

DESIGN DATA			
Traffic		Average Daily	
Current 2024	Pass: 914	Trucks: 229	Total: 1143
Preventive Maintenance			

STATE	PROJECT NO.	PCN	SECTION NO.	HEET NO.
ND	NH-5-012(058)020	24691	1	1

# NORTH DAKOTA

## DEPARTMENT OF TRANSPORTATION

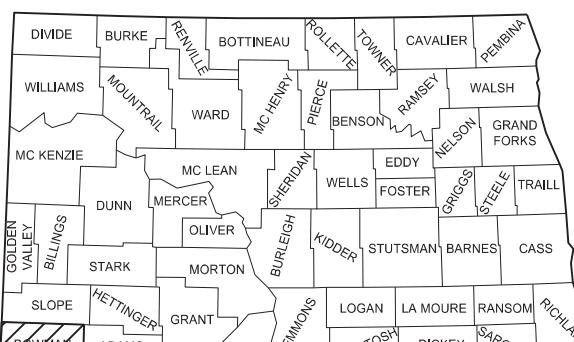
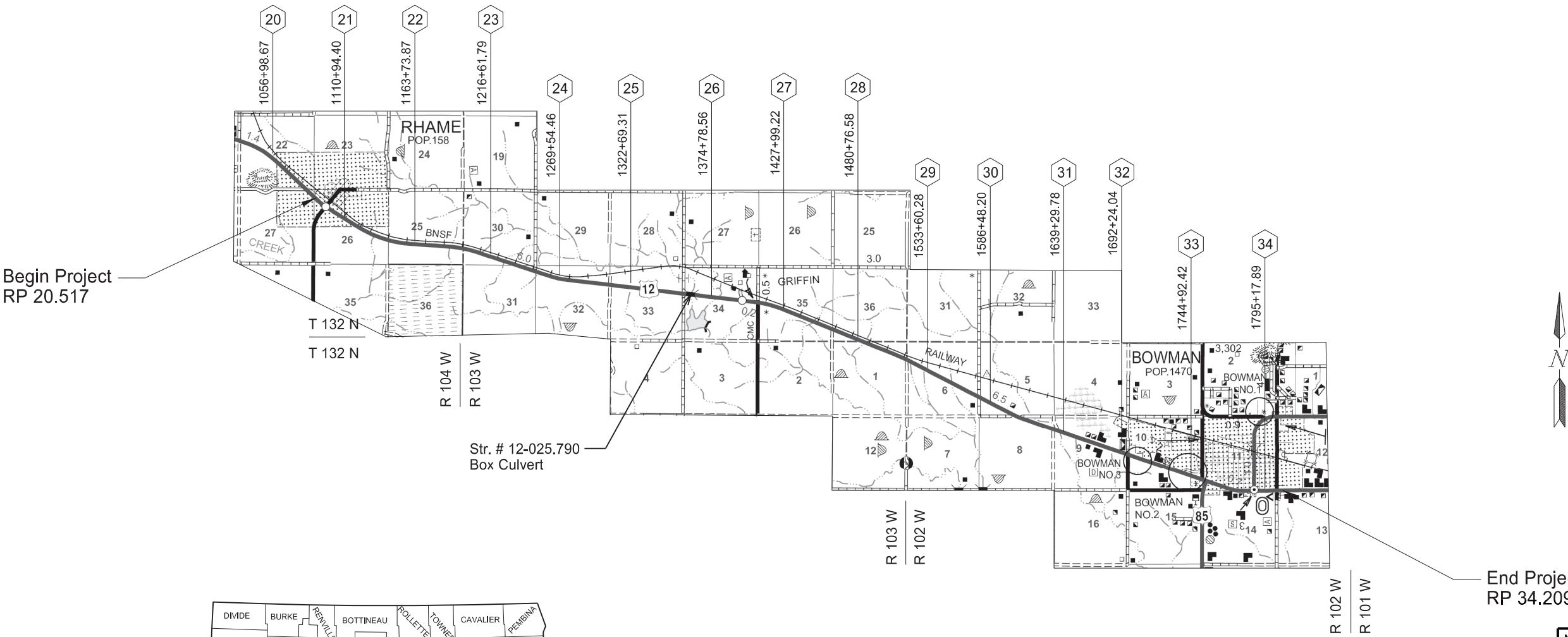
NH-5-012(058)020

Bowman County  
Rhame to Bowman

Seal Coat

GOVERNING SPECIFICATIONS	Date Published and Adopted by the North Dakota Department of Transportation
Standard Specifications	7/1/2025
Supplemental Specifications	NONE

PROJECT NUMBER \ DESCRIPTION	NET MILES	GROSS MILES
NH-5-012(058)020 \ Seal Coat	13.616	13.692



STATE COUNTY MAP

DESIGNER Denis Oyugi
DESIGNER Bonnie Brown
DESIGNER Ben Hanson

ND DEPARTMENT OF TRANSPORTATION  
Dickinson District

Robert Rayhorn

12/09/25

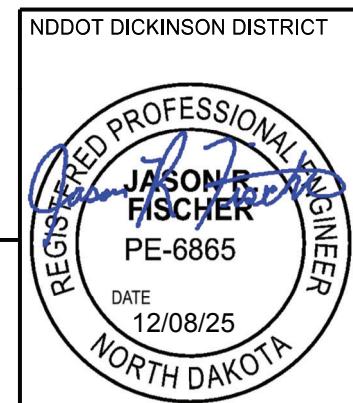
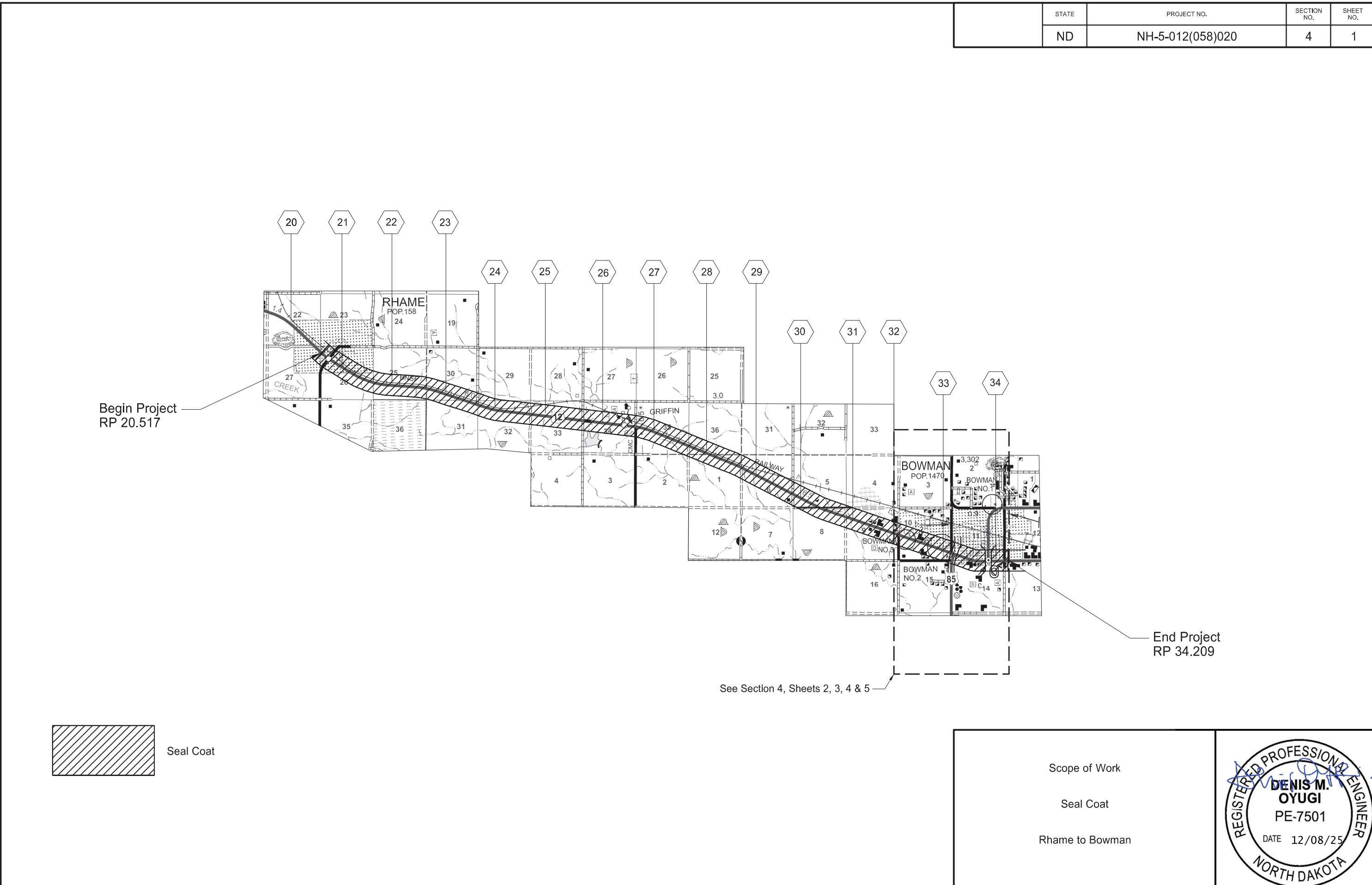
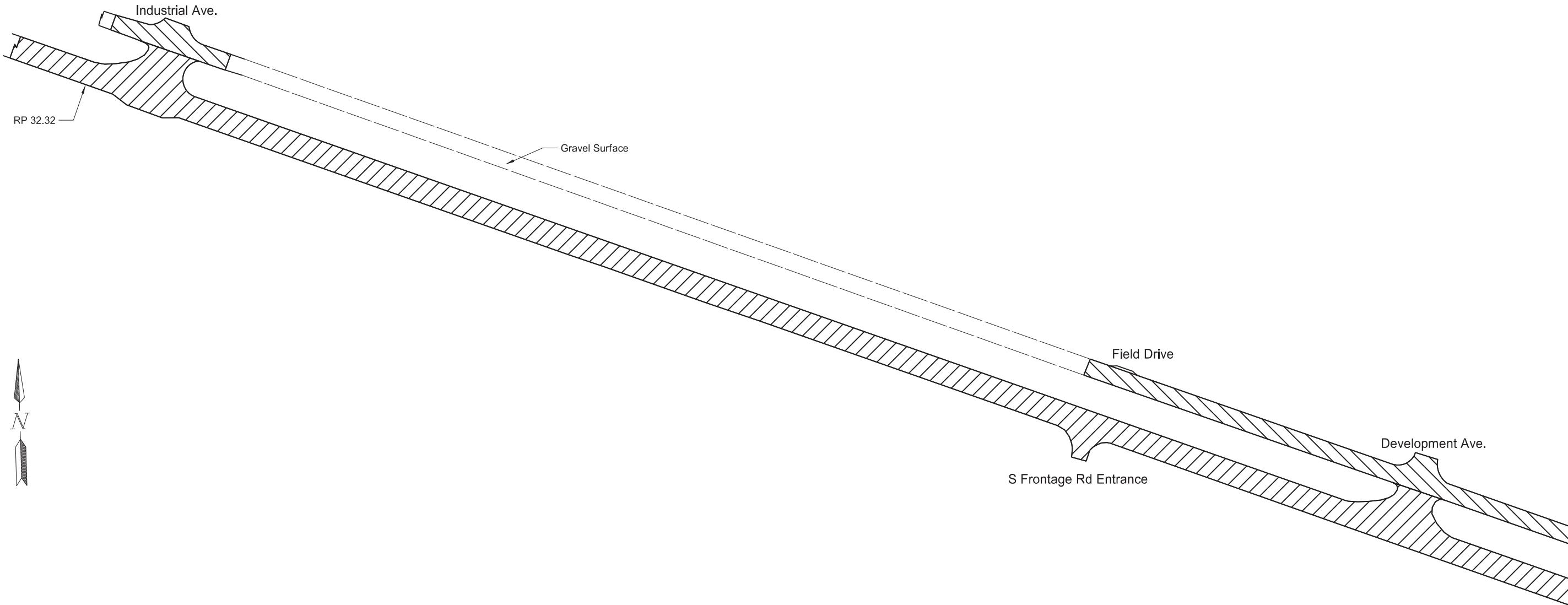


TABLE OF CONTENTS			STATE	PROJECT NO.	SECTION NO.	SHEET NO.
			ND	NH-5-012(058)020	2	1
<b>PLAN SECTIONS</b>			<b>LIST OF STANDARD DRAWINGS</b>			
Section	Page(s)	Description	Number	Description		
1	1	Title Sheet	D-101-1, 2,3,4	NDDOT Abbreviations		
2	1	Table of Contents	D-101-10	NDDOT Utility Company and Organization Abbreviations		
4	1 - 5	Scope of Work	D-101-20, 21	Line Styles		
6	1	Notes	D-101-30, 31,32,33	Symbols		
8	1	Quantities	D-704-3	Lane Markers (Spotting Tab For Seal Projects Only)		
10	1	Basis of Estimate	D-704-7	Breakaway Systems For Construction Zone Signs - Perforated Tube		
20	1 - 5	General Details	D-704-8	Breakaway Systems For Construction Zone Signs - U-Channel Post		
30	1 - 9	Typical Sections	D-704-9	Construction Sign Details - Terminal And Guide Signs		
90	1 - 4	Paving Layouts	D-704-10	Construction Sign Details - Regulatory Signs		
100	1 - 6	Work Zone Traffic Control	D-704-11, 11A	Construction Sign Details - Warning Signs		
			D-704-13	Barricade And Channelizing Device Details		
			D-704-14	Construction Sign Punching And Mounting Details		
			D-704-20	Terminal And Seal Coat Sign Layouts		
			D-704-22	Construction Truck And Temporary Detour Layouts		
			D-704-26	Miscellaneous Sign Layouts		
			D-704-27	Mobile Operation (Pavement Marking)		
			D-704-33	Two-Lane Roadway Portable Rumble Strips		
			D-704-50	Portable Sign Support Assembly		
			D-762-1	Pavement Marking Message Details		
			D-762-4	Pavement Marking		
			D-762-5	Pavement Marking for Standard 90 Degree Flared Intersection-(No Center Left Turn Lane on Major Road)		
			D-762-11	Short-Term Pavement Marking		
<b>SPECIAL PROVISIONS</b>						
Number	Description					
SP 42(25)	Warranty Chip Seal					
PSP 54(25)	Permits and Environmental Considerations					



	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-5-012(058)020	4	2	



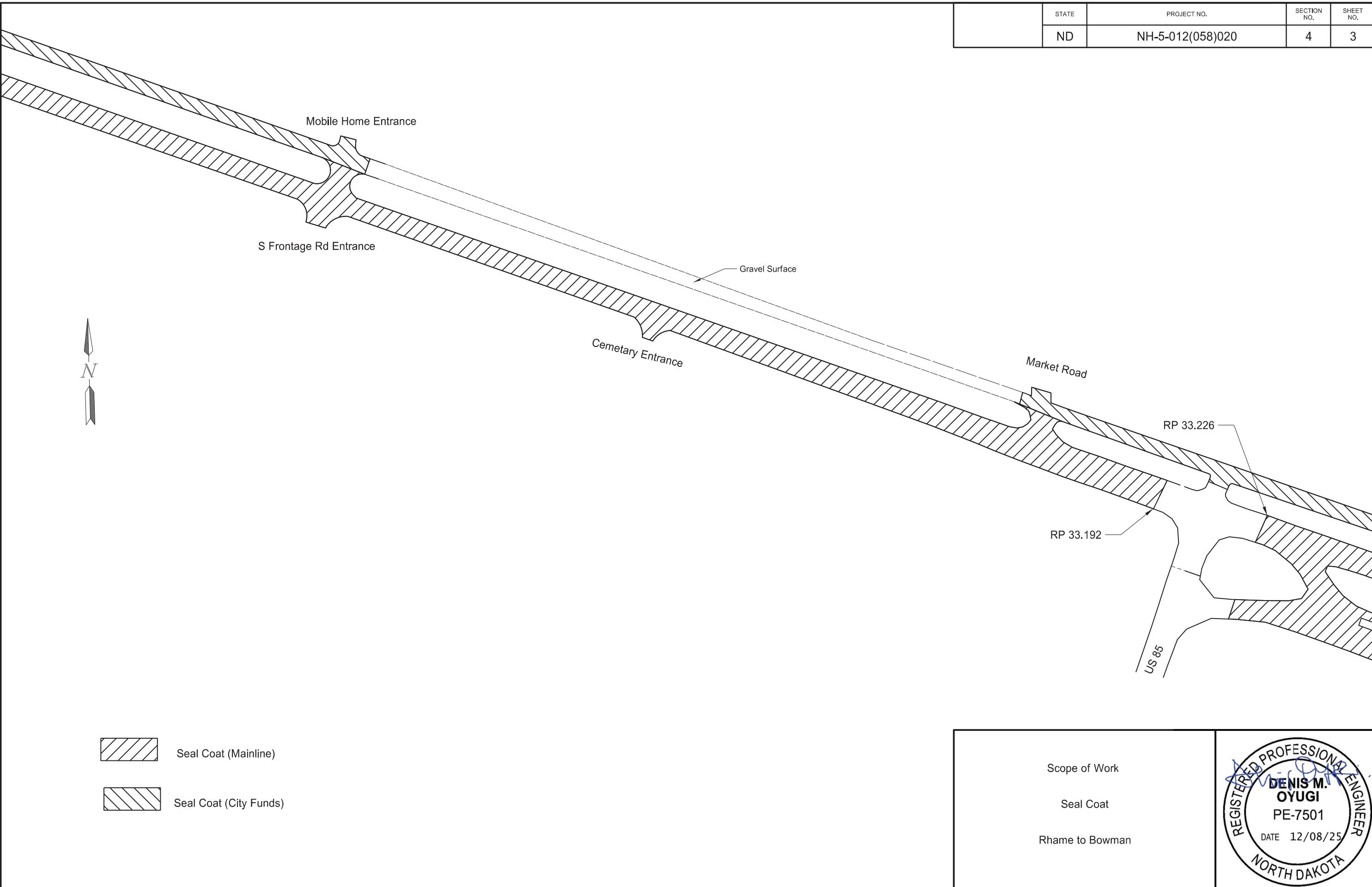
Seal Coat (Mainline)



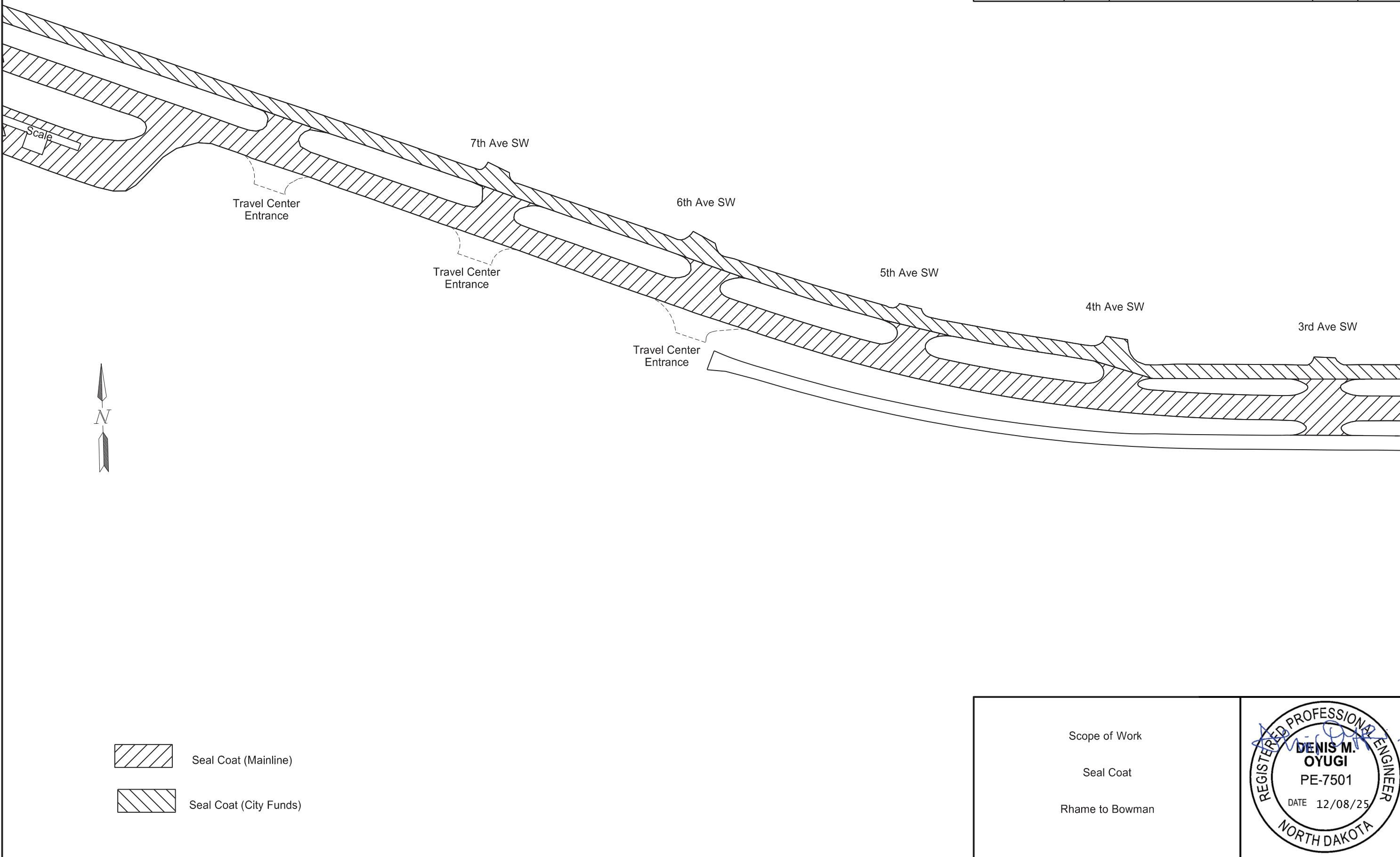
Seal Coat (City Funds)

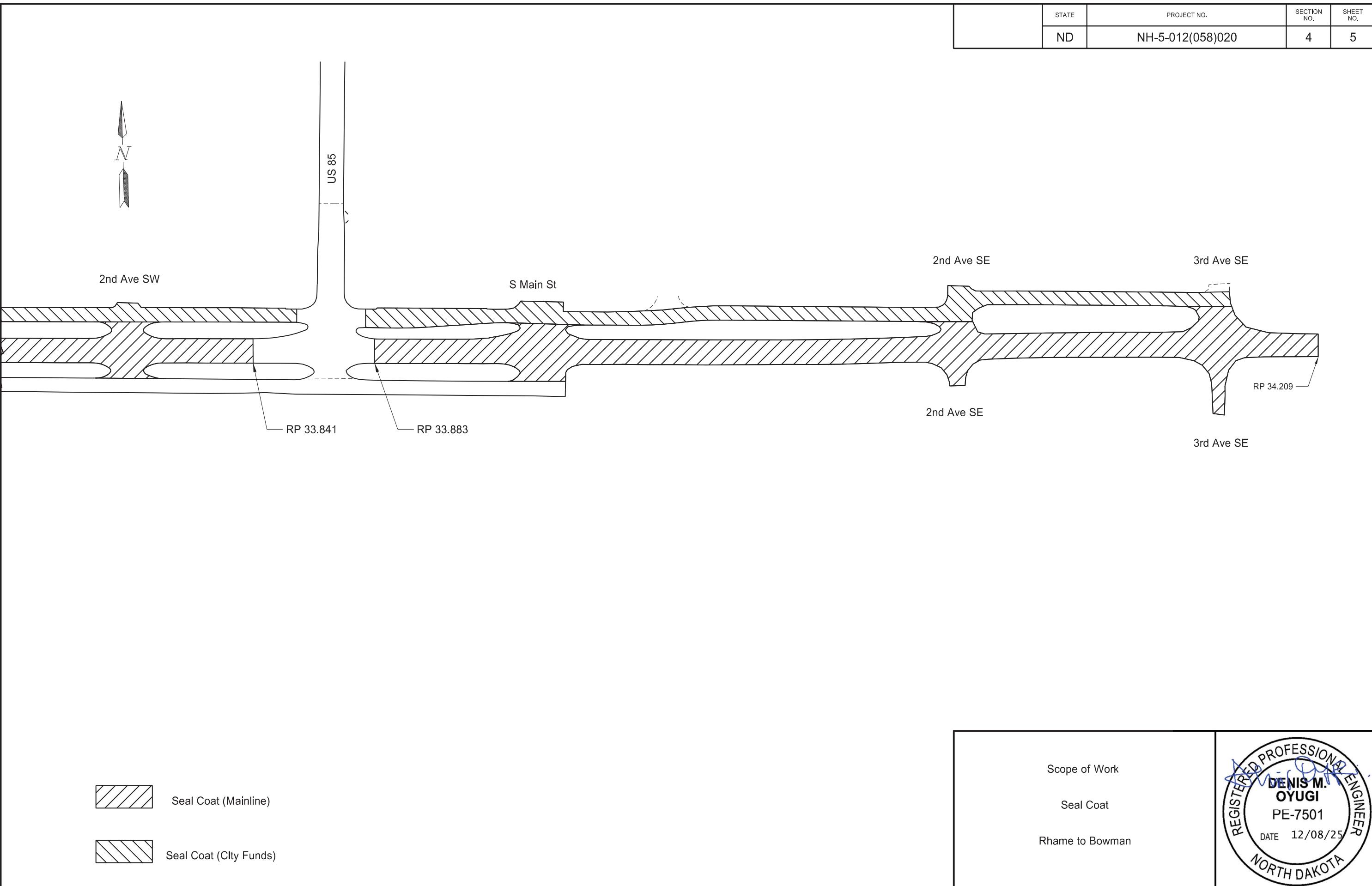
Scope of Work	
Seal Coat	
Rhame to Bowman	

DENIS M. OYUGI  
PE-7501  
DATE 12/08/25



	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-5-012(058)020	4	4	





STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-5-012(058)020	6	1

## NOTES

100-P01 TIED PROJECTS: This project is tied to project NH-085(093)000. Portable traffic control devices used on this project will be paid for once, on project NH-085(093)000, even though they are used on both projects. These devices include portable rumble strips, along with signs per D-704-22, D-704-26 and D-704-33.

Contract Bond and Mobilization will be split and paid on each project.

100-P02 WEIGH STATION: Provide a written notification to Sgt. Christopher Messer, ND Highway Patrol, two weeks prior to starting work at the Weigh Station. Provide a copy of the written notification to the engineer.

Contact Information for Sgt. Christopher Messer:  
cmesser@nd.gov  
Phone: (701)328-2447

401-P01 FOG SEAL: Dilute fog seal and apply at a rate of 0.12 Gal/SY (0.06 Gal/SY undiluted). Fog Seal oil shall be diluted by the supplier.

420-P01 REMOVAL OF EXCESS CHIPS: After final sweeping, remove all excess chips from the curb/gutter sections.

704-P01 TRAFFIC CONTROL FOR SEAL COATS: Provide traffic control consisting of a Temporary lane closure, flagging, and a pilot car.

Traffic control device quantities are based on a 7 mile limitation and the following list:

1. Layout per Section 100; for chip seal work.
2. Standard D-704-20, layout H: for post mounted sign spacing
3. Standard D-704-22, layouts K & L: for trucks entering roadway.
4. Standard D-704-26, type KK: for use at major intersections within pilot zone.
5. Standard D-704-33, for Chip Seal work.

Provide additional devices at no cost to the Department.

704-P02 TRAFFIC CONTROL FOR SEAL COAT: Install and maintain a 45 MPH speed limit after cover coat application and prior to initial sweeping, where speed limit exceed 45 MPH. Re-establish the speed limit to pre-construction condition after the initial sweeping.

704-500 PORTABLE RUMBLE STRIPS (PRS): Use PRS made of rubber or engineered Polymers.

Install PRS as part of the temporary traffic control when the following signs are also part of the required traffic control set up:

- “Be Prepared to Stop” (W3-4); and
- “Flagger” symbol (W20-7)

Install PRS that meet the following criteria:

- Have no adhesives or fasteners required for placement.
- Have a manufacturer's speed rating that meets or exceeds the posted speed limit; and
- Each strip in the array must weigh a minimum of 100 pounds.

Use individual PRS constructed in one of the following manners:

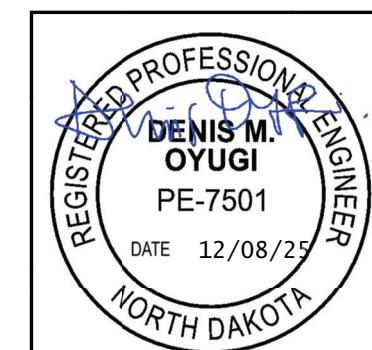
- A single piece;
- Interlocking segments; or
- Two pieces hinged at the midpoint.

An installed array of PRS consists of a minimum of 3 individual strips.

Move rumble strips with the flagging operation. Do not place rumble strips on horizontal curves.

The Engineer will count and measure each array as one unit. Include the cost of providing, installing, maintaining, and relocating PRS in the unit price bid for “Portable Rumble Strips”

762-050 PAVEMENT MARKING: If the Engineer and Contractor agree, plan quantity will be used as the measurement for payment for pavement marking items.



