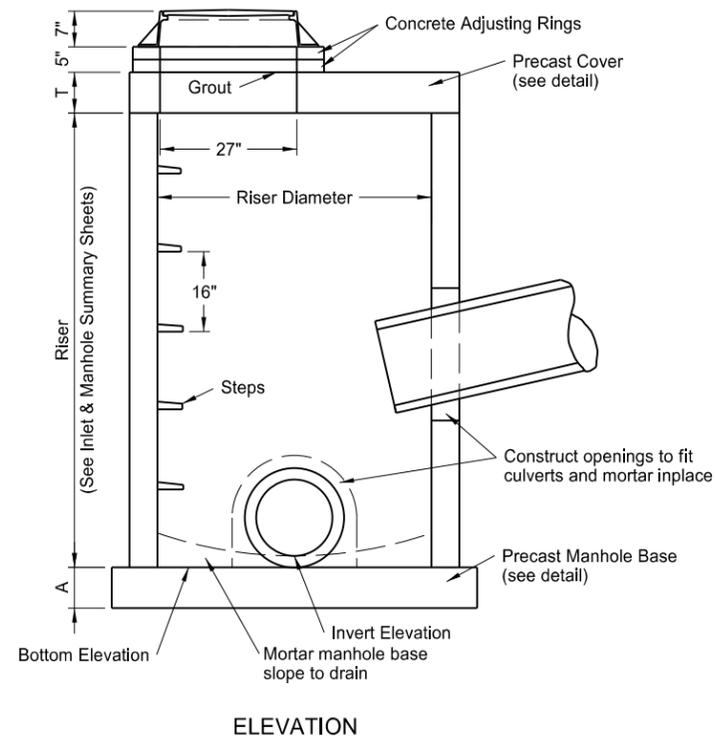
- For inlet casting details, see Standard Drawings D-722-1, D-722-21A, D-722-2, and D-722-3. Other castings, similar in dimension, may be used provided the casting meets the requirements set forth in the referenced Standard Drawings. The grate style shall be as specified on the plans and included in the price bid for "Inlet Special - (casting type & riser size)".
- Metal used in the manufacture of castings shall conform to AASHTO M-105, Class 35B.
- The Class of concrete, aggregate size, and methods of construction for the manhole riser, cover, and base shall be as detailed in Standard Drawing D-722-5.
- See Standard Drawing D-722-5 for manhole riser, cover, and base details, dimensions, and reinforcement requirements.
- The distance between the center of the cover opening and the center of the storm drain shall be noted on the Plan & Profile sheets.
- Manhole steps, if noted on the Plan and Profile sheets, shall be constructed per Standard Drawing D-722-5.
- On projects with P.C.C. pavement, all risers shall be constructed 4 to 5 inches below final elevation and adjusted to final elevation after paving. Adjustments may be made with adjusting rings or cast-in-place concrete. All costs for this adjustment shall be included in the price bid for "Inlet - Special, (casting type & riser size)".

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
03-18-14	
REVISIONS	
DATE	CHANGE

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MANHOLE DETAILS

D-722-5



PRECAST MANHOLE COVERS

RISER DIAMETER	COVER DIAMETER	WEIGHT OF SECTION	T	K	L	BOTTOM * BARS	TOP * BARS
48"	58"	1,080 Lb	6"	6"	8"	#4 at 6"	—
54"	65"	1,910 Lb	8"	6"	8"	#4 at 6"	—
60"	72"	2,430 Lb	8"	7"	9"	#4 at 6"	#4 at 11"
66"	79"	3,010 Lb	8"	7"	9"	#4 at 6"	#4 at 11"
72"	86"	3,640 Lb	8"	8"	10"	#4 at 6"	#4 at 11"
84"	100"	5,060 Lb	8"	9"	11"	#5 at 6"	#5 at 11"
96"	114"	6,695 Lb	8"	9"	11"	#5 at 6"	#5 at 11"
108"	128"	12,810 Lb	12"	10"	12"	#5 at 6"	#5 at 11"
120"	142"	15,900 Lb	12"	11"	13"	#5 at 6"	#5 at 11"

* - Reinforcement listed shall be placed in each direction.

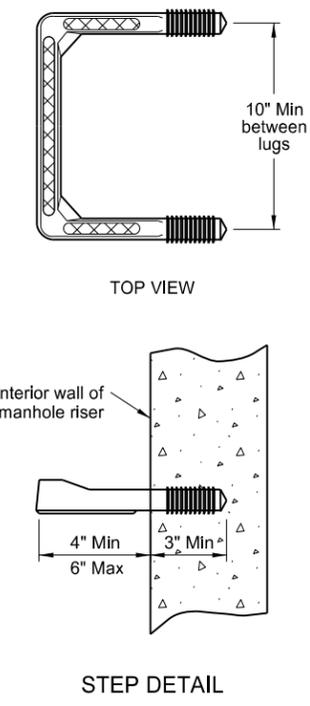
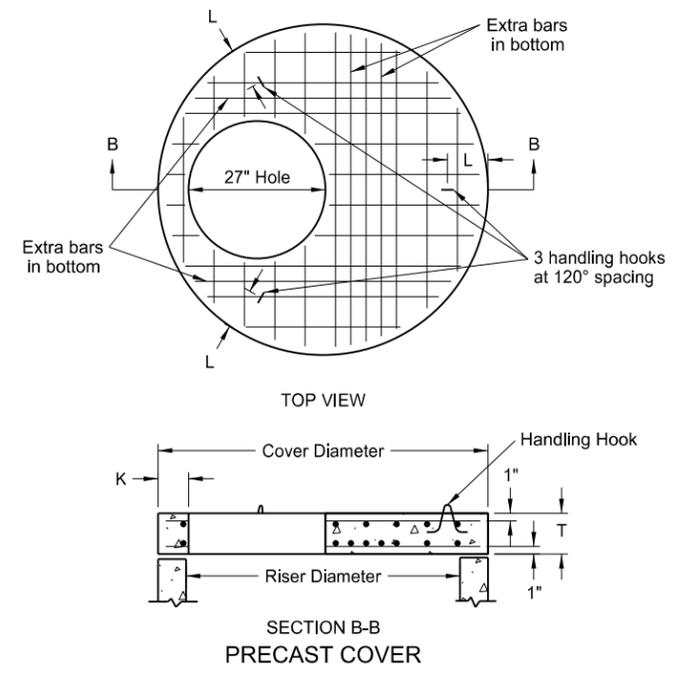
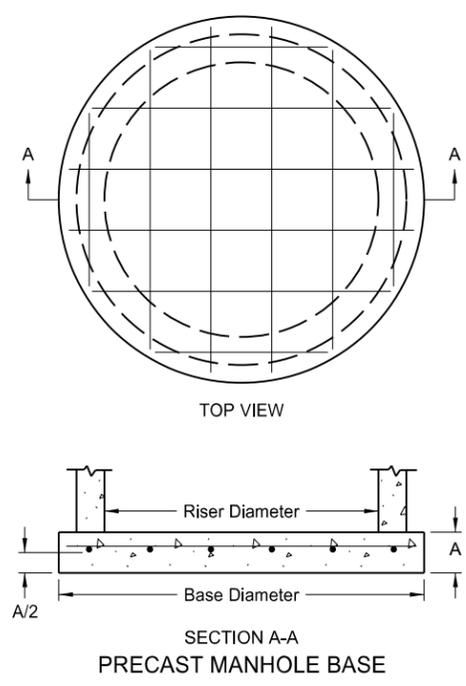
MANHOLE BASES

RISER DIAMETER	BASE DIAMETER	WEIGHT OF SECTION	A	BARS *
48"	66"	1,785 Lb	6"	#4 at 12"
54"	72"	2,830 Lb	8"	#4 at 12"
60"	78"	3,320 Lb	8"	#4 at 12"
66"	86"	4,035 Lb	8"	#4 at 12"
72"	92"	4,620 Lb	8"	#4 at 12"
84"	107"	6,245 Lb	8"	#4 at 12"
96"	120"	7,855 Lb	8"	#4 at 12"
108"	132"	14,255 Lb	12"	#4 at 8"
120"	148"	17,925 Lb	12"	#4 at 8"

* - Reinforcement listed shall be placed in each direction.

NOTES:

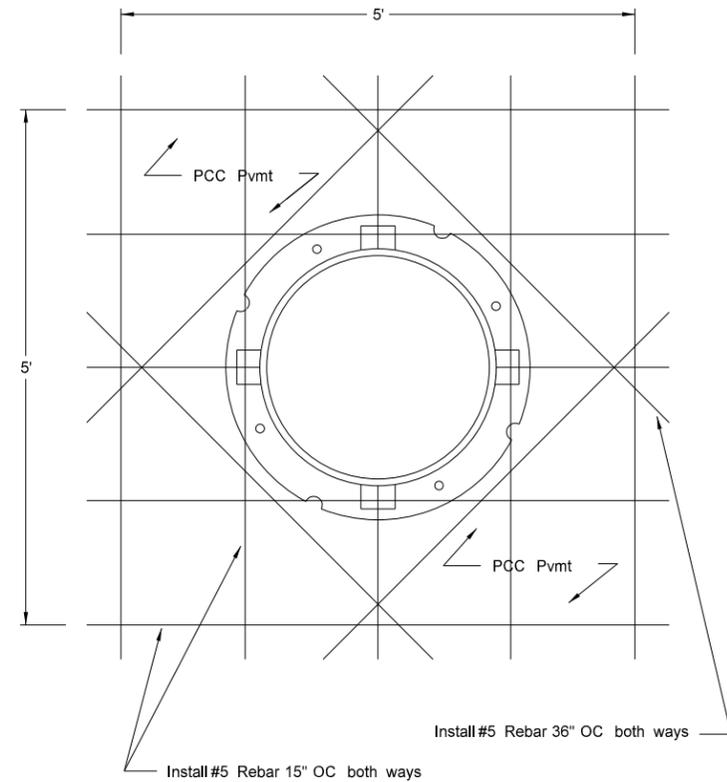
- The contractor shall have the option of using precast or cast-in-place bases. Class of concrete shall be AE. The aggregate size shall be approved by the engineer in the field. Construction shall be in accordance with the NDDOT Standard Specifications.
- Precast concrete manholes, risers and steps shall conform to AASHTO M199.
- Precast concrete bases and covers shall be reinforced as shown in the table for the corresponding riser diameter.
- All reinforcing steel shall be Grade 60 steel.
- Bottoms of manhole risers shall be cut or precast square to fit the manhole base. Grout joint between base and riser with cement mortar.
- The manhole riser length listed in the plans has been determined assuming the use of the 7" manhole casting plus 2 concrete adjusting rings (5") plus the "T" dimension shown in the Precast Manhole Covers table.
- Manhole steps shall be corrosion resistant and shall have a minimum vertical load resistance of 800 pounds and a minimum horizontal pull-out resistance of 400 pounds. Configuration of the steps shall be approved by the Engineer.
- Precast concrete manhole covers shown are designed for an HS-20 wheel load and a maximum fill height of 15'-0". Special design required for heavier wheel loads and/or greater fill heights.
- Other castings, similar in dimension, may be used if the casting conforms to the manhole cover and has a lid style as specified. If modifications to the manhole cover are required to facilitate similar castings the contractor must receive written approval from the engineer.
- Castings shall be manufactured in accordance with AASHTO M306-09. Metal used in the manufacture of castings shall conform to AASHTO M105 Class 35B.



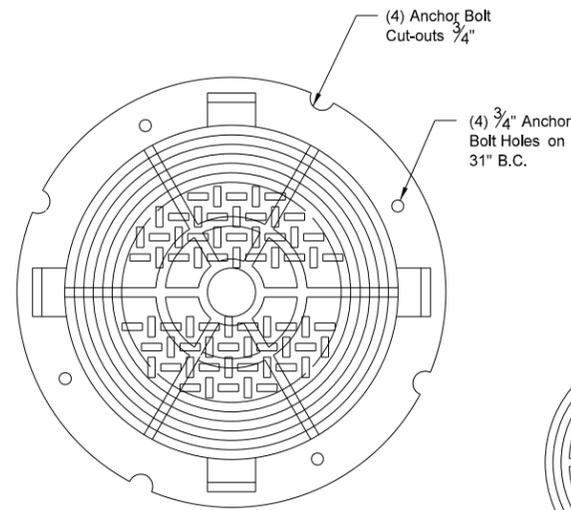
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
05-14-2013	
REVISIONS	
DATE	CHANGE
6-24-14	Revised notes 1 & 6, added dimensions to Elev. drawing

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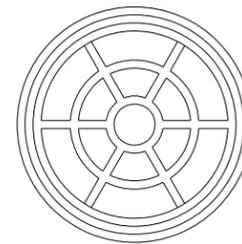
FLOATING MANHOLE CASTING



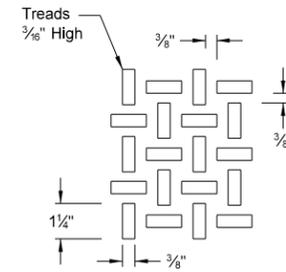
PLAN VIEW



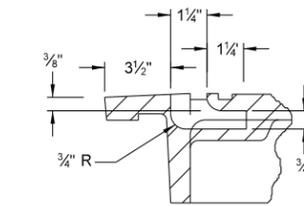
MATERIAL: Cast Gray Iron ASTM A-48, Class 35B
 FINISH: No Paint
 WEIGHT: Approximately 642 Lb/Unit



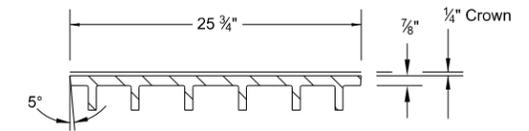
BOTTOM DETAIL
 LID ONLY



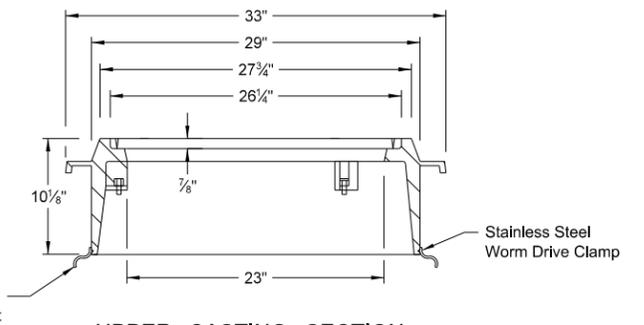
SURFACE DETAIL



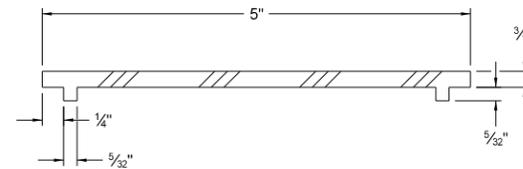
CONCEALED PICK DETAIL



LID SECTION

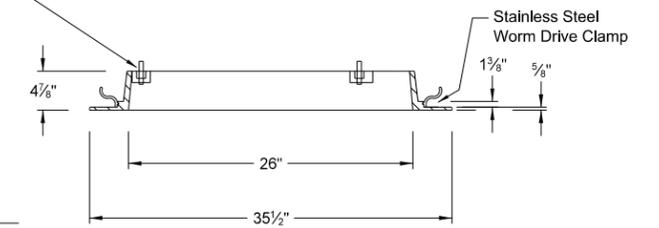


UPPER CASTING SECTION

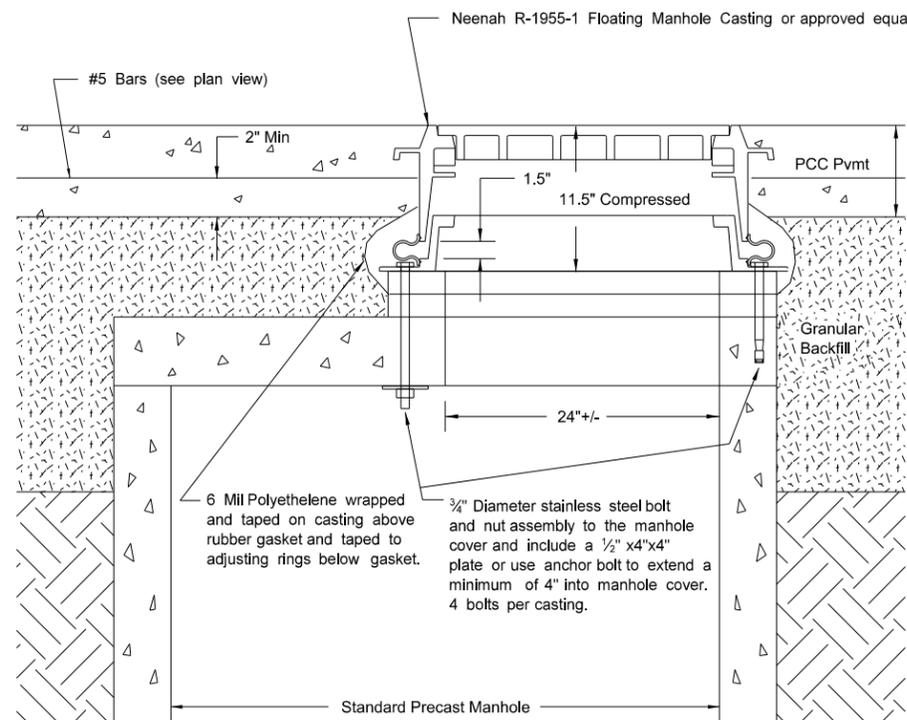


SECTION OF EXTRUDED NEOPRENE GASKET

(3) 5/8"-11 x 5/2" Grade 8 Steel Hex Bolts, Nuts W/ (2) Washers Ea Zinc Plated



LOWER CASTING SECTION



ELEVATION VIEW OF CONNECTION TO STANDARD PRECAST MANHOLE -TYPICAL

NOTES:

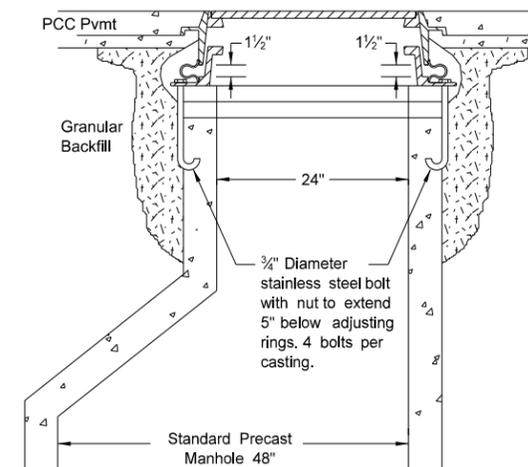
Bed frame in mortar, install precast two-inch rings, and plaster inside and out with mortar.

When installing an existing box out, drill #5 rebar into existing pavement 6" deep - 15" OC - bars to be 20" long.

Length of anchor bolts to vary with number of adjusting rings.

Installation cost at existing locations shall be included in price bid for manhole castings.

Installation cost at new manhole locations shall be included in the price bid for manholes.

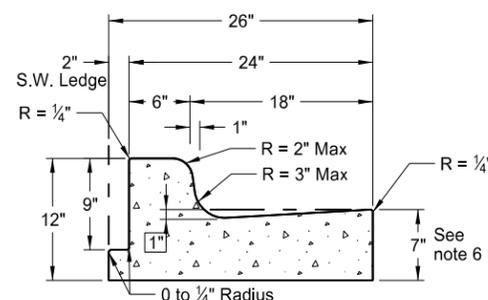


ELEVATION VIEW OF CONNECTION TO CONICAL MANHOLE - TYPICAL

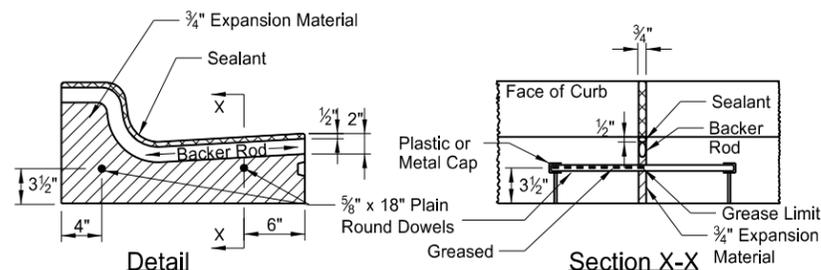
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-19-2010	
REVISIONS	
DATE	CHANGE

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ROGER WEIGEL
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 PE-2930,
 on 7-19-10 and the original document is stored at the
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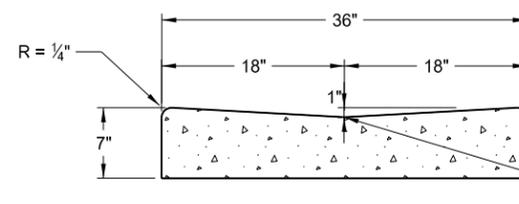
Curb & Gutter and Valley Gutter



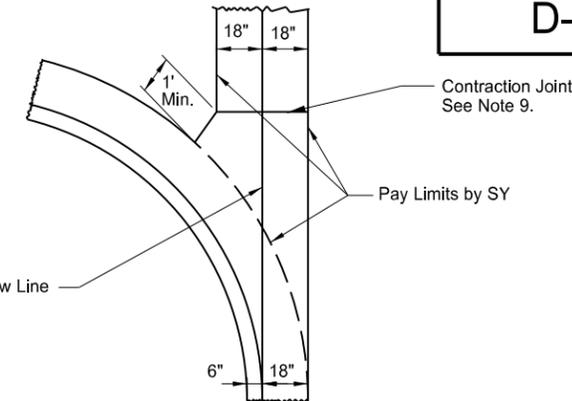
Curb & Gutter Type 1 (Sec. A & B)
Adjacent to Concrete Sidewalk,
Median, or Parking Lot.
(Sec. A shown. See Sec B for
additional details.)



Isolation Joint



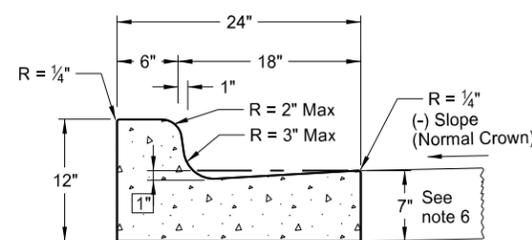
36" Concrete Valley Gutter Detail



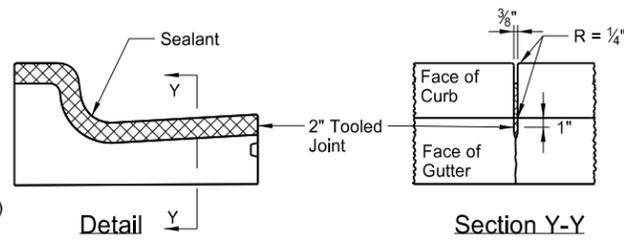
36" Concrete Valley Gutter Plan

NOTES:

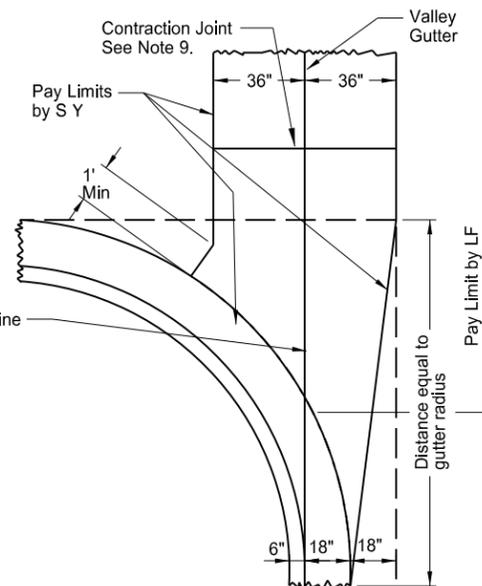
1. Curb and Gutter Type 1 (Sec. A & B) to be used. Section "A" to be used with (-) pavement slopes and section "B" to be used with (+) pavement slopes.
2. Contraction Joints: Tool the Curb & Gutter 2" as shown on the contraction joint details.
3. Isolation Joints: Isolation joint material shall be 3/4" 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" preformed 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 1/8" min. to 3/8" 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.



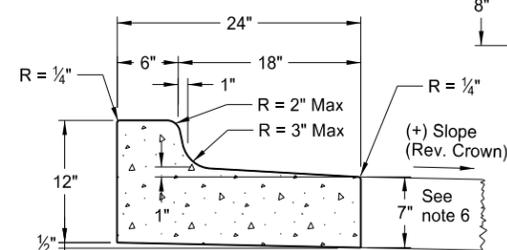
Curb & Gutter Type 1 (Sec. A)



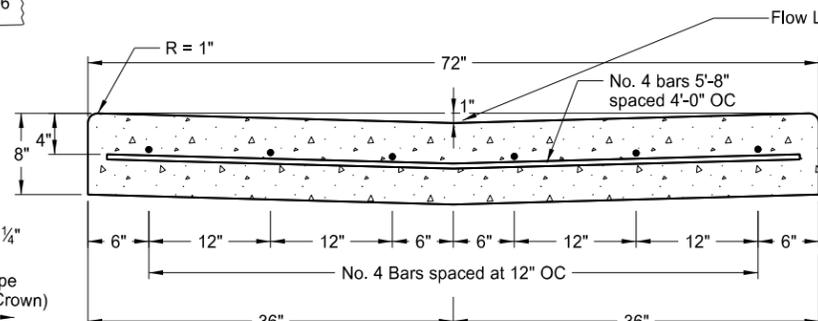
Contraction Joint



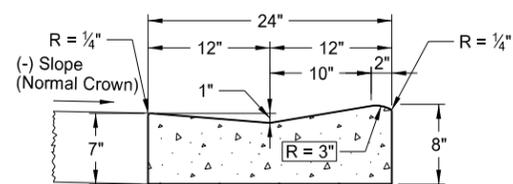
72" Concrete Valley Gutter Plan



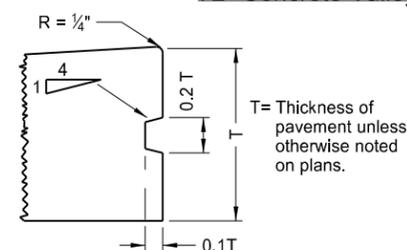
Curb & Gutter Type 1 (Sec. B)



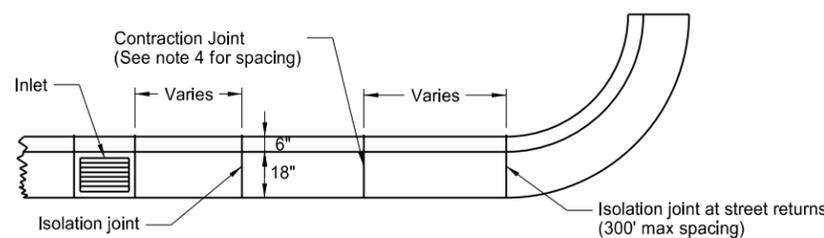
72" Concrete Valley Gutter Detail



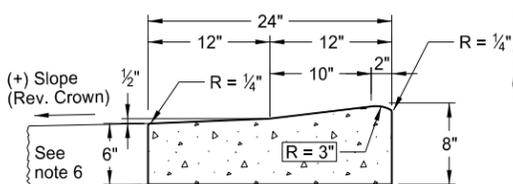
Mountable Curb & Gutter Type 1 (Sec. A)



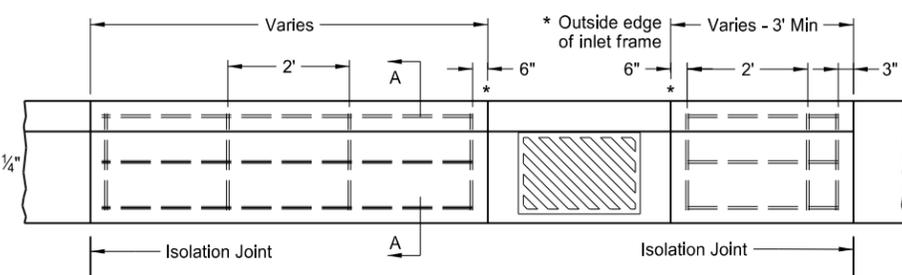
Keyway Detail for Curb & Gutter
(To be used with PCC Pavement and Drives)



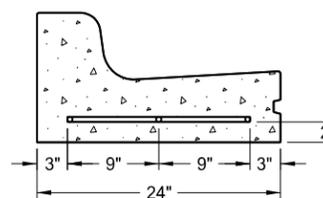
Joint Location Detail



Mountable Curb & Gutter Type 1 (Sec. B)



Curb & Gutter Reinforcing at Inlets



Section A-A

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.

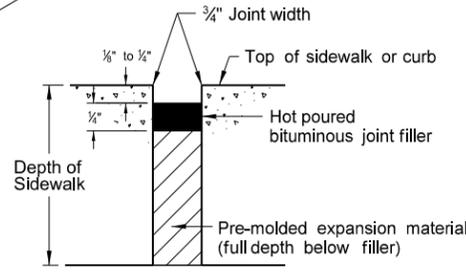
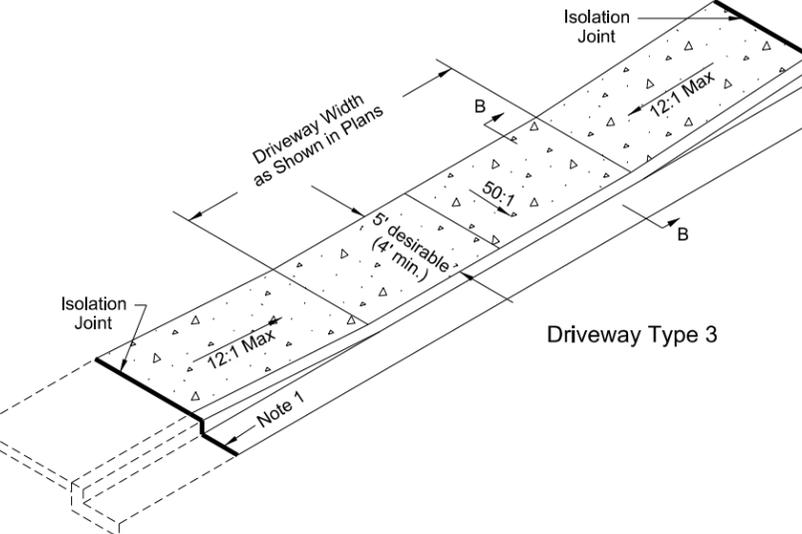
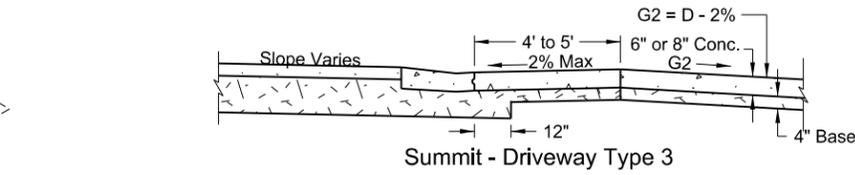
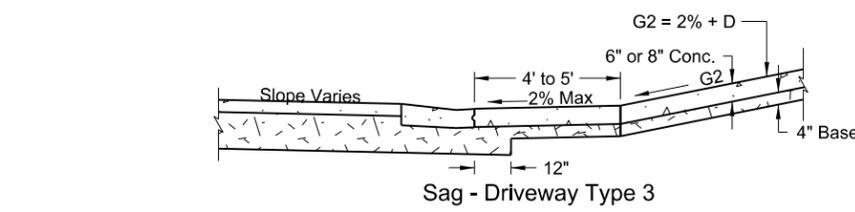
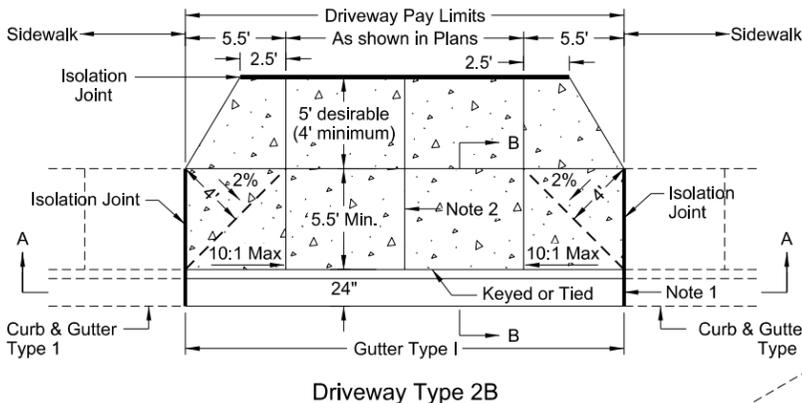
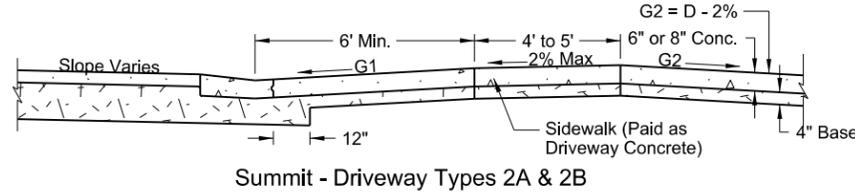
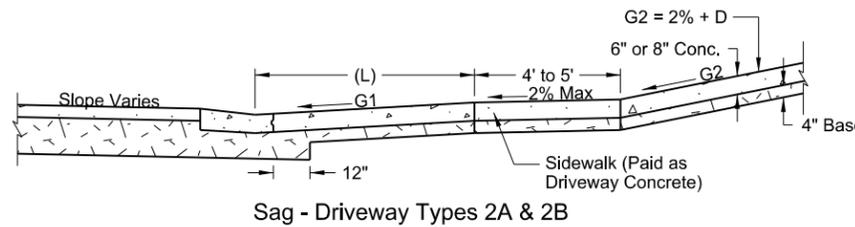
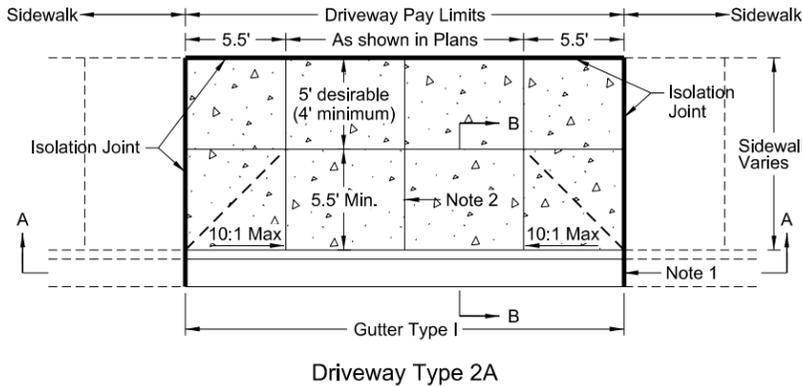
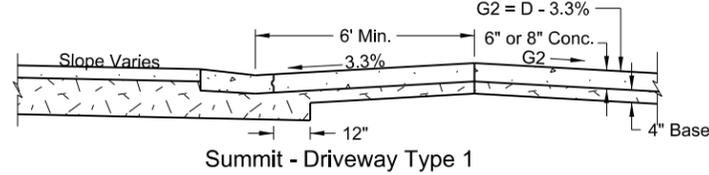
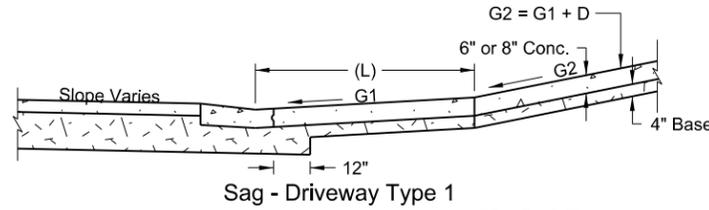
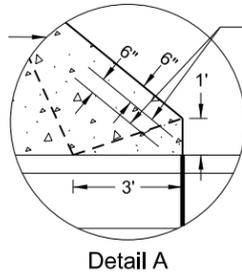
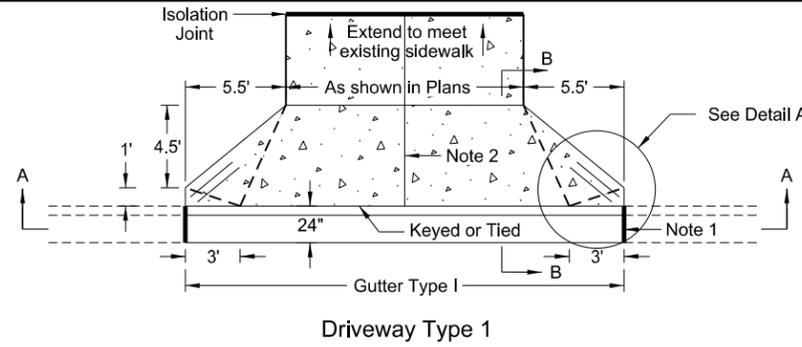
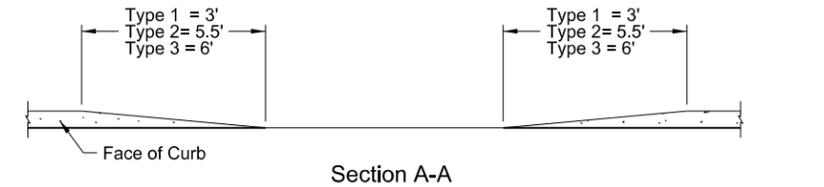
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-7-2013	
REVISIONS	
DATE	CHANGE

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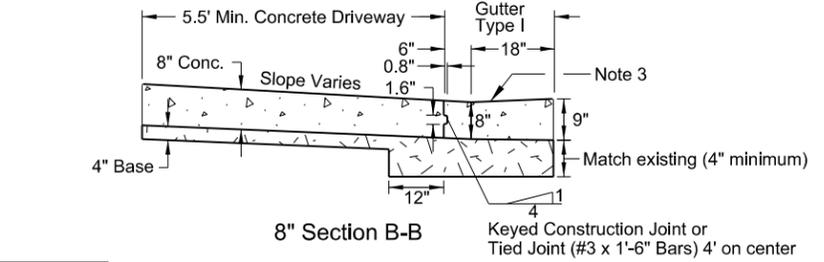
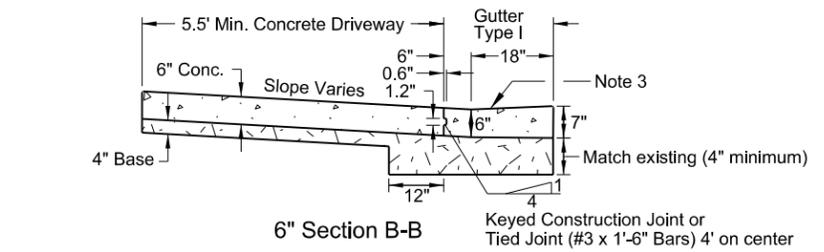
CONCRETE DRIVEWAY - URBAN

NOTES:

- 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.
- 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.
Isolation joints should also be used between separately poured concretes, 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.
- Gutter-Type 1 shall be paid for at the unit price bid for "Curb and Gutter-Type 1".
- 6" Driveway to be used unless otherwise specified.
- 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.
- Sidewalk that falls behind a driveway shall be constructed to the same thickness as the driveway and shall be paid for as driveway concrete.



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%

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
2-13-2014	
REVISIONS	
DATE	CHANGE

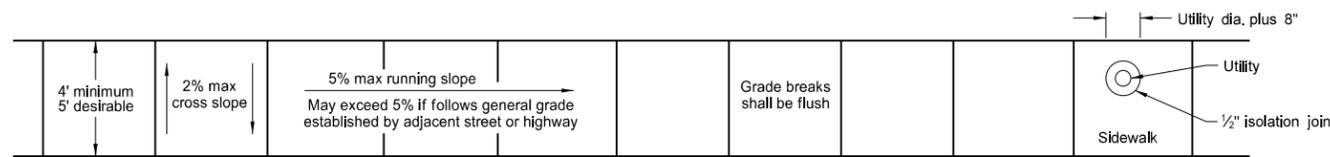
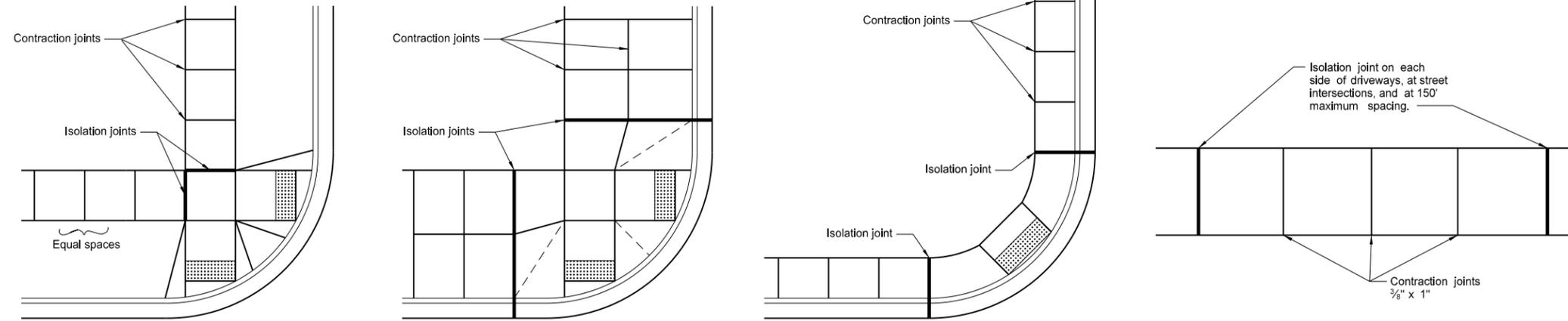
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SIDEWALK

D-750-2

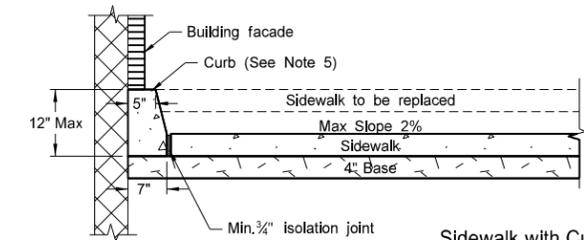
NOTES:

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 separately 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.

