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DESIGN DATA				
Traffic	Average Daily			
Current 2022	Pass: 3,057	Trucks: 1020	Total: 4,077	
Preventive Maintenance				

	STATE	PROJECT NO.	PCN	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	23642	1	1

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

NH-4-052(105)097
Ward County
US 52 - E JCT 2 to County Line, Sawyer
2" Mill and Overlay

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

PROJECT NUMBER \ DESCRIPTION	NET MILES	GROSS MILES
NH-4-052(105)097	15.469	15.469
Bridge Exception	0.046	
Total	15.423	



STATE COUNTY MAP

DESIGNER
Jayden Gunville
DESIGNER
Kyle Block
DESIGNER

ND DEPARTMENT OF TRANSPORTATION
MINOT DISTRICT ENGINEER

Korby Seward 03/10/26

MINOT DISTRICT

CHAD E. BEGGS
REGISTERED
PROFESSIONAL
PE-5436
03/05/26
ENGINEER
NORTH DAKOTA

2/24/2026 1:03:13 PM jdgunville F:\MINOT\!Construction folder\Minot District Plan Design\2026 Designs\PCN 23642_US 52 (E JCT 2 to Co Ln, Sawyer)\Design\001TS_001_US 52.dgn

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	2	1

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PLAN SECTIONS

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2	1	Table of Contents
4	1	Scope of Work
6	1	Notes
8	1	Quantities
10	1 - 9	Basis of Estimate
20	1	General Details
30	1 - 15	Typical Sections
100	1 - 6	Work Zone Traffic Control

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D-101-10	NDDOT Utility Company and Organization Abbreviations
D-101-20, 21	Line Styles
D-101-30, 31,32,33	Symbols
D-704-7	Breakaway Systems For Construction Zone Signs - Perforated Tube
D-704-8	Breakaway Systems For Construction Zone Signs - U-Channel Post
D-704-9	Construction Sign Details - Terminal And Guide Signs
D-704-10	Construction Sign Details - Regulatory Signs
D-704-11, 11A	Construction Sign Details - Warning Signs
D-704-12	Shoulder Closure Tapers
D-704-13	Barricade And Channelizing Device Details
D-704-14	Construction Sign Punching And Mounting Details
D-704-15	Road Closure Layouts
D-704-20	Terminal And Seal Coat Sign Layouts
D-704-22	Construction Truck And Temporary Detour Layouts
D-704-26	Miscellaneous Sign Layouts
D-704-27	Mobile Operation (Pavement Marking)
D-704-32	Sign Layout For One Lane Closure Divided Highway Moving Operation
D-704-33	Two-Lane Roadway Portable Rumble Strips
D-704-34, 34A	Sign Layout For One Lane Closure
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D-762-1	Pavement Marking Message Details
D-762-4	Pavement Marking
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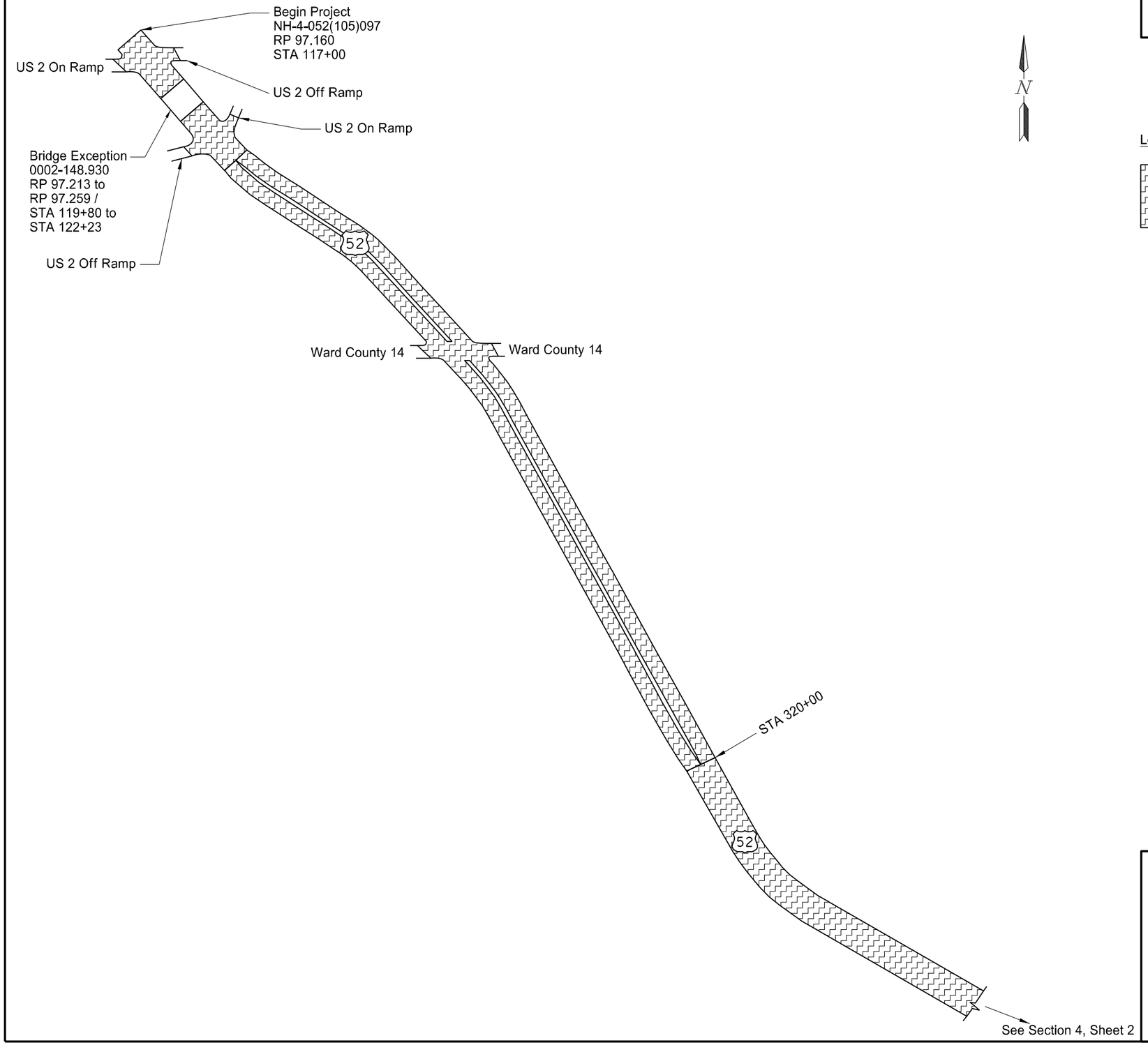
Number	Description
SSP 4	Longitudinal Joint Density
PSP 70(25)	Permits and Environmental Considerations
SP 355(25)	E-Ticketing (Mandatory)
SP 356(25)	Flexible Pavement Surface Tolerance

Docusign Envelope ID: 8988D3F1-35DC-4277-906D-40D24A386156

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	4	1



N

Legend:

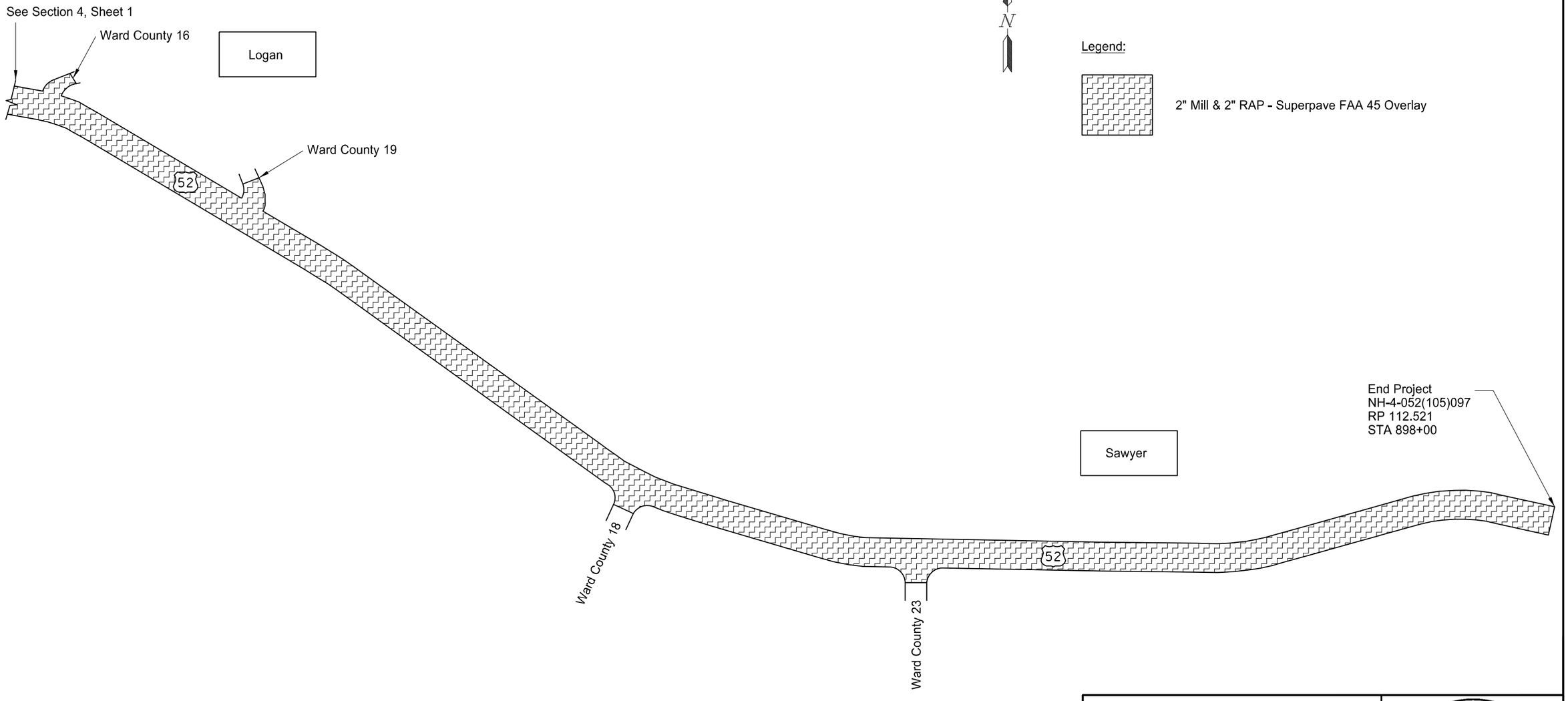
2" Mill & 2" RAP - Superpave FAA 45 Overlay

Scope of Work
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Docusign Envelope ID: 8988D3F1-35DC-4277-906D-40D24A386156

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	4	2



Legend:

2" Mill & 2" RAP - Superpave FAA 45 Overlay

Scope of Work
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	6	1

NOTES

100-P01 COORDINATION OF PROJECTS: Another project is in the vicinity of this project and is under contract during the 2026 construction season. NH-4-052(113)112 is a Microsurfacing project and starts at RP 112.521.

230-P01 SHOULDER PREPARATION: Remove paragraphs 2 & 3 from the Standard Specification, 230.04 B "Shoulder Preparation."

411-P01 MILLING PAVEMENT SURFACE: Mill bituminous material to a maximum size of 2 inches. Use the milled bituminous material as recycle for "RAP – SUPERPAVE FAA 45." Deliver any excess millings not used in the RAP mix to the NDDOT Minot District Office Yard located at 1305 Hwy 2 Bypass East, Minot, ND. Provide a wheeled loader to stockpile material at the site and keep the loader tires off stockpiled material. All costs for labor and equipment to mill, haul, and stockpile the material shall be included in the unit price bid for "MILLING PAVEMENT SURFACE."

411-P02 MILLING PAVEMENT SURFACE: Delamination areas appearing in the existing surface after completion of the proposed asphalt milling operations is required to be removed as directed by the Project Engineer. Payment for additional removal will be paid for at the unit bid price for "Milling Pavement Surface".

424-P01 ITS EQUIPMENT: ITS equipment is located within the project limits. An Automatic Traffic Recorder (ATR) is located on US 52 at RP 102.714. Disregard any ATR conductors in the roadway and mill and pave through this area as shown in the plans. Provide 2-weeks' notice prior to working in the area, contact the Project Engineer and the NDIT Radio Shop at (701) 328-6972.

430-P01 HMA LONGITUDINAL JOINTS: Construct the joints within the final lift of pavement as detailed within this note. Place a longitudinal joint at the centerline of the roadway. Construct each lane and the adjoining shoulder using a single pass or hot seam. A hot seam is defined as follows:

- Constructed using two pavers simultaneously.
- No more than 300 feet between pavers; and
- Roll the seam between paver passes in a manner that the seam is not visible.

704-100 TRAFFIC CONTROL SUPERVISOR: Provide a Traffic Control Supervisor.

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

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

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

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

704-P01 TRAFFIC CONTROL FOR HMA OVERLAYS: Provide traffic control consisting of a temporary lane closure and flagging.

The maximum work zone length is limited to one day's production.

One day's production is defined as the length of roadway that can be paved in a single day plus the length of roadway that can be milled in a single day.

For estimating purposes, the traffic control device list is based on two 3.5-mile work zones in the 4-lane road section and a 6-mile work zone in the two-lane road section and the following list:

1. Standard D-704-20, Type G. Signing will be required at the junctions stated in Section 100, Sheets 3, 4, 5, and 6.
2. Standard D-704-22, Types K and L;
3. Standard D-704-26, Type CC, EE, and GG;
4. Standard D-704-34 – quantities include 170 delineator drums for approaches and lane closure tapers; and
5. Standard D-704-34A.

If all or portions of the lane closure are removed and uneven lanes exist, provide traffic control as specified in Section 704.04 O, "Traffic Control for Uneven Pavement".

Complete work in a manner such that lane closures can safely be removed if no work is to take place for more than 3 consecutive days. Remove lane closures if no work is to take place for more than 3 consecutive days.

The Department will pay for all necessary deployed devices, regardless of the number and length of the lane closures.

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

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	8	1

SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
103	0100	CONTRACT BOND	L SUM	1	1
109	1000	E-TICKETING	L SUM	1	1
230	0125	SHOULDER PREPARATION	MILE	37.08	37.08
302	0356	AGGREGATE SURFACE COURSE CL 13	TON	325	325
401	0050	TACK COAT	GAL	50,059	50,059
411	0100	MILLING PAVEMENT SURFACE	TON	54,479	54,479
430	0145	RAP - SUPERPAVE FAA 45	TON	52,807	52,807
430	1000	CORED SAMPLE	EA	313	313
430	5818	PG 58H-34 ASPHALT CEMENT	TON	2,377	2,377
702	0100	MOBILIZATION	L SUM	1	1
704	0100	FLAGGING	MHR	600	600
704	1000	TRAFFIC CONTROL SIGNS	UNIT	5,542	5,542
704	1048	PORTABLE RUMBLE STRIPS	EA	6	6
704	1052	TYPE III BARRICADE	EA	15	15
704	1060	DELINEATOR DRUMS	EA	170	170
704	1067	TUBULAR MARKERS	EA	450	450
704	1087	SEQUENCING ARROW PANEL-TYPE C	EA	2	2
704	1185	PILOT CAR	HR	100	100
706	0550	BITUMINOUS LABORATORY	EA	1	1
706	0600	CONTRACTOR'S LABORATORY	EA	1	1
760	0025	SINUSOIDAL RUMBLE STRIP - ASPHALT SHOULDER	MILE	37.08	37.08
760	0027	SINUSOIDAL RUMBLE STRIP - ASPHALT CENTERLINE	MILE	10.94	10.94
762	0103	PVMT MK PAINTED-MESSAGE	SF	2,882.6	2,882.6
762	0432	SHORT TERM 6IN LINE-TYPE NR	LF	352,005	352,005
762	1106	PVMT MK PAINTED 6IN LINE	LF	324,548	324,548
762	1108	PVMT MK PAINTED 8IN LINE	LF	375	375
762	1112	PVMT MK PAINTED 12IN LINE	LF	18,525	18,525
762	1124	PVMT MK PAINTED 24IN LINE	LF	446	446

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	10	1

BASIS OF ESTIMATE

		Typical Section 1 (0.219 Miles) STA 117+00 to STA 119+80 STA 122+23 to STA 131+00		Typical Section 2 (1.450 Miles) STA 131+00 to STA 157+80 STA 235+90 to STA 237+30 STA 242+90 to STA 248+50 STA 254+05 to STA 256+00 STA 262+40 to STA 277+20 STA 282+80 to STA 287+00 STA 292+60 to STA 295+30 STA 300+90 to STA 320+00		Typical Section 3 (0.916 Miles) STA 164+40 to STA 170+80 STA 176+00 to STA 182+69 STA 188+35 to STA 193+55 STA 200+25 to STA 230+30		Typical Section 4 (2.286 Miles) STA 131+00 to STA 151+16 STA 157+29 to STA 164+05 STA 169+69 to STA 174+85 STA 180+45 to STA 185+40 STA 192+03 to STA 225+10 STA 230+52 to STA 232+12 STA 254+19 to STA 270+40 STA 276+00 to STA 280+30 STA 285+90 to STA 288+60 STA 294+20 to STA 320+00		Typical Section 5 (0.142 Miles) STA 320+00 to 327+50		Typical Section 6 (0.502 Miles) STA 327+50 to STA 354+00	
		Area: 12.84 SF		Area: 6.17 SF		Area: 6.17 SF		Area: 6.33 SF		Area: 13.09 SF		Area: 7.83 SF	
Material	Unit	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile
RAP - Superpave FAA 45	Ton	80	5,022	40	2,413	40	2,413	41	2,476	80	5,120	49	3,062
Tack Coat @ 0.10 Gal/SY	Gal.	80	4,693	40	2,347	40	2,347	41	2,405	80	4,693	49	2,875
PG 58H-34 Asphalt Cement @ 4.5%	Ton	-	226	-	109	-	109	-	111	-	230	-	138
Aggregate Surface Course CL 13	Ton	-	-	-	-	-	-	-	-	-	-	-	-

		Typical Section 7 (0.480 Miles) STA 389+83 to STA 415+20		Typical Section 8 (6.241 Miles) STA 354+00 to STA 389+83 STA 415+20 to STA 534+73 STA 640+17 to STA 659+43 STA 667+25 to STA 722+00 STA 752+83 to STA 815+00 STA 860+00 to STA 898+00		Typical Section 9 (1.997 Miles) STA 534+73 to STA 640+17		Typical Section 10 (0.148 Miles) STA 659+43 to STA 667+25		Typical Section 11 (0.054 Miles) STA 848+75 to STA 851+60	
		Area: 8.00 SF		Area: 5.83 SF		Area: 9.92 SF		Area: 8.25 SF		Area: 9.67 SF	
Material	Unit	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile
RAP - Superpave FAA 45	Ton	50	3,129	38	2,280	61	3,880	51	3,227	60	3,782
Tack Coat @ 0.10 Gal/SY	Gal.	50	2,933	38	2,229	61	3,579	51	2,992	60	3,520
PG 58H-34 Asphalt Cement @ 4.5%	Ton	-	141	-	103	-	175	-	145	-	170
Aggregate Surface Course CL 13	Ton	-	-	-	-	-	-	-	-	-	-

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Docusign Envelope ID: E416B915-FDC2-419D-BF55-24D4CBDDC22D

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	10	2

BASIS OF ESTIMATE

		Typical Section 12 (0.266 Miles) STA 722+00 to STA 725+32 STA 730+86 to STA 732+47 STA 738+07 to STA 747+20		Typical Section 13 (0.798 Miles) STA 815+00 to STA 848+75 STA 851+60 to STA 860+00		Typical Section 14 (0.585 Miles) STA 157+80 to STA 164+40 STA 193+55 to STA 200+25 STA 256+00 to STA 262+40 STA 277+20 to STA 282+80 STA 287+00 to STA 292+60		Typical Section 15 (0.429 Miles) STA 170+80 to STA 176+00 STA 182+69 to STA 188+35 STA 230+30 to STA 235+90 STA 732+47 to STA 738+07		Typical Section 16 (0.317 Miles) STA 237+30 to STA 242+90 STA 248+50 to STA 254+05 STA 295+30 to STA 300+90	
		Area: 7.76 SF		Area: 7.50 SF		Area: 9.00 SF		Area: 8.00 SF		Area: 7.16 SF	
Material	Unit	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile
RAP - Superpave FAA 45	Ton	49	3,035	48	2,933	56	3,520	50	3,129	45	2,800
Tack Coat @ 0.10 Gal/SY	Gal.	49	2,875	48	2,816	56	3,285	50	2,933	45	2,640
PG 58H-34 Asphalt Cement @ 4.5%	Ton	-	137	-	132	-	158	-	141	-	126
Aggregate Surface Course CL 13	Ton	-	-	-	-	-	-	-	-	-	-

		Typical Section 17 (0.656 Miles) STA 151+16 to STA 157+29 STA 185+40 to STA 192+03 STA 232+12 to STA 237+12 STA 248+50 to STA 254+19 STA 270+40 to STA 276+00 STA 280+30 to STA 285+90		Typical Section 18 (0.341 Miles) STA 241+75 to STA 248+50 STA 288+60 to STA 294+20 STA 747+20 to STA 752+83		Typical Section 19 (0.420 Miles) STA 164+05 to STA 169+69 STA 174+85 to STA 180+45 STA 225+10 to STA 230+52 STA 725+32 to STA 730+86		Approaches See Sec. 20, Sheet 1	
		Area: 9.00 SF		Area: 8.33 SF		Area: 7.17 SF			
Material	Unit	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Width (ft)	Quantity per Mile	Quantity (Total)	Project Totals (Unit)
RAP - Superpave FAA 45	Ton	56	3,520	53	3,258	46	2,804	1,876	52,807
Tack Coat @ 0.10 Gal/SY	Gal.	56	3,285	53	3,109	46	2,699	1,391	50,059
PG 58H-34 Asphalt Cement @ 4.5%	Ton	-	158	-	147	-	126	85	2,377
Aggregate Surface Course CL 13	Ton	-	-	-	-	-	-	325	325

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	10	3

BASIS OF ESTIMATE

HMA Cored Samples								
		A	B		C			
Specification Section	Location	Distance (FT) ÷ 1000	Lanes	Joints	Lifts	Quantity (A x B x C)	Quantity (1 Per Mile)	Unit
430.04 I.2.b(1), "General"	STA 117+00 to STA 320+00 EB	20	2	N/A	1	40	N/A	EA
	STA 117+00 to STA 320+00 WB	20	2	N/A	1	40	N/A	EA
	STA 320+00 to End Project	58	2	N/A	1	116	N/A	EA
SSP 4 Longitudinal Joint Density in HMA Pavements (Centerline)	STA 117+00 to STA 320+00 EB	20	N/A	1	1	20	N/A	EA
	STA 117+00 to STA 320+00 WB	20	N/A	1	1	20	N/A	EA
	STA 320+00 to End Project	58	N/A	1	1	58	N/A	EA
430.04 I.2b(3), "Pavement Thickness Determination Cores"	STA 117+00 to STA 320+00 EB	N/A	N/A	N/A	N/A		4	EA
	STA 117+00 to STA 320+00 WB	N/A	N/A	N/A	N/A		4	EA
	STA 320+00 to End Project	N/A	N/A	N/A	N/A		11	EA
			Total		294		19	EA

Rumble Strips - Sinusoidal		
Pay Quantity	Centerline	Edge Line
Miles	10.94	37.08

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Hunter Waslaski
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Docusign Envelope ID: E416B915-FDC2-419D-BF55-24D4CBDDC22D

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	10	4

BASIS OF ESTIMATE

Estimated Milling Quantities					
Typical / Locations	**Length (ft)**	**Width (ft)**	**Depth (ft)**	**CY**	**Tons**
1	1,157	80.00	0.1667	571.5	1,143
2	7,655	36.00	0.1667	1,701.5	3,781
3	4,834	38.00	0.1667	1,134.1	2,328
4	12,069	38.00	0.1667	2,831.6	6,110
5	750	80.00	0.1667	370.4	741
6	2,650	42.75	0.1667	699.4	1,669
7	2,537	50.29	0.1667	787.7	1,566
8	32,954	41.88	0.1667	8,520.9	15,463
9	10,544	60.28	0.1667	3,924.2	7,812
10	782	50.27	0.1667	242.7	483
11	285	59.51	0.1667	104.7	208
12	1,406	48.80	0.1667	423.6	868
13	4,215	46.36	0.1667	1,206.5	2,498
14	3,090	54.42	0.1667	1,038.2	2,213
15	2,266	46.29	0.1667	647.6	1,455
16	1,675	44.22	0.1667	457.3	931
17	3,465	54.44	0.1667	1,164.6	2,439
18	1,798	50.00	0.1667	555.0	1,177
19	2,220	42.41	0.1667	581.3	1,261
W Bound On Ramp	75	37.00	0.1667	17.1	34
W Bound Off Ramp	36	37.00	0.1667	8.2	16
E Bound On Ramp	65	37.00	0.1667	14.8	30
E Bound Off Ramp	52	40.00	0.1667	12.8	26
Ward County 19 Near Interchange	50	35.00	0.1667	10.8	22
Ward County 14 East Bound Lane	30	60.00	0.1667	11.1	22
Ward County 14 West Bound Lane	30	70.00	0.1667	13.0	26
Ward County 19 West Bound Lane	30	30.00	0.1667	5.6	11
Ward County 19 East Bound Lane	30	40.00	0.1667	7.4	15
Ward County 16	35	35.00	0.1667	7.6	15
Ward County 19 S	70	30.00	0.1667	13.0	26
Ward County 23	85	40.00	0.1667	21.0	42
1st St W	30	30.00	0.1667	5.6	11
2nd Ave E	45	30.00	0.1667	8.3	17
1st St E	45	38.00	0.1667	10.6	21
Total Milling Tons					54,479

* 2 Tons per CY

Estimated Required & Remaining Milled Material Quantities		
	% RAP by Mix Design	
Milled Material Required for Production of RAP – Superpave FAA 45	10% Min	25% Max
(52,807 tons RAP – Superpave FAA 45)	**5,281 Tons**	**13,202 Tons**
Milling Material to become the property of the NDDOT	**49,198 Tons**	**41,277 Tons**

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Docusign Envelope ID: E416B915-FDC2-419D-BF55-24D4CBDDC22D

BASIS OF ESTIMATE

Pavement Markings:

Pavement Markings: NH-4-052(105)097					
Spec	**Code**	**Bid Item**	**Basis**	**Permanent**	**Temporary**
762	103	PVMT MK PAINTED-MESSAGE	"45" (Message) (SF)	11.60	---
762	103	PVMT MK PAINTED-MESSAGE	"MPH" (Message) (SF)	19.20	---
762	103	PVMT MK PAINTED-MESSAGE	"EXIT" (Message) (SF)	17.80	---
762	103	PVMT MK PAINTED-MESSAGE	"ONLY" (Message) (SF)	22.00	---
762	103	PVMT MK PAINTED-MESSAGE	"DO NOT" (Message) (SF)	266.40	---
762	103	PVMT MK PAINTED-MESSAGE	"PASS" (Message) (SF)	201.60	---
762	103	PVMT MK PAINTED-MESSAGE	MERGE ARROW (SF)	328.00	---
762	103	PVMT MK PAINTED-MESSAGE	RIGHT TURN ARROW (SF)	1,008.00	---
762	103	PVMT MK PAINTED-MESSAGE	LEFT TURN ARROW (SF)	1,008.00	---
762	432	SHORT TERM 6IN LINE-TYPE NR	CENTERLINE SKIPS (White) 1,330 LF/MILE (LF)	---	50,160*
762	432	SHORT TERM 6IN LINE-TYPE NR	CENTERLINE SKIPS (Yellow) 1,330 LF/MILE (LF)	---	12,210*
762	432	SHORT TERM 6IN LINE-TYPE NR	CENTERLINE SINGLE BARRIER STRIP (Yellow) (LF)	---	20,355*
762	432	SHORT TERM 6IN LINE-TYPE NR	CENTERLINE DOUBLE BARRIER STRIPE (Yellow) (LF)	---	269,280*
762	1106	PVMT MK PAINTED 6IN LINE	CENTERLINE SKIPS (White) 1,330 LF/MILE (LF)	16,720.00	---
762	1106	PVMT MK PAINTED 6IN LINE	CENTERLINE SKIPS (Yellow) 1,330 LF/MILE (LF)	4,070.00	---
762	1106	PVMT MK PAINTED 6IN LINE	CENTERLINE SINGLE BARRIER STRIP (Yellow) (LF)	6,785.00	---
762	1106	PVMT MK PAINTED 6IN LINE	CENTERLINE DOUBLE BARRIER STRIPE (Yellow) (LF)	89,760.00	---
762	1106	PVMT MK PAINTED 6IN LINE	EDGELINE (White) (LF)	164,525.00	---
762	1106	PVMT MK PAINTED 6IN LINE	EDGELINE (Yellow) (LF)	40,990.00	---
762	1106	PVMT MK PAINTED 6IN LINE	LANE BARRIER DASHES (White) (LF)	1,698.00	---
762	1108	PVMT MK PAINTED 8IN LINE	GORE AREA LINES @ WARD COUNTY ROAD 18 & MEDIAN AREA AT END OF 4-LANE SECTION (White) (LF)	375	--
762	1112	PVMT MK PAINTED 12IN LINE	TURN LANE BARRIER (LF)	18,525.00	---
762	1124	PVMT MK PAINTED 24IN LINE	STOP BAR (LF)	446	---
			TOTAL (LF)	**---**	**352,005**

*Allows for application after milling and first lane of HMA Paving

Pavement Markings: NH-4-052(105)097											
"45" (Message)		**"MPH" (Message)**		**"EXIT" (Message)**		**"ONLY" (Message)**		**"DO NOT" (Message)**		**"PASS" (Message)**	
RP	**SF**	**RP**	**SF**	**RP**	**SF**	**RP**	**SF**	**RP**	**SF**	**RP**	**SF**
97.507	11.6	97.502	19.2	97.507	17.8	97.502	22	102.881	29.6	102.886	22.4
								103.574	29.6	103.568	22.4
								103.832	29.6	103.837	22.4
								104.363	29.6	104.359	22.4
								104.885	29.6	104.891	22.4
								105.255	29.6	105.25	22.4
								108.265	29.6	108.27	22.4
								110.034	29.6	110.039	22.4
								110.889	29.6	110.893	22.4
Total SF	**11.6**	**Total SF**	**19.2**	**Total SF**	**17.8**	**Total SF**	**22**	**Total SF**	**266.4**	**Total SF**	**201.6**

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Docusign Envelope ID: E416B915-FDC2-419D-BF55-24D4CBDDC22D

BASIS OF ESTIMATE

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	10	6

Pavement Markings: NH-4-052(105)097

Beginning RP	Ending RP	6" Yellow Centerline	
		EB Lane	WB Lane
97.052	97.107	DBL Barrier	
97.119	97.188	DBL Barrier	
97.119	97.188	DBL Barrier	
97.212	97.442	DBL Barrier	
97.212	97.442	DBL Barrier	
101.542	101.686	DBL Barrier	
101.535	101.686	DBL Barrier	
101.687	102.336	DBL Barrier	
102.987	103.296	DBL Barrier	
102.996	103.166	DBL Barrier	
103.315	103.459	DBL Barrier	
103.315	103.469	DBL Barrier	
104.123	104.172	DBL Barrier	
105.017	105.136	DBL Barrier	
105.436	107.791	DBL Barrier	
107.910	108.021	DBL Barrier	
107.935	108.021	DBL Barrier	
108.031	109.370	DBL Barrier	
108.153	108.255	DBL Barrier	
109.174	109.370	DBL Barrier	
109.395	109.591	DBL Barrier	
109.521	109.591	DBL Barrier	
109.617	109.672	DBL Barrier	
109.617	109.788	DBL Barrier	
109.818	109.945	DBL Barrier	
109.818	109.945	DBL Barrier	
110.889	111.912	DBL Barrier	

Pavement Markings: NH-4-052(105)097

Beginning RP	Ending RP	6" Yellow Centerline	
		EB Lane	WB Lane
102.882	102.986	Barrier	Skips
103.470	103.574	Skips	Barrier
103.833	104.122	Barrier	Skips
104.173	104.363	Skips	Barrier
104.886	105.016	Barrier	Skips
105.137	105.255	Skips	Barrier
109.946	110.039	Skips	Barrier

Pavement Markings: NH-4-052(105)097

Beginning RP	Ending RP	6" Yellow Skips	
		EB Lane	WB Lane
102.337	102.881	Skips	
103.575	103.832	Skips	
104.364	104.885	Skips	
105.256	105.435	Skips	
107.792	107.909	Skips	
110.040	110.888	Skips	
111.913	112.529	Skips	

Pavement Markings: NH-4-052(105)097

Beginning RP	Ending RP	6" White Skips	
		EB Lane	WB Lane
97.119	102.010	EB 4-Lane	---
97.816	101.585	---	WB 4-Lane
105.650	107.385	EB Passing	---
105.819	107.555	---	WB Passing
111.225	111.760	---	WB Climbing

Pavement Markings: NH-4-052(105)097

Beginning RP	Ending RP	6" White Dashes	
		EB Lane	WB Lane
97.364	97.817	---	WB
97.739	97.782	EB	---
97.758	97.794	EB	---
97.966	97.991	---	WB
97.977	98.007	---	WB
98.130	98.282	EB	---
98.751	98.861	---	WB
98.849	98.981	EB	---
99.108	99.141	---	WB
99.178	99.207	EB	---
99.192	99.221	EB	---
99.294	99.317	EB	---
99.353	99.371	---	WB
99.358	99.390	---	WB
99.872	99.915	EB	---
99.992	100.022	EB	---
100.002	100.022	EB	---
100.019	100.039	---	WB
100.149	100.173	---	WB
100.201	100.226	EB	---
100.335	100.365	EB	---
100.340	100.365	EB	---
100.358	100.382	---	WB
100.512	100.546	---	WB
100.517	100.551	---	WB
100.753	100.788	EB	---
100.753	100.788	EB	---

Pavement Markings: NH-4-052(105)097

Beginning RP	Ending RP	6" White Dashes	
		EB Lane	WB Lane
100.901	100.919	---	WB
100.905	100.929	---	WB
100.927	100.967	EB	---
100.942	100.967	EB	---
101.087	101.112	EB	---
101.095	101.124	---	WB
101.100	101.124	---	WB
101.245	101.280	---	WB
101.586	101.741	---	WB
103.136	103.171	EB	---
105.519	105.649	EB	---
107.556	107.714	---	WB
108.154	108.188	---	WB
109.270	109.310	EB	---
109.522	109.561	---	WB
109.627	109.672	EB	---
111.711	111.745	---	WB
111.761	111.917	---	WB

