DESIGN DATA				
Traffic	Average Daily			
Current 2021	Pass: 530	Trucks: 30	Total: 560	
Preventive Maintenance				

	STATE	PROJECT NO.	PCN	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	23322	1	1

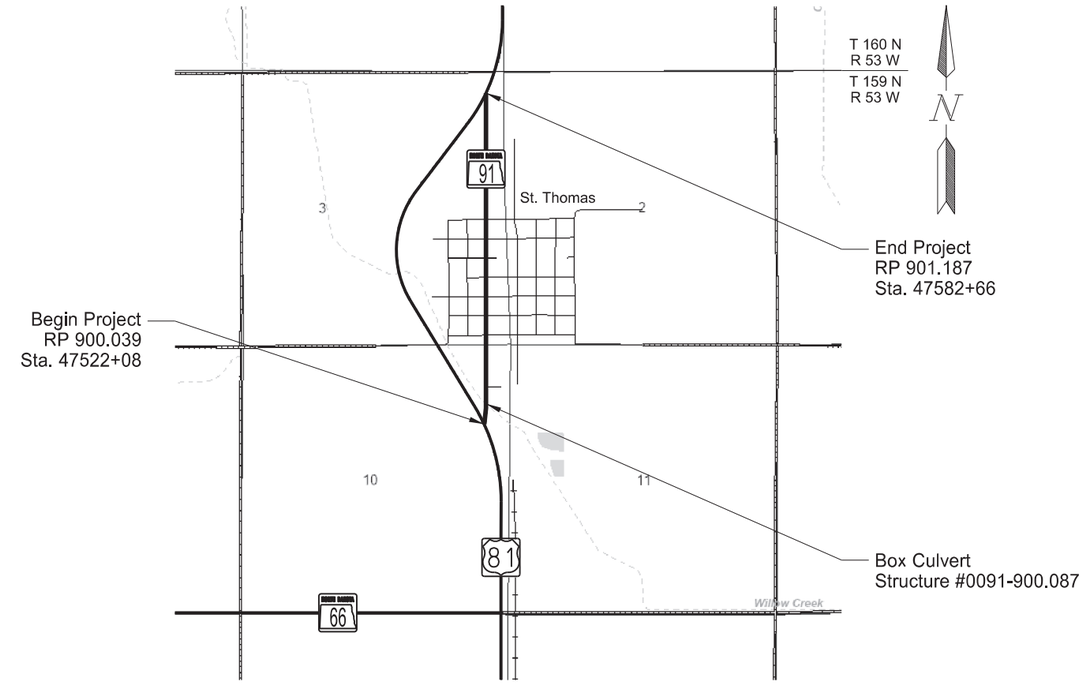
NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

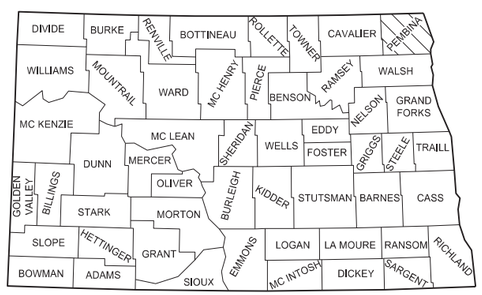
SS-6-091(005)900

Pembina County
St. Thomas Spur
Milling, HMA, Box Culvert Joint Repair, ADA Curb Ramp Improvements

GOVERNING SPECIFICATIONS	Date Published and Adopted by the North Dakota Department of Transportation
Standard Specifications	1/1/2022
Supplemental Specifications	NONE

PROJECT NUMBER \ DESCRIPTION	NET MILES	GROSS MILES
SS-6-091(005)900	1.147	1.147





STATE COUNTY MAP

DESIGNER
Brandon Friezen

ND DEPARTMENT OF TRANSPORTATION
GRAND FORKS DISTRICT
Kadrmas, Jesse L.
03/03/22

GRAND FORKS DISTRICT

REGISTERED PROFESSIONAL ENGINEER
JUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	2	1

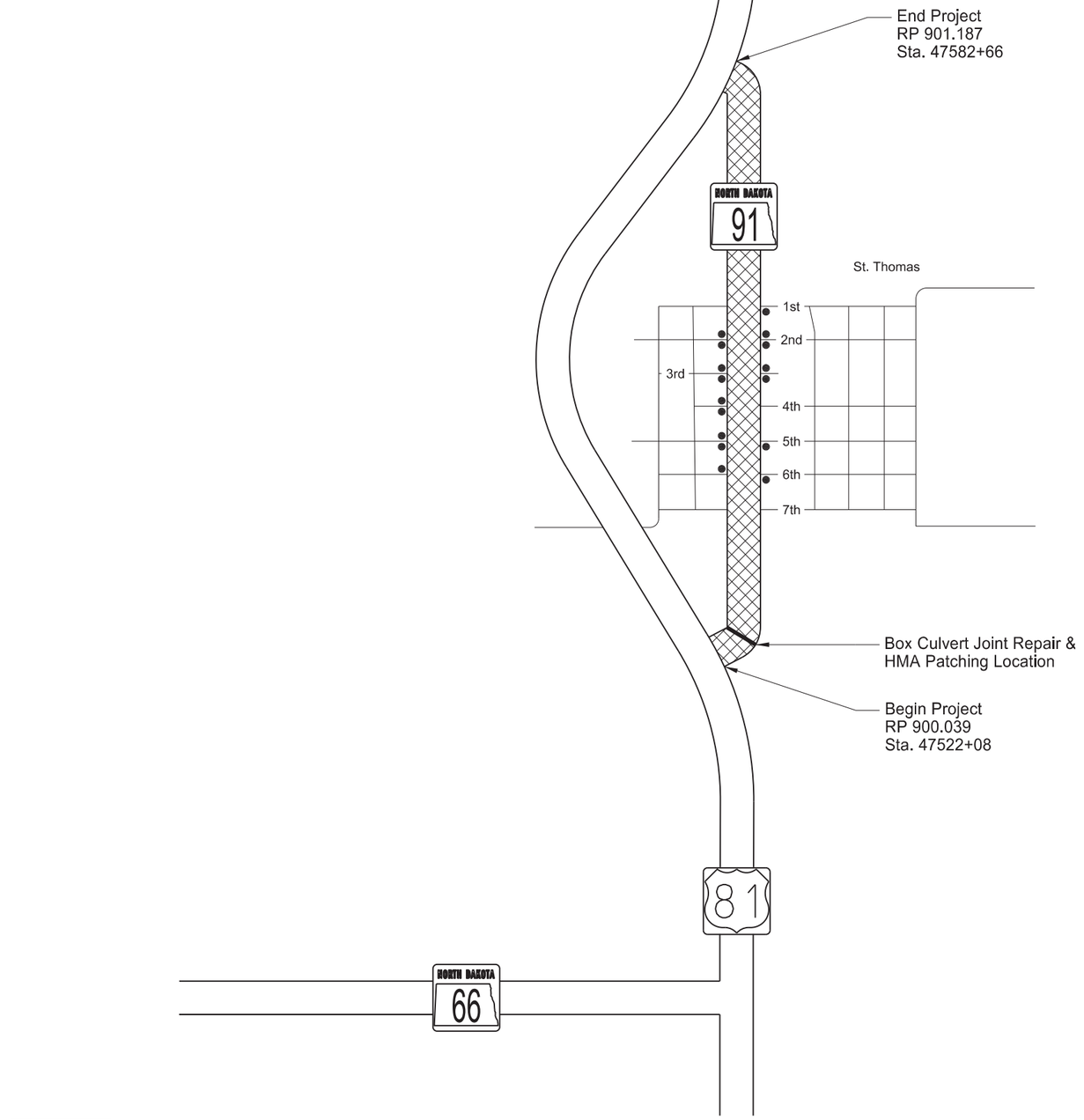
TABLE OF CONTENTS

PLAN SECTIONS

LIST OF STANDARD DRAWINGS

SPECIAL PROVISIONS

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	4	1



N

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Scope of Work

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	6	1

NOTES

100-P01 ORDER OF OPERATION:

1. ADA Curb Ramp Revisions
2. Milling
3. Patching
4. HMA (RAP – Superpave FAA 43)

105-P01 The Engineer will establish centerline prior to milling if requested by the Contractor. No additional horizontal control will be provided.

105-110 PAVEMENT SWEEPING: Sweep paved areas that were used by construction traffic before opening these areas to public traffic.

Sweep all newly constructed pavement no more than 24 hours before a scheduled final inspection.

Use a vacuum or pick-up type sweeper to perform this work.

202-P01 REMOVALS: Removal and disposal of existing aggregate (if needed) or common excavation is included in the costs of “Removal of Concrete Pavement” or “Removal of Curb & Gutter”.

202-P02 REMOVAL OF BITUMINOUS SURFACING: Removal of bituminous surfacing has been estimated as 2FT width x 7IN depth to accommodate the removal and replacement of curb & gutter.

Include costs for all removals, including aggregates or embankment beneath the bituminous surfacing in the unit price bid for “REMOVAL OF BITUMINOUS SURFACING”.

401-P01 FOG SEAL: Fog Seal HMA after final rolling with a minimum mat temperature of 125 degrees F.

411-P01 TEMPORARY ASPHALT WEDGES: Place temporary asphalt wedges at the beginning and end of the project, and paved approaches to allow smooth passage of vehicles at these milled locations. Place wedges at these milled areas prior to the traffic being allowed back on the milled roadway section. Millings may be used instead of asphalt for all wedges. Include all costs associated with labor, materials, and equipment for the installation, maintenance and removal of the wedges in the contract price bid for “MILLING PAVEMENT SURFACE”.

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 manufacture'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;
- Inter locking 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".

704-P01 TRAFFIC CONTROL FOR Milling, HMA & Patching: Provide traffic control consisting of a temporary road closure, flagging, and a pilot car.

Traffic control device quantities are based on the project length and the list below. Provide additional devices at no additional cost to the Department.

1. Standard D-704-15, layout A;
2. Standard D-704-20, layout G;
3. Standard D-704-22, layouts K and L; and
4. Standard D-704-26, layouts CC, EE, and GG.

704-P02 TRAFFIC CONTROL FOR PATCHING: Traffic will not be allowed to run on the base overnight. Place at least 1 lift of HMA before allowing traffic on a repair or continue flagging.

704-P03 SIDEWALK CLOSURES: Traffic control and accessibility devices have been provided based on 8 concurrent work locations

706-P01 BITUMINOUS LABORATORY: Provide cellular internet service with Wi-Fi capabilities. Also provide a cell phone signal booster that boosts 3G and 4G frequencies and allows for the reliable use of cellular voice and data services throughout the lab. Include all costs for installation and monthly fees for the cellular internet service and cellular signal booster in the contract price for “BITUMINOUS LABORATORY”.

750-P01 SIDEWALK AGGREGATE: Provide aggregate needed to grade sidewalk base meeting specifications of “AGGREGATE BASE COURSE CL 5”.

Include all costs associated with aggregate in the unit price bid for “SIDEWALK CONCRETE 4IN”.

750-P02 SIDEWALK CONCRETE: Construct sidewalk and ADA ramps as per Standard Drawings D750-2, D750-3, and as shown on the detail layouts in Section 80.

At replacement areas, excavate material to accommodate the proposed aggregate base and dispose of excess excavation.

Place a #3 deformed reinforcing bar placed 24 inches on center both longitudinally and transversely in all replacement areas. Use bars 6 inches shorter than the width of the slab and placed accurately at one-half the depth of the slab. Use plastic chairs. Construct contraction joints according to D-750-2. Place one-half-inch expansion joints as directed by the Engineer.

Saw all longitudinal and transverse contraction joints. Saw joints in a timely manner to prevent any uncontrolled random cracking. If random cracking occurs, remove and replace all damaged panels.

Include the cost of materials, equipment, and labor to perform the above referenced work in the contract unit price for “Sidewalk Concrete”.

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	6	2

NOTES

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

970-P01 LANDSCAPE PREPARATION: Areas requiring “LANDSCAPE PREPARATION” have been designated in Section 77 and will include grading, topsoil, seeding, hydraulic mulch, and watering.

Remove topsoil and earth necessary for placement of new sidewalk concrete, curb & gutter, and base material. Grade existing ground to blend into newly constructed curb ramps and replace topsoil prior to seeding.

It has been estimated to blend topsoil in to the existing ground at a width of 2 feet. Widths may vary at the discretion of the Engineer.

Seed areas disturbed during the removal and construction of ADA Curb Ramps. Seeding will be Class III. Hydraulic mulch after areas have been seeded.

Grass Species	Variety	PLS per Acre
Western Blue Grass	Park	100
Perennial Rye Grass	-----	40
Six-Week Fescue or Dural-hard Fescue	-----	60
Annual Rye Grass	-----	50

Water seed for three weeks minimum after placement in order to provide sufficient moisture for growth as determined by the Engineer. Prevent run-off and puddling. Water trucks will not be driven over turf areas.

Include all costs to remove and replace earth, topsoil, seed, mulch, and water in the contract unit price for “LANDSCAPE PREPARATION”

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	8	1

SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
103	0100	CONTRACT BOND	L SUM	0.17	0.17
202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	172.2	172.2
202	0130	REMOVAL OF CURB & GUTTER	LF	229.1	229.1
202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	58.6	58.6
302	0100	SALVAGED BASE COURSE	TON	183	183
302	0120	AGGREGATE BASE COURSE CL 5	TON	56	56
401	0050	TACK COAT	GAL	2,136	2,136
401	0070	FOG SEAL	GAL	1,382	1,382
411	0105	MILLING PAVEMENT SURFACE	SY	28,096	28,096
430	0143	RAP - SUPERPAVE FAA 43	TON	2,912	2,912
430	1000	CORED SAMPLE	EA	24	24
430	2000	PATCHING	TON	140	140
430	5815	PG 58S-34 ASPHALT CEMENT	TON	156	156
702	0100	MOBILIZATION	L SUM	0.17	0.17
704	0100	FLAGGING	MHR	108	108
704	1000	TRAFFIC CONTROL SIGNS	UNIT	1,983	1,983
704	1048	PORTABLE RUMBLE STRIPS	EA	3	3
704	1054	SIDEWALK BARRICADE	EA	9	9
704	1058	PEDESTRIAN WALKWAY	LF	250	250
704	1067	TUBULAR MARKERS	EA	200	200
704	1185	PILOT CAR	HR	60	60
704	2108	TEMPORARY CURB RAMP	EA	9	9
706	0550	BITUMINOUS LABORATORY	EA	0.17	0.17
706	0600	CONTRACTOR'S LABORATORY	EA	0.17	0.17
708	1540	INLET PROTECTION-SPECIAL	EA	17	17
708	1541	REMOVE INLET PROTECTION-SPECIAL	EA	17	17
709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	702	702
748	0100	CURB & GUTTER	LF	229.1	229.1
748	1030	VALLEY GUTTER 72IN	SY	5.4	5.4
750	0115	SIDEWALK CONCRETE 4IN	SY	161.4	161.4
750	2115	DETECTABLE WARNING PANELS	SF	190	190
762	0430	SHORT TERM 4IN LINE-TYPE NR	LF	12,878	12,878
762	1104	PVMT MK PAINTED 4IN LINE	LF	12,360	12,360

ESTIMATE NUMBER: 22256 ESTIMATE TYPE: FINAL FINALIZED: Y RUN DATE: 03/23/2022 TIME: 13:34:59

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	8	2

SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
762	1124	PVMT MK PAINTED 24IN LINE	LF	72	72
930	9671	BOX CULVERT JOINT REPAIR	EA	16	16
970	0008	LANDSCAPE PREPARATION	SY	82.5	82.5

ESTIMATE NUMBER: 22256 ESTIMATE TYPE: FINAL FINALIZED: Y RUN DATE: 03/23/2022 TIME: 13:34:59

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	10	1

BASIS OF ESTIMATE

Estimated Quantities			
Description	Unit	Width	Units/Mile
Typical Section 1 (0.071 Miles)			
Milling Pavement Surface *(25.6 ft x 5280 LF/Mi ÷ 9 SF/SY = 15019 SY/Mi)*	SY	25.6'	15,019
RAP - Superpave FAA 43 *(4.1333 SF x 5280 LF ÷ 27 CF/CY x 2 Ton/CY= 1617 Ton/Mi)*	Ton	25.6'	1,617
PG 58S-34 Asphalt Cement @ 5.2% *(0.052 x 1617 Ton/Mi = 85 Ton/Mi)*	Ton	25.6'	85
Tack @ 0.075 Gal/SY *(25.6 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.075 Gal/SY = 1127 Gal/Mi)*	Gal	25.6'	1,127
Fog Seal @ 0.05 Gal/SY *(24 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.05 Gal/SY = 704 Gal/Mi)*	Gal	24'	704
Typical Section 2 (0.073 Miles)			
Milling Pavement Surface *(26.7 ft x 5280 LF/Mi ÷ 9 SF/SY = 15664 SY/Mi)*	SY	26.7'	15,664
RAP - Superpave FAA 43 *(4.2274 SF x 5280 LF ÷ 27 CF/CY x 2 Ton/CY= 1654 Ton/Mi)*	Ton	39'	1,654
PG 58S-34 Asphalt Cement @ 5.2% *(0.052 x 1654 Ton/Mi = 87 Ton/Mi)*	Ton	39'	87
Tack @ 0.075 Gal/SY *(26.7 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.075 Gal/SY = 1175 Gal/Mi)*	Gal	26.7'	1,175
Fog Seal @ 0.05 Gal/SY *(24 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.05 Gal/SY = 704 Gal/Mi)*	Gal	24'	704
Typical Section 3 (0.033 Miles)			
Milling Pavement Surface *(42.5 ft (Avg.) x 5280 LF/Mi ÷ 9 SF/SY = 24934 SY/Mi)*	SY	42.5'	24,934
RAP - Superpave FAA 43 *(6.5916 SF (Avg.) x 5280 LF ÷ 27 CF/CY x 2 Ton/CY= 2579 Ton/Mi)*	Ton	37'	2,579
PG 58S-34 Asphalt Cement @ 5.2% *(0.052 x 2579 Ton/Mi = 135 Ton/Mi)*	Ton	37'	135
Tack @ 0.075 Gal/SY *(42.5 ft (Avg.) x 5280 LF/Mi ÷ 9 SF/SY x 0.075 Gal/SY = 1870 Gal/Mi)*	Gal	42.5'	1,870
Fog Seal @ 0.05 Gal/SY *(42.5 ft (Avg.) x 5280 LF/Mi ÷ 9 SF/SY x 0.05 Gal/SY = 1247 Gal/Mi)*	Gal	42.5'	1,247
Typical Section 4 (0.369 Miles)			
Milling Pavement Surface *(41 ft x 5280 LF/Mi ÷ 9 SF/SY = 24054 SY/Mi)*	SY	41'	24,054
RAP - Superpave FAA 43 *(6.0006 SF x 5280 LF ÷ 27 CF/CY x 2 Ton/CY= 2347 Ton/Mi)*	Ton	27.0	2,347
PG 58S-34 Asphalt Cement @ 5.2% *(0.052 x 2347 Ton/Mi = 123 Ton/Mi)*	Ton	27.0	123
Tack @ 0.075 Gal/SY *(41 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.075 Gal/SY = 1804 Gal/Mi)*	Gal	41'	1,804
Fog Seal @ 0.05 Gal/SY *(41 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.05 Gal/SY = 1203 Gal/Mi)*	Gal	41'	1,203

Estimated Quantities			
Description	Unit	Width	Units/Mile
Transitions between Typical Sections 4 & 5 (0.041 Miles)			
Milling Pavement Surface *(51 ft (Avg.) x 5280 LF/Mi ÷ 9 SF/SY = 29920 SY/Mi)*	SY	51'	29,920
RAP - Superpave FAA 43 *(7.6677 SF (Avg.) x 5280 LF ÷ 27 CF/CY x 2 Ton/CY= 2999 Ton/Mi)*	Ton	27.0	2,999
PG 58S-34 Asphalt Cement @ 5.2% *(0.052 x 2999 Ton/Mi = 156 Ton/Mi)*	Ton	27.0	156
Tack @ 0.075 Gal/SY *(51 ft (Avg.) x 5280 LF/Mi ÷ 9 SF/SY x 0.075 Gal/SY = 2244 Gal/Mi)*	Gal	51'	2,244
Fog Seal @ 0.05 Gal/SY *(51 ft (Avg.) x 5280 LF/Mi ÷ 9 SF/SY x 0.05 Gal/SY = 1496 Gal/Mi)*	Gal	51'	1,496
Typical Section 5 (0.189 Miles)			
Milling Pavement Surface *(61 ft x 5280 LF/Mi ÷ 9 SF/SY = 35787 SY/Mi)*	SY	61'	35,787
RAP - Superpave FAA 43 *(9.3348 SF x 5280 LF ÷ 27 CF/CY x 2 Ton/CY= 3651 Ton/Mi)*	Ton	27.0	3,651
PG 58S-34 Asphalt Cement @ 5.2% *(0.052 x 3651 Ton/Mi = 190 Ton/Mi)*	Ton	27.0	190
Tack @ 0.075 Gal/SY *(61 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.075 Gal/SY = 2684 Gal/Mi)*	Gal	61'	2,684
Fog Seal @ 0.05 Gal/SY *(61 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.05 Gal/SY = 1790 Gal/Mi)*	Gal	61'	1,790
Typical Section 6 (0.259 Miles)			
Milling Pavement Surface *(26.5 ft x 5280 LF/Mi ÷ 9 SF/SY = 15547 SY/Mi)*	SY	26.5'	15,547
RAP - Superpave FAA 43 *(4.2082 SF x 5280 LF ÷ 27 CF/CY x 2 Ton/CY= 1646 Ton/Mi)*	Ton	27.0	1,646
PG 58S-34 Asphalt Cement @ 5.2% *(0.052 x 1646 Ton/Mi = 86 Ton/Mi)*	Ton	27.0	86
Tack @ 0.075 Gal/SY *(26.5 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.075 Gal/SY = 1166 Gal/Mi)*	Gal	26.5'	1,166
Fog Seal @ 0.05 Gal/SY *(24 ft x 5280 LF/Mi ÷ 9 SF/SY x 0.05 Gal/SY = 704 Gal/Mi)*	Gal	24'	704

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 3/24/22
NORTH DAKOTA

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	10	2

BASIS OF ESTIMATE

Additional Quantities			
Description	Units	Basis	Units
City Street Returns, Approaches, N & S JCT US 81			
Milling Pavement Surface	SY	Sec. 20, Sheets 1 & 2	4168
RAP - Superpave FAA 43	Ton		480
PG 58S-34 Asphalt Cement	Ton		25
Tack Coat	Gal	Sec 90, Sheet 1	338
Fog Seal	Gal		210
Aggregate Base Course CL5	Ton		56
Patching			
Patching	Ton	Sec. 20, Sheet 3	117
Salvaged Base Course	Ton		183
Geosynthetic Material Type G	SY		702

HBP Cored Samples							
	A	B		C			
Specification Section	Distance (Ft) ÷ 1000	Lanes	Joints	Lifts	Quantity (A x B x C)	Quantity (1 per mile)	Unit
430.04 I.2.b(1), "General"	6	2	N/A	1	12	N/A	EA
SSP 4 Longitudinal Joint Density in HMA Pavements (Centerline)	6	N/A	1	1	6	N/A	EA
430.04 I.2.b(1), "General" *Patching, Widened Sections*					6	N/A	EA
430.04 I.2.b(2), "Pavement Thickness Determination Cores"					N/A	0	EA
					24	0	EA

Approach Locations					
900.069	Rt	Gravel Private Drive	900.562	Lt & Rt	Paved Street
900.137	Rt	Paved Private Drive	900.629	Lt & Rt	Paved Street
900.155	Rt	Paved Private Drive	900.707	Lt & Rt	Paved Street
900.177	Rt	Gravel Private Drive	900.776	Lt & Rt	Paved Street
900.347	Lt & Rt	Paved Street	900.846	Rt	Field Drive
900.417	Lt & Rt	Paved Street	900.887	Lt	Field Drive
900.492	Lt & Rt	Paved Street			

Estimated Available Milled Material Quantities			
Milled Material Available	Milled Area (SF)	Length (Mi)	Tons (1.875 Ton/CY)
Typical Section 1	4.1333	0.071	108
Typical Section 2	4.2274	0.073	113
Typical Section 3	6.5916	0.033	80
Typical Section 4	6.0006	0.369	812
Transitions between Typical Sections 4 & 5	7.6677	0.041	115
Typical Section 5	9.3348	0.189	647
Typical Section 6	4.2082	0.259	400
Approaches	See Sec.20, Sheet 1		125
N & S Jct US 81	See Sec.90, Sheet 1		308
	Total (Less 10% for losses)		**2,436**

Estimated Required & Remaining Milled Material Quantities		
	% RAP by Mix Design	
Milled Material required for production of HMA	10% Min	25% Max
(2,912 tons RAP-Superpave FAA 43 & 140 tons Patching = 3052 tons HMA)	**31**	**763**
Milled Material to become the property of the Contractor	**2,405**	**1,673**

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 3/24/22
NORTH DAKOTA

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	10	3

BASIS OF ESTIMATE

Temporary Pavement Marking		
Location	Basis	Quantity
RP 900.039 to RP 901.187 *(1.148 Miles, 2 Applications)*		
Short Term 4IN Line-Type NR Yellow Skip Line	1,320 LF/Mi	1,694 LF
Short Term 4IN Line-Type NR Single Yellow Barrier Line	5,280 LF/Mi	476 LF
Short Term 4IN Line-Type NR Double Yellow Barrier Line	10,560 LF/Mi	10,708 LF
Permanent Pavement Marking		
Location	Basis	Quantity
RP 900.039 to RP 900.234, RP 900.828 to RP 901.187 *(0.554 Miles)*		
Pvmt Mk Painted 4IN Yellow Skip Line	1,320 LF/Mi	732 LF
Pvmt Mk Painted 4IN Yellow Double Barrier Line	10,560 LF/Mi	972 LF
Pvmt Mk Painted 4IN White Edge Line	10,560 LF/Mi	5,851 LF
RP 900.234 to RP 900.828 *(0.594 Miles)*		
Pvmt Mk Painted 4IN Yellow Skip Line	1,320 LF/Mi	184 LF
Pvmt Mk Painted 4IN Yellow Single Barrier Line	5,280 LF/Mi	238 LF
Pvmt Mk Painted 4IN Yellow Double Barrier Line	10,560 LF/Mi	4,383 LF
Additional Quantities		
Pvmt Mk Painted 24IN White Stop Bar *(Stop bars @ N and S JCT US 81)*	5,280 LF/Mi	72 LF

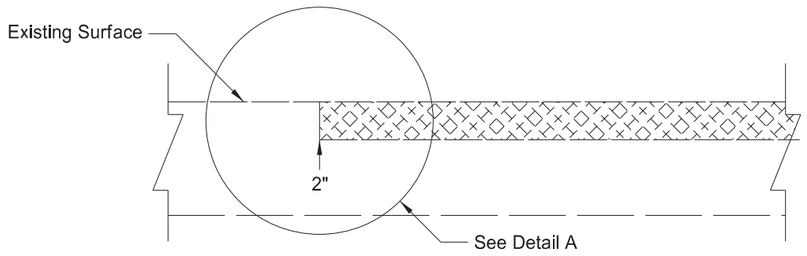
Total 4IN Pavement Marking		
	White	Yellow
Short Term 4IN Line - Type NR		12,878 LF
Pvmt Mk Painted 4IN Line	5,851 LF	6,509 LF

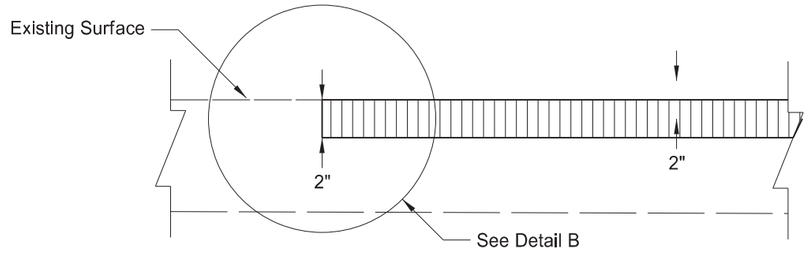
Barrier Striping Locations			
From RP to RP		Single Barrier (Mi)	Double Barrier (Mi)
900.047	900.095		0.048
900.301	900.346	0.045	
900.357	900.418		0.061
900.428	900.490		0.062
900.501	900.562		0.061
900.573	900.636		0.063
900.644	900.707		0.063
900.715	900.780		0.065
900.788	900.828		0.040
901.136	901.180		0.044
		0.045	0.507

Estimated Flagging & Pilot Car Hours			
Operation	**Basis**	**Flagging**	**Pilot Car**
Milling Pvmt. Surface	*1 Day x 12 Hr/Day x 3 Flaggers* *1 Day x 12 Hr/Day x 1 Pilot Car*	36 MHR	12 MHR
HMA & Patching	*2 Days x 12 Hr/Day x 3 Flaggers* *2 Days x 12 Hr/Day x 1 Pilot Car*	72 MHR	48 MHR

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 3/24/22
NORTH DAKOTA

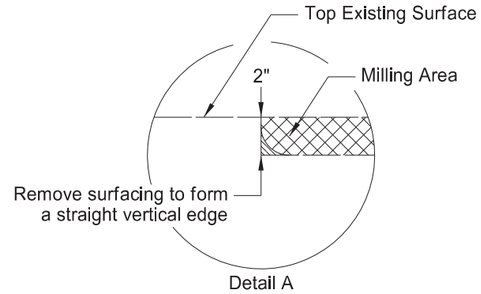
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	20	1



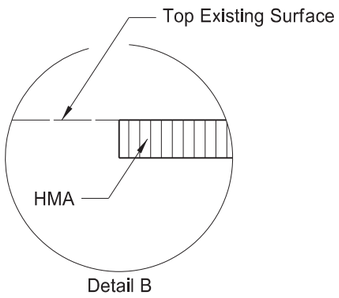


Milling & HMA Transition Details

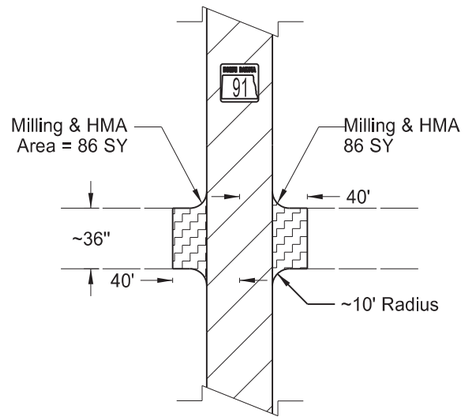
Beginning & End of Project
Paved Approaches



Detail A



Detail B



Paved City Streets

1st Ave
2nd Ave
3rd Ave
4th Ave
5th Ave
6th Ave
7th Ave

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 3/24/22
NORTH DAKOTA

2" Milling & HMA - City Street Approaches

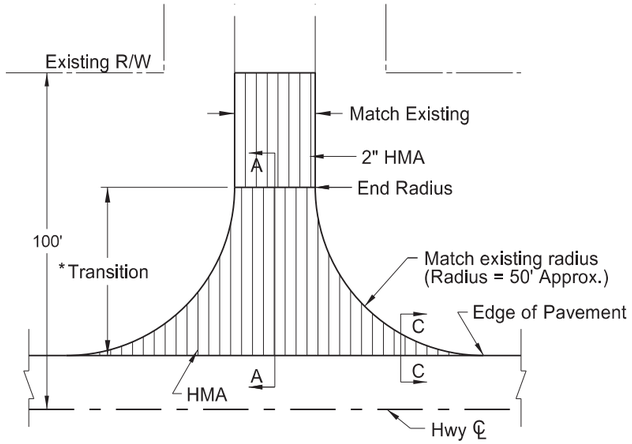
Typical Milling & HMA Section

Additional Quantities for Widenings and City Streets

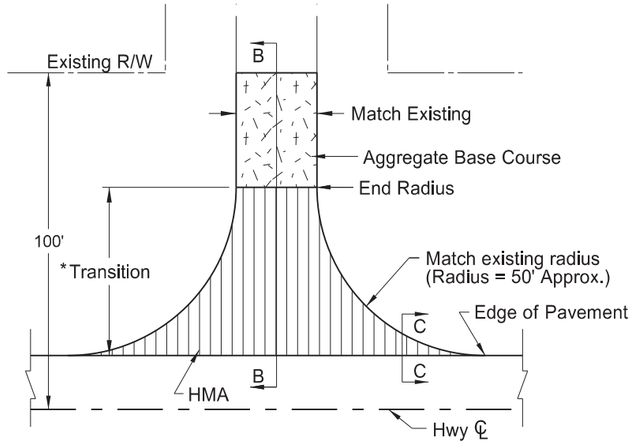
Milling Pavement Surface	1204 SY
RAP - Superpave FAA 43 @ 2 Tons/CY	134 Ton
PG 58S-34 Asphalt Cement @ 5.2%	7 Ton
Tack Coat @ 0.075 Gal/SY	91 Gal
Fog Seal @ 0.05 Gal/SY	61 Gal

Milled Transitions & HMA Details

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	20	2



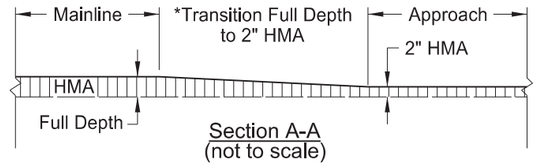
(1) Paved Section Line, County Road, or Street Approach



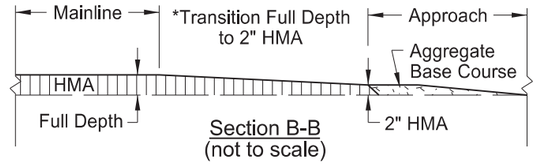
(2) Gravel Section Line, County Road, or Street Approach

Notes:

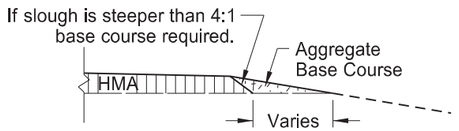
1. Actual HMA paving and aggregate base course locations may vary in the field, as approved by the Engineer.
2. Quantity totals have been included in the bid items of the "Estimate of Quantities" of the plans.
3. 40 tons of aggregate base course has been provided in the quantities to fill in around the radii. This material will be required when sloughs are steeper than 4:1 (see section C-C)



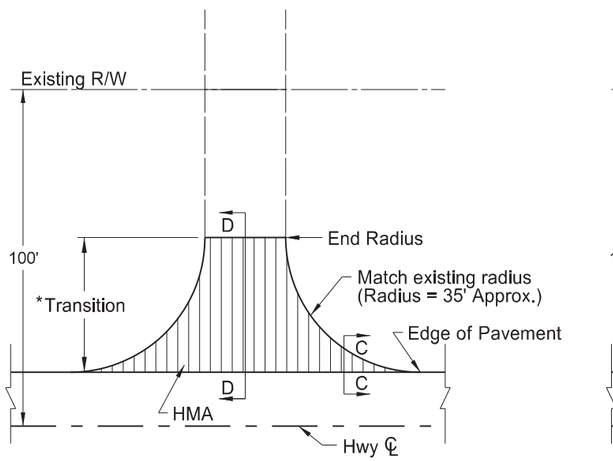
Section A-A
(not to scale)



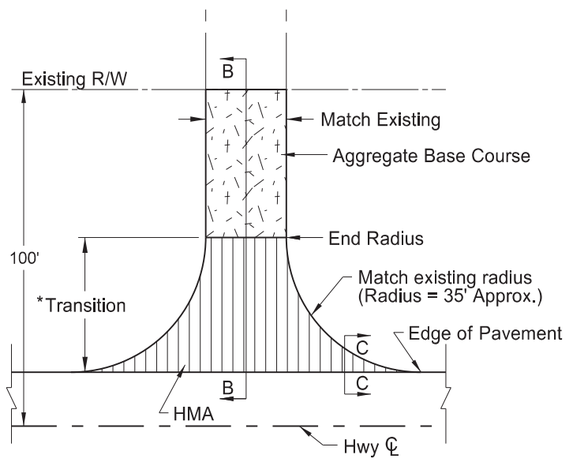
Section B-B
(not to scale)



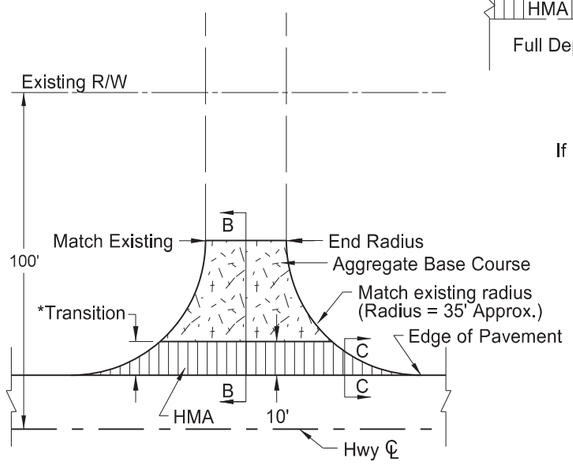
Section C-C
(not to scale)



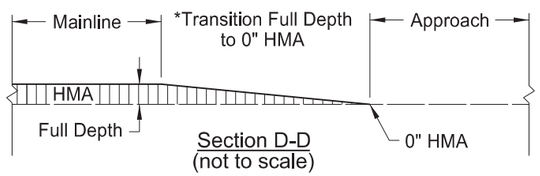
(3) Paved Private Drive Approach



(4) Gravel Private Drive Approach



(5) Field Drive Approach



Section D-D
(not to scale)

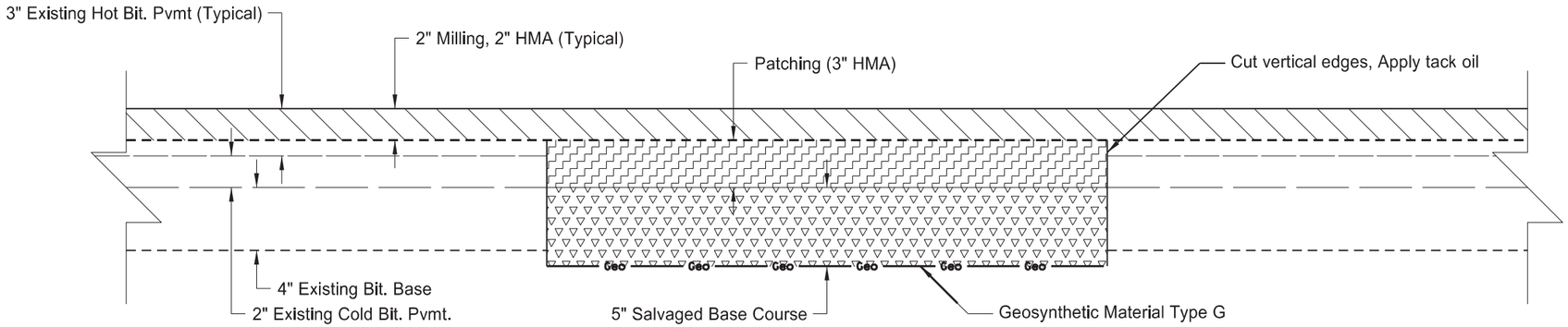
BASIS OF ESTIMATE		(1)	(2)	(3)	(4)	(5)	
ITEM	UNIT	Paved Section Line	Gravel Section Line	Paved Private Drive	Gravel Private Drive	Field Drive	TOTALS
Number of Locations	#	7	0	2	2	2	13
Aggregate Base Course CL 5	TON	N/A	-	N/A	4	4	16
Tack Coat	GAL	See Sec. 20, Sheet 1	-	4	4	4	24
RAP - Superpave FAA 43	TON		-	3	3	3	18
PG 58S-34 Asphalt Cement	TON		-	0.15	0.15	0.15	1

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 3/24/22
NORTH DAKOTA

Approach Paving Details for
Existing Rural Approaches

(No Approach Grading)

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	20	3



1. The exact locations, lengths and widths to be patched will be determined by the Engineer in the field.
2. Broken or unstable bituminous surfacing will be removed and replaced according to Section 430.04 G.
3. Remove existing base and subgrade material to the depth required to obtain a stable subgrade. Replace removed base and subgrade material with salvaged base course and compact.
4. The patching must meet specified density. The requirements of Section 430.04 I.2 apply.
5. Include all costs to remove & dispose of unstable material, cut vertical edges, apply tack oil, the cost for aggregate and asphalt cement to produce HMA, and placement in the contract price for PATCHING. Include all costs to haul, place and compact salvaged base course in the contract price for SALVAGED BASE COURSE.