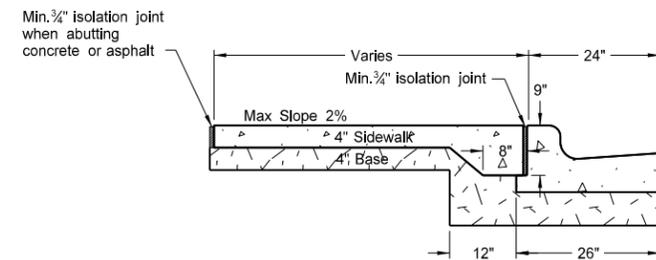


Sidewalk Width and Grade

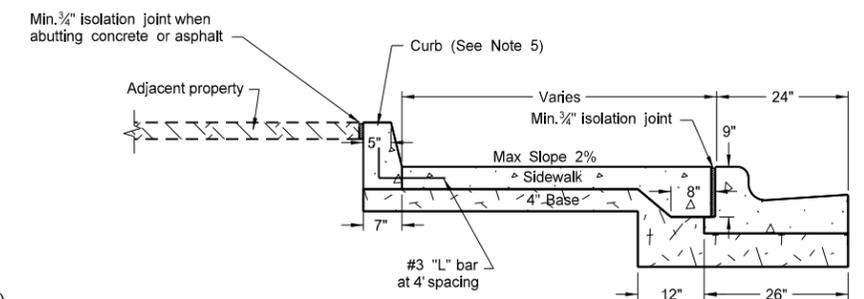
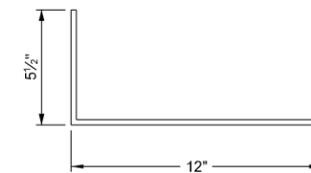
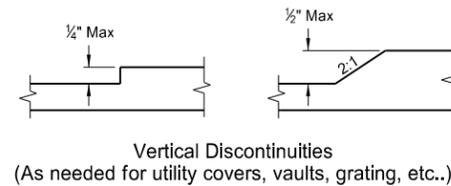
Utility Blockout



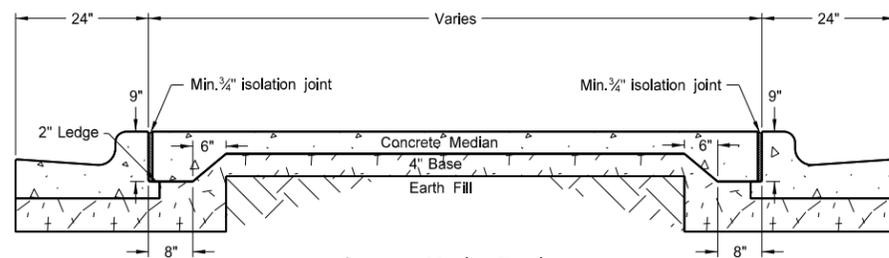
Sidewalk with Curb Detail (Building face application)



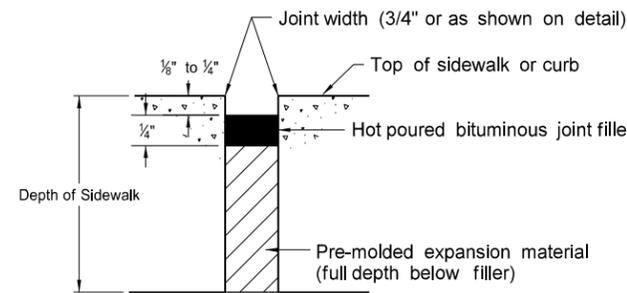
Sidewalk Detail (Installed adjacent to curb and gutter)



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	
REVISIONS	
DATE	CHANGE

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CURB RAMP DETAILS

D-750-3

+More Right of Way

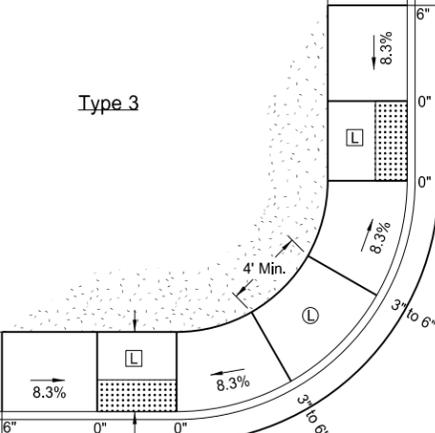
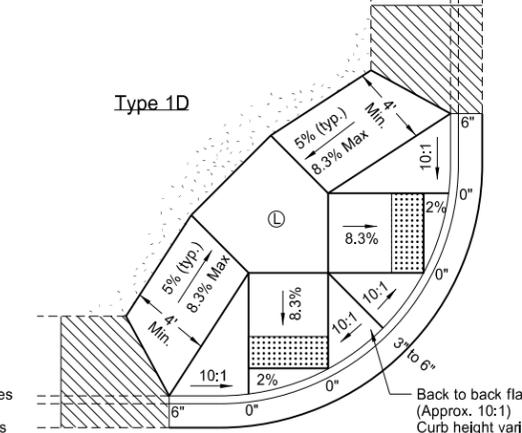
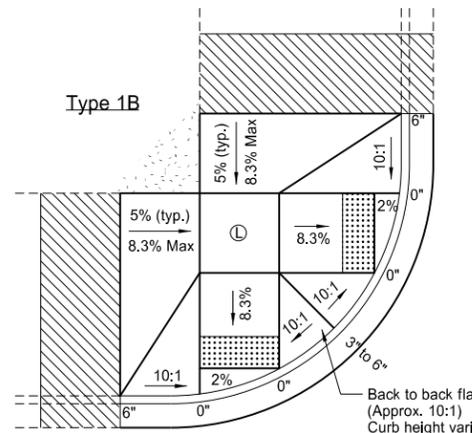
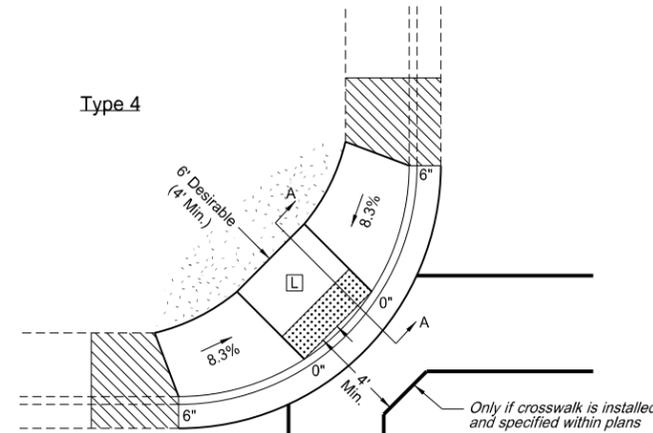
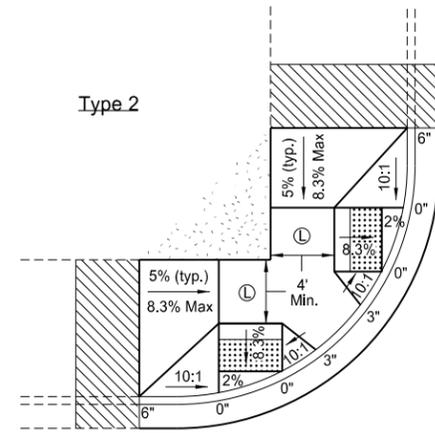
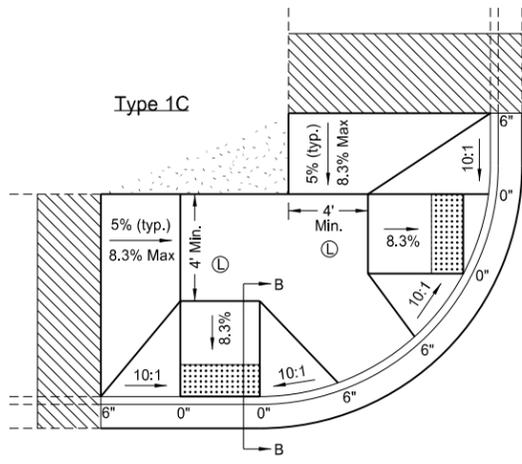
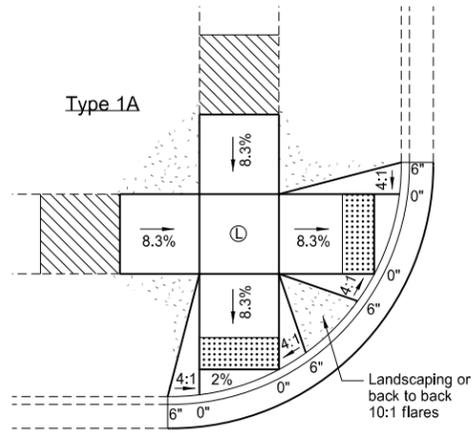
Less Right of Way

NOTES:

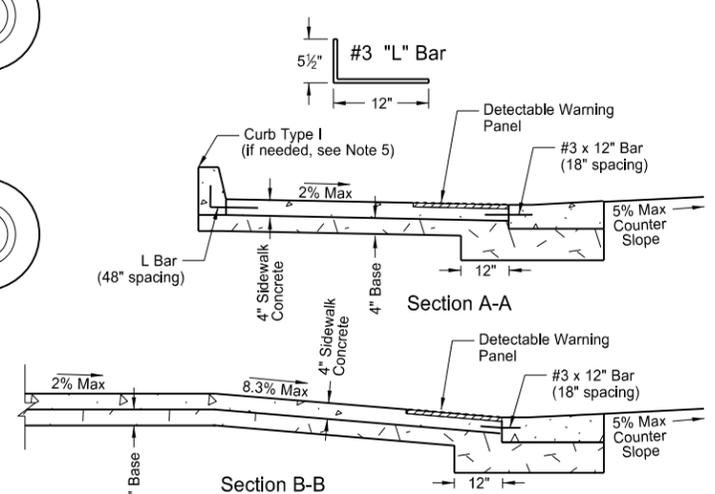
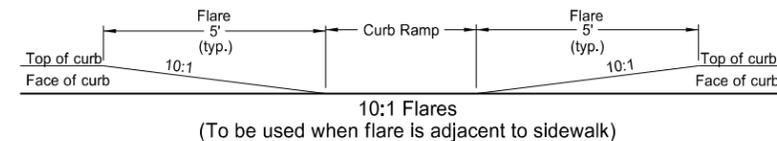
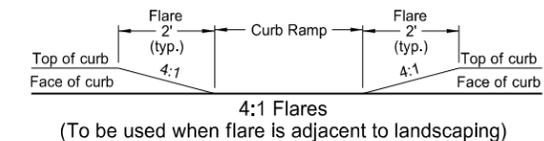
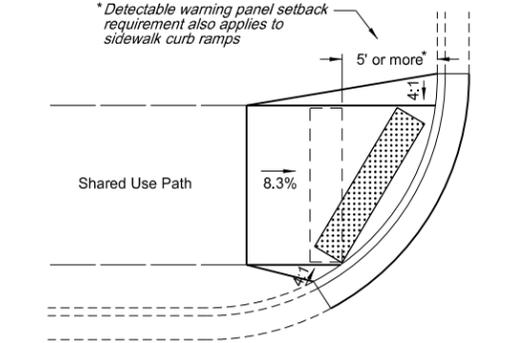
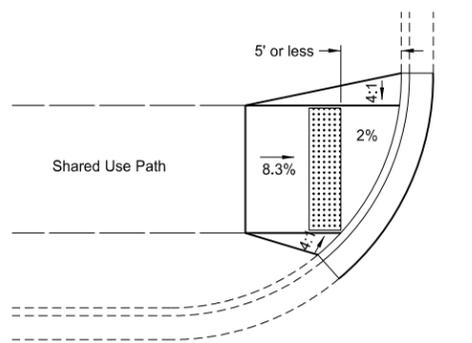
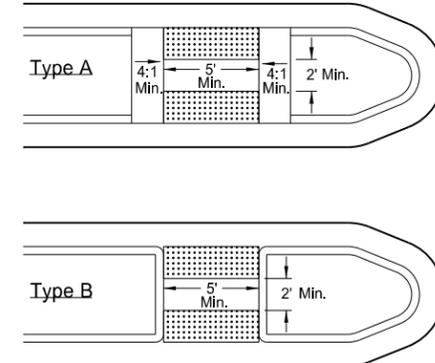
- Ramp width is defined as the useable portion of the ramp, excluding flares if used.
Curb ramp width should match the existing sidewalk width. 4' width minimum.
Ramp width for shared-use paths should match the existing shared use path width.
Ramp length shall be maximum of 15'.
- Landings shall be a minimum of 4' x 4' and shall have a max 2% slope in any direction. Landings are desirably 5' x 5' or larger.
- 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.
- The pedestrian access route shall be continuous 4' min. width. Max 2% cross slope applies to all concrete, excluding flares.
- 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
- : Lower Landing
- 0", 3", or 6" : Curb Height
- 8.3% : All slopes shown are max grades. Flatter slopes may be used.



Median Refuge Islands (Cut-Through)

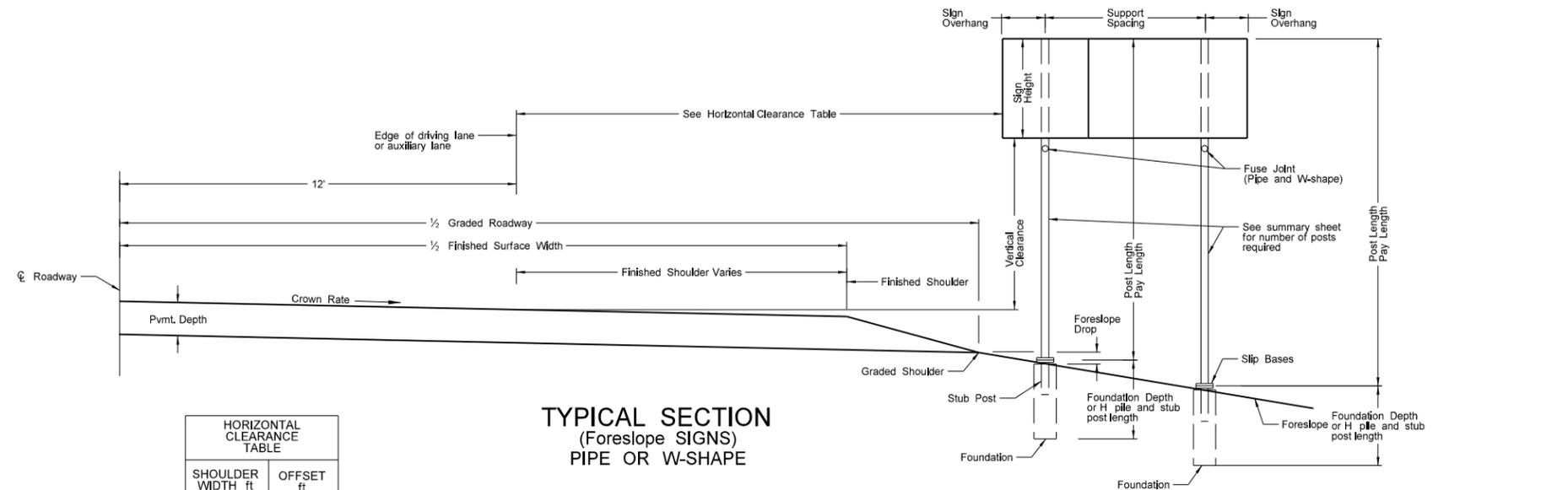


NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-26-13	
REVISIONS	
DATE	CHANGE

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PIPE OR W-SHAPE ASSEMBLY DETAILS

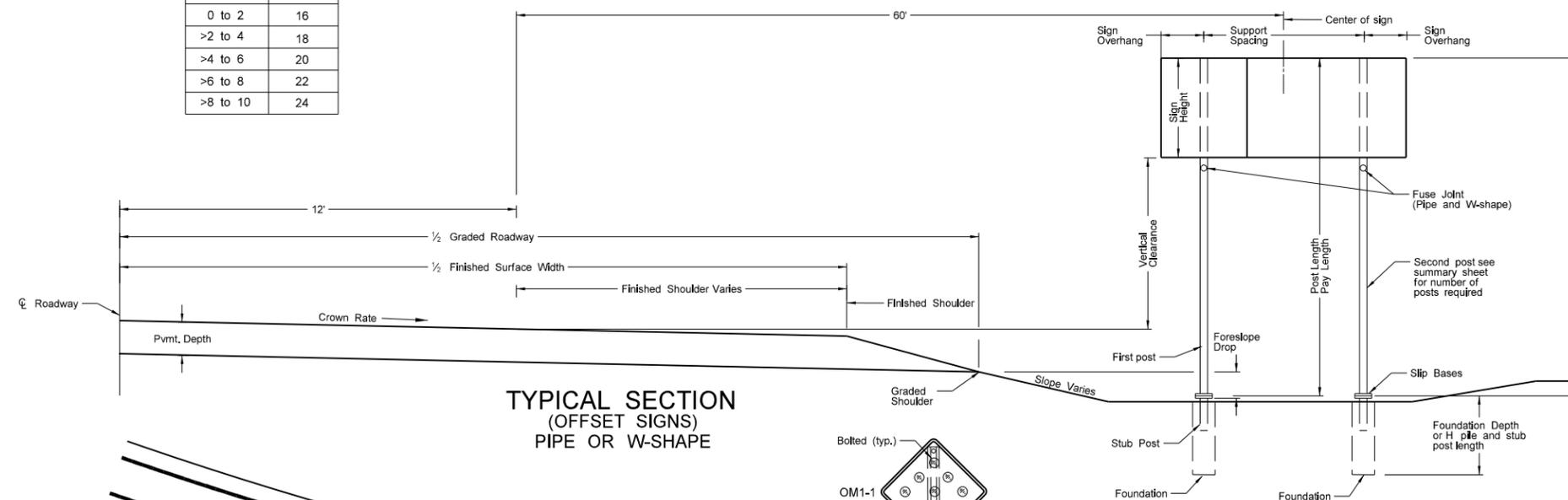
D-754-1



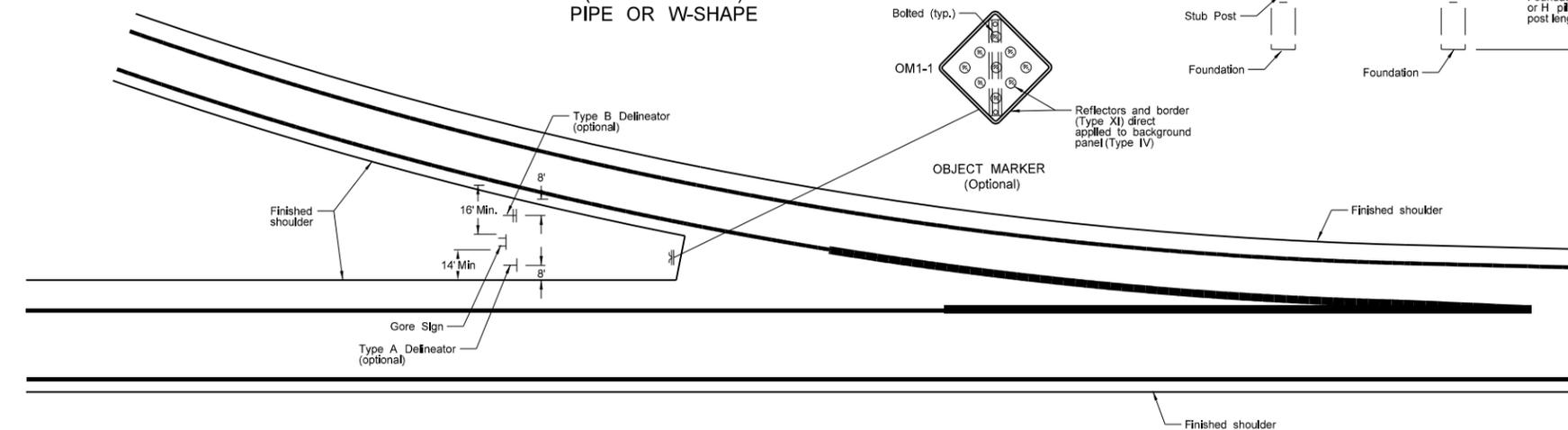
HORIZONTAL CLEARANCE TABLE

SHOULDER WIDTH ft	OFFSET ft
0 to 2	16
>2 to 4	18
>4 to 6	20
>6 to 8	22
>8 to 10	24

TYPICAL SECTION (FORESLOPE SIGNS) PIPE OR W-SHAPE

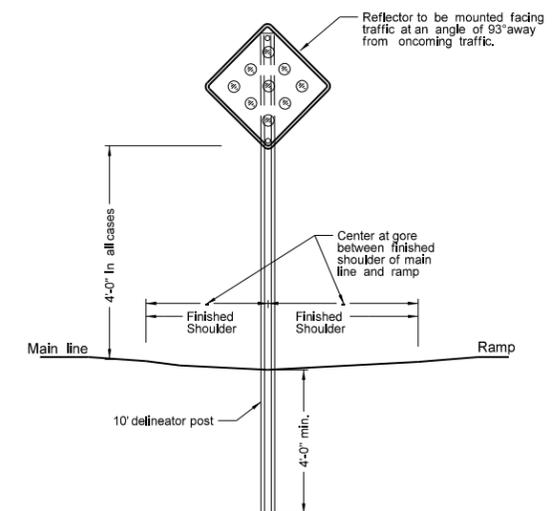


TYPICAL SECTION (OFFSET SIGNS) PIPE OR W-SHAPE



EXIT RAMP GORE SIGN PLACEMENT

NOTES:
MINIMUM VERTICAL CLEARANCE:
 Signs installed at the side of the road in rural districts shall be at least 5 feet measured from the bottom of the sign to the edge of driving lane, or Auxiliary Lane. Where parking or pedestrian movements occur, the clearance to the bottom of the sign shall be at least 7 feet.
 Signs on freeways, expressways, and multi-lane conventional roadways shall be installed with a minimum height of 7 feet.
 Where signs are placed at least 30 feet or more from the edge of the traveled way, the height to the bottom of such sign shall be 5 feet above the edge of driving lane.
 Signs may be placed a maximum of 6" above the vertical clearance specified above.



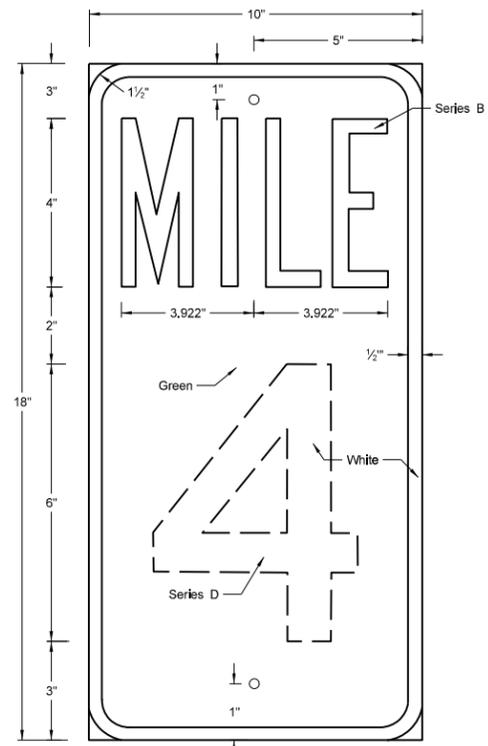
OBJECT MARKER INSTALLATION
 (Posts shall conform to section 894.04 A of Standard Specifications.)

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-1-10	
REVISIONS	
DATE	CHANGE
7-18-14	Modify notes and update reflective sheeting for object marker. Add correct section number for object marker post.

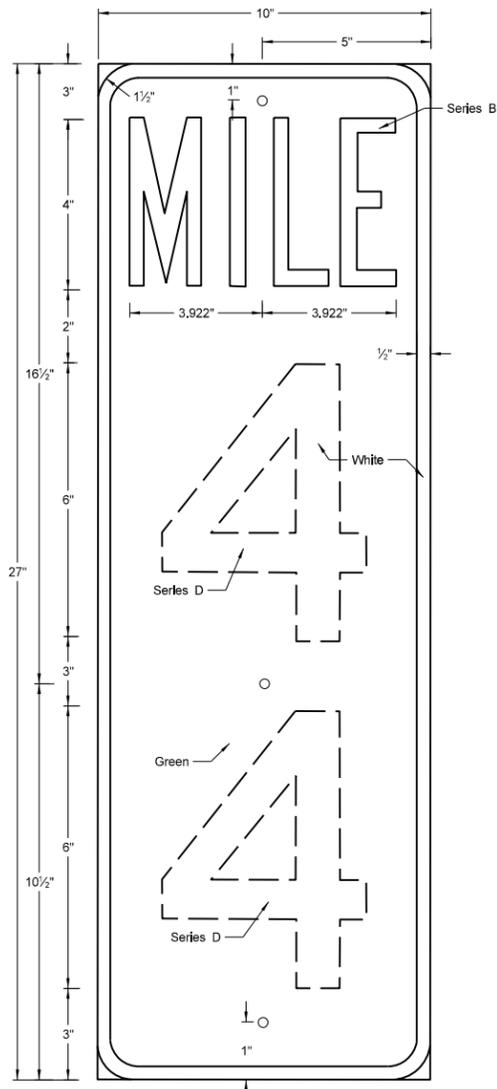
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(CONVENTIONAL USE) REFERENCE MARKERS

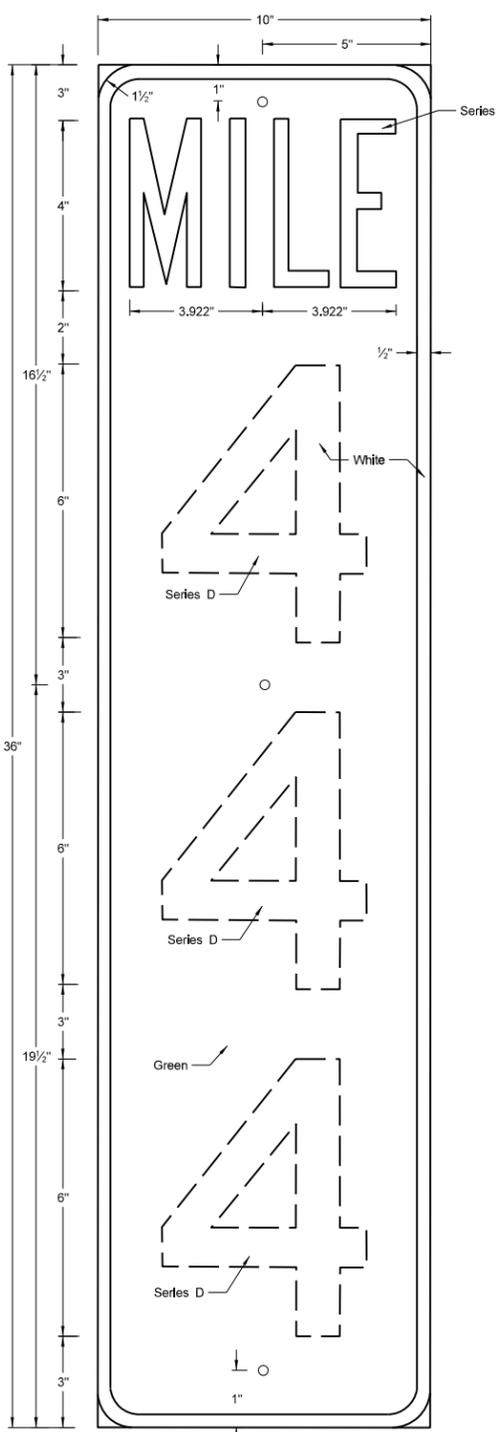
D-754-19



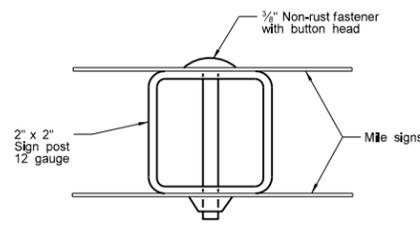
TYPE A
Area = 1.25 S.F.



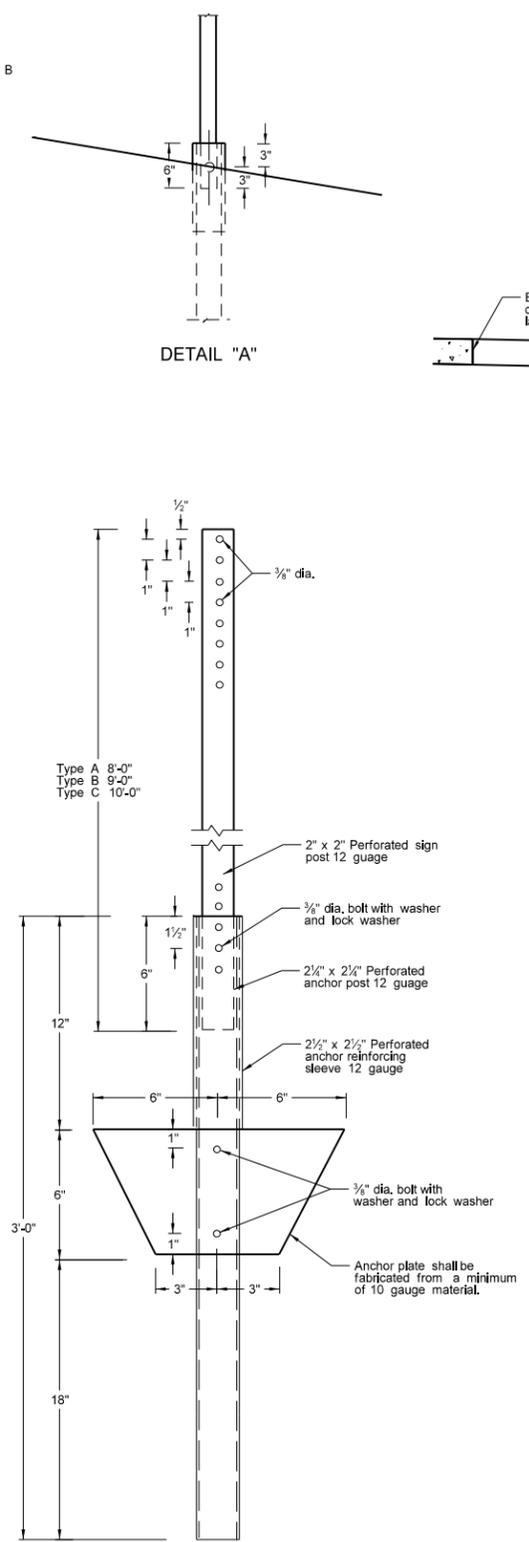
TYPE B
Area = 1.88 S.F.



TYPE C
Area = 2.50 S.F.

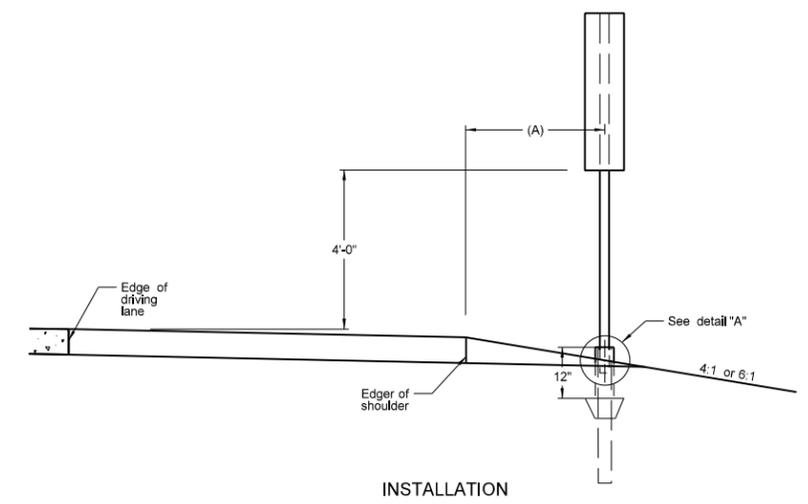


ASSEMBLY DETAIL
(back to back)



POST AND ANCHOR PLATE DETAIL

(A) 8' Clearance to finished shoulder or in line with existing delineator posts



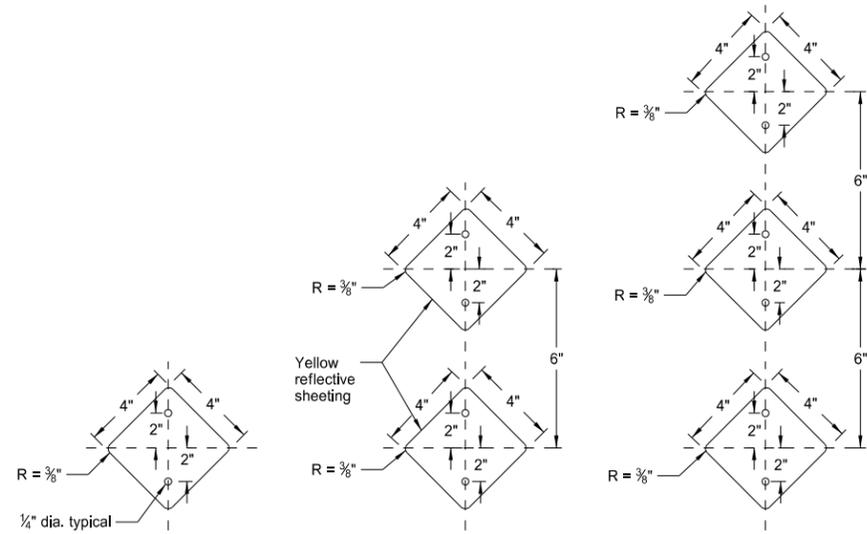
INSTALLATION

- NOTES:
 Installation: Posts shall be installed along right shoulder.
 Sign: Backing shall be fabricated of 0.080 aluminum. Sheeting shall conform to section 894.01 of the Standard Specifications.
 Posts: Posts shall conform to section 894.03 of the Standard Specifications.
 Fasteners: The signs shall be attached to the post by tension pin type fastener or other suitable vandal resistant non-rust fastener.
 Reflective Sheeting: Sheeting shall be Type IV.
 Numbers: Numbers shall be of the series shown and may be screened or applied copy. Screening and reflective sheeting for applied copy shall conform to section 754 & 894 of the Standard Specifications.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-1-10	
REVISIONS	
DATE	CHANGE
7-8-14	Revised post and reflective sheeting notes

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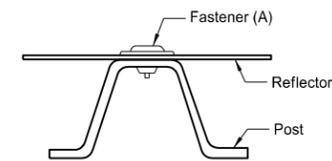
REFLECTORIZED DELINEATORS



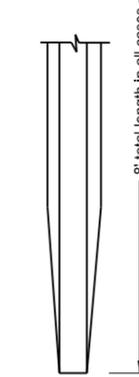
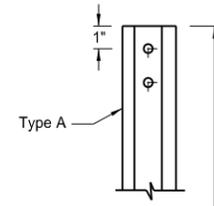
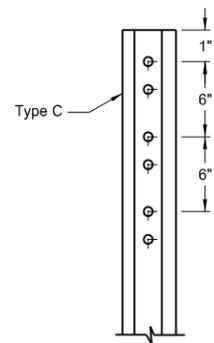
Main line
One reflector
(Type A delineator)

Ramps
Two reflectors
(Type B delineator)

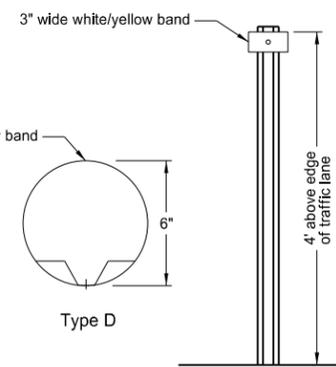
Narrow Bridges
Three reflectors
(Type C delineator)



Delineator Attachment Detail

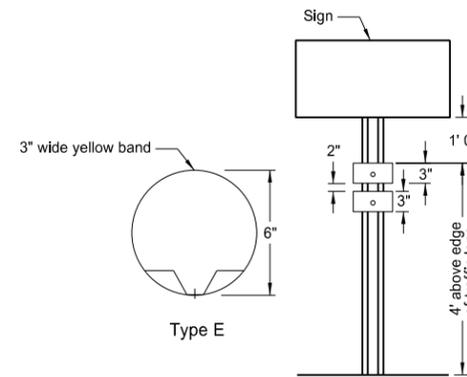


U-type Post



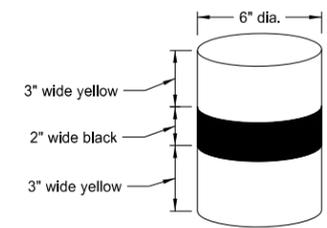
Type D

Median
One reflector
(Type D delineator)

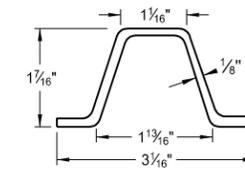


Type E

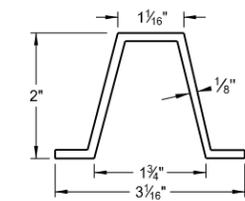
Median
One or Two reflectors
(Type E delineator)



Alternate Type E



Steel Post Detail
Approx. 2.0 lbs/ft



Aluminum Post Detail
Approx. 0.88 lbs/ft

Delineator Details
Type A, B, and C

Installation: Posts are to be installed along the right shoulder line unless shown otherwise on the plans.

Reflectors: Reflector shall be the same color as the adjacent pavement marking.

Spacing: Delineator spacing along main line tangents and curves with radius greater than 11500' (less than 0° 30') shall be at 528' centers. Curves with a radius less than 11500' but greater than 1200' the spacing shall be at 264' centers. With curves less than 1200' use spacing (S) = 3*√R-50

Type E

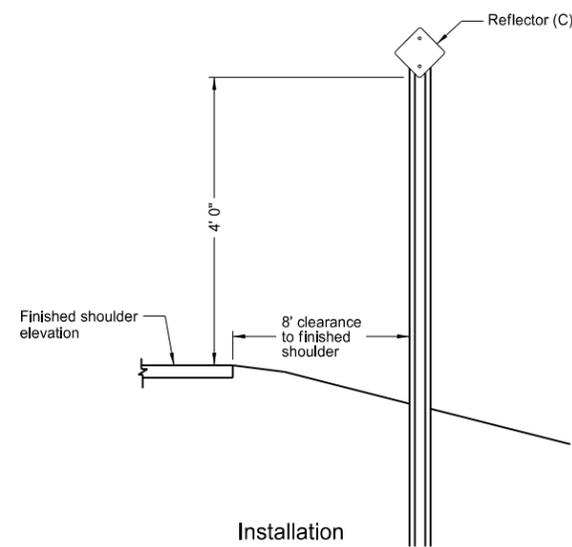
Alternate: One unit band consisting of two yellow stripes separated by a 2" black stripe may be used in place of two 3" yellow bands.

(A) The fastener shall be 3/8" dia. with flat washer having a min. outside dia. of 1 3/16". Fasteners shall be tension pin type or other non-rust vandal resistant fastener.

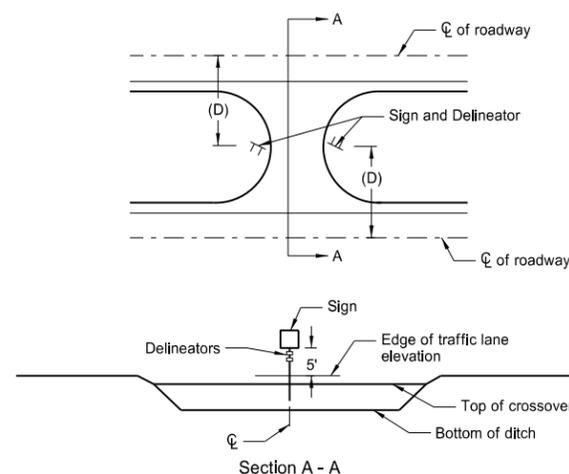
(B) The contractor may drill only those holes required to attach the number of reflectors on that post, or drill all the posts the same so that any number of reflectors may be added.

(C) Reflector to be mounted facing traffic at an angle of 93° away from oncoming traffic.

(D) The median width may vary. The sign and delineator assembly shall be placed in the median crossover an equal distance from each roadway.



Installation



Section A - A
Median Crossovers
Signing and Delineation system

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-25-12	
REVISIONS	
DATE	CHANGE
7-18-14	Revised reflective sheeting

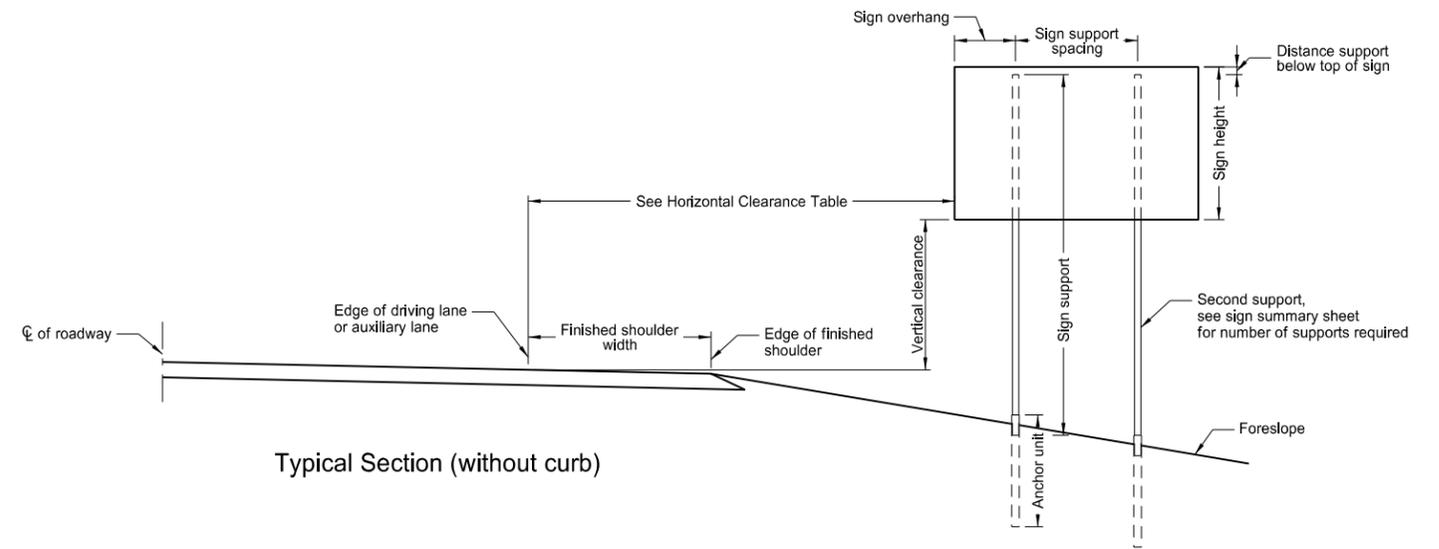
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on 7/18/14 and the original document is stored at the North Dakota Department of Transportation

PERFORATED TUBE ASSEMBLY DETAILS

D-754-23

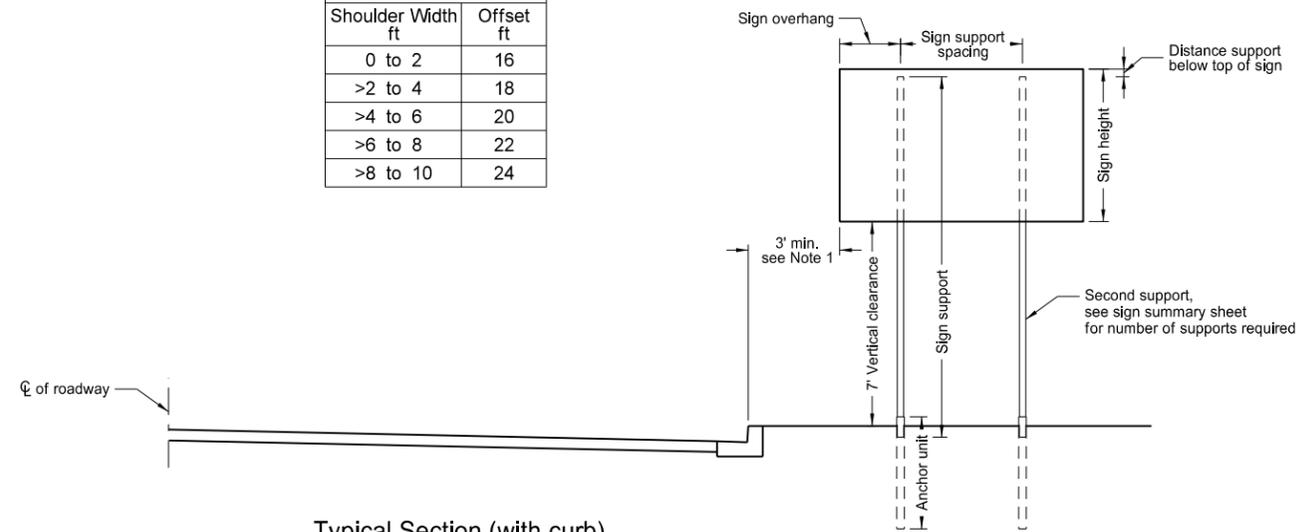
Notes:

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

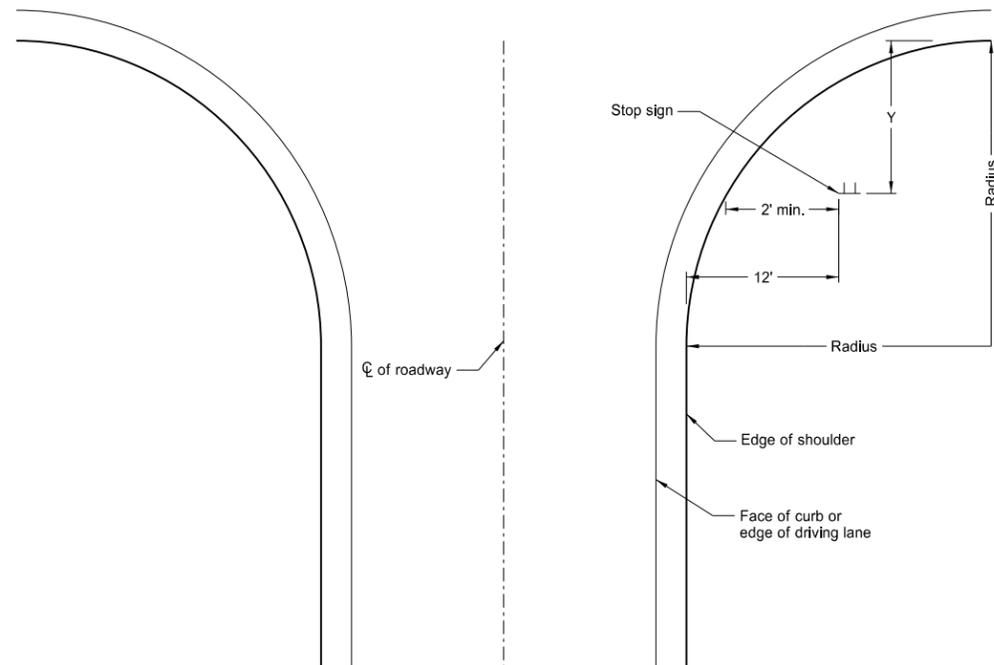


Typical Section (without curb)

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



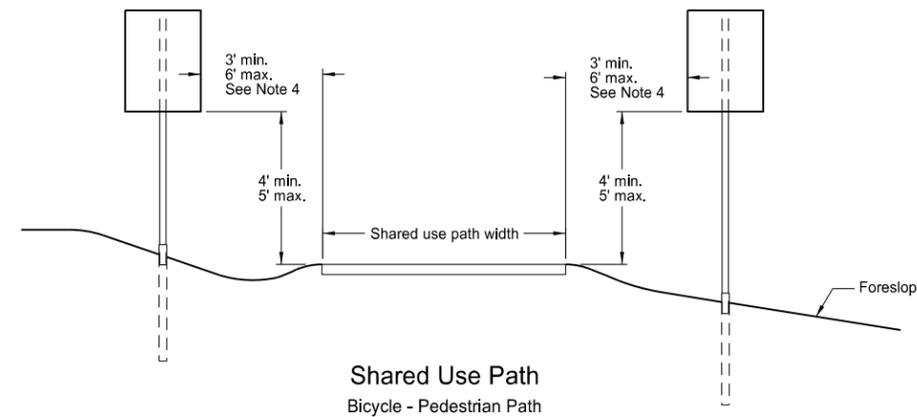
Typical Section (with curb)
Residential or Business District



Stop Sign Location
Wide Throat Intersection

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

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



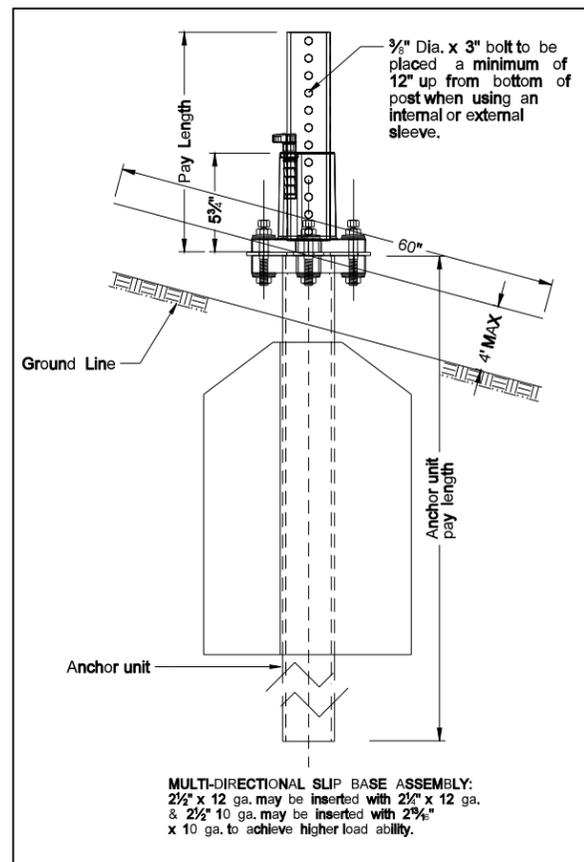
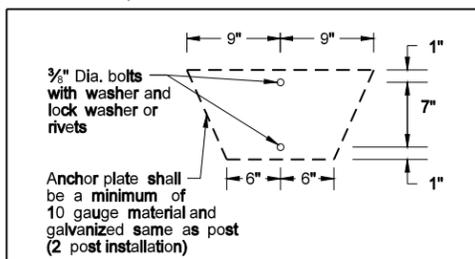
Shared Use Path
Bicycle - Pedestrian Path

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
DATE	CHANGE
7-8-14	Revised note 2, added note 4.