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	10	7

BASIS OF ESTIMATE

Pavement Markings: NH-4-052(105)097

Beginning RP	Ending RP	6" White Edgeline	
		EB Lane	WB Lane
97.114	97.200	EB	---
97.114	97.615	---	WB
97.212	97.876	EB	---
97.636	97.889	---	WB
97.893	98.488	EB	---
97.904	99.285	---	WB
98.544	99.048	EB	---
99.058	99.265	EB	---
99.289	99.414	EB	---
99.299	100.074	---	WB
99.428	99.963	EB	---
99.973	100.091	EB	---
100.089	100.287	---	WB
100.101	100.434	EB	---
100.297	100.436	---	WB
100.449	100.843	EB	---
100.456	100.829	---	WB
100.840	101.014	---	WB
100.858	101.037	EB	---
101.024	101.169	---	WB
101.046	102.430	EB	---
101.184	103.296	---	WB
102.446	103.296	EB	---
103.315	104.292	---	WB
103.325	105.350	EB	---
104.313	105.425	---	WB
105.365	105.510	EB	---

Pavement Markings: NH-4-052(105)097

Beginning RP	Ending RP	6" White Edgeline	
		EB Lane	WB Lane
105.435	105.589	---	WB
105.525	105.853	EB	---
105.605	106.417	---	WB
105.869	106.098	EB	---
106.113	106.313	EB	---
106.327	106.462	EB	---
106.437	106.986	---	WB
106.477	106.986	EB	---
107.006	107.406	EB	---
107.006	107.966	---	WB
107.422	108.021	EB	---
107.981	109.436	---	WB
108.031	108.548	EB	---
108.563	109.380	EB	---
109.395	110.728	EB	---
109.451	109.793	---	WB
109.813	110.359	---	WB
110.373	110.728	---	WB
110.743	112.514	EB	---
110.743	111.593	---	WB
111.608	112.505	---	WB
112.519	113.637	---	WB

Pavement Markings: NH-4-052(105)097

Beginning RP	Ending RP	6" Yellow Edgeline	
		EB Lane	WB Lane
97.443	97.876	EB	---
97.443	97.873	---	WB
97.893	98.488	EB	---
97.899	98.434	---	WB
98.471	99.030	---	WB
98.544	99.048	EB	---
99.046	99.266	---	WB
99.058	99.284	EB	---
99.290	99.400	---	WB
99.298	99.414	EB	---
99.414	99.941	---	WB
99.428	99.963	EB	---
99.961	100.074	---	WB
99.973	100.091	EB	---
100.089	100.287	---	WB
100.101	100.300	EB	---
100.297	100.436	---	WB
100.320	100.440	EB	---
100.446	100.829	---	WB
100.460	100.843	EB	---
100.840	101.014	---	WB
100.858	101.037	EB	---
101.024	101.169	---	WB
101.046	101.187	EB	---
101.184	101.535	---	WB
101.211	101.541	EB	---

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STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	10	8

BASIS OF ESTIMATE

Pavement Markings: NH-4-052(105)097			
Beginning RP	Ending RP	12" White Lane Stripe	
		EB Lane	WB Lane
97.114	97.363	---	WB
97.783	97.876	EB	---
97.795	97.879	EB	---
98.283	98.488	EB	---
98.982	99.048	EB	---
99.208	99.284	EB	---
99.222	99.265	EB	---
99.318	99.414	EB	---
99.916	99.963	EB	---
100.023	100.091	EB	---
100.023	100.091	EB	---
100.227	100.3	EB	---
100.366	100.434	EB	---
100.366	100.44	EB	---
100.789	100.843	EB	---
100.789	100.843	EB	---
100.789	100.843	EB	---
100.968	101.037	EB	---
100.968	101.037	EB	---
101.113	101.187	EB	---
97.899	97.965	---	WB
97.904	97.976	---	WB

Pavement Markings: NH-4-052(105)097			
Beginning RP	Ending RP	12" White Lane Stripe	
		EB Lane	WB Lane
98.471	98.750	---	WB
99.046	99.107	---	WB
99.290	99.352	---	WB
99.299	99.357	---	WB
99.961	100.020	---	WB
100.089	100.148	---	WB
100.297	100.357	---	WB
100.446	100.511	---	WB
100.456	100.516	---	WB
100.84	100.9	---	WB
100.84	100.904	---	WB
101.024	101.094	---	WB
101.024	101.099	---	WB
101.184	101.244	---	WB
103.172	103.296	EB	---
108.031	108.153	---	WB
109.311	109.37	EB	---
109.395	109.521	---	WB
109.673	109.788	EB	---
111.608	111.71	---	WB

PVMT MK PAINTED 24IN LINE - Stop Bars		
Location	Offset	Length (LF)
US 2 & 52 WB Off Ramp	LT	50
US 2 & 52 EB Off Ramp	RT	33
US 52 & Ward County 19 Near Interchange	RT	22
US 52 & Ward County 14	EB	12
US 52 & Ward County 14	WB	15
US 52 & 46th Ave SE	EB	15
US 52 & Zaharia Drive	EB	14
US 52 & 54th Ave SE	EB	12
US 52 & Ward County 19 S	EB	18
US 52 & Ward County 19 S	WB	28
US 52 & Old Bell Air School	EB	19
US 52 & Ward County 16	LT	19
US 52 & Ward County 16	RT	55
US 52 & Ward County 19 S	LT	20
US 52 & Ward County 18	RT	12
US 52 & Ward County 23	RT	39
US 52 & 1st St SW	LT	20
US 52 & 2nd Ave E	LT	22
US 52 & 1st St E	LT	21
Total LF		**446**

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ND	NH-4-052(105)097	10	9

BASIS OF ESTIMATE

Pavement Markings: NH-4-052(105)097

RP	Right Turn Arrow		Sq/Ft
	EB Lane	WB Lane	
97.311	---	WB	16
97.347	---	WB	16
97.363	---	WB	16
97.794	EB	---	16
97.807	EB	---	16
97.832	EB	---	16
97.94	---	WB	16
97.965	---	WB	16
97.976	---	WB	16
98.282	EB	---	16
98.319	EB	---	16
98.395	EB	---	16
98.981	EB	---	16
99.005	EB	---	16
99.024	EB	---	16
99.222	EB	---	16
99.231	EB	---	16
99.246	EB	---	16
99.317	EB	---	16
99.323	---	WB	16
99.332	EB	---	16
99.343	---	WB	16
99.357	---	WB	16
99.366	EB	---	16
99.916	EB	---	16
99.925	EB	---	16
99.939	EB	---	16
100.022	EB	---	16
100.037	EB	---	16
100.062	EB	---	16
100.118	---	WB	16
100.138	---	WB	16
	Total Sq/Ft		512

Pavement Markings: NH-4-052(105)097

RP	Right Turn Arrow		Sq/Ft
	EB Lane	WB Lane	
100.148	---	WB	16
100.322	---	WB	16
100.342	---	WB	16
100.357	---	WB	16
100.366	EB	---	16
100.375	EB	---	16
100.400	EB	---	16
100.486	---	WB	16
100.506	---	WB	16
100.516	---	WB	16
100.789	EB	---	16
100.798	EB	---	16
100.817	EB	---	16
100.869	---	WB	16
100.89	---	WB	16
100.904	---	WB	16
100.968	EB	---	16
100.982	EB	---	16
101.002	EB	---	16
101.064	---	WB	16
101.089	---	WB	16
101.099	---	WB	16
101.214	---	WB	16
101.234	---	WB	16
101.244	---	WB	16
109.31	EB	---	16
109.32	EB	---	16
109.34	EB	---	16
111.662	---	WB	16
111.701	---	WB	16
111.71	---	WB	16
	Total Sq/Ft		496

Pavement Markings: NH-4-052(105)097

RP	Left Turn Arrow		Sq/Ft
	EB Lane	WB Lane	
97.782	EB	---	16
97.794	EB	---	16
97.832	EB	---	16
97.940	---	WB	16
97.955	---	WB	16
97.965	---	WB	16
98.601	---	WB	16
98.692	---	WB	16
98.75	---	WB	16
99.069	---	WB	16
99.093	---	WB	16
99.107	---	WB	16
99.208	EB	---	16
99.217	EB	---	16
99.246	EB	---	16
99.314	---	WB	16
99.338	---	WB	16
99.353	---	WB	16
99.980	---	WB	16
100.003	---	WB	16
100.020	---	WB	16
100.022	EB	---	16
100.037	EB	---	16
100.062	EB	---	16
100.227	EB	---	16
100.240	EB	---	16
100.265	EB	---	16
100.366	EB	---	16
100.375	EB	---	16
100.400	EB	---	16
100.482	---	WB	16
100.501	---	WB	16
	Total Sq/Ft		512

Pavement Markings: NH-4-052(105)097

RP	Left Turn Arrow		Sq/Ft
	EB Lane	WB Lane	
100.511	---	WB	16
100.789	EB	---	16
100.798	EB	---	16
100.817	EB	---	16
100.869	---	WB	16
100.890	---	WB	16
100.900	---	WB	16
100.968	EB	---	16
100.982	EB	---	16
101.002	EB	---	16
101.059	---	WB	16
101.078	---	WB	16
101.094	---	WB	16
101.113	EB	---	16
101.127	EB	---	16
101.151	EB	---	16
103.171	EB	---	16
103.180	EB	---	16
103.23	EB	---	16
108.095	---	WB	16
108.144	---	WB	16
108.153	---	WB	16
109.43	---	WB	16
109.451	---	WB	16
109.46	---	WB	16
109.512	---	WB	16
109.521	---	WB	16
109.673	EB	---	16
109.682	EB	---	16
109.733	EB	---	16
109.743	EB	---	16
	Total Sq/Ft		496

Pavement Markings: NH-4-052(105)097

RP	Merge Arrow		Sq/Ft
	EB Lane	WB Lane	
102.03	EB	---	41
102.08	EB	---	41
105.699	---	WB	41
105.819	---	WB	41
107.385	EB	---	41
107.503	EB	---	41
111.160	---	WB	41
111.225	---	WB	41
	Total Sq/Ft		328

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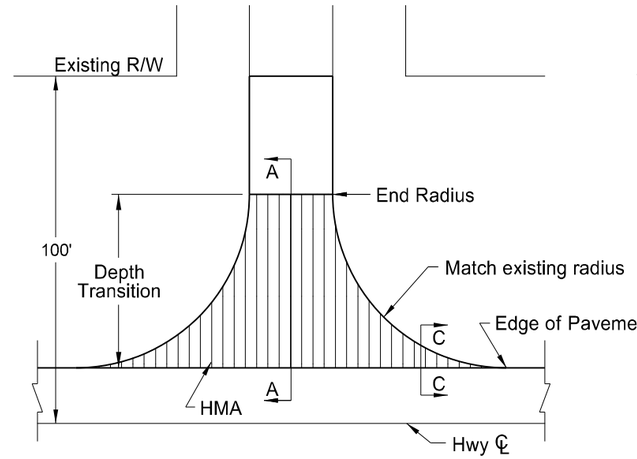
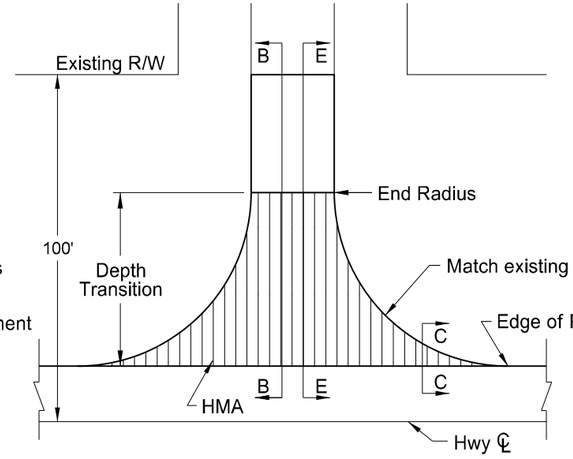
Docusign Envelope ID: 0F49FE49-4AF1-4C66-936E-434806509E47

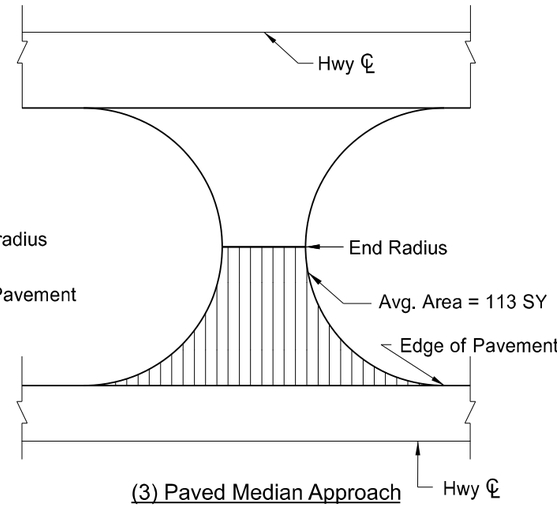
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	20	1



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



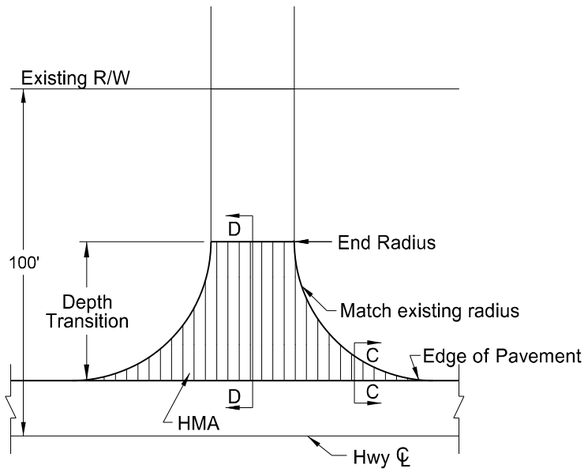
(2) Gravel Section Line, County Road, or Street Approach



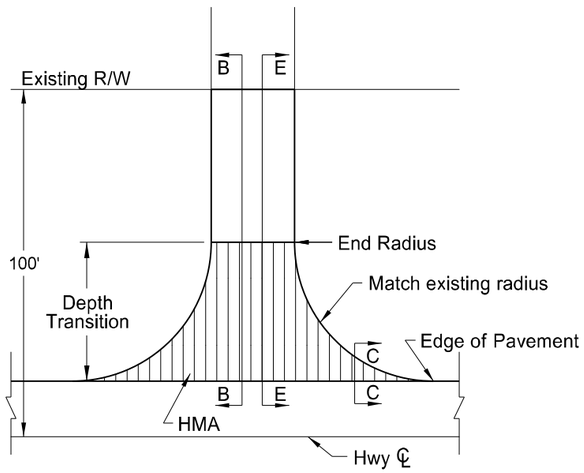
(3) Paved Median Approach

Notes:

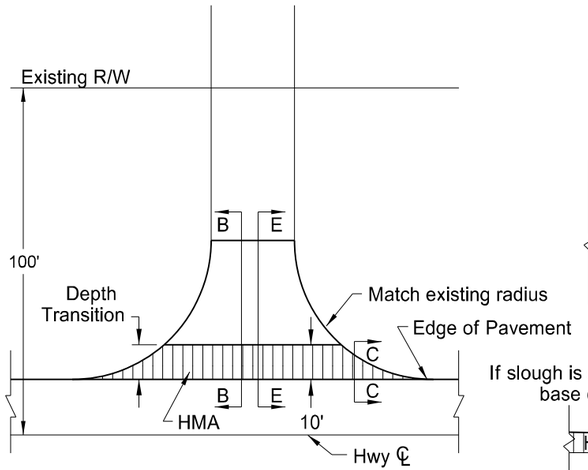
1. Actual HMA paving and aggregate base course locations may vary in the field, as approved by the Engineer.
2. Quantity totals have been included in the bid items of the "Estimate of Quantities" of the plans.
3. Aggregate Surface Course CL 13 has been provided in the quantities to fill in around the radii. This material will be required when sloughs are steeper than 4:1 (See Section C-C)
4. During milling, daylight the approaches where there is a drop in grade from mainline to approach. (See Section E-E)



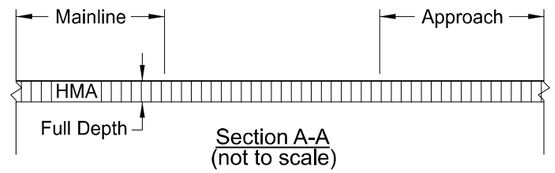
(4) Paved Private Drive Approach



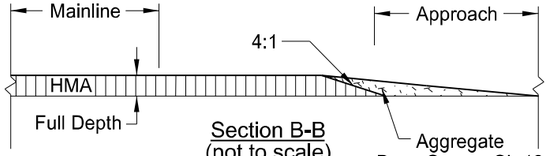
(5) Gravel Private Drive Approach



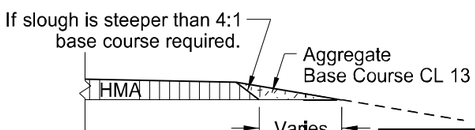
(6) Field Drive Approach



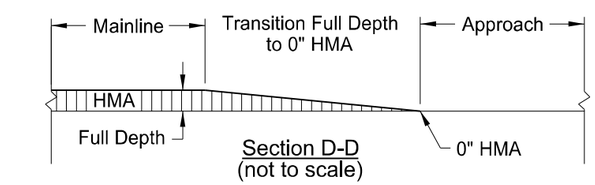
Section A-A
(not to scale)



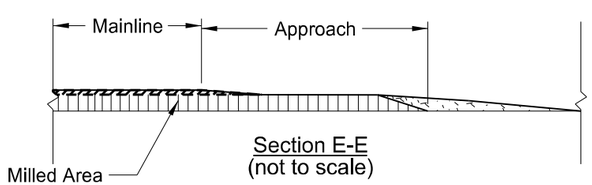
Section B-B
(not to scale)



Section C-C
(not to scale)



Section D-D
(not to scale)



Section E-E
(not to scale)

BASIS OF ESTIMATE		(1)	(2)	(3)	(4)	(5)	(6)	
ITEM	UNIT	Paved Section Line	Gravel Section Line	Paved Private Drive	Gravel Private Drive	Field Drive	Median Crossing	TOTALS
Number of Locations	#	16	11	18	28	26	14	113
Aggregate Surface Course CL 13	TON	N/A	55	N/A	140	130	N/A	325
Tack Coat @ 0.10 Gal/SY	GAL	208	143	234	364	260	182	1,391
RAP - Superpave FAA 45	TON	608	418	216	336	130	168	1,876
PG 58H-34 Asphalt Cement @ 4.5%	TON	27	19	10	15	6	8	85

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Approach Paving Details
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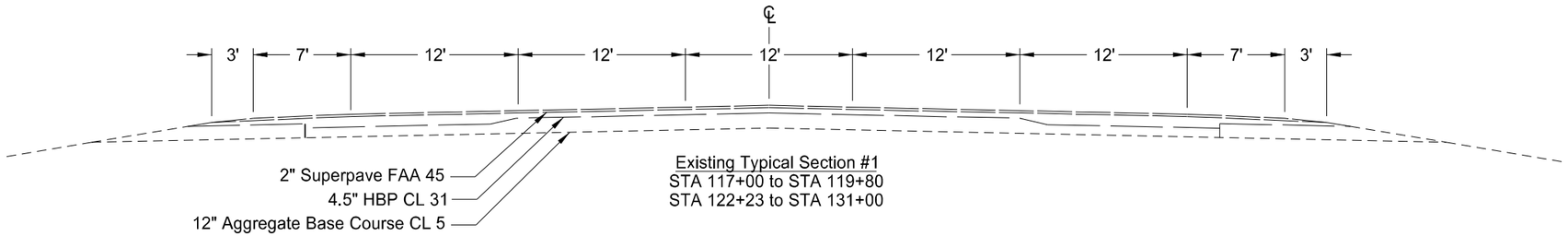
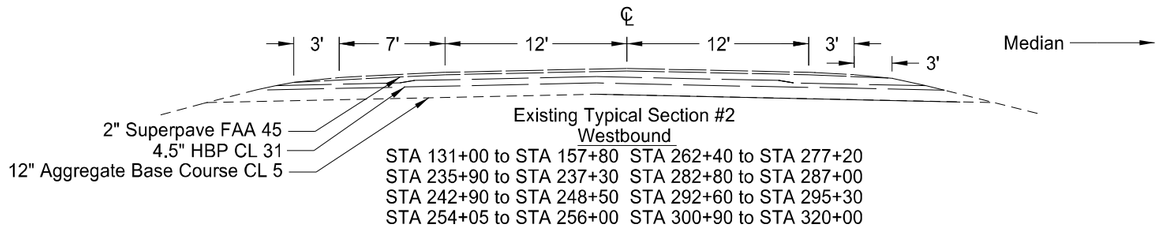
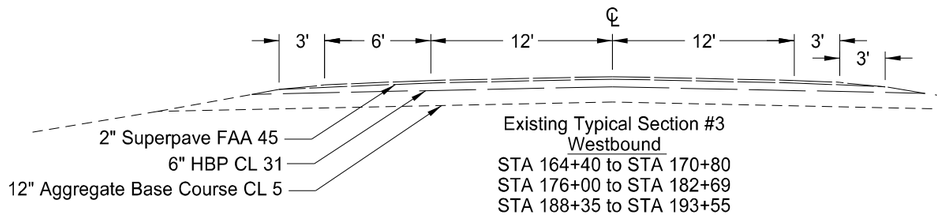
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	1



Existing Typical Section #1
STA 117+00 to STA 119+80
STA 122+23 to STA 131+00

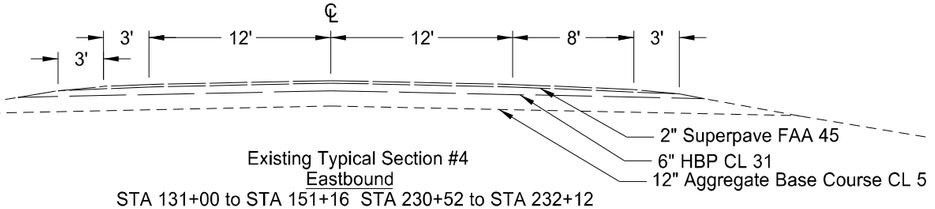


Existing Typical Section #2
Westbound
STA 131+00 to STA 157+80 STA 262+40 to STA 277+20
STA 235+90 to STA 237+30 STA 282+80 to STA 287+00
STA 242+90 to STA 248+50 STA 292+60 to STA 295+30
STA 254+05 to STA 256+00 STA 300+90 to STA 320+00

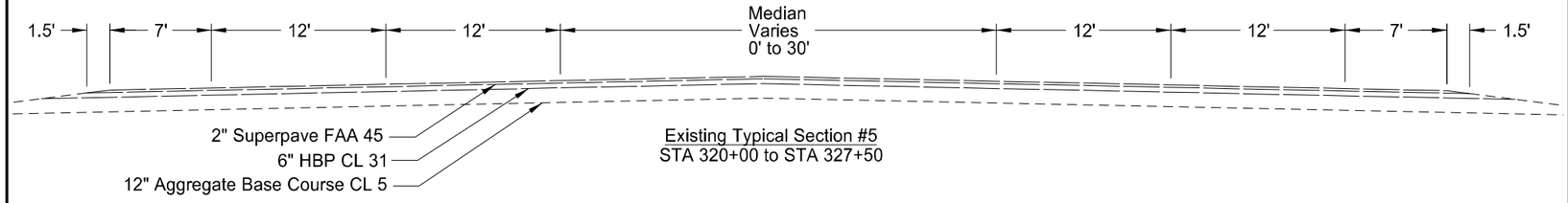


Existing Typical Section #3
Westbound
STA 164+40 to STA 170+80
STA 176+00 to STA 182+69
STA 188+35 to STA 193+55
STA 200+25 to STA 230+30

Median



Existing Typical Section #4
Eastbound
STA 131+00 to STA 151+16 STA 230+52 to STA 232+12
STA 157+29 to STA 164+05 STA 254+19 to STA 270+40
STA 169+69 to STA 174+85 STA 276+00 to STA 280+30
STA 180+45 to STA 185+40 STA 285+90 to STA 288+60
STA 192+03 to STA 225+10 STA 294+20 to STA 320+00



Existing Typical Section #5
STA 320+00 to STA 327+50

Existing Typical Sections
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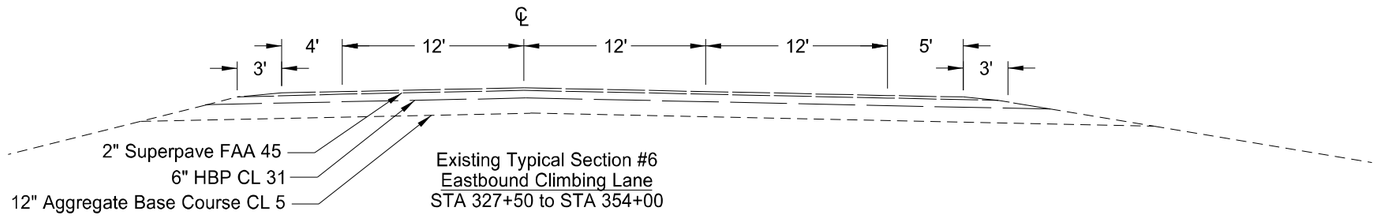
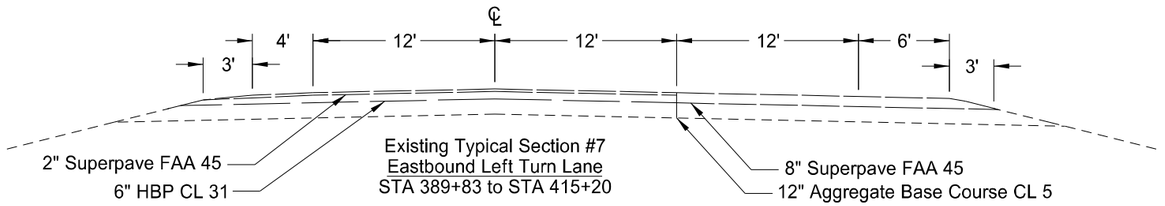
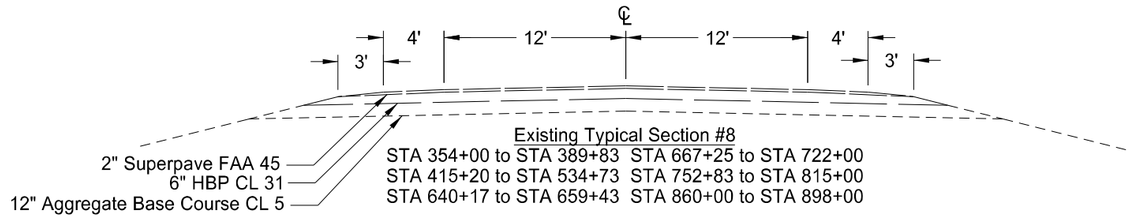
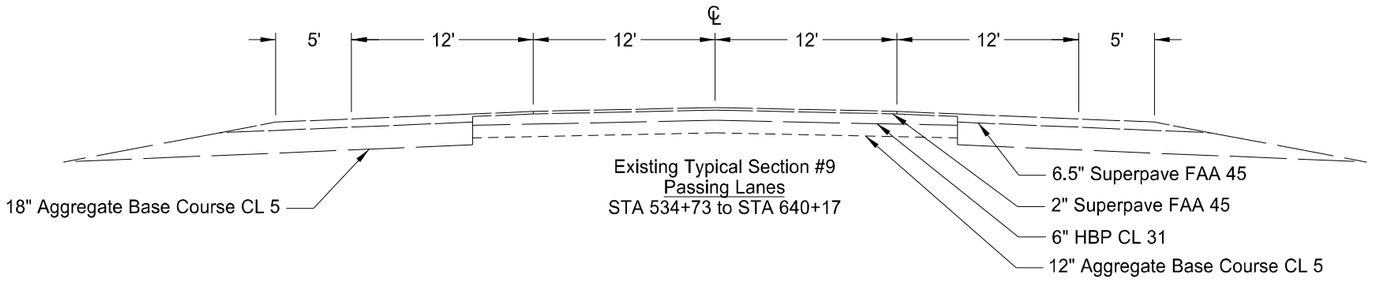
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	2









Existing Typical Sections
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
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NORTH DAKOTA

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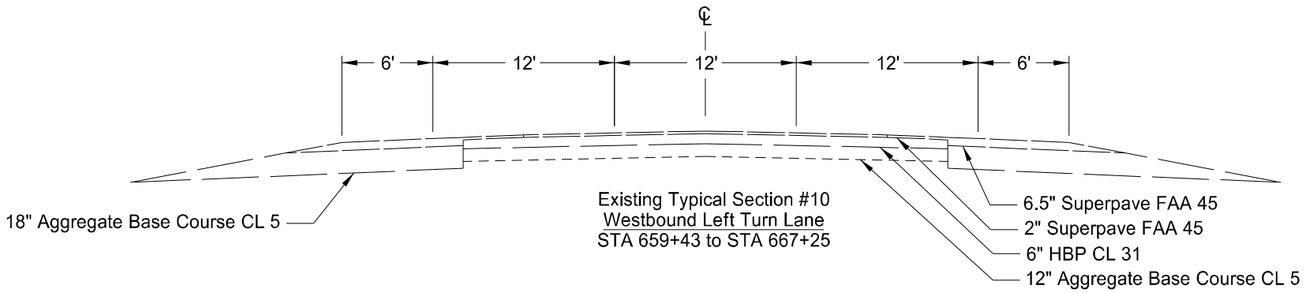
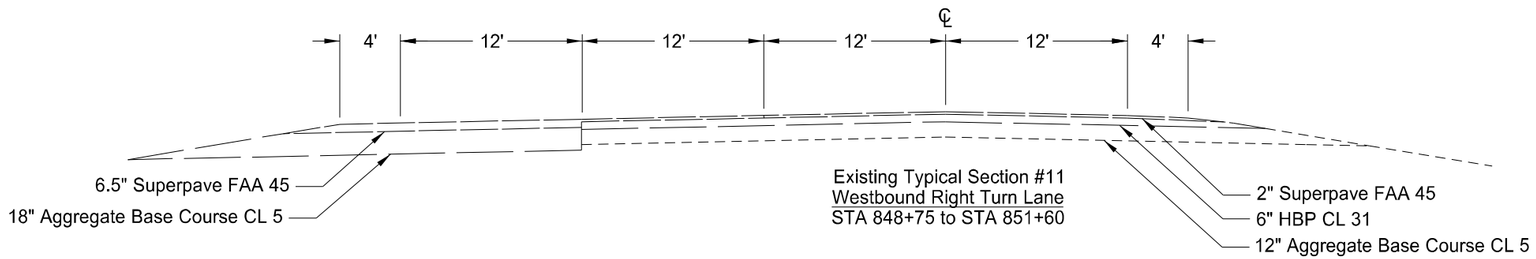
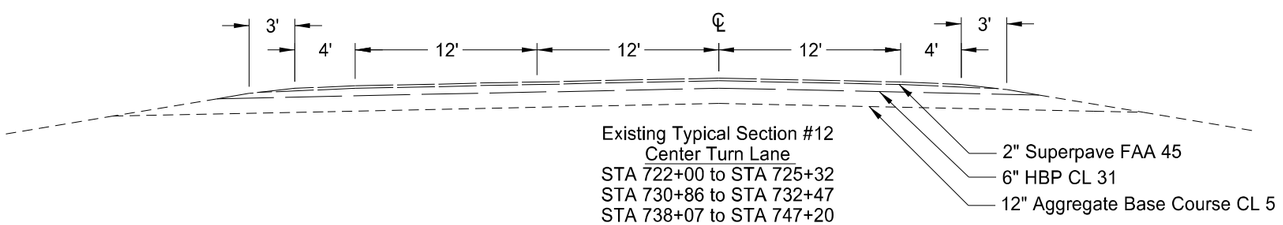
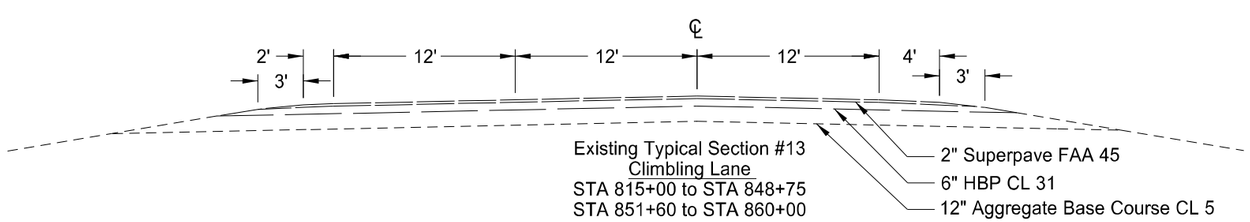
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	3









Existing Typical Sections
US 52

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Hunter Waslaski
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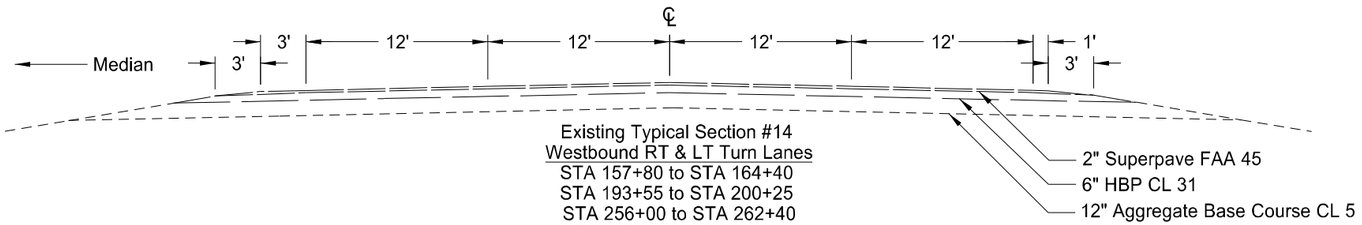
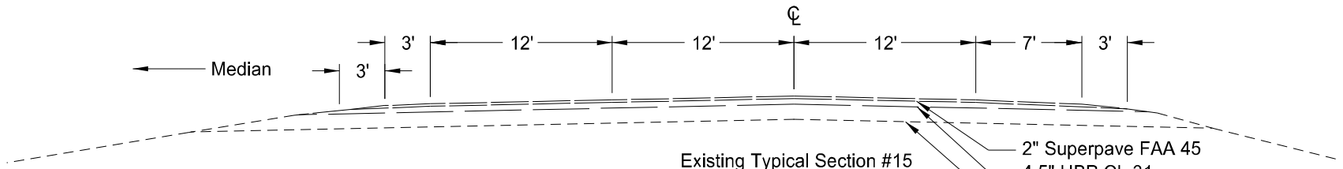
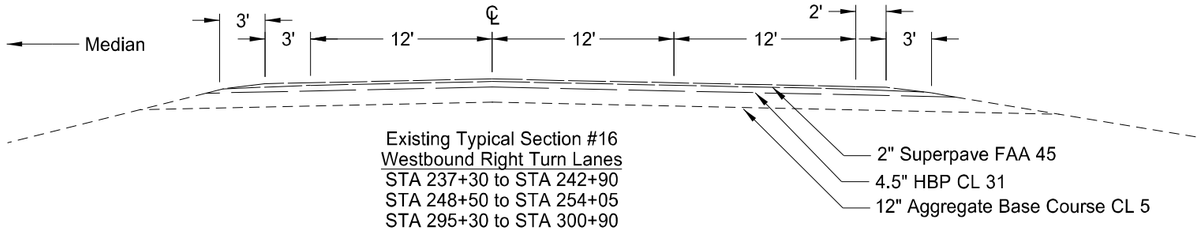
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	4