Basis of Estimate

Location					Patching (Ton)	Salvaged Base Course (Ton)	Geosynthetic Material Type G (SY)
Begin RP	End RP	Lane	Length (LF)	Width (Ft)			
900.055	900.101	NB & SB	243	26	117	183	702
				Total	**117**	**183**	**702**

Patching

Salvaged Base Course

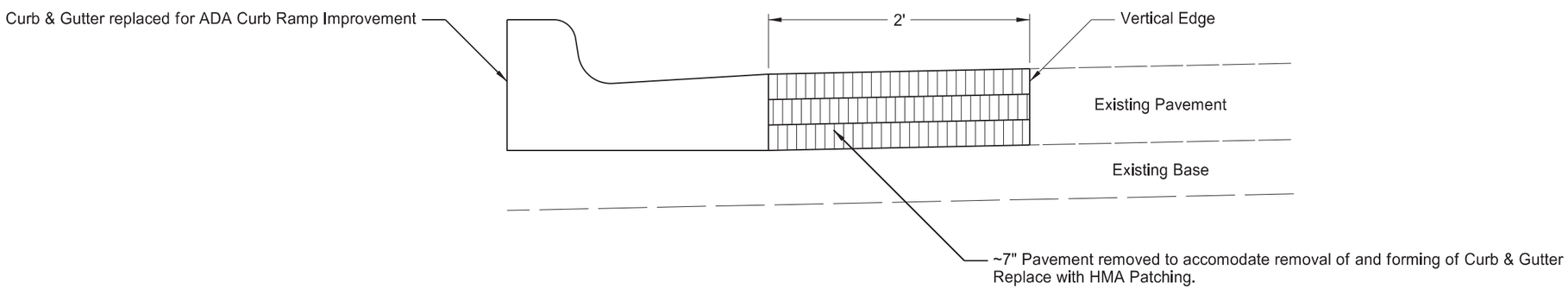
Typical Milling Pavement Surface & HMA

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 3/24/22
NORTH DAKOTA

Patching Detail

2/24/2022 9:21:33 AM tfriezen R:\project\60091900.005\district\design\020GD\020GD_003_DPatching.dgn

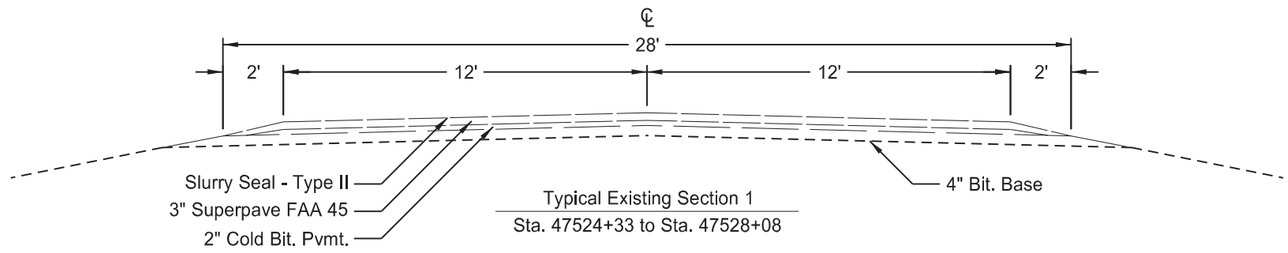
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	20	4



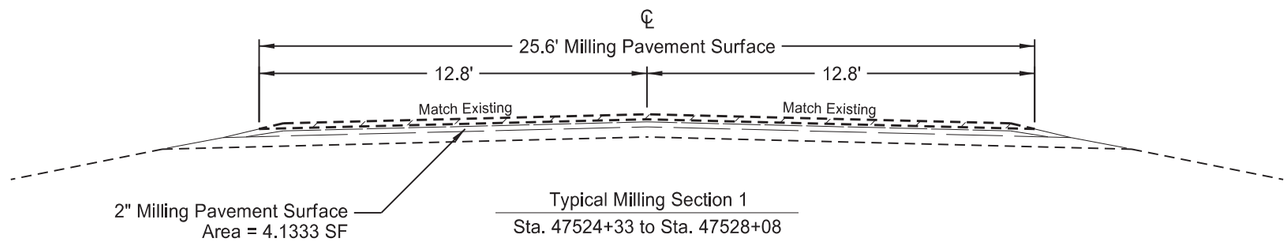
REGISTERED PROFESSIONAL ENGINEER
JUSTIN LANG
PE-6394
DATE 3/24/22
NORTH DAKOTA

Pavement Removal & Patching Details

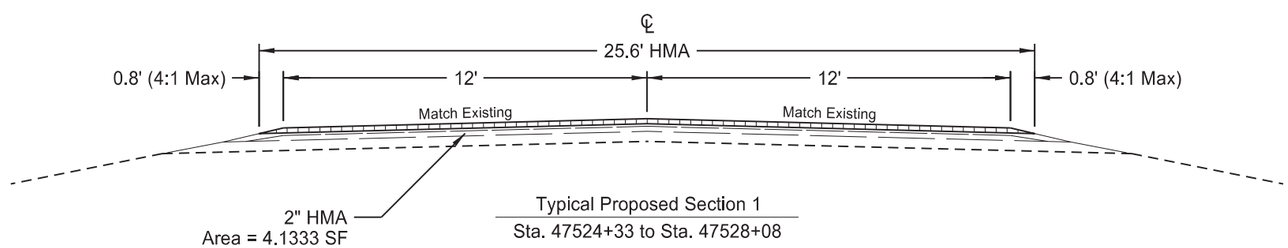
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	30	1



Typical Existing Section 1
Sta. 47524+33 to Sta. 47528+08



Typical Milling Section 1
Sta. 47524+33 to Sta. 47528+08

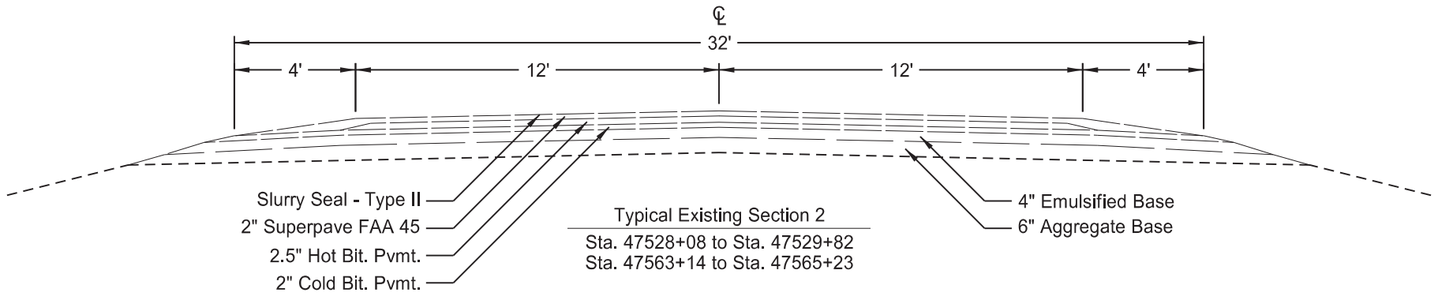


Typical Proposed Section 1
Sta. 47524+33 to Sta. 47528+08

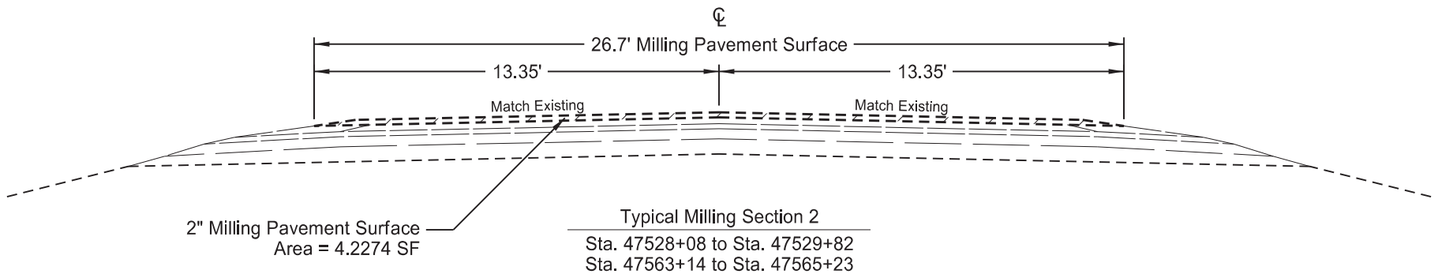
REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Typical Sections

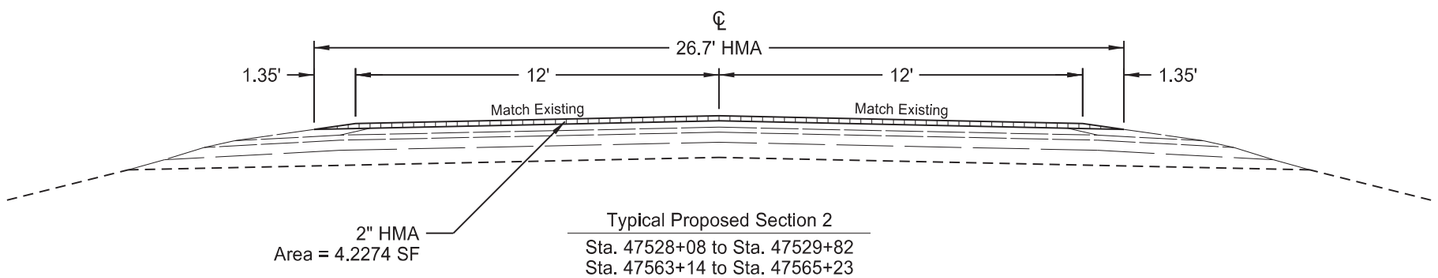
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	30	2



Typical Existing Section 2
Sta. 47528+08 to Sta. 47529+82
Sta. 47563+14 to Sta. 47565+23



Typical Milling Section 2
Sta. 47528+08 to Sta. 47529+82
Sta. 47563+14 to Sta. 47565+23

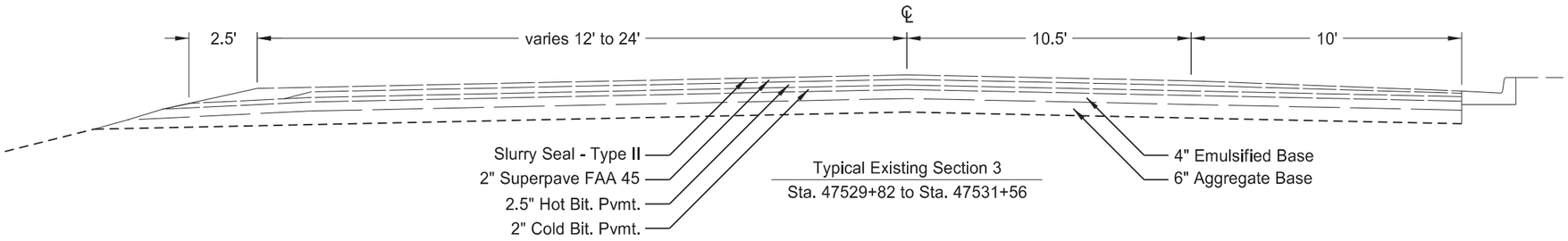


Typical Proposed Section 2
Sta. 47528+08 to Sta. 47529+82
Sta. 47563+14 to Sta. 47565+23

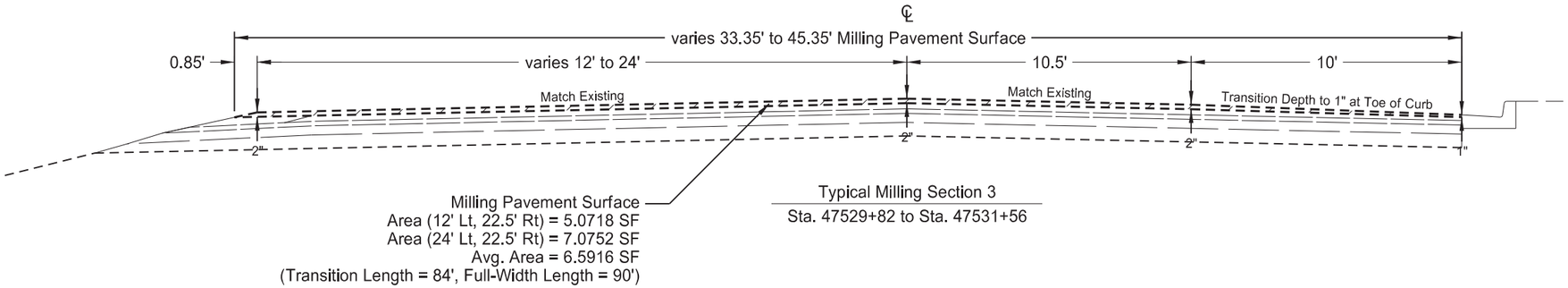
REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Typical Sections

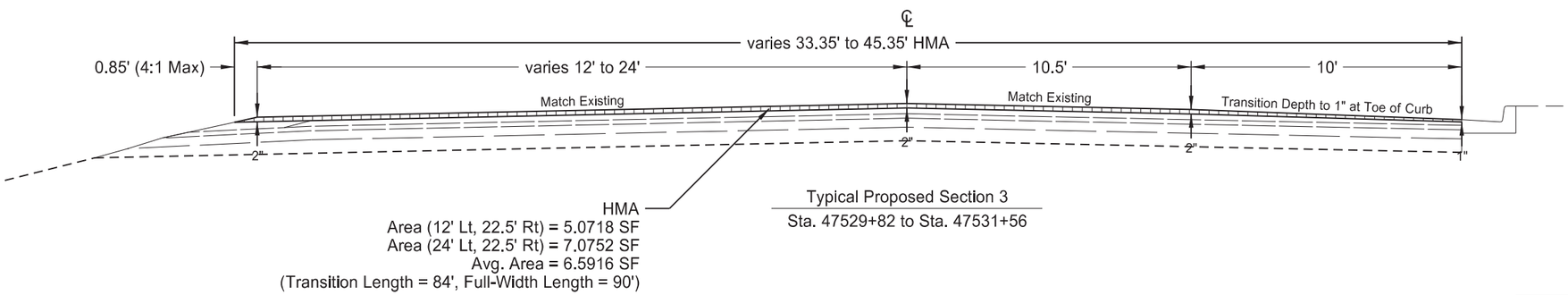
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	30	3



Typical Existing Section 3
Sta. 47529+82 to Sta. 47531+56



Typical Milling Section 3
Sta. 47529+82 to Sta. 47531+56

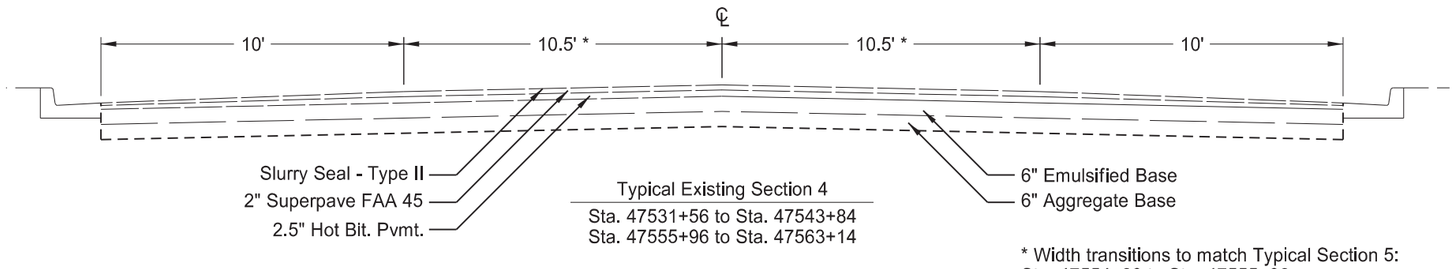


Typical Proposed Section 3
Sta. 47529+82 to Sta. 47531+56

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

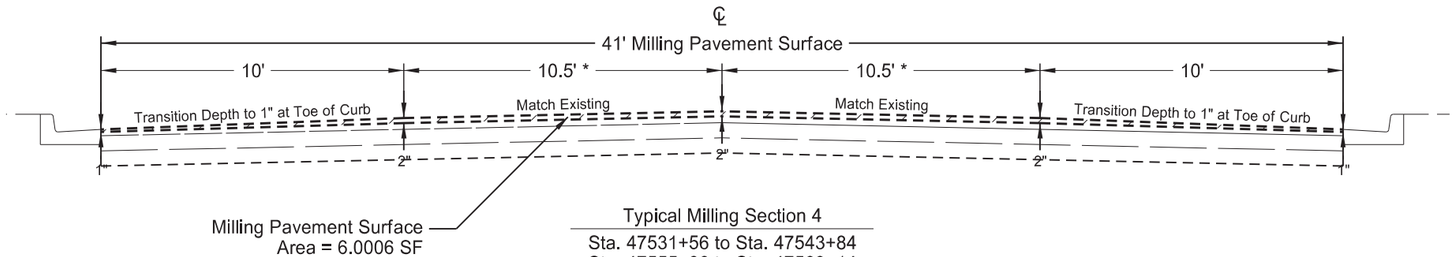
Typical Sections

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	30	4



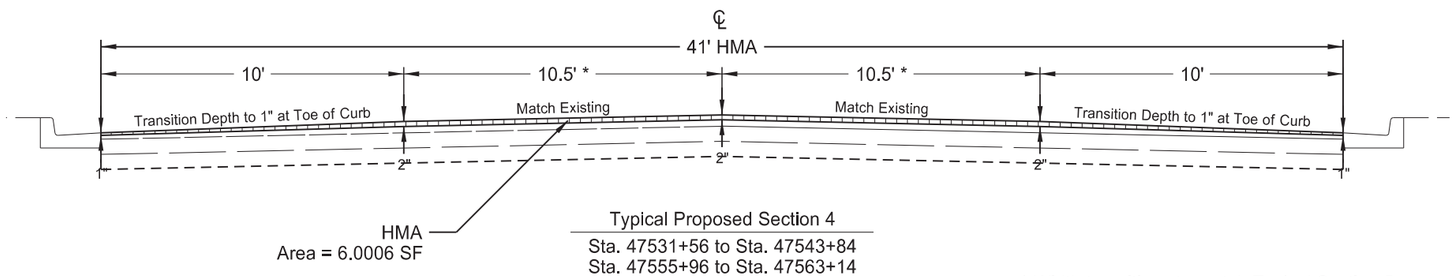
Typical Existing Section 4
Sta. 47531+56 to Sta. 47543+84
Sta. 47555+96 to Sta. 47563+14

* Width transitions to match Typical Section 5:
Sta. 47554+89 to Sta. 47555+96
Sta. 47543+84 to Sta. 47544+91



Typical Milling Section 4
Sta. 47531+56 to Sta. 47543+84
Sta. 47555+96 to Sta. 47563+14

* Width transitions to match Typical Section 5:
Sta. 47554+89 to Sta. 47555+96
Sta. 47543+84 to Sta. 47544+91



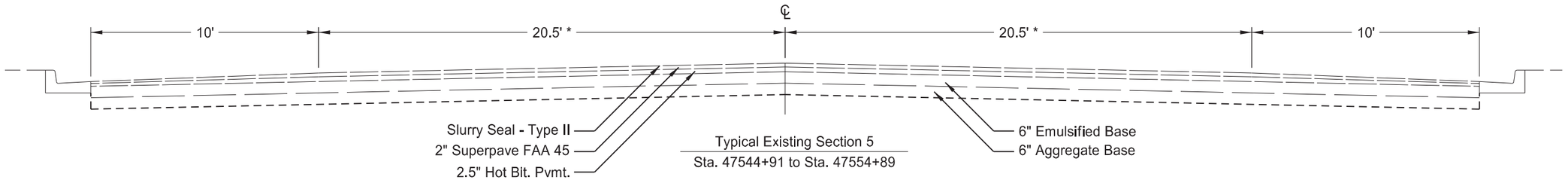
Typical Proposed Section 4
Sta. 47531+56 to Sta. 47543+84
Sta. 47555+96 to Sta. 47563+14

* Width transitions to match Typical Section 5:
Sta. 47543+84 to Sta. 47544+91
Sta. 47554+89 to Sta. 47555+96

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

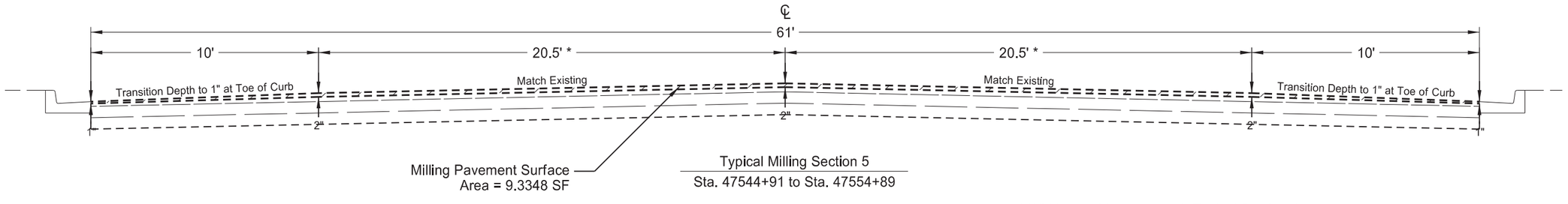
Typical Sections

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	30	5



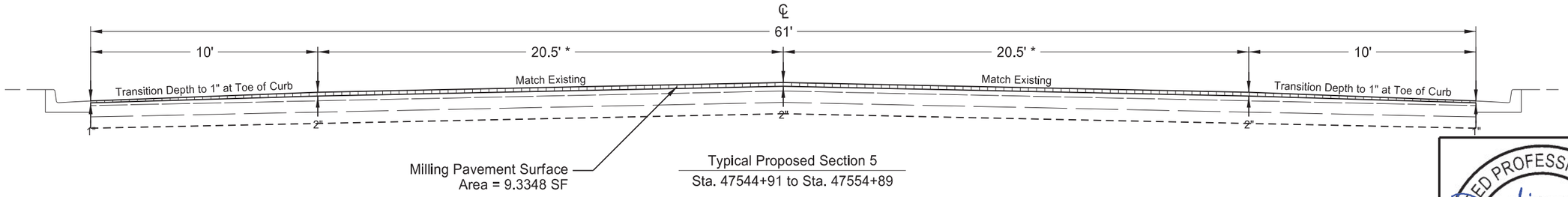
Typical Existing Section 5
Sta. 47544+91 to Sta. 47554+89

* Width transitions to match Typical Section 4:
Sta. 47554+89 to Sta. 47555+96
Sta. 47543+84 to Sta. 47544+91



Typical Milling Section 5
Sta. 47544+91 to Sta. 47554+89

* Width transitions to match Typical Section 4:
Sta. 47554+89 to Sta. 47555+96
Sta. 47543+84 to Sta. 47544+91



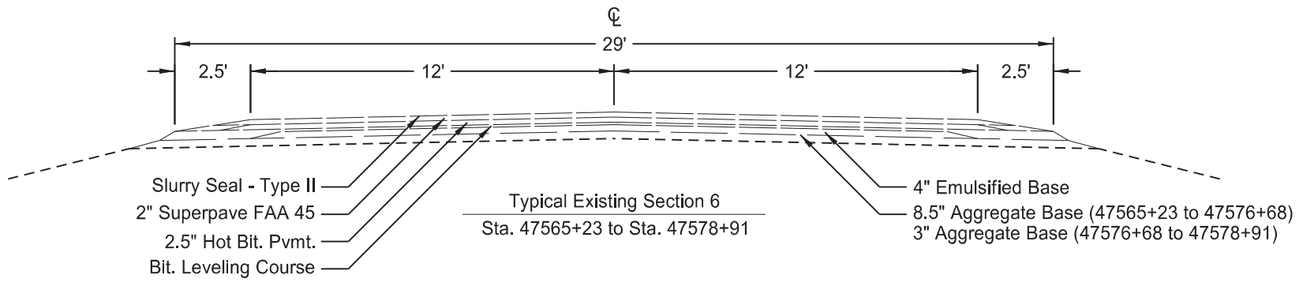
Typical Proposed Section 5
Sta. 47544+91 to Sta. 47554+89

* Width transitions to match Typical Section 4:
Sta. 47543+84 to Sta. 47544+91
Sta. 47554+89 to Sta. 47555+96

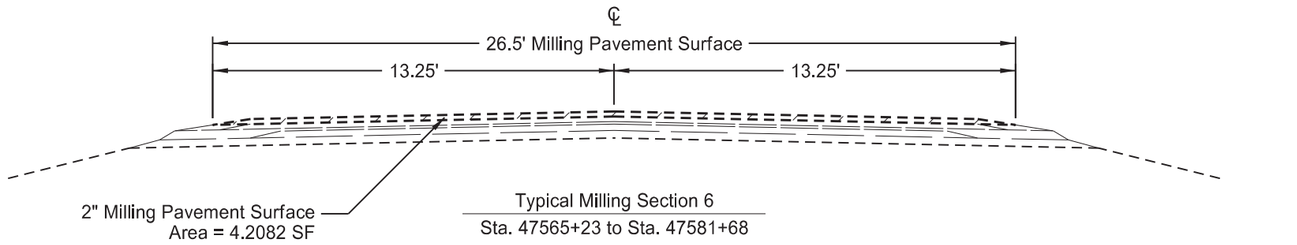
REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Typical Sections

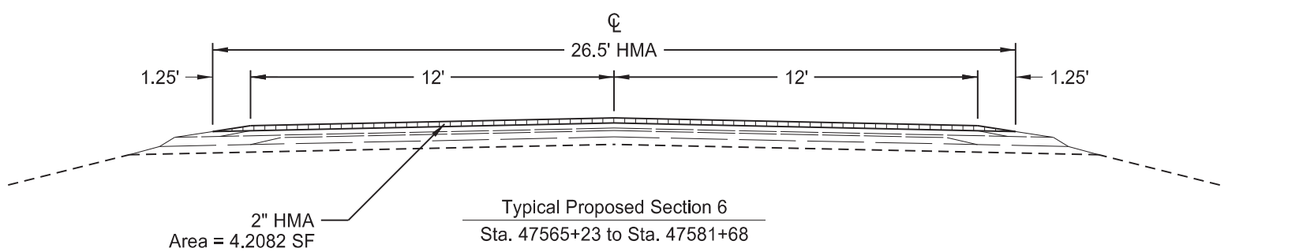
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	30	6



Typical Existing Section 6
Sta. 47565+23 to Sta. 47578+91



Typical Milling Section 6
Sta. 47565+23 to Sta. 47581+68



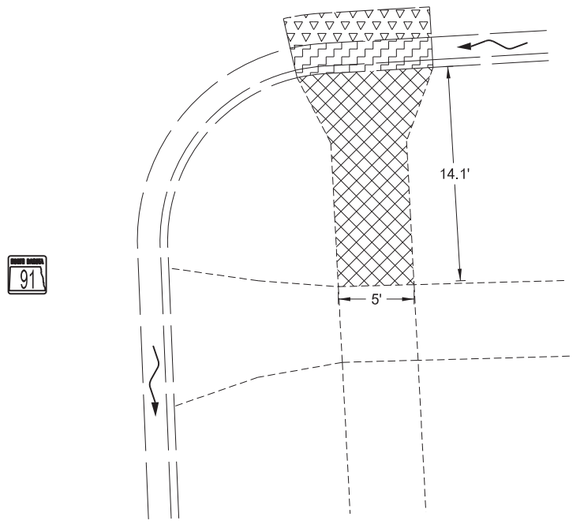
Typical Proposed Section 6
Sta. 47565+23 to Sta. 47581+68

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

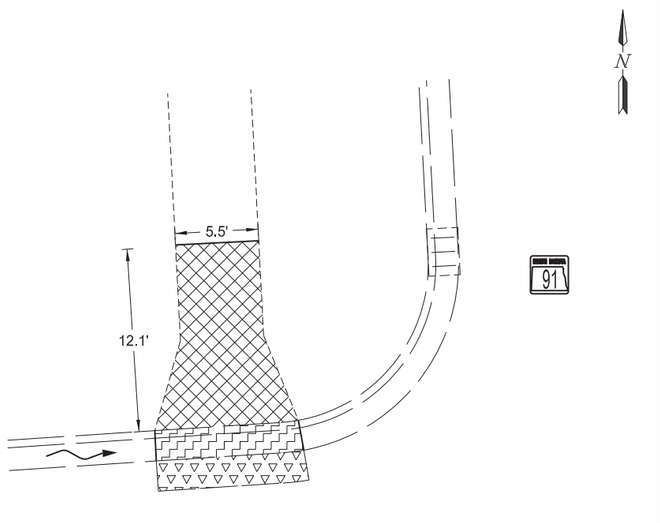
Typical Sections

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	40	1

6th Avenue



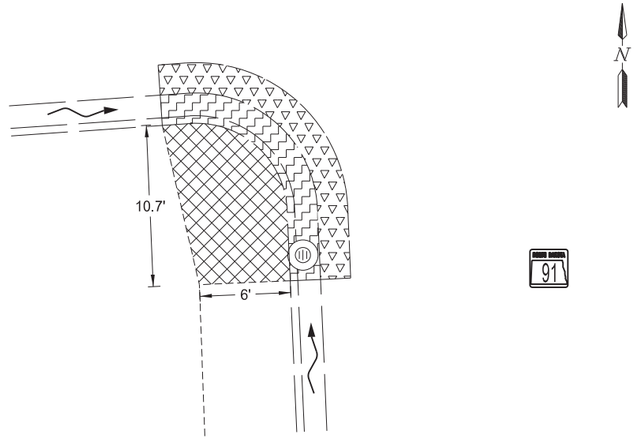
Location 1 - SEQ 6th Avenue



6th Avenue

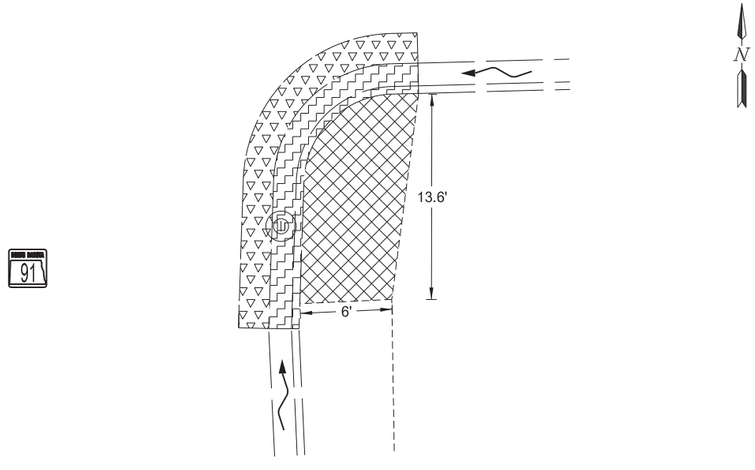
Location 2 - NWQ 6th Avenue

5th Avenue



Location 3 - SWQ 5th Avenue

5th Avenue



Location 4 - SEQ 5th Avenue

202 0114 Removal of Concrete Pavement	
Location 1	8.9 SY
Location 2	8.7 SY
Location 3	7.4 SY
Location 4	9.4 SY

202 0130 Removal of Curb & Gutter	
Location 1	9.1 LF
Location 2	9.6 LF
Location 3	16.9 LF
Location 4	21.3 LF

202 0132 Removal of Bituminous Surfacing	
Location 1	2.1 SY
Location 2	2.2 SY
Location 3	4.6 SY
Location 4	5.6 SY

Removal of Concrete Pavement

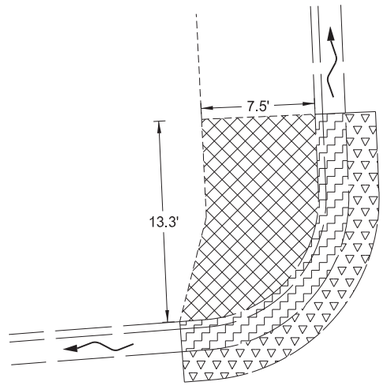
Removal of Curb & Gutter

Removal of Bituminous Surfacing

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Removals

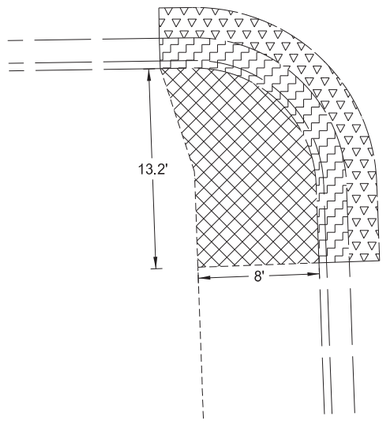
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	40	2



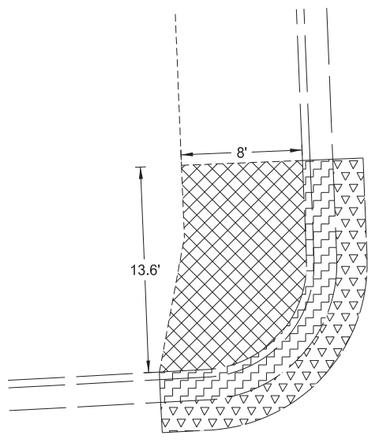
5th Avenue

Location 5 - NWQ 5th Avenue

4th Avenue



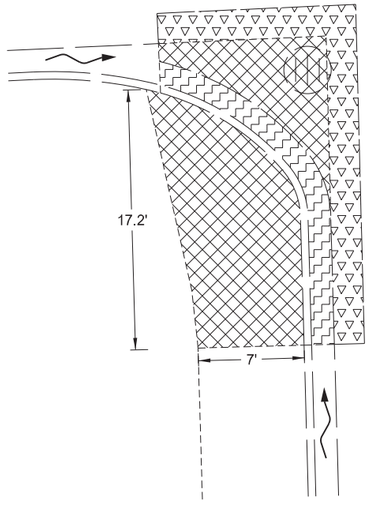
Location 6 - SWQ 4th Avenue



4th Avenue

Location 7 - NWQ 4th Avenue

3rd Avenue



Location 8 - SWQ 3rd Avenue

202 0114 Removal of Concrete Pavement

Location 5	10.2 SY
Location 6	10.9 SY
Location 7	11.8 SY
Location 8	18.2 SY

202 0130 Removal of Curb & Gutter

Location 5	20.1 LF
Location 6	20.5 LF
Location 7	21.3 LF
Location 8	22.3 SY

202 0132 Removal of Bituminous Surfacing

Location 5	5.3 SY
Location 6	5.9 SY
Location 7	5.6 SY
Location 8	7.4 SY

Removal of Concrete Pavement

Removal of Curb & Gutter

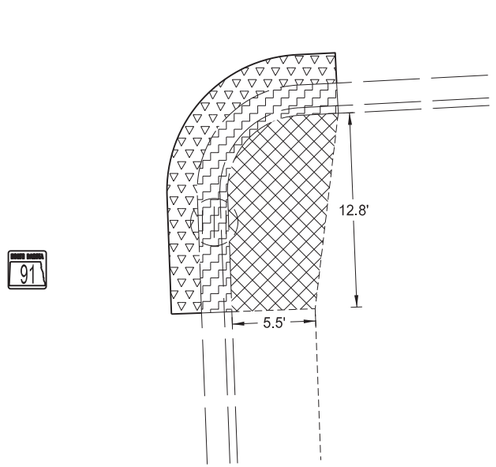
Removal of Bituminous Surfacing

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

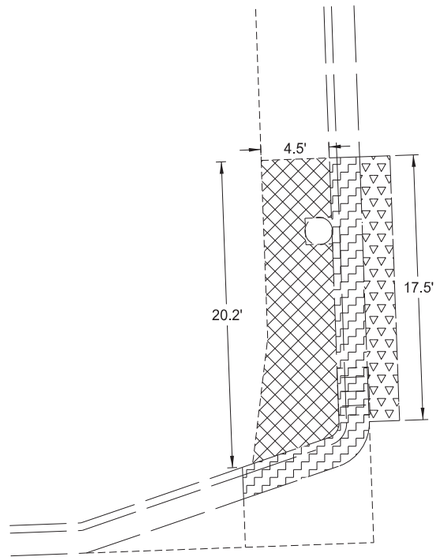
Removals

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	40	3

3rd Avenue

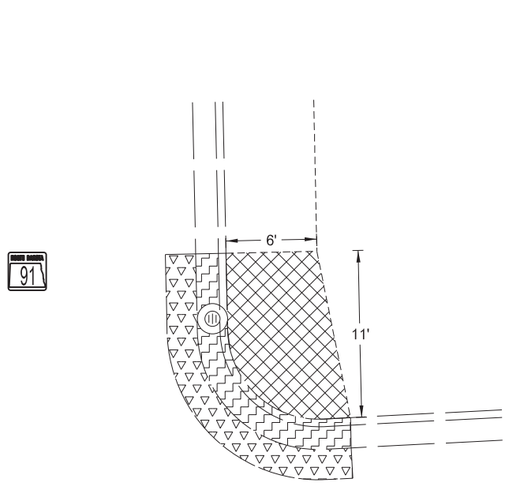


Location 9 - SEQ 3rd Avenue



3rd Avenue

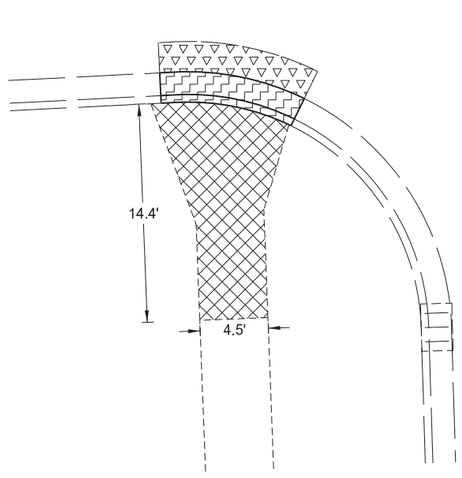
Location 10 - NWQ 3rd Avenue



3rd Avenue

Location 11 - NEQ 3rd Avenue

2nd Avenue



Location12 - SWQ 2nd Avenue

202 0114 Removal of Concrete Pavement

Location 9	8.6 SY
Location 10	9.7 SY
Location 11	7.8 SY
Location 12	8.9 SY

202 0130 Removal of Curb & Gutter

Location 9	18.9 LF
Location 10	25.6 LF
Location 11	17.3 LF
Location 12	9.1 LF

202 0132 Removal of Bituminous Surfacing

Location 9	5.1 SY
Location 10	3.9 SY
Location 11	4.7 SY
Location 12	2.3 SY

Removal of Concrete Pavement

Removal of Curb & Gutter

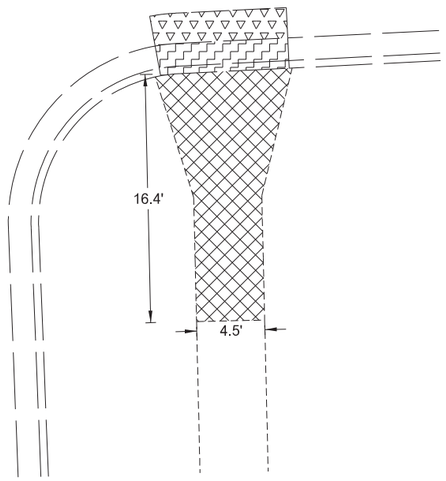
Removal of Bituminous Surfacing

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

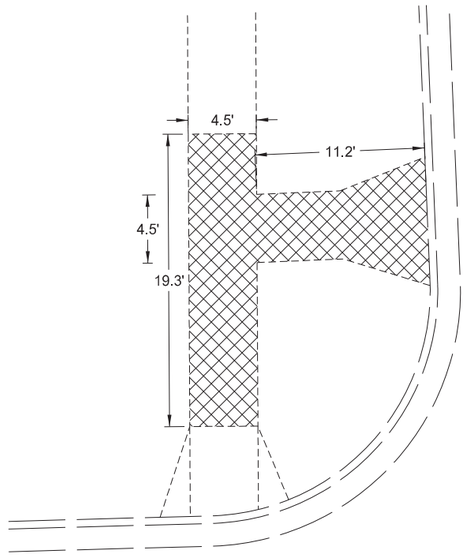
Removals

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	40	4

2nd Avenue



Location 13 - SEQ 2nd Avenue



2nd Avenue

Location 14 - NWQ 2nd Avenue

202 0114 Removal of Concrete Pavement

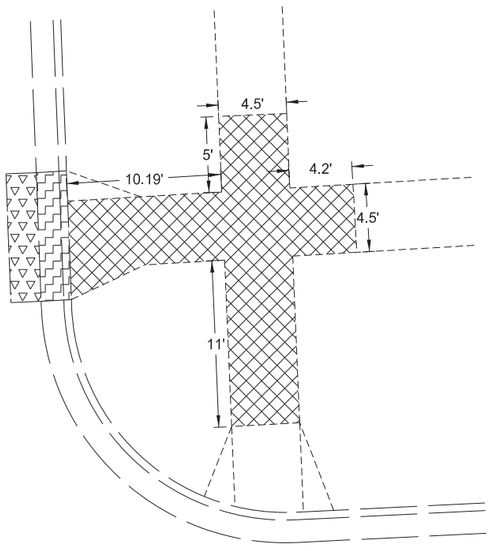
Location 13	10.3 SY
Location 14	16.5 SY
Location 15	18.5 SY
Location 16	6.4 SY