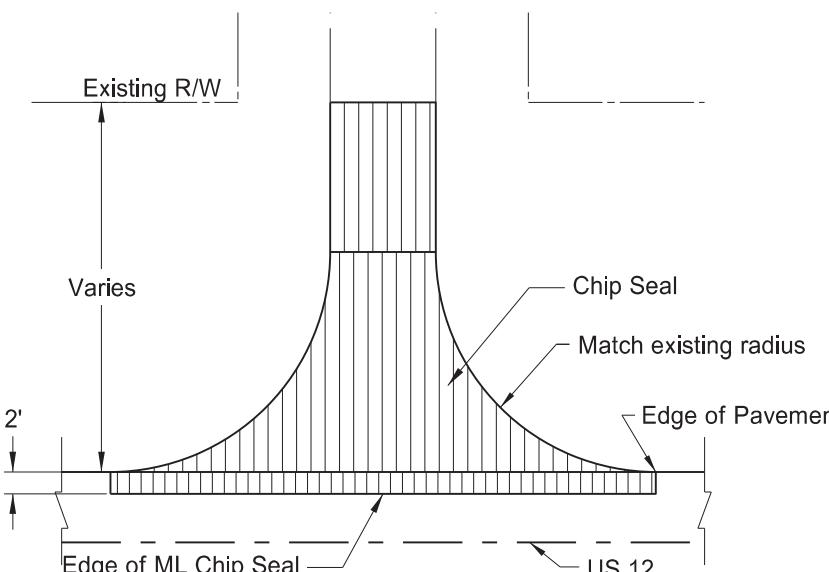
# ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	HEET NO.
ND	NH-5-012(058)020	8	1

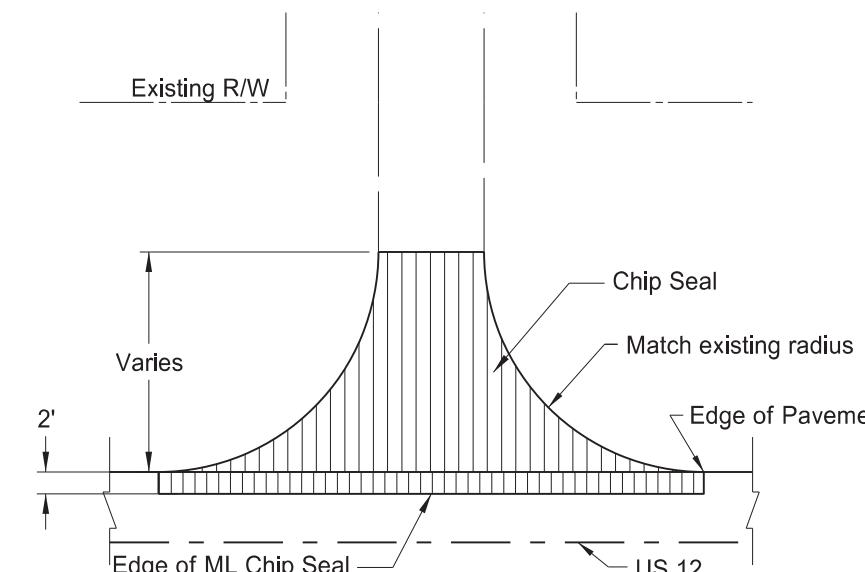
SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	CITY	TOTAL
103	0100	CONTRACT BOND	L SUM	0.41		0.41
420	0405	SEAL COAT	SY	312,053	21,514	333,567
702	0100	MOBILIZATION	L SUM	0.41		0.41
704	1000	TRAFFIC CONTROL SIGNS	UNIT	3,130		3,130
762	0103	PVMT MK PAINTED-MESSAGE	SF	720		720
762	0432	SHORT TERM 6IN LINE-TYPE NR	LF	47,630		47,630
762	0437	SHORT TERM 12IN LINE-TYPE NR	LF	2,310		2,310
762	1106	PVMT MK PAINTED 6IN LINE	LF	190,341		190,341
762	1108	PVMT MK PAINTED 8IN LINE	LF	303		303
762	1112	PVMT MK PAINTED 12IN LINE	LF	2,310		2,310
762	1124	PVMT MK PAINTED 24IN LINE	LF	614		614

												STATE	PROJECT NO.		SECTION NO.	SHEET NO.								
													ND	NH-5-012(058)020										
Design Calculations - Mainline																								

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-5-012(058)020	20	1



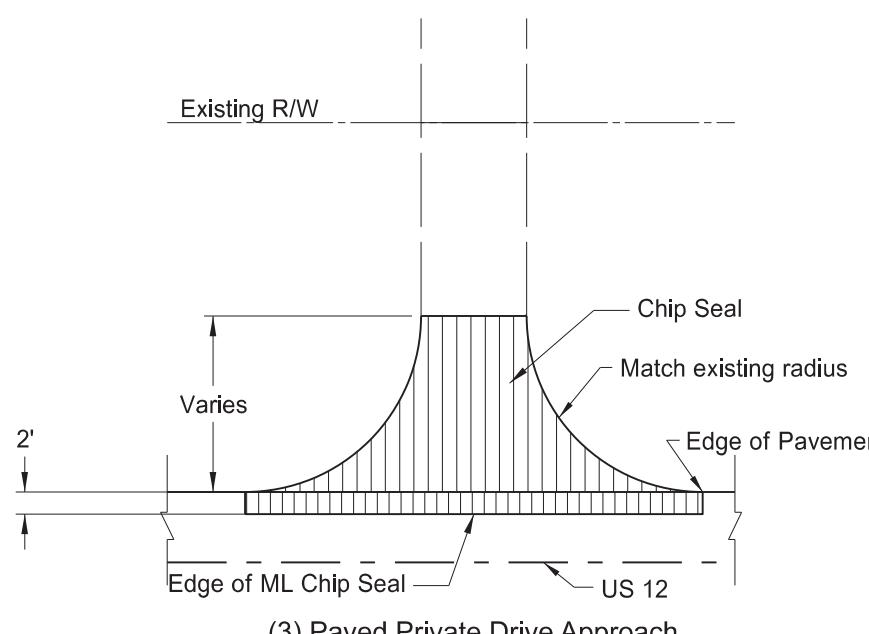
(1) Paved Section Line, or County Road



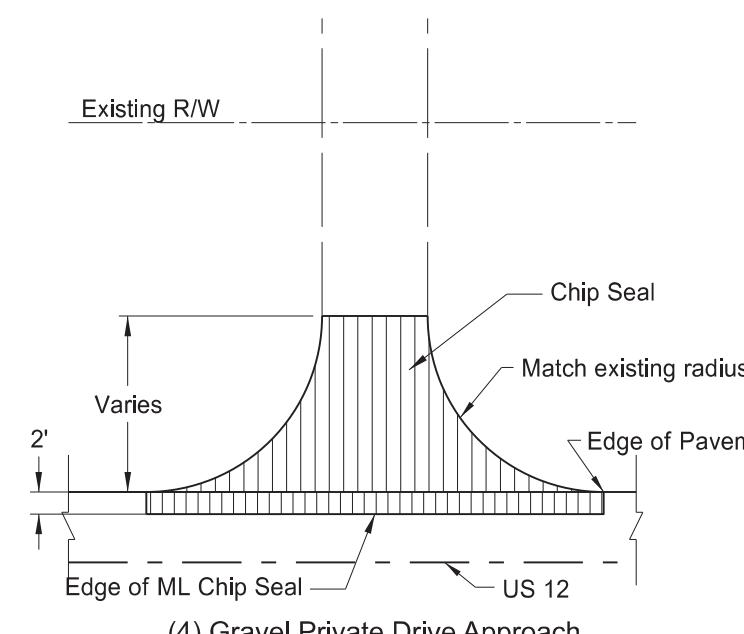
(2) Gravel Section Line, County Road, or Street Approach

## Notes:

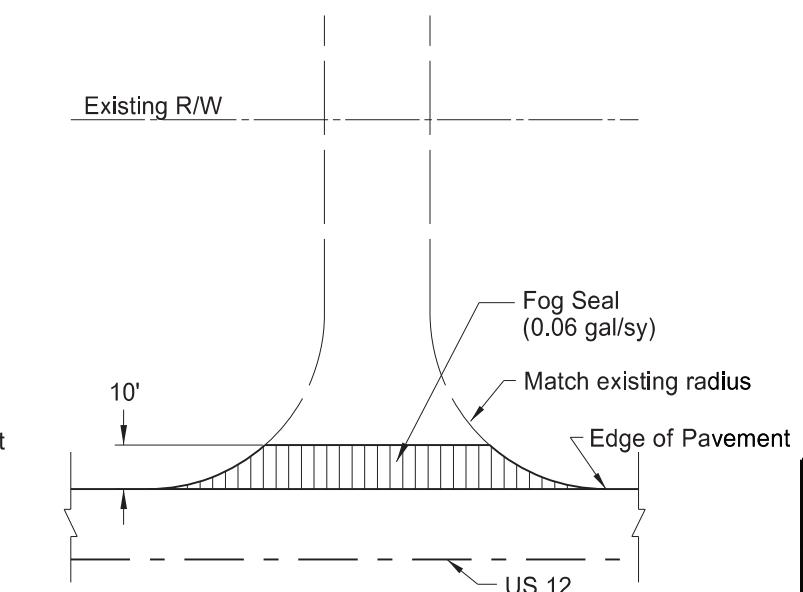
- Actual Seal Coat locations may vary in the field, as approved by the engineer
- Quantity of totals have been included in the bid items of the "Estimate of Quantities" of the plans.
- See Section 20, Sheet 2 for locations.
- Chip Seal = CRS2P Oil + Cover Coat CI 41  
Seal Coat = Area measured for payment (Chip Seal Area + Fog Seal Area)
- An estimated 17 tons of chips & 497 gal of CRS2P oil is included in the quantities for the area between mainline chips and approach chips shown in layouts 1 through 4



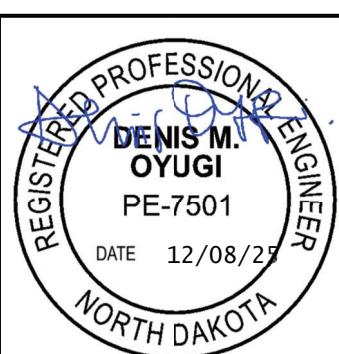
(3) Paved Private Drive Approach



(4) Gravel Private Drive Approach



(5) Field Drive Approach

Approach Paving Details  
for Existing Rural Approaches

Seal Coat

Rhame to Bowman

								STATE	PROJECT NO.	SECTION NO.	SHEET NO.		
									ND	NH-5-012(058)020	20	2	
Basis of Estimate			Left		Right		Quantities						
Reference Point	LT or RT	Approach Type	Chip Seal Area SY	Fog Seal Area @ Field Approach (SY)	Chip Seal Area (SY)	Fog Seal Area @ Field Approach (SY)	*Cover Coat Material CL. 41 @ 25 lbs/SY (TON)	*CRS2P Emulsified Asphalt @ 0.38 Gal/SY (GAL)	*Fog Seal @ 0.06 Gal/SY (GAL)				
20.639	RT	3			50.0		0.6	19.0					
20.653	LT	4	36.2				0.5	13.7					
20.685	LT	1	656.0				8.2	249.3					
20.685	RT	1			718.0		9.0	272.8					
20.841	RT	4			95.0		1.2	36.1					
21.119	RT	5				55.3			3.3				
21.733	RT	5				28.3			1.7				
22.231	RT	5				43.6			2.6				
22.231	LT	5		8.9					0.5				
22.662	RT	5				25.8			1.5				
23.082	RT	5				38.6			2.3				
23.680	LT	2	181.6				2.3	69.0					
23.693	RT	4			101.9		1.3	38.7					
24.705	LT	5		27.4					1.6				
24.709	RT	4			51.2		0.6	19.5					
25.094	LT	5		21.8					1.3				
25.094	RT	4			48.7		0.6	18.5					
25.712	LT	2	252.7				3.2	96.0					
25.712	RT	2			237.4		3.0	90.2					
26.008	RT	5				40.5			2.4				
26.202	LT	5		37.5					2.3				
26.202	RT	5				44.1			2.6				
26.502	LT	5		53.4					3.2				
26.502	RT	5				49.4			3.0				
26.705	LT	2	194.0				2.4	73.7					
26.705	RT	1			476.0		6.0	180.9					
27.033	RT	5				33.1			2.0				
27.231	LT	5		38.4					2.3				
27.544	RT	5				62.1			3.7				
28.850	LT	5		44.9					2.7				
28.862	RT	5				52.1			3.1				
29.915	LT	2	206.5				2.6	78.5					
29.925	RT	2			296.8		3.7	112.8					
30.379	LT	4	124.3				1.6	47.2					
30.437	RT	4			255.4		3.2	97.0					
30.566	LT	5		58.4					3.5				
30.712	RT	5				38.2			2.3				
31.029	RT	5				34.5			2.1				
31.081	LT	5		39.2					2.3				
31.550	LT	4	181.2				2.3	68.9					
31.557	RT	4			146.4		1.8	55.6					
31.654	LT	4	188.3				2.4	71.6					
31.654	RT	4			148.8		1.9	56.6					
32.078	LT	3	257.4				3.2	97.8					
32.086	RT	1			331.6		4.1	126.0					
32.161	LT	3	182.3				2.3	69.3					
Seal Coat			2,460	330	2,957	546							
Estimated Quantities							68	2,059	53				

\*For informational purposes only, quantity included and paid for under "Seal Coat."

Seal Coat = Area measured for payment. (Chip Seal Area + Oil Only Area)

\*\* Seal Coat to ROW line

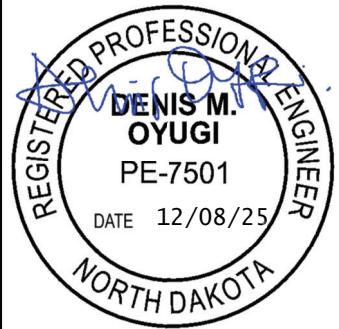
Legend

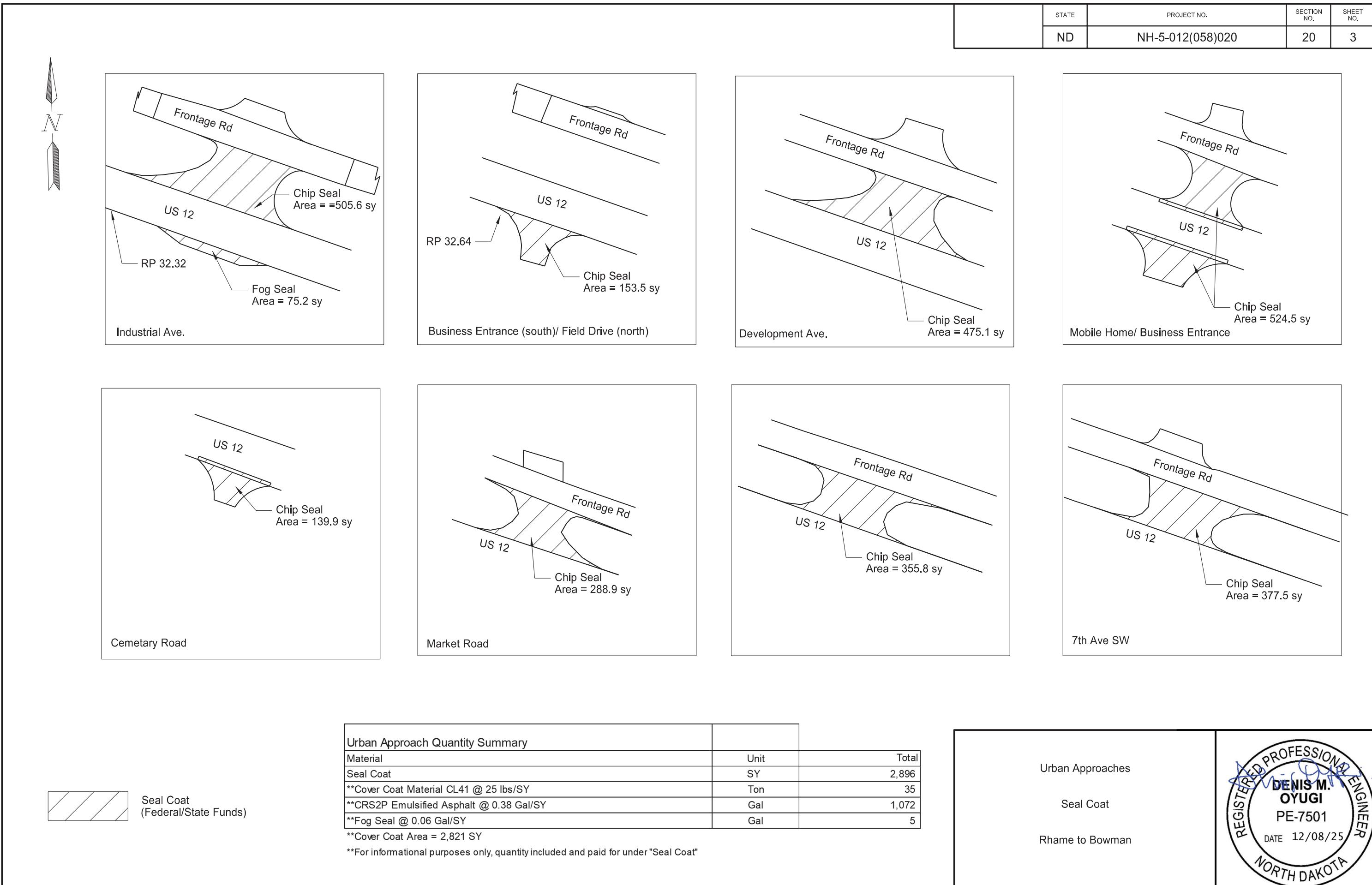
- 1= Paved Section Line, or County Road
- 2= Gravel Section Line, County Road or Street Approach
- 3= Paved Private Drive Approach
- 4= Gravel Private Drive Approach
- 5= Field Drive Approach

Rural Approaches

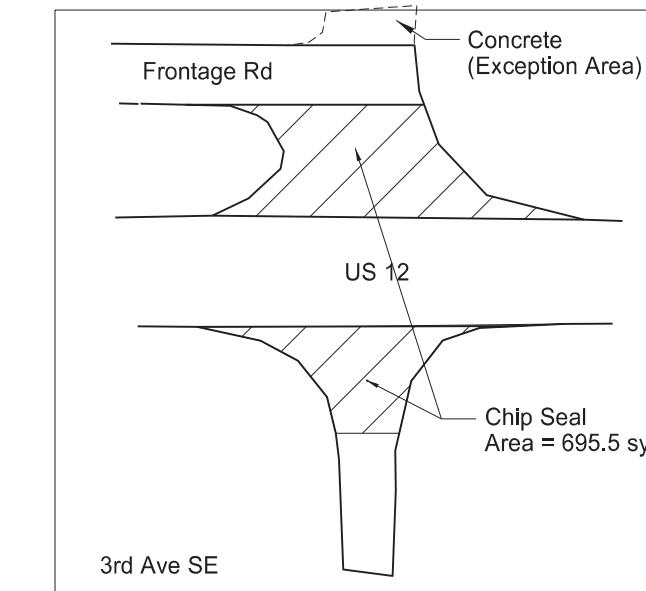
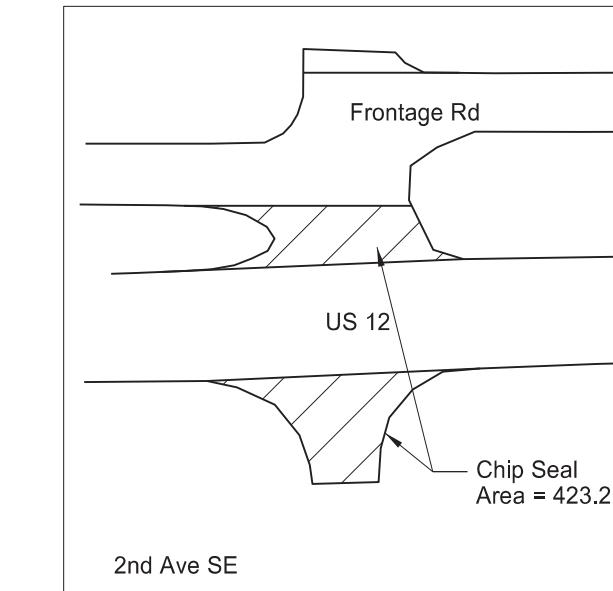
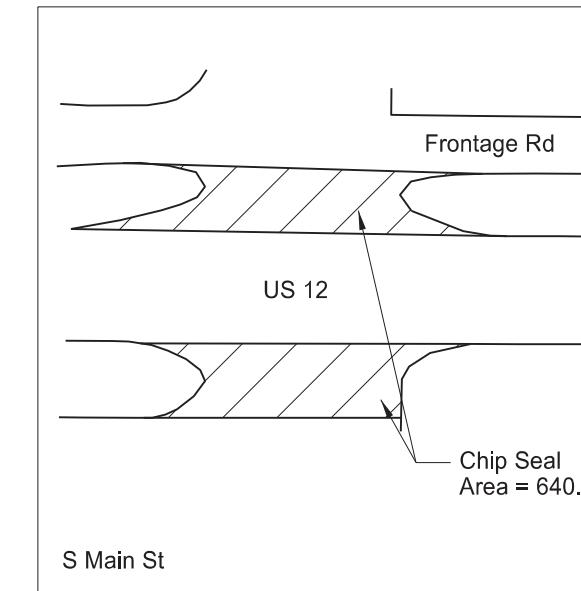
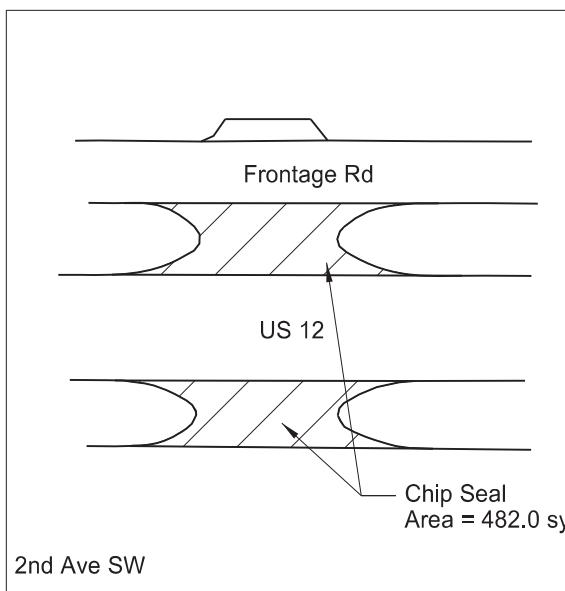
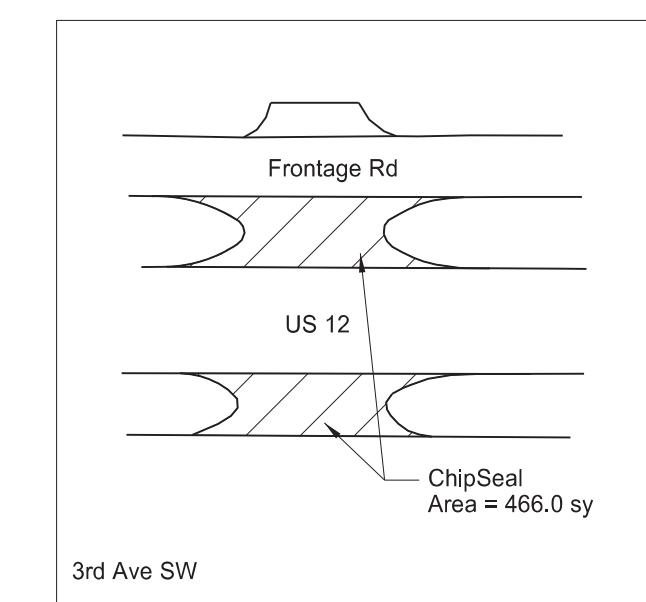
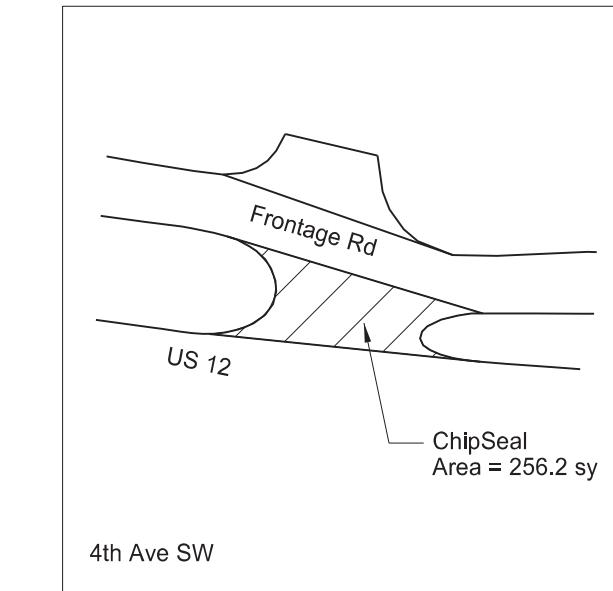
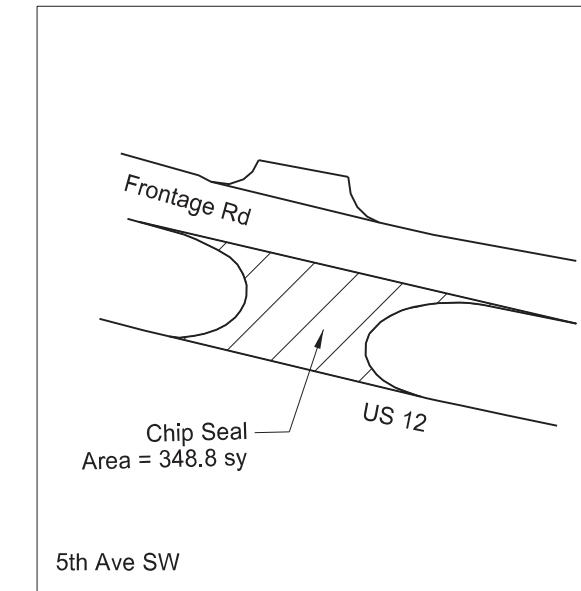
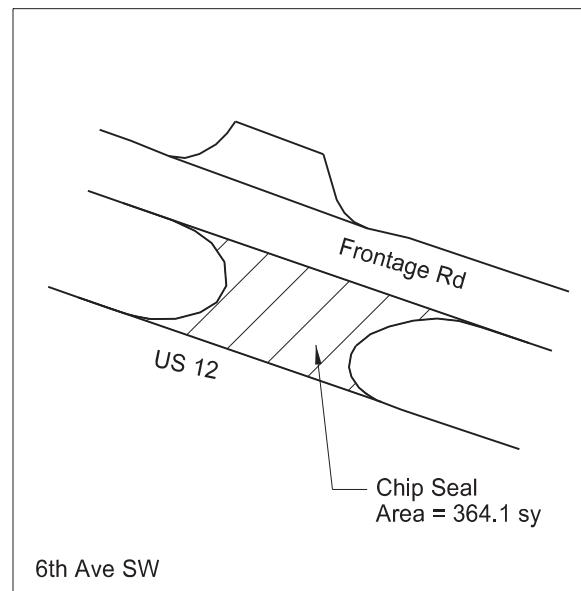
Seal Coat

Rhame to Bowman





STATE	PROJECT NO.	SECTION NO.	SHEET NO.
		ND	NH-5-012(058)020

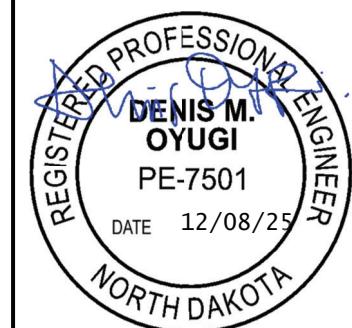


Seal Coat  
(Federal/State Funds)

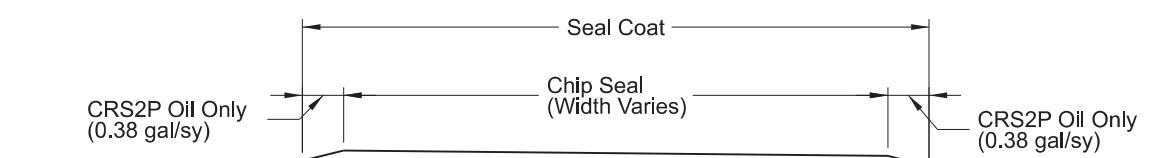
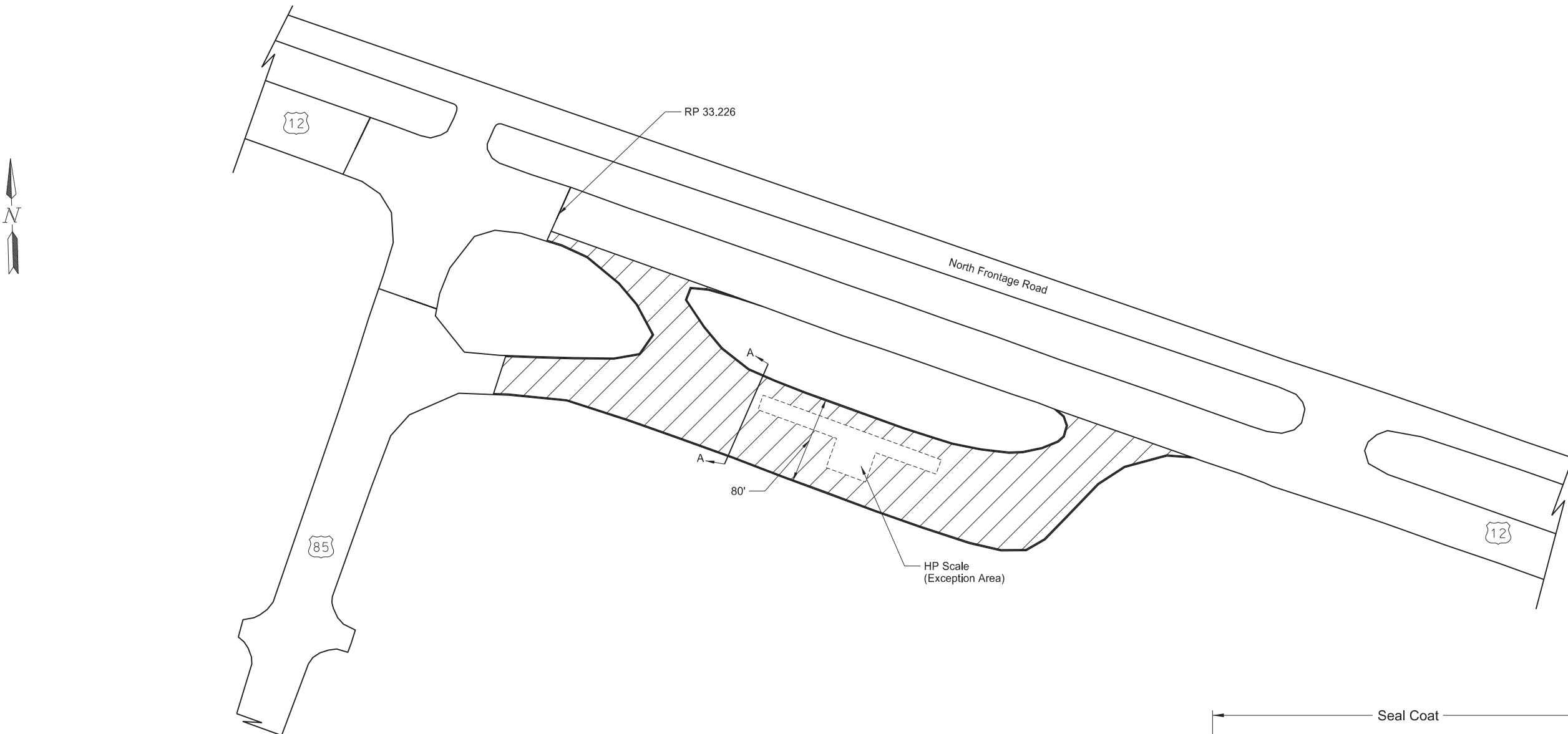
#### Urban Approach Quantity Summary

Material	Unit	Total
Seal Coat	SY	3,676
**Cover Coat Material CL41 @ 25 lbs/SY	Ton	46
**CRS2P Emulsified Asphalt @ 0.38 Gal/SY	Gal	1,397
**Fog Seal @ 0.06 Gal/SY	Gal	-
**Cover Coat Area = 3,676 SY		
**For informational purposes only, quantity included and paid for under "Seal Coat"		

Urban Approaches  
Seal Coat  
Rhame to Bowman



	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-5-012(058)020	20	5	



Section A-A



Seal Coat

Chip Seal = 5071 SY  
CRS2P Oil Only = 204 SY

Weigh Station Quantity Summary		
Material	Unit	Total
Seal Coat	SY	5,275
**Cover Coat Material CL41 @ 25 lbs/SY	Ton	63
**CRS2P Emulsified Asphalt @ 0.38 Gal/SY	Gal	2,005