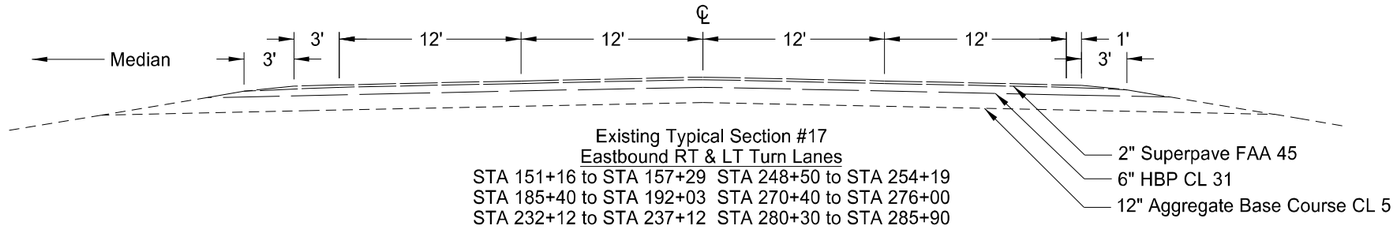
Existing Typical Section #14
Westbound RT & LT Turn Lanes
STA 157+80 to STA 164+40
STA 193+55 to STA 200+25
STA 256+00 to STA 262+40
STA 277+20 to STA 282+80
STA 287+00 to STA 292+60



Existing Typical Section #15
Westbound Left Turn Lanes
STA 170+80 to STA 176+00
STA 182+09 to STA 188+35
STA 230+30 to STA 235+90
STA 732+47 to STA 738+07



Existing Typical Section #16
Westbound Right Turn Lanes
STA 237+30 to STA 242+90
STA 248+50 to STA 254+05
STA 295+30 to STA 300+90



Existing Typical Section #17
Eastbound RT & LT Turn Lanes
STA 151+16 to STA 157+29 STA 248+50 to STA 254+19
STA 185+40 to STA 192+03 STA 270+40 to STA 276+00
STA 232+12 to STA 237+12 STA 280+30 to STA 285+90

Existing Typical Sections
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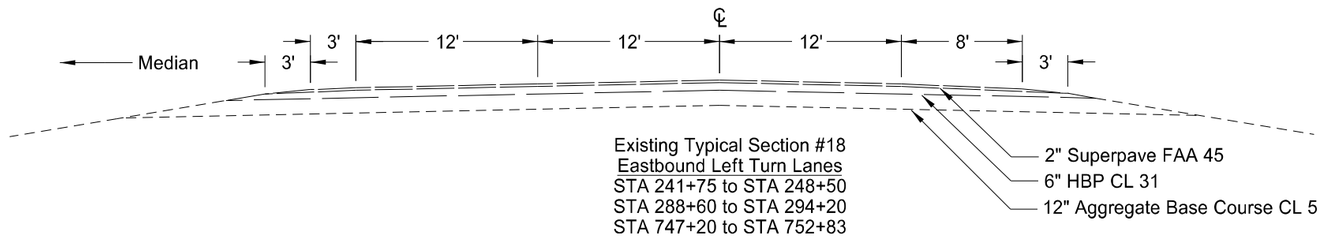
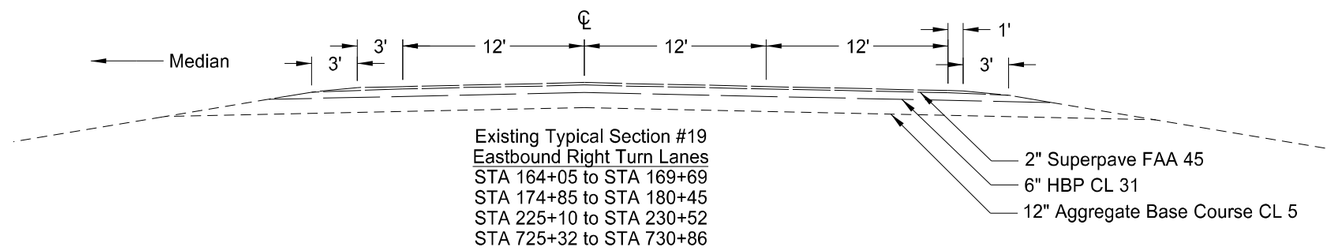
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	5



Existing Typical Section #18
Eastbound Left Turn Lanes
STA 241+75 to STA 248+50
STA 288+60 to STA 294+20
STA 747+20 to STA 752+83



Existing Typical Section #19
Eastbound Right Turn Lanes
STA 164+05 to STA 169+69
STA 174+85 to STA 180+45
STA 225+10 to STA 230+52
STA 725+32 to STA 730+86

Existing Typical Sections
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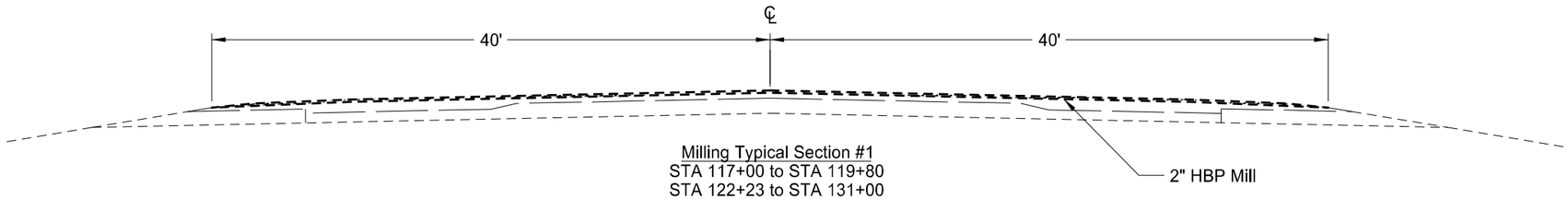
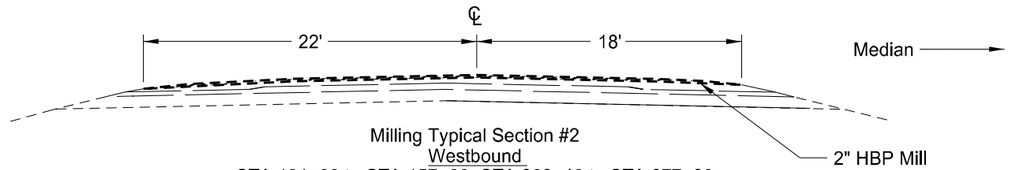
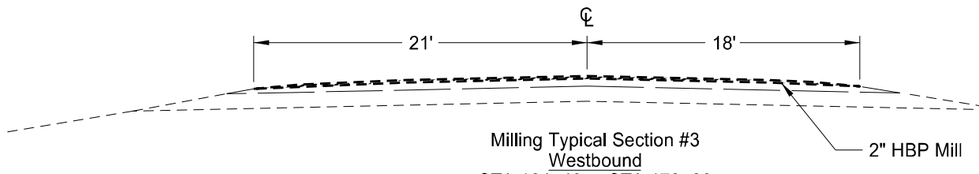
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	6



Milling Typical Section #1
STA 117+00 to STA 119+80
STA 122+23 to STA 131+00

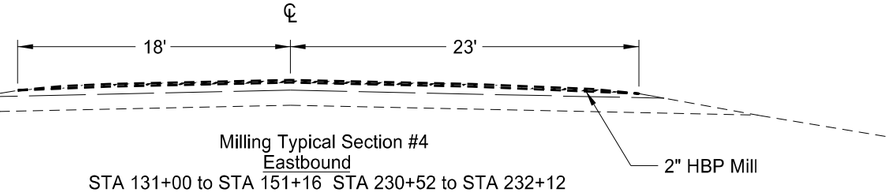


Milling Typical Section #2
Westbound
STA 131+00 to STA 157+80 STA 262+40 to STA 277+20
STA 235+90 to STA 237+30 STA 282+80 to STA 287+00
STA 242+90 to STA 248+50 STA 292+60 to STA 295+30
STA 254+05 to STA 256+00 STA 300+90 to STA 320+00

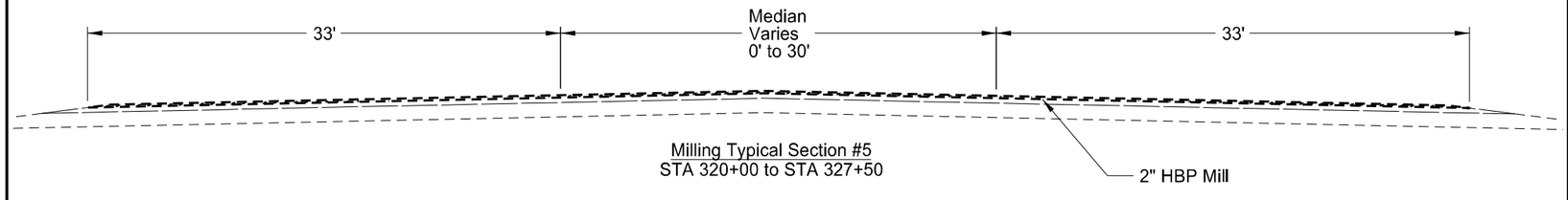


Milling Typical Section #3
Westbound
STA 164+40 to STA 170+80
STA 176+00 to STA 182+69
STA 188+35 to STA 193+55
STA 200+25 to STA 230+30

Median



Milling Typical Section #4
Eastbound
STA 131+00 to STA 151+16 STA 230+52 to STA 232+12
STA 157+29 to STA 164+05 STA 254+19 to STA 270+40
STA 169+69 to STA 174+85 STA 276+00 to STA 280+30
STA 180+45 to STA 185+40 STA 285+90 to STA 288+60
STA 192+03 to STA 225+10 STA 294+20 to STA 320+00



Milling Typical Section #5
STA 320+00 to STA 327+50

Milling Typical Sections
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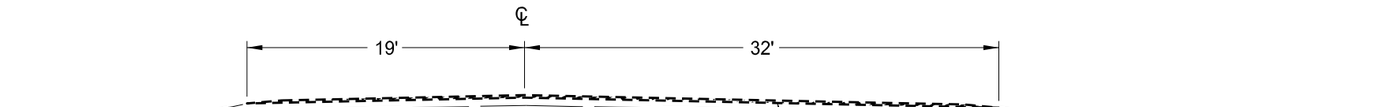
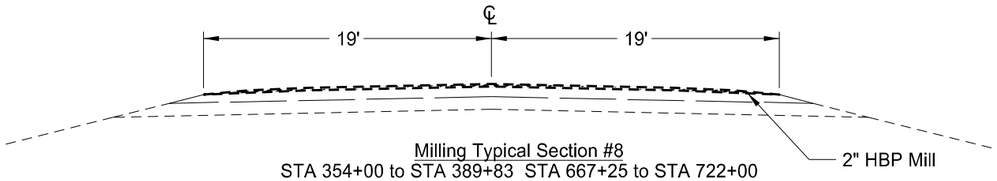


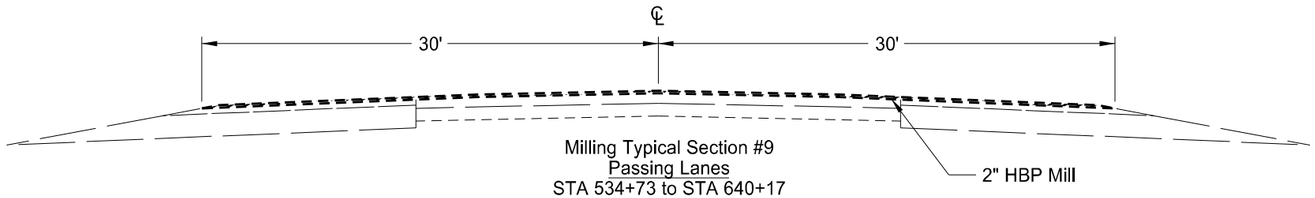
Milling Typical Section #6
Eastbound Climbing Lane
STA 327+50 TO STA 354+00



Milling Typical Section #7
Eastbound Left Turn Lane
STA 389+83 to STA 415+20



Milling Typical Section #8
STA 354+00 to STA 389+83 STA 667+25 to STA 722+00
STA 415+20 to STA 534+73 STA 752+83 to STA 815+00
STA 640+17 to STA 659+43 STA 860+00 to STA 898+00



Milling Typical Section #9
Passing Lanes
STA 534+73 to STA 640+17

Milling Typical Sections
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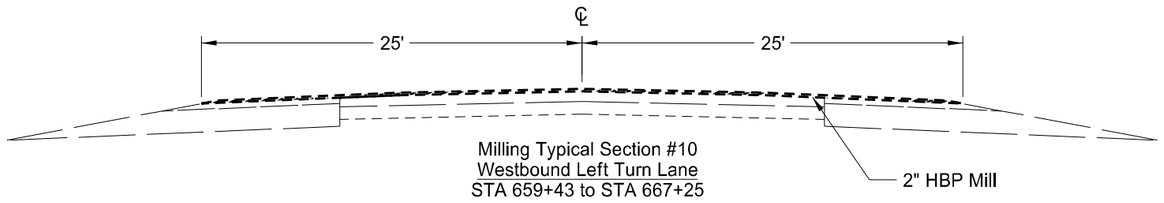
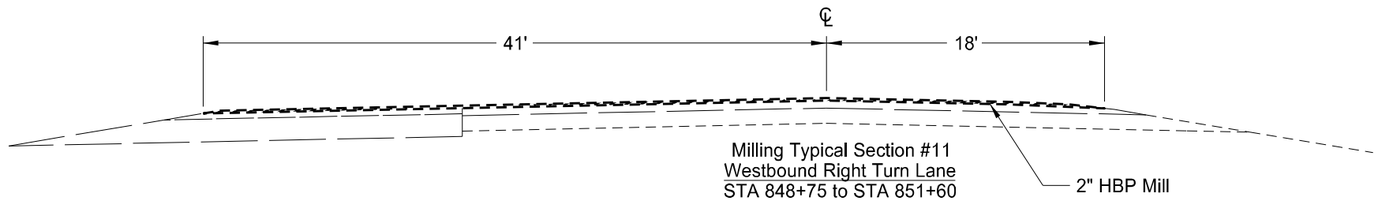
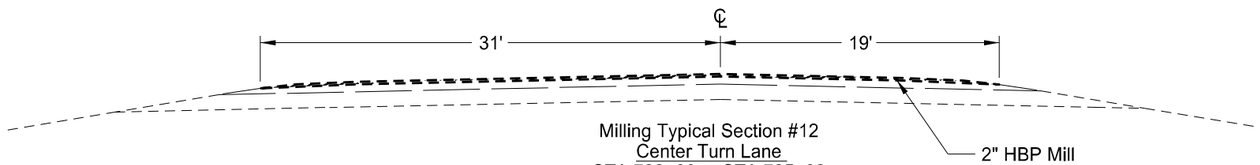


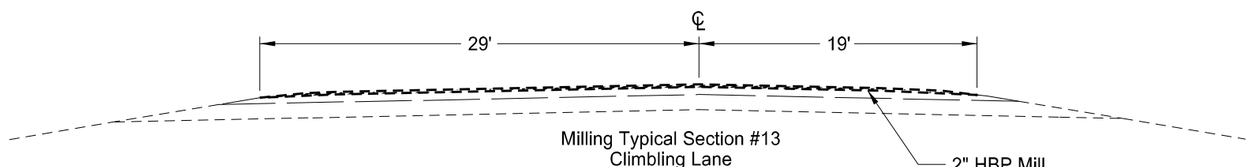
Milling Typical Section #10
Westbound Left Turn Lane
STA 659+43 to STA 667+25



Milling Typical Section #11
Westbound Right Turn Lane
STA 848+75 to STA 851+60



Milling Typical Section #12
Center Turn Lane
STA 722+00 to STA 725+32
STA 730+86 to STA 732+47
STA 738+07 to STA 747+20



Milling Typical Section #13
Climbling Lane
STA 815+00 to STA 848+75
STA 851+60 to STA 860+00

Milling Typical Sections
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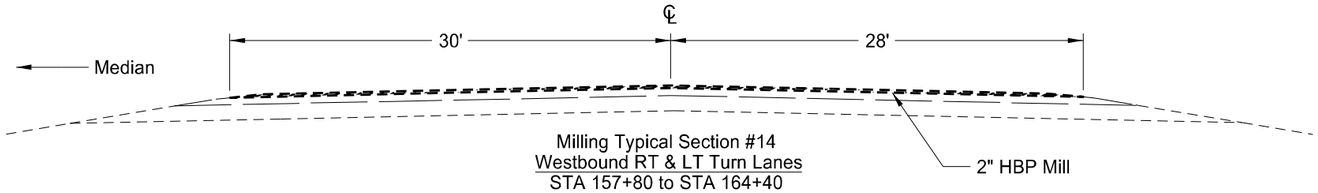
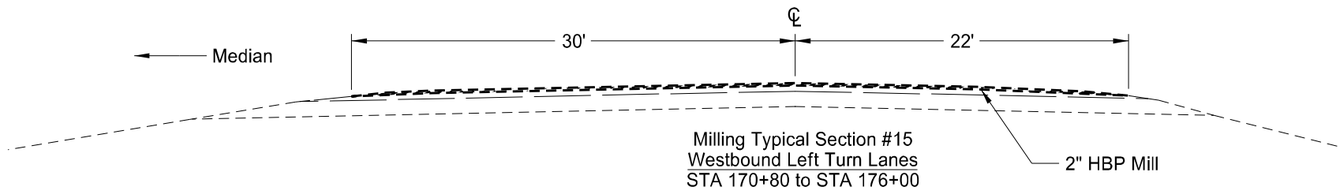
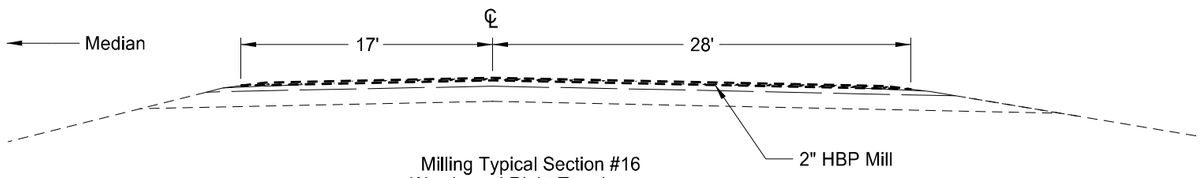
	ND	NH-4-052(105)097	30	9



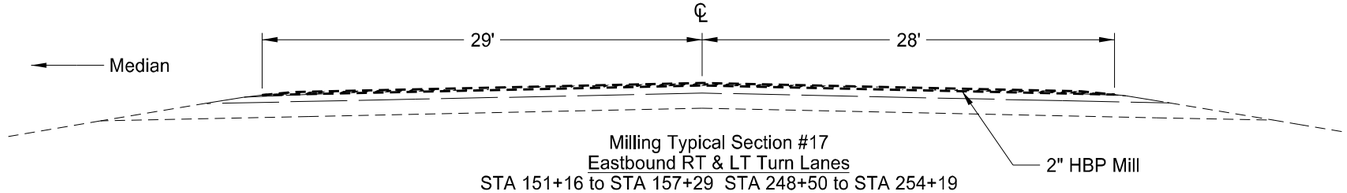
Milling Typical Section #14
Westbound RT & LT Turn Lanes
STA 157+80 to STA 164+40
STA 193+55 to STA 200+25
STA 256+00 to STA 262+40
STA 277+20 to STA 282+80
STA 287+00 to STA 292+60



Milling Typical Section #15
Westbound Left Turn Lanes
STA 170+80 to STA 176+00
STA 182+09 to STA 188+35
STA 230+30 to STA 235+90
STA 732+47 to STA 738+07



Milling Typical Section #16
Westbound Right Turn Lanes
STA 237+30 to STA 242+90
STA 248+50 to STA 254+05
STA 295+30 to STA 300+90



Milling Typical Section #17
Eastbound RT & LT Turn Lanes
STA 151+16 to STA 157+29 STA 248+50 to STA 254+19
STA 185+40 to STA 192+03 STA 270+40 to STA 276+00
STA 232+12 to STA 237+12 STA 280+30 to STA 285+90

Milling Typical Sections
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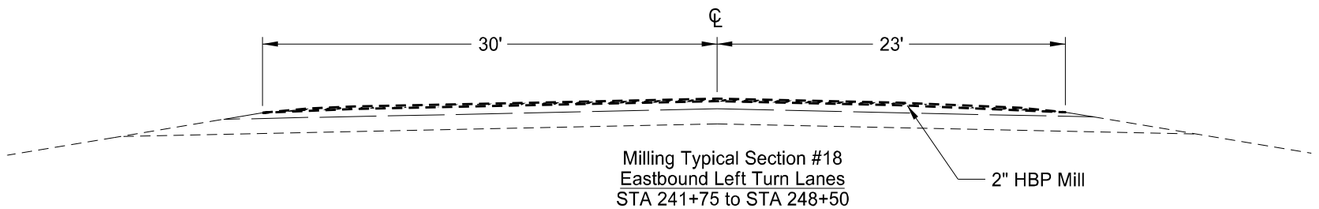
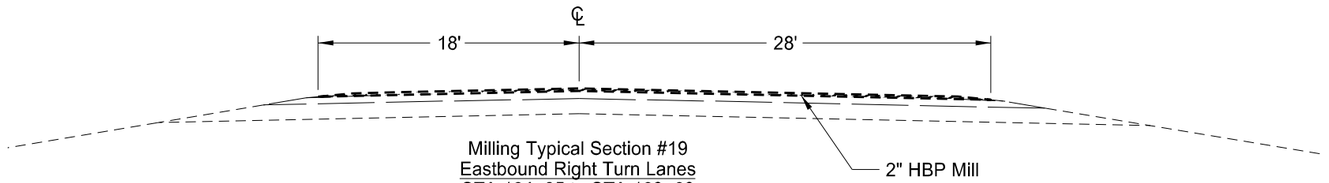


Milling Typical Section #18
Eastbound Left Turn Lanes
STA 241+75 to STA 248+50
STA 288+60 to STA 294+20
STA 747+20 to STA 752+83



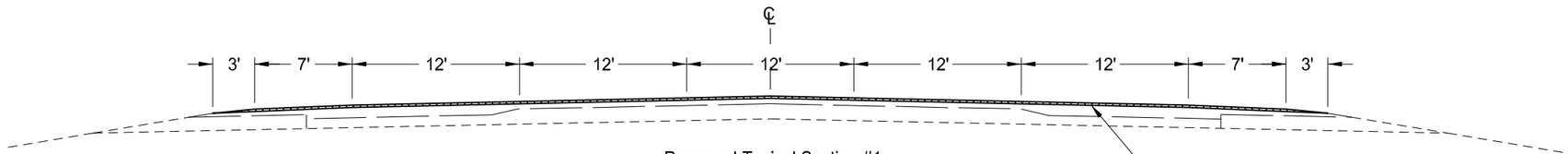
Milling Typical Section #19
Eastbound Right Turn Lanes
STA 164+05 to STA 169+69
STA 174+85 to STA 180+45
STA 225+10 to STA 230+52
STA 725+32 to STA 730+86

Milling Typical Sections
US 52

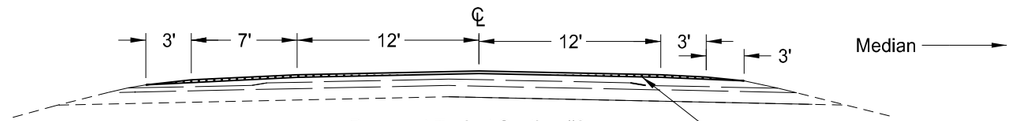
REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Docusign Envelope ID: C76AD72D-2DAA-4D8C-A41D-93B3F592EC2D

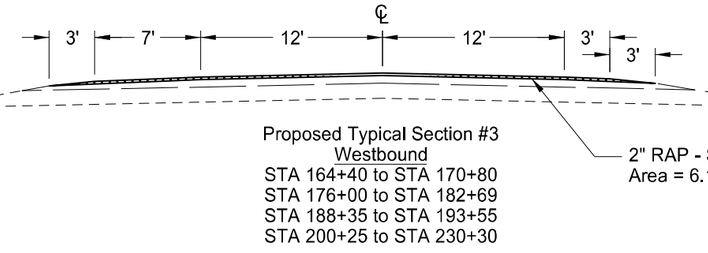
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	11



Proposed Typical Section #1
STA 117+00 to STA 119+80
STA 122+23 to STA 131+00

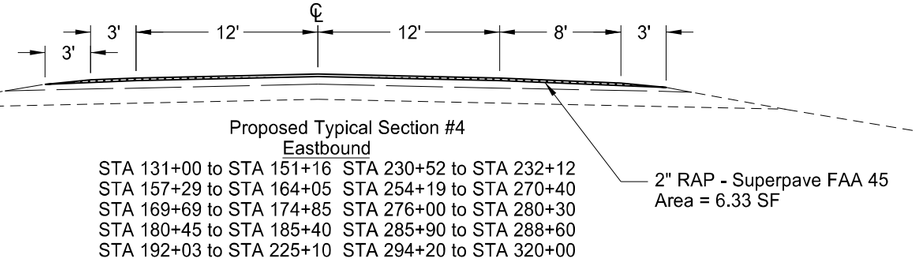


Proposed Typical Section #2
Westbound
STA 131+00 to STA 157+80 STA 262+40 to STA 277+20
STA 235+90 to STA 237+30 STA 282+80 to STA 287+00
STA 242+90 to STA 248+50 STA 292+60 to STA 295+30
STA 254+05 to STA 256+00 STA 300+90 to STA 320+00

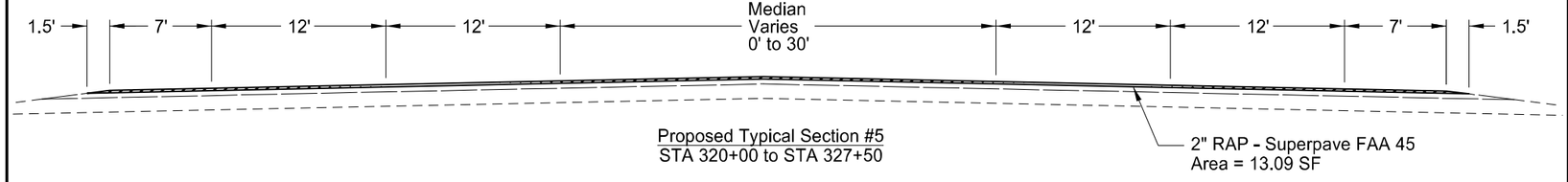


Proposed Typical Section #3
Westbound
STA 164+40 to STA 170+80
STA 176+00 to STA 182+69
STA 188+35 to STA 193+55
STA 200+25 to STA 230+30

Median



Proposed Typical Section #4
Eastbound
STA 131+00 to STA 151+16 STA 230+52 to STA 232+12
STA 157+29 to STA 164+05 STA 254+19 to STA 270+40
STA 169+69 to STA 174+85 STA 276+00 to STA 280+30
STA 180+45 to STA 185+40 STA 285+90 to STA 288+60
STA 192+03 to STA 225+10 STA 294+20 to STA 320+00



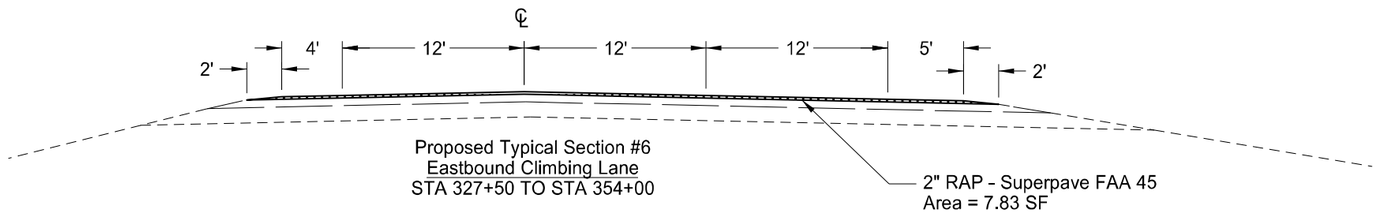
Proposed Typical Section #5
STA 320+00 to STA 327+50

Proposed Typical Sections
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

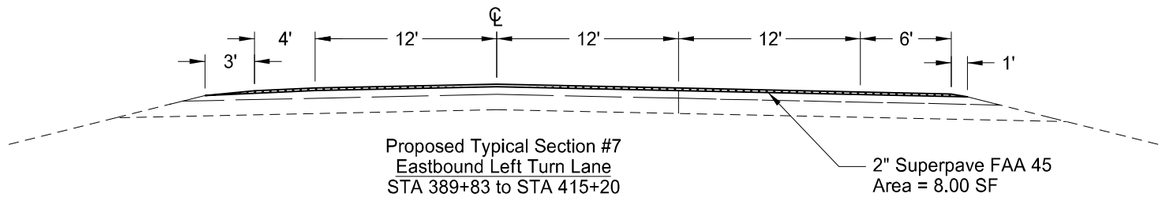
Docusign Envelope ID: C76AD72D-2DAA-4D8C-A41D-93B3F592EC2D

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	12



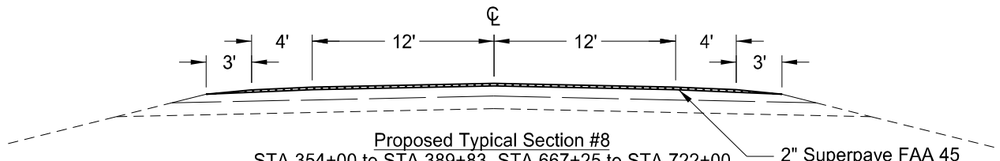
Proposed Typical Section #6
Eastbound Climbing Lane
STA 327+50 TO STA 354+00

2" RAP - Superpave FAA 45
Area = 7.83 SF



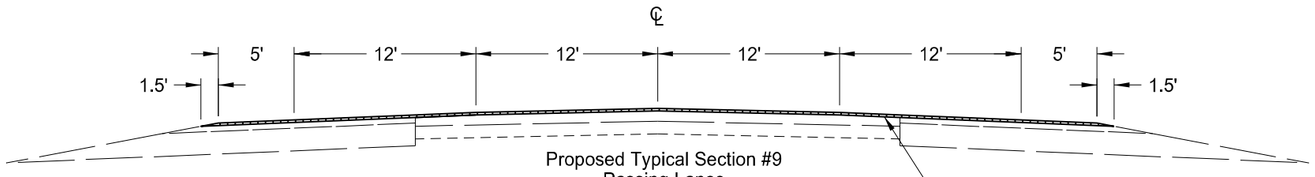
Proposed Typical Section #7
Eastbound Left Turn Lane
STA 389+83 to STA 415+20

2" Superpave FAA 45
Area = 8.00 SF



Proposed Typical Section #8
STA 354+00 to STA 389+83 STA 667+25 to STA 722+00
STA 415+20 to STA 534+73 STA 752+83 to STA 815+00
STA 640+17 to STA 659+43 STA 860+00 to STA 898+00

2" Superpave FAA 45
Area = 5.83 SF



Proposed Typical Section #9
Passing Lanes
STA 534+73 to STA 640+17

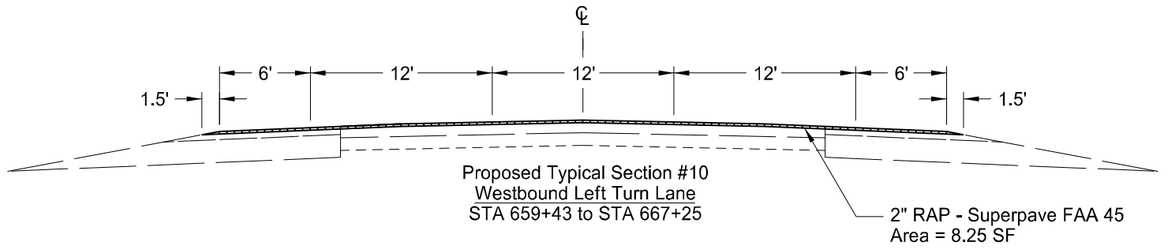
2" RAP - Superpave FAA 45
Area = 9.92 SF

Proposed Typical Sections
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

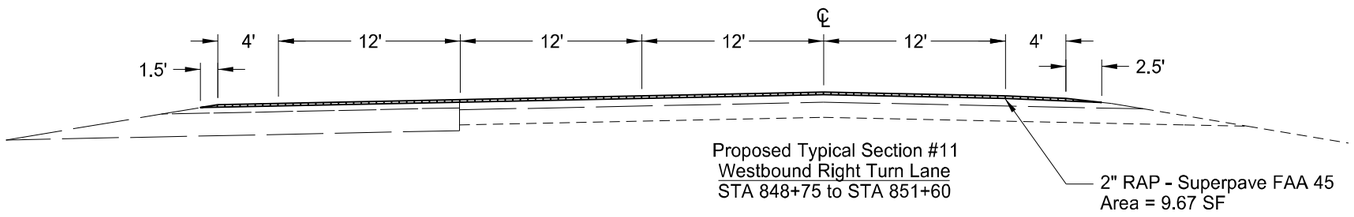
Docusign Envelope ID: C76AD72D-2DAA-4D8C-A41D-93B3F592EC2D

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	13



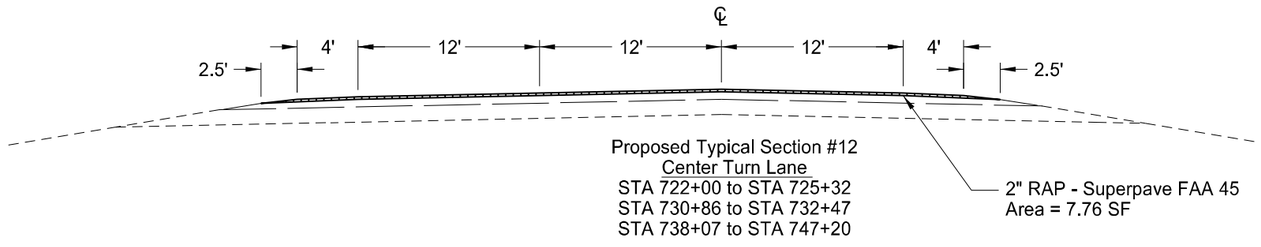
Proposed Typical Section #10
Westbound Left Turn Lane
STA 659+43 to STA 667+25

2" RAP - Superpave FAA 45
Area = 8.25 SF



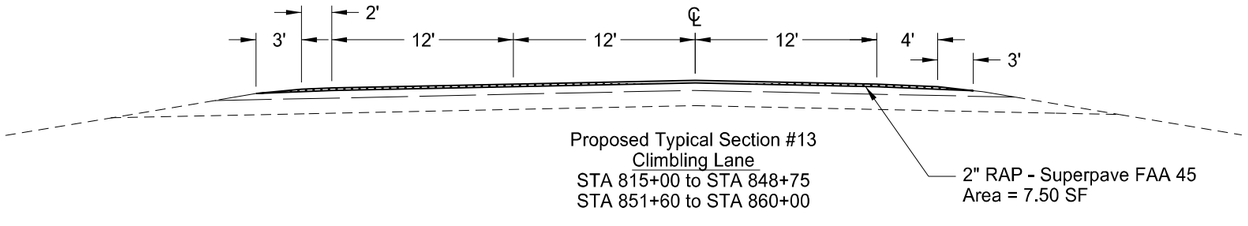
Proposed Typical Section #11
Westbound Right Turn Lane
STA 848+75 to STA 851+60