202 0130 Removal of Curb & Gutter

Location 13	8.6 LF
Location 15	8.5 LF

202 0132 Removal of Bituminous Surfacing

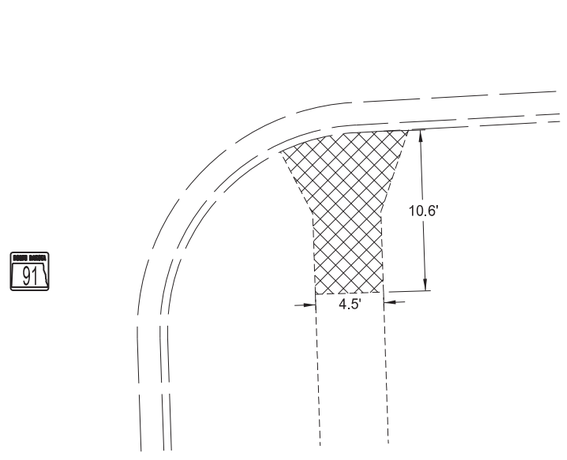
Location 13	2.0 SY
Location 15	1.9 SY



2nd Avenue

Location 15 - NEQ 2nd Avenue

1st Avenue



Location 16 - SEQ 1st Avenue

Removal of Concrete Pavement

Removal of Curb & Gutter

Removal of Bituminous Surfacing

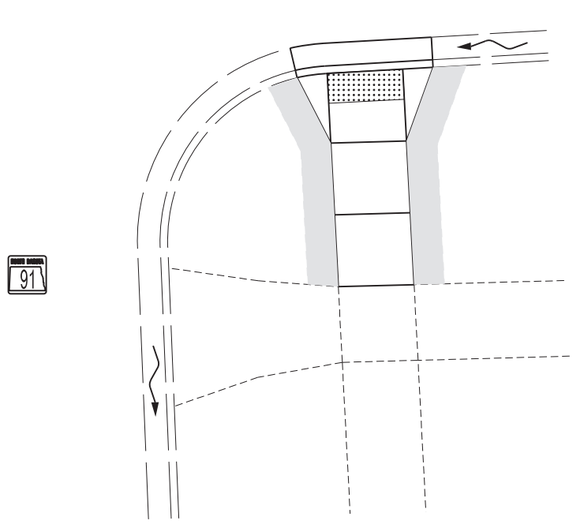
REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Removals

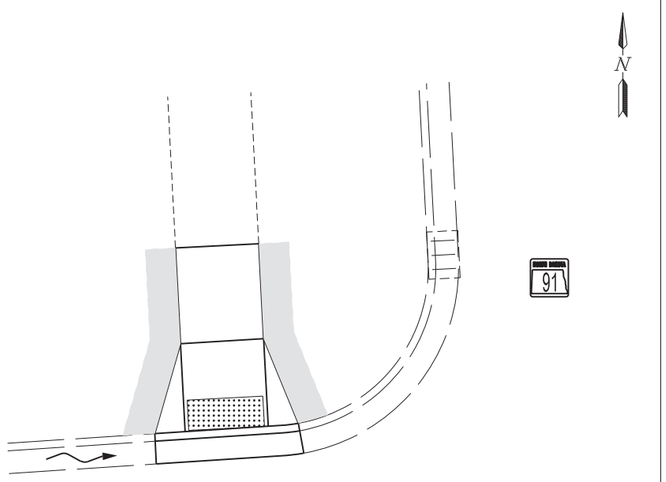
2/24/2022 3:44:37 PM tfriezen R:\project\60091900.005\district\design\040RM\040RM_001_Removals.dgn

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	77	1

6th Avenue



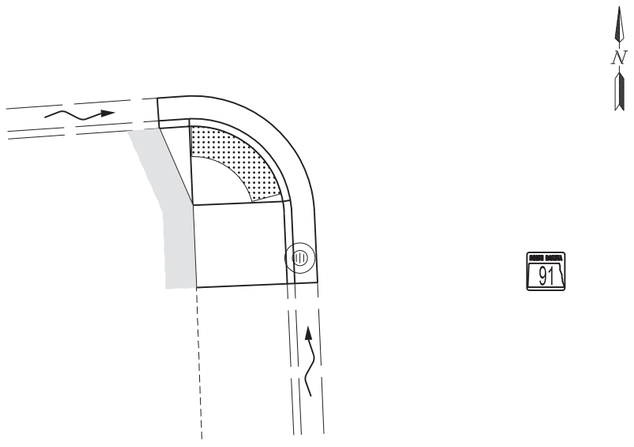
Location 1 - SEQ 6th Avenue



6th Avenue

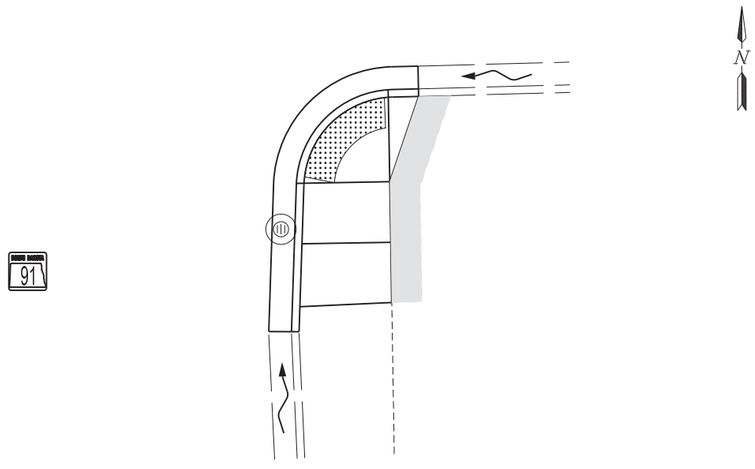
Location 2 - NWQ 6th Avenue

5th Avenue



Location 3 - SWQ 5th Avenue

5th Avenue



Location 4 - SEQ 5th Avenue

970 0008 Landscape Preparation

Location 1	6.4 SY
Location 2	5.5 SY
Location 3	2.4 SY
Location 4	3.1 SY

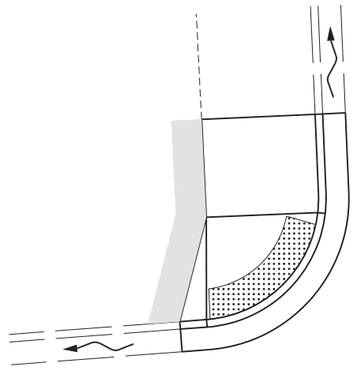
Landscape Preparation

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Permanent Sediment & Erosion Control

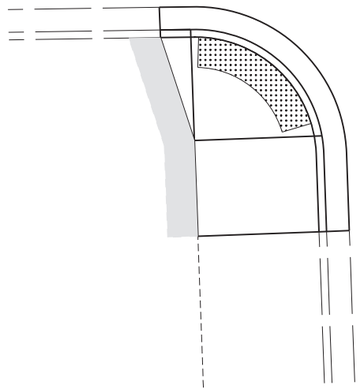
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	77	2

5th Avenue



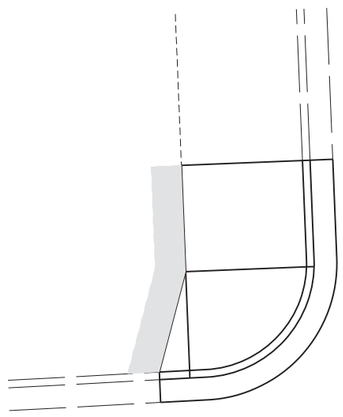
Location 5 - NWQ 5th Avenue

4th Avenue



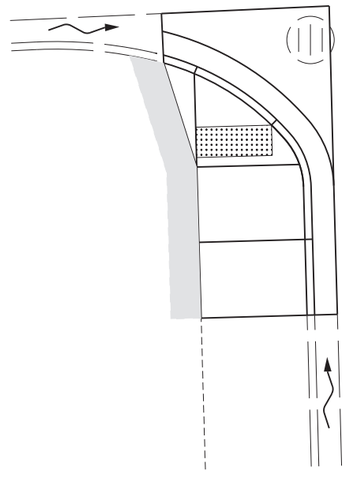
Location 6 - SWQ 4th Avenue

4th Avenue



Location 7 - NWQ 4th Avenue

3rd Avenue



Location 8 - SWQ 3rd Avenue

970 0008 Landscape Preparation

Location 5	3.0 SY
Location 6	3.0 SY
Location 7	3.1 SY
Location 8	3.9 SY

Landscape Preparation

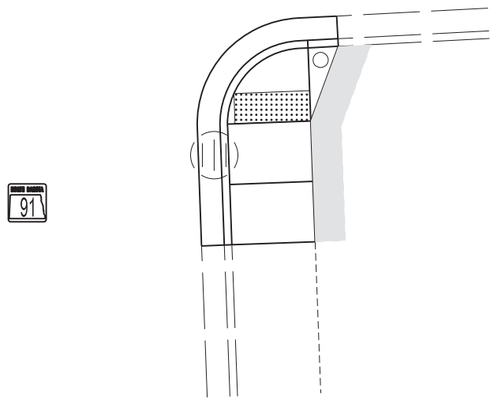
REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Permanent Sediment & Erosion Control

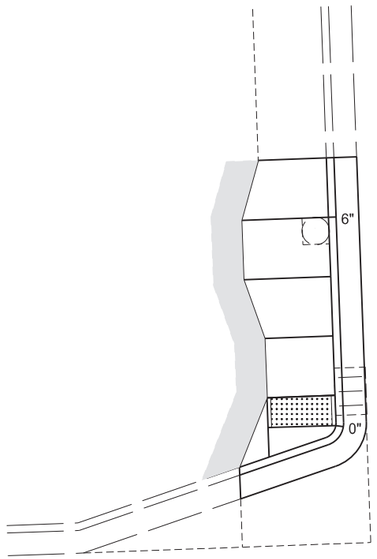
2/24/2022 4:12:22 PM tfriezen R:\project\60091900.005\district\design\077PE\077PE_001_Permanent Sediment and Erosion Control.dgn

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	77	3

3rd Avenue



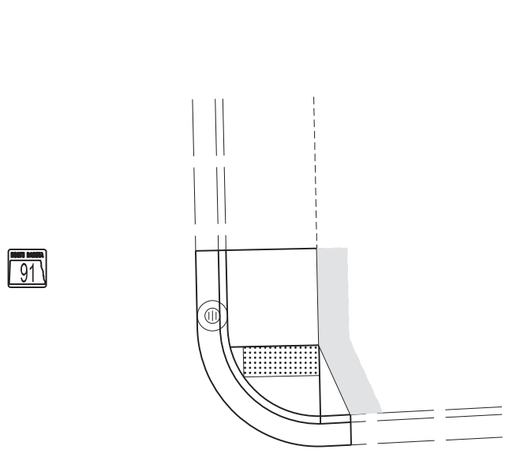
Location 9 - SEQ 3rd Avenue



3rd Avenue

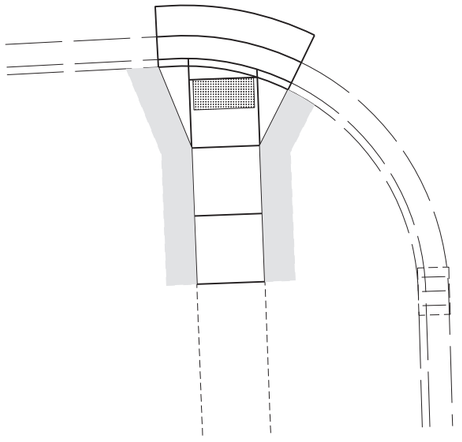
Location 10 - NWQ 3rd Avenue

2nd Avenue



3rd Avenue

Location 11 - NEQ 3rd Avenue



Location12 - SWQ 2nd Avenue

970 0008 Landscape Preparation

Location 9	2.9 SY
Location 10	4.8 SY
Location 11	2.5 SY
Location 12	6.1 SY

Landscape Preparation

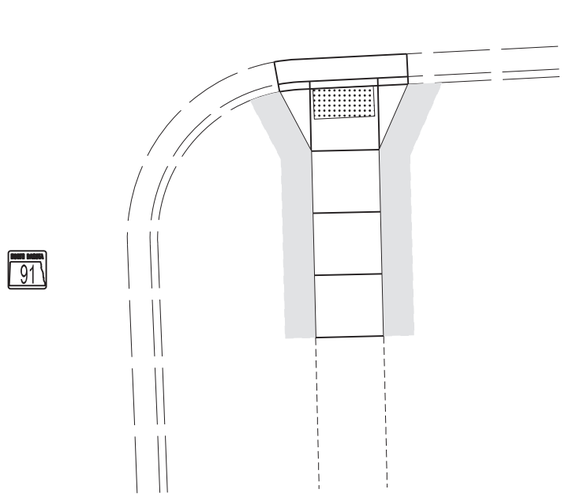
REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

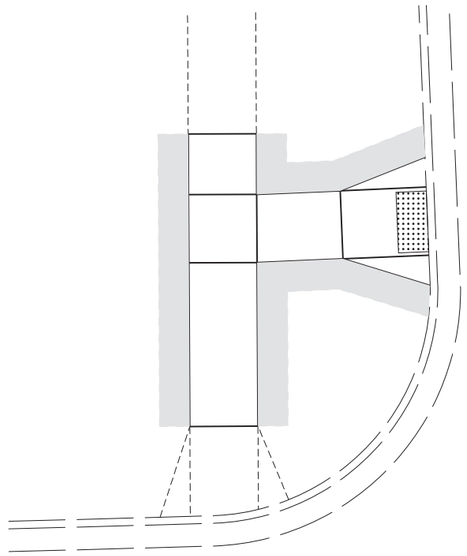
Permanent Sediment & Erosion Control

2/24/2022 4:12:22 PM tfriezen R:\project\60091900.005\district\design\077PE\077PE_001_Permanent Sediment and Erosion Control.dgn

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	77	4

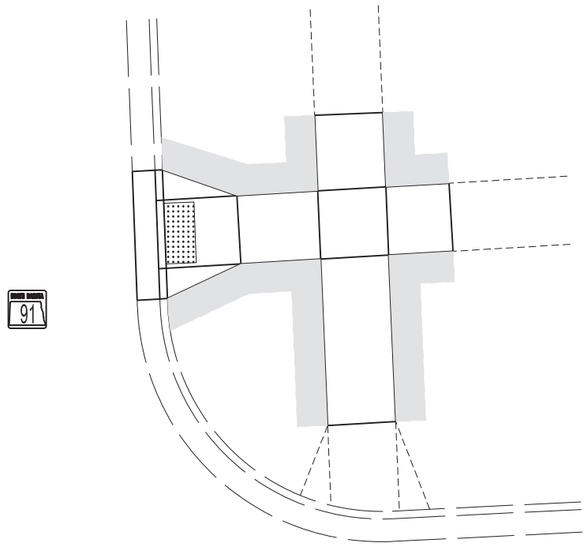
2nd Avenue



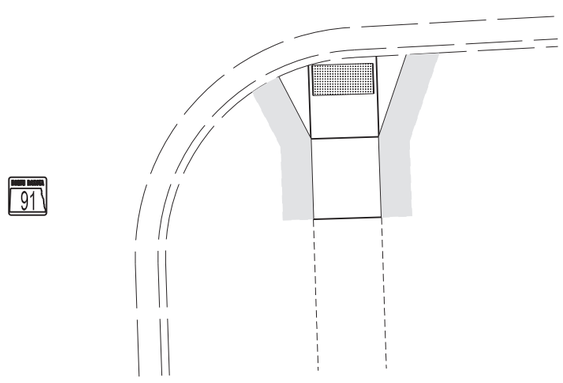


2nd Avenue

1st Avenue



2nd Avenue



970 0008 Landscape Preparation

Location 13	7.5 SY
Location 14	11.8 SY
Location 15	11.9 SY
Location 16	4.6 SY

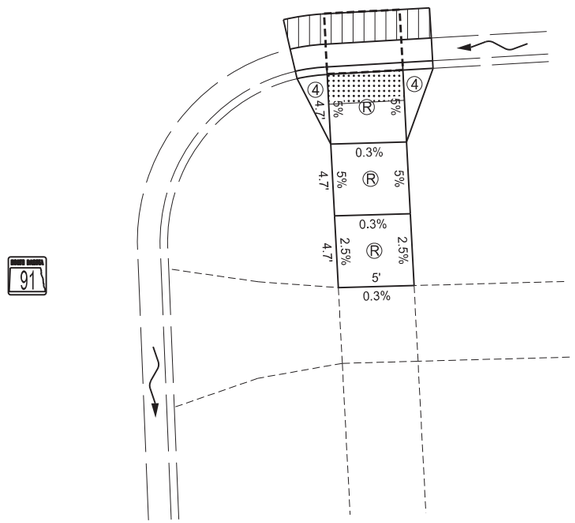
Landscape Preparation

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Permanent Sediment & Erosion Control

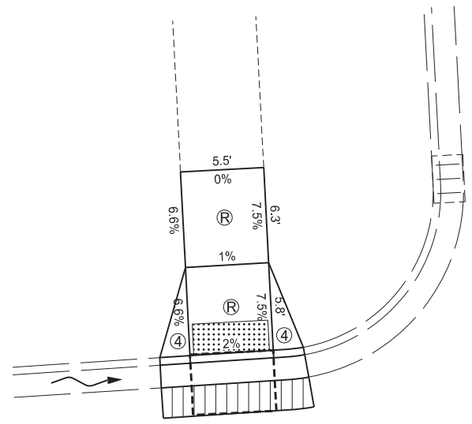
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	80	1

6th Avenue



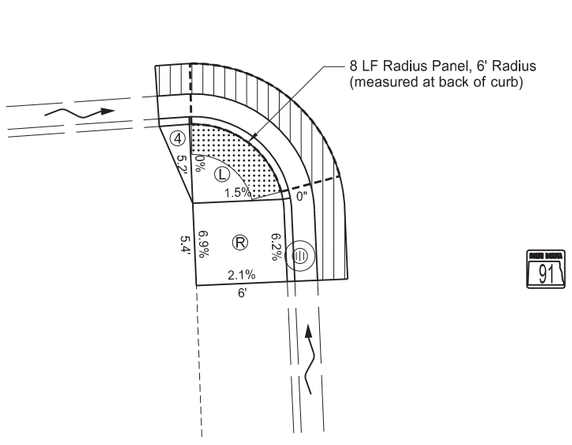
Location 1 - SEQ 6th Avenue

6th Avenue



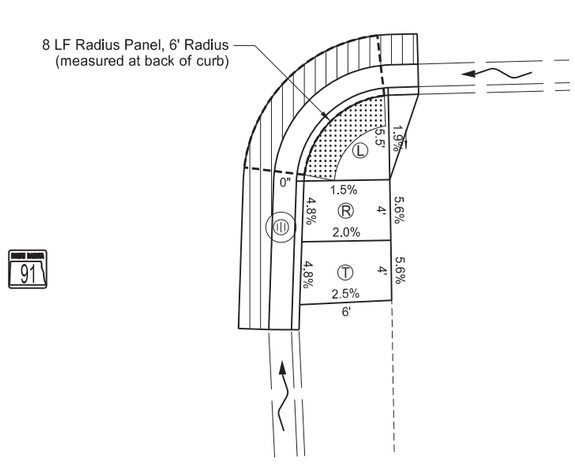
Location 2 - NWQ 6th Avenue

5th Avenue



Location 3 - SWQ 5th Avenue

5th Avenue



Location 4 - SEQ 5th Avenue

430 2000 Patching

Location 1	0.8 Ton
Location 2	0.9 Ton
Location 3	1.8 Ton
Location 4	2.2 Ton

748 0100 Curb & Gutter

Location 1	9.1 LF
Location 2	9.6 LF
Location 3	16.9 LF
Location 4	21.3 LF

750 0115 Sidewalk Concrete 4IN

Location 1	8.9 SY
Location 2	8.7 SY
Location 3	6.8 SY
Location 4	8.5 SY

750 2115 Detectable Warning Panels

Location 1	10 SF
Location 2	10 SF
Location 3	16 SF
Location 4	16 SF

Ⓛ Landing/Turning Space
-2% Max Slope, All Dir. (1.5% preferred)

Ⓡ Ramp
-8.3% Max Longitudinal Slope (5% preferred)
-2% Max Cross Slope (1.5% preferred)

Ⓣ Transition Panel
-5.0% Max Longitudinal Slope
-Cross Slope will vary to match existing

Ⓥ Valley Gutter 36IN

④ Flare (4:1 Max Slope)

⑩ Flare (10:1 Max Slope)

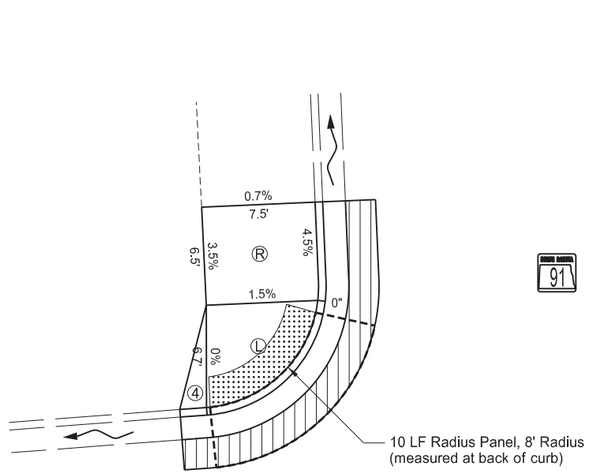
Clear Space
-4'x4' Minimum, 2% Max Cross Slope

HMA Patching

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

ADA Curb Ramp Revisions

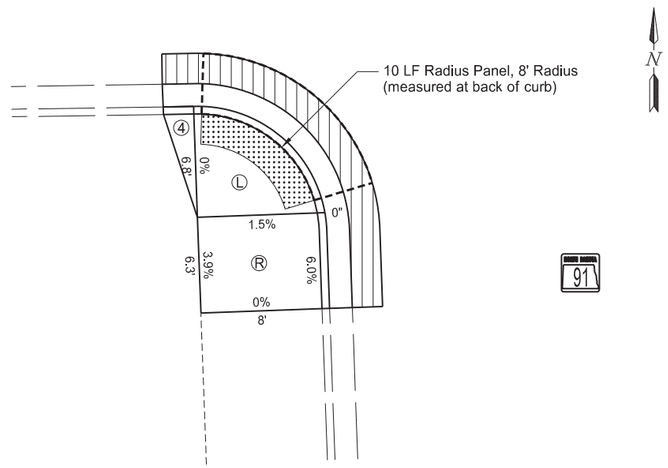
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	80	2



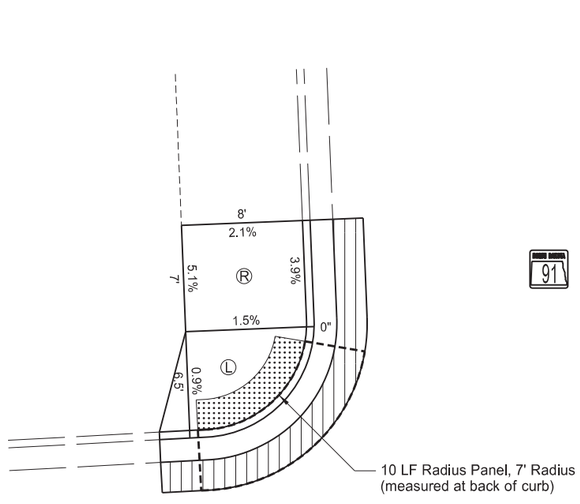
5th Avenue

Location 5 - NWQ 5th Avenue

4th Avenue



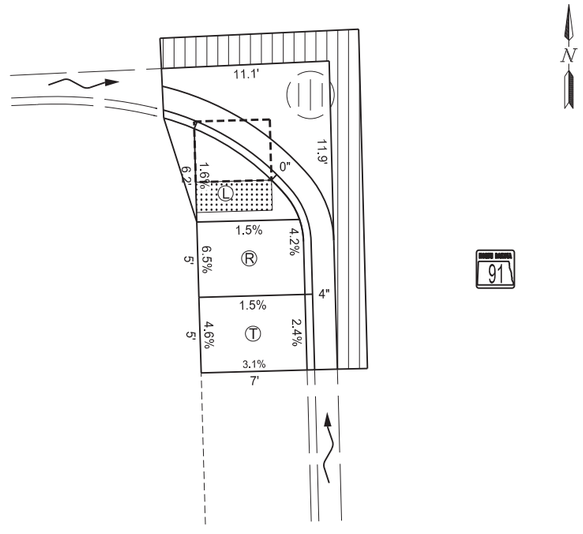
Location 6 - SWQ 4th Avenue



4th Avenue

Location 7 - NWQ 4th Avenue

3rd Avenue



Location 8 - SWQ 3rd Avenue

430 2000 Patching

Location 5	2.1 Ton
Location 6	2.1 Ton
Location 7	2.2 Ton
Location 8	2.9 Ton

748 0100 Curb & Gutter

Location 5	20.1 LF
Location 6	20.5 LF
Location 7	21.3 LF
Location 8	22.3 LF

748 1030 Valley Gutter 36IN

Location 8	5.4 SY

750 0115 Sidewalk Concrete 4IN

Location 5	10.2 SY
Location 6	10.9 SY
Location 7	11.6 SY
Location 8	11.3 SY

750 2115 Detectable Warning Panels

Location 5	20 SF
Location 6	20 SF
Location 7	20 SF
Location 8	10 SF

Ⓛ Landing/Turning Space
-2% Max Slope, All Dir. (1.5% preferred)

Ⓡ Ramp
-8.3% Max Longitudinal Slope (5% preferred)
-2% Max Cross Slope (1.5% preferred)

Ⓣ Transition Panel
-5.0% Max Longitudinal Slope
-Cross Slope will vary to match existing

Ⓥ Valley Gutter 36IN
Flare (4:1 Max Slope)

⑩ Flare (10:1 Max Slope)

Clear Space
-4'x4' Minimum, 2% Max Cross Slope

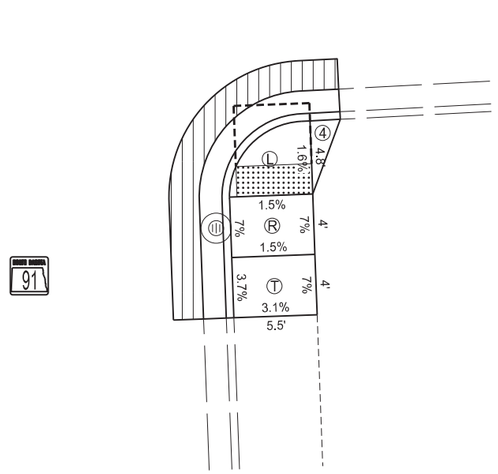
HMA Patching

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

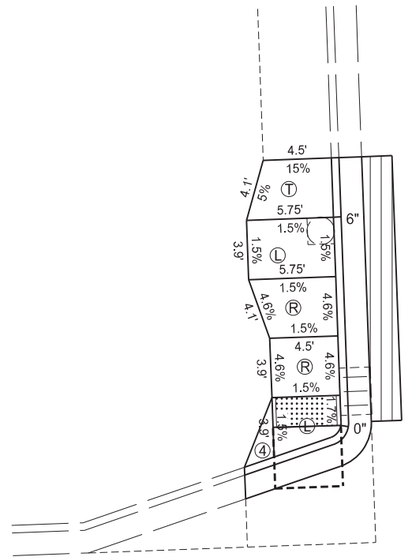
ADA Curb Ramp Revisions

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	80	3

3rd Avenue

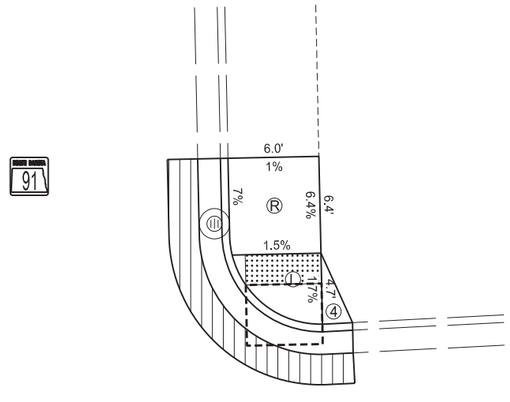


Location 9 - SEQ 3rd Avenue



3rd Avenue

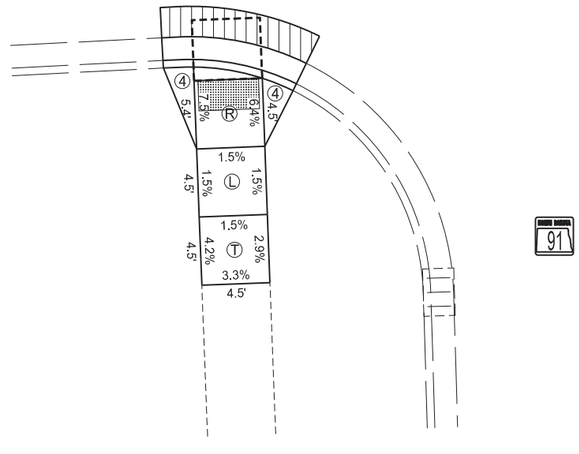
Location 10 - NWQ 3rd Avenue



3rd Avenue

Location 11 - NEQ 3rd Avenue

2nd Avenue



Location12 - SWQ 2nd Avenue

430 2000 Patching

Location 9	2.0 Ton
Location 10	1.5 Ton
Location 11	1.8 Ton
Location 12	0.9 Ton

748 0100 Curb & Gutter

Location 9	18.9 LF
Location 10	25.6 LF
Location 11	17.3 LF
Location 12	9.1 LF

750 0115 Sidewalk Concrete 4IN

Location 9	7.8 SY
Location 10	11.0 SY
Location 11	7.0 SY
Location 12	8.1 SY

750 2115 Detectable Warning Panels

Location 9	10 SF
Location 10	8 SF
Location 11	10 SF
Location 12	8 SF

Ⓛ Landing/Turning Space
-2% Max Slope, All Dir. (1.5% preferred)

Ⓡ Ramp
-8.3% Max Longitudinal Slope (5% preferred)
-2% Max Cross Slope (1.5% preferred)

Ⓣ Transition Panel
-5.0% Max Longitudinal Slope
-Cross Slope will vary to match existing

Ⓥ Valley Gutter 36IN

④ Flare (4:1 Max Slope)

⑩ Flare (10:1 Max Slope)

Clear Space
-4'x4' Minimum, 2% Max Cross Slope

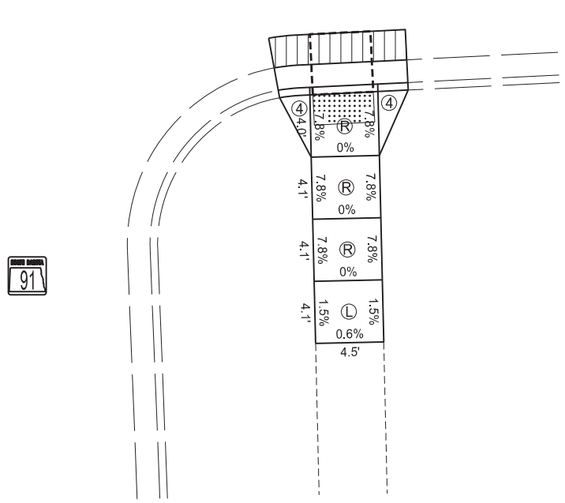
HMA Patching

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

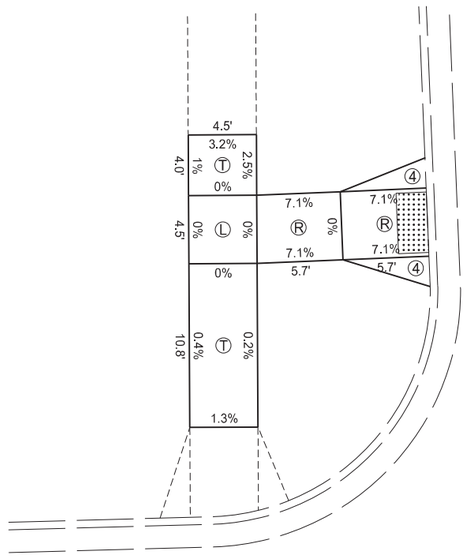
ADA Curb Ramp Revisions

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	80	4

2nd Avenue



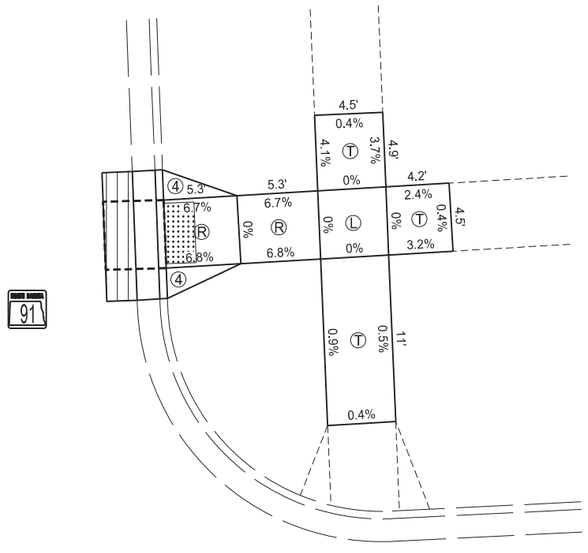
Location 13 - SEQ 2nd Avenue



2nd Avenue

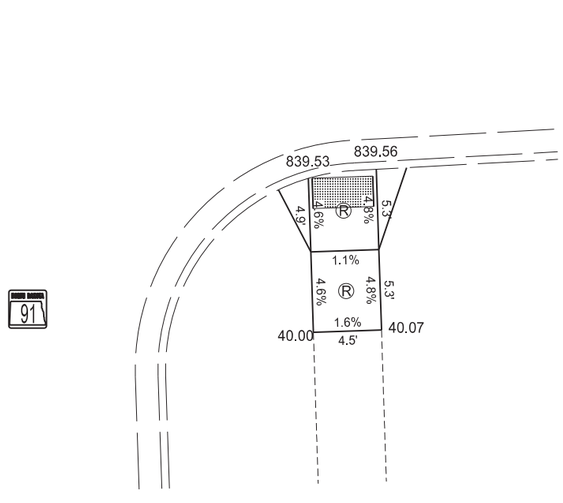
Location 14 - NWQ 2nd Avenue

1st Avenue



2nd Avenue

Location 15 - NEQ 2nd Avenue



Location 16 - SEQ 1st Avenue

430 2000 Patching

Location 13	0.8 Ton
Location 15	0.7 Ton

748 0100 Curb & Gutter

Location 13	8.6 LF
Location 15	8.5 LF

750 0115 Sidewalk Concrete 4IN

Location 13	9.2 SY
Location 14	16.5 SY
Location 15	18.5 SY
Location 16	6.4 SY

750 2115 Detectable Warning Panels

Location 13	8 SF
Location 14	8 SF
Location 15	8 SF
Location 16	8 SF

Ⓛ Landing/Turning Space
-2% Max Slope, All Dir. (1.5% preferred)

Ⓡ Ramp
-8.3% Max Longitudinal Slope (5% preferred)
-2% Max Cross Slope (1.5% preferred)

Ⓣ Transition Panel
-5.0% Max Longitudinal Slope
-Cross Slope will vary to match existing

Ⓥ Valley Gutter 36IN

④ Flare (4:1 Max Slope)

⑩ Flare (10:1 Max Slope)

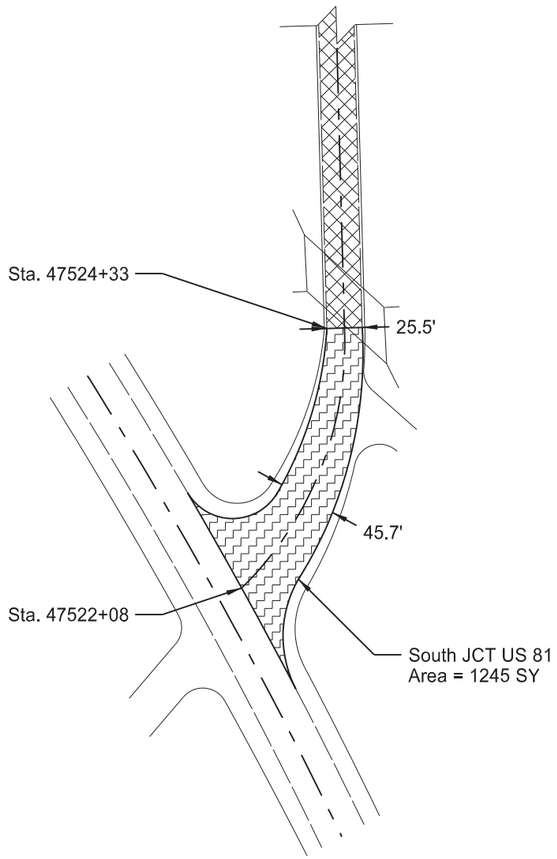
Clear Space
-4'x4' Minimum, 2% Max Cross Slope

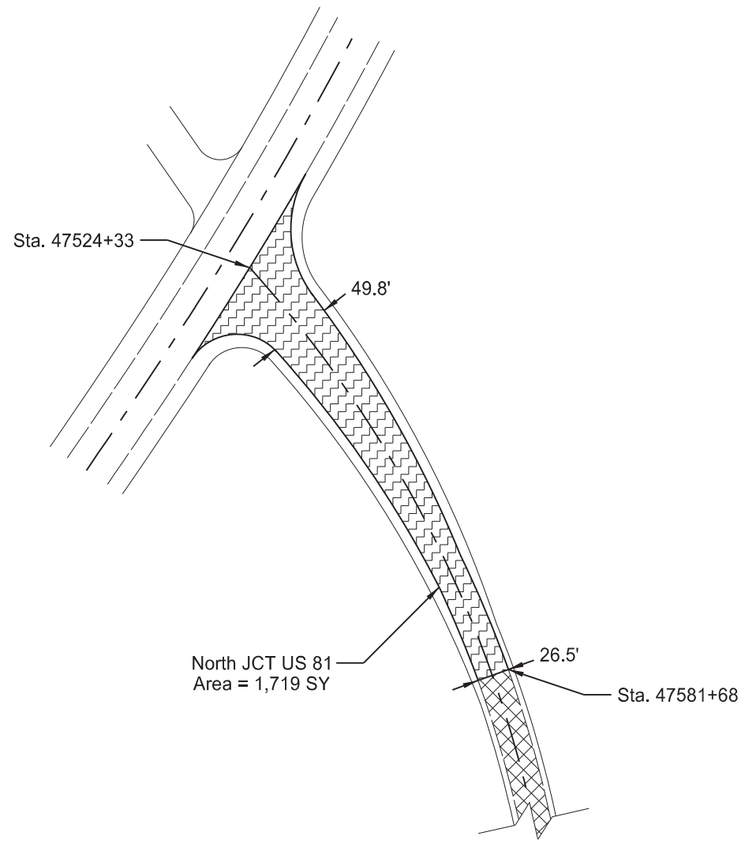
HMA Patching

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

ADA Curb Ramp Revisions

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	90	1





2" Milling, 2" HMA (North & South JCT US 81)

Typical Sections

Estimated Quantities

Milling Pavement Surface	2,964 SY
HMA (Superpave FAA 43) @ 2 Tons/SY	330 Ton
PG 58S-34 @ 5.2%	17 Ton
Tack Coat @ 0.075 Gal/SY	223 Gal
Fog Seal @ 0.05 Gal/SY	149 Gal