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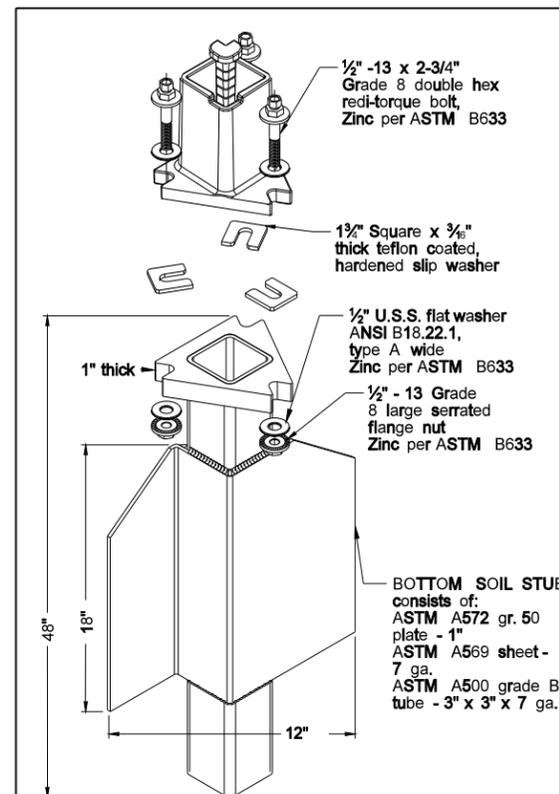
Number of Posts	Telescoping Perforated Tube						
	Post Size In.	Wall Thickness Gauge	Sleeve Size In.	Wall Thickness Gauge	Slip Base	Anchor Size Without Slip Base In.	Anchor Wall Thickness Gauge
1	2	12			No	2 1/2	12
1	2 1/2	12			No	2 1/2	12
1	2 1/2	12			(B)	3(C)	7
1	2 1/2	10			Yes		7
1	2 1/2	12	2 1/2(D)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

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

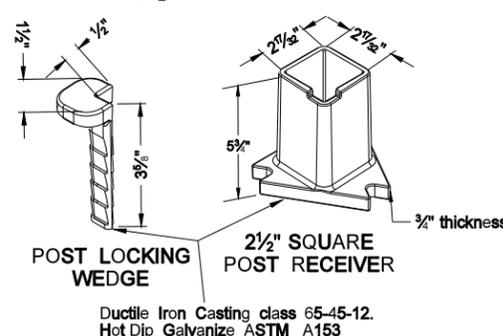


MULTI-DIRECTIONAL SLIP BASE ASSEMBLY:
 2 1/2" x 12 ga. may be inserted with 2 1/2" x 12 ga. & 2 1/2" 10 ga. may be inserted with 2 3/8" x 10 ga. to achieve higher load ability.

Mounting Details Perforated Tube



SLIP BASE FOR 2 1/2" POST



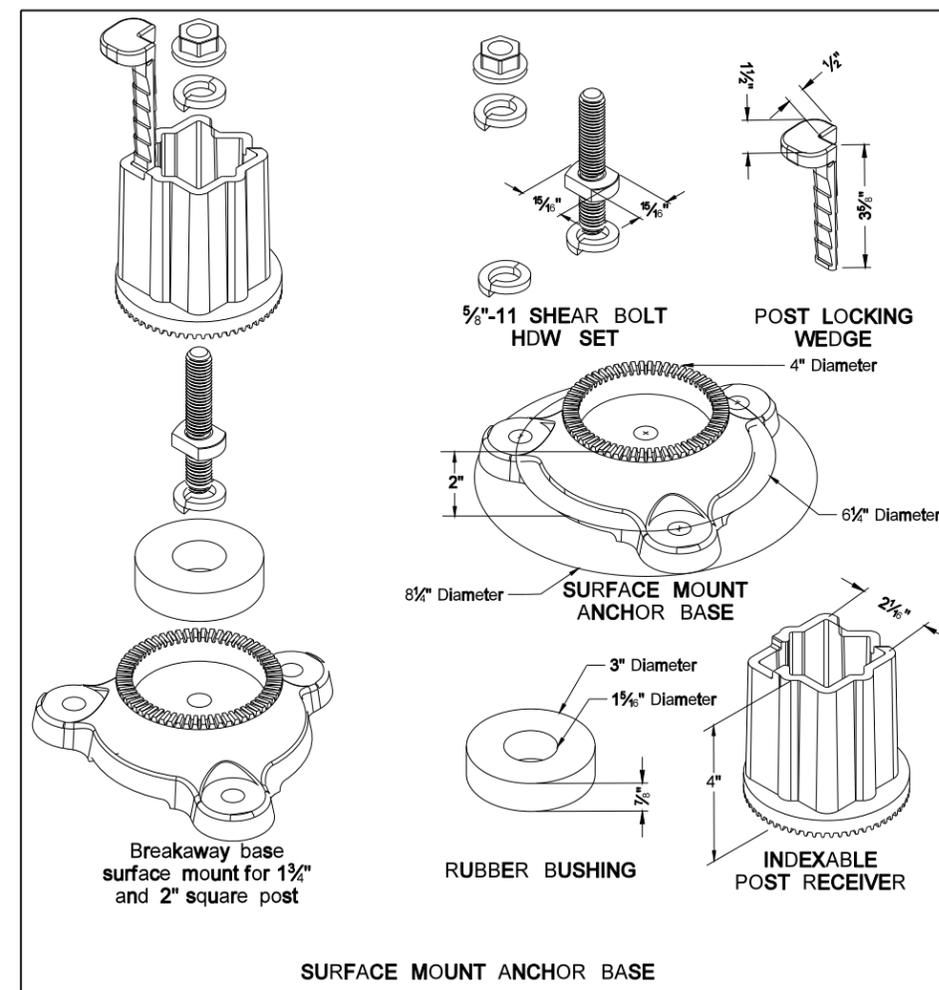
SLIP BASE DETAIL

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

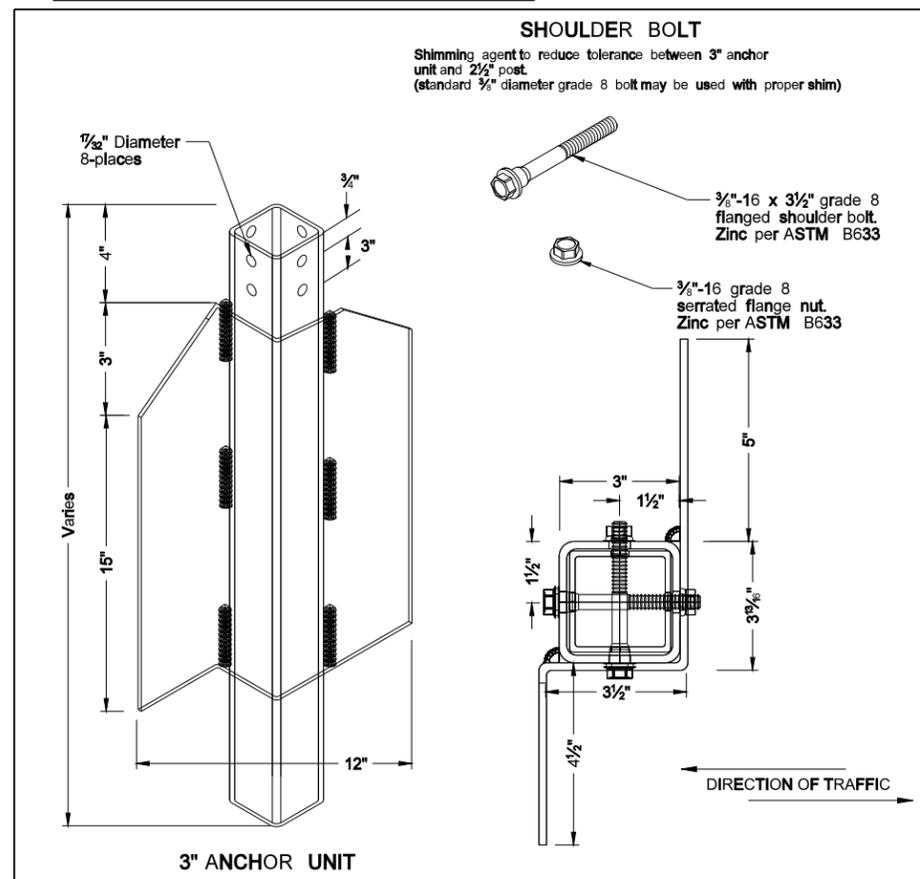
The 2 3/8" size 10 gauge is shown as 2.19" size on the plans; The 2 1/2" size is shown as 2.51" size on the plans.

NOTE:

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



SURFACE MOUNT ANCHOR BASE



3" ANCHOR UNIT

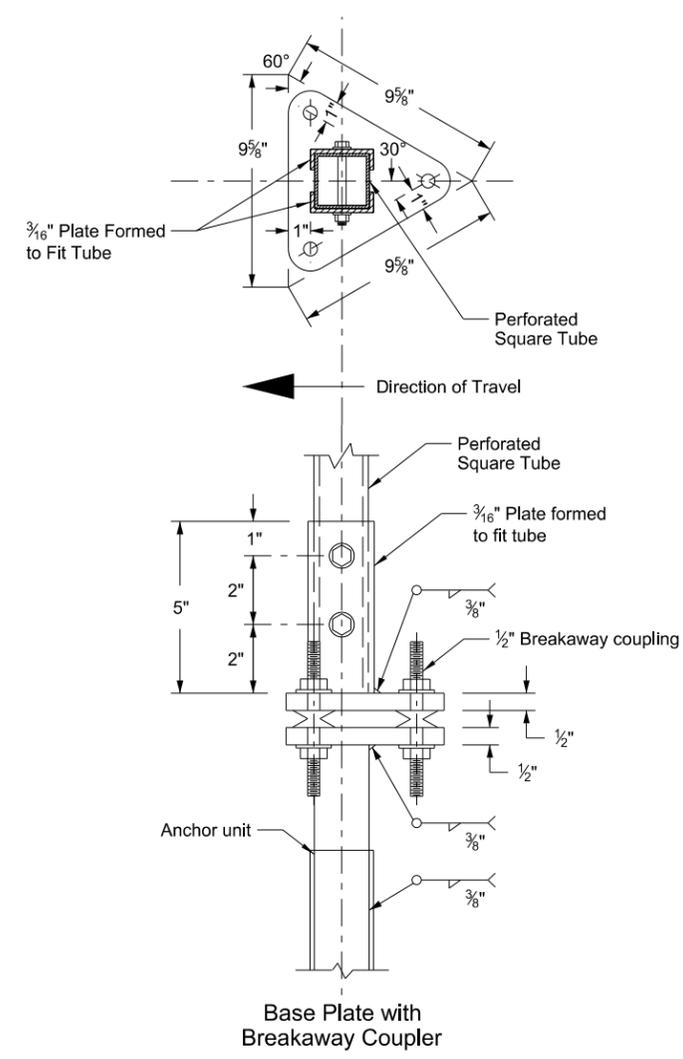
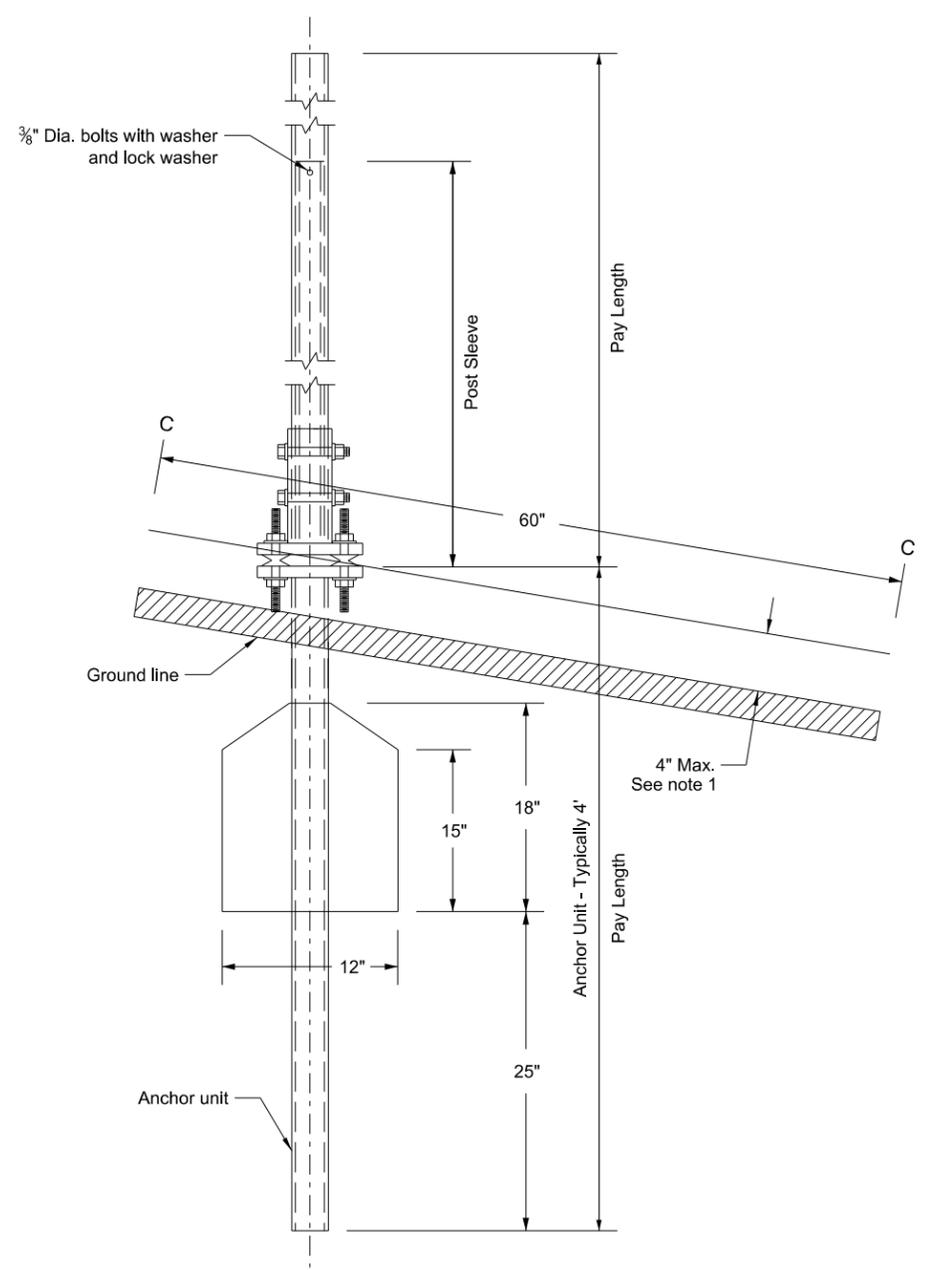
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-6-09	
REVISIONS	
DATE	CHANGE

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Breakaway Coupler System for Perforated Tubes

Notes:

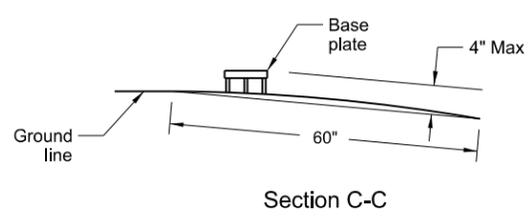
- 4" Vertical clearance of anchor or breakaway base. The 4" x 60" measurement shall be made above and below post location and also back and ahead of post.
- Anchor unit shall be the same size as the post and shall have the same specification as the post.
- Four post signs shall have over 8' between the first and fourth post.
- In lieu of the breakaway base system on standard D-754-24 the breakaway coupling system may be used. The breakaway coupler system shall be manufactured from material meeting the requirements of ASTM A325 fasteners with the special requirements as specified by DENT BREAKAWAY IND., INC. which meets the test requirements of NCHRP Report 350.



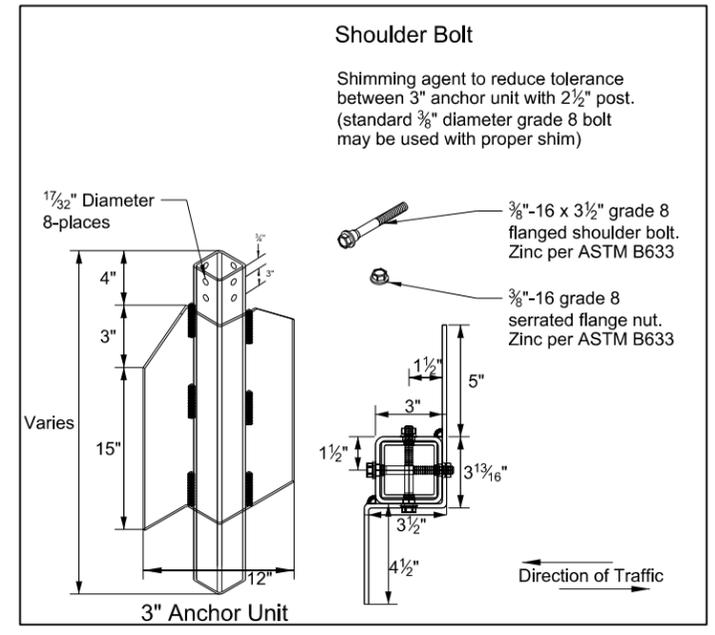
Number of Posts	Telescoping Perforated Tube						
	Post Size In.	Wall Thickness Gauge	Sleeve Size In.	Wall Thickness Gauge	Slip Base	Anchor Size Without Slip Base In.	Anchor Wall Thickness Gauge
1	2	12			No	2 1/4	12
1	2 1/4	12			No	2 1/2	12
1	2 1/2	12			(B)	3(C)	7
1	2 1/2	10			Yes		7
1	2 1/4	12	2	12	Yes		7
1	2 1/2	12	2 1/4	12	Yes		7
2	2 1/2	10			Yes		7
2	2 1/4	12	2	12	Yes		7
2	2 1/2	12	2 1/4	12	Yes		7
3 & 4	2 1/2	12			Yes		7
3 & 4	2 1/2	10			Yes		7
3 & 4	2 1/2	12	2 1/4	12	Yes		7
3 & 4	2 1/4	12	2	12	Yes		7
3 & 4	2 1/2	10	2 3/16	10	Yes		7

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

(C) - 3" anchor unit



Max. protection of the stub post is 4" above a 60" chord aligned radially to the center line of the highway and connecting any point, within the length of the chord, on the ground surface on one side of the support to a point in the ground surface on the other side.



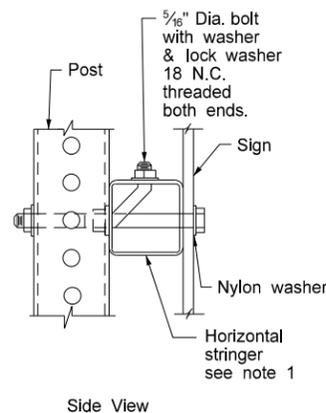
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-2013	
REVISIONS	
DATE	CHANGE

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Mounting Details Perforated Tube

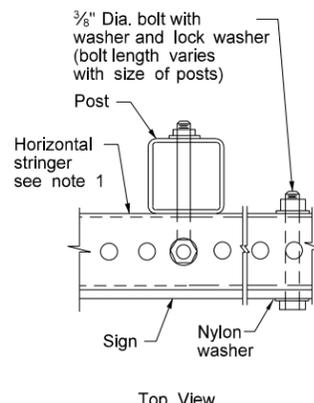
Note:

- Horizontal stringers - In lieu of perforated tubes, the contractor may substitute z bar stringers. The z bar stringers shall be 1 1/2" x 3/16" thick, 1.08 lbs./ft aluminum or 3.16 lbs./ft steel.
- Metal washers used on sign face shall have a minimum outside diameter of 5/16" ± 1/65" and 10 gauge thickness.
- No Parking Signs: All no parking signs with directional arrows shall be placed at a 30 to 45 degree angle with the line of traffic flow. No parking signs required at the above angles may have the support turned to the correct angle. If the no parking sign is placed with another sign that has to be placed at a 90 degree angle with the line of traffic flow, the detailed angle strap should be used to mount the no parking sign. Flat washers and lock washers shall be used with all nylon washers.
- In lieu of using the bent bolt to attach the post to the stringer, the contractor may choose to punch the sign backing and place the bolt through the sign, the stringer and the post.
- 4" vertical clearance of anchor or breakaway base. The 4" x 60" measurement shall be made above and below post location and also back and ahead of post.

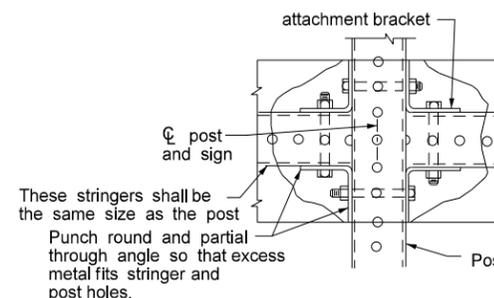


Side View

STRINGER MOUNTING
(WITH STRINGER IN FRONT OF POST)

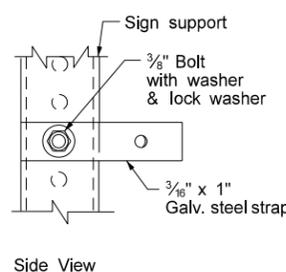


Top View



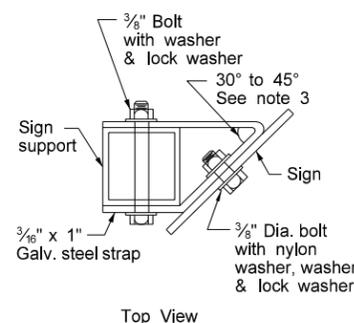
These stringers shall be the same size as the post. Punch round and partial through angle so that excess metal fits stringer and post holes.

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

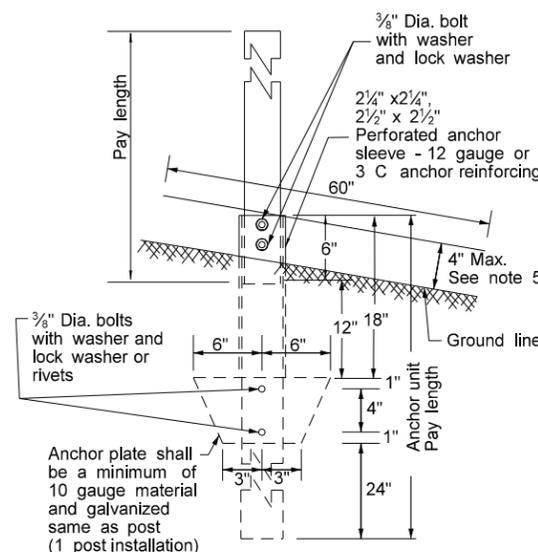


Side View

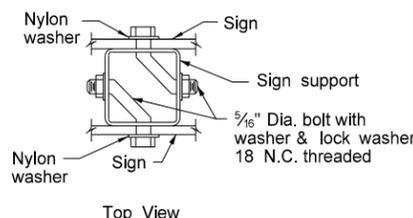
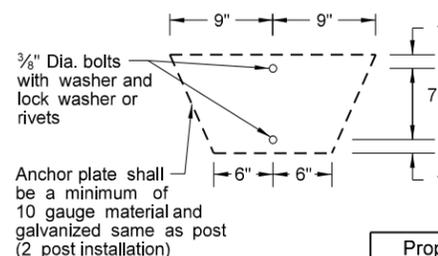
STRAP DETAIL



Top View

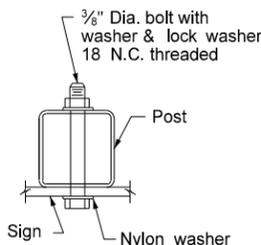


ANCHOR UNIT AND
POST ASSEMBLY



Top View

BACK TO BACK
MOUNTING



BOLT MOUNTING

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

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

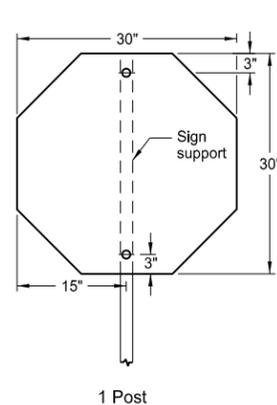
Number of Posts	Telescoping Perforated Tube						
	Post Size In.	Wall Thickness Gauge	Sleeve Size In.	Wall Thickness Gauge	Slip Base	Anchor Size Without Slip Base In.	Anchor Wall Thickness Gauge
1	2	12			No	2 1/4	12
1	2 1/4	12			No	2 1/2	12
1	2 1/2	12			(B)	3(C)	7
1	2 1/2	10			Yes		7
1	2 1/4	12	2 1/2(D)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

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-6-09	
REVISIONS	
DATE	CHANGE
7-8-14	Revised Note 3

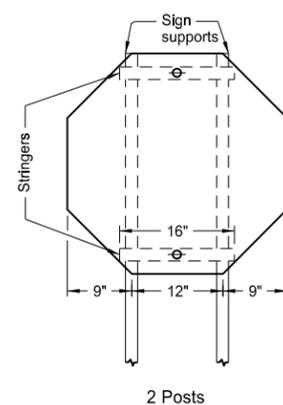
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS REGULATORY, WARNING AND GUIDE SIGNS

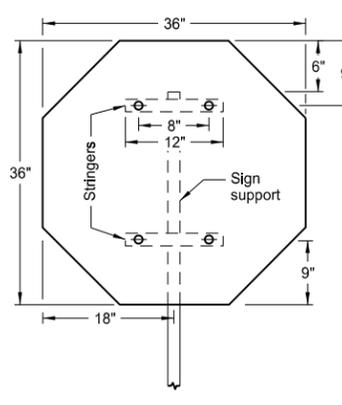


1 Post

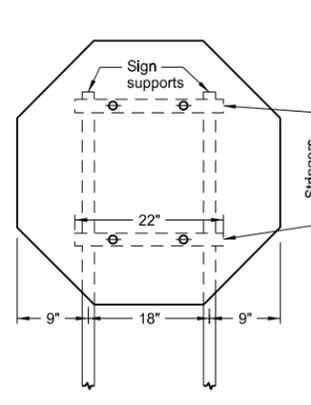
Assembly No. 1



2 Posts

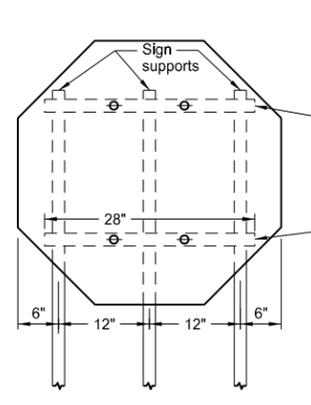


1 Post



2 Posts

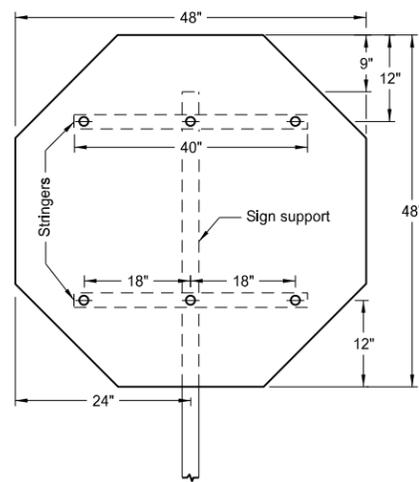
Assembly No. 2



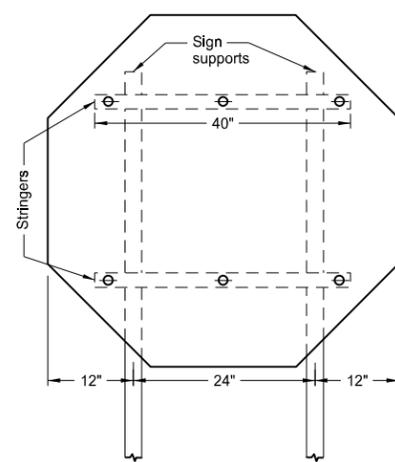
3 Posts

Notes:

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

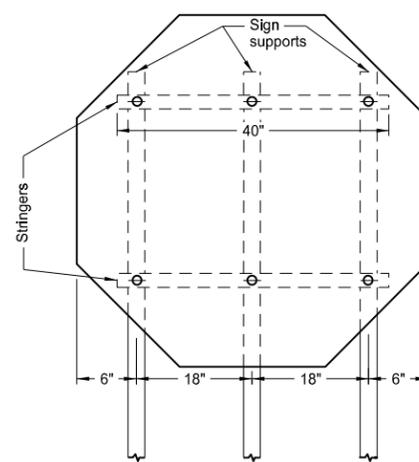


1 Post

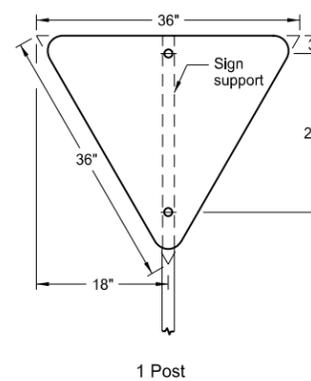


2 Posts

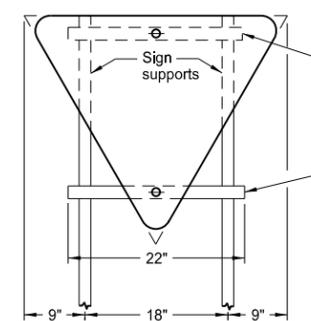
Assembly No. 3



3 Posts

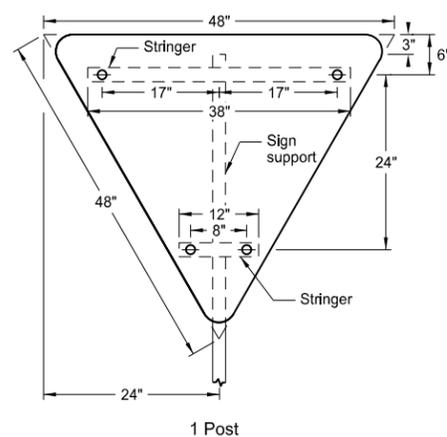


1 Post

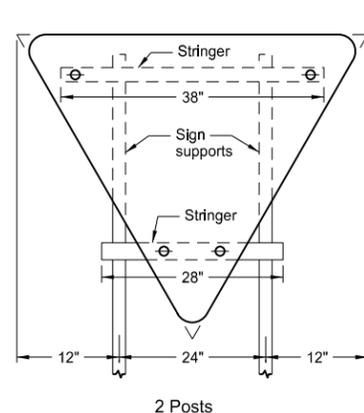


2 Posts

Assembly No. 4

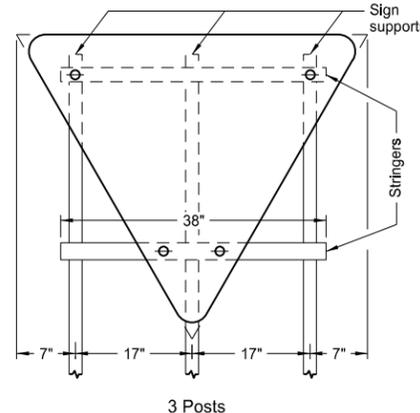


1 Post



2 Posts

Assembly No. 5

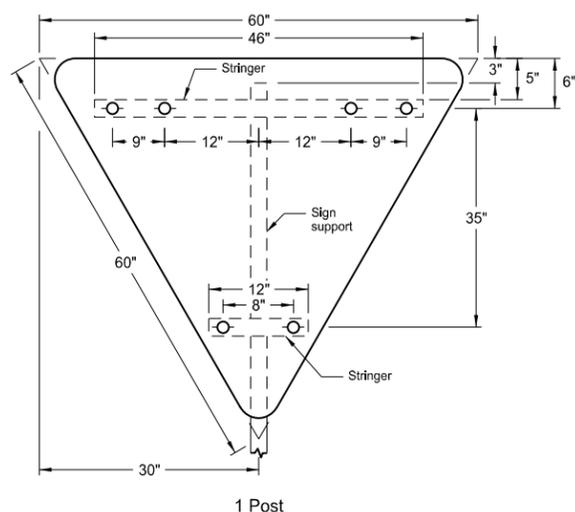


3 Posts

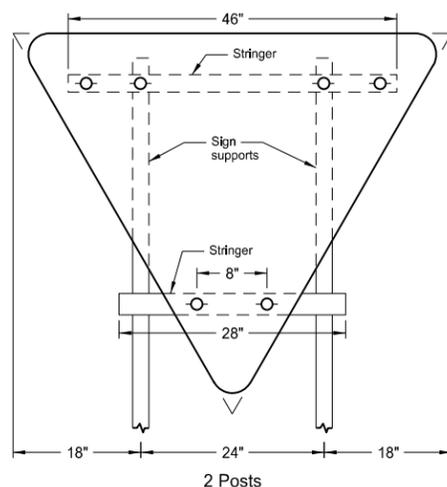
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12-1-10	
REVISIONS	
DATE	CHANGE

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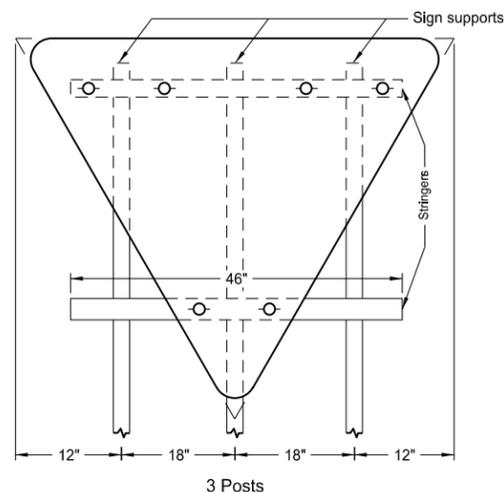
SIGN PUNCHING, STRINGER AND SUPPORT LOCATION
DETAILS REGULATORY, WARNING AND GUIDE SIGNS



1 Post



2 Posts

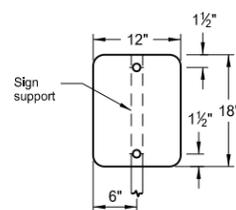


3 Posts

Assembly No. 6

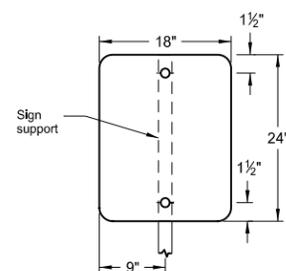
Notes:

1. See Standard D-754-25 for mounting details.
2. The minimum sign backing material thickness shall be 0.100 inch.
3. Perforated square tube stringer shall be 1½" x 1½".
4. All holes shall be punched round for 3/8" bolt.



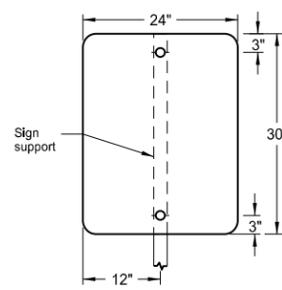
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Assembly No. 7



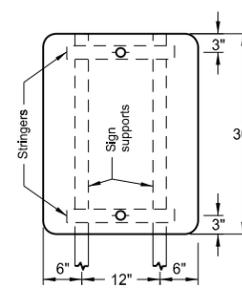
1 Post

Assembly No. 8

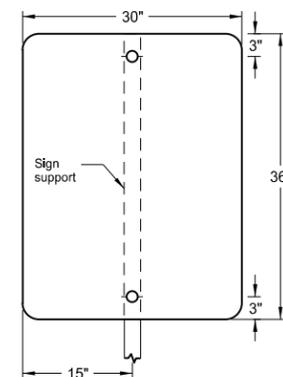


1 Post

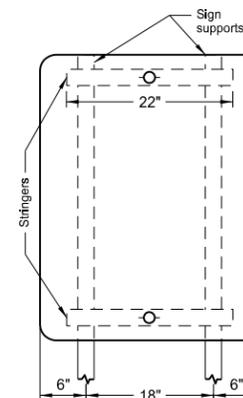
Assembly No. 9



2 Posts

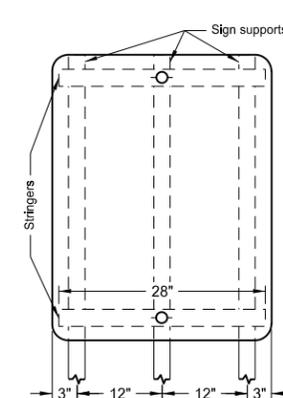


1 Post

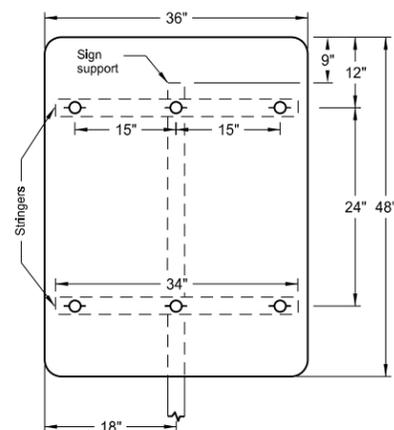


2 Posts

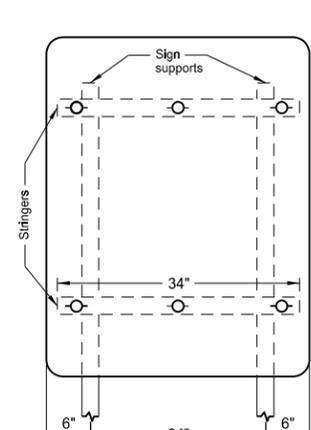
Assembly No. 10



3 Posts

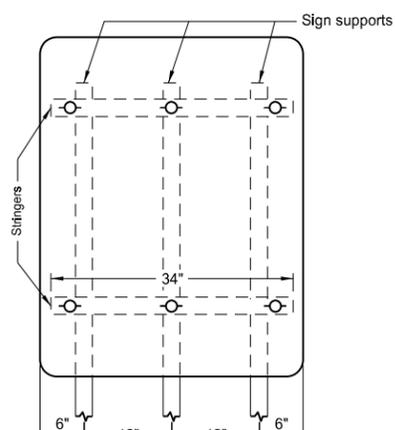


1 Post



2 Posts

Assembly No. 11

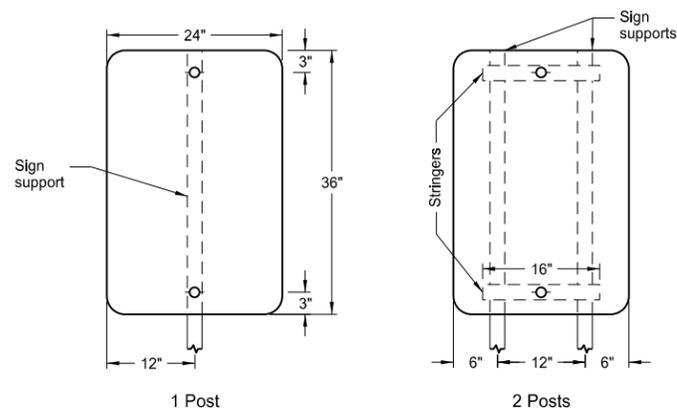


3 Posts

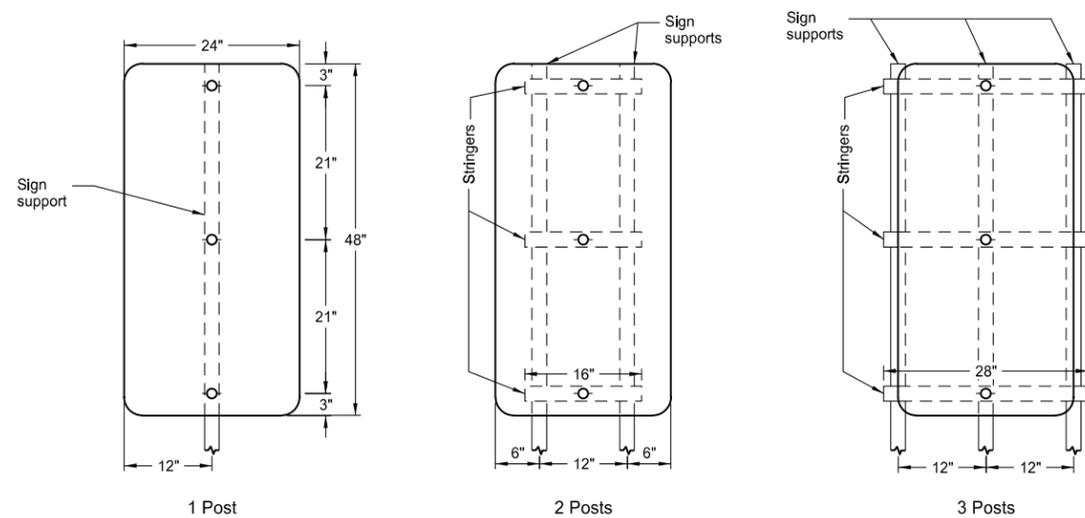
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12-1-10	
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION
 DETAILS REGULATORY, WARNING AND GUIDE SIGNS



Assembly No. 22



Assembly No. 23

Notes:

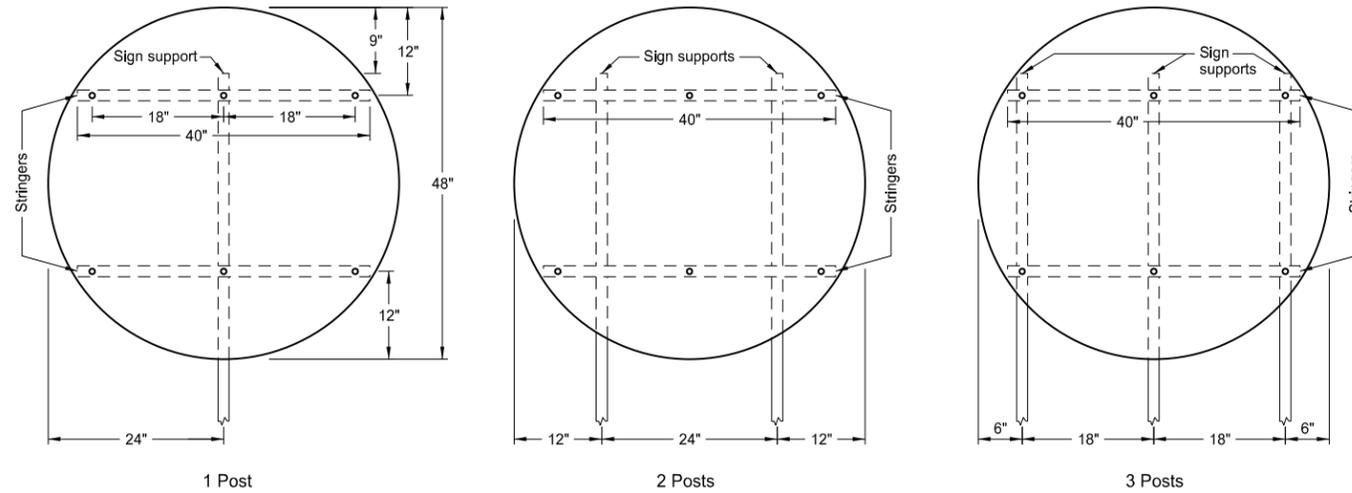
1. See Standard D-754-25 for mounting details.
2. The minimum sign backing material thickness shall be 0.100 inch.
3. Perforated square tube stringer shall be 1½" x 1½".
4. All holes shall be punched round for ⅜" bolt.