2" RAP - Superpave FAA 45
Area = 9.67 SF



Proposed Typical Section #12
Center Turn Lane
STA 722+00 to STA 725+32
STA 730+86 to STA 732+47
STA 738+07 to STA 747+20

2" RAP - Superpave FAA 45
Area = 7.76 SF



Proposed Typical Section #13
Climbling Lane
STA 815+00 to STA 848+75
STA 851+60 to STA 860+00

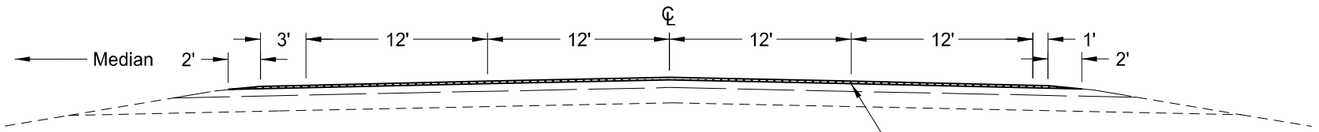
2" RAP - Superpave FAA 45
Area = 7.50 SF

Proposed Typical Sections
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

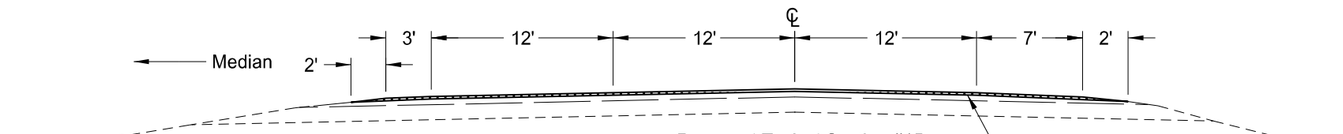
Docusign Envelope ID: C76AD72D-2DAA-4D8C-A41D-93B3F592EC2D

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	14



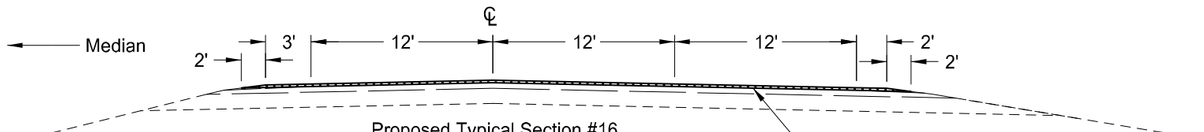
Proposed Typical Section #14
Westbound RT & LT Turn Lanes
STA 157+80 to STA 164+40
STA 193+55 to STA 200+25
STA 256+00 to STA 262+40
STA 277+20 to STA 282+80
STA 287+00 to STA 292+60

2" RAP - Superpave FAA 45
Area = 9.00 SF



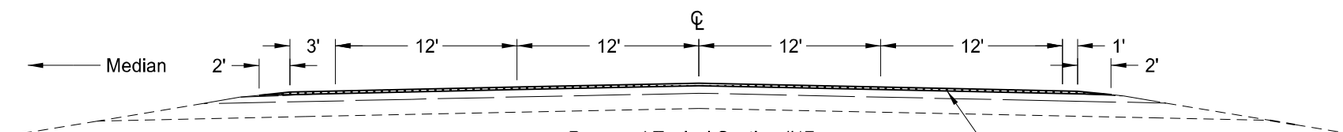
Proposed Typical Section #15
Westbound Left Turn Lanes
STA 170+80 to STA 176+00
STA 182+09 to STA 188+35
STA 230+30 to STA 235+90
STA 732+47 to STA 738+07

2" RAP - Superpave FAA 45
Area = 8.00 SF



Proposed Typical Section #16
Westbound Right Turn Lanes
STA 237+30 to STA 242+90
STA 248+50 to STA 254+05
STA 295+30 to STA 300+90

2" RAP - Superpave FAA 45
Area = 7.16 SF



Proposed Typical Section #17
Eastbound RT & LT Turn Lanes
STA 151+16 to STA 157+29 STA 248+50 to STA 254+19
STA 185+40 to STA 192+03 STA 270+40 to STA 276+00
STA 232+12 to STA 237+12 STA 280+30 to STA 285+90

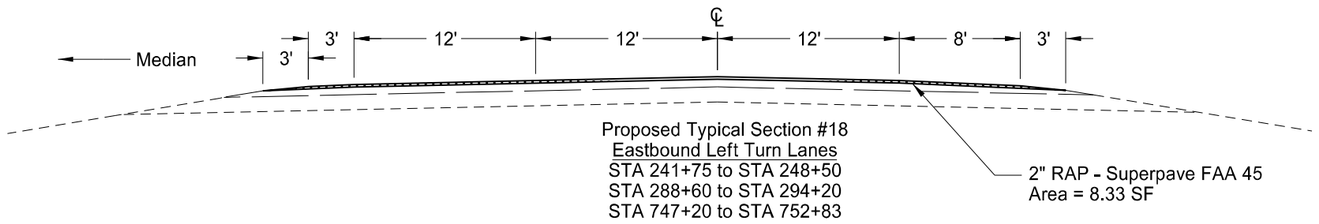
2" RAP - Superpave FAA 45
Area = 9.00 SF

Proposed Typical Sections
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

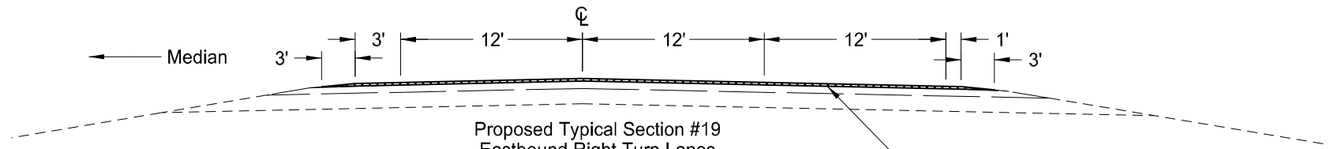
Docusign Envelope ID: C76AD72D-2DAA-4D8C-A41D-93B3F592EC2D

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	30	15



Proposed Typical Section #18
Eastbound Left Turn Lanes
STA 241+75 to STA 248+50
STA 288+60 to STA 294+20
STA 747+20 to STA 752+83

2" RAP - Superpave FAA 45
Area = 8.33 SF



Proposed Typical Section #19
Eastbound Right Turn Lanes
STA 164+05 to STA 169+69
STA 174+85 to STA 180+45
STA 225+10 to STA 230+52
STA 725+32 to STA 730+86

2" RAP - Superpave FAA 45
Area = 7.17 SF

Proposed Typical Sections
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Docusign Envelope ID: 05CAB1A4-2A28-4349-82A3-0E6125217393

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	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**	**2**	**28**	**56**
G20-1b-60	60"x24"	NO WORK IN PROGRESS (Sign and installation only)		18	
G20-2-48	**48"x24"**	**END ROAD WORK**	**4**	**26**	**104**
G20-4-36	**36"x18"**	**PILOT CAR FOLLOW ME (Mounted to back of pilot car)**	**1**	**18**	**18**
G20-4b-36	36"x30"	WAIT FOR PILOT CAR		18	
G20-50a-72	**72"x36"**	**ROAD WORK NEXT __ MILES RT & LT ARROWS**	**30**	**43**	**1290**
G20-52a-72	**72"x24"**	**ROAD WORK NEXT __ MILES RT or LT ARROW**	**1**	**36**	**36**
G20-55-96	96"x48"	SPEED LIMIT ENFORCED - MINIMUM FEE $150 WHEN WORKERS PRESENT		59	
M1-1-36	36"x36"	INTERSTATE ROUTE MARKER (Post and installation only)		11	
M1-4-24	24"x24"	U.S. ROUTE MARKER (Post and installation only)		10	
M1-5-24	24"x24"	STATE ROUTE MARKER (Post and installation only)		10	
M3-1-24	24"x12"	NORTH (Mounted on route marker post)		7	
M3-2-24	24"x12"	EAST (Mounted on route marker post)		7	
M3-3-24	24"x12"	SOUTH (Mounted on route marker post)		7	
M3-4-24	24"x12"	WEST (Mounted on route marker post)		7	
M4-8-24	24"x12"	DETOUR (Mounted on route marker post)		7	
M4-9-30	30"x24"	DETOUR ARROW RIGHT or LEFT/AHD AND RT or LT		15	
M4-10-48	48"x18"	DETOUR (INSIDE ARROW) RIGHT or LEFT (Mounted on barricade)		7	
M5-1-21	21"x15"	ADVANCE TURN ARROW RT or LT(Mounted on route marker post)		7	
M5-1-30	30"x21"	ADVANCE TURN ARROW RT or LT(Mounted on route marker post)		9	
M6-1-21	21"x15"	DIRECTIONAL ARROW RT or LT (Mounted on route marker post)		7	
M6-1-30	30"x21"	DIRECTIONAL ARROW RT or LT (Mounted on route marker post)		9	
M6-3-21	21"x15"	DIRECTIONAL ARROW UP (Mounted on route marker post)		7	
R1-1-48	**48"x48"**	**STOP**	**21**	**32**	**672**
R1-2-60	60"x60"	YIELD		29	
R2-1-36	**36"x48"**	**SPEED LIMIT __ (Portable only)**	**25**	**30**	**750**
R2-1-48	48"x60"	SPEED LIMIT __		39	
R2-1aP-24	**24"x18"**	**MINIMUM FEE $150 (Mounted on Speed Limit post)**	**23**	**10**	**230**
R3-2-48	48"x48"	NO LEFT TURN		35	
R4-1-48	**48"x60"**	**DO NOT PASS**	**4**	**39**	**156**
R4-7-48	48"x60"	KEEP RIGHT		39	
R5-1-48	48"x48"	DO NOT ENTER		35	
R6-1-54	54"x18"	ONE WAY RIGHT or LEFT (Mounted on STOP or DO NOT ENTER post)		14	
R7-1-12	12"x18"	NO PARKING ANY TIME		11	
R10-6-24	24"x36"	STOP HERE ON RED		16	
R11-2-48	48"x30"	ROAD CLOSED (Mounted on barricade)		12	
R11-2a-48	48"x30"	STREET CLOSED (Mounted on barricade)		12	
R11-3a-60	60"x30"	ROAD CLOSED __ 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**	**4**	**35**	**140**
W3-5-48	**48"x48"**	**SPEED REDUCTION AHEAD**	**4**	**35**	**140**
W4-2-48	**48"x48"**	**LANE ENDS RIGHT or LEFT**	**2**	**35**	**70**
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**	**8**	**35**	**280**
W8-3-48	48"x48"	PAVEMENT ENDS		35	
W8-7-48	48"x48"	LOOSE GRAVEL		35	
W8-11-48	**48"x48"**	**UNEVEN LANES**	**4**	**35**	**140**
W8-12-48	**48"x48"**	**NO CENTER LINE**	**4**	**35**	**140**
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		35	
W8-56-48	48"x48"	TRUCKS EXITING HIGHWAY		35	
W9-3a-48	48"x48"	CENTER LANE CLOSED SYMBOL		35	
W13-1P-30	30"x30"	__ MPH ADVISORY SPEED PLAQUE (Mounted on warning sign post)		14	
W14-3-64	64"x48"	NO PASSING ZONE		28	
W16-2P-30	30"x24"	__ FEET PLAQUE (Mounted on warning sign post)		10	
W20-1-48	**48"x48"**	**ROAD WORK AHEAD or _FT or _ MILE**	**25**	**35**	**875**
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**	**2**	**35**	**70**
W20-7-48	**48"x48"**	**FLAGGER**	**4**	**35**	**140**
W20-8-18	**18"x18"**	**STOP - SLOW PADDLE Back to Back**	**5**	**5**	**25**
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		35	
W21-3-48	48"x48"	ROAD MACHINERY AHEAD or __ FT or _ MILE		35	
W21-5-48	48"x48"	SHOULDER WORK		35	
W21-5a-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED		35	
W21-5b-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED AHEAD or __ FT or _ MILE		35	

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	UNITS SUB TOTAL
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**	**4**	**35**	**140**
W22-8-48	48"x48"	FRESH OIL LOOSE ROCK		35	
W24-1-48	48"x48"	DOUBLE REVERSE CURVE		35	

SPECIAL SIGNS

SPEC & CODE

704-1000	**TRAFFIC CONTROL SIGNS**	**TOTAL UNITS**	**5542**

SPEC & CODE	DESCRIPTION	UNIT	QUANTITY
704-0100	**FLAGGING**	**MHR**	**600**
704-1048	**PORTABLE RUMBLE STRIPS**	**EACH**	**6**
704-1050	TYPE I BARRICADES	EACH	
704-1052	**TYPE III BARRICADES**	**EACH**	**15**
704-1060	**DELINEATOR DRUMS**	**EACH**	**170**
704-1065	TRAFFIC CONES	EACH	
704-1067	**TUBULAR MARKERS**	**EACH**	**450**
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**	**2**
704-1185	**PILOT CAR**	**HR**	**100**
704-1500	OBLITERATION OF PVMT MK	SF	
704-3501	PORTABLE PRECAST CONCRETE MED BARRIER	LF	
704-3510	PRECAST CONCRETE MED BARRIER - STATE FURNISHED	EACH	
762-0200	RAISED PAVEMENT MARKERS	EACH	
762-0420	SHORT TERM 4IN LINE - TYPE R	LF	
762-0430	SHORT TERM 4IN LINE - TYPE NR	LF	
762-0432	**SHORT TERM 6IN LINE-TYPE NR**	**LF**	**352005**

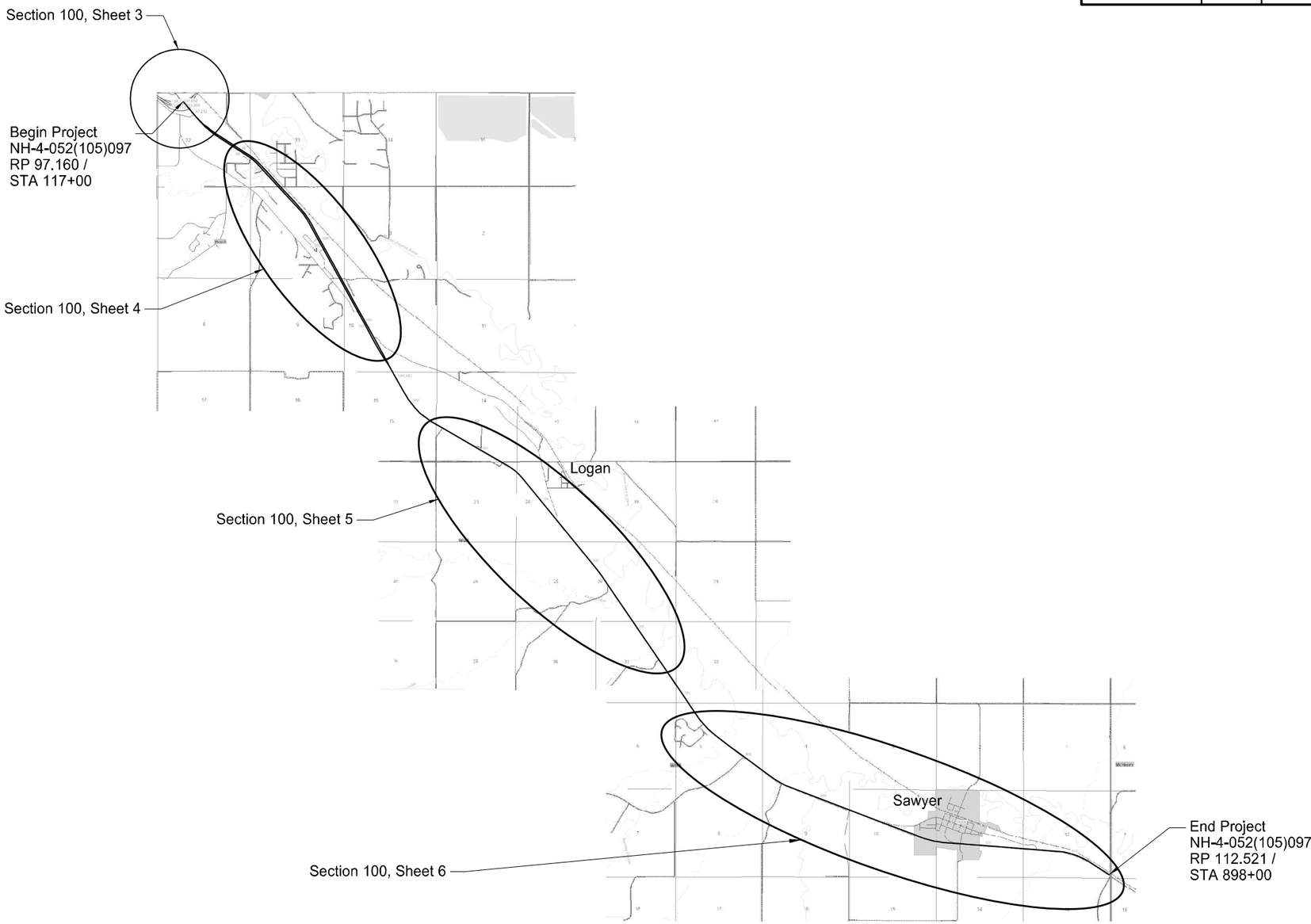
NOTE:
If additional signs are required, units will be calculated using the formula from Section III-18.06 of the Design Manual.
http://www.dot.nd.gov/

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Traffic Control Devices List

Docusign Envelope ID: 05CAB1A4-2A28-4349-82A3-0E6125217393

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	100	2

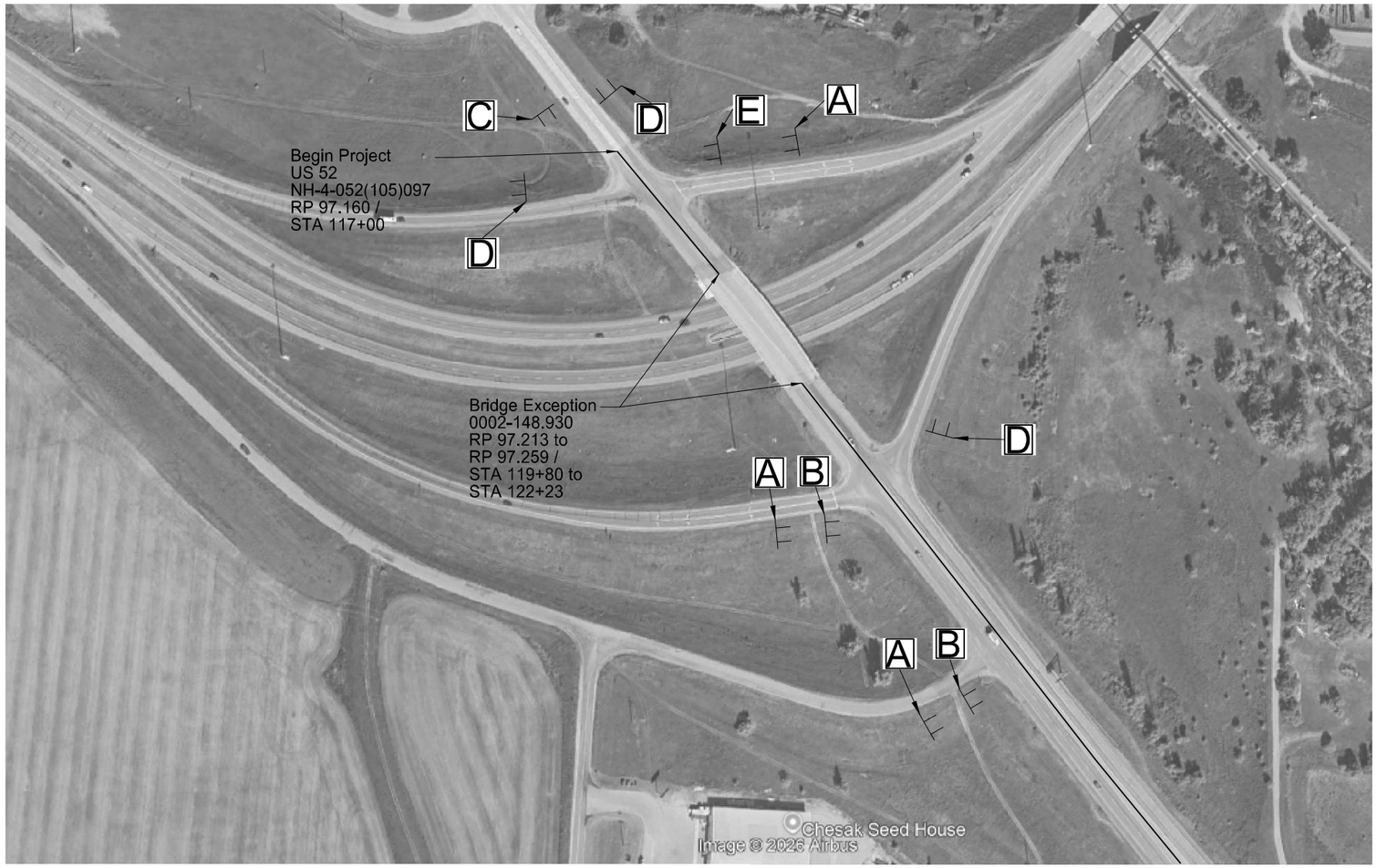


Work Zone Traffic Control
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Docusign Envelope ID: 05CAB1A4-2A28-4349-82A3-0E6125217393

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	100	3



A



W20-1-48

B



G20-50a-72

C



G20-1-60

D



G20-2-48

E



G20-52aL-72

Note:

1. Due to the high volume of traffic at the US 2 & 52 interchange, consider late evening or night paving operations to reduce traffic related conflicts between project start and RP 98.000. Requirements stated in SSP 5 "Limitations of Operations" must be followed if choosing to work these hours.

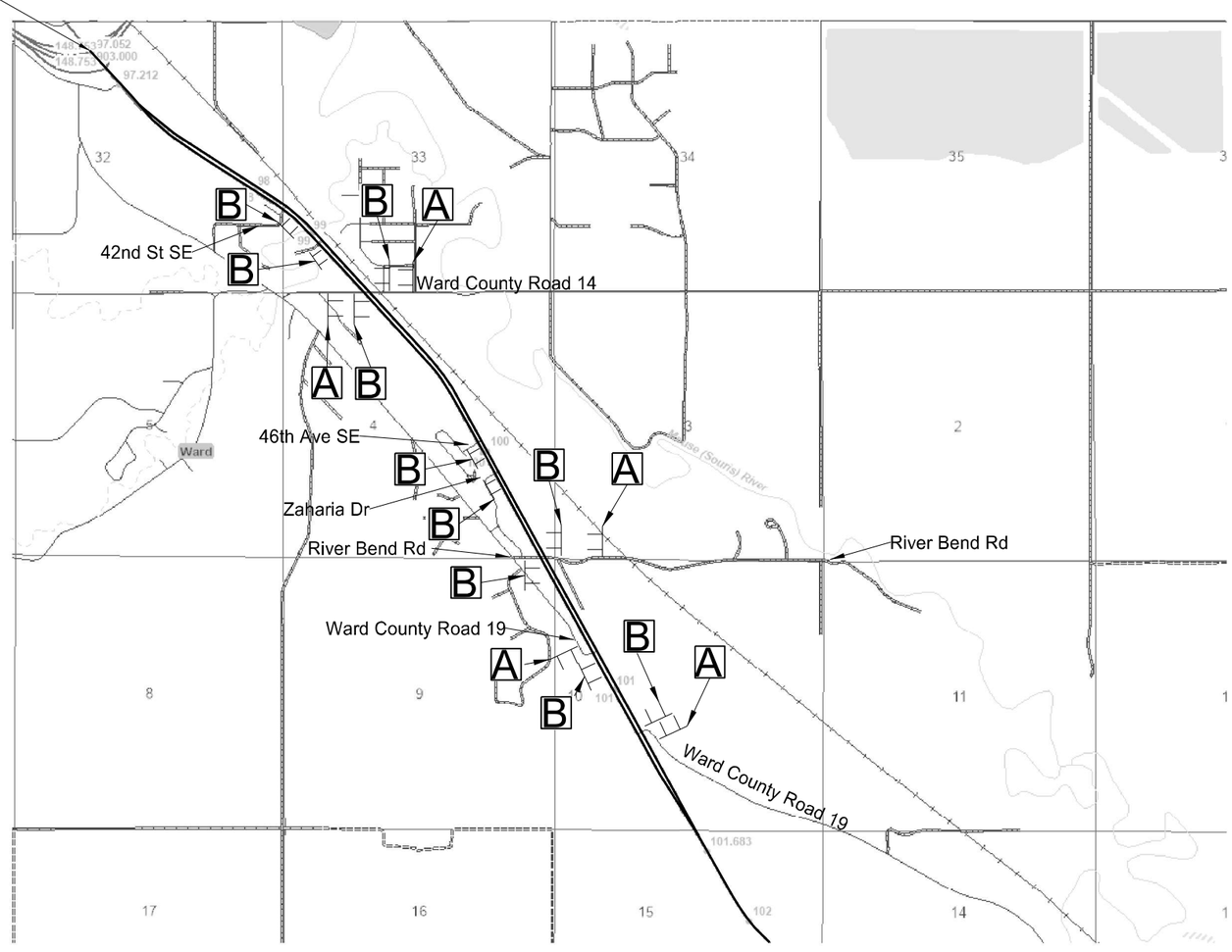
Work Zone Traffic Control
US 52



Docusign Envelope ID: 05CAB1A4-2A28-4349-82A3-0E6125217393

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	100	4

Begin Project
US 52
NH-4-052(105)097
RP 97.160 /
STA 117+00



A



W20-1-48

B



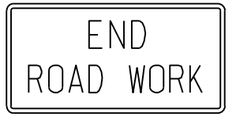
G20-50a-72

C



G20-1-60

D



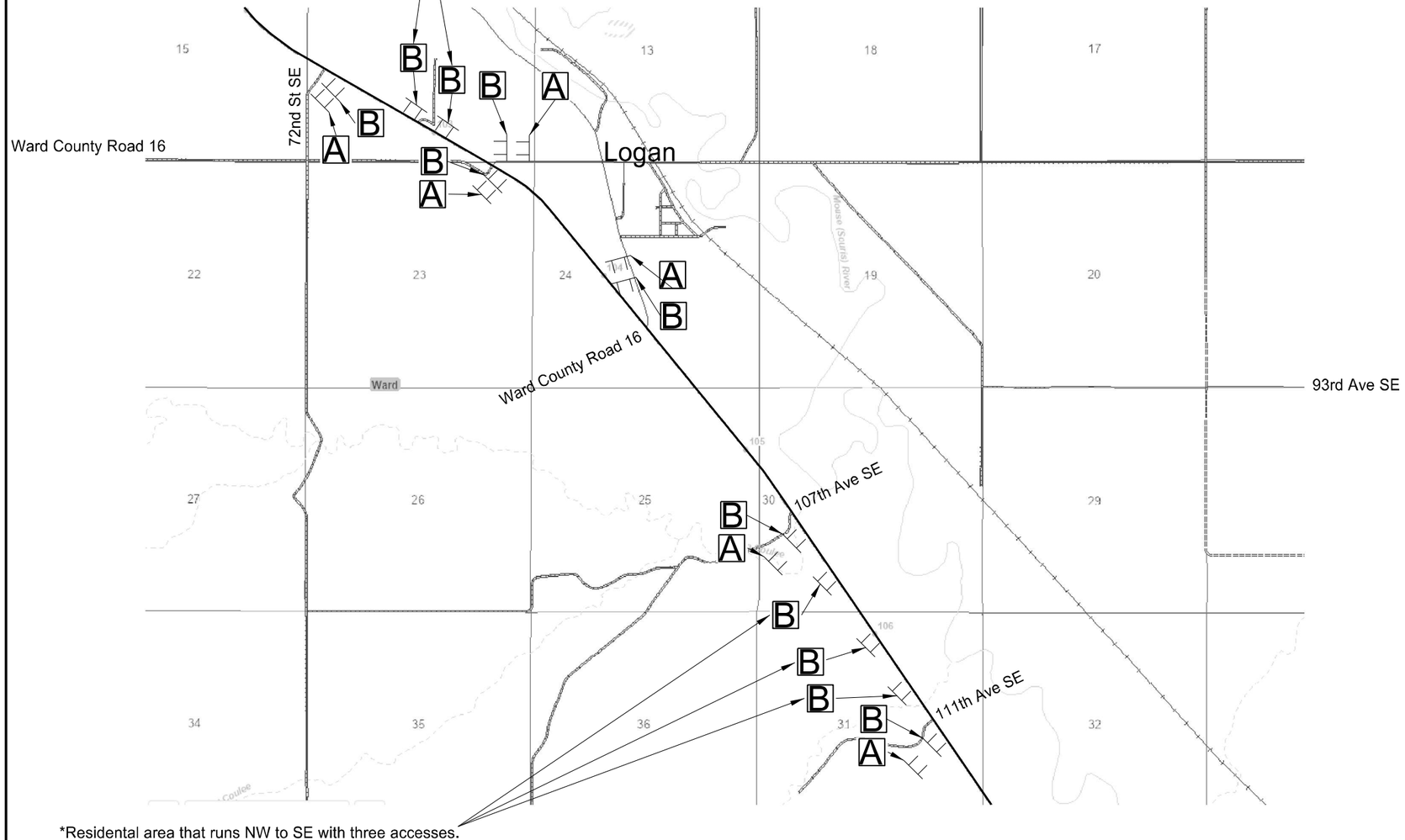
G20-2-48

Work Zone Traffic Control
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Docusign Envelope ID: 05CAB1A4-2A28-4349-82A3-0E6125217393

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-4-052(105)097	100	5



A — ROAD WORK AHEAD
W20-1-48

B — ROAD WORK ⇦ NEXT XX MILES NEXT XX MILES ⇨
G20-50a-72

C — ROAD WORK NEXT XX MILES
G20-1-60

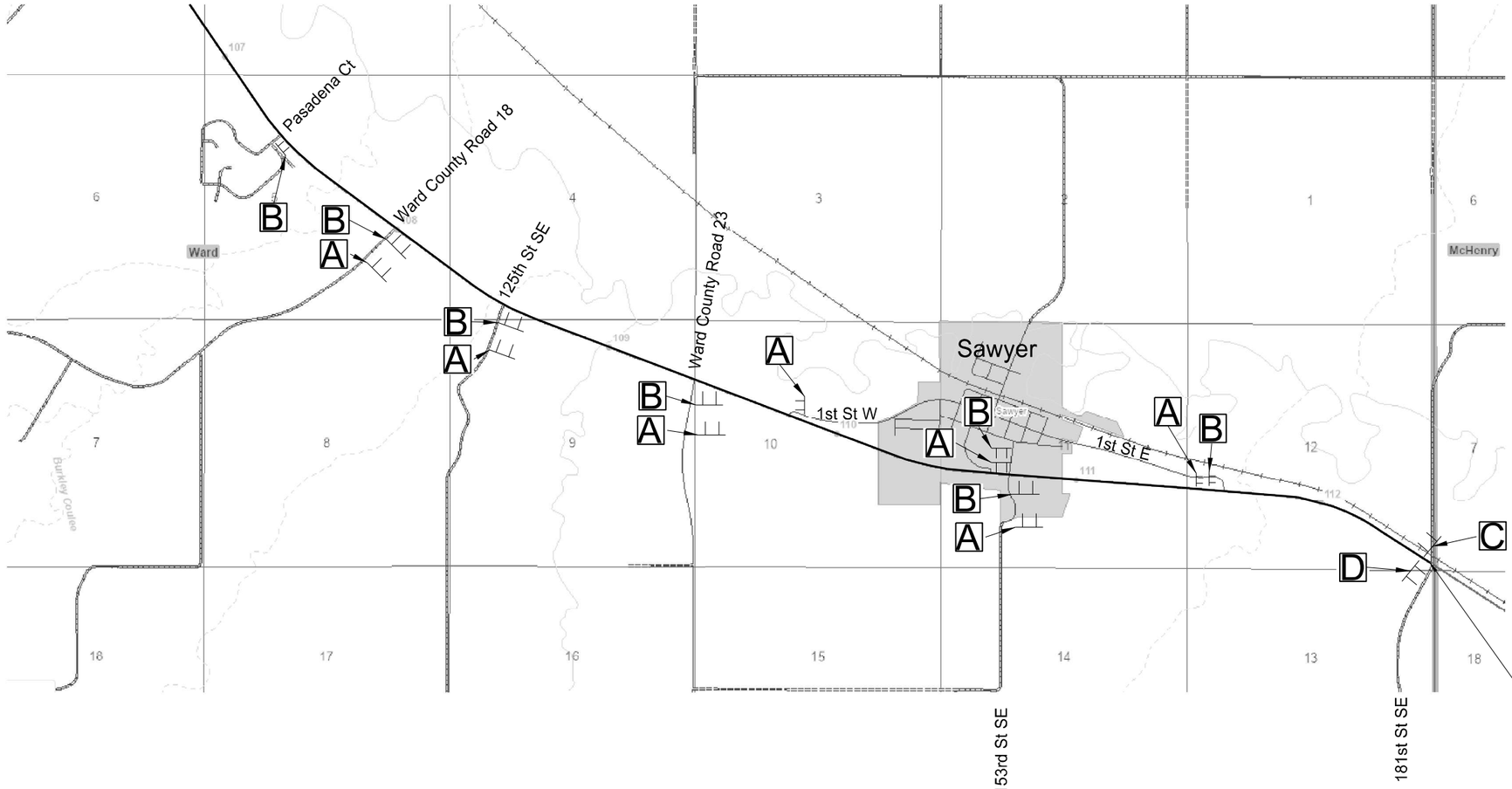
D — END ROAD WORK
G20-2-48

Work Zone Traffic Control
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Docusign Envelope ID: 05CAB1A4-2A28-4349-82A3-0E6125217393

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-4-052(105)097	100	6



A — ROAD WORK AHEAD — W20-1-48

B — ROAD WORK ⇦ NEXT XX MILES / NEXT XX MILES ⇨ — G20-50a-72

C — ROAD WORK NEXT XX MILES — G20-1-60

D — END ROAD WORK — G20-2-48

Work Zone Traffic Control
US 52

REGISTERED PROFESSIONAL ENGINEER
Hunter Waslaski
PE-41409
DATE 03/09/26
NORTH DAKOTA

Docusign Envelope ID: 60E6D5C0-46BC-49CB-8E0F-CBA6AC9DB3C4

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
Bl	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
Ea	each
Esmt	easement
E	East
EB	Eastbound
Elast	elastomeric
EL	electric locker
E Mtr	electric meter
EVSE	electric vehicle supply equipment
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
08-16-22	General Revisions
04-14-25	General Revisions

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
04/14/25
ENGINEER
NORTH DAKOTA

