DESIGN DATA - NH-3-057(060)006				
Traffic	Average Daily			
Current 2023 ND57	Pass: 3498	Trucks: 136	Total: 3634	
Preventive Maintenance				

DESIGN DATA - NH-3-020(142)097				
Traffic	Average Daily			
Current 2023 ND20	Pass: 4344	Trucks: 196	Total: 4540	
Preventive Maintenance				

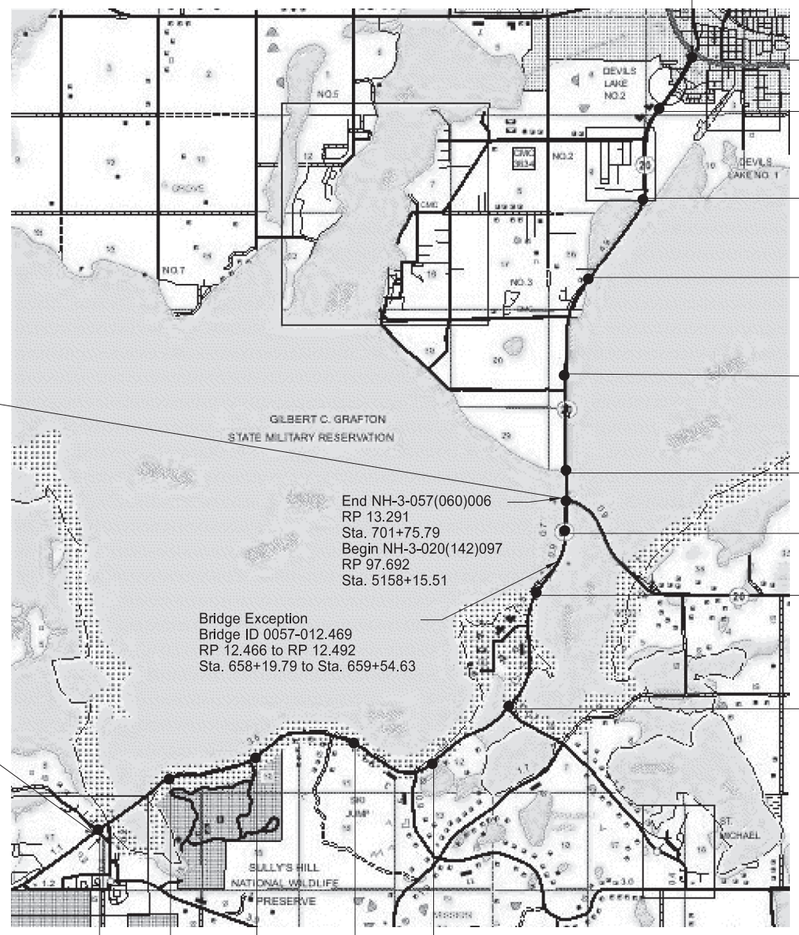
	STATE	PROJECT NO.	PCN	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	24044	1	1
		NH-3-020(142)097	24045		

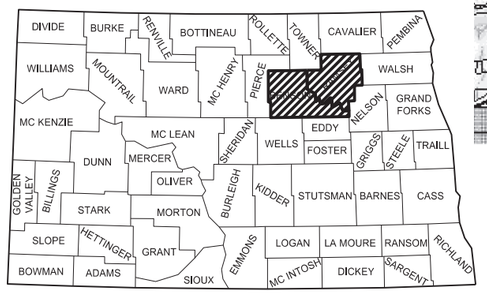
NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

NH-3-057(060)006
2IN HMA Overlay
NH-3-020(142)097
2IN Mill & 2IN HMA Overlay
Benson, Ramsey
ND 57 - Fort Totten to Jct ND 20
ND 20 - Jct ND 57 N to Jct US 2

GOVERNING SPECIFICATIONS	Date Published and Adopted by the North Dakota Department of Transportation
Standard Specifications	4/1/2023
Supplemental Specifications	NONE

PROJECT NUMBER \ DESCRIPTION	NET MILES	GROSS MILES
NH-3-057(060)006 / 2IN HMA OVERLAY	7.258	7.261
NH-3-020(142)097 / 2IN MILL & 2IN HMA OVERLAY	4.962	4.962





STATE COUNTY MAP

DESIGNER
JASON HUNTER
DESIGNER
DUSTIN LEGACIE
DESIGNER
VISHNU VARDHAN MASURAM

ND DEPARTMENT OF TRANSPORTATION
DEVILS LAKE DISTRICT

NDDOT DEVILS LAKE DISTRICT

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER K. BEGGS
PE-6240
DATE 02/04/25
NORTH DAKOTA

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	2	1

NH-3-020(142)097

TABLE OF CONTENTS

PLAN SECTIONS

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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-704-2	Traffic Control For Coring Of Hot Bituminous Pavement
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-704-13	Barricade And Channelizing Device Details
D-704-14	Construction Sign Punching And Mounting Details
D-704-15	Road Closure Layouts
D-704-17	Sign Layout For One Lane Closure Two Lane Roadway
D-704-19	Road Closure And Lane Closure On A Two Way Road 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-704-33	Two-Lane Roadway Portable Rumble Strips
D-704-50	Portable Sign Support Assembly
D-704-56	Mobile Operation - Grinding Shoulder Rumble Strips
D-706-1	Bituminous Laboratory
D-760-3	Rumble Strips Undivided Highways (Shoulders 4' Or Greater)
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D-762-1	Pavement Marking Message Details
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D-762-5	Pavement Marking for Standard 90 Degree Flared Intersection-(No Center Left Turn Lane on Major Road)
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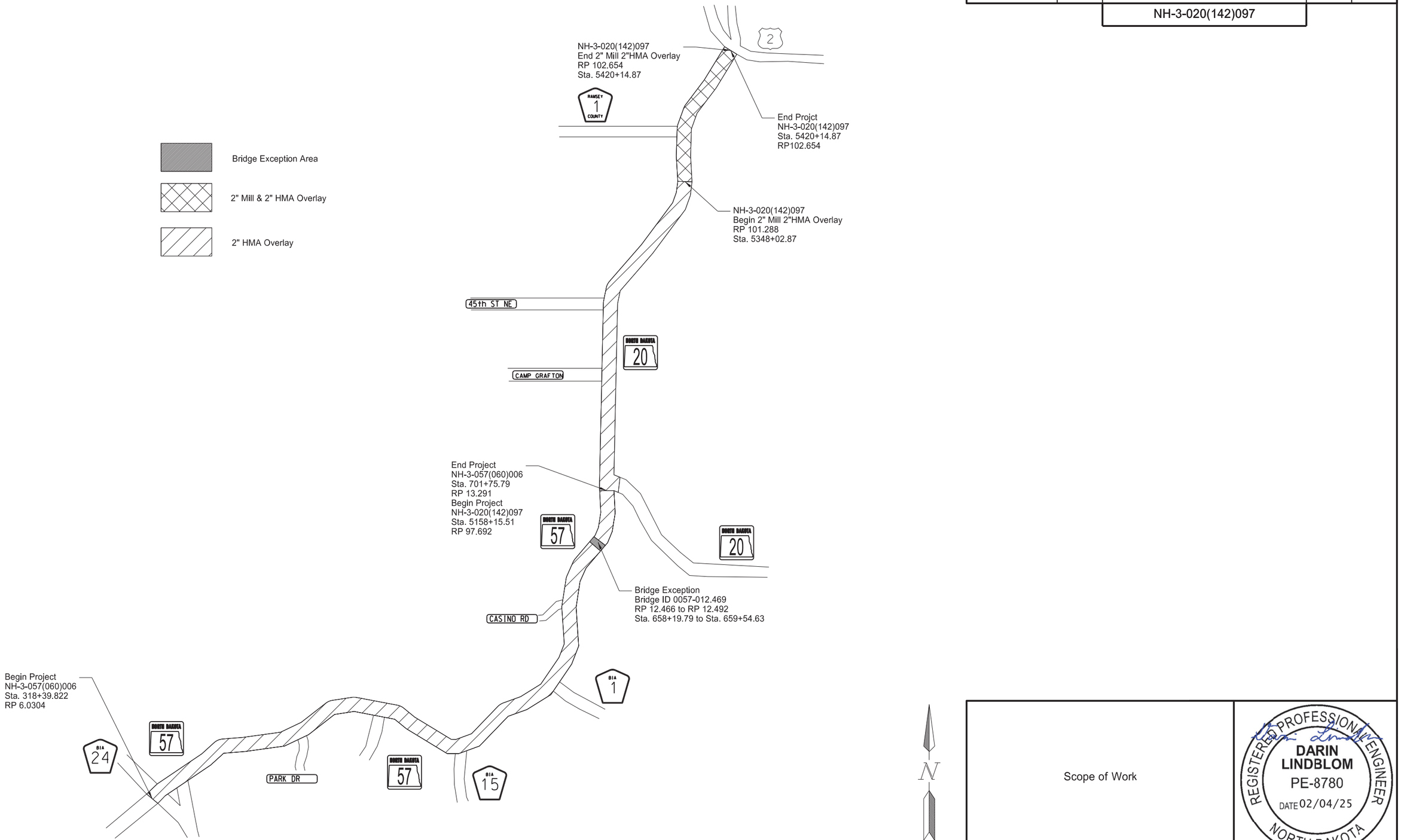
SPECIAL PROVISIONS

Number	Description
SP 645(23)	E-Ticketing (Mandatory)
PSP 136(23)	Permits and Environmental Considerations
SSP 4	Longitudinal Joint Density
SP 588(23)	Tribal Employment Rights Ordinance (TERO)

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	4	1
		NH-3-020(142)097		



Scope of Work

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

1/30/2025 2:19:15 PM jthunter F:\DVLSLAKE\CONST\DISTRICT DESIGNS\Projects 2024-2025\HMA_24044&24045 - Hwy 20 DVL to Fort Totten\Design\004SW_Scope.dgn

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006	6	1
ND	NH-3-020(142)097		

NOTES

107-100 LAWS TO BE OBSERVED: All or a portion of this project lies within the exterior boundaries of an Indian Reservation. Review laws and ordinances pertaining to the work contained within the boundaries of the reservation.

108-500 TERO COORDINATION: Invite the Tribal TERO Office to the Preconstruction Conference.

411-P01 MILLING PAVEMENT SURFACE: All of milled material from the project shall become the property of the NDDOT and be hauled and stockpiled at the NDDOT Maintenance Yard(1905 Schwan Ave NW Devils Lake, ND 58301) on the west side of Devils Lake, ND, RP 266.940 on US 2. Use a pay-loader when pushing up the material on the stockpile. Process the millings so that the maximum particle size does not exceed 1-1/2". Notify the Engineer 72 hours prior to dropping off any millings. Include all costs associated with this work in the contract unit price for "MILLING PAVEMENT SURFACE".

430-P01 CALCULATED DENSITY: Compact the asphalt according to specification 430.04 I.2, "Calculated Density".

704-P01 TRAFFIC CONTROL FOR BITUMINOUS PAVEMENT: Provide traffic control consisting of a temporary road closure, flagging, and a pilot car.

Traffic control device quantities are based on a 6 mile limitation and the list below. The Department will pay for all necessary deployed devices, regardless of the length of the lane closure

1. Standard D-704-12;
2. Standard D-704-15, layout A;
3. Standard D-704-20, layout G – signing will be required at junctions: BIA24; BIA 7; White Horse Hill Entrance; BIA 14; BIA 15; BIA 1; Spirit Lake Casino Entrance; ND 20; Camp Grafton Entrance; Military Road, Ramsey Co 1.
4. Standard D-704-22, layouts K and L; and
5. Standard D-704-26, layouts CC, EE, and GG.

When installing layout G from Standard D-704-20, move sign W3-5-48 and the sign assembly containing signs R2-1-48 and R2-1a-24 with the work area as it progresses through the construction zone. Place the R2-1-48 assembly a minimum of 500 feet in advance of flagging signs.

Place flaggers and traffic control devices as shown on Standard D-704-15, layout A at the following intersections when the lane closure spans across them:

1. BIA 24
2. BIA 7
3. White Horse Hill Enterance
4. BIA 14
5. BIA 15
6. BIA 1
7. Spirit Lake Casino Entrance
8. ND 20
9. Camp Grafton Entrance
10. Military Road
11. Ramsey Co 1

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" (E3-4); 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 construction in one of the following manners:

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

An installed array of PRS consists of a minimum of 2 individual strips. Move rumble strips with the flagging operation. Do not place rumble strips on horizontal curves.

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 04/02/25
NORTH DAKOTA

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006	6	1
ND	NH-3-020(142)097		

NOTES

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430-P01 CALCULATED DENSITY: Compact the asphalt according to specification 430.04 I.2, "Calculated Density".

704-P01 TRAFFIC CONTROL FOR BITUMINOUS PAVEMENT: Provide traffic control consisting of a temporary road closure, flagging, and a pilot car.

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5. Standard D-704-26, layouts CC, EE, and GG.

When installing layout G from Standard D-704-20, move sign W3-5-48 and the sign assembly containing signs R2-1-48 and R2-1a-24 with the work area as it progresses through the construction zone. Place the R2-1-48 assembly a minimum of 500 feet in advance of flagging signs.

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1. BIA 24
2. BIA 7
3. White Horse Hill Enterance
4. BIA 14
5. BIA 15
6. BIA 1
7. Spirit Lake Casino Entrance
8. ND 20
9. Camp Grafton Entrance
10. Military Road
11. Ramsey Co 1

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" (E3-4); 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 construction in one of the following manners:

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

An installed array of PRS consists of a minimum of 2 individual strips. Move rumble strips with the flagging operation. Do not place rumble strips on horizontal curves.

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006	6	2
ND	NH-3-020(142)097		

NOTES

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 PORTABLE RUMBLE STRIPS: A quantity of 4 portable rumble strips are provided (2 per project) to be used where ever needed on the projects. Additional quantities are at the contractors expense.

762-P01 SHORT TERM 4IN LINE-TYPE NR: Quantity for two applications of short term centerline pavement marking has been included in the plans. Additional applications required to accommodate the contractor's operation are at the contractor's expense.

- One application for HBP Overlay
- One application for Rumble Strips.

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006	8	1

SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
103	0100	CONTRACT BOND	L SUM	0.47	0.47
109	1000	E-TICKETING	L SUM	0.57	0.57
401	0050	TACK COAT	GAL	10,303	10,303
411	0105	MILLING PAVEMENT SURFACE	SY	1,533	1,533
430	0043	SUPERPAVE FAA 43	TON	21,890	21,890
430	5815	PG 58S-34 ASPHALT CEMENT	TON	1,315	1,315
702	0100	MOBILIZATION	L SUM	0.47	0.47
704	0100	FLAGGING	MHR	500	500
704	1000	TRAFFIC CONTROL SIGNS	UNIT	3,033	3,033
704	1048	PORTABLE RUMBLE STRIPS	EA	2	2
704	1067	TUBULAR MARKERS	EA	350	350
704	1185	PILOT CAR	HR	250	250
706	0550	BITUMINOUS LABORATORY	EA	0.57	0.57
706	0600	CONTRACTOR'S LABORATORY	EA	0.57	0.57
760	0025	SINUSOIDAL RUMBLE STRIP - ASPHALT SHOULDER	MILE	14.78	14.78
760	0027	SINUSOIDAL RUMBLE STRIP - ASPHALT CENTERLINE	MILE	7.39	7.39
762	0430	SHORT TERM 4IN LINE-TYPE NR	LF	86,362	86,362
762	0437	SHORT TERM 12IN LINE-TYPE NR	LF	4,800	4,800

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006	8	1

SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
103	0100	CONTRACT BOND	L SUM	0.47	0.47
109	1000	E-TICKETING	L SUM	0.57	0.57
401	0050	TACK COAT	GAL	10,303	10,303
411	0105	MILLING PAVEMENT SURFACE	SY	1,533	1,533
430	0043	SUPERPAVE FAA 43	TON	21,890	21,890
430	5815	PG 58S-34 ASPHALT CEMENT	TON	1,315	1,315
702	0100	MOBILIZATION	L SUM	0.47	0.47
704	0100	FLAGGING	MHR	500	500
704	1000	TRAFFIC CONTROL SIGNS	UNIT	3,033	3,033
704	1048	PORTABLE RUMBLE STRIPS	EA	2	2
704	1067	TUBULAR MARKERS	EA	350	350
704	1185	PILOT CAR	HR	250	250
706	0550	BITUMINOUS LABORATORY	EA	0.57	0.57
706	0600	CONTRACTOR'S LABORATORY	EA	0.57	0.57
760	0025	SINUSOIDAL RUMBLE STRIP - ASPHALT SHOULDER	MILE	14.78	14.78
760	0027	SINUSOIDAL RUMBLE STRIP - ASPHALT CENTERLINE	MILE	7.39	7.39
762	0103	PVMT MK PAINTED-MESSAGE	SF	704	704
762	0430	SHORT TERM 4IN LINE-TYPE NR	LF	86,362	86,362
762	0437	SHORT TERM 12IN LINE-TYPE NR	LF	4,800	4,800
762	1106	PVMT MK PAINTED 6IN LINE	LF	119,853	119,853
762	1112	PVMT MK PAINTED 12IN LINE	LF	4,800	4,800
762	1124	PVMT MK PAINTED 24IN LINE	LF	212	212

ESTIMATE NUMBER: 24511 ESTIMATE TYPE: FINAL FINALIZED: Y RUN DATE: 02/12/2025 TIME: 09:56:02

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-020(142)097	8	2

SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
103	0100	CONTRACT BOND	L SUM	0.35	0.35
109	1000	E-TICKETING	L SUM	0.43	0.43
401	0050	TACK COAT	GAL	9,288	9,288
411	0105	MILLING PAVEMENT SURFACE	SY	48,341	48,341
430	0043	SUPERPAVE FAA 43	TON	15,495	15,495
430	1000	CORED SAMPLE	EA	205	205
430	5815	PG 58S-34 ASPHALT CEMENT	TON	929	929
702	0100	MOBILIZATION	L SUM	0.35	0.35
704	0100	FLAGGING	MHR	500	500
704	1000	TRAFFIC CONTROL SIGNS	UNIT	2,253	2,253
704	1048	PORTABLE RUMBLE STRIPS	EA	2	2
704	1052	TYPE III BARRICADE	EA	20	20
704	1060	DELINEATOR DRUMS	EA	60	60
704	1067	TUBULAR MARKERS	EA	300	300
704	1185	PILOT CAR	HR	250	250
706	0550	BITUMINOUS LABORATORY	EA	0.43	0.43
706	0600	CONTRACTOR'S LABORATORY	EA	0.43	0.43
760	0010	RUMBLE STRIPS - INTERSECTION	SET	1	1
760	0025	SINUSOIDAL RUMBLE STRIP - ASPHALT SHOULDER	MILE	7.2	7.2
760	0027	SINUSOIDAL RUMBLE STRIP - ASPHALT CENTERLINE	MILE	3.6	3.6
762	0122	PREFORMED PATTERNED PVMT MK-MESSAGE(GROOVED)	SF	320	320
762	0157	EPOXY PVMT MK 6IN LINE-WET REFLECTIVE-GROOVED	LF	15,670	15,670
762	0163	EPOXY PVMT MK 12IN LINE-WET REFLECTIVE-GROOVED	LF	1,315	1,315
762	0169	EPOXY PVMT MK 24IN LINE-WET REFLECTIVE-GROOVED	LF	332	332
762	0430	SHORT TERM 4IN LINE-TYPE NR	LF	59,954	59,954
762	0437	SHORT TERM 12IN LINE-TYPE NR	LF	5,700	5,700

ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-020(142)097	8	2

SPEC	CODE	ITEM DESCRIPTION	UNIT	MAINLINE	TOTAL
103	0100	CONTRACT BOND	L SUM	0.35	0.35
109	1000	E-TICKETING	L SUM	0.43	0.43
401	0050	TACK COAT	GAL	9,288	9,288
411	0105	MILLING PAVEMENT SURFACE	SY	48,341	48,341
430	0043	SUPERPAVE FAA 43	TON	15,495	15,495
430	1000	CORED SAMPLE	EA	205	205
430	5815	PG 58S-34 ASPHALT CEMENT	TON	929	929
702	0100	MOBILIZATION	L SUM	0.35	0.35
704	0100	FLAGGING	MHR	500	500
704	1000	TRAFFIC CONTROL SIGNS	UNIT	2,253	2,253
704	1048	PORTABLE RUMBLE STRIPS	EA	2	2
704	1052	TYPE III BARRICADE	EA	20	20
704	1060	DELINEATOR DRUMS	EA	60	60
704	1067	TUBULAR MARKERS	EA	300	300
704	1185	PILOT CAR	HR	250	250
706	0550	BITUMINOUS LABORATORY	EA	0.43	0.43
706	0600	CONTRACTOR'S LABORATORY	EA	0.43	0.43
760	0010	RUMBLE STRIPS - INTERSECTION	SET	1	1
760	0025	SINUSOIDAL RUMBLE STRIP - ASPHALT SHOULDER	MILE	7.2	7.2
760	0027	SINUSOIDAL RUMBLE STRIP - ASPHALT CENTERLINE	MILE	3.6	3.6
762	0103	PVMT MK PAINTED-MESSAGE	SF	656	656
762	0430	SHORT TERM 4IN LINE-TYPE NR	LF	59,954	59,954
762	0437	SHORT TERM 12IN LINE-TYPE NR	LF	5,700	5,700
762	1106	PVMT MK PAINTED 6IN LINE	LF	111,411	111,411
762	1112	PVMT MK PAINTED 12IN LINE	LF	701	701
762	1124	PVMT MK PAINTED 24IN LINE	LF	392	392

ESTIMATE NUMBER: 24512 ESTIMATE TYPE: FINAL FINALIZED: Y RUN DATE: 02/12/2025 TIME: 10:02:58

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	10	1
		NH-3-020(142)097		

NH-3-057(060)006/NH-3-020(142)097				
Mainline			Sta 318+39 to Sta 658+20	
			Sta 659+55 to Sta 701+76	
			Sta 5158+16 to Sta 5348+02	
Materials	Basis	UNIT	Width (ft)	Total
SUPERPAVE FAA 43	2 Ton/CY	Ton	46.00	32,477
PG 58S-34 ASPHALT CEMENT	6.0 % of HBP	Ton	---	1949
TACK COAT	0.05 Gal/SY	Gal	46.00	14,615

Tack quantities have been figured for 1 lift

NH-3-020(142)097				
Mainline			Sta 5348+02 to Sta 5420+15	
Materials	Basis	UNIT	Width (ft)	Total
SUPERPAVE FAA 43	2 Ton/CY	Ton	50.00	4,452
PG 58S-34 ASPHALT CEMENT	6.0 % of HBP	Ton	---	267
TACK COAT	0.05 Gal/SY	Gal	50.00	2,004

Tack quantities have been figured for 1 lift

NH-3-057(060)006 Approach Paving Details							
Item	Unit	Paved Section Line, Road, or Street Approach	Gravel Section Line, Road, or Street Approach	Paved Private Drive	Gravel Private	Field	Total
Number of Locations	EA	15	3	13	1	1	33
SUPERPAVE FAA 43	TON	25	2	2	7	7	421
PG 58S-34 ASPHALT CEMENT	TON	1.50	0.12	0.06	0.06	0.06	24
TACK COAT	GAL	103	15	7	7	7	1695

NH-3-020(142)097 Approach Paving Details							
Item	Unit	Paved Section Line, Road, or Street Approach	Gravel Section Line, Road, or Street Approach	Paved Private Drive	Gravel Private	Field	Total
Number of Locations	EA	4	0	1	0	0	5
SUPERPAVE FAA 43	TON	25	2	2	7	7	102
PG 58S-34 ASPHALT CEMENT	TON	1.50	0.12	0.06	0.06	0.06	6
TACK COAT	GAL	103	15	7	7	7	419

HBP Cored Samples							
	A	B	C	D	Full Depth		
Specification Section	**Lanes**	**Lifts**	**Distance (Feet)**	**Sublots (A × B × C)÷1000**	**Quantity**	**Quantity (1 per mile)**	**Unit**
430.04 I.2.b(1), "General" Mainline Paving	2	1	64,400	129	129	12	EA
SSP 4 Longitudinal Joint Density	1	1	64,400	64	64	N/A	EA
				Total	193	12	EA

TURN LANE ND 57									
Station	**Total Length (Ft)**	**Lane**	**Turn Length (Ft)**	**Taper Length (Ft)**	**Width (Ft)**	**Area (SY)**	**2" Superpave FAA 43 @ 2 Ton/CY (Tons)**	**PG 58S-34 ASHPALT CEMENT @ 6.0% HBP (Tons)**	**TACK COAT @ 0.05 Gal/SY (Gal)**
321+23 RT	365	RT	163	96	12	345	38	2	17
312+23 LT	365	RT	163	96	12	345	38	2	17
324+62 RT	292	LT	188	104	12	389	43	3	19
332+10 LT	260	LT	164	96	12	347	39	2	17
411+18 RT	609	RT	429	180	12	812	90	6	41
417+77 LT	570	LT	390	180	12	760	84	5	38
448+67 RT	612	RT	432	180	12	816	91	6	41
455+29 LT	570	LT	390	180	12	760	84	5	38
511+41 RT	605	RT	425	180	12	807	90	6	40
517+98 LT	570	LT	390	180	12	760	84	5	38
573+11 RT	618	RT	438	180	12	824	92	6	41
579+85 LT	570	LT	390	180	12	760	84	5	38
622+19 LT	570	RT	390	180	12	760	84	5	38
628+39 RT	716	LT	536	180	12	955	106	7	48
694+71 RT	680	RT	500	180	12	907	101	6	45
						Totals	**1148**	**71**	**516**

TURN LANE ND 20									
Station	**Total Length (Ft)**	**Lane**	**Turn Length (Ft)**	**Taper Length (Ft)**	**Width (Ft)**	**Area (SY)**	**2" Superpave FAA 43 @ 2 Ton/CY (Tons)**	**PG 58S-34 ASHPALT CEMENT @ 6.0% HBP (Tons)**	**TACK COAT @ 0.05 Gal/SY (Gal)**
5158+41 LT	570	LT	390	180	12	760	84	5	38
5211+12 LT	570	RT	390	180	12	760	84	5	38
5217+42 RT	613	LT	433	180	12	817	91	6	41
5251+51 LT	572	RT	392	180	12	763	85	5	38
5257+68 RT	593	LT	413	180	12	791	88	5	40
5257+73 LT	586	LT	406	180	12	781	87	5	39
						Totals	**519**	**31**	**234**

Basis of Estimate

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 04/02/25
NORTH DAKOTA

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	10	1
		NH-3-020(142)097		

NH-3-057(060)006/NH-3-020(142)097				
Mainline			Sta 318+39 to Sta 658+20	
			Sta 659+55 to Sta 701+76	
			Sta 5158+16 to Sta 5348+02	
Materials	Basis	UNIT	Width (ft)	Total
SUPERPAVE FAA 43	2 Ton/CY	Ton	46.00	32,477
PG 58S-34 ASPHALT CEMENT	6.0 % of HBP	Ton	---	1949
TACK COAT	0.05 Gal/SY	Gal	46.00	14,615

Tack quantities have been figured for 1 lift

NH-3-020(142)097				
Mainline			Sta 5348+02 to Sta 5420+15	
Materials	Basis	UNIT	Width (ft)	Total
SUPERPAVE FAA 43	2 Ton/CY	Ton	50.00	4,452
PG 58S-34 ASPHALT CEMENT	6.0 % of HBP	Ton	---	267
TACK COAT	0.05 Gal/SY	Gal	50.00	2,004

Tack quantities have been figured for 1 lift

NH-3-057(060)006 Approach Paving Details							
Item	Unit	Paved Section Line, Road, or Street Approach	Gravel Section Line, Road, or Street Approach	Paved Private Drive	Gravel Private	Field	Total
Number of Locations	EA	15	3	13	1	1	33
SUPERPAVE FAA 43	TON	25	2	2	7	7	421
PG 58S-34 ASPHALT CEMENT	TON	1.50	0.12	0.06	0.06	0.06	24
TACK COAT	GAL	103	15	7	7	7	1695

NH-3-020(142)097 Approach Paving Details							
Item	Unit	Paved Section Line, Road, or Street Approach	Gravel Section Line, Road, or Street Approach	Paved Private Drive	Gravel Private	Field	Total
Number of Locations	EA	4	0	1	0	0	5
SUPERPAVE FAA 43	TON	25	2	2	7	7	102
PG 58S-34 ASPHALT CEMENT	TON	1.50	0.12	0.06	0.06	0.06	6
TACK COAT	GAL	103	15	7	7	7	419

HBP Cored Samples							
	A	B	C	D	Full Depth		
Specification Section	Lanes	Lifts	Distance (Feet)	Sublots (A × B × C)÷1000	Quantity	Quantity (1 per mile)	Unit
430.04 I.2.b(1), "General" Mainline Paving	2	1	64,400	129	129	12	EA
SSP 4 Longitudinal Joint Density	1	1	64,400	64	64	N/A	EA
				Total	193	12	EA

TURN LANE ND 57

Station	Total Length (Ft)	Lane	Turn Length (Ft)	Taper Length (Ft)	Width (Ft)	Area (SY)	2" Superpave FAA 43 @ 2 Ton/CY (Tons)	PG 58S-34 ASHPALT CEMENT @ 6.0% HBP (Tons)	TACK COAT @ 0.05 Gal/SY (Gal)
321+23 RT	365	RT	163	96	12	345	38	2	17
312+23 LT	365	RT	163	96	12	345	38	2	17
324+62 RT	292	LT	188	104	12	389	43	3	19
332+10 LT	260	LT	164	96	12	347	39	2	17
411+18 RT	609	RT	429	180	12	812	90	6	41
417+77 LT	570	LT	390	180	12	760	84	5	38
448+67 RT	612	RT	432	180	12	816	91	6	41
455+29 LT	570	LT	390	180	12	760	84	5	38
511+41 RT	605	RT	425	180	12	807	90	6	40
517+98 LT	570	LT	390	180	12	760	84	5	38
573+11 RT	618	RT	438	180	12	824	92	6	41
579+85 LT	570	LT	390	180	12	760	84	5	38
622+19 LT	570	RT	390	180	12	760	84	5	38
628+39 RT	716	LT	536	180	12	955	106	7	48
694+71 RT	680	RT	500	180	12	907	101	6	45
						Totals	**1148**	**71**	**516**

TURN LANE ND 20

Station	Total Length (Ft)	Lane	Turn Length (Ft)	Taper Length (Ft)	Width (Ft)	Area (SY)	2" Superpave FAA 43 @ 2 Ton/CY (Tons)	PG 58S-34 ASHPALT CEMENT @ 6.0% HBP (Tons)	TACK COAT @ 0.05 Gal/SY (Gal)
5158+41 LT	570	LT	390	180	12	760	84	5	38
5211+12 LT	570	RT	390	180	12	760	84	5	38
5217+42 RT	613	LT	433	180	12	817	91	6	41
5251+51 LT	572	RT	392	180	12	763	85	5	38
5257+68 RT	593	LT	413	180	12	791	88	5	40
5257+73 LT	586	LT	406	180	12	781	87	5	39
						Totals	**519**	**31**	**234**

Basis of Estimate

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	10	2
		NH-3-020(142)097		

MILLING PAVEMENT SURFACE-2" Taper to 0"				
Location	Length (ft)	Width (ft)	Qty	
Milled Taper Sta 311+60	100	46	511	SY
Milled Taper Sta 658+20	100	46	511	SY
Milled Taper Sta 659+55	100	46	511	SY
Milled Taper Sta 5347+02	100	50	556	SY
		Total	2,089	SY

MILLING PAVEMENT SURFACE 2"					
Start Station	End Station	Length (ft)	Width (ft)	Qty	
5348+02	5420+15	7213	50	40,072	SY
			Total=	40,072	SY

RUMBLE STRIPS NH-3-057(060)006				
Item	Begin Station	End Station	Road Miles	Total Miles
RUMBLE STRIPS - ASPHALT SHOULDER	311+60	701+76	7.39 Miles	14.78
RUMBLE STRIPS - ASPHALT CENTERLINE	311+60	701+76	7.39 Miles	7.39

RUMBLE STRIPS - NH-3-020(142)097				
Item	Begin Station	End Station	Road Miles	Total Miles
RUMBLE STRIPS - ASPHALT SHOULDER	5158+16	5348+02	3.60 Miles	7.20
RUMBLE STRIPS - ASPHALT CENTERLINE	5158+16	5348+02	3.60 Miles	3.60

NH-3-057(060)006 SHORT TERM PAVEMENT MARKING		
	TOTAL	
4" YELLOW, 10' LINE, 30' SKIP	16,856	LF*
SHORT TERM 4IN LINE-TYPE NR BARRIER- YELLOW-NPZ	69,506	LF*
PVMT MK PAINTED 12IN LINE 12" WHITE CHANNEL LINE	4,800	LF
*figured for 2 applications		

NH-3-020(142)097 SHORT TERM PAVEMENT MARKING		
	TOTAL	
4" YELLOW, 10' LINE, 30' SKIP	11,954	LF*
SHORT TERM 4IN LINE-TYPE NR BARRIER- YELLOW-NPZ	48,000	LF*
PVMT MK PAINTED 12IN LINE 12" WHITE CHANNEL LINE	5,700	LF
*figured for 2 applications		

PERMANENT PAVEMENT MARKING ND 20 (RP 101.682 to RP 102.654)		
	TOTAL	
YELLOW, 10' LINE, 30' SKIP	737	LF
YELLOW BARRIER LINE WITH 10' LINE, 30' SKIP	900	LF
EPOXY PVMT MK 6IN LINE-WET REFLECTIVE GROOVED BARRIER-6" YELLOW-NPZ	3,710	LF
EPOXY PVMT MK 6IN LINE-WET REFLECTIVE GROOVED DOUBLE YELLOW BARRIER LINE	5,398	LF
EPOXY PVMT MK 6IN LINE-WET REFLECTIVE GROOVED 6" WHITE EDGELINE	10,272	LF
EPOXY PVMT MK 12IN LINE-WET REFLECTIVE GROOVED 12" WHITE CHANNEL LINE	1,315	LF
EPOXY PVMT MK 24IN LINE-WET REFLECTIVE GROOVED 24" WHITE CONTINETAL CROSSWALK/STOP BARS	332	LF
PREFORMED PATTERNED PVMT MK-MESSAGE GROOVED ARROWS(16SF EACH) - QUANTITY 20	320	SF
*All other Permanent Pavement Markings are done under project HEN-3-999(059)		

Basis of Estimate

REGISTERED PROFESSIONAL ENGINEER
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PE-8780
DATE 04/02/25
NORTH DAKOTA

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	10	2

NH-3-057(060)006		
SHORT TERM PAVEMENT MARKING		
	TOTAL	
4" YELLOW, 10' LINE, 30' SKIP	16,856	LF*
SHORT TERM 4IN LINE-TYPE NR BARRIER- YELLOW-NPZ	69,506	LF*
PVMT MK PAINTED 12IN LINE 12" WHITE CHANNEL LINE	4,800	LF
*figured for 2 applications		
PERMANENT PAVEMENT MARKING		
	TOTAL	
YELLOW, 10' LINE, 30' SKIP	8,428	LF
PVMT MK PAINTED 6IN LINE BARRIER-6" YELLOW-NPZ	34,753	LF
PVMT MK PAINTED 6IN LINE 6" WHITE EDGELINE	76,672	LF
PVMT MK PAINTED 12IN LINE 12" WHITE CHANNEL LINE	4,800	LF
PVMT MK PAINTED 24IN LINE 24" WHITE CONTINETAL CROSSWALK/STOP BARS	212	LF
PVMT MK PAINTED-MESSAGE ARROWS(16SF EACH) - QUANTITY 44	704	SF

NH-3-020(142)097		
SHORT TERM PAVEMENT MARKING		
	TOTAL	
4" YELLOW, 10' LINE, 30' SKIP	11,954	LF*
SHORT TERM 4IN LINE-TYPE NR BARRIER- YELLOW-NPZ	48,000	LF*
PVMT MK PAINTED 12IN LINE 12" WHITE CHANNEL LINE	5,700	LF
*figured for 2 applications		
PERMANENT PAVEMENT MARKING		
	TOTAL	
YELLOW, 10' LINE, 30' SKIP	5,977	LF
PVMT MK PAINTED 6IN LINE BARRIER-6" YELLOW-NPZ	24,000	LF
PVMT MK PAINTED 6IN LINE 6" WHITE EDGELINE	52,811	LF
PVMT MK PAINTED 12IN LINE 12" WHITE CHANNEL LINE	5,700	LF
PVMT MK PAINTED 24IN LINE 24" WHITE CONTINETAL CROSSWALK/STOP BARS	60	LF
PVMT MK PAINTED-MESSAGE ARROWS(16SF EACH) - QUANTITY 21	336	SF

RUMBLE STRIPS NH-3-057(060)006				
Item	Begin Station	End Station	Road Miles	Total Miles
RUMBLE STRIPS - ASPHALT SHOULDER	311+60	701+76	7.39 Miles	14.78
RUMBLE STRIPS - ASPHALT CENTERLINE	311+60	701+76	7.39 Miles	7.39

RUMBLE STRIPS - NH-3-020(142)097				
Item	Begin Station	End Station	Road Miles	Total Miles
RUMBLE STRIPS - ASPHALT SHOULDER	5158+16	5348+02	3.60 Miles	7.20
RUMBLE STRIPS - ASPHALT CENTERLINE	5158+16	5348+02	3.60 Miles	3.60

Basis of Estimate

REGISTERED PROFESSIONAL ENGINEER
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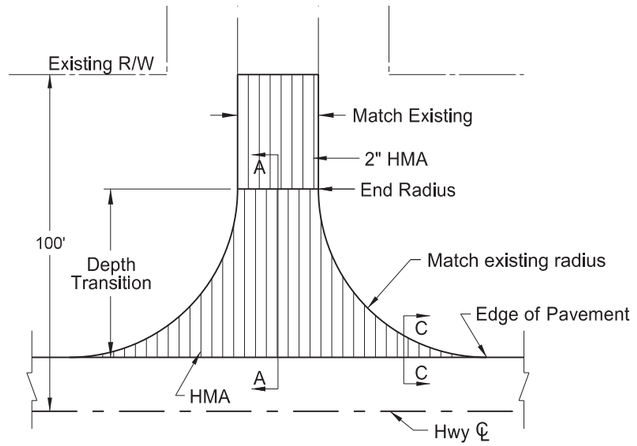
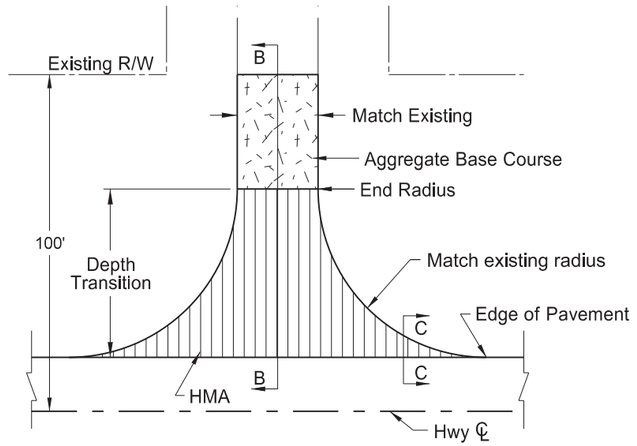
PE-8780
DATE 02/04/25
NORTH DAKOTA

