

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.	C Gdrl	cable guardrail	Culv	culvert	FOS	factor of safety
Abn	abandoned	Calc	calculate	C&G	curb & gutter	Fed	Federal
Abut	abutment	CIP	cast iron pipe	CI	curb inlet	FP	feed point
Adj	adjusted	CB	catch basin	CR	curb ramp	Fn	fence
Aggr	aggregate	CRS	cationic rapid setting	C	cut	Fn P	fence post
Ahd	ahead	C Gd	cattle guard	Dd Ld	dead load	FO	fiber optic
ARV	air release valve	C To C	center to center	Defl	deflection	FD	field drive
Align	alignment	CL or \varnothing	centerline	Defm	deformed	F	fill
Al	alley	Ch	chain	DInt	delineate	FAA	fine aggregate angularity
Alt	alternate	Chnlk	chain-link	DIntr	delineator	FH	fire hydrant
Alum	aluminum	Ch Blk	channel block	Depr	depression	Fl	flange
ADA	Americans with Disabilities Act	Ch Ch	channel change	Desc	description	Flrd	flared
&	and	Chk	check	Det	detail	FES	flared end section
Appr	approach	Chsld	chiseled	DWP	detectable warning panel	F Bcn	flashing beacon
Approx	approximate	Cir	circle	Dtr	detour	FA	flight auger sample
ACP	asbestos cement pipe	Cl	class	Dia or \varnothing	diameter	FL	flow line
Asph	asphalt	Clnt	clean-out	Dir	direction	Ftg	footing
AC	asphalt cement	Clr	clear	Dist	distance	FM	force main
Assmd	assumed	Cl&gr	clearing & grubbing	DM	disturbed material	Fnd	found
@	at	Comb.	combination	DB	ditch block	Fdn	foundation
Atten	attenuation	Coml	commercial	DG	ditch grade	Frac	fractional
ATR	automatic traffic recorder	Compr	compression	Dbl	double	Frwy	freeway
Ave	Avenue	CADD	computer aided drafting & design	Dn	down	Frt	front
Avg	average	Conc	concrete	Dwg	drawing	FF	front face
ADT	average daily traffic	CECB	concrete erosion control blanket	Dr	drive	F Disp	fuel dispenser
		Cond	conductor	Drw	driveway	FFP	fuel filler pipes
		Const	construction	DI	drop inlet	FLS	fuel leak sensor
		Cont	continuous	D	dry density	Furn	furnish/ed
		CSB	continuous split barrel sample				
		Contr	contraction				
		Contr	contractor				
Bk	back	CP	control point	Ea	each		
BF	back face	Coord	coordinate	Esmt	easement		
Balc	balcony	Cor	corner	E	East		
B Wire	barbed wire	Corr	corrected	EB	Eastbound		
Barr	barricade	CAES	corrugated aluminum end section	Elast	elastomeric		
Btry	battery	CAP	corrugated aluminum pipe	EL	electric locker		
BI	beehive inlet	CMES	corrugated metal end section	E Mtr	electric meter		
Beg	begin	CMP	corrugated metal pipe	EVSE	electric vehicle supply equipment		
BG	below grade	CPVCP	corrugated poly-vinyl chloride pipe	Elec	electric/al		
BM	bench mark	CSES	corrugated steel end section	EDM	electronic distance meter		
Bkwy	bikeway	CSFES	corrugated steel flared end section	Elev or El	elevation		
Bit	bituminous	CSP	corrugated steel pipe	Ellipt	elliptical		
Blk	block	CSTES	corrugated steel traversable end section	Emb	embankment		
BH	bore hole	Co	County	Emuls	emulsion/emulsified		
Bot	bottom	Crse	course	ES	end section		
Blvd	Boulevard	Ct	Court	Engr	engineer		
Bndry	boundary	Xarm	cross arm	ESS	environmental sensor station		
Brkwy	breakaway	Xbuck	cross buck	Eq	equal		
Br	bridge	Xsec	cross sections	Evgr	evergreen		
Bldg	building	Xing	crossing	Exc	excavation		
Bus.	business	Xrd	crossroad	Exst	existing		
BV	butterfly valve	Crn	crown	Exp	expansion		
Byp	bypass			Expy	Expressway		
				E	external of curve		
				Extru	extruded		

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
04-23-18	General Revisions
09-20-18	General Revisions
12-18-20	General Revisions
08-16-22	General Revisions
04-14-25	General Revisions



NDDOT ABBREVIATIONS

D-101-2

Galv galvanized
Gar garage
Gs L gas line
G Reg gas line regulator
GMV gas main valve
G Mtr gas meter
GSV gas service valve
GVP gas vent pipe
GV gate valve
Ga gauge
Gov government
Grd graded/grade
Grnd ground
GWM ground water monitor
Gdrl guardrail
Gtr gutter

H Plg H piling
Hdwl headwall
Ht height
Hel helical
HDPE high density polyethylene
HM high mast
HP high pressure
HPS high pressure sodium
HTCG high tension cable guardrail
Hwy highway
Hor horizontal
HBP hot bituminous pavement
HMA hot mix asphalt
Hyd hydrant
Ph hydrogen ion content

Id identification
Incl inclinometer tube
IMH inlet manhole
ID inside diameter
Inst instrument
Intchg interchange
Intmdt intermediate
Intscn intersection
Inv invert
IP iron pipe

Ln lane
Lg large
Lat latitude
Lt left
Lens lenses
Lvl level
Lvng leveling
Lht light
LP light pole
Ltg lighting
Liq liquid
LL liquid limit
Loc location
Long. longitude
Lp loop
LD loop detector
Lum luminaire

Mb mailbox
ML main line
MH manhole
Mkd marked
Mkr marker
Mkg marking
MA mast arm
Matl material
Max maximum

Meas measure
Mdn median
MD median drain
MC medium curing
MGS Midwest Guardrail System
MM mile marker
MP mile post
Min minimum
Misc miscellaneous
Mon monument
Mnd mound
Mtbl mountable
Mtd mounted
Mtg mounting
Mk muck

Neop neoprene
Ntwk network
N North
NE Northeast
NW Northwest
NB Northbound
No. or # number

Obsc obscure(d)
Ocpd occupied
Ocpy occupy
O/s offset
OC on center
C one dimensional consolidation
OC organic content
Orig original
O To O out to out
OD outside diameter
OH overhead

PMT pad mounted transformer
Pg pages
Pntd painted
Pr pair
Pnl panel
Pk park
PSD passing sight distance
Pvmt pavement
Ped pedestal
Ped pedestrian
PPP pedestrian pushbutton post
Pen. penetration
Perf perforated
Per. perimeter
Perm permanent
PL pipeline
Pl place
P&P plan & profile
PL plastic limit
Pl or \overline{P} plate
Pt point
PE polyethylene
PVC polyvinyl chloride
PCC Portland Cement concrete
PP power pole
Preempt preemption
Prefab prefabricated
Prfmd or Pref preformed
Prep preperation
Press. pressure
PRV pressure relief valve
Prestr prestressed
Pvt private
PD private drive
Prod. production/produce
Prog programmed
Prop. property
Ppsd proposed
PB pull box

Qty quantity
Qtr quarter

Rad or R radius
RR railroad
Rlwy railway
Rsd raised
RC rapid curing
Rec record
Rcy recycle
RAP recycled asphalt pavement
RPCC recycled portland cement concrete
Ref reference
R Mkr reference marker
RM reference monument
RP reference point
Refl reflectorized
RCB reinforced concrete box
RCES reinforced concrete end section
RCFES reinforced concrete flared end section
RCP reinforced concrete pipe
RCPS reinforced concrete pipe sewer
RCTES reinforced concrete traversable end section
Reinf reinforcement
Res reservation
Res residence
Ret retaining
Rev reverse
Rt right
R/W right of way
Riv river
Rd road
Rdbd road bed
Rdwy roadway
RWIS roadway weather information system
Rk rock
Rt route

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Salv	salvage(d)	Tel	telephone
San	sanitary sewer line	Tel B	Telephone Booth
Sec	section	Tel P	telephone pole
SL	section line	Tv	television
Sep	separation	Temp	temperature
Seq	sequence	Temp	temporary
Serv	service	TBM	temporary bench mark
Sht	sheet	T	thinwall tube sample
Shtng	sheeting	Ts	topsoil
Shldr	shoulder	Traf	traffic
Sw or Sdwk	sidewalk	TSCB	traffic signal control box
SD	sight distance	Tr	trail
SN	sign number	Transf	transformer
Sig	signal	Trans	transition
Sgl	single	TT	transmission tower
SRCP	slotted reinforced concrete pipe	TES	traversable end section
SC	slow curing	Trans	transverse
SS	slow setting	Trtd	treated
Sm	small	Trmt	treatment
S	South	Qc	triaxial compression
SE	Southeast	TERO	tribal employment rights ordinance
SW	Southwest	Tpl	triple
SB	Southbound	Typ	typical
Sp	spaces		
Spcl	special	Qu	unconfined compressive strength
SA	special assembly	Ugrnd	underground
SP	special provisions	Util	utility
G	specific gravity		
Spk	spike		
SB	split barrel sample	VG	valley gutter
SH	sprinkler head	Vap	vapor
SV	sprinkler valve	Vert	vertical
Sq	square	VCP	vitrified clay pipe
Stk	stake	Vol	volume
Std	standard	VSFS	vehicle speed feedback sign
N	standard penetration test		
Std Specs	standard specifications	Wkwy	walkway
Stm L	steam line	W	water content
SEC	steel encased concrete	WGV	water gate valve
SMA	stone matrix asphalt	WL	water line
SSD	stopping sight distance	WM	water main
SD	storm drain	WMV	water main valve
St	street	W Mtr	water meter
SPP	structural plate pipe	WSV	water service valve
SPPA	structural plate pipe arch	WW	water well
Str	structure	Wrng	wearing
Subd	subdivision	WIM	weigh in motion
Sub	subgrade	W	west
Sub Prep	subgrade preperation	WB	westbound
Ss	subsoil	Wrng	wiring
SS	supplement specification	W/	with
Supp	supplemental	W/o	without
Surf	surfacing		
Surv	survey		
Sym	symmetrical		

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NDDOT ABBREVIATIONS

D-101-4

MEASUREMENTS

ac	acres
A	ampere
Bd Ft	board feet
Cd	candela
cm	centimeter
C	coulomb
CF	cubic feet
m3	cubic meter
m3/s	cubic meters per second
CY	cubic yard
CY/mi	cubic yards per mile
D or Deg	degree
F	Fahrenheit
F	farad
ft	feet/foot
Gal	gallon
G	giga
Ha	hectare
H	henry
Hz	hertz
hr	hour(s)
in.	inch
J	joule
K	kelvin
kN	kilo newton
kPa	kilo pascal
kg	kilogram
kg/m3	kilogram per cubic meter
km	kilometer
K	Kip(s)
LF	linear foot
L	litre
Lm	lumen
L sum	lump sum
Lx	lux
M Hr	man hour
M	mega
m	meter
m/s	meters per second
mi	mile
mL	milliliter
mm	millimeter
mm/hr	millimeters per hour
n	nano
N	newton
Pa	pascal
lb	pounds
sec	seconds
S	siemens
SF	square feet
km2	square kilometer
m2	square meter
SY	square yard
Sta Yd	station yards
SI	Systems International

T	tesla
T/mi	tons per mile
V	volt
W	watt
Wb	weber

SURVEY DESCRIPTIONS

Az	azimuth
Bs	backsight
Brg	bearing
BP Cap	blue plastic cap
BS	both sides
BC	brass cap
CC	closing corner
CS	curve to spiral
Eq	equation
E	external of curve
FS	far side
FB	field book
Fs	foresight
Geod	geodetic
GIS	Geographical Information System
GPS	Global Positioning System
HI	height of instrument
IM	iron monument
I Pn	iron pin
LS	Land Surveyor (licensed)
LSIT	Land Surveyor In Training
L	length of curve
LC	long chord
LB	level book
MC	meander corner
Mer	meridian
M	mid ordinate of curve
NGS	National Geodetic Survey
NS	near side
Obsn	observation
Off Loc	office location
OP Cap	orange plastic cap
PK	Parker-Kalon nail
P Cap	plastic cap
PP Cap	pink plastic cap
PCC	point of compound curve
PC	point of curve
PI	point of intersection
PRC	point of reverse curvature
PT	point of tangent
POC	point on curve
POT	point on tangent
RTP	random traverse point
Rge	range
RP Cap	red plastic cap
SC	spiral to curve
SC	standard corner
ST	spiral to tangent
Sta	station
SE	superelevation
Tan	tangent
T	tangent (semi)
TS	tangent to spiral
Twp	township
TB	transit book
TP	traverse point
TP	turning point
USC&G	US Coast & Geodetic Survey
USGS	US Geologic Survey
VC	vertical curve
WC	witness corner
WGS	World Geodetic System
YP Cap	yellow plastic cap
Z	zenith

SOIL TYPES

Cl	clay
Cl F	clay fill
Cl Hvy	clay heavy
Cl Lm	clay loam
Co S	coal slack
C Gr	coarse gravel
CS	coarse sand
FS	fine sand
Gr	gravel
Lig Co	lignite coal
Lig Sl	lignite slack
Lm	loam
Rk	rock
Sd	sand
Sdy Cl	sandy clay
Sdy Cl Lm	sandy clay loam
Sdy Fl	sandy fill
Sdy Lm	sandy loam
Sc	scoria
Sh	shale
Si Cl	silt clay
Si Cl Lm	silty clay loam
Si Lm	silty loam

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NDDOT UTILITY COMPANY AND ORGANIZATION ABBREVIATIONS

D-101-10

702COM
ACCENT
AGASSIZ WU
AGC
ALL PL
ALL SEAS WU
AMOCO PI
AMRDA HESS
AT&T
B PAW
BAKER ELEC
BASIN ELEC
BEK TEL
BELLE PL
BLM
BNSF
BOEING
BRNS RWD
BURK-DIV ELEC
BURL WRD
CABLE ONE
CABLE SERV
CAP ELEC
CASS CO ELEC
CASS RWU
CAV ELEC
CBLCOM
CENEX PL
CENT PL WATER DIST
CENT PWR ELEC
CENTURYLINK
COE
CONS COMM
CONS TELCOM
CONT RES
CPR
D O E
DAK CARR
DAK CENT TEL
DAK RWD
DGC
DICKY R NET
DICKY WRD
DICKY TEL
DNRR
DOME PL
DVELEC
DVMW
E CENT REG WD
ENBRDG
ENVENTIS
EQUINOR
FALK MNG
FHWA
G FKS-TRL WD
GETTY TRD & TRAN
GLDN W ELEC

702 Communications
Accent Communications
Agassiz Water Users District
Associated General Contractors of America
Alliance Pipeline
All Seasons Water Users District
Amoco Pipeline Company
Amerada Hess Corporation
AT&T Corporation
Bear Paw Energy Incorporated
Baker Electric
Basin Electric Cooperative Incorporated
Bek Communications Cooperative
Belle Fourche Pipeline Company
Bureau of Land Management
Burlington Northern Santa Fe Railway
Boeing
Barnes Rural Water District
Burke-Divide Electric Cooperative
Burleigh County Water Resource District
Cable One
Cable Services
Capital Electric Cooperative Incorporated
Cass County Electric Cooperative
Cass Rural Water Users District
Cavalier Rural Electric Cooperative
Cablecom Of Fargo
Cenex Pipeline
Central Pipe Line Water District
Central Power Electric Cooperative
CenturyLink
Corps of Engineers
Consolidated Communications
Consolidated Telcom
Continental Resource Inc
Canadian Pacific Railway
Department Of Energy
Dakota Carrier Network
Dakota Central Telephone
Dakota Rural Water District
Dakota Gasification Company
Dickey Rural Networks
Dickey County Water Resource District
Dickey Telephone
Dakota Northern Railroad
Dome Pipeline Company
Dakota Valley Electric Cooperative
Dakota, Missouri Valley & Western
East Central Water District
Enbridge Pipelines Incorporated
Enventis Telephone
Equinor Pipeline
Falkirk Mining Company
Federal Highway Administration
Grand Forks-traill Water District
Getty Trading & Transportation
Golden West Electric Cooperative

GTR RAMSEY WD
GT PLNS NAT GAS
HALS TEL
IDEA1
INT-COMM TEL
KANEB PL
KEM ELEC
KOCH GATH SYS
LKHD PL
LWR YELL R ELEC
LUMEN
MCKNZ CON
MCKNZ ELEC
MCKNZ WRD
MCLEOD
MCLN ELEC
MCLN-SHRDN R WAT
MDU
MIDCO
MIDSTATE TEL
MINOT CABLE
MINOT TEL
MISS VALL COMM
MISS W W S
MNKOTA PWR
MOR-GRAN-SOU ELEC
MOUNT-WILLI ELEC
MLGC
MUNICIPAL
MUNICIPAL
N CENT ELEC
N PRAIR REG WD
ND PKS & REC
ND TEL
NDDOT
NE REG WD
NDSU SOIL SCI DEPT
NEMONT TEL
NODAK R ELEC
NOON FRMS TEL
NPR
NSP
NTHN BRDR PL
NTHN PLNS ELEC
NTHWSTRN REF
NW COMM
NWRWD
ONEOK
OSHA
OTTR TL PWR
PAAP
P L E M
POLAR COM
PVT ELEC
QWEST
R&T REG WD

Greater Ramsey Water District
Great Plains Natural Gas Company
Halstad Telephone Company
Idea1
Inter-Community Telephone Company
Kaneb Pipeline Company
Kem Electric Cooperative Incorporated
Koch Gathering Systems Incorporated
Lakehead Pipeline Company
Lower Yellowstone Rural Electric
Lumen Technologies Incorporated
McKenzie Consolidated Telcom
McKenzie Electric Cooperative
McKenzie County Water Resource District
McLeod USA
McLean Electric Cooperative
McLean-Sheridan Rural Water District
Montana-dakota Utilities
MidContinent Communications
Midstate Telephone Company
Minot Cable Television
Minot Telephone Company
Missouri Valley Communications Incorporated
Missouri West Water System
Minnkota Power
Mor-gran-sou Electric Cooperative
Mountrail-williams Electric Cooperative
Moore & Liberty - Griggs County
City Water And Sewer
City Of '.....'
North Central Electric Cooperative
North Prairie Regional Water District
North Dakota Parks And Recreation
North Dakota Telephone Company
North Dakota Department of Transportation
Northeast Regional Water District
NDSU Soil Science Department
Nemont Telephone
Nodak Rural Electric Cooperative
Noonan Farmers Telephone Company
Northern Plains Railroad
Northern States Power
Northern Border Pipeline
Northern Plains Electric Cooperative Incorporated
Northwestern Refinery Company
Northwest Communication Cooperation
Northwest Rural Water District
Oneok gas
Occupational Safety and Health Administration
Otter Tail Power Company
Plains All American Pipeline
Praieliands Energy Marketing
Polar Communications
Private Electric
Qwest Communications
R & T Water District

RED RIV COMM
RESVTN TEL
ROBRTS TEL
R-RIDER ELEC
RRVW
S CENT REG WD
SE W U
SCOTT CABLE
SHERDN ELEC
SHEYN VLY ELEC
SKYTECH
SLOPE ELEC
SOURIS RIV TELCOM
ST WAT COMM
STATE LN WATER
STER ENG
STUT RWD
SW PL PRJ
SWWA
SUNOCO
T M C
TCI
TESORO GHG PLNS PL
TRI-CNTY WU
TRL CO WRD
UNTD TEL
UPPR SOUR WD
US SPRINT
USAF MSL CABLE
USFWS
USW COMM
VRNDRY ELEC
W RIV TEL
WAPA
WAWSA
WEB
WILLI WRD
WILSTN BAS PL
WLSH RWD
WOLVRTN TEL
XLENER
YSVR

Red River Communications
Reservation Telephone
Roberts Company Telephone
Roughrider Electric Cooperative
Red River Valley & Western Railroad
South Central Regional Water District
Southeast Water Users Incorporated
Scott Cable Television Dickinson
Sheridan Electric Cooperative
Sheyenne Valley Electric Cooperative
Skyland Technologies Incorporated
Slope Electric Cooperative Incorporated
Souris River Telecommunications
State Water Commission
State Line Water Cooperative
Sterling Energy
Stutsman Rural Water District
Southwest Pipeline Project
Southwest Water Authority
Sunoco LP
Turtle Mountain Communications
TCI of North Dakota
Tesoro High Plains Pipeline
Tri-County Water Users Incorporated
Traill County Water Resource District
United Telephone
Upper Souris Water District
U.S. Sprint
U.S.A.F. Missile Cable
US Fish and Wildlife Service
U.S. West Communications
Verendrye Electric Cooperative
West River Telephone Incorporated
Western Area Power Administration
Western Area Water Supply Authority
W. E. B. Water Development Association
Williams County Water Resource District
Williston Basin Interstate Pipeline Company
Walsh Water Rural Water District
Wolverton Telephone
Xcel Energy
Yellowstone Valley Railroad