Docusign Envelope ID: 60E6D5C0-46BC-49CB-8E0F-CBA6AC9DB3C4

NDDOT ABBREVIATIONS

Galv	galvanized
Gar	garage
Gs L	gas line
G Reg	gas line regulator
GMV	gas main valve
G Mtr	gas meter
GSV	gas service valve
GVP	gas vent pipe
GV	gate valve
Ga	gauge
Gov	government
Grd	graded/grade
Grnd	ground
GWM	ground water monitor
Gdrl	guardrail
Gtr	gutter
H Plg	H piling
Hdwl	headwall
Ht	height
Hel	helical
HDPE	high density polyethylene
HM	high mast
HP	high pressure
HPS	high pressure sodium
HTCG	high tension cable guardrail
Hwy	highway
Hor	horizontal
HBP	hot bituminous pavement
HMA	hot mix asphalt
Hyd	hydrant
Ph	hydrogen ion content
Id	identification
Incl	inclinometer tube
IMH	inlet manhole
ID	inside diameter
Inst	instrument
Intchg	interchange
Intmdt	intermediate
Intscn	intersection
Inv	invert
IP	iron pipe
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
Meas	measure
Mdn	median
MD	median drain
MC	medium curing
MGS	Midwest Guardrail System
MM	mile marker
MP	mile post
Min	minimum
Misc	miscellaneous
Mon	monument
Mnd	mound
Mtbl	mountable
Mtd	mounted
Mtg	mounting
Mk	muck
Neop	neoprene
Ntwk	network
N	North
NE	Northeast
NW	Northwest
NB	Northbound
No. or #	number

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

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

07-01-14

REVISIONS

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Docusign Envelope ID: 60E6D5C0-46BC-49CB-8E0F-CBA6AC9DB3C4

NDDOT ABBREVIATIONS

D-101-3

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	Southeast
SW	Southwest
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
VSFS	vehicle speed feedback sign
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

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

SOIL TYPES

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

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

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NDDOT UTILITY COMPANY AND ORGANIZATION ABBREVIATIONS

D-101-10

702COM	702 Communications
ACCENT	Accent Communications
AGASSIZ WU	Agassiz Water Users District
AGC	Associated General Contractors of America
ALL PL	Alliance Pipeline
ALL SEAS WU	All Seasons Water Users District
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 WRD	Burleigh County Water Resource District
CABLE ONE	Cable One
CABLE SERV	Cable Services
CAP ELEC	Capital Electric Cooperative Incorporated
CASS CO ELEC	Cass County Electric Cooperative
CASS RWU	Cass Rural Water Users District
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 COMM	Consolidated Communications
CONS TELCOM	Consolidated Telcom
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 WRD	Dickey County Water Resource District
DICKEY TEL	Dickey Telephone
DNRR	Dakota Northern Railroad
DOME PL	Dome Pipeline Company
DVELEC	Dakota Valley Electric Cooperative
DVMW	Dakota, Missouri Valley & Western
E CENT REG WD	East Central Water District
ENBRDG	Enbridge Pipelines Incorporated
ENVENTIS	Enventis Telephone
EQUINOR	Equinor Pipeline
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
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
LWR YELL R ELEC	Lower Yellowstone Rural Electric
LUMEN	Lumen Technologies Incorporated
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 District
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 Incorporated
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
MLGC	Moore & Liberty - Griggs County
MUNICIPAL	City Water And Sewer
MUNICIPAL	City Of '.....'
N CENT ELEC	North Central Electric Cooperative
N PRAIR REG WD	North Prairie Regional Water District
ND PKS & REC	North Dakota Parks And Recreation
ND TEL	North Dakota Telephone Company
NDDOT	North Dakota Department of Transportation
NE REG WD	Northeast Regional Water District
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
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
PAAP	Plains All American Pipeline
P L E M	Prairielands Energy Marketing
POLAR COM	Polar Communications
PVT ELEC	Private Electric
QWEST	Qwest Communications
R&T REG WD	R & T Water District
RED RIV COMM	Red River 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
SE W U	Southeast 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 RWD	Stutsman Rural Water District
SW PL PRJ	Southwest Pipeline Project
SWWA	Southwest Water Authority
SUNOCO	Sunoco LP
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 WRD	Traill County Water Resource District
UNTD TEL	United Telephone
UPPR SOUR WD	Upper Souris Water District
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
WAWSA	Western Area Water Supply Authority
WEB	W. E. B. Water Development Association
WILLI WRD	Williams County Water Resource District
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	General Revisions
09-20-18	General Revisions
12-18-20	General Revisions
08-16-22	General Revisions
04-14-25	General Revisions

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LINE STYLES

D-101-20

Existing Topography

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

Proposed Topography

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

Existing Utilities

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

Proposed Utilities

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

Traffic Utilities

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

Sign Structures

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

07-01-14

REVISIONS

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

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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

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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

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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

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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

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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

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12 18 2020

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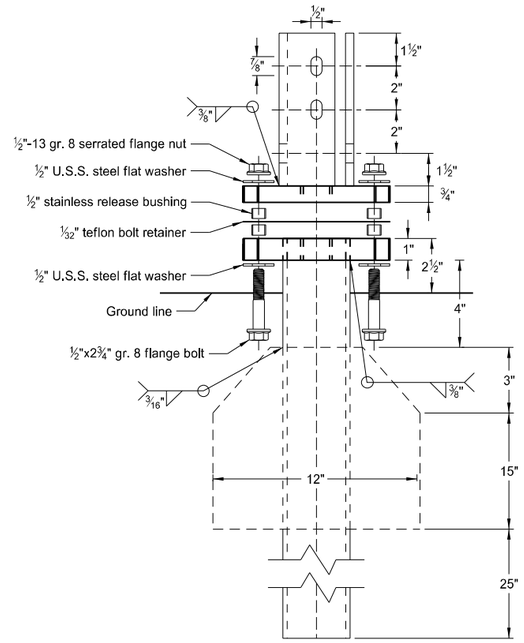
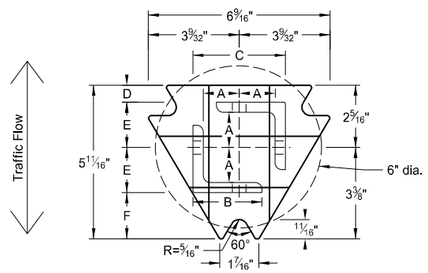
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-7

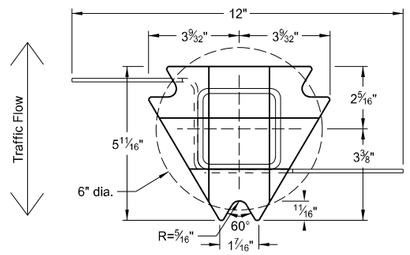


Multi-Directional
Slip Base Assembly

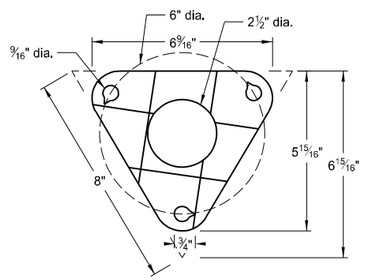
Perforated Tube



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.

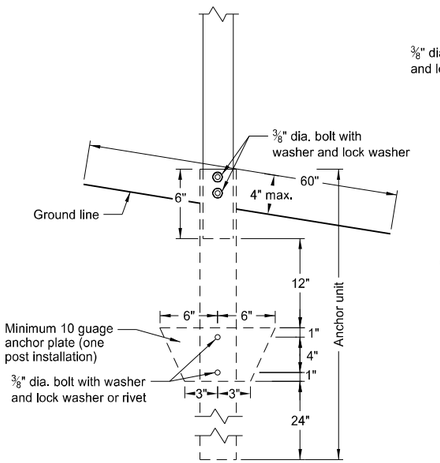
Telescoping Perforated Tube						
Number of Posts	Post Size in.	Wall Thick-ness Gauge	Sleeve Size in.	Wall Thick-ness Gauge	Slip Base	Anchor Size without Slip Base in.
1	2	12			No	2¼
1	2¼	12			No	2½
1	2½	12			(A)	3
1	2½	10			Yes	
1	2¼	12	2	12	Yes	
1	2½	12	2¼	12	Yes	
2	2	12			No	2¼
2	2¼	12			No	2½
2	2½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

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

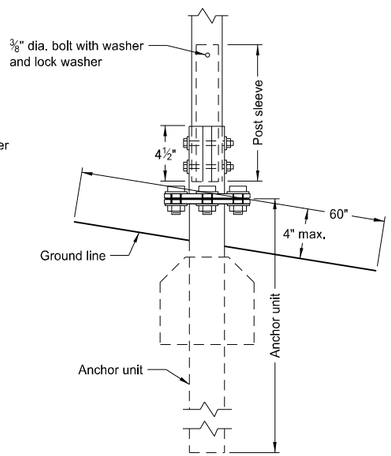
Top Post Receiver Data Table						
Square Post Sizes (B)	A	B	C	D	E	F
2 3/16"x10 ga.	1 9/64"	2½"	3 1/32"	2 5/32"	1 33/64"	1 7/8"
2½"x10 ga.	1 9/32"	2½"	3 5/16"	5/8"	1 21/32"	1¾"

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

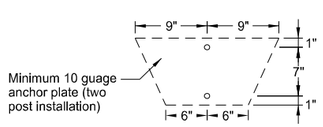
(B) For additional wind load, insert the 2 3/16"x10 ga. into 2½"x10 ga.



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
8-01-24	Electronic Stamp/Signature

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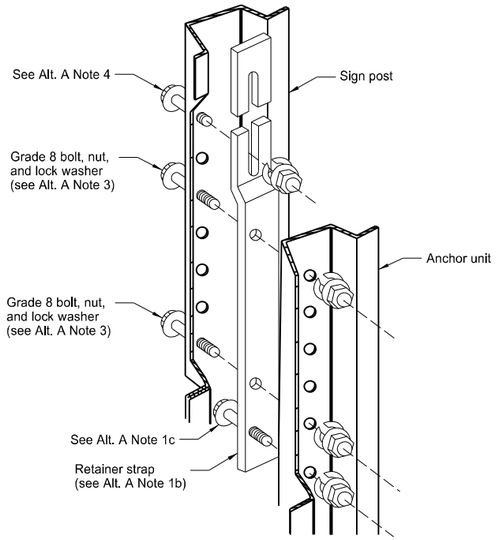
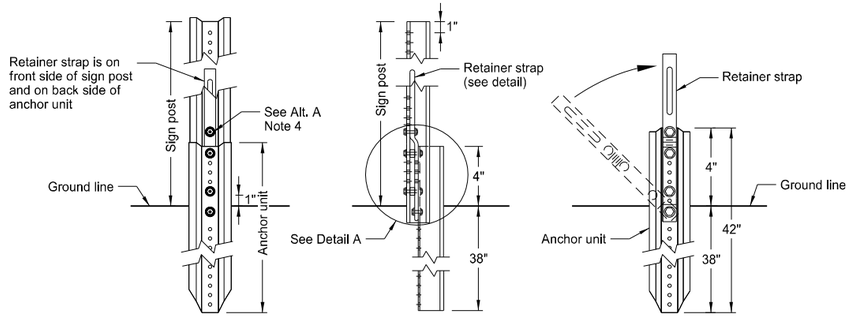
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-8

U-Channel Post



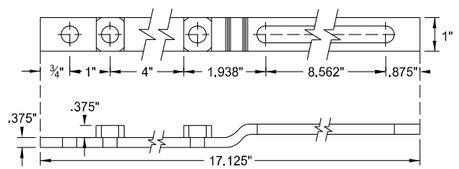
Detail A



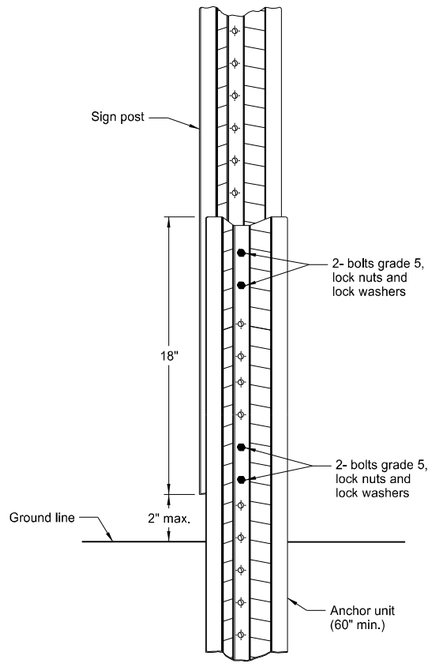
Front View | Side View | Back View

Breakaway U-Channel Detail Alternate A

Install a maximum of 2 posts within 7'.

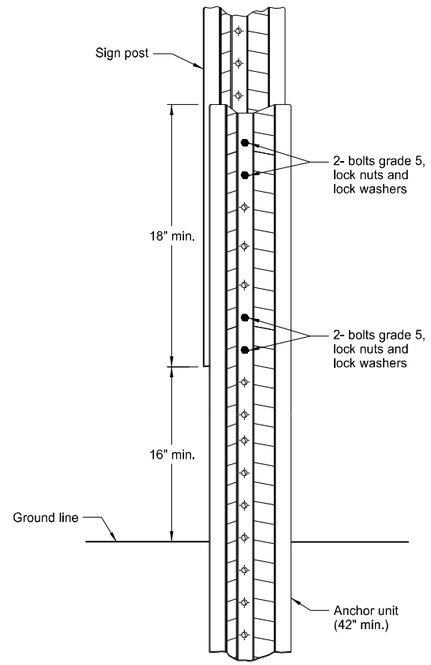


Retainer Strap Detail



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'.

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 $\frac{5}{16}$"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 $\frac{5}{16}$"x2" bolt, lock washer and nut in bottom of sign post to facilitate alignment of sign post with proper hole in anchor unit.
   b) Alternately tighten two connector bolts.
4. Complete assembly by tightening $\frac{5}{16}$"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 volce
10-03-19	New Design Engr PE Stamp
8-01-24	Electronic Stamp/Signature

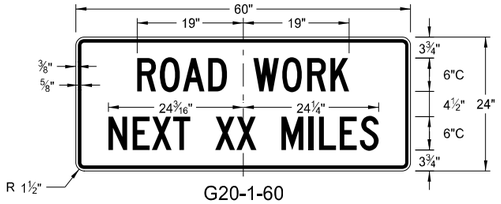
KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

08/01/24

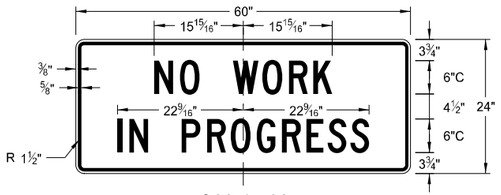
Docusign Envelope ID: 2F5C9714-A0E1-42BB-B36B-42204844BFCB

CONSTRUCTION SIGN DETAILS
TERMINAL AND GUIDE SIGNS

D-704-9



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



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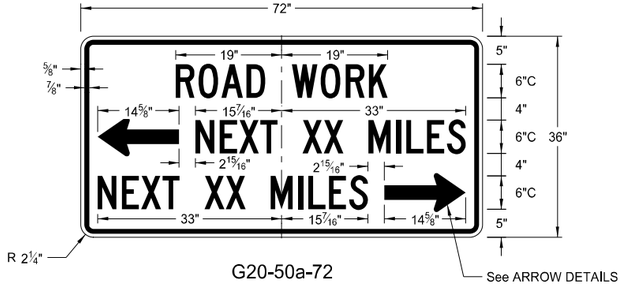

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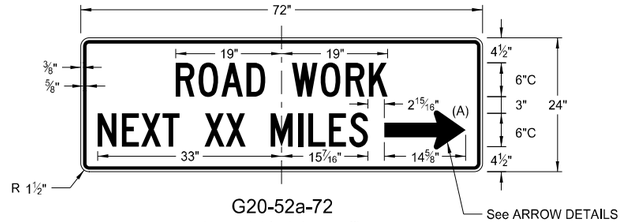

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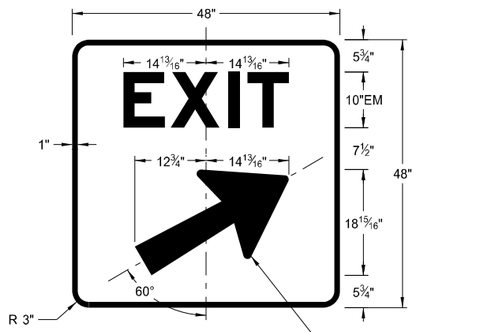
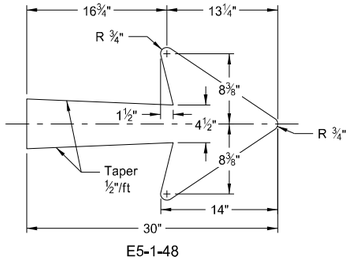
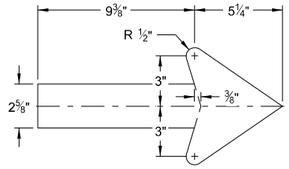


E5-1(L or R)-48
Legend: white
Background: green (orange optional)



E5-1-48



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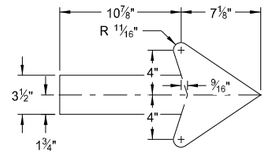
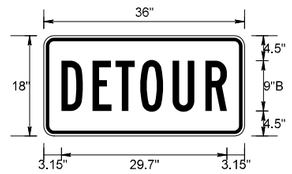
G20-52a-72



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



M4-8-36
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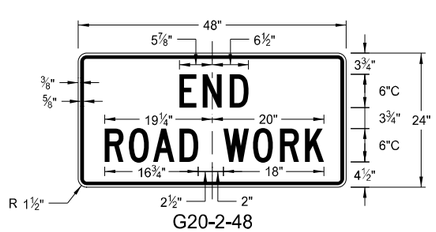

G20-2-48
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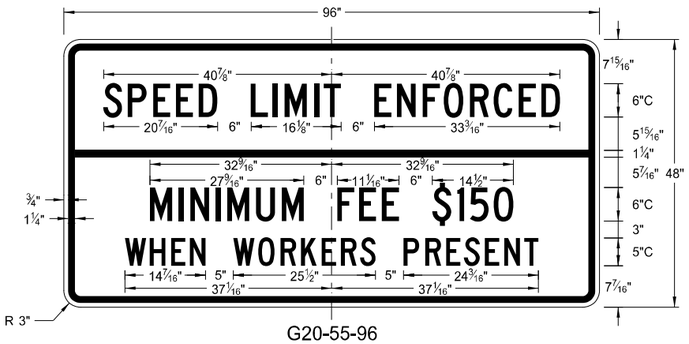

G20-55-96
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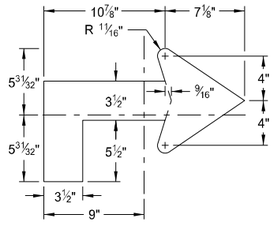
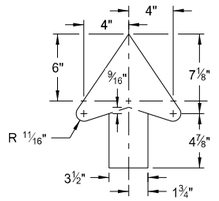
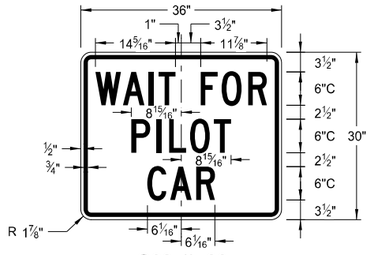
Background: orange



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



M4-9-30
Straight



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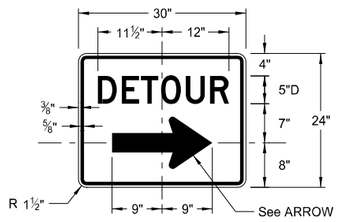


M4-9(L or R)-30 &
M4-9-30
Legend: black (non-refl)
Background: orange

ARROW DETAILS

NOTES:

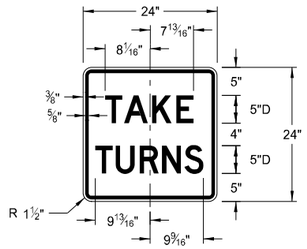
(A) Arrow may be right or left of the legend to indicate construction to the right or left.

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

KIRK J. HOFFMAN
REGISTERED
PROFESSIONAL
PE-4683
06/30/25
ENGINEER
NORTH DAKOTA

Docusign Envelope ID: 2F5C9714-A0E1-42BB-B36B-42204844BFCB

CONSTRUCTION SIGN DETAILS
REGULATORY SIGNS



R1-50P-24
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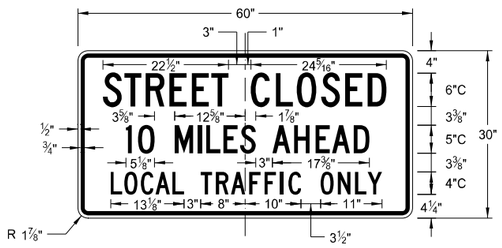

R11-3c-60
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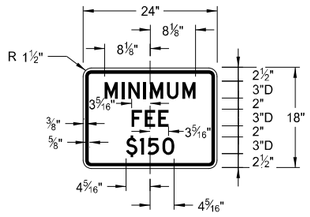

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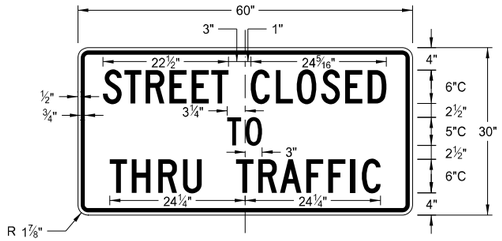

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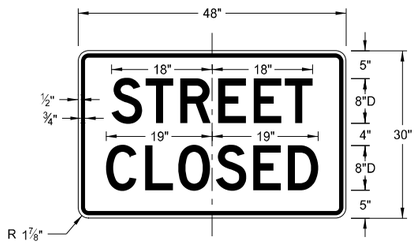

R11-2a-48
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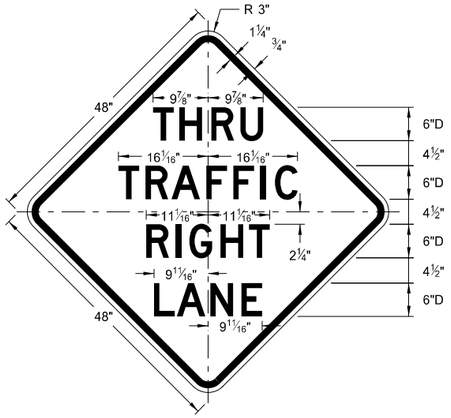
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
08-17-17	Revised sign number
10-03-19	New Design Engineer PE Stamp
08-01-24	Electronic Stamp/Signature
06-30-25	Legislative Changes

KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
06/30/25
ENGINEER
NORTH DAKOTA

DocuSign Envelope ID: B6D1C72A-6E5E-4E5C-A02F-4D3D1C582775

CONSTRUCTION SIGN DETAILS
WARNING SIGNS



W5-8-48
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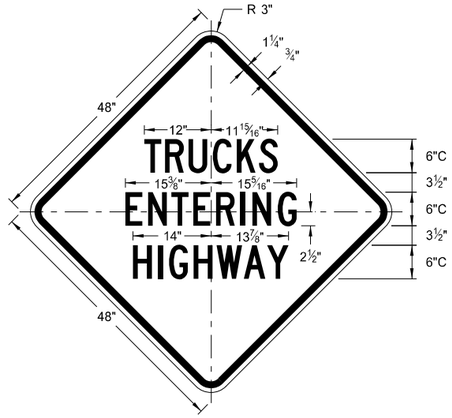

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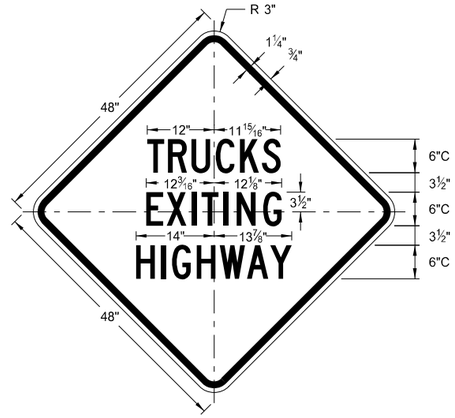

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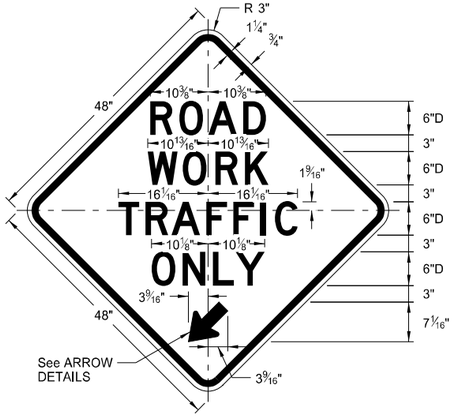

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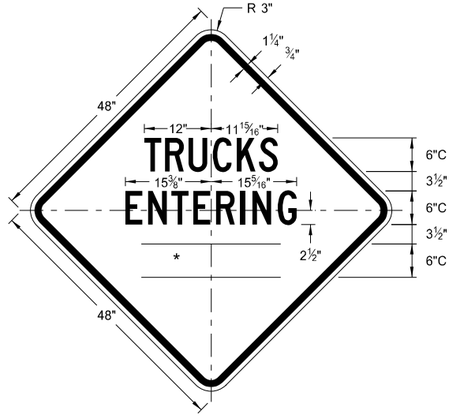

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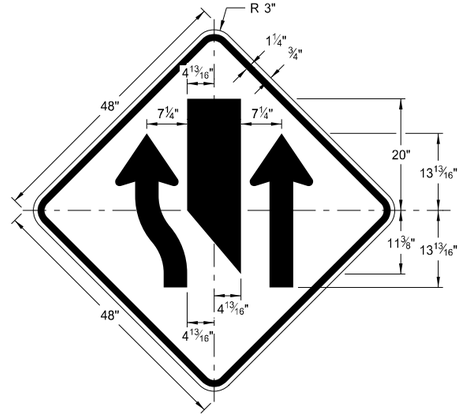

W9-3a-48
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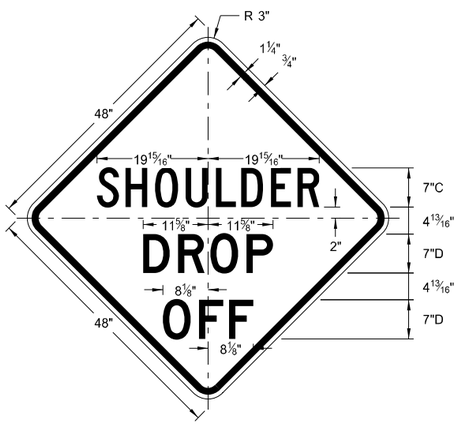

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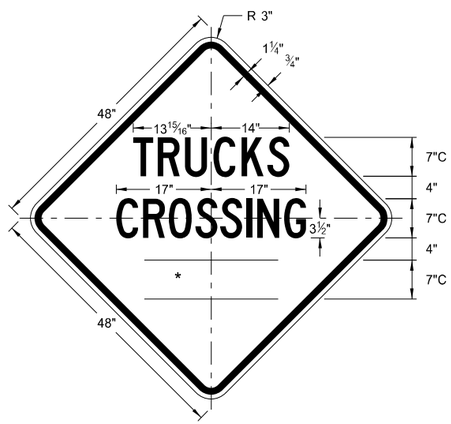

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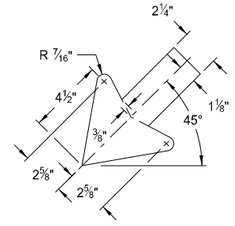
Legend: black (non-refl)
Background: orange

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

* DISTANCE MESSAGES



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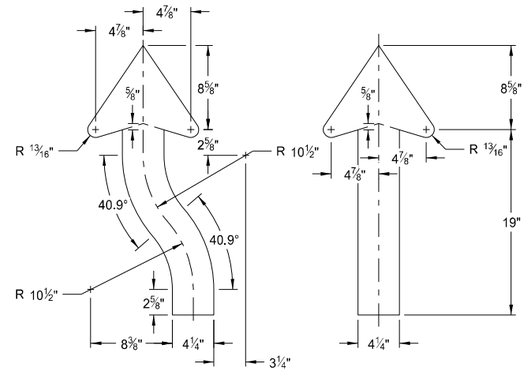

W9-3a-48

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
8-01-24	Electronic Stamp/Signature

KIRK J. HOFFT
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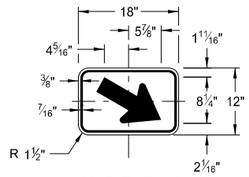
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

08/01/24

DocuSign Envelope ID: B6D1C72A-6E5E-4E5C-A02F-4D3D1C582775

CONSTRUCTION SIGN DETAILS
WARNING SIGNS

D-704-11A



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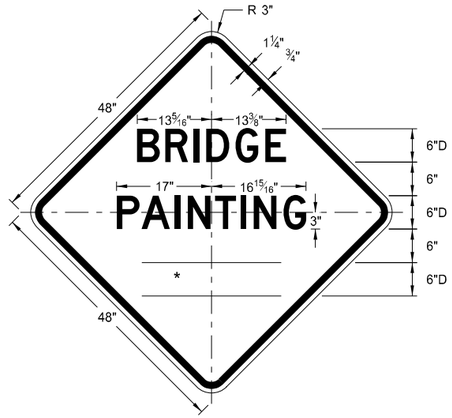

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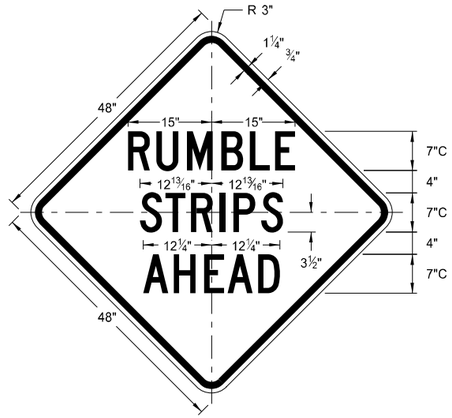
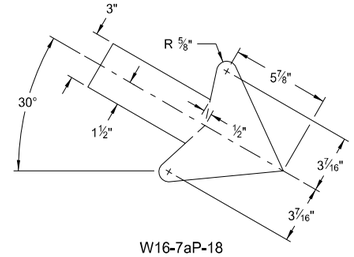


W21-53-48
Legend: black (non-refl)
Background: orange

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



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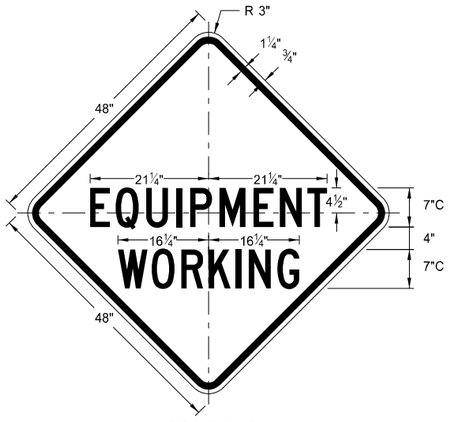

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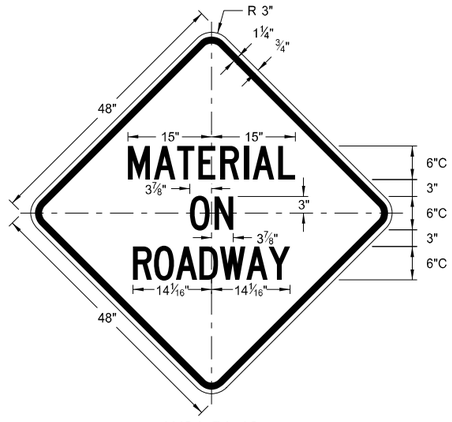

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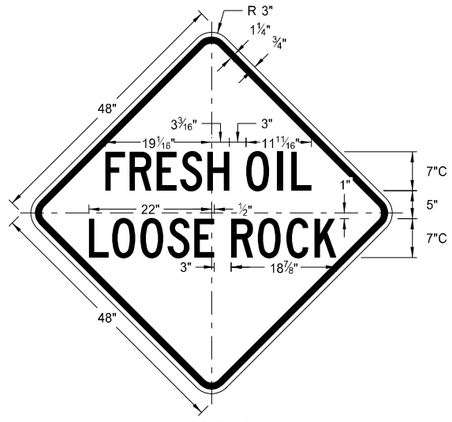

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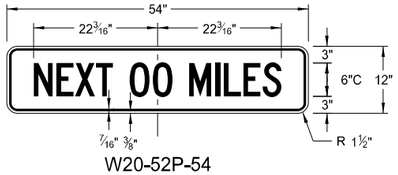

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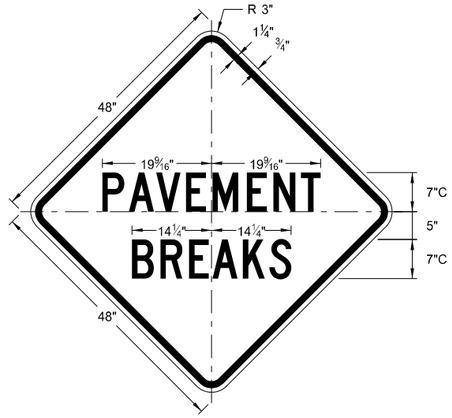
Background: orange



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

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

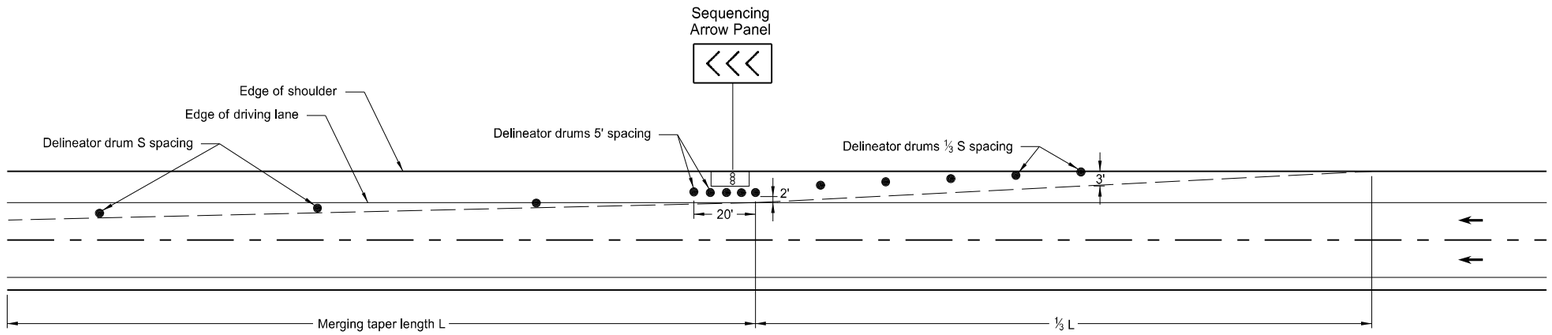
KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

08/01/24

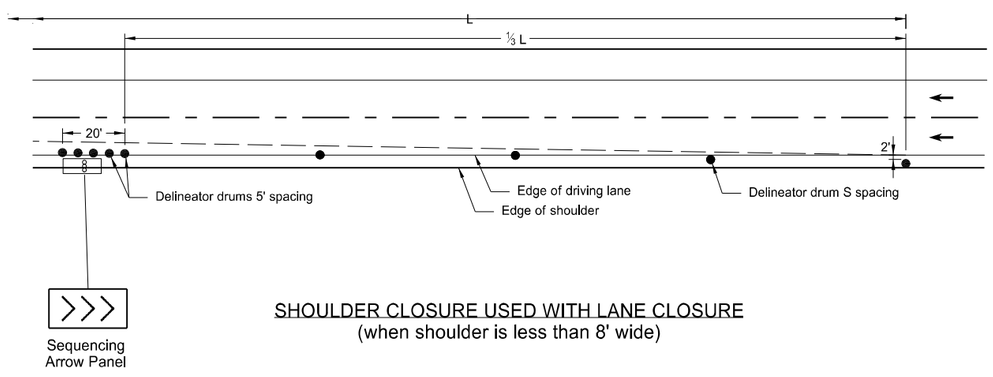
DocuSign Envelope ID: B6D1C72A-6E5E-4E5C-A02F-4D3D1C582775

SHOULDER CLOSURE TAPERS

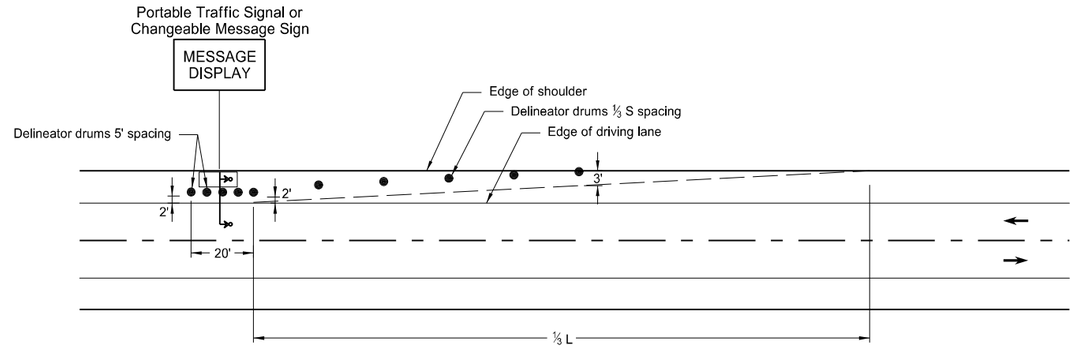
D-704-12



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



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



PORTABLE TRAFFIC SIGNAL OR CHANGEABLE MESSAGE SIGN ON SHOULDER

KEY

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

Notes:

1. S = Posted Speed Limit in mph
   W = Width of offset in feet
   L = Taper length in feet
   L = $WS^2/60$ (40mph or less)
   L = WS (45mph or more)
2. If a shoulder taper is used, use a length of approximately ⅓L. If a shoulder is used as a travel lane, use a normal merging or shifting taper.
3. When paved shoulders of 8 foot width or more are closed, use channelizing devices to close shoulder in advance, to delineate beginning of work space, and to direct vehicular traffic to remain within the traveled way.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
DATE	CHANGE
9-27-17	Updated to active voice
10-25-19	Added L dimension to detail
8-01-24	Electronic Stamp/Signature

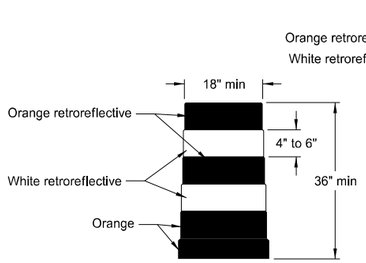
KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

08/01/24

DocuSign Envelope ID: B6D1C72A-6E5E-4E5C-A02F-4D3D1C582775

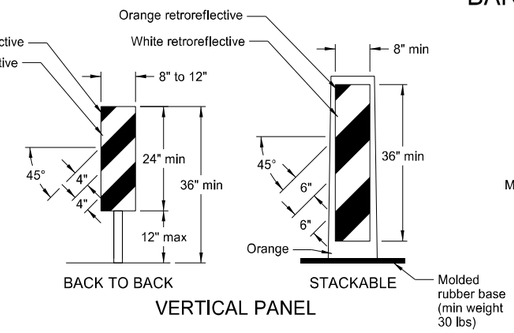
BARRICADE AND CHANNELIZING DEVICE DETAILS

D-704-13



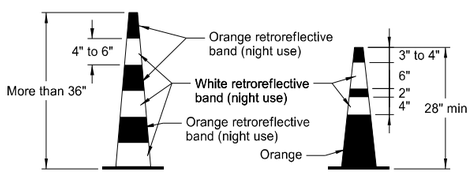
DELINEATOR DRUM

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.