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	20	1
		H-3-020(142)097		



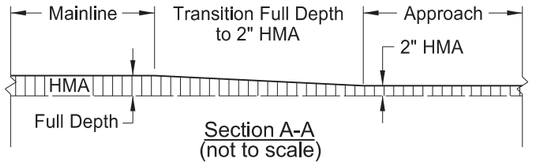
(1) Paved Section Line, County Road, or Street Approach



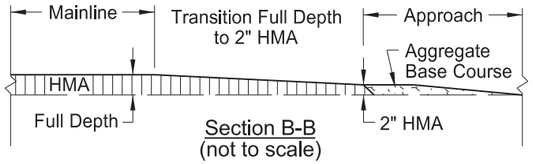
(2) Gravel Section Line, County Road, or Street Approach

Notes:

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



Section A-A
(not to scale)



Section B-B
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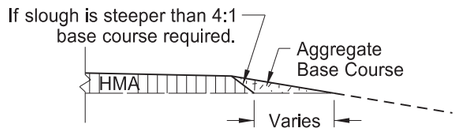
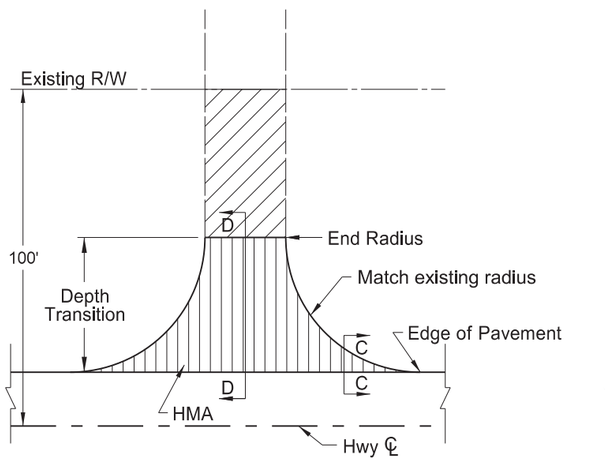
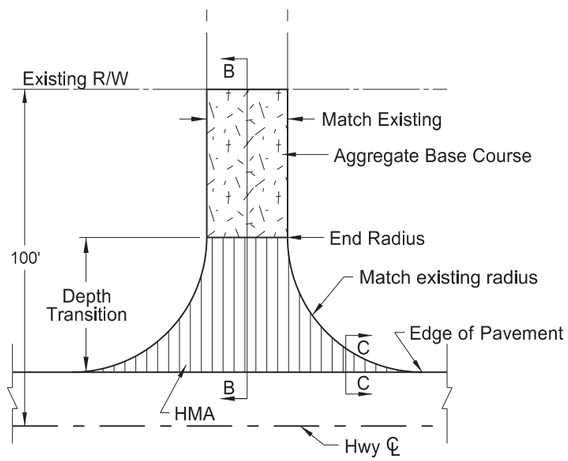


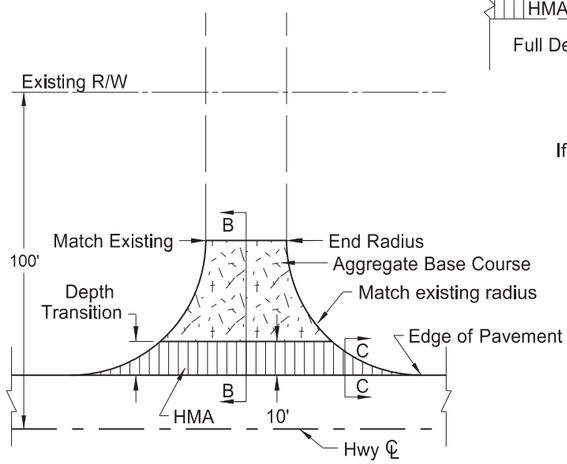
Section C-C
(not to scale)



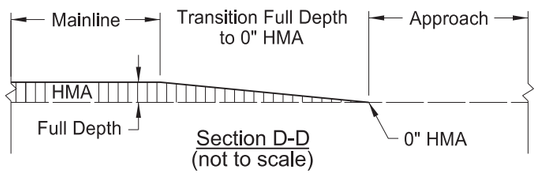
(3) Paved Private Drive Approach



(4) Gravel Private Drive Approach



(5) Field Drive Approach



Section D-D
(not to scale)

Approach Paving Details
for Existing Rural Approaches
(No Approach Grading)
ND 57 & ND 20

REGISTERED PROFESSIONAL ENGINEER
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PE-8780
DATE 02/04/25
NORTH DAKOTA

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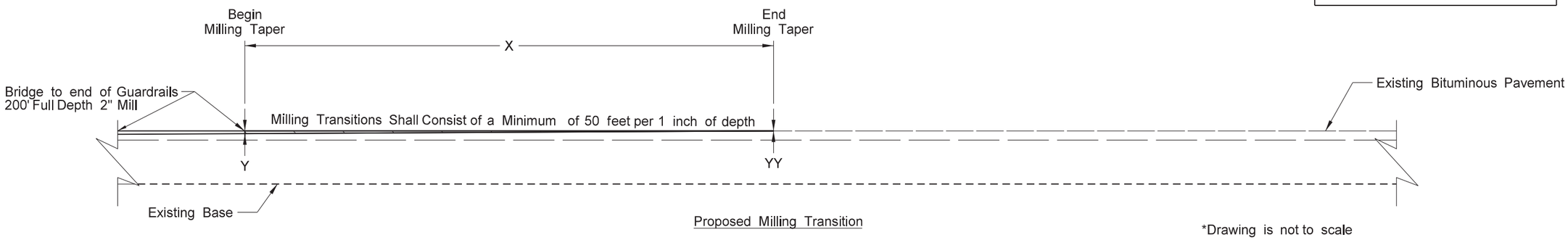
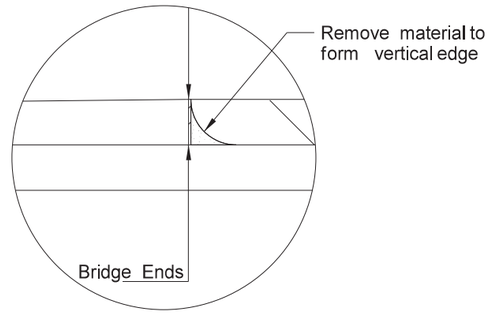
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	20	2
		NH-3-020(142)097		

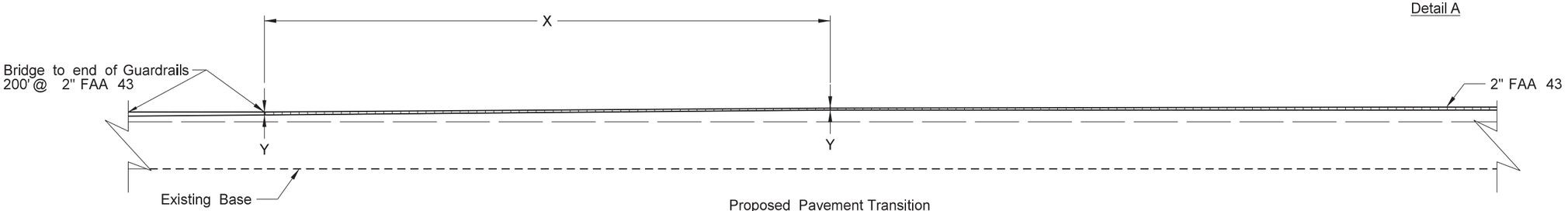


Proposed Milling Transition

*Drawing is not to scale



Detail A



Proposed Pavement Transition

*Drawing is not to scale

Milling and Paving Transitions

Location	X	Begin Milling/Paving Station	Y	YY	End Milling Station
Bridge 0057-012.469	100 ft	656+20	2.0 in	0 in	655+20
Bridge 0057-012.469	100 ft	661+55	2.0 in	0 in	662+55
Begin Mill Section ND 20	100 ft	5349+02	2.0 in	0 in	5348+02
Begin NH-3-057(060)006	100 ft	318+39	2.0 in	0 in	319+39

Bridge to end of Guardrail Milling and Paving Full Depth

Location		Begin Milling/Paving Station		End Milling Station
Bridge 0057-012.469	200 ft	658+20	2.0 in	656+20
Bridge 0057-012.469	200 ft	659+55	2.0 in	661+55

Milling and Paving End Transitions
Brigde 0057-012.469
ND 20 Sta 5348+02.39

REGISTERED PROFESSIONAL ENGINEER
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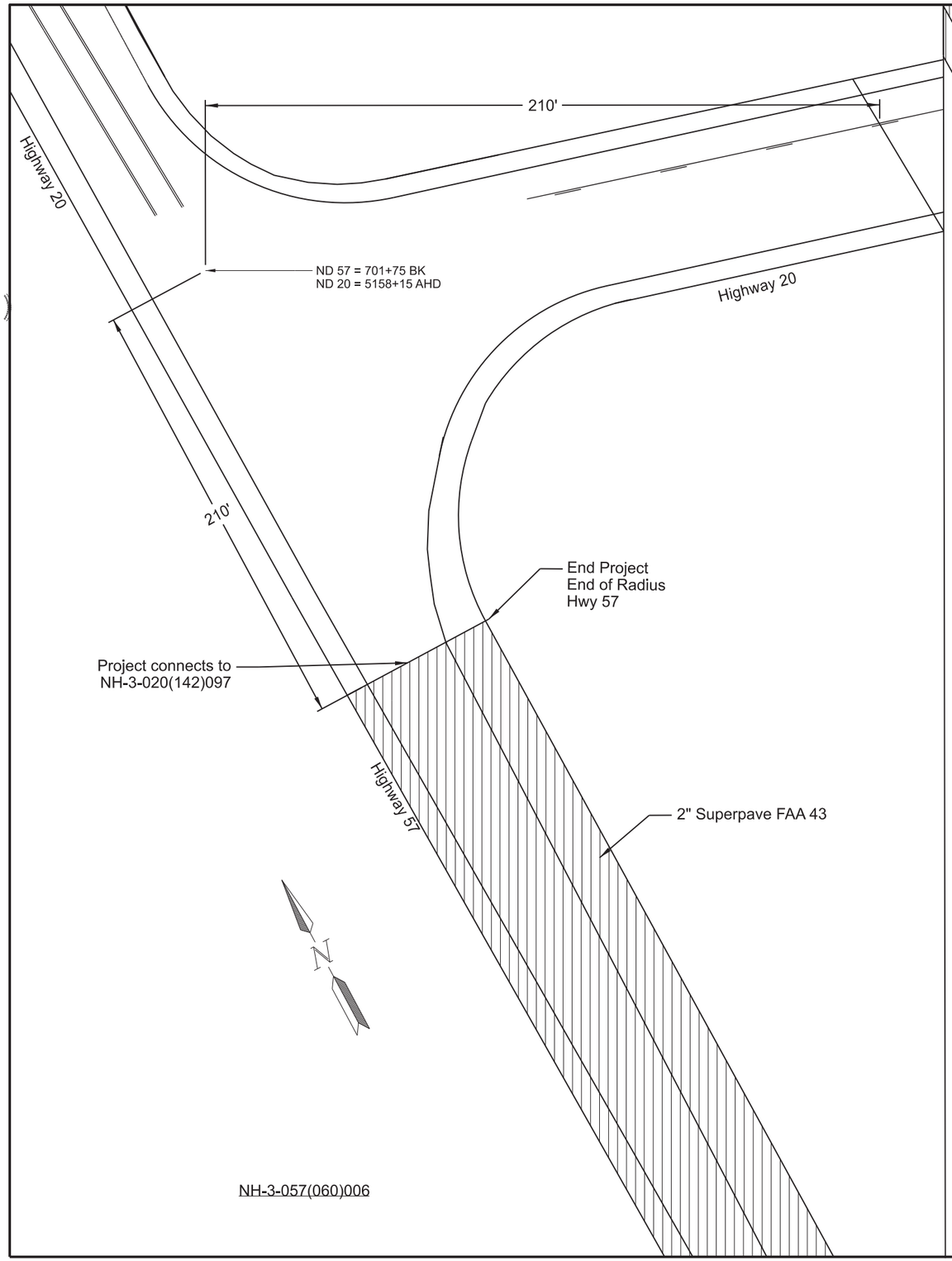
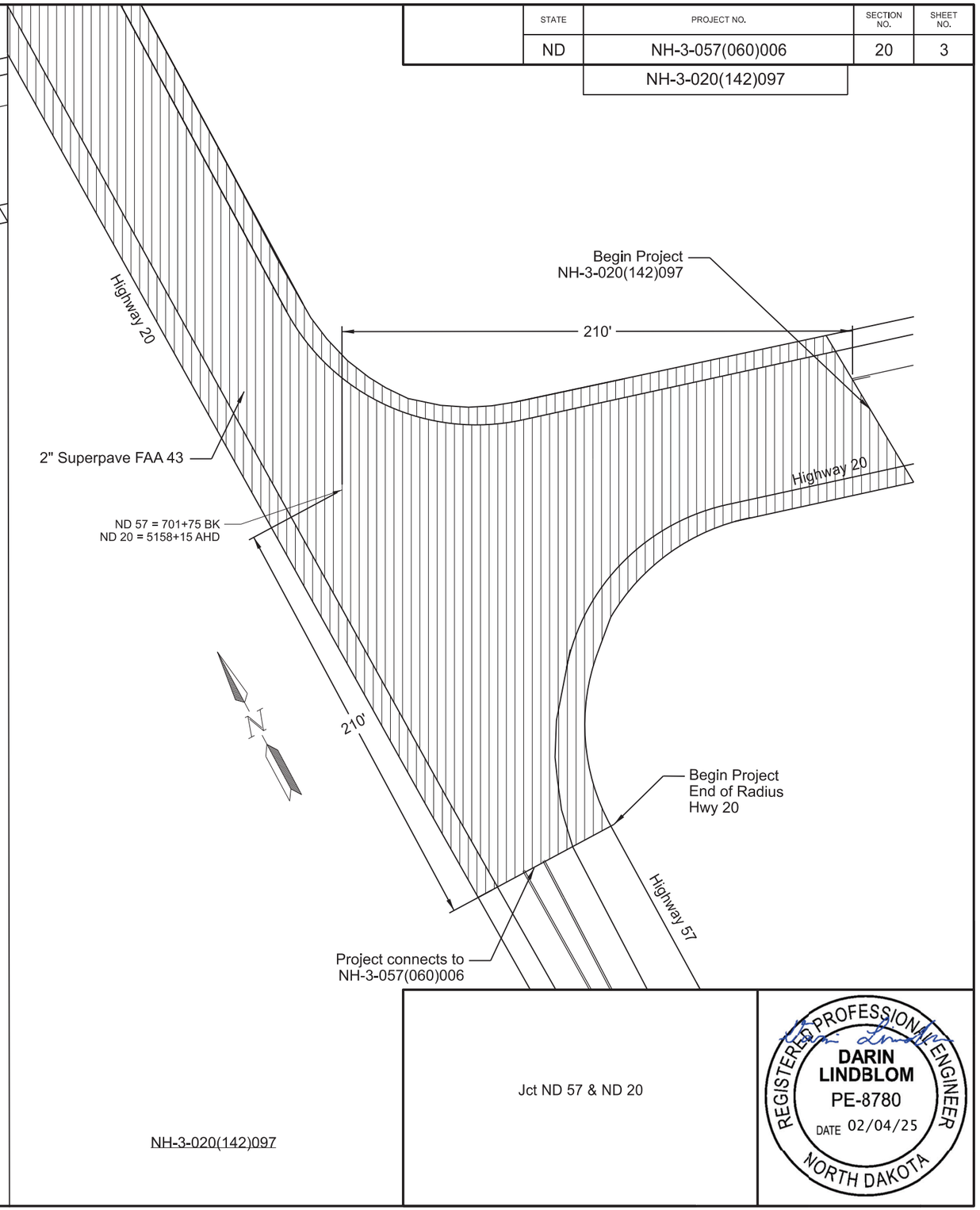
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006	20	3
	NH-3-020(142)097		



NH-3-057(060)006



NH-3-020(142)097

Jct ND 57 & ND 20

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DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

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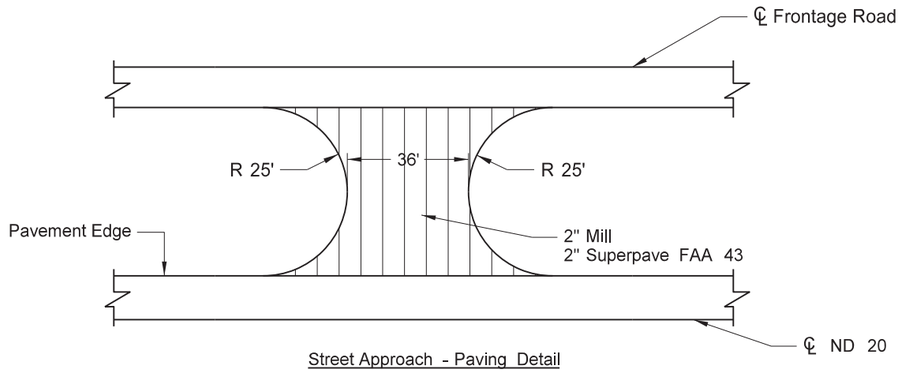
		NH-3-020(142)097		



Street Approach - Paving Detail

NH-3-020(142)097 Approach Milling Details							
Item	Unit	Paved Section Line, Road, or Street Approach	Gravel Section Line, Road, or Street Approach	Paved Private Drive	Gravel Private	Field	Total
Number of Locations		17	0	2	0	2	21
MILLING PAVEMENT SURFACE 2" RP101.288 to RP102.654	SY	334	253	183	75	75	6194

Frontage Road
Approach Paving Detail
ND20

REGISTERED PROFESSIONAL ENGINEER
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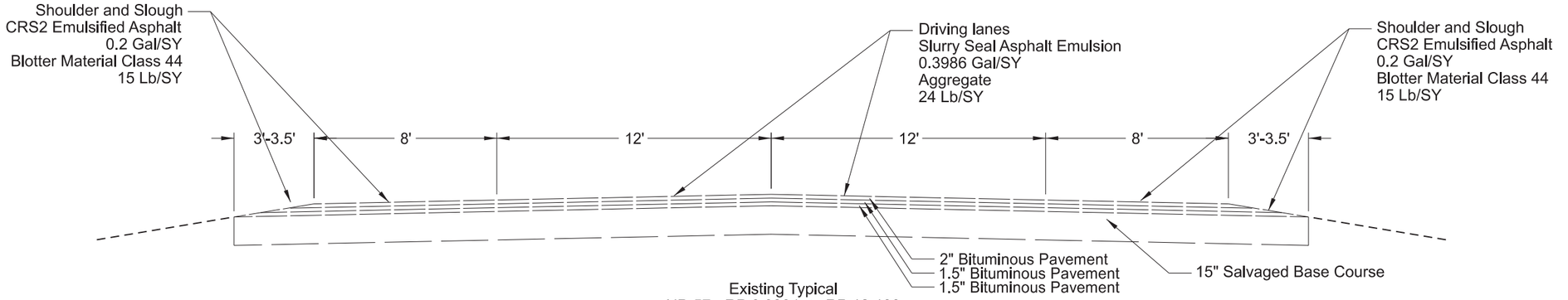
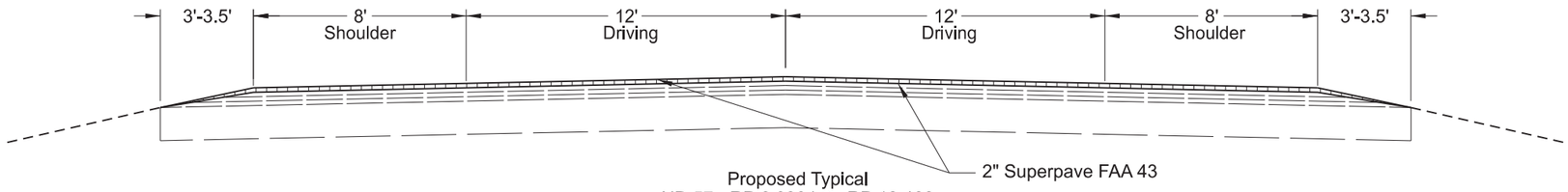
DATE 02/04/25
NORTH DAKOTA

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	30	1
		NH-3-020(142)097		



Existing Typical
ND 57 - RP 6.0304 to RP 12.466
Sta. 318+39.82 to Sta. 658+19.79
RP 12.492 to RP 13.291
Sta. 659+54.63 to Sta. 701+75.79
ND 20 - RP 97.653 to RP 101.288
Sta. 5158+15.51 to Sta. 5348+02.87



Proposed Typical
ND 57 - RP 6.0304 to RP 12.466
Sta. 318+39.82 to Sta. 658+19.79
RP 12.492 to RP 13.291
Sta. 659+54.63 to Sta. 701+75.79
ND 20 - RP 97.653 to RP 101.288
Sta. 5158+15.51 to Sta. 5348+02.87

Existing & Proposed Typicals
ND 57 - Ft Totten to Jct ND 20
ND 20 - Jct ND 57 to RP 101.288

REGISTERED PROFESSIONAL ENGINEER
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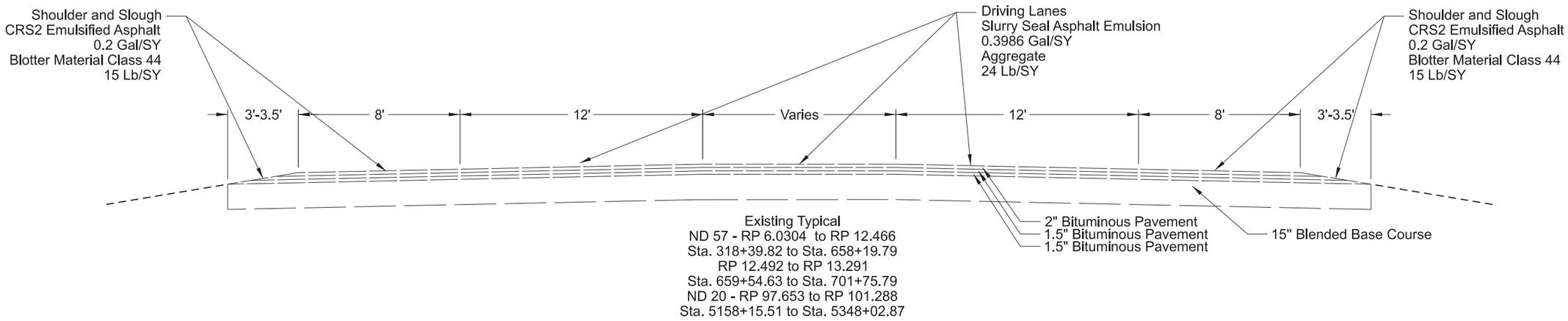
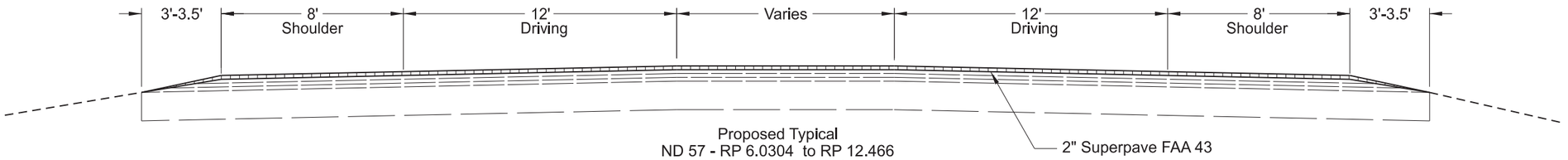
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	30	2
		NH-3-020(142)097		



Existing Typical
ND 57 - RP 6.0304 to RP 12.466
Sta. 318+39.82 to Sta. 658+19.79
RP 12.492 to RP 13.291
Sta. 659+54.63 to Sta. 701+75.79
ND 20 - RP 97.653 to RP 101.288
Sta. 5158+15.51 to Sta. 5348+02.87



Proposed Typical
ND 57 - RP 6.0304 to RP 12.466
Sta. 318+39.82 to Sta. 658+19.79
RP 12.492 to RP 13.291
Sta. 659+54.63 to Sta. 701+75.79
ND 20 - RP 97.653 to RP 101.288
Sta. 5158+15.51 to Sta. 5348+02.87

Existing & Proposed Typicals
Turn Lanes
ND 57 - Ft Totten to Jct Nd 20
ND 20 - Jct ND 57 to RP 101.288

REGISTERED PROFESSIONAL ENGINEER
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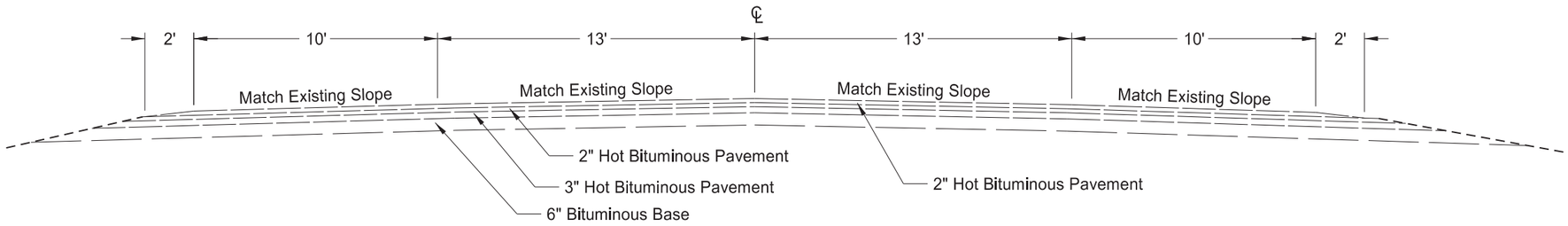
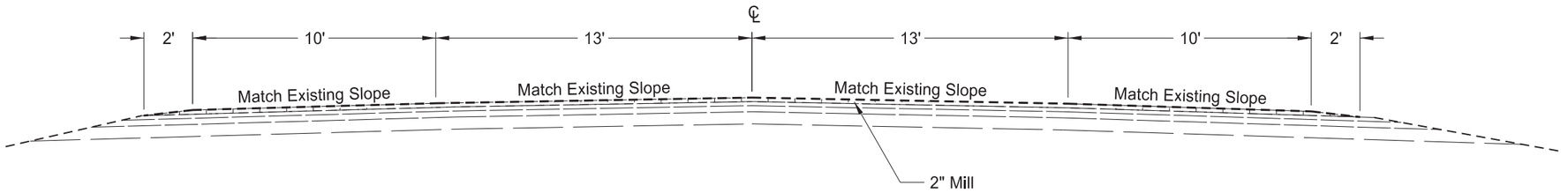
PE-8780
DATE 02/04/25
NORTH DAKOTA

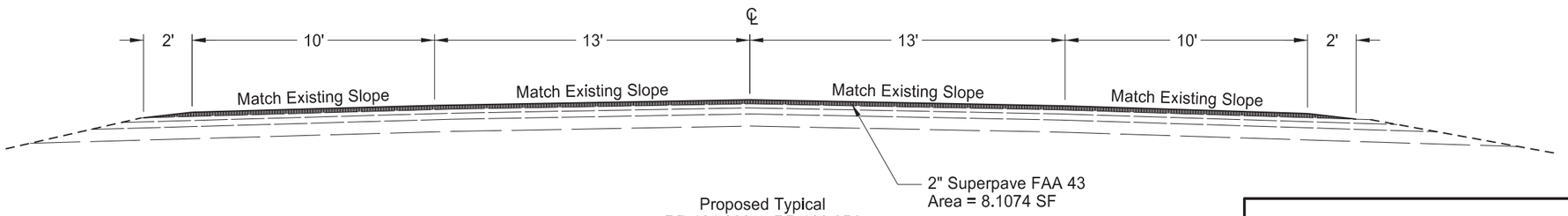
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	30	3
		NH-3-020(142)097		



Existing Typical
RP 101.288 to RP 102.654
Sta. 5348+02.87 to Sta. 5420+14.87



Milling Typical
RP 101.288 to RP 102.654
Sta. 5348+02.87 to Sta. 5420+14.87



Proposed Typical
RP 101.288 to RP 102.654
Sta. 5348+02.87 to Sta. 5420+14.87

Typical Section
ND20- RP 101.288 to Jct US 2

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006	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**	**2**	**26**	**52**
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**	**22**	**43**	**946**
G20-52a-72	72"x24"	ROAD WORK NEXT __ MILES RT or LT ARROW		36	
G20-55-96	**96"x48"**	**SPEED LIMIT ENFORCED - MINIMUM FEE $80 WHEN WORKERS PRESENT**	**2**	**59**	**118**
M1-1-36	36"x36"	INTERSTATE ROUTE MARKER (Post and installation only)		11	
M1-4-24	24"x24"	U.S. ROUTE MARKER (Post and installation only)		10	
M1-5-24	24"x24"	STATE ROUTE MARKER (Post and installation only)		10	
M3-1-24	24"x12"	NORTH (Mounted on route marker post)		7	
M3-2-24	24"x12"	EAST (Mounted on route marker post)		7	
M3-3-24	24"x12"	SOUTH (Mounted on route marker post)		7	
M3-4-24	24"x12"	WEST (Mounted on route marker post)		7	
M4-8-24	24"x12"	DETOUR (Mounted on route marker post)		7	
M4-9-30	30"x24"	DETOUR ARROW RIGHT or LEFT/AHD AND RT or LT		15	
M4-10-48	48"x18"	DETOUR (INSIDE ARROW) RIGHT or LEFT (Mounted on barricade)		7	
M5-1-21	21"x15"	ADVANCE TURN ARROW RT or LT(Mounted on route marker post)		7	
M5-1-30	30"x21"	ADVANCE TURN ARROW RT or LT(Mounted on route marker post)		9	
M6-1-21	21"x15"	DIRECTIONAL ARROW RT or LT (Mounted on route marker post)		7	
M6-1-30	30"x21"	DIRECTIONAL ARROW RT or LT (Mounted on route marker post)		9	
M6-3-21	21"x15"	DIRECTIONAL ARROW UP (Mounted on route marker post)		7	
R1-1-48	**48"x48"**	**STOP**	**4**	**32**	**128**
R1-2-60	60"x60"	YIELD		29	
R2-1-36	**36"x48"**	**SPEED LIMIT __ (Portable only)**	**4**	**30**	**120**
R2-1-48	48"x60"	SPEED LIMIT __		39	
R2-1aP-24	**24"x18"**	**MINIMUM FEE $80 (Mounted on Speed Limit post)**	**2**	**10**	**20**
R3-2-48	48"x48"	NO LEFT TURN		35	
R4-1-36	**36"x48"**	**DO NOT PASS (Portable only)**	**2**	**30**	**60**
R4-1-48	48"x60"	DO NOT PASS		39	
R4-7-48	48"x60"	KEEP RIGHT		39	
R5-1-48	48"x48"	DO NOT ENTER		35	
R6-1-54	54"x18"	ONE WAY RIGHT or LEFT (Mounted on STOP or DO NOT ENTER post)		14	
R7-1-12	12"x18"	NO PARKING ANY TIME		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**	**2**	**35**	**70**
W3-5-48	**48"x48"**	**SPEED REDUCTION AHEAD**	**2**	**35**	**70**
W4-2-48	48"x48"	LANE ENDS RIGHT or LEFT		35	
W5-1-48	48"x48"	ROAD NARROWS		35	
W5-8-48	48"x48"	THRU TRAFFIC RIGHT LANE		35	
W5-9-48	48"x48"	ROAD WORK TRAFFIC ONLY DOWN & LT or RT ARROW		35	
W6-3-48	48"x48"	TWO WAY TRAFFIC		35	
W8-1-48	**48"x48"**	**BUMP**	**1**	**35**	**35**
W8-3-48	48"x48"	PAVEMENT ENDS		35	
W8-7-48	48"x48"	LOOSE GRAVEL		35	
W8-11-48	**48"x48"**	**UNEVEN LANES**	**2**	**35**	**70**
W8-12-48	48"x48"	NO CENTER LINE		35	
W8-17-48	48"x48"	SHOULDER DROP-OFF SYMBOL		35	
W8-53-48	48"x48"	TRUCKS ENTERING HIGHWAY		35	
W8-54-48	**48"x48"**	**TRUCKS ENTERING AHEAD or __ FT or _ MILE**	**2**	**35**	**70**
W8-55-48	**48"x48"**	**TRUCKS CROSSING AHEAD or __ FT or _ MILE**	**2**	**35**	**70**
W8-56-48	48"x48"	TRUCKS EXITING HIGHWAY		35	
W9-3a-48	48"x48"	CENTER LANE CLOSED SYMBOL		35	
W13-1P-30	30"x30"	__ MPH ADVISORY SPEED PLAQUE (Mounted on warning sign post)		14	
W14-3-64	64"x48"	NO PASSING ZONE		28	
W16-2P-30	30"x24"	__ FEET PLAQUE (Mounted on warning sign post)		10	
W20-1-48	**48"x48"**	**ROAD WORK AHEAD or _FT or _ MILE**	**24**	**35**	**840**
W20-2-48	48"x48"	DETOUR AHEAD or __ FT or _ MILE		35	
W20-3-48	48"x48"	ROAD or STREET CLOSED AHEAD or __ FT or _ MILE		35	
W20-4-48	48"x48"	ONE LANE ROAD AHEAD or __ FT or _ MILE		35	
W20-5-48	48"x48"	RIGHT or CENTER or LEFT LANE CLOSED AHEAD or __ FT or _ MILE		35	
W20-7-48	**48"x48"**	**FLAGGER**	**2**	**35**	**70**
W20-8-18	**18"x18"**	**STOP - SLOW PADDLE Back to Back**	**2**	**5**	**10**
W20-52P-54	54"x12"	NEXT __ MILES (Mounted on warning sign post)		12	
W21-1-48	48"x48"	WORKERS		35	
W21-2-48	**48"x48"**	**FRESH OIL**	**2**	**35**	**70**
W21-3-48	48"x48"	ROAD MACHINERY AHEAD or __ FT or _ MILE		35	
W21-5-48	48"x48"	SHOULDER WORK		35	
W21-5a-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED		35	
W21-5b-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED AHEAD or __ FT or _ MILE		35	
W21-6-48	48"x48"	SURVEY CREW		35	
W21-50-48	48"x48"	BRIDGE PAINTING AHEAD or __ FT		35	
W21-51-48	48"x48"	MATERIAL ON ROADWAY		35	
W21-52-48	48"x48"	PAVEMENT BREAKS		35	
W21-53-48	**48"x48"**	**RUMBLE STRIPS AHEAD**	**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	3033

SPEC & CODE	DESCRIPTION	UNIT	QUANTITY
704-0100	**FLAGGING**	**MHR**	**500**
704-1048	**PORTABLE RUMBLE STRIPS**	**EACH**	**4**
704-1050	TYPE I BARRICADES	EACH	
704-1052	TYPE III BARRICADES	EACH	
704-1060	DELINEATOR DRUMS	EACH	
704-1065	TRAFFIC CONES	EACH	
704-1067	**TUBULAR MARKERS**	**EACH**	**350**
704-1070	DELINEATOR	EACH	
704-1072	FLEXIBLE DELINEATORS	EACH	
704-1080	STACKABLE VERTICAL PANELS	EACH	
704-1081	VERTICAL PANELS - BACK TO BACK	EACH	
704-1085	SEQUENCING ARROW PANEL - TYPE A	EACH	
704-1086	SEQUENCING ARROW PANEL - TYPE B	EACH	
704-1087	SEQUENCING ARROW PANEL - TYPE C	EACH	
704-1185	**PILOT CAR**	**HR**	**250**
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	

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
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