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LINE STYLES

D-101-20

Existing Topography

	Existing Ground Void
	Existing Cemetary Boundary
	Existing Box Culvert Bridge
	Existing Concrete Surface
	Existing Drainage Structure
	Existing Gravel Surface
	Existing Riprap
	Existing Dirt Surface
	Existing Asphalt Surface
	Existing Tie Point Line
	Existing Railroad Centerline
	Existing Guardrail Cable
	Existing Guardrail Metal
	Existing Edge of Water
	Existing Fence
	Existing Railroad
	Existing Field Line
	Exst Flow
	Existing Curb
	Existing Valley Gutter
	Existing Driveway Gutter
	Existing Curb and Gutter
	Existing Mountable Curb and Gutter

	Existing 3-Cable w Posts
	Site Boundary
	Existing Berm, Dike, Pit, or Earth Dam
	Existing Ditch Block
	Existing Tree Boundary
	Existing Brush or Shrub Boundary
	Existing Retaining Wall
	Existing Planter or Wall
	Existing W-Beam Guardrail with Posts
	Existing Railroad Switch
	Gravel Pit - Borrow Area
	Existing Wet Area-Vegetation Break
	Existing High Tension Cable Guardrail
	Existing High Tension Cable Guardrail with Posts

Proposed Topography

	3-Cable w Posts
	Flow
	Fence
	Remove Line
	Wall
	Retaining Wall (Plan View)
	W-Beam w Posts
	High Tension Cable Guardrail with Posts

Existing Utilities

	Existing Electrical
	Existing Fiber Optic Line
	Existing TV Fiber Optic
	Existing Gas Pipe
	Existing Overhead Utility Line
	Existing Power
	Existing Fuel Pipeline
	Existing Undefined Above Ground Pipe Line
	Existing Sanitary Sewer
	Existing Sanitary Force Main
	Existing Storm Drain
	Existing Storm Drain Force Main
	Existing Culvert
	Existing Telephone Line
	Existing TV Line
	Existing Water or Steam Line
	Existing Under Drain
	Existing Slotted Drain
	Existing Conduit
	Existing Conductor
	Existing Down Guy Wire Down Guy
	Existing Underground Vault or Lift Station

Proposed Utilities

	24 Inch Pipe
	Reinforced Concrete Pipe
	Under Drain
	Edge Drain

Traffic Utilities

	Conductor
	Fiber Optic
	Existing Loop Detector
	Existing Double Micro Loop Detector
	Micro Loop Detector Double
	Existing Micro Loop Detector
	Micro Loop Detector
	Signal Head with Mast Arm
	Existing Signal Head with Mast Arm

Sign Structures






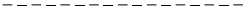







	Existing Overhead Sign Structure
	Existing Overhead Sign Structure Cantilever
	Overhead Sign Structure Cantilever

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07-01-14 REVISIONS		
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09-23-16 12-18-20	Added and Revised Items, Organized by Functional Groups General Revisions	



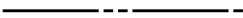
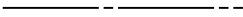
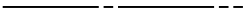


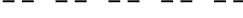

LINE STYLES

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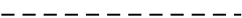
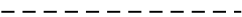
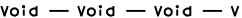





Right Of Way

	Easement
	Existing Easement
	Right of Way
	Existing Right of Way
	Existing Right of Way Railroad
	Existing Right of Way Not State Owned
	Existing Government Lot Line
	Existing Adjacent Block Lines
	Existing Adjacent Lot Lines
	Existing Adjacent Property Line
	Existing Adjacent Subdivision Lines
	Sight Distance Triangle Line
	Dimension Leader




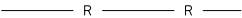


Boundary Control



	Existing City Corporate Limits or Reservation Boundary
	Existing State or International Line
	Existing Township
	Existing County
	Existing Section Line
	Existing Quarter Section Line
	Existing Sixteenth Section Line
	Existing Centerline
	Tangent Line

Cross Sections and Typicals



	Existing Ground
	Existing Topsoil (Cross Section View)
	Existing Ground Void (Not Surveyed)
	Existing Concrete
	Existing Aggregate (Cross Section View)
	Existing Curb and Gutter (Cross Section View)
	Existing Asphalt (Cross Section View)
	Existing Reinforcement Rebar

Geotechnical



	Geotextile Fabric Type D
	Geogrid
	Geotextile Fabric Type R
	Geotextile Fabric Type R1
	Geotextile Fabric Type RR
	Geotextile Fabric Type S

	Subgrade Reinforcement
	Failure Line




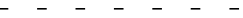


Countours

	Depression Contours
	Supplemental Contour




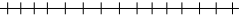
Profile

	Subgrade, Subcut or Ditch Grade
	Topsoil Profile










Striping

	Centerline Pavement Marking
	Barrier with Centerline Pavement Marking
	Barrier Pavement Marking
	Stripe 4 IN Dotted Extension White
	Stripe 8 IN Dotted Extension White
	Stripe 8 IN Lane Drop








Pavement Joints

	Doweled Joint
	Tie Bar 30 Inch 4 Foot Center to Center
	Tie Bar 18 Inch 3 Foot Center to Center
	Tie Bar at Random Spacing



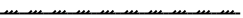
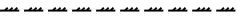
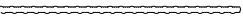
Bridge Details

	Small Hidden Object
	Large Hidden Object
	Phantom Object
	Existing Conditions Object
	Centerline Main
	Centerline Secondary
	Excavation Limits
	Proposed Ground
	Sheet Piling

Erosion Control

	Limits of Const Transition Line
	Bale Check
	Rock Check
	Floating Silt Curtain
	Silt Fence
	Excavation Limits
	Fiber Rolls

Environmental

	Wetland Mitigation
	Existing Wetland Easement USFWS
	Existing Wetland Jurisdictional
	Existing Wetland
	Tree Row

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

07-01-14

REVISIONS

DATE	CHANGE
09-23-16	Added and Revised Items, Organized by Functional Groups General Revisions
12-18-20	

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PE-4683

ENGINEER

NORTH DAKOTA

12 18 2020


SYMBOLS

D-101-30


 North Arrow (Half Scale)


 Alignment Data Point

 Alignment Monument


 Spot Elevation

 Existing Miscellaneous Spot

 Existing Access Control Arrow

 Existing Benchmark


 Reset USGS Marker

 Iron Monument Found

 Iron Pin R/W Monument

 Property Corner

 Iron Pin Reference Monument


   Right of Way Marker (Exst, Ppsd, Reset)


 Existing Federal Reference Corner

    Existing Section Corner (Full, Quarter, Sixteenth, Meander)


 Existing Witness Corner


   Existing Control Point (CP, GPS-RTK, TRI)


 Existing Traverse PI Aerial Panel


 Existing Reference Marker Point NGS

 Existing EFB Misc

 Existing Bush or Shrub


 Existing Large Evergreen Tree

 Existing Small Evergreen Tree


 Existing Large Tree

 Existing Small Tree

 Existing Tree Trunk

 Cairn or Stone Circle


 Existing Artifact


 Existing Satellite Dish


 Existing Weather Station

 Existing Windmill or Tower


 Reinforced Pavement


 Continuous Split Barrel Sample


 Flight Auger Sample

 Split Barrel Sample

 Thinwall Tube Sample

 Standard Penetration Test

 Inclinometer Tube

 Excavation Unit

 Existing Ground Water Well Bore Hole






































































NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
12-18-20	General Revisions




12 18 2020

SYMBOLS

D-101-31

					Flexible Delineator							Highway Sign (Exst, Ppsd)
					Flexible Delineator Type A (Exst, Ppsd)							Mile Post Type A (Exst-Ppsd-Reset)
					Flexible Delineator Type B (Exst, Ppsd)							Mile Post Type B (Exst, Ppsd)
					Flexible Delineator Type C (Exst, Ppsd)							Mile Post Type C (Exst, Ppsd)
					Flexible Delineator Type D (Exst, Ppsd)							Object Marker Type I (Exst, Ppsd)
					Flexible Delineator Type E (Exst, Ppsd)							Object Marker Type II (Exst, Ppsd)
					Delineator Type A (Exst, Ppsd, Diamond Grade-Reset)							Object Marker Type III (Exst, Ppsd)
					Delineator Type B (Exst, Ppsd, Diamond Grade-Reset)							Existing Reference Marker
					Delineator Type C (Exst, Ppsd, Diamond Grade)							Road Closure Gate 18 Ft (Exst, Ppsd)
					Delineator Type D (Exst, Ppsd, Diamond Grade)							Road Closure Gate 28 Ft (Exst, Ppsd)
					Delineator Type E (Exst, Ppsd, Diamond Grade)							Road Closure Gate 40 Ft (Exst, Ppsd)
					Barricade (Type I, Type II, Type III)							Existing Railroad Battery Box
					Arrow Panel (Caution Mode, Double Direction, Left Directional, Right Directional, Sequencing, Truck Mounted)							Existing RR Profile Spot
					Attenuation Device							Existing Railroad Crossbuck
					Truck Mounted Attenuator							Existing Railroad Frog
					Delineator Drums							Existing Mailbox (Private, Federal)
					Flagger							
					Tubular Marker							
					Traffic Cone							
					Back to Back Vertical Panel Sign							

















































































NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
12-18-20	General Revisions



12 18 2020

SYMBOLS

D-101-32


	Existing Luminaire			High Mast Light Standard 3 Luminaire (Exst, Ppsd)		Existing Traffic Signal Standard			
	Luminaire LED			High Mast Light Standard 4 Luminaire (Exst, Ppsd)				Pull Box (Exst-Ppsd-Undefined)	
	Existing Light Standard Luminaire			High Mast Light Standard 5 Luminaire (Exst, Ppsd)				Intelligent Transportation Pull Box (Exst, Ppsd)	
	Relocate Light Standard			High Mast Light Standard 6 Luminaire (Exst, Ppsd)				Transformer (Exst, Ppsd)	
	Light Standard Light LED Luminaire			High Mast Light Standard 7 Luminaire (Exst, Ppsd)				Power Pole (Exst-Ppsd-with Transformer)	
	Light Standard 35 Watt High Pressure Sodium Vapor Luminaire			High Mast Light Standard 8 Luminaire (Exst, Ppsd)				Wood Pole (Exst, Ppsd)	
	Light Standard 50 Watt High Pressure Sodium Vapor Luminaire			High Mast Light Standard 9 Luminaire (Exst, Ppsd)				Pedestrian Push Button Post (Exst, Ppsd)	
	Light Standard 70 Watt High Pressure Sodium Vapor Luminaire			High Mast Light Standard 10 Luminaire (Exst, Ppsd)				Existing Pole	
	Light Standard 100 Watt High Pressure Sodium Vapor Luminaire			Overhead Sign Structure Load Center (Exst, Ppsd)				Existing Telephone Pole	
	Light Standard 150 Watt High Pressure Sodium Vapor Luminaire			Traffic Signal Controller (Exst, Ppsd)				Existing Post	
	Light Standard 200 Watt High Pressure Sodium Vapor Luminaire			Pad Mounted Traffic Signal Controller (Exst, Ppsd)					Connection Conductor (Ground, Neutral, Phase 1, Phase 2)
	Light Standard 250 Watt High Pressure Sodium Vapor Luminaire			Flashing Beacon (Exst, Ppsd)					
	Light Standard 310 Watt High Pressure Sodium Vapor Luminaire			Concrete Foundation (Exst, Ppsd)					
	Light Standard 400 Watt High Pressure Sodium Vapor Luminaire			Pipe Mounted Flasher (Exst, Ppsd)					
	Light Standard 700 Watt High Pressure Sodium Vapor Luminaire			Pad Mounted Feed Point (Exst, Ppsd)					
	Light Standard 1000 Watt High Pressure Sodium Vapor Luminaire			Pipe Mounted Feed Point with Pad (Exst, Ppsd)					
	Emergency Vehicle Detector			Pole Mounted Feed Point (Exst, Ppsd)					
	Video Detection Camera			Junction Box (Exst, Ppsd)					
				Existing Pedestrian Head with Number					
				Existing Signal Head					
				Pole Mounted Head					
				Existing Lighting Standard Pole					

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
12-18-20	General Revisions

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REGISTERED
PROFESSIONAL

Kirk J. Hoff

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
12-18-20	General Revisions



12 18 2020

SYMBOLS

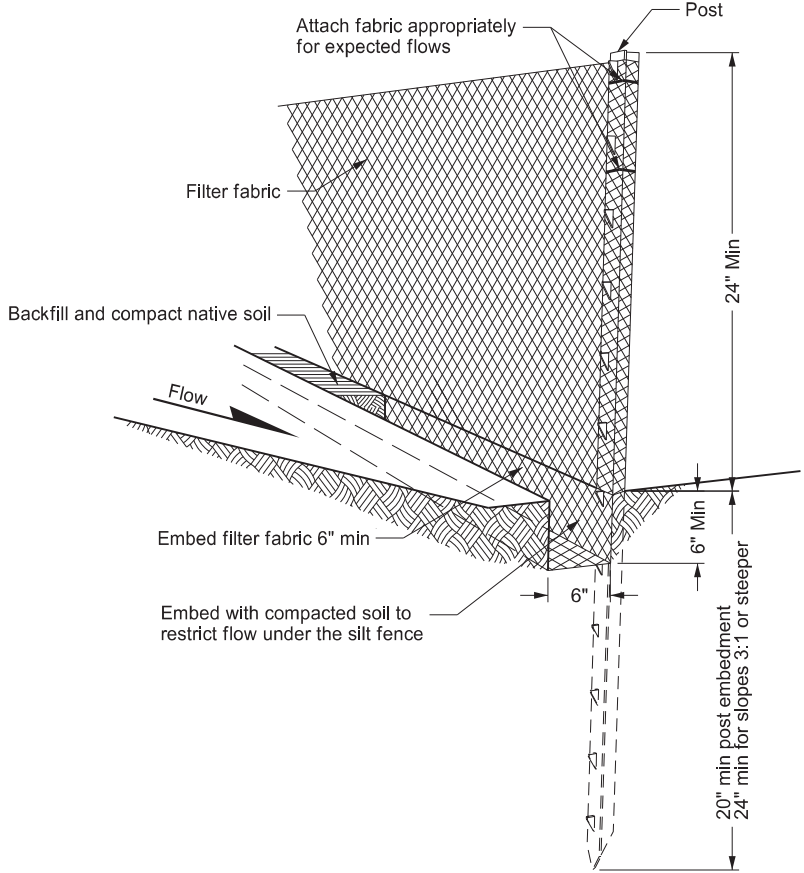
D-101-33

			Existing Manhole (Electrical, Gas, Telephone)		Cap or Stub Exst Gas, Exst Sanitary, Exst Storm Drain, Ppsd Storm Drain, Exst Water
			Water Manhole (Exst, Exst with Valve)		Existing Pedestal Electrical, Telephone, Fiber Optic Telephone, TV, Fiber Optic TV, Undefined
			Sanitary Sewer Manhole (Exst, Ppsd, Exst with Valve)		Existing Pipe Vent Gas, Fuel, Sanitary, Storm Drain, Water, Undefined
			Sanitary Force Main Manhole (Exst, Ppsd, Exst with Valve)		Valve Exst Gas, Exst Water, Ppsd Water, Exst Undefined
			Storm Drain Manhole (Exst, Ppsd, Exst with Inlet, Ppsd with Inlet)		Pump Sanitary, Storm Drain, Exst Water
			Force Main Storm Drain Manhole (Exst, Exst with Valve)		Corrugated Metal End Section (18, 24, 30, 36, 42, 48, 54, 60 Inch)
			Manhole (Ppsd, Ppsd 48 Inch, Exst Undefined)		Reinforced Concrete End Section (18, 24, 30, 36, 42, 48, 54, 60 Inch)
			Existing Water Appurtenance		Existing Utility Marker
			Sprinkler Head (Exst, Ppsd)		Existing Meter
			Fire Hydrant (Exst, Ppsd)		Existing Fuel Dispensers
			Cleanout (Exst Sanitary, Underdrain)		Existing Fuel Filler Pipes
			Existing Catch Basin Inlet (Round, Square)		Existing Fuel Leak Sensors
			Existing Curb Inlet (Round, Square)		
			Existing Slotted Reinforced Concrete Pipe		
			Catch Basin (Riser 30 Inch, Beehive, Type A)		
			Inlet Mountable Curb (Type A, Type B)		
			Inlet Saddle Base (Type 1, Type 2)		
			Inlet Special (Catch Basin, Type 1, Type A)		
			Inlet (Tee, Type 1, Type 2, Type 2 Double)		
			Median Drain		
			Headwall (Exst, Ppsd, Ppsd Single with Vegetation Barrier, Ppsd Double with Vegetation Barrier)		

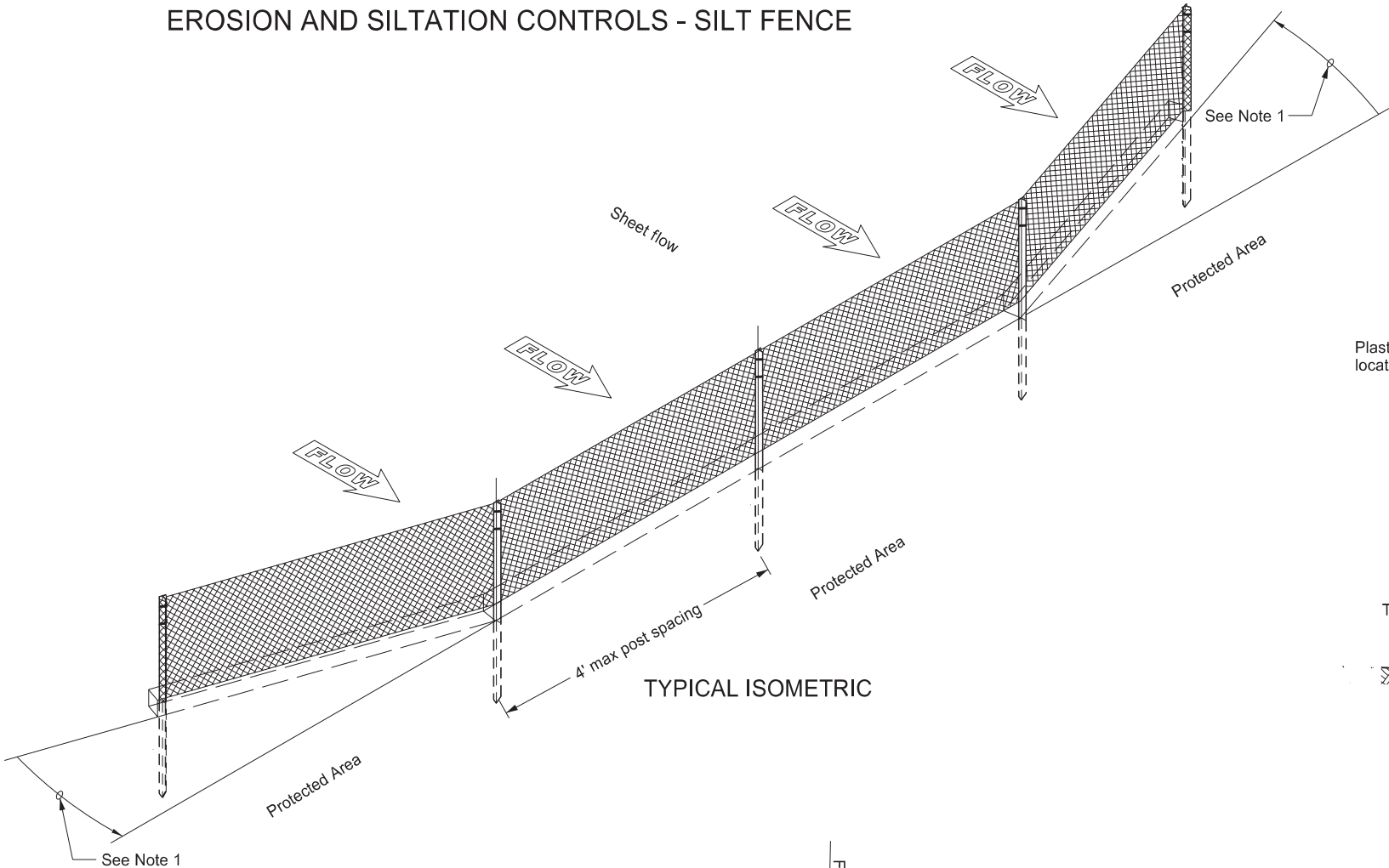
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
12-18-20	General Revisions Sheet added - Continued from D-101-32