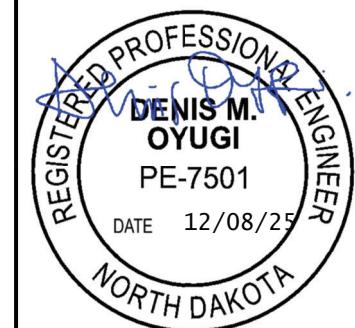
\*\*Cover Coat Area = 5071 SY

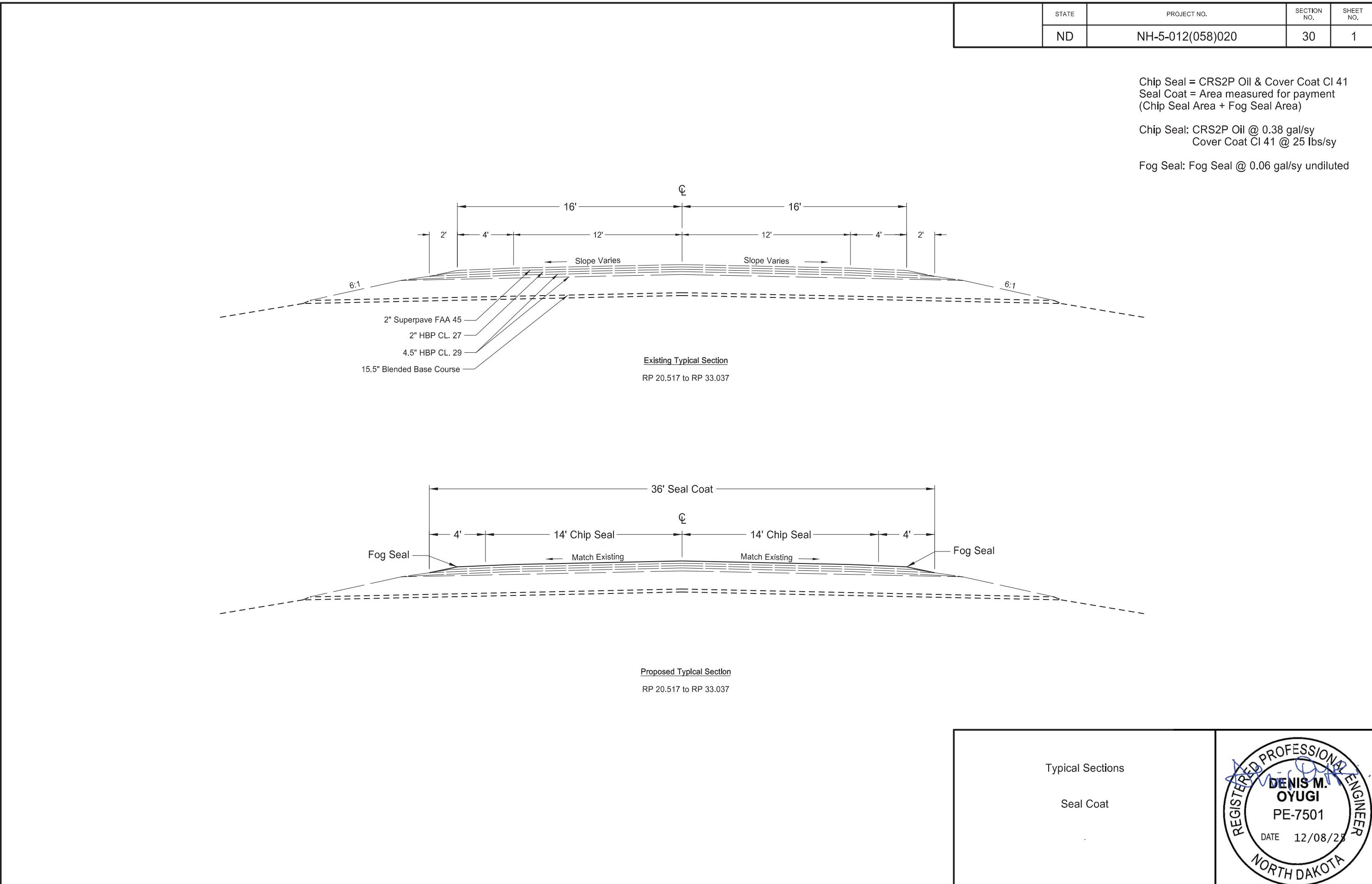
\*\*For informational purposes only, quantity included and paid for under "Seal Coat"

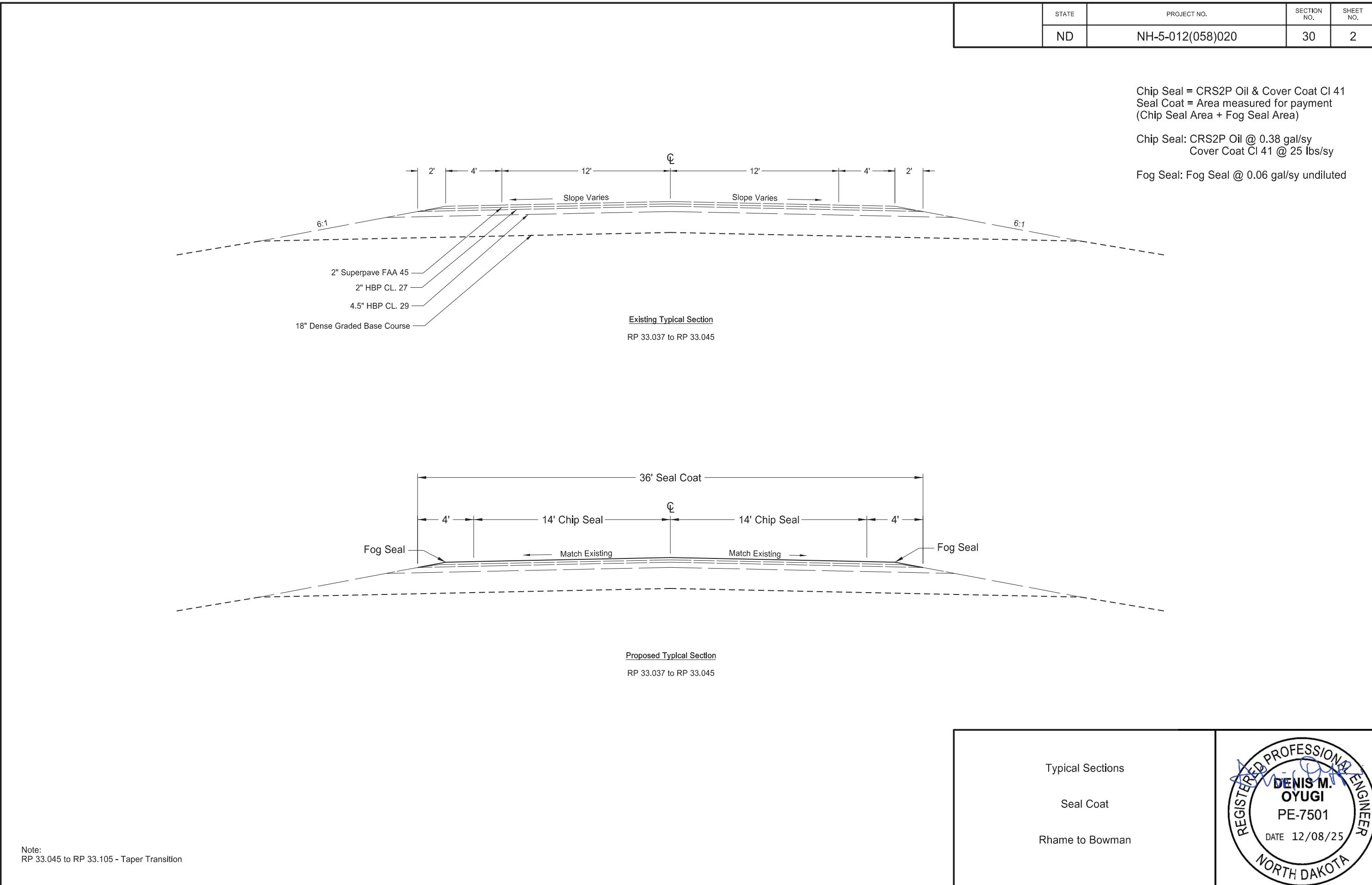
HP Scale

Seal Coat

Rhame to Bowman





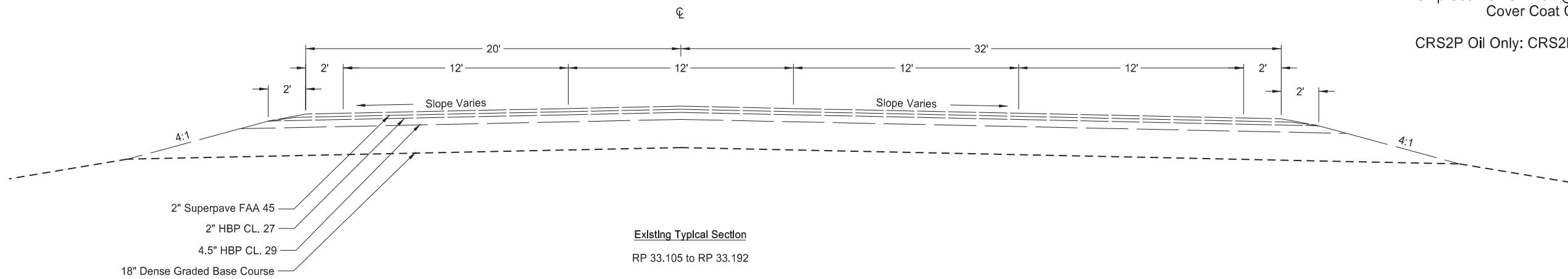


	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
		ND	NH-5-012(058)020	30

Chip Seal = CRS2P Oil & Cover Coat CI 41  
Seal Coat = Area measured for payment  
(Chip Seal Area + CRS2P Oil Only Area)

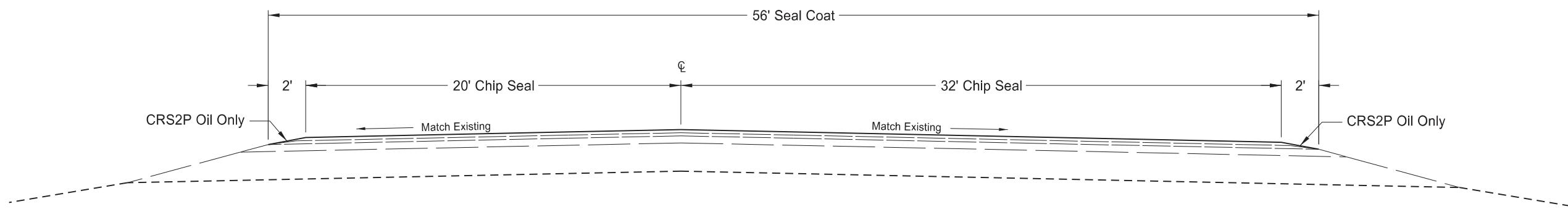
Chip Seal: CRS2P Oil @ 0.38 gal/sy  
Cover Coat CI 41 @ 25 lbs/sy

CRS2P Oil Only: CRS2P Oil @ 0.38 gal/sy



### Existing Typical S

RP 33.105 to RP 33



### Proposed Typical Se

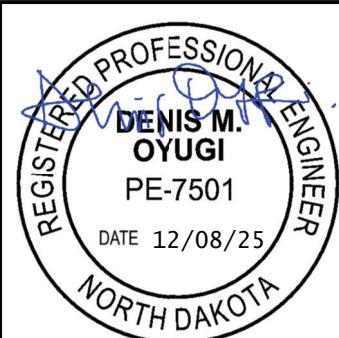
RP 33.105 to RP 33

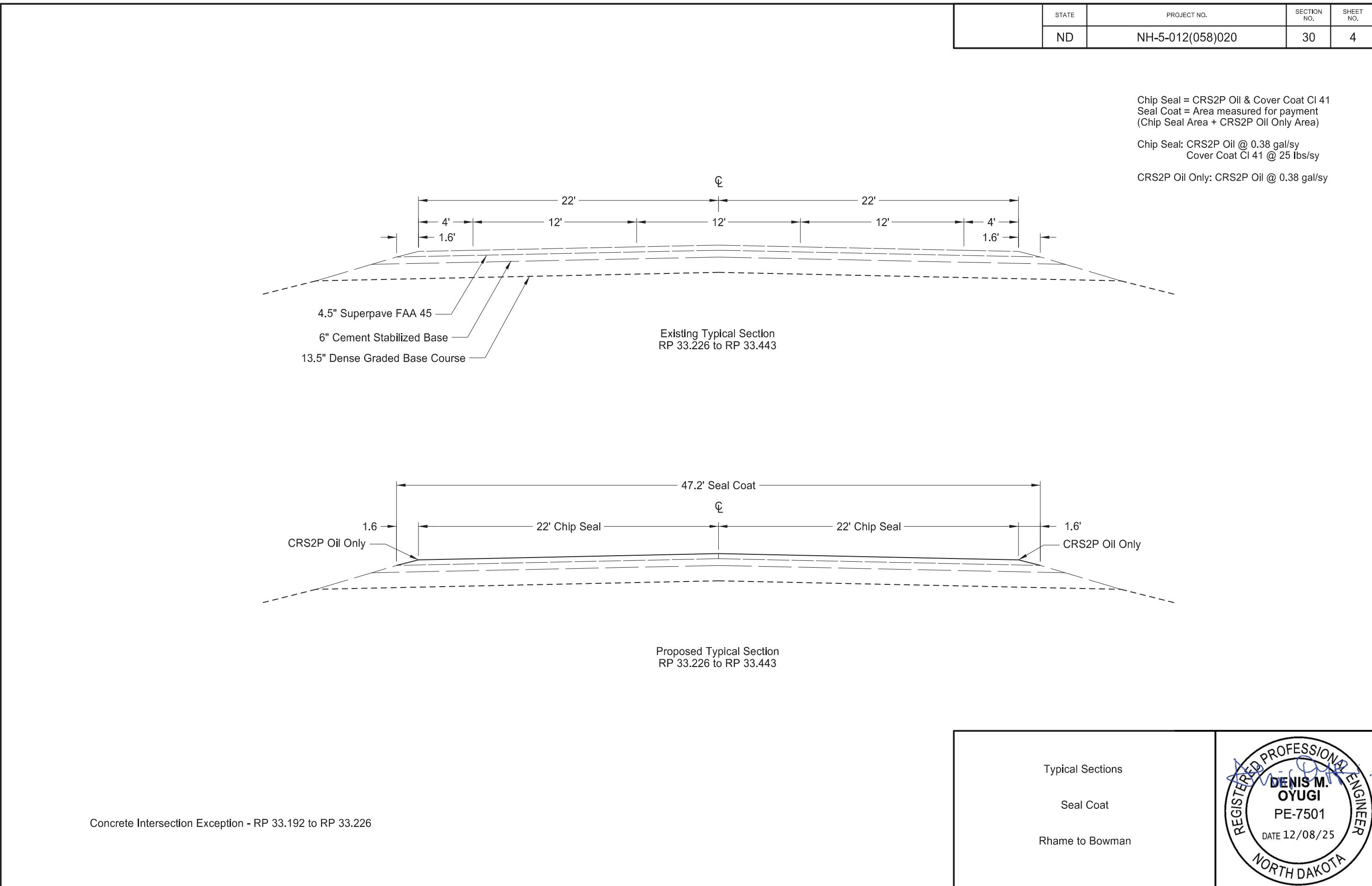
Note:  
RP 33.045 to RP 33.105 - Taper Transition