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

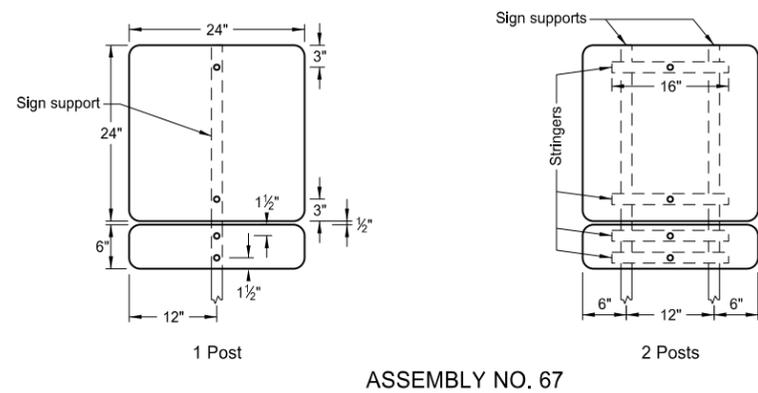
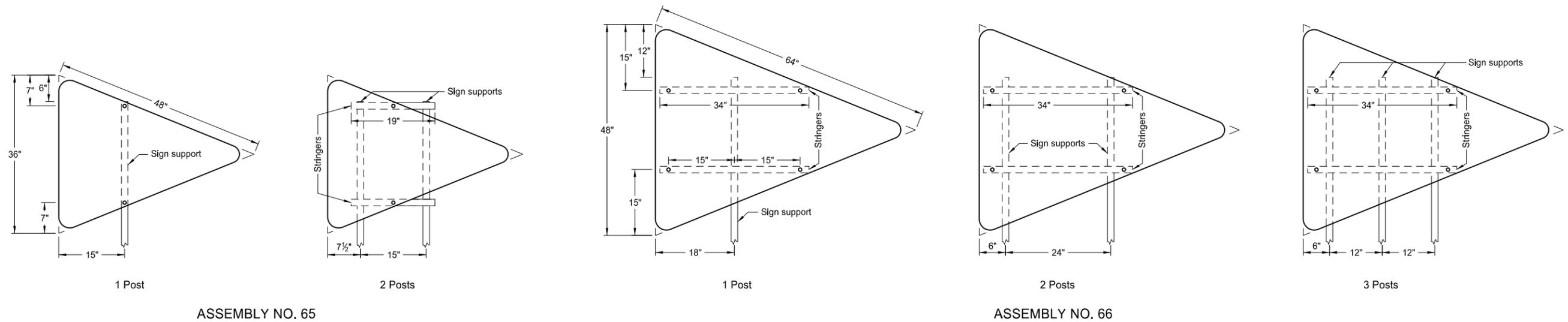
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**SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS
REGULATORY, WARNING AND GUIDE SIGNS**

D-754-41



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

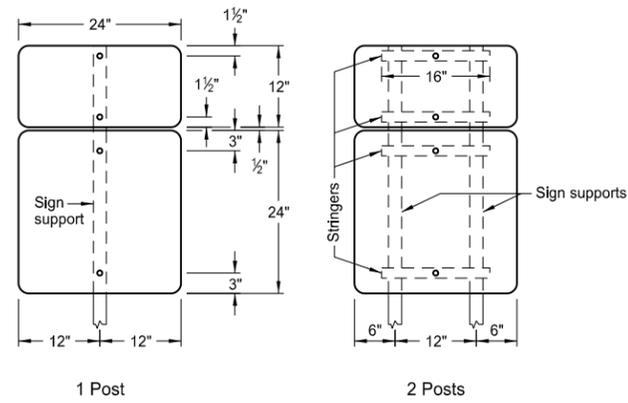


NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-22-12	
REVISIONS	
DATE	CHANGE

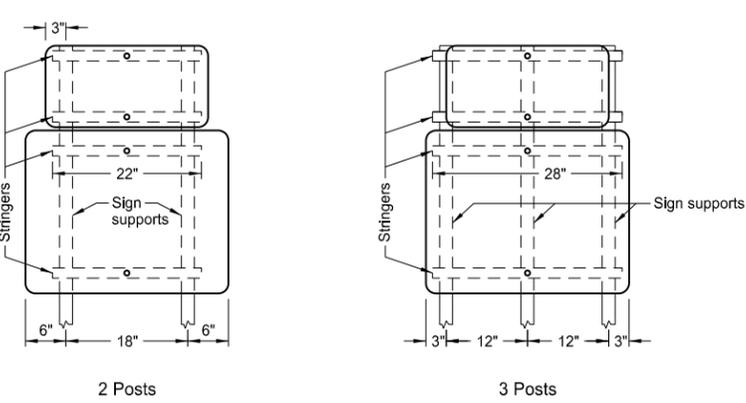
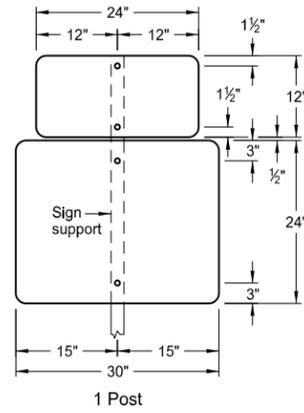
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 of Transportation

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

D-754-51



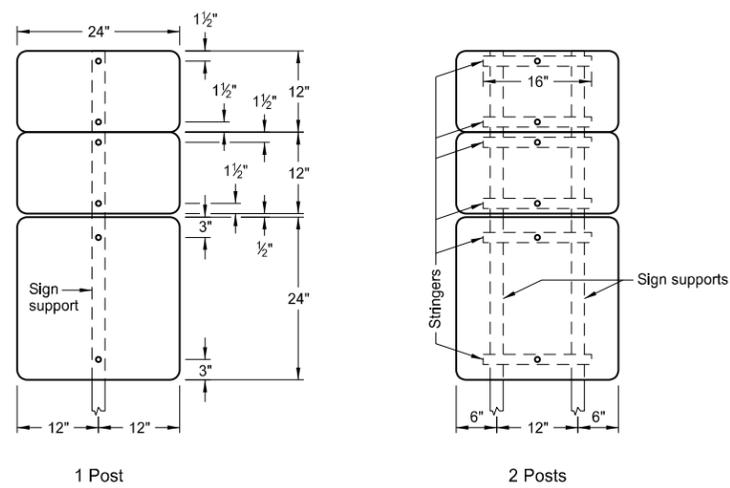
ASSEMBLY NO. 371



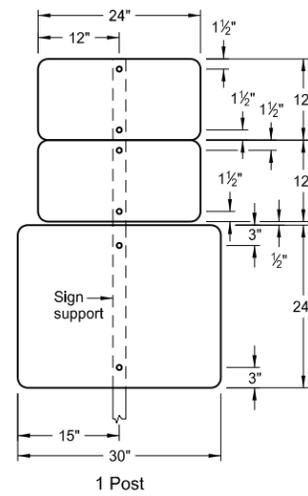
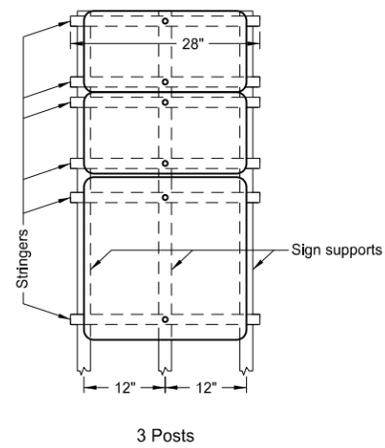
ASSEMBLY NO. 372

Notes:

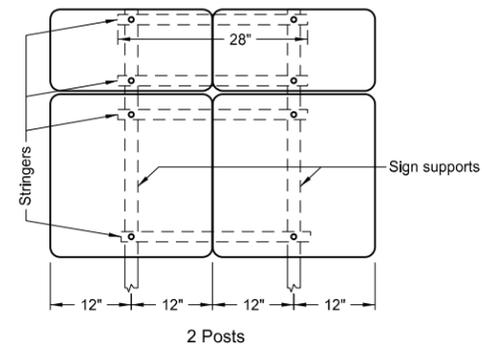
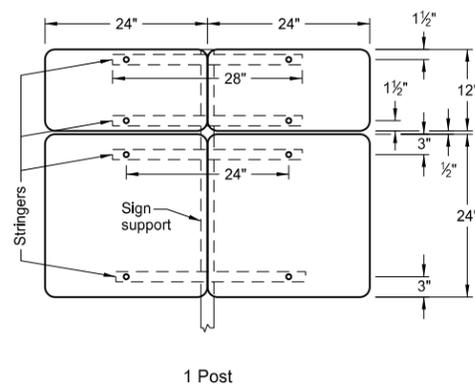
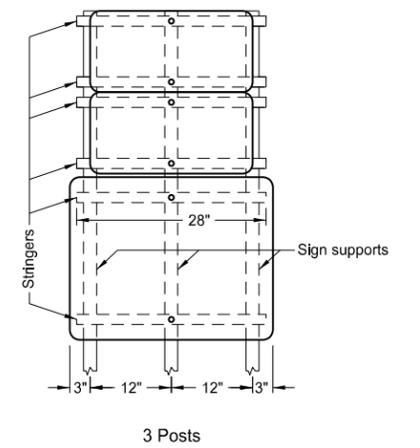
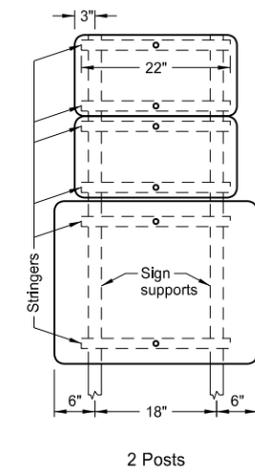
1. The minimum sign backing material thickness shall be 0.100 inch.
2. Perforated square tube stringer shall be 1 1/2"x1 1/2".
3. All holes shall be punched round for 3/8" bolt.



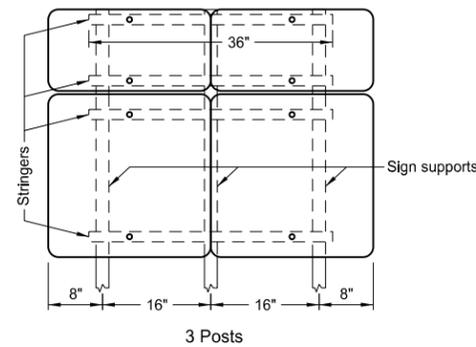
ASSEMBLY NO. 373



ASSEMBLY NO. 374



ASSEMBLY NO. 375

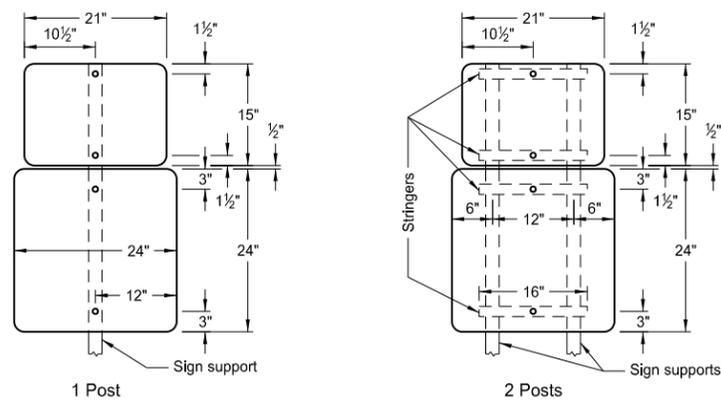


NORTH DAKOTA DEPARTMENT OF TRANSPORTATION 8-22-12	
REVISIONS	
DATE	CHANGE

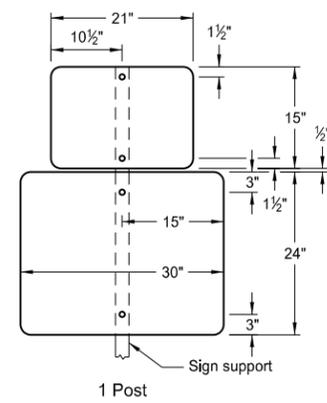
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS - ROUTE MARKER SIGNS

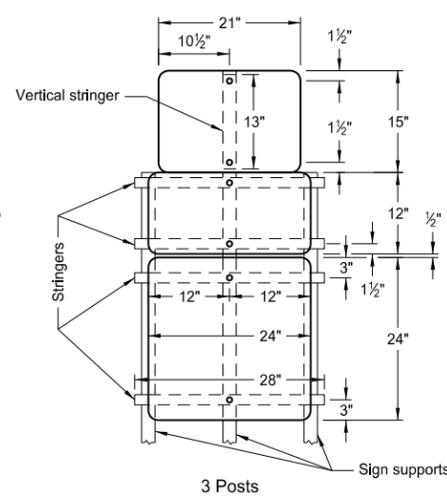
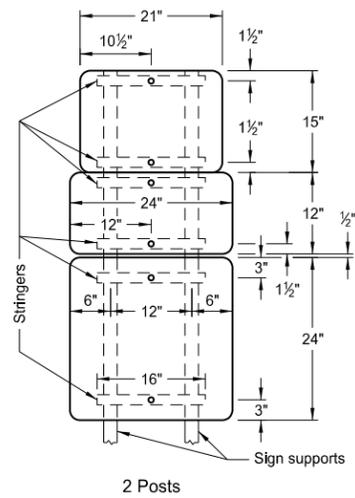
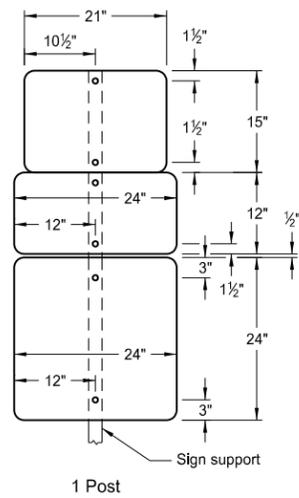
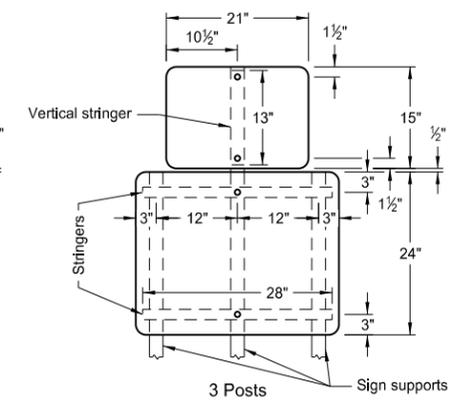
D-754-57



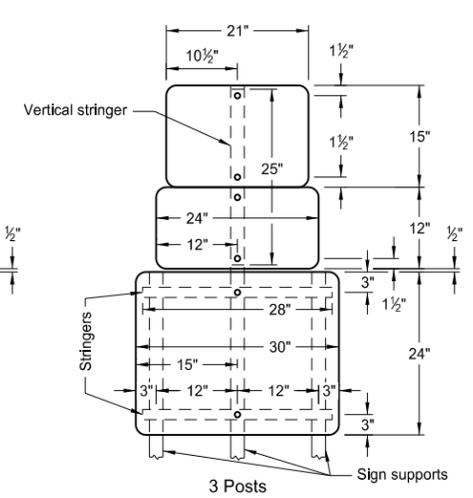
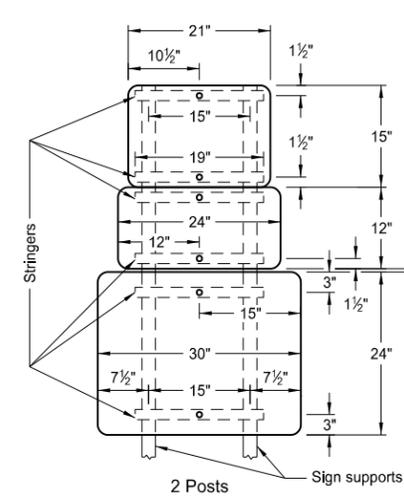
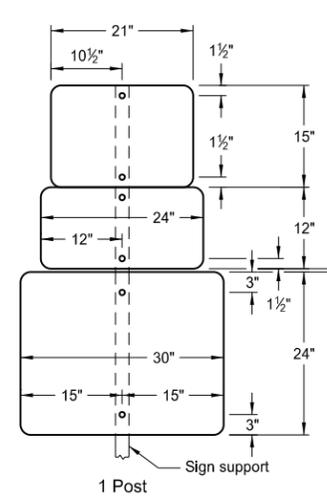
ASSEMBLY 391



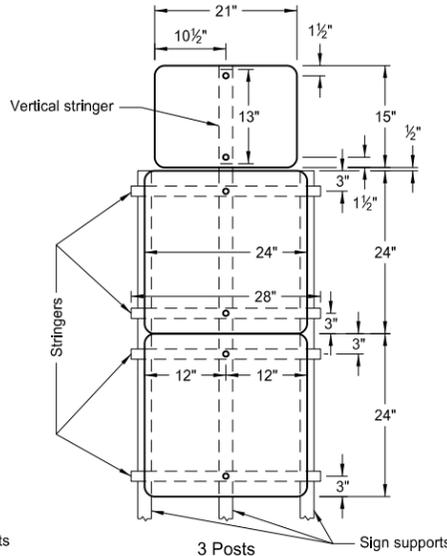
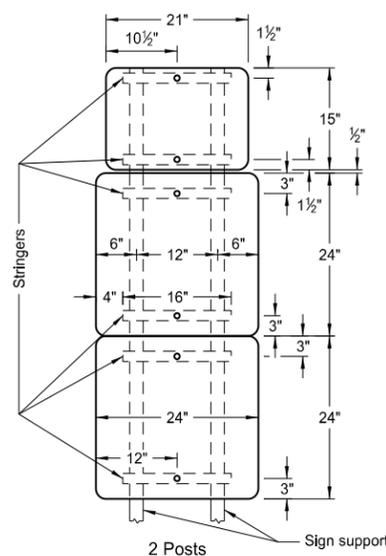
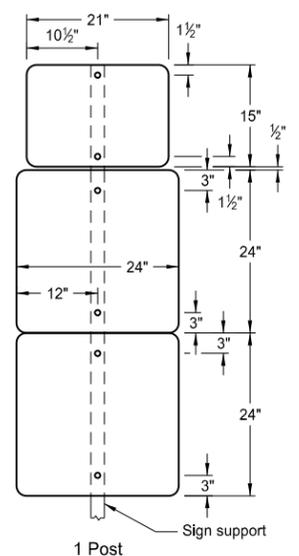
ASSEMBLY 392



ASSEMBLY 393



ASSEMBLY 394



ASSEMBLY 395

Notes:

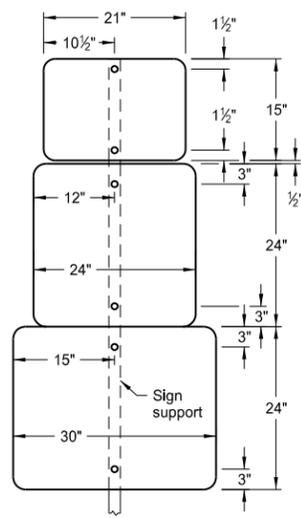
1. The minimum sign backing material thickness shall be 0.100 inch.
2. Perforated square tube stringer shall be 1 1/2"x1 1/2".
3. All holes shall be punched round for 3/8" bolt.

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

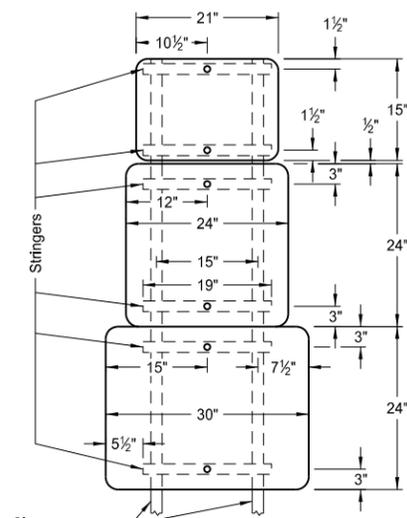
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS - ROUTE MARKER SIGNS

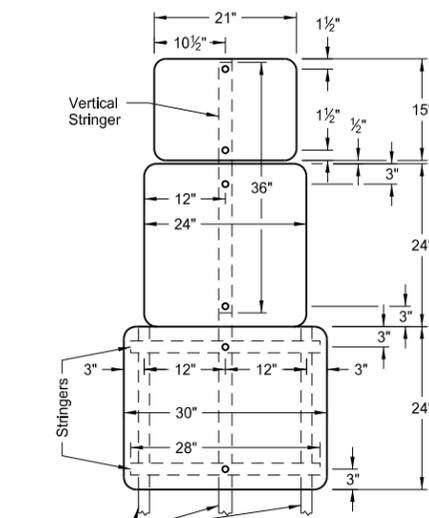
D-754-58



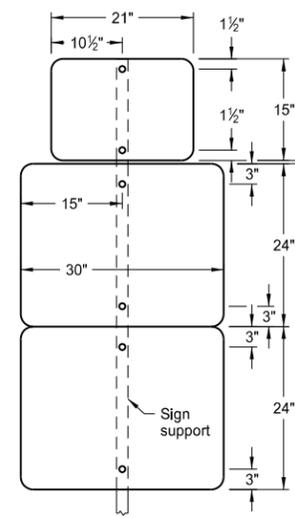
1 Post



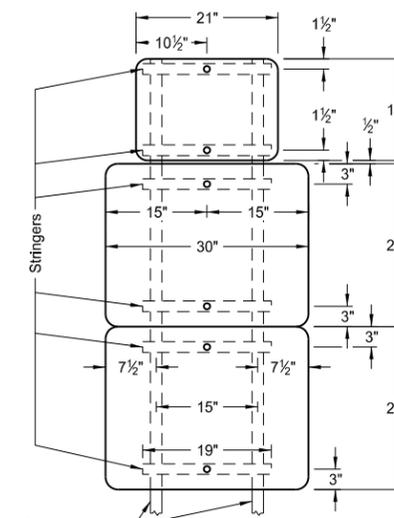
2 Posts
ASSEMBLY 396



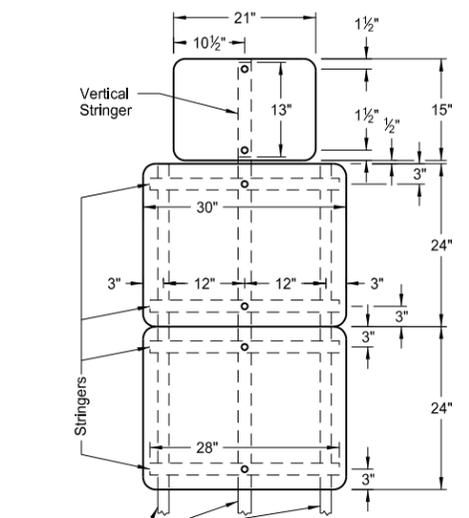
3 Posts



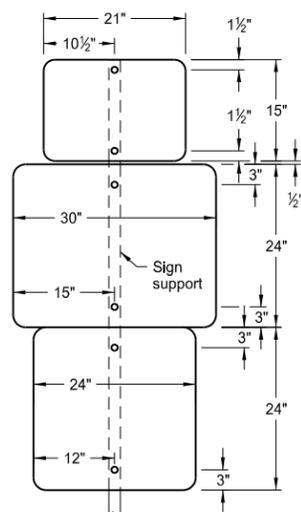
1 Post



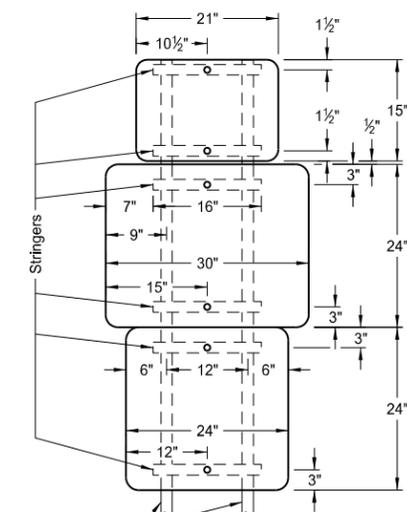
2 Posts
ASSEMBLY 397



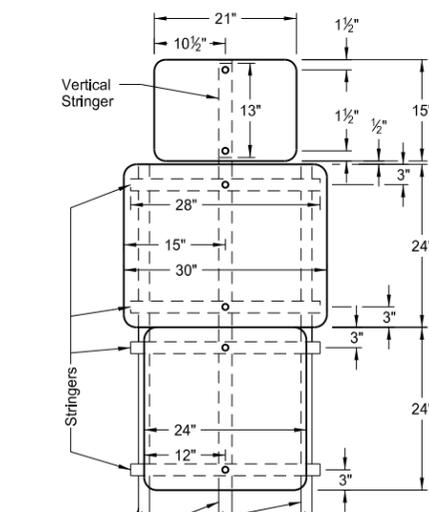
3 Posts



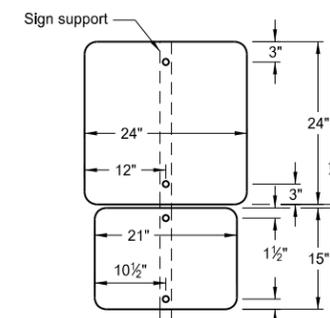
1 Post



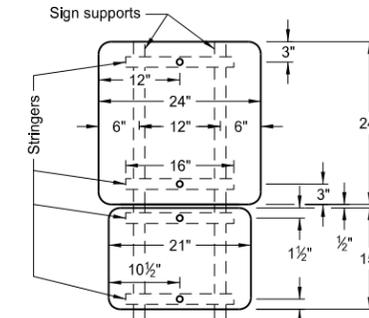
2 Posts
ASSEMBLY 398



3 Posts



1 Post



2 Posts

ASSEMBLY 399

Notes:

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

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

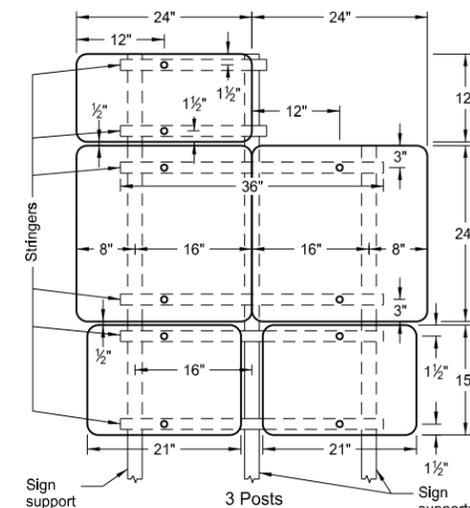
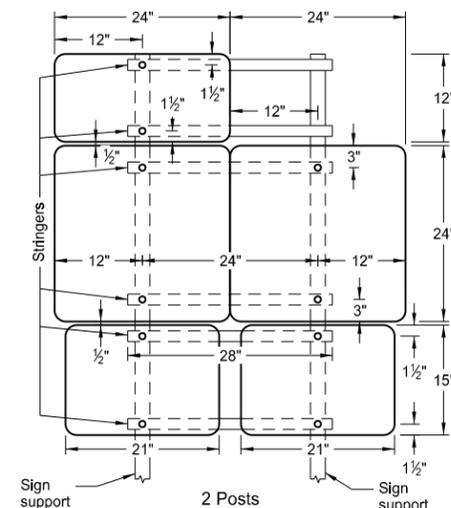
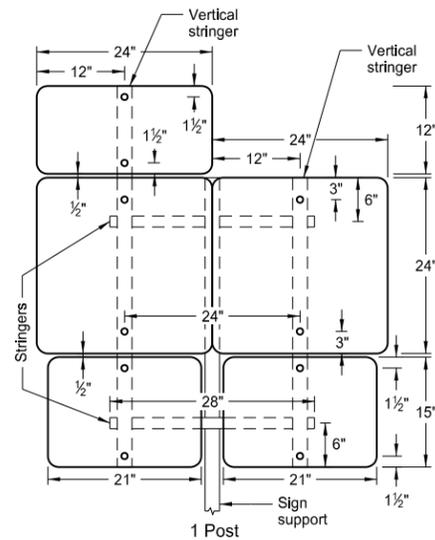
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SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS - ROUTE MARKER SIGNS

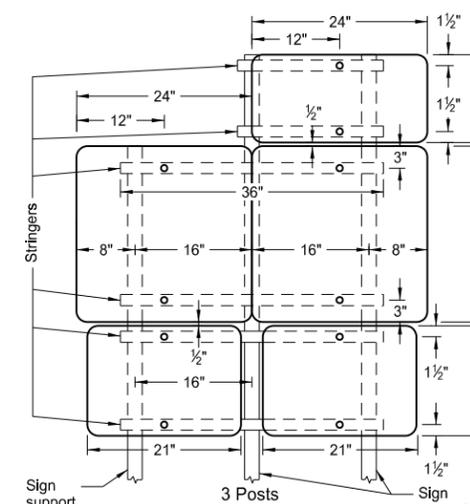
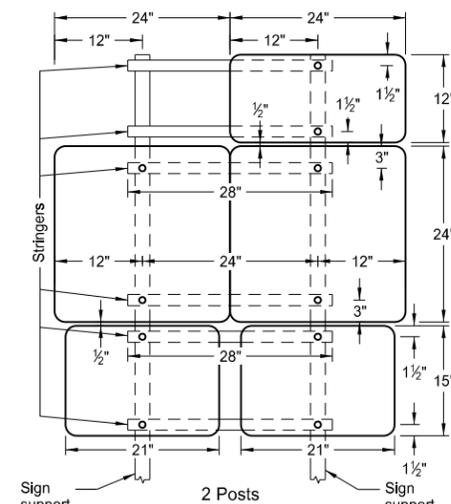
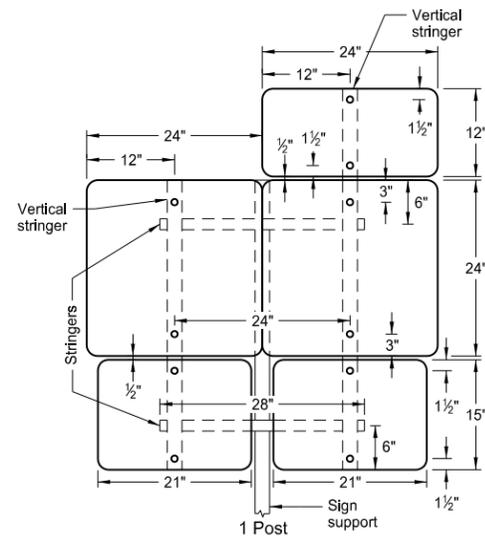
D-754-72

Notes:

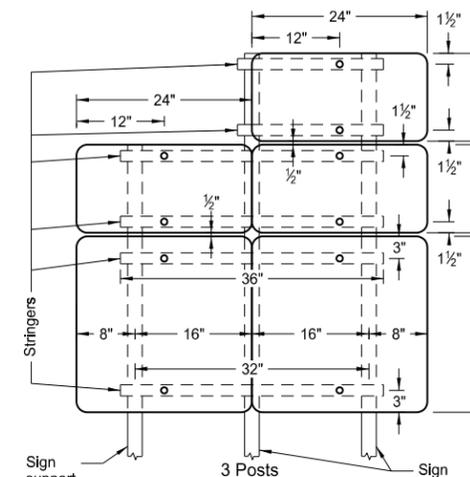
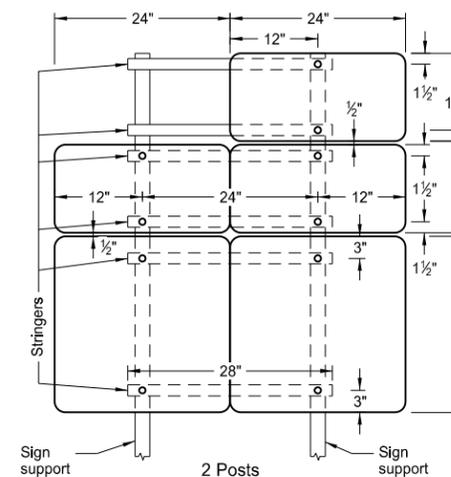
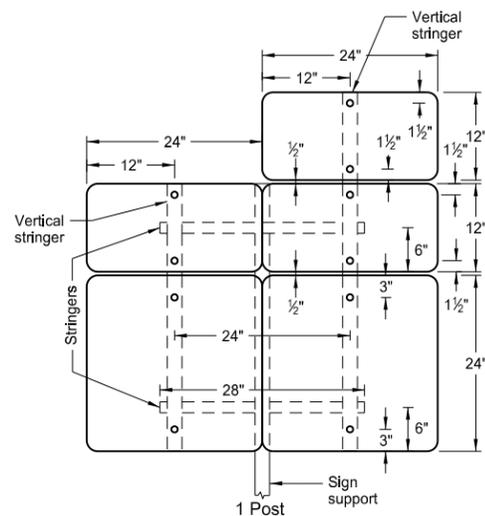
1. The minimum sign backing material thickness shall be 0.100 inch.
2. Perforated square tube stringer shall be 1½"x1½".
3. All holes shall be punched round for ¾" bolt.



ASSEMBLY NO. 430



ASSEMBLY NO. 431



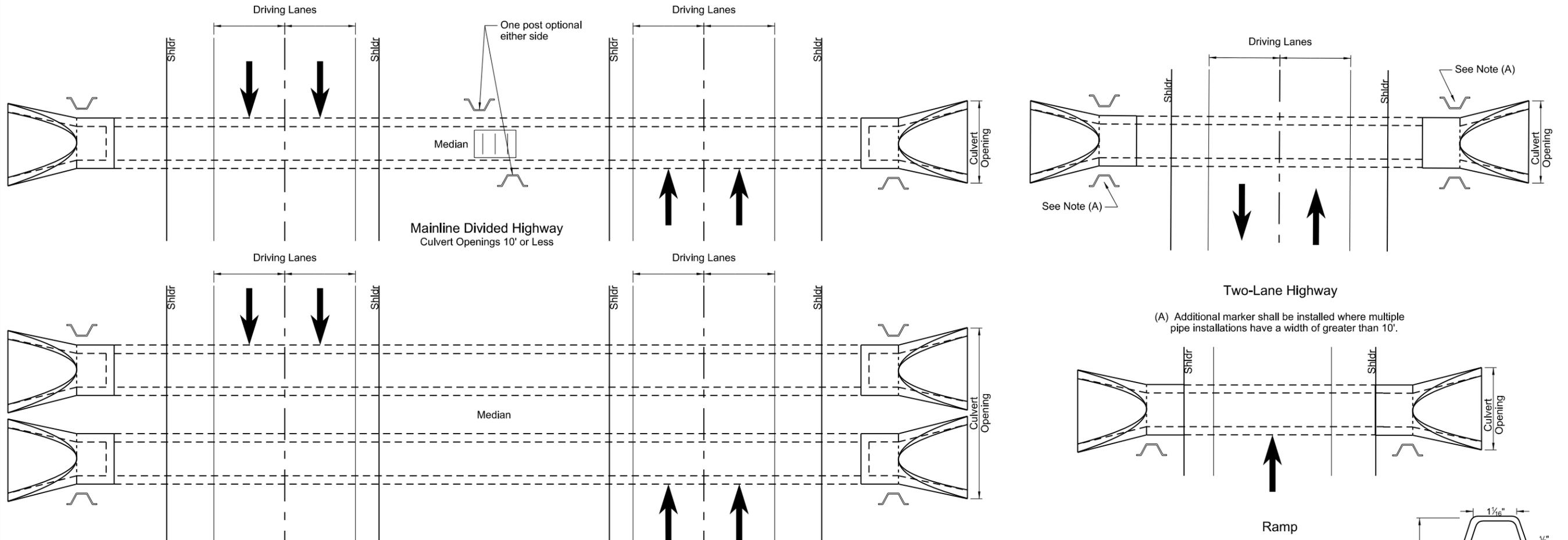
ASSEMBLY NO. 432

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-22-12	
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OBJECT MARKERS - CULVERTS

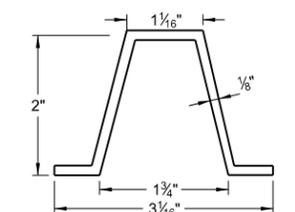
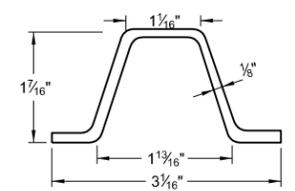
D-754-83



Post Location

Mainline Divided Highway Culvert Openings Greater than 10' Multiple Installations

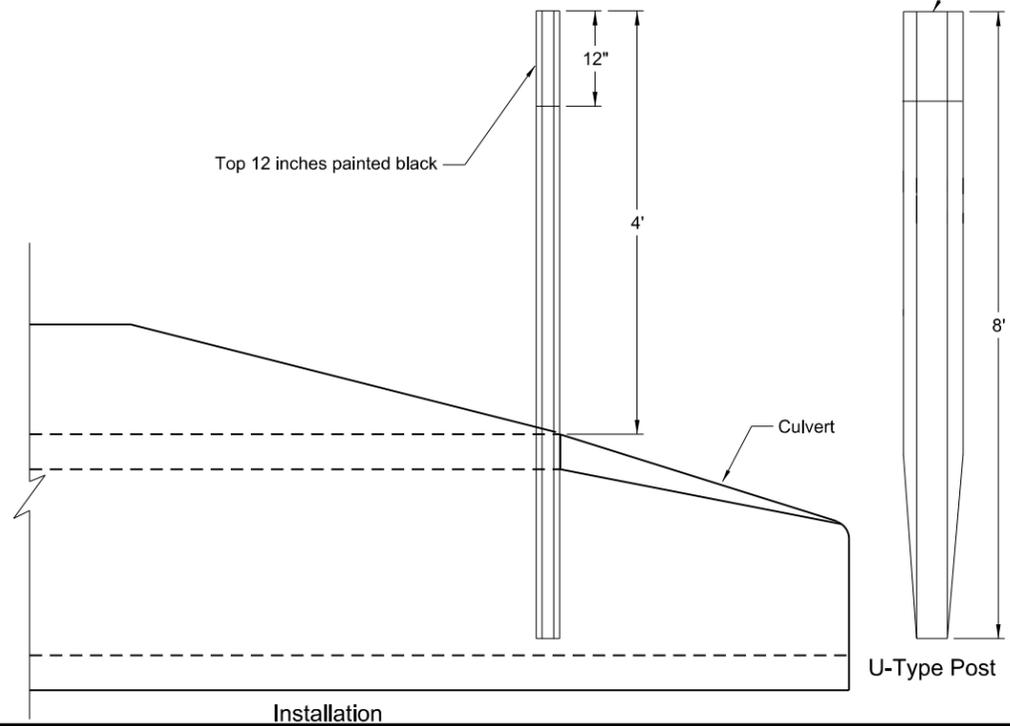
Top 12 inches painted black



Notes:

- Installation:** Construction requirements shall meet 754.04D. Each end of culverts crossing the roadway within the right-of-way shall be marked with a post as shown. Posts are to be installed in front of the culvert in the direction of travel along the side of the culvert and one foot from the culvert opening unless shown otherwise on the plans.
- Posts:** Posts shall conform to section 894.04A of the Standard Specifications with the exception that the post may or may not have holes drilled.
- Basis of Payment:** The quantity will be measured by the number of object markers each installed. All costs for furnishing and installing the markers shall be included in the price bid for the item "Object Markers - Culverts".