Traffic Control Devices List

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-020(142)097	100	2

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**	**2**	**26**	**52**
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**	**12**	**43**	**516**
G20-52a-72	72"x24"	ROAD WORK NEXT __ MILES RT or LT ARROW		36	
G20-55-96	**96"x48"**	**SPEED LIMIT ENFORCED - MINIMUM FEE $80 WHEN WORKERS PRESENT**	**2**	**59**	**118**
M1-1-36	36"x36"	INTERSTATE ROUTE MARKER (Post and installation only)		11	
M1-4-24	24"x24"	U.S. ROUTE MARKER (Post and installation only)		10	
M1-5-24	24"x24"	STATE ROUTE MARKER (Post and installation only)		10	
M3-1-24	24"x12"	NORTH (Mounted on route marker post)		7	
M3-2-24	24"x12"	EAST (Mounted on route marker post)		7	
M3-3-24	24"x12"	SOUTH (Mounted on route marker post)		7	
M3-4-24	24"x12"	WEST (Mounted on route marker post)		7	
M4-8-24	24"x12"	DETOUR (Mounted on route marker post)		7	
M4-9-30	30"x24"	DETOUR ARROW RIGHT or LEFT/AHD AND RT or LT		15	
M4-10-48	48"x18"	DETOUR (INSIDE ARROW) RIGHT or LEFT (Mounted on barricade)		7	
M5-1-21	21"x15"	ADVANCE TURN ARROW RT or LT(Mounted on route marker post)		7	
M5-1-30	30"x21"	ADVANCE TURN ARROW RT or LT(Mounted on route marker post)		9	
M6-1-21	21"x15"	DIRECTIONAL ARROW RT or LT (Mounted on route marker post)		7	
M6-1-30	30"x21"	DIRECTIONAL ARROW RT or LT (Mounted on route marker post)		9	
M6-3-21	21"x15"	DIRECTIONAL ARROW UP (Mounted on route marker post)		7	
R1-1-48	**48"x48"**	**STOP**	**4**	**32**	**128**
R1-2-60	60"x60"	YIELD		29	
R2-1-36	**36"x48"**	**SPEED LIMIT __ (Portable only)**	**4**	**30**	**120**
R2-1-48	48"x60"	SPEED LIMIT __		39	
R2-1aP-24	**24"x18"**	**MINIMUM FEE $80 (Mounted on Speed Limit post)**	**2**	**10**	**20**
R3-2-48	48"x48"	NO LEFT TURN		35	
R4-1-36	**36"x48"**	**DO NOT PASS (Portable only)**	**2**	**30**	**60**
R4-1-48	48"x60"	DO NOT PASS		39	
R4-7-48	48"x60"	KEEP RIGHT		39	
R5-1-48	48"x48"	DO NOT ENTER		35	
R6-1-54	54"x18"	ONE WAY RIGHT or LEFT (Mounted on STOP or DO NOT ENTER post)		14	
R7-1-12	12"x18"	NO PARKING ANY TIME		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**	**2**	**35**	**70**
W3-5-48	**48"x48"**	**SPEED REDUCTION AHEAD**	**2**	**35**	**70**
W4-2-48	48"x48"	LANE ENDS RIGHT or LEFT		35	
W5-1-48	48"x48"	ROAD NARROWS		35	
W5-8-48	48"x48"	THRU TRAFFIC RIGHT LANE		35	
W5-9-48	48"x48"	ROAD WORK TRAFFIC ONLY DOWN & LT or RT ARROW		35	
W6-3-48	48"x48"	TWO WAY TRAFFIC		35	
W8-1-48	**48"x48"**	**BUMP**	**1**	**35**	**35**
W8-3-48	48"x48"	PAVEMENT ENDS		35	
W8-7-48	48"x48"	LOOSE GRAVEL		35	
W8-11-48	**48"x48"**	**UNEVEN LANES**	**2**	**35**	**70**
W8-12-48	48"x48"	NO CENTER LINE		35	
W8-17-48	48"x48"	SHOULDER DROP-OFF SYMBOL		35	
W8-53-48	48"x48"	TRUCKS ENTERING HIGHWAY		35	
W8-54-48	**48"x48"**	**TRUCKS ENTERING AHEAD or __ FT or _ MILE**	**2**	**35**	**70**
W8-55-48	**48"x48"**	**TRUCKS CROSSING AHEAD or __ FT or _ MILE**	**2**	**35**	**70**
W8-56-48	48"x48"	TRUCKS EXITING HIGHWAY		35	
W9-3a-48	48"x48"	CENTER LANE CLOSED SYMBOL		35	
W13-1P-30	30"x30"	__ MPH ADVISORY SPEED PLAQUE (Mounted on warning sign post)		14	
W14-3-64	64"x48"	NO PASSING ZONE		28	
W16-2P-30	30"x24"	__ FEET PLAQUE (Mounted on warning sign post)		10	
W20-1-48	**48"x48"**	**ROAD WORK AHEAD or _FT or _ MILE**	**14**	**35**	**490**
W20-2-48	48"x48"	DETOUR AHEAD or __ FT or _ MILE		35	
W20-3-48	48"x48"	ROAD or STREET CLOSED AHEAD or __ FT or _ MILE		35	
W20-4-48	48"x48"	ONE LANE ROAD AHEAD or __ FT or _ MILE		35	
W20-5-48	48"x48"	RIGHT or CENTER or LEFT LANE CLOSED AHEAD or __ FT or _ MILE		35	
W20-7-48	**48"x48"**	**FLAGGER**	**2**	**35**	**70**
W20-8-18	**18"x18"**	**STOP - SLOW PADDLE Back to Back**	**2**	**5**	**10**
W20-52P-54	54"x12"	NEXT __ MILES (Mounted on warning sign post)		12	
W21-1-48	48"x48"	WORKERS		35	
W21-2-48	**48"x48"**	**FRESH OIL**	**2**	**35**	**70**
W21-3-48	48"x48"	ROAD MACHINERY AHEAD or __ FT or _ MILE		35	
W21-5-48	48"x48"	SHOULDER WORK		35	
W21-5a-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED		35	
W21-5b-48	48"x48"	RIGHT or LEFT SHOULDER CLOSED AHEAD or __ FT or _ MILE		35	
W21-6-48	48"x48"	SURVEY CREW		35	
W21-50-48	48"x48"	BRIDGE PAINTING AHEAD or __ FT		35	
W21-51-48	48"x48"	MATERIAL ON ROADWAY		35	
W21-52-48	48"x48"	PAVEMENT BREAKS		35	
W21-53-48	**48"x48"**	**RUMBLE STRIPS AHEAD**	**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**	**2253**

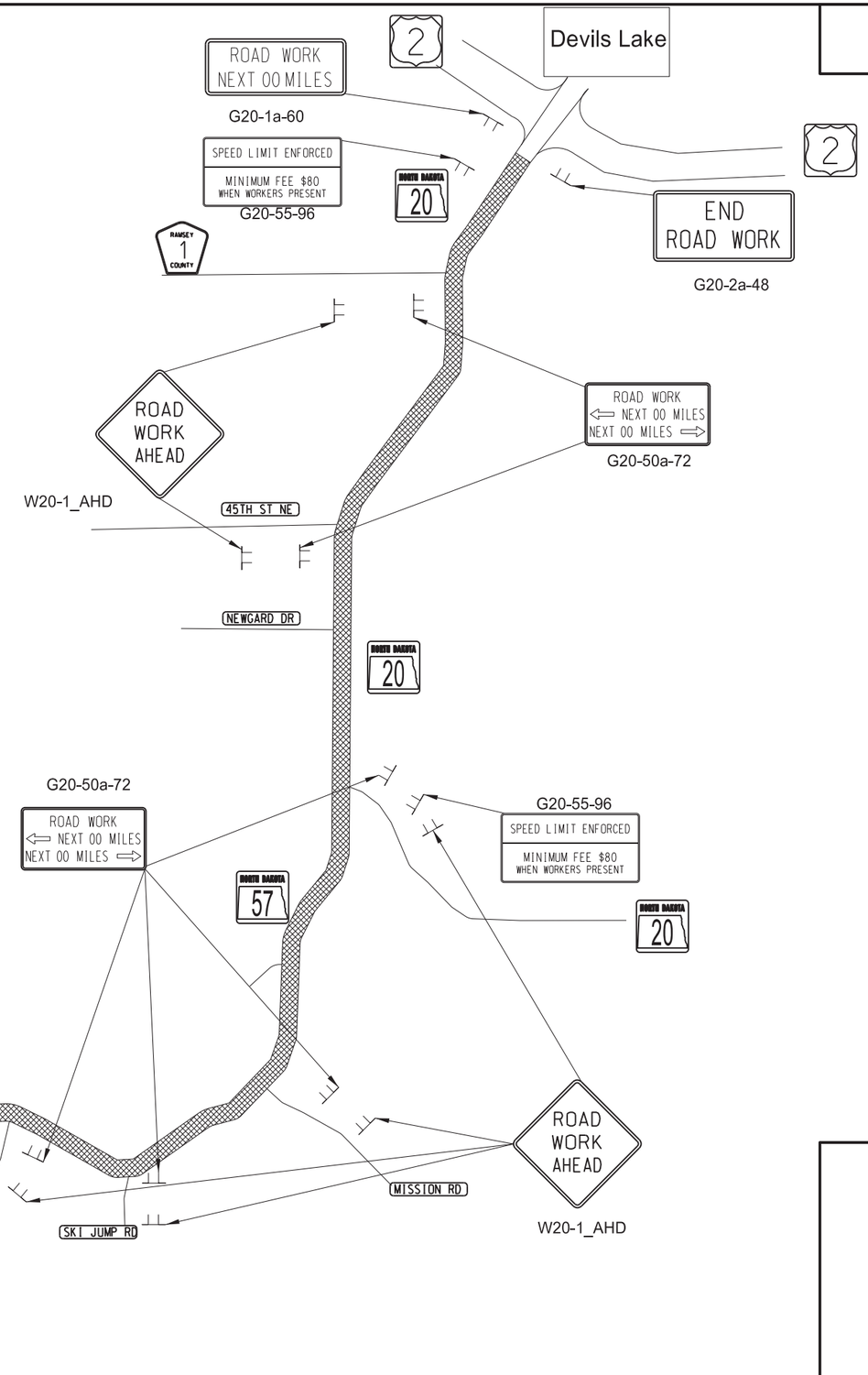
SPEC & CODE	DESCRIPTION	UNIT	QUANTITY
704-0100	**FLAGGING**	**MHR**	**500**
704-1048	**PORTABLE RUMBLE STRIPS**	**EACH**	**4**
704-1050	TYPE I BARRICADES	EACH	
704-1052	**TYPE III BARRICADES**	**EACH**	**20**
704-1060	**DELINEATOR DRUMS**	**EACH**	**60**
704-1065	TRAFFIC CONES	EACH	
704-1067	**TUBULAR MARKERS**	**EACH**	**300**
704-1070	DELINEATOR	EACH	
704-1072	FLEXIBLE DELINEATORS	EACH	
704-1080	STACKABLE VERTICAL PANELS	EACH	
704-1081	VERTICAL PANELS - BACK TO BACK	EACH	
704-1085	SEQUENCING ARROW PANEL - TYPE A	EACH	
704-1086	SEQUENCING ARROW PANEL - TYPE B	EACH	
704-1087	SEQUENCING ARROW PANEL - TYPE C	EACH	
704-1185	**PILOT CAR**	**HR**	**250**
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	

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
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

Traffic Control Devices List

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	100	3
		NH-3-020(142)097		

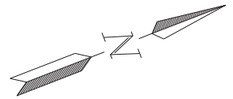


Traffic Control

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

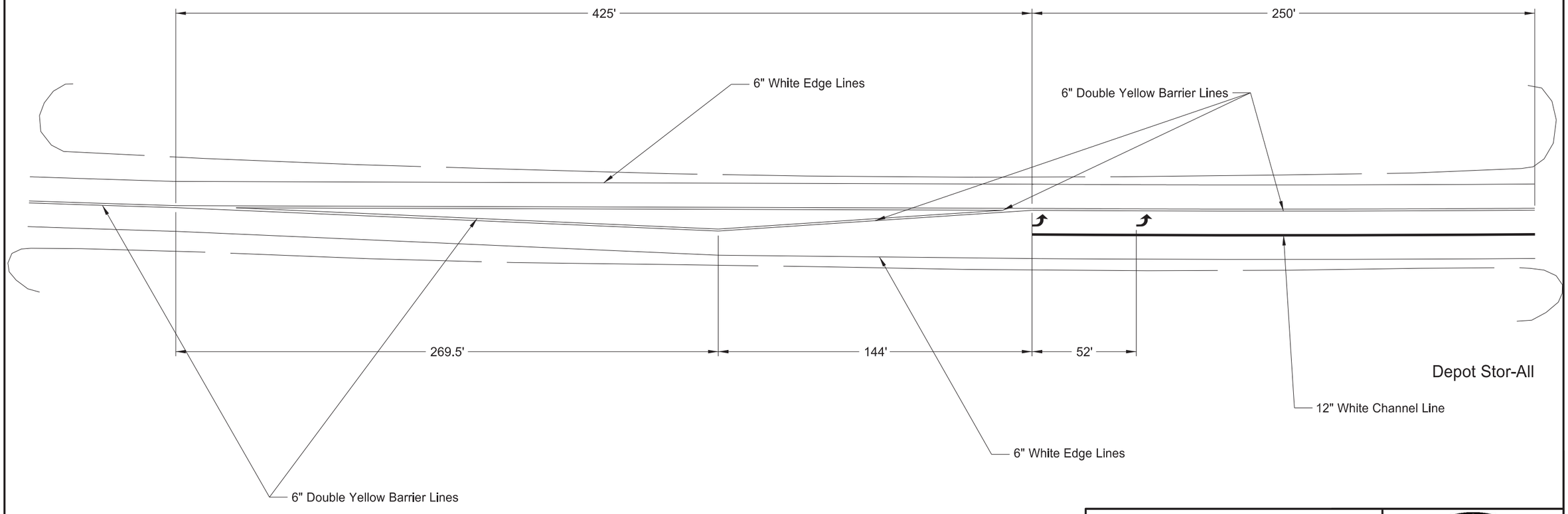
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-020(142)097	120	1

*Lanes are figured for a width of 12'



The Ranch Steakhouse

N. Bitynne Dr



Left Turnlane to
The Ranch Steakhouse

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

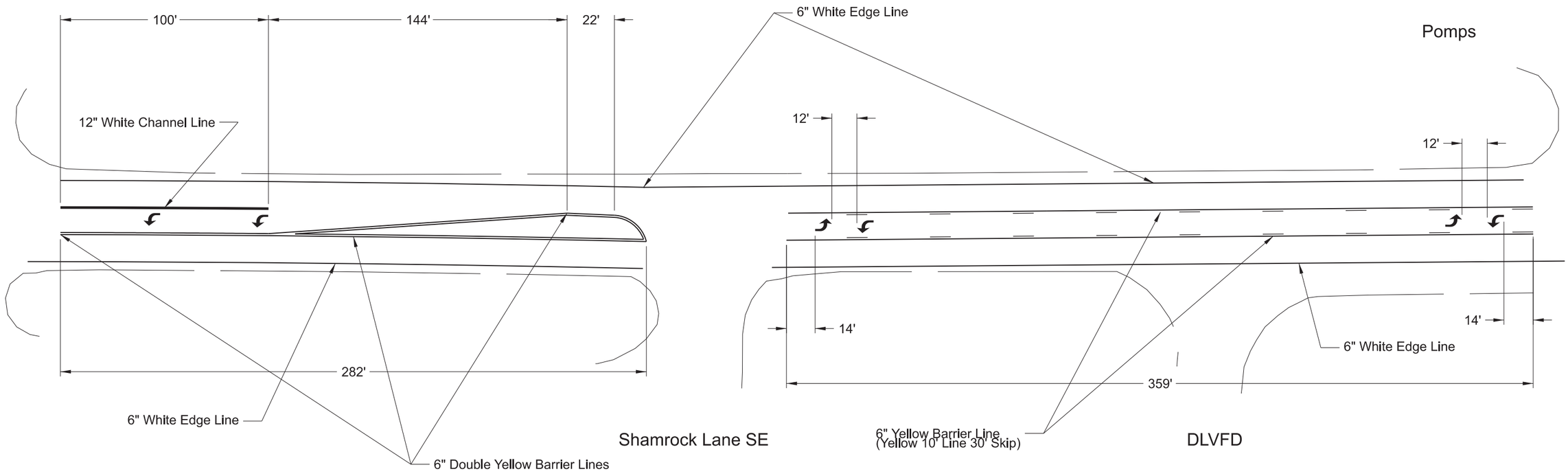
2/4/2025 2:12:55 PM jthunter F:\DVLSLAKE\CONST\DISTRICT DESIGNS\Projects 2024-2025\HMA_24044&24045 - Hwy 20 DVL to Fort Totten\Design\120MK_001_Line Work.dgn

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-020(142)097	120	2

*Lanes are figured for a width of 12'

The Ranch Steakhouse

Devils Lake INN



Pomps

Shamrock Lane SE

DLVFD

Left Turnlanes
The Ranch Steakouse to Pomps

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

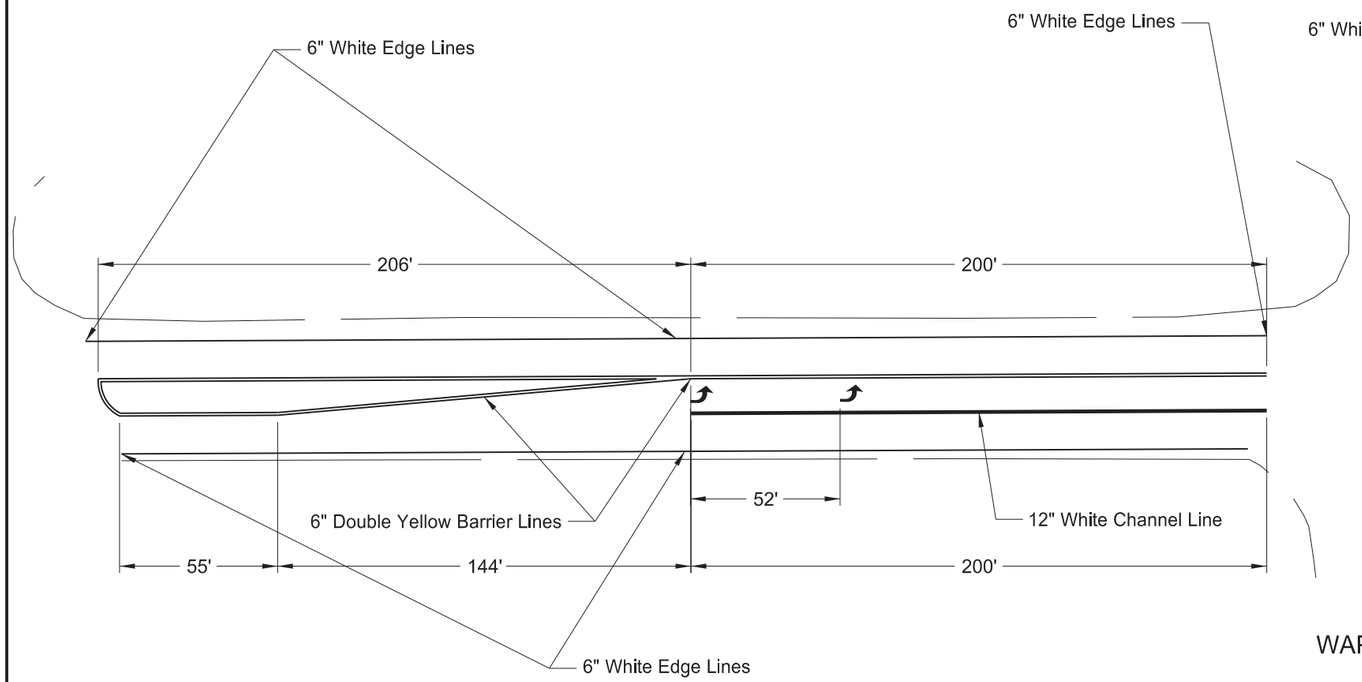
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-020(142)097	120	3

*Lanes are figured for a width of 12'

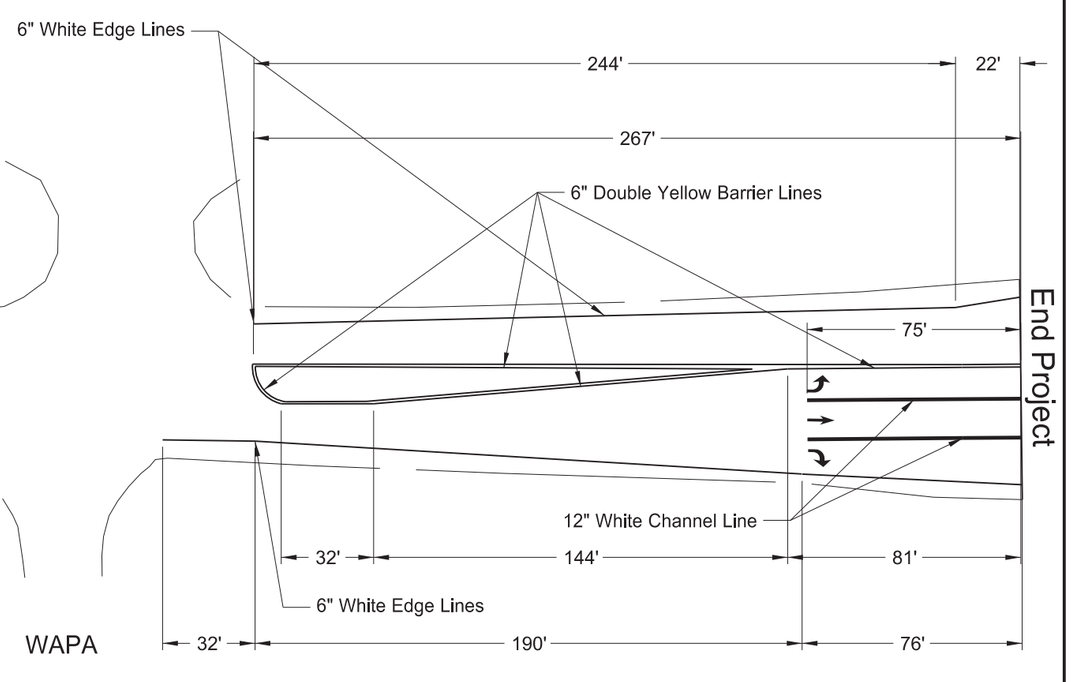
N

Pomps

O'reilly Auto Parts



Dockside Entertainment



WAPA

Left Turnlanes
Pomps to US 2

REGISTERED PROFESSIONAL ENGINEER
DARIN LINDBLOM
PE-8780
DATE 02/04/25
NORTH DAKOTA

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	180	1
		NH-3-020(142)097		

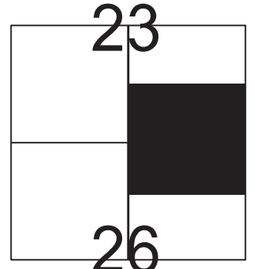
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

TEST HOLE PLAT

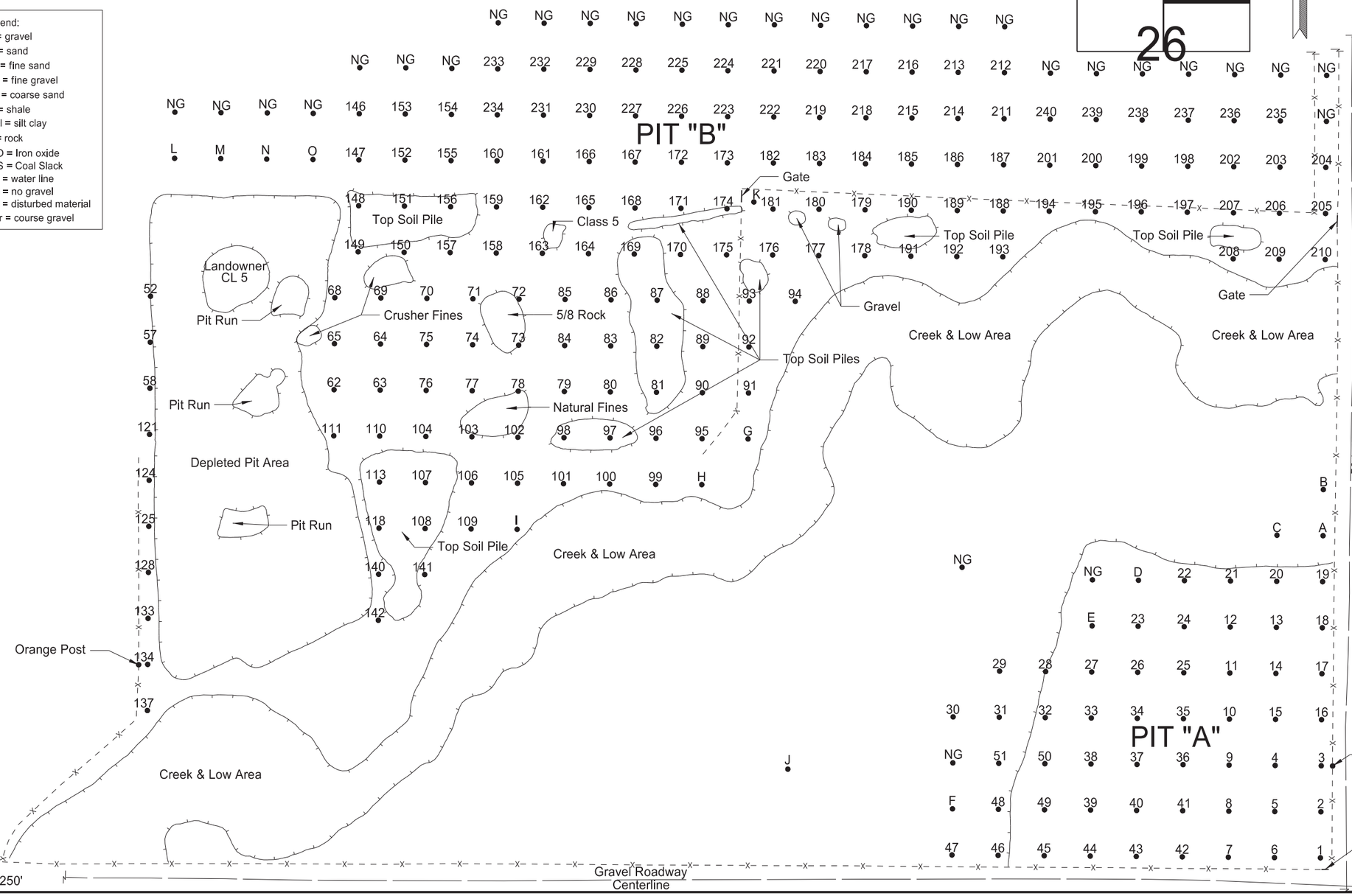
Location: N1/2NE1/4 26-151-68 & S1/2SE1/4 23-151-68 County: Benson

Ownership: Carol Tweten, Fargo, North Dakota

LOCATION OF PIT IN SECTION



Legend:
gr = gravel
sd = sand
FS = fine sand
Fgr = fine gravel
CS = coarse sand
sh = shale
SiCl = silt clay
rk = rock
FeO = Iron oxide
CoS = Coal Slack
WL = water line
NG = no gravel
DM = disturbed material
CGr = course gravel



Area "A" consists of Test Holes 1 - 9
Area "B" consists of Test Holes 10 - 21
Area "C" consists of Test Holes 22 - 35
Area "D" consists of Test Holes 36 - 44
Area "E" consists of Test Holes 45 - 51
Area "F" consists of Test Holes 52 - 60
Area "G" consists of Test Holes 61 - 69
Area "H" consists of Test Holes 70 - 78
Area "I" consists of Test Holes 79 - 87
Area "J" consists of Test Holes 88 - 94
Area "K" consists of Test Holes 95 - 101
Area "L" consists of Test Holes 102 - 109
Area "M" consists of Test Holes 110 - 118
Area "N" consists of Test Holes 119 - 127
Area "O" consists of Test Holes 128 - 137
Area "P" consists of Test Holes 138 - 145
Area "Q" consists of Test Holes 146 - 157
Area "R" consists of Test Holes 158 - 166
Area "S" consists of Test Holes 167 - 175
Area "T" consists of Test Holes 176 - 184
Area "U" consists of Test Holes 185 - 193
Area "V" consists of Test Holes 194-201 and 237 - 240
Area "W" consists of Test Holes 202 - 210 and 235 - 236
Area "X" consists of Test Holes 211 - 220
Area "Y" consists of Test Holes 221 - 234

Scale 1"=250'

PIT "A"

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006 NH-3-020(142)097	180	2

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
1	4.0	8.0 CGr	7	22	33	43	WL
2	1.0	2.0 CGr	6	18	31	43	WL
		2.0 gr					
		5.0 CGr					
		1.0 gr					
		1.0 CGr					
3	3.0	5.0 CGr	3	11	23	37	WL
		2.5 gr					
4	1.5	4.5 CGr	7	20	32	43	WL
		2.0 gr					
		3.0 CGr					
5	0.5	11.5 CGr	6	26	41	53	WL
6	2.0	10.0 CGr	3	18	31	43	WL
7	0.5	10.5 CGr	3	18	33	43	WL
		1.0 gr					
8	0.5	7.5 CGr	3	18	30	42	WL
		2.0 gr					
9	1.0	2.0 gr	2	20	33	43	WL
		3.0 CGr					
		2.0 Fgr					
		2.0 gr					
		1.0 CGr					
10	2.0	5.0 CGr	2	14	28	38	WL
		4.0 gr					
11	0.5	3.5 CGr	0	5	11	15	WL
		7.0 sd					
12	1.0	4.0 CGr	3	8	13	17	WL
		3.0 Fgr					
		4.0 sd					
13	2.0	5.0 CGr	3	15	28	38	FS
		2.0 gr					
		1.0 Fgr					
14	1.0	5.0 CGr	7	20	31	42	WL
		4.0 gr					
		2.0 gr CoS					
15	2.0	4.5 CGr	6	15	23	30	WL
		2.5 gr					
		2.0 FS					
		0.5 gr					
16	1.5	2.5 CGr	1	14	28	44	WL
		8.5 gr					
17	1.0	5.0 CGr	8	22	34	44	WL
		2.0 gr sh					
		4.0 gr					
18	1.5	4.5 CGr					
		1.0 FS					
		4.0 gr					
		1.0 FS					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
19	1.0	1.5 CGr	9	22	30	38	sd sh
		0.5 gr sh					
		2.0 CGr					
		2.0 gr					
		1.0 sd sh					
20	0.5	3.5 CGr	4	16	26	34	FS
		1.0 Fgr					
		1.0 FS					
21	0.5	3.5 CGr	3	15	25	34	FS
		0.5 gr					
		0.5 FS					
22	0.5	5.5 CGr	8	22	35	45	WL
23	1.5	3.5 CGr	3	15	28	40	gr SiCl
		1.0 gr sh					
24	1.5	2.5 CGr	6	16	29	42	WL
		6.0 gr					
		1.0 FS					
		1.0 gr					
25	1.5	1.5 CGr	1	5	8	11	FS
		1.0 Fgr					
		6.0 sd sh					
26	1.0	3.0 CGr	5	13	21	27	FS
		4.0 sd sh					
27	2.0	2.0 CGr	3	8	14	18	sd
		2.0 Fgr					
		3.0 sd					
28	1.5	1.5 CGr	1	6	11	16	SiCl
		2.0 gr					
		4.0 sd					
29	1.5	1.5 CGr	3	8	13	17	SiCl
		3.0 CS					
30	3.5	4.5 gr	2	12	23	37	WL
31	2.5	0.5 gr	2	15	27	40	WL
		2.0 FS					
		3.0 gr					
		1.0 sd					
32	2.0	4.0 gr	2	15	31	43	WL
		2.0 sd					
33	1.0	2.0 CGr	4	13	19	31	sd
		2.5 gr					
		1.5 sd					
		1.0 sd sh					
34	0.5	3.5 CGr	3	12	23	31	WL
		3.0 CS					
		3.0 gr					
35	1.0	4.0 gr	7	21	32	41	WL
		4.0 Fgr					
		2.5 gr					
36	2.0	4.0 CGr	5	18	30	40	WL
		4.0 gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
37	2.0	3.0 CGr	4	15	24	32	WL
		4.0 Fgr					
		1.0 CGr					
38	1.5	3.5 CGr	2	11	18	28	WL
		2.0 Fgr					
		2.0 Fgr sh					
39	1.0	7.0 CGr	10	23	38	50	WL
		3.0 gr					
40	2.0	5.0 CGr	6	16	24	33	WL
		2.0 Fgr					
		2.0 sd sh					
41	1.0	8.0 CGr	6	20	31	41	WL
		3.0 gr					
42	1.5	6.5 CGr	5	23	35	45	WL
		2.0 gr					
		2.0 Fgr					
43	2.0	8.5 CGr	8	25	35	44	WL
		0.5 sd sh					
44	1.0	3.5 CGr	2	13	26	37	WL
		1.5 Fgr					
		3.5 gr					
		1.5 Fgr					
		2.0 gr					
45	0.5	4.5 gr	7	18	30	41	WL
		1.0 Fgr					
		2.0 CGr					
		2.0 Fgr					
		1.0 sd					
		2.0 gr					
46	2.0	4.5 gr	0	8	20	31	WL
		2.5 Fgr					
47	2.5	1.5 gr	12	27	36	43	WL
		1.0 FS					
		2.0 CGr					
48	4.0	1.0 CGr	2	11	18	25	WL
		2.0 Fgr sh					
		2.5 gr					
49	1.0	5.0 CGr	3	16	24	34	WL
		2.0 gr					
		3.5 Fgr					
50	1.0	3.5 CGr	9	18	26	32	WL
		1.5 gr					
		3.0 sd sh					
51	2.5	1.5 CGr	2	11	18	25	WL
		2.0 gr					
		1.0 Fgr sh					
		2.0 CS					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	
A	2.0	1.0 FS	8	14	18	22	SiCl
		1.0 gr					
		2.0 FS					
		1.0 CGr					
B	3.0	3.0 Fgr					WL
C	1.5	2.5 CGr					SiCl
D	1.0	3.0 CGr					rk
E	2.0	3.0 CGr					SiCl
F	3.0	2.0 CGr					gr SiCl
J	1.0	3.0 CGr	6	17	28	34	SiCl
		2.0 gr					
		2.0 FS					
		1.0 CGr					
		1.0 gr					

Letter Holes are not included in pit quanities or calculations.

For informational use only.

RANGE 68 **TWP** 151 **SEC** N1/2NE1/4 26

COUNTY Benson Sep-18

PROSPECTED BY Rogstad/Usher

INSPECTED & APPROVED Jeffrey Swank Oct-18

PIT "B"

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006 NH-3-020(142)097	180	3

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
52	1.0	4.0 gr	0	1	4	15	WL
		4.0 sd					
53	1.0	6.0 gr	1	4	14	35	WL
		1.0 CS					
		2.0 Fgr					
54	0.5	10.0 gr	1	13	33	52	WL
55	1.0	7.0 gr	4	20	40	54	WL
		2.0 CGr					
56	1.0	9.5 gr	1	11	30	51	WL
57	1.0	4.0 gr	0	3	16	37	WL
		5.0 Fgr					
58	1.0	9.0 gr	1	14	36	54	WL
59	1.0	5.0 gr	5	23	40	55	WL
		5.0 CGr					
60	1.0	4.0 gr	6	28	45	58	WL
		5.5 CGr					
61	1.0	9.0 CGr	10	33	48	60	WL
62	0.5	10.0 CGr	10	36	54	64	WL
63	1.0	10.0 CGr	8	33	51	64	WL
64	0.5	10.5 CGr	13	35	51	63	WL
65	1.0	11.0 CGr	8	26	43	54	WL
66	1.0	10.5 CGr	7	30	48	60	WL
67	0.5	10.5 CGr	3	23	43	53	WL
68	1.0	10.5 CGr	8	32	50	60	WL
69	0.5	8.5 CGr	3	21	48	59	WL
		2.5 CgrSiCl					
70	1.0	11.0 CGr	8	33	51	64	WL
71	0.5	9.5 CGr	3	32	50	60	WL
		0.5 gr SiCl					
72	0.5	11.5 CGr	12	40	55	65	WL
73	0.5	8.5 CGr	4	26	50	63	WL
		2.0 CgrSiCl					
74	0.5	10.5 CGr	8	37	56	69	WL
75	2.0	1.0 CS	3	29	46	62	WL
		3.0 CGr					
		1.0 gr					
		2.0 CGr					
		2.0 gr SiCl					
76	1.0	9.5 CGr	8	31	48	62	WL
77	1.0	9.0 CGr	3	22	45	60	WL
78	1.0	4.0 CGr	8	21	43	61	WL
		1.0 CgrSiCl					
		4.0 CGr					
79	1.0	2.0 CGr	1	14	33	55	WL
		2.0 gr					
		2.0 CgrSiCl					
		2.0 CGr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
80	1.0	1.5 gr	7	24	43	58	WL
		2.5 CGr					
		1.0 CGrSiCl					
		2.5 CGr					
81	1.0	1.0 CGr	1	11	35	47	WL
		2.0 gr					
		2.0 CGrSiCl					
		1.0 gr					
		1.0 CGr					
82	1.0	7.0 CGr	5	20	38	53	WL
83	0.5	3.5 CGr	1	12	31	49	WL
		2.0 gr SiCl					
		1.0 gr CoS					
		2.5 CGr					
84	0.5	9.5 CGr	5	23	44	61	WL
85	0.5	7.5 CGr	3	22	45	61	WL
		1.0 CGrSiCl					
		1.0 gr					
86	0.5	6.5 CGr	6	23	48	64	WL
		2.0 CGrSiCl					
		2.0 CGr					
87	0.5	5.5 CGr	3	25	45	60	WL
		2.0 CGrSiCl					
		1.0 CGr					
		1.0 gr					
		2.0 CGr					
88	1.0	8.0 CGr	4	22	43	59	WL
89	1.0	1.0 CGr	2	12	28	46	WL
		1.0 Fgr					
		2.0 CGrSiCl					
		1.0 CGr					
		1.0 gr					
		2.0 CGr					
90	1.0	7.0 gr	3	13	28	49	WL
91	2.0	2.0 gr	3	9	23	40	WL
		1.0 Fgr					
		2.5 CGr					
92	1.0	1.0 CGr	1	6	22	38	WL
		1.0 Fgr					
		2.0 CGrSiCl					
		1.0 CS					
		2.0 Fgr					
		1.0 CGr					
93	1.0	3.0 CGr	4	22	39	55	WL
		3.0 CGrSiCl					
		3.0 Fgr					
94	1.0	3.0 CGr	1	6	26	46	WL
		1.0 sd					
		2.0 CGrSiCl					
		1.5 Fgr					
95	1.5	5.5 Fgr	0	8	20	42	WL

