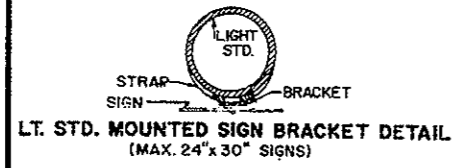
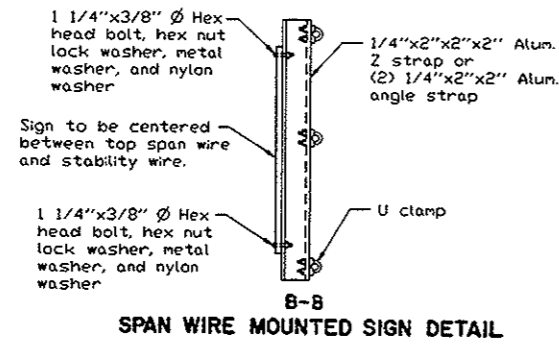
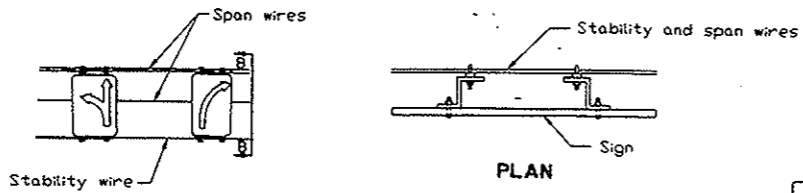
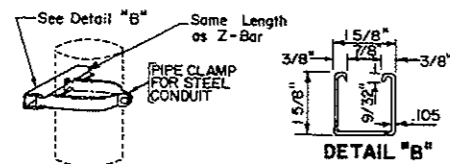
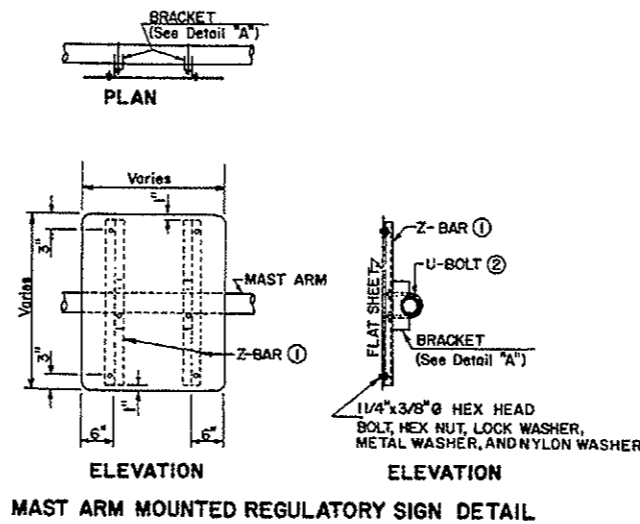
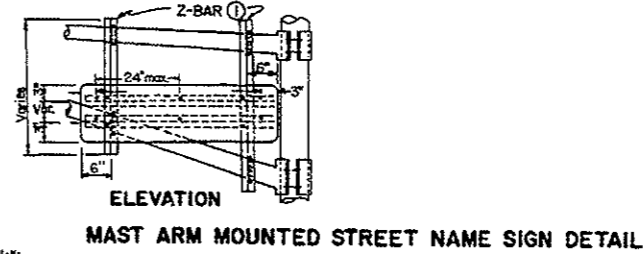
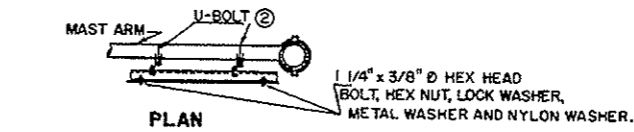
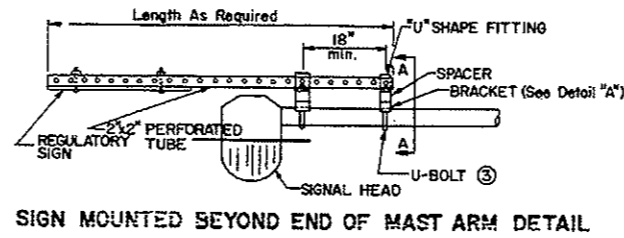
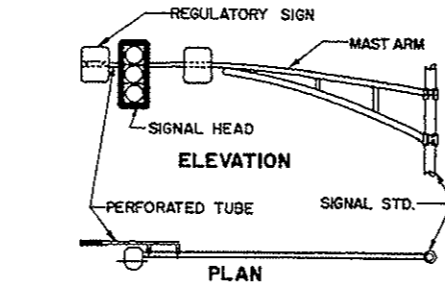
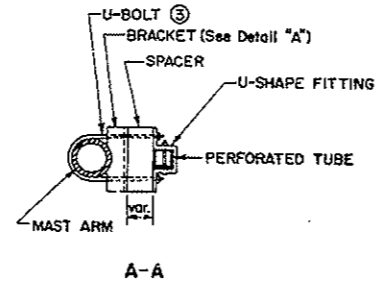