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 3/24/22
NORTH DAKOTA

North & South JCT US 81
Milling & HMA

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	100	1

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
E5-1-48	48"x48"	EXIT GORE		35	
G20-1-60	60"x24"	ROAD WORK NEXT __ MILES		28	
G20-1b-60	60"x24"	NO WORK IN PROGRESS (Sign and installation only)		18	
G20-2-48	**48"x24"**	**END ROAD WORK**	**2**	**26**	**52**
G20-4-36	**36"x18"**	**PILOT CAR FOLLOW ME (Mounted to back of pilot car)**	**1**	**18**	**18**
G20-10-108	108"x48"	CONTRACTOR SIGN		70	
G20-50a-72	72"x36"	ROAD WORK NEXT __ MILES RT & LT ARROWS		43	
G20-52a-72	**72"x24"**	**ROAD WORK NEXT __ MILES RT or LT ARROW**	**4**	**36**	**144**
G20-55-96	96"x48"	SPEED LIMIT ENFORCED - MINIMUM FEE $80 WHEN WORKERS PRESENT		59	
I2-5-96	**96"x48"**	**YOUR HIGHWAY DOLLARS AT WORK**	**2**	**59**	**118**
M1-1-36	36"x36"	INTERSTATE ROUTE MARKER (Post and installation only)		10	
M1-4-24	24"x24"	U.S. ROUTE MARKER (Post and installation only)		10	
M1-5-24	24"x24"	STATE ROUTE MARKER (Post and installation only)		10	
M3-1-24	24"x12"	NORTH (Mounted on route marker post)		7	
M3-2-24	24"x12"	EAST (Mounted on route marker post)		7	
M3-3-24	24"x12"	SOUTH (Mounted on route marker post)		7	
M3-4-24	24"x12"	WEST (Mounted on route marker post)		7	
M4-8-24	24"x12"	DETOUR (Mounted on route marker post)		7	
M4-9-30	30"x24"	DETOUR ARROW RIGHT or LEFT/AHD AND RT or LT		15	
M4-10-48	48"x18"	DETOUR (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**	**2**	**32**	**64**
R1-2-60	60"x60"	YIELD		29	
R2-1-36	**36"x48"**	**SPEED LIMIT __ (Portable only)**	**6**	**30**	**180**
R2-1-48	48"x60"	SPEED LIMIT __		39	
R2-1aP-24	**24"x18"**	**MINIMUM FEE $80 (Mounted on Speed Limit post)**	**3**	**10**	**30**
R3-2-48	48"x48"	NO LEFT TURN		35	
R4-1-36	**36"x48"**	**DO NOT PASS (Portable only)**	**2**	**30**	**60**
R4-1-48	48"x60"	DO NOT PASS		39	
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**	**14**	**11**	**154**
R9-9-24	**12"x24"**	**SIDEWALK CLOSED**	**9**	**7**	**63**
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 __ MILES AHEAD LOCAL TRAFFIC ONLY (Mtd on barricade)		15	
R11-3c-60	60"x30"	STREET CLOSED __ 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**	**3**	**35**	**105**
W3-5-48	**48"x48"**	**SPEED REDUCTION AHEAD**	**3**	**35**	**105**
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**	**4**	**35**	**140**
W8-3-48	48"x48"	PAVEMENT ENDS		35	
W8-7-48	48"x48"	LOOSE GRAVEL		35	
W8-11-48	**48"x48"**	**UNEVEN LANES**	**2**	**35**	**70**
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 __ FT or _ MILE**	**2**	**35**	**70**
W8-55-48	**48"x48"**	**TRUCKS CROSSING AHEAD or __ FT or _ MILE**	**2**	**35**	**70**
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 _FT or _ MILE**	**7**	**35**	**245**
W20-2-48	48"x48"	DETOUR AHEAD or __ FT or _ MILE		35	
W20-3-48	48"x48"	ROAD or STREET CLOSED AHEAD or __ FT or _ MILE		35	
W20-4-48	48"x48"	ONE LANE ROAD AHEAD or __ FT or _ MILE		35	
W20-5-48	48"x48"	RIGHT or CENTER or LEFT LANE CLOSED AHEAD or __ FT or _ MILE		35	
W20-7-48	**48"x48"**	**FLAGGER**	**3**	**35**	**105**
W20-8-18	**18"x18"**	**STOP - SLOW PADDLE Back to Back**	**3**	**5**	**15**
W20-52P-54	54"x12"	NEXT __ MILES (Mounted on warning sign post)		12	
W21-1-48	48"x48"	WORKERS		35	
W21-2-48	**48"x48"**	**FRESH OIL**	**2**	**35**	**70**
W21-3-48	48"x48"	ROAD MACHINERY AHEAD or __ FT or _ MILE		35	

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
W21-5-48	48"x48"	SHOULDER WORK		35	
W21-5a-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED		35	
W21-5b-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED AHEAD or __ FT or _ MILE		35	
W21-6-48	48"x48"	SURVEY CREW		35	
W21-50-48	48"x48"	BRIDGE PAINTING AHEAD or __ FT		35	
W21-51-48	48"x48"	MATERIAL ON ROADWAY		35	
W21-52-48	48"x48"	PAVEMENT BREAKS		35	
W21-53-48	**48"x48"**	**RUMBLE STRIPS AHEAD**	**3**	**35**	**105**
W22-8-48	48"x48"	FRESH OIL LOOSE ROCK		35	

SPECIAL SIGNS

SPEC & CODE

704-1000	TRAFFIC CONTROL SIGNS	TOTAL UNITS	1983

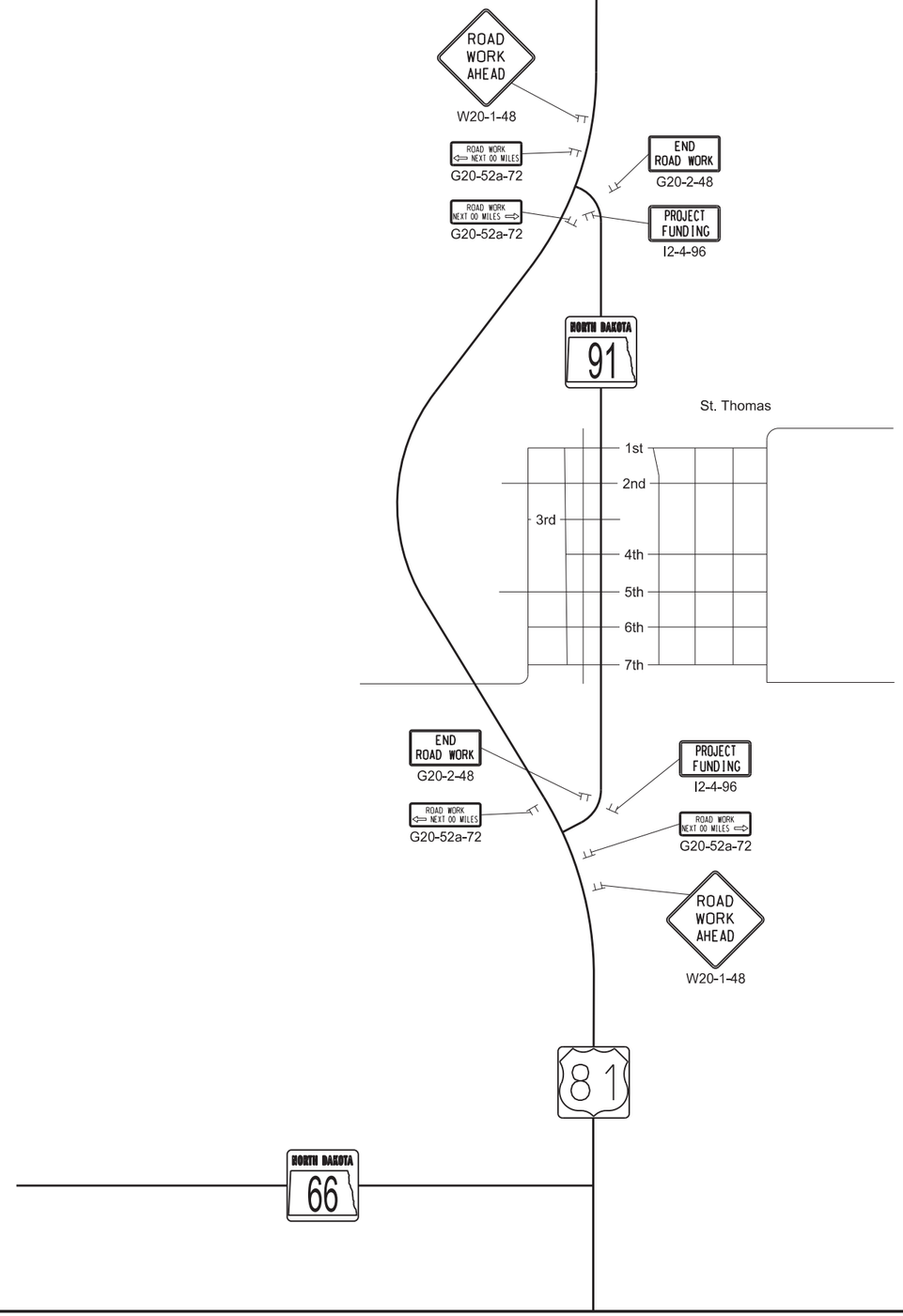
SPEC & CODE	DESCRIPTION	UNIT	QUANTITY
704-0100	**FLAGGING**	**MHR**	**108**
704-1048	**PORTABLE RUMBLE STRIPS**	**EACH**	**3**
704-1050	TYPE I BARRICADES	EACH	
704-1052	TYPE III BARRICADES	EACH	
704-1054	**SIDEWALK BARRICADE**	**EACH**	**9**
704-1058	**PEDESTRIAN WALKWAY**	**LF**	**250**
704-1060	DELINEATOR DRUMS	EACH	
704-1065	TRAFFIC CONES	EACH	
704-1067	**TUBULAR MARKERS**	**EACH**	**200**
704-1070	DELINEATOR	EACH	
704-1072	FLEXIBLE DELINEATORS	EACH	
704-1080	STACKABLE VERTICAL PANELS	EACH	
704-1081	VERTICAL PANELS - BACK TO BACK	EACH	
704-1085	SEQUENCING ARROW PANEL - TYPE A	EACH	
704-1086	SEQUENCING ARROW PANEL - TYPE B	EACH	
704-1087	SEQUENCING ARROW PANEL - TYPE C	EACH	
704-1185	**PILOT CAR**	**HR**	**60**
704-1500	OBLITERATION OF PVMT MK	SF	
704-2108	**TEMPORARY CURB RAMP**	**EACH**	**9**
704-3501	PORTABLE PRECAST CONCRETE MED BARRIER	LF	
704-3510	PRECAST CONCRETE MED BARRIER - STATE FURNISHED	EACH	
762-0200	RAISED PAVEMENT MARKERS	EACH	
762-0420	SHORT TERM 4IN LINE - TYPE R	LF	
762-0430	**SHORT TERM 4IN LINE - TYPE NR**	**LF**	**12878**

NOTE:
If additional signs are required, units will be calculated using the formula from Section III-18.06 of the Design Manual.
http://www.dot.nd.gov/

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Traffic Control Devices List

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	100	2

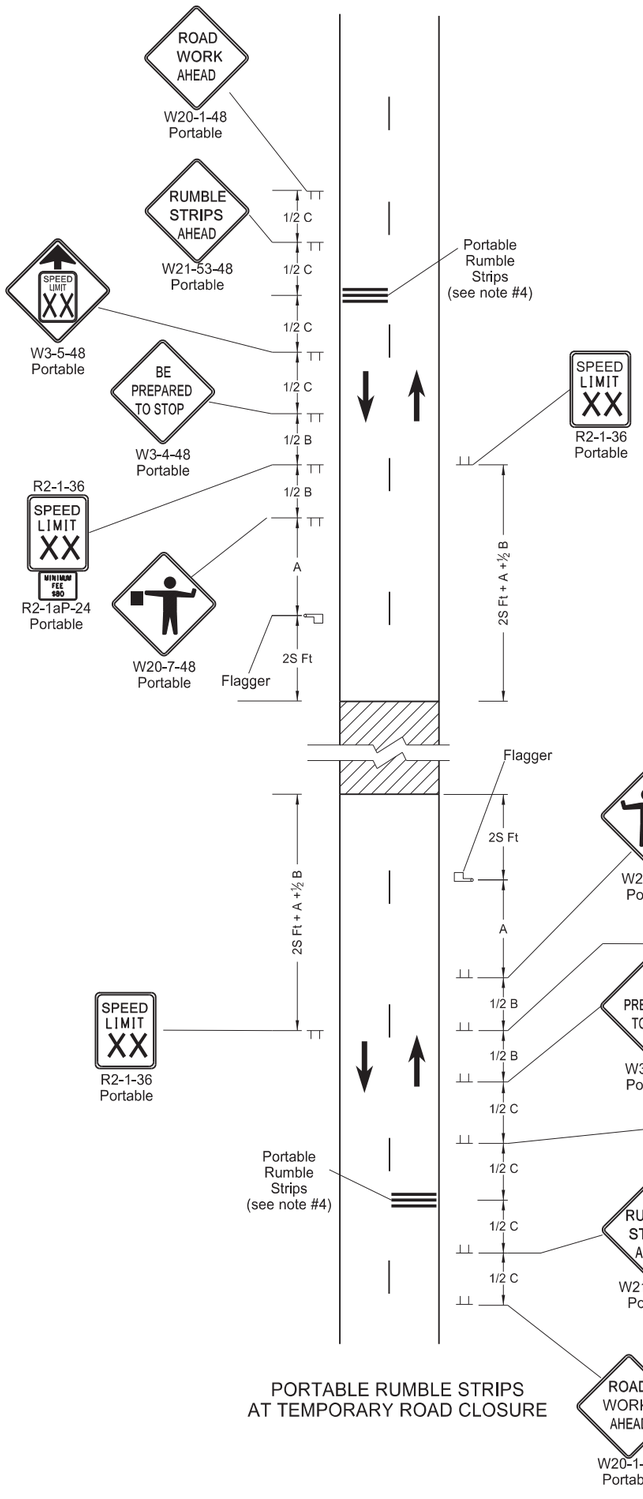


N

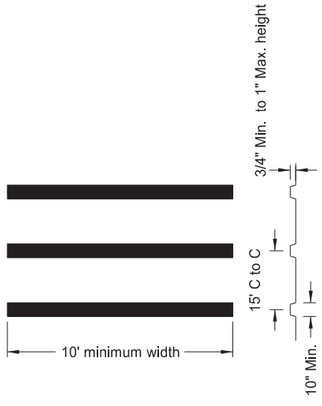
REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Work Zone Traffic Control

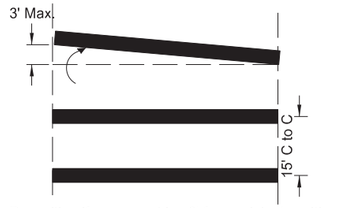
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	100	3



PORTABLE RUMBLE STRIPS AT TEMPORARY ROAD CLOSURE

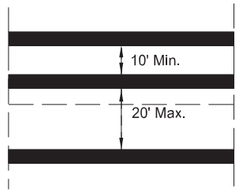


PORTABLE RUMBLE STRIPS ARRAY DETAIL



Reposition if movement is >3' from original position.
Skewing

Reposition if movement is >2' from original position.
Lateral



Reposition if distance between strips is <10' or >20'.
Perpendicular to Travel with or against traffic

PORTABLE RUMBLE STRIPS ARRAY
TYPES OF MOVEMENT AND MAXIMUM ALLOWANCES

Notes:
1. Number of devices were calculated using 40 mph. Speed determined 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. Rumble strips are not used on a non paved surface or in a pre-construction speed zone of 25 mph or less.

ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720

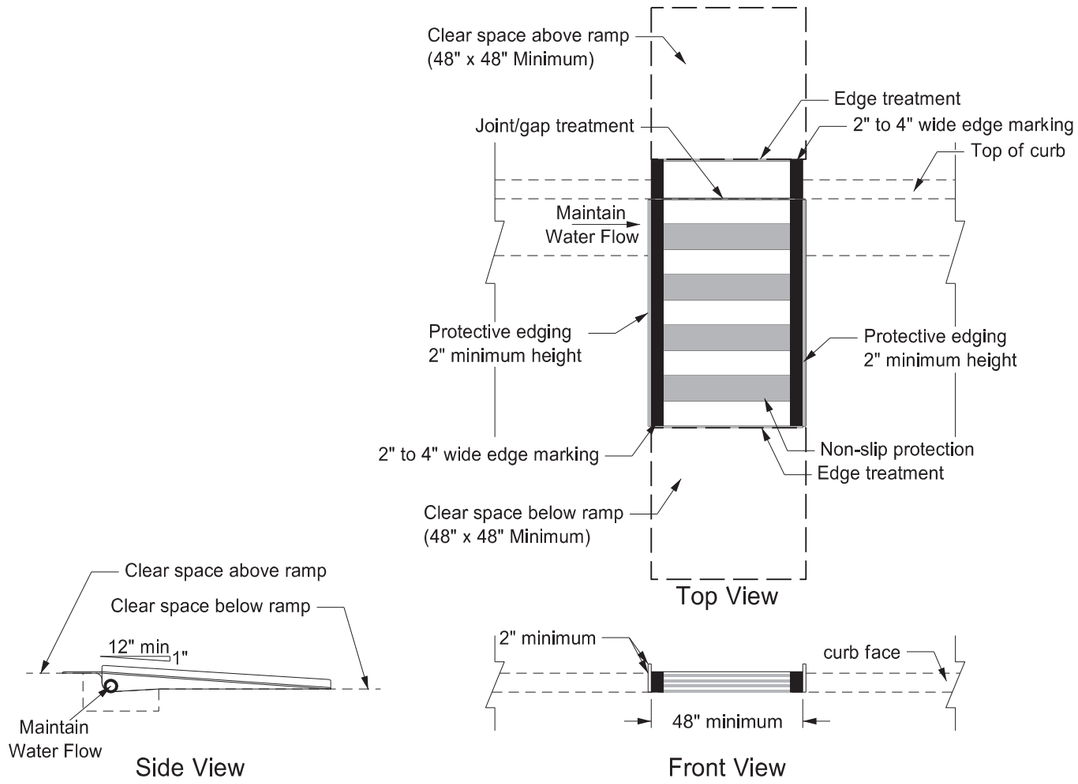
KEY
- Work area
- Flagger
- Sign

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

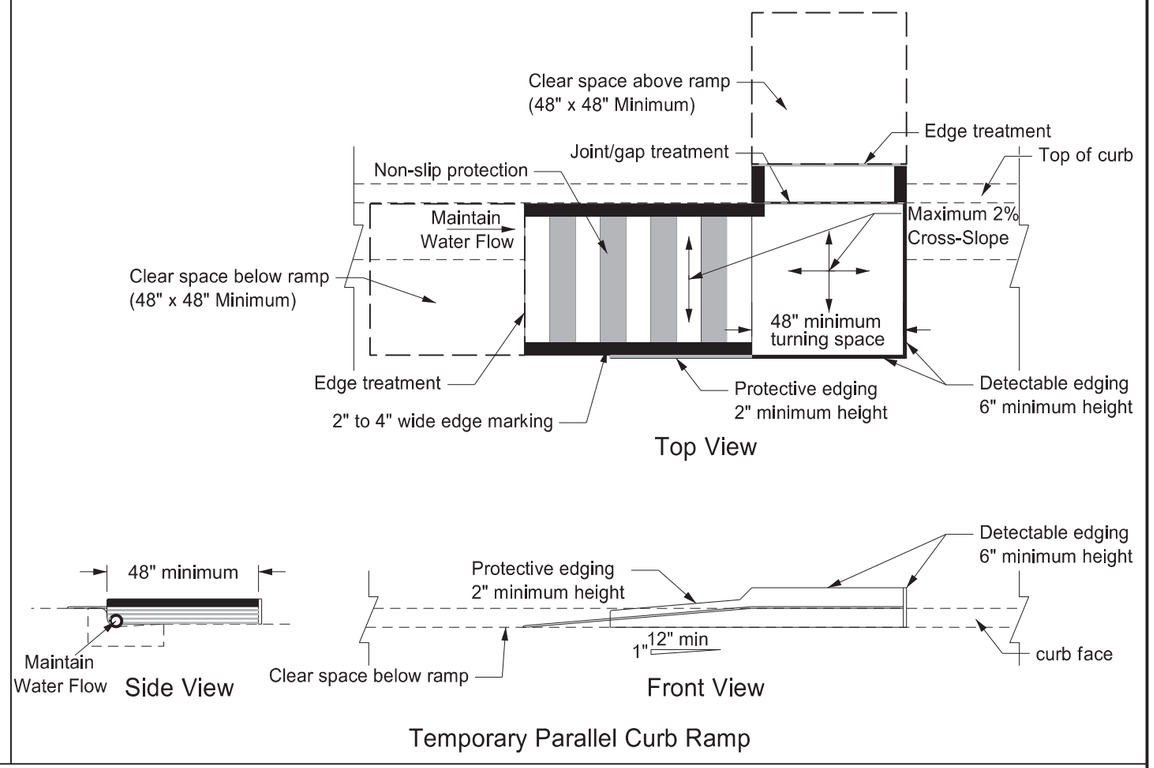
REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

TWO-LANE PORTABLE RUMBLE STRIPS

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	100	4

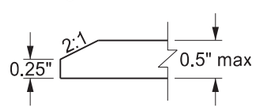


Temporary Perpendicular Curb Ramp



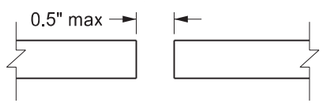
Temporary Parallel Curb Ramp

Edge Treatment



Maximum Surface
Height Change Detail

Joint/Gap Treatment



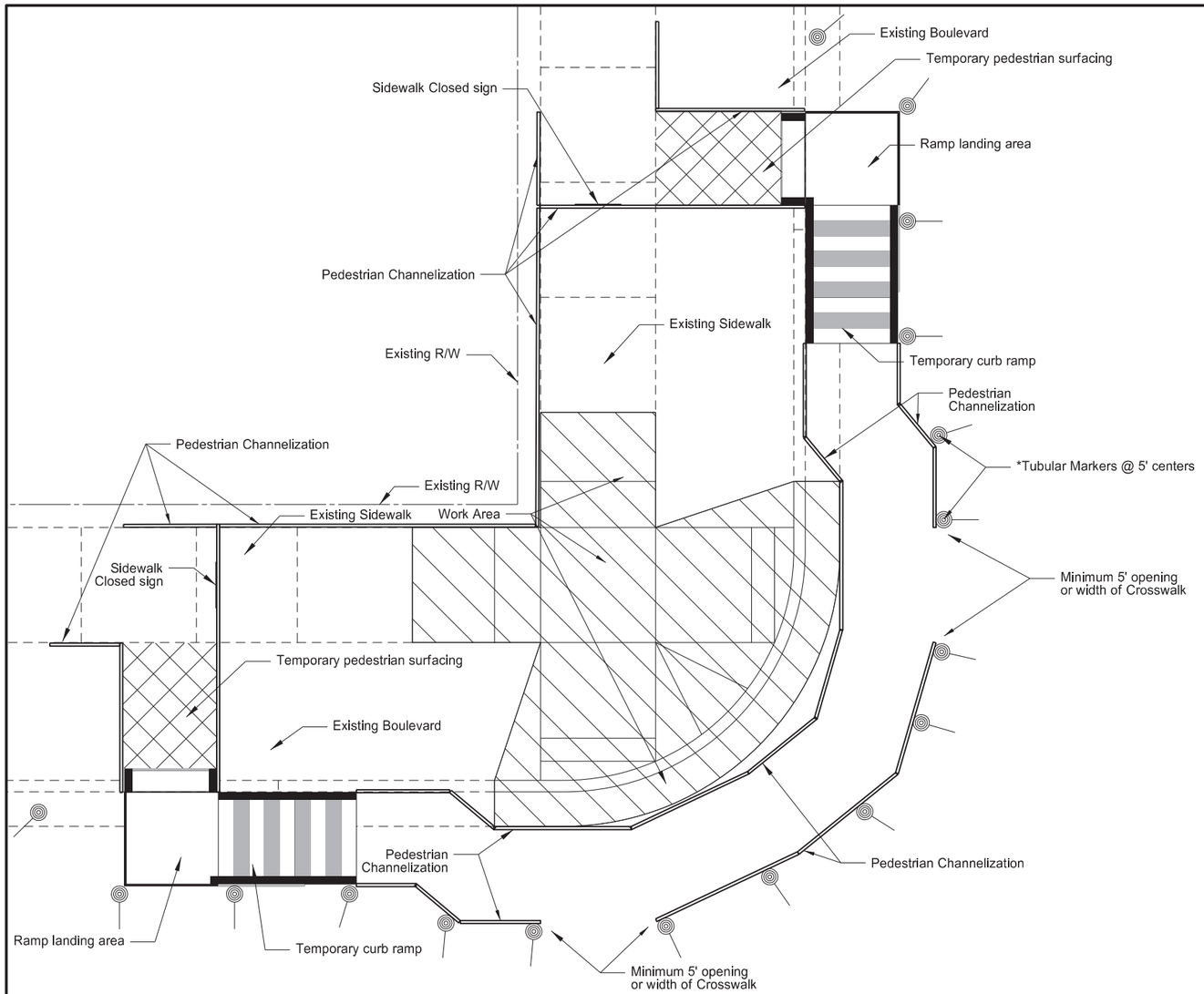
Maximum Width
Lateral Joints or Gaps

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Temporary Pedestrian Curb Ramp Details

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	100	5

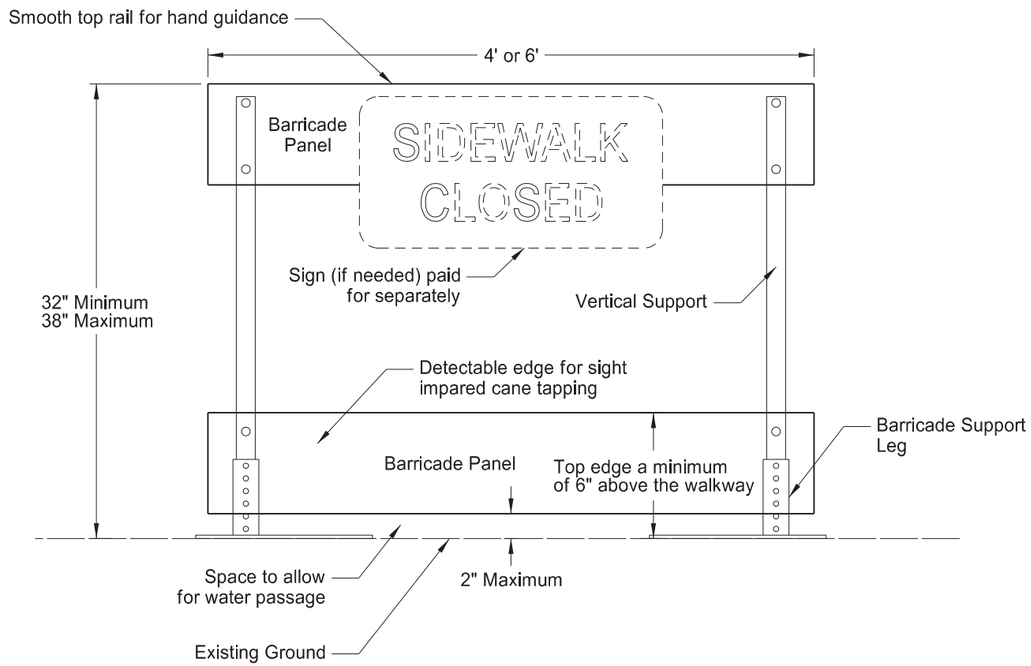
*NOTE: Eliminate tubular markers if pedestrian channelization is retro-reflective



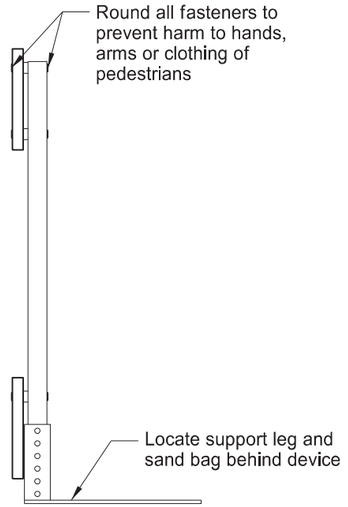
REGISTERED PROFESSIONAL ENGINEER
JUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Temporary Pedestrian Access Route

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	SS-6-091(005)900	100	6



Front View

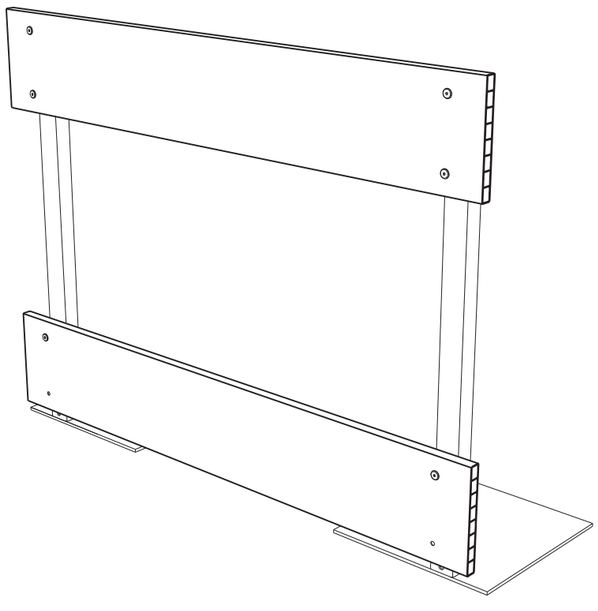


End View

NOTES:

Sidewalk Barricades

1. Provide self standing sidewalk barricade with no supports extending into the pedestrians path.
2. Use orange or orange and white diagonal striped barricade panels contrasting with the walkway surface.
3. Provide ADA compliant and NCHRP 350 or Mash Test Level 3 (TL3) approved sidewalk barricades.
4. Include all costs to furnish, maintain and remove sidewalk barricades in the price bid for "Sidewalk Barricade".



Perspective View

REGISTERED PROFESSIONAL ENGINEER
DUSTIN LANG
PE-6394
DATE 2/24/22
NORTH DAKOTA

Sidewalk Barricade

23 U.S.C. 409
NDDOT Reserves All Objections

STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
ND	SS-6-091(005)900	170	1

NOTES:

100 SCOPE OF WORK: Work at this site consists of filling voids, with expansive polyurethane foam insulation or flowable fill and the floor joint with concrete caused by the untied construction joint separating on a reinforced concrete box culvert. All debris shall be removed from the box culvert.

930 BOX CULVERT JOINT REPAIR: Structure 91-900.087 is a triple 10' x 7' reinforced concrete box culvert. The east construction joint is untied and has separated 3⅞" and moved laterally 2". The west construction joint is untied and has separated 3¼" and moved laterally 2¾". The east and west construction joints are allowing seepage into the box culvert and need repair.

Fill the voids along the box culvert floor with concrete. Provide AE-3 Concrete in accordance with Section 602 or a commercially packaged mix meeting ASTM C387. Mix concrete according to manufacturer's instructions. Wet cure concrete a minimum of 5 days.

Fill voids above the roof with expansive foam insulation. Cut expansive foam flush with the interior of the box culvert after it has dried.

Use one of the following options at the walls:

* Option 1: Attach an 18" wide, 15 gage galvanized steel plate to both side walls. Install the anchorage system according to the manufacturer's recommendation with high strength adhesive specifically intended for concrete anchorage in accordance with Section 806.02. Fill the voids behind the walls with flowable fill from inside the box culvert.

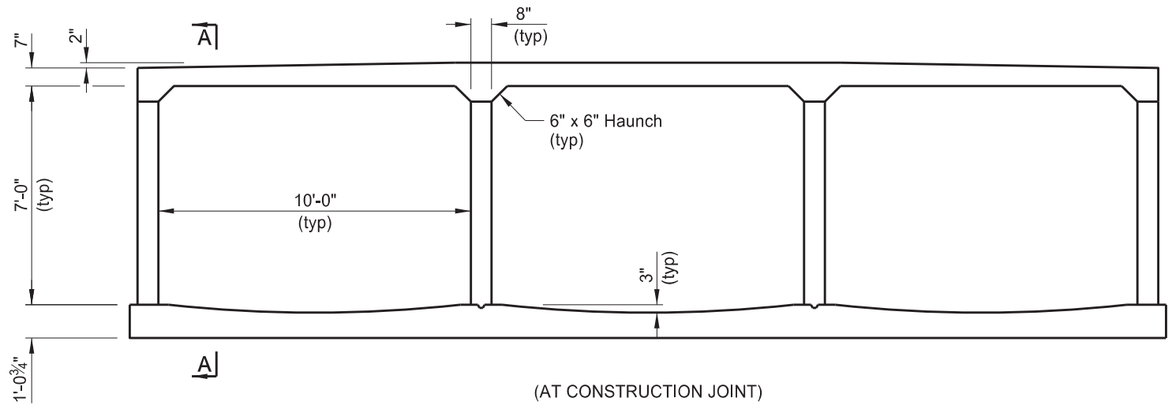
** Option 2: Fill voids behind the walls with expansive foam insulation. Cut expansive foam flush with the interior of the box culvert after it has dried.

The bid item "Box Culvert Joint Repair" applies to all different types of joint segments in a box culvert. At this site, a total of 16 joint segments will be paid for at the construction joint: 4 exterior walls, 6 floor segments, and 6 roof segments.

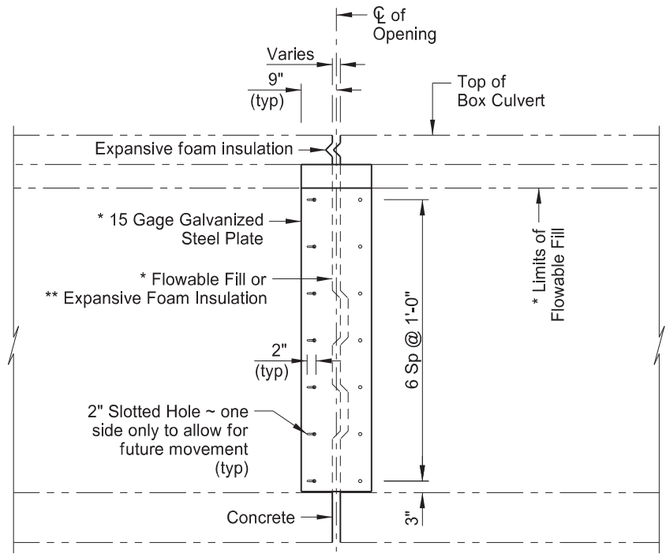
Include the cost of all equipment, labor, and materials required to dewater, remove all debris from the existing box culvert and extensions, fill the void areas, and for the joint repair work at each segment in the price bid for "Box Culvert Joint Repair."

FLOWABLE FILL MIX DESIGN:

CEMENT	=	60 LBS/CY
FLY ASH	=	290 LBS/CY
FINE AGGREGATE	=	2900 LBS/CY
WATER	=	± 70 GAL/CY



(AT CONSTRUCTION JOINT)
BARREL SECTION



A-A

BRIDGE BID ITEMS

SPEC	CODE	ITEM DESCRIPTION	UNIT	QUANTITY
930	9671	BOX CULVERT JOINT REPAIR	EA	16

TROY L. SCHWAGLER
REGISTERED
PROFESSIONAL
PE-3151
ENGINEER
NORTH DAKOTA
02/25/22

SPECIAL PROVISIONS	
SSP 2	MIGRATORY BIRD TREATY ACT

SOUTH EDGE ST. THOMAS
WILLOW CREEK

CLEAR SPAN 3 X 10' CLEAR HEIGHT 7'

BOX CULVERT JOINT REPAIR

ND DEPARTMENT OF TRANSPORTATION
BRIDGE DIVISION

Ketterling, Jonathan
02/25/22
DocuSign

NDDOT ABBREVIATIONS

D-101-1

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

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

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

12 18 2020

NDDOT ABBREVIATIONS

D-101-2

Galv	galvanized
Gar	garage
Gs L	gas line
G Reg	gas line regulator
GMV	gas main valve
G Mtr	gas meter
GSV	gas service valve
GVP	gas vent pipe
GV	gate valve
Ga	gauge
Gov	government
Grd	graded/grade
Grnd	ground
GWM	ground water monitor
Gdrl	guardrail
Gtr	gutter
H Plg	H piling
Hdwl	headwall
Ht	height
Hel	helical
HDPE	high density polyethylene
HM	high mast
HP	high pressure
HPS	high pressure sodium
Hwy	highway
Hor	horizontal
HBP	hot bituminous pavement
HMA	hot mix asphalt
Hyd	hydrant
Ph	hydrogen ion content
Id	identification
Incl	inclinometer tube
IMH	inlet manhole
ID	inside diameter
Inst	instrument
Intchg	interchange
Intmdt	intermediate
Intscn	intersection
Inv	invert
IP	iron pipe
Jt	joint
Jct	junction

Ln	lane
Lg	large
Lat	latitude
Lt	left
Lens	lenses
Lvl	level
Lvlng	leveling
Lht	light
LP	light pole
Ltg	lighting
Liq	liquid
LL	liquid limit
Loc	location
Long.	longitude
Lp	loop
LD	loop detector
Lum	luminaire
Mb	mailbox
ML	main line
MH	manhole
Mkd	marked
Mkr	marker
Mkg	marking
MA	mast arm
Matl	material
Max	maximum
MC	meander corner
Meas	measure
Mdn	median
MD	median drain
MC	medium curing
MGS	Midwest Guardrail System
MM	mile marker
MP	mile post
Min	minimum
Misc	miscellaneous
Mon	monument
Mnd	mound
Mtbl	mountable
Mtd	mounted
Mtg	mounting
Mk	muck
Neop	neoprene
Ntwk	network
N	North
NE	North East
NW	North West
NB	Northbound
No. or #	number

Obsc	obscure(d)
Ocpd	occupied
Ocpy	occupy
O/s	offset
OC	on center
C	one dimensional consolidation
OC	organic content
Orig	original
O To O	out to out
OD	outside diameter
OH	overhead
PMT	pad mounted transformer
Pg	pages
Pntd	painted
Pr	pair
Pnl	panel
Pk	park
PSD	passing sight distance
Pvmt	pavement
Ped	pedestal
Ped	pedestrian
PPP	pedestrian pushbutton post
Pen.	penetration
Perf	perforated
Per.	perimeter
Perm	permanent
PL	pipeline
Pl	place
P&P	plan & profile
PL	plastic limit
Pl or ℄	plate
Pt	point
PE	polyethylene
PVC	polyvinyl chloride
PCC	Portland Cement concrete
PP	power pole
Preempt	preemption
Prefab	prefabricated
Prfmd or Pref	preformed
Prep	preperation
Press.	pressure
PRV	pressure relief valve
Prestr	prestressed
Pvt	private
PD	private drive
Prod.	production/produce
Prog	programmed
Prop.	property
Prop Ln	property line
Ppsd	proposed
PB	pull box

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

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

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

12 18 2020

NDDOT ABBREVIATIONS

Salv	salvage(d)
San	sanitary sewer line
Sec	section
SL	section line
Sep	separation
Seq	sequence
Serv	service
Sht	sheet
Shtng	sheeting
Shldr	shoulder
Sw or Sdwk	sidewalk
SD	sight distance
SN	sign number
Sig	signal
Sgl	single
SRCP	slotted reinforced concrete pipe
SC	slow curing
SS	slow setting
Sm	small
S	South
SE	South East
SW	South West
SB	Southbound
Sp	spaces
Spcl	special
SA	special assembly
SP	special provisions
G	specific gravity
Spk	spike
SB	split barrel sample
SH	sprinkler head
SV	sprinkler valve
Sq	square
Stk	stake
Std	standard
N	standard penetration test
Std Specs	standard specifications
Stm L	steam line
SEC	steel encased concrete
SMA	stone matrix asphalt
SSD	stopping sight distance
SD	storm drain
St	street
SPP	structural plate pipe
SPPA	structural plate pipe arch
Str	structure
Subd	subdivision
Sub	subgrade
Sub Prep	subgrade preperation
Ss	subsoil
SS	supplement specification
Supp	supplemental
Surf	surfacing
Surv	survey
Sym	symmetrical

Tel	telephone
Tel B	Telephone Booth
Tel P	telephone pole
Tv	television
Temp	temperature
Temp	temporary
TBM	temporary bench mark
T	thinwall tube sample
Ts	topsoil
Traf	traffic
TSCB	traffic signal control box
Tr	trail
Transf	transformer
Trans	transition
TT	transmission tower
TES	traversable end section
Trans	transverse
Trtd	treated
Trmt	treatment
Qc	triaxial compression
TERO	tribal employment rights ordinance
Tpl	triple
Typ	typical
Qu	unconfined compressive strength
Ugrnd	underground
Util	utility
VG	valley gutter
Vap	vapor
Vert	vertical
VCP	vitrified clay pipe
Vol	volume
Wkwy	walkway
W	water content
WGV	water gate valve
WL	water line
WM	water main
WMV	water main valve
W Mtr	water meter
WSV	water service valve
WW	water well
Wrng	wearing
WIM	weigh in motion
W	west
WB	westbound
Wrng	wiring
W/	with
W/o	without
WC	witness corner