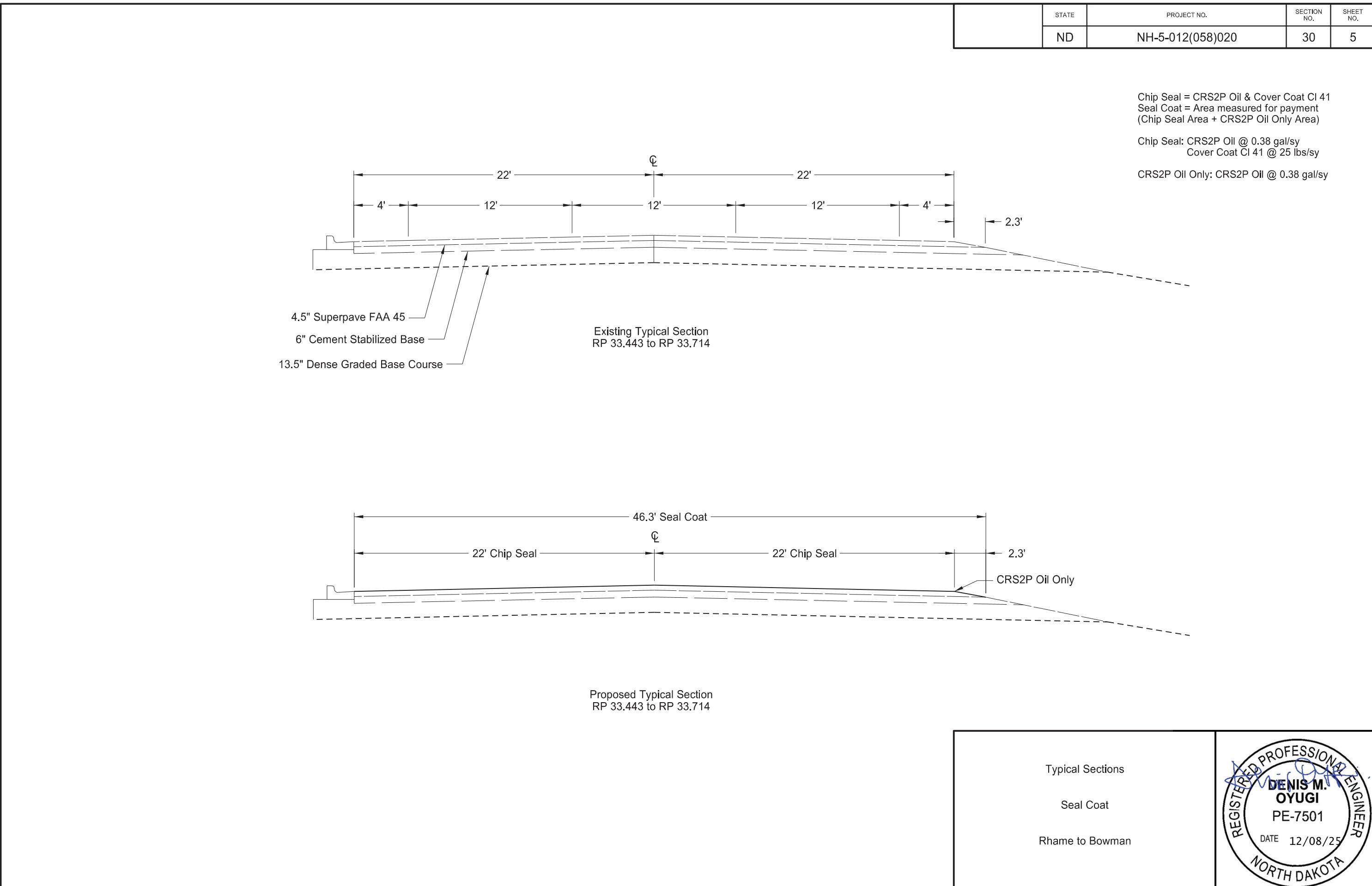
## Typical Sections

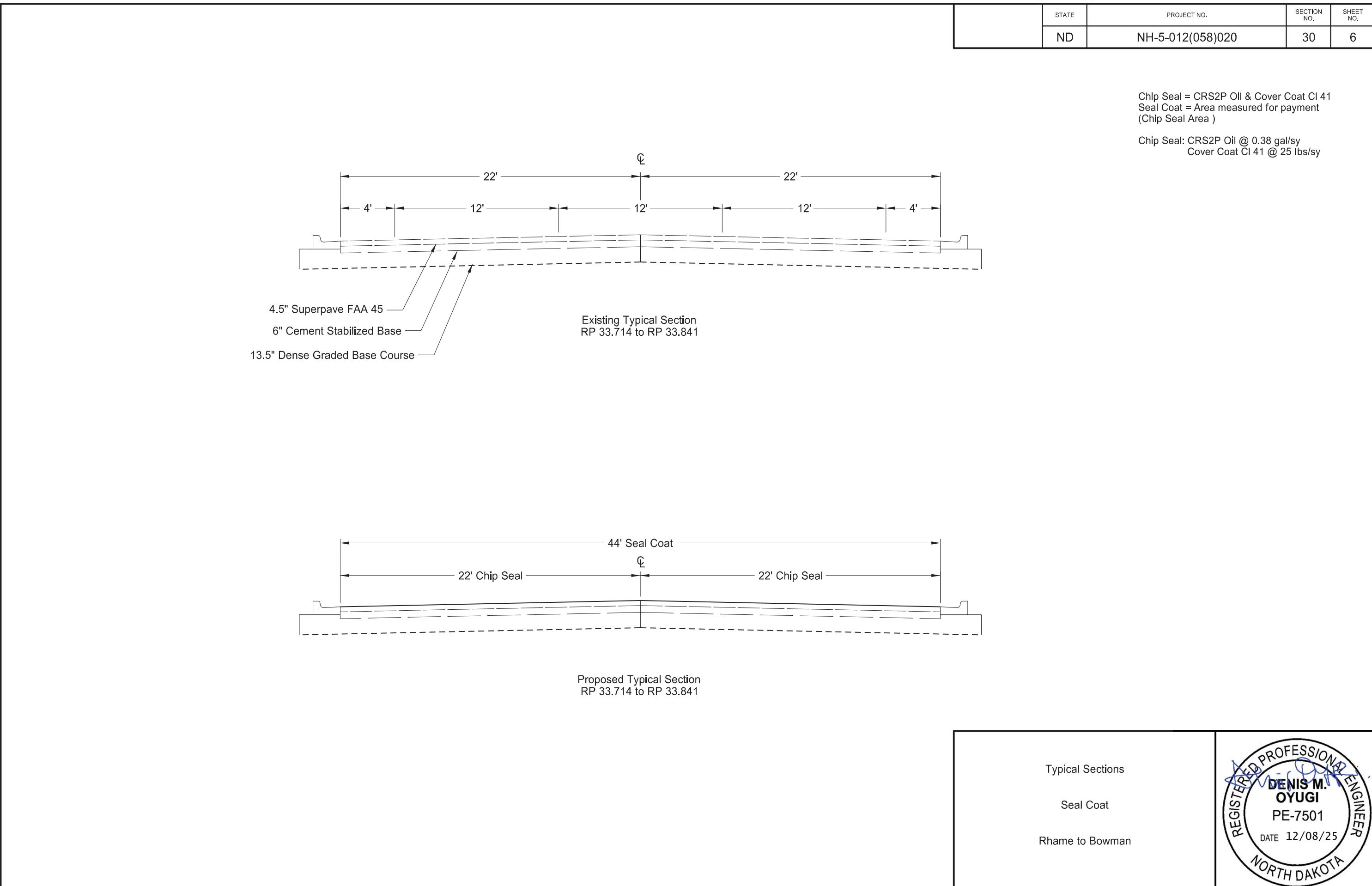
## Seal Coat

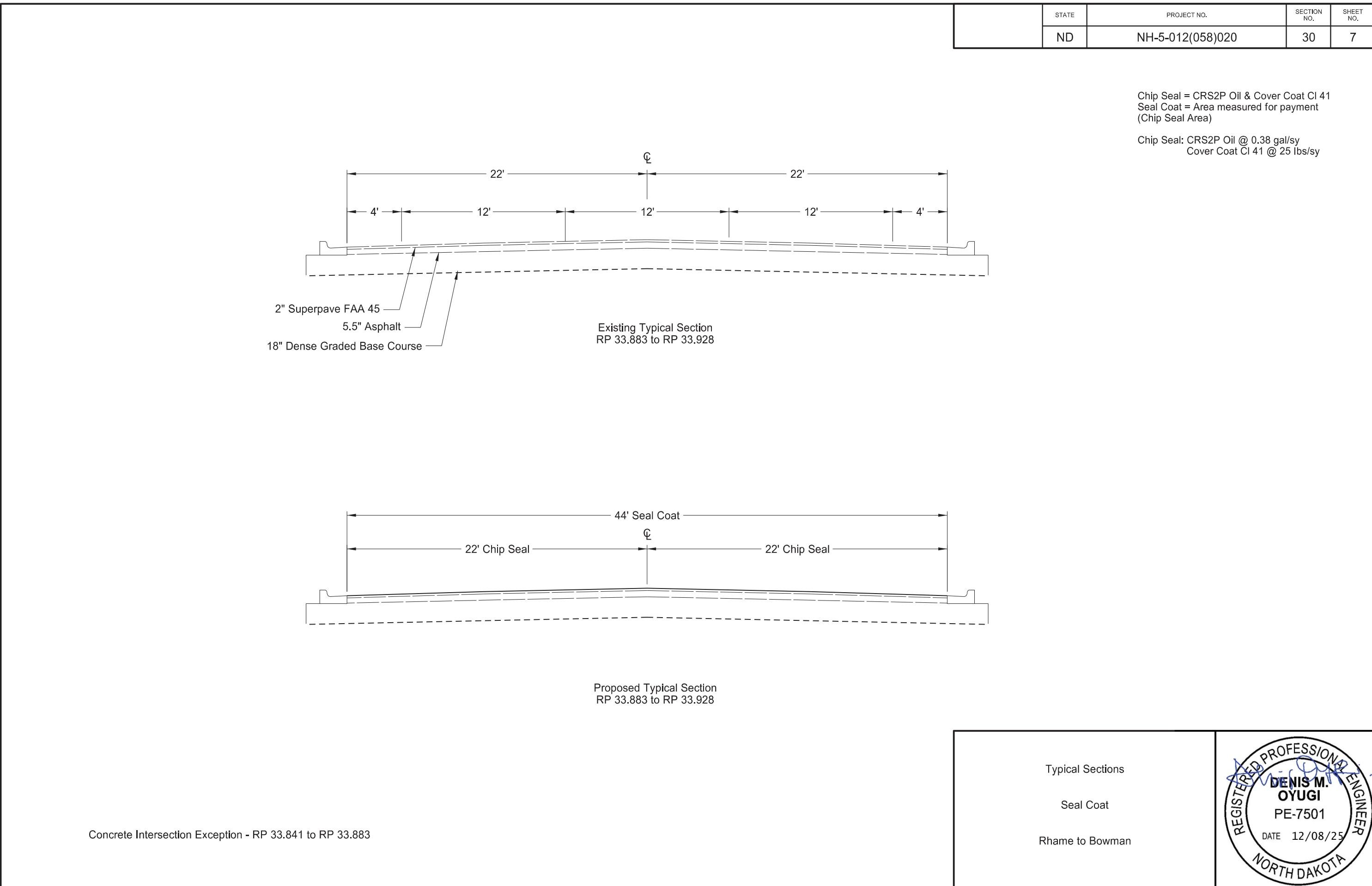
## Rhame to Bowman

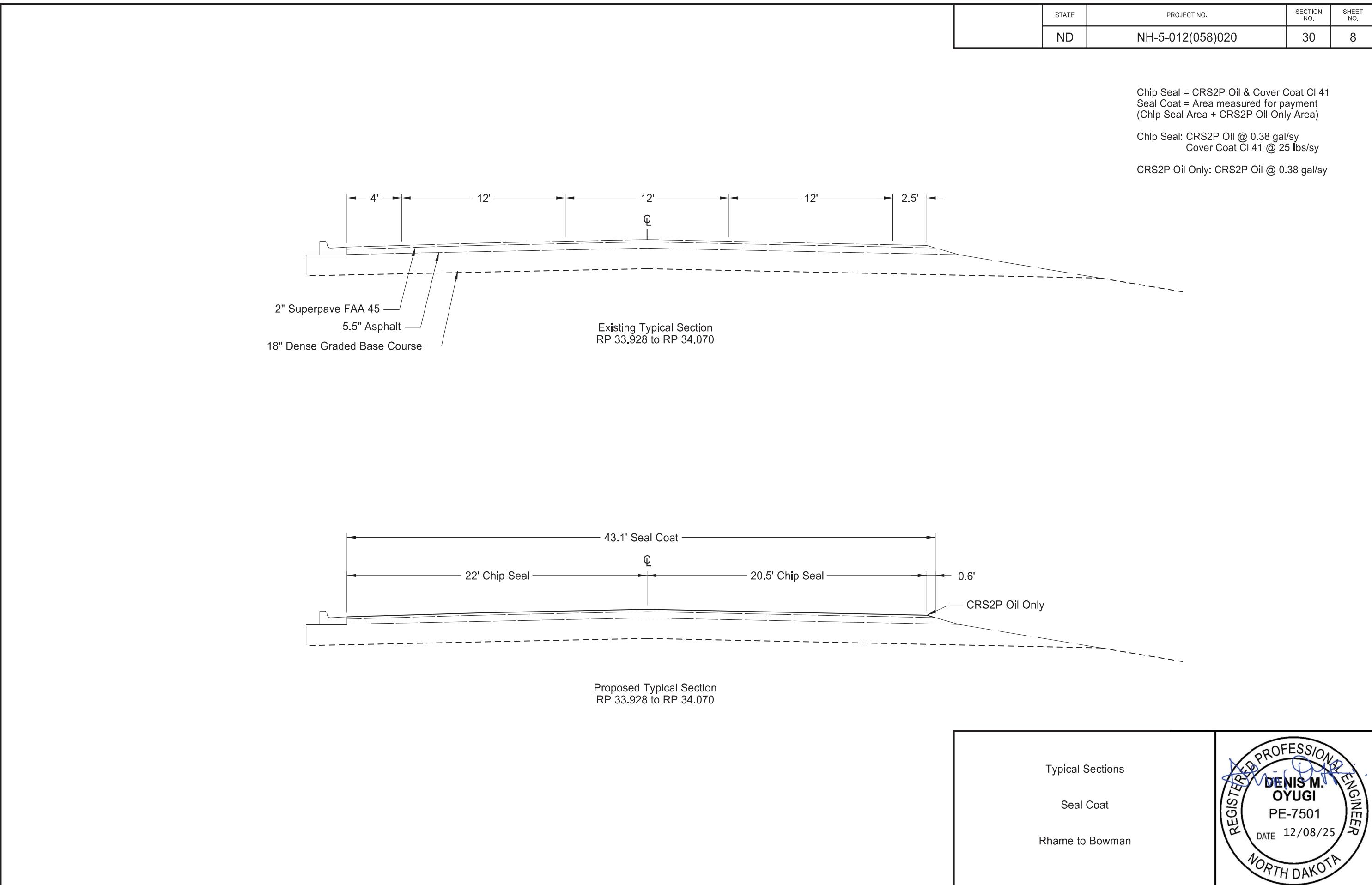


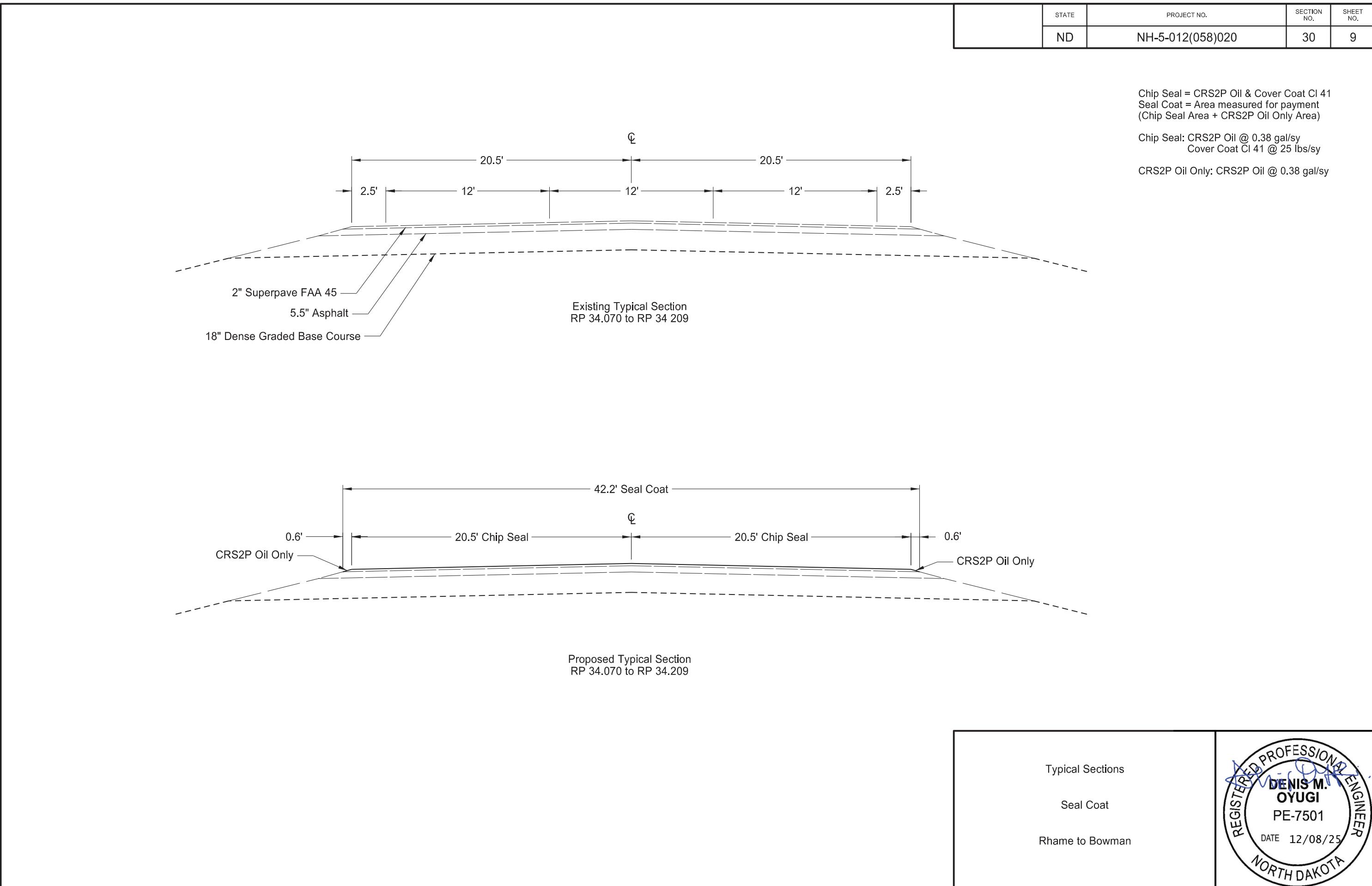




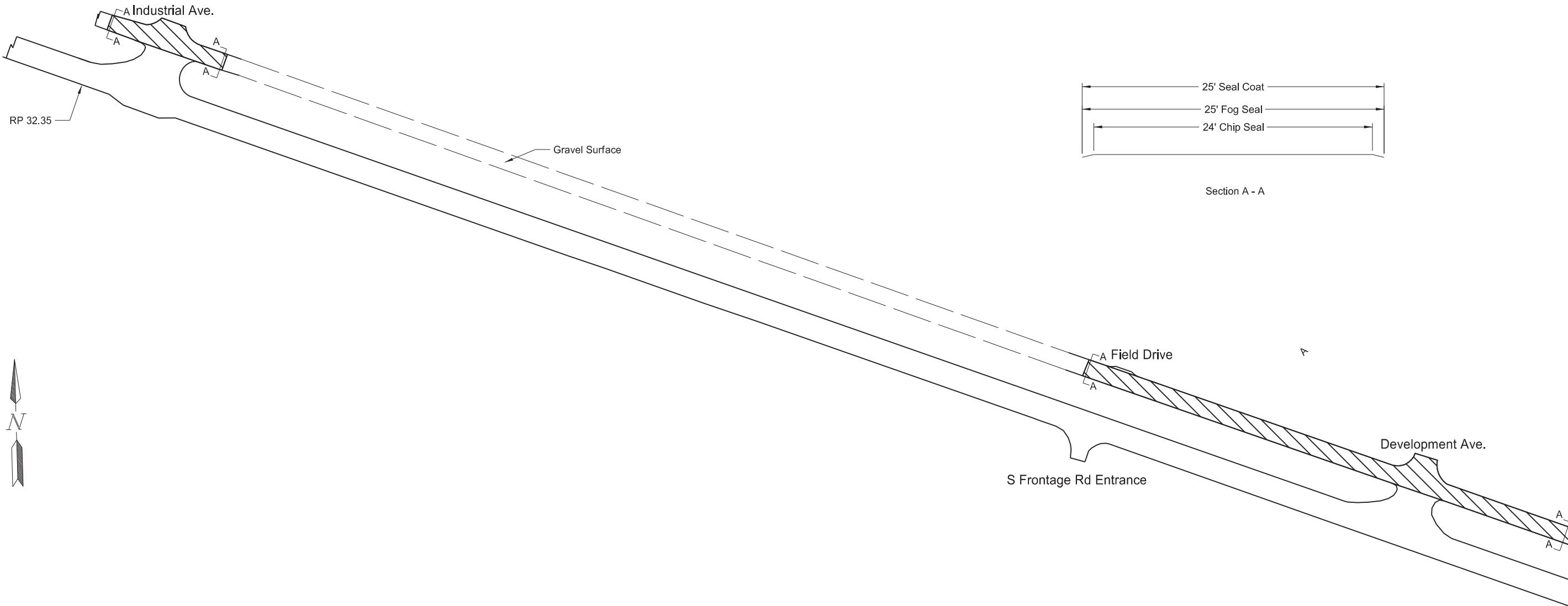








	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-5-012(058)020	90	1	



 Seal Coat (City Funds)

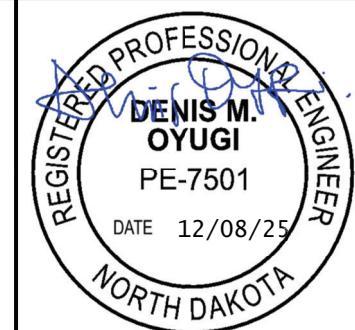
Frontage Road Quantity Summary		
Material	Unit	Total
Seal Coat	SY	3,025
**Cover Coat Material CL41 @ 25 lbs/SY	Ton	37
**CRS2P Emulsified Asphalt @ 0.38 Gal/SY	Gal	1,117
**Fog Seal @ 0.06 Gal/SY	Gal	182

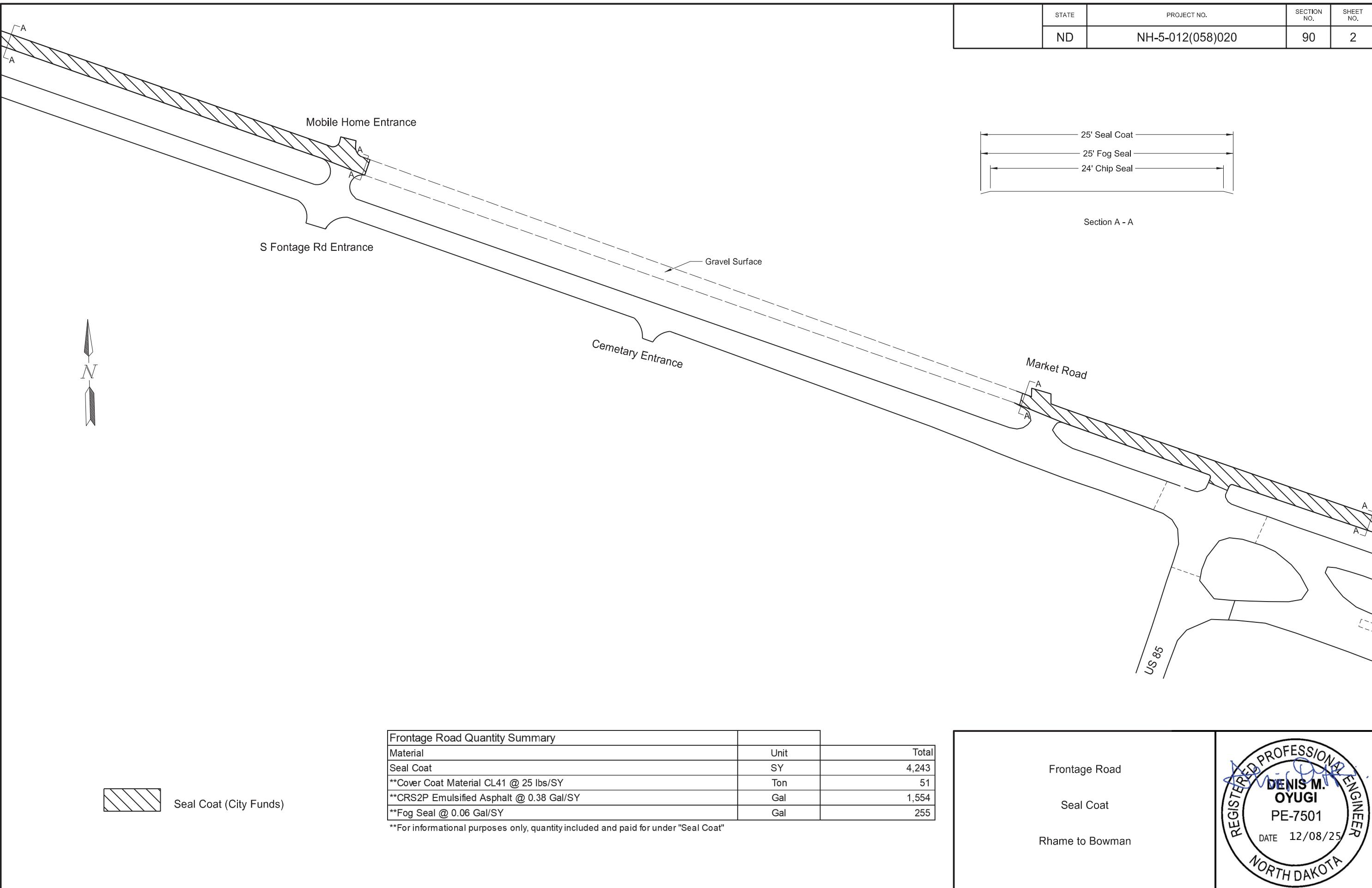
\*\*For informational purposes only, quantity included and paid for under "Seal Coat"

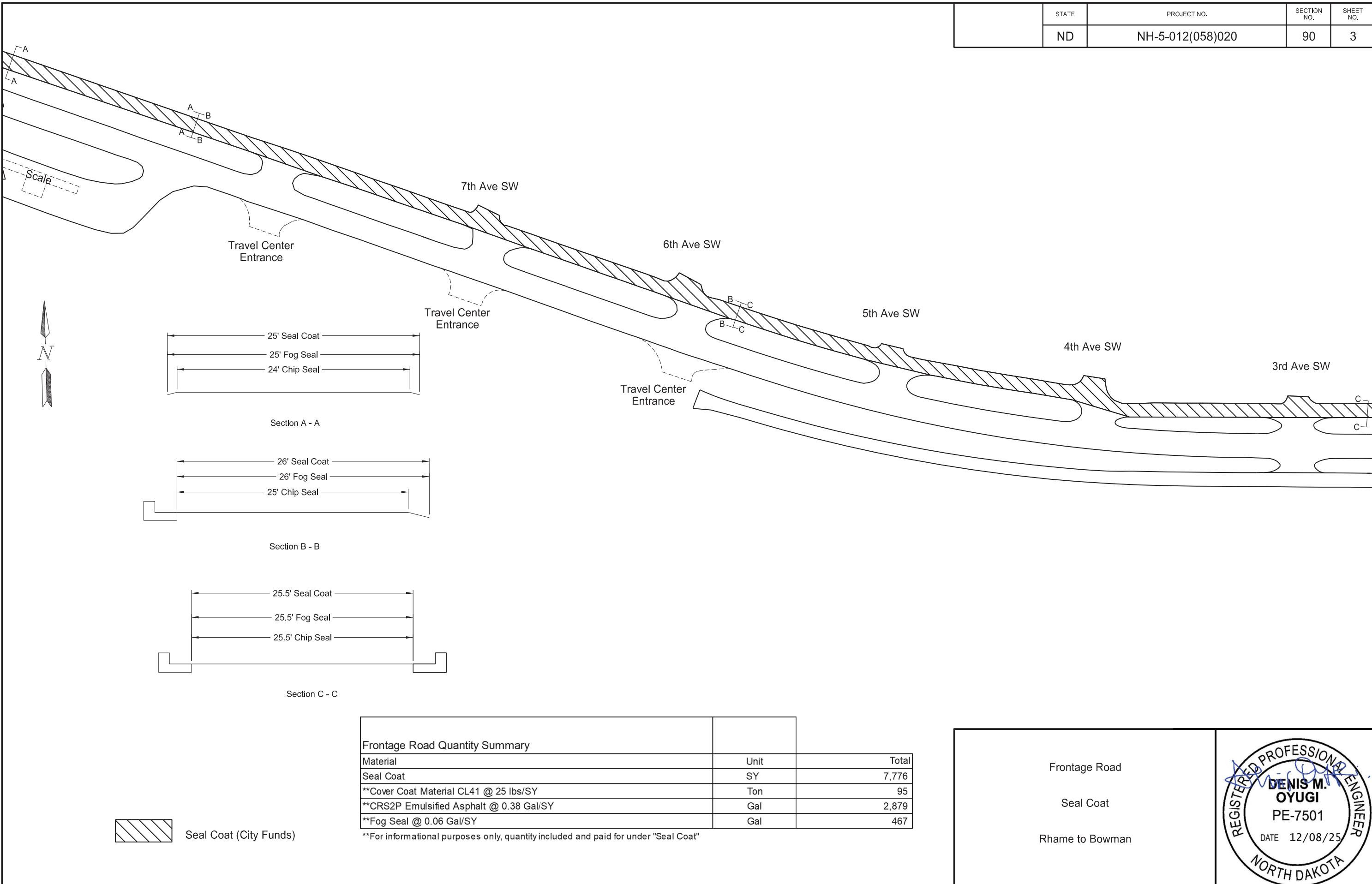
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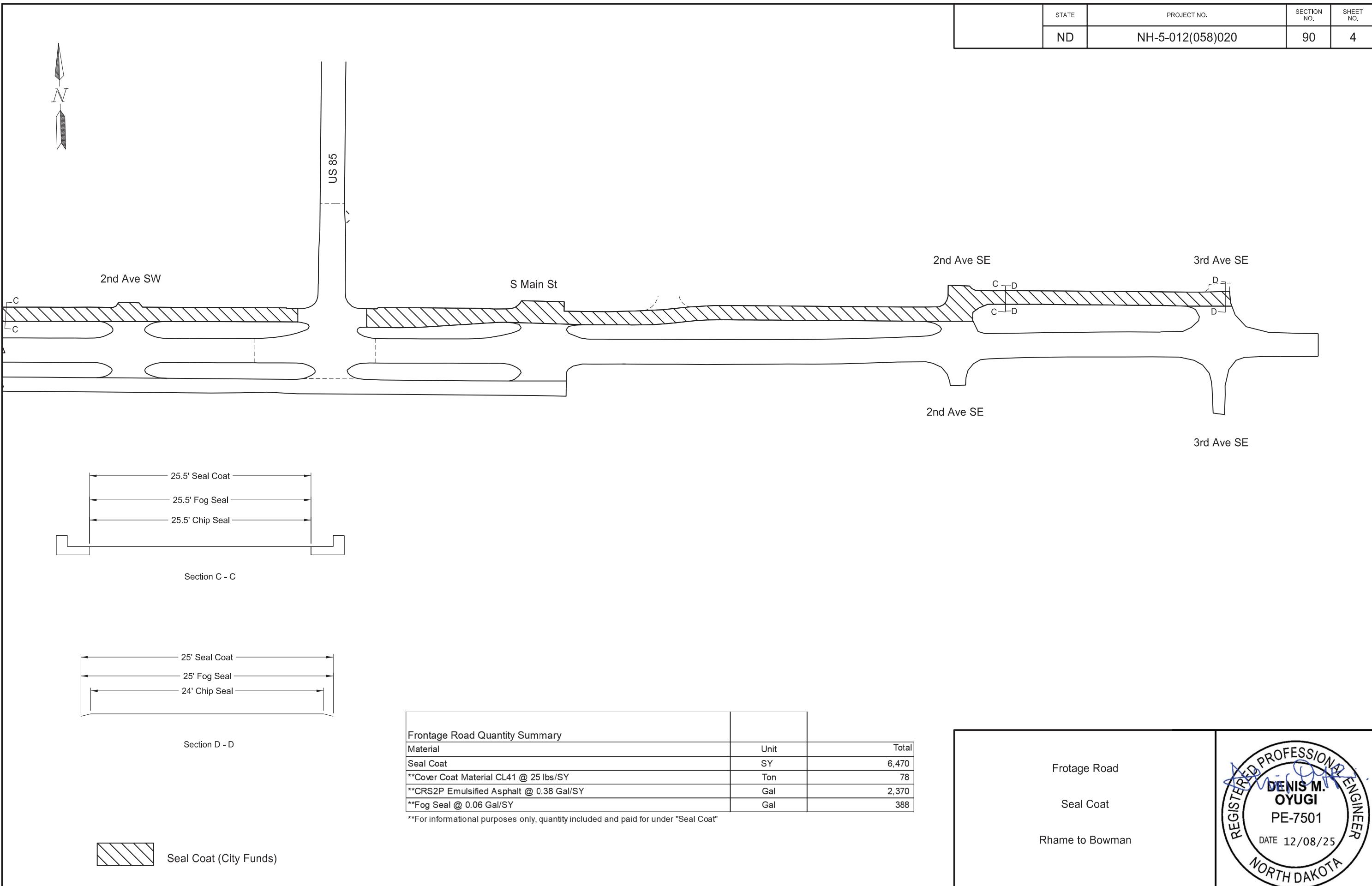
Seal Coat

Rhame to Bowman



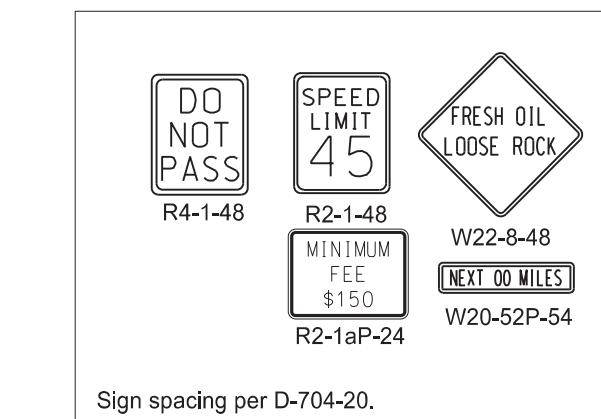
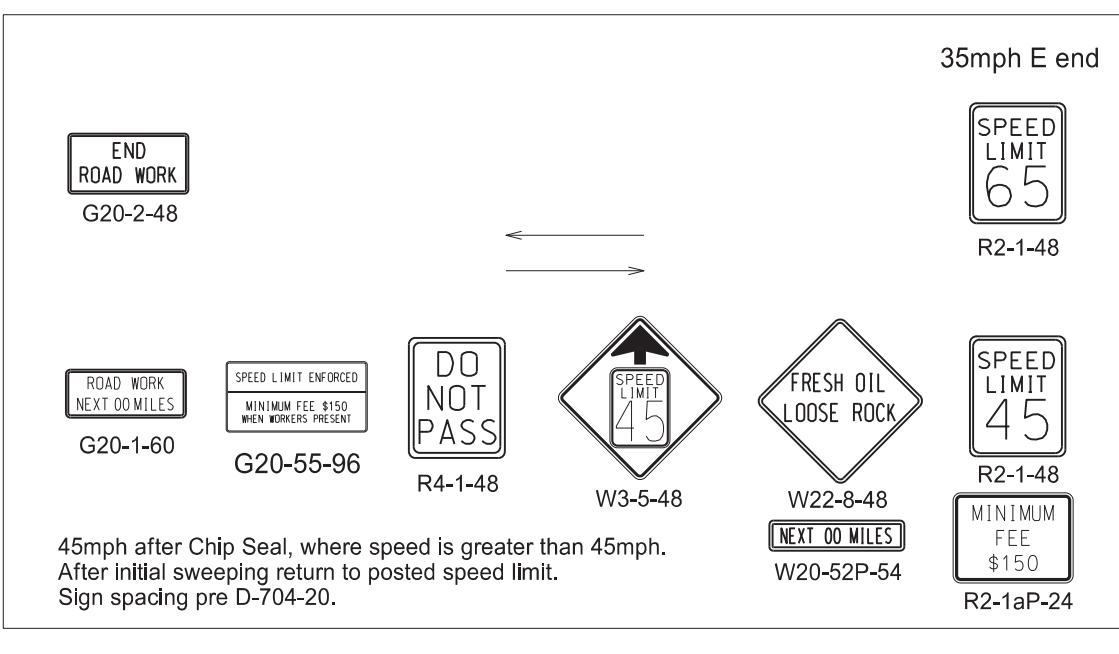
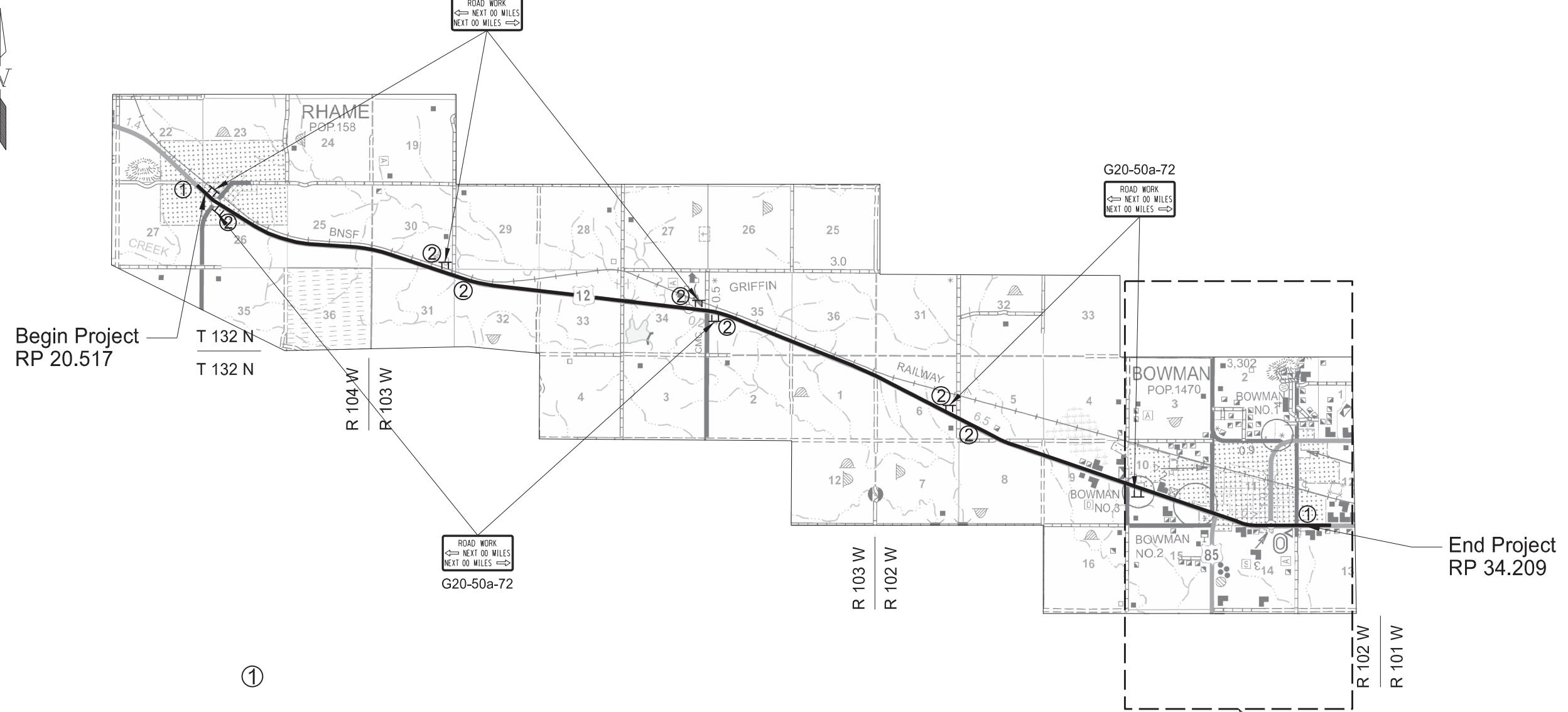






							STATE	PROJECT NO.	SECTION NO.	HEET NO.		
							ND	NH-5-012(058)020		100	1	
SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL		SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
E5-1-48	48"x48"	EXIT GORE		35	35		W21-6-48	48"x48"	SURVEY CREW		35	
G20-1-60	60"x24"	ROAD WORK NEXT <u>  </u> MILES	2	28	56		W21-50-48	48"x48"	BRIDGE PAINTING AHEAD or <u>  </u> FT		35	
G20-1b-60	60"x24"	NO WORK IN PROGRESS (Sign and installation only)			18		W21-51-48	48"x48"	MATERIAL ON ROADWAY		35	
G20-2-48	48"x24"	END ROAD WORK	2	26	52		W21-52-48	48"x48"	PAVEMENT BREAKS		35	
G20-4-36	36"x18"	PILOT CAR FOLLOW ME (Mounted to back of pilot car)			18		W21-53-48	48"x48"	RUMBLE STRIPS AHEAD		35	
G20-4b-36	36"x30"	WAIT FOR PILOT CAR			18		W22-8-48	48"x48"	FRESH OIL LOOSE ROCK	9	35	315
G20-50a-72	72"x36"	ROAD WORK NEXT <u>  </u> MILES RT & LT ARROWS	29	43	1247		W24-1-48	48"x48"	DOUBLE REVERSE CURVE		35	
G20-52a-72	72"x24"	ROAD WORK NEXT <u>  </u> MILES RT or LT ARROW			36							
G20-55-96	96"x48"	SPEED LIMIT ENFORCED - MINIMUM FEE \$150 WHEN WORKERS PRESENT	2	59	118							
M1-1-36	36"x36"	INTERSTATE ROUTE MARKER (Post and installation only)			11							
M1-4-24	24"x24"	U.S. ROUTE MARKER (Post and installation only)			10							
M1-5-24	24"x24"	STATE ROUTE MARKER (Post and installation only)			10							
M3-1-24	24"x12"	NORTH (Mounted on route marker post)			7							
M3-2-24	24"x12"	EAST (Mounted on route marker post)			7							
M3-3-24	24"x12"	SOUTH (Mounted on route marker post)			7							
M3-4-24	24"x12"	WEST (Mounted on route marker post)			7							
M4-8-24	24"x12"	DETOUR (Mounted on route marker post)			7							
M4-9-30	30"x24"	DETOUR ARROW RIGHT or LEFT/AHD AND RT or LT			15							
M4-10-48	48"x18"	DETOUR (INSIDE ARROW) RIGHT or LEFT (Mounted on barricade)			7							
M5-1-21	21"x15"	ADVANCE TURN ARROW RT or LT(Mounted on route marker post)			7							
M5-1-30	30"x21"	ADVANCE TURN ARROW RT or LT(Mounted on route marker post)			9							
M6-1-21	21"x15"	DIRECTIONAL ARROW RT or LT (Mounted on route marker post)			7							
M6-1-30	30"x21"	DIRECTIONAL ARROW RT or LT (Mounted on route marker post)			9							
M6-3-21	21"x15"	DIRECTIONAL ARROW UP (Mounted on route marker post)			7							
R1-1-48	48"x48"	STOP			32							
R1-2-60	60"x60"	YIELD			29							
R2-1-36	36"x48"	SPEED LIMIT <u>  </u> (Portable only)			30							
R2-1-48	48"x60"	SPEED LIMIT <u>  </u>	17	39	663							
R2-1aP-24	24"x18"	MINIMUM FEE \$150 (Mounted on Speed Limit post)	15	10	150							
R3-2-48	48"x48"	NO LEFT TURN			35							
R4-1-48	48"x60"	DO NOT PASS	9	39	351							
R4-7-48	48"x60"	KEEP RIGHT			39							
R5-1-48	48"x48"	DO NOT ENTER			35							
R6-1-54	54"x18"	ONE WAY RIGHT or LEFT (Mounted on STOP or DO NOT ENTER post)			14							
R7-1-12	12"x18"	NO PARKING ANY TIME			11							
R10-6-24	24"x36"	STOP HERE ON RED			16							
R11-2-48	48"x30"	ROAD CLOSED (Mounted on barricade)			12							
R11-2a-48	48"x30"	STREET CLOSED (Mounted on barricade)			12							
R11-3a-60	60"x30"	ROAD CLOSED <u>  </u> MILES AHEAD LOCAL TRAFFIC ONLY (Mtd on barricade)			15							
R11-3c-60	60"x30"	STREET CLOSED <u>  </u> MILES AHEAD LOCAL TRAFFIC ONLY (Mtd on barricade)			15							
R11-4a-60	60"x30"	STREET CLOSED TO THRU TRAFFIC (Mounted on barricade)			15							
W1-3-48	48"x48"	REVERSE TURN RIGHT or LEFT			35							
W1-4-48	48"x48"	REVERSE CURVE RIGHT or LEFT			35							
W1-4b-48	48"x48"	TWO LANE REVERSE CURVE RIGHT or LEFT			35							
W1-6-48	48"x24"	ONE DIRECTION LARGE ARROW			26							
W3-1-48	48"x48"	STOP AHEAD			35							
W3-3-48	48"x48"	SIGNAL AHEAD			35							
W3-4-48	48"x48"	BE PREPARED TO STOP			35							
W3-5-48	48"x48"	SPEED REDUCTION AHEAD	2	35	70							
W4-2-48	48"x48"	LANE ENDS RIGHT or LEFT			35							
W5-1-48	48"x48"	ROAD NARROWS			35							
W5-8-48	48"x48"	THRU TRAFFIC RIGHT LANE			35							
W5-9-48	48"x48"	ROAD WORK TRAFFIC ONLY DOWN & LT or RT ARROW			35							
W6-3-48	48"x48"	TWO WAY TRAFFIC			35							
W8-1-48	48"x48"	BUMP			35							
W8-3-48	48"x48"	PAVEMENT ENDS			35							
W8-7-48	48"x48"	LOOSE GRAVEL			35							
W8-11-48	48"x48"	UNEVEN LANES			35							
W8-12-48	48"x48"	NO CENTER LINE			35							
W8-17-48	48"x48"	SHOULDER DROP-OFF SYMBOL			35							
W8-53-48	48"x48"	TRUCKS ENTERING HIGHWAY			35							
W8-54-48	48"x48"	TRUCKS ENTERING AHEAD or <u>  </u> FT or <u>  </u> MILE			35							
W8-55-48	48"x48"	TRUCKS CROSSING AHEAD or <u>  </u> FT or <u>  </u> MILE			35							
W8-56-48	48"x48"	TRUCKS EXITING HIGHWAY			35							
W9-3a-48	48"x48"	CENTER LANE CLOSED SYMBOL			35							
W13-1P-30	30"x30"	MPH ADVISORY SPEED PLAQUE (Mounted on warning sign post)			14							
W14-3-64	64"x48"	NO PASSING ZONE			28							
W16-2P-30	30"x24"	FEET PLAQUE (Mounted on warning sign post)			10							
W20-1-48	48"x48"	ROAD WORK AHEAD or <u>  </u> FT or <u>  </u> MILE			35							
W20-2-48	48"x48"	DETOUR AHEAD or <u>  </u> FT or <u>  </u> MILE			35							
W20-3-48	48"x48"	ROAD or STREET CLOSED AHEAD or <u>  </u> FT or <u>  </u> MILE			35							
W20-4-48	48"x48"	ONE LANE ROAD AHEAD or <u>  </u> FT or <u>  </u> MILE			35							
W20-5-48	48"x48"	RIGHT or CENTER or LEFT LANE CLOSED AHEAD or <u>  </u> FT or <u>  </u> MILE			35							
W20-7-48	48"x48"	FLAGGER			35							
W20-8-18	18"x18"	STOP - SLOW PADDLE Back to Back			5							
W20-52P-54	54"x12"	NEXT <u>  </u> MILES (Mounted on warning sign post)	9	12	108							
W21-1-48	48"x48"	WORKERS			35							
W21-2-48	48"x48"	FRESH OIL			35							
W21-3-48	48"x48"	ROAD MACHINERY AHEAD or <u>  </u> FT or <u>  </u> MILE			35							
W21-5-48	48"x48"	SHOULDER WORK			35							
W21-5a-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED			35							
W21-5b-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED AHEAD or <u>  </u> FT or <u>  </u> MILE			35							