Top 12 inches painted black



NORTH DAKOTA DEPARTMENT OF TRANSPORTATION 8-05-13	
REVISIONS	
DATE	CHANGE
7-7-14	Revised Notes

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PE-2930,
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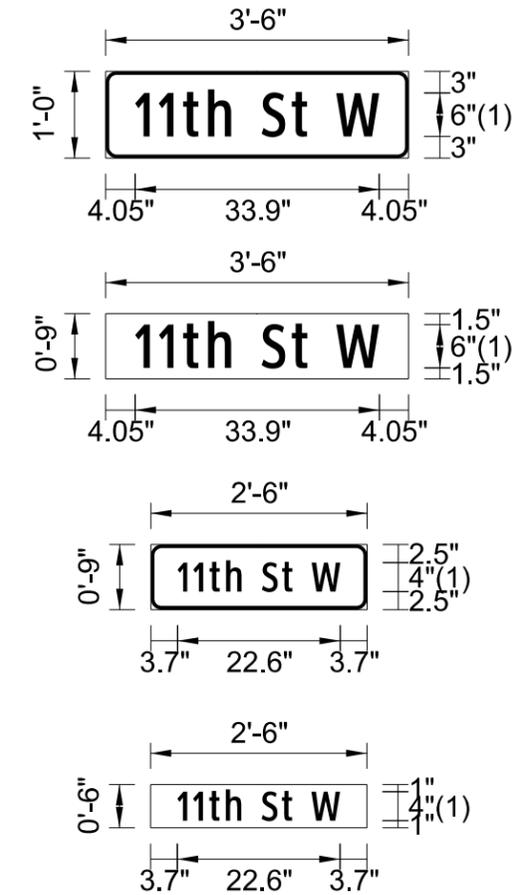
911 SIGN SUPPORT INFORMATION AND SIGN DETAILS

D-754-86

THE POST INFORMATION FOR VARIOUS SIGN CONFIGURATIONS (60 INCH VERTICAL CLEARANCE)													
ASSEMBLY NUMBER	STREET NAME SIGN SIZE	TOTAL SIGN AREA	MAXIMUM POST LENGTH	NUMBER OF POSTS	SUPPORT SIZE	SLEEVE LENGTH (A)			SLEEVE SIZE	ANCHOR		BREAK-AWAY	
						1st	2nd	3rd		NUMBER	LENGTH		SIZE
						LF	LF	LF					
SA 1	24"x12"	8.00	20.2	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	30"x12"	10.00	16.4	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	36"x12"	12.00	13.8	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	42"x12"	14.00	14.7	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	48"x12"	16.00	12.9	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	54"x12"	18.00	15.2	1	2.25x2.25 12 ga					1	4.0	2.5x2.5 12ga	
	60"x12"	20.00	13.7	1	2.25x2.25 12 ga					1	4.0	2.5x2.5 12ga	
	24"x9"	6.00	24.1	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	30"x9"	7.50	21.2	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	36"x9"	9.00	17.7	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	42"x9"	10.50	15.3	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	48"x9"	12.00	13.5	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	54"x9"	13.50	14.8	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	60"x9"	15.00	13.4	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	24"x6"	4.00	35.2	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	30"x6"	5.00	28.3	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	36"x6"	6.00	23.6	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	42"x6"	7.00	22.3	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	48"x6"	8.00	19.6	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
	54"x6"	9.00	17.5	1	2x2 12 ga					1	4.0	2.25x2.25 12ga	
60"x6"	10.00	15.4	1	2x2 12 ga					1	4.0	2.25x2.25 12ga		
SA 2	24"x12"	13.2	14.6	1	2.5x2.5 12 ga					1	4.0	3x3 7 ga	
	30"x12"	15.2	16.3	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	36"x12"	17.2	15.4	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	42"x12"	19.2	14.7	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	48"x12"	21.2	15.3	1	2.25x2.25 12 ga	4.5			2x2 12 ga	1	4.0	3x3 7 ga	1
	54"x12"	23.2	20.6	1	2.5x2.5 10 ga	1.5			2.19x2.19 10ga	1	4.0	3x3 7 ga	1
	60"x12"	25.2	16.7	1	2.5x2.5 12 ga	3.9			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	24"x9"	11.2	15.2	1	2.5x2.5 12 ga					1	4.0	3x3 7 ga	
	30"x9"	12.7	14.5	1	2.5x2.5 12 ga					1	4.0	3x3 7 ga	
	36"x9"	14.2	16.5	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	42"x9"	15.7	15.8	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	48"x9"	17.2	14.4	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	54"x9"	18.7	15.1	1	2.25x2.25 12 ga	4.2			2x2 12ga	1	4.0	3x3 7 ga	1
	60"x9"	20.2	14.6	1	2.25x2.25 12 ga	4.6			2x2 12 ga	1	4.0	3x3 7 ga	1
	24"x6"	9.2	16.0	1	2.5x2.5 12 ga					1	4.0	3x3 7 ga	
	30"x6"	10.2	15.5	1	2.5x2.5 12 ga					1	4.0	3x3 7 ga	
	36"x6"	11.2	15.0	1	2.5x2.5 12 ga					1	4.0	3x3 7 ga	
	42"x6"	12.2	13.7	1	2.5x2.5 12 ga					1	4.0	3x3 7 ga	
	48"x6"	13.2	15.9	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	54"x6"	14.2	15.4	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
60"x6"	15.2	14.9	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1	
SA 3	24"x12"	13.9	16.1	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	30"x12"	15.9	15.3	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	36"x12"	17.9	15.9	1	2.25x2.25 12 ga	4.4			2x2 12 ga	1	4.0	3x3 7 ga	1
	42"x12"	19.9	15.2	1	2.25x2.25 12 ga	4.8			2x2 12 ga	1	4.0	3x3 7 ga	1
	48"x12"	21.9	15.1	1	2.5x2.5 12 ga	5.1			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	54"x12"	23.9	20.6	1	2.5x2.5 10 ga	1.9			2.19x2.19 10ga	1	4.0	3x3 7 ga	1
	60"x12"	25.9	16.0	1	2.5x2.5 12 ga	4.7			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	24"x9"	11.9	16.8	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	30"x9"	13.4	16.1	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	36"x9"	14.9	15.4	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	42"x9"	16.4	14.8	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	48"x9"	17.9	15.6	1	2.25x2.25 12 ga	4.3			2x2 12 ga	1	4.0	3x3 7 ga	1
	54"x9"	19.4	14.9	1	2.5x2.5 12 ga	4.8			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	60"x9"	20.9	20.6	1	2.5x2.5 10 ga	1.6			2.19x2.19 10ga	1	4.0	3x3 7 ga	1
	24"x6"	9.9	14.7	1	2.5x2.5 12 ga					1	4.0	3x3 7 ga	
	30"x6"	10.9	14.3	1	2.5x2.5 12 ga					1	4.0	3x3 7 ga	
	36"x6"	11.9	16.5	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	42"x6"	12.9	16.0	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	48"x6"	13.9	14.8	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	54"x6"	14.9	14.4	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
60"x6"	15.9	15.3	1	2.25x2.25 12 ga	4.2			2x2 12 ga	1	4.0	3x3 7 ga	1	

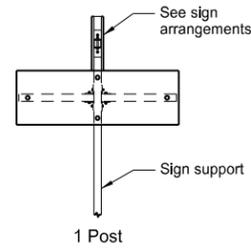
THE POST INFORMATION FOR VARIOUS SIGN CONFIGURATIONS (60 INCH VERTICAL CLEARANCE)													
ASSEMBLY NUMBER	STREET NAME SIGN SIZE	TOTAL SIGN AREA	MAXIMUM POST LENGTH	NUMBER OF POSTS	SUPPORT SIZE	SLEEVE LENGTH (A)			SLEEVE SIZE	ANCHOR		BREAK-AWAY	
						1st	2nd	3rd		NUMBER	LENGTH		SIZE
						LF	LF	LF					
SA 4	24"x12"	15.5	15.1	1	2.25x2.25 12 ga	4.7			2x2 12 ga	1	4.0	3x3 7 ga	1
	30"x12"	17.5	15.1	1	2.5x2.5 12 ga	4.9			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	36"x12"	19.5	17.5	1	2.5x2.5 12 ga	3.6			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	42"x12"	21.5	16.8	1	2.5x2.5 12 ga	4.1			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	48"x12"	23.5	16.2	1	2.5x2.5 12 ga	4.5			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	54"x12"	25.5	15.6	1	2.5x2.5 12 ga	4.9			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	60"x12"	27.5	16.7	1	2.5x2.5 10 ga	4.2			2.19x2.19 10ga	1	4.0	3x3 7 ga	1
	24"x9"	13.5	14.3	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	30"x9"	15.0	15.1	1	2.25x2.25 12 ga	4.4			2x2 12 ga	1	4.0	3x3 7 ga	1
	36"x9"	16.5	14.6	1	2.25x2.25 12 ga	4.7			2x2 12 ga	1	4.0	3x3 7 ga	1
	42"x9"	18.0	14.7	1	2.5x2.5 12 ga	4.9			2.25x2.25 12 ga	1	4.0	3x3 7 ga	1
	48"x9"	19.5	17.2	1	2.5x2.5 12 ga	3.5			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	54"x9"	21.0	15.8	1	2.5x2.5 12 ga	4.3			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	60"x9"	22.5	15.4	1	2.5x2.5 12 ga	4.6			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
	24"x6"	11.5	14.7	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	30"x6"	12.5	14.4	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	36"x6"	13.5	14.0	1	2.5x2.5 10 ga					1	4.0	3x3 7 ga	1
	42"x6"	14.5	15.0	1	2.25x2.25 12 ga	4.2			2x2 12 ga	1	4.0	3x3 7 ga	1
	48"x6"	15.5	14.5	1	2.5x2.5 12 ga	4.6			2.25x2.25 12 ga	1	4.0	3x3 7 ga	1
	54"x6"	16.5	14.1	1	2.5x2.5 12 ga	4.9			2.25x2.25 12ga	1	4.0	3x3 7 ga	1
60"x6"	17.5	16.8	1	2.5x2.5 12 ga	3.5			2.25x2.25 12ga	1	4.0	3x3 7 ga	1	
SA 5	24"x12"	21.3	17.2	2	2.5x2.5 10 ga					2	4.0	3x3 7 ga	2
	30"x12"	23.3	16.7	2	2.5x2.5 10 ga					2	4.0	3x3 7 ga	2
	36"x12"	25.3	16.3	2	2.5x2.5 10 ga					2	4.0	3x3 7 ga	2
	42"x12"	27.3	17.3	2	2.25x2.25 12 ga	4.2	4.6		2x2 12ga	2	4.0	3x3 7 ga	2
	48"x12"	29.3	16.9	2	2.25x2.25 12 ga	4.5	5.0		2x2 12 ga	2	4.0	3x3 7 ga	2
	54"x12"	31.3	16.5	2	2.25x2.25 12 ga	4.7	5.3		2x2 12 ga	2	4.0	3x3 7 ga	2
	60"x12"	33.3	17.5	3	2.5x2.5 12 ga					3	4.0	3x3 7 ga	3
	24"x9"	19.3	15.6	1	2.5x2.5 10 ga	4.9			2.19x2.19 10ga	1	4.0	3x3 7 ga	1
	30"x9"	20.8	17.0	2	2.5x2.5 10 ga					2	4.0	3x3 7 ga	2
	36"x9"	22.3	16.7	2	2.5x2.5 10 ga					2	4.0	3x3 7 ga	2
	42"x9"	23.8	16.3	2	2.5x2.5 10 ga					2	4.0	3x3 7 ga	2
	48"x9"	25.3	16.0	2	2.5x2.5 10 ga					2	4.0	3x3 7 ga	2
	54"x9"	26.8	17.2	2	2.25x2.25 12 ga	3.9	4.5		2x2 12 ga	2	4.0	3x3 7 ga	2
	60"x9"	28.3	16.8	2	2.25x2.25 12 ga	4.2	4.8		2x2 12 ga	2	4.0	3x3 7 ga	2
	24"x6"	17.3	15.8	1	2.5x2.5 10 ga	4.4			2.19x2.19 10ga	1	4.0	3x3 7 ga	1
	30"x6"	18.3	15.5	1	2.5x2.5 10 ga	4.5			2.19x2.19 10ga	1	4.0	3x3 7 ga	1
	36"x6"	19.3	15.3	1	2.5x2.5 10 ga	4.7			2.19x2.19 10ga	1	4.0	3x3 7 ga	1
	42"x6"	20.3	15.1	1	2.5x2.5 10 ga	4.9			2.19x2.19 10ga	1	4.0	3x3 7 ga	1
	48"x6"	21.3	16.7	2	2.5x2.5 10 ga					2	4.0	3x3 7 ga	2
	54"x6"	22.3	16.4	2	2.5x2.5 10 ga					2	4.0	3x3 7 ga	2
60"x6"	23.3	16.8	2	2.25x2.25 12 ga	3.8	4.4		2x2 12 ga	2	4.0	3x3 7 ga	2	

(A) The sleeve length shown is for the maximum post length. The required sleeve length is the "sleeve length" minus the difference between the "maximum post length" and the post length required in the field.

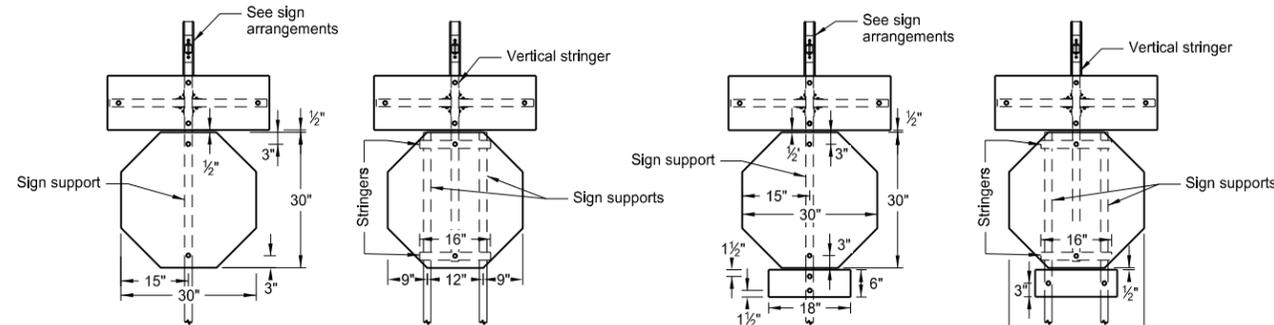


SIGN PUNCHING, STRINGER AND SUPPORT LOCATION DETAILS FOR STREET NAME SIGNS AND 911 SIGNS

- A - Single sign
- B - Single sign back to back
- C - Single sign each direction
- D - Single sign one direction, back to back other direction
- E - Back to back both directions

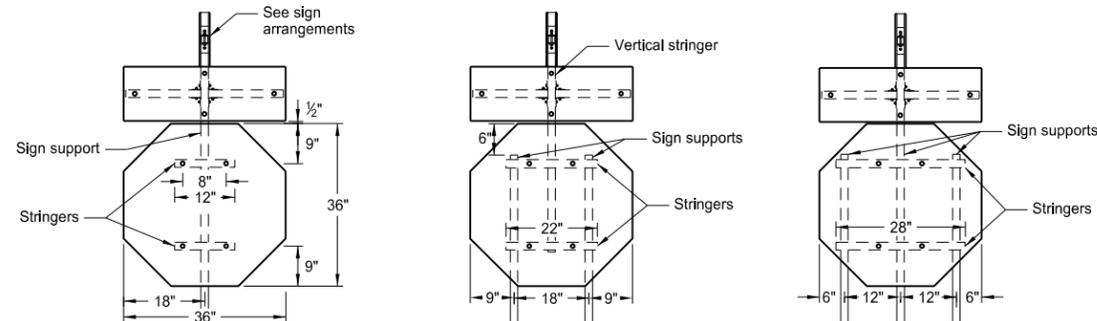


Special Assembly 1 (A, B, C, D or E)

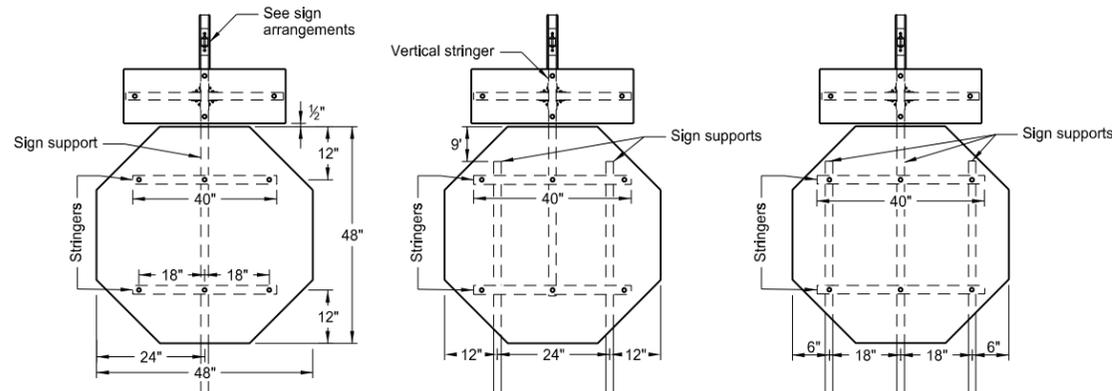


Special Assembly 2 (A, B, C, D or E)

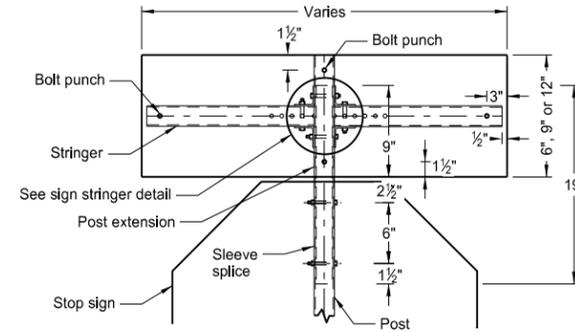
Special Assembly 3 (A, B, C, D or E)



Special Assembly 4 (A, B, C, D or E)

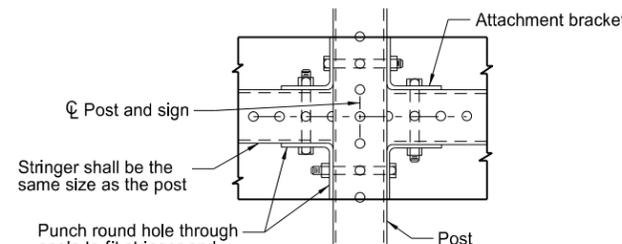


Special Assembly 5 (A, B, C, D or E)



Sleeve Splice Detail

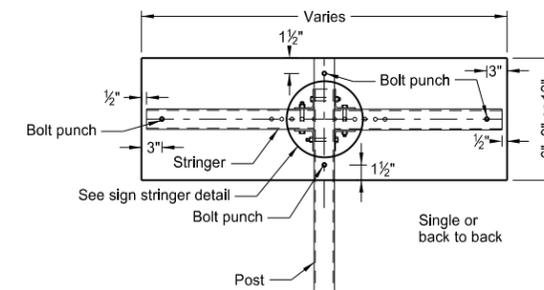
Note: The splice method may be used upon approval of the engineer.



Sign Stringer Detail

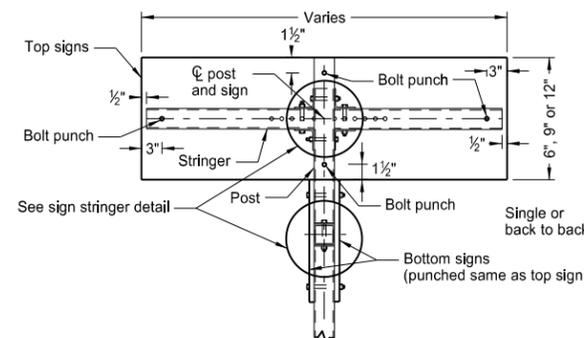
Stringer shall be the same size as the post

Punch round hole through angle to fit stringer and post holes.



Detail A or B

Single or back to back

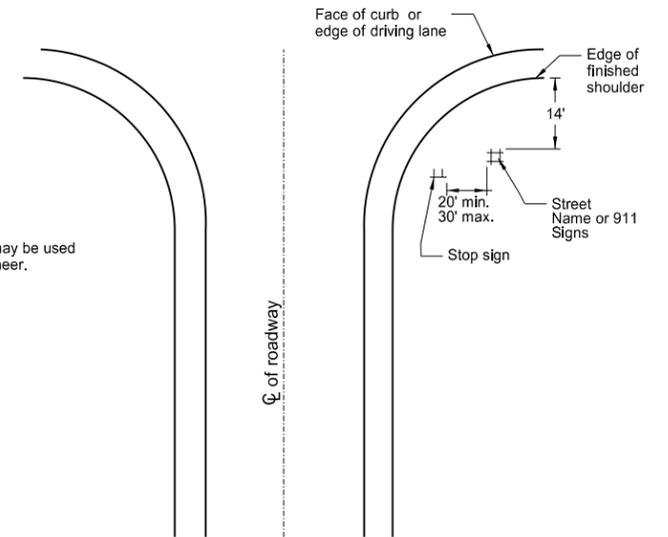


Detail D or E

Single or back to back

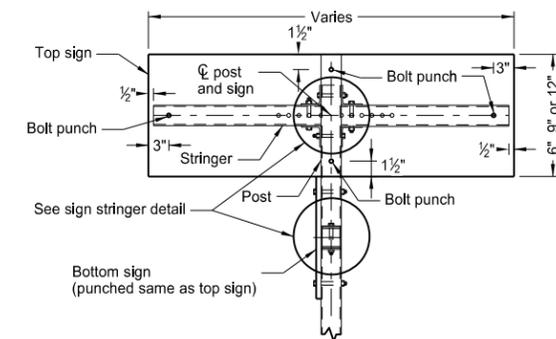
Bottom signs (punched same as top sign)

Note: See Standard Drawing D-754-86 for 911 support information and sign layout details.



Intersection Layout

Note: This layout is to be used for street name signs or 911 signs that are used with Special Assembly 1.



Detail C

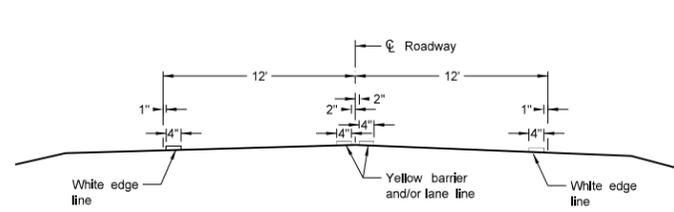
Sign Arrangements

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

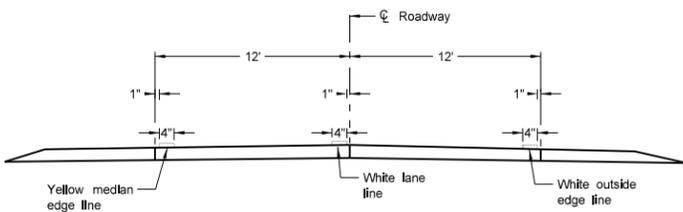
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PAVEMENT MARKING

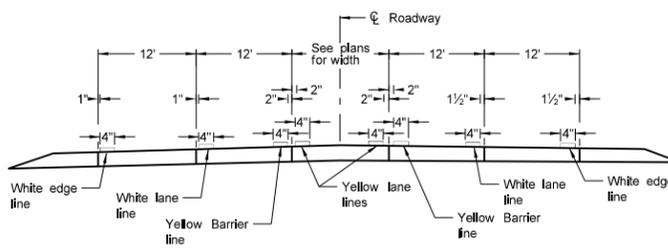
D-762-4



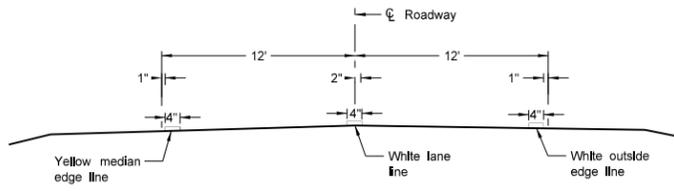
Two Lane Two Way
RURAL ROADWAY



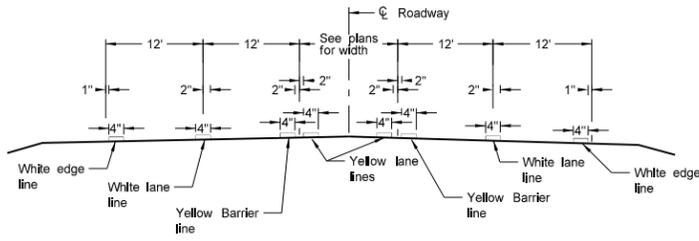
Two Lane Roadway
INTERSTATE HIGHWAY
Concrete Section



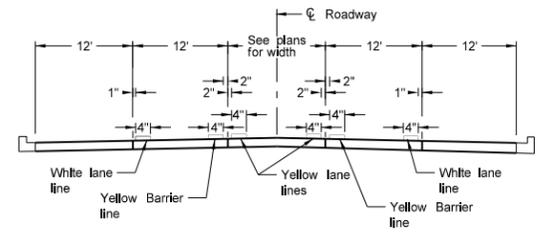
RURAL FIVE LANE ROADWAY
Concrete Section



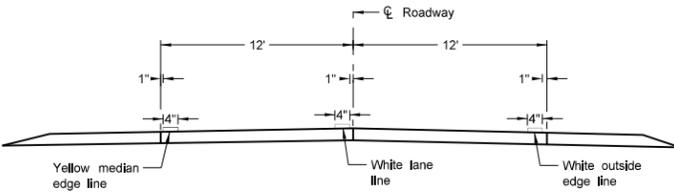
Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Asphalt Section



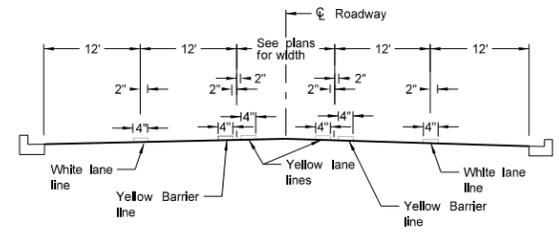
RURAL FIVE LANE ROADWAY
Asphalt Section



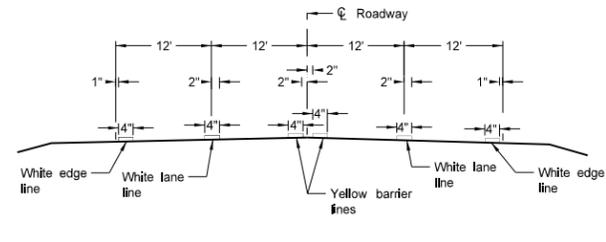
URBAN FIVE LANE SECTION
Concrete Section



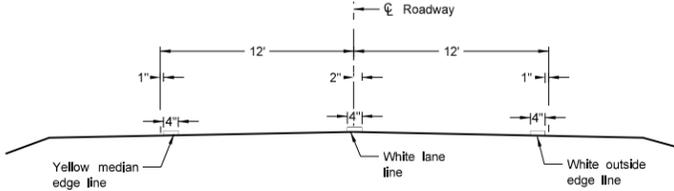
Two Lane Roadway
PRIMARY HIGHWAY
Concrete Section



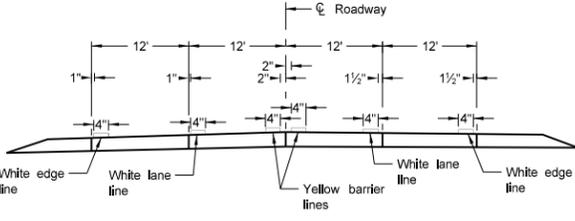
URBAN FIVE LANE SECTION
Asphalt Section



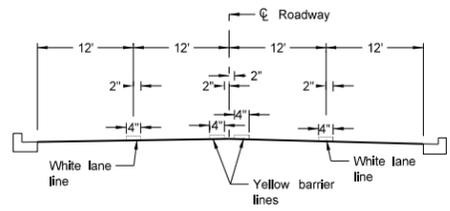
RURAL FOUR LANE ROADWAY
Asphalt Section



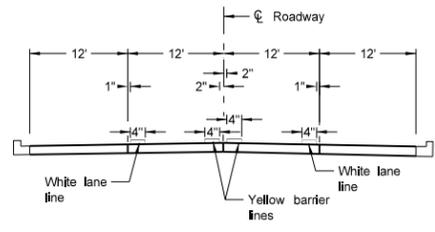
Two Lane Roadway
INTERSTATE HIGHWAY
Asphalt Section



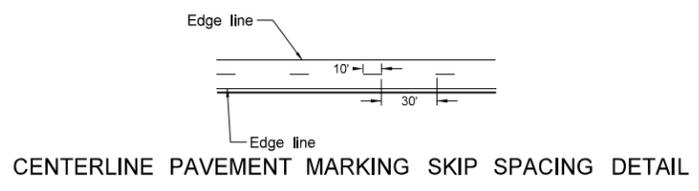
RURAL FOUR LANE ROADWAY
Concrete Section



URBAN FOUR LANE SECTION
Asphalt Section



URBAN FOUR LANE SECTION
Concrete Section



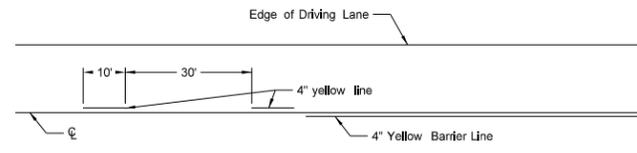
CENTERLINE PAVEMENT MARKING SKIP SPACING DETAIL

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

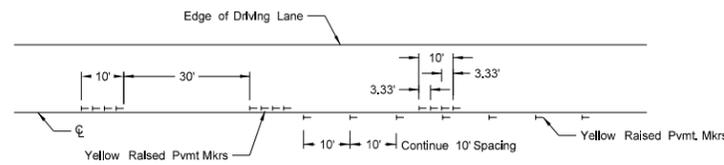
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12-1-10	
REVISIONS	
DATE	CHANGE

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SHORT-TERM PAVEMENT MARKING

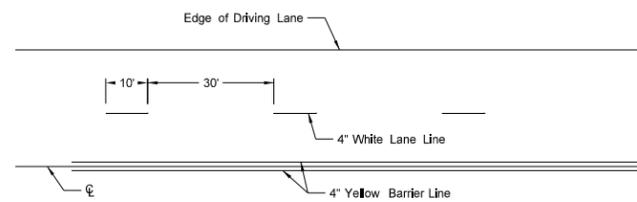


Painted or Tape Lines

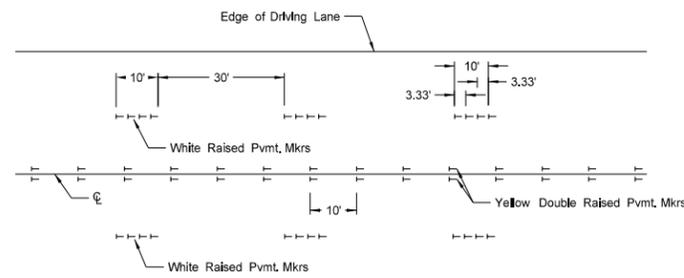


Raised Pavement Markers

TWO-LANE TWO-WAY ROADWAY

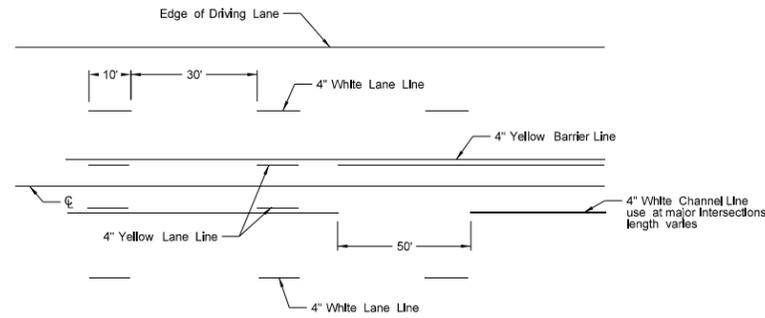


Painted or Tape Lines

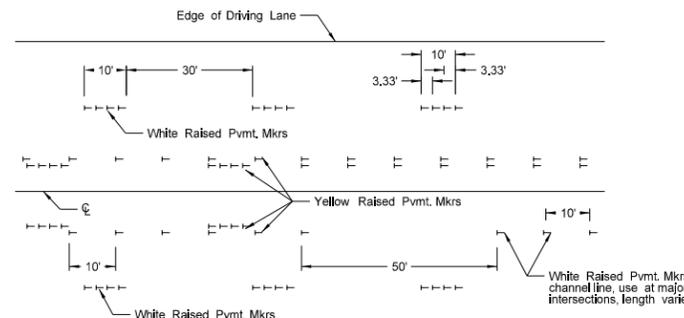


Raised Pavement Markers

FOUR LANE ROADWAY

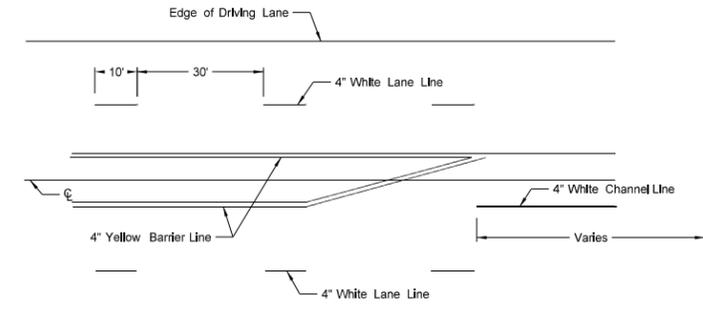


Painted or Tape Lines

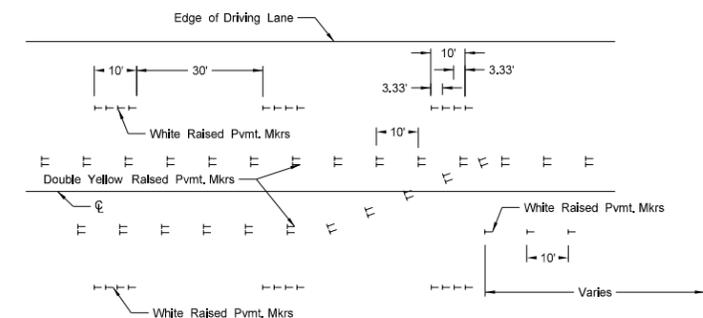


Raised Pavement Markers

FIVE LANE ROADWAY TWO WAY LEFT TURN



Painted or Tape Lines



Raised Pavement Markers

FIVE LANE ROADWAY WITH MARKED ISLANDS

NOTES:

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.

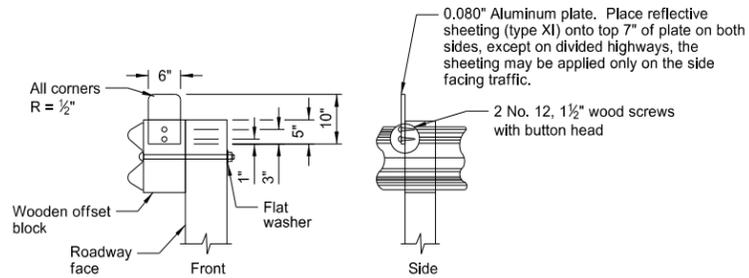
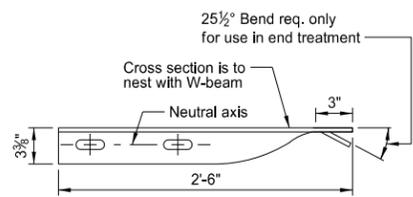
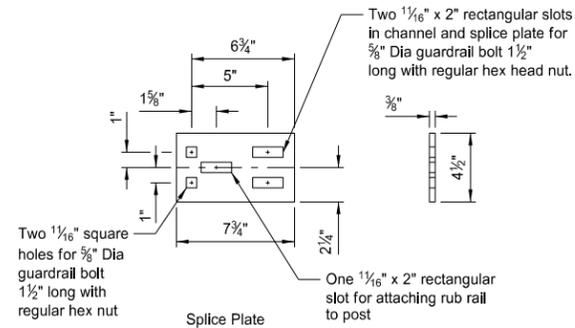
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12-1-10	
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W-BEAM GUARDRAIL GENERAL DETAILS

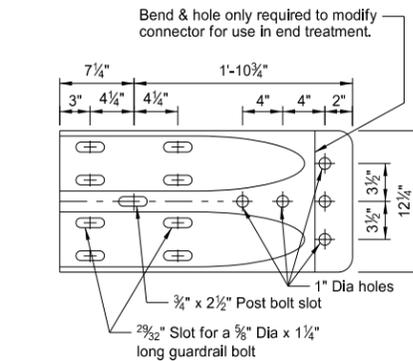
NOTES:

1. ReflectORIZED plates: Reflector plates shall begin at the first post and be spaced at 25' centers on guardrail less than 250' in length and at 50' centers for guardrail over 250' in length. The reflector shall be the same color as the pavement marking adjacent to that reflector unless noted otherwise on the plans.
2. Manner of replacing bituminous material at guardrail post: All excess earth from excavations for guard posts shall be disposed of as directed by the engineer. Replace bituminous material wherever guardrail is installed after mat has been laid. Cost of excavation and replacing of bituminous material to be included in the price bid for other items.
3. The Object Marker shall fit within the vertical edges of the Impact Plate. The retroreflective sheeting shall be type XI sheeting meeting the requirements of Section 894.02.B of the standard specifications. The sheeting shall be applied to 0.100 Aluminum sheeting meeting the requirements Section 894.01.A. The Object Marker shall attach to the Impact Head Plate with rivets or some other attachment device. The rivets or attachment device shall be non-rust. The stripes shall slope downward toward the roadway side.
4. Guardrail installation height tolerance = - 1/4", + 1".

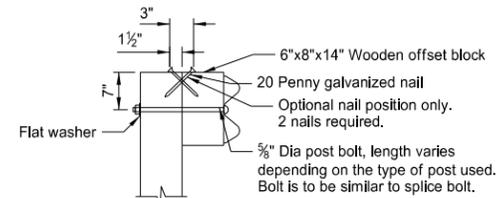


REFLECTORIZED PLATE DETAIL

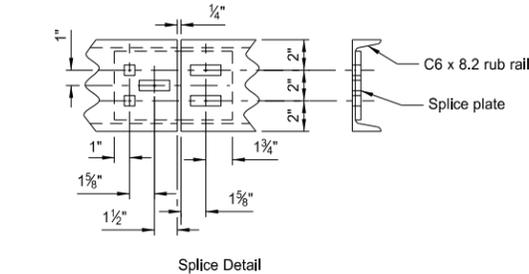
Additional reflectors are added to the W-beam guardrail quantities for placement on end treatment.



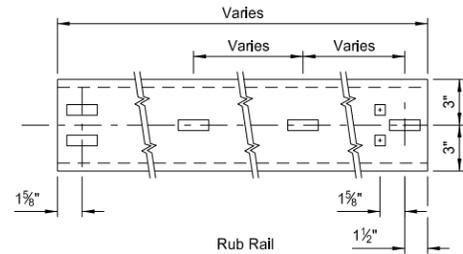
W BEAM TERMINAL CONNECTOR



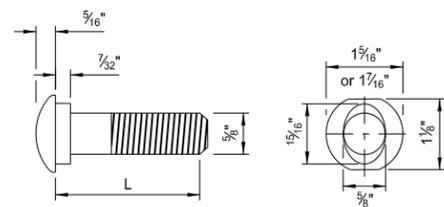
TYPICAL POST ATTACHMENT DETAIL



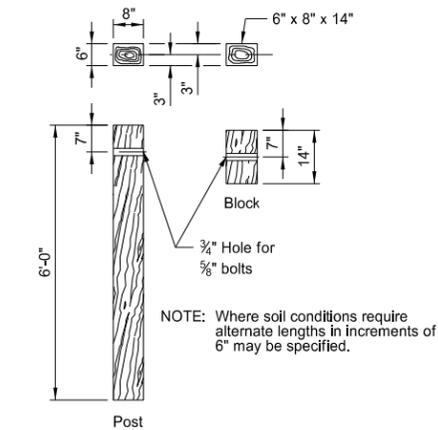
Splice Detail



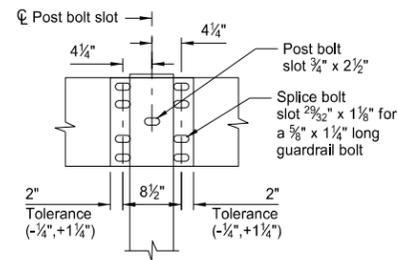
C6x8 RUB RAIL AND SPLICE PLATE



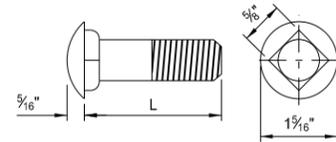
5/8" Diameter Guardrail Bolt	
L	Thread Length
1 1/4"	Full length thread
2"	1 3/4" Min thread length
9 1/2"	4" Min thread length
18"	4" Min thread length
20"	4" Min thread length
22"	4" Min thread length
25"	4" Min thread length



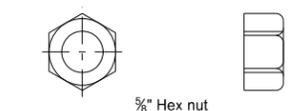
6"x8" TIMBER POST & BLOCK



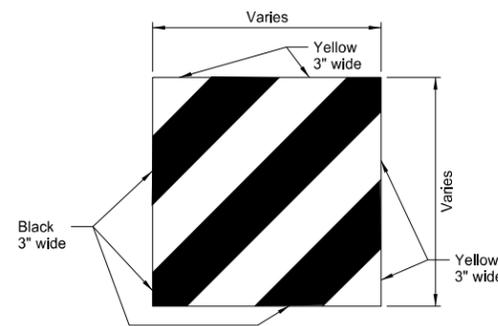
SPLICE DETAIL



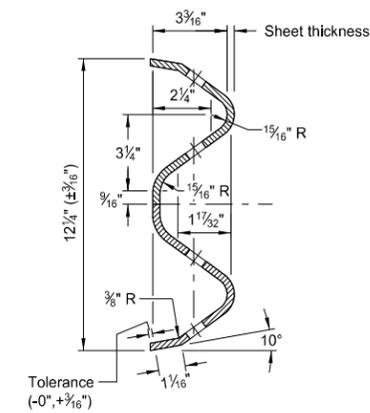
5/8" Diameter Carriage Bolt	
L	Thread Length
1 1/2"	Full length thread
3"	1 1/2" Min thread length
11"	1 3/4" Min thread length
13"	1 3/4" Min thread length



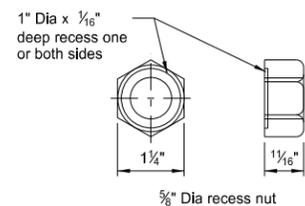
5/8" CARRIAGE BOLT & NUT



IMPACT HEAD OBJECT MARKER



W-BEAM CROSS SECTION



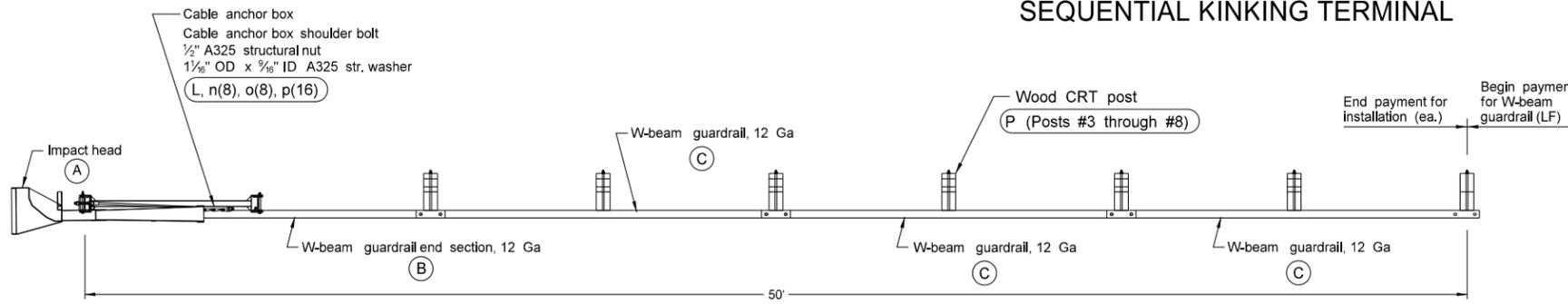
5/8" GUARDRAIL BOLT & RECESS NUT

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-11-13	
REVISIONS	
DATE	CHANGE

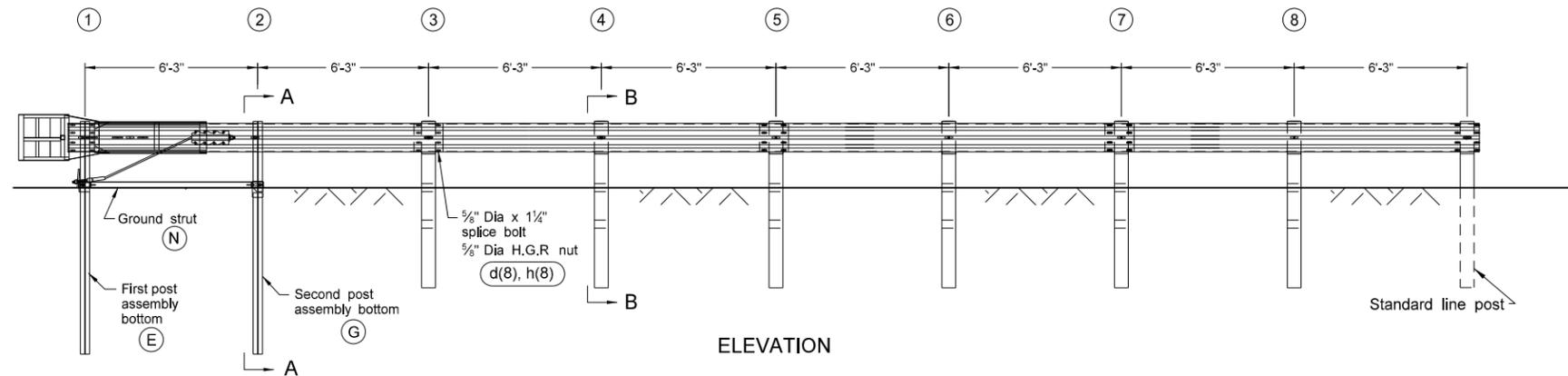
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SEQUENTIAL KINKING TERMINAL

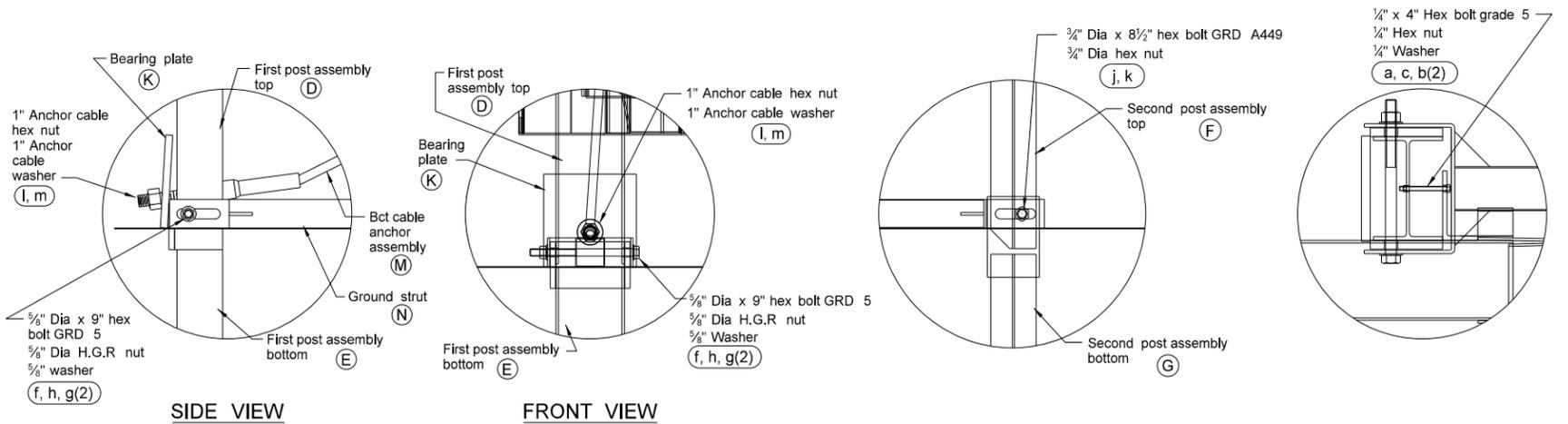
D-764-5



PLAN



ELEVATION



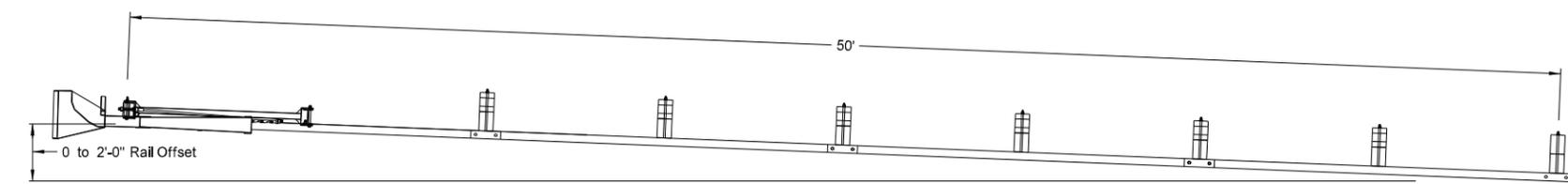
SIDE VIEW

FRONT VIEW

POST #1 CONNECTION DETAILS

SIDE VIEW DETAIL OF POST #2

IMPACT HEAD CONNECTION DETAIL

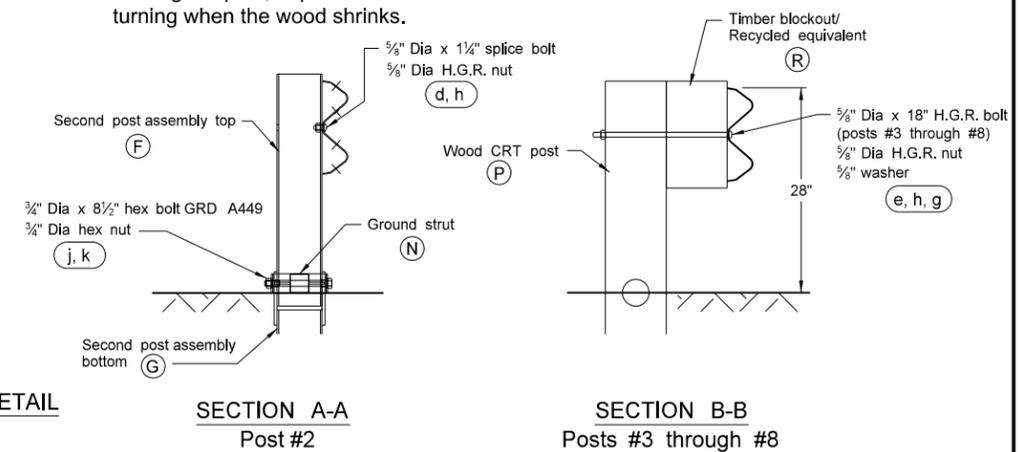


FLARED INSTALLATION
25:1 maximum flare rate

GENERAL NOTES:

- Breakaway posts are required with the SKT.
- All bolts, nuts, cable assemblies, cable anchors and bearing plates shall be galvanized.
- The SKT can be flared at a rate of up to 25:1 to prevent the impact head from encroaching on the shoulder.
- The lower sections of the posts shall not protrude more than 4" above the ground (measured along a 5' cord). Site grading may be necessary to meet this requirement.
- The lower section of the hinged posts should not be driven with the upper post attached. If the post is placed in a drilled hole, the backfill material must be satisfactorily compacted to prevent settlement.
- When rock is encountered, a 10" diameter post hole, 20" into the rock surface may be used if approved by the engineer. Granular material will be placed in the bottom of the hole, approximately 2 1/2" deep to provide drainage. Posts 1 & 2 can be field cut to length, placed in the hole and backfilled with adequately compacted material excavated from the hole.
- The breakaway cable assembly must be taut. A locking device (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening nuts.
- The wood blockouts on post #3 through post #8 should be "toe nailed" with two 20 penny galvanized nails into each rectangular post, to prevent them from turning when the wood shrinks.