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
96	0.5	3.5 CGr	2	12	27	50	WL
		3.0 gr					
97	3.0	1.0 CGr	1	11	33	53	WL
		1.0 Fgr					
		1.0 gr SiCl					
		2.0 gr CoS					
98	2.5	2.5 CGr	3	18	38	61	WL
		1.0 CGrSiCl					
		3.0 gr					
99	0.5	2.5 CGr	1	11	24	38	WL
		4.0 Fgr					
100	2.0	7.0 Fgr	2	8	15	32	WL
101	1.0	2.0 gr	1	8	25	44	WL
		2.0 CGr					
		2.0 Fgr					
		1.0 CGr					
102	1.0	4.0 CGr	2	12	32	51	WL
		2.0 CGrSiCl					
		3.0 CGr					
103	0.5	2.5 CGr	6	22	41	58	WL
		1.0 Fgr					
		3.0 CGr					
104	0.5	4.5 CGr	3	14	32	53	WL
		4.0 CGrSiCl					
		1.0 CGr					
105	1.0	2.0 CGr	8	18	33	52	WL
		1.0 gr CoS					
		1.0 CGr					
		1.0 CGrSiCl					
		1.5 gr					
		0.5 gr CoS					
		2.0 gr					
106	0.5	5.5 CGr	2	13	31	47	WL
		1.0 gr SiCl					
		1.0 Fgr					
		1.5 gr CoS					
107	1.0	3.0 CGr	6	18	38	56	WL
		1.0 CGrSiCl					
		1.0 CGr					
		3.0 CGrSiCl					
		2.0 gr					
108	1.0	3.0 CGr	3	15	31	48	WL
		2.0 gr CoS					
		2.0 CGr					
		1.0 gr					
		1.5 CGr					
109	1.0	2.0 CGr	1	8	23	44	WL
		6.5 gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
110	0.5	10.5 CGr	7	30	47	61	WL
111	1.0	3.0 CGr	6	27	48	61	WL
		1.0 CGrSiCl					
		6.0 CGr					
112	0.5	6.5 CGr	8	33	53	65	WL
		1.0 gr					
		3.0 CGr					
113	1.0	6.0 CGr	3	17	38	56	WL
		1.0 gr CoS					
		2.0 gr SiCl					
		2.0 CGr					
114	1.5	8.5 CGr	3	22	41	56	gr SiCl
		1.0 CGrSiCl					
115	1.0	4.0 CGr	7	25	48	64	WL
		1.0 CGrSiCl					
		3.0 CGr					
		1.0 CGrSiCl					
		4.0 CGr					
116	1.0	5.0 CGr	5	22	41	56	WL
		1.0 CGrSiCl					
		1.0 Fgr					
		1.0 gr					
		2.0 CGrSiCl					
		2.0 gr					
117	1.0	7.0 CGr	6	21	38	56	WL
		1.0 gr CoS					
		1.0 CGrSiCl					
		2.5 CGr					
118	1.0	6.0 CGr	5	16	34	53	WL
		1.0 gr CoS					
		0.5 gr SiCl					
		0.5 CGr					
		2.5 Fgr					
119	0.5	10.5 CGr	8	33	50	61	WL
120	0.5	10.0 CGr	6	28	48	58	WL
121	1.0	9.0 CGr	2	22	46	59	WL
122	1.0	12.0 CGr	8	28	51	64	WL
		1.0 gr SiCl					
123	1.0	10.0 CGr	10	36	51	62	WL

RANGE 68 **TWP** 151 **SEC** N1/2NE1/4 26

COUNTY Benson Sep-18

PROSPECTED BY Rogstad/Usher

INSPECTED & APPROVED Jeffrey Swank Oct-18

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006 NH-3-020(142)097	180	4

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
124	1.0	5.0 gr	7	26	43	54	WL
		5.0 CGr					
125	1.0	12.5 CGr	11	39	55	66	rk
126	1.0	2.0 gr	13	39	56	65	gr SiCl
		8.0 CGr					
		1.0 CGrSiCl					
		2.0 CGr					
127	1.0	8.0 CGr	12	36	55	68	WL
		1.0 CGrSiCl					
		3.5 CGr					
128	1.0	2.0 gr	9	34	55	67	WL
		9.0 CGr					
		1.0 CGrSiCl					
		2.0 CGr					
129	1.0	5.0 CGr	3	22	46	64	WL
		2.0 gr SiCl					
		2.0 CGr					
		3.0 gr SiCl					
		1.0 CGr					
130	1.0	7.0 gr	2	14	35	53	WL
		4.0 gr SiCl					
		2.0 gr					
131	1.0	3.0 CGr	3	20	40	55	WL
		1.5 gr					
		0.5 gr CoS					
		1.0 Fgr					
		2.0 gr SiCl					
		1.0 gr					
		1.0 gr SiCl					
		2.0 gr					
132	1.0	1.0 CGr	3	19	38	55	WL
		3.0 gr					
		1.5 gr SiCl					
		0.5 Fgr CoS					
		1.0 FgrSiCl					
		1.0 gr					
		4.0 gr SiCl					
133	1.0	5.0 CGr	5	17	39	56	gr SiCl
		0.5 gr SiCl					
		0.5 gr					
		1.5 gr SiCl					
		0.5 gr					
134	1.0	4.0 CGr	1	13	34	53	SiCl
		1.0 FgrSiCl					
		1.0 Fgr					
		1.5 FgrSiCl					
		0.5 Fgr					
		1.0 FgrSiCl					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
135	1.0	3.0 CGr	4	18	33	51	WL
		5.0 gr SiCl					
		1.0 gr					
		1.0 gr SiCl					
		2.0 gr					
136	1.0	3.0 gr	1	16	34	50	WL
		6.0 gr SiCl					
		2.0 Fgr					
137	1.0	4.0 CGr	4	20	38	56	WL
		0.5 Fgr					
		0.5 Fgr CoS					
		3.0 FgrSiCl					
		4.0 gr					
138	1.0	5.0 gr	1	18	38	59	WL
		5.5 gr SiCl					
		0.5 gr					
139	1.0	4.0 CGr	3	15	32	48	WL
		6.5 gr					
140	1.0	6.0 gr	1	15	30	51	WL
		0.5 Fgr					
		0.5 gr					
		0.5 gr CoS					
		0.5 gr					
		2.0 Fgr					
141	4.0	2.0 CGr	5	12	25	44	WL
		1.0 gr SiCl					
		3.5 gr					
142	3.0	4.0 Fgr	1	6	18	35	SiCl
143	1.5	5.0 CGr	8	20	35	48	WL
		0.5 gr SiCl					
		4.0 gr					
144	2.0	2.0 CGr	1	15	36	56	WL
		3.0 gr SiCl					
		0.5 gr CoS					
		3.0 gr SiCl					
		2.5 gr					
145	2.5	2.5 CGr	2	13	26	42	SiCl
		6.0 gr					
146	4.0	5.0 Fgr	0	0	4	14	SiCl
147	1.0	6.0 Fgr	0	0	1	12	WL
		4.0 CS					
148	0.5	8.5 gr	0	1	15	36	WL
		2.0 Fgr					
149	0.0	6.0 gr	5	24	45	59	WL
		5.0 CGr					
		1.0 gr					
150	0.0	5.0 gr	4	24	42	56	WL
		5.0 CGr					
		1.0 gr					
151	0.5	11.5 gr	1	15	37	55	WL

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
152	0.5	10.5 Fgr	0	1	15	37	WL
153	4.0	5.5 Fgr	0	0	1	9	WL
154	5.0	5.0 Fgr	0	0	2	13	WL
155	0.5	6.5 gr	0	10	28	46	WL
		1.0 CGr					
		3.0 gr					
156	0.5	4.5 gr	5	24	42	55	WL
		6.5 CGr					
157	0.0	6.0 gr	4	25	45	63	WL
		2.0 CGr					
		1.5 gr					
158	0.0	3.5 gr	5	36	54	66	WL
		3.0 CGr					
		1.0 gr					
		2.0 CGr					
		1.5 gr					
159	0.0	6.0 gr	2	27	52	66	WL
		4.5 CGr					
160	0.5	7.5 gr	0	17	43	61	WL
		3.0 gr SiCl					
161	0.5	4.5 gr	4	27	45	58	WL
		5.0 CGr					
		1.0 gr					
162	0.0	7.0 gr	4	25	43	60	WL
		2.0 gr SiCl					
		2.0 Fgr					
163	0.0	3.0 gr	6	38	56	66	WL
		8.0 CGr					
164	0.0	8.0 gr	10	36	54	67	WL
		1.0 gr SiCl					
		2.0 CGr					
165	0.0	10.5 gr	6	34	52	64	WL
166	0.5	10.0 gr	8	31	51	63	WL
167	0.5	5.5 gr	5	30	51	64	WL
		2.0 CGr					
		1.0 gr SiCl					
		2.0 gr					
168	0.0	6.0 gr	10	38	56	67	WL
		5.0 CGr					
169	0.5	5.5 gr	5	34	53	66	WL
		5.0 CGr					
170	0.0	7.0 gr	8	33	49	60	WL
		3.0 CGr					
171	0.0	4.0 gr	5	34	53	65	WL
		1.0 gr SiCl					
		1.0 gr					
		4.0 CGr					
172	0.5	4.5 gr	8	31	45	56	WL
		3.0 CGr					
		2.0 gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
173	0.5	4.5 gr	4	30	49	62	WL
		3.0 CGr					
		2.0 gr					
174	0.0	3.0 gr	8	34	51	65	WL
		4.0 CGr					
		2.5 gr					
175	0.5	4.5 gr	4	25	46	63	WL
		4.0 CGr					
		1.0 gr					
176	0.0	5.0 gr	4	24	42	53	WL
		2.0 CGr					
		2.0 gr					
177	0.5	5.5 gr	3	22	40	56	WL
		1.0 gr SiCl					
		2.0 gr					
178	0.5	3.5 gr	2	18	34	49	WL
		2.0 CGr					
		2.0 gr					
179	0.0	2.0 gr SiCl	2	19	38	52	WL
		2.0 gr					
		2.0 CGr					
		2.5 gr SiCl					
180	0.0	4.0 CGr	6	30	45	57	WL
		4.5 gr					
181	0.0	7.0 CGr	8	39	54	64	WL
		1.0 gr CoS					
		1.0 CGr					
182	0.5	3.5 CGr	7	29	48	61	WL
		5.0 gr					
		1.0 gr SiCl					
183	0.5	5.5 gr	6	28	47	60	WL
		2.0 CGr					
		1.0 gr SiCl					
		1.0 gr					
184	0.5	3.5 gr	8	31	49	60	WL
		3.0 CGr					
		3.0 gr					
185	0.5	3.5 gr	5	33	49	61	WL
		4.0 CGr					
		1.5 gr					

RANGE 68 **TWP** 151 **SEC** N1/2NE1/4 26

COUNTY Benson Sep-18

PROSPECTED BY Rogstad/Usher

INSPECTED & APPROVED Jeffrey Swank Oct-18

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006 NH-3-020(142)097	180	5

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
186	0.5	1.5 gr	6	32	45	57	WL
		2.0 CGr					
		5.0 gr					
187	0.5	4.5 gr	4	30	49	62	WL
		4.0 CGr					
188	0.0	8.0 gr	2	23	45	59	WL
189	0.0	6.0 gr	2	25	45	59	WL
		1.0 gr SiCl					
		1.5 gr					
190	0.0	3.0 CGr	3	23	40	54	WL
		6.0 gr					
191	0.5	4.5 gr	3	15	33	48	WL
		1.0 CGr					
		1.0 gr CoS					
192	0.5	5.5 gr	1	13	30	45	WL
		1.0 Fgr					
193	0.5	6.0 gr	2	16	34	50	WL
194	0.0	7.0 gr	1	15	35	53	WL
195	0.0	4.0 gr	2	16	40	54	WL
		2.0 gr SiCl					
196	0.0	4.0 gr	2	18	34	50	WL
		1.0 gr SiCl					
197	0.0	3.0 gr	3	19	37	53	WL
		1.5 gr SiCl					
198	0.5	6.0 gr	1	19	39	53	WL
199	0.5	4.5 gr	4	30	48	59	WL
		2.0 CGr					
200	0.5	2.5 gr	5	36	53	63	WL
		2.0 CGr					
		1.0 gr SiCl					
		2.0 CGr					
201	0.5	8.0 gr	4	25	42	56	WL
202	0.5	3.5 gr	2	21	39	51	WL
		2.0 CGr					
203	2.0	2.0 gr	0	12	34	50	WL
		1.0 Fgr					
		2.0 gr					
204	2.0	4.0 gr	1	16	34	50	WL
205	1.0	3.0 gr	0	13	30	47	WL
		1.0 gr SiCl					
206	0.0	3.0 gr	2	18	41	55	WL
		1.5 gr SiCl					
		0.5 gr					
207	0.0	4.0 gr	1	23	42	57	WL
		1.0 gr SiCl					
208	2.0	1.0 gr	3	14	30	45	WL
		1.0 gr SiCl					
		1.0 gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
209	2.5	1.5 Fgr	0	11	24	36	WL
		1.0 gr SiCl					
210	2.0	3.0 gr	6	20	32	46	WL
211	1.0	1.0 Fgr	0	23	43	56	WL
		6.0 gr					
212	3.0	1.0 Fgr	0	0	0	7	WL
		1.0 FS					
		2.0 Fgr					
213	3.0	4.0 Fgr	0	0	7	26	WL
214	0.5	3.5 gr	2	31	52	65	WL
		5.0 CGr					
215	0.5	5.5 gr	1	23	43	57	WL
		2.0 CGr					
216	3.0	1.0 Fgr	0	0	7	23	WL
		1.0 CS					
		2.0 Fgr					
217	4.0	4.0 Fgr	0	1	14	35	WL
218	0.5	2.5 gr	4	34	58	69	WL
		6.0 CGr					
219	0.5	4.5 gr	4	22	39	55	WL
		2.0 CGr					
		1.5 gr SiCl					
220	3.0	4.0 Fgr	0	7	26	44	WL
		1.0 gr					
221	3.0	4.0 Fgr	0	3	21	41	WL
		2.0 gr					
222	1.0	1.0 Fgr	2	28	48	59	WL
		2.0 gr					
		5.0 CGr					
223	1.0	2.0 Fgr	3	25	40	54	WL
		4.0 gr					
		2.5 CGr					
224	4.0	5.0 Fgr	0	5	21	37	WL
225	5.0	2.0 Fgr	0	6	25	43	WL
		2.0 gr					
226	1.5	2.5 Fgr	6	30	47	60	WL
		3.0 gr					
		3.0 CGr					
227	2.0	2.0 Fgr	3	19	38	55	WL
		5.0 gr					
		1.0 CGr					
228	4.5	4.5 Fgr	0	1	12	30	WL
229	4.0	6.0 Fgr	0	0	8	28	WL
230	2.0	3.0 Fgr	2	24	48	66	WL
		1.0 gr					
		1.0 gr SiCl					
		3.0 CGr					
231	2.0	2.0 Fgr	0	4	21	40	WL
		4.0 gr					
		3.0 CGr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
232	5.0	5.0 Fgr	0	0	1	6	WL
233	4.0	6.0 Fgr	0	0	0	8	WL
234	4.0	5.0 Fgr	0	0	6	31	WL
235	3.0	2.0 Fgr	0	4	22	39	WL
		1.0 gr					
236	3.0	2.0 Fgr	0	8	27	49	WL
		1.0 gr					
237	3.0	2.0 Fgr	0	15	31	47	WL
		1.5 gr					
238	3.0	1.0 Fgr	0	14	30	47	WL
		3.0 gr					
239	1.0	2.0 Fgr	0	9	28	43	WL
		4.5 gr					
240	1.0	1.0 Fgr	1	17	38	52	WL
		4.0 gr					
		1.0 gr SiCl					
		1.0 gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
G	3.0	2.0 gr					WL
H	3.0	1.0 gr SiCl					WL
I	4.0	3.0 sd					WL
K	1.0	11.0 CGr	15	41	58	68	WL
L	3.0	3.0 Fgr	0	5	13	23	SiCl
M	4.0	2.5 Fgr	0	2	5	9	SiCl
N	3.0	4.0 Fgr	0	0	2	9	rk
O	5.0	2.0 FgrSiCl	0	0	1	11	WL
		1.0 Fgr					
		1.0 FS					
		1.0 Fgr					

Letter Holes are not included in pit quanities or calculations.

For informational use only.

RANGE 68 **TWP** 151 **SEC** N1/2NE1/4 26

COUNTY Benson Sep-18

PROSPECTED BY Rogstad/Usher

INSPECTED & APPROVED Jeffrey Swank Oct-18

	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	NH-3-057(060)006	180	6
		NH-3-020(142)097		

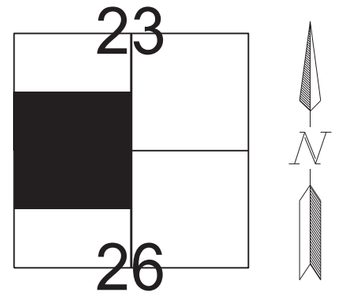
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

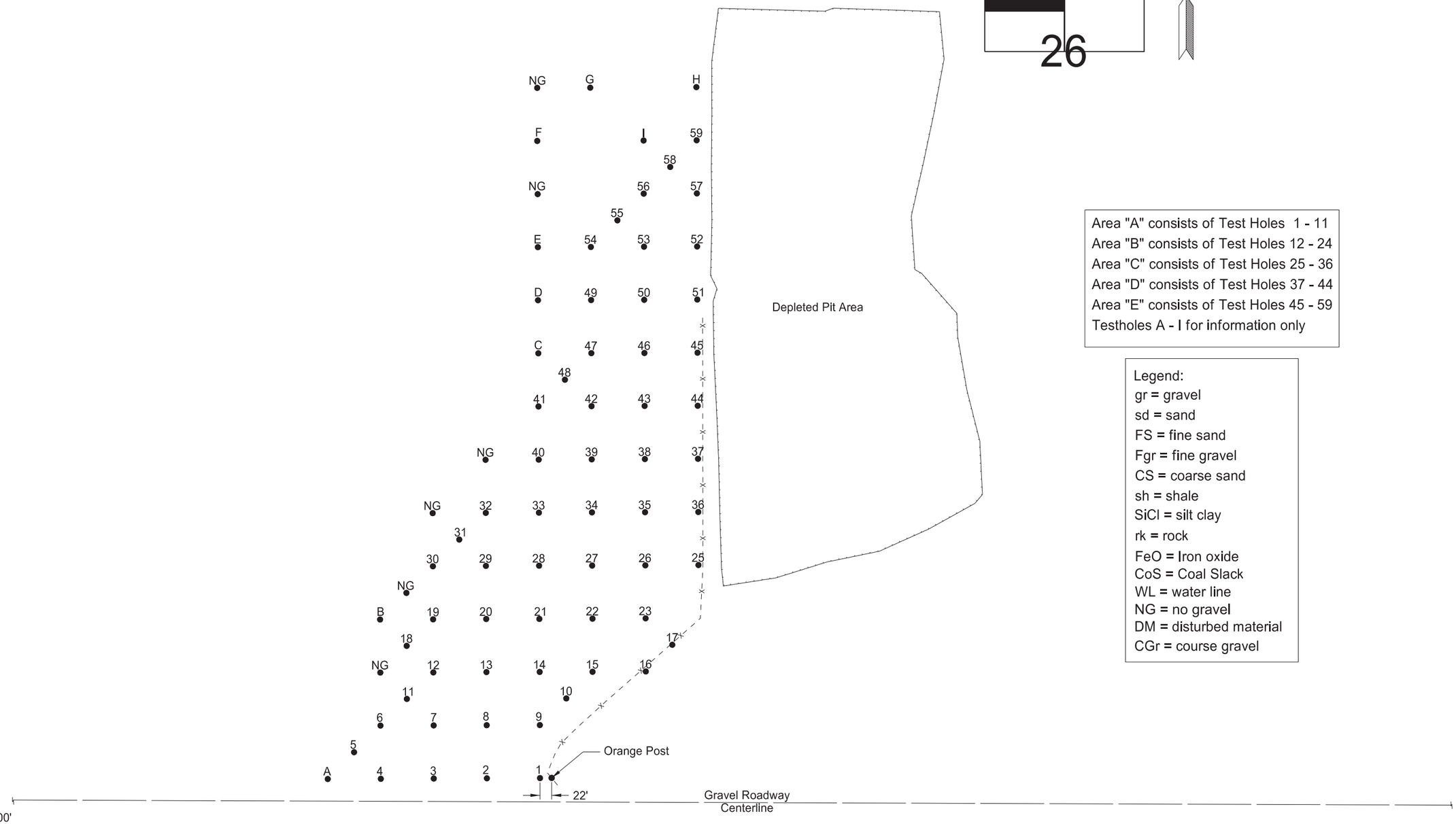
TEST HOLE PLAT

Location: N1/2NW1/4 26-151-68 & S1/2SW1/4 23-151-68 County: Benson

Ownership: Carol Tweten, Fargo, North Dakota

LOCATION OF PIT IN SECTION





Area "A" consists of Test Holes 1 - 11
Area "B" consists of Test Holes 12 - 24
Area "C" consists of Test Holes 25 - 36
Area "D" consists of Test Holes 37 - 44
Area "E" consists of Test Holes 45 - 59
Testholes A - I for information only

Legend:
gr = gravel
sd = sand
FS = fine sand
Fgr = fine gravel
CS = coarse sand
sh = shale
SiCl = silt clay
rk = rock
FeO = Iron oxide
CoS = Coal Slack
WL = water line
NG = no gravel
DM = disturbed material
CGr = course gravel

Scale 1"=200'

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006 NH-3-020(142)097	180	7

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
1	3.5	0.5 sd SiCl	0	12	22	45	+WL 7.0
		3.0 gr SiCl					
2	0.5	8.0 gr SiCl	0	8	24	44	SiCl
3	0.5	4.5 gr SiCl	0	12	33	52	SiCl
		1.0 gr CoS					
		3.0 gr SiCl					
4	1.0	2.0 gr SiCl	0	12	31	50	+WL 8.0
		2.0 gr					
		3.0 gr SiCl					
5	1.0	2.0 gr SiCl	1	12	23	34	rk
		1.0 gr CoS					
		1.0 gr SiCl					
6	1.0	1.0 gr SiCl	1	14	31	45	rk
		1.0 gr					
		3.0 gr SiCl					
7	0.5	2.0 gr SiCl	0	12	30	47	+WL 6.5
		1.5 gr					
		1.0 gr CoS					
		1.5 gr SiCl					
8	1.0	2.0 gr SiCl	1	10	31	47	+WL 9.5
		1.0 gr					
		2.0 Fgr SiCl					
9	1.0	2.0 gr SiCl	0	6	26	46	+WL 10.0
		3.0 gr					
		1.0 CS					
		1.0 gr SiCl					
		1.0 Fgr					
		0.5 gr CoS					
		0.5 gr SiCl					
10	0.5	3.5 gr SiCl	0	10	30	50	+WL 10.0
		1.0 gr					
		1.0 gr SiCl					
		1.0 CS CoS					
		1.0 Fgr SiCl					
		1.0 gr SiCl					
		0.5 gr CoS					
		0.5 gr SiCl					
11	1.0	1.0 Fgr SiCl	0	13	33	41	rk
		1.5 gr SiCl					
		1.5 gr CoS					
		0.5 gr SiCl					
12	1.0	6.0 gr SiCl	1	19	40	57	+WL 7.0
13	1.0	1.0 gr SiCl	1	9	29	49	rk
		3.0 gr					
		1.0 CoS					
		1.0 gr SiCl					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
14	1.0	2.0 gr SiCl	0	10	29	48	+WL 12.0
		2.0 gr					
		1.0 gr SiCl					
		1.0 gr CoS					
		5.0 gr SiCl					
15	0.5	1.5 gr SiCl	0	11	29	47	+WL 11.0
		3.0 gr					
		1.0 Fgr SiCl					
		1.0 gr SiCl					
		1.0 Fgr					
		3.0 gr SiCl					
16	0.5	1.5 gr SiCl	0	5	23	41	+WL 10.0
		1.0 gr					
		1.0 Fgr					
		6.0 gr SiCl					
17	0.5	2.5 gr	0	7	24	44	+WL 10.0
		1.0 Fgr CoS					
		2.0 Fgr SiCl					
		4.0 gr SiCl					
18	1.0	2.0 gr SiCl	1	13	31	45	+WL 4.0
		1.0 gr					
19	1.0	2.0 gr SiCl	1	14	30	45	+WL 5.5
		1.0 gr					
		1.5 gr SiCl					
20	2.5	0.5 gr SiCl	1	15	32	47	+WL 7.5
		3.0 gr					
		1.5 gr SiCl					
21	0.5	1.5 gr SiCl	1	14	29	49	SiCl
		2.0 gr					
		0.5 gr CoS					
		0.5 gr SiCl					
22	0.5	1.5 gr SiCl	0	15	39	57	+WL 11.5
		3.0 gr					
		2.0 gr SiCl					
		1.0 gr					
		3.5 gr SiCl					
23	0.5	1.5 gr SiCl	0	6	25	44	+WL 10.0
		2.0 gr					
		2.0 gr SiCl					
		1.0 gr CoS					
		3.0 gr SiCl					
24	0.5	3.5 gr	0	9	28	48	+WL 10.5
		1.0 Fgr CoS					
		3.0 Fgr SiCl					
		1.0 Fgr					
		1.0 gr SiCl					
		0.5 gr					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
25	1.0	1.0 gr SiCl	1	11	29	46	+WL 12.0
		3.0 gr					
		1.5 Fgr CoS					
		2.5 Fgr SiCl					
		2.0 gr SiCl					
		1.0 gr					
26	1.0	1.5 gr SiCl	0	9	30	52	+WL 11.5
		1.5 gr					
		1.0 gr SiCl					
		2.0 gr					
		4.5 gr SiCl					
27	0.5	1.5 gr SiCl	1	15	35	51	+WL 11.5
		4.0 gr					
		4.0 gr SiCl					
		1.5 gr					
28	1.0	2.0 gr SiCl	0	21	39	55	+WL 10.5
		3.0 gr					
		4.5 gr SiCl					
29	1.0	1.0 gr SiCl	1	20	36	48	+WL 7.0
		5.0 gr					
30	1.5	2.5 gr SiCl	0	7	37	44	+WL 4.0
31	1.0	1.0 Fgr SiCl	0	5	26	45	+WL 4.0
		2.0 gr SiCl					
32	0.5	1.5 Fgr SiCl	0	11	31	43	+WL 5.0
		3.0 gr SiCl					
33	1.0	1.0 gr SiCl	1	16	31	45	+WL 7.0
		5.0 gr					
34	1.0	2.0 gr SiCl	1	18	38	53	+WL 11.0
		3.0 gr					
		5.0 gr SiCl					
35	1.0	1.0 gr SiCl	1	17	38	53	+WL 12.5
		6.0 gr					
		2.0 gr SiCl					
36	1.0	1.0 gr SiCl	1	10	34	56	+WL 12.0
		4.0 gr					
		6.0 gr SiCl					
37	0.5	1.5 gr SiCl	1	19	38	53	+WL 13.0
		4.0 gr					
		7.0 gr SiCl					
38	1.0	1.0 gr SiCl	3	24	40	52	+WL 10.
		3.0 gr					
		5.0 Cgr					
39	1.0	1.0 gr SiCl	0	19	36	51	+WL 8.0
		4.0 gr					
		2.0 gr SiCl					
40	1.0	2.0 gr SiCl	0	10	33	50	+WL 7.0
		3.0 gr					
		1.0 gr SiCl					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	
41	2.0	3.0 Fgr SiCl	0	0	12	33	+WL 7.0
		1.0 gr SiCl					
		1.0 Fgr SiCl					
42	1.0	2.0 gr SiCl	0	12	34	47	+WL 8.0
		4.0 gr					
		1.0 gr SiCl	1	14	31	47	+WL 9.0
43	1.0	1.0 gr SiCl					
		7.0 gr					
44	1.0	2.0 gr SiCl	3	25	42	55	+WL 12.0
		3.0 gr					
		1.0 gr CoS					
		5.0 gr SiCl					
45	2.0	1.0 gr SiCl	2	15	32	49	+WL 10.5
		4.0 gr					
		3.5 gr SiCl					
46	1.0	1.0 gr SiCl	0	11	31	45	+WL 9.5
		7.5 gr					
47	1.0	1.0 Fgr SiCl	0	0	20	45	+WL 7.5
		2.0 gr SiCl					
		1.0 CS					
		1.0 Fgr					
		3.0 sd					
49	0.5	1.5 Fgr SiCl	0	0	10	33	+WL 8.0
		4.0 Fgr					
		2.0 sd					
50	1.0	2.0 gr	0	3	24	45	+WL 9.0
		1.0 gr SiCl					
		2.0 gr					
		2.0 Fgr					
		1.0 gr					
51	1.0	2.0 gr SiCl	0	13	30	51	+WL 11.0
		6.0 gr					
		2.0 gr SiCl					

RANGE 68 **TWP** 151 **SEC** N1/2 NW1/4 26

COUNTY Benson Jul-20

PROSPECTED BY Volk/Nelson

INSPECTED & APPROVED Jeffrey Swank Jul-20

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	NH-3-057(060)006 NH-3-020(142)097	180	8

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
52	1.0	2.0 gr SiCl	0	6	24	43	+WL 10.0
		1.0 gr					
		1.5 Fgr					
		1.5 gr					
		1.0 CS					
		2.0 gr					
53	0.5	2.5 gr	0	0	11	33	+WL 9.0
		2.0 Fgr sh					
		2.0 sd					
		2.0 CS					
54	1.0	3.0 sd	0	0	1	17	+WL 7.5
		1.5 sd CoS					
		2.0 sd					
55	0.5	1.5 gr SiCl	0	0	3	13	+WL 8.0
		1.0 CS					
		2.5 sd					
		0.5 sd CoS					
		1.0 FS					
		1.0 sd					
56	1.0	1.0 Fgr SiCl	0	0	4	17	+WL 8.5
		1.0 Fgr					
		3.0 sd					
		1.0 sd CoS					
		1.5 FS					
57	1.0	1.0 Fgr SiCl	0	0	3	32	+WL 10.0
		2.0 Fgr					
		1.0 CS					
		3.5 sd					
		0.5 sd CoS					
		1.0 sd					
58	0.5	3.5 Fgr sh	0	1	4	15	+WL 8.0
		4.0 sd					
59	1.0	1.0 Fgr SiCl	0	0	3	16	+WL 9.0
		1.0 sd					
		1.0 FS					
		4.0 sd					
		1.0 FS					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole
A	2.5	0.5 gr SiCl	0	0	0	0	SiCl
B	1.0	2.0 gr SiCl	0	5	20	35	+WL 3.0
C	3.0	1.0 sd SiCl	0	0	2	22	+WL 6.0
		2.0 sd					
D	3.0	1.0 sd SiCl	0	0	2	12	+WL 5.5
		1.5 sd					
E	2.0	1.0 sd SiCl	0	0	1	7	+WL 6.0
		1.5 sd					
		0.5 sd SiCl					
		1.0 sd					
F	1.0	1.0 sd SiCl	0	0	4	13	+WL 6.0
		1.0 Fgr sh					
		3.0 sd sh					
G	2.0	2.0 sd SiCl	0	2	10	15	SiCl
		0.5 Fgr SiCl					
		0.5 sd SiCl					
H	1.0	2.0 sd SiCl	0	0	0	2	+WL 9.0
		1.0 sd					
		3.0 sd sh					
I	1.0	1.0 sd SiCl	0	0	3	10	+WL 7.0
		3.5 sd					
		1.5 sd sh					

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole

PIT LOGGING BY TEST HOLES

Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole

RANGE 68 **TWP** 151 **SEC** N1/2 NW1/4 26

COUNTY Benson Jul-20

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NDDOT ABBREVIATIONS

D-101-1

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

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

KIRK J. HOFF
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08/16/22

NDDOT ABBREVIATIONS

D-101-2

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

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NDDOT ABBREVIATIONS

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

Tel	telephone
Tel B	Telephone Booth
Tel P	telephone pole
Tv	television
Temp	temperature
Temp	temporary
TBM	temporary bench mark
T	thinwall tube sample
Ts	topsoil
Traf	traffic
TSCB	traffic signal control box
Tr	trail
Transf	transformer
Trans	transition
TT	transmission tower
TES	traversable end section
Trans	transverse
Trtd	treated
Trmt	treatment
Qc	triaxial compression
TERO	tribal employment rights ordinance
Tpl	triple
Typ	typical
Qu	unconfined compressive strength
Ugrnd	underground
Util	utility
VG	valley gutter
Vap	vapor
Vert	vertical
VCP	vitrified clay pipe
Vol	volume
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
WC	witness corner

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

SOIL TYPES

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

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12-18-20	Sheet Added - Continued from D-101-3

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NDDOT UTILITY COMPANY AND ORGANIZATION ABBREVIATIONS

D-101-10

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

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

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08/16/22

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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12 18 2020

SYMBOLS

D-101-30

North Arrow (Half Scale)

Alignment Data Point

Alignment Monument

Spot Elevation

Existing Miscellaneous Spot

Existing Access Control Arrow

Existing Benchmark

Reset USGS Marker

Iron Monument Found

Iron Pin R/W Monument

Property Corner

Iron Pin Reference Monument

Right of Way Marker (Exst, Ppsd, Reset)

Existing Federal Reference Corner

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

Existing Witness Corner

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

Existing Traverse PI Aerial Panel

Existing Reference Marker Point NGS

Existing EFB Misc

Existing Bush or Shrub

Existing Large Evergreen Tree

Existing Small Evergreen Tree

Existing Large Tree

Existing Small Tree

Existing Tree Trunk

Cairn or Stone Circle

Existing Artifact

Existing Satellite Dish

Existing Weather Station

Existing Windmill or Tower

Reinforced Pavement

CSB Continuous Split Barrel Sample

FA Flight Auger Sample

SB Split Barrel Sample

T Thinwall Tube Sample

N Standard Penetration Test

Incl Inclinometer Tube

Excavation Unit

Existing Ground Water Well Bore Hole

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

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12 18 2020

SYMBOLS

D-101-31

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

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

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

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12 18 2020

SYMBOLS

D-101-32

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

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

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

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

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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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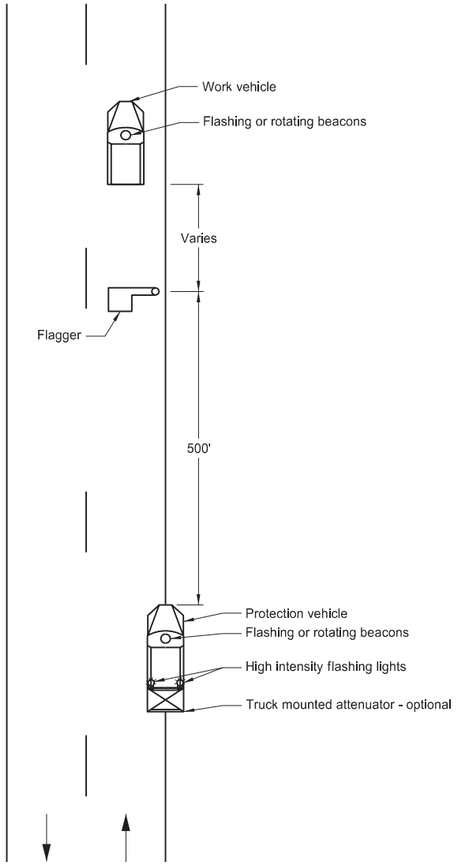
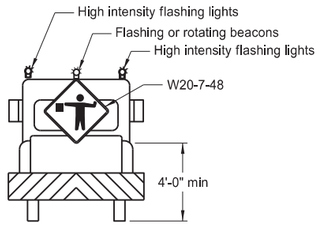
12 18 2020

TRAFFIC CONTROL FOR CORING OF HOT BITUMINOUS PAVEMENT

D-704-2

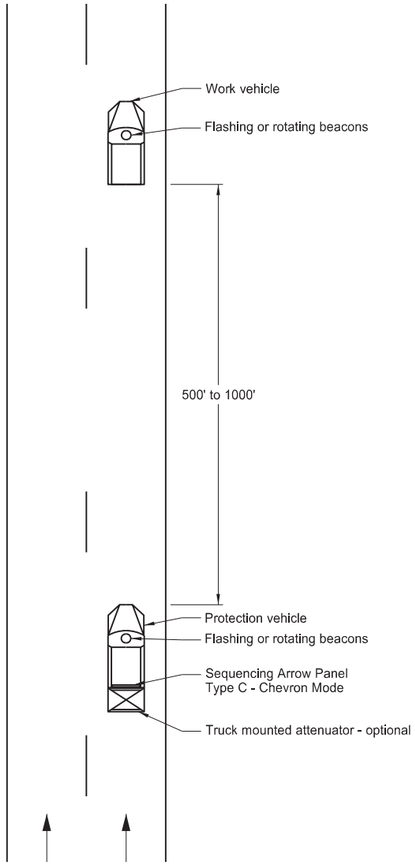
Two Lane, Two Way Roadways

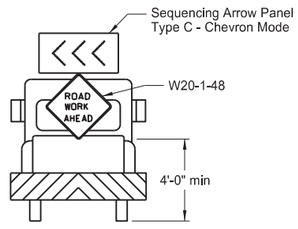




Typical Protection Vehicle

Multilane Roadways





Typical Protection Vehicle

Notes:

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

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

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

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

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

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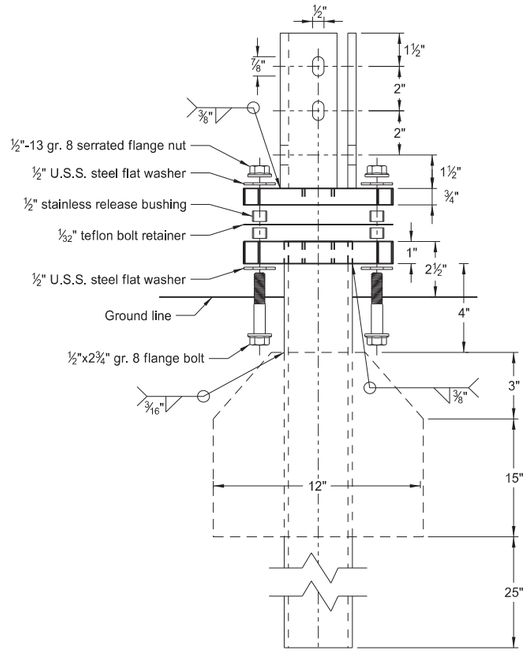
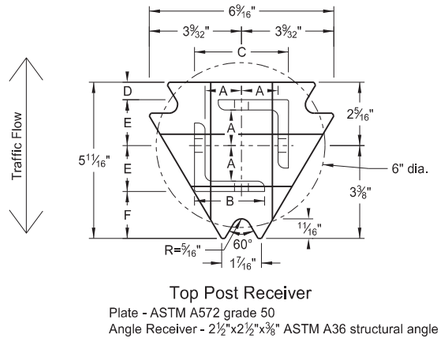
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-7

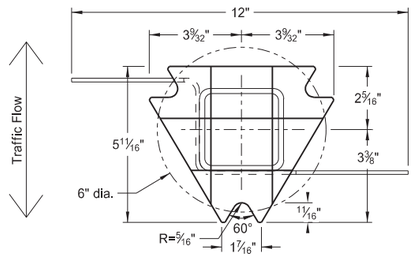


Multi-Directional
Slip Base Assembly

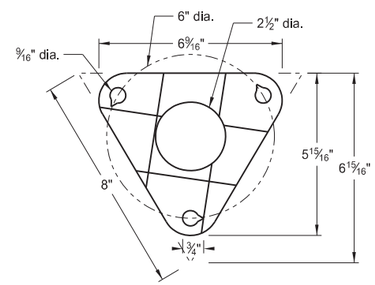
Perforated Tube



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.