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

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

Kirk J Hoff

12 18 2020

NDDOT ABBREVIATIONS

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
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
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
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
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	Sheet Added - Continued from D-101-3

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA
12 18 2020

NDDOT UTILITY COMPANY AND ORGANIZATION ABBREVIATIONS

D-101-10

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

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

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

12 18 2020

LINE STYLES

D-101-20

Existing Topography

- Existing Ground Void
- Existing Cemetary Boundary
- Existing Box Culvert Bridge
- Existing Concrete Surface
- Existing Drainage Structure
- Existing Gravel Surface
- Existing Riprap
- Existing Dirt Surface
- Existing Asphalt Surface
- Existing Tie Point Line
- Existing Railroad Centerline
- Existing Guardrail Cable
- Existing Guardrail Metal
- Existing Edge of Water
- Existing Fence
- Existing Railroad
- Existing Field Line
- Exst Flow
- Existing Curb
- Existing Valley Gutter
- Existing Driveway Gutter
- Existing Curb and Gutter
- Existing Mountable Curb and Gutter
- Existing 3-Cable w Posts
- Site Boundary
- Existing Berm, Dike, Pit, or Earth Dam
- Existing Ditch Block
- Existing Tree Boundary
- Existing Brush or Shrub Boundary
- Existing Retaining Wall
- Existing Planter or Wall
- Existing W-Beam Guardrail with Posts
- Existing Railroad Switch
- Gravel Pit - Borrow Area
- Existing Wet Area-Vegetation Break
- Existing High Tension Cable Guardrail
- Existing High Tension Cable Guardrail with Posts

Proposed Topography

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

Existing Utilities

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

Proposed Utilities

- 24 Inch Pipe
- Reinforced Concrete Pipe
- Under Drain
- Edge Drain

Traffic Utilities

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

Sign Structures

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

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

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

Kirk J Hoff

12 18 2020

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
- Existing Adjacent Lot Lines
- Existing Adjacent Property Line
- Existing Adjacent Subdivision Lines
- Sight Distance Triangle Line
- Dimension Leader

Boundary Control

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

Cross Sections and Typicals

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

Geotechnical

- Geotextile Fabric Type D (D — D)
- Geogrid (Geo — Geo)
- Geotextile Fabric Type R (R — R)
- Geotextile Fabric Type R1 (R — R)
- Geotextile Fabric Type RR (RR — RR)
- Geotextile Fabric Type S (S — S)
- Subgrade Reinforcement
- Failure Line

Countours

- Depression Contours
- Supplemental Contour

Profile

- Subgrade, Subcut or Ditch Grade
- Topsoil Profile

Striping

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

Pavement Joints

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

Bridge Details

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

Erosion Control

- Limits of Const Transition Line
- Bale Check
- Rock Check
- Floating Silt Curtain (S — S)
- Silt Fence (SF — SF)
- Excavation Limits
- Fiber Rolls

Environmental

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

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

KIRK J. HOFF
REGISTERED
Kirk J Hoff
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

12 18 2020

SYMBOLS

D-101-30

North Arrow (Half Scale)

Alignment Data Point

Alignment Monument

Spot Elevation

Existing Miscellaneous Spot

Existing Access Control Arrow

Existing Benchmark

Reset USGS Marker

Iron Monument Found

Iron Pin R/W Monument

Property Corner

Iron Pin Reference Monument

Right of Way Marker (Exst, Ppsd, Reset)

Existing Federal Reference Corner

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

Existing Witness Corner

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

Existing Traverse PI Aerial Panel

Existing Reference Marker Point NGS

Existing EFB Misc

Existing Bush or Shrub

Existing Large Evergreen Tree

Existing Small Evergreen Tree

Existing Large Tree

Existing Small Tree

Existing Tree Trunk

Cairn or Stone Circle

Existing Artifact

Existing Satellite Dish

Existing Weather Station

Existing Windmill or Tower

Reinforced Pavement

CSB Continuous Split Barrel Sample

FA Flight Auger Sample

SB Split Barrel Sample

T Thinwall Tube Sample

N Standard Penetration Test

Incl 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

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

Kirk J Hoff

12 18 2020

SYMBOLS

D-101-31

- Flexible Delineator
- Flexible Delineator Type A (Exst, Ppsd)
- Flexible Delineator Type B (Exst, Ppsd)
- Flexible Delineator Type C (Exst, Ppsd)
- Flexible Delineator Type D (Exst, Ppsd)
- Flexible Delineator Type E (Exst, Ppsd)
- Delineator Type A (Exst, Ppsd, Diamond Grade-Reset)
- Delineator Type B (Exst, Ppsd, Diamond Grade-Reset)
- Delineator Type C (Exst, Ppsd, Diamond Grade)
- Delineator Type D (Exst, Ppsd, Diamond Grade)
- Delineator Type E (Exst, Ppsd, Diamond Grade)
- Barricade (Type I, Type II, Type III}
- Arrow Panel (Caution Mode, Double Direction, Left Directional, Right Directional, Sequencing, Truck Mounted)
- Attenuation Device
- Truck Mounted Attenuator
- Delineator Drums
- Flagger
- Tubular Marker
- Traffic Cone
- Back to Back Vertical Panel Sign

- Highway Sign (Exst, Ppsd)
- Mile Post Type A (Exst-Ppsd-Reset)
- Mile Post Type B (Exst, Ppsd)
- Mile Post Type C (Exst, Ppsd)
- Object Marker Type I (Exst, Ppsd)
- Object Marker Type II (Exst, Ppsd)
- Object Marker Type III (Exst, Ppsd)
- Existing Reference Marker
- Road Closure Gate 18 Ft (Exst, Ppsd)
- Road Closure Gate 28 Ft (Exst, Ppsd)
- Road Closure Gate 40 Ft (Exst, Ppsd)
- Existing Railroad Battery Box
- Existing RR Profile Spot
- Existing Railroad Crossbuck
- Existing Railroad Frog
- Existing Mailbox (Private, Federal)

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

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

Kirk J Hoff

12 18 2020

SYMBOLS

D-101-32

- Existing Luminaire
- Luminaire LED
- Existing Light Standard Luminaire
- Relocate Light Standard
- Light Standard Light LED Luminaire
- Light Standard 35 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 50 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 70 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 100 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 150 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 200 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 250 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 310 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 400 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 700 Watt High Pressure Sodium Vapor Luminaire
- Light Standard 1000 Watt High Pressure Sodium Vapor Luminaire
- Emergency Vehicle Detector
- Video Detection Camera

- High Mast Light Standard 3 Luminaire (Exst, Ppsd)
- High Mast Light Standard 4 Luminaire (Exst, Ppsd)
- High Mast Light Standard 5 Luminaire (Exst, Ppsd)
- High Mast Light Standard 6 Luminaire (Exst, Ppsd)
- High Mast Light Standard 7 Luminaire (Exst, Ppsd)
- High Mast Light Standard 8 Luminaire (Exst, Ppsd)
- High Mast Light Standard 9 Luminaire (Exst, Ppsd)
- High Mast Light Standard 10 Luminaire (Exst, Ppsd)
- Overhead Sign Structure Load Center (Exst, Ppsd)
- Traffic Signal Controller (Exst, Ppsd)
- Pad Mounted Traffic Signal Controller (Exst, Ppsd)
- Flashing Beacon (Exst, Ppsd)
- Concrete Foundation (Exst, Ppsd)
- Pipe Mounted Flasher (Exst, Ppsd)
- Pad Mounted Feed Point (Exst, Ppsd)
- Pipe Mounted Feed Point with Pad (Exst, Ppsd)
- Pole Mounted Feed Point (Exst, Ppsd)
- Junction Box (Exst, Ppsd)
- Existing Pedestrian Head with Number
- Existing Signal Head
- Pole Mounted Head
- Existing Lighting Standard Pole

- Existing Traffic Signal Standard
- Pull Box (Exst-Ppsd-Undefined)
- Intelligent Transportation Pull Box (Exst, Ppsd)
- Transformer (Exst, Ppsd)
- Power Pole (Exst-Ppsd-with Transformer)
- Wood Pole (Exst, Ppsd)
- Pedestrian Push Button Post (Exst, Ppsd)
- Existing Pole
- Existing Telephone Pole
- Existing Post
- Connection Conductor (Ground, Neutral, Phase 1, Phase 2)

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

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

12 18 2020

SYMBOLS

D-101-33

Existing Manhole (Electrical, Gas, Telephone)

Water Manhole (Exst, Exst with Valve)

Sanitary Sewer Manhole (Exst, Ppsd, Exst with Valve)

Sanitary Force Main Manhole (Exst, Ppsd, Exst with Valve)

Storm Drain Manhole (Exst, Ppsd, Exst with Inlet, Ppsd with Inlet)

Force Main Storm Drain Manhole (Exst, Exst with Valve)

Manhole (Ppsd, Ppsd 48 Inch, Exst Undefined)

Existing Water Appurtenance

Sprinkler Head (Exst, Ppsd)

Fire Hydrant (Exst, Ppsd)

Cleanout (Exst Sanitary, Underdrain)

Existing Catch Basin Inlet (Round, Square)

Existing Curb Inlet (Round, Square)

Existing Slotted Reinforced Concrete Pipe

Catch Basin (Riser 30 Inch, Beehive, Type A)

Inlet Mountable Curb (Type A, Type B)

Inlet Saddle Base (Type 1, Type 2)

Inlet Special (Catch Basin, Type 1, Type A)

Inlet (Tee, Type 1, Type 2, Type 2 Double)

Median Drain

Headwall (Exst, Ppsd, Ppsd Single with Vegitation Barrier, Ppsd Double with Vegitation Barrier)

Cap or Stub
Exst Gas, Exst Sanitary, Exst Storm Drain, Ppsd Storm Drain, Exst Water

Existing Pedestal
Electrical, Telephone, Fiber Optic Telephone, TV, Fiber Optic TV, Undefined

Existing Pipe Vent
Gas, Fuel, Sanitary, Storm Drain, Water, Undefined

Valve
Exst Gas, Exst Water, Ppsd Water, Exst Undefined

Pump
Sanitary, Storm Drain, Exst Water

Corrugated Metal End Section (18, 24, 30, 36, 42, 48, 54, 60 Inch)

Reinforced Concrete End Section (18, 24, 30, 36, 42, 48, 54, 60 Inch)

Existing Utility Marker

Existing Meter

Existing Fuel Dispensers

Existing Fuel Filler Pipes

Existing Fuel Leak Sensors

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

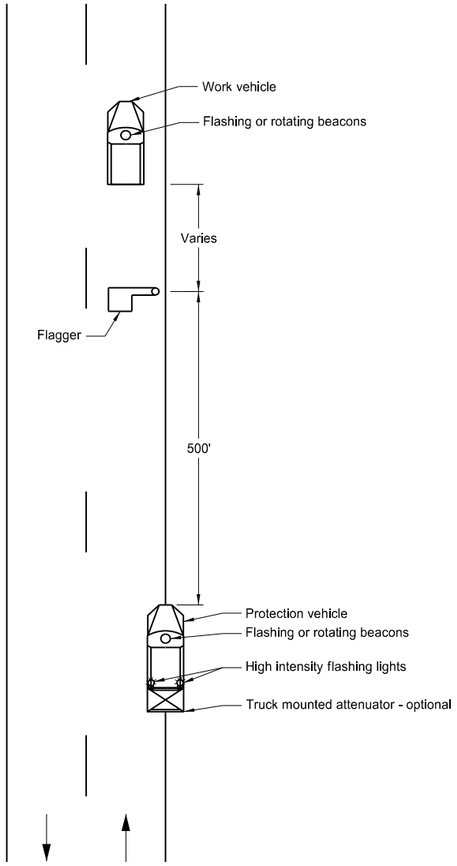
KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

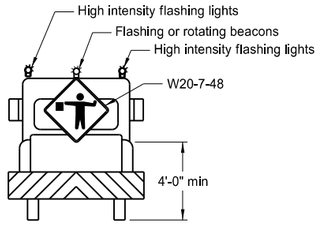
12 18 2020

TRAFFIC CONTROL FOR CORING OF HOT BITUMINOUS PAVEMENT

D-704-2

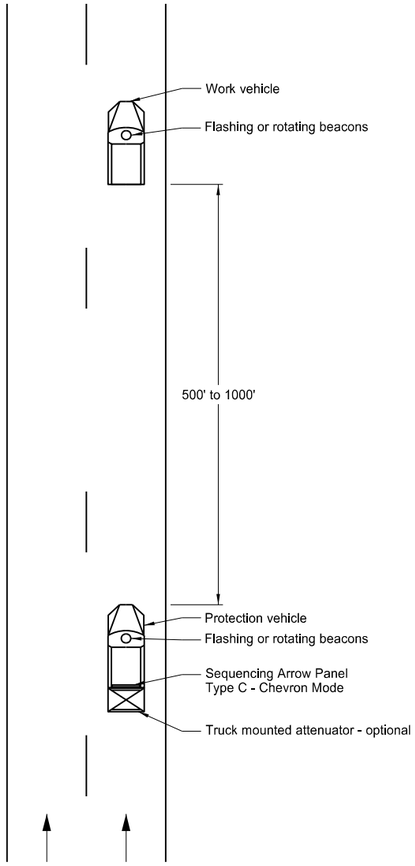
Two Lane, Two Way Roadways

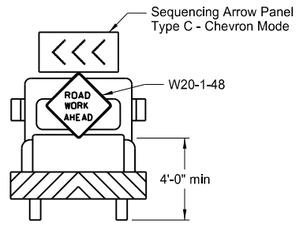




Typical Protection Vehicle

Multilane Roadways





Typical Protection Vehicle

Notes:

1. Display a 360 degree rotating, flashing, oscillating or strobe light on the working vehicle.

2. Display a 360 degree rotating, flashing, oscillating or strobe light on the shadow vehicle. Operate a sequencing arrow panel Type C in chevron mode on the shadow vehicle for Multilane Roadway.

3. Use these layouts during daylight hours and in areas of good visibility only.

4. Use flagger to protect the work area and warn oncoming traffic for two lane, two way roadway.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-25-12	
REVISIONS	
DATE	CHANGE
9-27-17	Updated to active voice
10-03-19	New Design Engr PE Stamp

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 10/03/19 and the original document is stored at the North Dakota Department of Transportation

CONSTRUCTION SIGN DETAILS
PROJECT FUNDING SIGN

SIGN NUMBER	I2-5-96
WIDTH X HEIGHT	8'-0" x 4'-0"
BORDER WIDTH	1.25" (inset 0.75")
CORNER RADIUS	3"
MOUNTING	Ground
BACKGROUND	TYPE: XI Reflective
	COLOR: White
LEGEND/BORDER	TYPE: Non-reflective
	COLOR: Black

SYMBOL	X	Y	WID	HT	ANGLE
ND_CIRCLE_LOGO	6	22.8	18	18	0
	44.2	4.2	7.5	8.6	0

STATION(S):

AREA: 32.0 Sq.Ft.

Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

PANEL STYLE: ND_Reg_48_Large.ssi

LETTER POSITION (X)																			LENGTH	SIZE	SERIES
Y	O	U	R	H	I	G	H	W	A	Y									50.3	6	C 2000
33.5	38.1	42.8	47.5	55.4	60.1	62.1	66.7	70.9	75.8	80											
D	O	L	L	A	R	S	A	T	W	O	R	K							62.6	6	C 2000
27.4	31.8	36.5	40.4	43.9	48.5	52.6	60.5	64.7	72.2	77.5	82.3	86.6									
F	U	N	D	E	D	B	Y												25	4	C 2000
35.5	38.1	41.2	44.3	47.4	50.1	55.3	57.9														

(A)

FUNDING SOURCE MESSAGE VARIATIONS
FEDERAL
STATE
FEDERAL - STATE
FEDERAL - LOCAL
FEDERAL - STATE - LOCAL
STATE - LOCAL

Use a horizontal spacing of 3" between words and hyphens. Center message horizontally in sign panel.

Notes:

1) Contact the Communications Division of the NDDOT to obtain a copy of the image for the NDDOT Logo.

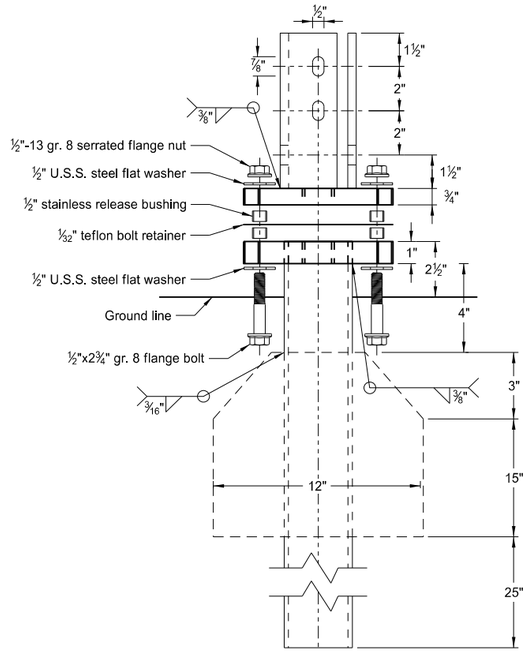
2) Contact Project Engineer for funding source message.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-08-21	
REVISIONS	
DATE	CHANGE

This document was originally issued and sealed by Kirk Hoff, Registration Number PE-4683, on 12/08/21 and the original document is stored at the North Dakota Department of Transportation

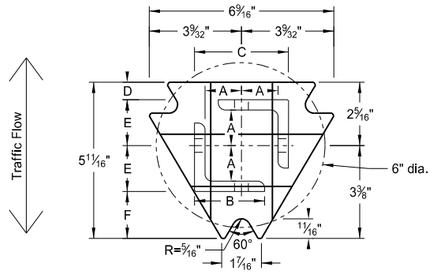
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-7

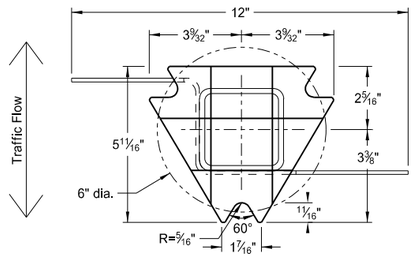


Multi-Directional
Slip Base Assembly

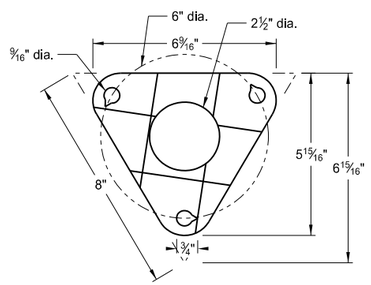
Perforated Tube



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



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



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

Notes:

1. Torque slip base bolts as specified by manufacturer.
2. Use anchor with 43.9 KSI yield strength and 59.3 KSI tensile strength.
3. Provide 4" vertical clearance for anchor or breakaway base. Measure the 4"x60" measurement above and below post location and back and ahead of post.
4. In concrete sidewalk, use same anchor without wings.
5. Provide more than 7' between the first and fourth posts of a four post sign.

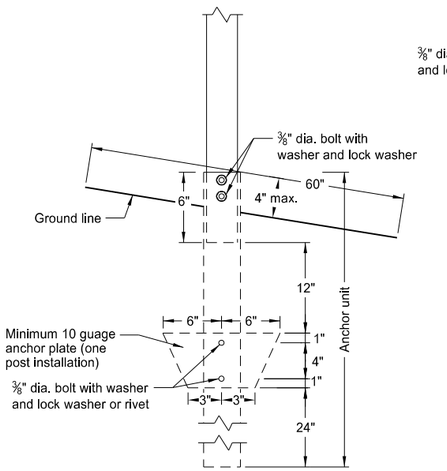
Telescoping Perforated Tube						
Number of Posts	Post Size in.	Wall Thick-ness Gauge	Sleeve Size in.	Wall Thick-ness Gauge	Slip Base	Anchor Size without Slip Base in.
1	2	12			No	2¼
1	2¼	12			No	2½
1	2½	12			(A)	3
1	2½	10			Yes	
1	2¼	12	2	12	Yes	
1	2½	12	2¼	12	Yes	
2	2	12			No	2¼
2	2¼	12			No	2½
2	2½	12			Yes	
2	2½	12			Yes	
2	2¼	10	2	12	Yes	
2	2½	12	2¼	12	Yes	
3 & 4	2½	12			Yes	
3 & 4	2½	10			Yes	
3 & 4	2½	12	2¼	12	Yes	
3 & 4	2¼	12	2	12	Yes	
3 & 4	2½	10	2³/16	10	Yes	

Properties of Telescoping Perforated Tube						
Tube Size in.	Wall Thickness in.	U.S. Standard Gauge	Weight per Foot lbs.	Moment of Inertia in.⁴	Cross Sec. Area in.²	Section Modulus in.³
1½ x 1½	0.105	12	1.702	0.129	0.380	0.172
2 x 2	0.105	12	2.416	0.372	0.590	0.372
2¼ x 2¼	0.105	12	2.773	0.561	0.695	0.499
2³/16 x 2³/16	0.135	10	3.432	0.605	0.841	0.590
2½ x 2½	0.105	12	3.141	0.804	0.803	0.643
2½ x 2½	0.135	10	4.006	0.979	1.010	0.785

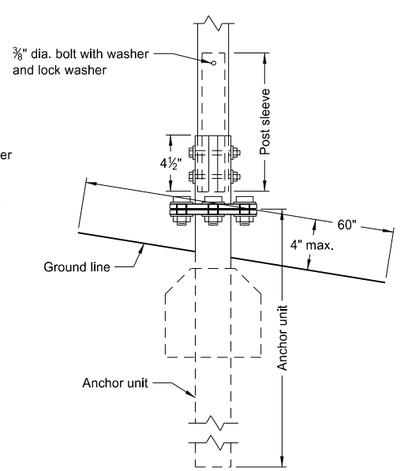
Top Post Receiver Data Table						
Square Post Sizes (B)	A	B	C	D	E	F
2³/16"x10 ga.	1⁹/64"	2½"	3¹/32"	2⁵/32"	1³³/64"	1⅞"
2½"x10 ga.	1⁹/32"	2½"	3⁵/16"	⅝"	1²¹/32"	1¾"

(A) Use breakaway base when support is placed in weak soils. Engineer determines if soils are weak.

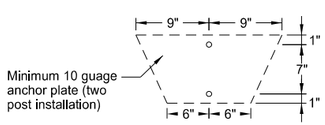
(B) For additional wind load, insert the 2³/16"x10 ga. into 2½"x10 ga.



Anchor Unit and Post Assembly



Multi-Directional
Slip Base Anchor Unit
and Post Sleeve Assembly



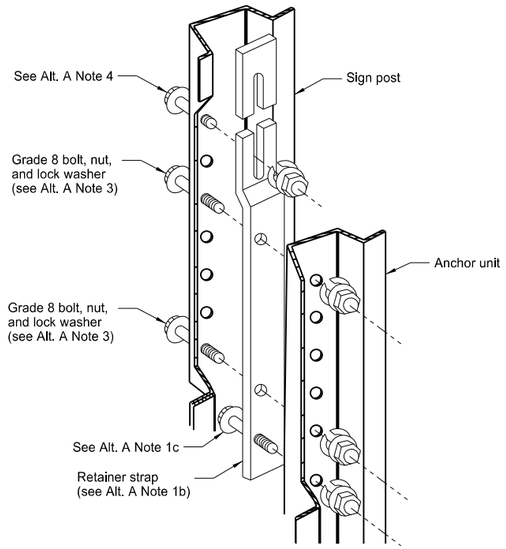
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
2-28-14	
REVISIONS	
DATE	CHANGE
9-27-17	Updated to active voice
10-03-19	New Design Engr PE Stamp

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 10/03/19 and the original document is stored at the North Dakota Department of Transportation

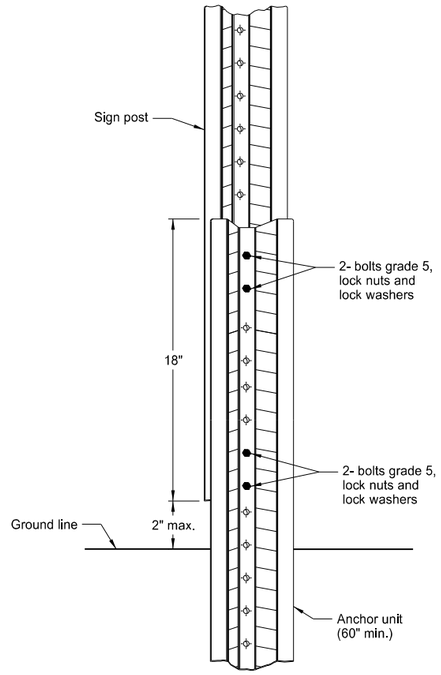
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-8

U-Channel Post

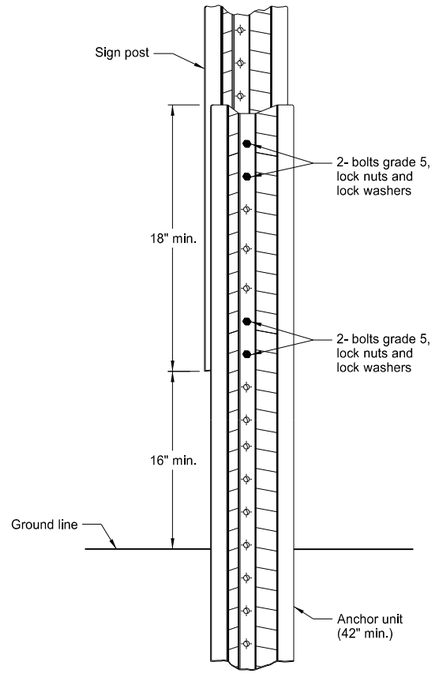


Detail A



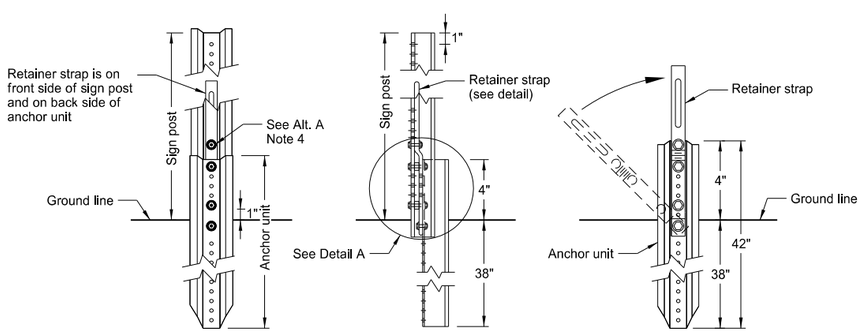
Breakaway U-Channel Splice Detail
Alternate B
(2.5 and 3 lb/ft)

Install a maximum of 3 posts within 7'.



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

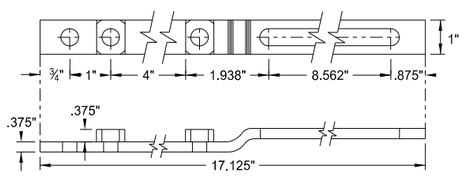
Install a maximum of 3 posts within 7'.



Front View Side View Back View

Breakaway U-Channel Detail
Alternate A

Install a maximum of 2 posts within 7'.



Retainer Strap Detail

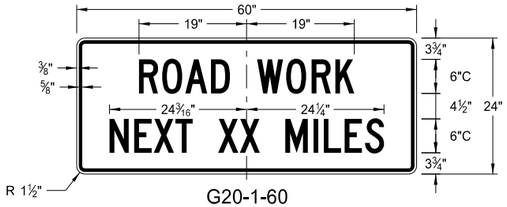
Alternate A Steps of Installation:

1. 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 5/16"x2" bolt, lock washer and nut.
   d) Rotate strap 90° to left.
2. a) Drive anchor unit to 4" above ground.
   b) Rotate strap to vertical position.
3. a) Place 5/16"x2" bolt, lock washer and nut in bottom of sign post to facilitate alignment of sign post with proper hole in anchor unit.
   b) Alternately tighten two connector bolts.
4. Complete assembly by tightening 5/16"x2" bolt (this fastens sign post to retainer strap).
5. 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.

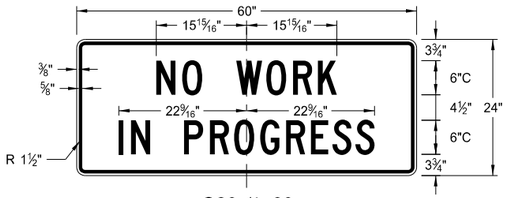
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
2-28-14	
REVISIONS	
DATE	CHANGE
9-27-17	Updated to active voice
10-03-19	New Design Engr PE Stamp

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 10/03/19 and the original document is stored at the North Dakota Department of Transportation

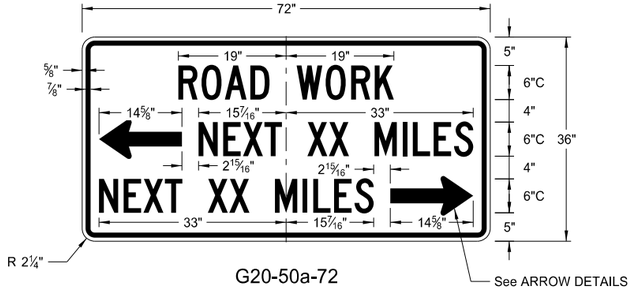
CONSTRUCTION SIGN DETAILS
TERMINAL AND GUIDE SIGNS



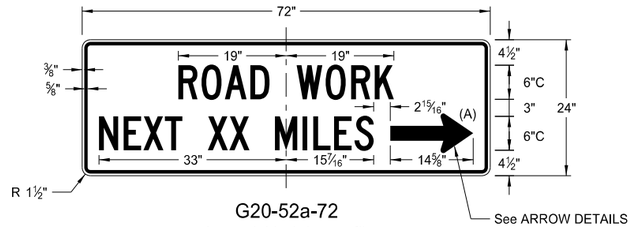
G20-1-60
Legend: black (non-refl)
Background: orange



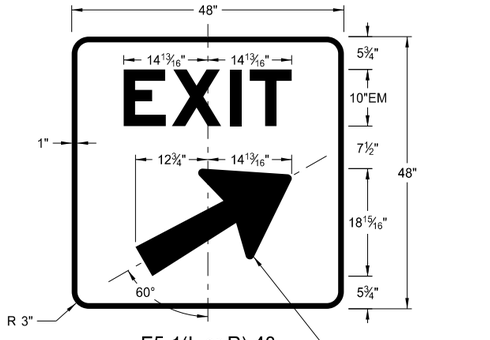
G20-1b-60
Legend: black (non-refl)
Background: orange



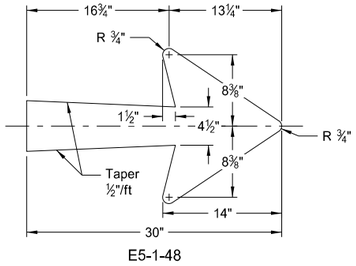
G20-50a-72
Legend: black (non-refl)
Background: orange



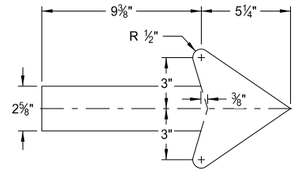
G20-52a-72
Legend: black (non-refl)
Background: orange



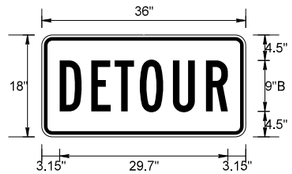
E5-1(L or R)-48
Legend: white
Background: green (orange optional)



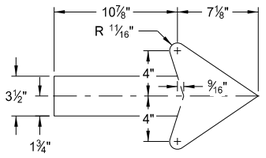
E5-1-48



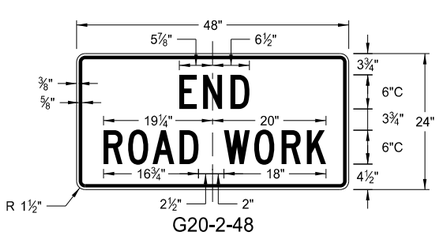
G20-50a-72
G20-52a-72



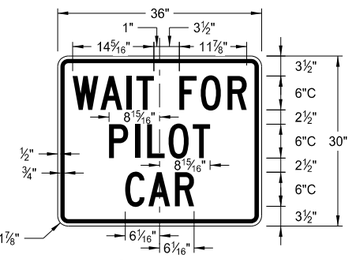
M4-8-36
Legend: black (non-refl)
Background: orange



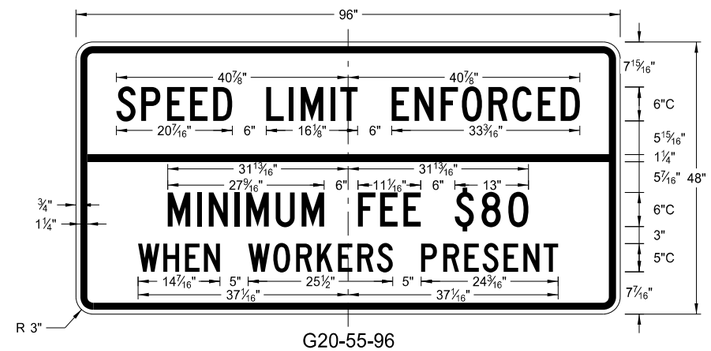
M4-9(L or R)-30
Right or Left



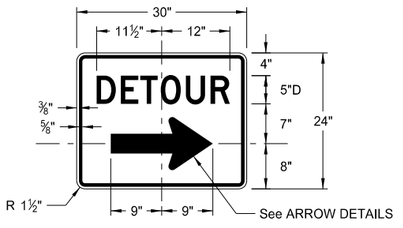
G20-2-48
Legend: black (non-refl)
Background: orange



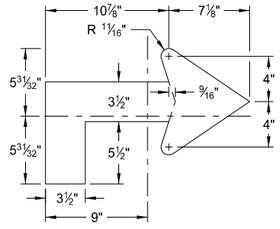
G20-4b-36
Legend: black (non-refl)
Background: orange



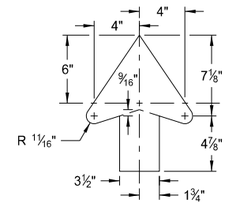
G20-55-96
Legend: black (non-refl)
Background: orange



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



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



M4-9-30
Straight

ARROW DETAILS

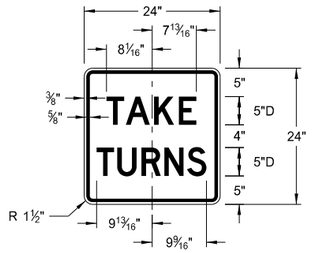
NOTES:

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

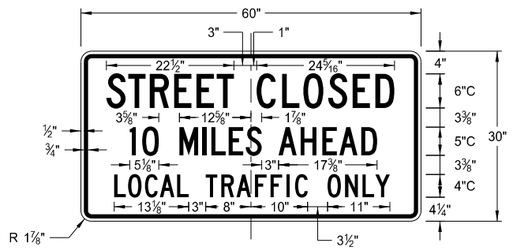
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
8-17-17	Added sign & background color
10-03-19	New Design Engineer PE Stamp

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 10/03/19 and the original document is stored at the North Dakota Department of Transportation

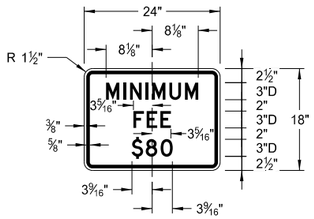
CONSTRUCTION SIGN DETAILS
REGULATORY SIGNS



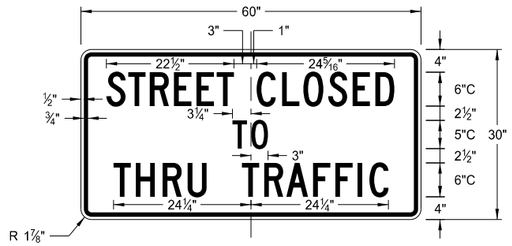
R1-50P-24
Legend: black (non-refl)
Background: white



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



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



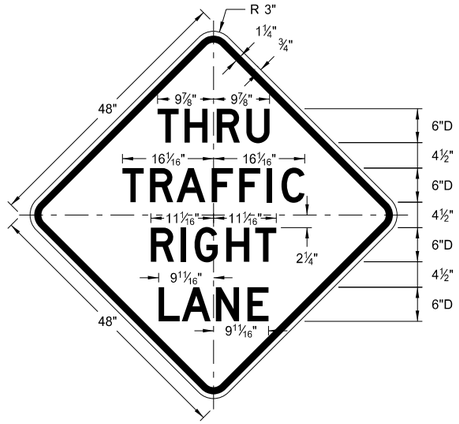
R11-4a-60
Legend: black (non-refl)
Background: white

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

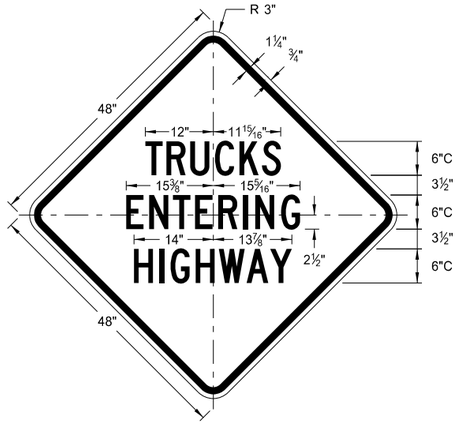
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
8-17-17	Revised sign number
10-03-19	New Design Engineer PE Stamp

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 10/03/19 and the original document is stored at the North Dakota Department of Transportation

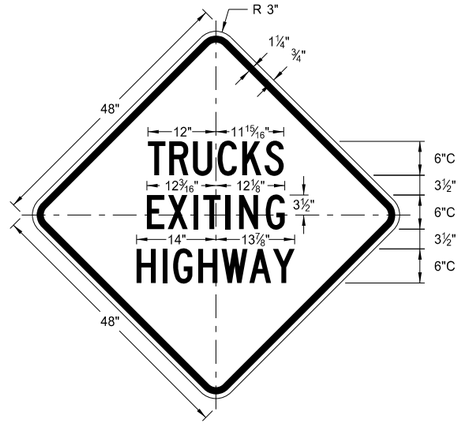
CONSTRUCTION SIGN DETAILS
WARNING SIGNS



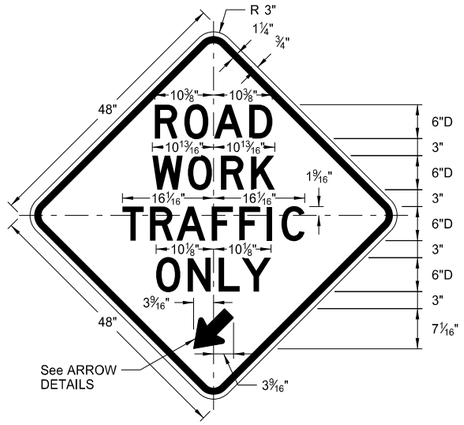
W5-8-48
Legend: black (non-refl)
Background: orange



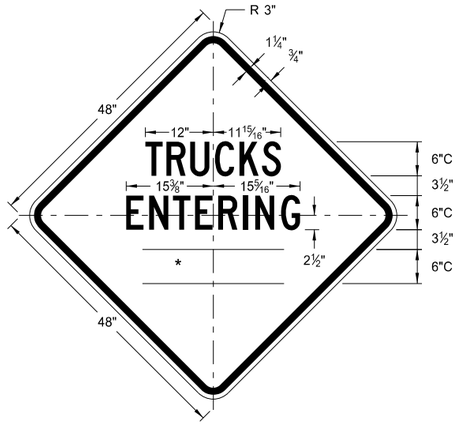
W8-53-48
Legend: black (non-refl)
Background: orange



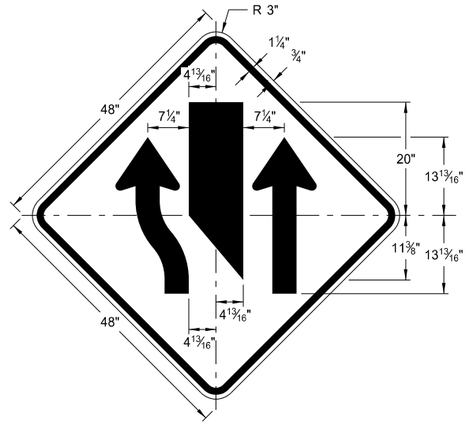
W8-56-48
Legend: black (non-refl)
Background: orange