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NORTH DAKOTA
12 18 2020

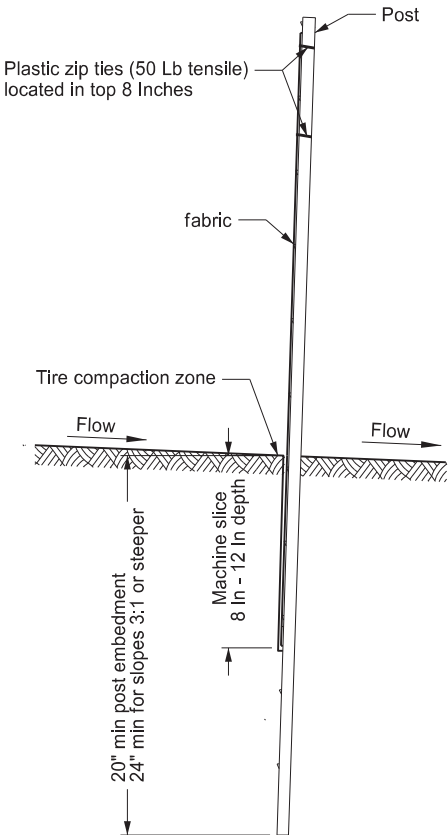
EROSION AND SILTATION CONTROLS - SILT FENCE



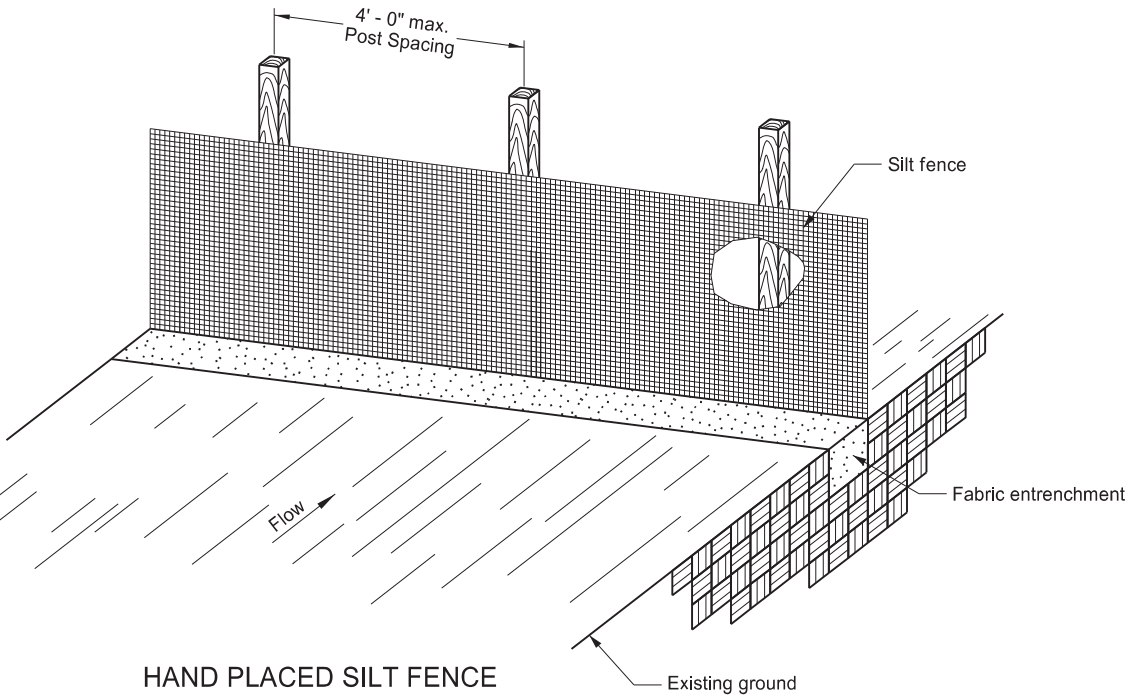
HAND PLACED INSTALLATION DETAIL
Minimize disturbance of ground around trench and smooth surface after excavation to avoid concentrating flows. Compact to prevent undercutting flows.



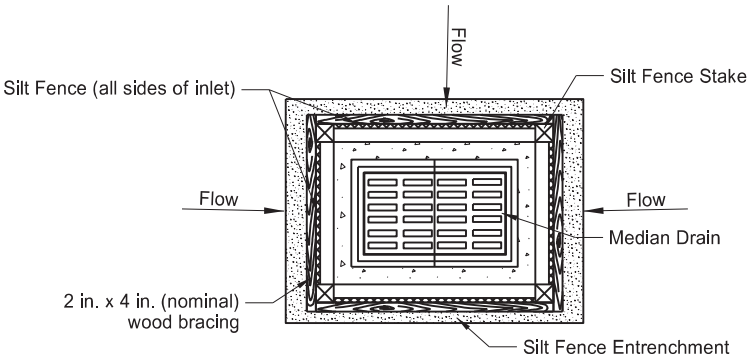
TYPICAL ISOMETRIC



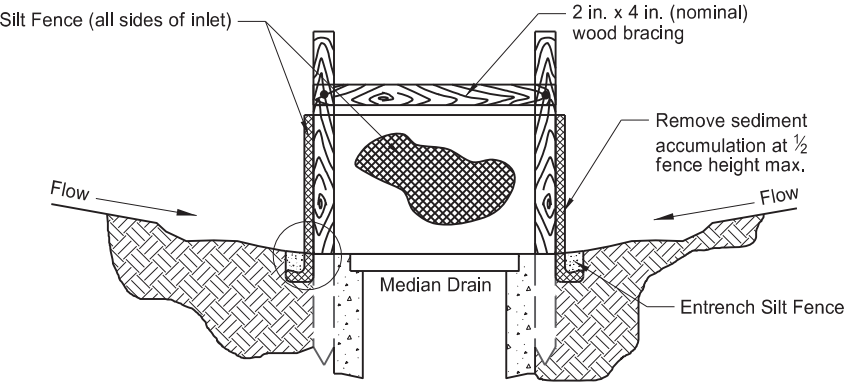
MACHINE SLICED INSTALLATION DETAIL



HAND PLACED SILT FENCE



PLAN VIEW



PROFILE VIEW

SILT FENCE PROTECTION
(MEDIAN OR DITCH INLET)

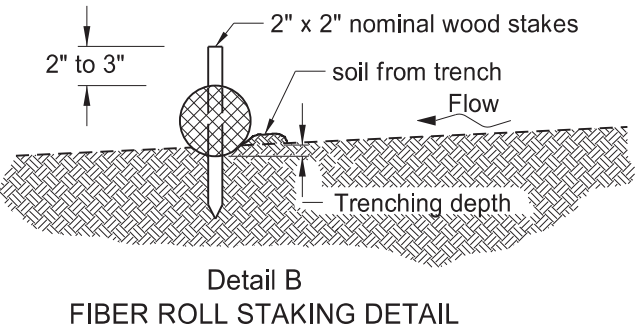
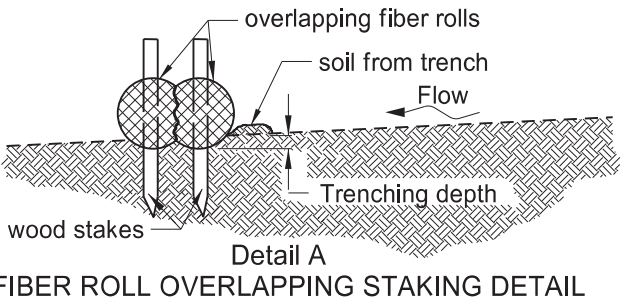
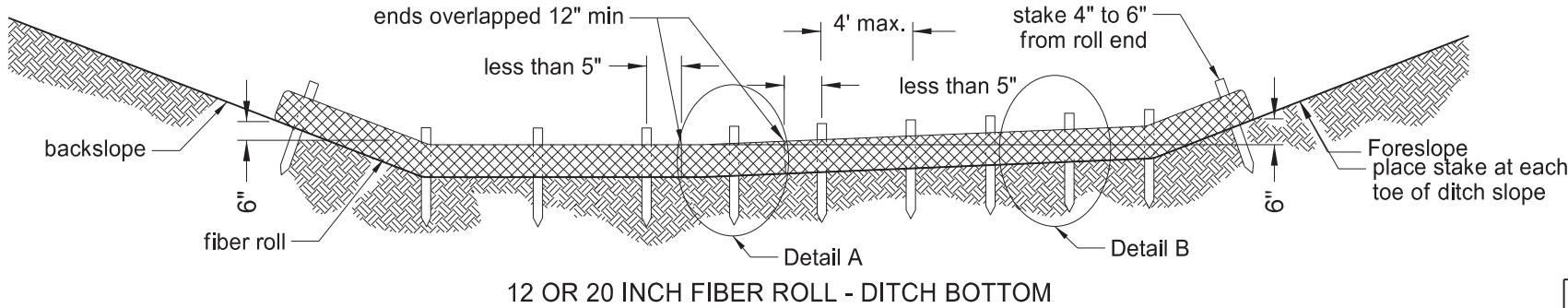
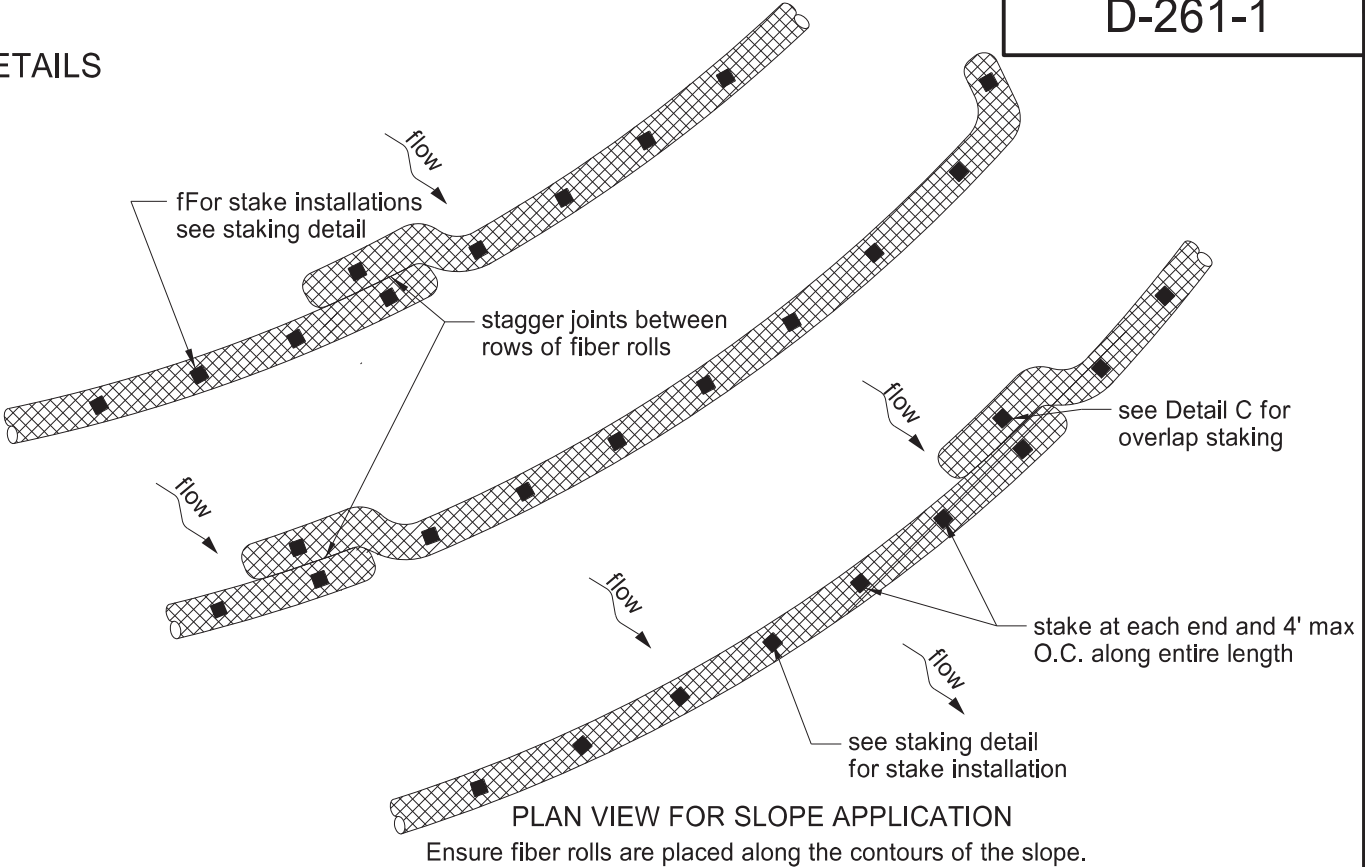
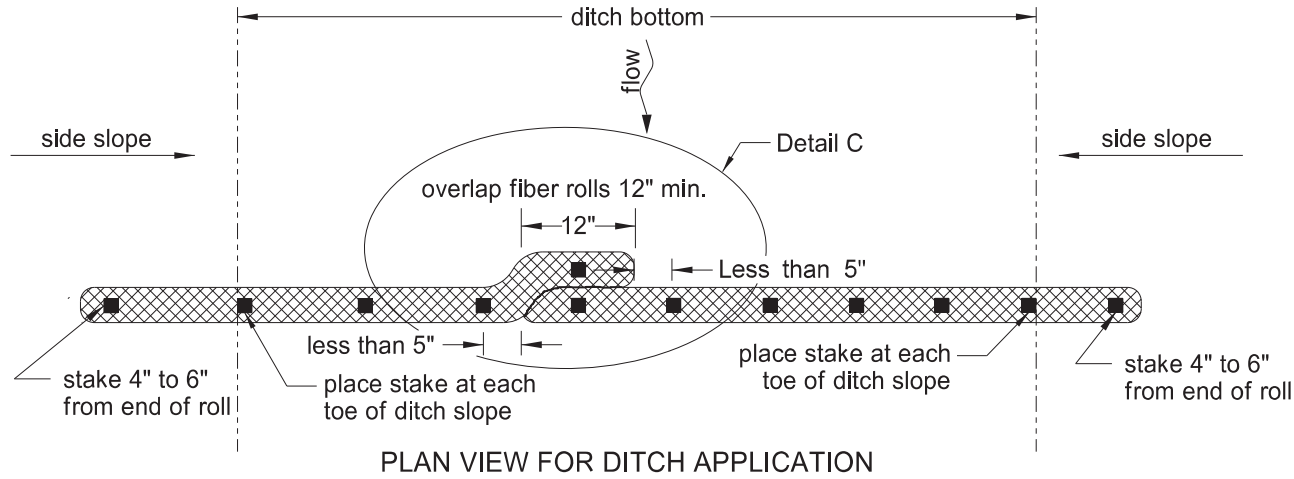
- NOTES:
1. Install the ends of the silt fence to point slightly upslope to prevent sediment from flowing around the ends of the fence.
 2. Place splices outside low spots.
 3. Do not embed silt fence placed in standing water.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-03-13	
REVISIONS	
DATE	CHANGE
06-26-14	Standard drawing resulted from splitting standard D-708-2
06-27-16	Revised details & added new ones
08-27-19	New Design Engineer PE Stamp
07-22-25	Matched revised silt fence specs
09-04-25	Added median-ditch inlet protection

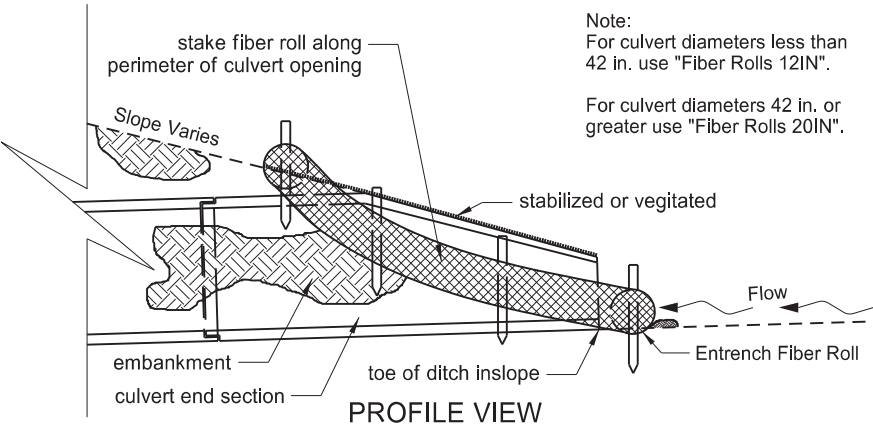
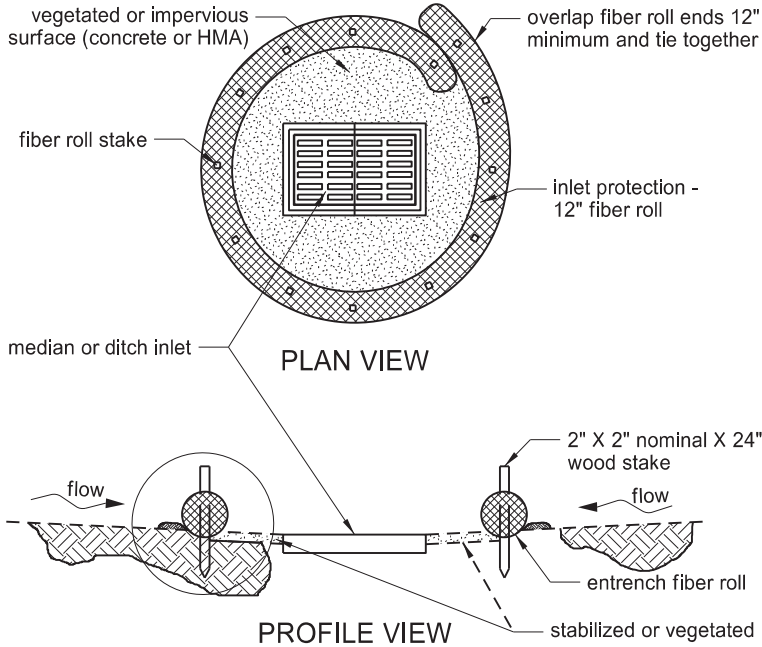


09/04/25

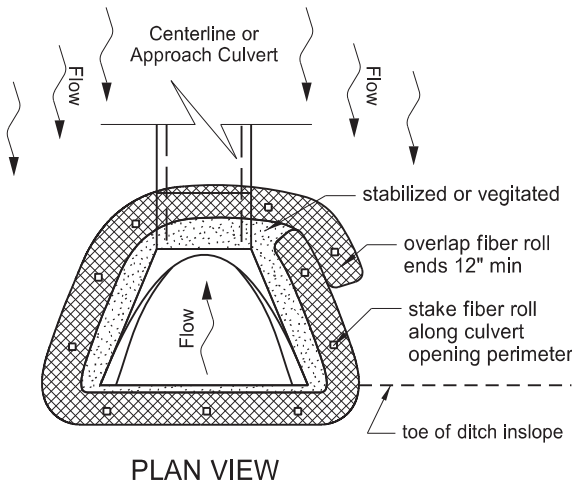
EROSION CONTROL
FIBER ROLL PLACEMENT DETAILS



NOTE: Do not allow runoff to run under or around roll.



Note:
For culvert diameters less than 42 in. use "Fiber Rolls 12IN".
For culvert diameters 42 in. or greater use "Fiber Rolls 20IN".

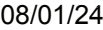


FIBER ROLL DIAMETER	NOMINAL STAKE SIZE	MINIMUM STAKE LENGTH	TRENCH DEPTH	
			MINIMUM	MAXIMUM
12"	2" x 2"	24"	2"	3"
20"	2" x 2"	36"	3"	5"

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.
08-27-19	New Design Engineer PE Stamp.
04-22-24	Slope Plan View-overlap change.
03-13-25	Added D-708-6 Culvert Inlet detail.
09-02-25	Added D-708-6 Inlet detail.