ITEM QTY		BILL OF MATERIALS
A	1	IMPACT HEAD
B	1	W-BEAM GUARDRAIL END SECTION, 12 Ga
C	3	W-BEAM GUARDRAIL, 12 Ga
D	1	FIRST POST ASSEMBLY TOP
E	1	FIRST POST ASSEMBLY BOTTOM
F	1	SECOND POST ASSEMBLY TOP
G	1	SECOND POST ASSEMBLY BOTTOM
K	1	BEARING PLATE
L	1	CABLE ANCHOR BOX
M	1	BCT CABLE ANCHOR ASSEMBLY
N	1	GROUND STRUT HINGED POST
P	6	WOOD CRT POST
R	6	TIMBER BLOCKOUT/RCY EQUIVALENT
HARDWARE		
a	2	1/4" x 4" HEX BOLT Grade 5
b	4	1/4" WASHER
c	2	1/4" HEX NUT
d	25	5/8" Dia x 1 1/4" SPLICE BOLT, POST #2
e	6	5/8" Dia x 18" H.G.R. BOLT (POSTS 3 THRU 8)
f	1	5/8" Dia x 9" HEX BOLT GRD 5
g	8	5/8" WASHER
h	32	5/8" Dia H.G.R. NUT
j	1	3/4" Dia x 8 1/2" HEX BOLT GRD A449
k	1	3/4" Dia HEX NUT
l	2	1" ANCHOR CABLE HEX NUT
m	2	1" ANCHOR CABLE WASHER
n	8	CABLE ANCHOR BOX SHOULDER BOLT
o	8	1/2" A325 STRUCTURAL NUT
p	16	1 1/16" OD x 3/16" ID A325 STR. WASHER



SECTION A-A
Post #2

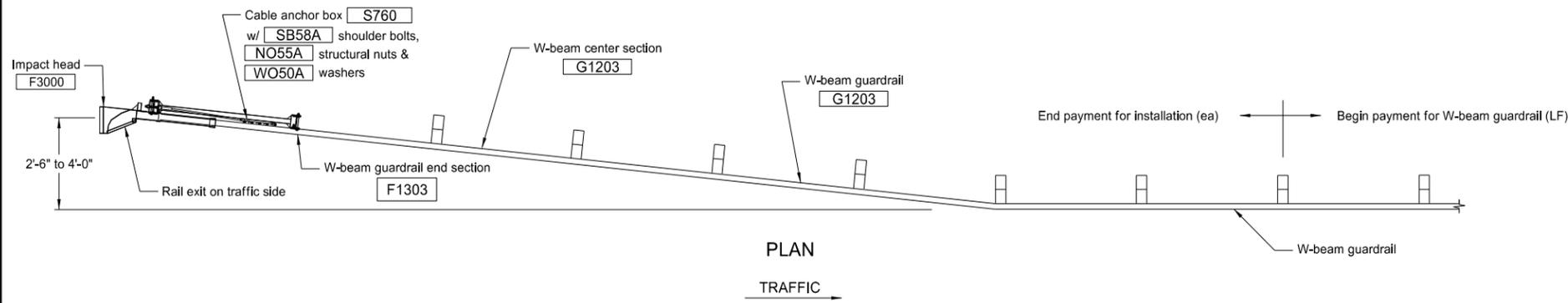
SECTION B-B
Posts #3 through #8

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION 10-11-13	
REVISIONS	
DATE	CHANGE

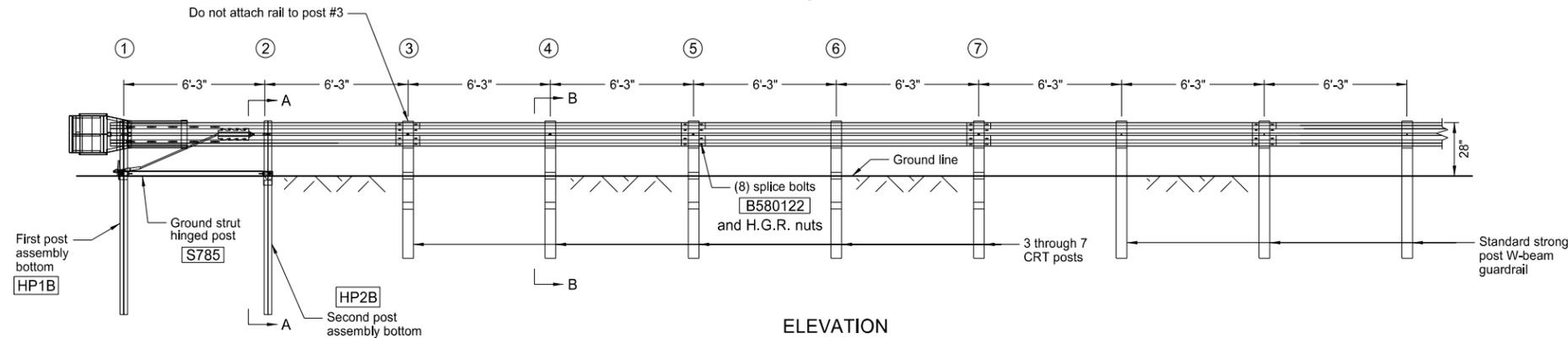
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FLARED ENERGY ABSORBING TERMINAL

D-764-6

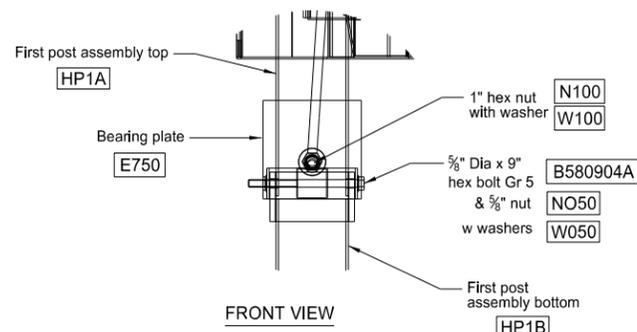
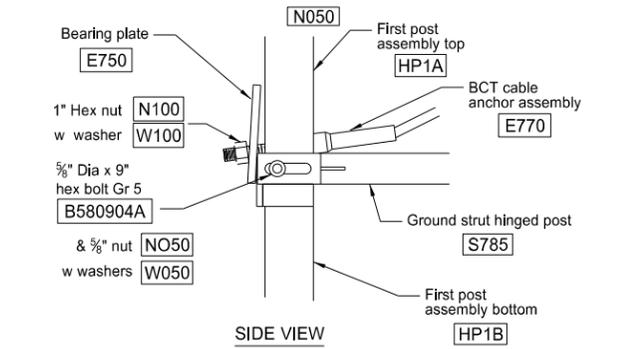


ITEM #	QTY	BILL OF MATERIALS
F3000	1	IMPACT HEAD
F1303	1	W-BEAM GUARDRAIL END SECTION, 12 GA
G1203	2	W-BEAM GUARDRAIL, 12 GA
HP1A	1	FIRST POST ASSEMBLY TOP
HP1B	1	FIRST POST ASSEMBLY BOTTOM
HP2A	1	SECOND POST ASSEMBLY TOP
HP2B	1	SECOND POST ASSEMBLY BOTTOM
P671	5	WOOD CRT POST
P675	5	TIMBER BLOCKOUT OR RECYCLED EQUIVALENT
E750	1	BEARING PLATE
S760	1	CABLE ANCHOR BOX
E770	1	BCT CABLE ANCHOR ASSEMBLY
S785	1	GROUND STRUT HINGED POST
HARDWARE (ALL DIMENSIONS IN INCHES)		
B140404	2	1/4 Dia x 4 HEX BOLT
WO14	4	1/4 WASHER
N014	2	1/4 HEX NUT
B580122	17	5/8 Dia x 1 1/4 SPLICE BOLT
B581802	4	5/8 Dia x 10 H.G.R. BOLT (POSTS 3 THRU 6)
B580904A	1	5/8 Dia x 9 HEX BOLT GR 5
W050	5	5/8 WASHER
N050	22	5/8 Dia H.G.R. NUT
B340854A	1	3/4 Dia x 8 1/2 HEX BOLT GR A449
N030	1	3/4 Dia HEX NUT
N100	2	1 ANCHOR CABLE HEX NUT
W100	2	1 ANCHOR CABLE WASHER
SB58A	8	CABLE ANCHOR BOX SHOULDER BOLT
N055A	8	1/2 A325 STRUCTURAL NUT
W050A	16	1 1/16 OD x 3/16 ID A325 STR. WASHER

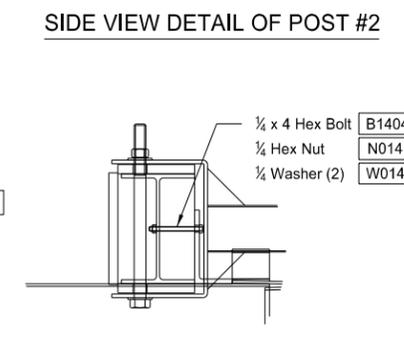
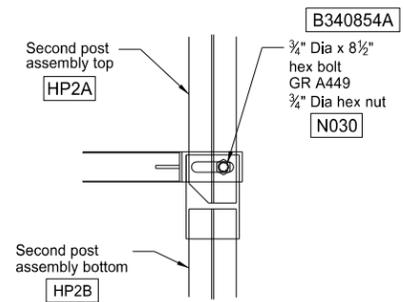


GENERAL NOTES

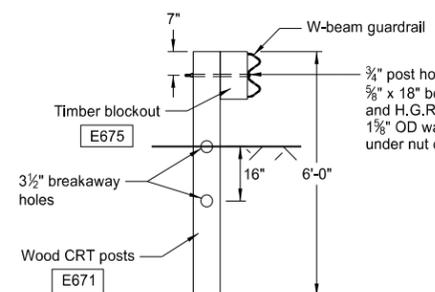
- Wood posts are required with the Flared Energy Absorbing Terminal except posts #1 and #2.
- All bolts, nuts, cable assemblies, cable anchors and bearing plates shall be galvanized.
- The lower sections of the posts shall not protrude more than 4 inches above the ground (measured along a 60 inch cord). Site grading may be necessary to meet this requirement.
- Lower post sections shall not be driven with the upper post attached. If the post is placed in a drilled hole, the backfill material must be satisfactory compacted to prevent settlement.
- When rock is encountered during excavation, a 12" diameter post hole 20" deep may be used if approved by the Engineer. Granular material will be placed in the bottom of the hole approximately 2 1/2" deep to provide drainage. The soil tubes shall be field cut to length, placed in the hole and back filled with adequately compacted material excavated from the hole.
- The breakaway cable assembly shall be taut. A locking device (vice grips or channel lock pliers) should be used to prevent cable from twisting when tightening nuts.
- The wood blockouts shall be "toe nailed" to the rectangular wood posts to prevent them from turning when wood shrinks. The nail shall be 20 penny and galvanized.
- The Flared Energy Absorbing Terminal shall be flared only when the approach guardrail is parallel with the roadway. When the approach guardrail is flared at 16:1 to 10:1, the Flared Energy Absorbing Terminal shall have only the flare rate of the guardrail. When the guardrail flare is between 10:1 and 7:1, the Flared Energy Absorbing Terminal shall be turned parallel to the roadway.



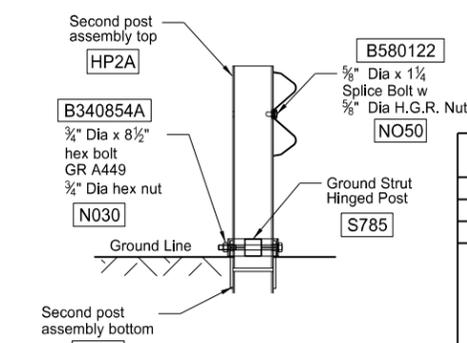
POST #1 CONNECTION DETAILS



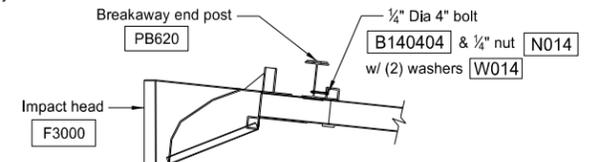
IMPACT HEAD CONNECTION DETAIL



SECTION B-B
POST 3 THRU 7



SECTION A-A
at Post #2



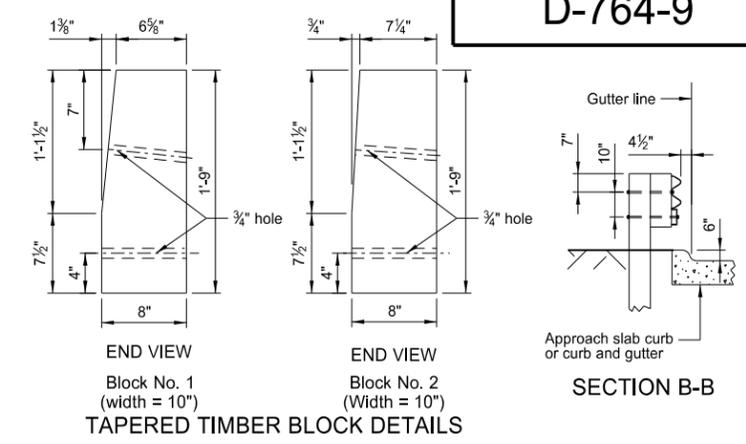
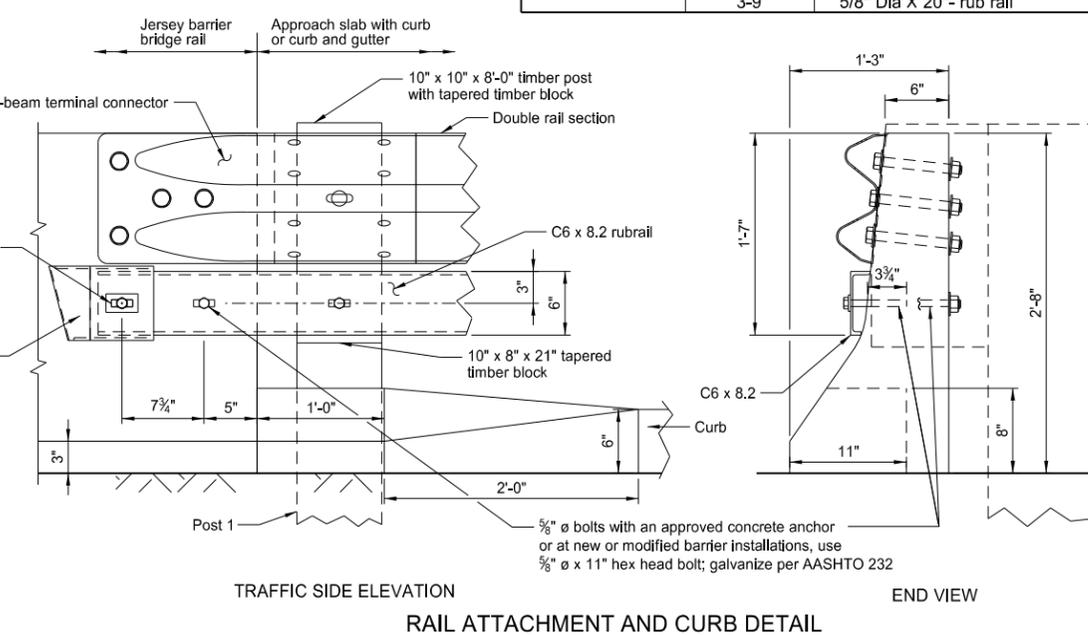
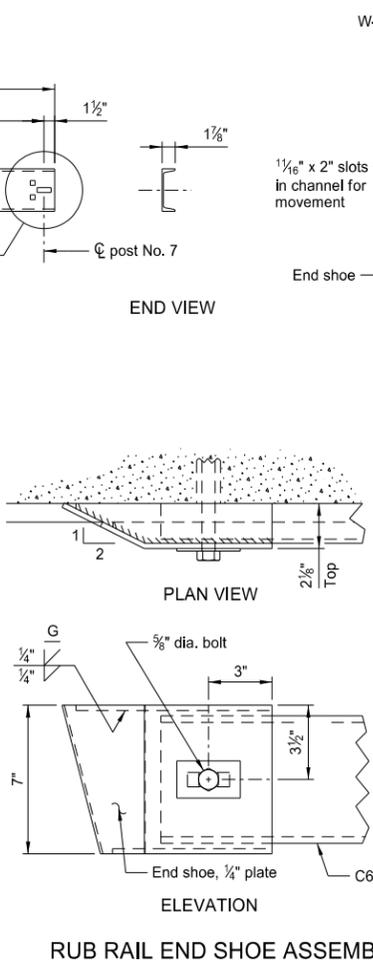
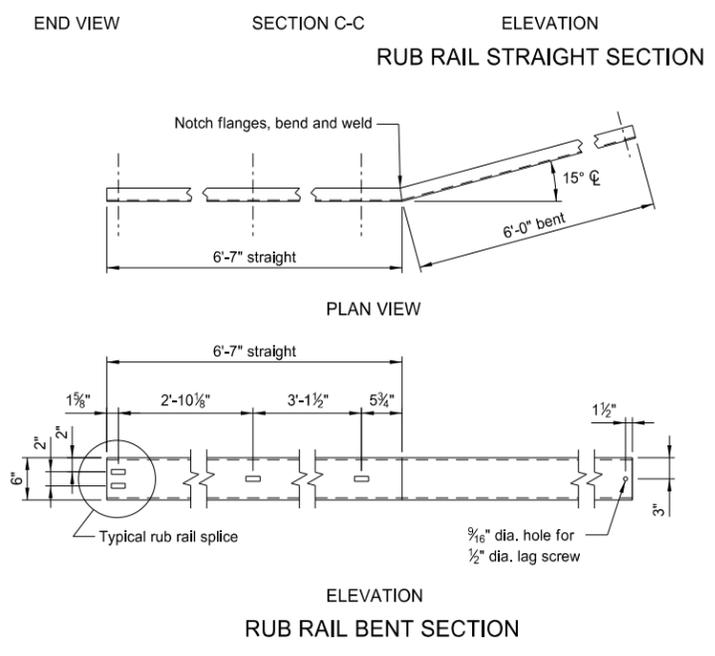
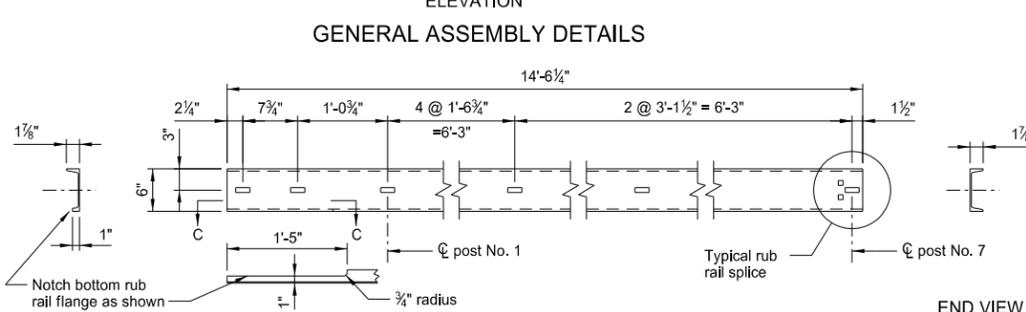
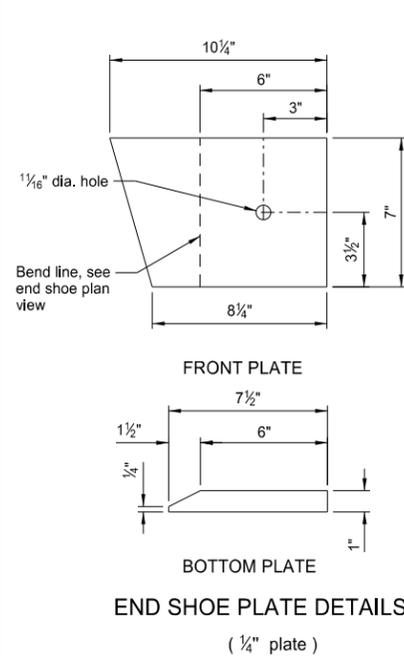
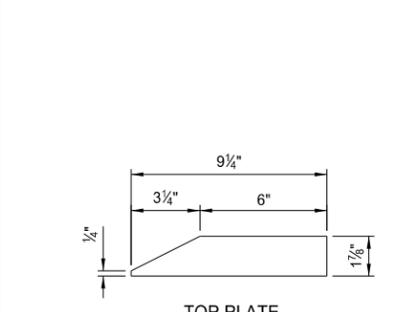
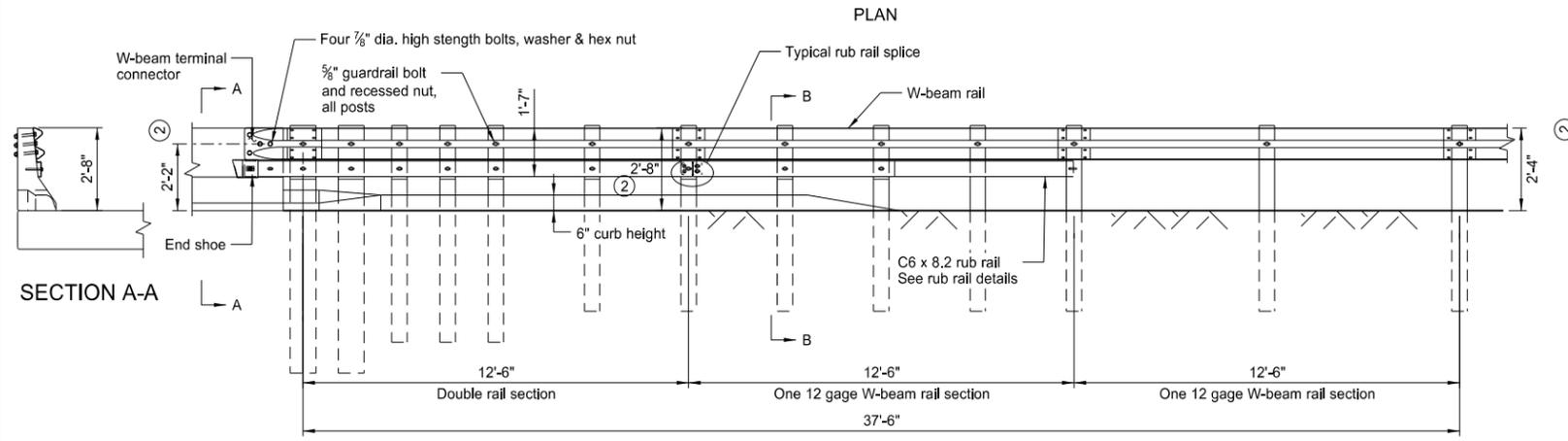
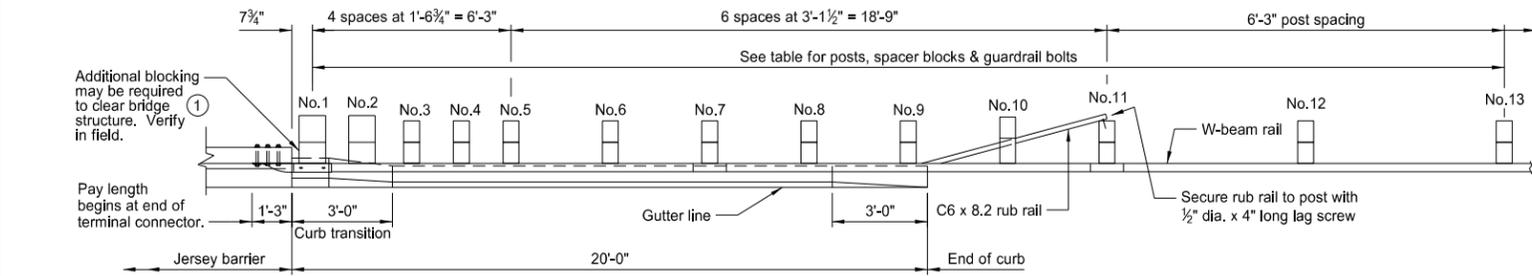
IMPACT HEAD CONNECTING DETAIL

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W-BEAM TRANSITION TO CONCRETE JERSEY BARRIER WITH APPROACH CURB

D-764-9



POST, TIMBER BLOCK & BOLT TABLE		
DESCRIPTION	POST NO.	SIZE
Post	1 & 2	10" X 10" X 8'-0" min long
	3-5	6" X 8" X 7'-0" min long
	6-13	6" X 8" X 6'-0" min long
Spacer block	1-2	10" X 8" X 21" tapered block
	3-9	6" X 8" X 21"
	10	6" X 9 3/4" X 14"
	11-13	6" X 8" X 14"
	Guardrail bolt & recessed nut	1 & 2 & 10
3-9, 11-13		5/8" Dia X 18" - guardrail
1-2		5/8" Dia X 22" - rub rail
	3-9	5/8" Dia X 20" - rub rail

- NOTES:
- ① Additional blocking may be required at post No. 1.
 - ② Height is 2'-8" from 0' to 12'-6" from bridge. Height tapers from 2'-8" to 2'-4" between 12'-6" to 37'-6" from bridge.

NOTES:

C6 x 8.2 rub rail and structural steel shall be AASHTO 270M Grade 250, and shall be galvanized after fabrication in accordance with AASHTO M111.

All slotted holes are 1 1/16" x 2".

All square holes are 1 1/16".

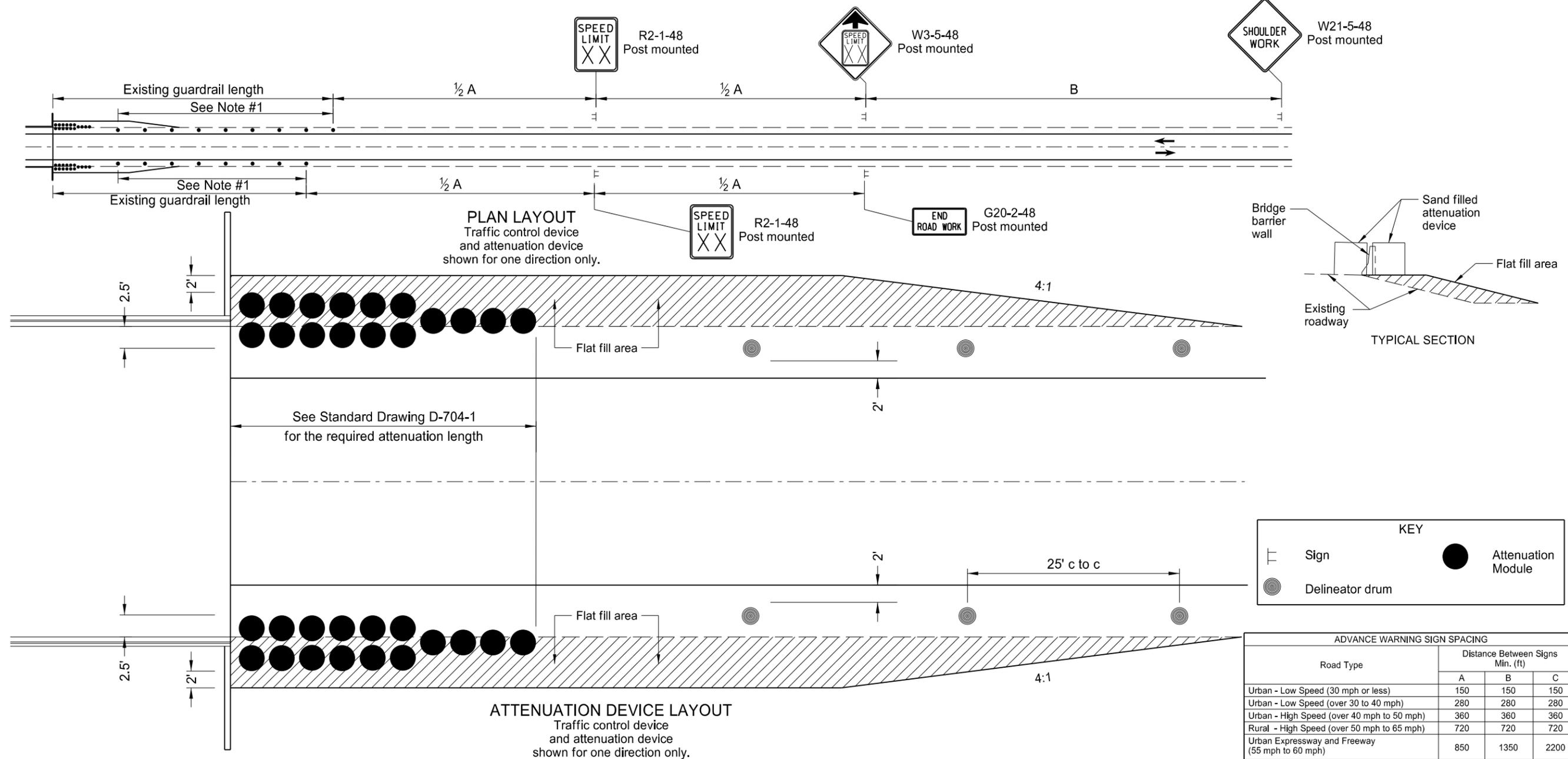
Galvanize all hardware in accordance with AASHTO M232.

All posts and blocks for the W-beam guardrail shall be timber.

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SHORT TERM END TREATMENT FOR BRIDGES
(ATTENUATION DEVICE METHOD)



Notes

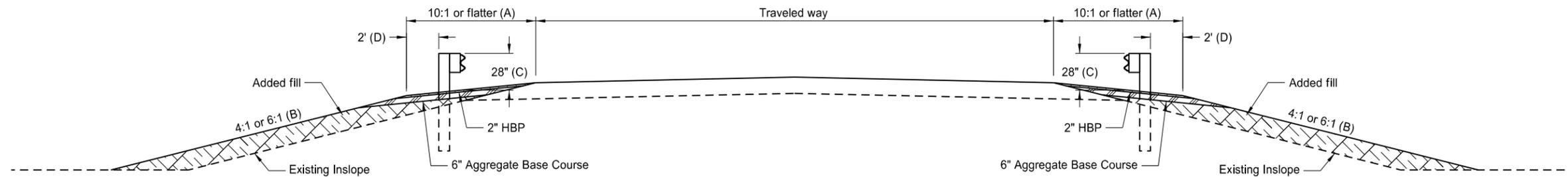
1. If the shoulder width is less than 3', the vertical panels shall be used and placed as far from the driving lane as possible and still be on the finished shoulder. When there is no shoulder, the vertical panels shall be placed as near as possible to the driving lane on the foreslope of the shoulder.
2. If the bridge is within construction zone signing, the reduced speed ahead sign can be eliminated.
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 shall be placed at $\frac{1}{2} B$.
4. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
5. Existing speed limit signs within a reduced speed zone shall be covered.

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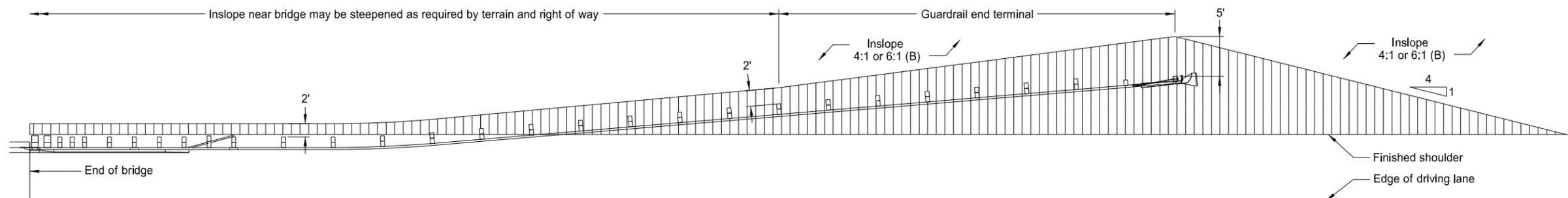
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TYPICAL GRADING AT BRIDGE ENDS
WITH W-BEAM GUARDRAIL

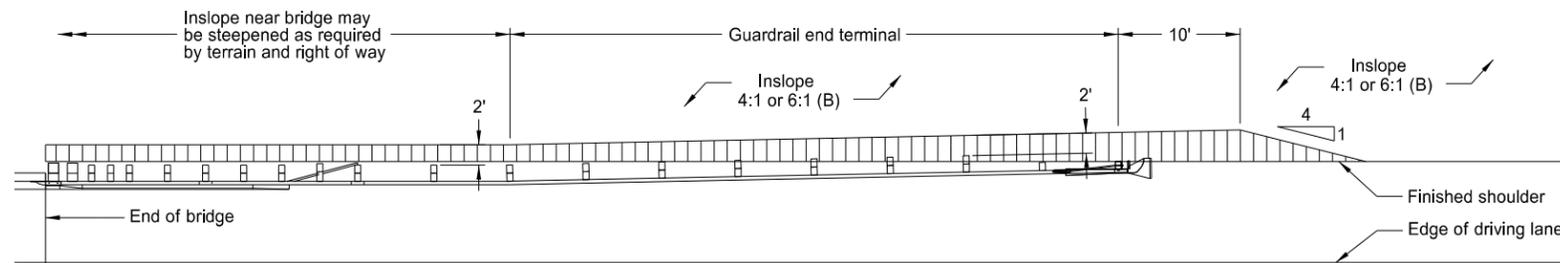
D-764-22



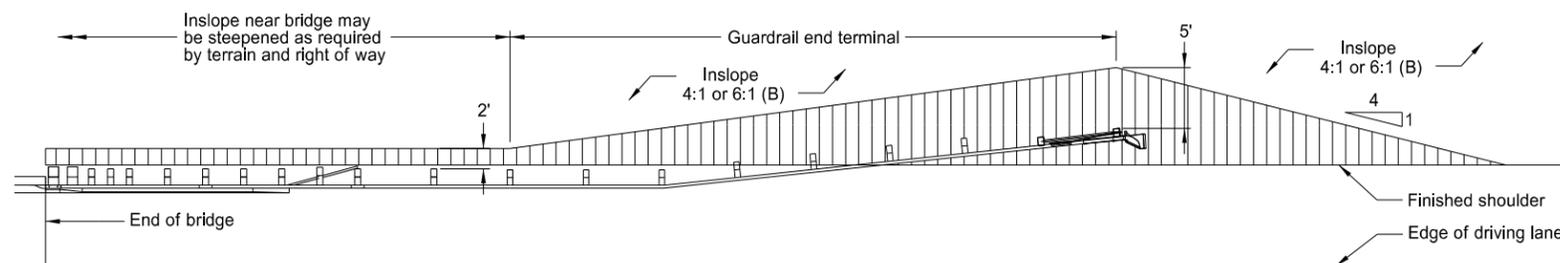
TYPICAL SECTION



PLAN LAYOUT
FLARED GUARDRAIL WITH END TERMINAL



PLAN LAYOUT
NON-FLARED GUARDRAIL WITH TANGENT END TERMINAL



PLAN LAYOUT
NON-FLARED GUARDRAIL WITH FLARED END TERMINAL

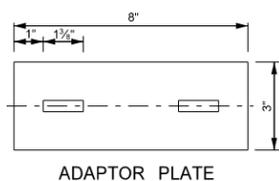
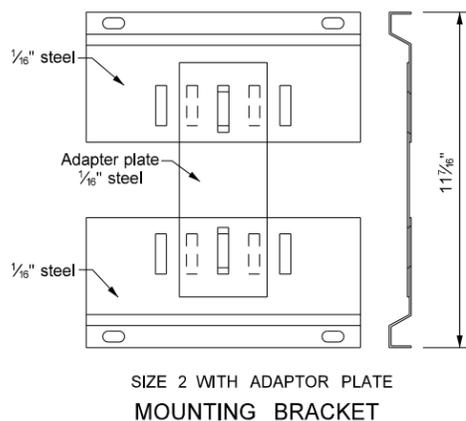
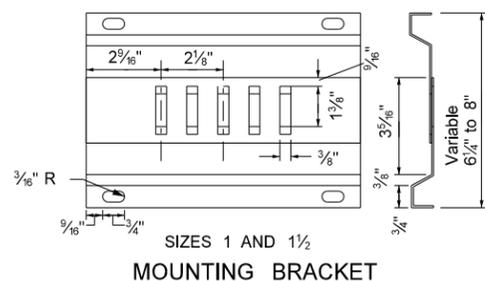
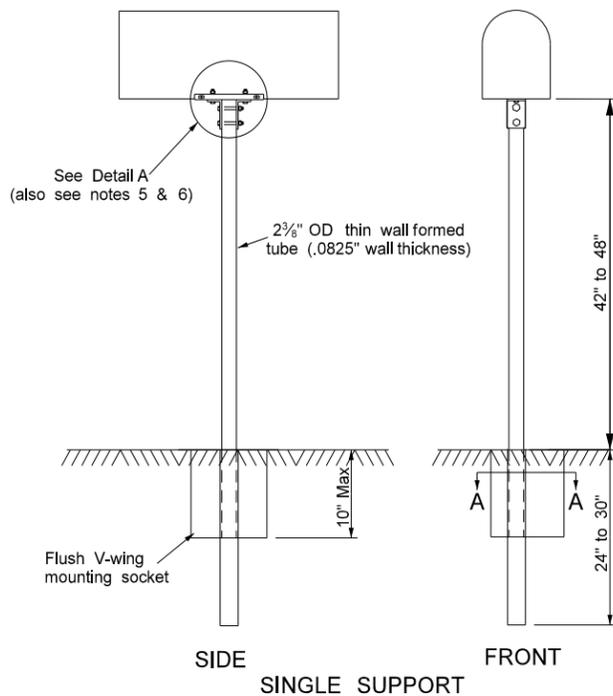
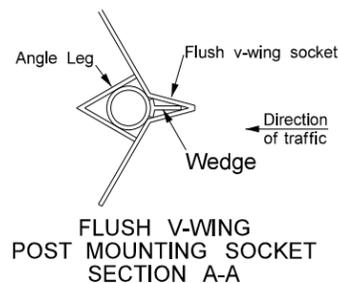
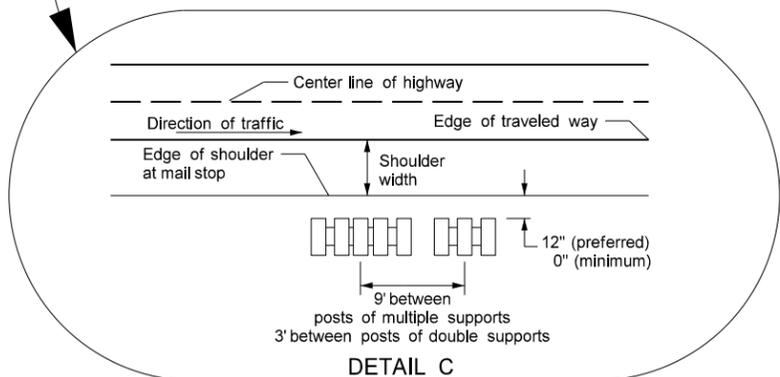
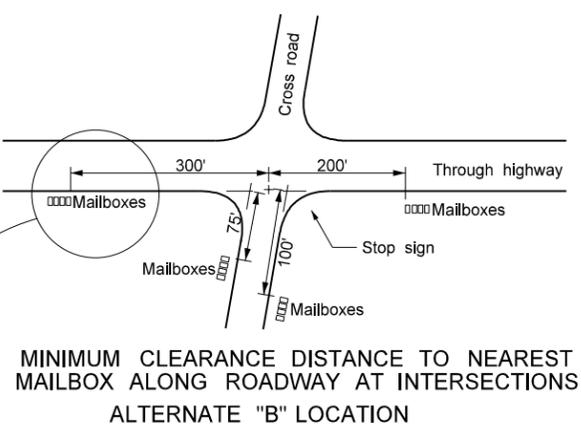
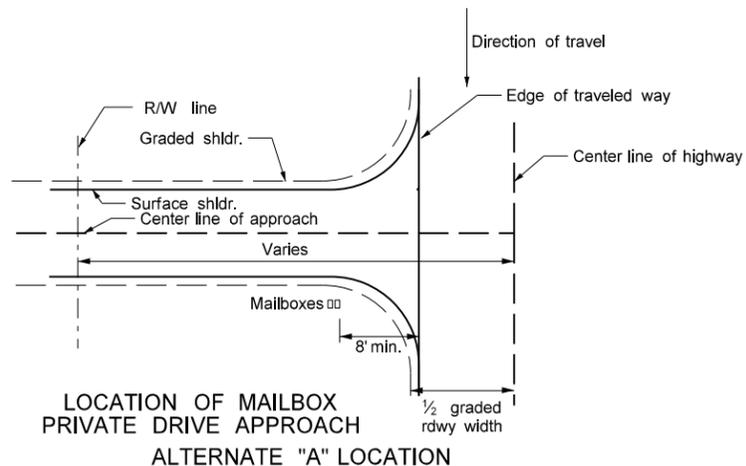
NOTES:

- (A) Slope flatter than 10:1 may be required to provide proper guardrail height.
- (B) Where normal inslope is 4:1 the added fill shall be 4:1. Where normal inslope is 6:1 the added fill shall be 6:1.
- (C) Measured from top of guardrail to top of surfacing at front face of guardrail.
- (D) Dimension at end terminals may vary per Plan Layouts shown on this sheet.

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MAILBOX LOCATION DETAILS



Notes:

- The mailbox support and hardware details shall consist of the "V-Loc Mailbox Support System" manufactured by: Tapco Traffic & Parking Control Co. Inc. Any other equal support system meeting the requirements of NCHRP Report 350, which has been crash tested, and approved by the Federal Highway Administration may be used. Approved alternate mailbox assemblies shall be installed in the manner and arrangement crash tested.
- The preferred location for all mailboxes is the Alternate "A" location. However, the Engineer may approve the Alternate "B" location if warranted by existing field conditions.
- Postal regulations require that mailboxes must be located on the right-hand side of the road in the direction traveled by the carrier. Therefore, the Engineer shall contact the local carrier or postmaster before installing new mailboxes to verify the direction of travel.
- Mailboxes installed on private drive approaches must always be located on the downstream side of the approach.
- Install angle connection parallel to traffic flow for size 2 mailbox mounted on single posts.
- Size 2 mailbox mounted on multiple support requires 2 each, 3/8" by 3/4" bolts with lock washers and nuts to attach the adaptor plate to mounting bracket. The unit will then require 4 angle connections to attach to the formed tube support frame. See Detail A.
- Space multiple support frames a minimum of 4 feet apart. Space single support frames a minimum of 3 ft apart. Do not place more than five No. 1 mailboxes, three No. 2 mailboxes, or any combination of four No. 1-A and No. 2 mailboxes on multiple support frames.