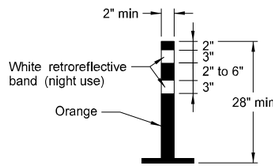
VERTICAL PANEL

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.



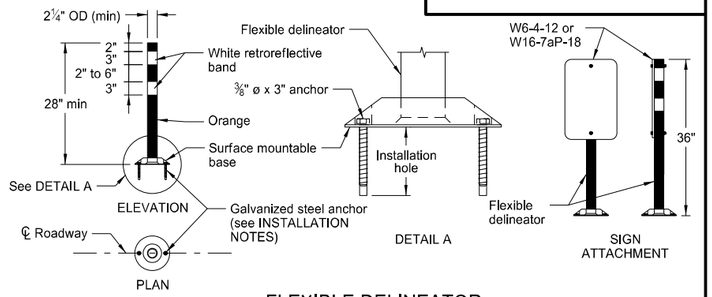
TRAFFIC CONE

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

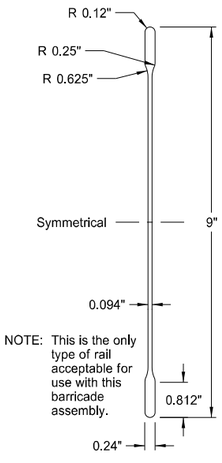
Provide retroreflectorization of tubular markers more than 42" in height by alternating four 4" to 6" wide orange and white stripes with the top stripe being orange.



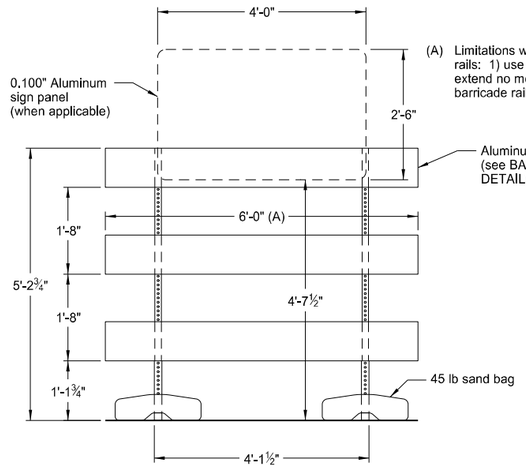
FLEXIBLE DELINEATOR

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.

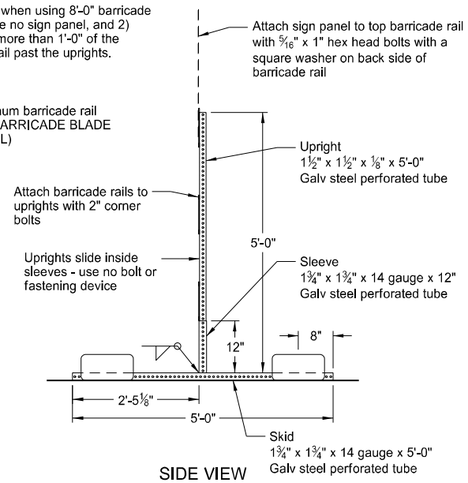


BARRICADE BLADE DETAIL



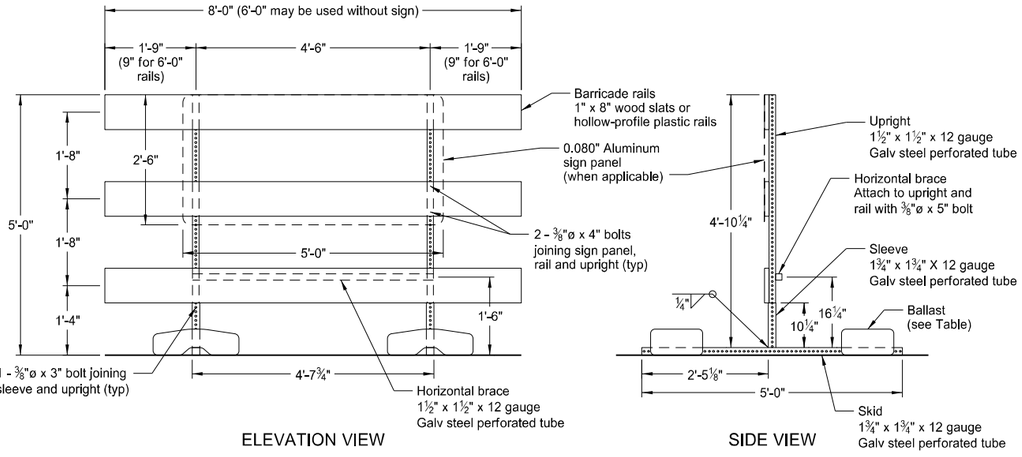
ELEVATION VIEW

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



SIDE VIEW

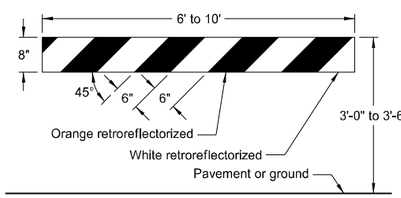
BARRICADE ASSEMBLY DETAIL (Aluminum Barricade Rails)



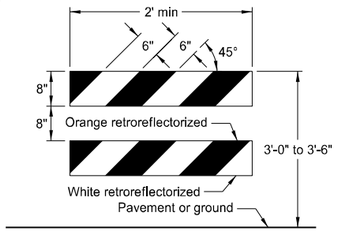
ELEVATION VIEW — SIDE VIEW

BARRICADE ASSEMBLY DETAIL (Wood or Plastic Rails)

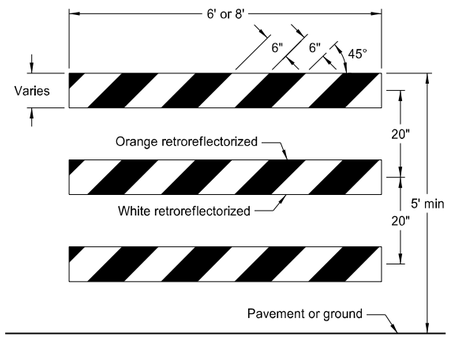
NOTE: For barricade markings use alternating orange and white retroreflective stripes, sloping downward in the direction traffic is to pass. Place retroreflective sheeting on both sides of the rails with a minimum of 270 square inches of visible retroreflective area facing vehicular traffic. When the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



TYPE I BARRICADE

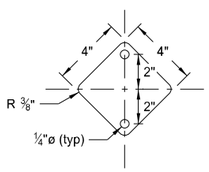


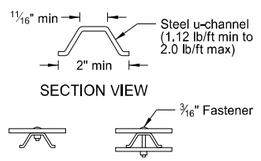
TYPE II BARRICADE

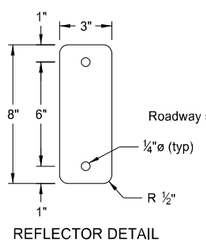


TYPE III BARRICADE

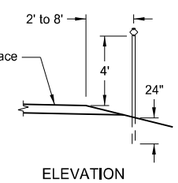
BARRICADE RAIL DETAILS







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	Updated to active voice
11-01-19	Revised details for Flexible Delineator
8-01-24	Electronic Stamp/Signature

KIRK J. HOFF
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PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

Kirk J Hoff

08/01/24

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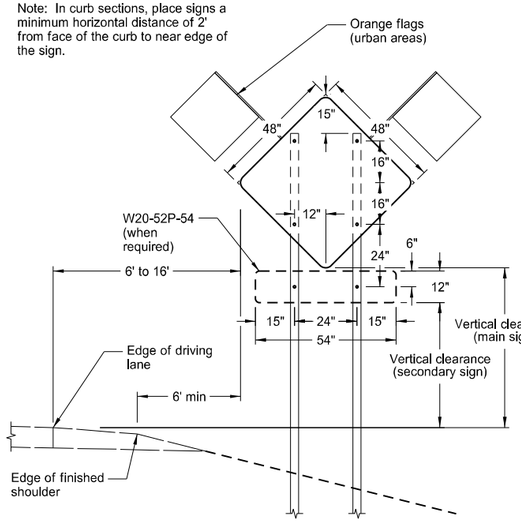
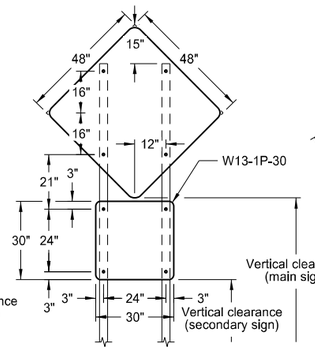
CONSTRUCTION SIGN PUNCHING AND MOUNTING DETAILS

D-704-14

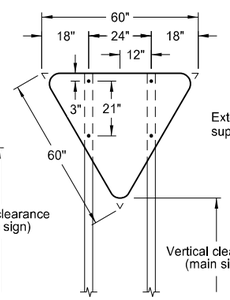
Note: In curb sections, place signs a minimum horizontal distance of 2' from face of the curb to near edge of the sign.



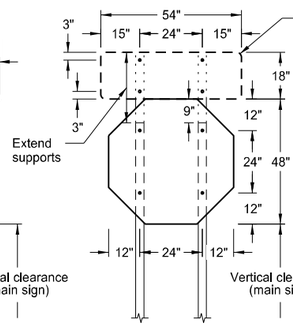
TYPICAL SECTION
(48" x 48" diamond warning sign shown)



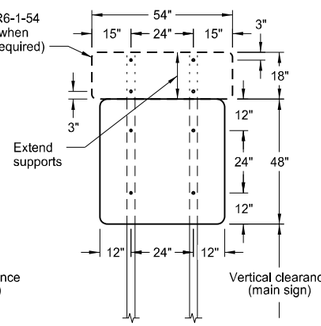
48" x 48" DIAMOND SIGN
(with 30" x 30" secondary sign)



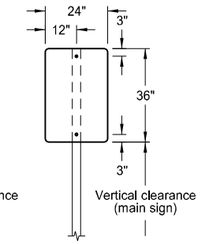
R1-2-60 - YIELD SIGN



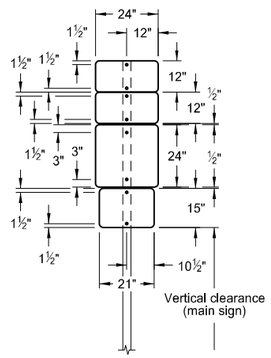
R1-1-48 - STOP SIGN
(with R6-1-54 sign as required)



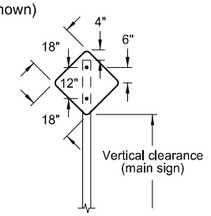
48" x 48" SIGN
(with R6-1-54 sign as required)



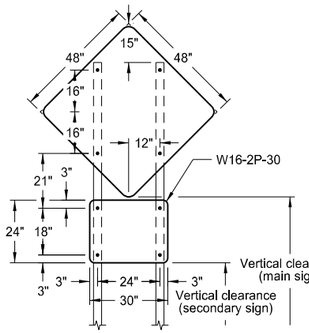
24" x 36" SIGN



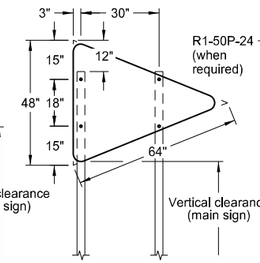
24" x 24"
ROUTE MARKER
ASSEMBLY



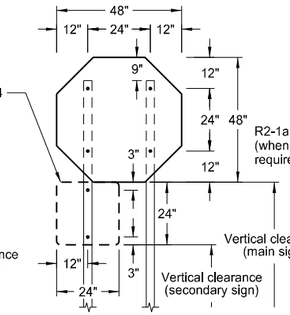
18" x 18"
DIAMOND SIGN



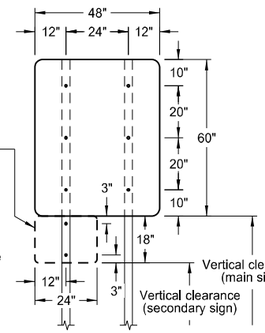
48" x 48" DIAMOND SIGN
(with 30" x 24" secondary sign)



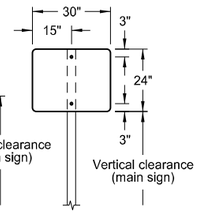
W14-3-64 - PENNANT SIGN



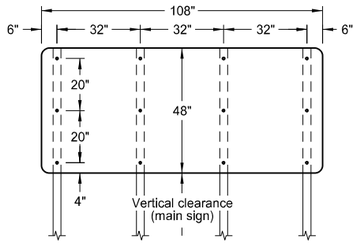
R1-1-48 - STOP SIGN
(with R1-50P-24 sign as required)



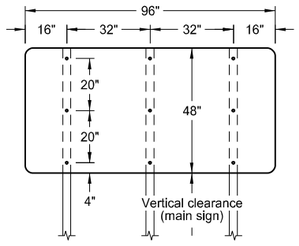
48" x 48" SIGN
(with R2-1aP-24 sign as required)



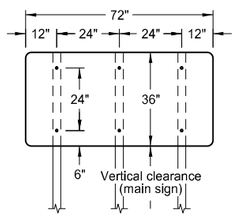
30" x 24" SIGN



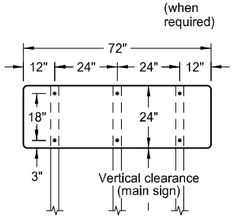
108" x 48" SIGN



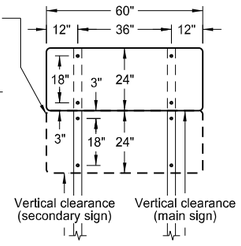
96" x 48" SIGN



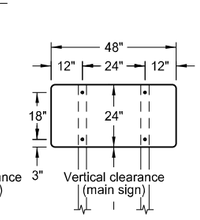
72" x 36" SIGN



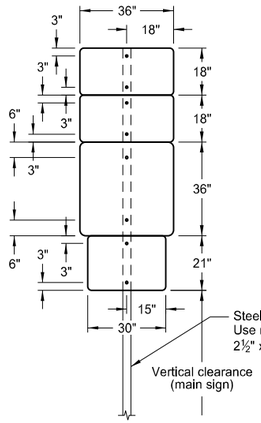
72" x 24" SIGN



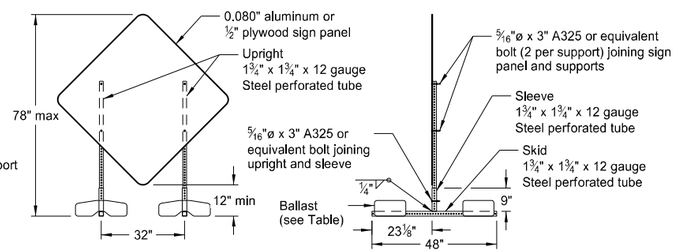
60" x 24" SIGN



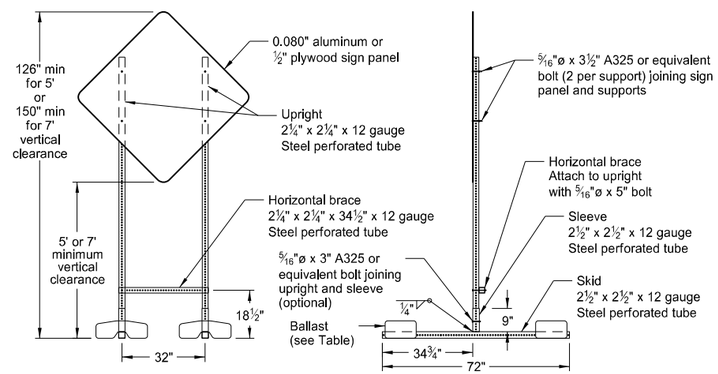
48" x 24" SIGN



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

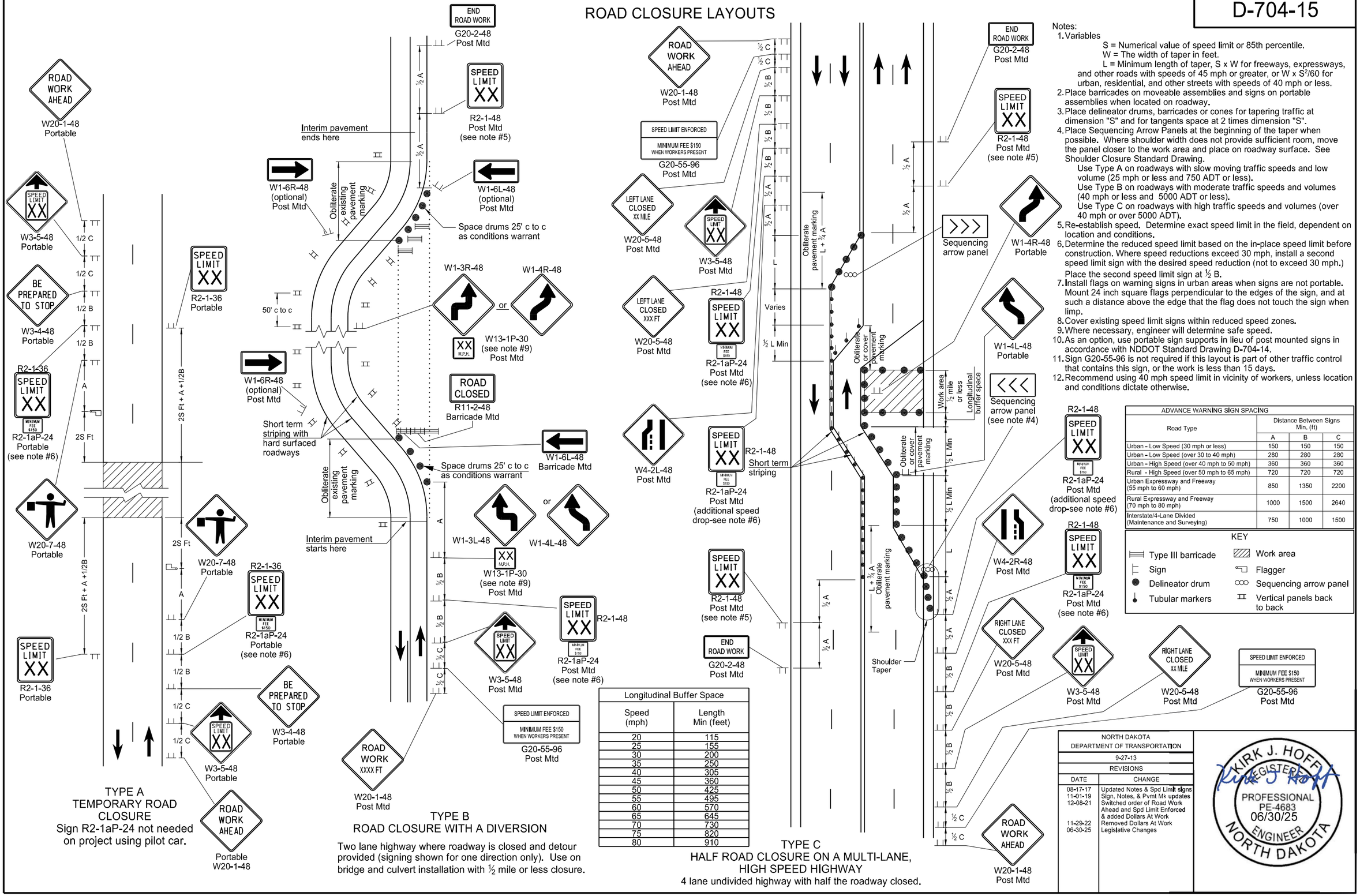
DATE	CHANGE
11-14-13	Revised Note 6
9-27-17	Updated to active voice
11-01-19	Revised 60"x24" sign detail
8-01-24	Electronic Stamp/Signature

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

08/01/24

Docusign Envelope ID: 2F5C9714-A0E1-42BB-B36B-42204844BFCB

ROAD CLOSURE LAYOUTS



TYPE A
TEMPORARY ROAD CLOSURE
Sign R2-1aP-24 not needed on project using pilot car.

TYPE B
ROAD CLOSURE WITH A DIVERSION

Two lane highway where roadway is closed and detour provided (signing shown for one direction only). Use on bridge and culvert installation with ½ mile or less closure.

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
80	910

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

Notes:
1. Variables
   S = Numerical value of speed limit or 85th percentile.
   W = The width of taper 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.

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 80 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	Updated Notes & Spd Limit signs
11-01-19	Sign, Notes, & Pvmt Mk updates
12-08-21	Switched order of Road Work Ahead and Spd Limit Enforced & added Dollars At Work
11-29-22	Removed Dollars At Work
06-30-25	Legislative Changes

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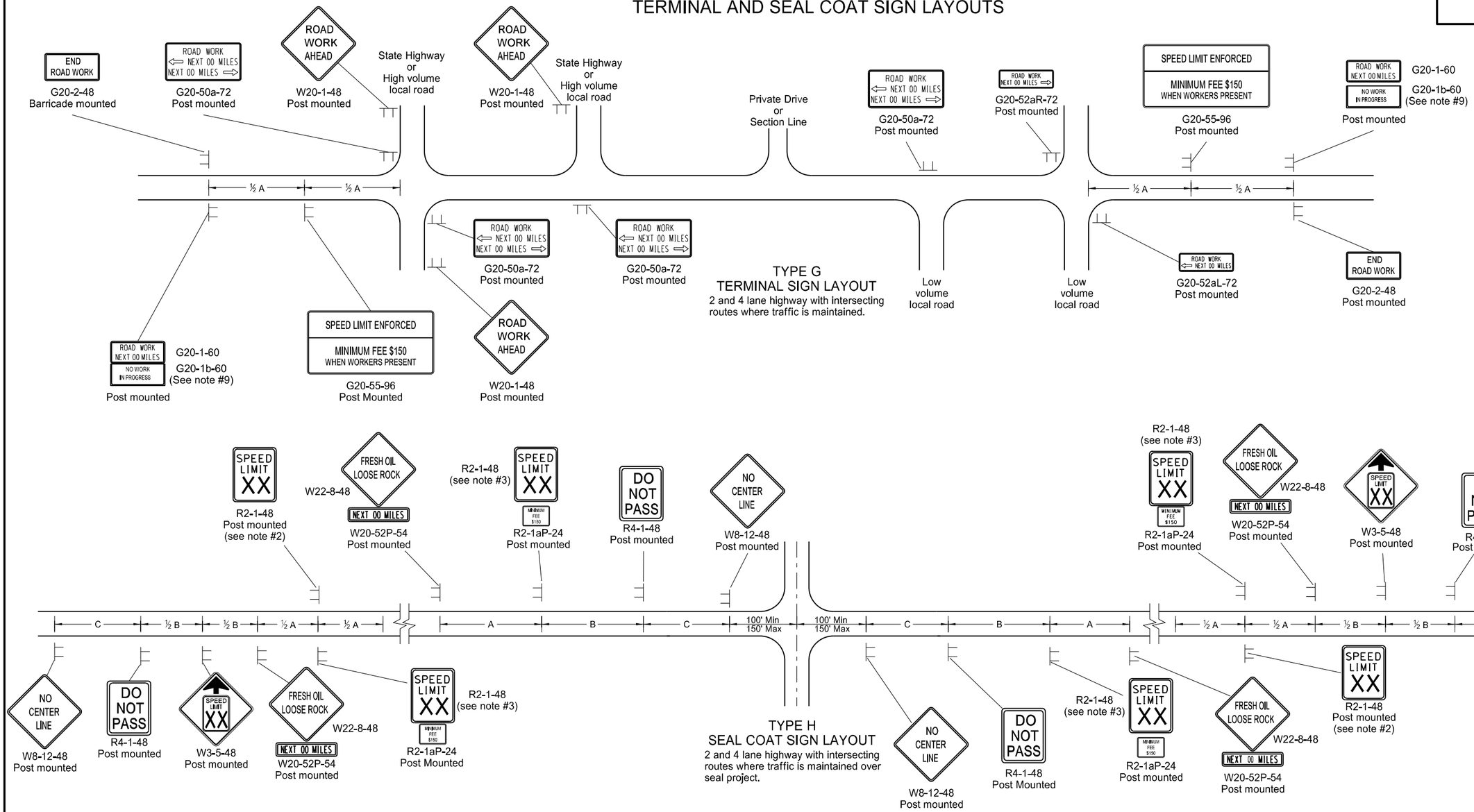
06/30/25
ENGINEER
NORTH DAKOTA

Docusign Envelope ID: 2F5C9714-A0E1-42BB-B36B-42204844BFCB

TERMINAL AND SEAL COAT SIGN LAYOUTS

D-704-20



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.

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 80 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
11-29-22	Removed Dollars At Work
06-30-25	Legislative Changes

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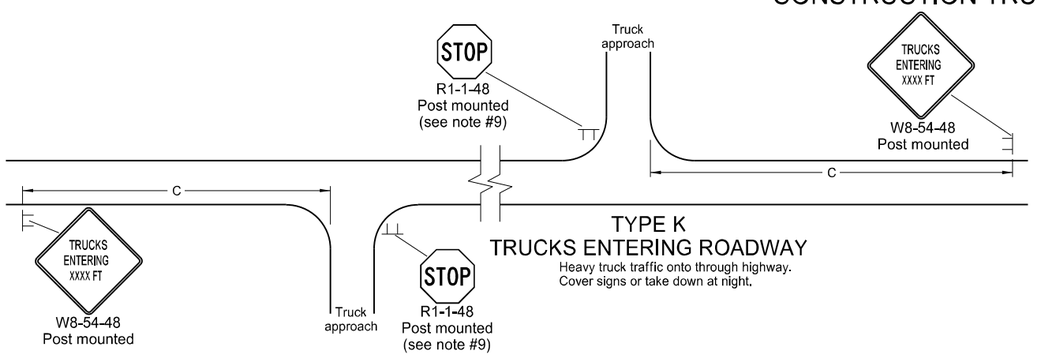
CONSTRUCTION TRUCK AND TEMPORARY DETOUR LAYOUTS

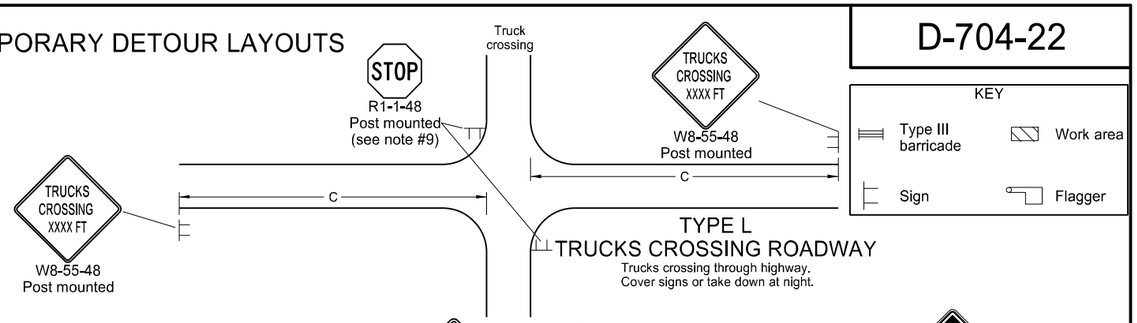
D-704-22

KEY: Type III barricade; Work area; Sign; Flagger



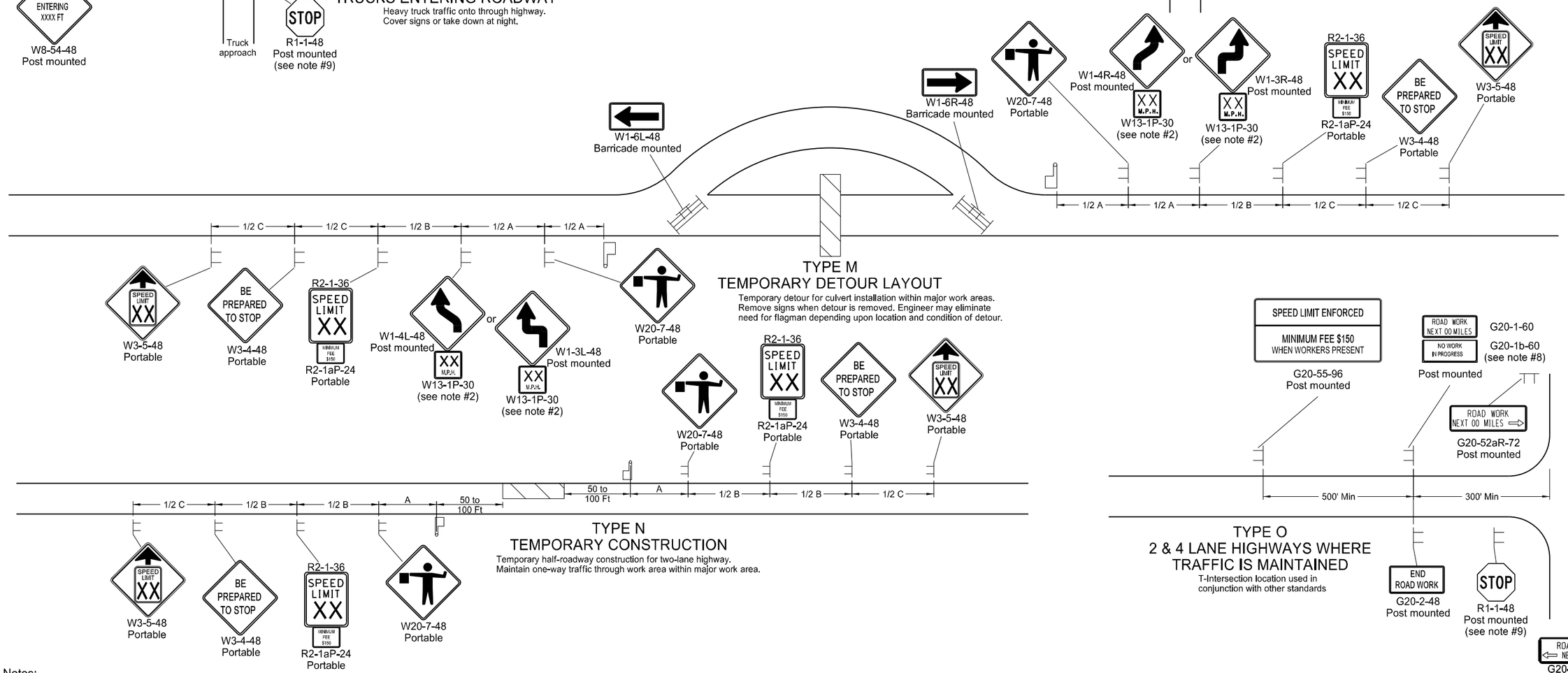
TYPE K
TRUCKS ENTERING ROADWAY

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.