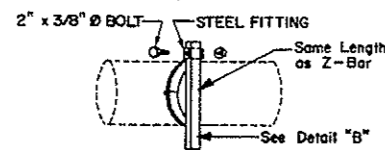
LIGHT STANDARD, SIGNAL STANDARD AND SPAN WIRE MOUNTED SIGN ASSEMBLY DETAIL



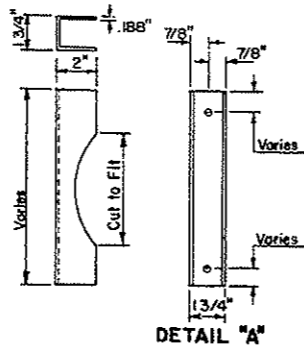
Bracket shall be of galv. steel consisting of strap & sign attachment bracket similar to the one shown in the detail. Cost of the bracket assembly to be included in the price bid for flat sheet signs. Punching shall be as shown on the Standard Drawings. The Engineer in the field shall determine the exact location of the light standard for sign attachment. There shall be a 7" vertical clearance to the bottom of all signs mounted on light standards.



VERTICAL MOUNTING
Two (2) Clamps Required Per Sign



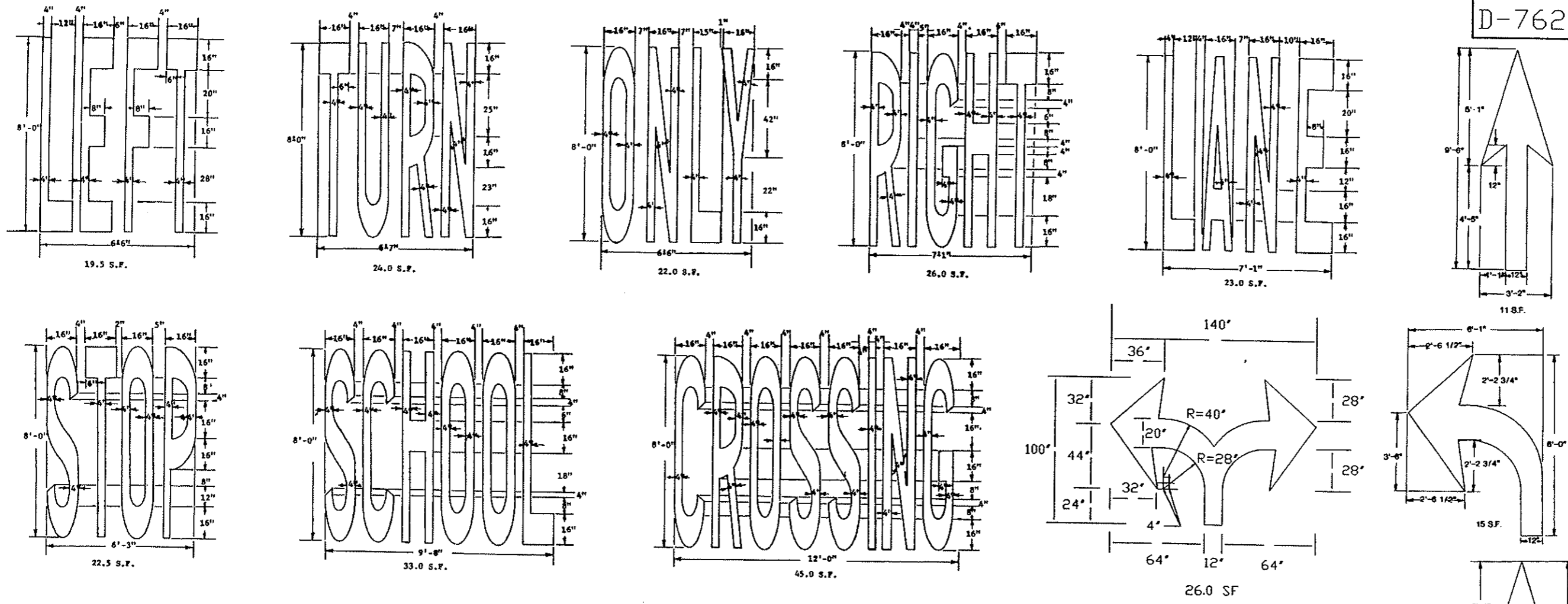
HORIZONTAL MOUNTING
Two (2) Clamps Required Per Sign
ALTERNATE CLAMP MOUNTING