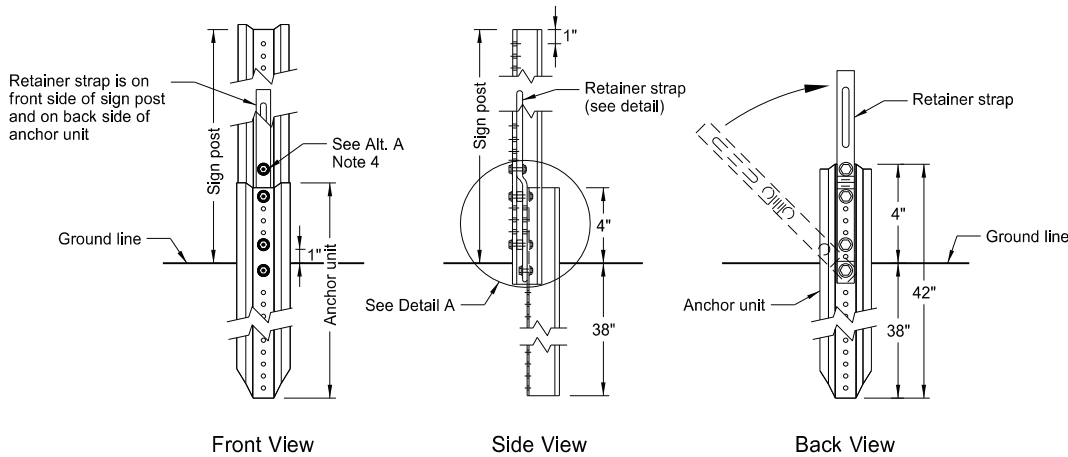
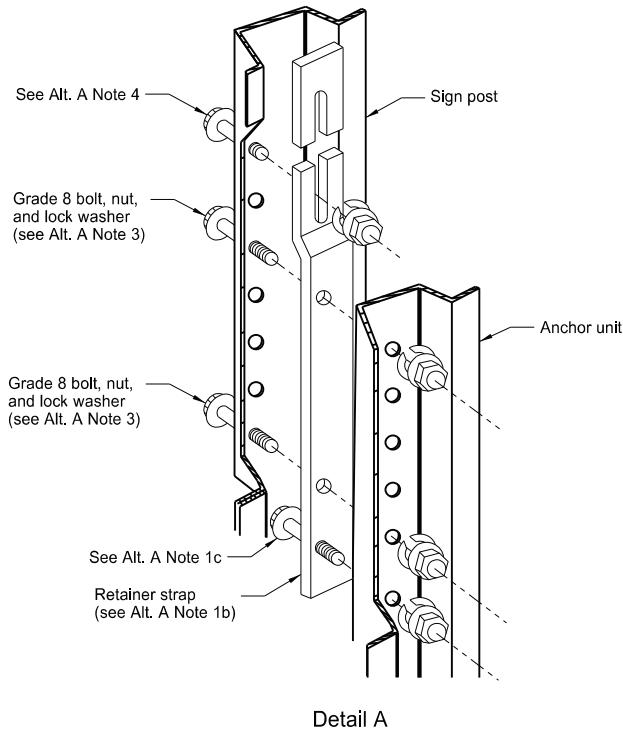
09/02/25



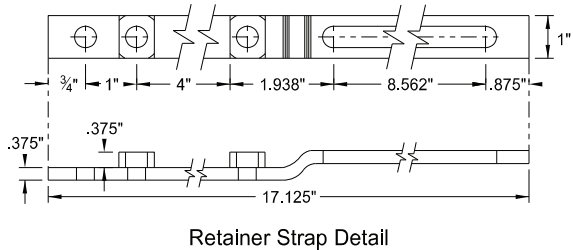
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-8

U-Channel Post

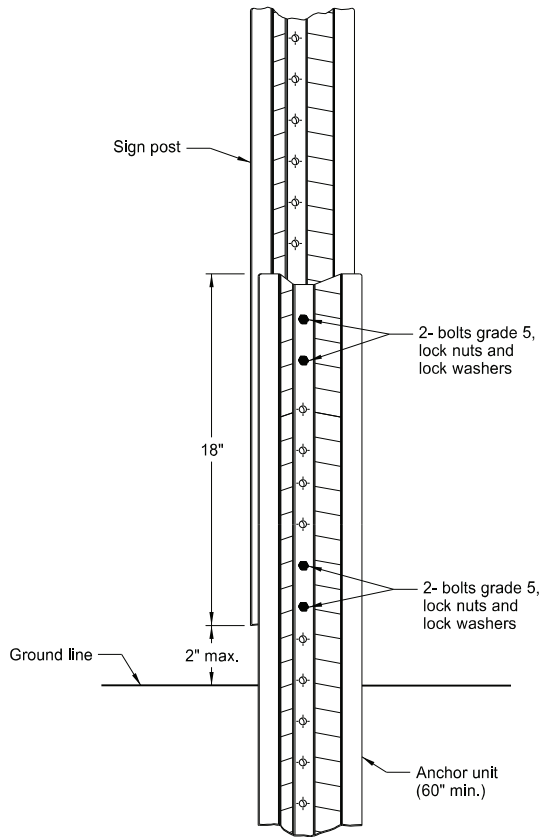


Breakaway U-Channel Detail
Alternate A
Install a maximum of 2 posts within 7'.

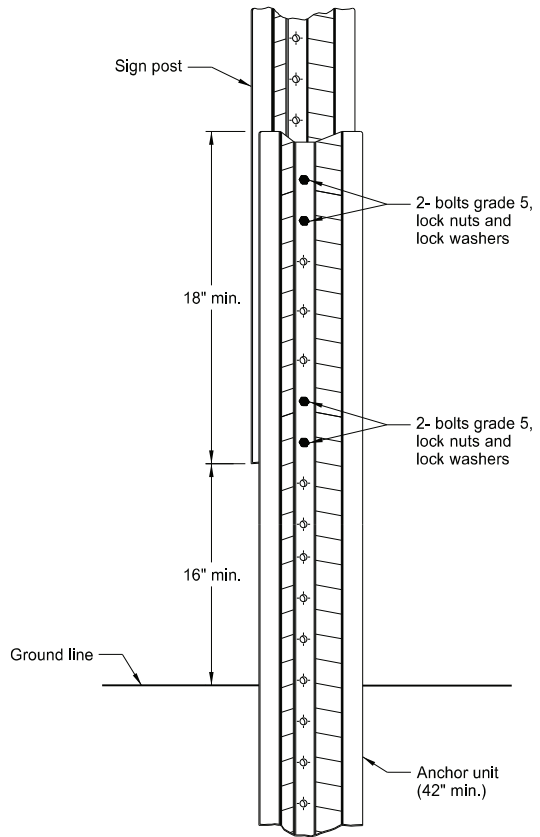


Alternate A Steps of Installation:

- Drive anchor unit to within 12" of ground level.
 - Establish proper assembly by lining up bottom hole of retainer strap with 6th hole from the top of the anchor unit.
 - Assemble strap to back of anchor unit using $\frac{5}{16}$ "x2" bolt, lock washer and nut.
 - Rotate strap 90° to left.
- Drive anchor unit to 4" above ground.
 - Rotate strap to vertical position.
- Place $\frac{5}{16}$ "x2" bolt, lock washer and nut in bottom of sign post to facilitate alignment of sign post with proper hole in anchor unit.
 - Alternately tighten two connector bolts.
- Complete assembly by tightening $\frac{5}{16}$ "x2" bolt (this fastens sign post to retainer strap).
- Properly nest base post, strap, and sign post. Proper nesting occurs when all flat surfaces of the base post, strap, and sign post at the bolts have full contact across the entire width.



Breakaway U-Channel Splice Detail
Alternate B
(2.5 and 3 lb/ft)
Install a maximum of 3 posts within 7'.



Breakaway U-Channel Splice Detail
Alternate C
(2.5 and 3 lb/ft)
Install a maximum of 3 posts within 7'.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
2-28-14	
REVISIONS	
DATE	CHANGE
9-27-17	Updated to active voice
10-03-19	New Design Engr PE Stamp
8-01-24	Electronic Stamp/Signature

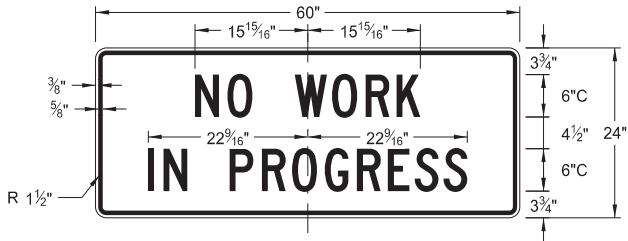


08/01/24

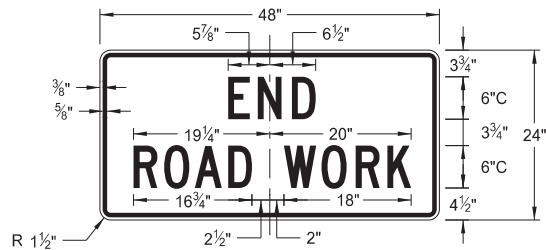
CONSTRUCTION SIGN DETAILS
TERMINAL AND GUIDE SIGNS



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



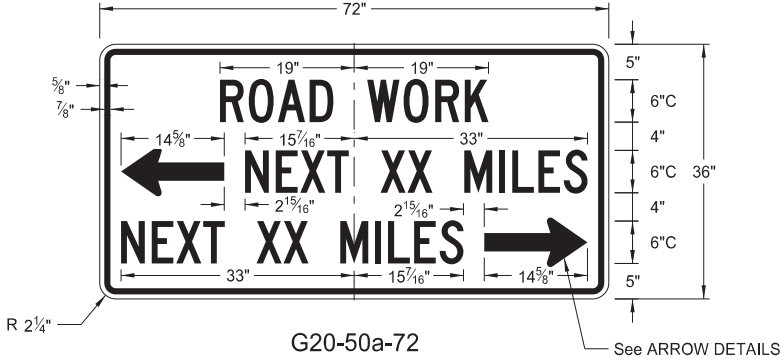
G20-1b-60
Legend: black (non-refl)
Background: orange



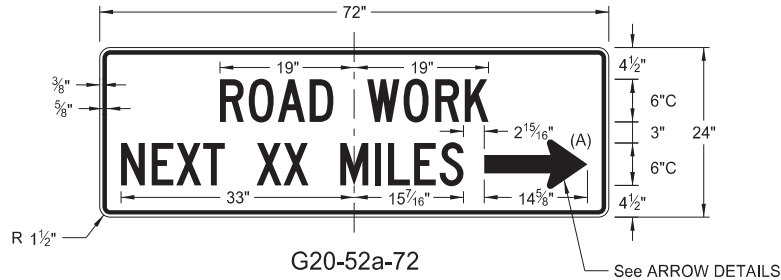
G20-2-48
Legend: black (non-refl)
Background: orange



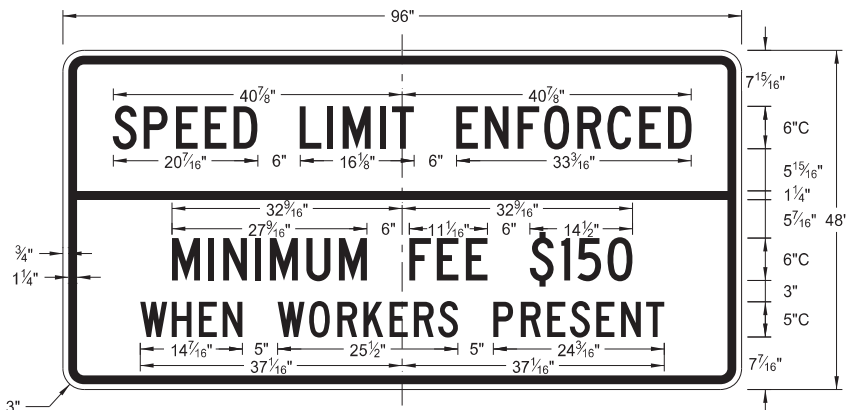
G20-4b-36
Legend: black (non-refl)
Background: orange



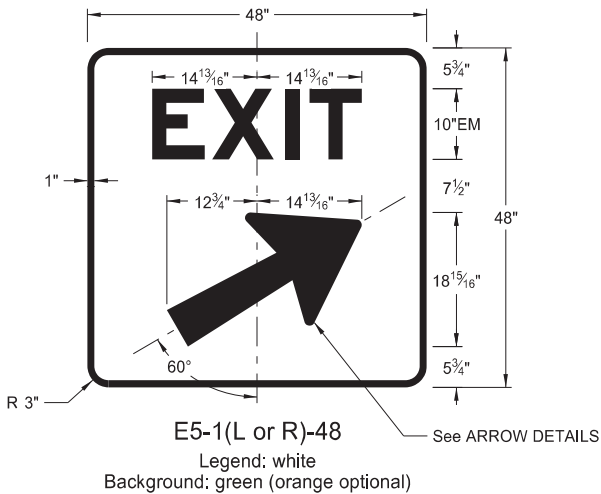
G20-50a-72
Legend: black (non-refl)
Background: orange



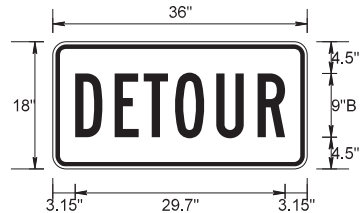
G20-52a-72
Legend: black (non-refl)
Background: orange



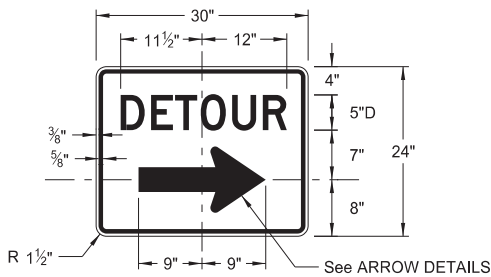
G20-55-96
Legend: black (non-refl)
Background: orange



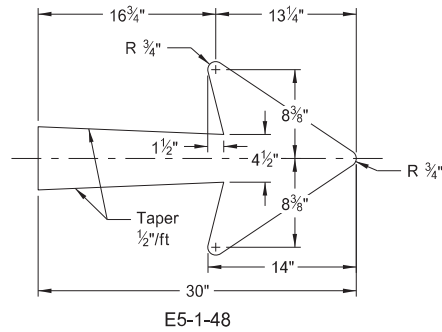
E5-1(L or R)-48
Legend: white
Background: green (orange optional)



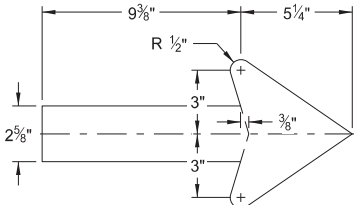
M4-8-36
Legend: black (non-refl)
Background: orange



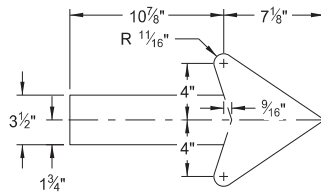
M4-9(L or R)-30 &
M4-9-30
Legend: black (non-refl)
Background: orange



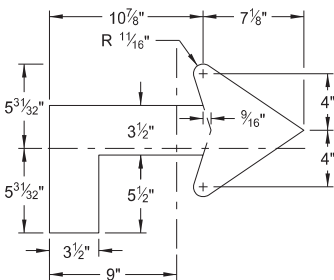
E5-1-48



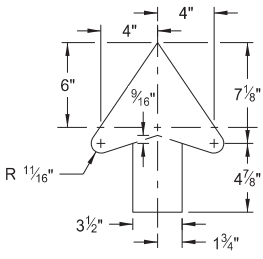
G20-50a-72
G20-52a-72



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



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



M4-9-30
Straight

ARROW DETAILS

NOTES:

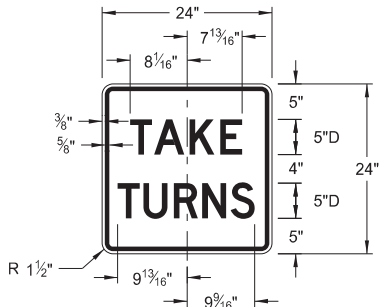
(A) Arrow may be right or left of the legend to indicate construction to the right or left.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
08-17-17	Added sign & background color
10-03-19	New Design Engineer PE Stamp
08-01-24	Electronic Stamp/Signature
06-30-25	Legislative Changes

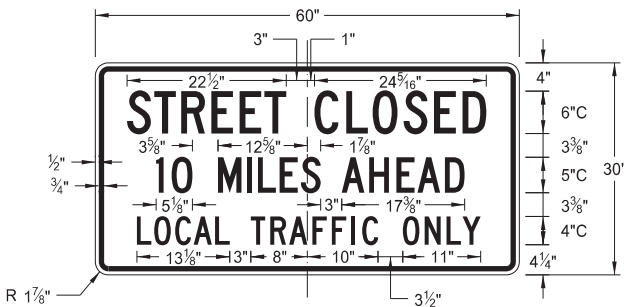


CONSTRUCTION SIGN DETAILS
REGULATORY SIGNS

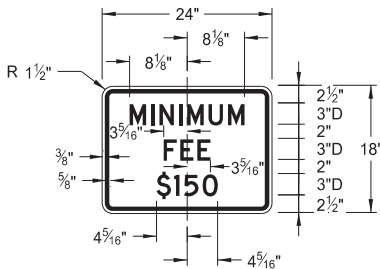
D-704-10



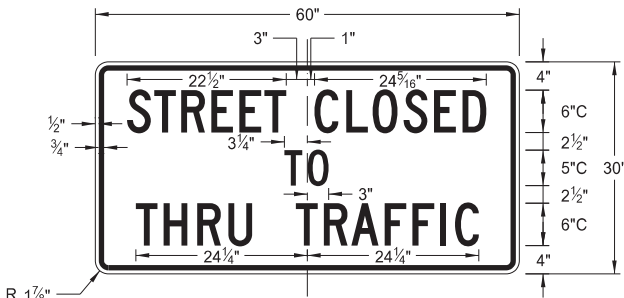
R1-50P-24
Legend: black (non-refl)
Background: white



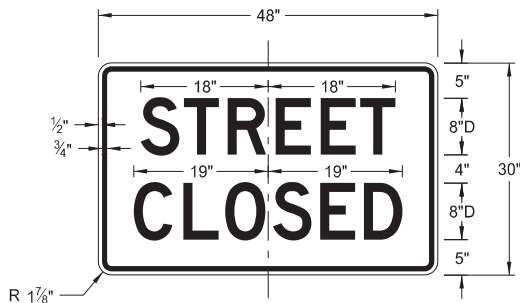
R11-3c-60
Legend: black (non-refl)
Background: white



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



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



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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
08-17-17	Revised sign number
10-03-19	New Design Engineer PE Stamp
08-01-24	Electronic Stamp/Signature
06-30-25	Legislative Changes



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

Technical drawing of a diamond-shaped traffic sign with dimensions. The sign is diamond-shaped with a double border. The overall dimensions are 48" on all four sides. The top corner has a radius of R 3". The text "THRU TRAFFIC RIGHT LANE" is centered. The dimensions for the text and its placement are as follows:

- Top border: 1 1/4" (from top corner to top text line), 3/4" (from top text line to top border).
- Text "THRU": 9 7/8" wide, 16 1/16" high.
- Text "TRAFFIC": 16 1/16" wide, 6 1/2" high.
- Text "RIGHT": 11 1/16" wide, 6 1/2" high.
- Text "LANE": 9 1/16" wide, 6 1/2" high.
- Bottom border: 2 1/4" (from bottom text line to bottom border).
- Overall height: 48" (from top corner to bottom corner).

Technical drawing of a diamond-shaped traffic sign. The sign is 48" wide and 48" high. The text "TRUCKS ENTERING HIGHWAY" is centered. Dimensions for the text and border are provided:

- Top border: 12" (left), 11 15/16" (right)
- Text "TRUCKS": 15 3/8" (left), 15 5/16" (right)
- Text "ENTERING": 14" (left), 13 7/8" (right)
- Text "HIGHWAY": 14" (left), 13 7/8" (right)
- Bottom border: 14" (left), 13 7/8" (right)
- Right side dimensions: 6" (top), 3 1/2" (middle), 6" (bottom), 3 1/2" (bottom), 6" (bottom)
- Top right corner: 1 1/4" (left), 3/4" (right)
- Top right corner radius: R 3"

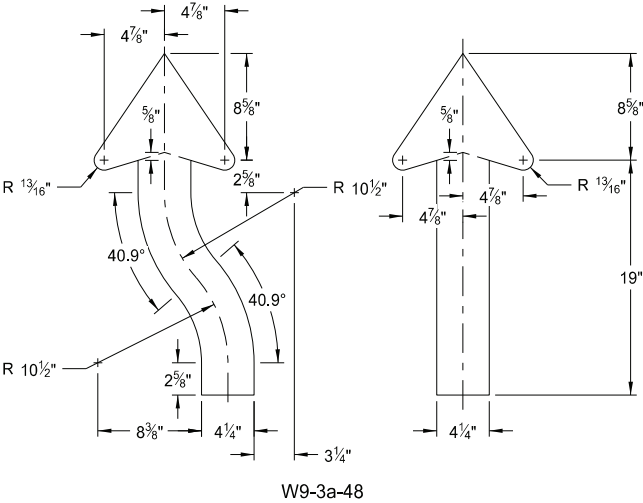
Technical drawing of a diamond-shaped traffic sign with dimensions. The sign is 48" wide and 48" high. The text "TRUCKS EXITING HIGHWAY" is centered. Dimensions for the text and border are provided in inches and fractions of an inch. The top corner has a 3" radius (R 3"). The top border is 1 1/4" thick. The bottom border is 3/4" thick. The text "TRUCKS" is 12" wide. The text "EXITING" is 12 3/16" wide. The text "HIGHWAY" is 14" wide. The text "TRUCKS" is 11 15/16" high. The text "EXITING" is 12 1/8" high. The text "HIGHWAY" is 13 5/8" high. The text "TRUCKS" is 3 1/2" from the top border. The text "EXITING" is 6" from the top border. The text "HIGHWAY" is 3 1/2" from the bottom border. The text "TRUCKS" is 6" from the right border. The text "EXITING" is 3 1/2" from the right border. The text "HIGHWAY" is 6" from the right border.