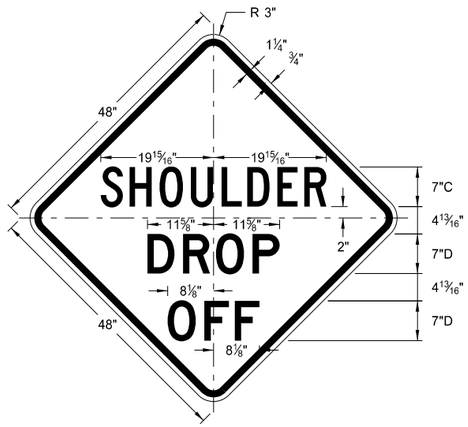
W5-9-48
Legend: black (non-refl)
Background: orange



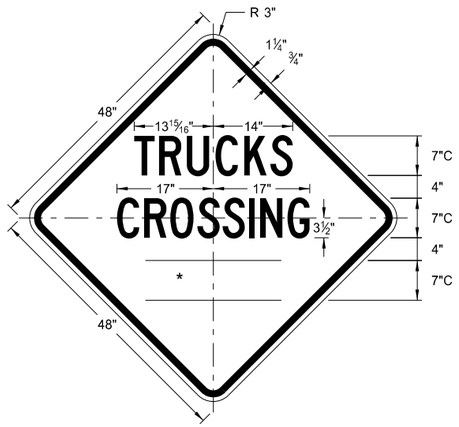
W8-54-48
Legend: black (non-refl)
Background: orange



W9-3a-48
Legend: black (non-refl)
Background: orange



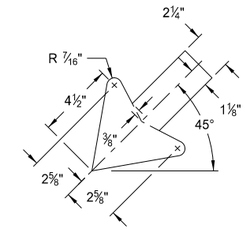
W8-9a-48
Legend: black (non-refl)
Background: orange



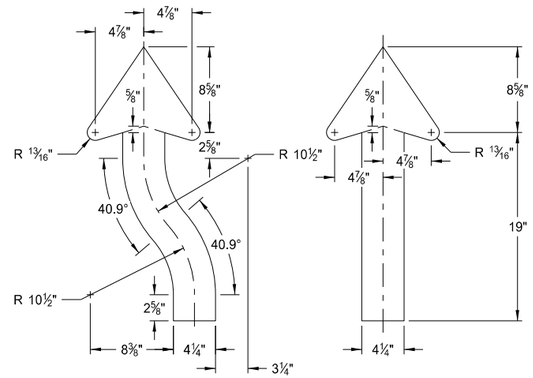
W8-55-48
Legend: black (non-refl)
Background: orange

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

* DISTANCE MESSAGES



W5-9-48



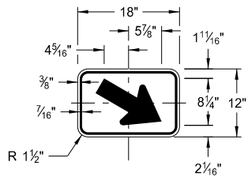
W9-3a-48

ARROW DETAILS

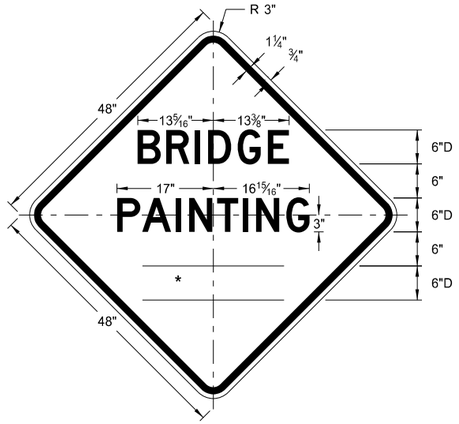
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
8-17-17	Updated sign number
5-31-18	Revised sign and arrow details
10-03-19	New Design Engineer PE Stamp

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 10/03/19 and the original document is stored at the North Dakota Department of Transportation

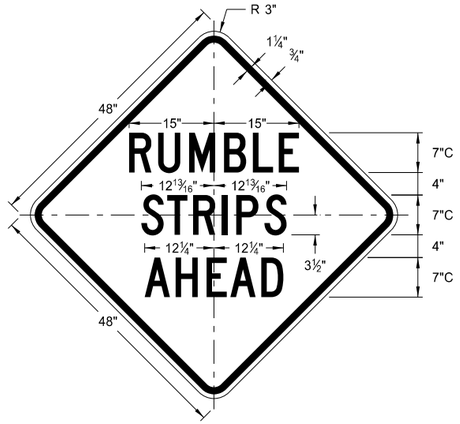
CONSTRUCTION SIGN DETAILS
WARNING SIGNS



W16-7aP-18
Legend: black (non-refl)
Background: orange



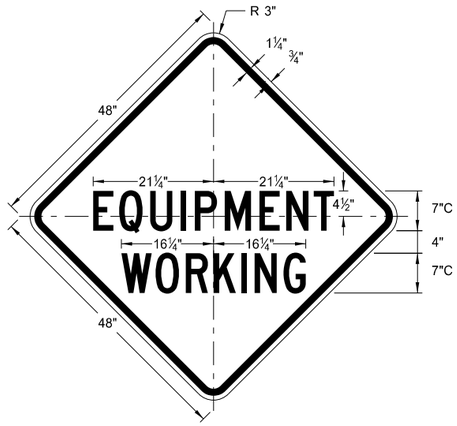
W21-50-48
Legend: black (non-refl)
Background: orange



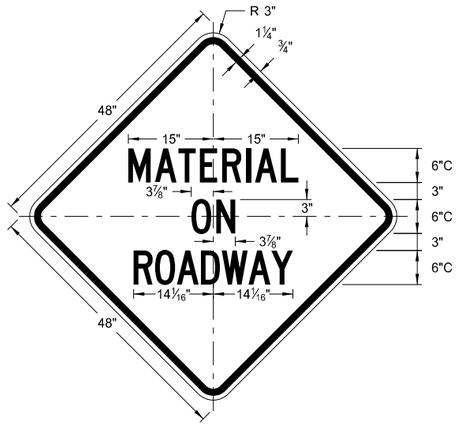
W21-53-48
Legend: black (non-refl)
Background: orange

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

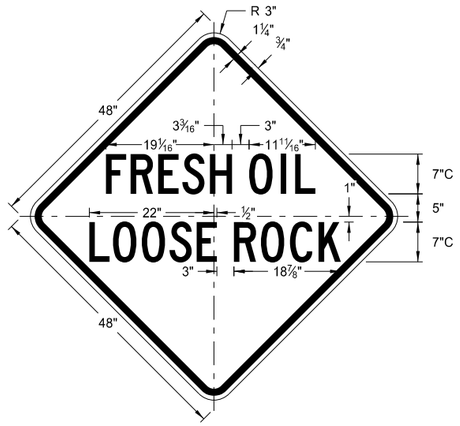
* DISTANCE MESSAGES



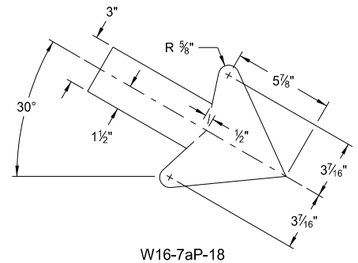
W20-51-48
Legend: black (non-refl)
Background: orange



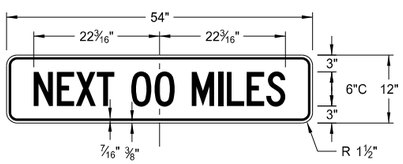
W21-51-48
Legend: black (non-refl)
Background: orange



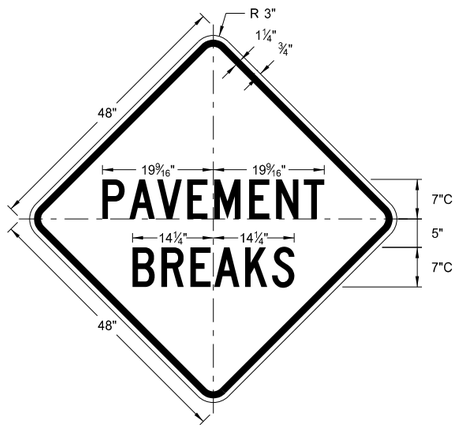
W22-8-48
Legend: black (non-refl)
Background: orange



W16-7aP-18



W20-52P-54
Legend: black (non-refl)
Background: orange



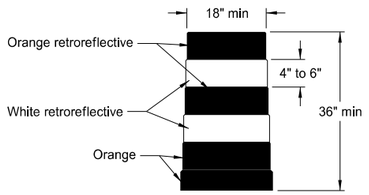
W21-52-48
Legend: black (non-refl)
Background: orange

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
5-31-18	
REVISIONS	
DATE	CHANGE
11-01-19	Added details for sign W16-7aP-18.

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 11/1/19 and the original document is stored at the North Dakota Department of Transportation

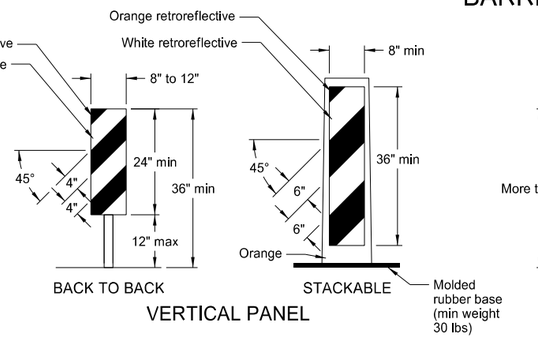
BARRICADE AND CHANNELIZING DEVICE DETAILS

D-704-13



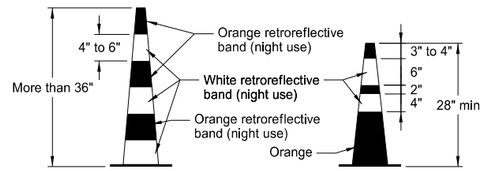
DELINEATOR DRUM

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" nonretroreflectorized spaces between the horizontal orange and white stripes. Avoid placement of stripes on drum ribs or indentations. Use closed top drums that will not allow collection of debris. Do not place ballast on the top of drum.



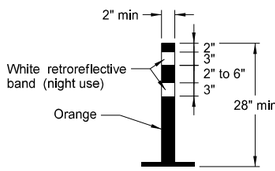
VERTICAL PANEL

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.



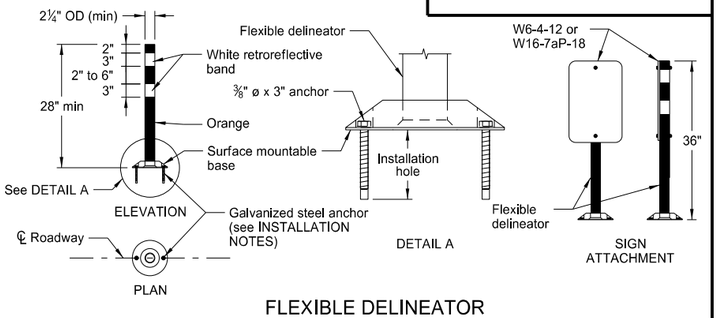
TRAFFIC CONE

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" nonretroreflectorized space between the orange and white stripes.



TUBULAR MARKER

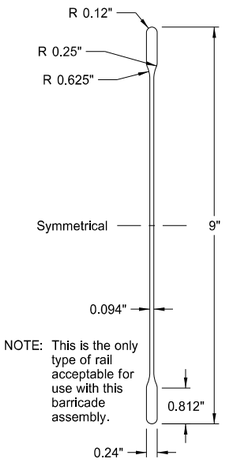
Provide retroreflectorization of tubular markers more than 42" in height by alternating four 4" to 6" wide orange and white stripes with the top stripe being orange.



FLEXIBLE DELINEATOR

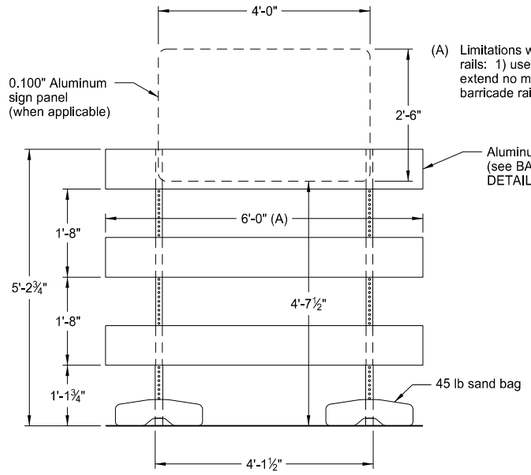
INSTALLATION NOTES:

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.



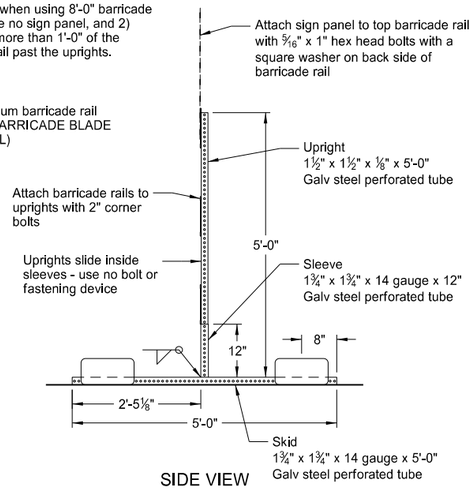
NOTE: This is the only type of rail acceptable for use with this barricade assembly.

BARRICADE BLADE DETAIL



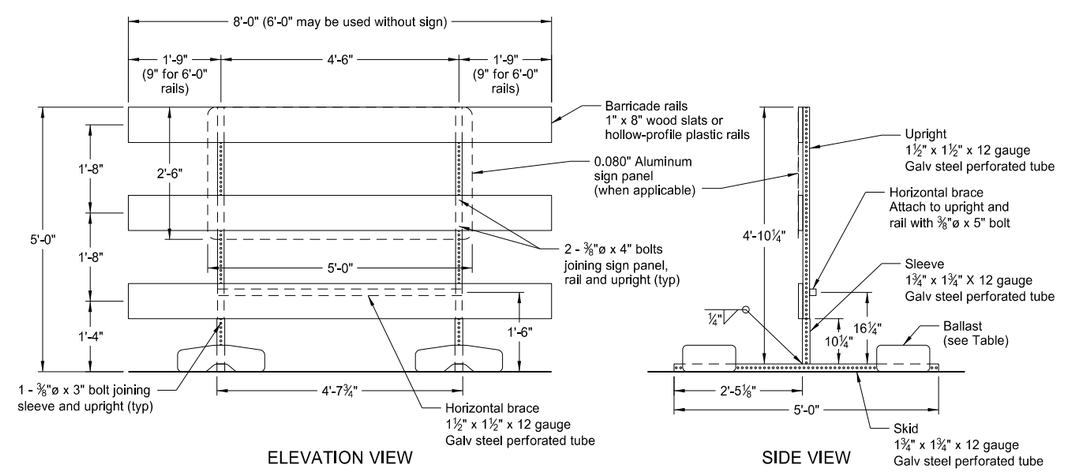
(A) Limitations when using 8'-0" barricade rails: 1) use no sign panel, and 2) extend no more than 1'-0" of the barricade rail past the uprights.

ELEVATION VIEW



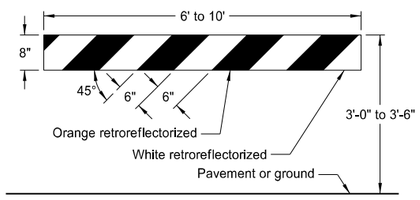
SIDE VIEW

BARRICADE ASSEMBLY DETAIL (Aluminum Barricade Rails)

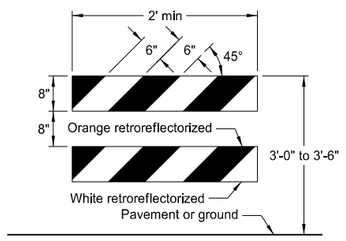


BARRICADE ASSEMBLY DETAIL (Wood or Plastic Rails)

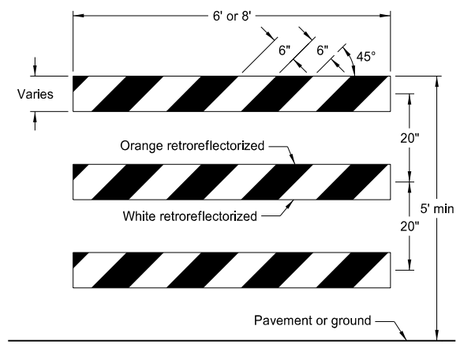
NOTE: For barricade markings use alternating orange and white retroreflective stripes, sloping downward in the direction traffic is to pass. Place retroreflective sheeting on both sides of the rails with a minimum of 270 square inches of visible retroreflective area facing vehicular traffic. When the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



TYPE I BARRICADE

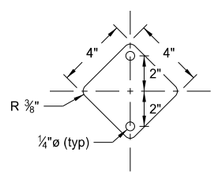


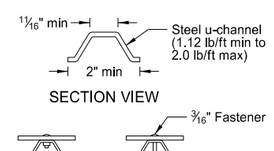
TYPE II BARRICADE

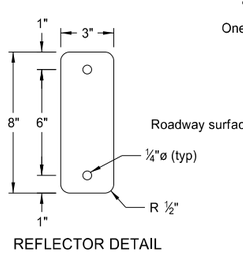


TYPE III BARRICADE

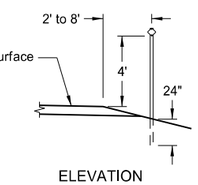
BARRICADE RAIL DETAILS







REFLECTOR DETAIL



ELEVATION

DELINEATORS

MINIMUM BALLAST
(For each side of barricade support)

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

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

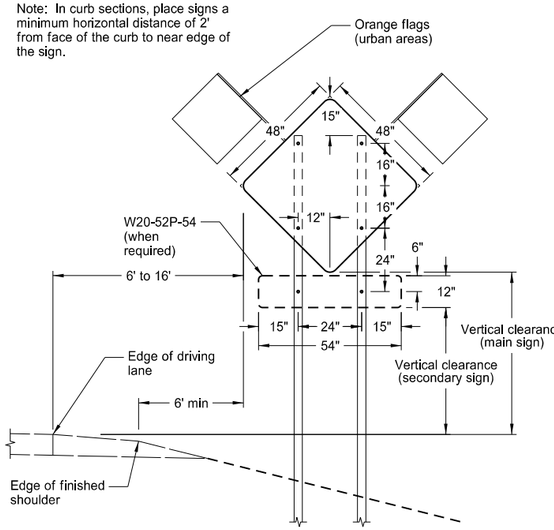
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
DATE	CHANGE
9-27-17 11-01-19	Updated to active voice Revised details for Flexible Delineator

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 11/1/19 and the original document is stored at the North Dakota Department of Transportation

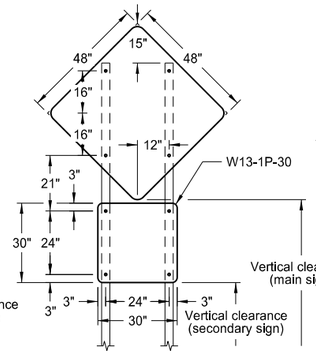
CONSTRUCTION SIGN PUNCHING AND MOUNTING DETAILS

D-704-14

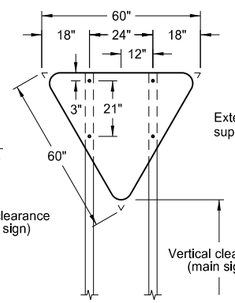
Note: In curb sections, place signs a minimum horizontal distance of 2' from face of the curb to near edge of the sign.



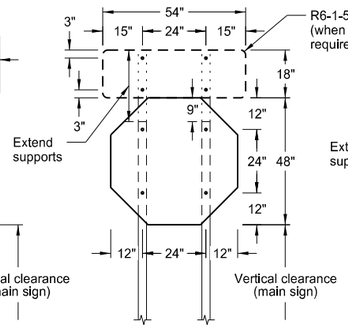
TYPICAL SECTION
(48" x 48" diamond warning sign shown)



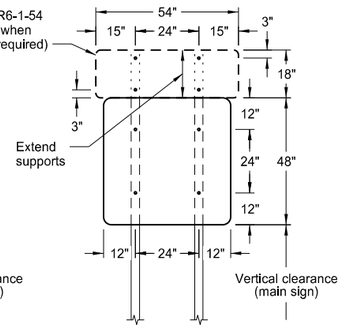
48" x 48" DIAMOND SIGN
(with 30" x 30" secondary sign)



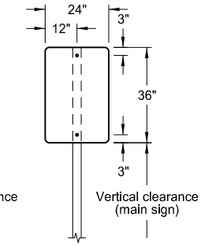
R1-2-60 - YIELD SIGN



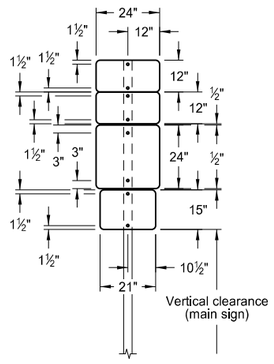
R1-1-48 - STOP SIGN
(with R6-1-54 sign as required)



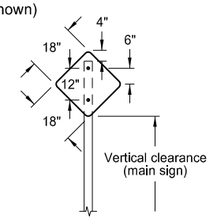
48" x 48" SIGN
(with R6-1-54 sign as required)



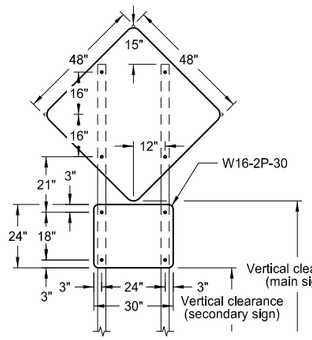
24" x 36" SIGN



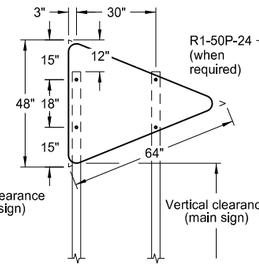
24" x 24"
ROUTE MARKER
ASSEMBLY



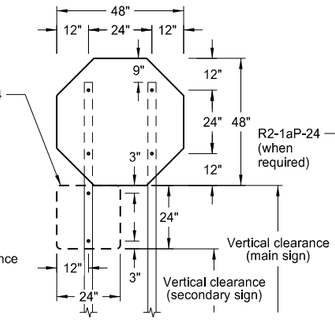
18" x 18"
DIAMOND SIGN



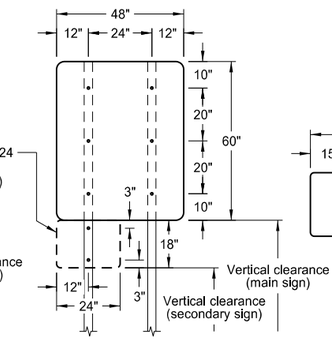
48" x 48" DIAMOND SIGN
(with 30" x 24" secondary sign)



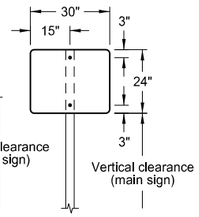
W14-3-64 - PENNANT SIGN



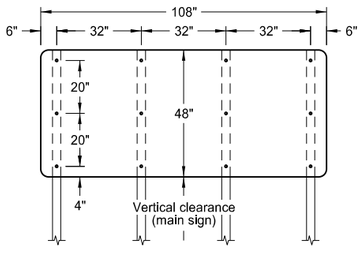
R1-1-48 - STOP SIGN
(with R1-50P-24 sign as required)



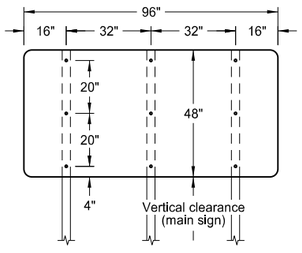
48" x 48" SIGN
(with R2-1aP-24 sign as required)



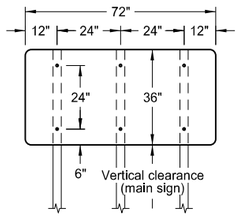
30" x 24" SIGN



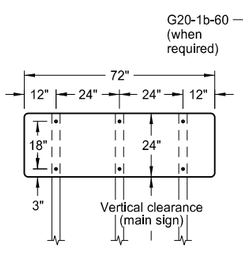
108" x 48" SIGN



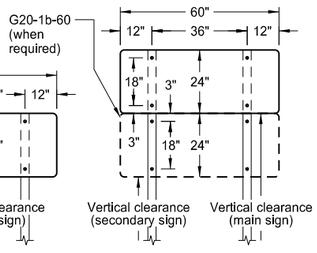
96" x 48" SIGN



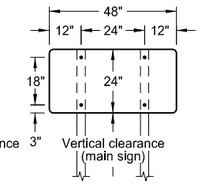
72" x 36" SIGN



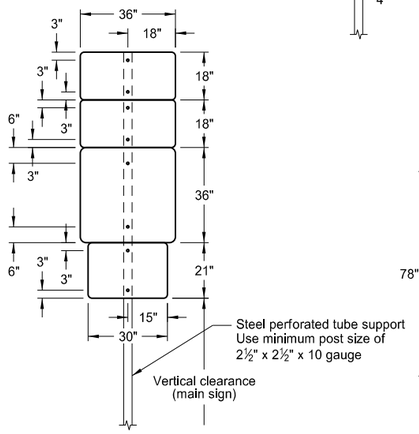
72" x 24" SIGN



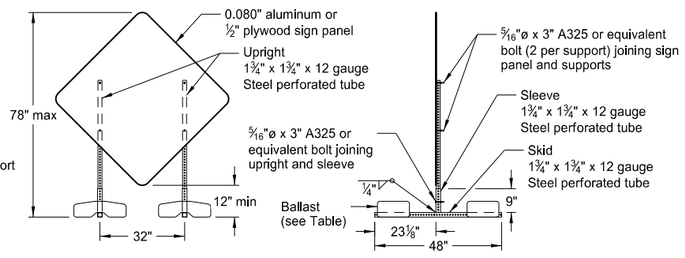
60" x 24" SIGN



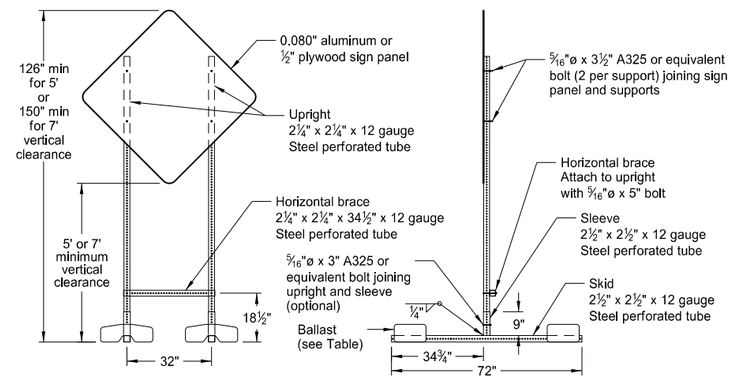
48" x 24" SIGN



36" x 36"
ROUTE MARKER
ASSEMBLY



PORTABLE SIGN SUPPORT
LOW-MOUNTING HEIGHT



PORTABLE SIGN SUPPORT
HIGH-MOUNTING HEIGHT

NOTES:

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

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

   Do not attach guy wires to sign supports. Attach wind beams behind sign panels when used with u-posts.

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

3. Alternate Messages: Install and remove alternate message signs on reflectorized plate (without borders) as required. (i.e. "Left" and "Right" message on lane closure sign)

4. Route Marker Auxiliary Signs: Provide route marker auxiliary signs, such as the cardinal direction and directional arrows, with a background and legend that match the route marker they are used with:

   Interstate - white legend on blue background
   Interstate Business Loop - white legend on green background
   US and State - black legend on white background
   County - yellow legend on blue background

5. Vertical Clearance: Install signs with a vertical clearance of 5'-0" (see TYPICAL SECTION.) In areas where parking or pedestrian movements are likely or the view of the sign may be obstructed, install signs with a vertical clearance of 7'-0" from the top of the curb or from the near edge of the driving lane in absence of a curb.

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

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

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

   Use of low-mounting height (minimum 12" vertical clearance) portable signs for 5 days or less, is allowed as long as the view of the sign is not obstructed. Time delays caused by unforseen circumstances, such as equipment breakdown, rain, subgrade failures, etc., will not accrue towards the 5 day period. Use of R9-8 through R9-11a series, W1-6 through W1-8 series, M4-10, and E5-1 is allowed for longer than 5 days.

   Restrict signs mounted on portable sign supports shown in the LOW-MOUNTING HEIGHT and HIGH-MOUNTING HEIGHT details to a maximum surface area of 16 square feet.

MINIMUM BALLAST
(For each side of sign support base)

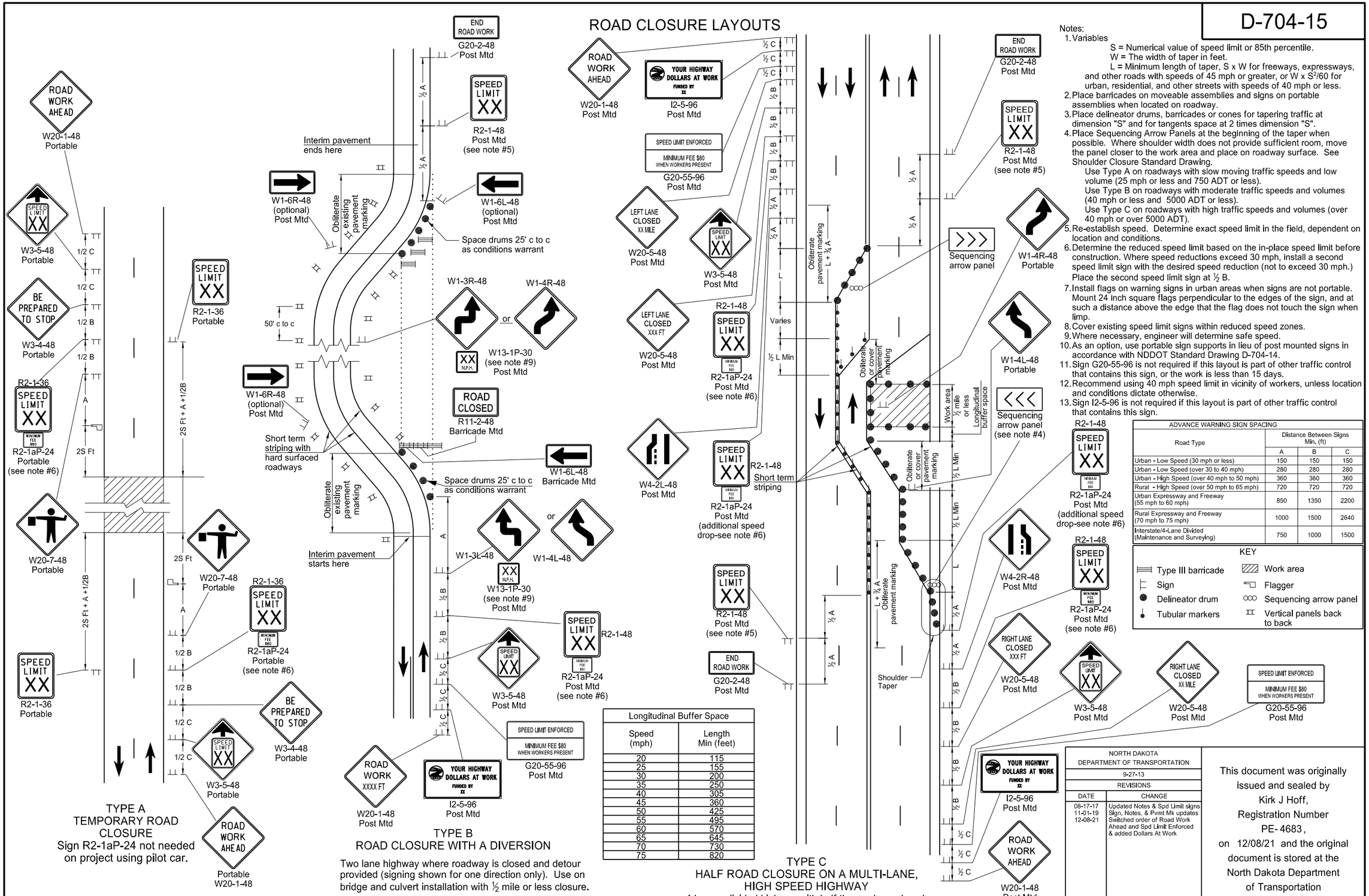
Sign Panel Mounting Height (ft)	Number of 25 lb sandbags for 4' x 4' sign panel
1'	6
5'	8
7'	10

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

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

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 11/1/19 and the original document is stored at the North Dakota Department of Transportation

ROAD CLOSURE LAYOUTS



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

Notes:

1. Variables
   S = Numerical value of speed limit or 85th percentile.
   W = The width of taper in feet.
   L = Minimum length of taper, S x W for freeways, expressways, and other roads with speeds of 45 mph or greater, or W x $S^2/60$ for urban, residential, and other streets with speeds of 40 mph or less.
2. Place barricades on moveable assemblies and signs on portable assemblies when located on roadway.
3. Place delineator drums, barricades or cones for tapering traffic at dimension "S" and for tangents space at 2 times dimension "S".
4. Place Sequencing Arrow Panels at the beginning of the taper when possible. Where shoulder width does not provide sufficient room, move the panel closer to the work area and place on roadway surface. See Shoulder Closure Standard Drawing.
   Use Type A on roadways with slow moving traffic speeds and low volume (25 mph or less and 750 ADT or less).
   Use Type B on roadways with moderate traffic speeds and volumes (40 mph or less and 5000 ADT or less).
   Use Type C on roadways with high traffic speeds and volumes (over 40 mph or over 5000 ADT).
5. Re-establish speed. Determine exact speed limit in the field, dependent on location and conditions.
6. Determine the reduced speed limit based on the in-place speed limit before construction. Where speed reductions exceed 30 mph, install a second speed limit sign with the desired speed reduction (not to exceed 30 mph.) Place the second speed limit sign at ½ B.
7. Install flags on warning signs in urban areas when signs are not portable. Mount 24 inch square flags perpendicular to the edges of the sign, and at such a distance above the edge that the flag does not touch the sign when limp.
8. Cover existing speed limit signs within reduced speed zones.
9. Where necessary, engineer will determine safe speed.
10. As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
11. Sign G20-55-96 is not required if this layout is part of other traffic control that contains this sign, or the work is less than 15 days.
12. Recommend using 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.
13. Sign I2-5-96 is not required if this layout is part of other traffic control that contains this sign.

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

KEY

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-27-13

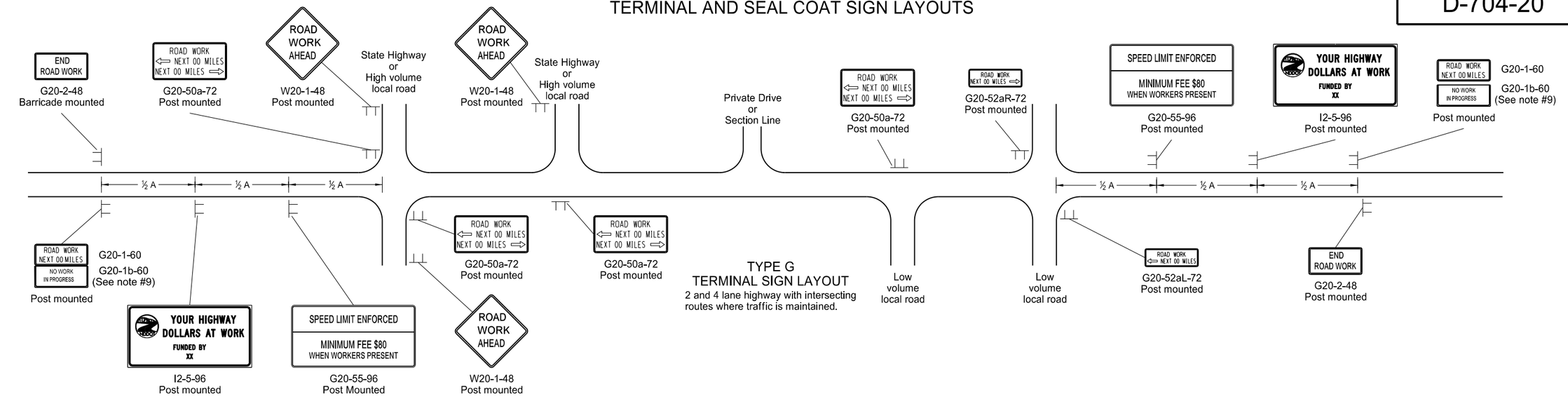
REVISIONS

DATE	CHANGE
08-17-17 11-01-19 12-08-21	Updated Notes & Spd Limit signs Sign, Notes, & Pvmt Mk updates Switched order of Road Work Ahead and Spd Limit Enforced & added Dollars At Work

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE- 4683, on 12/08/21 and the original document is stored at the North Dakota Department of Transportation

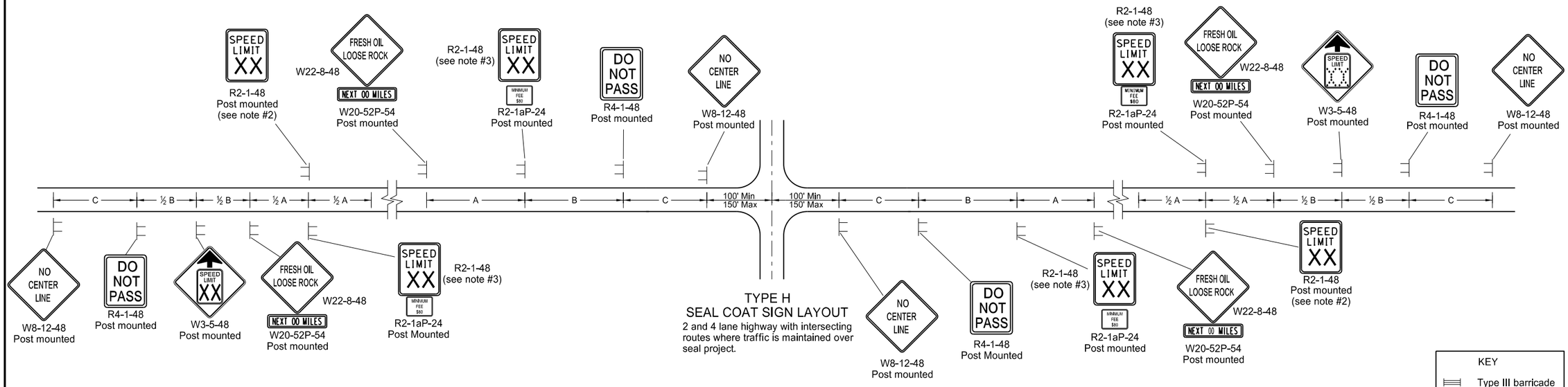
TERMINAL AND SEAL COAT SIGN LAYOUTS

D-704-20



TYPE G
TERMINAL SIGN LAYOUT

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



TYPE H
SEAL COAT SIGN LAYOUT

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

KEY

- Type III barricade
- Sign

Notes:

1. Place barricades on moveable assemblies and signs on portable assemblies when located on roadway.
2. Determine the exact speed limit in the field, based on location and conditions.
3. Determine the reduced speed limit based on the in place speed limit before construction. Where speed limit 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 ½ B.
4. Install flags on warning signs in urban areas when signs are not portable. Mount 24 inch square flags perpendicular to the edges of the sign, and at such a distance above the edge that the flag does not touch the sign when limp.
5. Cover existing speed limit signs within a reduced speed zone.
6. On seal coat projects, place signs R2-1-48, R2-1aP-24, R4-1-48, W22-8-48 and W20-52P-54 after all important intersections and at five mile intervals. Place sign W8-12-48 after all important intersections and at 2 mile intervals until short term center line pavement marking is placed.
7. As an option, use portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Drawing D-704-14.
8. Cover or remove speed limit signs from layout Type H when loose aggregate is removed.
9. Install sign G20-1b-60 when work is suspended for winter.
10. Use other traffic control layouts in immediate work areas. Place sign R2-1aP-24 below speed limit signs in reduced speed limit work areas.
11. Sign G20-55-96 is not required if this layout is part of other traffic control that contains this sign, or the work is less than 15 days.
12. Recommend using 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.
13. Sign I2-5-96 is not required if this layout is a part of other traffic control that contains this sign.