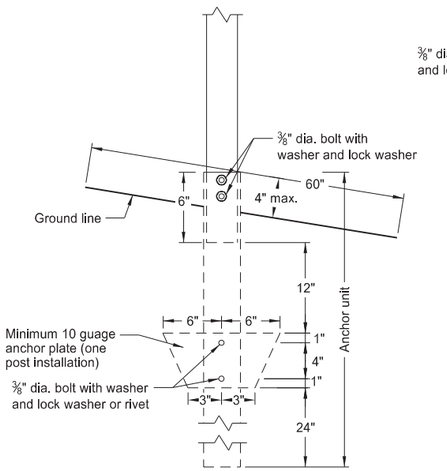
Telescoping Perforated Tube						
Number of Posts	Post Size in.	Wall Thick-ness Gauge	Sleeve Size in.	Wall Thick-ness Gauge	Slip Base	Anchor Size without Slip Base in.
1	2	12			No	2¼
1	2¼	12			No	2½
1	2½	12			(A)	3
1	2½	10			Yes	
1	2¼	12	2	12	Yes	
1	2½	12	2¼	12	Yes	
2	2	12			No	2¼
2	2¼	12			No	2½
2	2½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

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

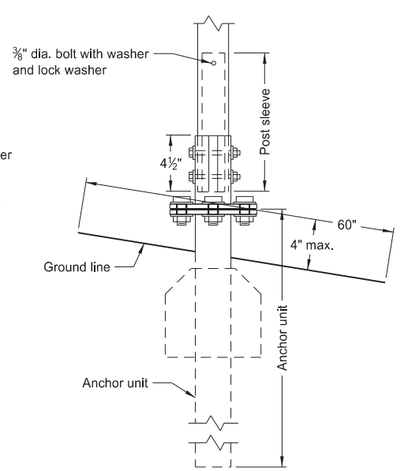
Top Post Receiver Data Table						
Square Post Sizes (B)	A	B	C	D	E	F
2³/16"x10 ga.	1⁹/64"	2½"	3¹/32"	2⁵/32"	1³³/64"	1⅞"
2½"x10 ga.	1⁹/32"	2½"	3⁵/16"	⅝"	1²¹/32"	1¾"

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

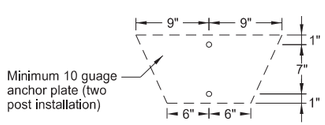
(B) For additional wind load, insert the 2³/16"x10 ga. into 2½"x10 ga.



Anchor Unit and Post Assembly



Multi-Directional
Slip Base Anchor Unit
and Post Sleeve Assembly



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

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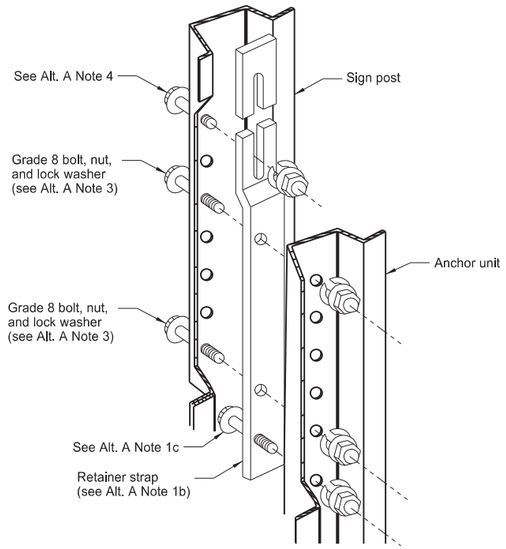
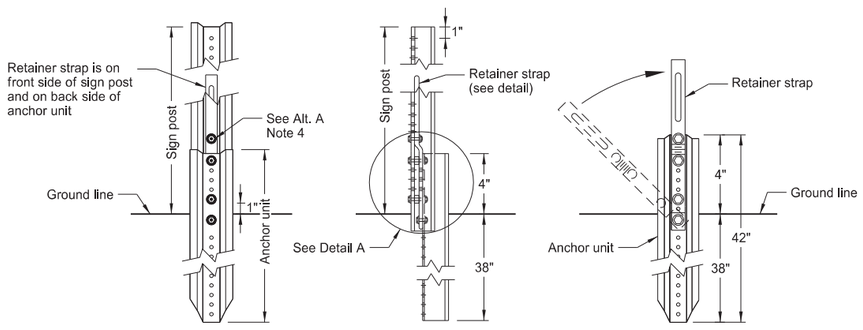
BREAKAWAY SYSTEMS FOR CONSTRUCTION ZONE SIGNS

D-704-8

U-Channel Post



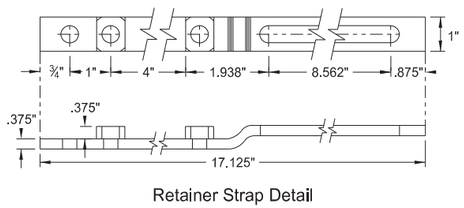
Detail A



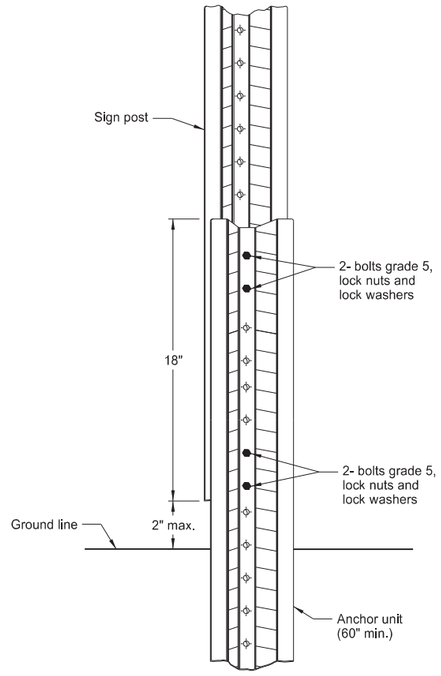
Front View Side View Back View

Breakaway U-Channel Detail
Alternate A

Install a maximum of 2 posts within 7'.

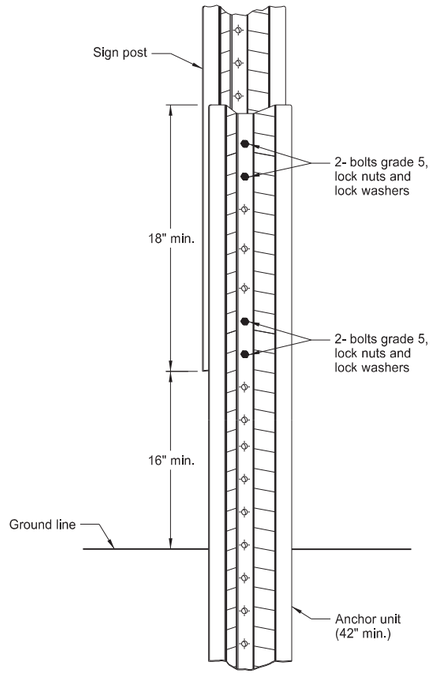


Retainer Strap Detail



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'.

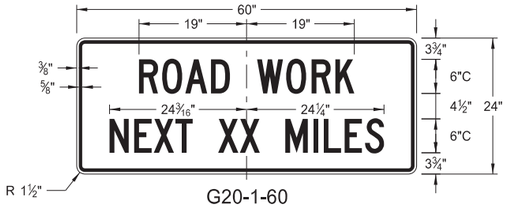
Alternate A Steps of Installation:

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 5/16"x2" bolt, lock washer and nut.
   d) Rotate strap 90° to left.
2. a) Drive anchor unit to 4" above ground.
   b) Rotate strap to vertical position.
3. a) Place 5/16"x2" bolt, lock washer and nut in bottom of sign post to facilitate alignment of sign post with proper hole in anchor unit.
   b) Alternately tighten two connector bolts.
4. Complete assembly by tightening 5/16"x2" bolt (this fastens sign post to retainer strap).
5. Properly nest base post, strap, and sign post. Proper nesting occurs when all flat surfaces of the base post, strap, and sign post at the bolts have full contact across the entire width.

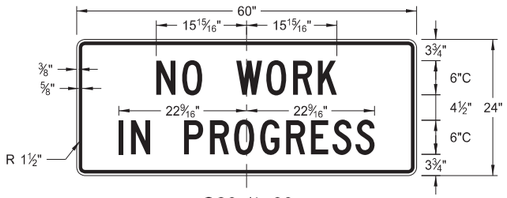
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
2-28-14	
REVISIONS	
DATE	CHANGE
9-27-17	Updated to active voice
10-03-19	New Design Engr PE Stamp

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

CONSTRUCTION SIGN DETAILS
TERMINAL AND GUIDE SIGNS



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



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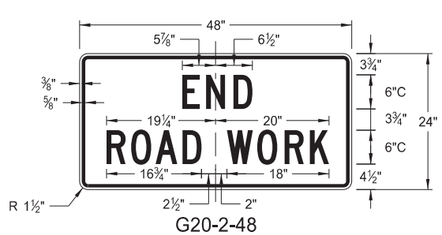

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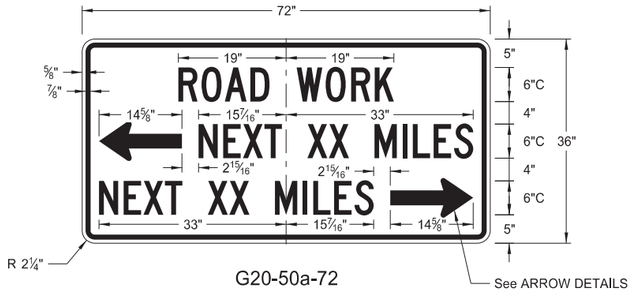
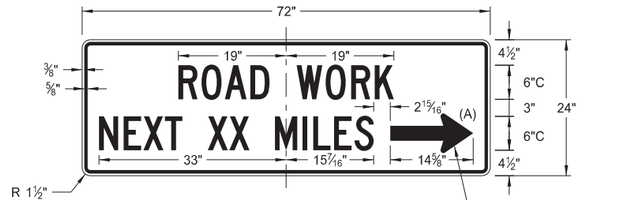
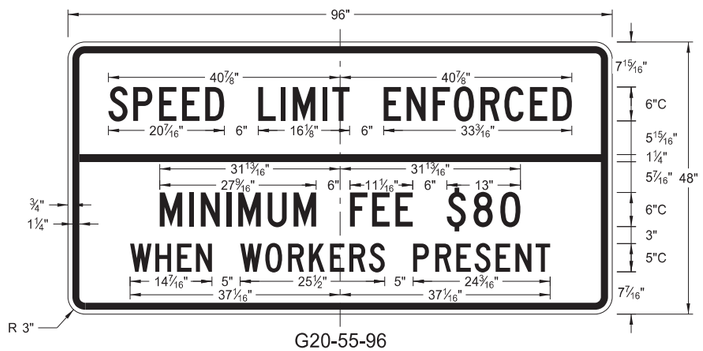


G20-50a-72
Legend: black (non-refl)
Background: orange



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



G20-55-96
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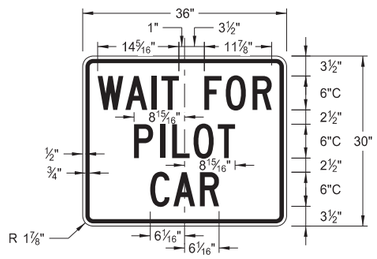

G20-4b-36
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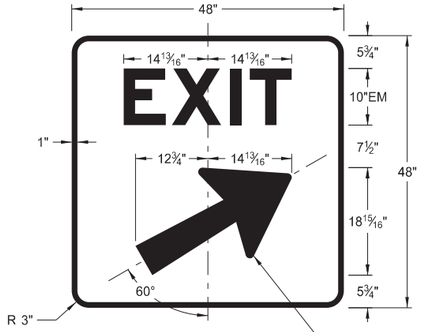
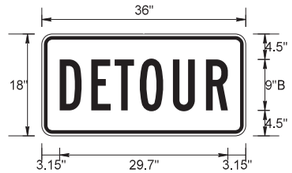
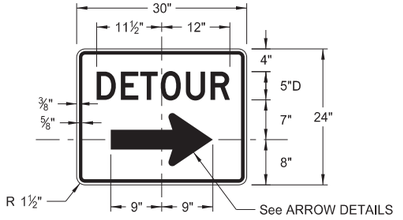
Background: orange



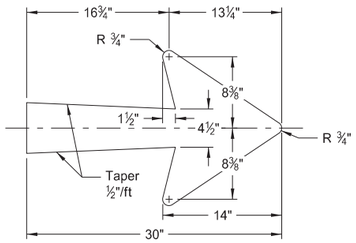
E5-1(L or R)-48
Legend: white
Background: green (orange optional)



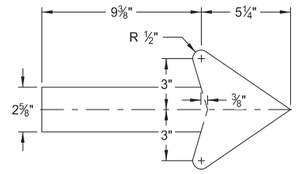
M4-8-36
Legend: black (non-refl)
Background: orange



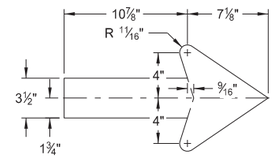
M4-9(L or R)-30 &
M4-9-30
Legend: black (non-refl)
Background: orange



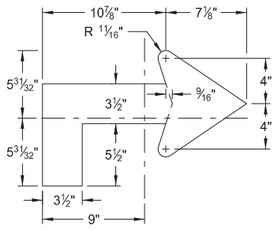
E5-1-48



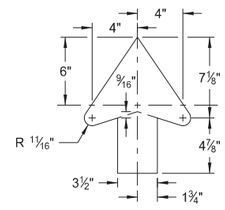
G20-50a-72
G20-52a-72



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



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



M4-9-30
Straight

ARROW DETAILS

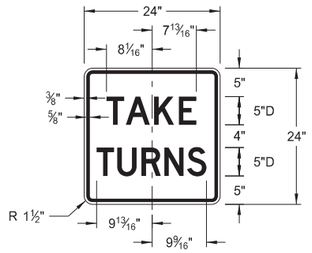
NOTES:

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

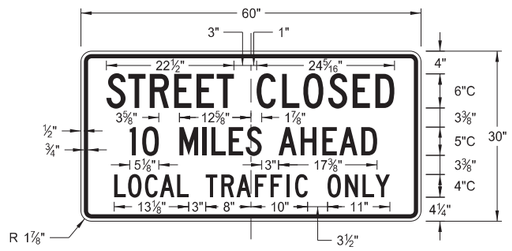
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
8-17-17 10-03-19	Added sign & background color New Design Engineer PE Stamp

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

CONSTRUCTION SIGN DETAILS
REGULATORY SIGNS



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



R11-3c-60
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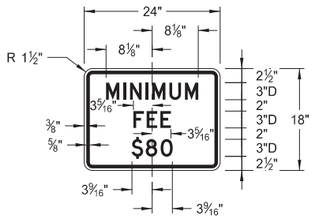
Background: white



R2-1aP-24
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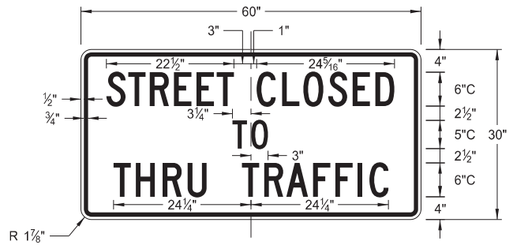
Background: white



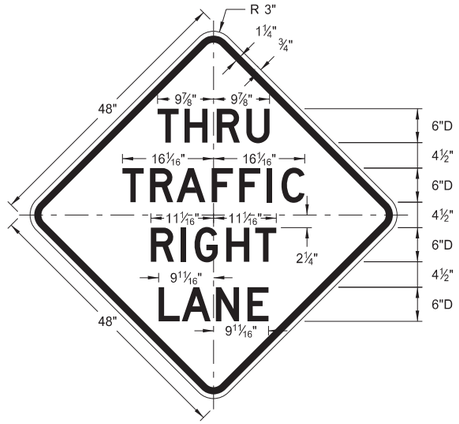
R11-4a-60
Legend: black (non-refl)
Background: white

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

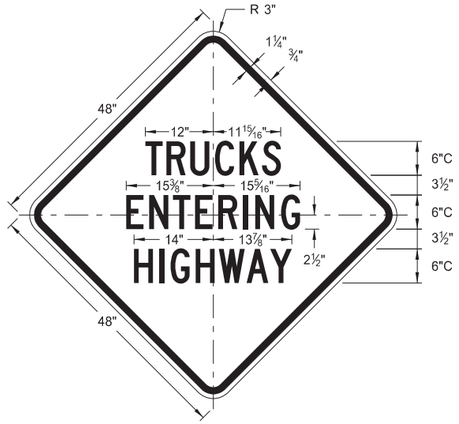
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
8-17-17	Revised sign number
10-03-19	New Design Engineer PE Stamp

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

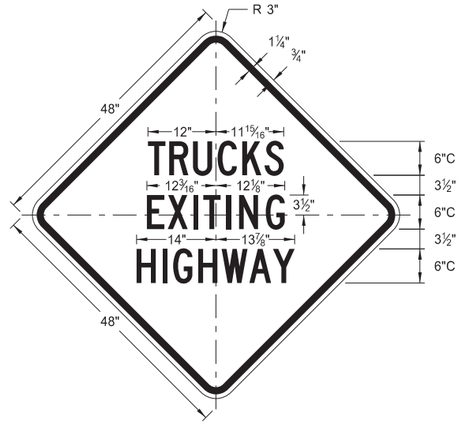
CONSTRUCTION SIGN DETAILS
WARNING SIGNS



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



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



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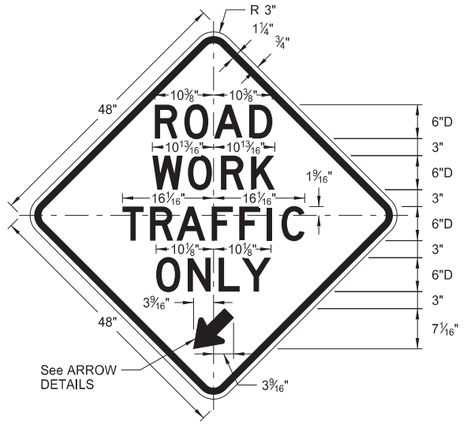

W5-9-48
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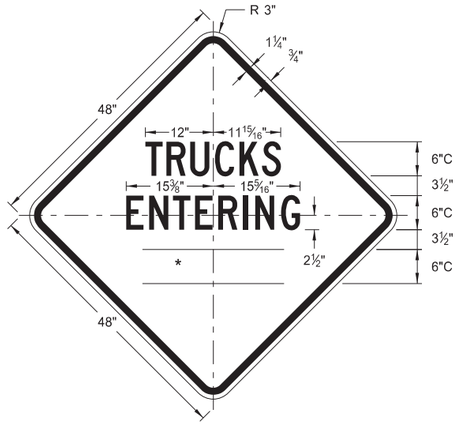
Background: orange



W8-54-48
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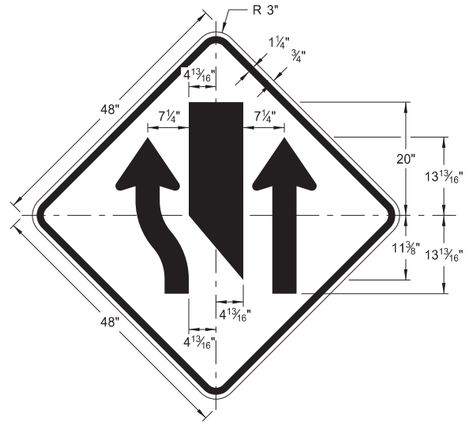
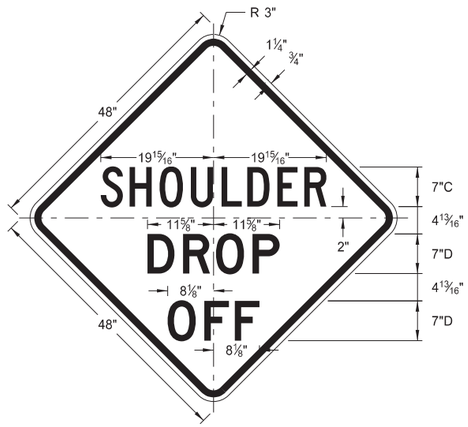
Background: orange



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



W8-9a-48
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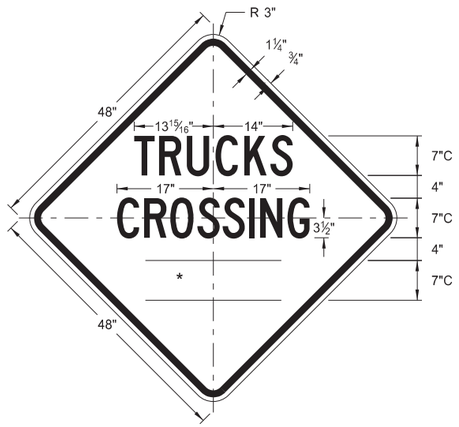
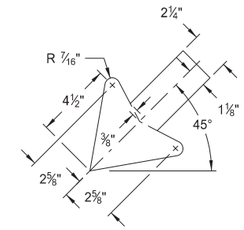
Background: orange



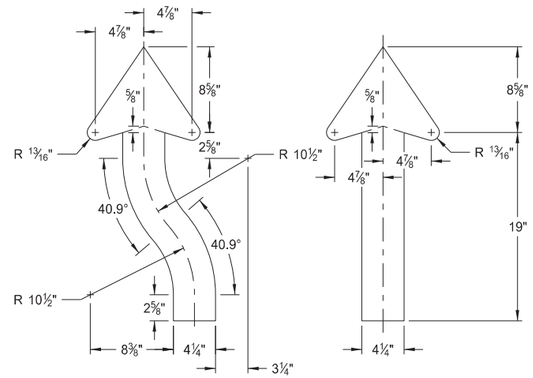
W8-55-48
Legend: black (non-refl)
Background: orange

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

* DISTANCE MESSAGES



W5-9-48



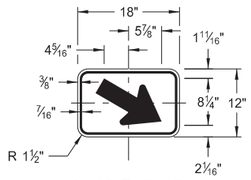
W9-3a-48

ARROW DETAILS

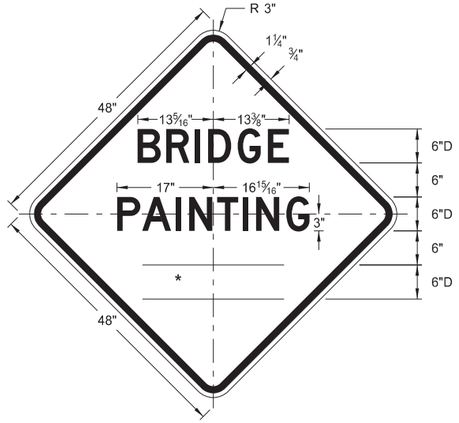
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
8-13-13	
REVISIONS	
DATE	CHANGE
8-17-17	Updated sign number
5-31-18	Revised sign and arrow details
10-03-19	New Design Engineer PE Stamp

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

CONSTRUCTION SIGN DETAILS
WARNING SIGNS



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



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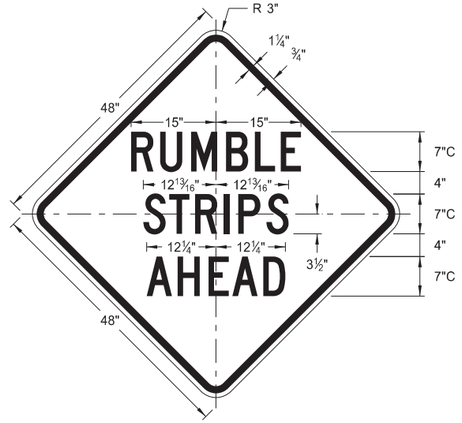
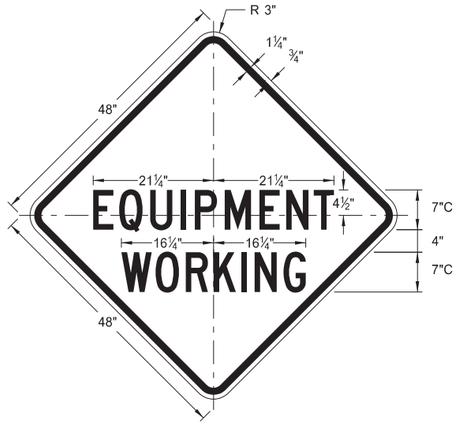


W21-53-48
Legend: black (non-refl)
Background: orange

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



W20-51-48
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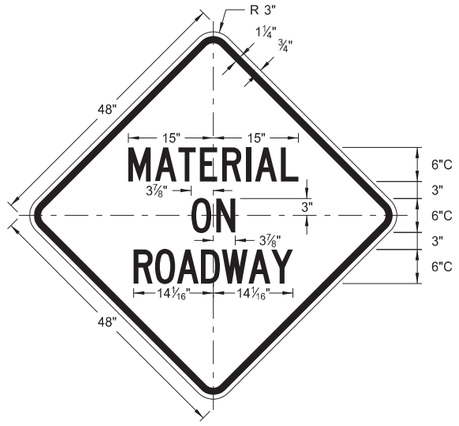
Background: orange



W21-51-48
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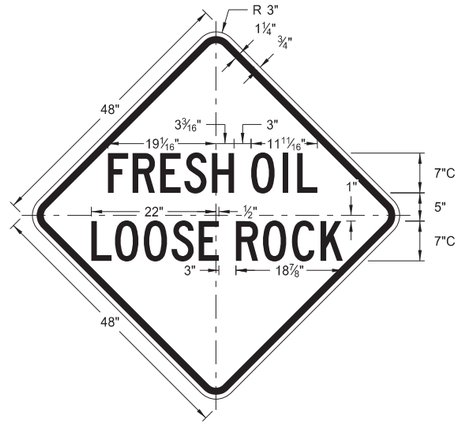

W22-8-48
Legend: black (non-refl)
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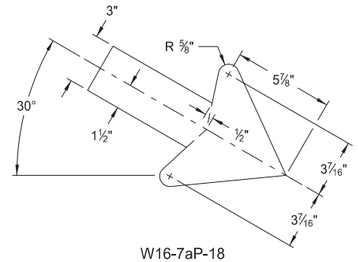
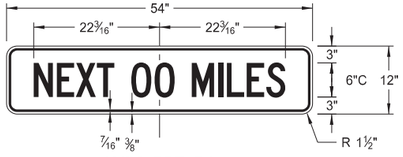


W16-7aP-18



W20-52P-54
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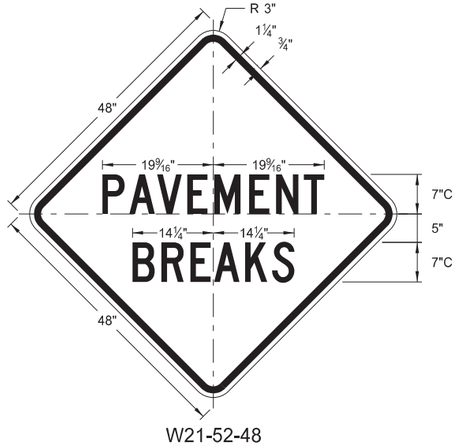
Background: orange



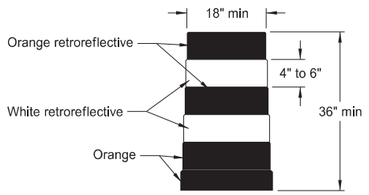
W21-52-48
Legend: black (non-refl)
Background: orange

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

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

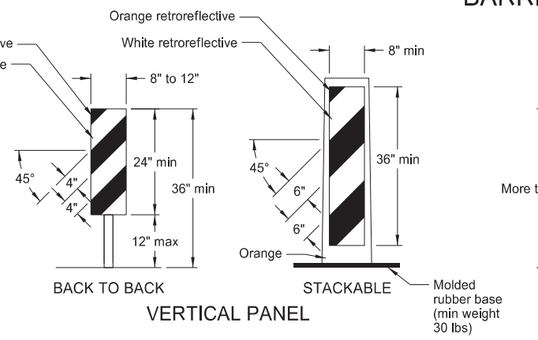
BARRICADE AND CHANNELIZING DEVICE DETAILS

D-704-13



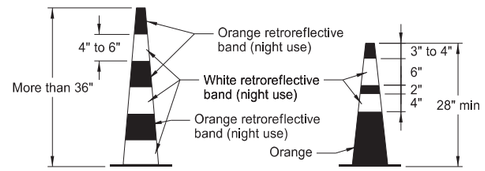
DELINEATOR DRUM

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



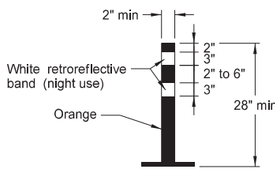
VERTICAL PANEL

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



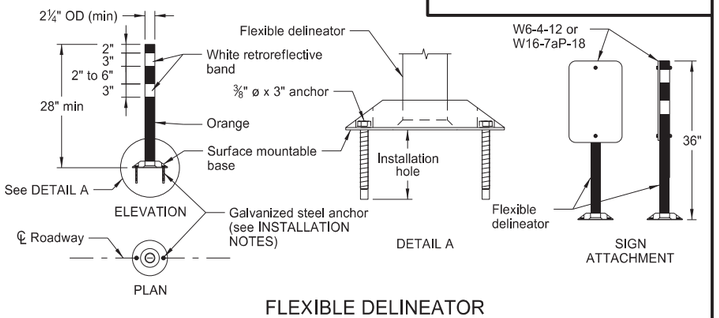
TRAFFIC CONE

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



TUBULAR MARKER

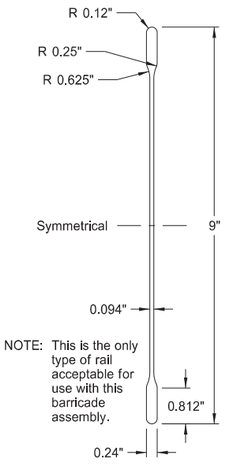
Provide retroreflectorization of tubular markers more than 42" in height by alternating four 4" to 6" wide orange and white stripes with the top stripe being orange.



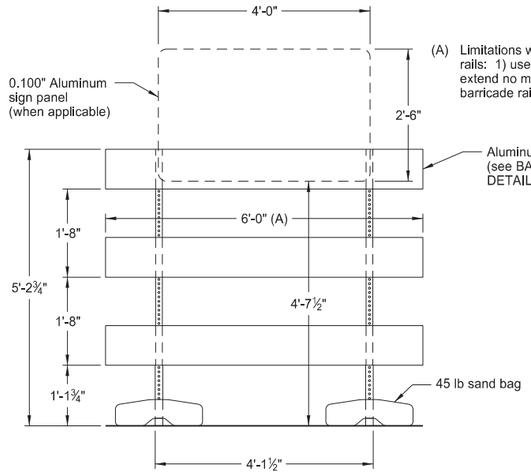
FLEXIBLE DELINEATOR

INSTALLATION NOTES:

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

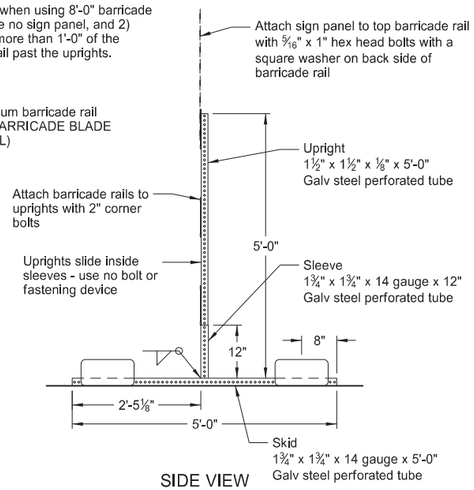


BARRICADE BLADE DETAIL



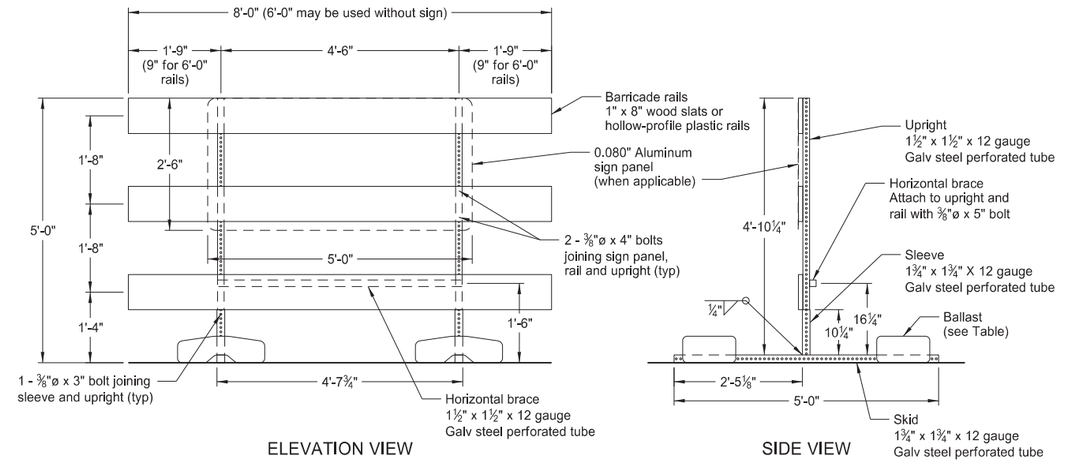
ELEVATION VIEW

(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.



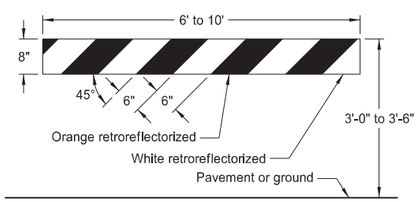
SIDE VIEW

BARRICADE ASSEMBLY DETAIL (Aluminum Barricade Rails)

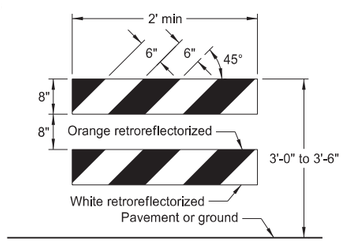


BARRICADE ASSEMBLY DETAIL (Wood or Plastic Rails)

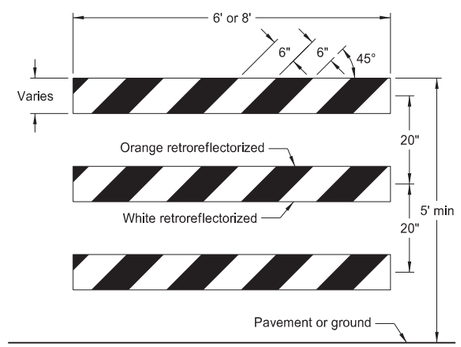
NOTE: For barricade markings use alternating orange and white retroreflective stripes, sloping downward in the direction traffic is to pass. Place retroreflective sheeting on both sides of the rails with a minimum of 270 square inches of visible retroreflective area facing vehicular traffic. When the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



TYPE I BARRICADE

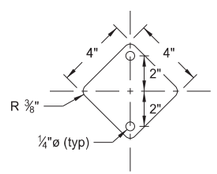


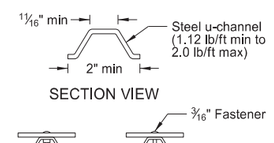
TYPE II BARRICADE

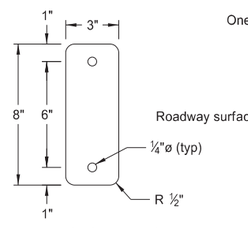


TYPE III BARRICADE

BARRICADE RAIL DETAILS







REFLECTOR DETAIL ELEVATION

DELINEATORS

MINIMUM BALLAST
(For each side of barricade support)

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

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

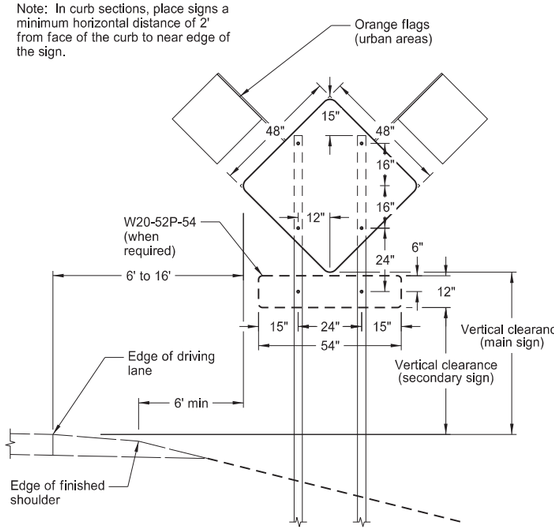
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-3-13	
REVISIONS	
DATE	CHANGE
9-27-17 11-01-19	Updated to active voice Revised details for Flexible Delineator

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

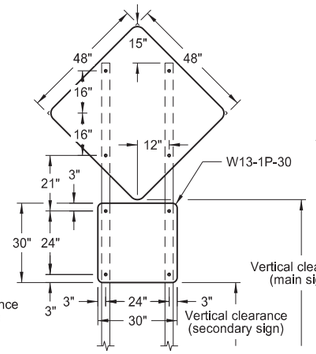
CONSTRUCTION SIGN PUNCHING AND MOUNTING DETAILS

D-704-14

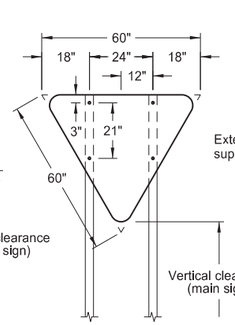
Note: In curb sections, place signs a minimum horizontal distance of 2' from face of the curb to near edge of the sign.