[illegible]

Technical drawing of a diamond-shaped traffic sign. The sign is 48" wide and 48" high. The text "TRUCKS ENTERING" is centered. The sign has a 3" radius (R 3") at the corners. The dimensions for the text and border are as follows:

- Top border: 1 1/4"
- Right border: 3/4"
- Bottom border: 2 1/2"
- Left border: 12"
- Text "TRUCKS" height: 6"
- Text "ENTERING" height: 6"
- Text "TRUCKS" width: 15 3/8"
- Text "ENTERING" width: 15 5/16"
- Text "TRUCKS" and "ENTERING" are separated by 3 1/2"
- Text "TRUCKS" and "ENTERING" are centered horizontally, with a 6" gap between the text and the left border.
- Text "TRUCKS" and "ENTERING" are centered vertically, with a 6" gap between the text and the top border.
- A horizontal line with an asterisk (*) is located below the text "ENTERING".

Technical drawing of a diamond-shaped traffic sign with dimensions. The sign is 48" wide and 48" high. It features a black border with a 3" radius (R 3"). The central graphic consists of a black arrow pointing up and to the left, a black arrow pointing up and to the right, and a black arrow pointing straight ahead. The dimensions for the central graphic are: 7 1/4" for the width of the left arrow, 7 1/4" for the width of the right arrow, 4 13/16" for the height of the left arrow, 4 13/16" for the height of the right arrow, and 4 13/16" for the height of the straight-ahead arrow. The dimensions for the border are: 1 1/4" for the top border, 3/4" for the right border, 11 3/8" for the bottom border, and 13 13/16" for the left border. The overall dimensions are 48" for the width and 48" for the height.



Technical drawing of a diamond-shaped traffic sign. The sign is white with a black border and contains the text "SHOULDER DROP OFF" in black, bold, sans-serif capital letters. The drawing includes various dimensions in inches and fractions of inches, as well as a radius dimension. The overall width and height of the sign are 48 inches. The border is 3 inches thick at the top and bottom, and 1 1/4 inches thick on the sides. The text "SHOULDER" is 19 15/16 inches wide, "DROP" is 19 15/16 inches wide, and "OFF" is 19 15/16 inches wide. The vertical spacing between the text lines is 11 5/8 inches. The horizontal spacing between the text lines is 8 1/8 inches. The sign is oriented with the text "SHOULDER" at the top, "DROP" in the middle, and "OFF" at the bottom.

[illegible]

W8-55-48

Legend: black (non-refl)
Background: orange

NORTH DAKOTA	
DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
8-17-17	Updated sign number
5-31-18	Revised sign and arrow details
10-03-19	New Design Engineer PE Stamp
8-01-24	Electronic Stamp/Signature

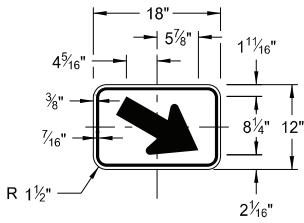


08/01/24

CONSTRUCTION SIGN DETAILS
WARNING SIGNS

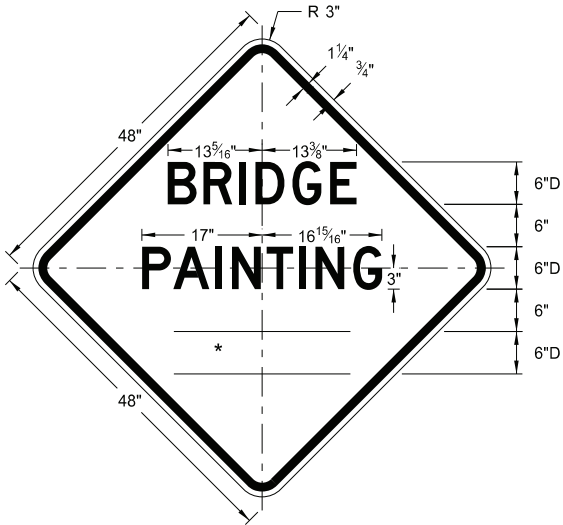
WORD	LETTER SPACING
AHEAD	Standard
200 FT	Standard
350 FT	Standard
500 FT	Standard
1000 FT	Reduce 40%
1500 FT	Reduce 40%
½ MILE	Reduce 50%
1 MILE	Standard

* DISTANCE MESSAGES



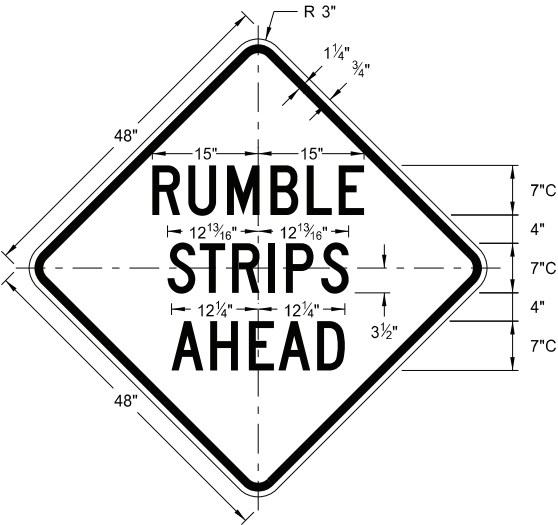
W16-7aP-18

Legend: black (non-refl)
Background: orange



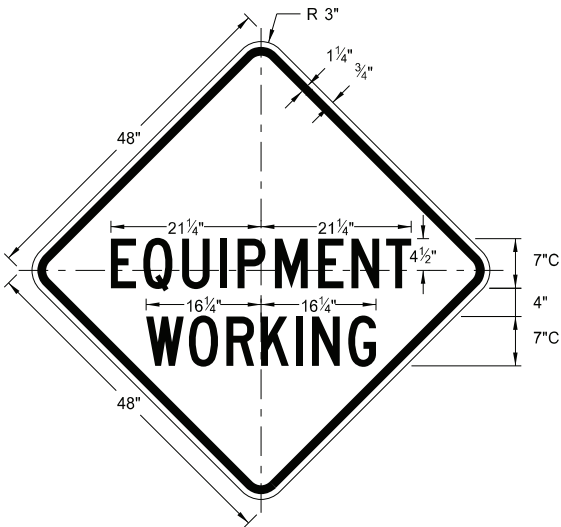
W21-50-48

Legend: black (non-refl)
Background: orange



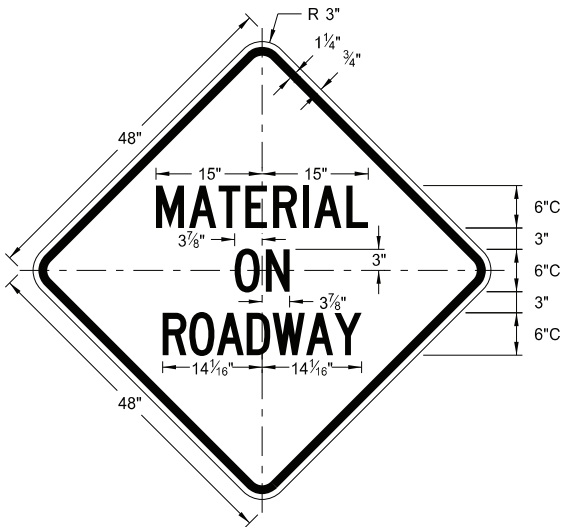
W21-53-48

Legend: black (non-refl)
Background: orange



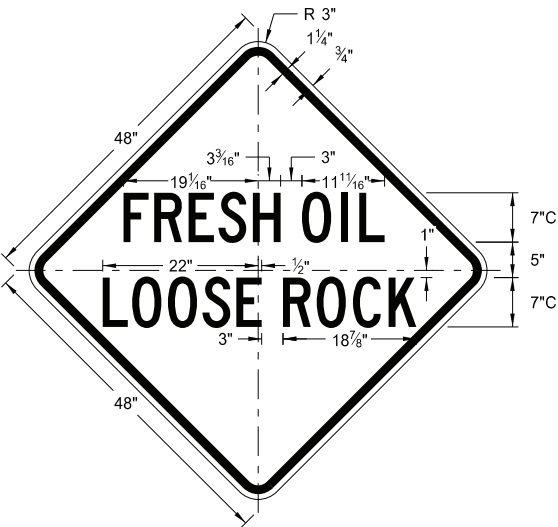
W20-51-48

Legend: black (non-refl)
Background: orange



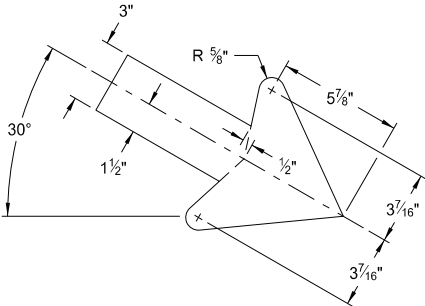
W21-51-48

Legend: black (non-refl)
Background: orange

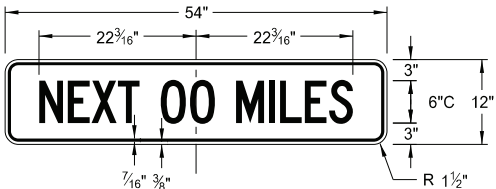


W22-8-48

Legend: black (non-refl)
Background: orange

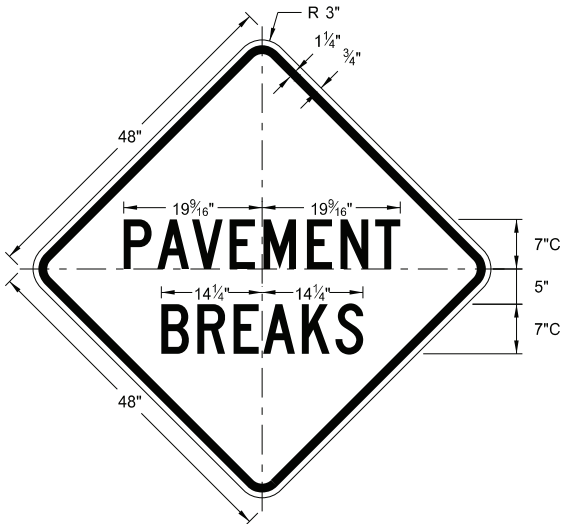


W16-7aP-18



W20-52P-54

Legend: black (non-refl)
Background: orange



W21-52-48

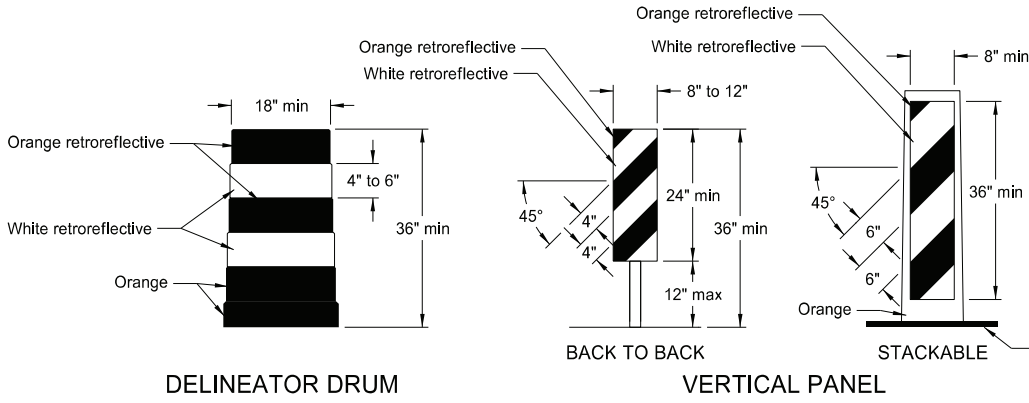
Legend: black (non-refl)
Background: orange

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
5-31-18	
REVISIONS	
DATE	CHANGE
11-01-19	Added details for sign W16-7aP-18.
8-01-24	Electronic Stamp/Signature.



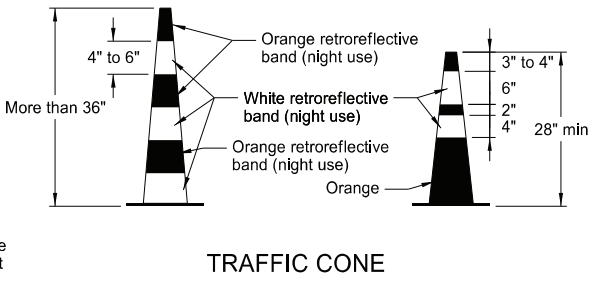
08/01/24

BARRICADE AND CHANNELIZING DEVICE DETAILS

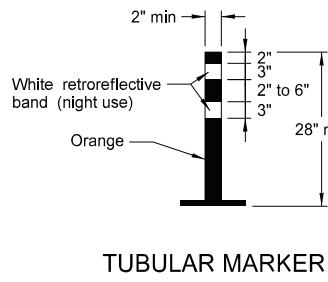


Provide horizontal, circumferential, alternating orange and white retroreflective stripes 4" to 6" wide for drum markings. Use a minimum of two orange and two white stripes with the top stripe being orange for each drum. Do not exceed 3" nonretroreflectORIZED spaces between the horizontal orange and white stripes. Avoid placement of stripes on drum ribs or indentations. Use closed top drums that will not allow collection of debris. Do not place ballast on the top of drum.

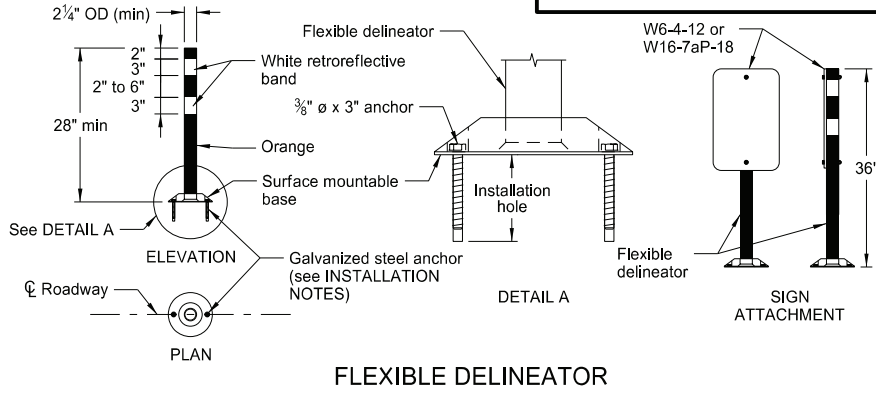
Provide alternating orange and white retroreflective stripes, sloping downward in direction vehicular traffic is to pass. Place retroreflective sheeting on both sides of panel with a minimum of 270 square inches of retroreflective area facing vehicular traffic. Where the height of the retroreflective material on the vertical panel is 36 inches or more, use a stripe width of 6 inches.



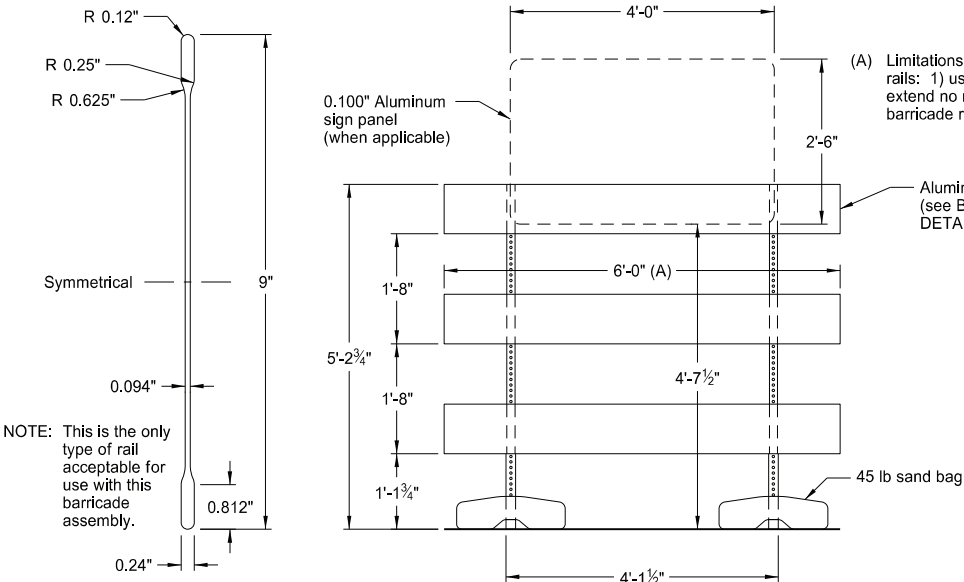
Provide retroreflectORIZATION of cones more than 36" in height by alternating orange and white retroreflective stripes. Use a minimum of two orange and two white stripes for each cone with the top stripe being orange. Use maximum 3" nonretroreflectORIZED space between the orange and white stripes.



Provide retroreflectORIZATION of tubular markers more than 42" in height 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 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, use an 8" x 8" butyl pad or hot melt butyl. Remove butyl as close as possible to pavement surface.

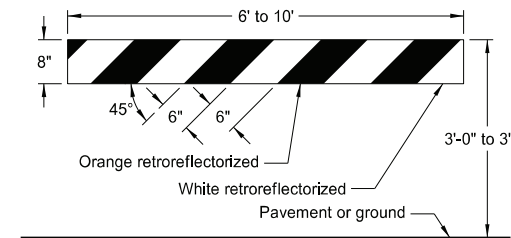


BARRICADE BLADE DETAIL

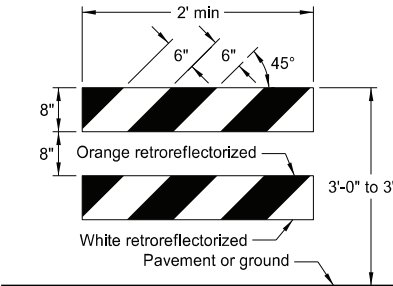
ELEVATION VIEW

BARRICADE ASSEMBLY DETAIL
(Aluminum Barricade Rails)

NOTE: For barricade markings use alternating orange and white retroreflective stripes, sloping downward in the direction traffic is to pass. Place retroreflective sheeting on both sides of the rails with a minimum of 270 square inches of visible retroreflective area facing vehicular traffic. When the barricade length is less than 36", use a rail stripe width of 4".