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-5-012(058)020	100	2

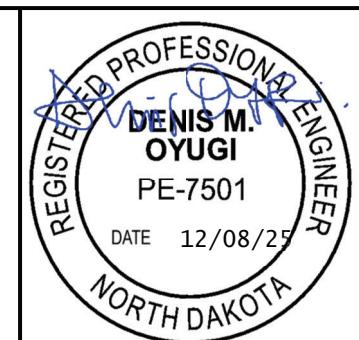


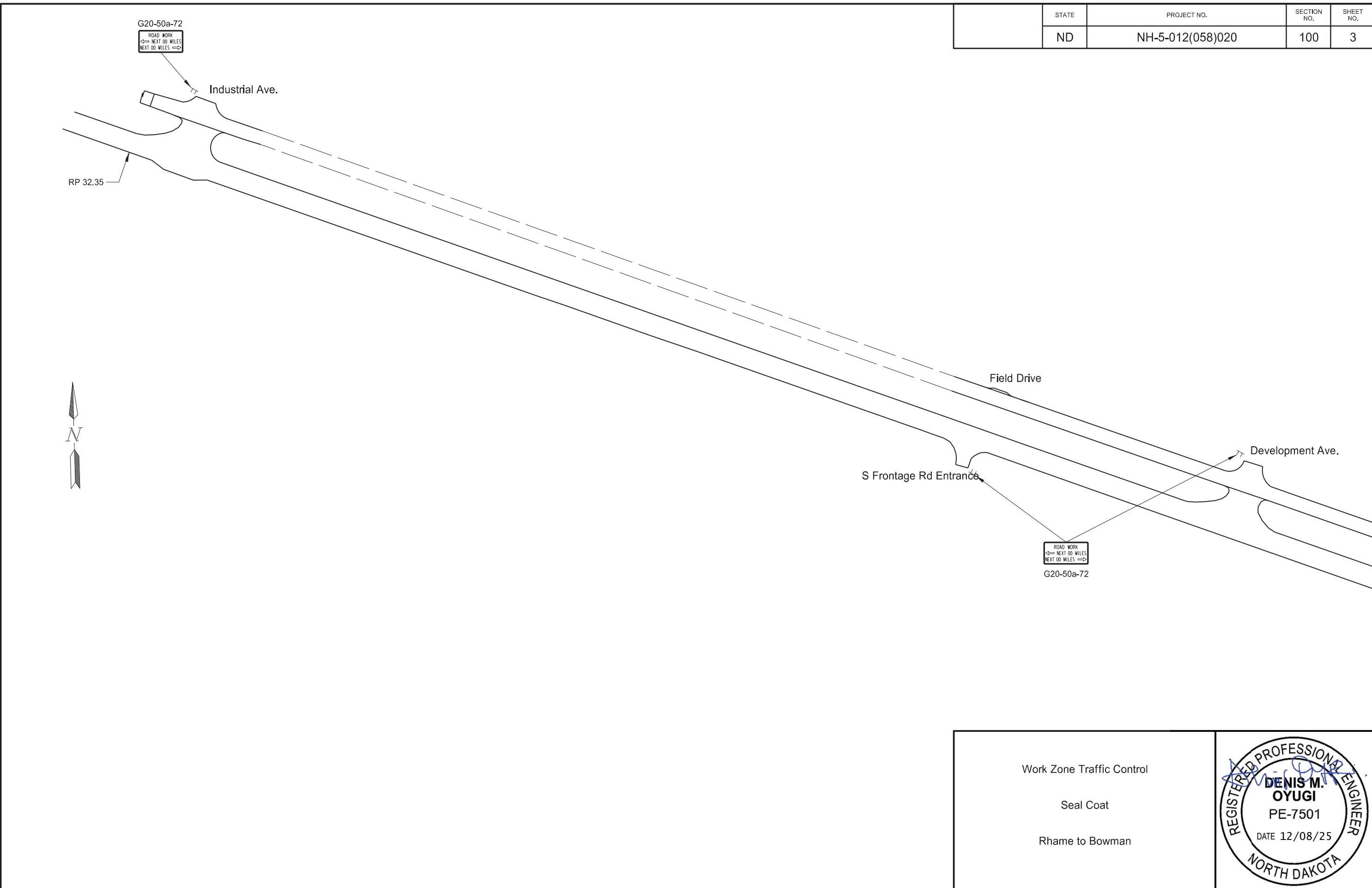
— See Sect 100; Sheets 3, 4, 5 & 6

# Work Zone Traffic Control

## Seal Coat

### Rhame to Bowman

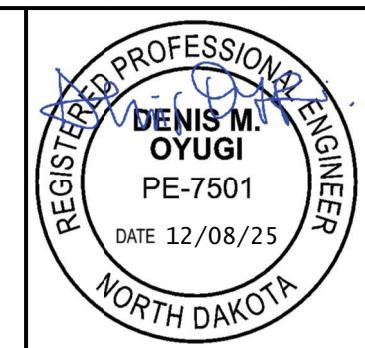


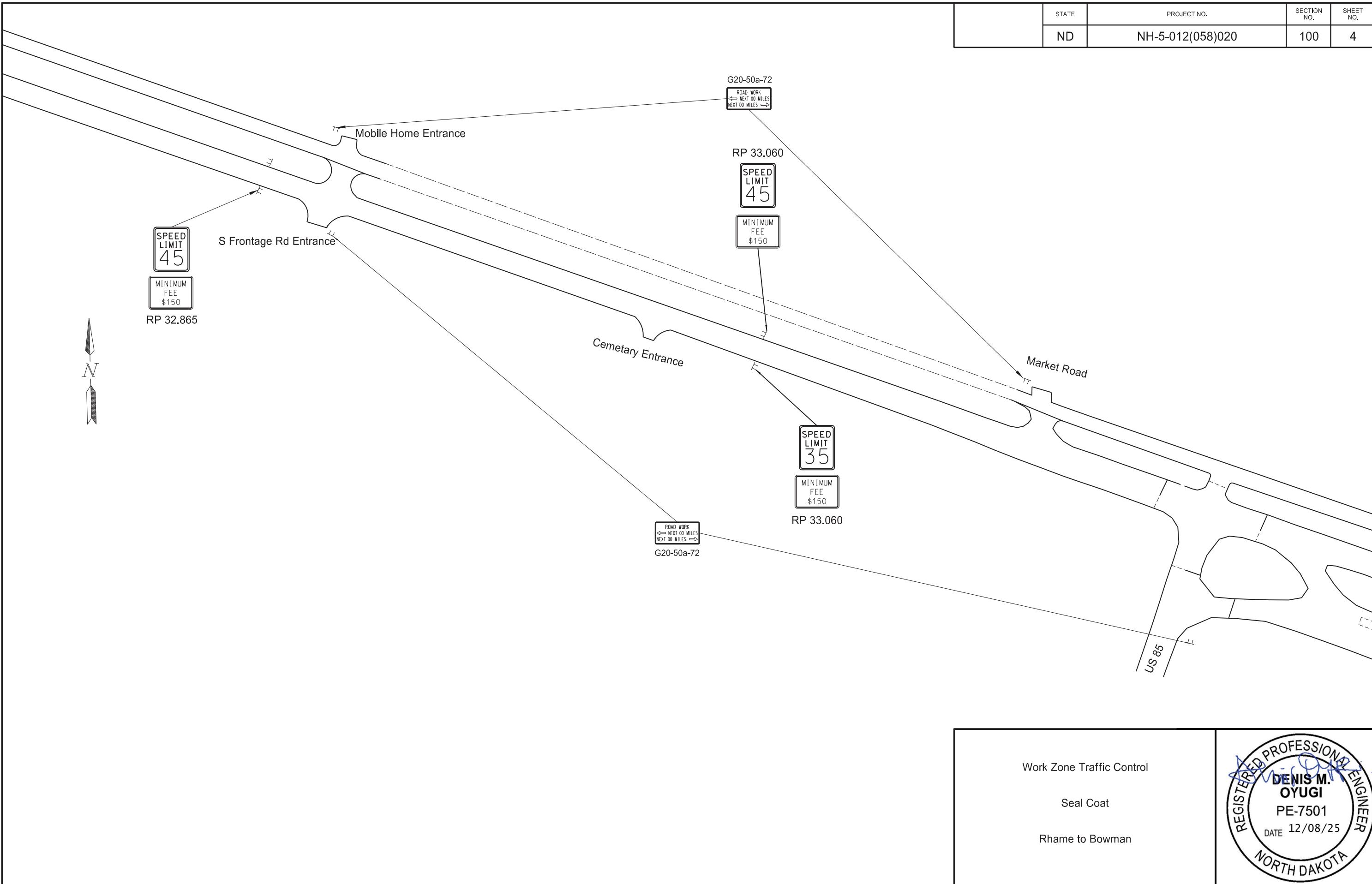


Work Zone Traffic Control

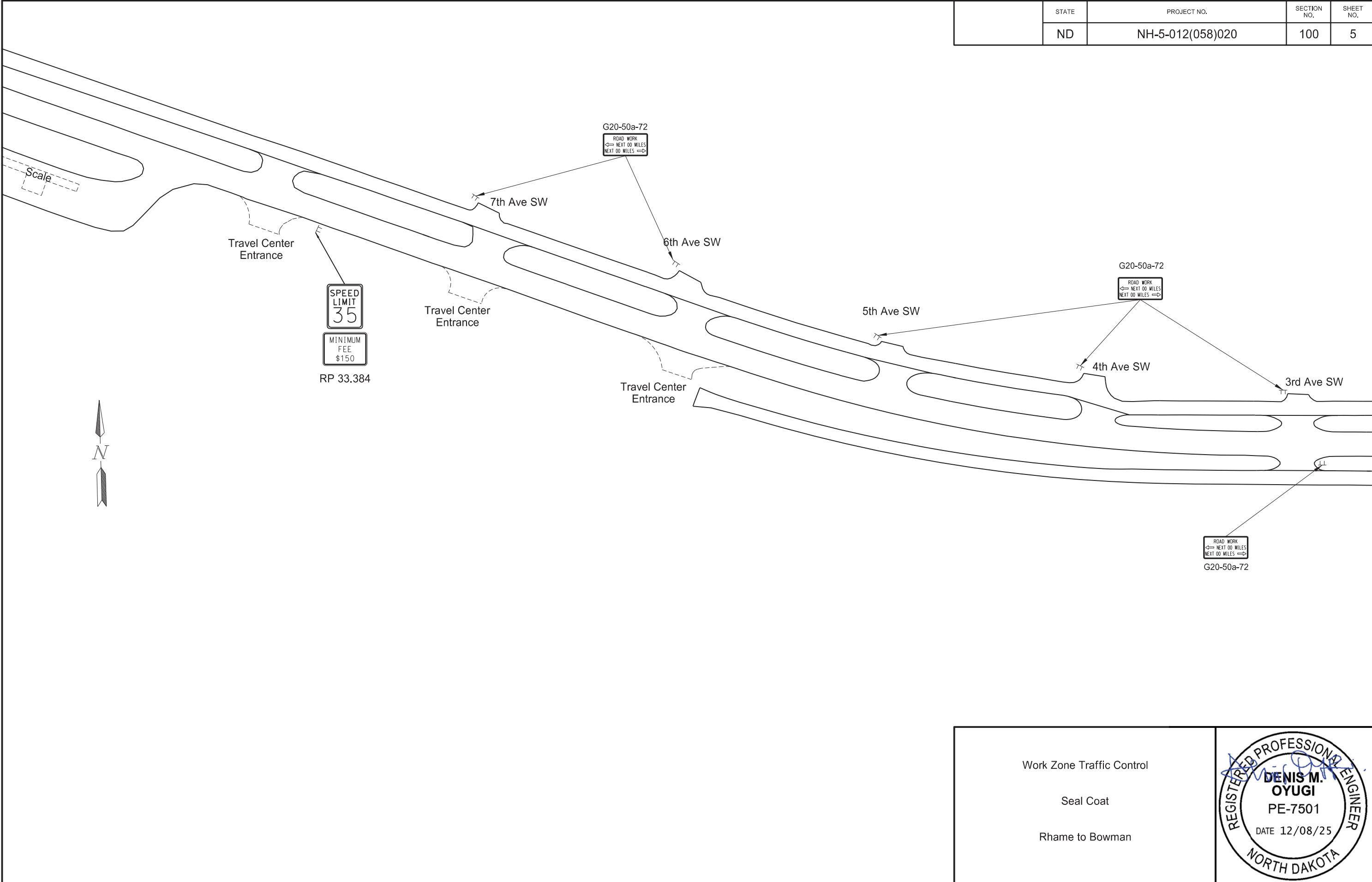
Seal Coat

Rhame to Bowman

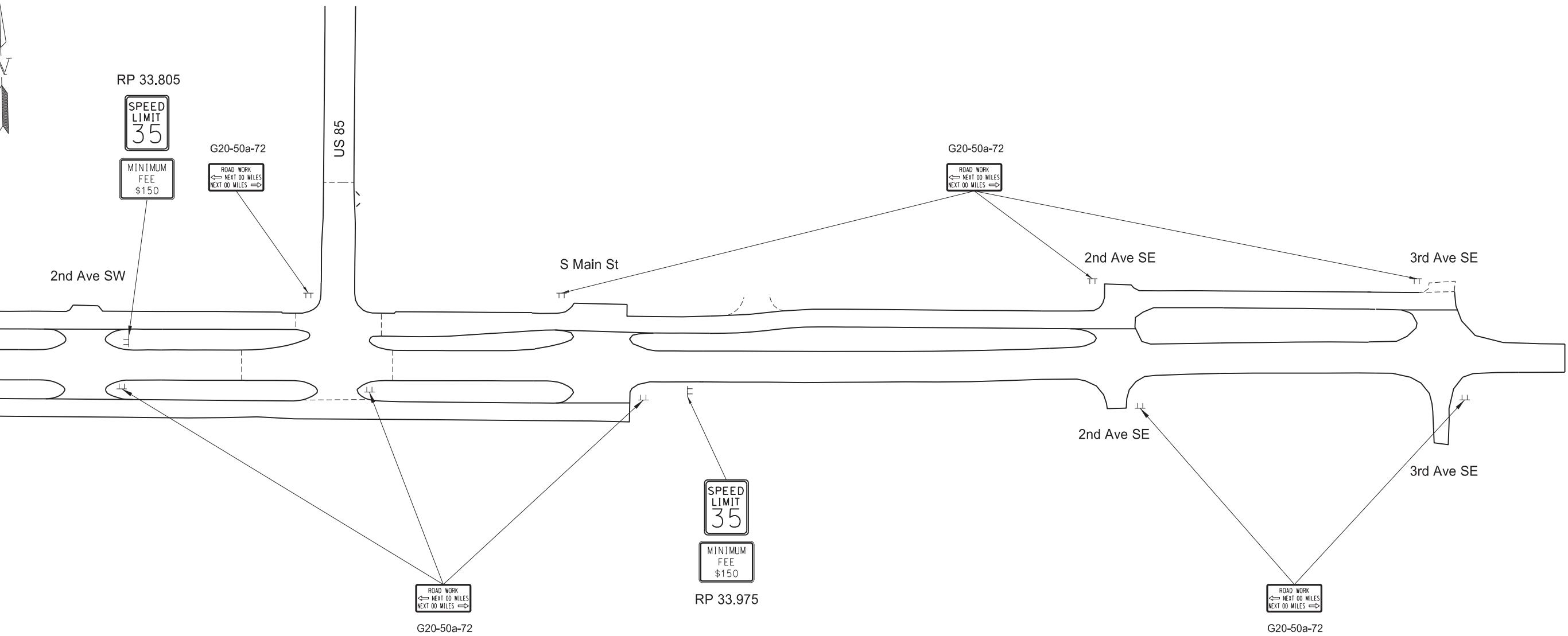




	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-5-012(058)020	100	5



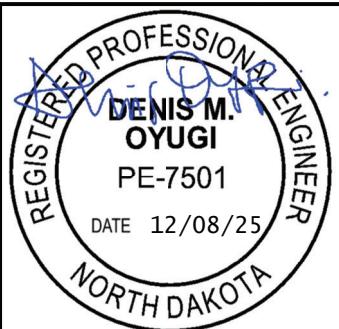
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
		ND	NH-5-012(058)020	100



Work Zone Traffic Control

## Seal Coat

## Rhame to Bowman



## 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
		Calc	calculate	C&G	curb & gutter	Fed	Federal
		CIP	cast iron pipe	CI	curb inlet	FP	feed point
		CB	catch basin	CR	curb ramp	Fn	fence
		CRS	cationic rapid setting	C	cut	Fn P	fence post
Abn	abandoned	C Gd	cattle guard	Dd Ld	dead load	FO	fiber optic
Abut	abutment	C To C	center to center	Defl	deflection	FD	field drive
Adj	adjusted	CL or C	centerline	Defm	deformed	F	fill
Aggr	aggregate	Ch	chain	DInt	delineate	FAA	fine aggregate angularity
Ahd	ahead	Chnlk	chain-link	Dlntr	delineator	FH	fire hydrant
ARV	air release valve	Ch Blk	channel block	Depr	depression	Fl	flange
Align	alignment	Ch Ch	channel change	Desc	description	Flrd	flared
Al	alley	Chk	check	Det	detail	FES	flared end section
Alt	alternate	Chsld	chiseled	DWP	detectable warning panel	F Bcn	flashing beacon
Alum	aluminum	Cir	circle	Dtr	detour	FA	flight auger sample
ADA	Americans with Disabilities Act	Cl	class	Dia or ø	diameter	FL	flow line
&	and	CInt	clean-out	Dir	direction	Ftg	footing
Appr	approach	Clr	clear	Dist	distance	FM	force main
Approx	approximate	Cl&gr	clearing & grubbing	DM	disturbed material	Fnd	found
ACP	asbestos cement pipe	Comb.	combination	DB	ditch block	Fdn	foundation
Asph	asphalt	Coml	commercial	DG	ditch grade	Frac	fractional
AC	asphalt cement	Compr	compression	Dbl	double	Frwy	freeway
Assmd	assumed	CADD	computer aided drafting & design	Dn	down	Fr	front
@	at	Conc	concrete	Dwg	drawing	FF	front face
Atten	attenuation	CECB	concrete erosion control blanket	Dr	drive	F Disp	fuel dispenser
ATR	automatic traffic recorder	Cond	conductor	Drwy	driveway	FFP	fuel filler pipes
Ave	Avenue	Const	construction	DI	drop inlet	FLS	fuel leak sensor
Avg	average	Cont	continuous	D	dry density	Furn	furnish/ed
ADT	average daily traffic	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 09-20-18 12-18-20 08-16-22 04-14-25	General Revisions General Revisions General Revisions General Revisions General Revisions

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## NDDOT ABBREVIATIONS

D-101-2

Galv	galvanized	Ln	lane	Obsc	obscure(d)	Qty	quantity
Gar	garage	Lg	large	Ocpd	occupied	Qtr	quarter
Gs L	gas line	Lat	latitude	Ocpy	occupy		
G Reg	gas line regulator	Lt	left	O/s	offset		
GMV	gas main valve	Lens	lenses	OC	on center	Rad or R	radius
G Mtr	gas meter	Lvl	level	C	one dimensional consolidation	RR	railroad
GSV	gas service valve	Lvng	leveling	OC	organic content	Rlw	railway
GVP	gas vent pipe	Lht	light	Orig	original	Rsd	raised
GV	gate valve	LP	light pole	O To O	out to out	RC	rapid curing
Ga	gauge	Ltg	lighting	OD	outside diameter	Rec	record
Gov	government	Liq	liquid	OH	overhead	Rcy	recycle
Grd	graded/grade	LL	liquid limit			RAP	recycled asphalt pavement
Grnd	ground	Loc	location	PMT	pad mounted transformer	RPCC	recycled portland cement concrete
GWM	ground water monitor	Long.	longitude	Pg	pages	Ref	reference
Gdrl	guardrail	Lp	loop	Pntd	painted	R Mkr	reference marker
Gtr	gutter	LD	loop detector	Pr	pair	RM	reference monument
		Lum	luminaire	Pnl	panel	RP	reference point
				Pk	park	Refl	reflectorized
H Plg	H piling			PSD	passing sight distance	RCB	reinforced concrete box
Hdwl	headwall	Mb	mailbox	Pvmt	pavement	RCES	reinforced concrete end section
Ht	height	ML	main line	Ped	pedestal	RCFES	reinforced concrete flared end section
Hel	helical	MH	manhole	Ped	pedestrian	RCP	reinforced concrete pipe
HDPE	high density polyethylene	Mkd	marked	PPP	pedestrian pushbutton post	RCPS	reinforced concrete pipe sewer
HM	high mast	Mkr	marker	Pen.	penetration	RCTES	reinforced concrete traversable end section
HP	high pressure	Mkg	marking	Perf	perforated	Reinf	reinforcement
HPS	high pressure sodium	MA	mast arm	Per.	perimeter	Res	reservation
HTCG	high tension cable guardrail	Matl	material	Perm	permanent	Res	residence
Hwy	highway	Max	maximum	PL	pipeline	Ret	retaining
Hor	horizontal			PI	place	Rev	reverse
HBP	hot bituminous pavement	Meas	measure	P&P	plan & profile	Rt	right
HMA	hot mix asphalt	Mdn	median	PL	plastic limit	R/W	right of way
Hyd	hydrant	MD	median drain	PI or P	plate	Riv	river
Ph	hydrogen ion content	MC	medium curing	Pt	point	Rd	road
		MGS	Midwest Guardrail System	PE	polyethylene	Rdbo	road bed
		MM	mile marker	PVC	polyvinyl chloride	Rdw	roadway
Id	identification	MP	mile post	PCC	Portland Cement concrete	RWIS	roadway weather information system
Incl	inclinometer tube	Min	minimum	PP	power pole	Rk	rock
IMH	inlet manhole	Misc	miscellaneous	Preempt	preemption	Rt	route
ID	inside diameter	Mon	monument	Prefab	prefabricated		
Inst	instrument	Mnd	mound	Prfmd or Pref	preformed		
Intchg	interchange	Mtbl	mountable	Prep	preperation		
Intmdt	intermediate	Mtd	mounted	Press.	pressure		
Intscn	intersection	Mtg	mounting	PRV	pressure relief valve		
Inv	invert	Mk	muck	Prestr	prestressed		
IP	iron pipe			Pvt	private		
				PD	private drive		
Jt	joint			Prod.	production/produce		
Jct	junction	Neop	neoprene	Prog	programmed	07-01-14	
		Ntwk	network	Prop.	property	REVISIONS	
		N	North	Ppsd	proposed	DATE	CHANGE
		NE	Northeast	PB	pull box	08-03-15	General Revisions
		NW	Northwest			04-23-18	General Revisions
		NB	Northbound			12-18-20	General Revisions
		No. or #	number			08-16-22	General Revisions
						04-14-25	General Revisions

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
08-03-15	General Revisions
04-23-18	General Revisions
12-18-20	General Revisions
08-16-22	General Revisions
04-14-25	General Revisions



## NDDOT ABBREVIATIONS

D-101-3

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		
SA	special assembly	Qu	unconfined compressive strength
SP	special provisions	Ugrnd	underground
G	specific gravity	Util	utility
Spk	spike		
SB	split barrel sample		
SH	sprinkler head	VG	valley gutter
SV	sprinkler valve	Vap	vapor
Sq	square	Vert	vertical
Stk	stake	VCP	vitrified clay pipe
Std	standard	Vol	volume
N	standard penetration test	VSFS	vehicle speed feedback sign
Std Specs	standard specifications		
Stm L	steam line	Wkwy	walkway
SEC	steel encased concrete	W	water content
SMA	stone matrix asphalt	WGV	water gate valve
SSD	stopping sight distance	WL	water line
SD	storm drain	WM	water main
St	street	WMV	water main valve
SPP	structural plate pipe	W Mtr	water meter
SPPA	structural plate pipe arch	WSV	water service valve
Str	structure	WW	water well
Subd	subdivision	Wrng	wearing
Sub	subgrade	WIM	weigh in motion
Sub Prep	subgrade preperation	W	west
Ss	subsoil	WB	westbound
SS	supplement specification	Wrng	wiring
Supp	supplemental	W/	with
Surf	surfacing	W/o	without
Surv	survey		
Sym	symmetrical		

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DEPARTMENT OF TRANSPORTATION	
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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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
12-18-20 4-14-25	Sheet Added - Continued from D-101-3 General Revisions



## NDDOT UTILITY COMPANY AND ORGANIZATION ABBREVIATIONS

D-101-10

702COM	702 Communications	GTR RAMSEY WD	Greater Ramsey Water District	RED RIV COMM	Red River Communications
ACCENT	Accent Communications	GT PLNS NAT GAS	Great Plains Natural Gas Company	RESVTN TEL	Reservation Telephone
AGASSIZ WU	Agassiz Water Users District	HALS TEL	Halstad Telephone Company	ROBRTS TEL	Roberts Company Telephone
AGC	Associated General Contractors of America	IDEA1	Idea1	R-RIDER ELEC	Roughrider Electric Cooperative
ALL PL	Alliance Pipeline	INT-COMM TEL	Inter-Community Telephone Company	RRVW	Red River Valley & Western Railroad
ALL SEAS WU	All Seasons Water Users District	KANEPL	Kaneb Pipeline Company	S CENT REG WD	South Central Regional Water District
AMOCO PI	Amoco Pipeline Company	KEM ELEC	Kem Electric Cooperative Incorporated	SE WU	Southeast Water Users Incorporated
AMRDA HESS	Amerada Hess Corporation	KOCH GATH SYS	Koch Gathering Systems Incorporated	SCOTT CABLE	Scott Cable Television Dickinson
AT&T	AT&T Corporation	LKHD PL	Lakehead Pipeline Company	SHERDN ELEC	Sheridan Electric Cooperative
B PAW	Bear Paw Energy Incorporated	LWR YELL R ELEC	Lower Yellowstone Rural Electric	SHEYEN VLY ELEC	Sheyenne Valley Electric Cooperative
BAKER ELEC	Baker Electric	LUMEN	Lumen Technologies Incorporated	SKYTECH	Skyland Technologies Incorporated
BASIN ELEC	Basin Electric Cooperative Incorporated	MCKNZ CON	McKenzie Consolidated Telcom	SLOPE ELEC	Slope Electric Cooperative Incorporated
BEK TEL	Bek Communications Cooperative	MCKNZ ELEC	McKenzie Electric Cooperative	SOURIS RIV TELCOM	Souris River Telecommunications
BELLE PL	Belle Fourche Pipeline Company	MCKNZ WRD	McKenzie County Water Resource District	ST WAT COMM	State Water Commission
BLM	Bureau of Land Management	MCLEOD	McLeod USA	STATE LN WATER	State Line Water Cooperative
BNSF	Burlington Northern Santa Fe Railway	MCLN ELEC	McLean Electric Cooperative	STER ENG	Sterling Energy
BOEING	Boeing	MCLN-SHRDN R WAT	McLean-Sheridan Rural Water District	STUT RWD	Stutsman Rural Water District
BRNS RWD	Barnes Rural Water District	MDU	Montana-dakota Utilities	SW PL PRJ	Southwest Pipeline Project
BURK-DIV ELEC	Burke-Divide Electric Cooperative	MIDCO	MidContinent Communications	SWWA	Southwest Water Authority
BURL WRD	Burleigh County Water Resource District	MIDSTATE TEL	Midstate Telephone Company	SUNOCO	Sunoco LP
CABLE ONE	Cable One	MINOT CABLE	Minot Cable Television	T M C	Turtle Mountain Communications
CABLE SERV	Cable Services	MINOT TEL	Minot Telephone Company	TCI	TCI of North Dakota
CAP ELEC	Capital Electric Cooperative Incorporated	MISS VALL COMM	Missouri Valley Communications Incorporated	TESORO HGH PLNS PL	Tesoro High Plains Pipeline
CASS CO ELEC	Cass County Electric Cooperative	MISS W W S	Missouri West Water System	TRI-CNTY WU	Tri-County Water Users Incorporated
CASS RWU	Cass Rural Water Users District	MNKOTA PWR	Minnkota Power	TRL CO WRD	Trall County Water Resource District
CAV ELEC	Cavalier Rural Electric Cooperative	MOR-GRAN-SOU ELEC	Mor-gran-sou Electric Cooperative	UNTD TEL	United Telephone
CBLCOM	Cablecom Of Fargo	MOUNT-WILLIELEC	Mountrail-williams Electric Cooperative	UPPR SOUR WD	Upper Souris Water District
CENEX PL	Cenex Pipeline	MLGC	Moore & Liberty - Griggs County	US SPRINT	U.S. Sprint
CENT PL WATER DIST	Central Pipe Line Water District	MUNICIPAL	City Water And Sewer	USAF MSL CABLE	U.S.A.F. Missile Cable
CENT PWR ELEC	Central Power Electric Cooperative	MUNICIPAL	City Of '.....'	USFWS	US Fish and Wildlife Service
CENTURYLINK	CenturyLink	N CENT ELEC	North Central Electric Cooperative	USW COMM	U.S. West Communications
COE	Corps of Engineers	N PRAIR REG WD	North Prairie Regional Water District	VRNDRY ELEC	Verendrye Electric Cooperative
CONS COMM	Consolidated Communications	ND PKS & REC	North Dakota Parks And Recreation	W RIV TEL	West River Telephone Incorporated
CONS TELCOM	Consolidated Telcom	ND TEL	North Dakota Telephone Company	WAPA	Western Area Power Administration
CONT RES	Continental Resource Inc	NDDDOT	North Dakota Department of Transportation	WAWSA	Western Area Water Supply Authority
CPR	Canadian Pacific Railway	NE REG WD	Northeast Regional Water District	WEB	W. E. B. Water Development Association
D O E	Department Of Energy	NDSU SOIL SCI DEPT	NDSU Soil Science Department	WILLI WRD	Williams County Water Resource District
DAK CARR	Dakota Carrier Network	NEMONT TEL	Nemont Telephone	WILSTN BAS PL	Williston Basin Interstate Pipeline Company
DAK CENT TEL	Dakota Central Telephone	NODAK R ELEC	Nodak Rural Electric Cooperative	WLSH RWD	Walsh Water Rural Water District
DAK RWD	Dakota Rural Water District	NOON FRMS TEL	Noonan Farmers Telephone Company	WOLVRTN TEL	Wolverton Telephone
DGC	Dakota Gasification Company	NPR	Northern Plains Railroad	XLENER	Xcel Energy
DICKEY R NET	Dickey Rural Networks	NSP	Northern States Power	YSVR	Yellowstone Valley Railroad
DICKEY WRD	Dickey County Water Resource District	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	NWRWD	Northwest Rural Water District		
DVMW	Dakota, Missouri Valley & Western	ONEOK	Oneok gas		
E CENT REG WD	East Central Water District	OSHA	Occupational Safety and Health Administration		
ENBRDG	Enbridge Pipelines Incorporated	OTTR TL PWR	Otter Tail Power Company		
ENVENTIS	Enventis Telephone	PAAP	Plains All American Pipeline		
EQUINOR	Equinor Pipeline	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-trail Water District	QWEST	Qwest Communications		
GETTY TRD & TRAN	Getty Trading & Transportation	R&T REG WD	R & T Water District		
GLDN W ELEC	Golden West Electric Cooperative				