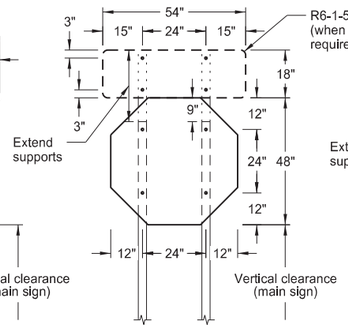
TYPICAL SECTION
(48" x 48" diamond warning sign shown)



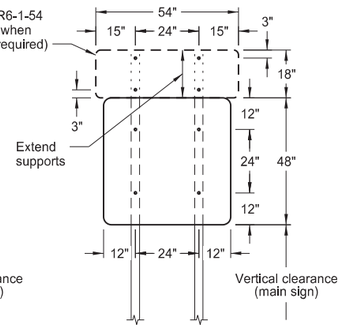
48" x 48" DIAMOND SIGN
(with 30" x 30" secondary sign)



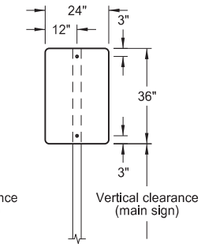
R1-2-60 - YIELD SIGN



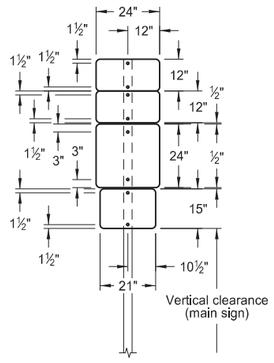
R1-1-48 - STOP SIGN
(with R6-1-54 sign as required)



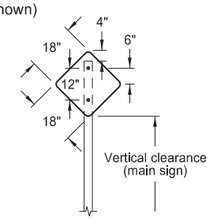
48" x 48" SIGN
(with R6-1-54 sign as required)



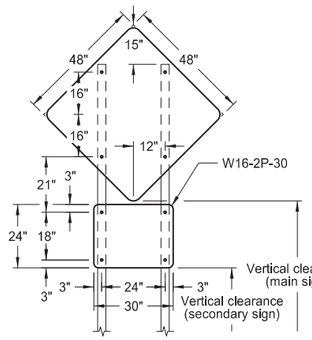
24" x 36" SIGN



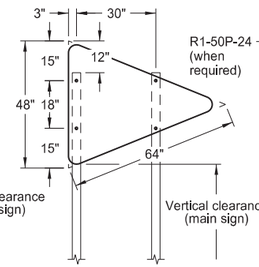
24" x 24"
ROUTE MARKER
ASSEMBLY



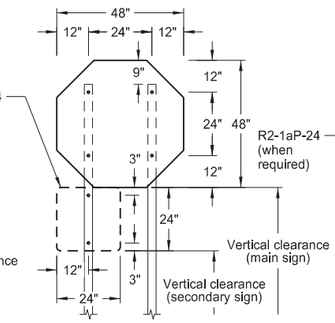
18" x 18"
DIAMOND SIGN



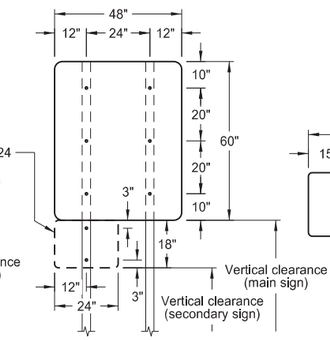
48" x 48" DIAMOND SIGN
(with 30" x 24" secondary sign)



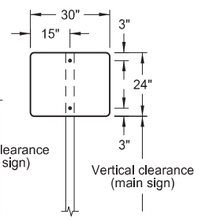
W14-3-64 - PENNANT SIGN



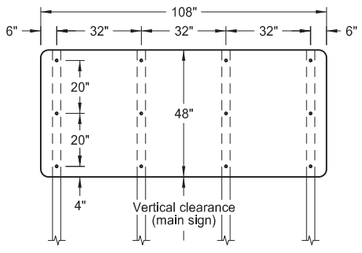
R1-1-48 - STOP SIGN
(with R1-50P-24 sign as required)



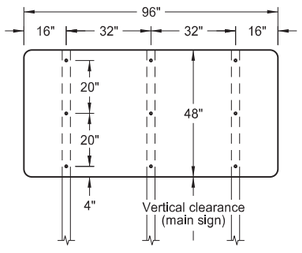
48" x 48" SIGN
(with R2-1aP-24 sign as required)



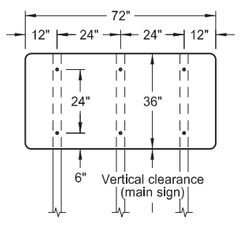
30" x 24" SIGN



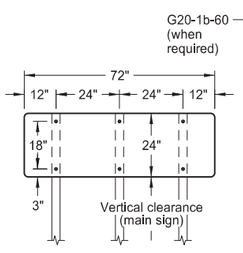
108" x 48" SIGN



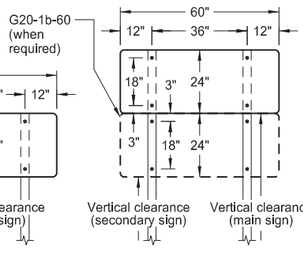
96" x 48" SIGN



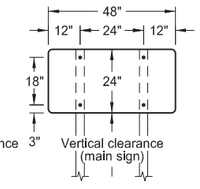
72" x 36" SIGN



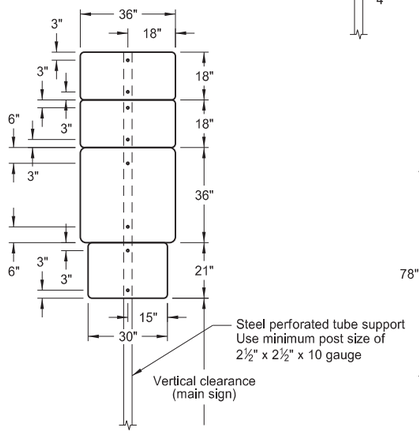
72" x 24" SIGN



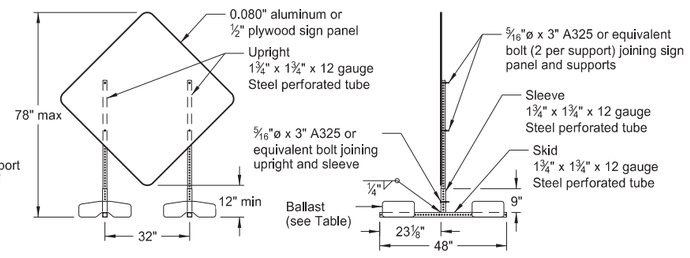
60" x 24" SIGN



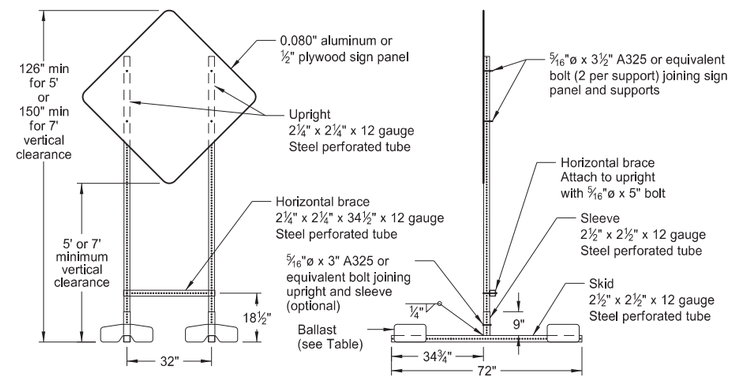
48" x 24" SIGN



36" x 36"
ROUTE MARKER
ASSEMBLY



PORTABLE SIGN SUPPORT
LOW-MOUNTING HEIGHT



PORTABLE SIGN SUPPORT
HIGH-MOUNTING HEIGHT

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

MINIMUM BALLAST
(For each side of sign support base)

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

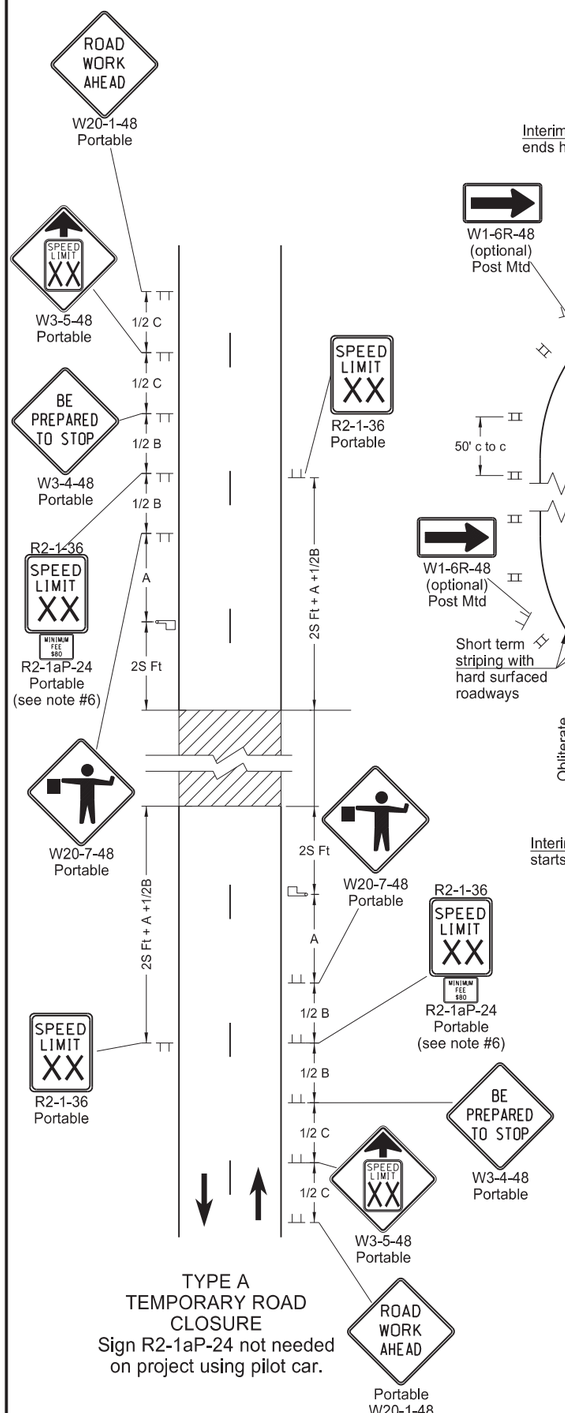
Note: The number of sandbags are based on a wind speed of 55 MPH. Place sandbags at or near the ends of skids.

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

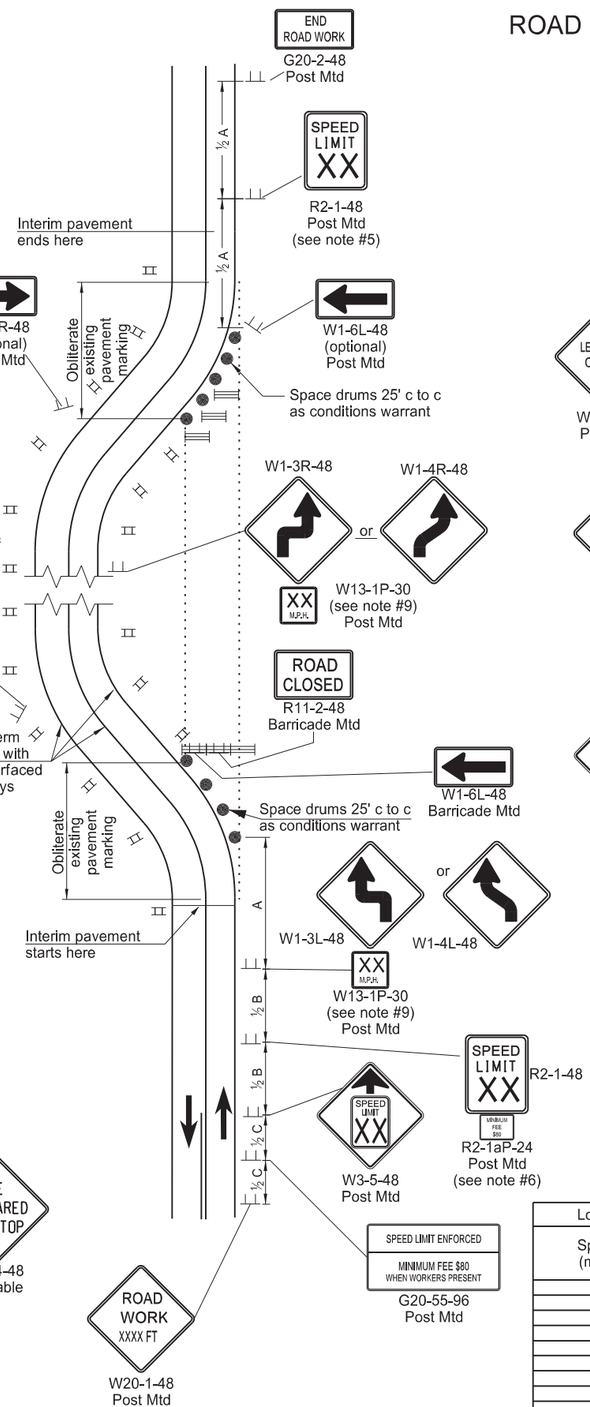
This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 11/1/19 and the original document is stored at the North Dakota Department of Transportation

ROAD CLOSURE LAYOUTS

D-704-15



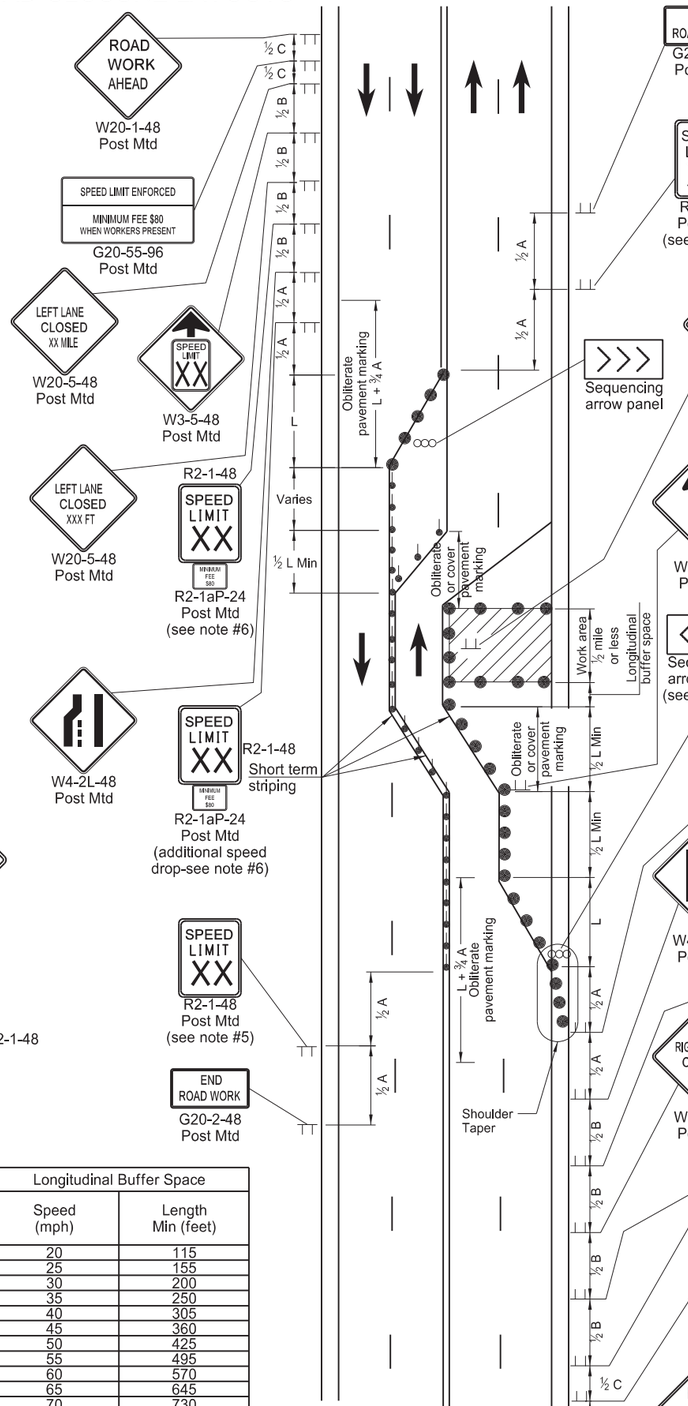
TYPE A
TEMPORARY ROAD CLOSURE
Sign R2-1aP-24 not needed on project using pilot car.



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



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

KEY

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

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

9-27-13

REVISIONS

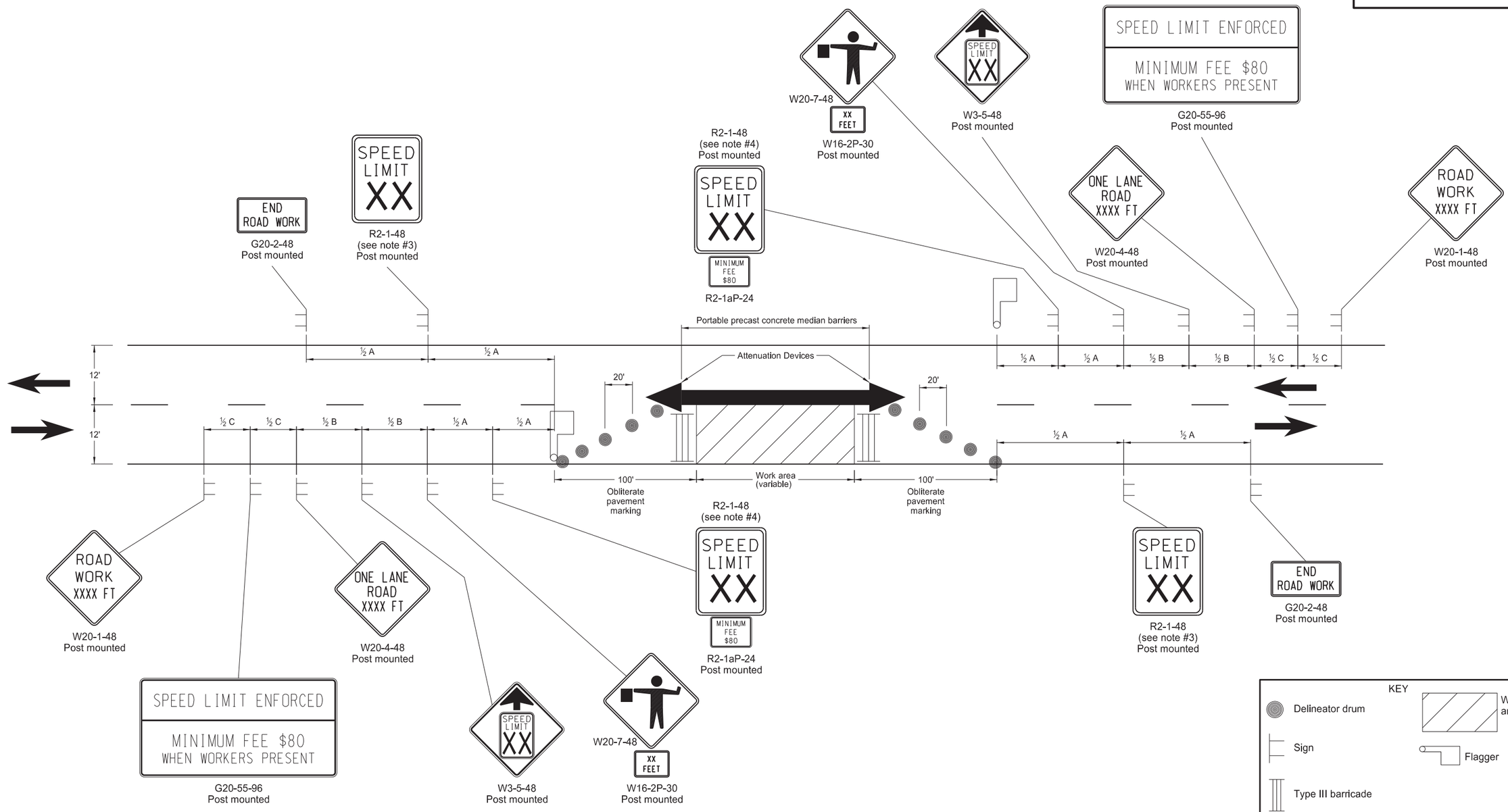
DATE	CHANGE
08-17-17	Updated Notes & Spd Limit signs
11-01-19	Sign, Notes, & Pvmt Mk updates
12-08-21	Switched order of Road Work Ahead and Spd Limit Enforced & added Dollars At Work
11-29-22	Removed Dollars At Work

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

11/29/22

SIGN LAYOUT FOR ONE LANE CLOSURE TWO LANE ROADWAY

D-704-17



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

Notes:

1. Place barricades on moveable assemblies and signs on portable assemblies when located on roadway.
2. Remove existing striping as required. Use back to back delineators when inslope is 4:1 or flatter and roadway alignment is visible to approaching vehicles. Place back to back vertical panels when roadways have steep slopes and alignment is not visible to approaching traffic.
3. Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions.
4. 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 ½B.
5. 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.
6. As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
7. Cover existing speed limit signs within a reduced speed zone.
8. Sign G20-55-96 is not required if this layout is part of other traffic control that contains this sign, or if work is less than 15 days.
9. Recommend using 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

9-27-13

REVISIONS

DATE	CHANGE
08-17-17	Note update & sign numbers
11-01-19	Removed signs & revised note
12-08-21	Switched order of Road Work XXXX and Spd Limit Enforced & added Dollars At Work
11-29-22	Removed Dollars At Work

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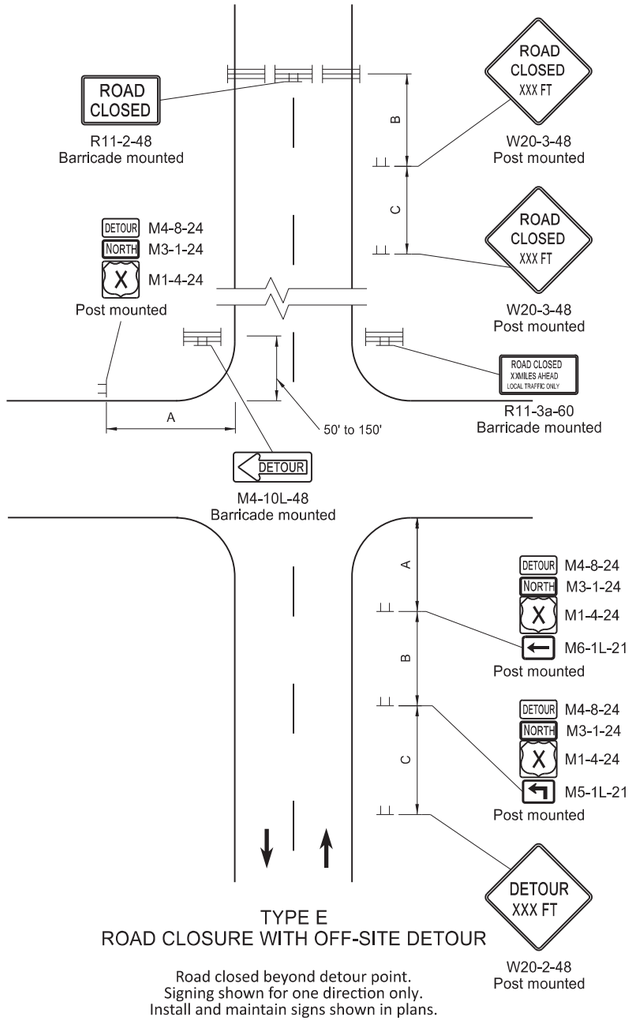
11/29/22

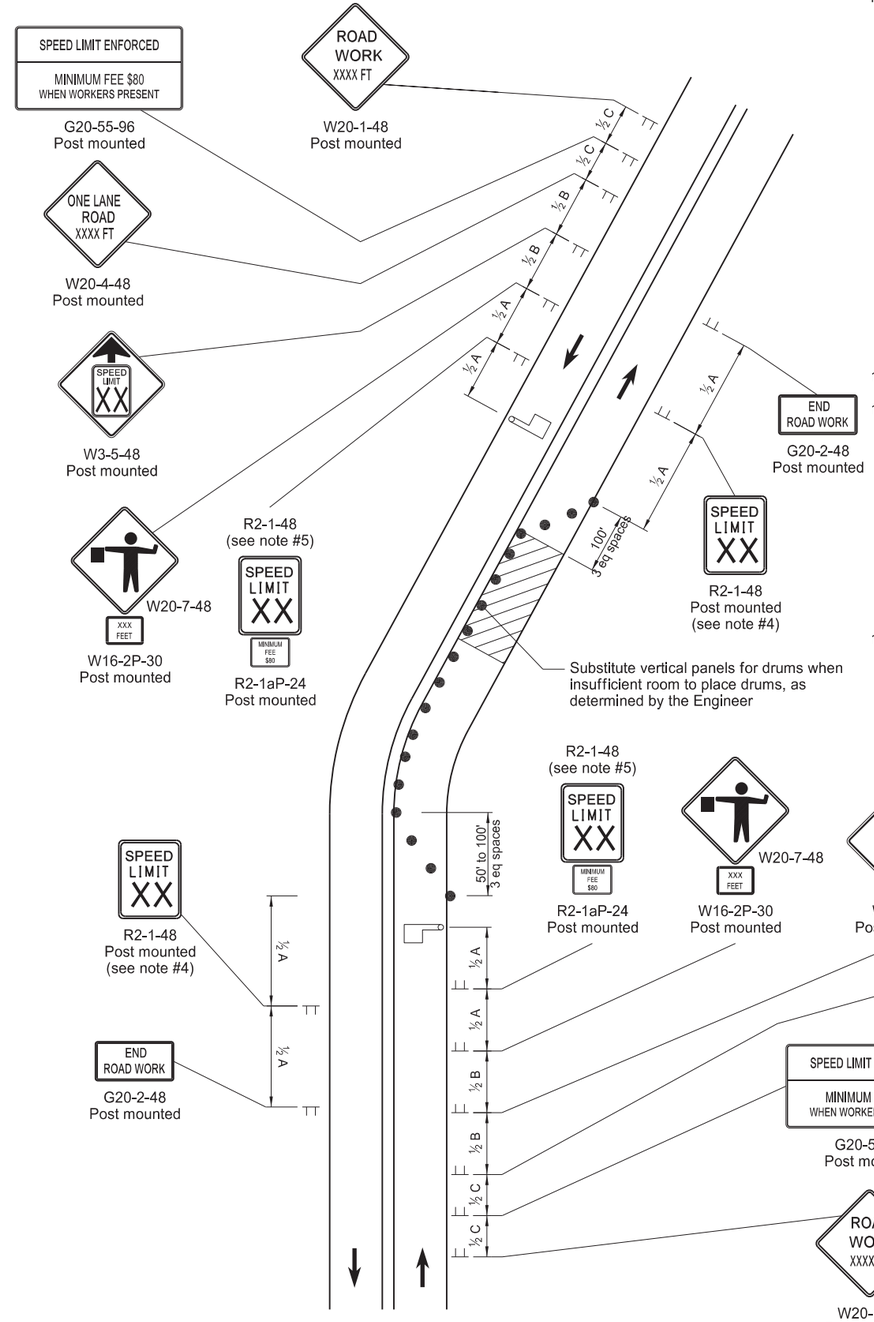
ROAD CLOSURE AND LANE CLOSURE ON A TWO WAY ROAD LAYOUTS

D-704-19



TYPE E
ROAD CLOSURE WITH OFF-SITE DETOUR

Road closed beyond detour point.
Signing shown for one direction only.
Install and maintain signs shown in plans.



TYPE F
LANE CLOSURE ON A TWO LANE ROAD USING FLAGGERS

Two lane highway with one lane closed.
Flagger at point visible to approaching traffic.

Notes:

1. Variables
   S = Numerical value of speed limit or 85th percentile.
   W = The width of taper in feet
   L = Minimum length of taper in feet. S x W for freeways, expressways, and roads with speeds of 45 mph or greater, or W x $S^2/60$ for urban, residential, and streets with speeds of 40 mph or less.
2. Place barricades on moveable assemblies and signs on portable assemblies when located on the roadway.
3. Place delineator drums for tapering traffic at 3 equal spaces and for tangents space them at 2 times dimension "S".
4. Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions.
5. Determine the reduced speed limit based on the in place speed limit before construction. Where speed reductions exceed 30 mph, install a second speed limit sign with the desired speed reduction (not to exceed 30 mph.) Place second speed limit sign at ½B.
6. 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.
7. Cover existing speed limit signs within a reduced speed zone.
8. Where necessary, safe speed to be determined by the Engineer.
9. As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
10. Signs G20-55-96 or R2-1aP-24 are not required when pilot car operation is used, if this layout is part of other traffic control that contains this sign, or if work is less than 15 days.
11. When highway-rail grade crossings exist either within or in the vicinity of the roadway work activities:
    a. Extra care shall be taken to minimize the probability of conditions being created, either by lane restrictions, flagging or other operations, where vehicles might be stopped within the highway-rail grade crossing (considered as being 15 feet on either side of the closest and farthest rail.)
    b. Place "Do Not Stop on Tracks" sign (R8-8-24) near cross buck in each direction while lane closure is near tracks.
    c. Extend buffer space between work zone and lane closure transition upstream of the highway-rail grade crossing to prevent flagging queue from extending across highway-rail grade crossing.
    d. If queuing extends across highway-rail crossing, provide flagger at crossing to prevent vehicles from stopping within the crossing (even when automatic warning devices are in place.)
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 40mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

KEY

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

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

9-27-13

REVISIONS

DATE	CHANGE
03-13-14	Revised Sign Cell "ROAD WORK XXX FT"
08-17-17	Update notes & sign numbers
11-01-19	Revised signs, sign #s, & notes
12-08-21	Switched order of Road Work XXX and Spd Limit Enforced & added Dollars At Work
11-29-22	Removed Dollars At Work

KIRK J. HOFF
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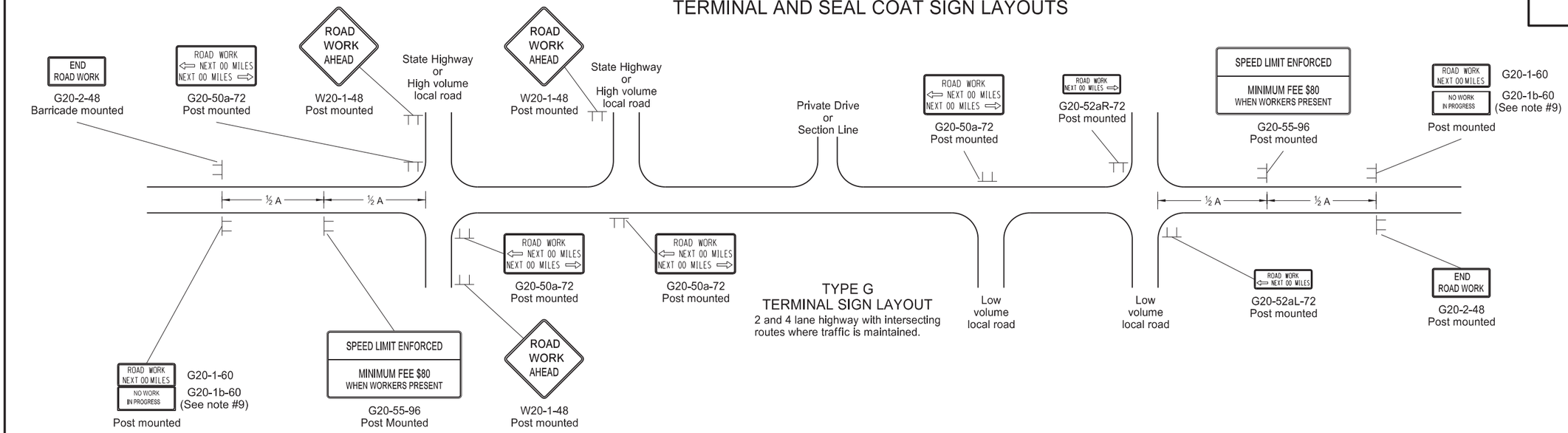
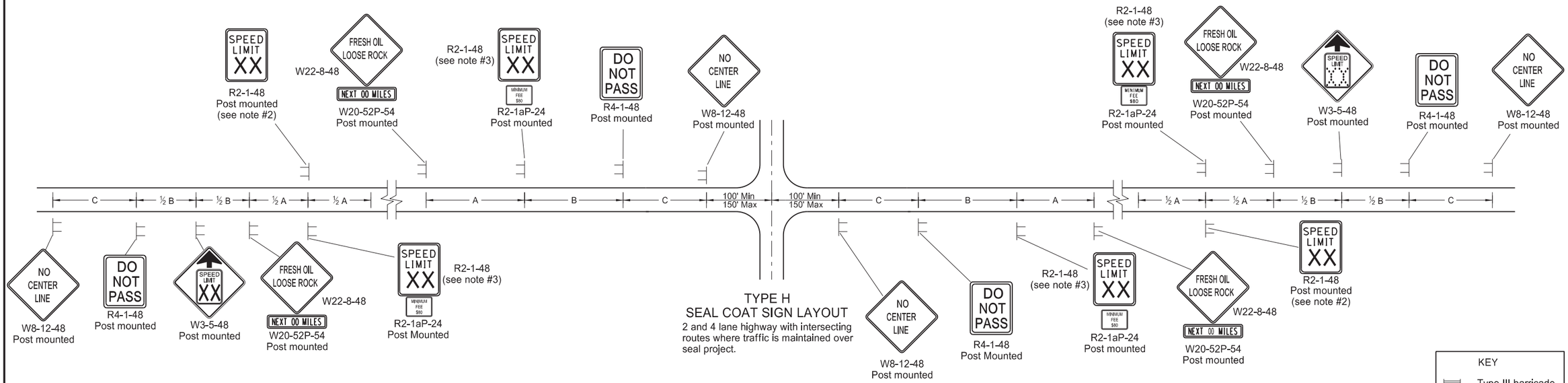
PROFESSIONAL
PE-4683
ENGINEER
NORTH DAKOTA

11/29/22

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-27-13

REVISIONS

DATE	CHANGE
08-17-17	Updated notes & sign numbers
11-01-19	Updated note & sign
12-08-21	Switched order of Road Work and Spd Limit Enforced & added Dollars At Work
11-29-22	Removed Dollars At Work

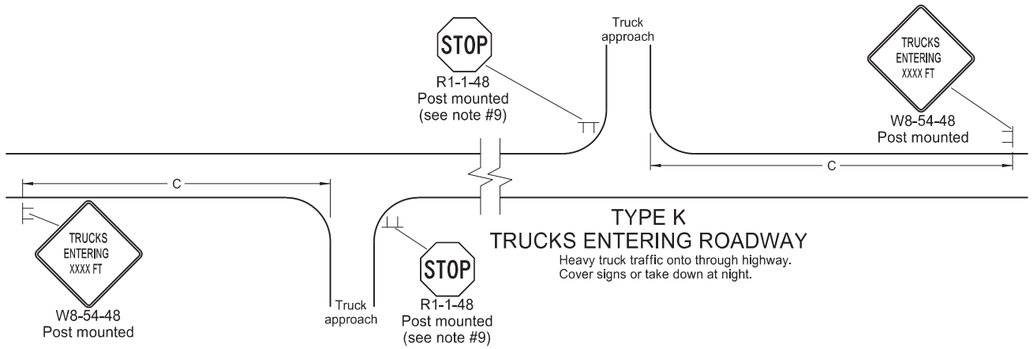
KIRK J. HOFF REGISTERED PROFESSIONAL PE-4683 ENGINEER NORTH DAKOTA

11/29/22

CONSTRUCTION TRUCK AND TEMPORARY DETOUR LAYOUTS

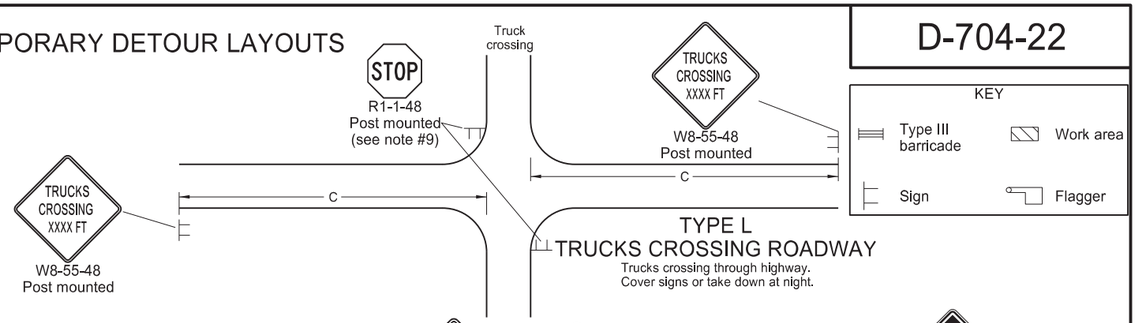
D-704-22

KEY
- Type III barricade
- Work area
- Sign
- Flagger



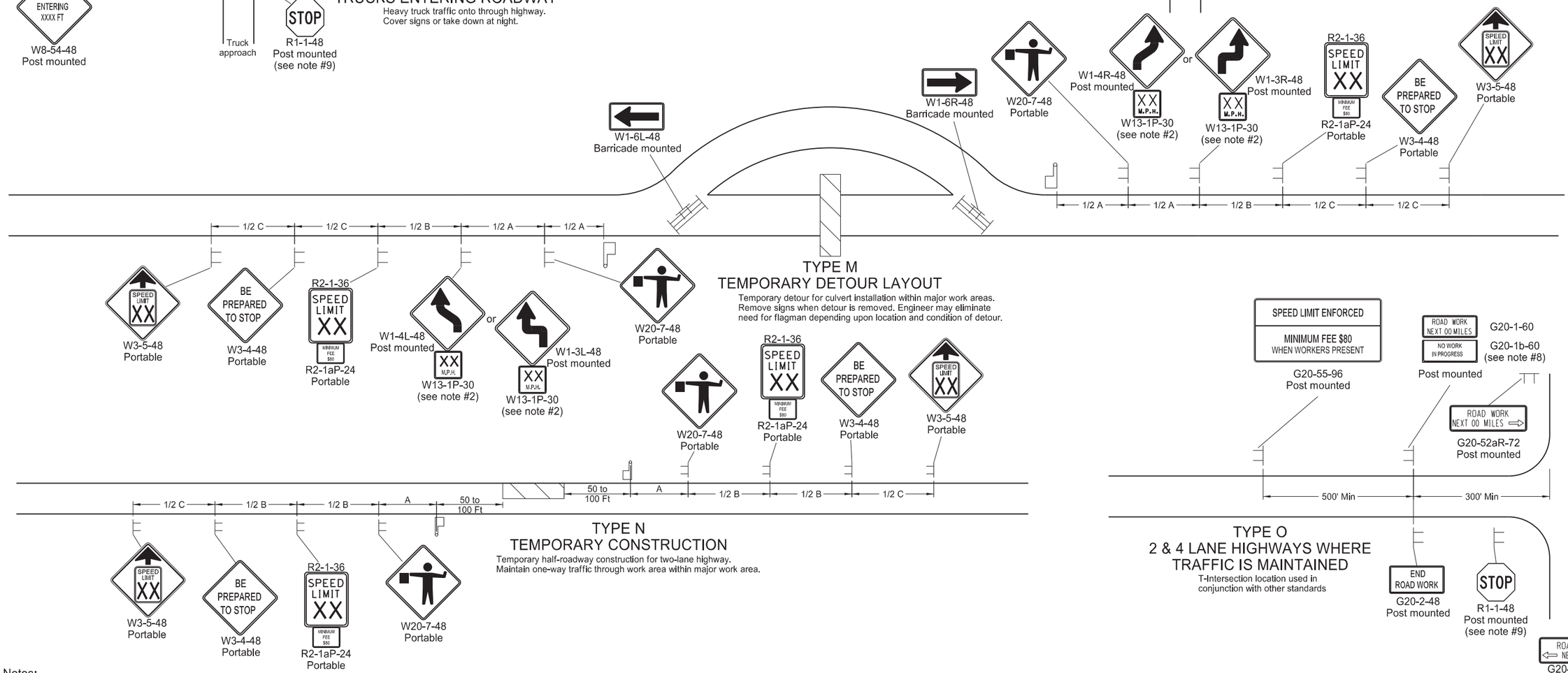
TYPE K
TRUCKS ENTERING ROADWAY

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-27-13

REVISIONS

DATE	CHANGE
08-17-17	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

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ENGINEER
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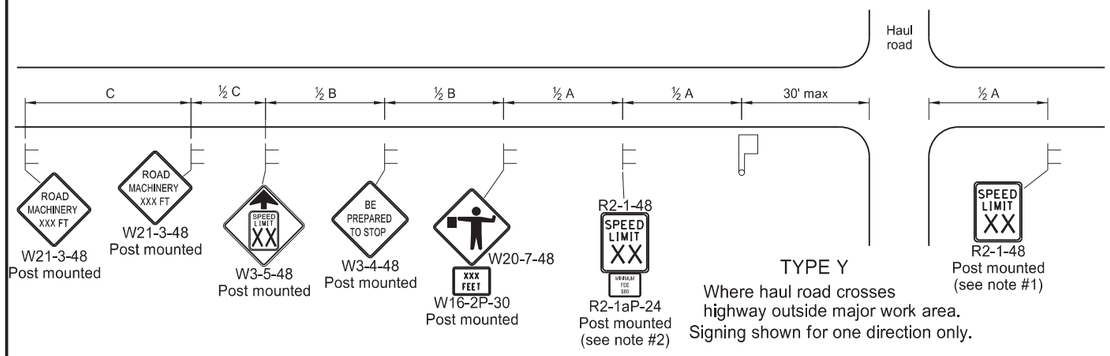
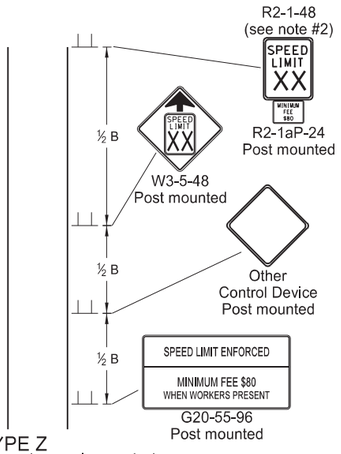
11/29/22

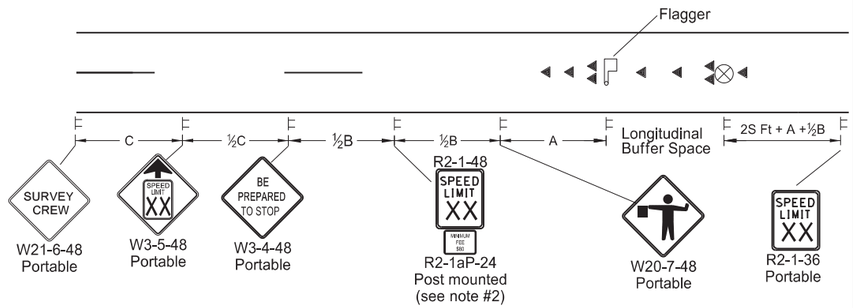
MISCELLANEOUS SIGN LAYOUTS



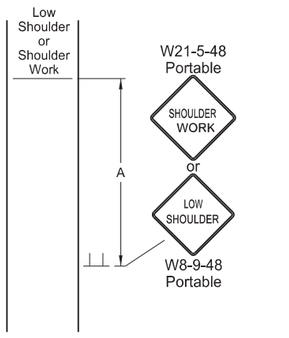
TYPE Y
Where haul road crosses highway outside major work area.
Signing shown for one direction only.