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-27-13

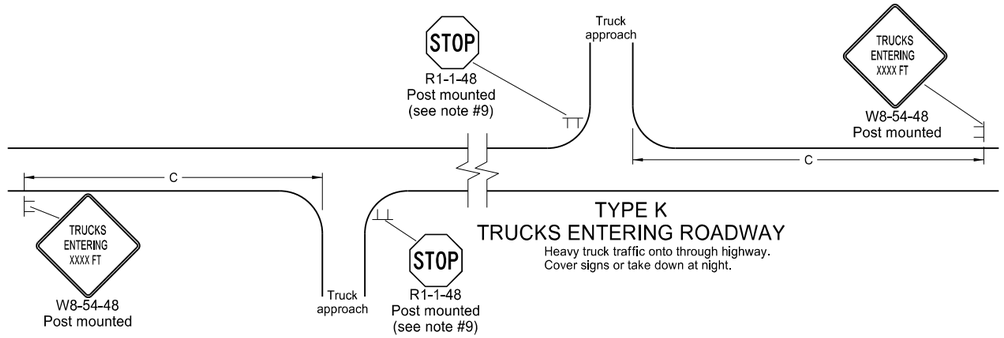
REVISIONS

DATE	CHANGE
08-17-17	Updated notes & sign numbers
11-01-19	Updated note & sign
12-08-21	Switched order of Road Work and Spd Limit Enforced & added Dollars At Work

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE- 4683, on 12/08/21 and the original document is stored at the North Dakota Department of Transportation

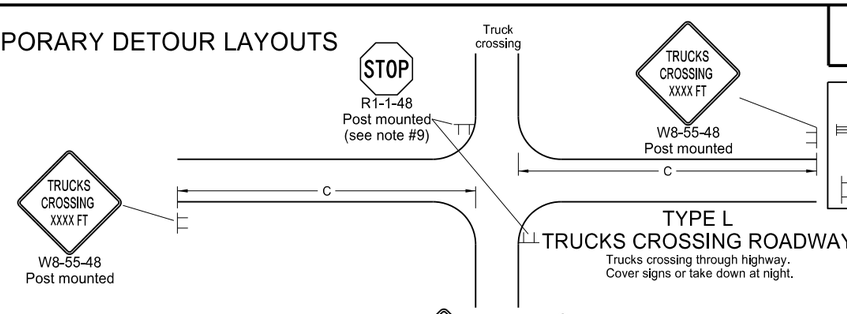
CONSTRUCTION TRUCK AND TEMPORARY DETOUR LAYOUTS

D-704-22



TYPE K
TRUCKS ENTERING ROADWAY

Heavy truck traffic onto through highway.
Cover signs or take down at night.

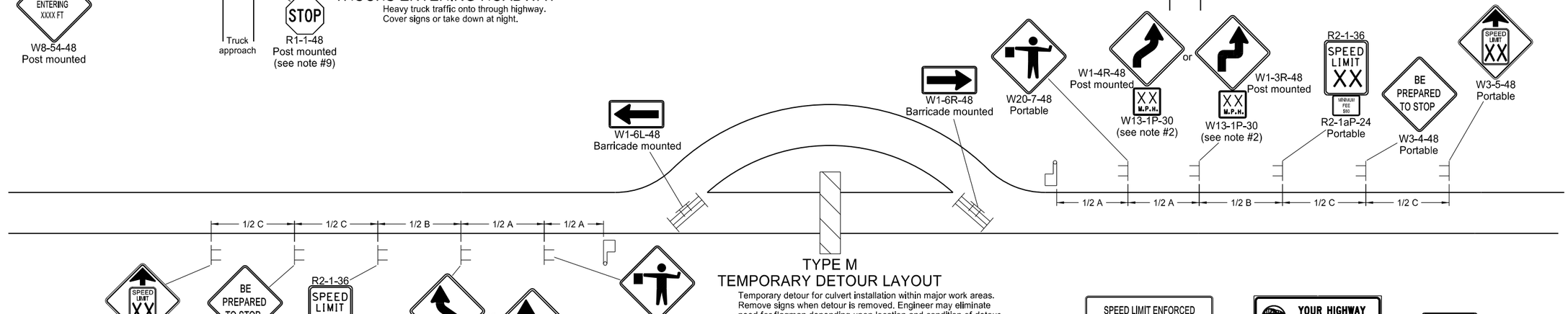


TYPE L
TRUCKS CROSSING ROADWAY

Trucks crossing through highway.
Cover signs or take down at night.

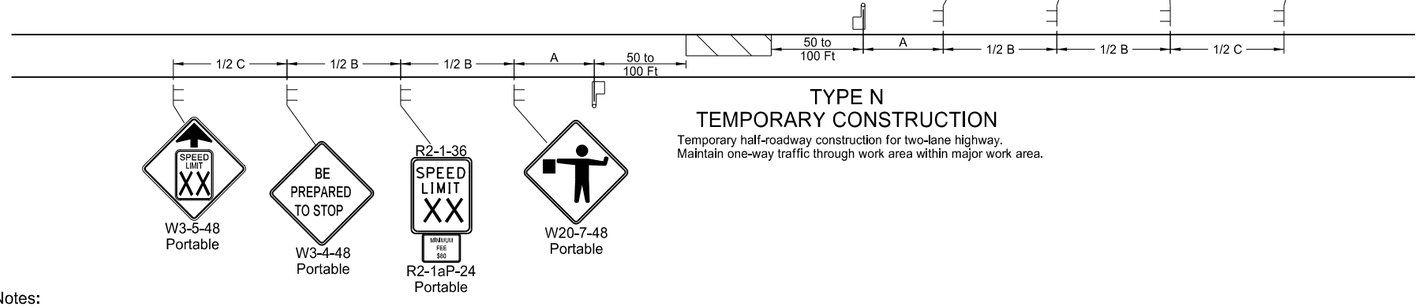
KEY

- Type III barricade
- Work area
- Sign
- Flagger



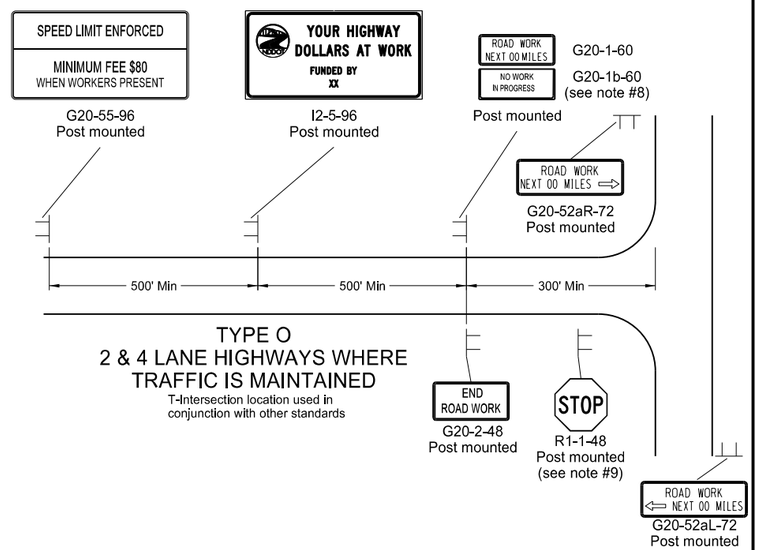
TYPE M
TEMPORARY DETOUR LAYOUT

Temporary detour for culvert installation within major work areas.
Remove signs when detour is removed. Engineer may eliminate need for flagman depending upon location and condition of detour.



TYPE N
TEMPORARY CONSTRUCTION

Temporary half-roadway construction for two-lane highway.
Maintain one-way traffic through work area within major work area.



TYPE O
2 & 4 LANE HIGHWAYS WHERE TRAFFIC IS MAINTAINED

T-Intersection location used in conjunction with other standards

Notes:

1. Place barricades on a moveable assemblies and signs on portable assemblies when located on roadway.
2. Where necessary, safe speed to be determined by the Engineer.
3. Determine the reduced speed limit based on the in-place speed limit before construction. Where speed reductions exceed 30 mph, install a second speed limit sign with the desired speed reduction (not to exceed 30 mph.) Place the second speed limit sign at ½ B.
4. Install flags on warning signs in urban areas when signs are not portable. Mount 24 inch square flags perpendicular to the edges of the sign, and at such a distance above the edge that the flag does not touch the sign when limp.
5. Cover existing speed limit signs within a reduced speed zone.
6. Covered (when approved by engineer) or obliterated pavement marking measured as Obliteration of Pavement Marking.
7. As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
8. Install sign G20-1b-60 when work is suspended for winter.
9. If existing stop sign is in place, a 48" stop sign is not required.
10. Sign G20-55-96 is not required if layout is part of other traffic control that contains this sign, or if work is less than 15 days.
11. Recommend using 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.
12. Sign I2-5-96 is not required if layout is part of other traffic control that contains this sign.

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-27-13

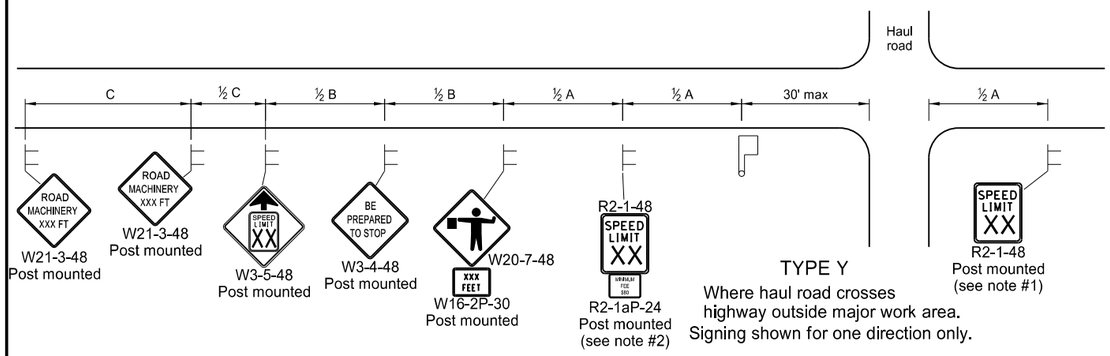
REVISIONS

DATE	CHANGE
08-17-17 11-01-19 12-09-21	Update notes & sign numbers Revised sign numbers & note 7 Added Speed Limit Enforced and Dollars At Work signs

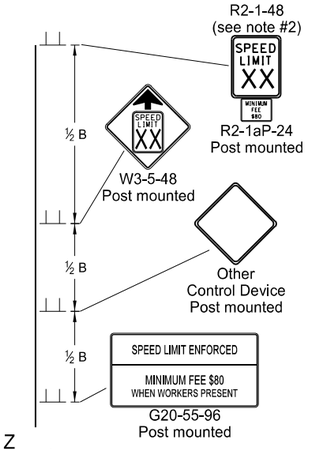
This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 12/09/21 and the original document is stored at the North Dakota Department of Transportation

MISCELLANEOUS SIGN LAYOUTS

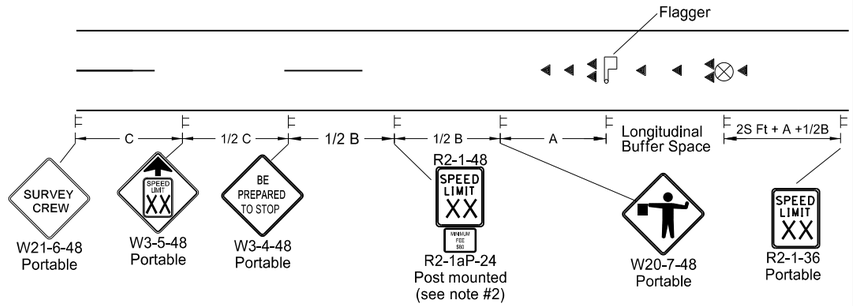
D-704-26



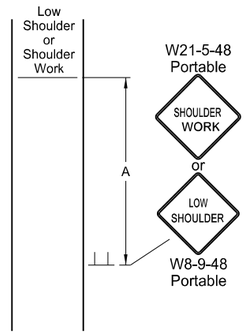
TYPE Y
Where haul road crosses highway outside major work area.
Signing shown for one direction only.



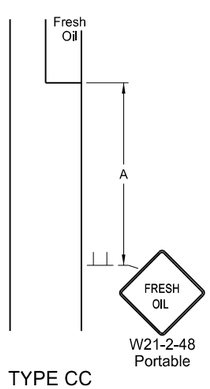
TYPE Z
Where speed zone is needed
Signing shown for one direction only.



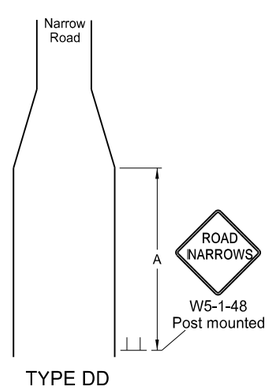
TYPE AA
Where survey crew is used
Signing shown for one direction only.



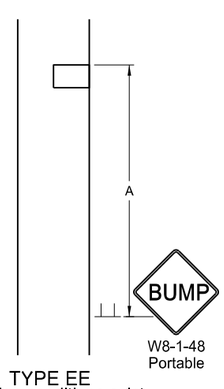
TYPE BB
Within major work area where sign conditions exist



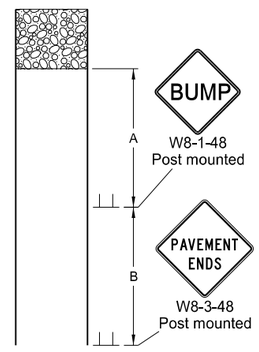
TYPE CC
Where sign conditions exist



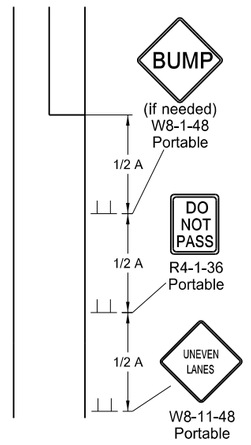
TYPE DD
Where sign conditions exist



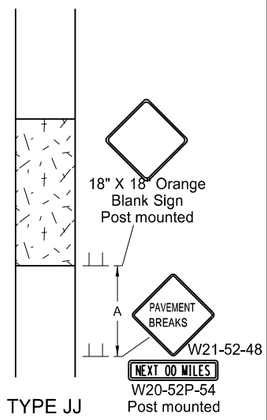
TYPE EE
Where sign conditions exist



TYPE FF
Where sign conditions exist
Signing shown for one direction only.



TYPE GG
Where elevation difference exists between lanes

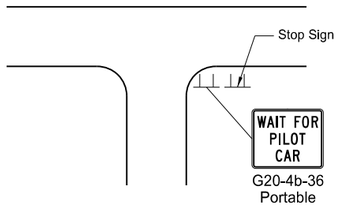


TYPE JJ
For break in pavement.
Install signs when conditions exist and remove when not applicable.
Signing shown for one direction only.

KEY

Flagger	Sign
Cones	Survey Equipment

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



TYPE KK
At major intersections within pilot car control area

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 ½B.
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 the sign 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	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

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

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

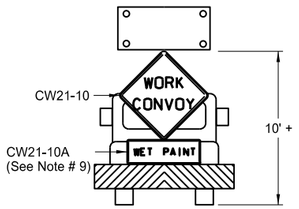
9-27-13

REVISIONS

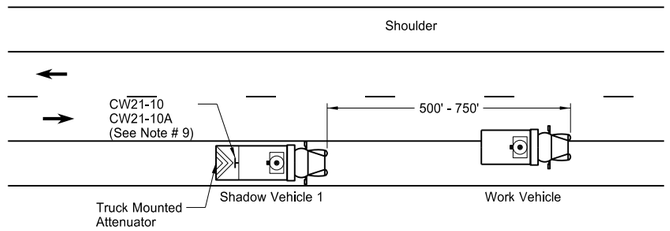
DATE	CHANGE
8-17-17	Added speed limit signs. Updated notes & sign numbers
11-01-19	Revised note 5 & sign numbers

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 11/1/19 and the original document is stored at the North Dakota Department of Transportation

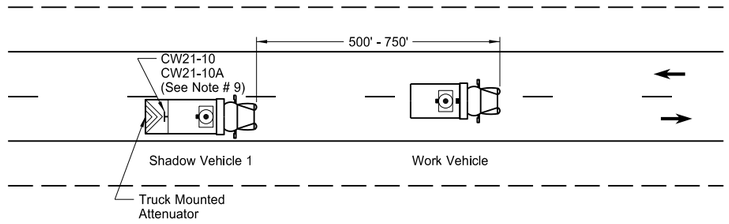
MOBILE OPERATION
(PAVEMENT MARKING)



Typical Shadow Vehicle 1
Two-Way Roaday

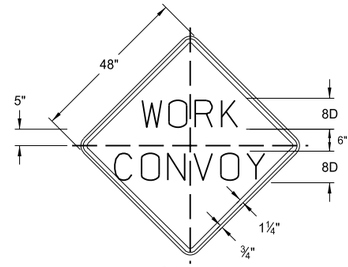


Two-Way Roadway with Paved Shoulders

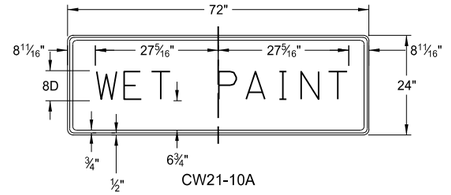


Two-Way Roadway without Paved Shoulders

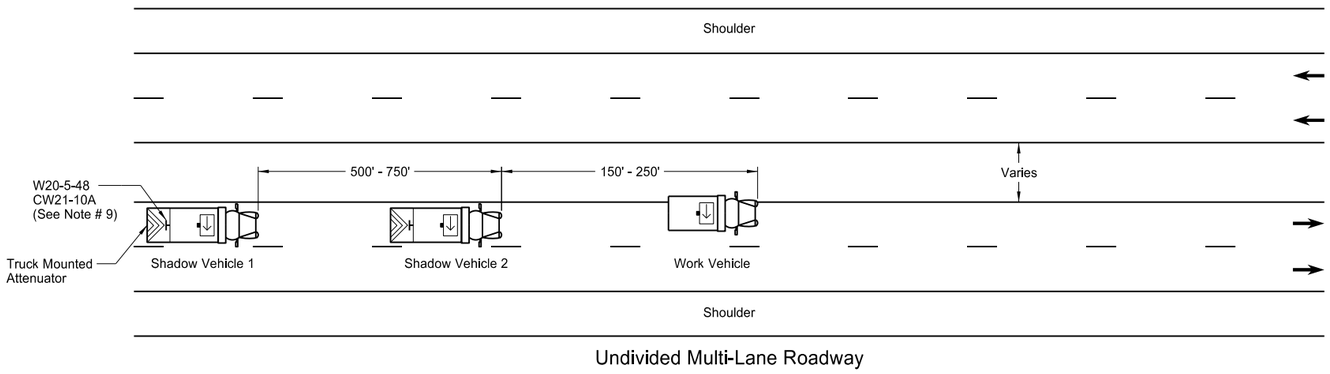
Sign Details



CW21-10

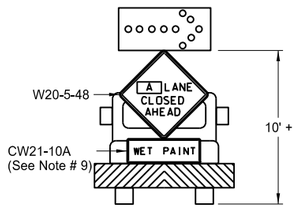


CW21-10A



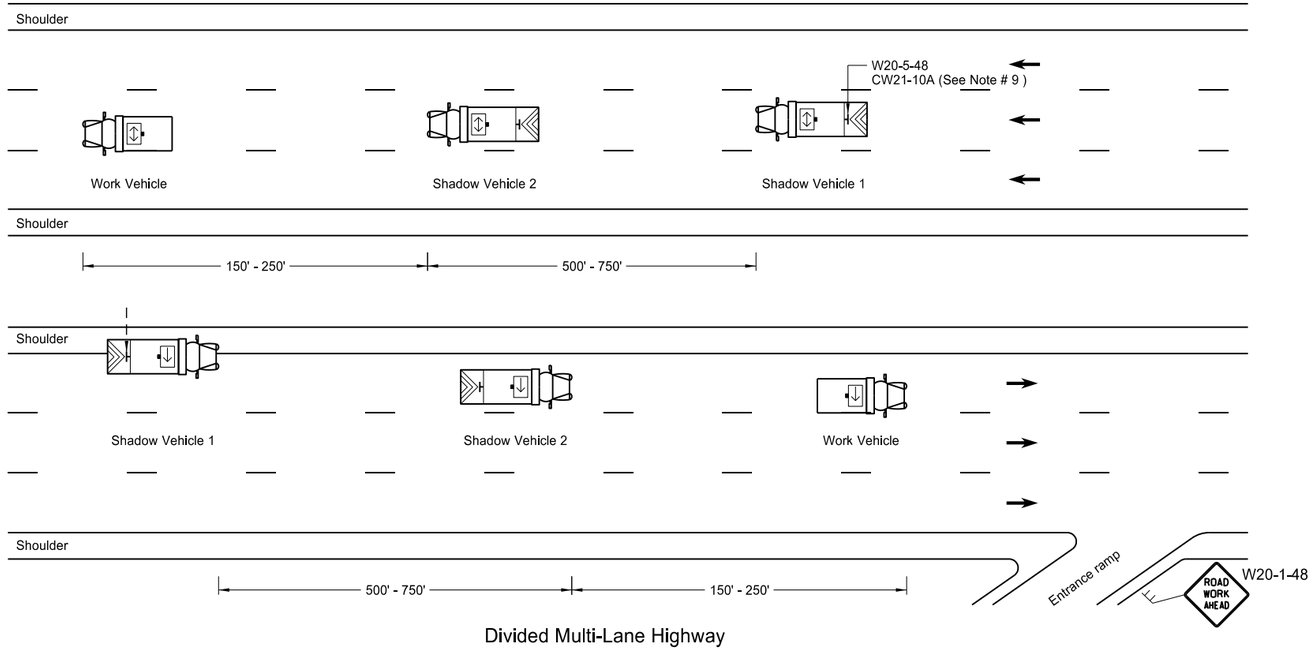
Undivided Multi-Lane Roadway

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 stobe 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.



Typical Shadow Vehicle 1 & 2
Multi-Lane Highways

A = Left Right Center



Divided Multi-Lane Highway

KEY

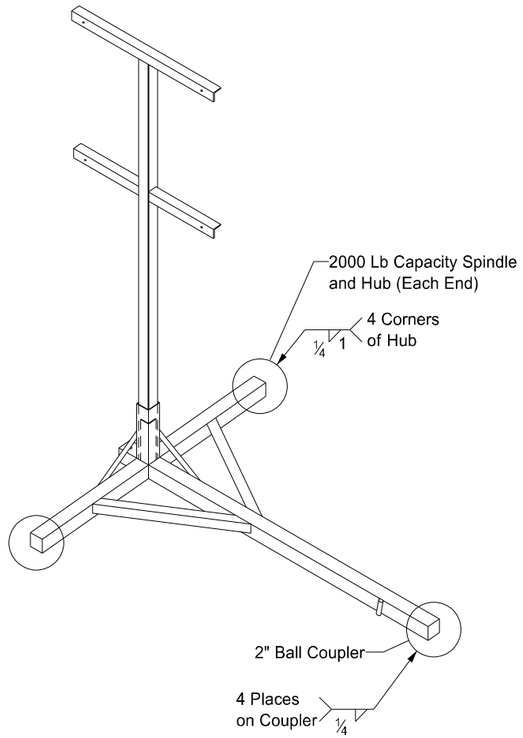
- Sign
- Truck mounted attenuator
- Flashing arrow panels:
  - Right directional
  - Left directional
  - Double arrow directional
  - Caution Mode

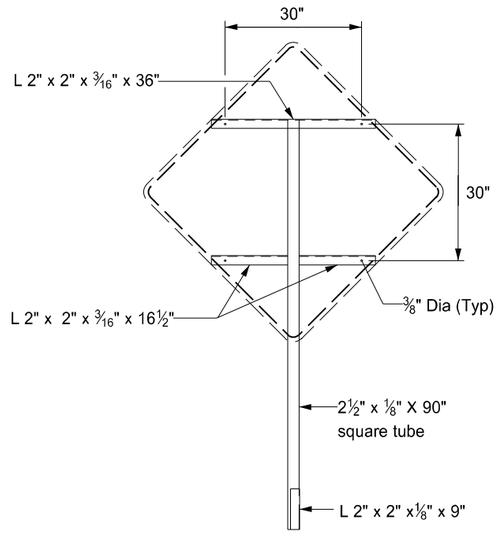
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
REVISIONS	
DATE	CHANGE
6-18-14	Removed shadow vehicle 2 on two lane roadways
9-27-17	Updated to active voice
11-08-19	Changed Standard Heading

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 11/08/19 and the original document is stored at the North Dakota Department of Transportation

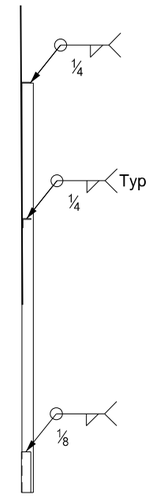
PORTABLE SIGN SUPPORT ASSEMBLY

D-704-50





FRONT

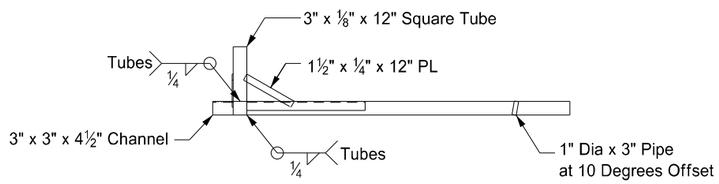


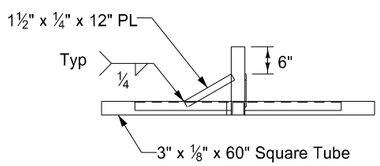
RIGHT

SIGN SUPPORT

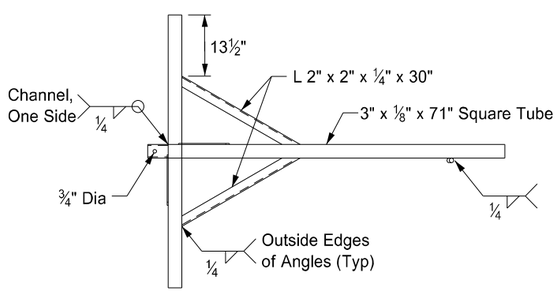
Notes:

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.





RIGHT



TOP

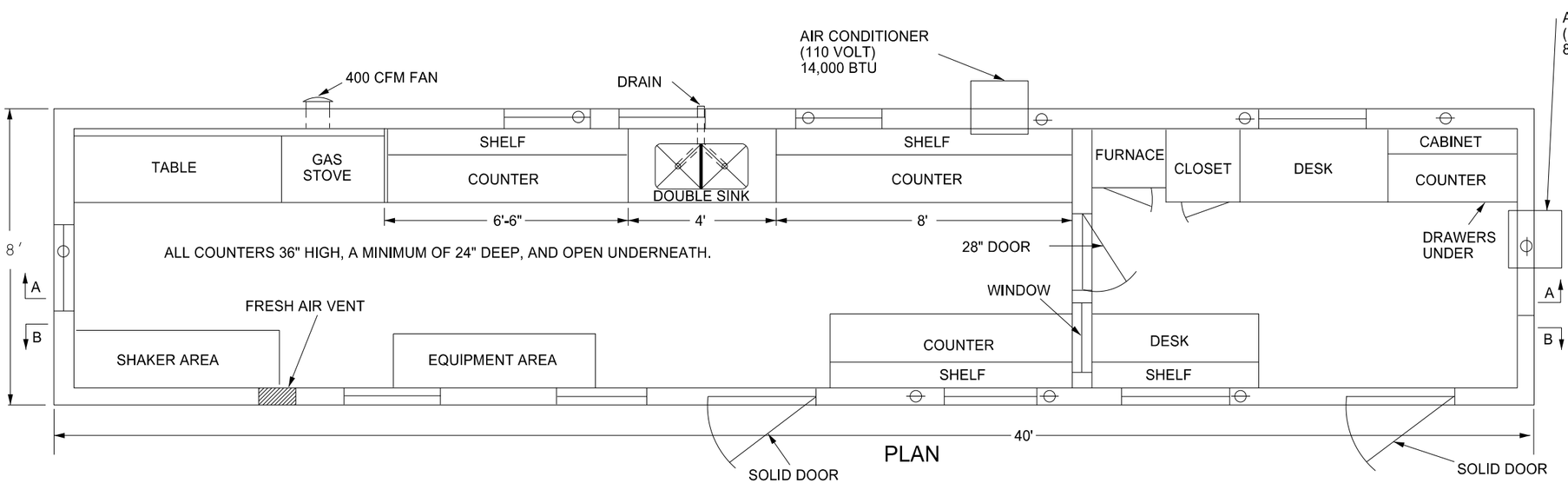
TRAILER

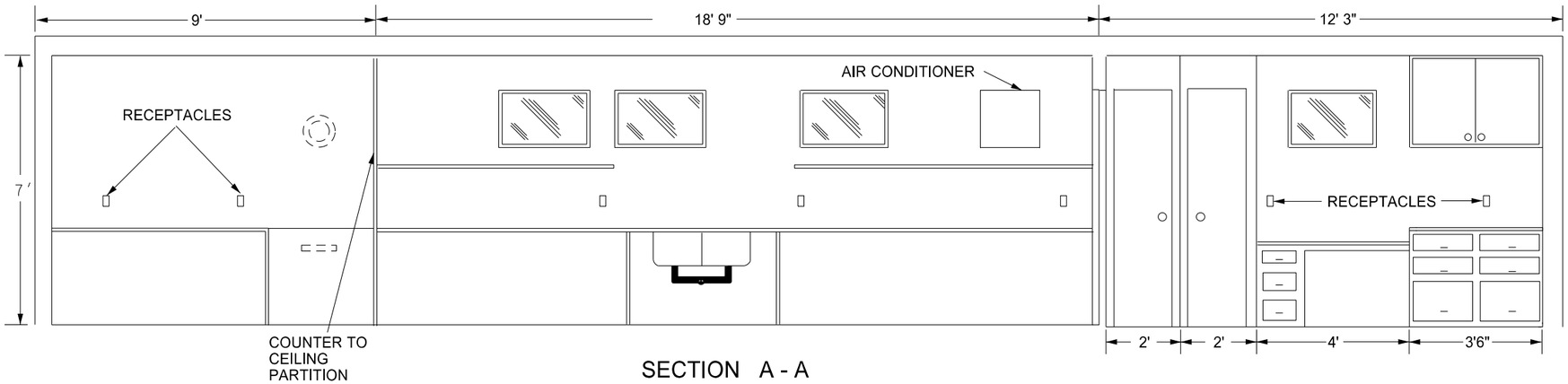
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-23-10	
REVISIONS	
DATE	CHANGE
12/02/2020	Updated Note to active voice.

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA
Kirk J Hoff
12 02 2020

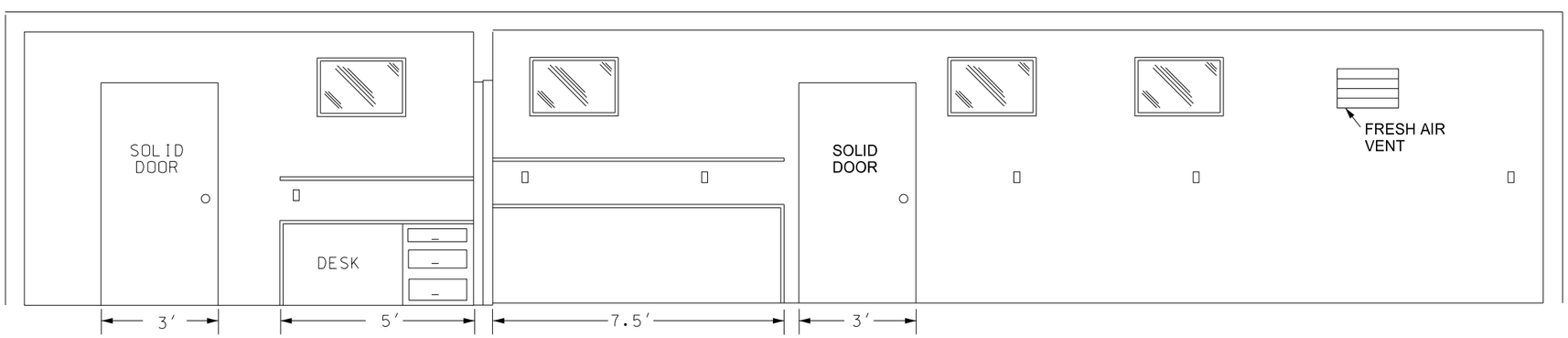
BITUMINOUS LABORATORY

D-706-1





SECTION A - A



SECTION B - B

Provide a laboratory with the following:

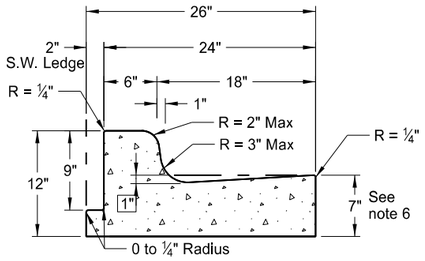
1. A 1'x1' shelf at 36" above the regular countertop.
2. Double compartment stainless steel sink, with each compartment a minimum of 16"x14"x10" deep. Provide water service lines made of copper or plastic and a diameter of ½ inch.
3. An exhaust fan capable of removing inside air at a rate of 400 CFM.
4. Fresh air vent hinged to open or close manually.
5. 24" x 48" table capable of holding a 200 lb masonry saw with a minimum clearance of 36" above the table.
6. A water supply tank with a capacity of 500 gallons and a 20 gallon capacity pressure tank on the pump.
7. Heavy duty type locks, latches, and hinges for doors made to withstand the intense use in service.
8. A wall between the office and the work area properly insulated to prevent the transmission of heat and noise.
9. The steel cable tie downs and ground anchors at each corner of the lab.
10. Electrical service entrance wired for 100 amps and separate circuits for air conditioners. Space convenience outlets in counter areas a minimum of four feet apart.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-03-13	
REVISIONS	
DATE	CHANGE
07-30-14	Changed standard's title and revised notes.
01-11-16	Revised notes.
08-27-19	New Design Engineer PE Stamp

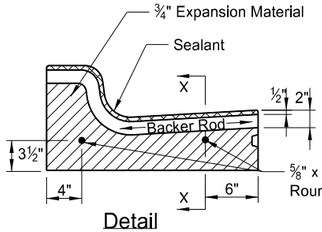
This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 08/27/19 and the original document is stored at the North Dakota Department of Transportation

Curb & Gutter and Valley Gutter

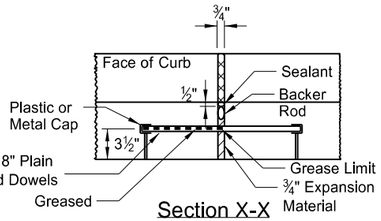
D-748-1



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

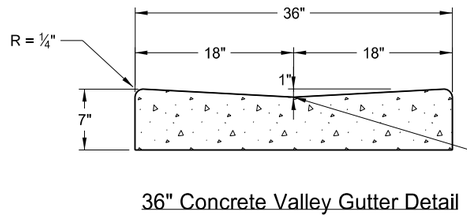


Detail

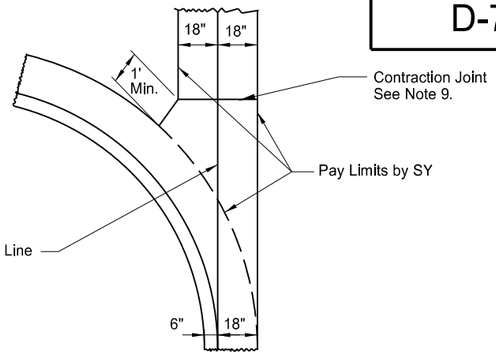


Section X-X

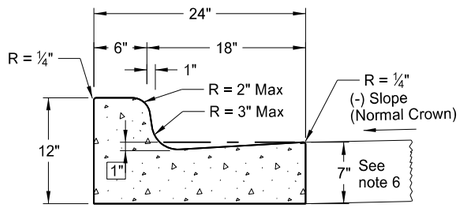
Isolation Joint



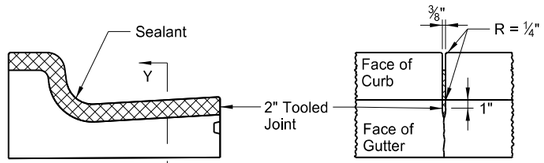
36" Concrete Valley Gutter Detail



36" Concrete Valley Gutter Plan



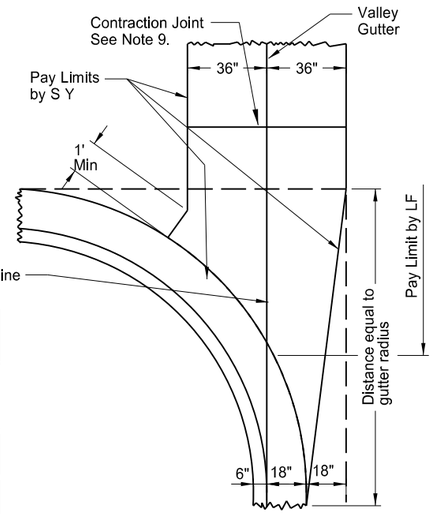
Curb & Gutter Type 1 (Sec. A)



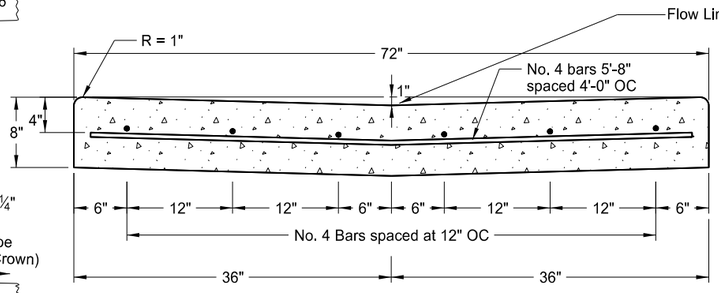
Detail
(10' Max Spacing)

Section Y-Y

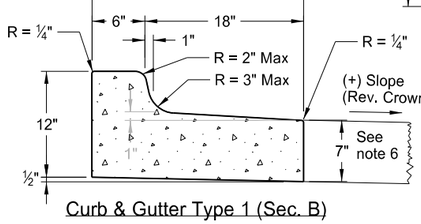
Contraction Joint



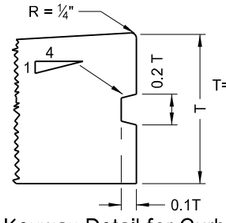
72" Concrete Valley Gutter Plan



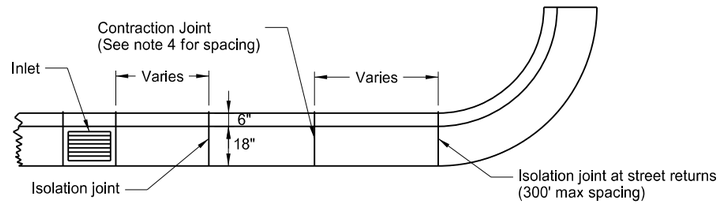
72" Concrete Valley Gutter Detail



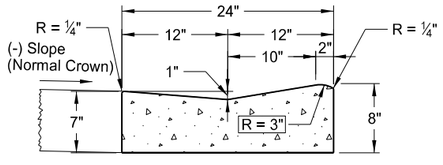
Curb & Gutter Type 1 (Sec. B)



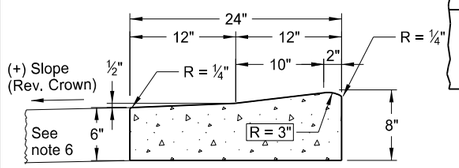
Keyway Detail for Curb & Gutter
(To be used with PCC Pavement and Drives)



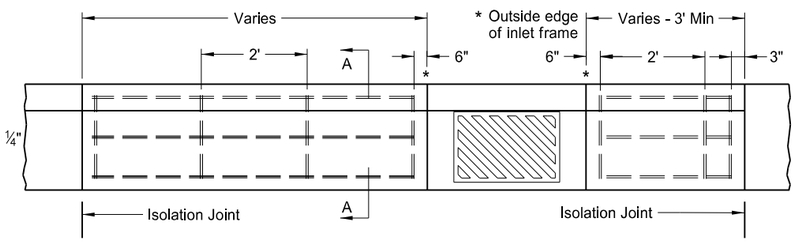
Joint Location Detail



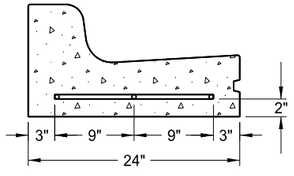
Mountable Curb & Gutter Type 1 (Sec. A)



Mountable Curb & Gutter Type 1 (Sec. B)



Curb & Gutter Reinforcing at Inlets



Section A-A

NOTE: Use #4 deformed reinforcing bars without splices. Include all costs for reinforcing bars at inlet locations (even inlets located on radii) in the price bid for "Curb and Gutter - Type 1." Extend reinforcement to the second joint (rebar placed through the first joint) in cases where the 3' min. panel length cannot be obtained.