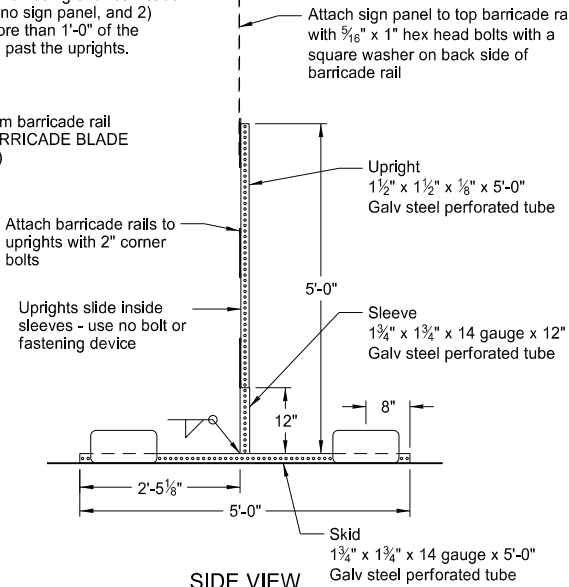


TYPE I BARRICADE

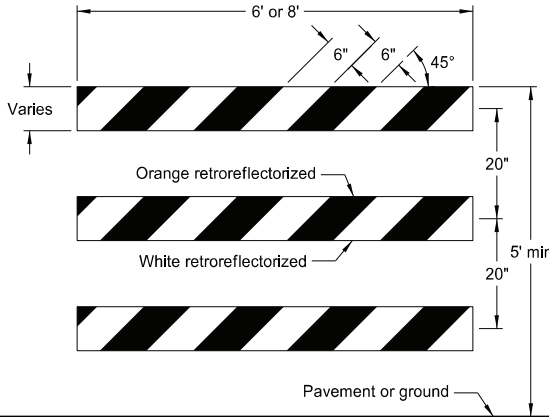


TYPE II BARRICADE

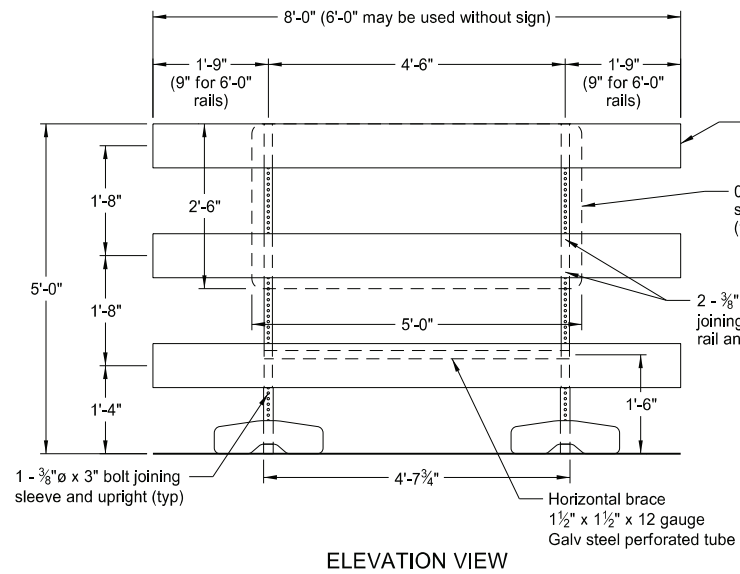
BARRICADE RAIL DETAILS



SIDE VIEW

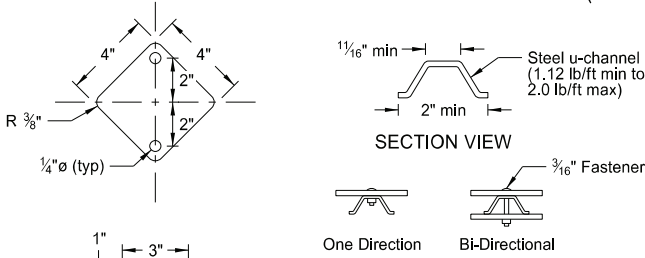


TYPE III BARRICADE

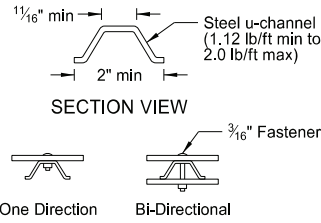


ELEVATION VIEW

BARRICADE ASSEMBLY DETAIL
(Wood or Plastic Rails)



REFLECTOR DETAIL



SECTION VIEW

MOUNTING DETAIL

ELEVATION

DELINEATORS

MINIMUM BALLAST
(For each side of barricade support)

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

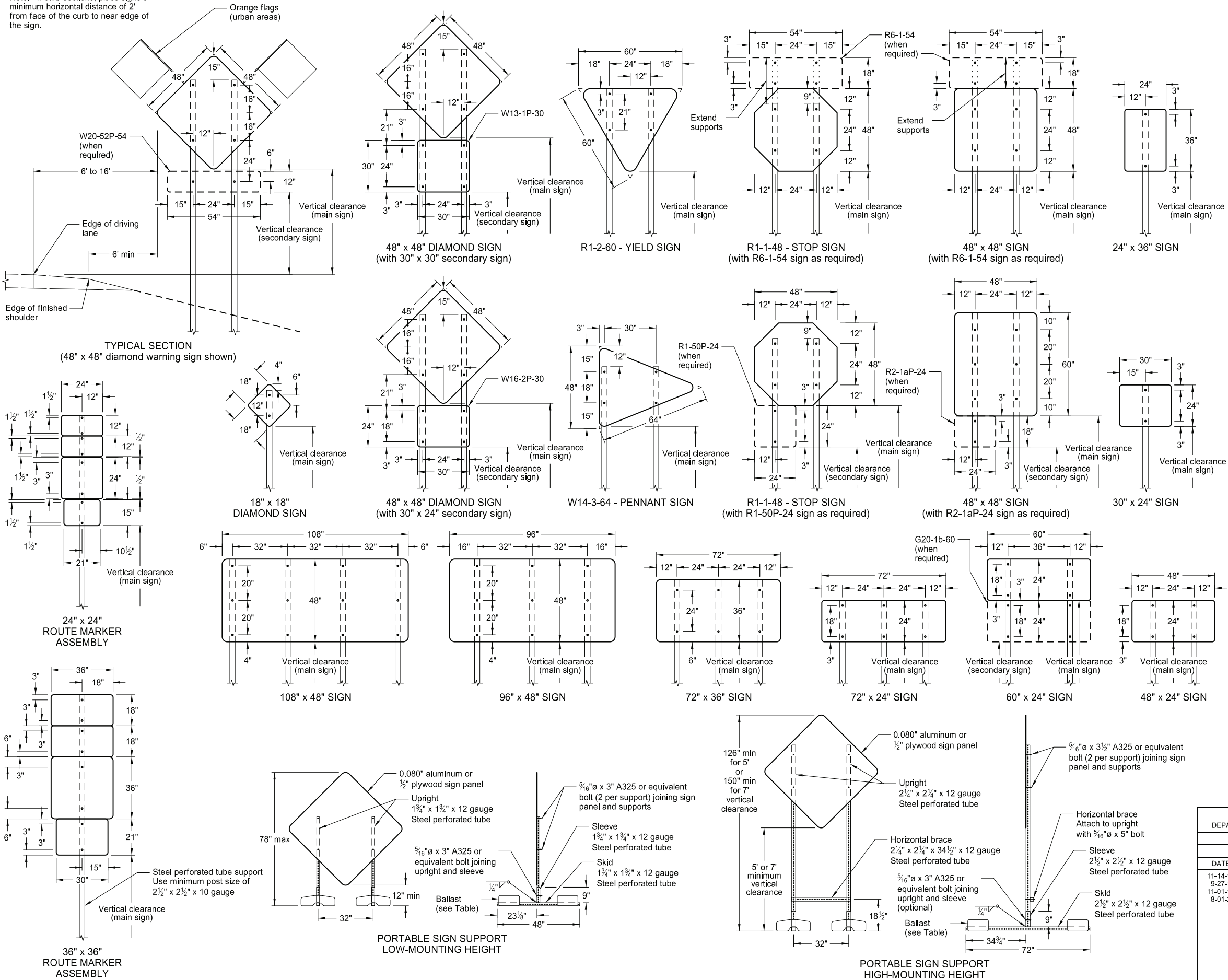
Note: Number of sandbags based on a wind speed of 55 MPH. Sandbags assumed to be placed at or near the ends of the skids.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
DATE	CHANGE
9-27-17	Updated to active voice
11-01-19	Revised details for Flexible Delineator
8-01-24	Electronic Stamp/Signature



CONSTRUCTION SIGN PUNCHING AND MOUNTING DETAILS

Note: In curb sections, place signs a minimum horizontal distance of 2' from face of the curb to near edge of the sign.



NOTES:

1. Sign Supports: Galvanize or paint supports. 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, minimum post size for assemblies containing a secondary sign is 3.0 lb/ft. Post sizes based on a wind speed of 55 MPH.

Place signs over 50 square feet on 2½" x 2½" perforated tube supports as a minimum.

Do not attach guy wires to sign supports. Attach wind beams behind sign panels when used with u-posts.
2. Sign Panels: Provide sign panels made of 0.100" aluminum, ½" plywood, or other approved material, except where noted. Punch all holes round for ⅜" bolts.
3. Alternate Messages: Install and remove alternate message signs on reflectorized plate (without borders) as required. (i.e. "Left" and "Right" message on 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 stated above.

Provide a minimum clearance of 7'-0" from the ground at the post for signs with an area exceeding 50 square feet.

6. Portable Signs: Provide portable signs that meet the vertical clearance stated above when it is necessary to place signs within the pavement surface.

Use of low-mounting height (minimum 12" vertical clearance) portable signs for 5 days or less, is allowed 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. Use of R9-8 through R9-11a series, W1-6 through W1-8 series, M4-10, and E5-1 is allowed for longer than 5 days.

Restrict signs mounted on portable sign supports shown in the LOW-MOUNTING HEIGHT and HIGH-MOUNTING HEIGHT details to 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

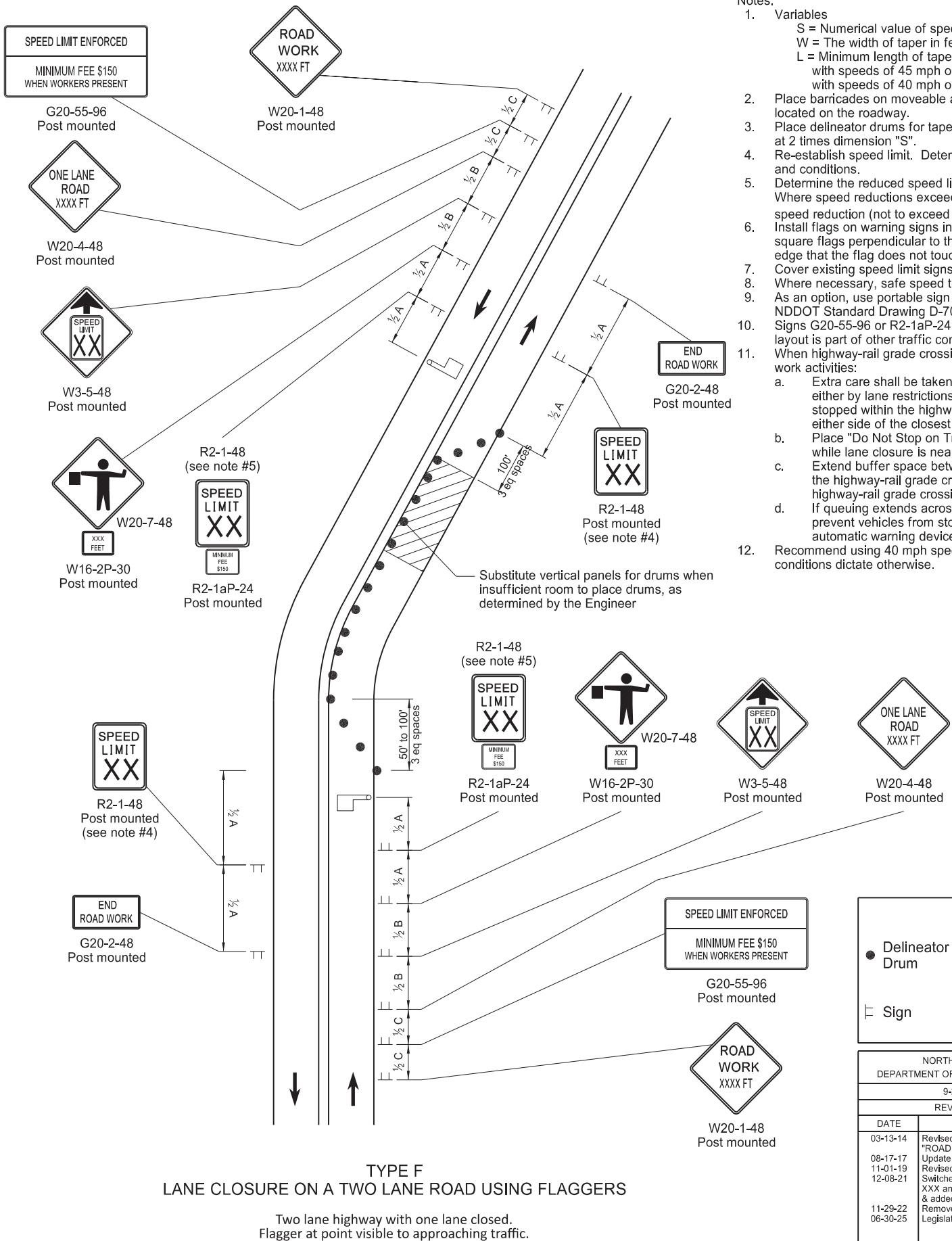
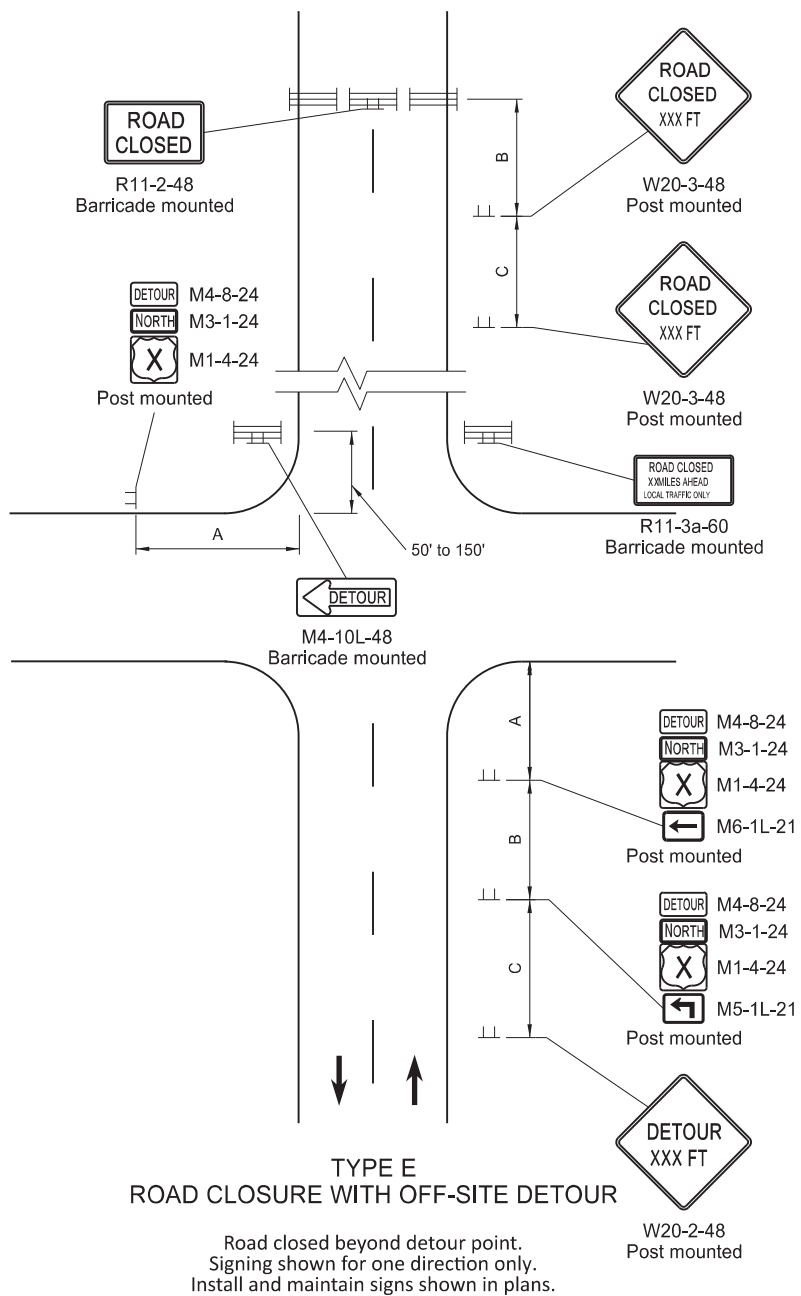
Note: The number of sandbags are based on a wind speed of 55 MPH. Place sandbags at or near the ends of skids.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-4-13	
REVISIONS	
DATE	CHANGE
11-14-13	Revised Note 6
9-27-17	Updated to active voice
11-01-19	Revised 60"x24" sign detail
8-01-24	Electronic Stamp/Signature



08/01/24

ROAD CLOSURE AND LANE CLOSURE ON A TWO WAY ROAD LAYOUTS



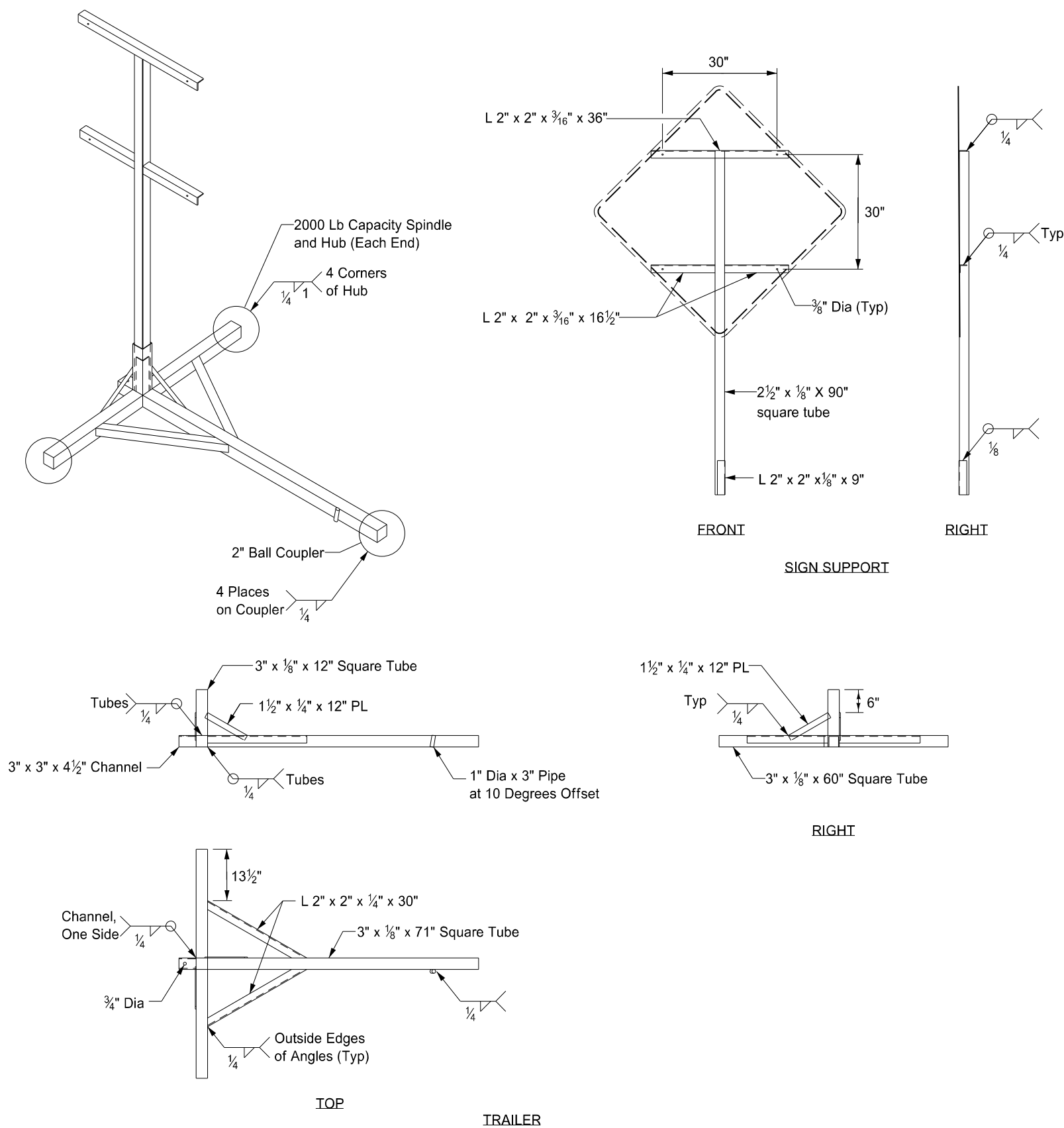
- Notes:
- Variables
 - S = Numerical value of speed limit or 85th percentile.
 - W = The width of taper in feet
 - L = Minimum length of taper in feet. $S \times W$ for freeways, expressways, and roads with speeds of 45 mph or greater, or $W \times S^2/60$ for urban, residential, and streets with speeds of 40 mph or less.
 - Place barricades on moveable assemblies and signs on portable assemblies when located on the roadway.
 - Place delineator drums for tapering traffic at 3 equal spaces and for tangents space them at 2 times dimension "S".
 - Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions.
 - Determine the reduced speed limit based on the in place speed limit before construction. Where speed reductions exceed 30 mph, install a second speed limit sign with the desired speed reduction (not to exceed 30 mph.) Place second speed limit sign at $\frac{1}{2}B$.
 - Install flags on warning signs in urban areas when signs are not portable. Mount 24 inch square flags perpendicular to the edges of the sign, and at such a distance above the edge that the flag does not touch the sign when limp.
 - Cover existing speed limit signs within a reduced speed zone.
 - Where necessary, safe speed to be determined by the Engineer.
 - As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
 - Signs G20-55-96 or R2-1aP-24 are not required when pilot car operation is used, if this layout is part of other traffic control that contains this sign, or if 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.)
 - Place "Do Not Stop on Tracks" sign (R8-8-24) near cross buck in each direction while lane closure is near tracks.
 - Extend buffer space between work zone and lane closure transition upstream of the highway-rail grade crossing to prevent flagging queue from extending across highway-rail grade crossing.
 - If queuing extends across highway-rail crossing, provide flagger at crossing to prevent vehicles from stopping within the crossing (even when automatic warning devices are in place.)
 - Recommend using 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.

ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 80 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 45%;"> <p>KEY</p> <div style="display: flex; align-items: center; margin-bottom: 10px;"> <div> <p>Delineator Drum</p> </div> </div> <div style="display: flex; align-items: center; margin-bottom: 10px;"> <div> <p>Type III Barricade</p> </div> </div> <div style="display: flex; align-items: center;"> <div> <p>Flagger</p> </div> </div> </div> <div style="width: 45%;"> <div style="display: flex; align-items: center; margin-bottom: 10px;"> <div> <p>Sign</p> </div> </div> <div style="display: flex; align-items: center;"> <div> <p>Work/Hazard Area</p> </div> </div> </div> </div>															
<div style="display: flex;"> <div style="width: 45%; padding-right: 10px;"> <p style="text-align: center;">NORTH DAKOTA DEPARTMENT OF TRANSPORTATION</p> <p style="text-align: center;">9-27-13</p> <p style="text-align: center;">REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">DATE</th> <th>CHANGE</th> </tr> </thead> <tbody> <tr> <td>03-13-14</td> <td>Revised Sign Call "ROAD WORK XXX FT"</td> </tr> <tr> <td>08-17-17</td> <td>Update notes & sign numbers</td> </tr> <tr> <td>11-01-19</td> <td>Revised signs, sign #s, & notes</td> </tr> <tr> <td>12-08-21</td> <td>Switched order of Road Work XXX and Spd Limit Enforced</td> </tr> <tr> <td>11-29-22</td> <td>added Dollars At Work</td> </tr> <tr> <td>06-30-25</td> <td>Removed Dollars At Work Legislative Changes</td> </tr> </tbody> </table> </div> <div style="width: 55%; text-align: center;"> </div> </div>		DATE	CHANGE	03-13-14	Revised Sign Call "ROAD WORK XXX FT"	08-17-17	Update notes & sign numbers	11-01-19	Revised signs, sign #s, & notes	12-08-21	Switched order of Road Work XXX and Spd Limit Enforced	11-29-22	added Dollars At Work	06-30-25	Removed Dollars At Work Legislative Changes
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06-30-25	Removed Dollars At Work Legislative Changes														

PORTABLE SIGN SUPPORT ASSEMBLY

D-704-50



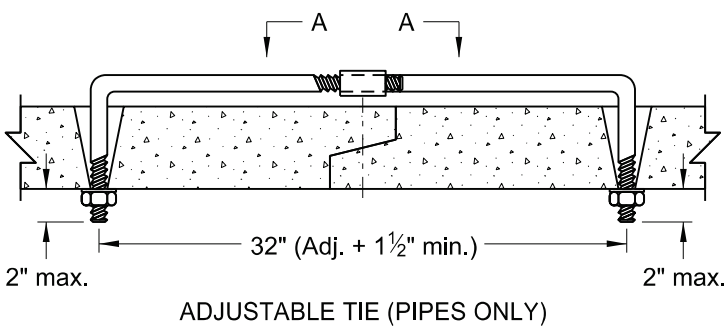
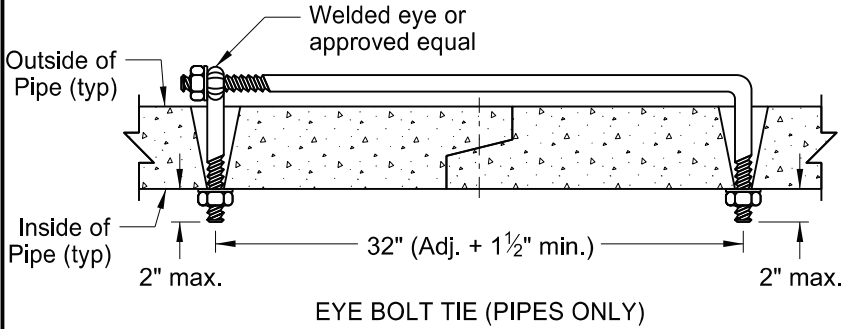
- Notes:
- 1. Maximum 250 pound weight of assembly.
 - 2. Use a 14" wheel and tire.
 - 3. Use no automotive and equipment axle assemblies for trailer-mounted sign supports.
 - 4. Other NCHRP 350 or MASH crash tested assemblies are acceptable.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-23-10	
REVISIONS	
DATE	CHANGE
12/02/2020	Updated Note to active voice.

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REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

12 02 2020

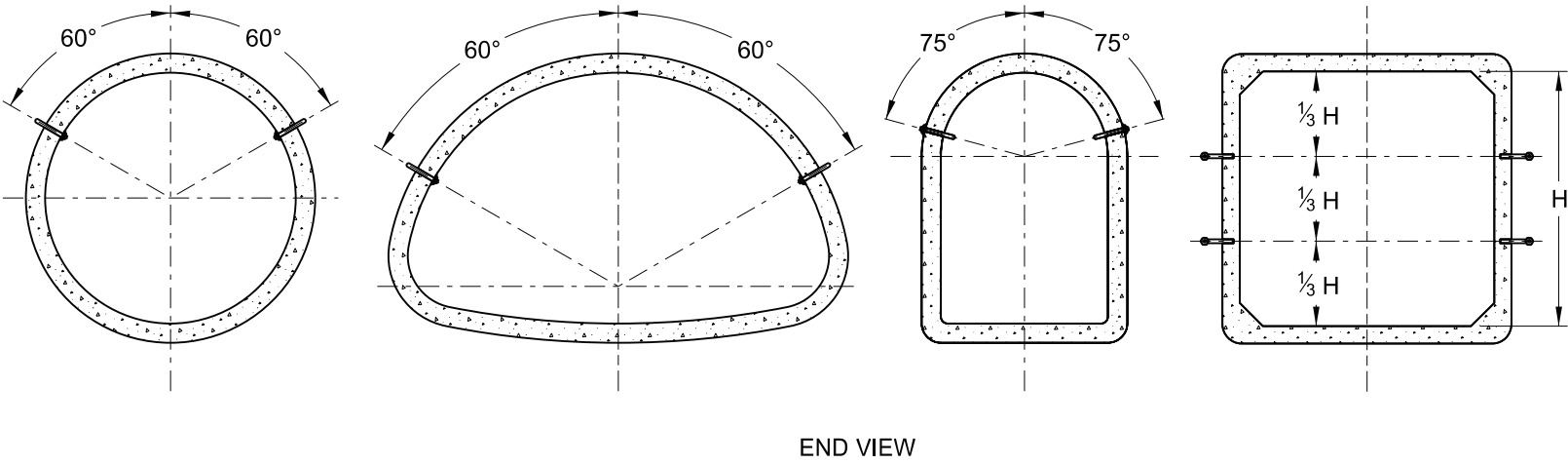
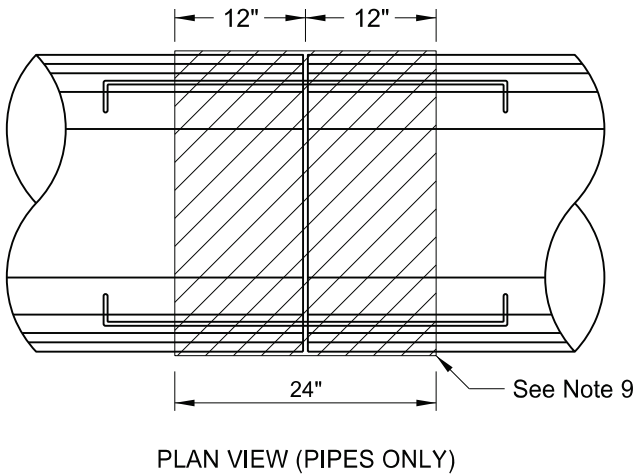
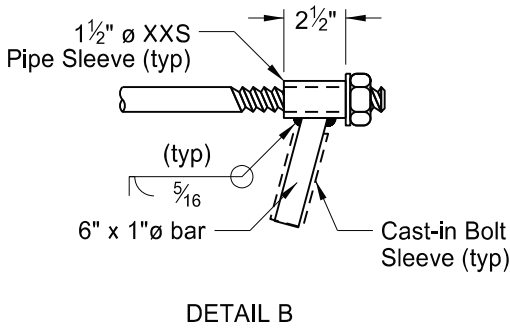
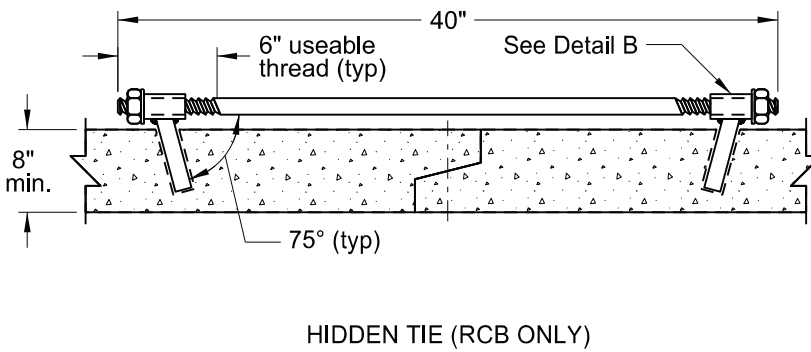
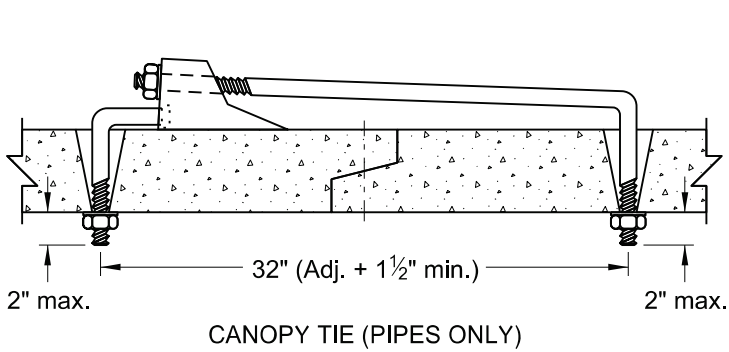
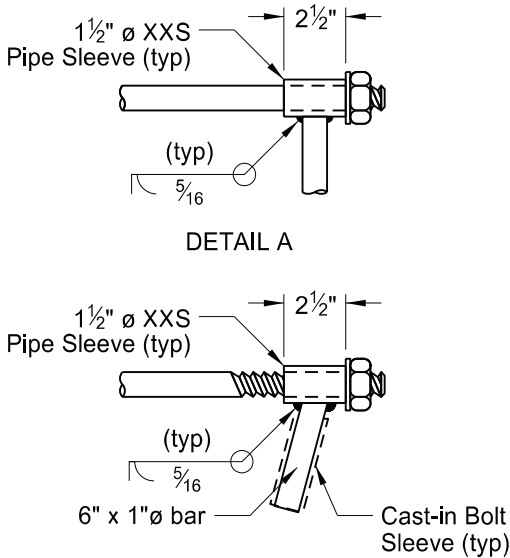
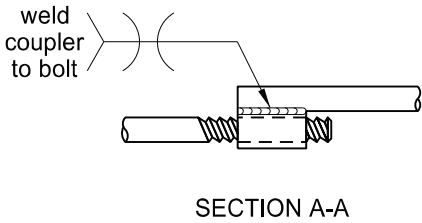
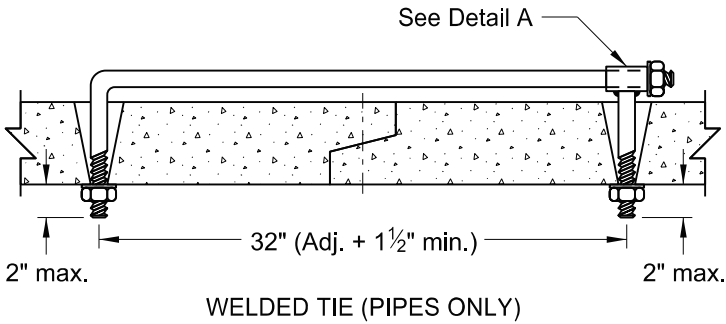
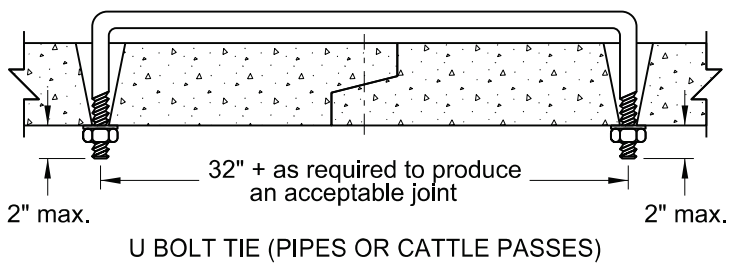
CONCRETE PIPE, CATTLE PASS, OR
PRECAST CONCRETE BOX CULVERT TIES



REQUIRED SIZE OF TIE BOLTS		
PIPE SIZE	THREAD Ø	XXS PIPE SLEEVE INNER Ø
18" - 24"	5/8"	3/4"
30" - 66"	3/4"	1"
72" - 120"	1"	1 1/4"
RCB/CATTLE PASS	1"	1 1/4"

NOTES:

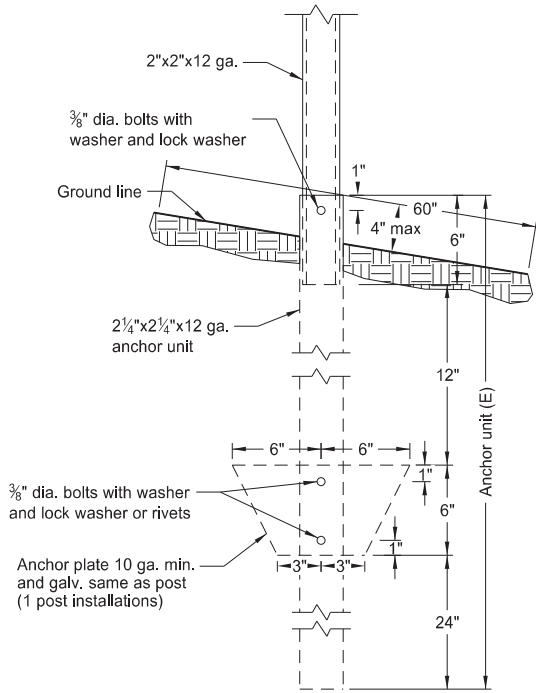
1. The pipe size listed is the inside diameter of round pipe or the equivalent diameter of pipe arch.
2. Insert pipe ties from the inside of the pipes and grout into place for Cattle Pass and Jacked and Bored pipes. Jacked and bored pipes with a diameter of 24" or less do not require pipe ties.
3. Nuts and washers are not required on Jacked and Bored pipes or pipes with a 24" diameter or less. Insert and grout tie bars into place where nuts and washers are not used.
4. Do not use pipe ties to pull the pipe or RCB sections tight. The ties are only for holding sections together.
5. Use only tie bolt assemblies that have been hot dip galvanized in accordance with ASTM A 153.
6. Holes in pipes to accommodate tie bolts will be precast. Tapered holes are permitted. Use holes that have a diameter 1/4" larger than the diameter of the thread. In precast RCB's, use holes that contain cast-in bolt sleeves with an inside diameter of 1 1/4".
7. Include the cost of precasting the required holes and furnishing and installing the tie bolts in the price bid for the appropriate conduit or RCB pay item.
8. Tie all centerline and approach RCP culvert joints. Tie all joints including the end sections of all free ends of storm drain systems. 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.
9. Place joint wrap prior to installing ties. Firmly secure the wrap around the full perimeter. For concrete pipes, use Type S2 geotextile fabric and overlap the joint by 12" in both directions. For box culverts, use a waterproof membrane that meets ASTM C990. Provide a membrane that is a minimum of 12" wide and center it at the joint. Provide a minimum overlap of 2.5" at the seams.
10. Use tie bolts that conform to ASTM A 36. Use heavy hex nuts that conform to ASTM A 563. Use washers that conform to ASTM F 436, Type 1. Use welded pipe sleeves and cast-in bolt sleeves that conform to ASTM A 53, Grade B.
11. Provide lock washers or burr threads of concrete box ties after installation and tightening to prevent nut rotation.
12. Tie RCB's as noted in the plans.



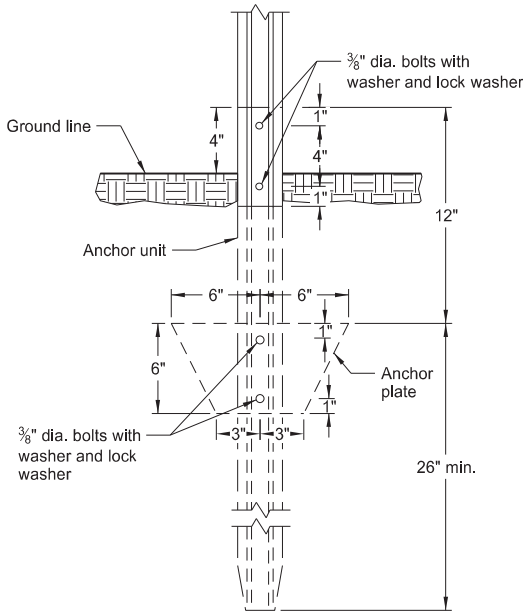
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
3-18-14	
REVISIONS	
DATE	CHANGE
7-21-15	Note 8
6-6-17	Notes 2-11 Table, Title, Labels
8-11-21	Notes 2-12 Table, Label
01-17-25	Notes 9-13 Table, Labels Section A-A, End View



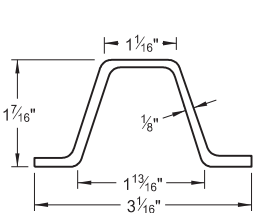
OBJECT MARKERS



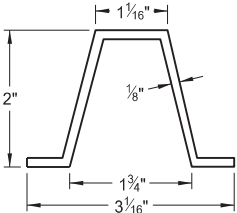
Perforated Tube Anchor Unit Assembly



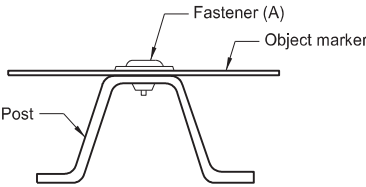
U-Channel Anchor Unit Assembly



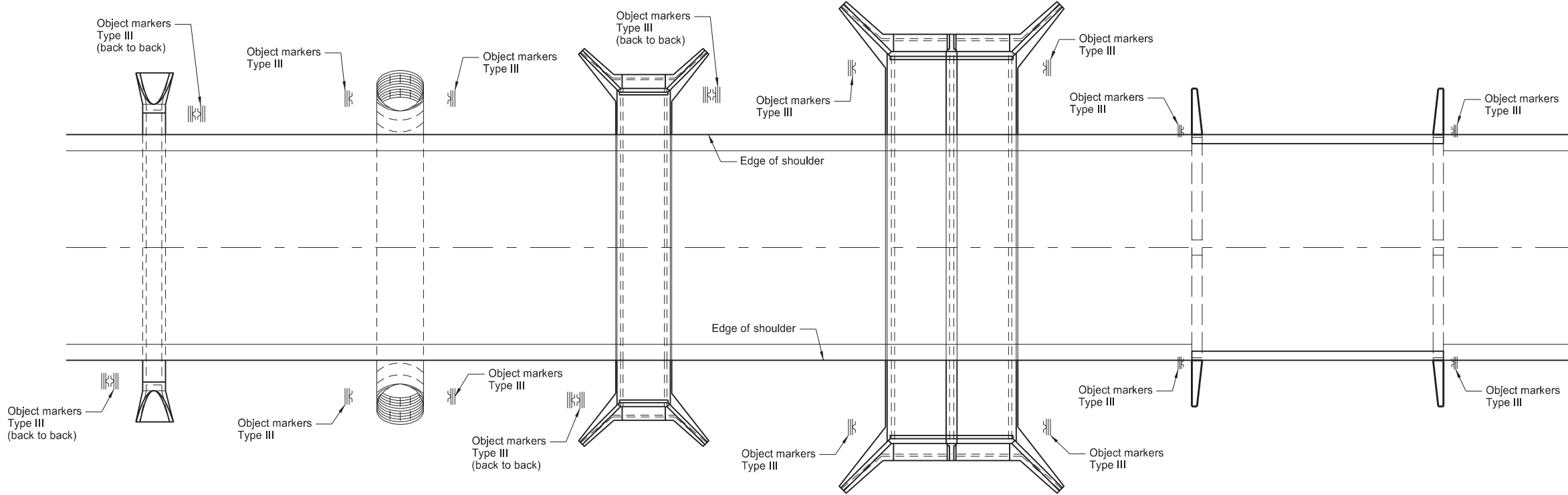
Steel Post Detail
Approx. 2 lb/ft



Aluminum Post Detail
Approx. 0.88 lb/ft



Fastener Detail



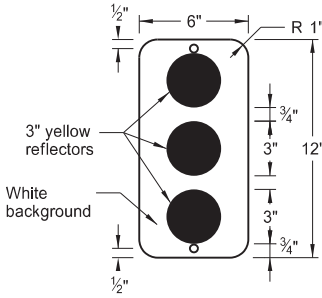
Pipe Culverts
10' max

Pipe Culverts
greater than 10'