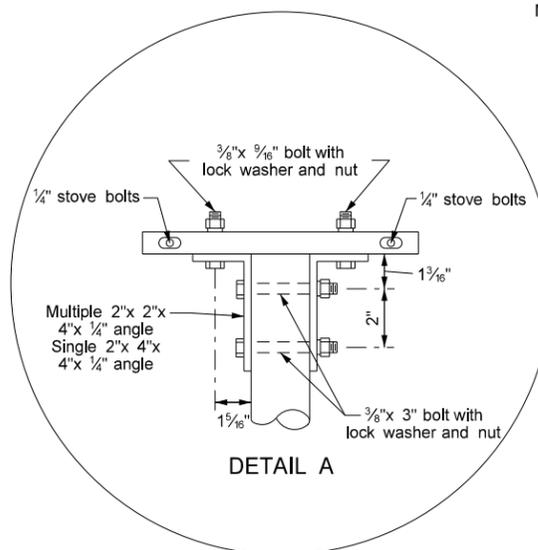
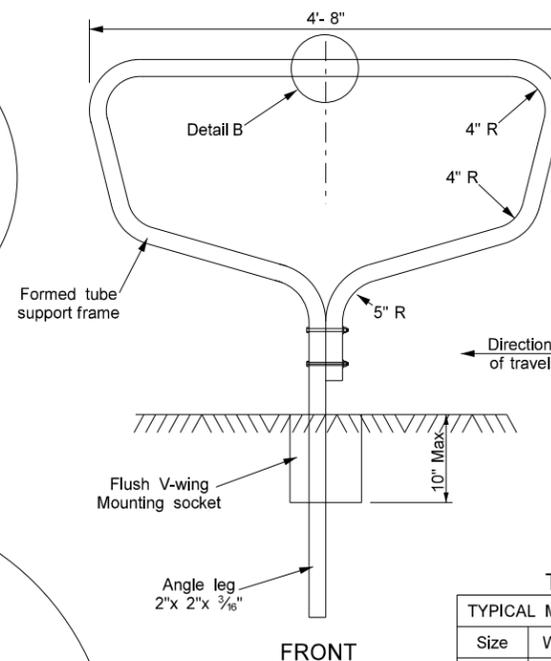
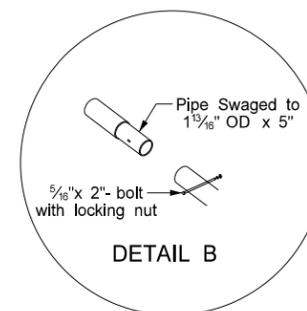


TABLE A
TYPICAL MAILBOX DIMENSIONS

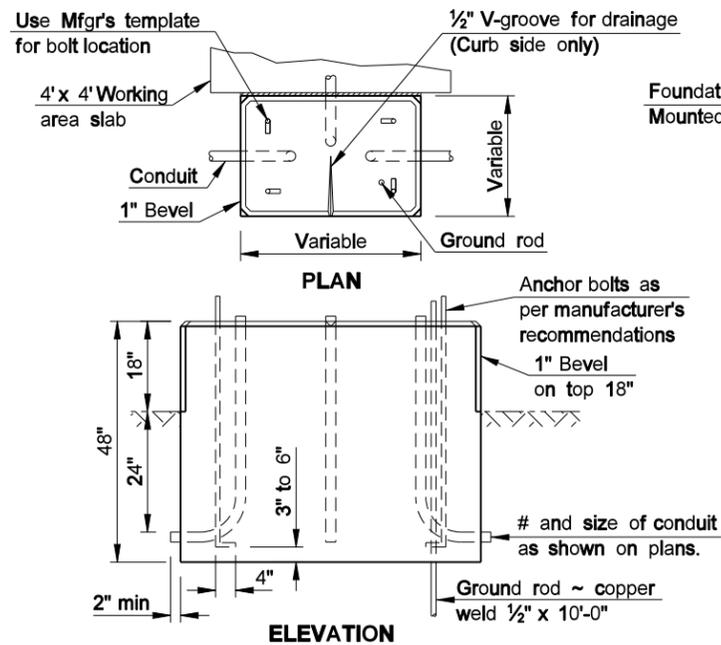
Size	Width	Height	Length
1	6.5"	8.5"	19"
1A	8"	10.5"	21"
2	11.5"	13.5"	23.5"

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9-15-2010

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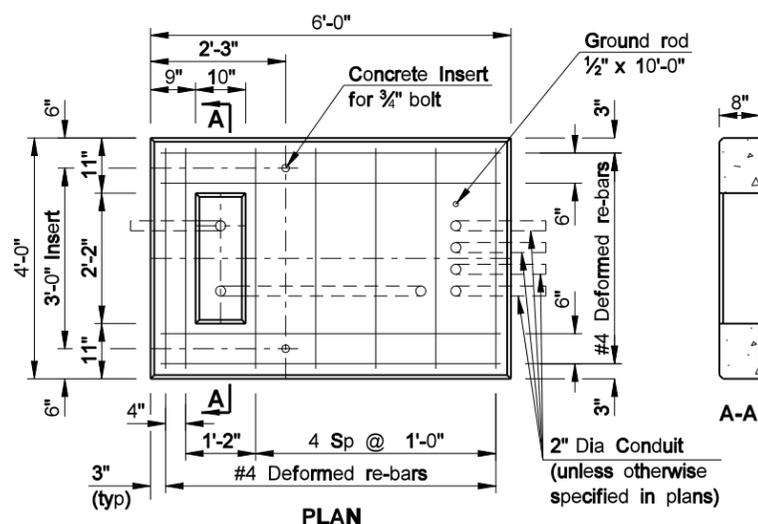
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**CONCRETE FOUNDATIONS
(TRAFFIC SIGNALS & HIGHWAY LIGHTING)**

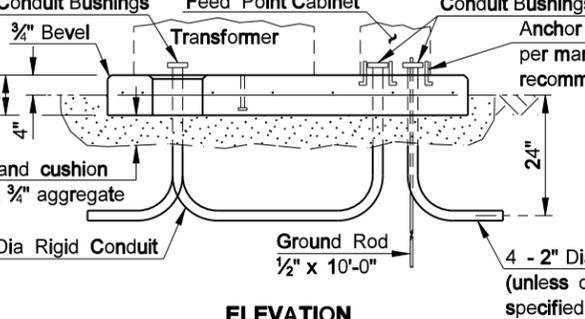


CONTROLLER CABINET FOUNDATION PAD MOUNT

The Controller Cabinet Foundation shall be bid as Concrete Foundation - Traffic Signals.

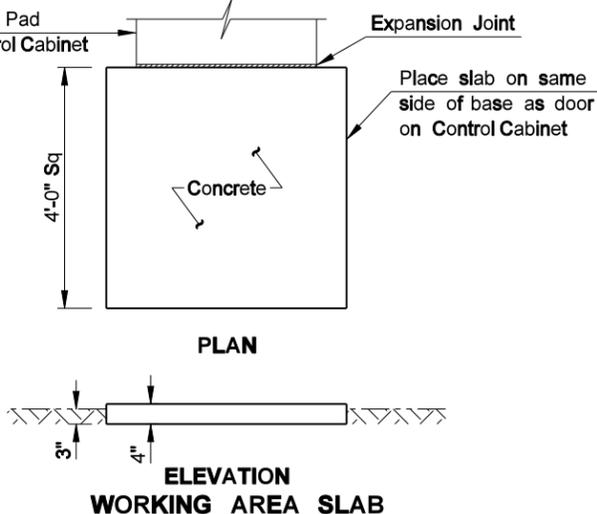


TRANSFORMER & FEED POINT CABINET FOUNDATION PAD MOUNT

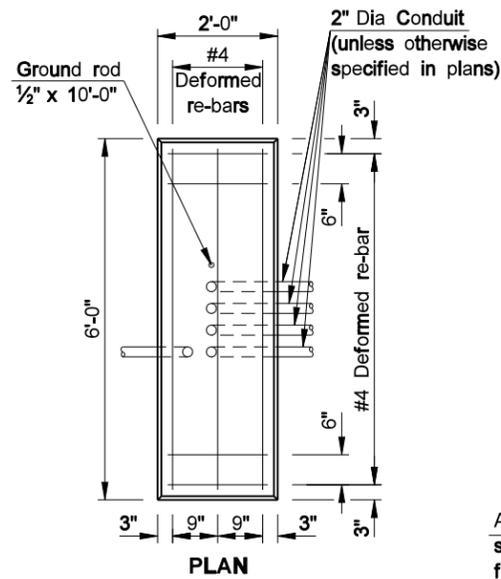


TRANSFORMER & FEED POINT CABINET FOUNDATION PAD MOUNT

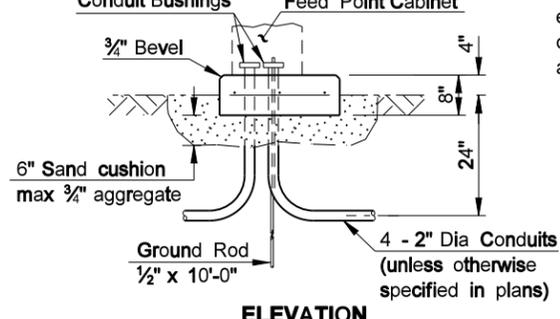
The Transformer & Feed Point Cabinet Foundation Pad Mount shall be bid as Concrete Foundation ~ Feed Point ~ Type A.



The Working Area Slab shall be installed where shown on the plans and shall not be bid separately but shall be included in the price bid for Concrete Foundation - Traffic Signals.

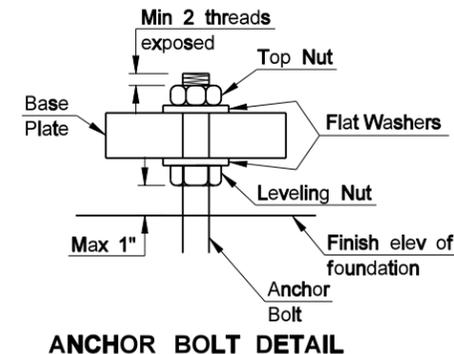


FEED POINT CABINET FOUNDATION PAD MOUNT

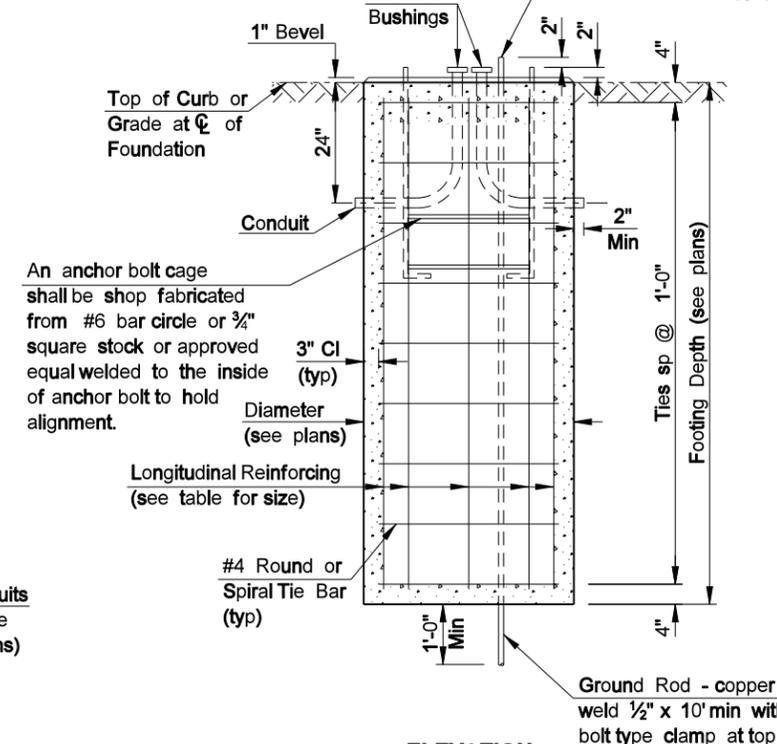
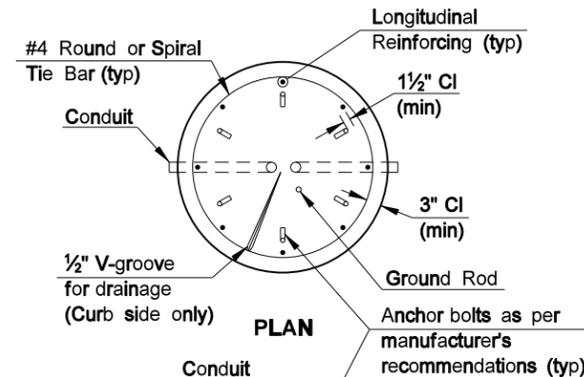


FEED POINT CABINET FOUNDATION PAD MOUNT

The Feed Point Cabinet Foundation Pad Mount shall be bid as Concrete Foundation ~ Feed Point ~ Type B.



ANCHOR BOLT DETAIL



LIGHT & SIGNAL STANDARD FOUNDATION

NOTES:

LIGHT & SIGNAL STANDARD FOUNDATIONS: See plans for conduit size, number of bends and correct position for each foundation. When conduit does not continue beyond the foundation, conduit with a 105° bend and bushings on both ends may be substituted for the 90° bends shown. See plans for correct size & location of foundations. The grade and exact location shall be established by the Engineer in the field. All reinforcing shall be Grade 60. Tie bars shall have a minimum of a 12" lap. Reinforcing may be omitted for Type I, II, V, VI & VII signal standard foundations if the anchor bolts extend to within 3" to 6" above the bottom of the foundation. A minimum of 6 anchor bolts shall be used for cantilevered structures.

CONTROLLER CABINET FOUNDATION PAD MOUNT FOUNDATION: See plans for the number of 90° bends per foundation and correct positioning. The foundation for Pad Mounted Controller Cabinet shall be of sufficient size so that there is a minimum of 3" of clearance from the outside edge of cabinet to the outside edge of the foundation on any side. The contractor shall ensure a water-tight seal between the controller cabinet and the foundation by caulking, except for V-groove.

WORKING AREA SLAB: The materials and preparation of this slab shall be as approved by the Engineer in the field.

TRANSFORMER & FEED POINT CABINET FOUNDATION PAD MOUNTED: The foundation shall have a wood float finish. All conduits shown shall be installed. Conduit that is not used at this time shall be plugged with an expandable plug.

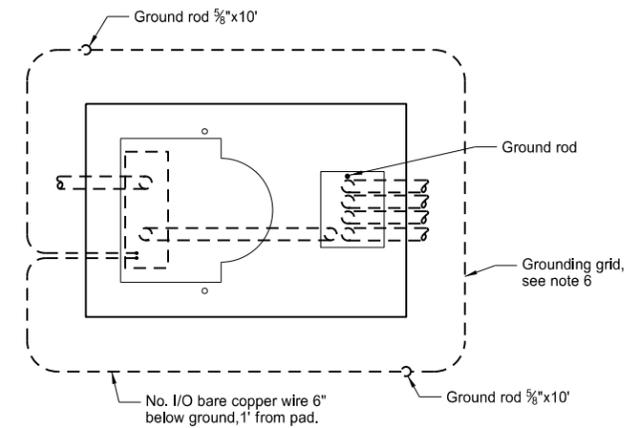
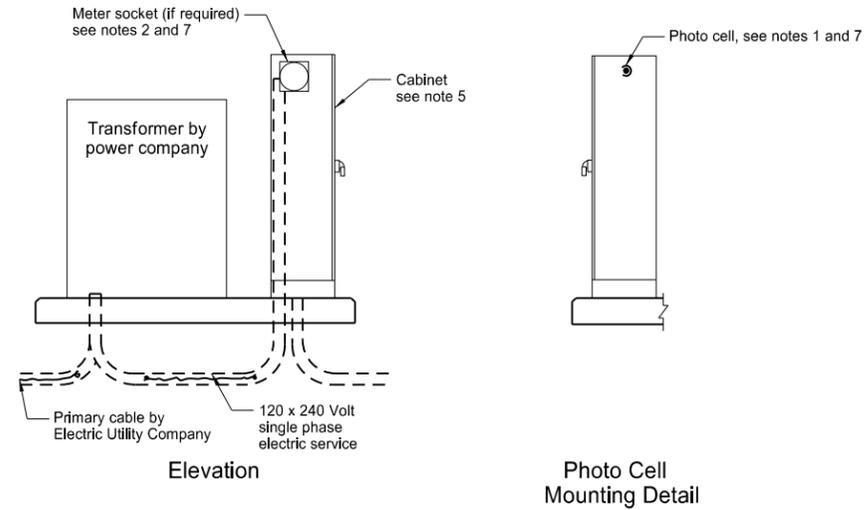
FEED POINT CABINET FOUNDATION PAD MOUNTED: The foundation shall have a wood float finish. All conduits shown shall be installed. Conduit that is not used at this time shall be plugged with an expandable plug.

LIGHT & SIGNAL FOUNDATION TABLE	
FOOTING DEPTH (ft)	LONGITUDINAL REINFORCING
≤ 12	8 - #5
13 - 14	8 - #6
15 - 16	8 - #7
17 - 19	8 - #8

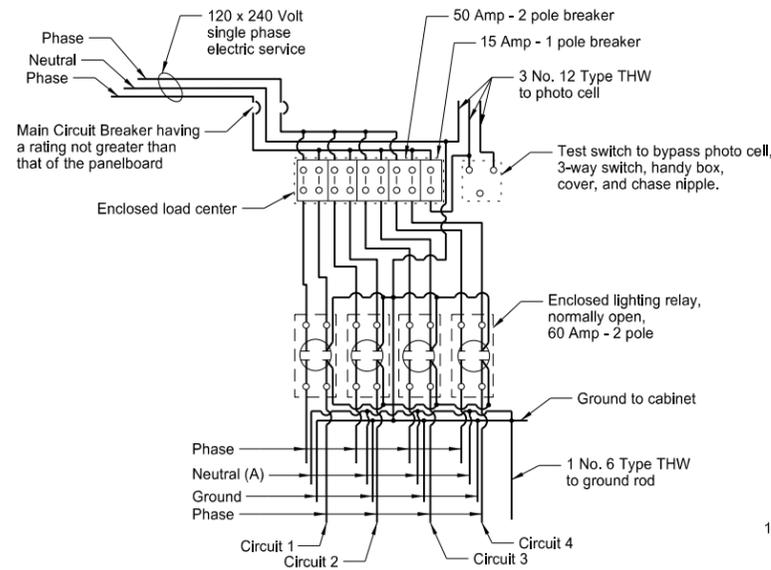
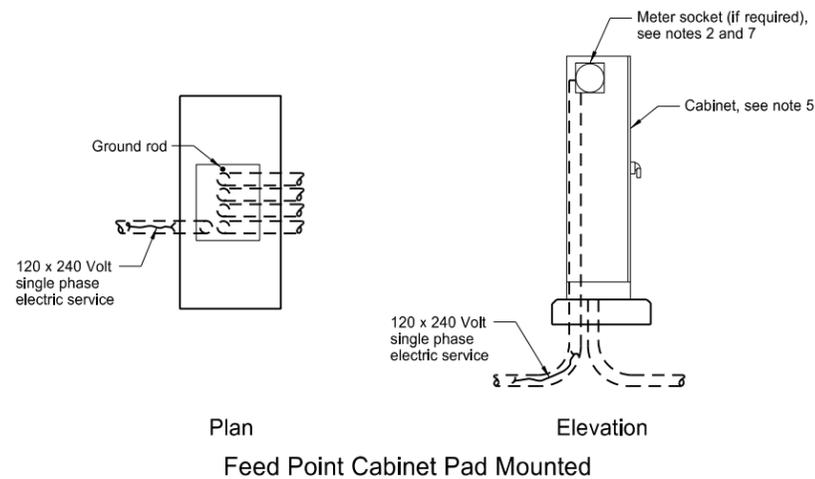
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FEED POINTS
(ROADWAY LIGHTING)



Plan
Transformer and Feed Point Cabinet Pad Mounted



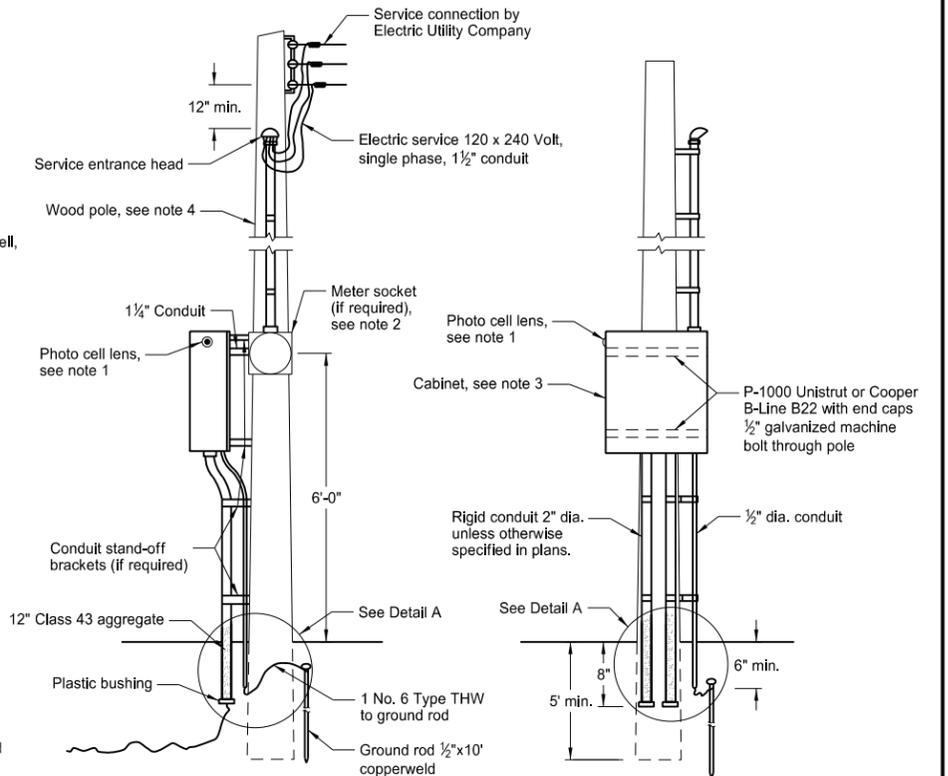
Feed Point Type IV

Type I feed point is similar to Type IV except only one electrical circuit, one 50 Amp - 2 pole breakers and one lighting relay, normally open, shall be installed.

Type II feed point is similar to Type IV except only two electrical circuit, two 50 Amp - 2 pole breakers and two lighting relays, normally open, shall be installed.

Type III feed point is similar to Type IV except only three electrical circuits, three 50 Amp - 2 pole breakers and three lighting relays, normally open, shall be installed.

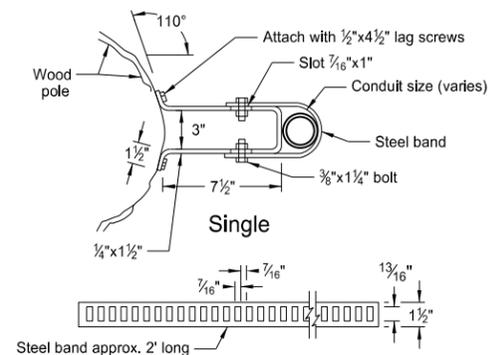
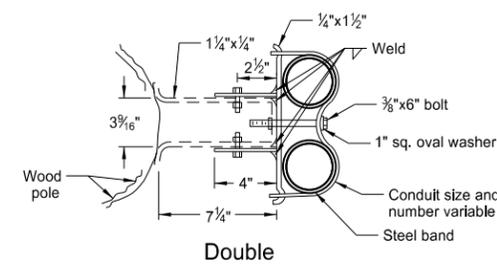
(A) Install when festoon circuit is required.



Feed Point Pole Mounted

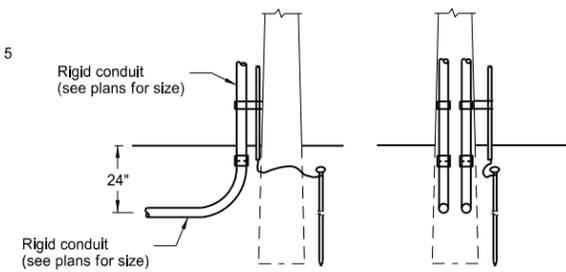
Notes:

1. Photo Cell: The electrical contractor shall furnish and install the photoelectric cell. The photo lens shall face north.
2. Meter Socket: The contractor shall install the meter socket and trim if the meter is required by local Utility Company. Meter to be furnished and installed by Utility Company.
3. Pole Mounted Cabinet: Cabinet shall have lock drip shield, factory installed steel backing, stainless steel hardware, and side hinge door. Cabinet shall be shop coated with one coat of primer and have two coats of exterior gray enamel.
Type I and II feed point shall be 30" high x 24" wide x 8" deep, Type III and IV feed point shall be 30" high x 42" wide x 10" deep or 36" high x 36" wide x 10" deep.
4. Wood Pole: Minimum 20' Class VII full length penta pressure treated wood pole. (if required, see layout sheets)
5. Pad Mounted Cabinet: Cabinet shall be 56" high x 26" wide x 14" deep. Minimum 12 gauge steel or aluminum with provisions for padlock. Cabinet shall be weatherproof. A steel cabinet shall have one coat of primer and two coats of exterior dark green enamel.
6. Grounding Grid: The grounding grid shall have a ground resistance not to exceed 25 ohms. This shall be obtained by one or more 3/8"x10' copperweld ground rods in parallel or series at two corners. Minimum distance between ground unit assemblies shall be 6'0".
7. Meter Location: The meter (if required) shall not be mounted on the same side of the cabinet as the photo cell.



Conduit Standoff Bracket

The conduit standoff brackets may be omitted if not required by the local utility company.



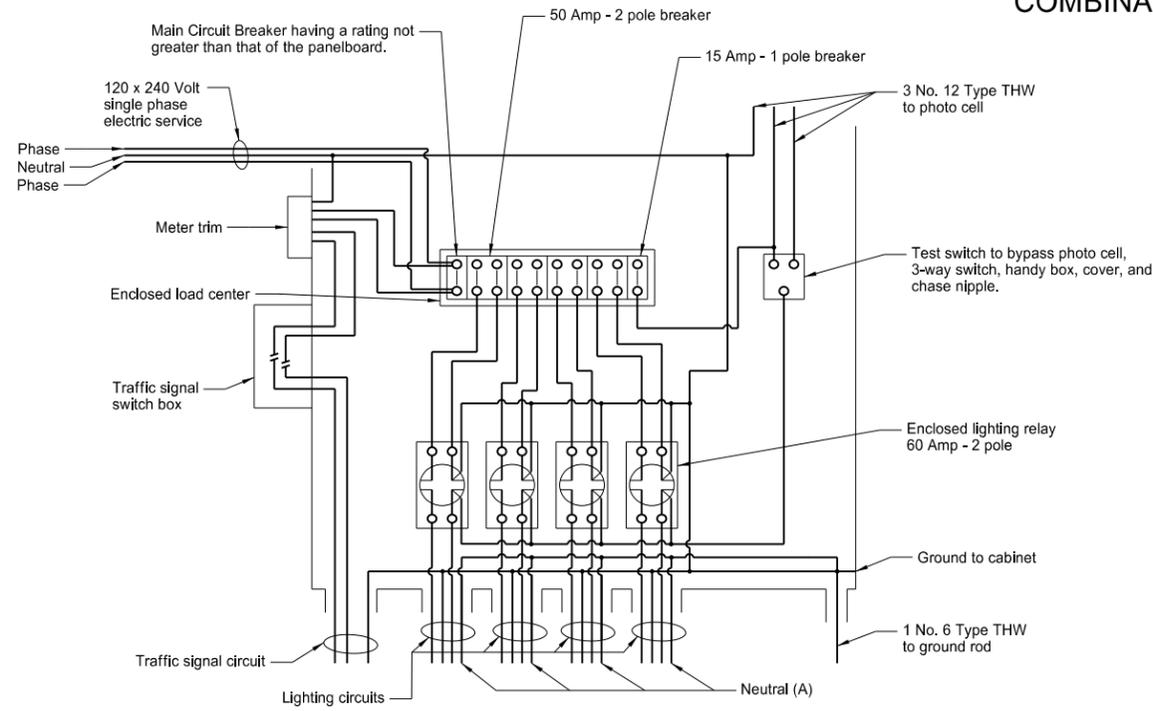
Use this detail if there is a continuous run of conduit from the feed point to the first light standard.

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10-8-13	
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7-8-14	Revised note 3

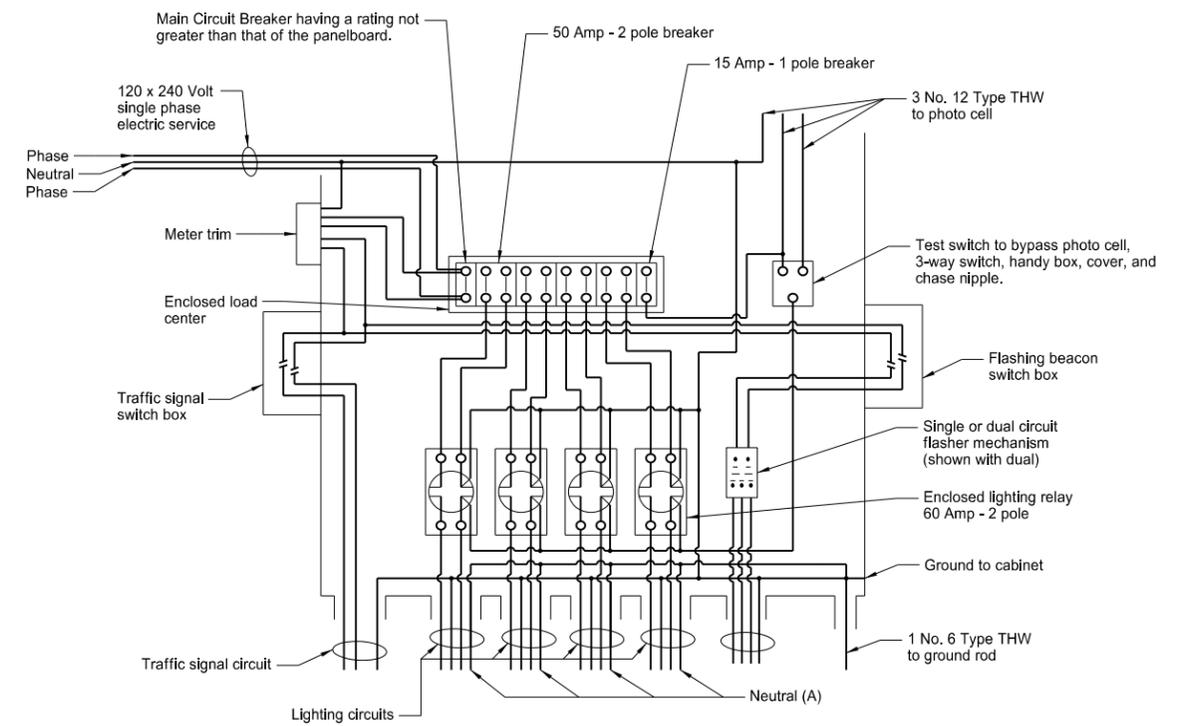
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COMBINATION FEED POINT DETAILS

D-770-2A



Combination Lighting and Signal Feed Point Type IV



Combination Lighting, Signal, and Flashing Beacon Feed Point Type IV

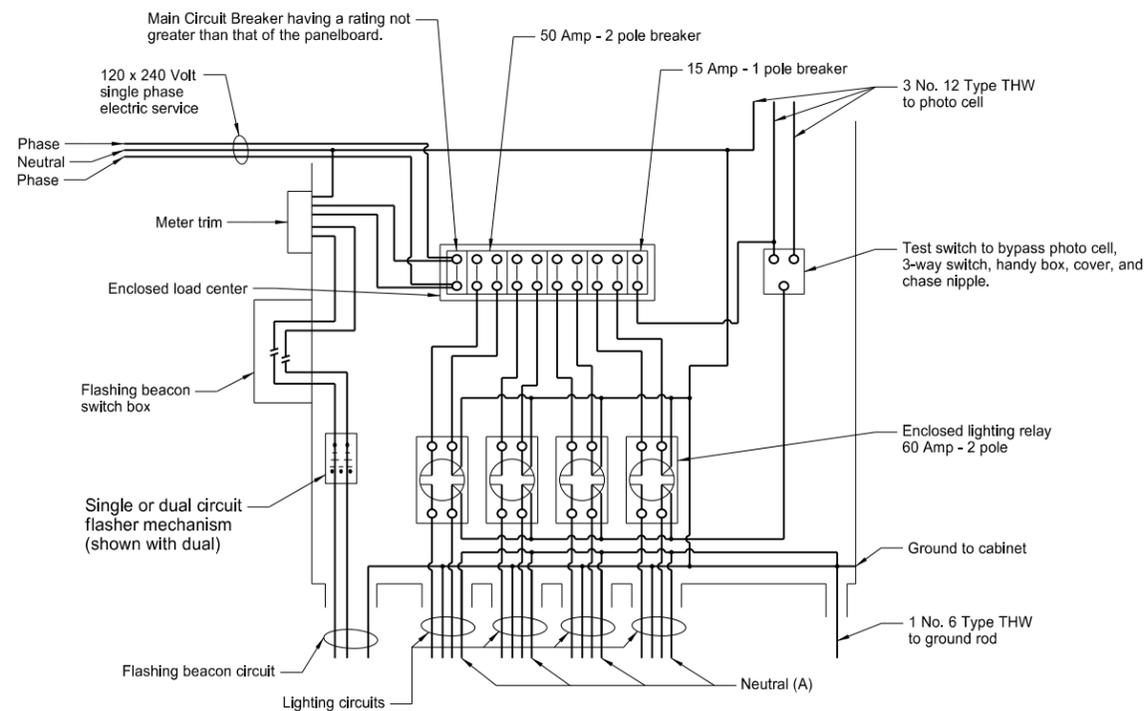
Notes:

Type I feed point is similar to Type IV except only one electrical circuit, one 50 Amp - 2 pole breaker and one lighting relay, normally open, shall be installed.

Type II feed point is similar to Type IV except only two electrical circuits, two 50 Amp - 2 pole breakers and two lighting relays, normally open, shall be installed.

Type III feed point is similar to Type IV except only three electrical circuits, three 50 Amp - 2 pole breakers and three lighting relays, normally open, shall be installed.

(A) Install when festoon circuits are required

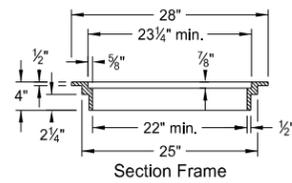
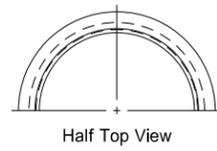
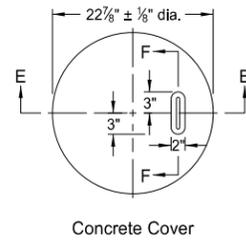
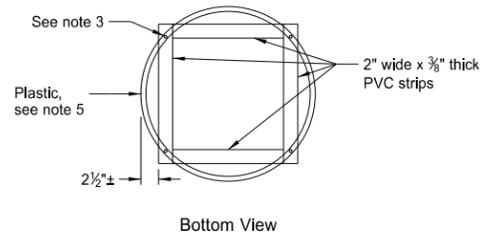
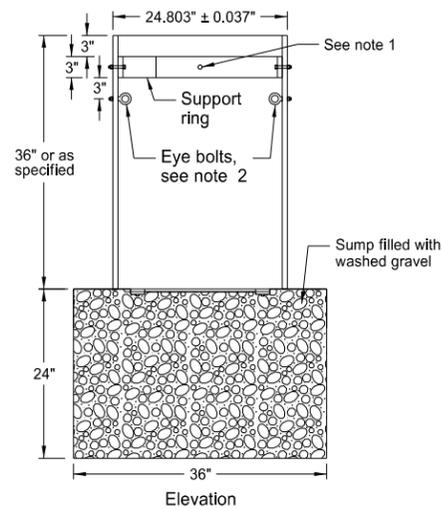
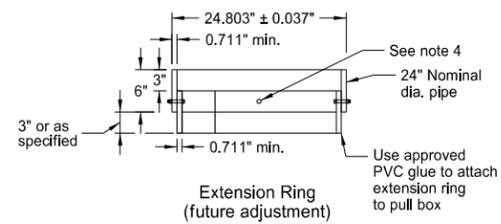


Combination Lighting and Flashing Beacon Feed Point Type IV

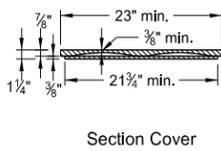
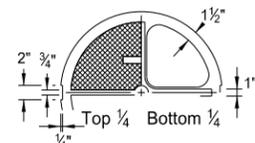
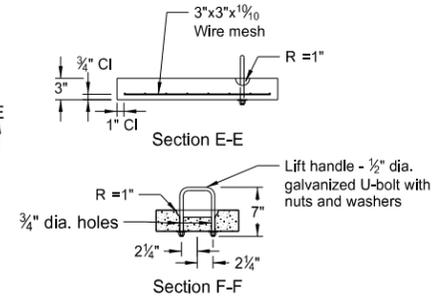
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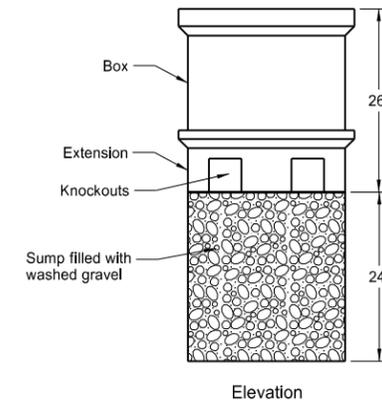
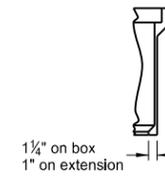
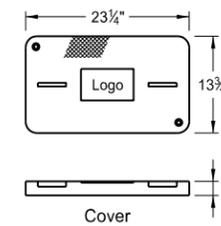
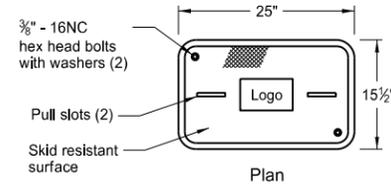
PULL BOX DETAILS



Cast Iron Frame and Cover



Section Cover



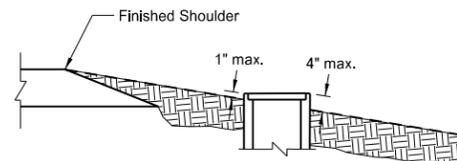
Elevation

Polymer Concrete Pull Box

Note: Polymer concrete reinforced by a heavy weave fiberglass

Notes:

1. Place top of pull box flush with surfaced area and approximately one inch above earth or sodded areas on level surfaces.
2. Pull box shall have at least one knockout per side.
3. Polymer Concrete pull box shall be Tier 22 as per ANSI / SCTE 77.



Typical Pull Box in Rural Section

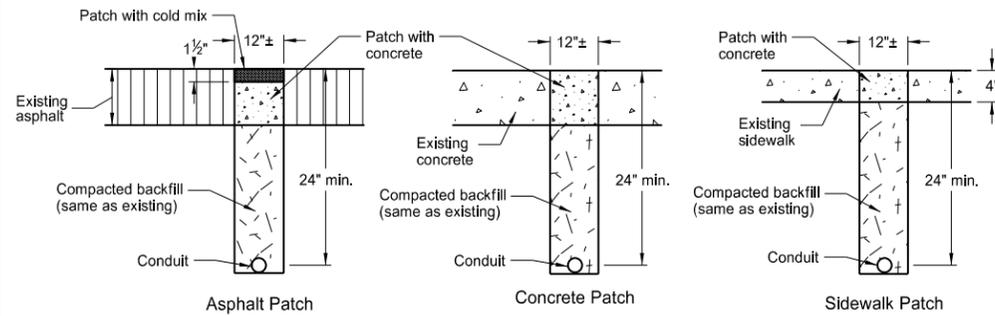
PVC Pull Box Notes:

1. Attach split 24" nominal diameter PVC cover support ring with four 3/8" dia. x 2" long stainless steel hex head bolts with nuts at 90 degrees apart.
2. Two type 2 shoulder eye bolts, 3/8" dia. x 1 1/4" shank length with hex nuts 180 degrees apart (for lifting pull box and supporting electric cable).
3. Four 1/4" x 1 1/4" long galvanized lag screws. Screw assembly together.
4. Attach split 24" nominal diameter PVC cover support extension ring with four 3/8" dia. x 2" long stainless steel hex head bolts with nuts at 90 degrees apart.
5. Bolt assembly together.
6. Conduit holes located in barrel section shall be sized no more than 1" larger than size of conduit being used.
7. After pull box and conduit installation all inside walls and cover shall be made water tight to the satisfaction of the Engineer.
8. PVC pipe to meet requirements of ASTM F679T-1 or equal.
9. Hex head bolts and nuts shall be austenitic stainless steel. Other fasteners to be galvanized as per AASHTO M-232.
10. Concrete cover shall be coated on top and sides with an approved epoxy coating. The epoxy protective coating shall be light gray, clear, or neutral in color and shall be applied as recommended by the manufacturer. The surfaces of the concrete to which the epoxy protective coating is applied, shall be cleaned by wire brush and shall be dry before application.
11. Cast Iron Cover castings shall be gray iron as per AASHTO M 105, Class 35B.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-8-13	
REVISIONS	
DATE	CHANGE
7-8-14	Added Note 3

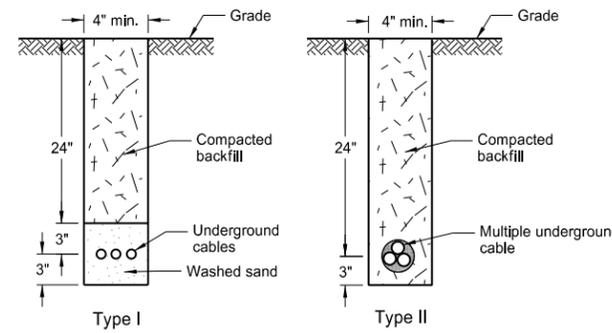
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LIGHTING AND SIGNAL DETAILS



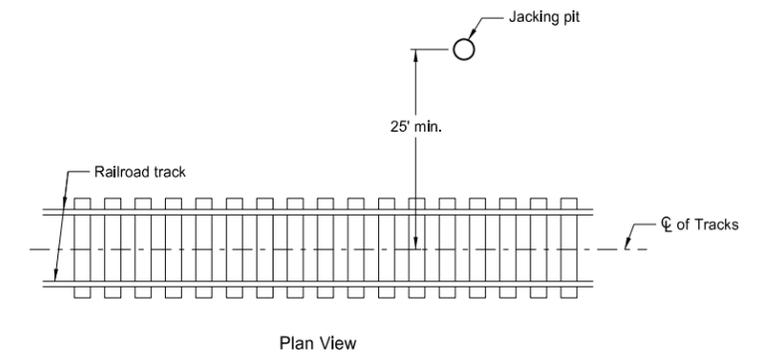
Surface Patch Details

Note: All trenches shall be saw cut. The replacement concrete shall be P.C.C. pavement and the coarse aggregate gradation, maximum size and method of curing shall be as approved by the Engineer. Immediately prior to pouring replacement concrete, all surfaces shall be painted with an approved epoxy compound.

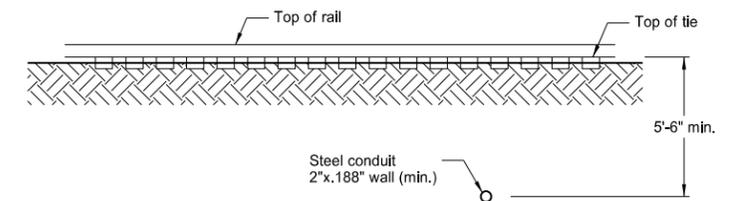


Cable Trench

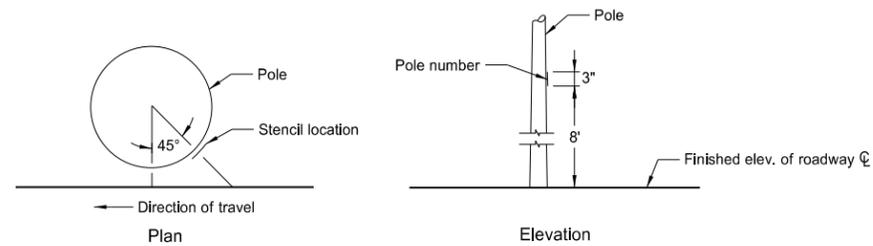
Note: The entire area which is disturbed by the trenching shall be sodded or as directed by the Engineer.



Plan View

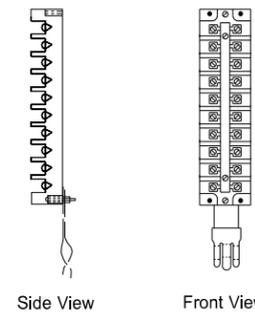


Elevation View
Conduit Placement under Railroad Tracks

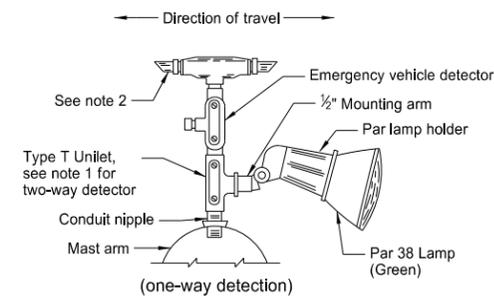


Light Standard Numbering

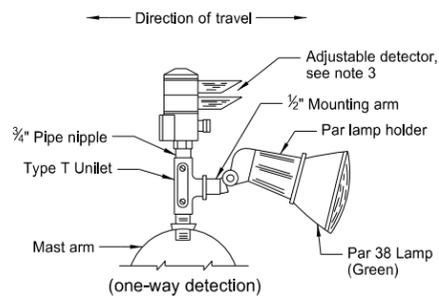
Note: On the roadway side of each light standard, the Contractor shall stencil on the pole number using black paint or an adhesive coated plastic such as Scotchcal by 3M or as approved by the Engineer. See layout sheets for pole numbers.



Side View Front View
Terminal Block Detail

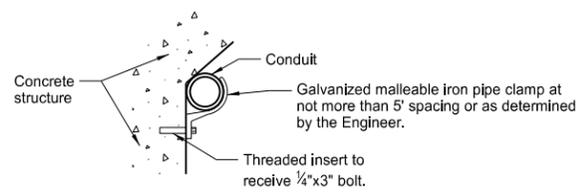


Emergency Vehicle Detector Detail

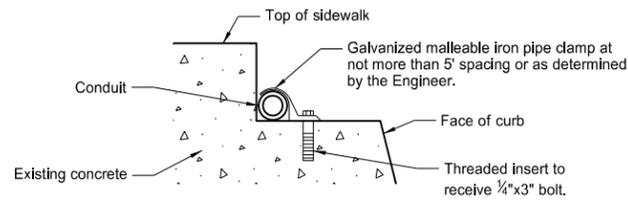


Alternate Emergency Vehicle Detector Detail (adjustable)

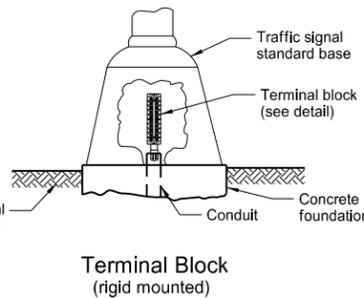
Notes:
1. Two-way Detector shall have Type X Unilet with two Par lamp holders and lamps. (one in each direction).
2. One-way Detector shall have the unused end plugged with metal pipe plug.
3. Two-way Detector shall have the detector lens rotated to face the direction of travel, and shall have Type X Unilet with two Par lamp holders and lamps (one in each direction).