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



## LINE STYLES

D-101-20

## Existing Topography

Void — Void — Void — v Existing Ground Void

—+—+— Existing Cemetery 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 Topography

----- 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 REMOVE Remove Line

----- Wall

----- Retaining Wall (Plan View)

----- W-Beam w Posts

----- High Tension Cable Guardrail with Posts

## Existing Utilities

----- E Existing Electrical

----- FO Existing Fiber Optic Line

----- FO Existing TV Fiber Optic

----- G Existing Gas Pipe

----- OH Existing Overhead Utility Line

----- P Existing Power

----- PL Existing Fuel Pipeline

----- PL Existing Undefined Above Ground Pipe Line

----- SAN Existing Sanitary Sewer

----- SAN FM Existing Sanitary Force Main

----- SD Existing Storm Drain

----- SD FM Existing Storm Drain Force Main

----- Existing Culvert

----- T Existing Telephone Line

----- TV Existing TV Line

----- W 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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
09-23-16 12-18-20	Added and Revised Items, Organized by Functional Groups General Revisions



## LINE STYLES

D-101-21

## 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

## Cross Sections and Typicals

-----	Existing Ground
-----	Existing Topsoil (Cross Section View)
void — void — void — v	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

## 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

## Erosion Control

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

## Geotechnical

----- D ----- D -----	Geotextile Fabric Type D
----- Geo ----- Geo -----	Geogrid
----- R ----- R -----	Geotextile Fabric Type R
----- R ----- R -----	Geotextile Fabric Type R1
----- RR ----- RR -----	Geotextile Fabric Type RR

## 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

## Environmental

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

## Boundary Control

.....	Existing City Corporate Limits or Reservation Boundary
-----	Existing State or International Line
-----	Existing Township
-----	Existing County

## Contours

-----	Depression Contours
-----	Supplemental Contour

## Bridge Details

-----	Small Hidden Object
-----	Large Hidden Object
-----	Phantom Object
-----	Existing Conditions Object

-----	Profile
-----	Subgrade, Subcut or Ditch Grade
-----	Topsoil Profile
-----	Tangent Line

-----	Excavation Limits
-----	Proposed Ground
-----	Sheet Piling

NORTH DAKOTA	
DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
09-23-16 12-18-20	Added and Revised Items, Organized by Functional Groups General Revisions



## 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

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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		

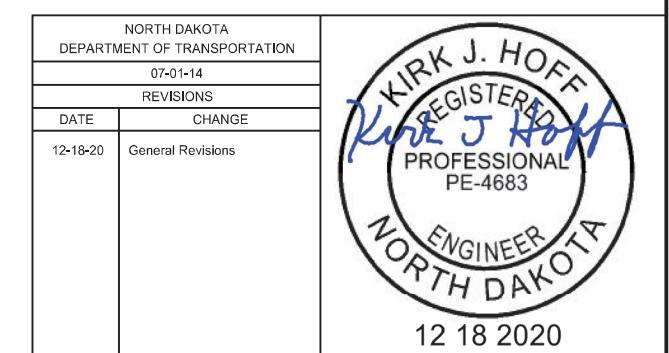
NORTH DAKOTA	
DEPARTMENT OF TRANSPORTATION	
07-01-14	
REVISIONS	
DATE	CHANGE
12-18-20	General Revisions


  
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 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			

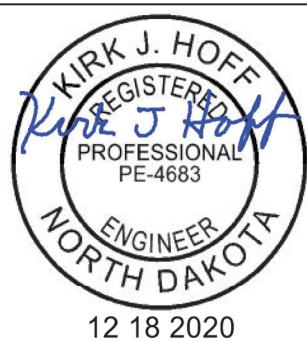


## SYMBOLS

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



**LANE MARKERS**  
(Spotting Tab for Seal Projects only)

D-704-3

## Notes:

1. Install lane line markers as shown, prior to beginning the seal coat.
2. Attach cover to vertical part of marker so traffic does not cause it to detach, but it can be easily removed manually.

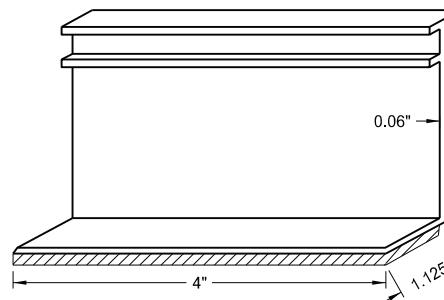
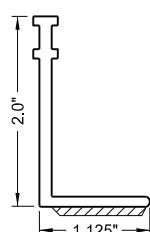
3. Remove protective covers immediately after seal coat is applied.
4. Remove markers after permanent pavement marking is installed.

5. Use marker body and cover manufactured from polyurethane material.

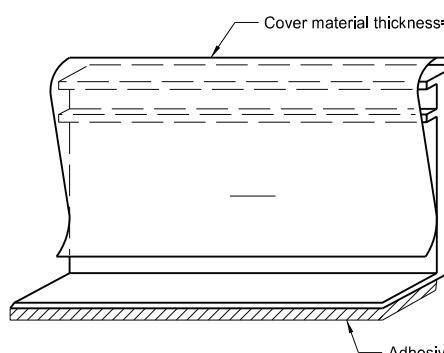
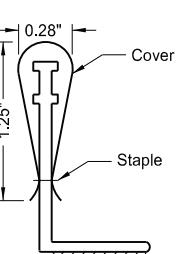
6. Marker types:
  - Type Y - Yellow body and cover with yellow reflective tape on both sides.
  - Type W - White body and cover with white reflective tape on one side.

7. Use retroreflective tape with a minimum reflectance of 1200 candle power per foot-candle per square foot, using a .1 degree observation angle and 0 degree entrance angle.

8. Use adhesive conforming to AASHTO M 237.



Marker Body



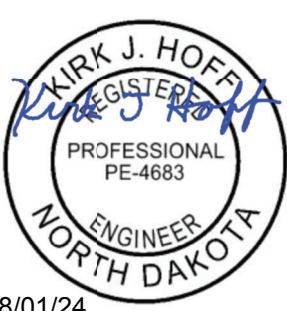
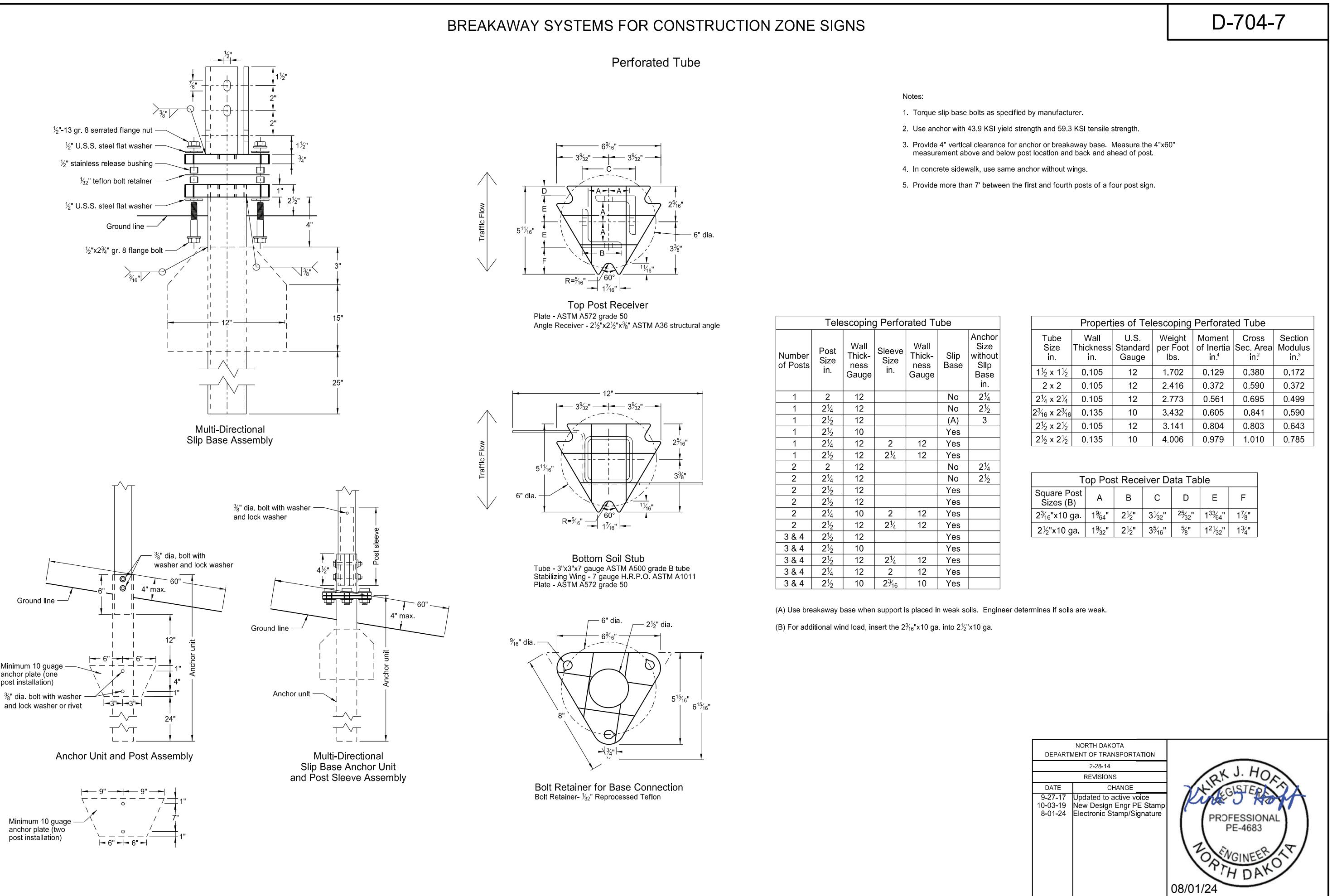
Marker Body with Protective Cover

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
DATE	CHANGE
9-27-17 10-03-19 8-01-24	Updated to active voice New Design Engr PE Stamp Electronic Stamp/Signature



## BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

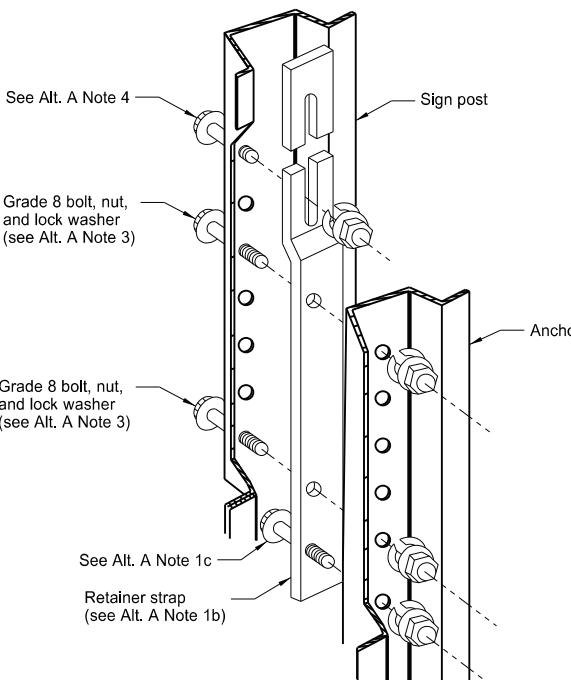
D-704-7



## BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

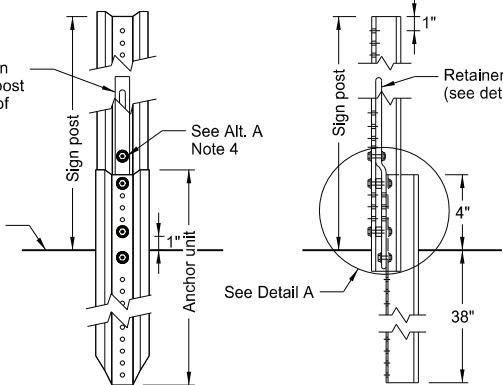
D-704-8

## U-Channel Post

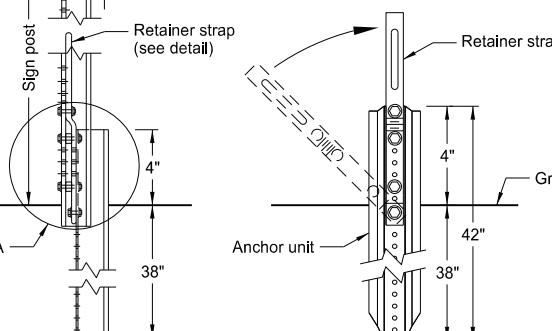


Detail A

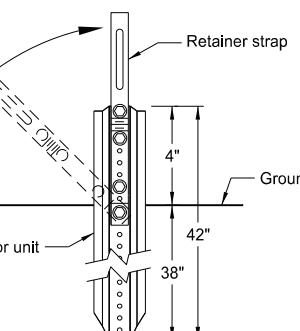
Retainer strap is on front side of sign post and on back side of anchor unit



Front View



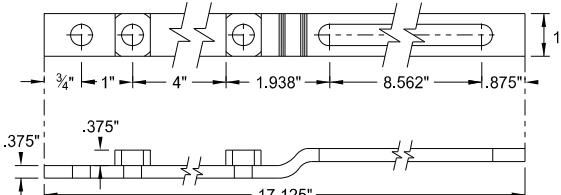
Side View



Back View

## Breakaway U-Channel Detail Alternate A

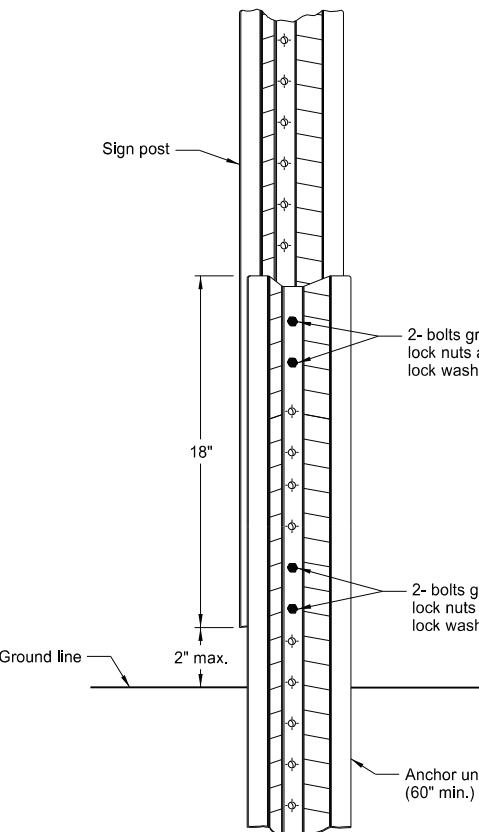
Install a maximum of 2 posts within 7'.



Retainer Strap Detail

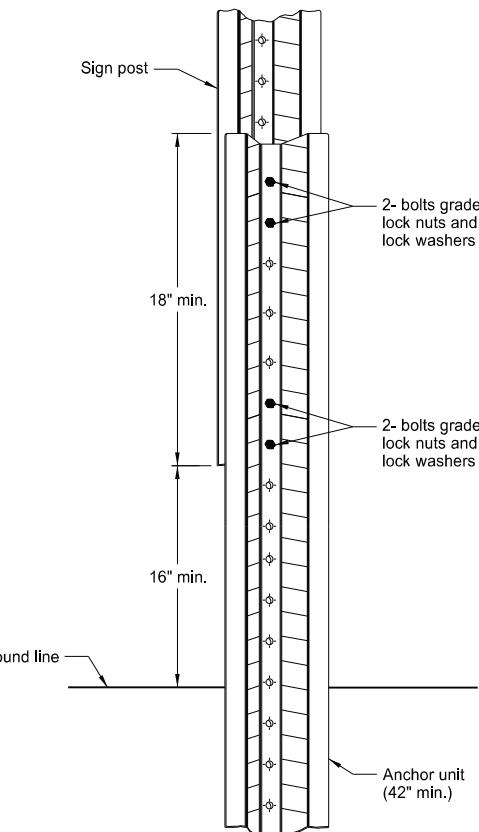
## Alternate A Steps of Installation:

- a) Drive anchor unit to within 12" of ground level.  
b) Establish proper assembly by lining up bottom hole of retainer strap with 6th hole from the top of the anchor unit.  
c) Assemble strap to back of anchor unit using  $\frac{5}{16}$ "x2" bolt, lock washer and nut.  
d) Rotate strap 90° to left.
- a) Drive anchor unit to 4" above ground.  
b) Rotate strap to vertical position.
- a) 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.  
b) 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'.

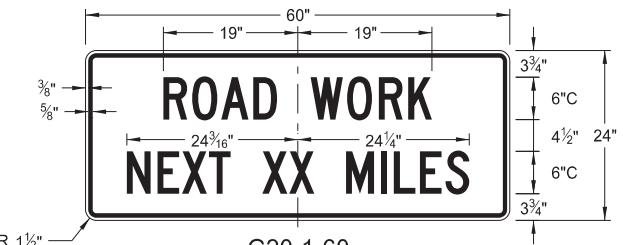
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
2-28-14	
REVISIONS	
DATE	CHANGE
9-27-17 10-03-19 8-01-24	Updated to active voice New Design Engr PE Stamp Electronic Stamp/Signature



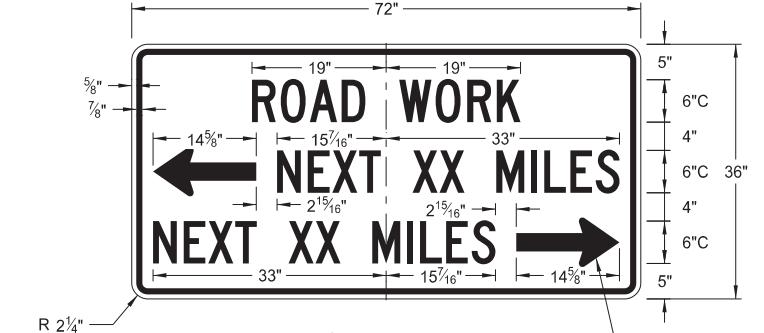
08/01/24

CONSTRUCTION SIGN DETAILS  
TERMINAL AND GUIDE SIGNS

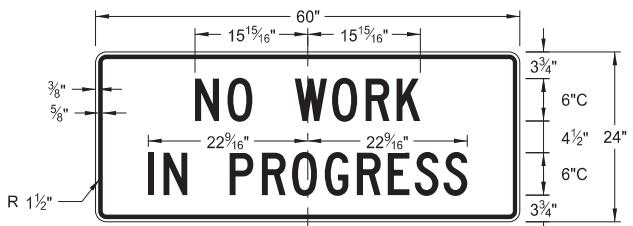
D-704-9



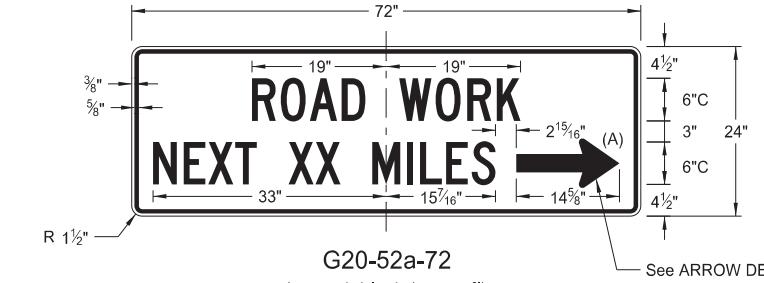
G20-1-60

Legend: black (non-refl)  
Background: orange

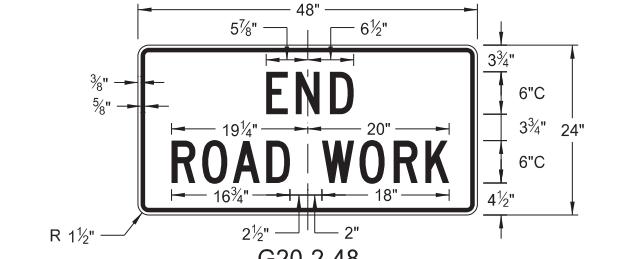
G20-50a-72

Legend: black (non-refl)  
Background: orange

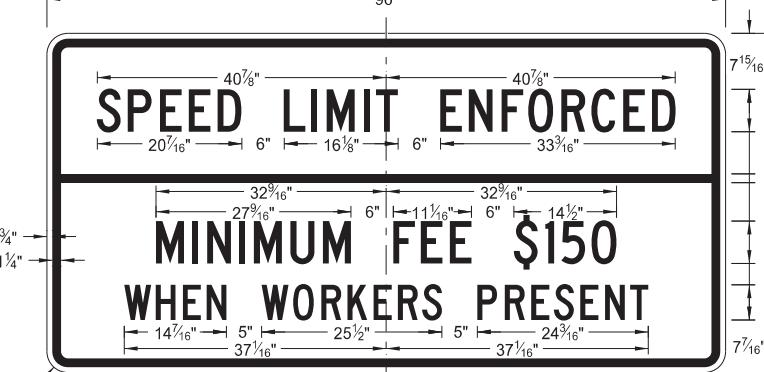
G20-1b-60

Legend: black (non-refl)  
Background: orange

G20-52a-72

Legend: black (non-refl)  
Background: orange

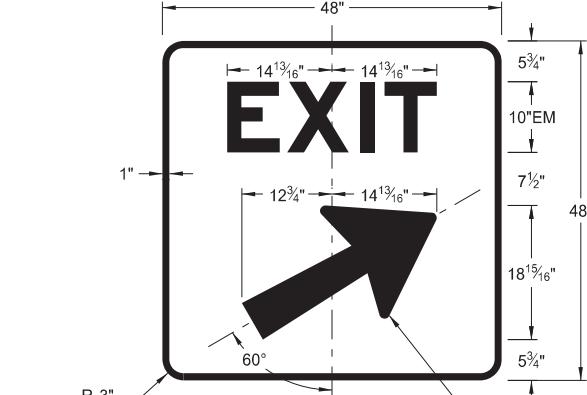
G20-2-48

Legend: black (non-refl)  
Background: orange

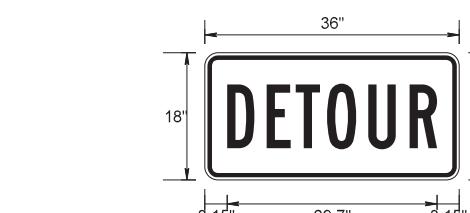
G20-55-96

Legend: black (non-refl)  
Background: orange

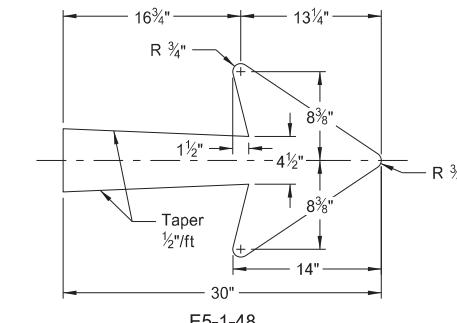
G20-4b-36

Legend: black (non-refl)  
Background: orange

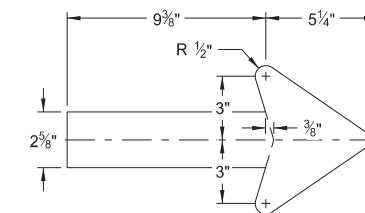
E5-1(L or R)-48

Legend: white  
Background: green (orange optional)

M4-8-36

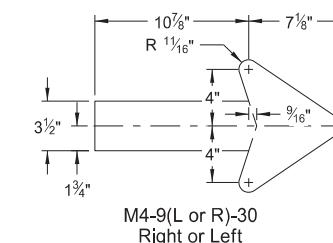
Legend: black (non-refl)  
Background: orange

E5-1-48



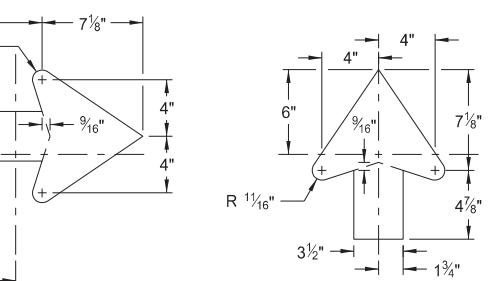
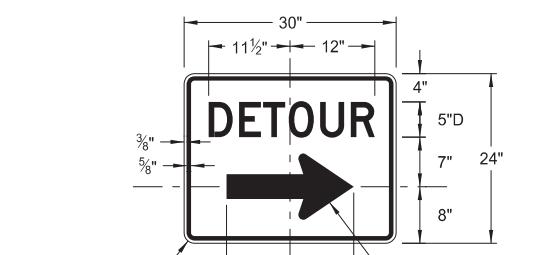
G20-50a-72

G20-52a-72



M4-9(L or R)-30

Right or Left

M4-9(L or R)-30  
Advanced Right or LeftM4-9-30  
StraightM4-9(L or R)-30 &  
M4-9-30Legend: black (non-refl)  
Background: orange

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

Kirk J. Hoff  
REGISTERED  
PROFESSIONAL  
PE-4683  
06/30/25  
ENGINEER  
NORTH DAKOTA

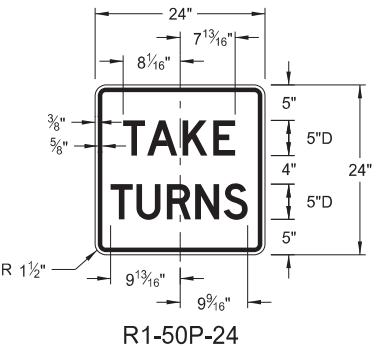
## NOTES:

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

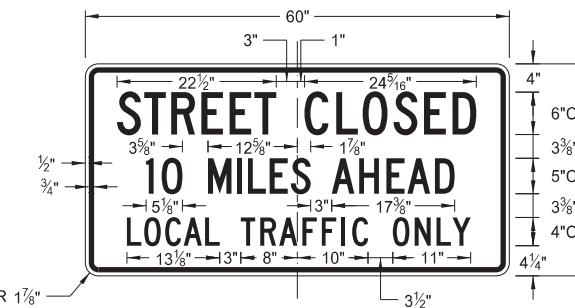
## ARROW DETAILS

CONSTRUCTION SIGN DETAILS  
REGULATORY SIGNS

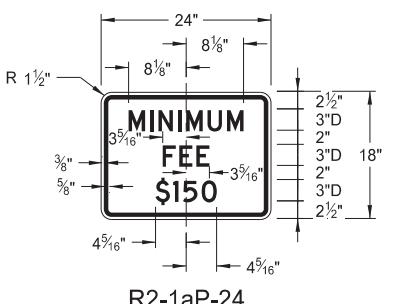
D-704-10



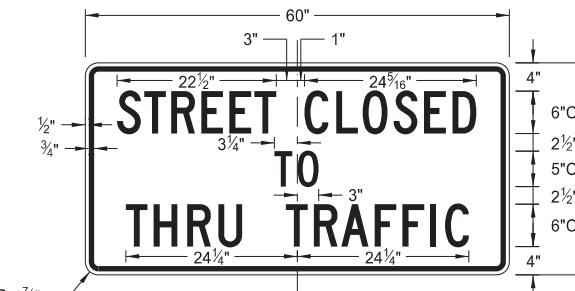
R1-50P-24

Legend: black (non-refl)  
Background: white

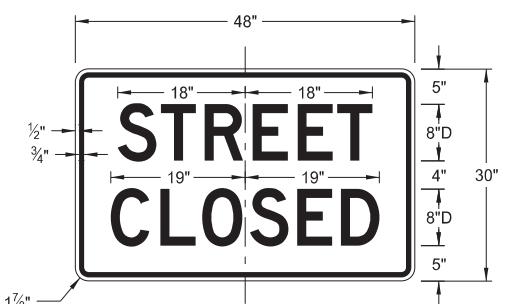
R11-3c-60

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

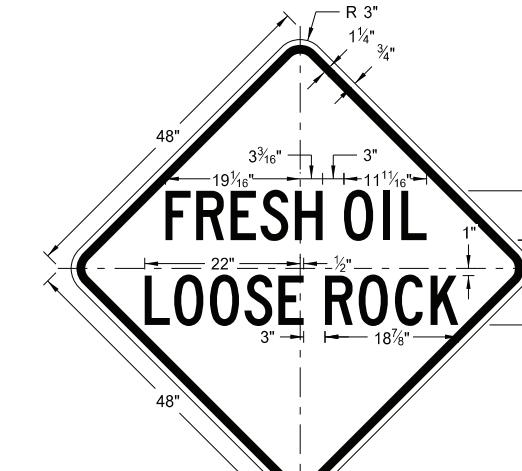
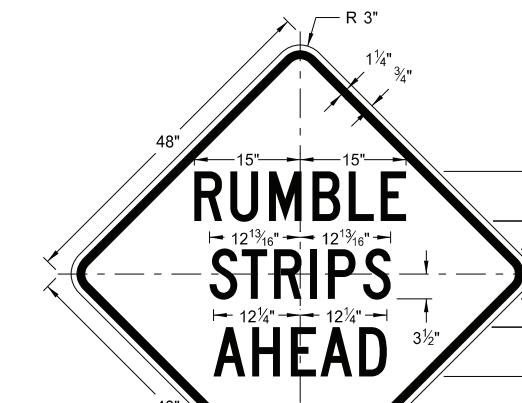
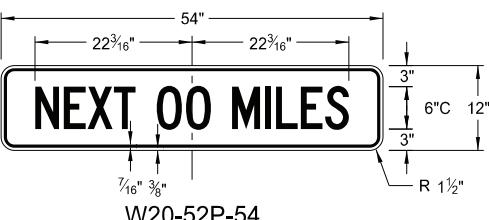
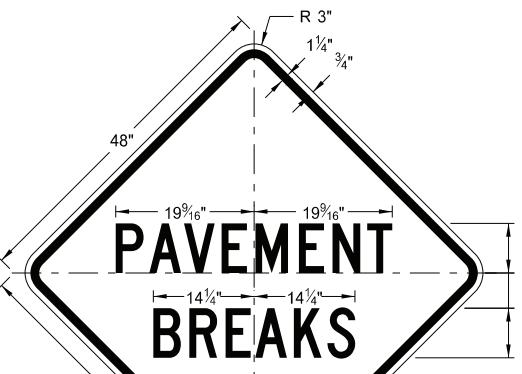
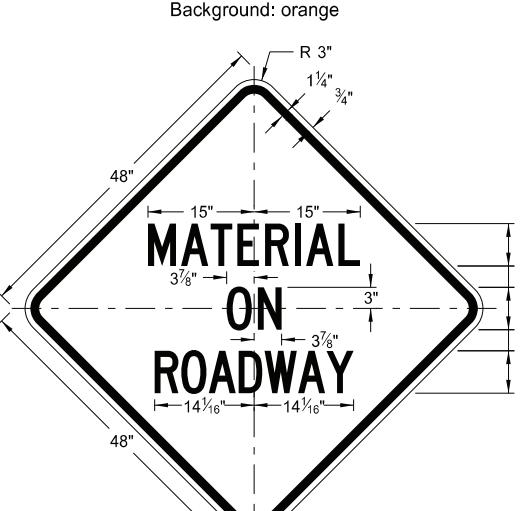
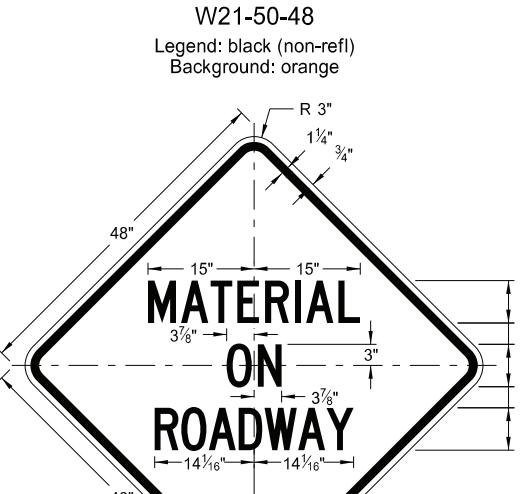
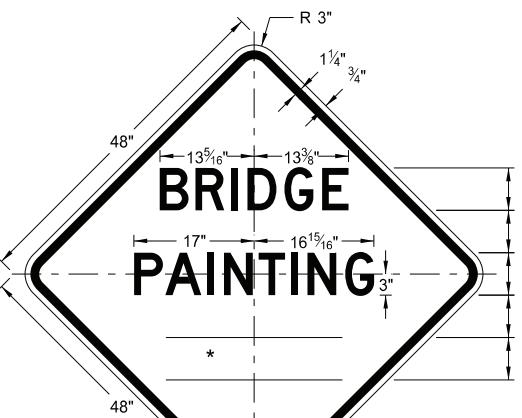
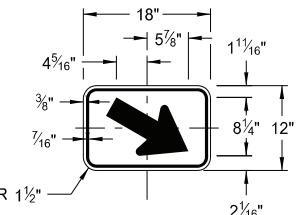
Legend: black (non-refl)  
Background: white

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





D-704-11A

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
5-31-18	
REVISIONS	
DATE	CHANGE
11-01-19 8-01-24	Added details for sign W16-7aP-18. Electronic Stamp/Signature.
KIRK J. HOFF REGISTERED PROFESSIONAL PE-4683	
Kirk J. Hoff	
ENGINEER NORTH DAKOTA	
08/01/24	

**BARRICADE AND CHANNELIZING DEVICE DETAILS**

**D-704-13**

**DELINERATOR DRUM**

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" nonretroreflective 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.