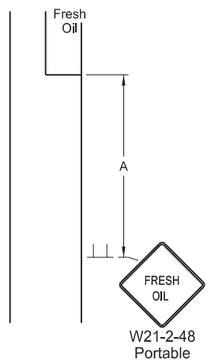
TYPE Z
Where speed zone is needed
Signing shown for one direction only.



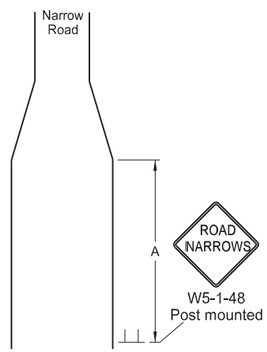
TYPE AA
Where survey crew is used
Signing shown for one direction only.



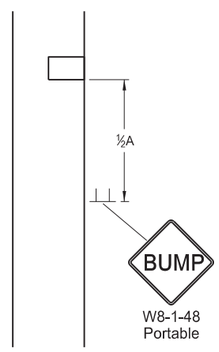
TYPE BB
Within major work area where sign conditions exist



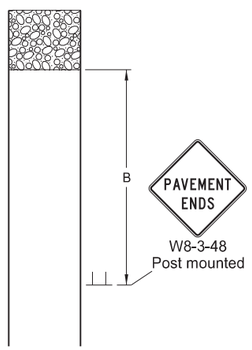
TYPE CC
Where sign conditions exist



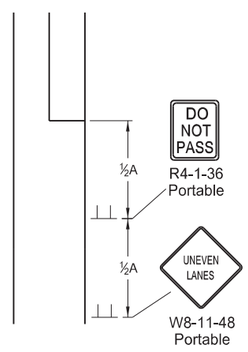
TYPE DD
Where sign conditions exist



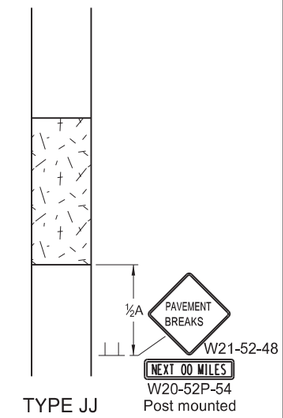
TYPE EE
Where sign conditions exist



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



TYPE GG
Where elevation difference exists between lanes

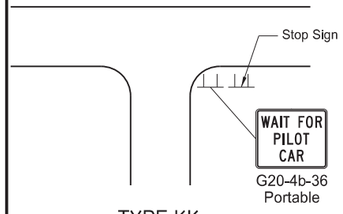


TYPE JJ
For break in pavement.
Install signs when conditions exist and remove when not applicable.
Signing shown for one direction only.

KEY

Flagger	Sign
Cones	Survey Equipment

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



TYPE KK
At major intersections within pilot car control area

Notes
1. Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions.
2. Determine reduced speed limit based on in-place speed limit before construction. Where speed reductions exceed 30 mph, install a second speed limit sign with the desired speed reduction (not to exceed 30 mph.) Place the second speed limit sign at ½B.
3. Install flags on warning signs in urban areas when signs are not portable. Mount 24 inch square flags perpendicular to the edges of the sign, and at such a distance above the edge that the flag does not touch the sign when limp.
4. Cover existing speed limit signs within reduced speed zones.
5. As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
6. Sign G20-55-96 is not required if this standard is part of other traffic control layouts, or work is less than 15 days.
7. When pilot car operation is used, place sign G20-4b-36 "Wait For Pilot Car" at major intersections within pilot car control area.
8. Recommend 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.
9. Layouts shown for one direction only.

ADVANCE WARNING SIGN SPACING

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

Longitudinal Buffer Space

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

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

9-27-13

REVISIONS

DATE	CHANGE
8-17-17	Added speed limit signs. Updated notes & sign numbers.
11-01-19	Revised note 5 & sign numbers.
2-23-23	Revised distance & removed signs.

KIRK J. HOFF
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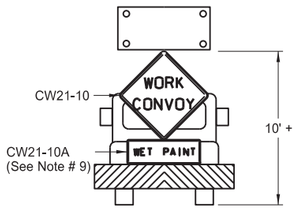
NORTH DAKOTA

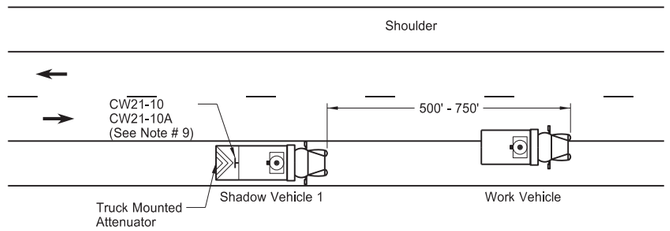
02/23/23

MOBILE OPERATION
(PAVEMENT MARKING)

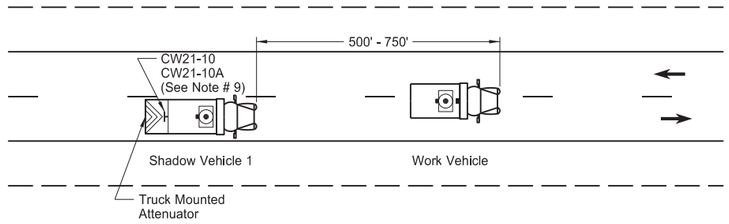
D-704-27



Typical Shadow Vehicle 1
Two-Way Roaday

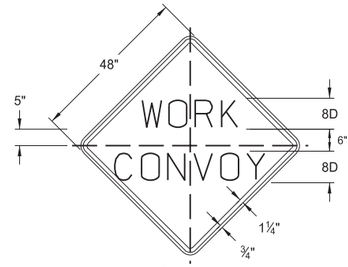


Two-Way Roadway with Paved Shoulders

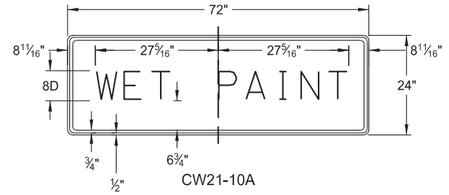


Two-Way Roadway without Paved Shoulders

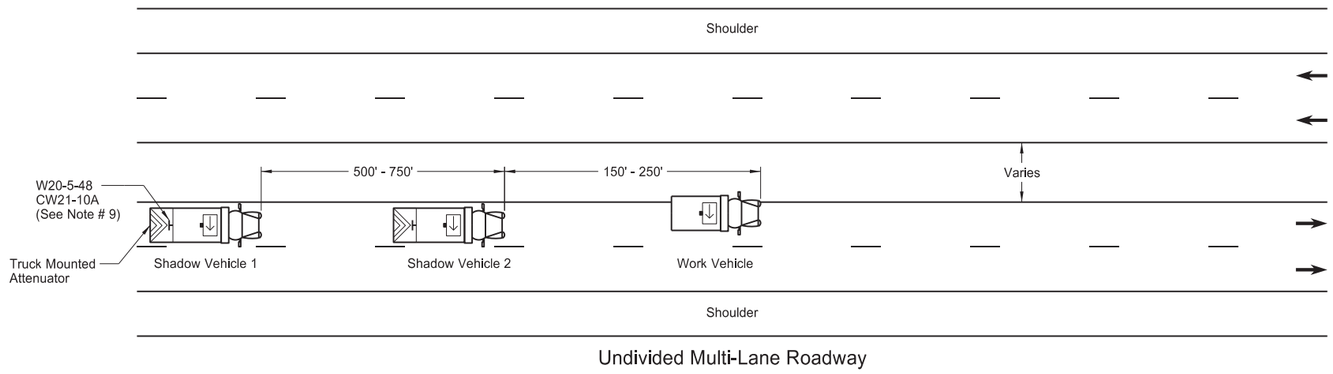
Sign Details



CW21-10

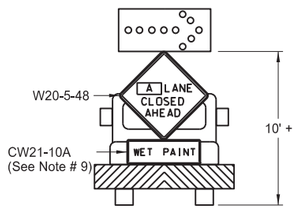


CW21-10A



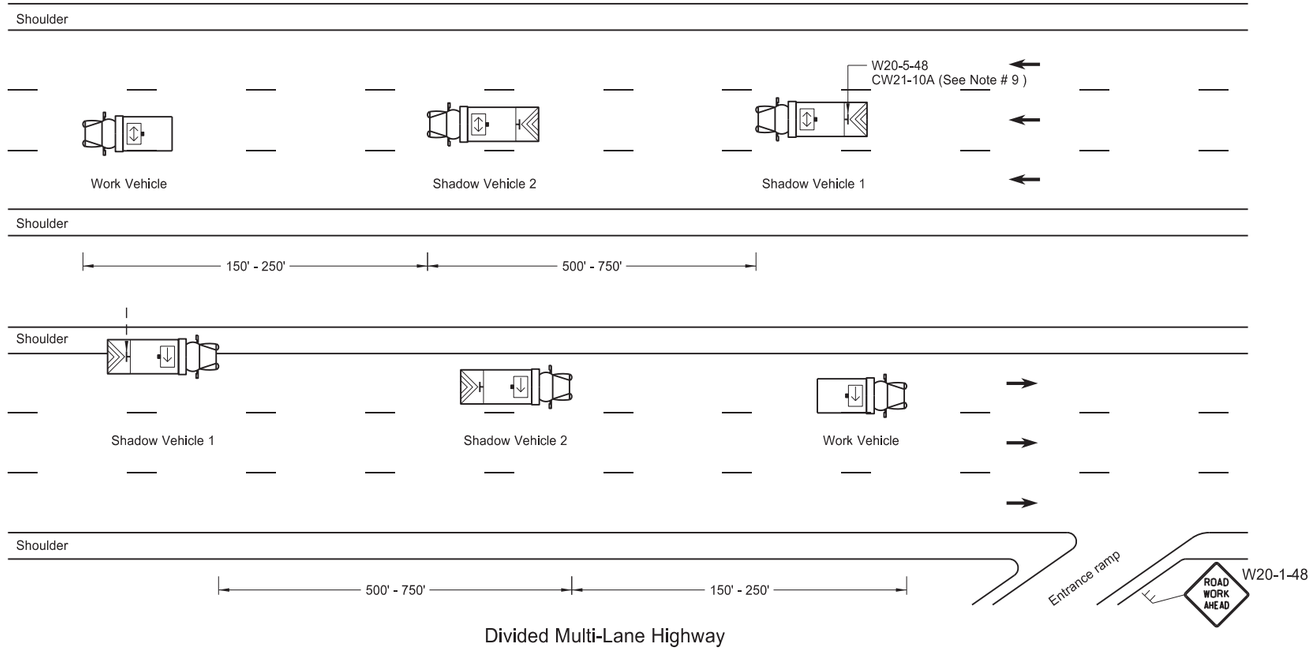
Undivided Multi-Lane Roadway

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

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

Two-Lane Roadway Portable Rumble Strips

D-704-33

KEY

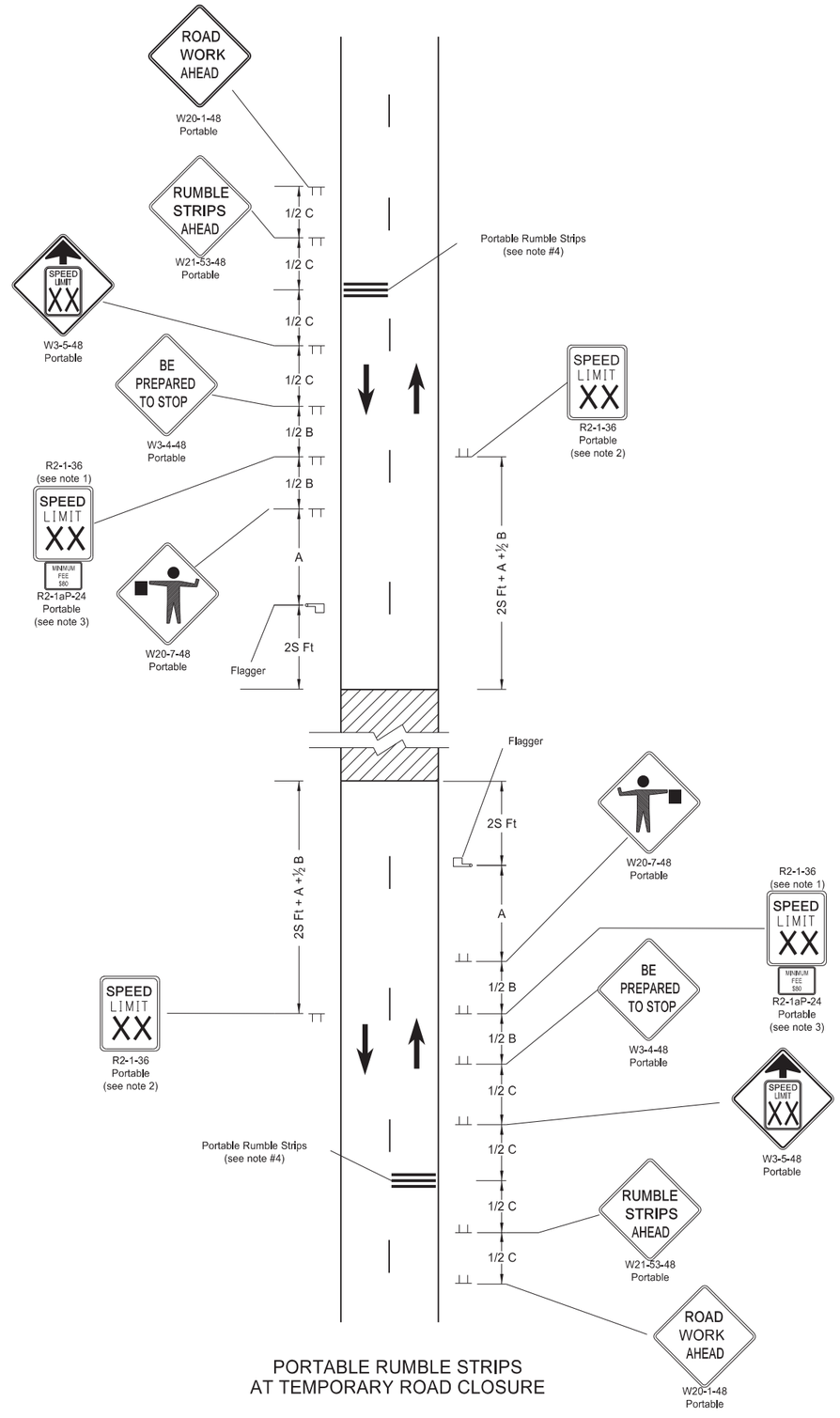
Work area

Flagger

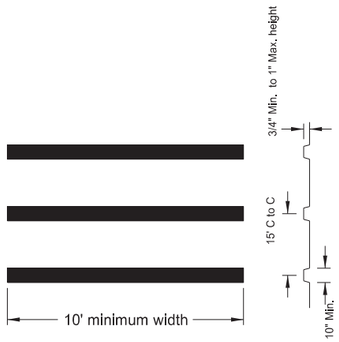
Sign

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

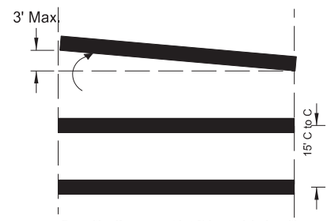
ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - High Speed (over 45 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720



PORTABLE RUMBLE STRIPS
AT TEMPORARY ROAD CLOSURE



PORTABLE RUMBLE STRIPS ARRAY DETAIL

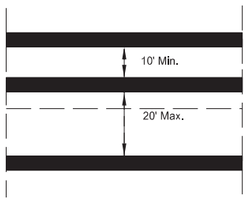


Reposition if movement is >3' from original position.

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.

KIRK J. HOFF
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PROFESSIONAL
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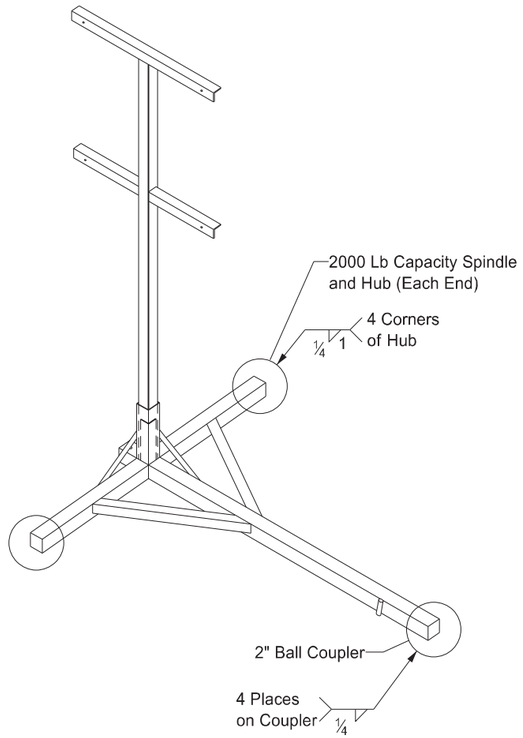
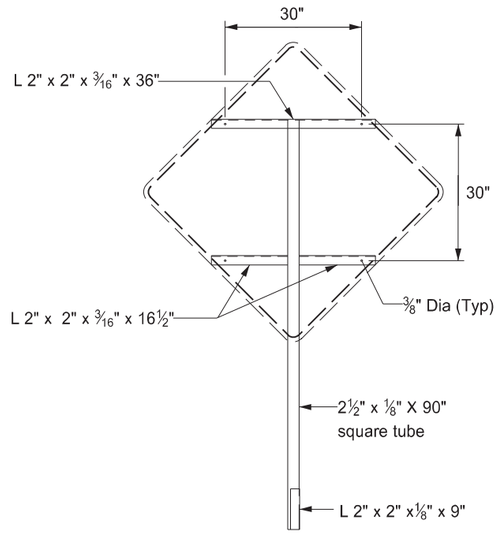
ENGINEER
NORTH DAKOTA

03/07/23

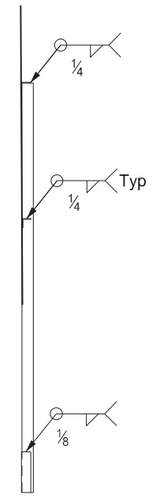
PORTABLE SIGN SUPPORT ASSEMBLY

D-704-50





FRONT

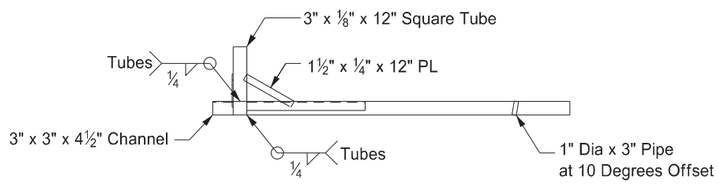


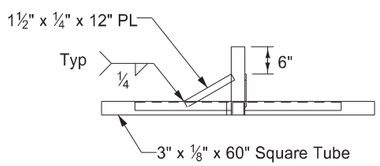
RIGHT

SIGN SUPPORT

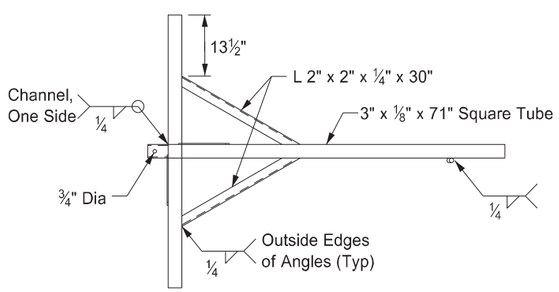
Notes:

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
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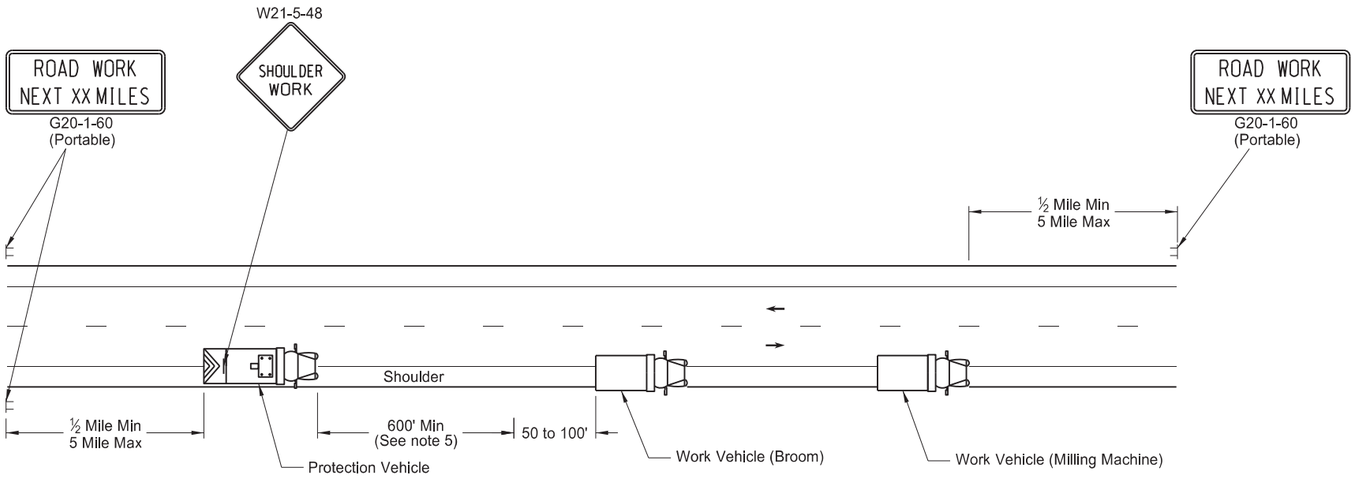
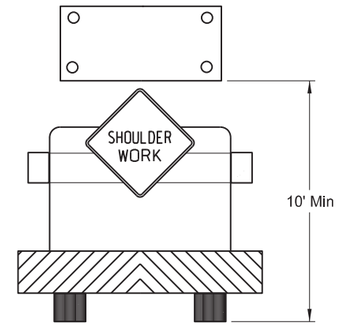
NORTH DAKOTA
12 02 2020

MOBILE OPERATION
Grinding Shoulder Rumble Strips



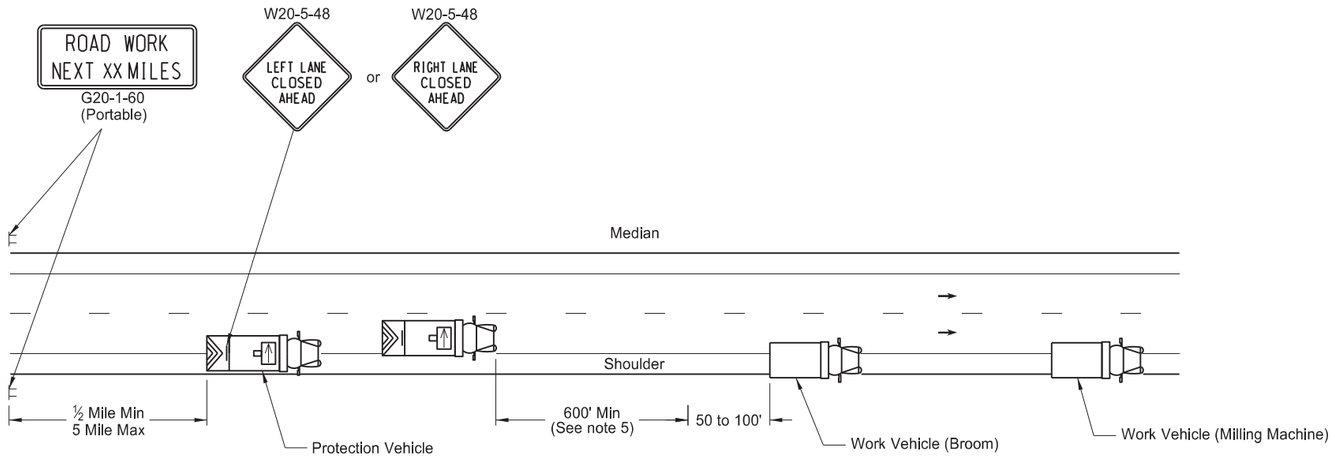
TWO LANE - TWO WAY ROADWAY



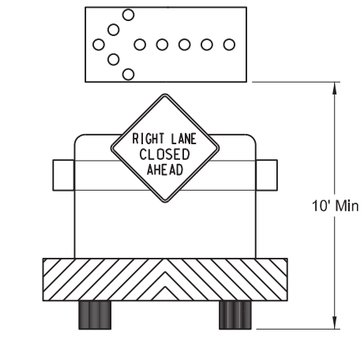
TWO LANE - TWO WAY ROADWAY

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.

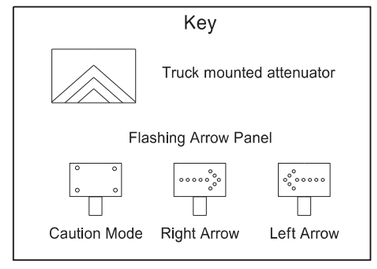


INTERSTATE & 4 LANE DIVIDED HIGHWAY



INTERSTATE & 4 LANE DIVIDED HIGHWAY

Typical Protection Vehicle with Flashing Arrow
Panel In Flashing Arrow Mode

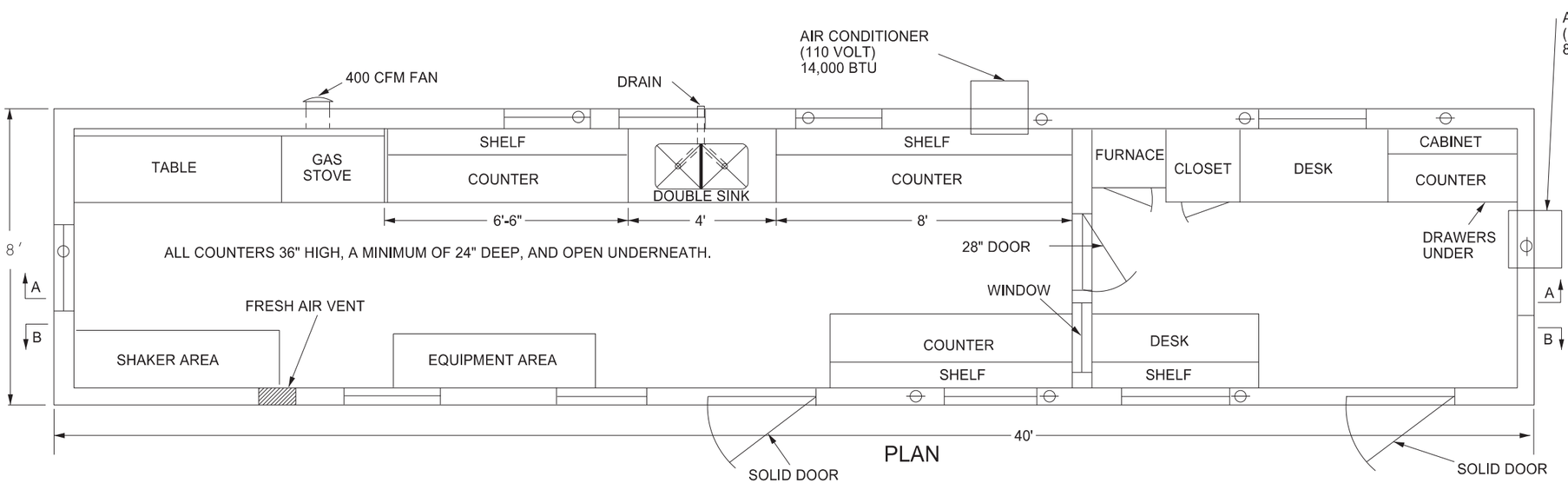


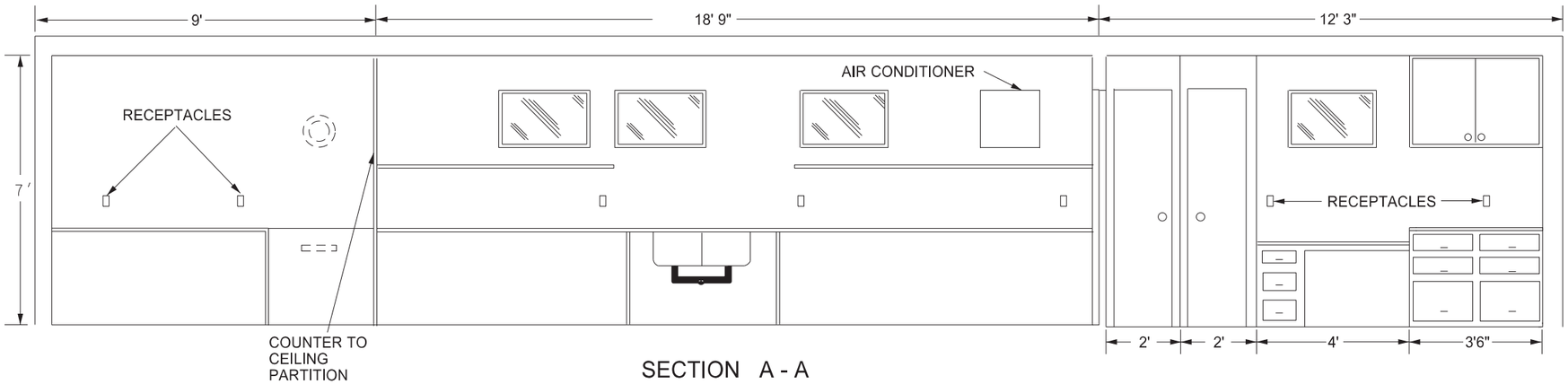
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
11-15-12	
REVISIONS	
DATE	CHANGE
8-17-17	Updated notes & signs
10-03-19	New Design Engineer PE Stamp

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 10/3/19 and the original document is stored at the North Dakota Department of Transportation

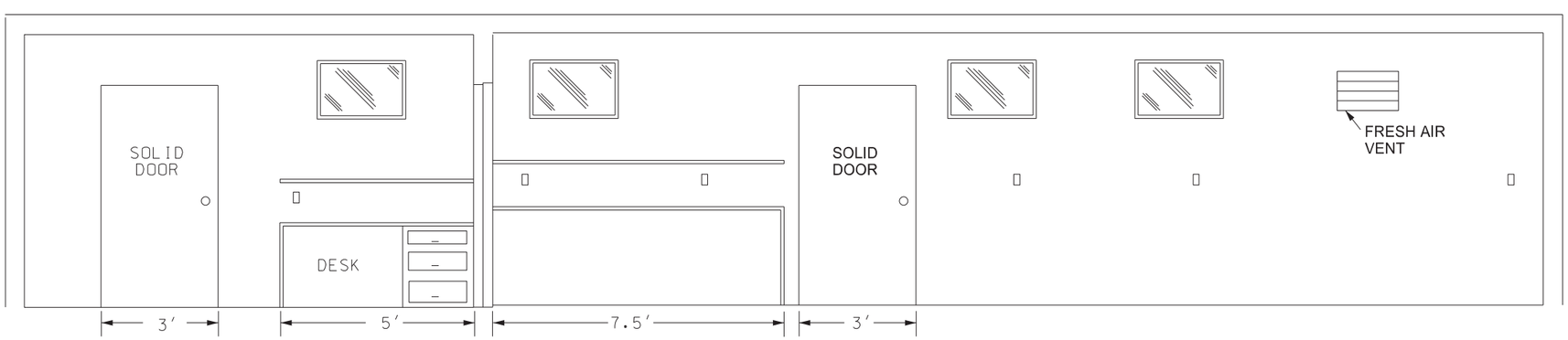
BITUMINOUS LABORATORY

D-706-1





SECTION A - A



SECTION B - B

Provide a laboratory with the following:

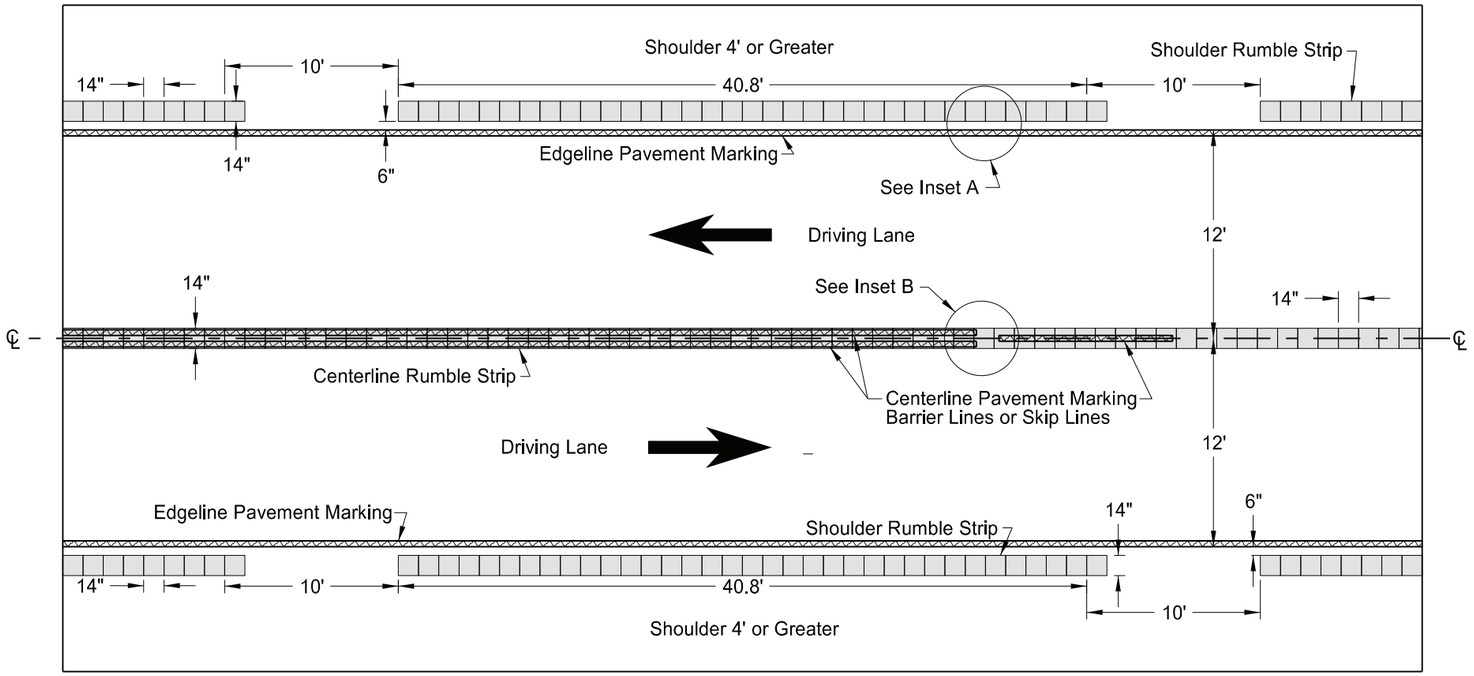
1. A 1'x1' shelf at 36" above the regular countertop.
2. Double compartment stainless steel sink, with each compartment a minimum of 16"x14"x10" deep. Provide water service lines made of copper or plastic and a diameter of ½ inch.
3. An exhaust fan capable of removing inside air at a rate of 400 CFM.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