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 areas.

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.

ADVANCE WARNING SIGN SPACING

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-27-13

REVISIONS

DATE	CHANGE
08-17-17	Update notes & sign numbers
11-01-19	Revised sign numbers & note 7
12-09-21	Added Speed Limit Enforced and Dollars At Work signs
11-29-22	Removed Dollars At Work
06-30-25	Legislative Changes

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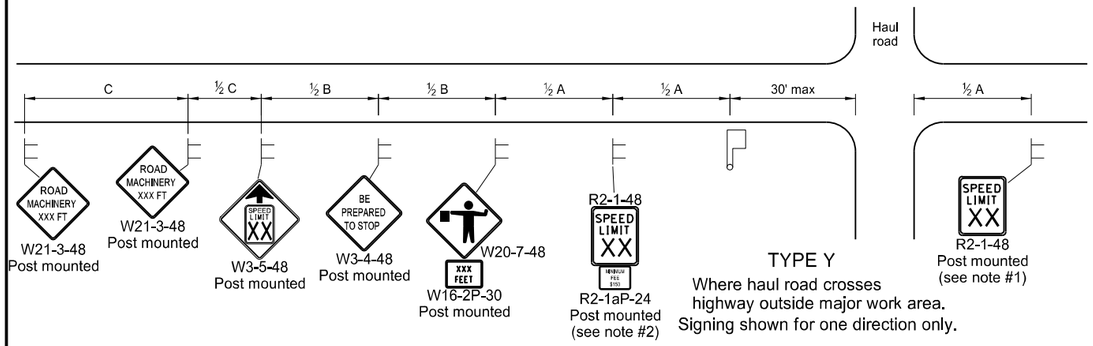
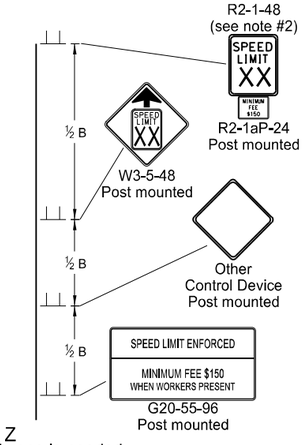
Docusign Envelope ID: 2F5C9714-A0E1-42BB-B36B-42204844BFCB

MISCELLANEOUS SIGN LAYOUTS

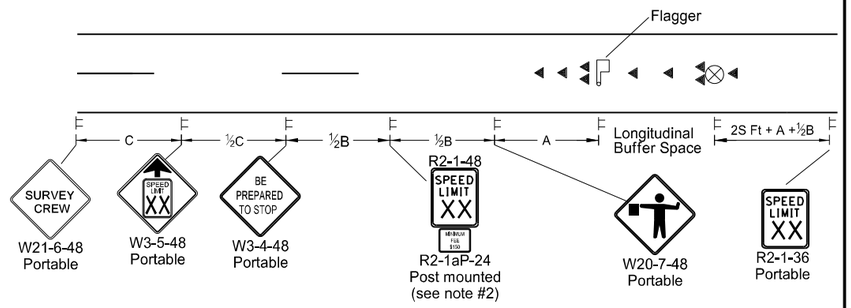
D-704-26



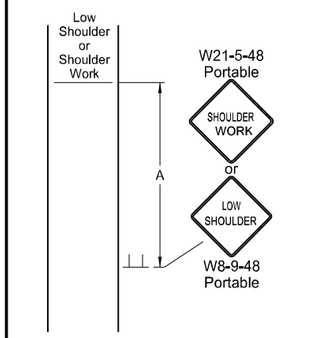
TYPE Y
Where haul road crosses highway outside major work area.
Signing shown for one direction only.



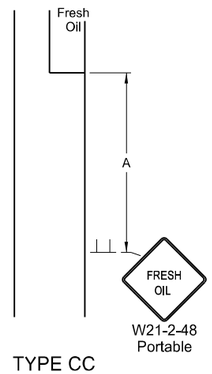
TYPE Z
Where speed zone is needed
Signing shown for one direction only.



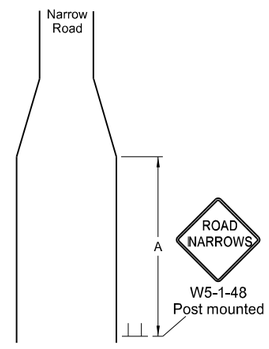
TYPE AA
Where survey crew is used
Signing shown for one direction only.



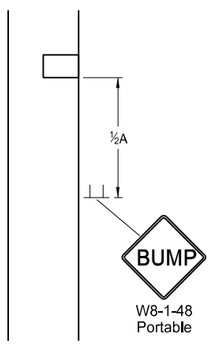
TYPE BB
Within major work area where sign conditions exist



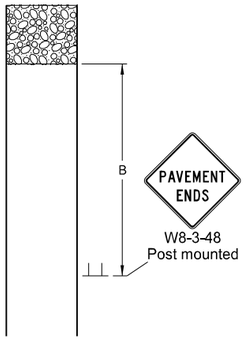
TYPE CC
Where sign conditions exist



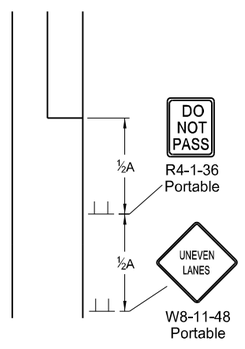
TYPE DD
Where sign conditions exist



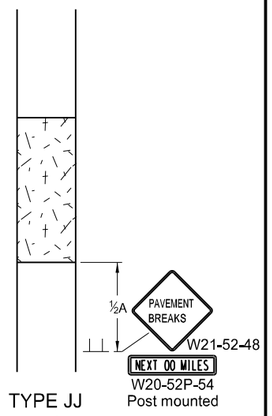
TYPE EE
Where sign conditions exist



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

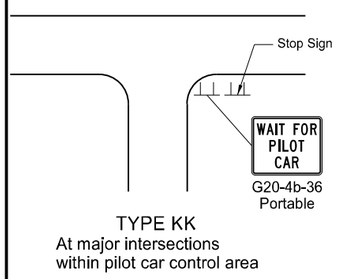


TYPE GG
Where elevation difference exists between lanes



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 80 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
80	910

* 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
08-17-17	Added speed limit signs. Updated notes & sign numbers
11-01-19	Revised note 5 & sign numbers
02-23-23	Revised distance & removed signs
06-30-25	Legislative Changes

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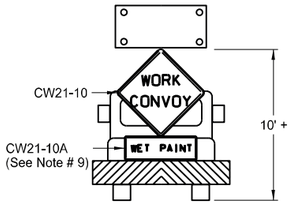
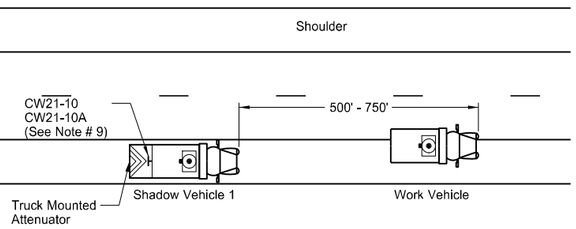
MOBILE OPERATION
(PAVEMENT MARKING)

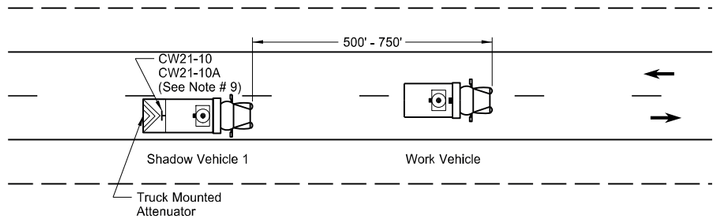
D-704-27



Typical Shadow Vehicle 1
Two-Way Roaday

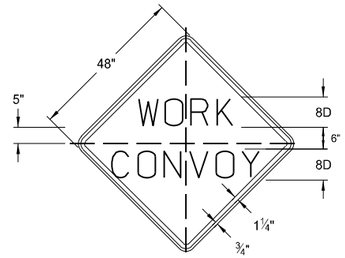


Two-Way Roadway with Paved Shoulders

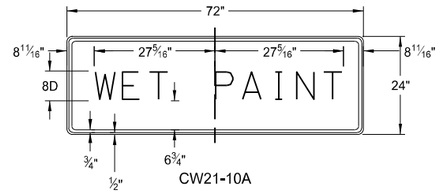


Two-Way Roadway without Paved Shoulders

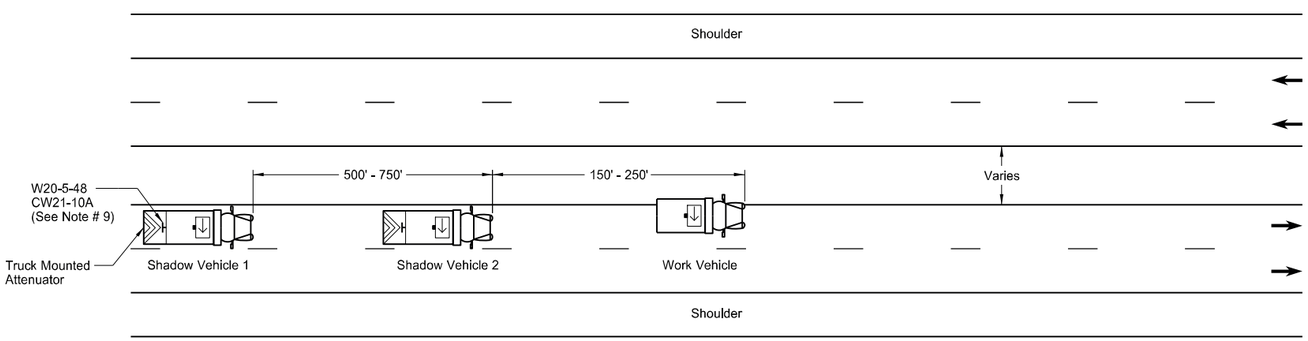
Sign Details



CW21-10

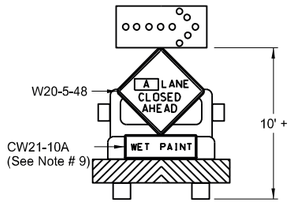


CW21-10A



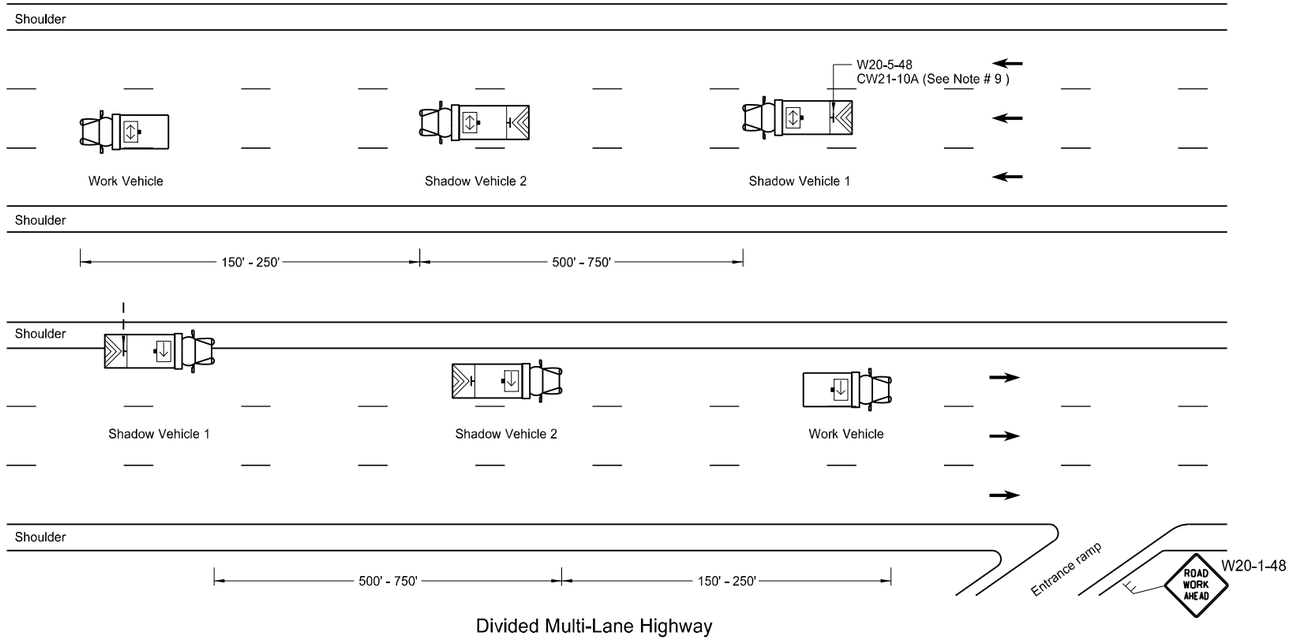
Undivided Multi-Lane Roadway

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
8-02-24	Electronic Stamp/Signature.

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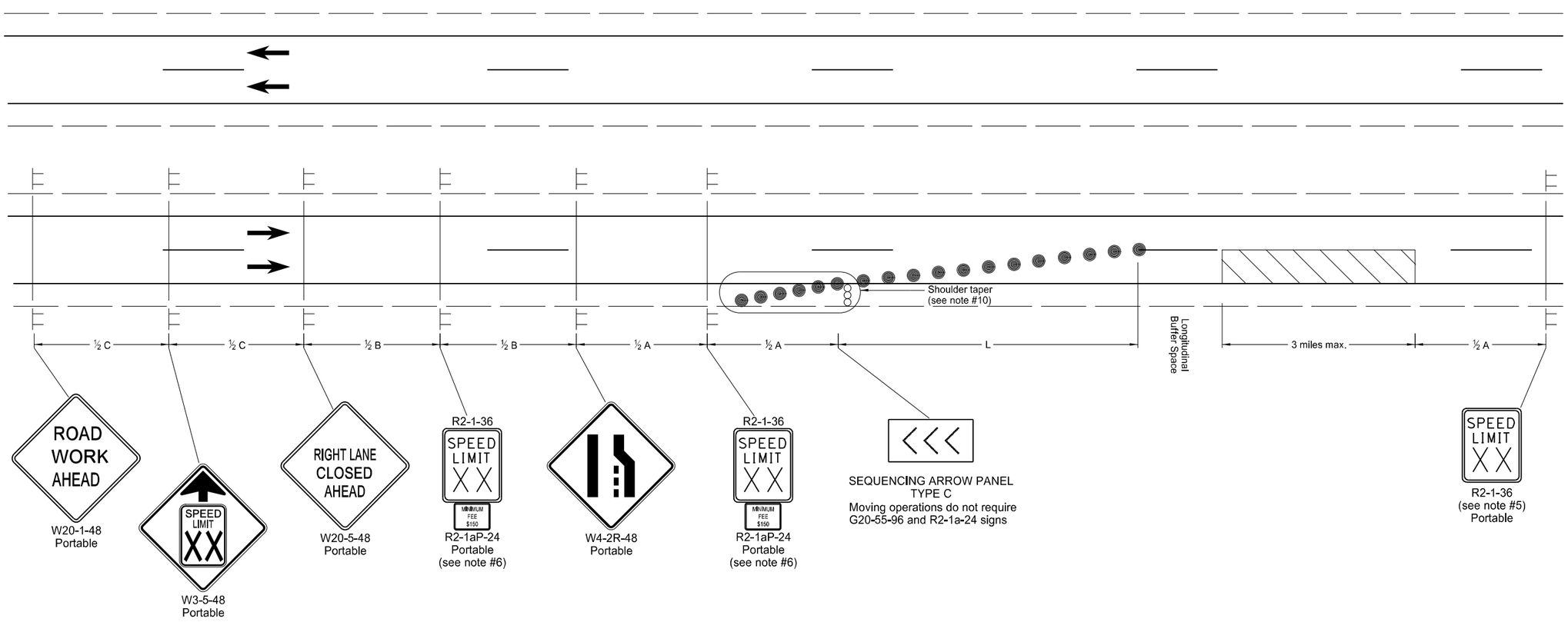
08/02/24

Docusign Envelope ID: E17899F0-B912-4482-BF85-7148763D5F5D

SIGN LAYOUT FOR ONE LANE CLOSURE DIVIDED HIGHWAY MOVING OPERATION

D-704-32



Notes
1. Provide an additional sequencing arrow panel in the closed lane, near the work area, if the moving operation is not visible to the motorist from the end of the taper.
2. Variables
   S = Numerical value of speed limit or 85th percentile.
   W = The width of the taper.
   L = Minimum length of taper, S x W for freeways, expressways, and all other roads with speeds of 45 mph or greater, or W x S^2 /60 for urban, residential, and other streets with speeds of 40 mph or less.
3. Space delineator drums for tapering traffic at dimension "S".
4. Sequencing Arrow Panels
   Panels should normally be placed at the beginning of the taper. Where shoulder width does not provide sufficient room, the panel should be moved closer to the work area so that it can be placed on the roadway surface.
   Type A shall be used on roadways with slow moving traffic speeds and low volume (25 mph & 750 ADT or less).
   Type B shall be used on roadways with moderate traffic speeds and volumes (40 mph and 5000 ADT or less).
   Type C shall be used on roadways with high traffic speeds and volumes (over 40 mph and 5000 ADT).
5. Re-establish speed limit. Determine the exact speed limit in the field, dependent on location and conditions.
6. Determine the reduced speed limit 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 a reduced speed zone.
9. As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
10. Provide shoulder taper when shoulder is 8' or wider.
11. Recommend using 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.

KEY

Sign	Work area
Delineator Drums	Sequencing arrow panel

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 80 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
80	910

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-27-13

REVISIONS

DATE	CHANGE
06-24-14	Revised Note 9
08-17-17	Updated notes & sign numbers
11-01-19	Added sign, revised note & sign #
08-02-24	Electronic Stamp/Signature
06-30-25	Legislative Changes

KIRK J. HOFF REGISTERED PROFESSIONAL PE-4683 06/30/25 ENGINEER NORTH DAKOTA

Docusign Envelope ID: E17899F0-B912-4482-BF85-7148763D5F5D

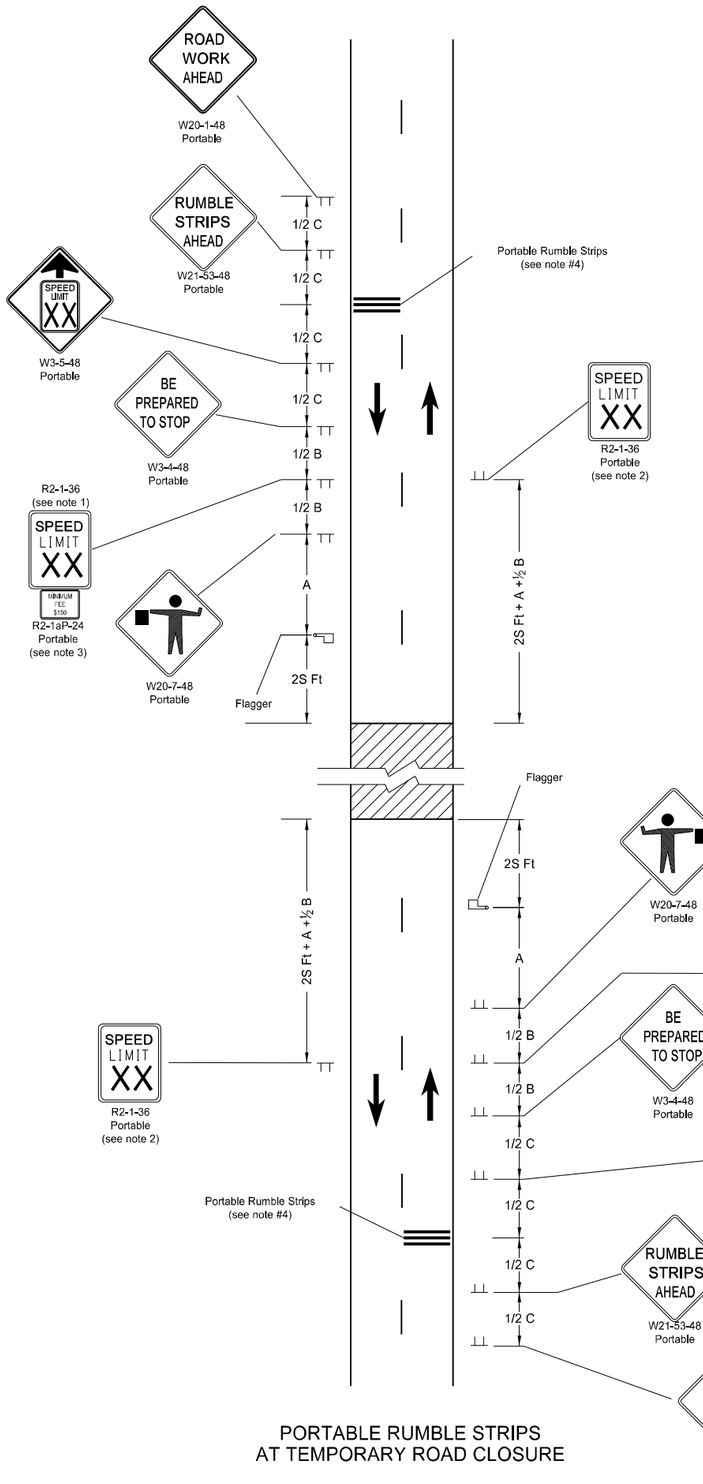
Two-Lane Roadway Portable Rumble Strips

KEY

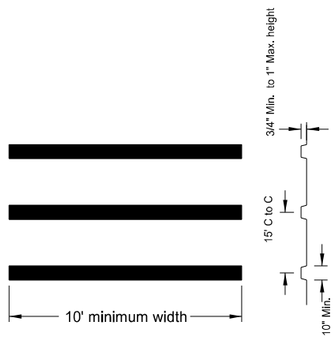
- Work area
- Flagger
- Sign

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

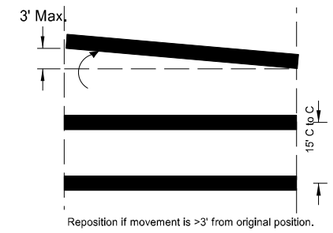
ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - High Speed (over 45 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720



PORTABLE RUMBLE STRIPS AT TEMPORARY ROAD CLOSURE

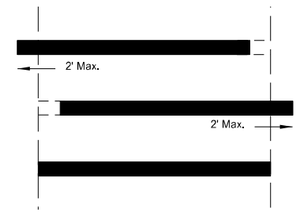


PORTABLE RUMBLE STRIPS ARRAY DETAIL



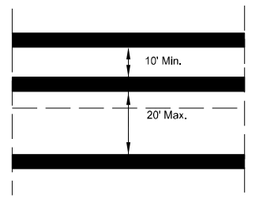
Reposition if movement is >3' from original position.

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

02-22-22

REVISIONS

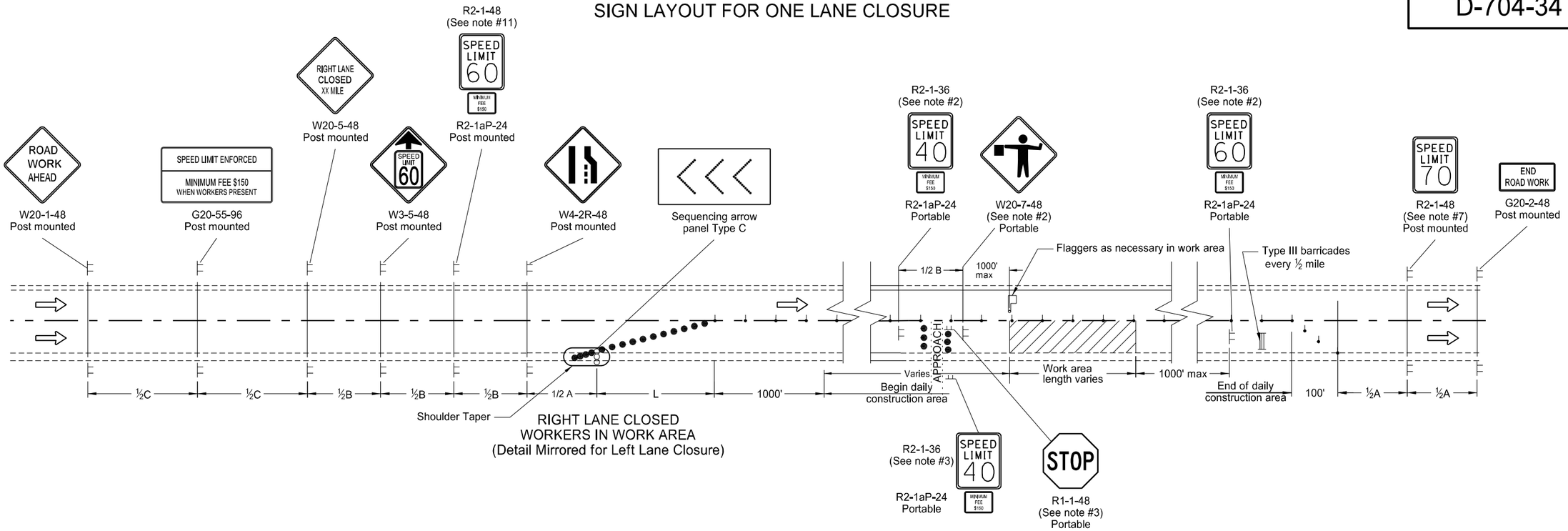
DATE	CHANGE
03-07-23	Use changed to min 45 mph
06-30-25	Legislative Changes

KIRK J. HOFF REGISTERED PROFESSIONAL PE-4683 06/30/25 ENGINEER NORTH DAKOTA

Docusign Envelope ID: E17899F0-B912-4482-BF85-7148763D5F5D

SIGN LAYOUT FOR ONE LANE CLOSURE

D-704-34



Notes:

1. Install advance signs for flagging when flaggers are flagging.
2. Move the advanced flagger sign and speed limit signs as the work area moves through the construction zone. When the work area is not visible from the flagger, move the flagger station so the work area is visible. Place the 40 mph speed limit sign at ½A in advance of the flagger sign and move the 60 mph speed limit sign. Cover or remove the 40 mph speed limit and the Minimum Fee $150 signs upon completion of the work day or when workers are not present. Determine the exact speed limit in the field, dependent on location and conditions.
3. Approaches: When the work area encompasses an approach, install a 40 mph speed limit sign to control the approach. Cover the existing stop sign and install a new portable stop sign when the approach is on the side of the lane closure. Remove the approach speed limit sign once the main line 40 mph speed zone is moved past the approach.
4. Variables:
   S=Numerical value of speed limit or 85th percentile
   W=The width of taper.
   L=Minimum length of taper, or SxW for freeways, expressways, and all other roads with speeds of 45 mph or greater, or
   (WxSxS)/60 for urban, residential, and other streets with speeds of 40 mph or less.
5. Space delineator drums for tapering traffic at the dimension "S". Space tubular markers used for tangents at 2 times dimension "S".
6. 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 the roadway surface.
   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).
7. Re-establish the speed limit. Determine the exact speed limit in the field, dependent on location and conditions.
8. Cover existing speed limit signs within a reduced speed zone.
9. Install flags on warning signs in urban areas when signs are not portable. Mount 24 inch square flags perpendicular to the edges of the diamond sign, and at such a distance above the edge that the flag does not touch the sign when limp.
10. Determine the reduced speed limit dependent on the in place speed limit before construction. Where speed limits are to be reduced more than 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.
11. As an option use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
12. 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.

KEY

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

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 80 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-26-2012

REVISIONS

DATE	CHANGE
03-15-16	Removed Do Not Pass signs & updated notes
08-17-17	Updated notes & sign numbers & moved Speed Limit signs
11-01-19	Removed shldr taper details & revised tubular mkr symbol
12-08-21	Switched order of Road Work and Spd Limit Enforced, removed table, & added Dollars At Work
11-29-22	Removed Dollars At Work
06-30-25	Legislative Changes

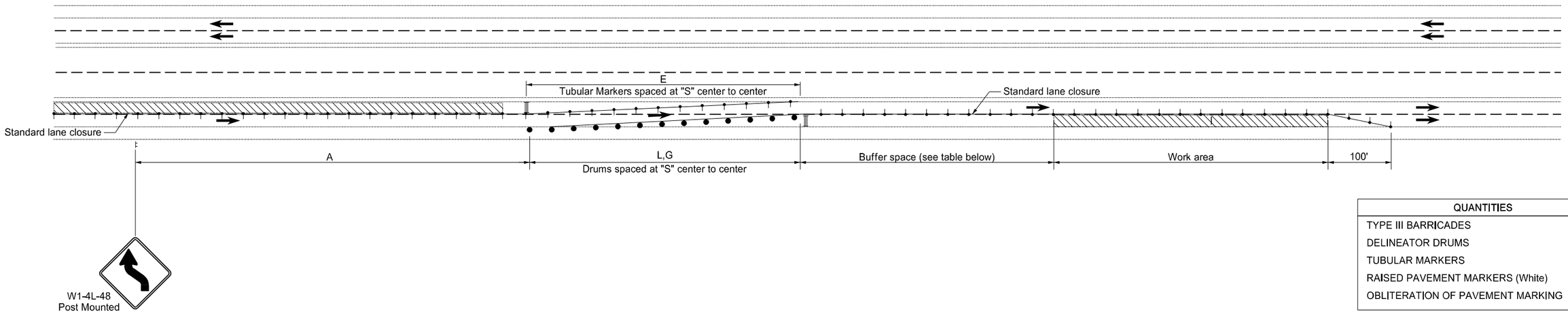
KIRK J. HOFF REGISTERED PROFESSIONAL PE-4683 06/30/25 ENGINEER NORTH DAKOTA

Kirk J Hoff

Docusign Envelope ID: E17899F0-B912-4482-BF85-7148763D5F5D

TRAFFIC CONTROL SYSTEM
LANE SHIFT BETWEEN A LANE CLOSURE AND AN OPPOSITE LANE CLOSURE

D-704-34A



QUANTITIES	
TYPE III BARRICADES	2 Each
DELINEATOR DRUMS	13 Each
TUBULAR MARKERS	13 Each
RAISED PAVEMENT MARKERS (White)	Varies
OBLITERATION OF PAVEMENT MARKING	Varies

KEY

Work area	Delineator drum
Type III barricade	Tublar markers
Traffic Direction	Sign

LEGEND

E Obliteration of pavement marking (10' line, 30' skip centerline)
G Raised pavement markers (white) 5' ctrs.

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
80	910

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

Notes
1. Variables
   S = Numerical value of posted speed limit, off-peak 85th percentile speed prior to work starting, or the anticipated operating speed in mph.
   W = Width of offset in feet.
   L = Taper length in feet. Speeds 40 mph or less $L=WS^2/60$. Speeds 45 mph or greater $L= WS$.
2. Place signs and barricade on roadway on moveable assemblies.
3. Cover existing speed limit signs within reduced speed zones.
4. Upon approval, the Engineer will measure obliterated or covered pavement marking as Obliteration of Pavement Marking.
5. As an option, use portable sign supports in lieu of post mounted sign in accordance with NDDOT Standard Drawing D-704-14.
6. Place "Minimum Fee $150" signs below speed limit signs when placing traffic control devices to reduce speed.
7. When duration of work is 14 days or less, obliteration of pavement marking (10' line, 30' skip, centerline) and raised pavement markers are not required.

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 80 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

10-26-2012

REVISIONS

DATE	CHANGE
09-27-17	Updated to active voice
11-01-19	Clarified work zone
08-02-24	Electronic Stamp/Signature
06-30-25	Legislative Changes

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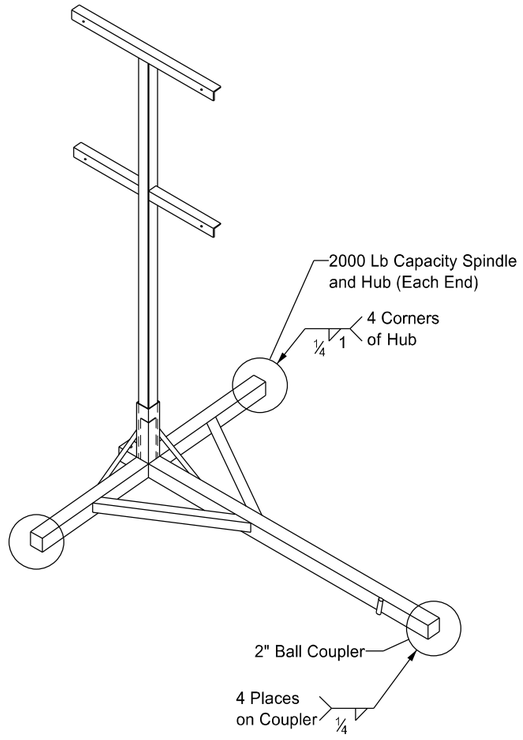
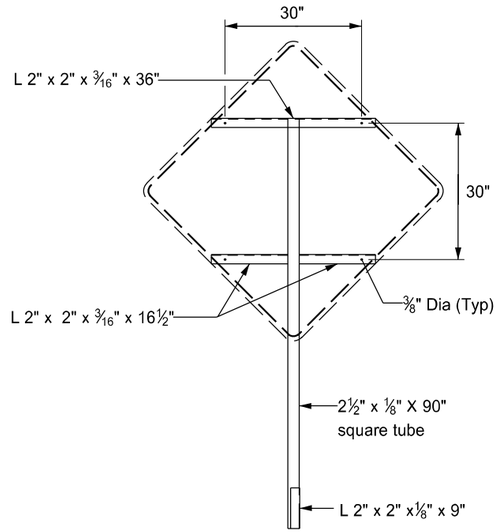
PROFESSIONAL
PE-4683
06/30/25
ENGINEER
NORTH DAKOTA

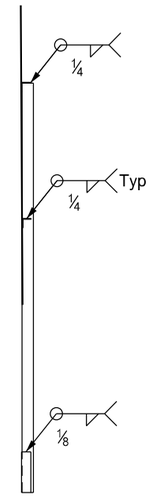
PORTABLE SIGN SUPPORT ASSEMBLY

D-704-50





FRONT

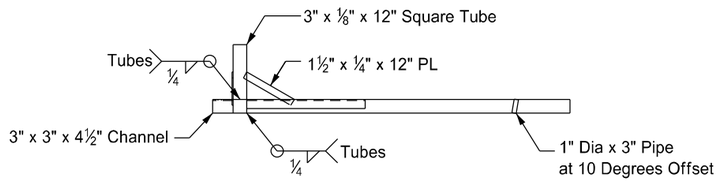


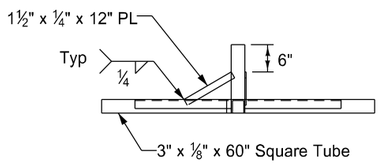
RIGHT

SIGN SUPPORT

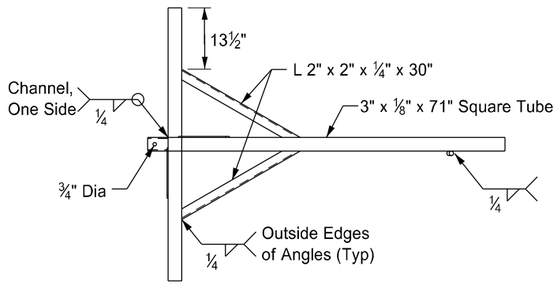
Notes:

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.