**VERTICAL PANEL**

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.

**TRAFFIC CONE**

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" nonretroreflective space between the orange and white stripes.

**TUBULAR MARKER**

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.

**FLEXIBLE DELINEATOR**

**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**

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

**ELEVATION VIEW**

(A) Limitations when using 8'-0" barricade rails: 1) use no sign panel, and 2) extend no more than 1'-0" of the barricade rail past the uprights.

**SIDE VIEW**

**BARRICADE RAIL DETAILS**

**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".

**BARRICADE ASSEMBLY DETAIL (Aluminum Barricade Rails)**

**BARRICADE ASSEMBLY DETAIL (Wood or Plastic Rails)**

**REFLECTOR DETAIL**

**ELEVATION**

**DELINERATORS**

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

**MINIMUM BALLAST**  
(For each side of barricade support)

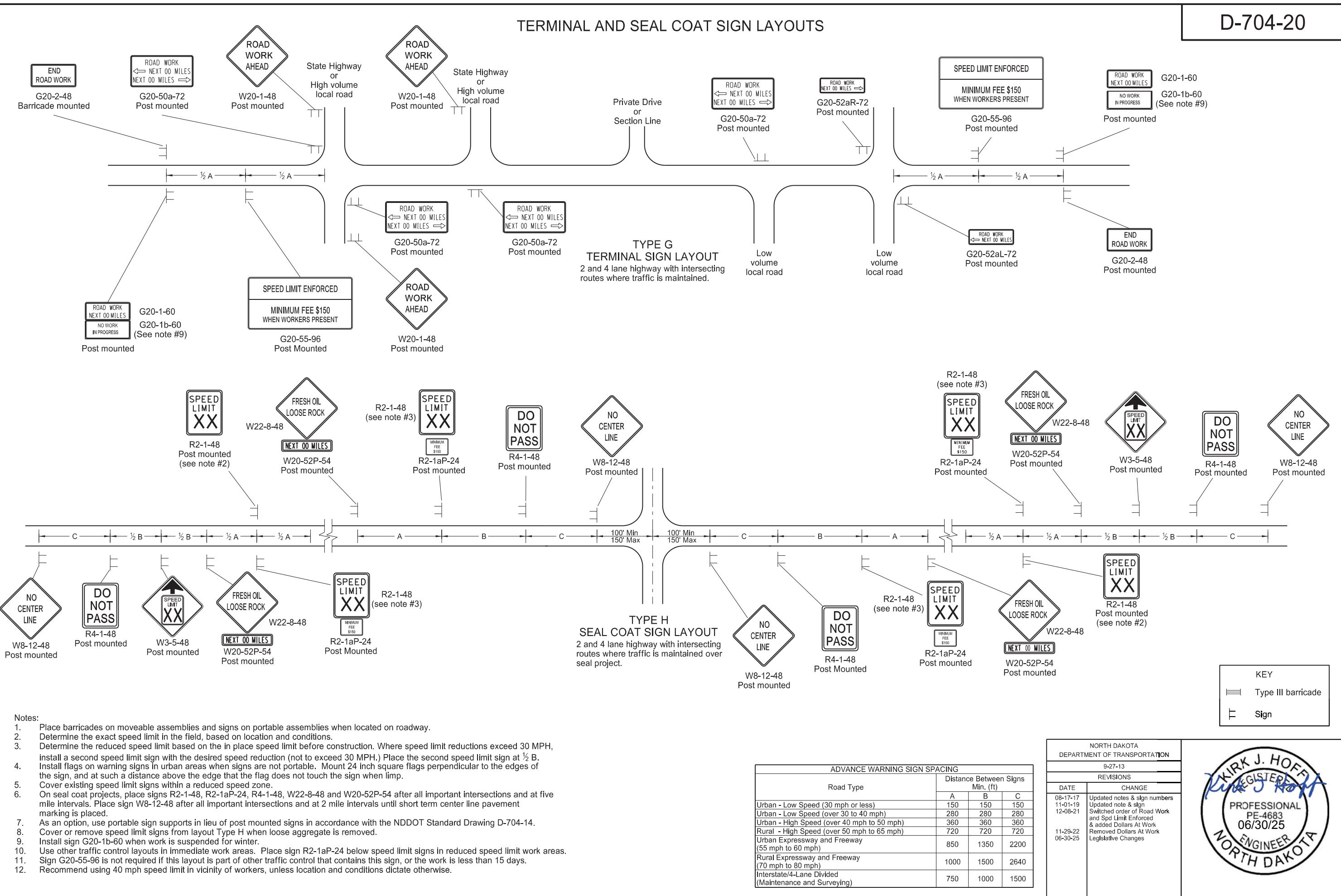
Without Sign	4 - 25 lb sandbags
With Sign	6 - 25 lb sandbags

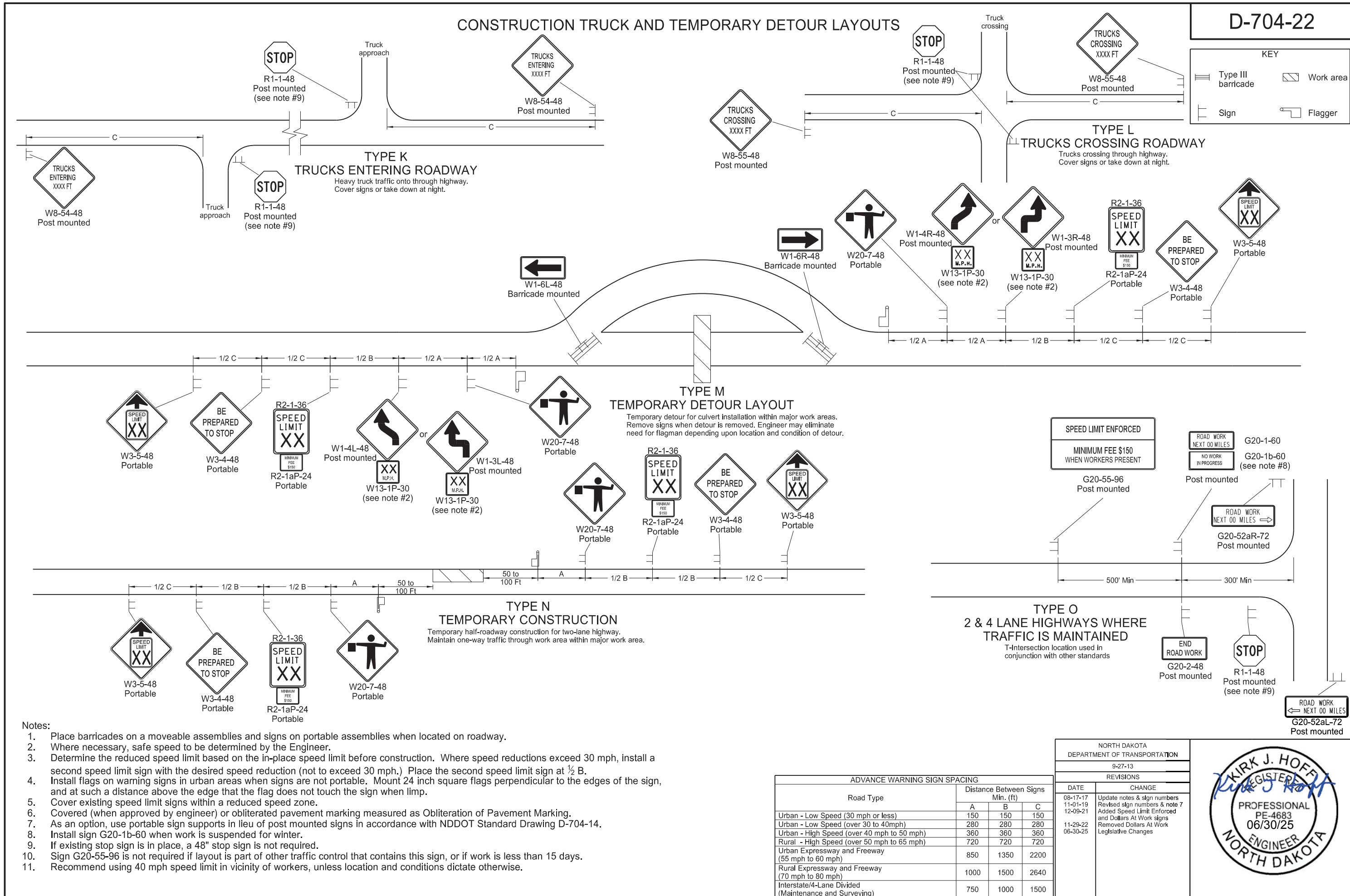
Note: Number of sandbags based on a wind speed of 55 MPH. Sandbags assumed to be placed at or near the ends of the skids.

Kirk J. Hoff  
REGISTERED  
PROFESSIONAL  
PE-4683  
NORTH DAKOTA  
08/01/24



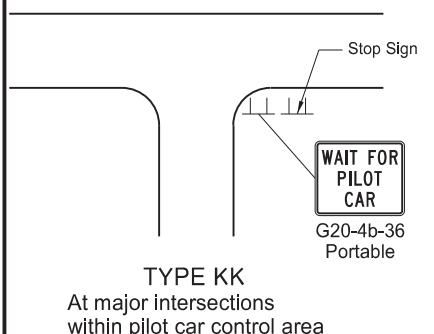
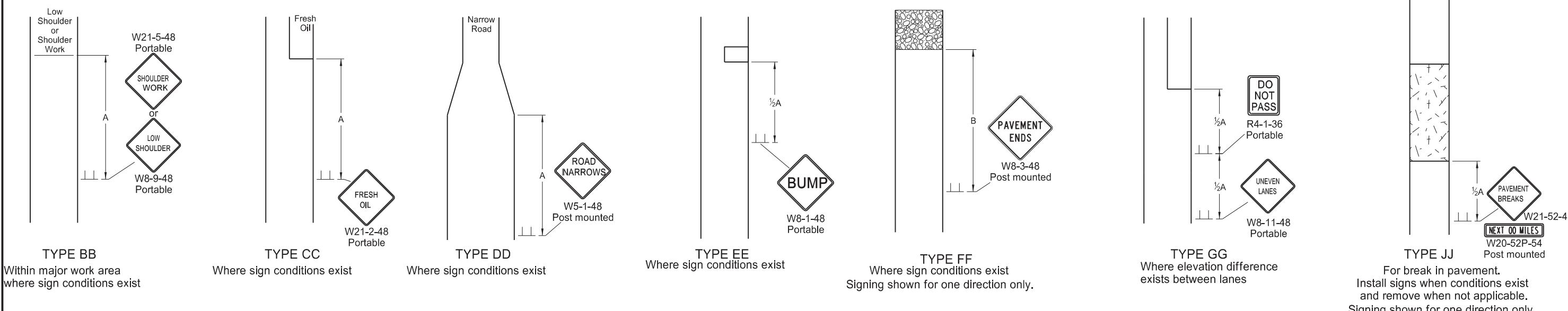
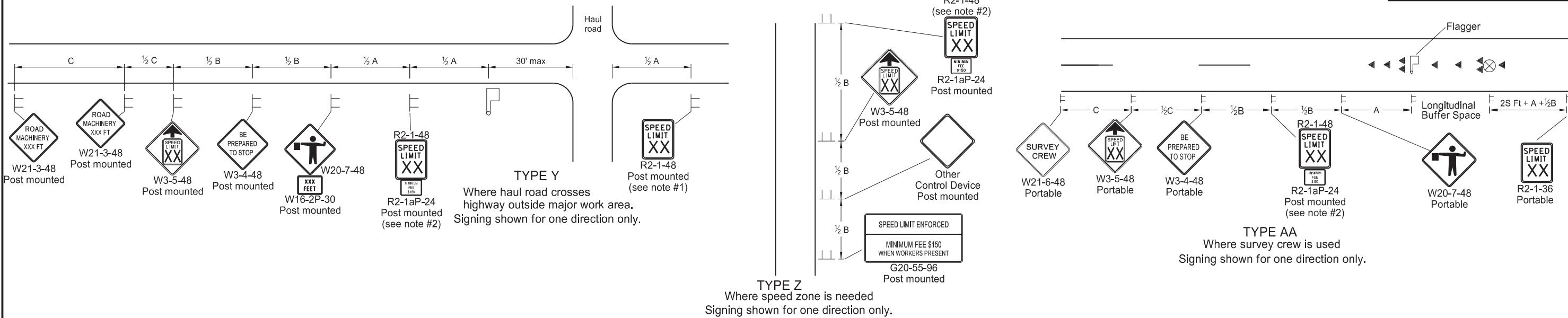
## TERMINAL AND SEAL COAT SIGN LAYOUTS





D-704-26

## MISCELLANEOUS SIGN LAYOUTS



Notes

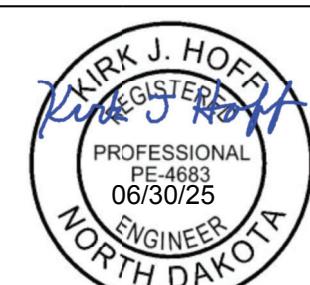
1. Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions.
2. Determine reduced speed limit based on in-place speed limit before construction. Where speed reductions exceed 30 mph, install a second speed limit sign with the desired speed reduction (not to exceed 30 mph). Place the second speed limit sign at  $\frac{1}{2}B$ .
3. 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 when limp.
4. Cover existing speed limit signs within reduced speed zones.
5. As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
6. Sign G20-55-96 is not required if this standard is part of other traffic control layouts, or work is less than 15 days.
7. When pilot car operation is used, place sign G20-4b-36 "Wait For Pilot Car" at major intersections within pilot car control area.
8. Recommend 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.
9. Layouts shown for one direction only.

ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs		
	Min. (ft)	A	B
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 80 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

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

*Speed (mph)	Longitudinal Buffer Space		
	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		
80	910		

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
REVISIONS	
DATE	CHANGE
08-17-17	Added speed limit signs. Updated notes & sign numbers.
11-01-19 02-23-23 06-30-25	Revised note 5 & sign numbers. Revised distance & removed signs. Legislative Changes.



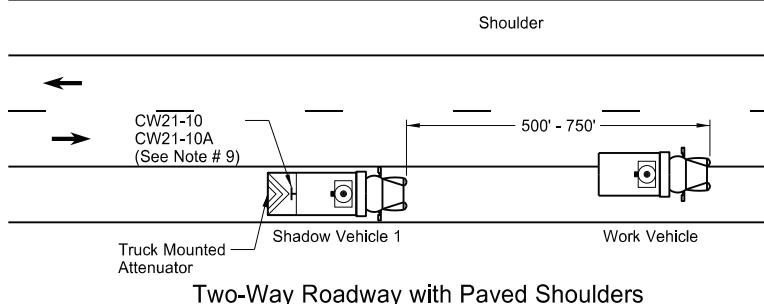
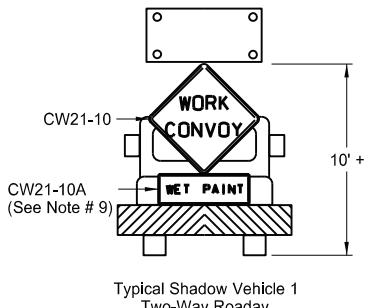
KEY

- Flagger
- Sign
- Cones
- Survey Equipment

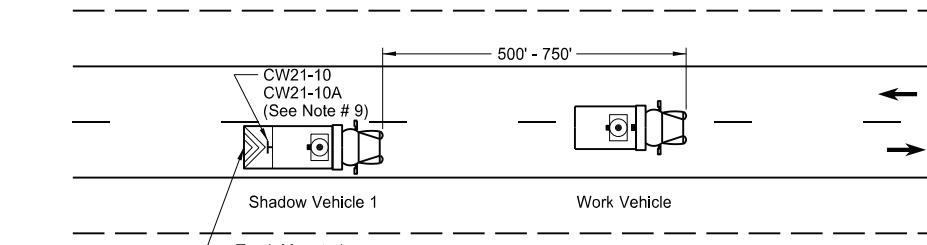
S = Numerical value of speed limit or 85th percentile.

MOBILE OPERATION  
(PAVEMENT MARKING)

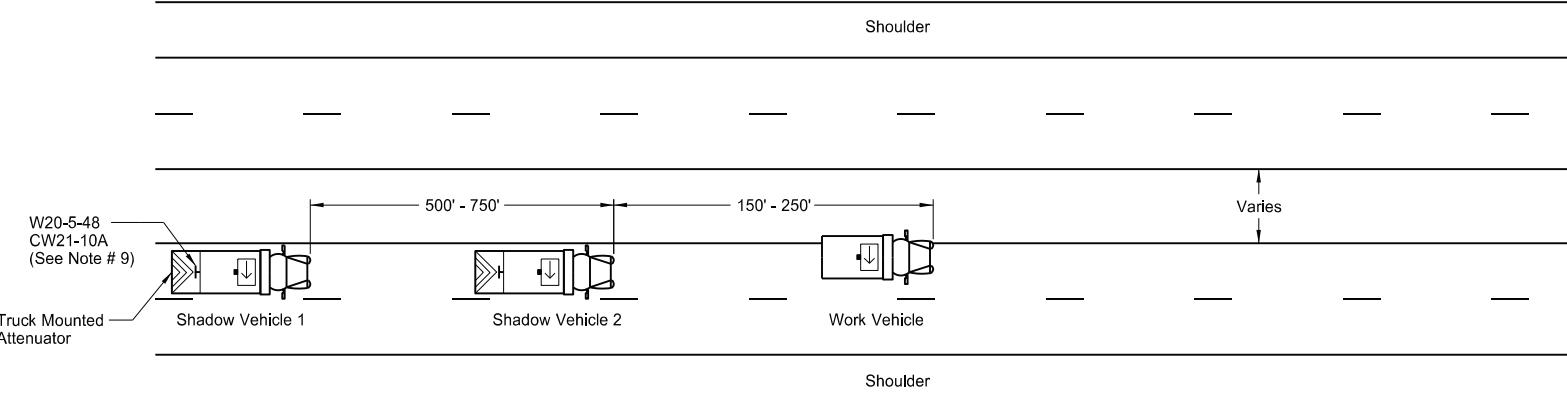
D-704-27



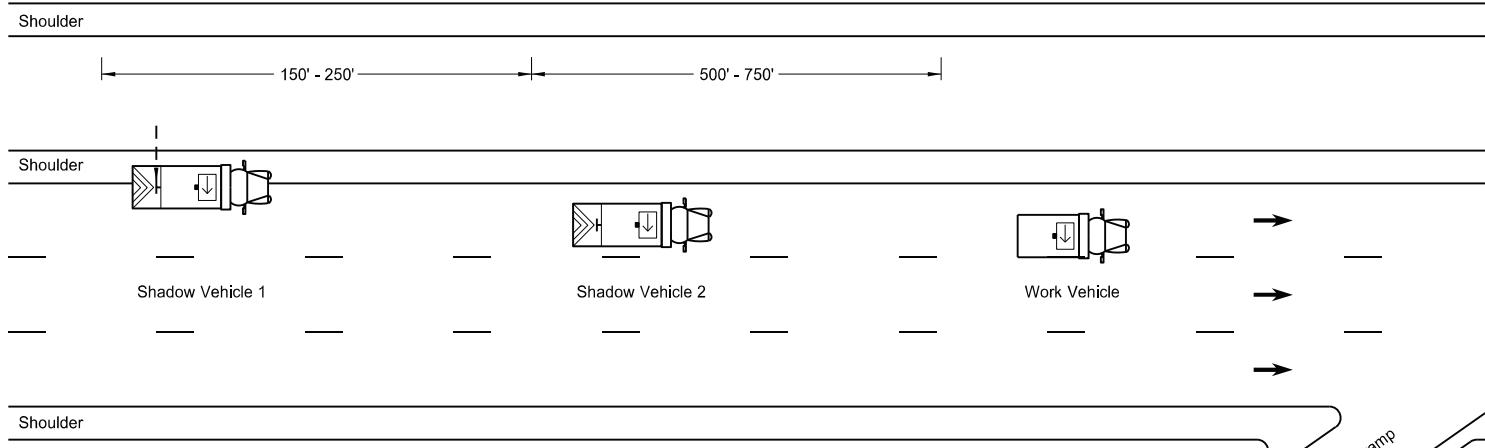
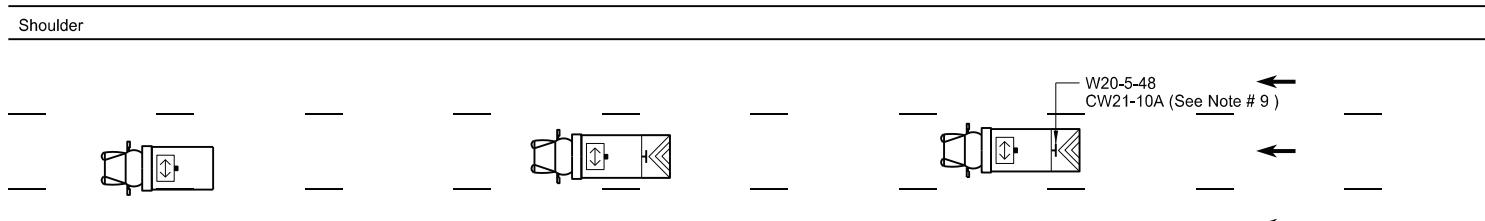
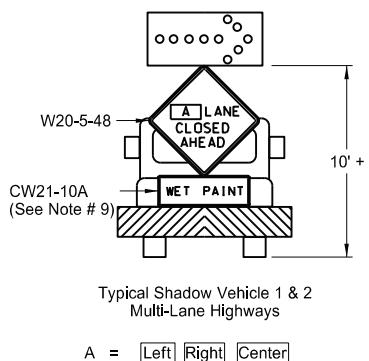
Two-Way Roadway with Paved Shoulders



Two-Way Roadway without Paved Shoulders

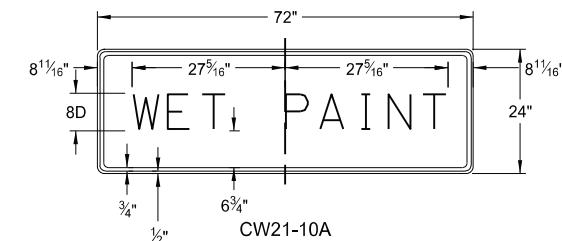
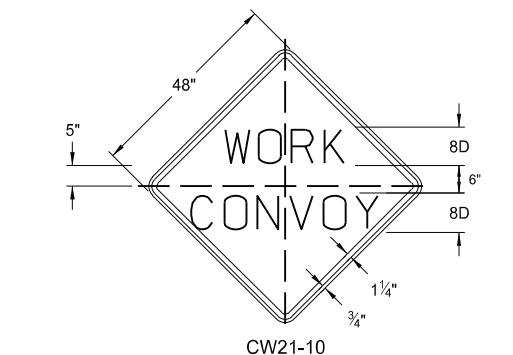


Undivided Multi-Lane Roadway



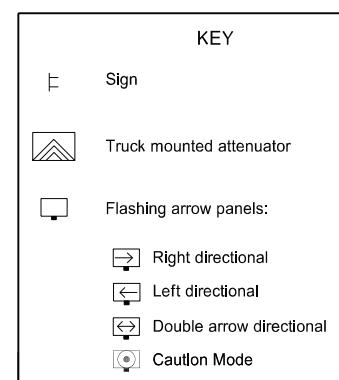
Divided Multi-Lane Highway

## Sign Details



## Notes

1. Use additional vehicles you choose to be in the convoy with truck mounted attenuators, at your own expense.
2. Display yellow rotating beacons or strobe lights on shadow and work vehicles, unless otherwise stated in the plans.
3. Use Type B or Type C flashing arrow panels controlled from inside the vehicle.
4. Provide each vehicle with two-way electronic communication capability.
5. Move shadow vehicle 1 first to shadow other convoy vehicles when convoy changes lane.
6. Vary vehicle spacing between shadow vehicle 1 and shadow vehicle 2 based on sight distance restrictions. Motorists approaching the work convoy need to see trail vehicle in time to slow down and/or change lanes as they approach shadow vehicle.
7. Sign Colors  
Letters = Black  
Border = Black  
Background = Orange
8. As an option, use shadow vehicle 2 the paint tender vehicle.
9. Use sign CW21-10A only during painting operation.
10. Pull over work and shadow vehicles periodically to allow motor vehicle traffic to pass on two lane - two way roadways.