NOTES:

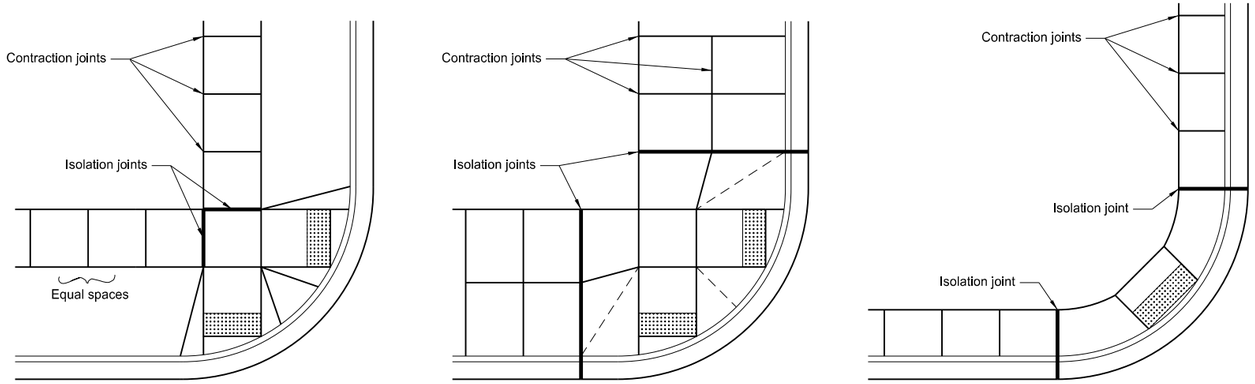
1. Use Curb and Gutter Type 1 (Sec. A & B). Use section "A" with (-) pavement slopes and section "B" with (+) pavement slopes.
2. Contraction Joints: Tool the Curb & Gutter 2" as shown on the contraction joint details.
3. Isolation Joints: Use ¾" expansion joint filler for isolation joint material. Form the backer rod and joint sealant opening with a pre-cut piece of wood or other material approved by the engineer. Dowel supports are not required on the second pour at a cold joint. Install plastic or metal caps and greased dowels in the cold joint for the second pour.
4. Joint Spacing: For hot bituminous pavements use a 10' max joint spacing for the curb and gutter with panels on each side of the inlets. For concrete pavements match the joint spacing for the curb and gutter to the pavement joint on PCC Pavements (approximately 15' spacing.)
5. Joint sealing: Seal contraction and isolation joints as shown in the details. Use joint sealant for contraction joints that conforms to section 826.02B. Use sealant for expansion joints specified in note 3 above. Tool and install sealant in accordance with the manufacturer's recommendations.
6. Face of Gutter Depth: For hot bituminous pavement use 7" gutter depth as shown. For PCC pavements, match the gutter depth to the depth of adjacent PCC pavement or to construct a 7" depth as shown.
7. Tie curb and gutter to abutting PCC pavement with No. 3 bars, 1'-6" in length, spaced at 4' centers.
8. On street returns and other locations where new curb and gutter ends and does not abut existing curb and gutter, taper the last two (2) feet of the curb from 6" in height to 0". Install a 1/2" premolded full depth isolation joint, the same shape as the curb and gutter just ahead of the taper. Install an 18" tie bar across the joint.
9. Valley Gutter Joints: Form, saw, or score ⅛" min. to ⅜" max. width contraction joints (a minimum 2" depth) at approx 10' intervals. Seal the joints with hot poured elastic type joint sealer (Section 826.02A.2 of the Standard Specifications.) Include all costs for the joint and sealant in the price bid for Valley Gutter.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-7-2013	
REVISIONS	
DATE	CHANGE
10-17-17	Updated to active voice.
08-27-19	New Design Engr PE Stamp.

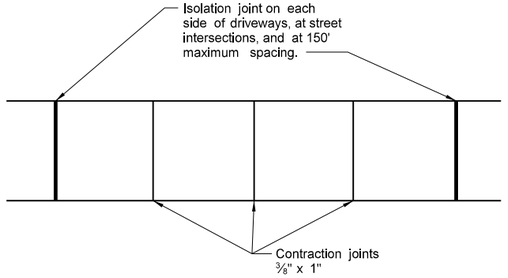
This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 8-27-19 and the original document is stored at the North Dakota Department of Transportation

SIDEWALK

D-750-2



Typical Joint Layouts



NOTES:

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

   Use longitudinal contraction joints when sidewalk width is 8' or greater, and space at half the sidewalk width.

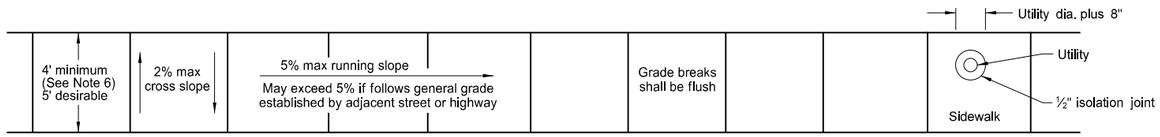
   Saw or groove contraction joints to a minimum depth of 1/3 the depth of the concrete.

   When sidewalk is adjacent to curb & gutter, vary the sidewalk joint spacing to match curb & gutter joints.

   Use isolation joints between separate concrete pours, or between old and new concrete.
3. Include all costs for labor, equipment, and material necessary to construct contraction and isolation joints in the price bid for sidewalk concrete.
4. Use 4" sidewalk concrete thickness unless otherwise specified.
5. Use 4" base material thickness unless otherwise specified. Include all costs for labor and materials necessary to place the base material in the price bid for "Salvage Base Course" or "Aggregate Base Course CL 5."

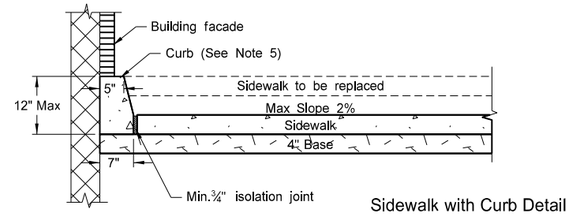
   Modify existing ground slope with landscaping as needed. If not possible, such as adjacent buildings, use a vertical curb as shown in the detail below. The Engineer will measure curb at the unit price bid for "Curb - Type I" per lineal foot.
6. Sidewalk Width & Grade: Provide a continuous 4' min clear width pedestrian access route with max 2% concrete cross slope, excluding flares. The width of the curb cannot be counted as part of the pedestrian access route.

   When clear width of pedestrian access routes is less than 5.0', provide passing spaces at a maximum of 200' with a minimum size of 5.0' by 5.0'.

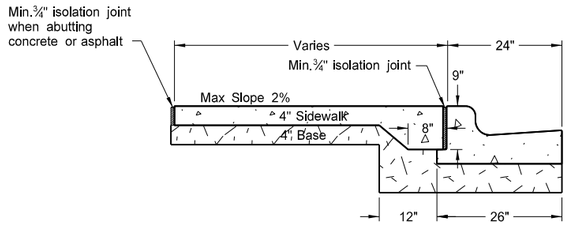


Sidewalk Width and Grade

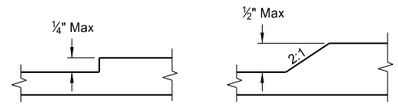
Utility Blockout



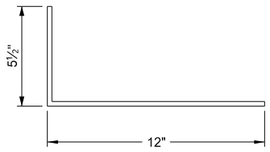
Sidewalk with Curb Detail
(Building face application)



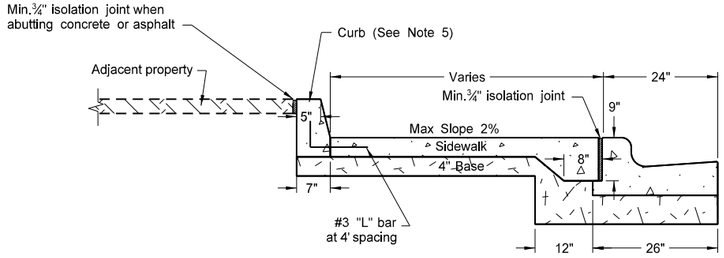
Sidewalk Detail
(Installed adjacent to curb and gutter)



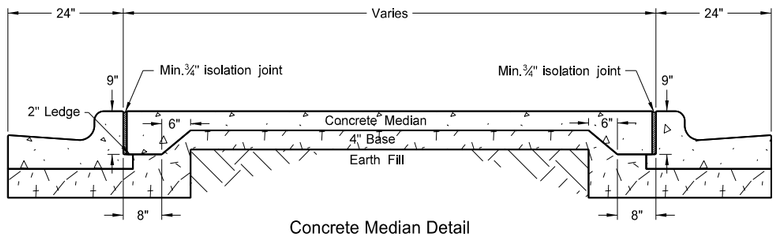
Vertical Discontinuities
(As needed for utility covers, vaults, grating, etc..)



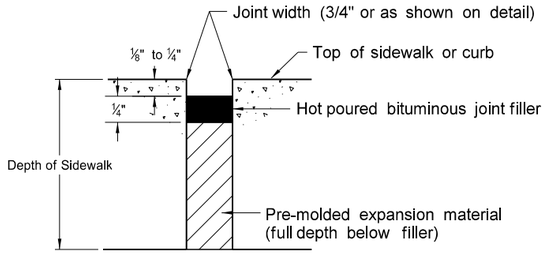
"L"Bar Detail
#3 Bar



Sidewalk with Curb Detail
(Adjacent property application)



Concrete Median Detail



Typical Isolation Joint Seal
(longitudinal and transverse)

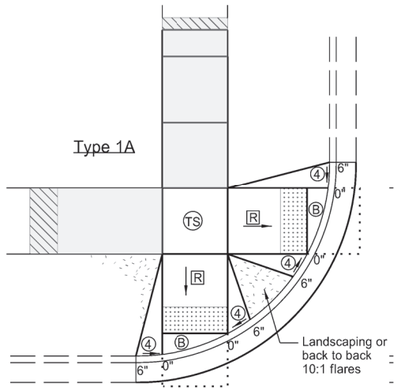
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-26-13	
REVISIONS	
DATE	CHANGE
10-17-17	Updated to active voice.
09-05-18	Added sidewalk details for width and grade and passing lane requirements.
08-27-19	New Design Engineer PE Stamp.

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 08/27/19 and the original document is stored at the North Dakota Department of Transportation

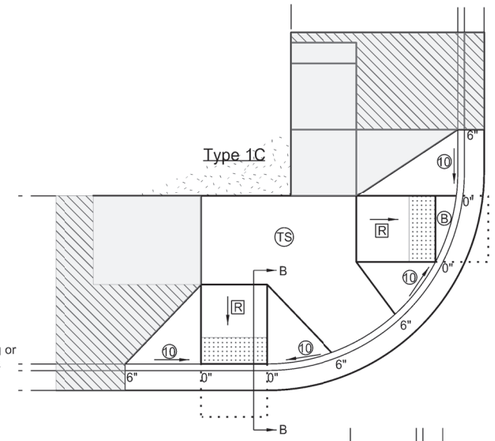
CURB RAMP RETROFIT DETAILS

D-750-3

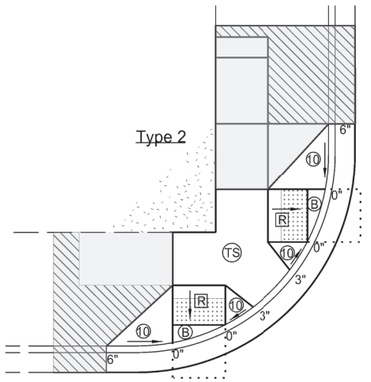
Type 1A



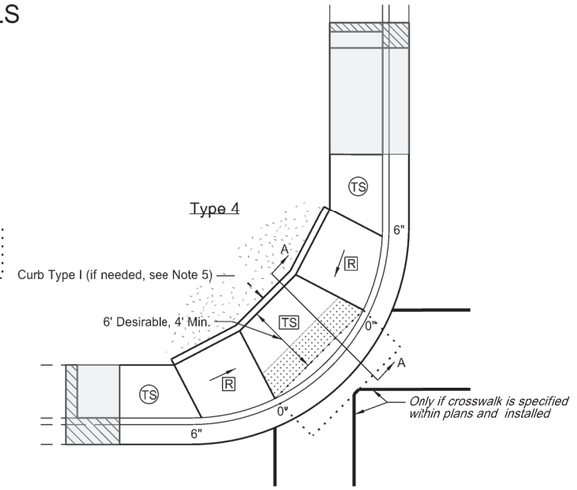
Type 1C



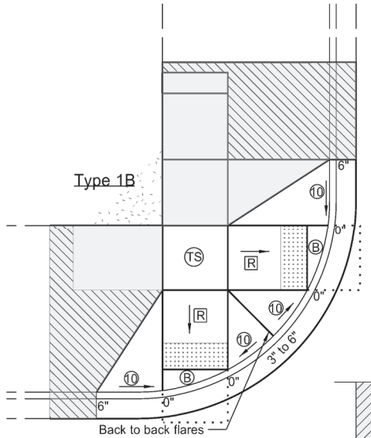
Type 2



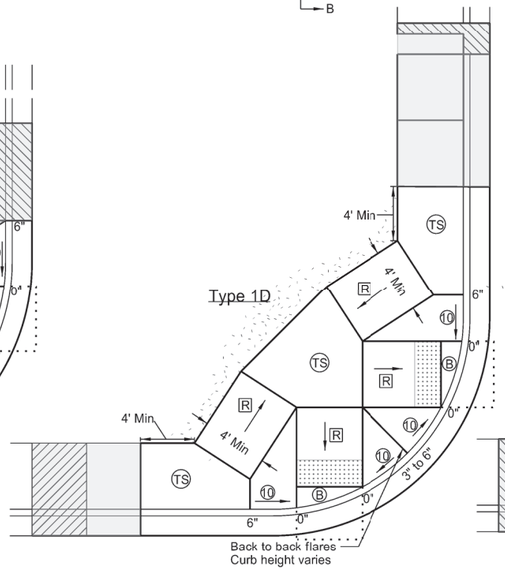
Type 4



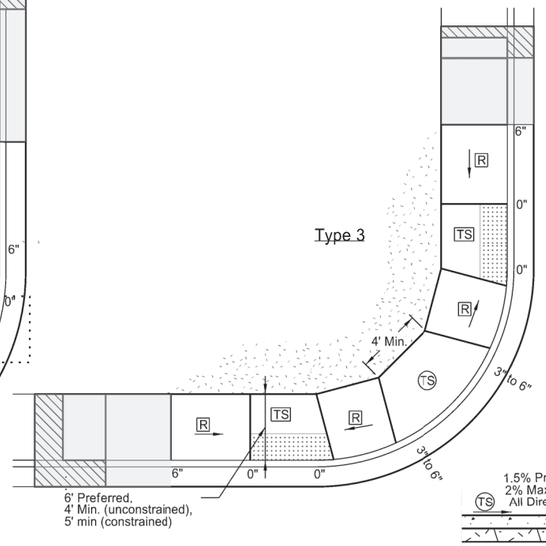
Type 1B



Type 1D



Type 3



5½"
12"
#3 "L" Bar

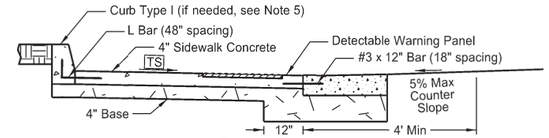
NOTES:

1. Ramp width is the useable portion of the ramp, excluding flares. Match curb ramp width to Existing Pedestrian Facility (EPF) width (4' minimum or 5' for island ramps.) Match ramp width to existing shared use path width. Maximum ramp length is 15'.
2. Provide turning space with desirable 5' x 5' size or larger and minimum 4' x 4' unconstrained size, for any change of direction. Provide landing 5' long x width of path at the bottom and top of parallel ramps and at the top of perpendicular ramps. Turning spaces and Landings may overlap.
3. Match detectable warning panel width to ramp width. Radial panels are allowed. Place detectable warning panel within the lower turning space.
4. Provide a continuous 4' minimum width EPF with 1.5% preferred cross slope and max 2% constructed cross slope.
5. Modify existing ground slope with landscaping, as needed. If not possible, use a vertical curb as detailed on Standard D-750-2. The Engineer will measure curb at the unit price bid for "Curb - Type I" per lineal foot.
6. Islands: If the profile of the island curb ramp is 2% or less, provide a minimum distance of 2' between warning panels. If the profile of the island curb ramp is steeper than 2%, provide a turning space between the ramps.
7. Provide generally planar vertical alignments. Provide grade breaks, perpendicular to the direction of the pedestrian travel, at the top and bottom of curb ramps (1.5% preferred, 2% max constructed cross slope).
8. See Curb Ramp Retrofit Transition Details Standard D-750-4 for additional information. Also See PROWAG for full compliance in the curb ramp area.
9. Grade transitions shall be flush.

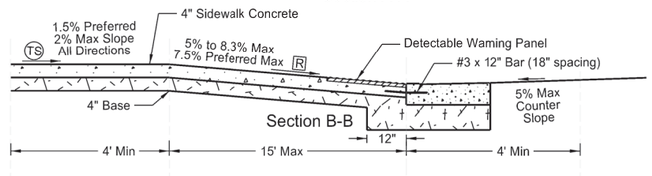
LEGEND:

- : Detectable Warning Panel.
- : Landscaping.
- : Transitional tie-in to nearest joint, if needed.
- : Curb Ramp Retrofit Transitional Area (See Standard Drawing D750-4)
- : 4' long x width of EPF or 4' minimum Clear space outside traffic lanes of travel. 1.5% preferred cross slope 2% maximum cross slope 4.7% preferred running and counter slope 5% maximum running and counter slope
- TS : Turning Space Use at top of ramp or when changing directions. 1.5% preferred slope (2% maximum) all directions.
- R : Preferred Ramp Grade = 5% to 7.5%. Maximum Constructed Grade = 8.3%. Preferred Cross Slope = 1.5%. Maximum Constructed Cross Slope = 2%.
- B : 1.5% preferred cross slope 2% maximum constructed cross slope running slope consistent with the EPF 4.7% preferred max counter slope 5.0% max constructed counter slope
- 10 : 10:1 maximum constructed slope.
- 4 : 4:1 maximum constructed slope.

0", 3", or 6" : Curb Height.

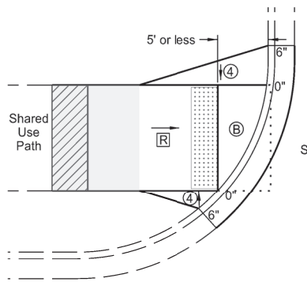


Section A-A



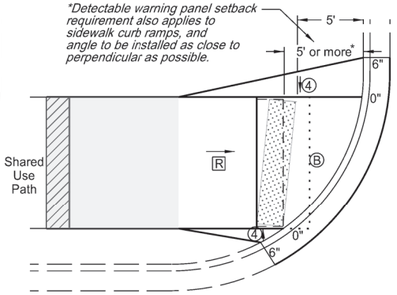
Section B-B

5' or less

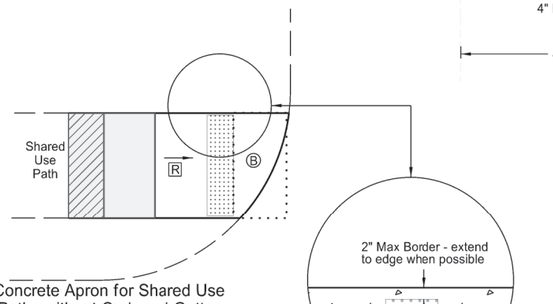


*Detectable warning panel setback requirement also applies to sidewalk curb ramps, and angle to be installed as close to perpendicular as possible.

5' or more*

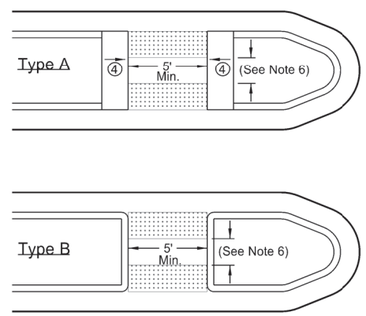


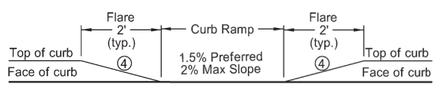
Concrete Apron for Shared Use Paths with Curb and Gutter



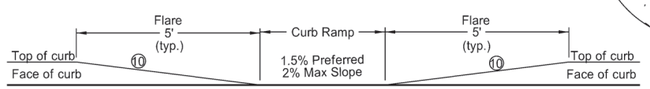
Concrete Apron for Shared Use Paths without Curb and Gutter

Median Refuge Islands (Cut-Through)





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



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

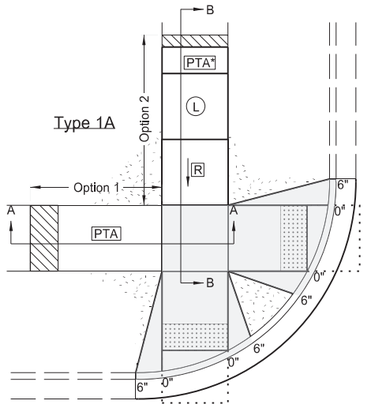
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-26-13	
REVISIONS	
DATE	CHANGE
10-17-17	Updated to active voice.
09-05-18	Revised Notes, Revision for Turning Space, Added Passing Space Requirements, Turned Detectable Warning Panel
03-15-21	Slope & other clarifications.
05-19-21	Separate Curb Ramp Transition Area from Curb Ramp area

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA
05 19 2021

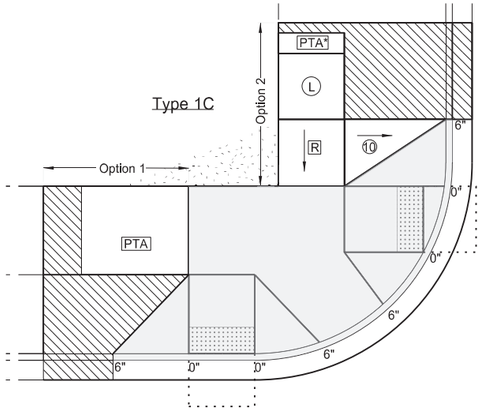
CURB RAMP RETROFIT TRANSITIONAL AREA DETAILS

D-750-4

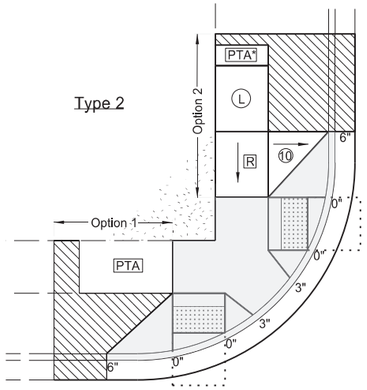
Type 1A



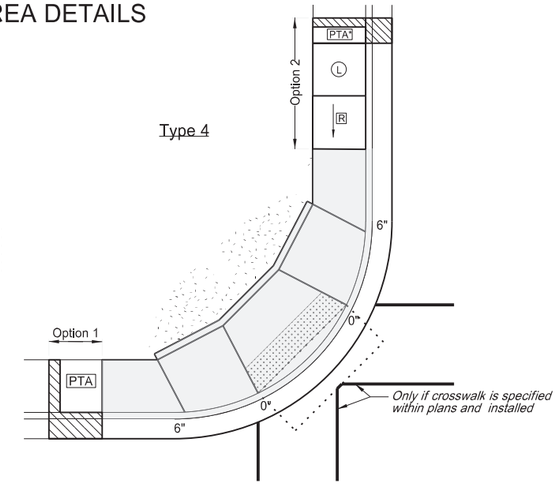
Type 1C



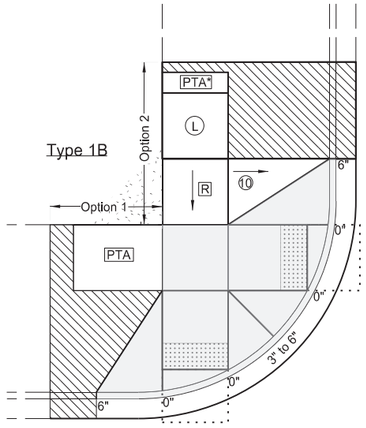
Type 2



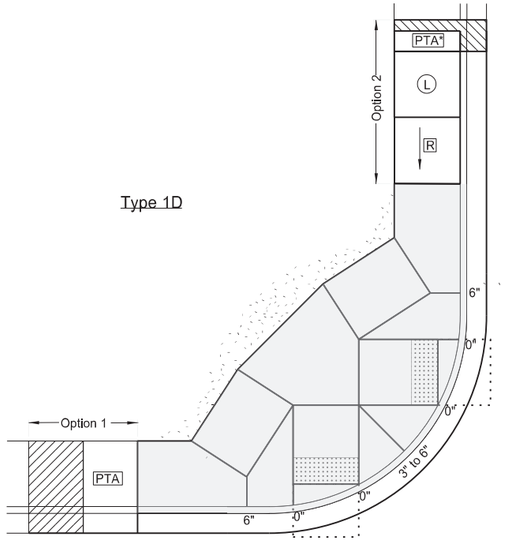
Type 4



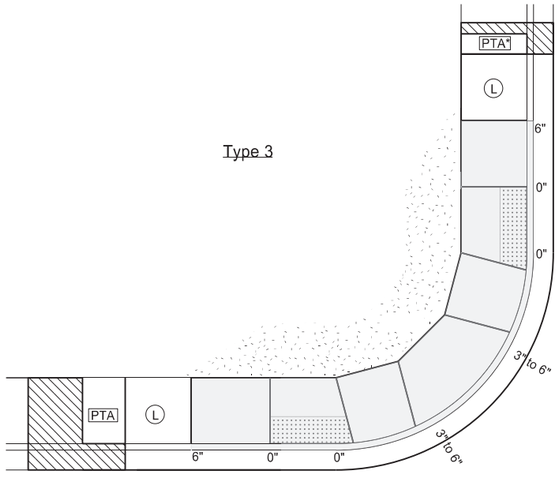
Type 1B

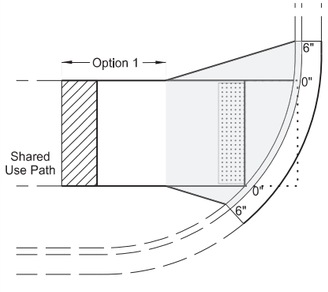


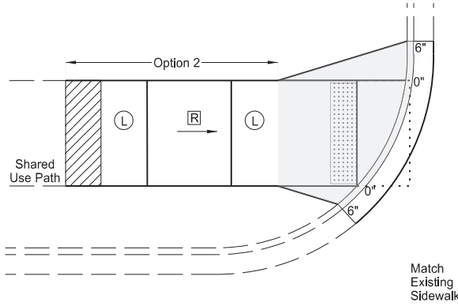
Type 1D



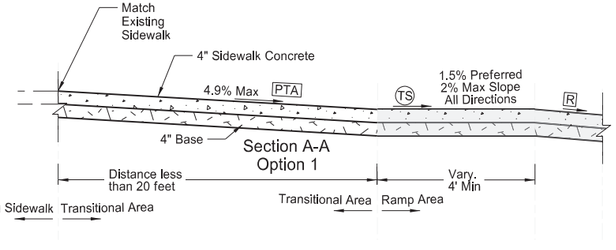
Type 3

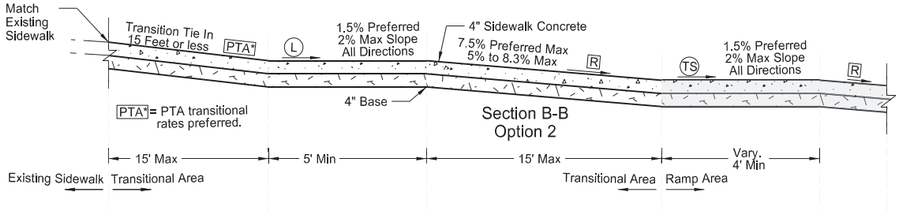






Transition Areas for Shared Use Paths





NOTES:

1. Curb Ramp Transitional Areas are to transition from the Curb Ramp area into the Existing Pedestrian Facility (EPF). Each layout shows example transitions. Use any combination for transitions from the Ramp Area into the EPF that allows for similar or gentler slopes to that of the existing condition, yet transitions in the shortest distance possible. In some cases, if grades allow, the Ramp area can immediately transition into the EPF and no transitional area is needed.
2. Option 1: Use this transition when existing running slope grades are less than 5%. Transition from the ramp area to the EPF using the Pedestrian Access Transition Area (PTA) transition rates and in less than 20 feet.
3. Option 2: Use this transition when existing running slopes are greater than 5% and option 1 is not able to be met.

   Add a ramp and a landing immediately after the ramp area. Then transition from the compliant landing into the EPF using the PTA rates (preferred), or in less than 15 feet (which ever is shorter).
4. Transitional Areas for Shared Use Paths can be concrete or asphalt.
5. See Curb Ramp Retrofit Details Standard D-750-3 for additional information.

LEGEND:

- : Detectable Warning Panel.
- : Landscaping.
- : Transitional tie-in to nearest joint, if needed.
- : Curb Ramp Retrofit Area (See Standard Drawing D750-3)
- : 4' long x width of EPF or 4' minimum Clear space outside traffic lanes of travel. 1.5% preferred cross slope 2% maximum cross slope 4.7% preferred running slope 5% maximum running slope
- PTA : Pedestrian Access Transition Area Running Slope less than 4.9%. Transition Cross Section at 1/2 percent per foot from the from Ramp Area to EPF.
- (L) (TS) : Turning Space/Landing Use at top of ramp or when changing directions. 1.5% preferred slope (2% maximum) all directions.
- R :Preferred Ramp Grade = 5% to 7.5%. Maximum Constructed Grade = 8.3%. Preferred Cross Slope = 1.5%. Maximum Constructed Cross Slope = 2% Maximum Length = 15 feet
- (10) : 10:1 maximum constructed slope.
- (4) : 4:1 maximum constructed slope.

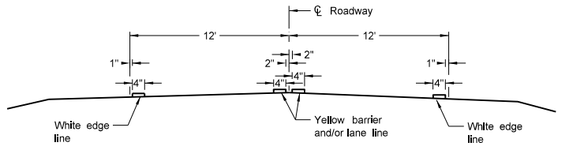
0", 3", or 6" : Curb Height.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
05-19-21	
REVISIONS	
DATE	CHANGE

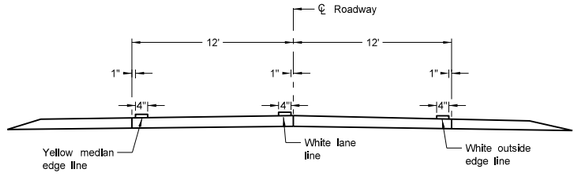
KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA
05 19 2021

PAVEMENT MARKING

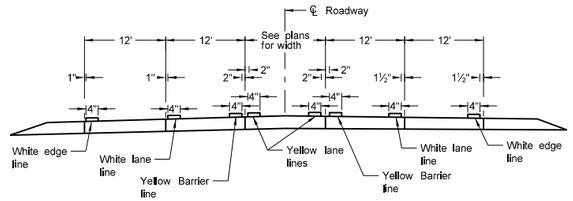
D-762-4



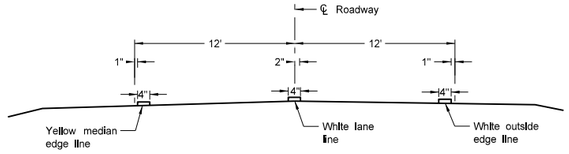
Two Lane Two Way
RURAL ROADWAY



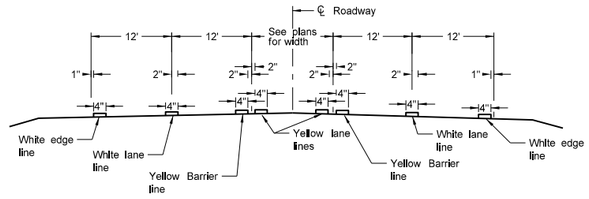
Two Lane Roadway
INTERSTATE HIGHWAY
Concrete Section



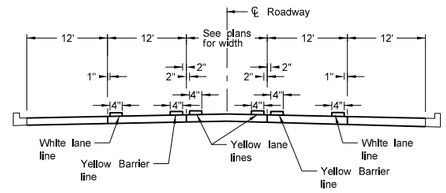
RURAL FIVE LANE ROADWAY
Concrete Section



Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Asphalt Section



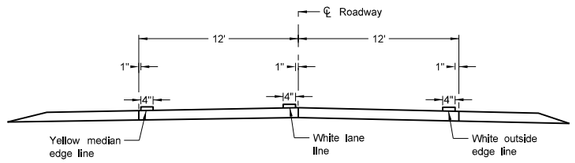
RURAL FIVE LANE ROADWAY
Asphalt Section



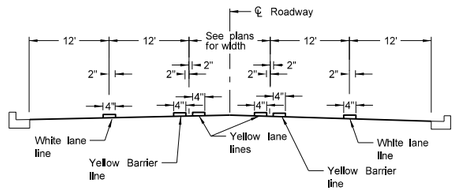
URBAN FIVE LANE SECTION
Concrete Section

NOTES:

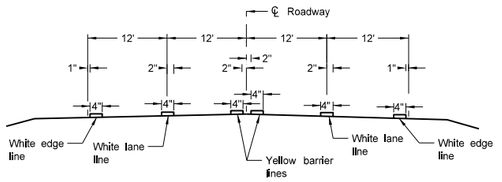
1. Continue edge lines through private drives and field drives. Break edge lines for intersections.



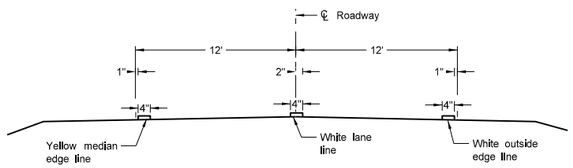
Two Lane Roadway
PRIMARY HIGHWAY
Concrete Section



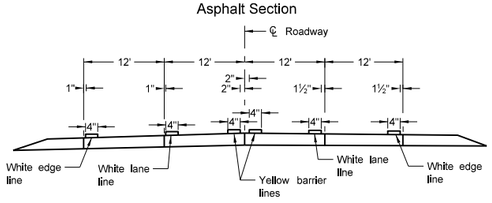
URBAN FIVE LANE SECTION
Asphalt Section



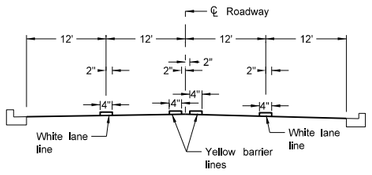
RURAL FOUR LANE ROADWAY
Asphalt Section



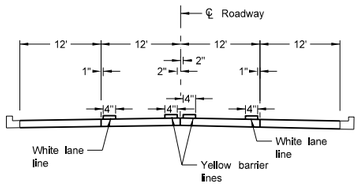
Two Lane Roadway
INTERSTATE HIGHWAY
Asphalt Section



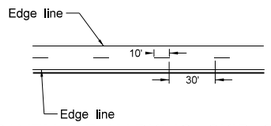
RURAL FOUR LANE ROADWAY
Concrete Section



URBAN FOUR LANE SECTION
Asphalt Section



URBAN FOUR LANE SECTION
Concrete Section



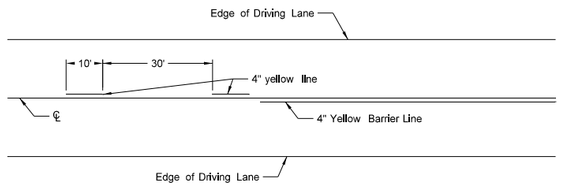
CENTERLINE PAVEMENT MARKING SKIP SPACING DETAIL

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-1-10	
REVISIONS	
DATE	CHANGE
10-17-17 08-27-19	Updated to active voice. New Design Engineer PE Stamp.

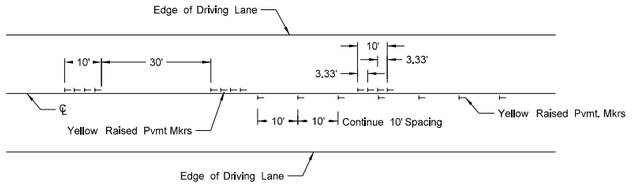
This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 8/27/19 and the original document is stored at the North Dakota Department of Transportation

SHORT-TERM PAVEMENT MARKING

D-762-11

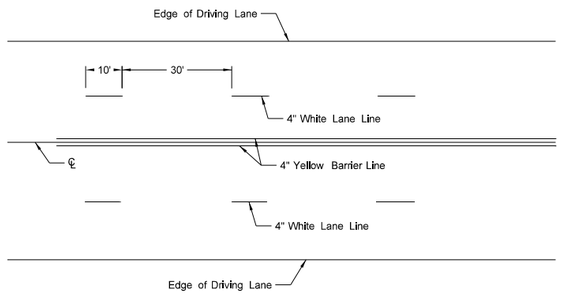


Painted or Tape Lines

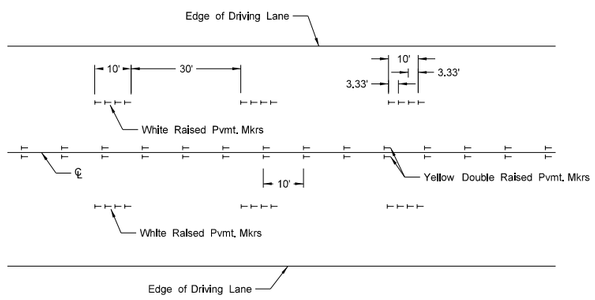


Raised Pavement Markers

TWO-LANE TWO-WAY ROADWAY

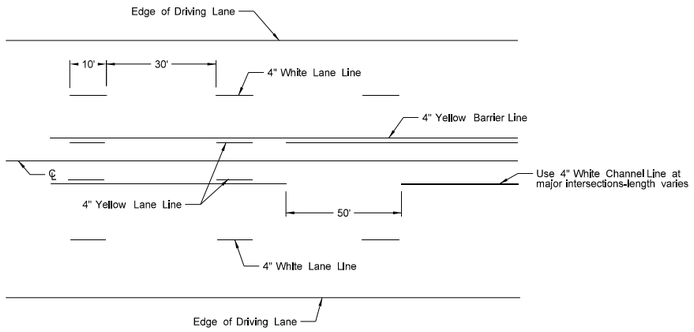


Painted or Tape Lines

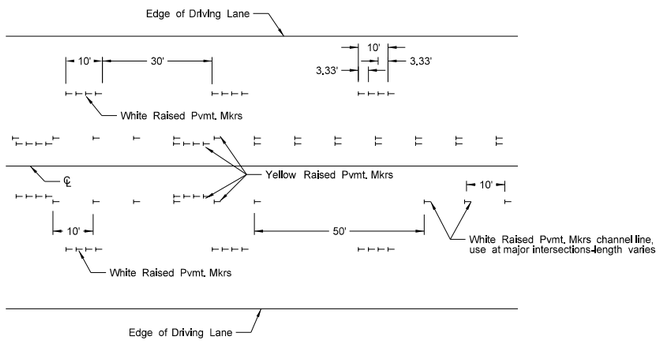


Raised Pavement Markers

FOUR LANE ROADWAY

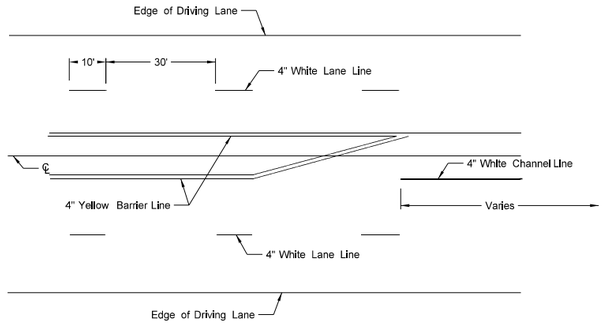


Painted or Tape Lines

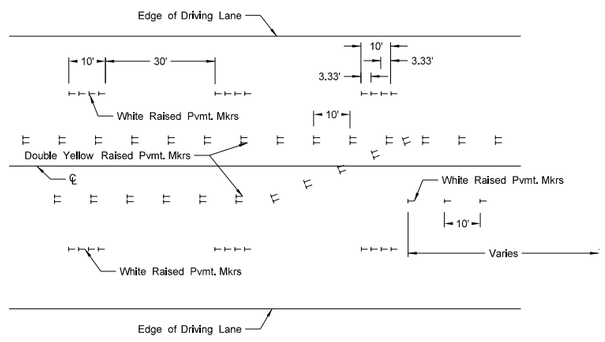


Raised Pavement Markers

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.

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.

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 8/27/19 and the original document is stored at the North Dakota Department of Transportation