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

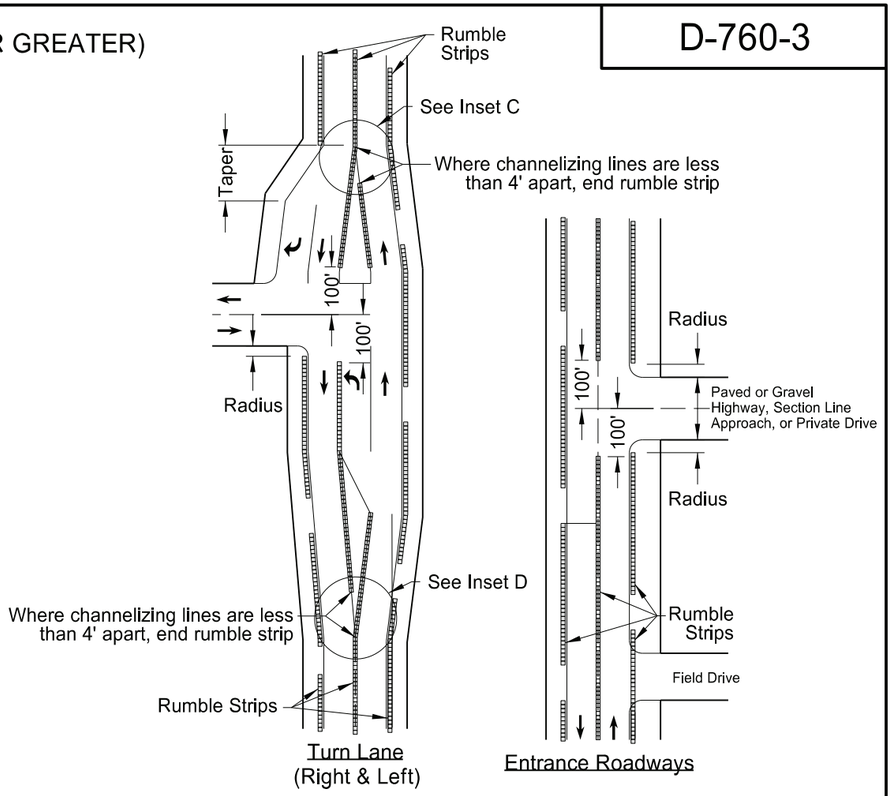
This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 08/27/19 and the original document is stored at the North Dakota Department of Transportation

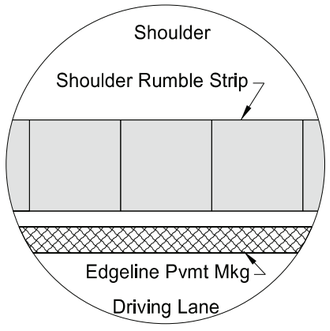
RUMBLE STRIPS UNDIVIDED HIGHWAYS (SHOULDERS 4' OR GREATER)

D-760-3

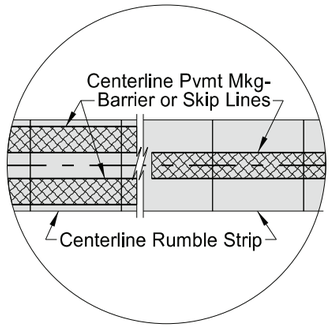


Undivided Highways (Shoulders 4' or Greater)

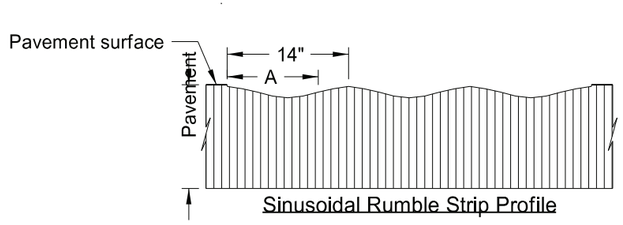




Inset A - Shoulder Rumble Strip
(Layout for opposite shoulder reversed)



Inset B - Centerline Rumble Strip



Sinusoidal Rumble Strip Profile

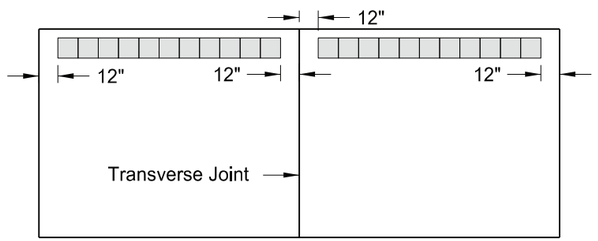
Milling Depths		
Location A (in)	Depth MIL	Depth in
0	62.5	1/16
1 3/4	156	5/32
3 1/2	281	9/32
5 1/4	438	7/16
7	500	1/2
8 3/4	438	7/16
10 1/2	281	9/32
12 1/4	156	5/32
14	62.5	1/16

NOTES:

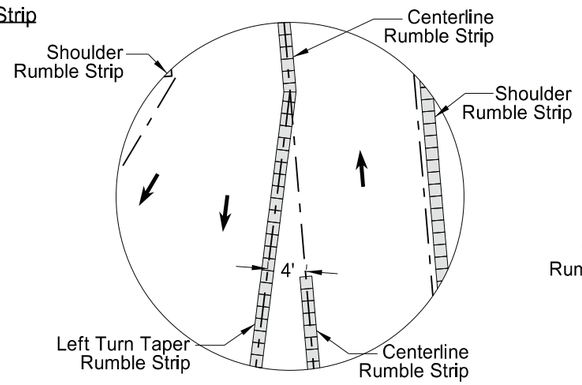
1) Discontinue shoulder rumble strips through the entire length of right turn lanes and tapers, and at the radius of paved or gravel highways, section line approaches, or private drives.

2) Discontinue centerline rumble strips 100' before and after paved or gravel highways, section line approaches, or private drives. Place rumble strips at left turn lanes as shown below.

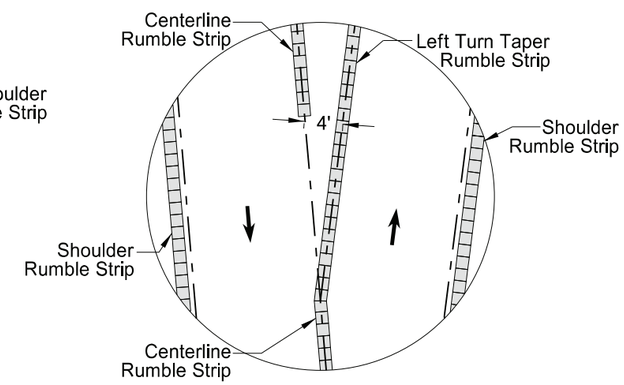
3) No additional quantity provided for centerline rumble strips on left turn tapers. Include all costs for centerline rumble strips on left turn tapers in the price bid for "Sinusoidal Rumble Strip - Asphalt Centerline" or "Sinusoidal Rumble Strip - Concrete Centerline".



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



Inset C



Inset D

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-29-09	
REVISIONS	
DATE	CHANGE
2-25-10	Note 4 was added.
4-19-10	Revised Note 5, Note 6, and Turn Lane (Right & Left).
9-08-11	Revised Notes and D-760-3.
10-25-19	Added missing dimensions.
11-16-21	Changed turn lane rumble layouts.
3-07-23	Added Note 3.
5-26-23	Made rumble strips sinusoidal.

KIRK J. HOFF
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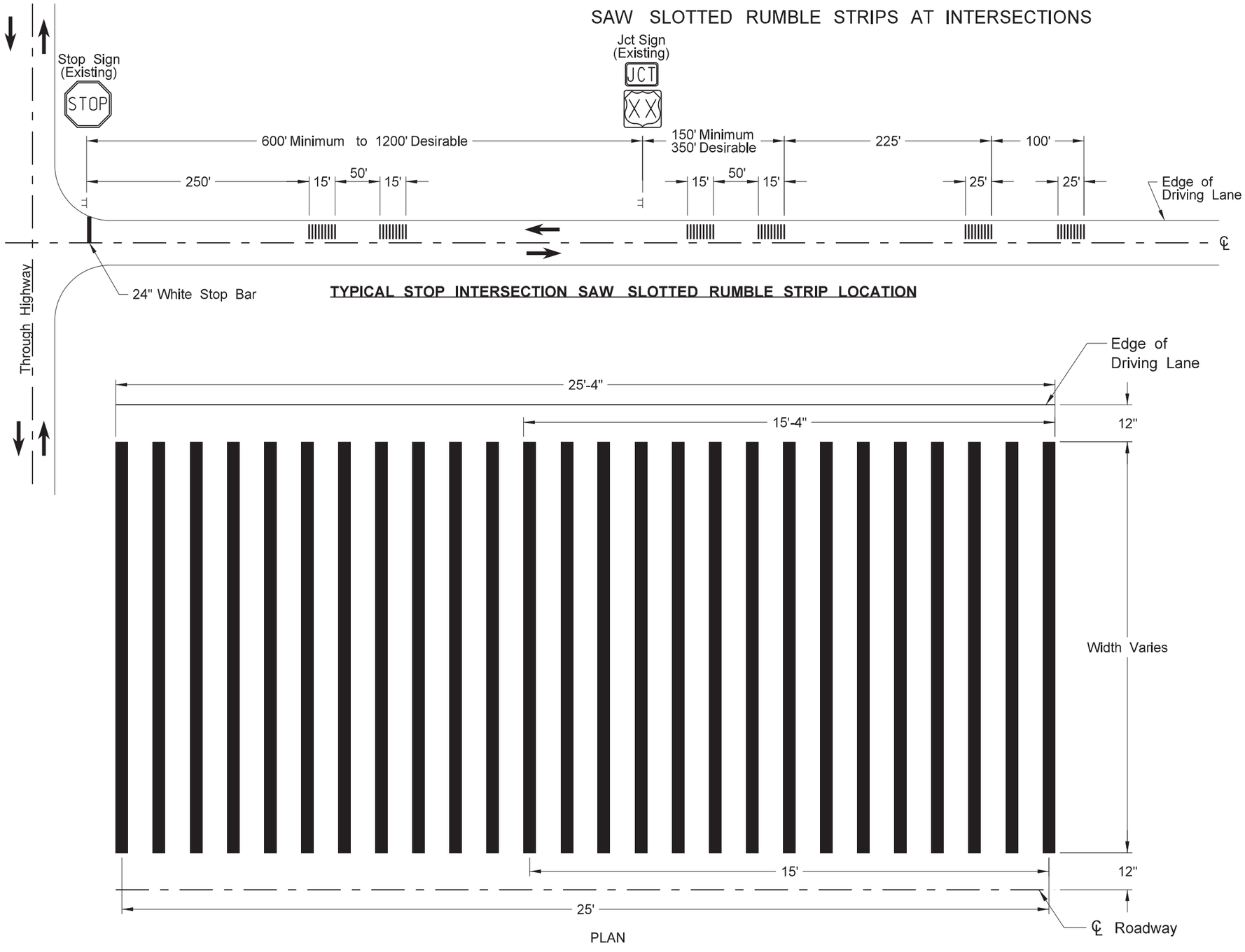
ENGINEER
NORTH DAKOTA

05/26/23

SAW SLOTTED RUMBLE STRIPS AT INTERSECTIONS

D-760-5



TYPICAL STOP INTERSECTION SAW SLOTTED RUMBLE STRIP LOCATION

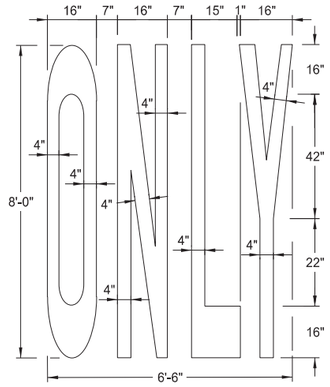
SAW SLOTTED RUMBLE STRIP DETAIL

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-29-09	
REVISIONS	
DATE	CHANGE
2-22-10	Saw Slotted width revised.
2-25-10	Note 7 was added.
9-8-11	Revised Notes and D-760-5.
7-7-14	Deleted Notes.
8-27-19	New Design Engr PE Stamp.

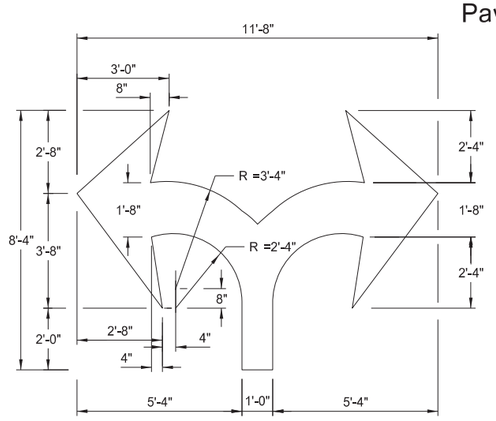
This document was originally issued and sealed by Kirk J Hoff, Registration Number PE- 4683 , on 8/27/19 and the original document is stored at the North Dakota Department of Transportation

Pavement Marking Message Details

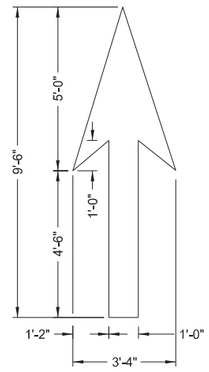
D-762-1



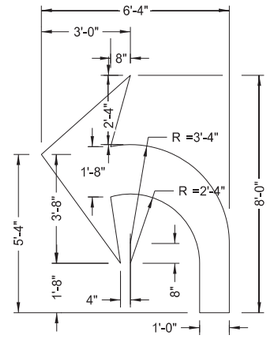
22 S. F.



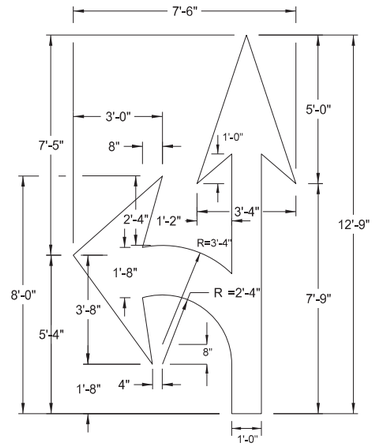
29 S. F.



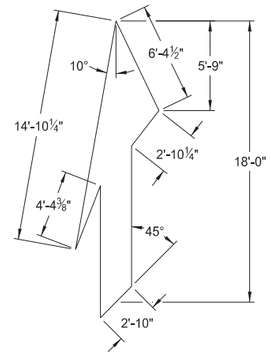
12 S. F.



16 S. F.

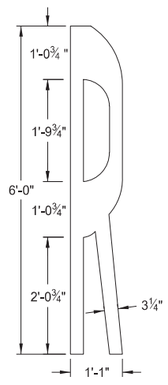


27 S. F.

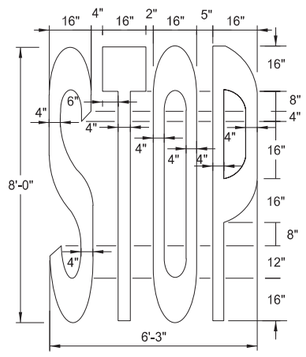


41 S. F.

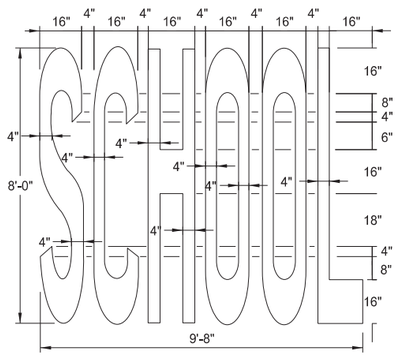
Note: Rotate merge arrow 20° from edge of roadway.



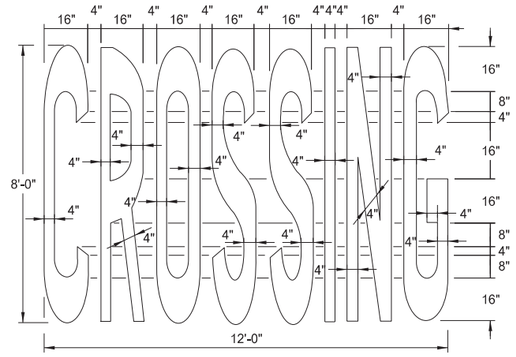
4 S. F.



22 S. F.



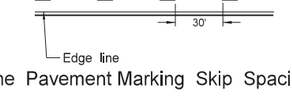
34.5 S. F.



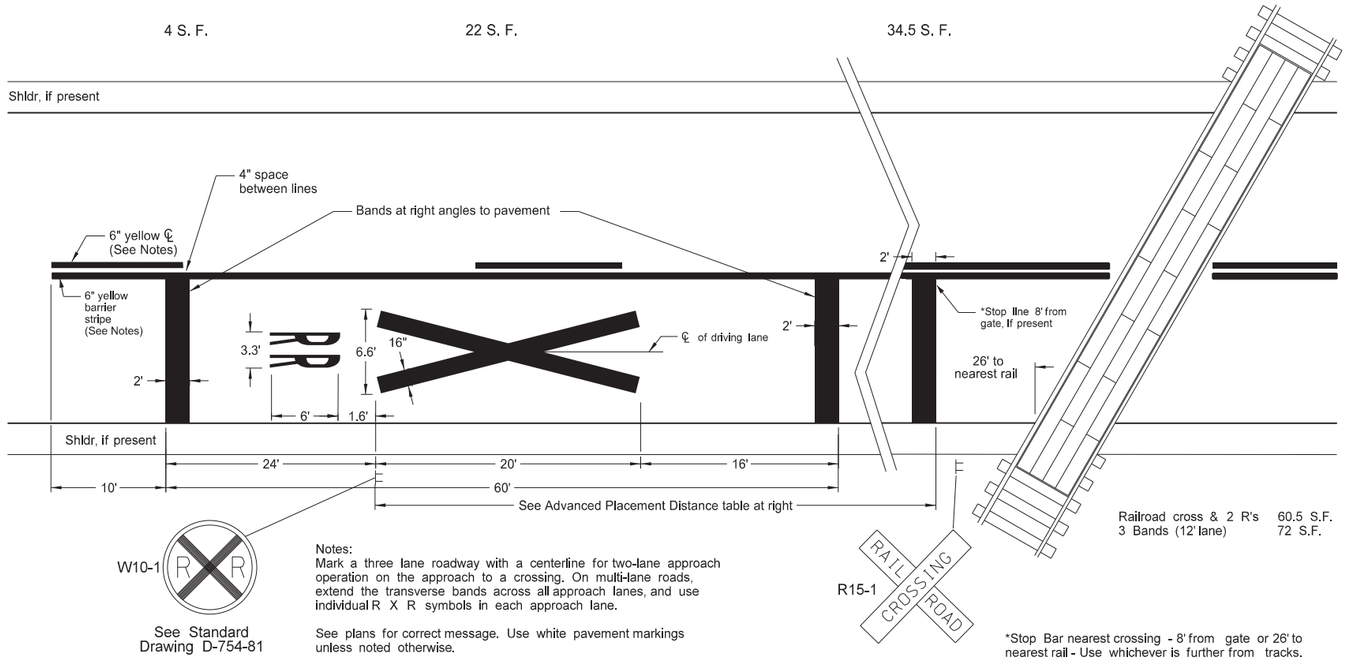
46 S. F.

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



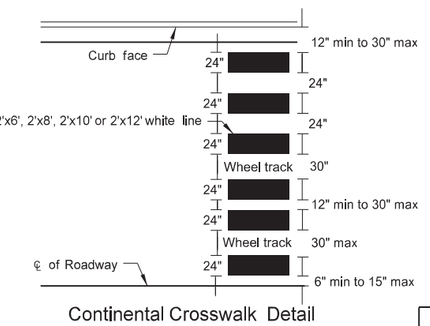
Centerline Pavement Marking Skip Spacing Detail



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.

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

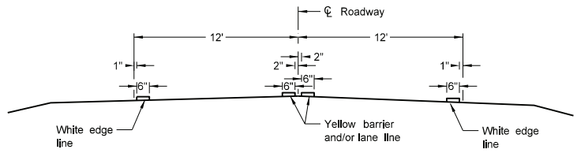
REVISIONS

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.

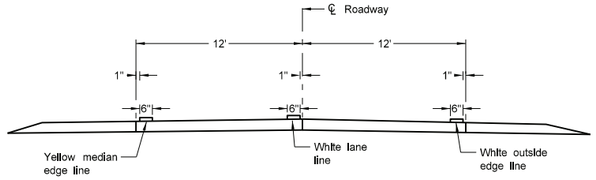
KIRK J. HOFFMAN REGISTERED PROFESSIONAL PE-4683 11/22/23 ENGINEER NORTH DAKOTA

PAVEMENT MARKING

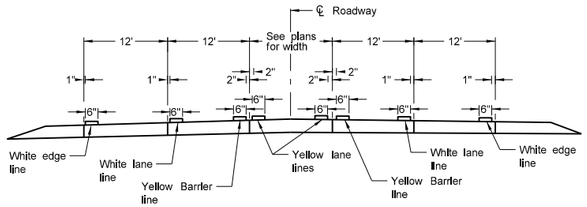
D-762-4



Two Lane Two Way
RURAL ROADWAY



Two Lane Roadway
INTERSTATE HIGHWAY
Concrete Section



RURAL FIVE LANE ROADWAY
Concrete Section

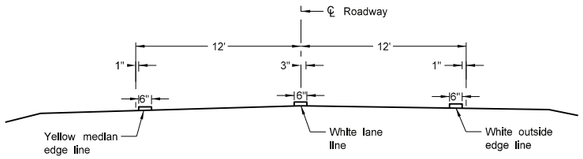
NOTES:

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

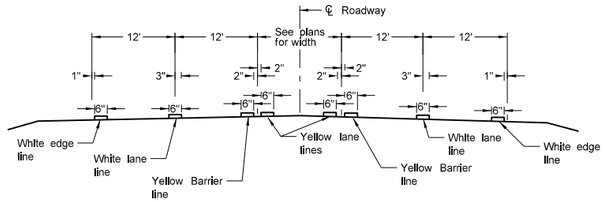
   For section lines, county roads, and street approaches, stripe the radii and edge lines of the paved surface within the right of way except where curb and gutter is present.

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

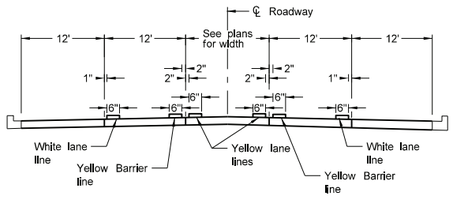
3. Use 4 or 6 inch wide pavement marking for all other roadways with speed limits < 40 mph.



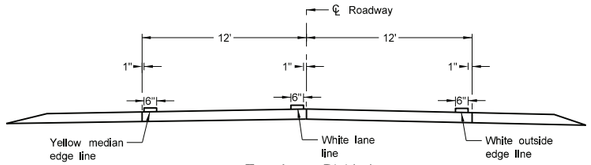
Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Asphalt Section



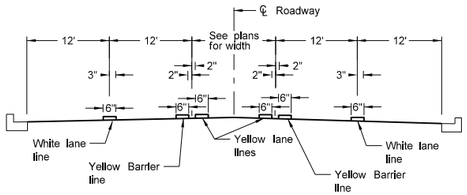
RURAL FIVE LANE ROADWAY
Asphalt Section



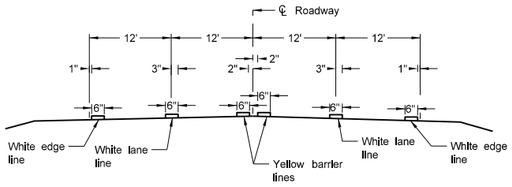
URBAN FIVE LANE SECTION
Concrete Section



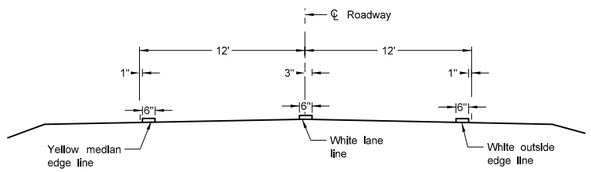
Two Lane Divided
Rural Roadway
PRIMARY HIGHWAY
Concrete Section



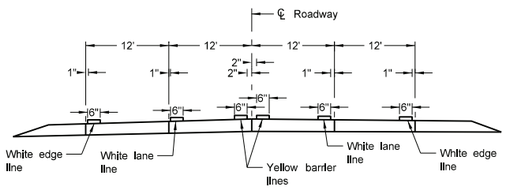
URBAN FIVE LANE SECTION
Asphalt Section



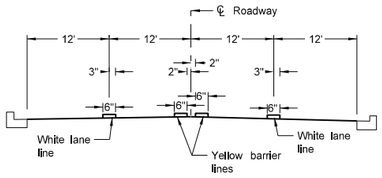
RURAL FOUR LANE ROADWAY
Asphalt Section



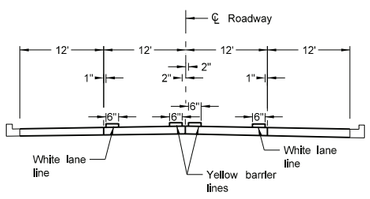
Two Lane Roadway
INTERSTATE HIGHWAY
Asphalt Section



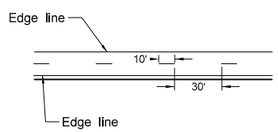
RURAL FOUR LANE ROADWAY
Concrete Section



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.

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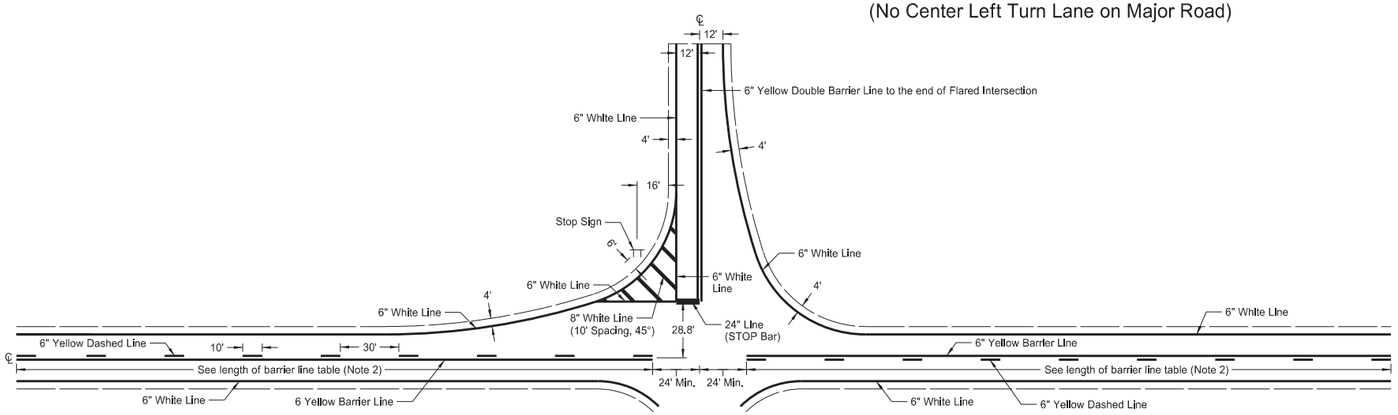
PAVEMENT MARKING FOR STANDARD 90 DEGREE FLARED INTERSECTION

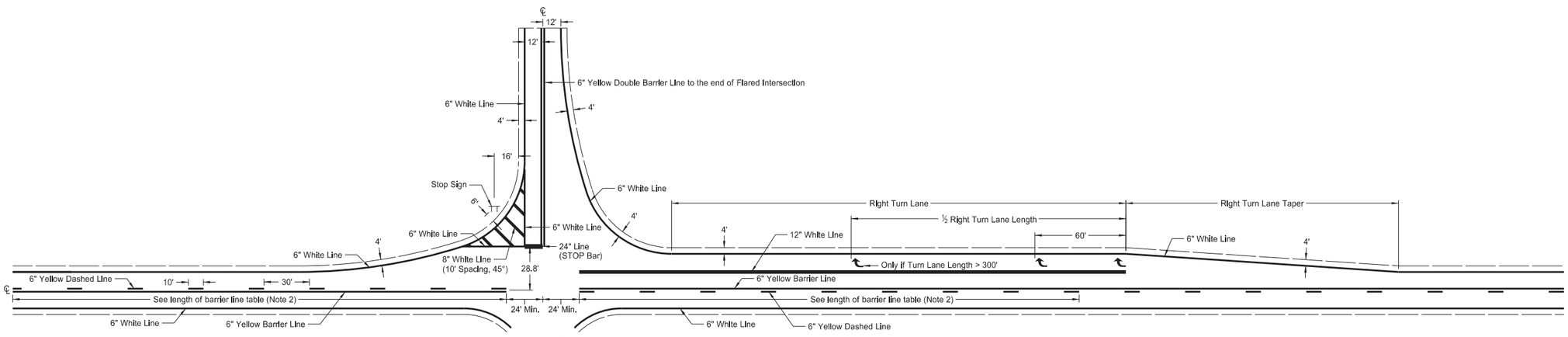
D-762-5

(No Center Left Turn Lane on Major Road)



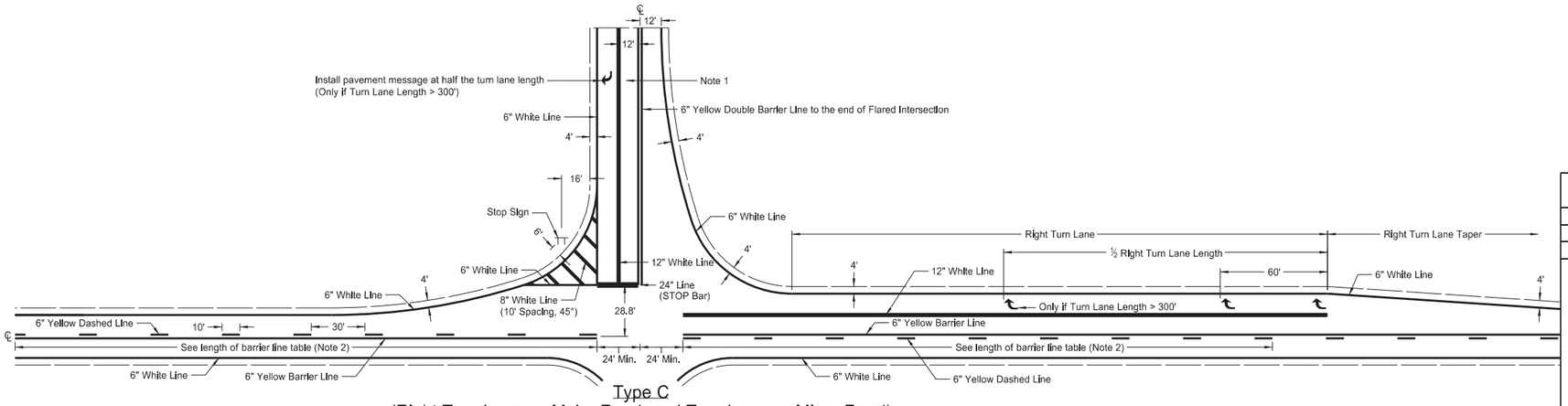
Type A

(No turn lanes present)



Type B

(Right Turn Lane on Major Road)



Type C

(Right Turn Lane on Major Road, and Turn Lane on Minor Road)

Notes

1. At "T" intersections (3-leg), additionally install left turn pavement marking message arrow.
2. The barrier lines have variable distances dependent on speed limit. Obtain barrier line length from table below (stopping sight distance.)
3. Normal width line - 6 inches wide for freeways, expressways, and ramps; 6 inches for all other roadways with speed limits > 40 mph.
4. Use 4 or 6 inch wide pavement marking for all other roadways with speed limits ≤ 40.
5. Wide line - 8 inches wide if 4 inch normal width lines are used and 12 inches wide if 6 inch normal width lines are used.

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

6" Marking

8" Marking

12" Marking

24" Marking

NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

3-29-16

REVISIONS

DATE	CHANGE
8-17-17	Updated note & dimensioning.
8-30-18	Corrected pvmt mkg placement.
8-27-19	New Design Engineer PE Stamp.
11-22-23	Revised pavement marking widths.
1-17-24	Revised wide pvmt mkg width.

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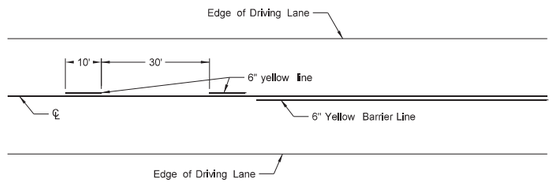
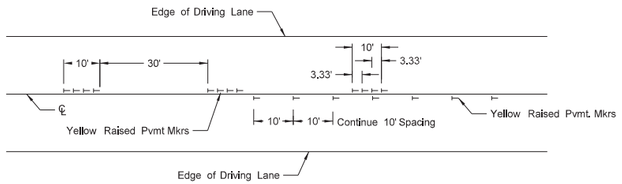
SHORT-TERM PAVEMENT MARKING

D-762-11

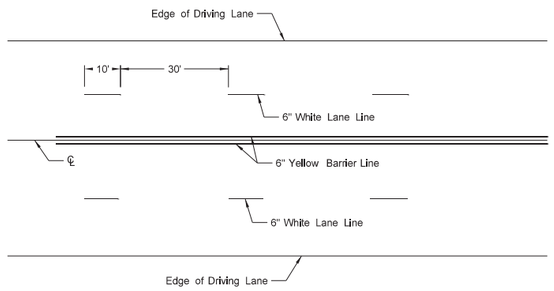


Painted or Tape Lines

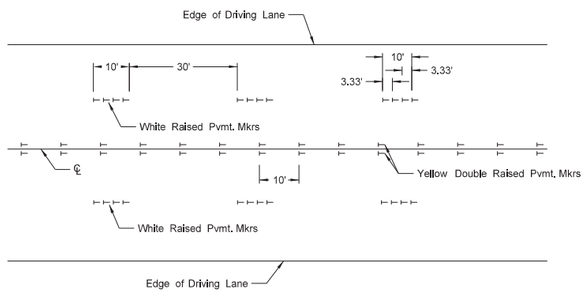


Raised Pavement Markers

TWO-LANE TWO-WAY ROADWAY

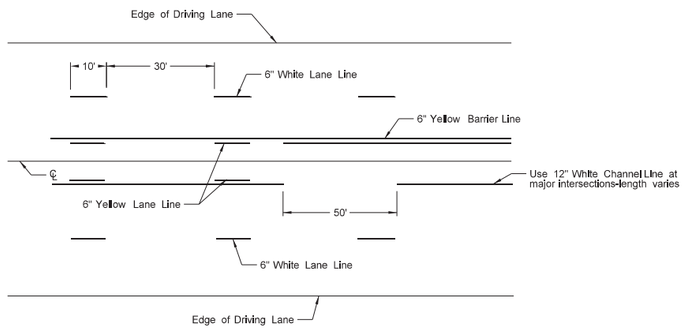


Painted or Tape Lines

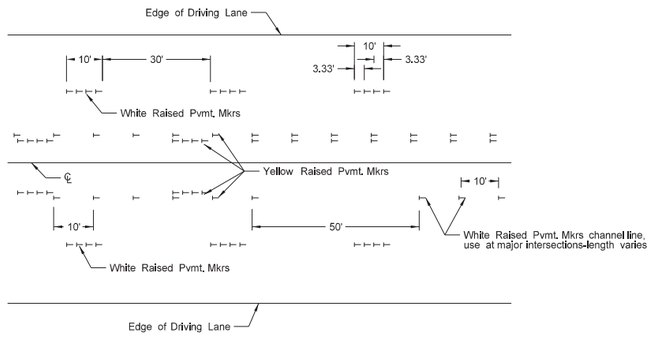


Raised Pavement Markers

FOUR LANE ROADWAY

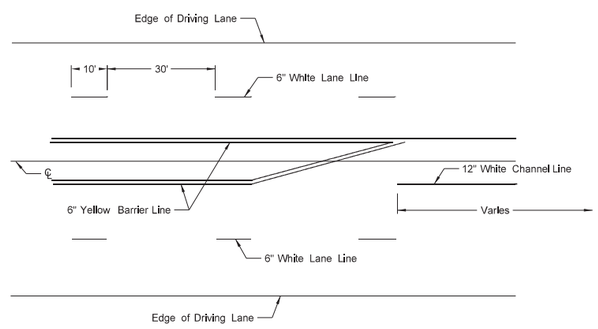


Painted or Tape Lines

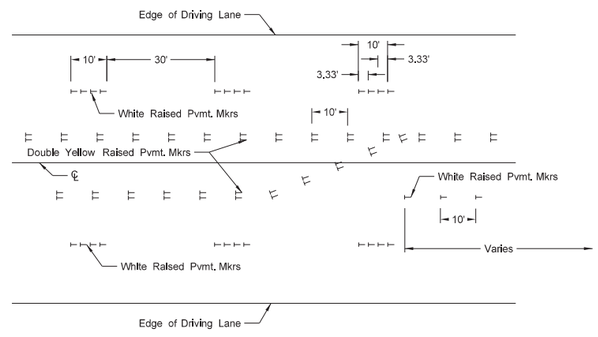


Raised Pavement Markers

FIVE LANE ROADWAY TWO WAY LEFT TURN



Painted or Tape Lines



Raised Pavement Markers

FIVE LANE ROADWAY WITH MARKED ISLANDS

NOTES:

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

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

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