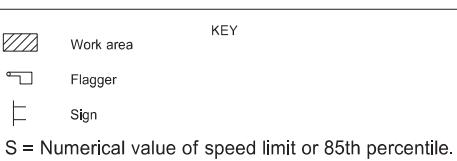


NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
REVISIONS	
DATE	CHANGE
6-18-14	Removed shadow vehicle 2 on two lane roadways
9-27-17 11-08-19 8-02-24	Updated to active voice Changed Standard Heading Electronic Stamp/Signature

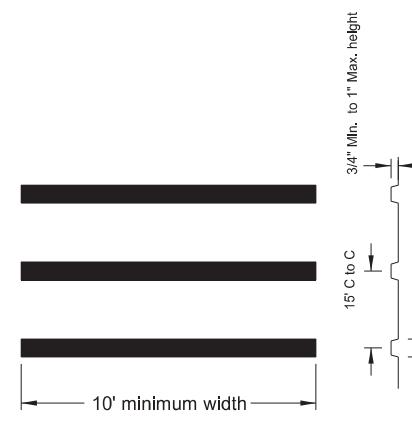


## Two-Lane Roadway Portable Rumble Strips

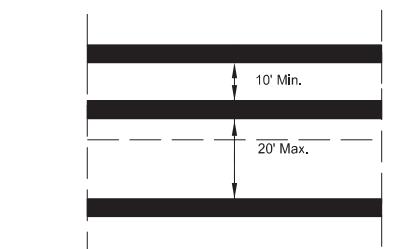
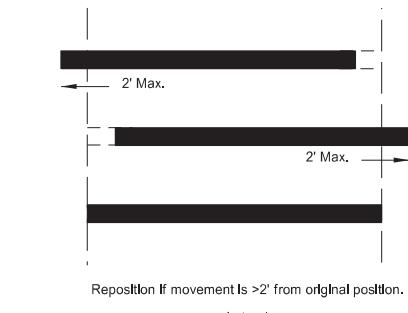
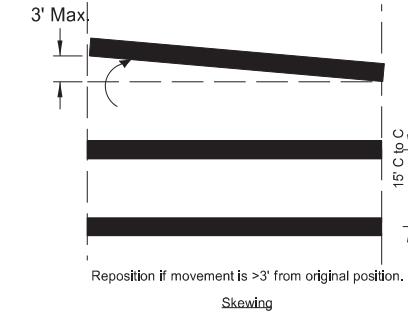
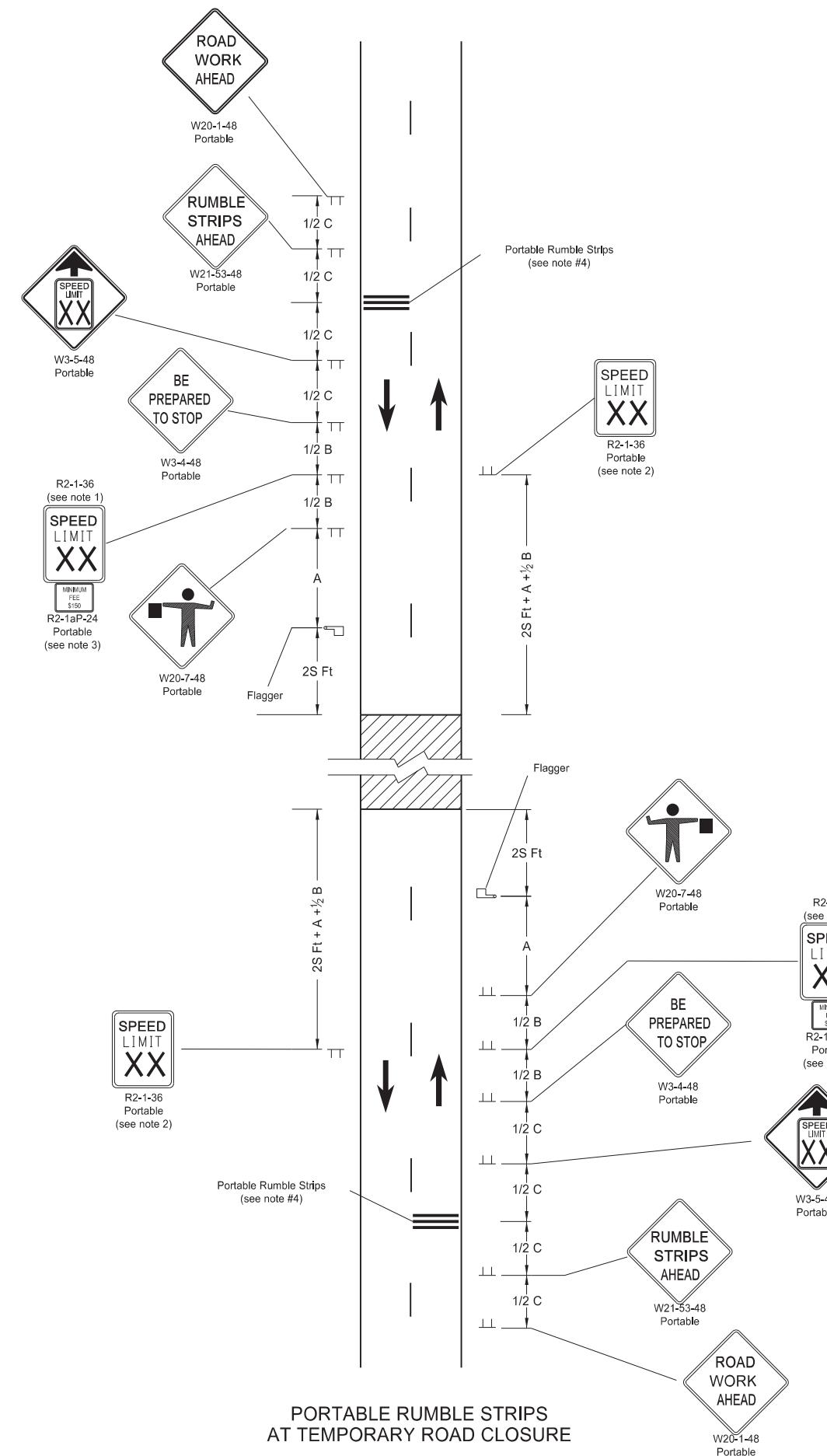
D-704-33



ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Mln. (ft)		
	A	B	C
Urban - High Speed (over 45 mph to 50 mph)	360	360	360
Rural - Hlgh Speed (over 50 mph to 65 mph)	720	720	720



## PORTRABLE RUMBLE STRIPS ARRAY DETAIL



## PORTRABLE RUMBLE STRIPS ARRAY TYPES OF MOVEMENT AND MAXIMUM ALLOWANCES

Notes:

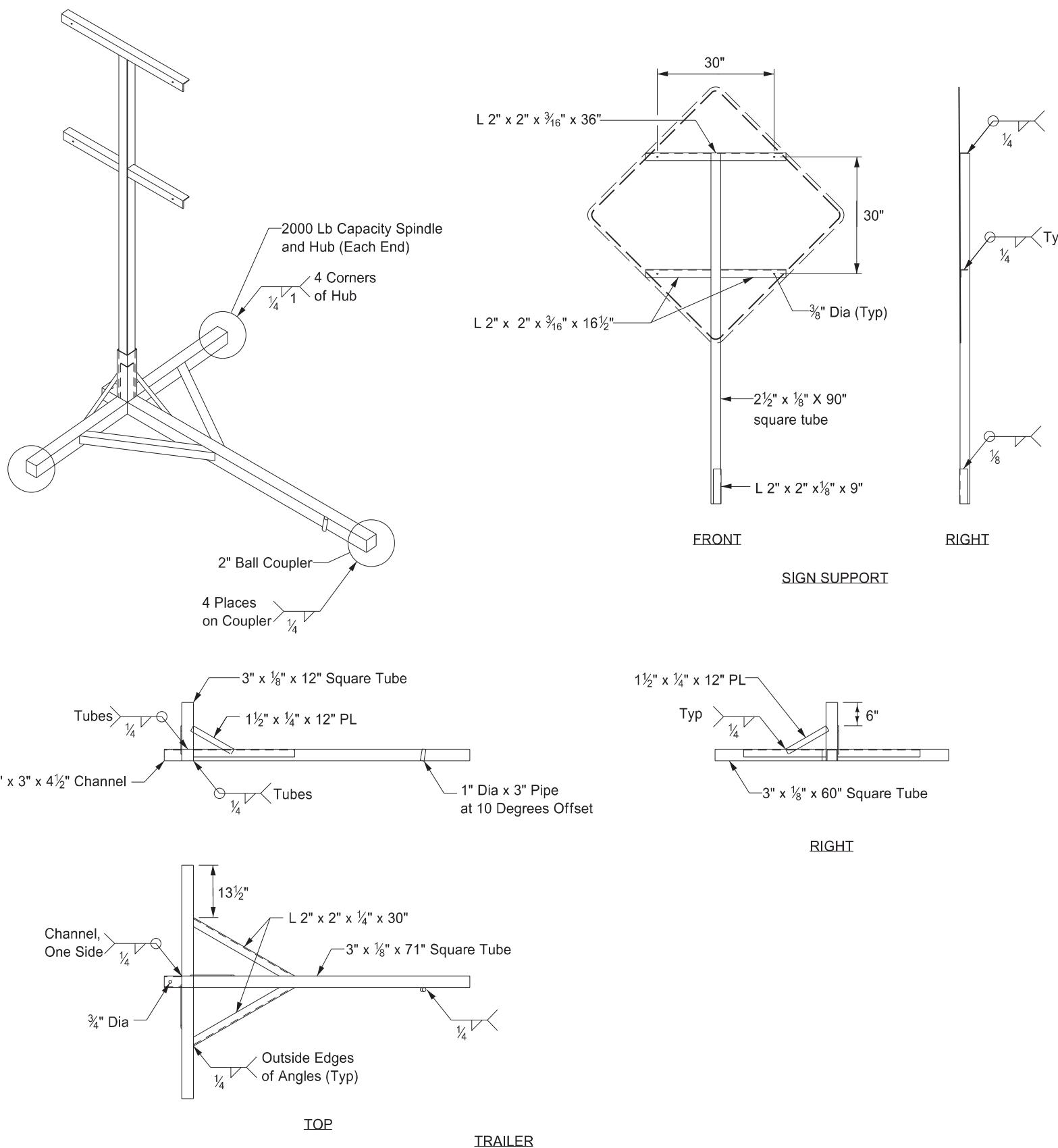
1. Determine speed in the field based on location and conditions.
2. Re-establish the speed limit. Determine the exact speed limit in the field, dependent on location and conditions.
3. Sign R2-1aP-24 is not required when pilot car operation is used.
4. Do not use rumble strips on a non paved surface or in a pre-construction speed zone of 45 mph or less.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
02-22-22	
REVISIONS	
DATE	CHANGE
03-07-23 06-30-25	Use changed to mln 45 mph 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.

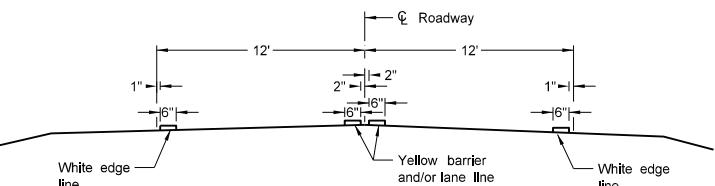
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-23-10	
REVISIONS	
DATE	CHANGE
12/02/2020	Updated Note to active voice.



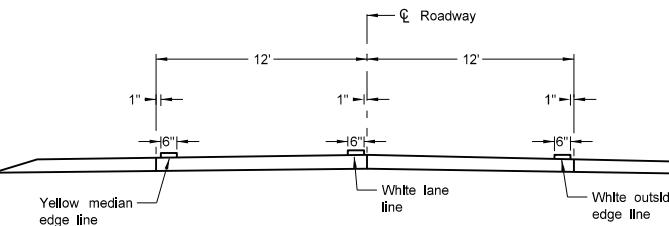


## PAVEMENT MARKING

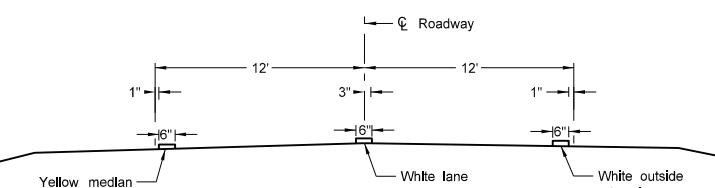
D-762-4



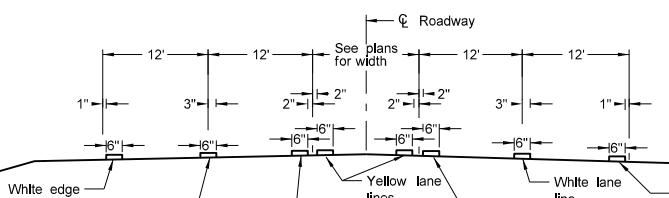
Two Lane Two Way  
RURAL ROADWAY



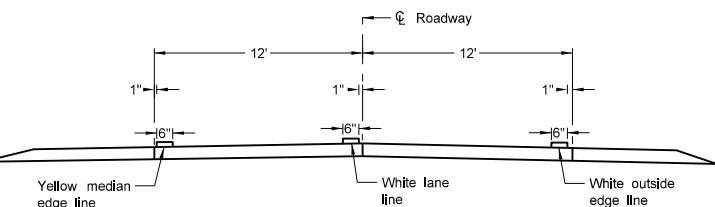
Two Lane Roadway  
INTERSTATE HIGHWAY  
Concrete Section



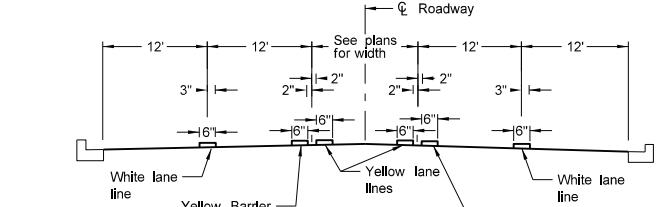
Two Lane Divided  
Rural Roadway  
PRIMARY HIGHWAY  
Asphalt Section



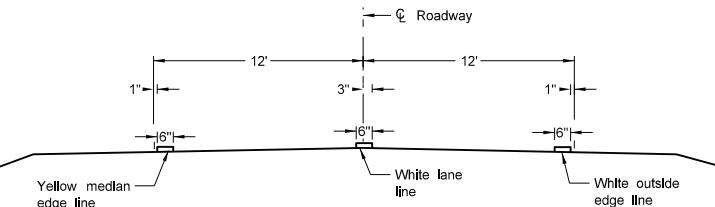
RURAL FIVE LANE ROADWAY  
Asphalt Section



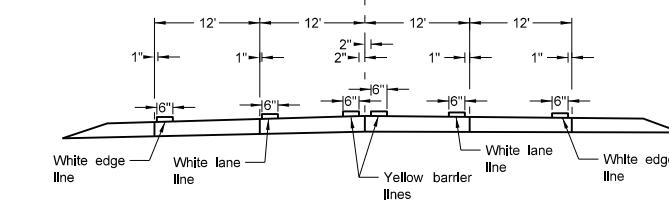
Two Lane Divided  
Rural Roadway  
PRIMARY HIGHWAY  
Concrete Section



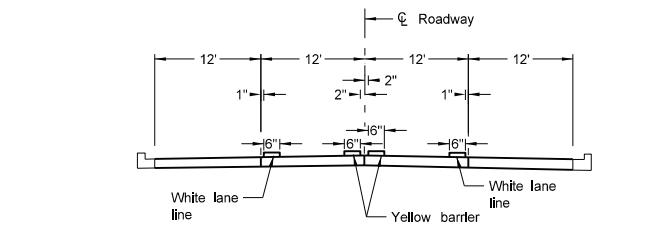
URBAN FIVE LANE SECTION  
Asphalt Section



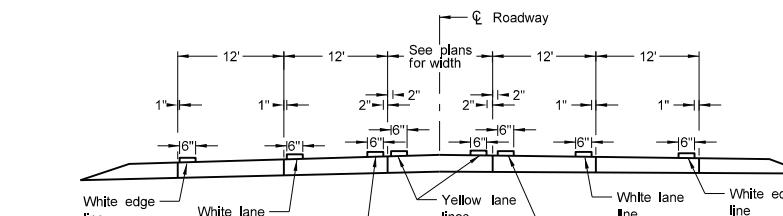
Two Lane Roadway  
INTERSTATE HIGHWAY  
Asphalt Section



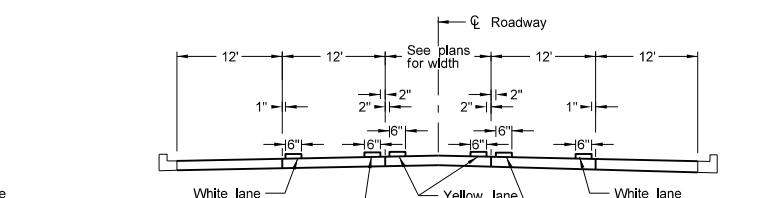
RURAL FOUR LANE ROADWAY  
Concrete Section



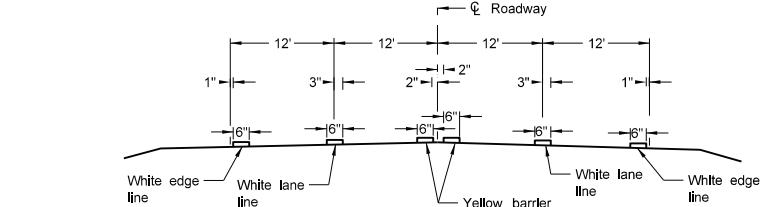
URBAN FOUR LANE SECTION  
Concrete Section



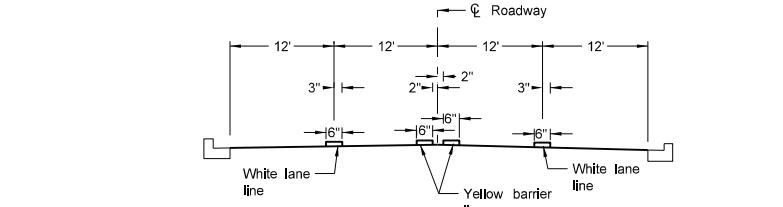
RURAL FIVE LANE ROADWAY  
Concrete Section



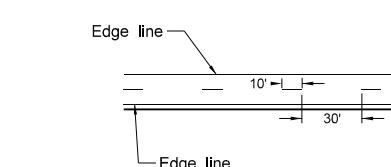
URBAN FIVE LANE SECTION  
Concrete Section



RURAL FOUR LANE ROADWAY  
Asphalt Section



URBAN FOUR LANE SECTION  
Asphalt 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

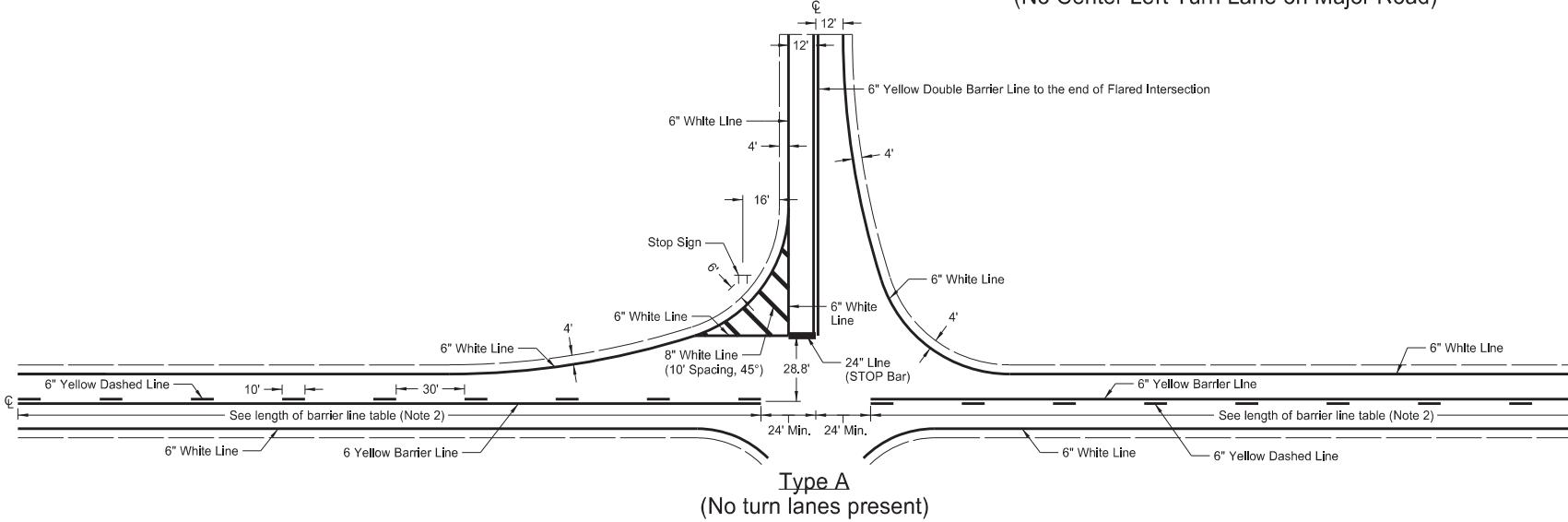
DATE CHANGE  
10-17-17 08-27-19 Updated to active voice.  
08-22-23 New Design Engineer PE Stamp.  
07-09-24 Revised pavement marking widths.  
Modified Note 1.



## PAVEMENT MARKING FOR STANDARD 90 DEGREE FLARED INTERSECTION

D-762-5

(No Center Left Turn Lane on Major Road)

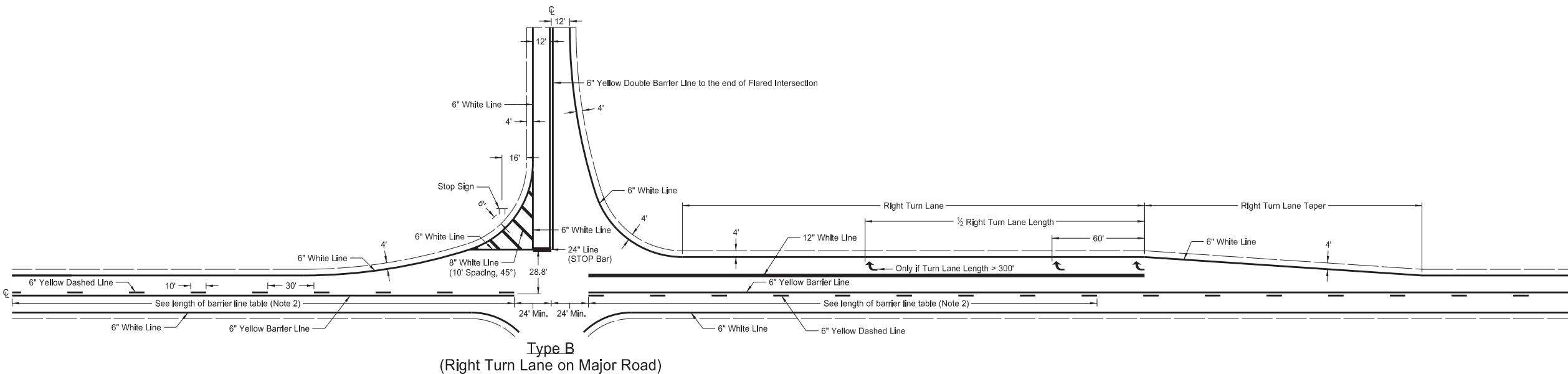


## Notes

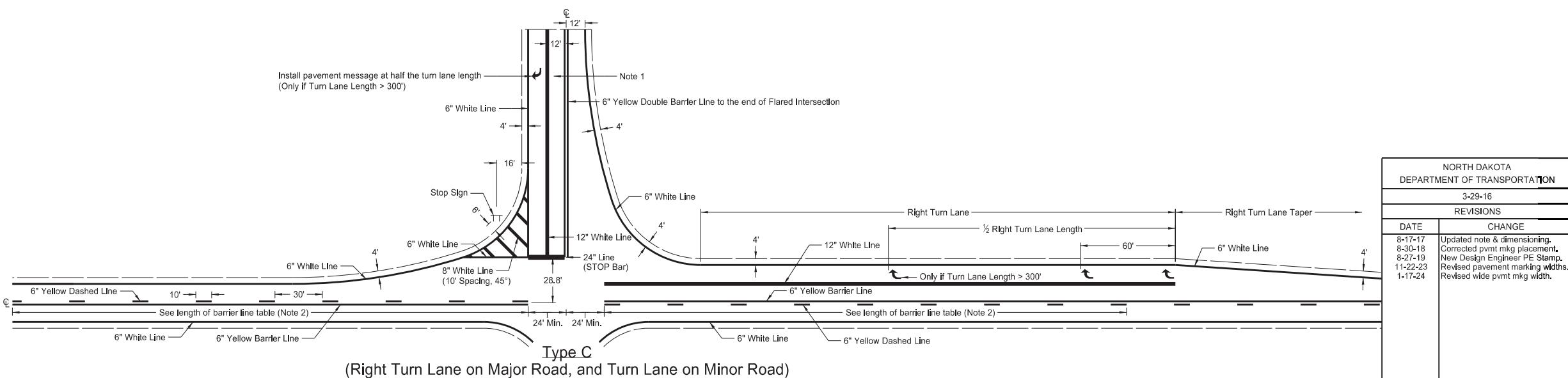
- At "T" intersections (3-leg), additionally install left turn pavement marking message arrow.
- The barrier lines have variable distances dependent on speed limit. Obtain barrier line length from table below (stopping sight distance.)
- Normal width line - 6 inches wide for freeways, expressways, and 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  $\leq$  40.
- Wide line - 8 inches wide if 4 inch normal width lines are used and 12 inches wide if 6 inch normal width lines are used.

Table for Length of Barrier Line

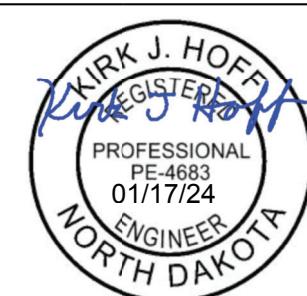
Speed Limit (mph)	30	35	40	45	50	55	60	65	70
Minimum Length	200'	250'	305'	360'	425'	495'	570'	645'	730'



- 6" Marking
- 8" Marking
- 12" Marking
- 24" Marking

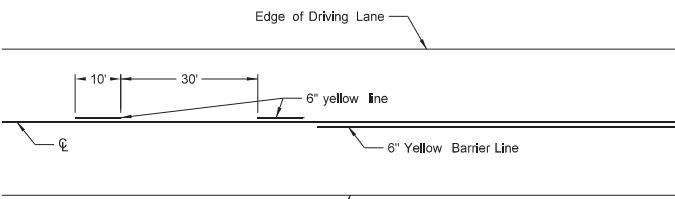


NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
3-29-16	
DATE	CHANGE
8-17-17 8-30-18 8-27-19 11-22-23 1-17-24	Updated note & dimensioning. Corrected pmkt mkg placement. New Design Engineer PE Stamp. Revised pavement marking widths. Revised wide pmkt mkg width.

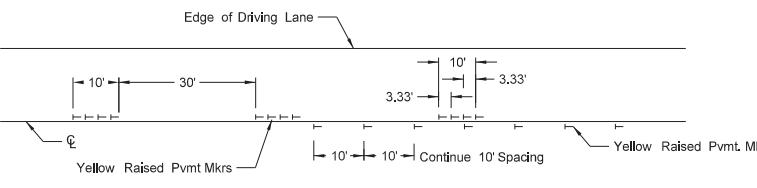


## SHORT-TERM PAVEMENT MARKING

D-762-11

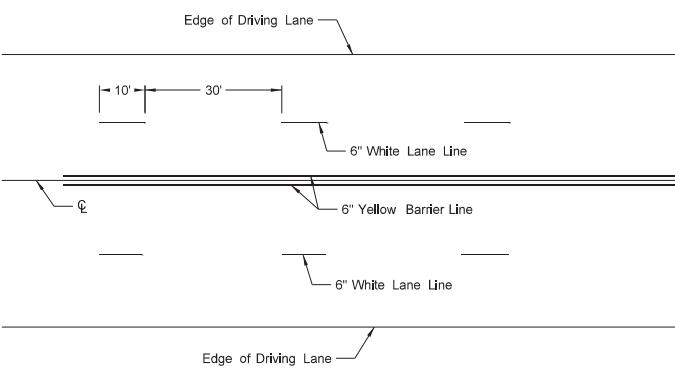


Painted or Tape Lines

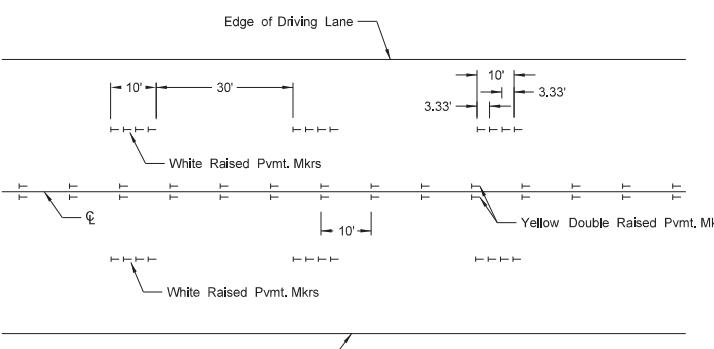


Raised Pavement Markers

## TWO-LANE TWO-WAY ROADWAY

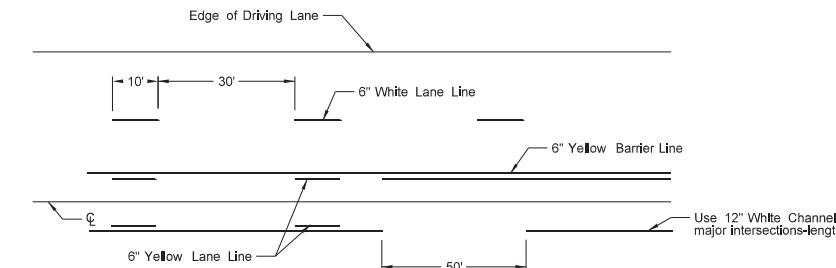


Painted or Tape Lines

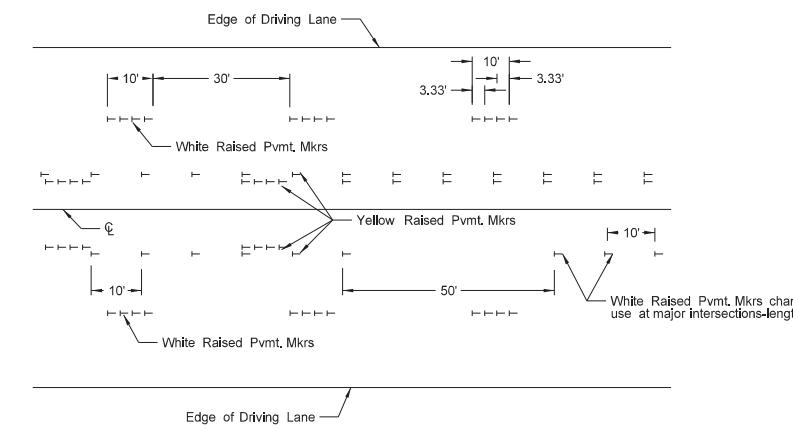


Raised Pavement Markers

## FOUR LANE ROADWAY

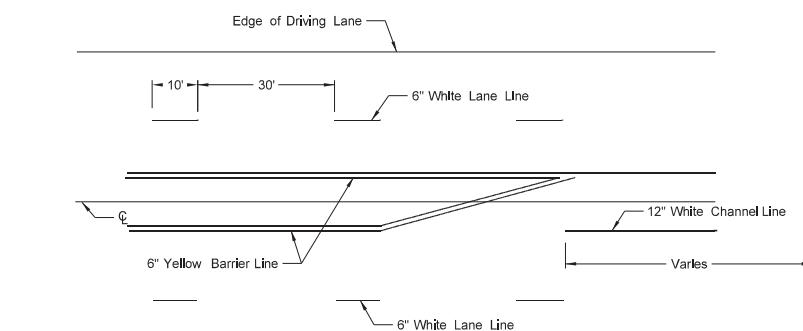


Painted or Tape Lines

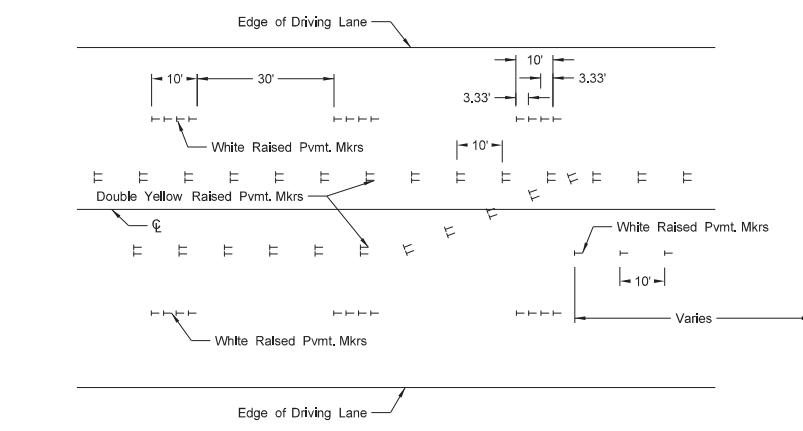


Raised Pavement Markers

## FIVE LANE ROADWAY TWO WAY LEFT TURN



Painted or Tape Lines



Raised Pavement Markers

## FIVE LANE ROADWAY WITH MARKED ISLANDS

## NOTES:

1. 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.
2. Place short term center line stripe (paint) on top lift to match exact placement of permanent stripe.
3. Remove raised markers and tape markings after permanent pavement marking is installed.
4. Normal width line - 6 inches wide for freeways, expressways, and ramps; 6 inches for all other roadways with speed limits > 40 mph.
5. Use 4 or 6 inch wide pavement marking for all other roadways with speed limits ≤ 40 mph.
6. 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 pvt. marking width.