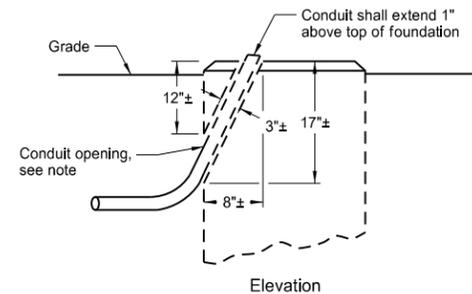
Bridge Mounted Conduit Hanger



Curb Mounted Conduit



Terminal Block (rigid mounted)

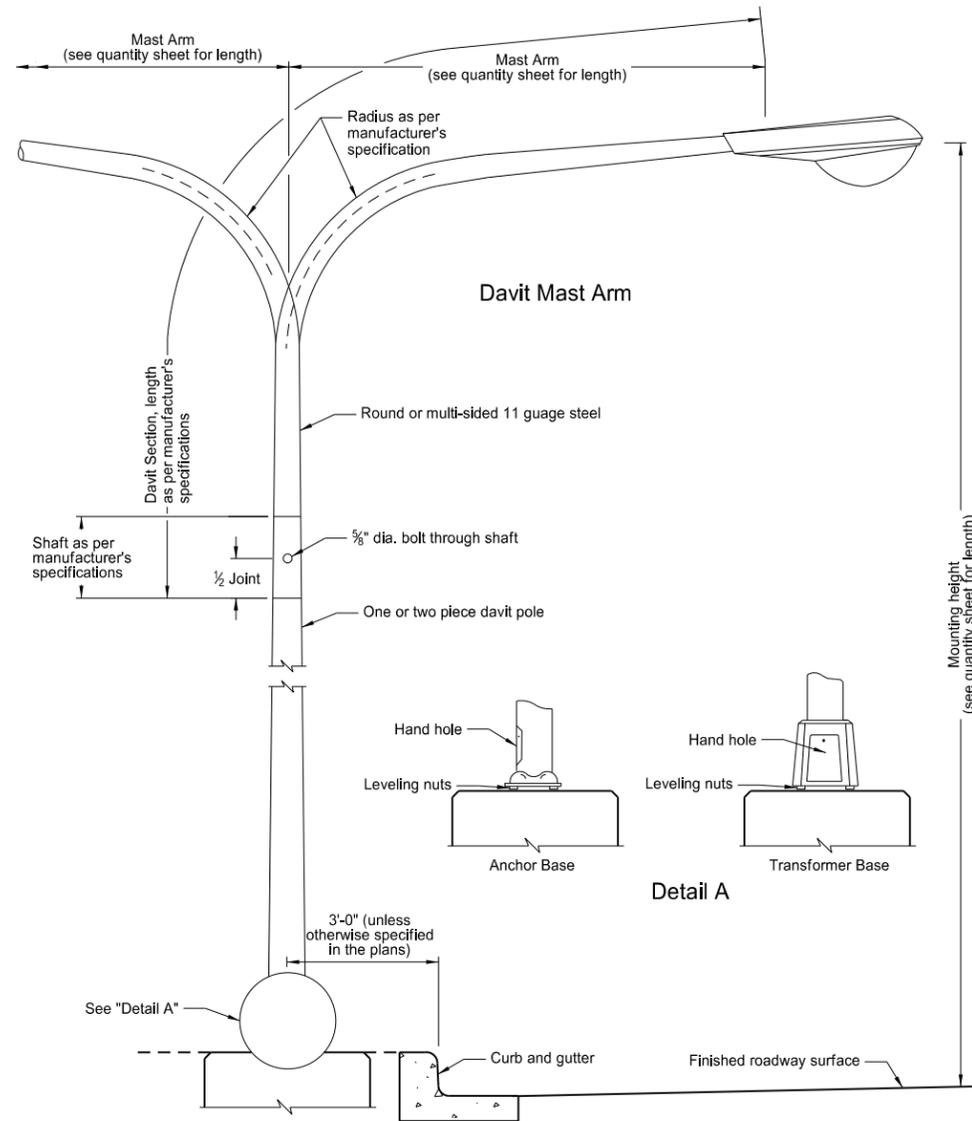


Revise Concrete Foundation

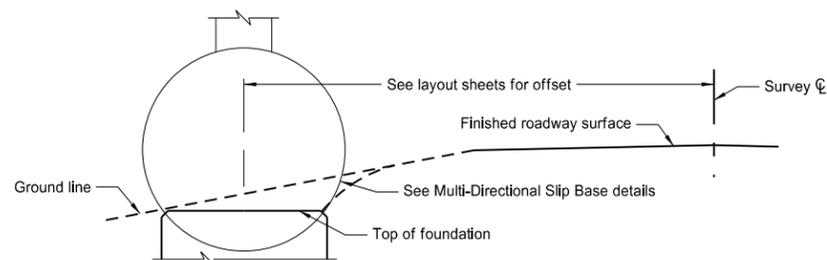
Note: Jackhammer or drill to remove material and provide a location for conduit. Make opening no larger than necessary. Place conduit, fill with concrete and finish foundation to original appearance.

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10-8-13	
REVISIONS	
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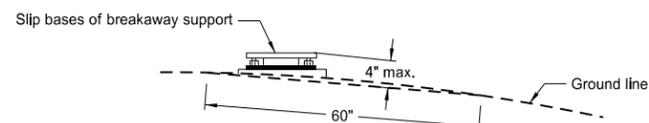
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Light Standard Details

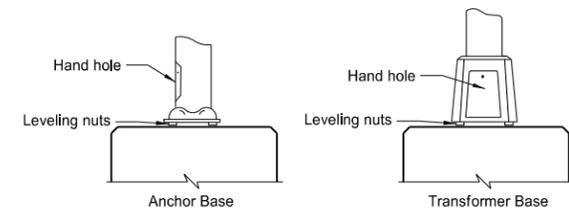


Concrete Foundation Location



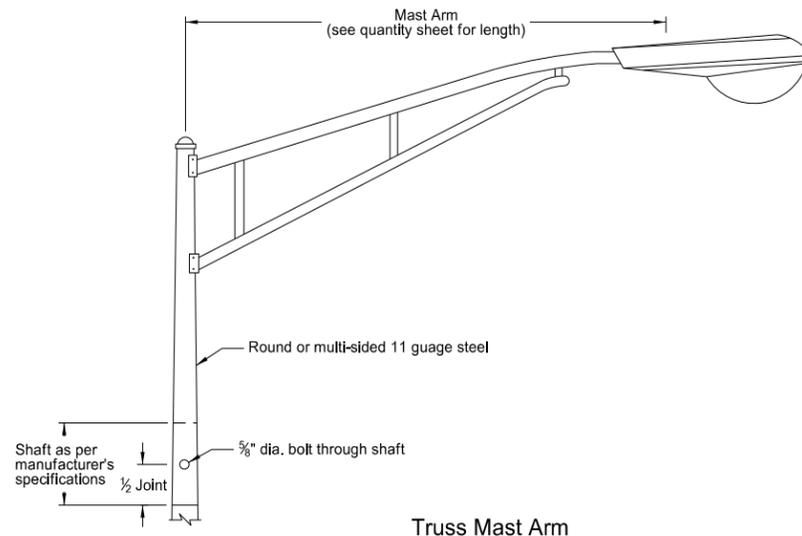
Breakaway Support Stub Clearance Diagram

Mounting height (see quantity sheet for length)

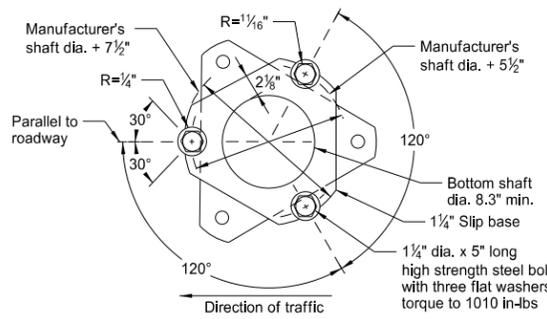


Detail A

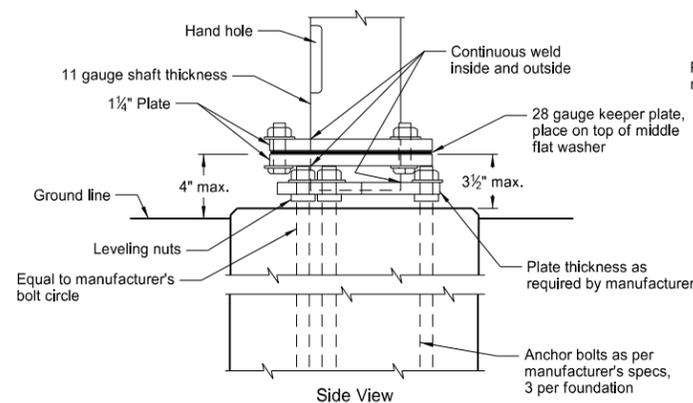
LIGHT STANDARD DETAILS



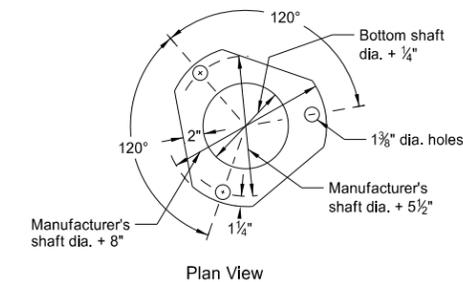
Truss Mast Arm



Top View



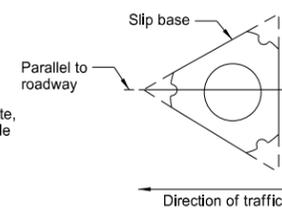
Steel Base Detail



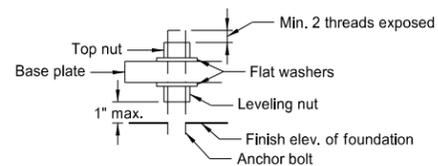
Plan View

(A) ASTM A446 Grade "A" 28 gauge keeper plate on top of middle flat washer. The Keeper plate shall be galvanized after fabrication.

Keeper Plate Detail (A)

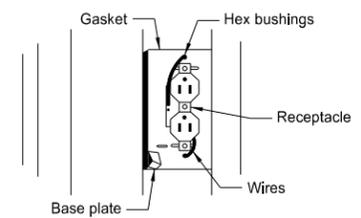


Slip Base Placement Detail

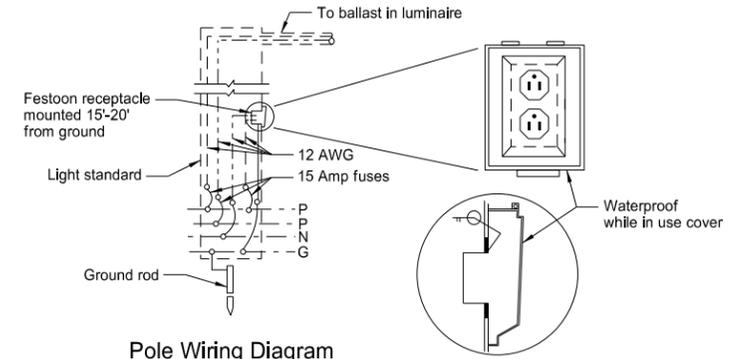


Anchor Bolt Detail

Multi-Directional Slip Base



Optional: Festoon receptacle mounted on multi-sided pole.



Pole Wiring Diagram

Receptacle Mounting Detail (B)

(B) Receptacle shall be mounted on the side of the pole that faces the street side. Festoon Receptacle shall be installed only when specified in the plans.

Notes:

Light Standard Locations: The offset distance shall have a minimum offset from the curb face of 3 feet. Light standards that are placed in urban areas and where speeds are less than 30 mph, may be placed at 3 feet. Where speeds are 30 mph or more, light standards shall be placed at least 16 feet from the driving lane.

Steel Standards: Marred or scratched areas shall be touched up after erection.

Luminaire: Shall be internal ballast-constant wattage 120x240 voltage. See layout sheets for type of luminaire, wattage, I.E.S. distribution, and operating system.

Fusing: Fusing in base, see specifications.

Slip Base Bolt Torque Procedure:

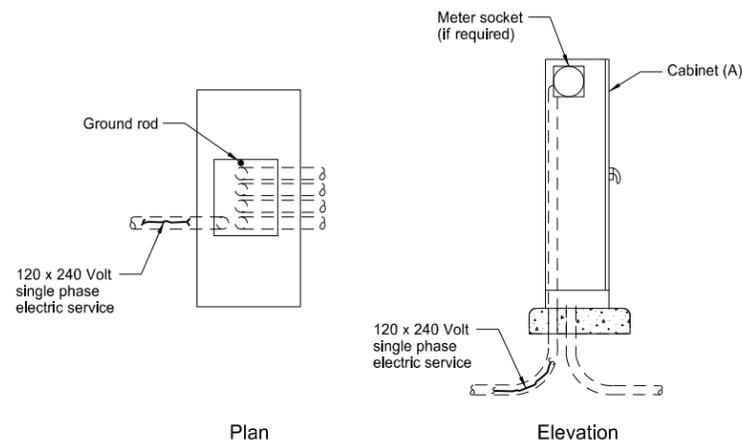
1. Tighten all bolts the maximum possible with 12" to 15" wrench to bed washers and to clean bolt threads, then loosen.
2. Retighten bolts with a systematic order to prescribed torque.
3. Loosen each bolt and retighten to prescribed torque in the same order as initial retightening.
4. Burr threads of junction with nut using center punch to prevent nut loosening.

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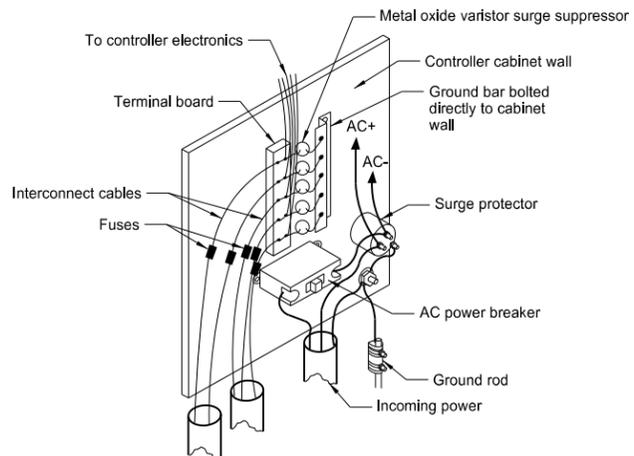
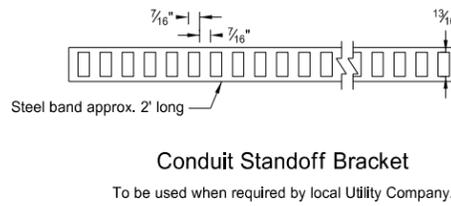
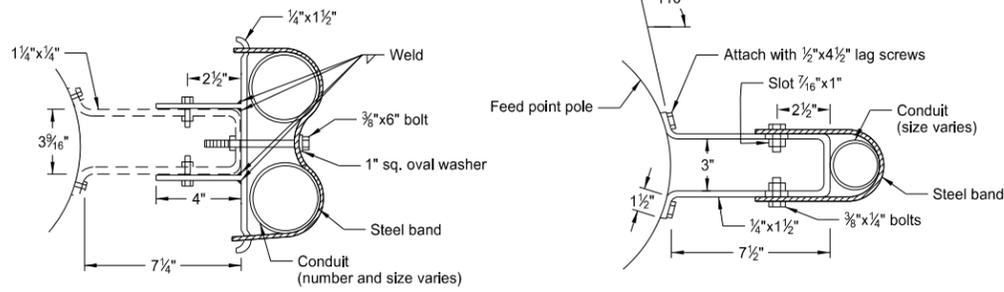
FEED POINT - TRAFFIC SIGNALS

D-772-1

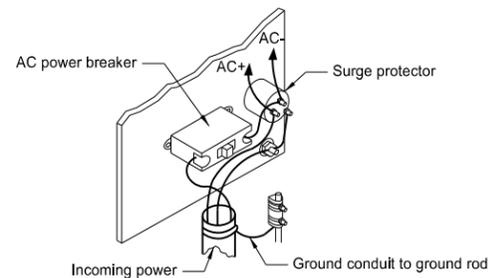


Circuit Breaker Cabinet Pad Mounted

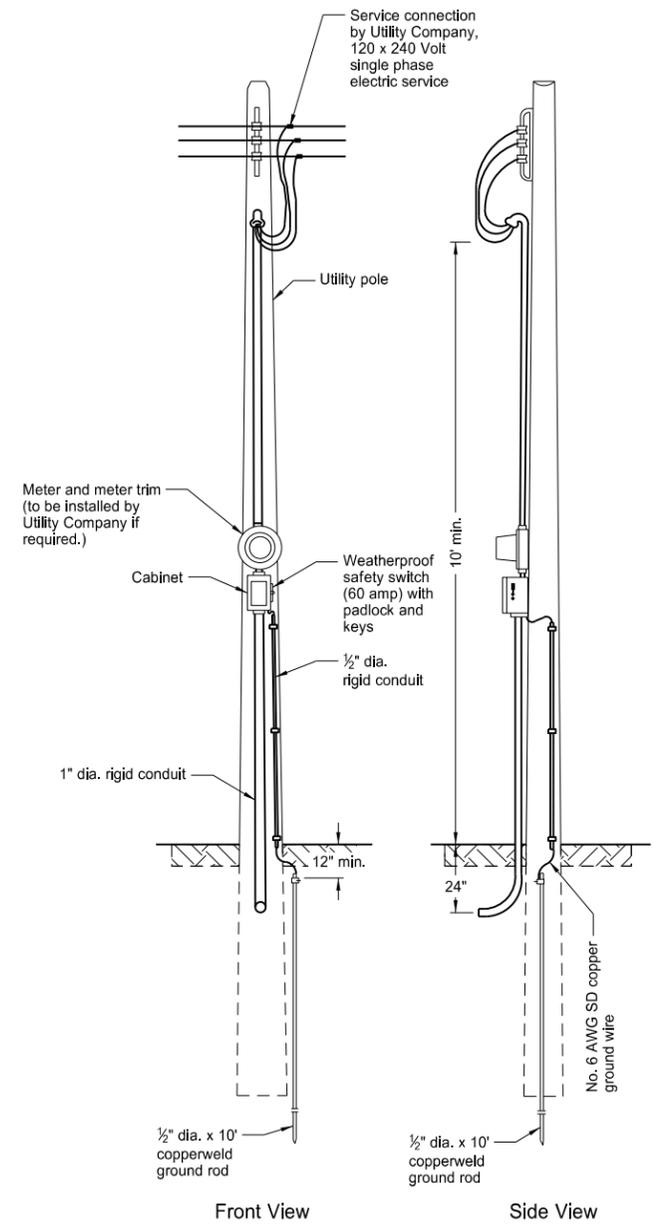
(A) Cabinet shall be 56 in. high x 26 in. wide x 14 in. deep, 12 gauge steel (min.) or aluminum with provisions for padlock. Cabinet shall be weatherproof. A steel cabinet shall have one coat of primer and two coats of exterior dark green enamel.



Controller Cabinet Interconnect and Power Cable Lightning Protection



Feed Point Cabinet Lightning Protection

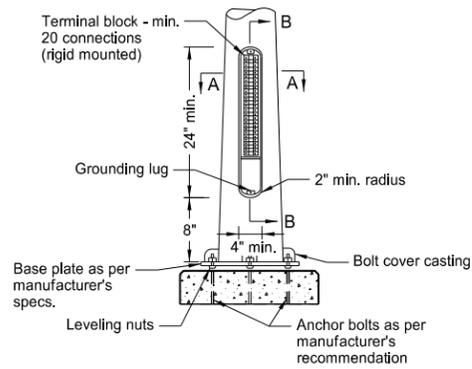
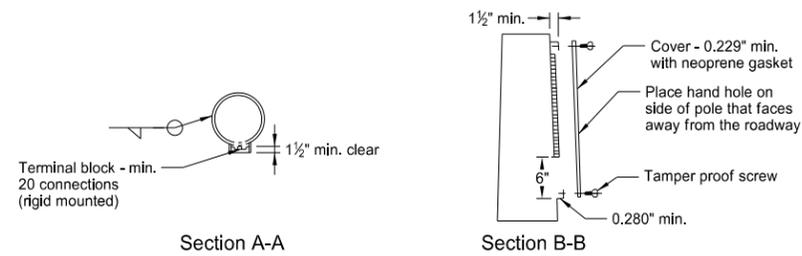


Front View

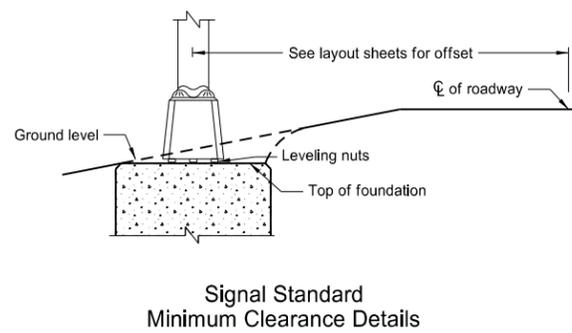
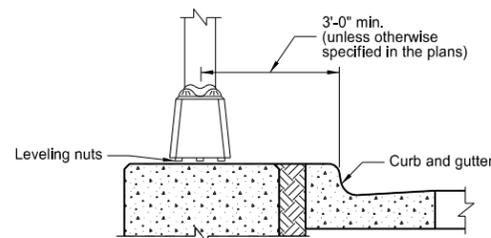
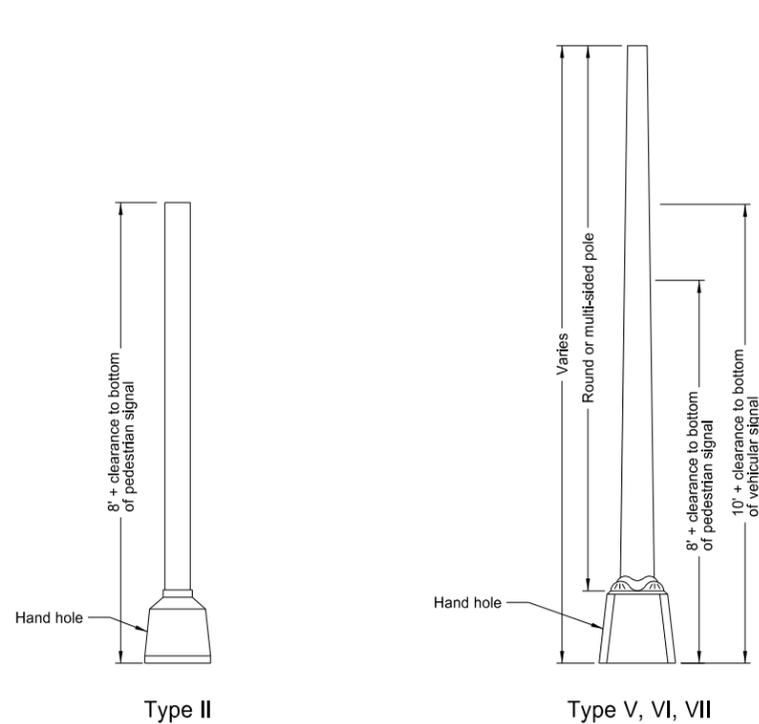
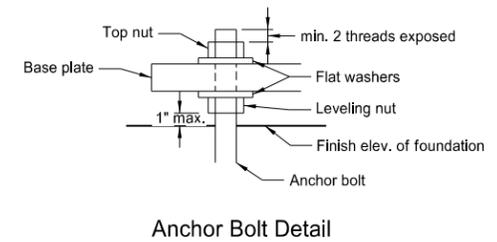
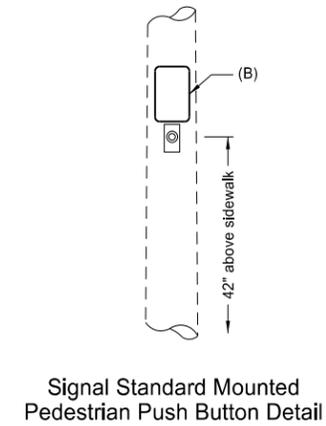
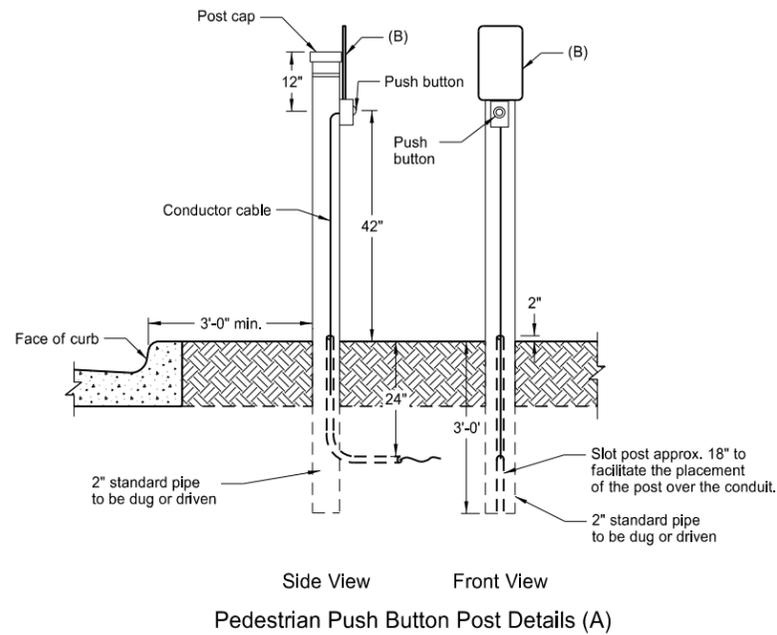
Side View

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Alternate Signal Standard Base
For use only with Type V, VI, and VII signal standards.



- (A) The positioning of the sign, pushbutton, and direction of arrow shall clearly indicate which crosswalk is actuated by the push button. The type of sign will depend on the jurisdiction they are to be placed in.
- (B) Sign shall be attached to post using rust resistant bracket and banding. The material shall be 0.081 aluminum. See Standard Signs book for dimensions and legend series. See plans for type of sign.

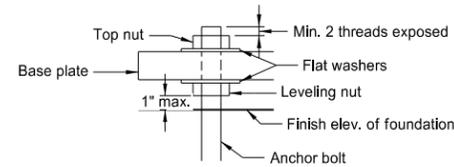
Notes:

- Signal Heads: See traffic signal layout for correct mounting position, number, size, and arrangement of lenses.
- Steel Standards: The center of the signal standard shall be a minimum of 3 ft. from the face of the curb unless shown otherwise on the layout sheets.
- Paint: See note sheet for required color of paint.
- Transformer Base: In lieu of the transformer base the contractor may use the alternate signal standard base.

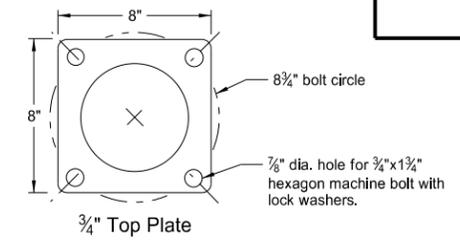
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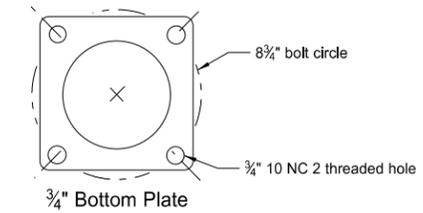
TRAFFIC SIGNAL STANDARDS
(MAST ARM TYPE)



Anchor Bolt Detail



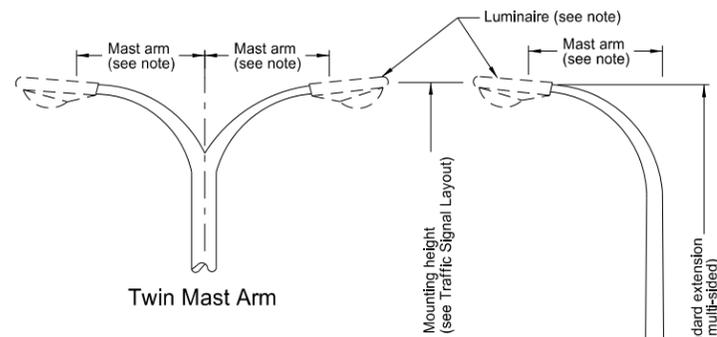
3/4" Top Plate



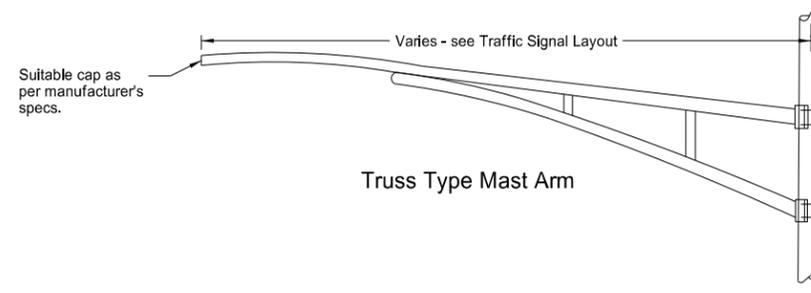
3/4" Bottom Plate

Detail A

Note: In lieu of the plate type connection a telescoping clamp type extension may be used.



Twin Mast Arm



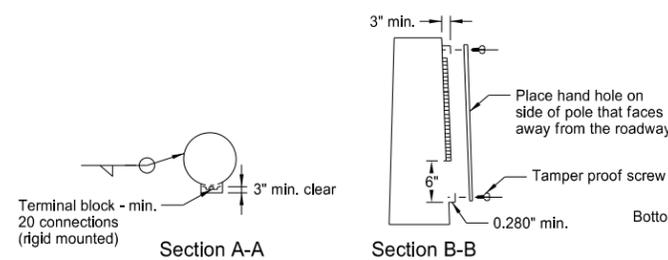
Truss Type Mast Arm

Combination Signal and Light Standard			
Signal Standard Type	Luminaire Mounting height (ft)	Install Light Standard Extension and Luminaire	Luminaire Mast Arm
A	30	yes	single
B	30	(A)	single
C	40	yes	single
D	40	(A)	single
E	30	yes	twin
F	30	(A)	twin
G	40	yes	twin
H	40	(A)	twin
I	50	yes	single
J	50	yes	twin

(A) The light standard extension for these signal standards shall be installed at a later date under a separate contract.

Notes:

- Light standard extension:** The mast arm shall be 6 ft. unless otherwise noted on the plans. The light standard extension shall be galvanized. Galvanizing shall be in accordance with ASTM A 123.
- Luminaire:** Luminaires shall be internal ballast - constant wattage 120 x 240 voltage. See layout sheets for type of luminaire, wattage, and I.E.S. distribution.
- Signal head:** See Traffic Signal Layout for correct mounting position, number, size, and arrangement of lenses. Clearance from the centerline of the roadway to the bottom of mast arm mounted signal heads shall be 17 ft. minimum and 19 ft. maximum.
- Multi-sided poles:** Shall have a means that will not allow the mast arm to be rotated by wind forces other than friction. The pole shall be so fabricated so that the mast arm is rotatable. This feature shall be approved by the Engineer.
- Transformer base:** In lieu of the transformer base the Contractor may use the alternate signal standard base.

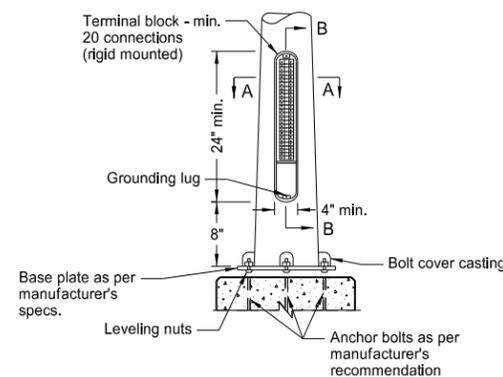


Section A-A

Section B-B

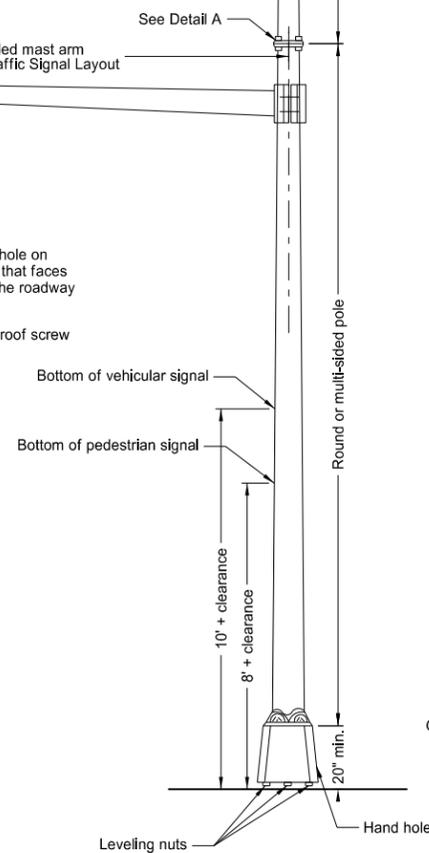
Terminal block - min. 20 connections (rigid mounted) 3" min. clear

3" min. Place hand hole on side of pole that faces away from the roadway Tamper proof screw 0.280" min.

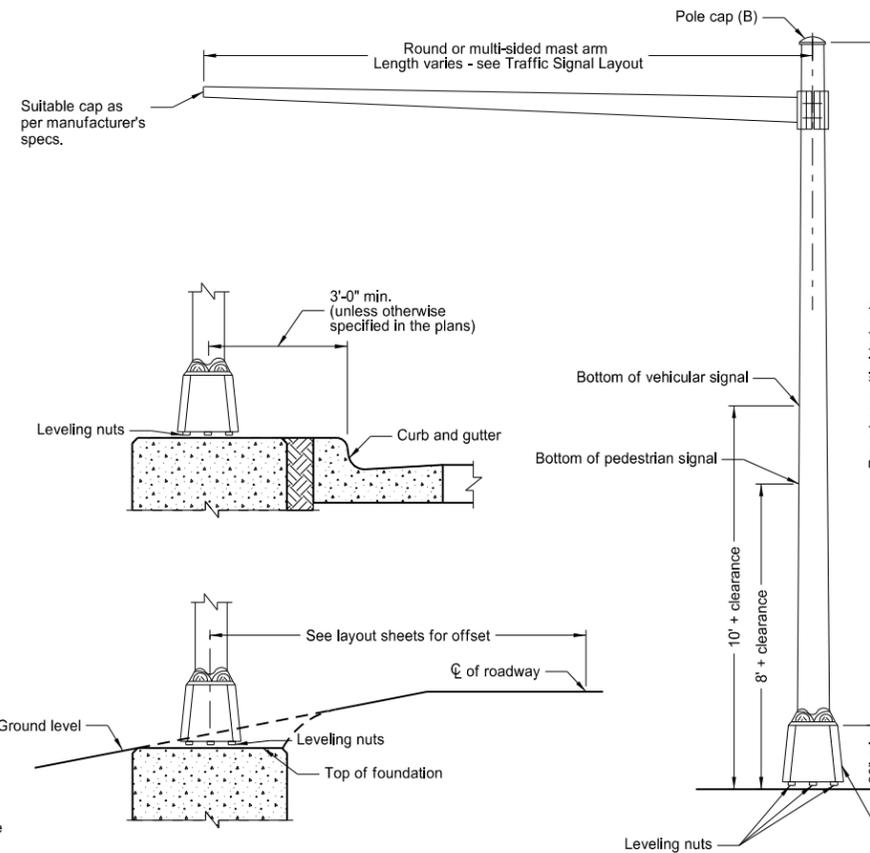


Alternate Signal Standard Base

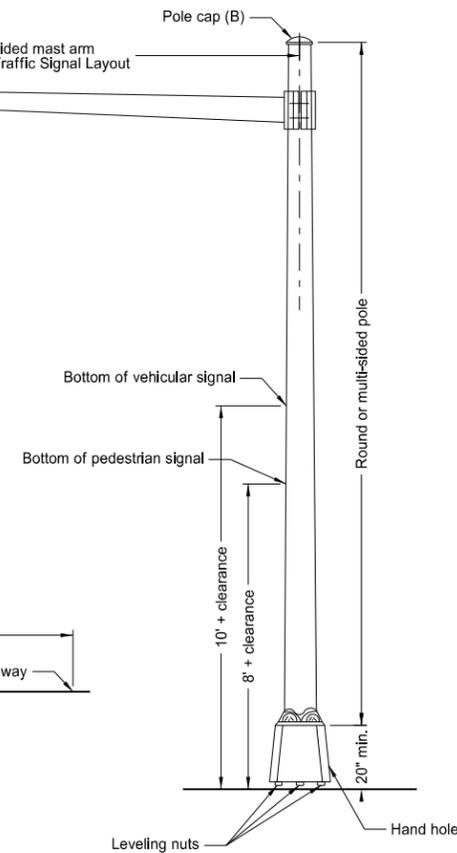
Note: For use only with Type IV and combination signal standards



Combination Signal and Light Standard



Signal Standard Minimum Clearance Detail



Type IV Signal Standard

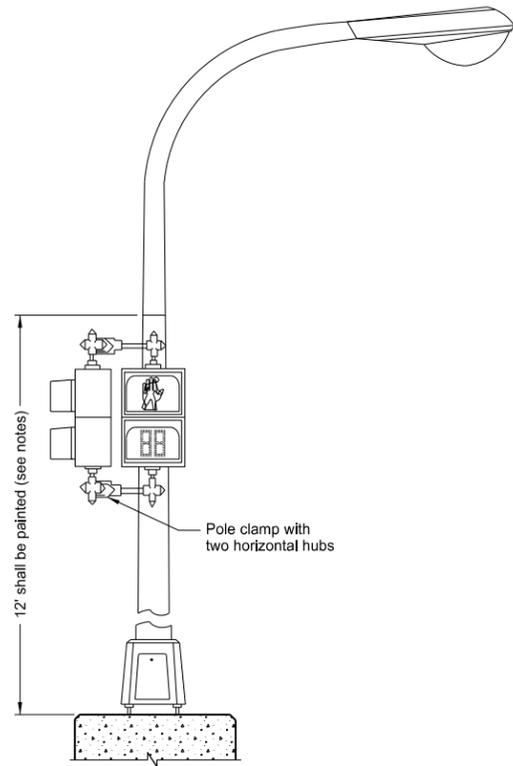
(B) On combination signal and light standards Type B, D, F, and H, and on all Type IV signal standards install a suitable pole cap as per manufacturer's specifications.

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11-14-13	
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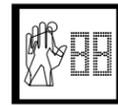
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TRAFFIC SIGNAL HEAD MOUNTING

D-772-4



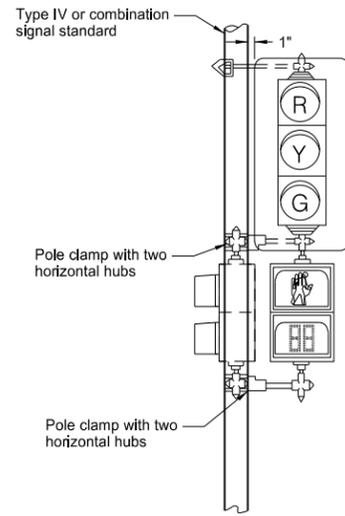
Light Standard Mounted Pedestrian Signal Head (A)



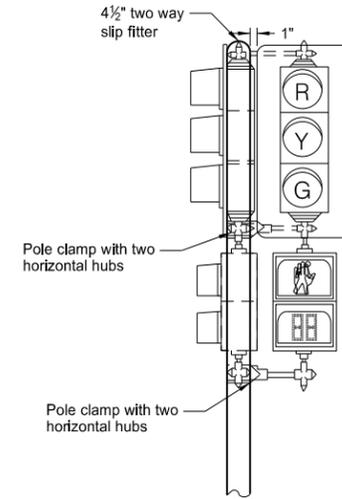
Pedestrian countdown timer
(A) See plans for the appropriate orientation and type of pedestrian signal head to use.



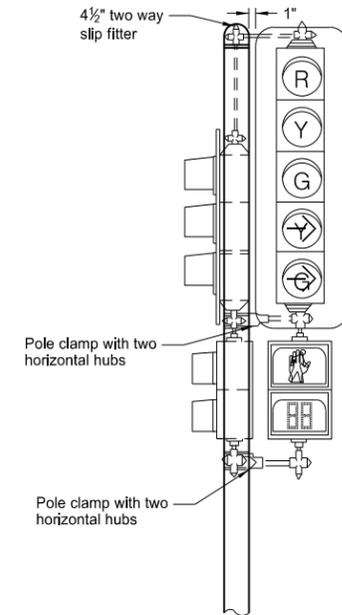
Type II
Pedestal Mounted - Pedestrian (A)



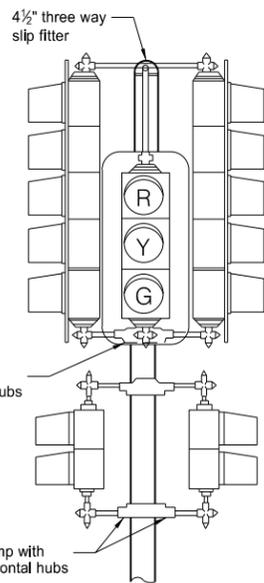
Type IV
Post Mounted - Vehicular
Post Mounted - Pedestrian (A)



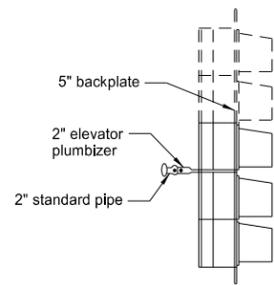
Type V
Post Mounted - Vehicular
Post Mounted - Pedestrian (A)



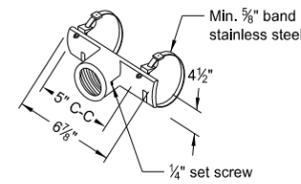
Type VI
Post Mounted - Vehicular
Post Mounted - Pedestrian (A)



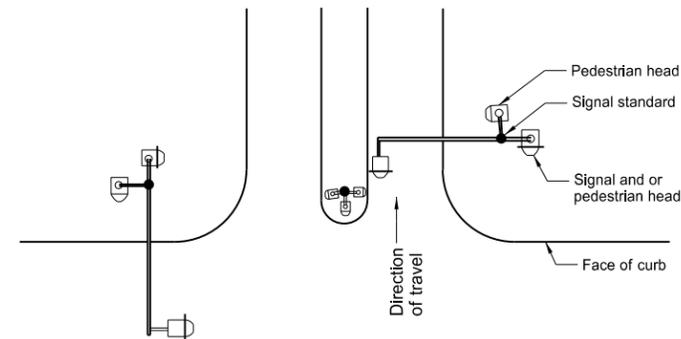
Type VII
Post Mounted - Vehicular
Post Mounted - Pedestrian (A)



Side View
Mid-Span Mounted and Mast Arm Rigid Mounted Signal Heads

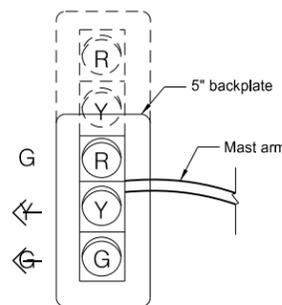


Mast Arm Signal Head Bracket

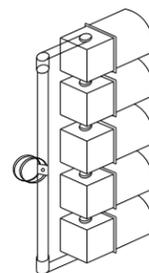


Plan Layout (typical)

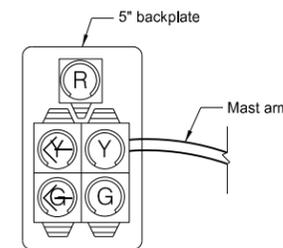
Note: Signal heads shall not protrude over the face of the curb.



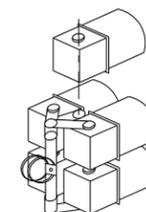
Front View



Isometric View
End Mounted and Mast Arm Rigid Mounted Signal Heads



Front View



Isometric View

Notes:

- Reinforcing Plates:** Polycarbonate signal heads shall have reinforcing plates installed where the mounting hardware attaches to the signal head. Where a plumbizer is used reinforcing plates shall be placed on each side of the plumbizer.
- Clearance:** Clearance from the ground line or sidewalk to the bottom of post or pedestal mounted vehicular signal heads shall be 10 ft. minimum, from pedestrian signal heads shall be 8 ft. minimum.
- Signal Heads:** See traffic signal layout for correct mounting position, numbers, size, and arrangement of lenses.
- Pole Clamps:** A pole plate with suitable banding material, as approved by the Engineer, may be substituted for the pole clamps. Where traffic signal heads and pedestrian signal heads are mounted one above the other, one pole clamp assembly may be used.
- Paint:** Signal housing shall be painted yellow. Backplates shall be painted dull black. Pole clamps and signal head mounting hardware shall be painted the same color as the signal standard shaft.

When pedestrian heads are light standard mounted, the lower 12 ft. shall be painted the same color as the other traffic signal standards.
- Mounting Details:** All signal heads shown are viewed from direction of travel.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-14-13	
REVISIONS	
DATE	CHANGE
7-8-14	Added reinforcing plate note

This document was originally issued and sealed by
Roger Weigel,
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PE-2930,
on 07/08/14 and the original document is stored at the North Dakota Department of Transportation