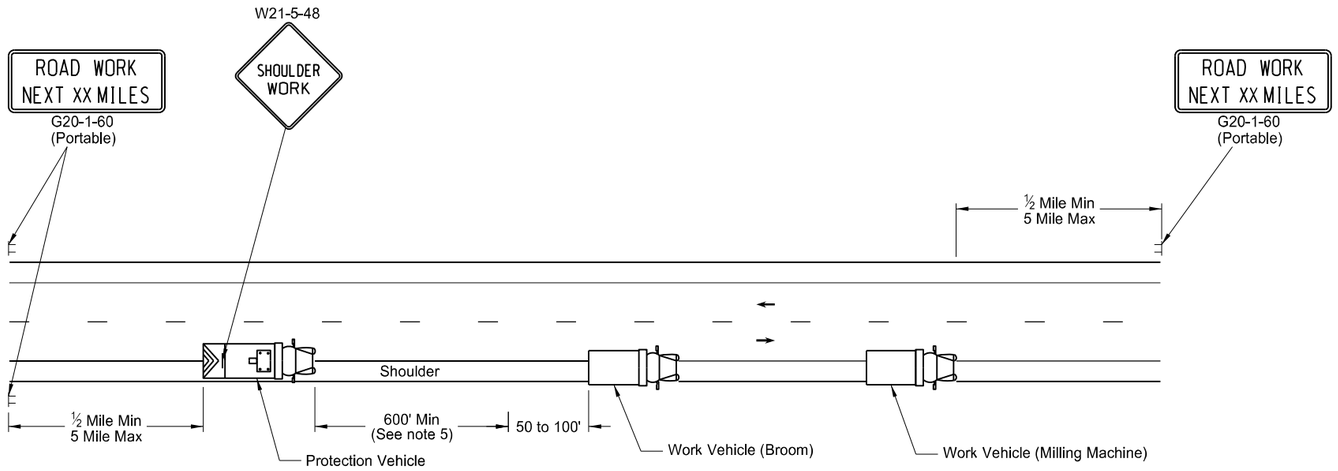
KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

12 02 2020

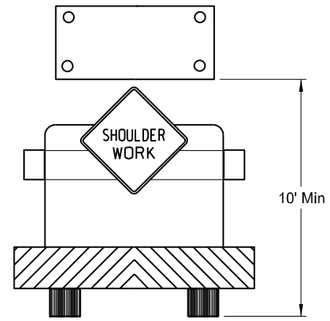
DocuSign Envelope ID: 3284CF4B-204D-426B-8A3F-BDE7624EB5B7

MOBILE OPERATION
Grinding Shoulder Rumble Strips

D-704-56



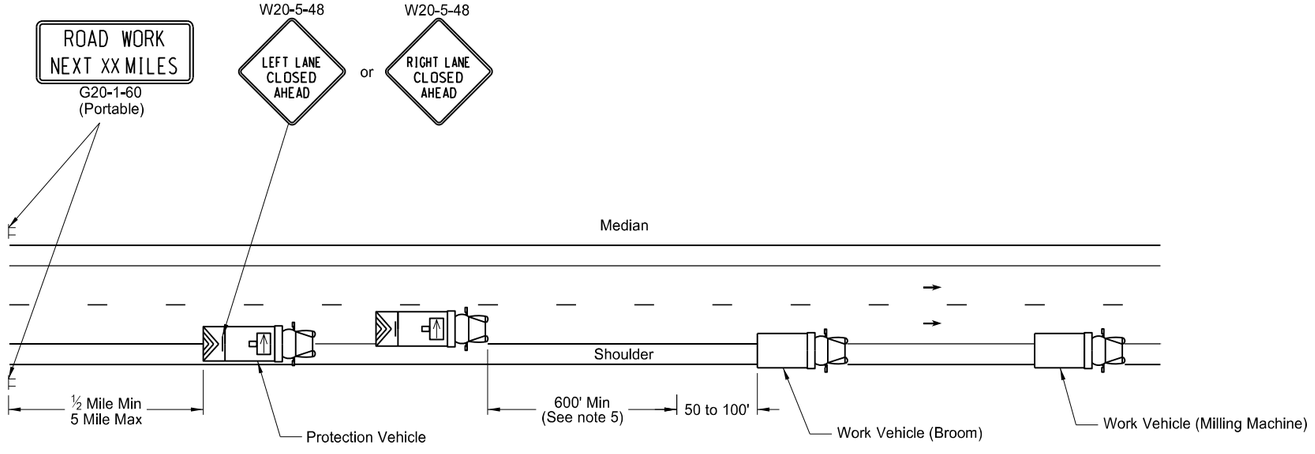
TWO LANE - TWO WAY ROADWAY



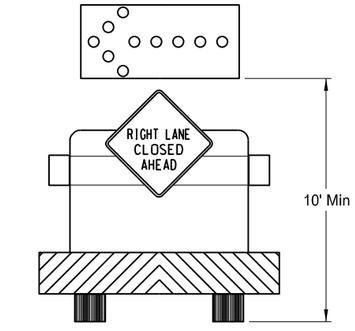
TWO LANE - TWO WAY ROADWAY

Typical Protection Vehicle with Flashing Arrow Panel In Caution Mode

Notes:
1. Provide truck mounted attenuators on additional vehicles in the convoy, at no additional cost.
2. Provide rotating, flashing, oscillating, or strobe lights on vehicles.
3. Provide Type B or Type C flashing arrow panels that are controlled from inside the vehicle.
4. Provide two - way electronic communication capability in each vehicle.
5. Vary vehicle spacing between the protection vehicle and work vehicle depending on sight distance restrictions. Keep the spacing of the convoy vehicles such that motorists approaching the work convoy can see the protection vehicle in time to slow down and safely pass the work vehicles.
6. Move advance Road Work Ahead signs as the work area moves through the construction zone.

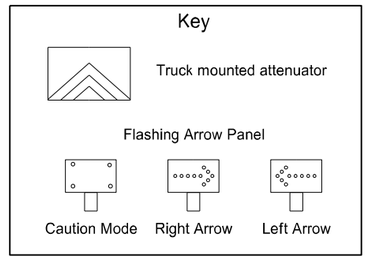


INTERSTATE & 4 LANE DIVIDED HIGHWAY



INTERSTATE & 4 LANE DIVIDED HIGHWAY

Typical Protection Vehicle with Flashing Arrow Panel In Flashing Arrow Mode



NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-15-12	
REVISIONS	
DATE	CHANGE
8-17-17	Updated notes & signs
10-03-19	New Design Engineer PE Stamp
8-02-24	Electronic Stamp/Signature

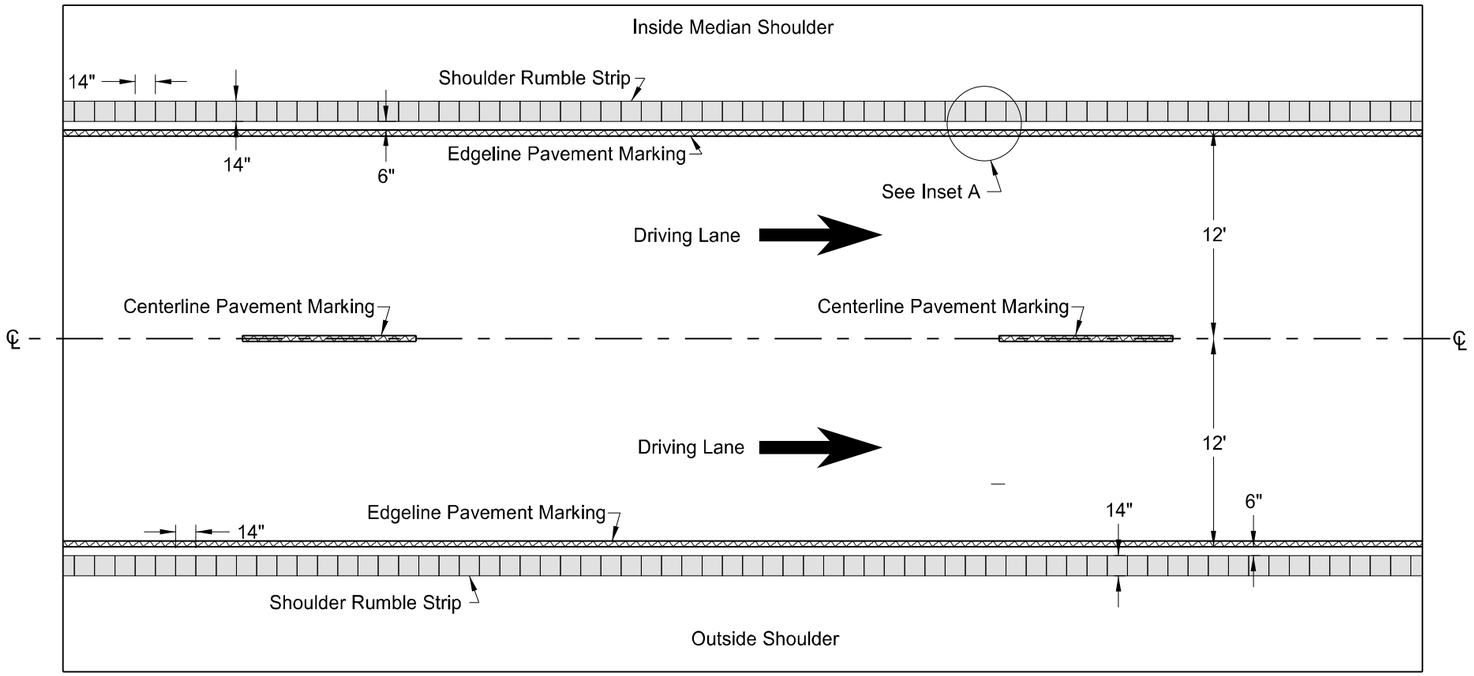
KIRK J. HOFF
REGISTERED
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA
08/02/24

RUMBLE STRIPS
DIVIDED HIGHWAYS (NON-INTERSTATE)

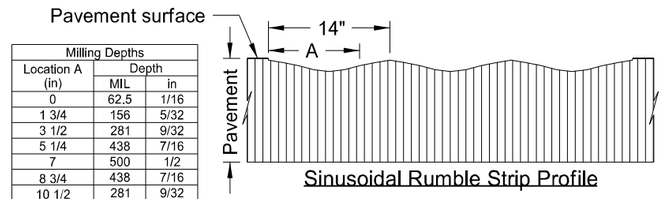
D-760-2

NOTES:

1) Discontinue rumble strips through the entire length of turn lanes and tapers, at ramps and tapers, and at the radius of paved or gravel highways, section line approaches, and private drives.

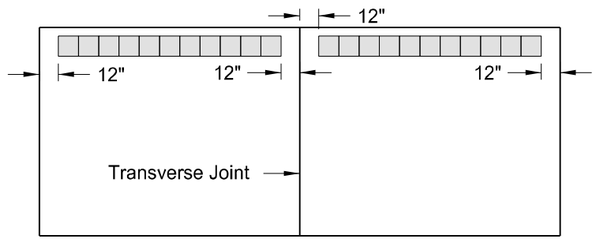


Divided Highways (Non-Interstate)

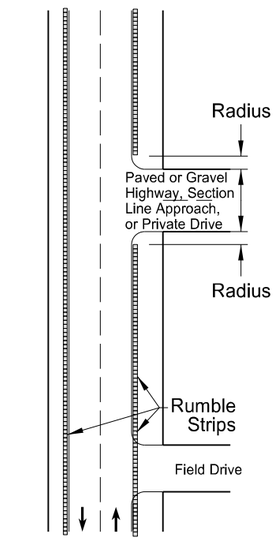


Milling Depths		
Location A (in)	Depth	
	MIL	in
0	62.5	1/16
1 3/4	156	5/32
3 1/2	281	9/32
5 1/4	438	7/16
7	500	1/2
8 3/4	438	7/16
10 1/2	281	9/32
12 1/4	156	5/32
14	62.5	1/16

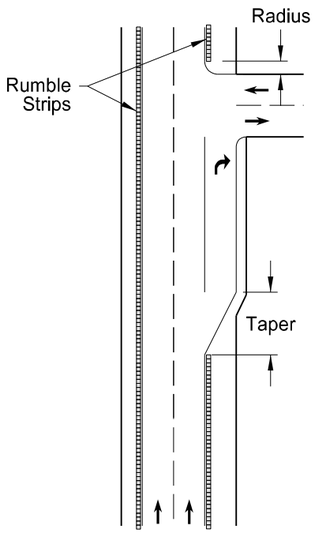
Sinusoidal Rumble Strip Profile



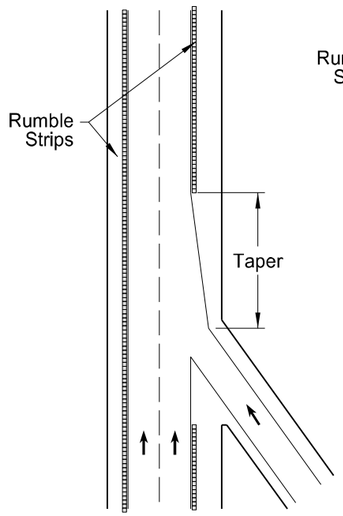
Discontinue rumble strip approx. 12" on both sides of PCC transverse joint



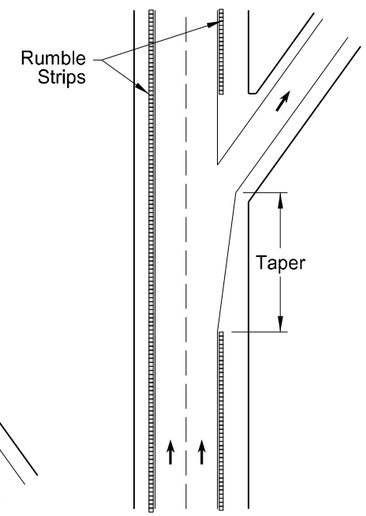
Entrance Roadways



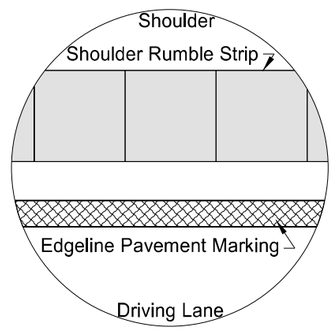
Turn Lane
(Right & Left)



Entrance Ramp



Exit Ramp



Inset A - Shoulder Rumble Strip
(Layout for opposite shoulder reversed)

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-29-09	
REVISIONS	
DATE	CHANGE
2-25-10	Note 4 was added.
9-08-11	Revised Notes and D-760-2.
8-27-19	New Design Engr PE Stamp.
11-16-21	Added rumbles to end of taper.
5-26-23	Rumble strips made sinusoidal.

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

05/26/23

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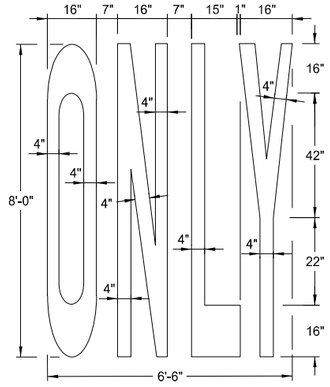
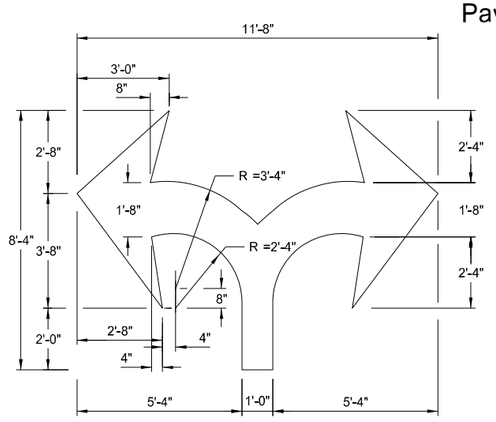
Pavement Marking Message Details

D-762-1



22 S. F.



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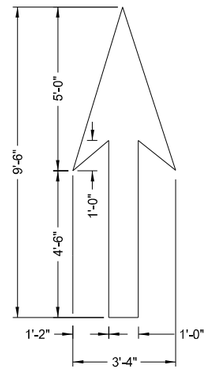

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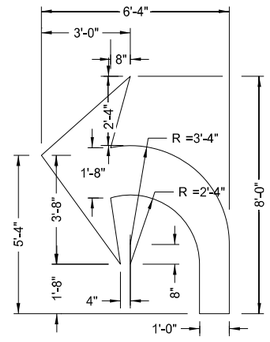

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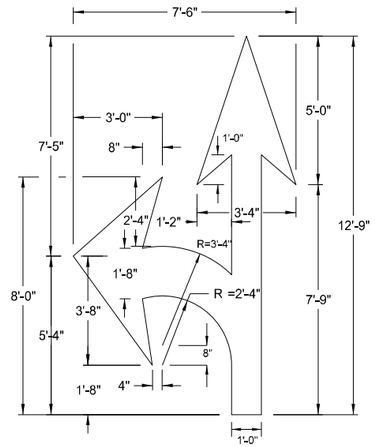
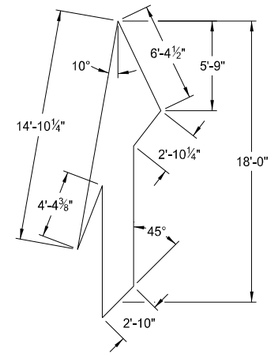
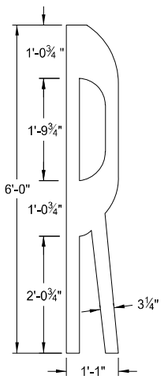


27 S. F.

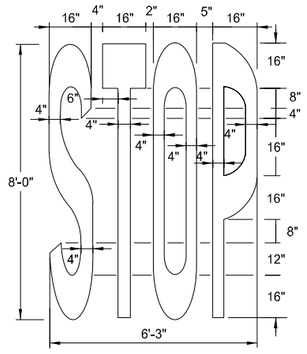


41 S. F.

Note: Rotate merge arrow 20° from edge of roadway.



4 S. F.



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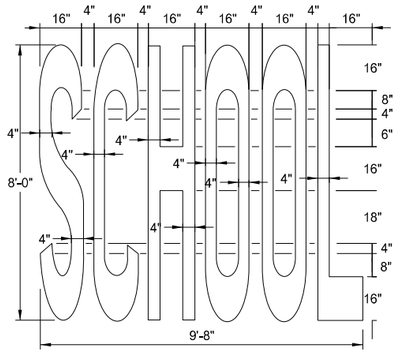
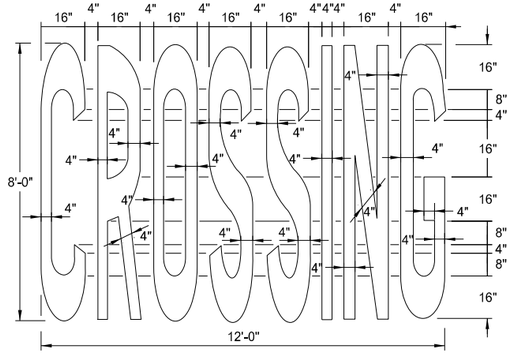


34.5 S. F.



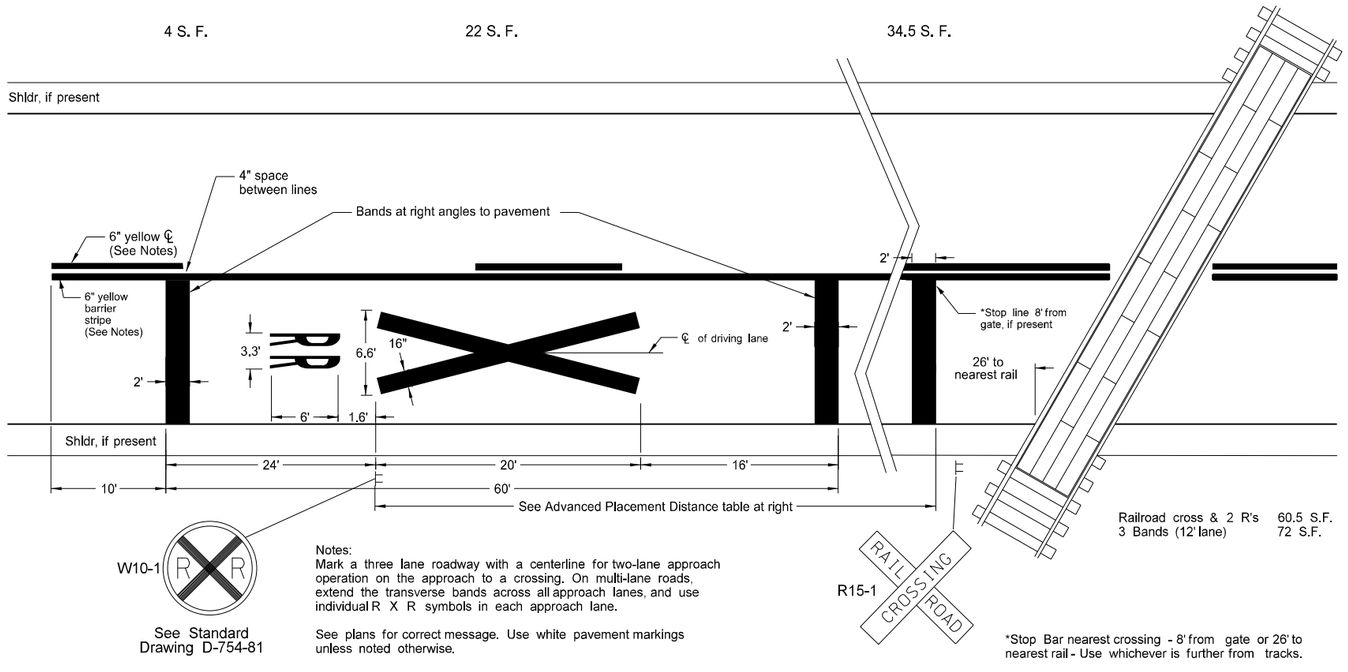
46 S. F.

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

Chevron Crosshatching Table



Centerline Pavement Marking Skip Spacing Detail



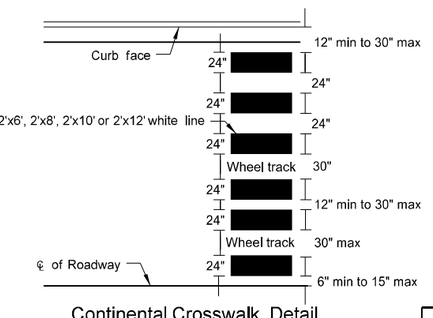
Notes:
Mark a three lane roadway with a centerline for two-lane approach operation on the approach to a crossing. On multi-lane roads, extend the transverse bands across all approach lanes, and use individual R X R symbols in each approach lane.

See plans for correct message. Use white pavement markings unless noted otherwise.

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

*Stop Bar nearest crossing - 8' from gate or 26' to nearest rail - Use whichever is further from tracks.

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



Continental Crosswalk Detail

NOTES:

1. Normal width line - 6 inches wide for freeways, expressways, and ramps; 6 inches for all other roadways with speed limits > 40 mph.
2. Use 4 or 6 inch wide pavement marking for all other roadways with speed limits ≤ 40 mph.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

12-6-11

REVISIONS

DATE	CHANGE
10-17-17	Updated to active voice.
08-27-19	New Design Engineer PE Stamp.
01-28-2020	Revised min Stop Bar distance to rail.
11-22-2023	Revised pavement marking widths.



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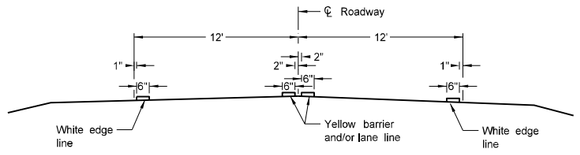
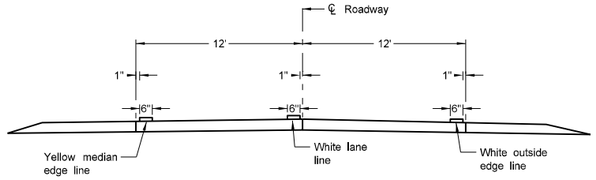
PAVEMENT MARKING

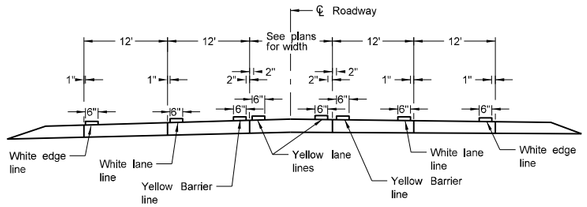
D-762-4



Two Lane Two Way
RURAL ROADWAY



Two Lane Roadway
INTERSTATE HIGHWAY
Concrete Section



RURAL FIVE LANE ROADWAY
Concrete Section

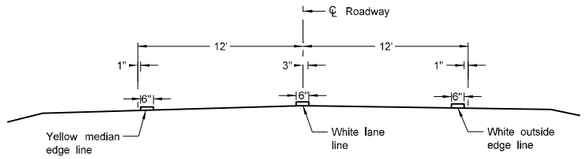
NOTES:

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

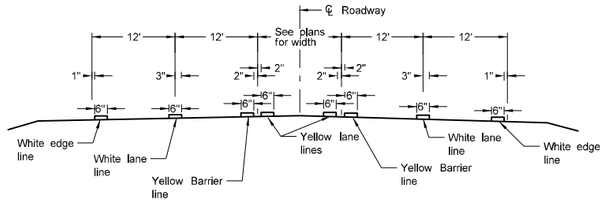
   For section lines, county roads, and street approaches, stripe the radii and edge lines of the paved surface within the right of way except where curb and gutter is present.

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

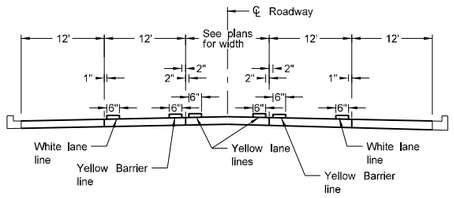
3. Use 4 or 6 inch wide pavement marking for all other roadways with speed limits < 40 mph.



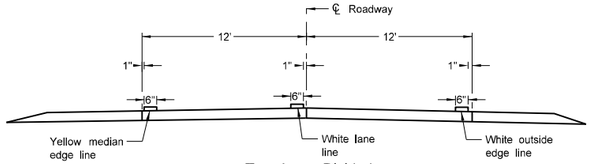
Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Asphalt Section



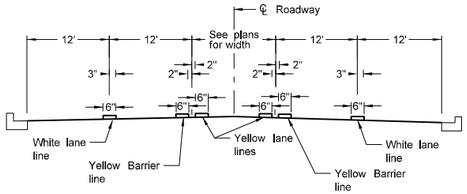
RURAL FIVE LANE ROADWAY
Asphalt Section



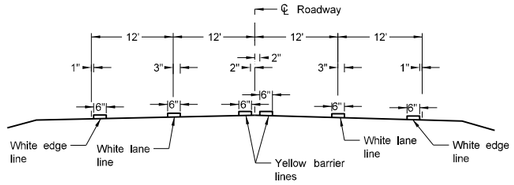
URBAN FIVE LANE SECTION
Concrete Section



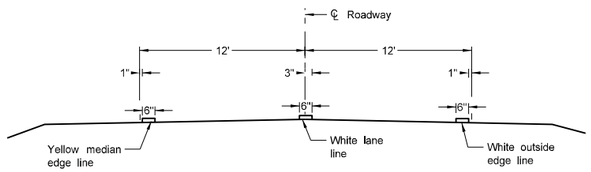
Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Concrete Section



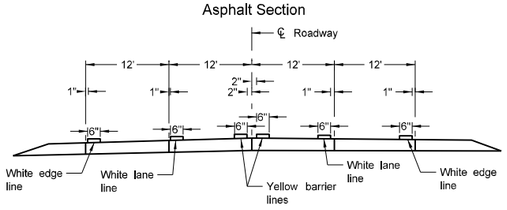
URBAN FIVE LANE SECTION
Asphalt Section



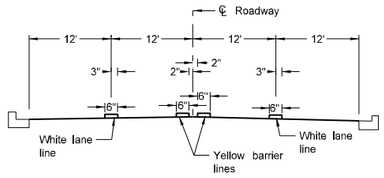
RURAL FOUR LANE ROADWAY
Asphalt Section



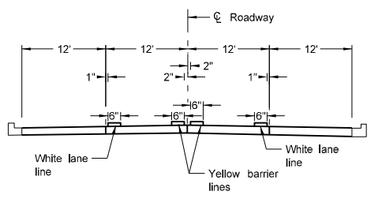
Two Lane Roadway
INTERSTATE HIGHWAY
Asphalt Section



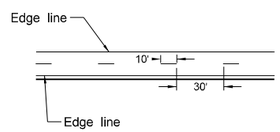
RURAL FOUR LANE ROADWAY
Concrete Section



URBAN FOUR LANE SECTION
Asphalt Section



URBAN FOUR LANE SECTION
Concrete Section



CENTERLINE PAVEMENT MARKING SKIP SPACING DETAIL

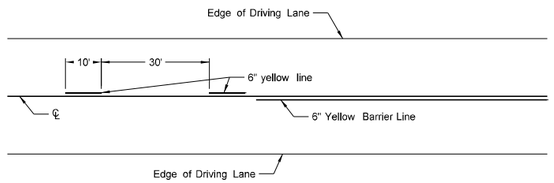
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-1-10	
REVISIONS	
DATE	CHANGE
10-17-17	Updated to active voice.
08-27-19	New Design Engineer PE Stamp.
11-22-23	Revised pavement marking widths.
07-09-24	Modified Note 1.

KIRK J. HOFFT
REGISTERED
PROFESSIONAL
PE-4683
07/09/24
ENGINEER
NORTH DAKOTA

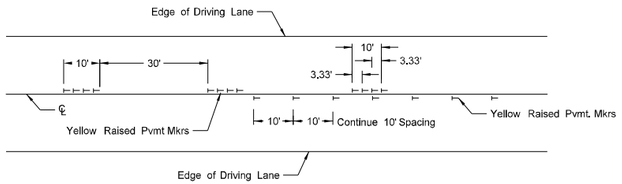
DocuSign Envelope ID: 09EA856C-BD61-42B6-B726-BC2420A5CEC1

SHORT-TERM PAVEMENT MARKING

D-762-11

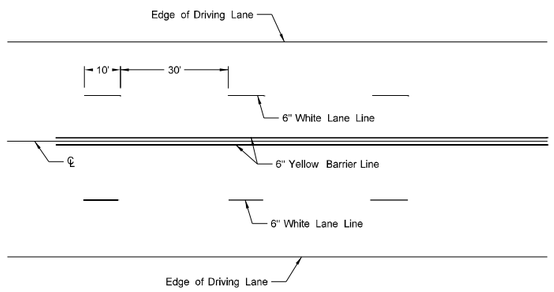


Painted or Tape Lines



Raised Pavement Markers

TWO-LANE TWO-WAY ROADWAY



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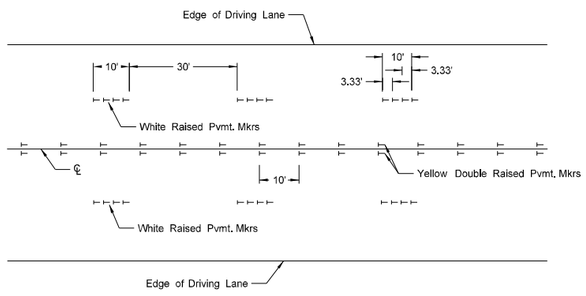
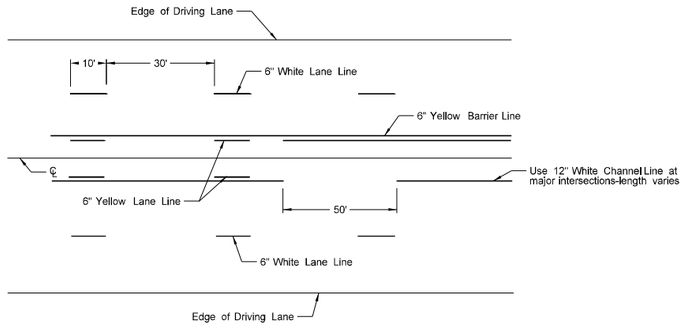


Raised Pavement Markers

FOUR LANE ROADWAY



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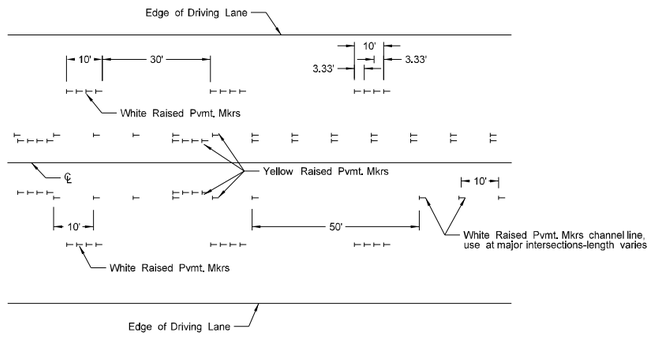
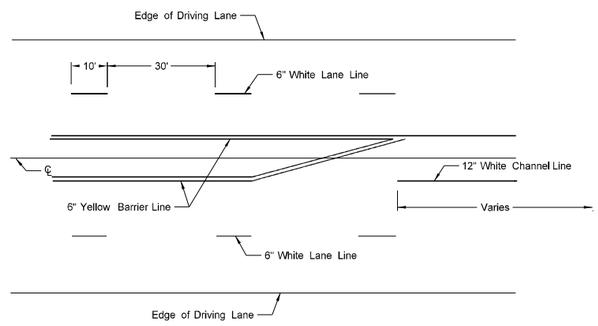


Raised Pavement Markers

FIVE LANE ROADWAY TWO WAY LEFT TURN



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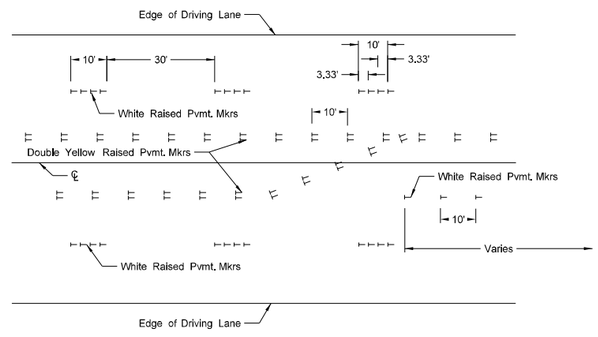

Raised Pavement Markers

FIVE LANE ROADWAY WITH MARKED ISLANDS

NOTES:

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

12-1-10

REVISIONS

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

KIRK J. HOFF
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PROFESSIONAL
PE-4683
01/17/24
ENGINEER
NORTH DAKOTA