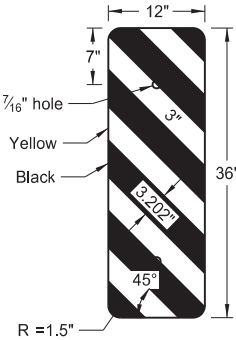
Box Culverts
10' max

Box Culverts
greater than 10'

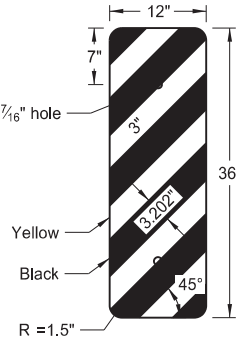
Bridges (B)



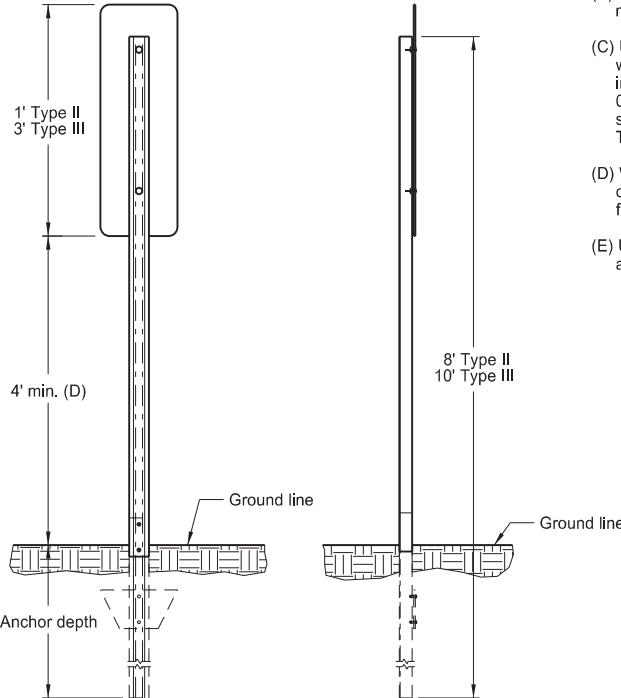
Object Marker
OM2-1V (C)
Type II



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



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



Object Marker
Installation Detail

- Notes:
- (A) Use 3/8" dia. tension pin type or other non-rust vandal resistant fastener with min. outside dia. 1 3/16" flat washer.
 - (B) At locations of approach guardrail with reflectors and end terminal with impact head object markers, do not install object markers.
 - (C) Use two object markers for back to back mountings. On bridges where the distance between wheel guards is less than the approach width, mount object markers vertically on steel posts in front of the bridge railing on each side of highway to mark the horizontal clearance. Use 0.100" minimum thickness sheet aluminum for sign backing material. Use ASTM Type XI sheeting for Type III object markers and ASTM Type IV background sheeting with ASTM Type XI reflectors for Type II object markers.
 - (D) When object marker is located 8' or less from shoulder or curb, provide 4' minimum vertical clearance from near edge of traveled way to bottom of sign. When located more than 8' from shoulder or curb provide 4' minimum vertical clearance from ground to bottom of sign.
 - (E) Use 4" vertical clearance for anchor or breakaway base. Provide 4"x60" measurement above and below post location and back and ahead of post.

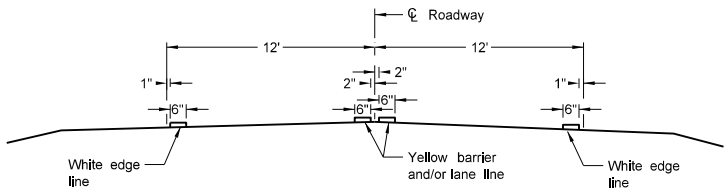
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
DATE	CHANGE
7-18-14	Revised Note C
8-30-18	Updated notes to active voice and removed note.
9-05-19	New Design Engineer PE Stamp.
8-08-24	Electronic Stamp/Signature.



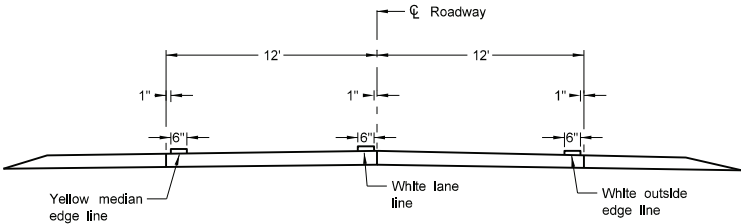
08/08/24

PAVEMENT MARKING

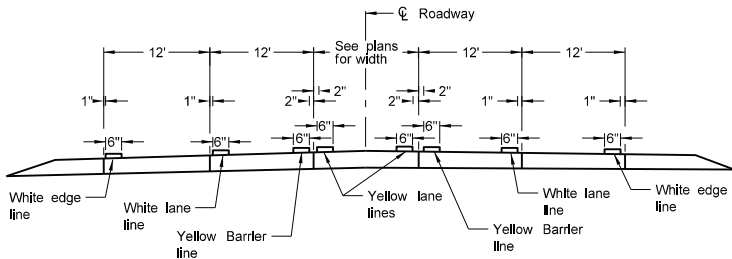
D-762-4



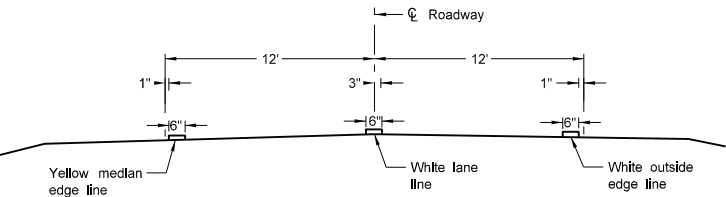
Two Lane Two Way
RURAL ROADWAY



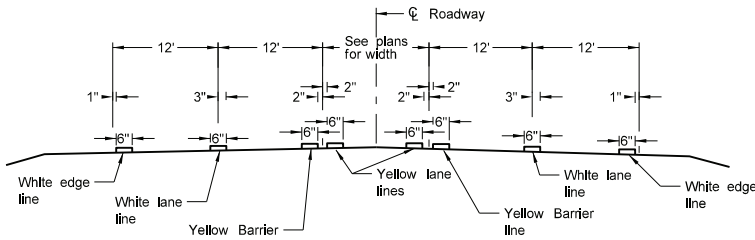
Two Lane Roadway
INTERSTATE HIGHWAY
Concrete Section



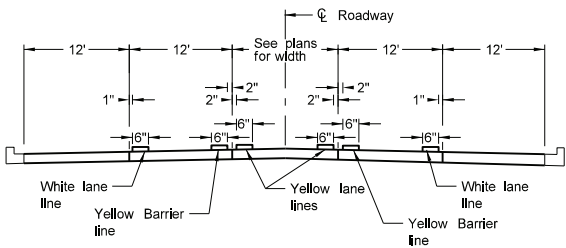
RURAL FIVE LANE ROADWAY
Concrete Section



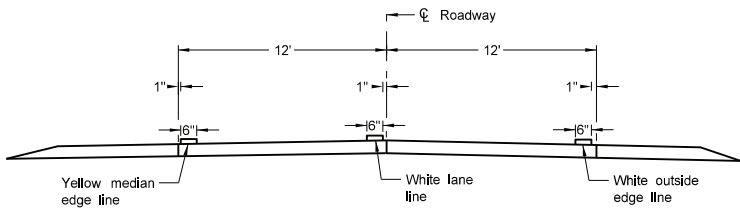
Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Asphalt Section



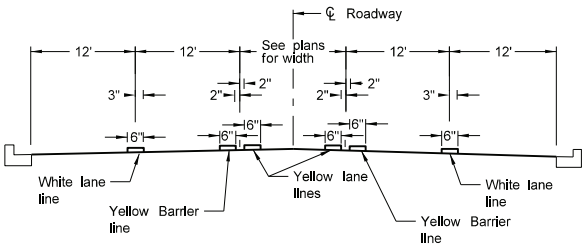
RURAL FIVE LANE ROADWAY
Asphalt Section



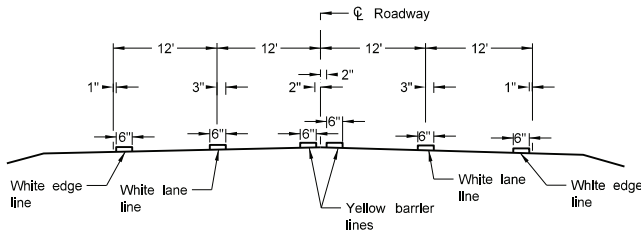
URBAN FIVE LANE SECTION
Concrete Section



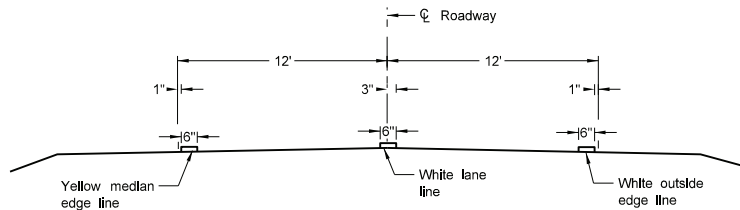
Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Concrete Section



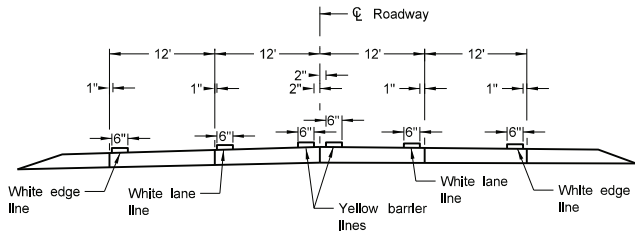
URBAN FIVE LANE SECTION
Asphalt Section



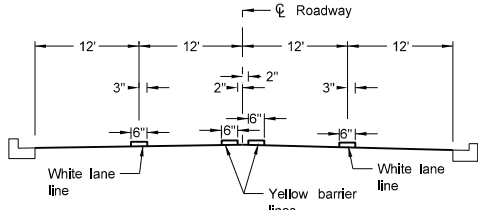
RURAL FOUR LANE ROADWAY
Asphalt Section



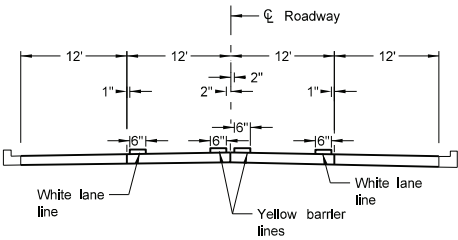
Two Lane Roadway
INTERSTATE HIGHWAY
Asphalt Section



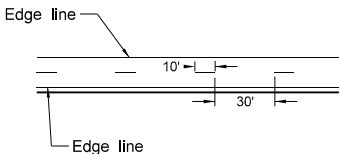
RURAL FOUR LANE ROADWAY
Concrete Section



URBAN FOUR LANE SECTION
Asphalt Section



URBAN FOUR LANE SECTION
Concrete Section



CENTERLINE PAVEMENT MARKING SKIP SPACING DETAIL

NOTES:

1. Continue edge lines through private drives and field drives. Break edge lines for intersections.

For section lines, county roads, and street approaches, stripe the radii and edge lines of the paved surface within the right of way except where curb and gutter is present.

2. Normal width line - 6 inches wide for freeways, expressways, and ramps; 6 inches for all other roadways with speed limits > 40 mph.

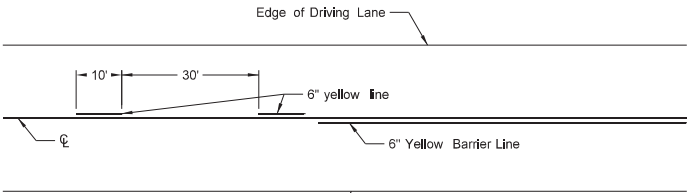
3. Use 4 or 6 inch wide pavement marking for all other roadways with speed limits < 40 mph.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-1-10	
REVISIONS	
DATE	CHANGE
10-17-17	Updated to active voice.
08-27-19	New Design Engineer PE Stamp.
11-22-23	Revised pavement marking widths.
07-09-24	Modified Note 1.

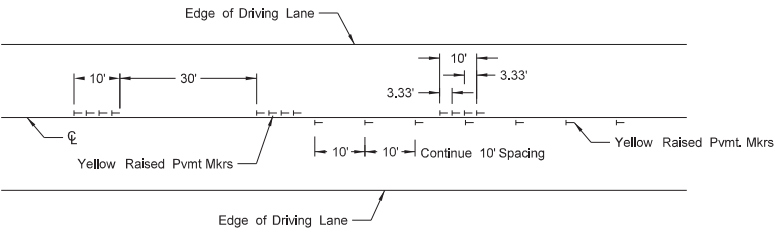


SHORT-TERM PAVEMENT MARKING

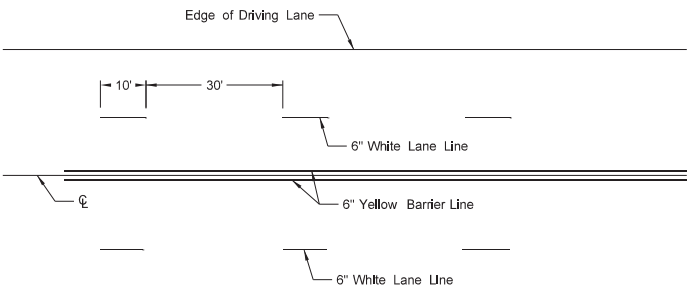
D-762-11



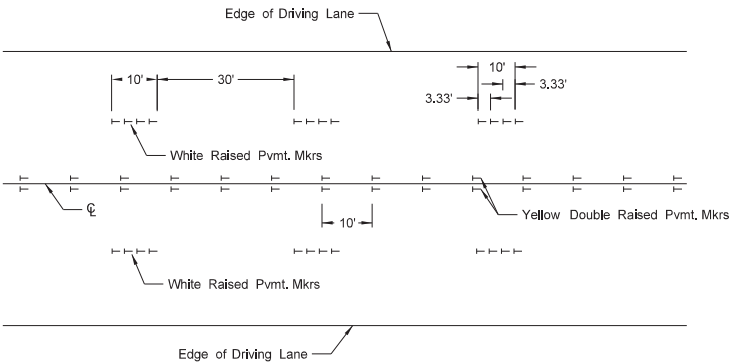
Painted or Tape Lines



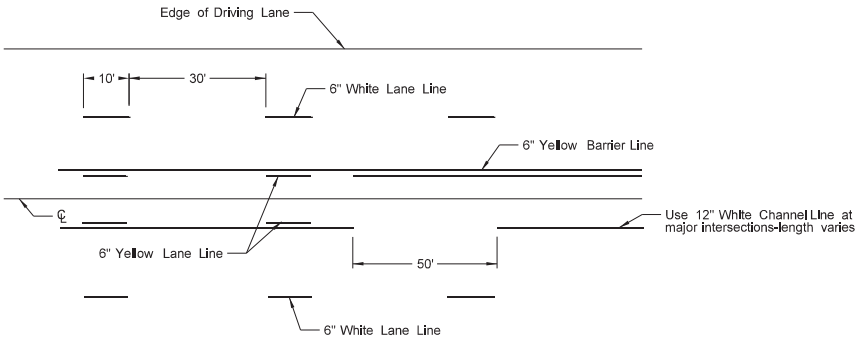
Raised Pavement Markers
TWO-LANE TWO-WAY ROADWAY



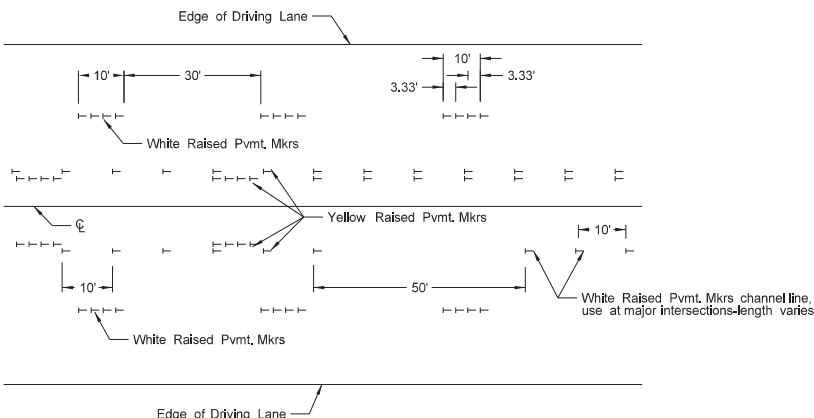
Painted or Tape Lines



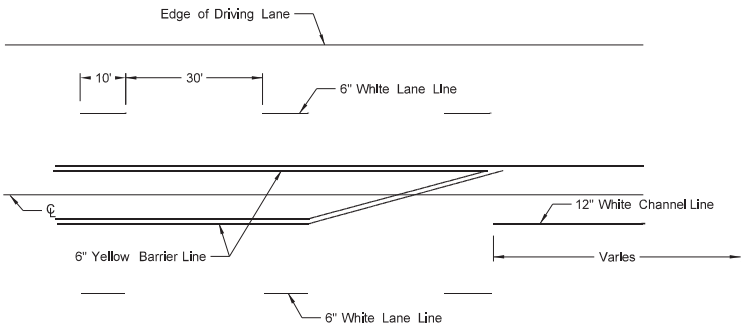
Raised Pavement Markers
FOUR LANE ROADWAY



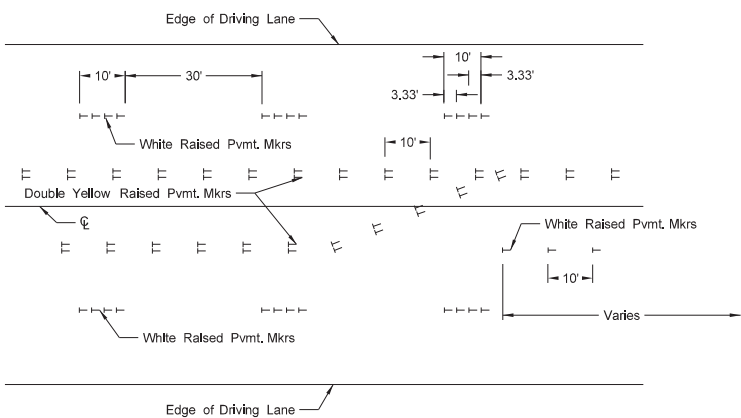
Painted or Tape Lines



Raised Pavement Markers
FIVE LANE ROADWAY TWO WAY LEFT TURN



Painted or Tape Lines



Raised Pavement Markers
FIVE LANE ROADWAY WITH MARKED ISLANDS

- NOTES:
- Place no passing zones on two-lane two-way roadways as shown. In lieu of short term no passing zone pavement markings, place no passing zone signs. Replace no passing zone signs with short term no passing zone pavement marking within three days.
 - Place short term center line stripe (paint) on top lift to match exact placement of permanent stripe.
 - Remove raised markers and tape markings after permanent pavement marking is installed.
 - Normal width line - 6 inches wide for freeways, expressways, and ramps; 6 inches for all other roadways with speed limits > 40 mph.
 - Use 4 or 6 inch wide pavement marking for all other roadways with speed limits ≤ 40 mph.
 - Wide lines - 8 inches wide if 4 inch normal width lines are used and 12 inches wide if 6 inch normal width lines are used.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-1-10	
REVISIONS	
DATE	CHANGE
3-29-16	Re-numbered to be D-762-11 (previously was D-762-6)
10-17-17	Updated to active voice.
8-27-19	New Design Engineer PE Stamp.
11-22-23	Revised pavement marking widths
1-17-24	Revised wide pvmt marking width.

KIRK J. HOFF

REGISTERED

PROFESSIONAL

PE-4683

01/17/24

ENGINEER

NORTH DAKOTA