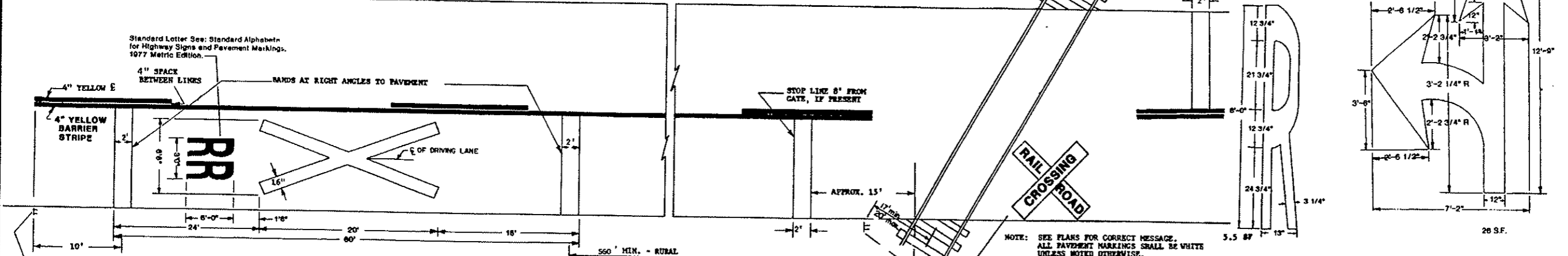
- ① Z-Bar - Use 1 3/4" x 3/16" Thick 108 Lbs./Ft Aluminum Alloy. In lieu of Z-Bar, two angles bolted together may be used or a channel. (1 3/4" x 1 3/4" x 3/16" angles) (1 3/4" x 2" x .188" Channels)
- ② 3/8" U-Bolt, Hex Nut, Lock Washer & Length depends on Dia. of Mast Arm
- ③ 3/8" U-Bolt, Hex Nut, Lock Washer & Length depends on Dia. of Mast Arm.
2" x 2" Maximum support length 9.9 ft.
2 1/4" x 2 1/4" Maximum support length 12.6 ft.
2 1/2" x 2 1/2" Maximum support length 15.7 ft.

NOTE: Metal washers and Nylon washers used on sign face shall have a minimum outside dia. of 15/16 inch \pm 1/16 inch and 10 gauge thickness.

10-1-86 REVISIONS		NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
DATE	CHANGE	
5-1-92	GENERAL REVISIONS	APPROVED <i>David K. Olson</i> DESIGN ENGINEER
11-24-95	SPAN WIRE MOUNTING SIGN DETAIL	



PAVEMENT MARKING MESSAGE DETAILS



RX N10-1-36 SHALL BE PLACED WITHIN 10'± OF LOCATION SHOWN

A THREE LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING. ON MULTI-LANE ROADS, THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

560' MIN. - RURAL
200' MIN. - URBAN
50' MIN. - LOW VOLUME BUSINESS OR RESIDENTIAL AREAS

RAILROAD CROSS & 2 R'S 65.0 S.F.
3 BANDS 72.0 S.F.

10-1-86 REVISIONS	
DATE	CHANGE
3-1-89	Arrows
7-2-90	Rail Road X & R
3-2-92	Arrows
7-21-93	RAILROAD R
8-1-94	GENERAL REVISIONS
11-27-95	DUAL ARROWS

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
APPROVED: *David K. Olson* DESIGN ENGINEER