

TYPE A REFLECTORIZED DELINEATOR SPACING - TWO-LANE TWO-WAY HIGHWAY

D-754-21C

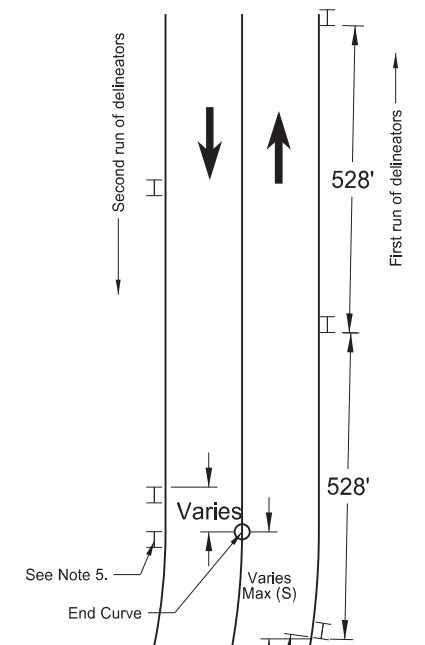
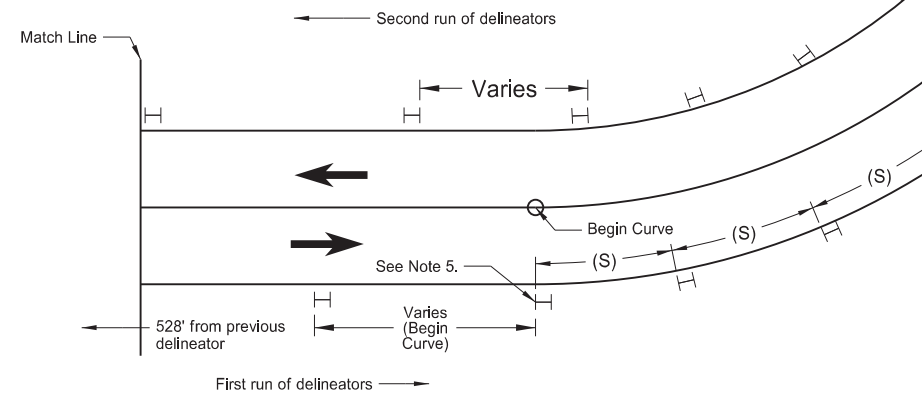
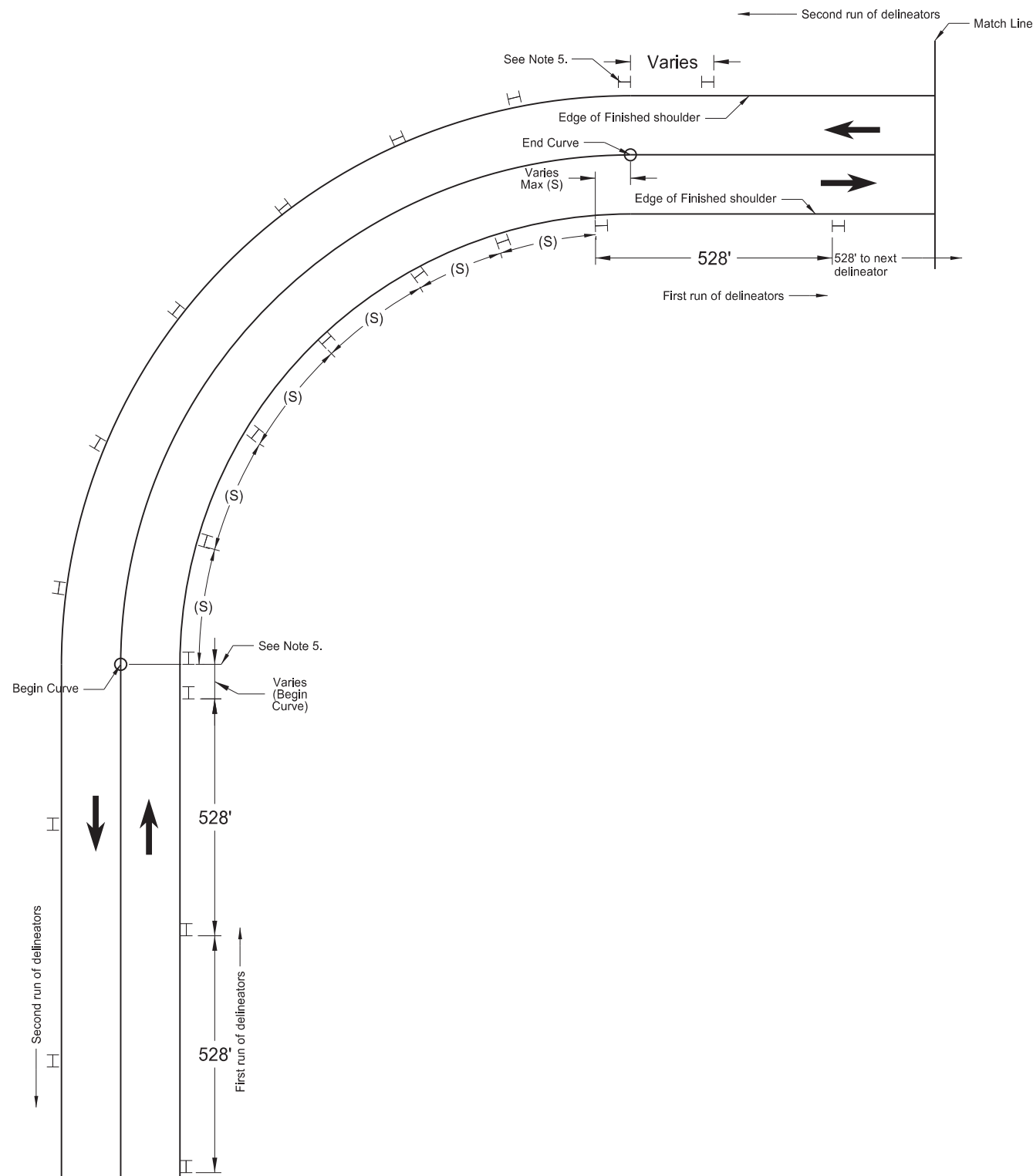
Spacing:

Curve Radius	Spacing (S) on Center
$R > 11,500'$	528'
$11,500' \geq R > 1,200'$	264'
$1,200' \geq R$	See table below

Radius (R) of Curve	Approx. Spacing (S) on Curve
$1,200' \geq R > 1,000'$	90'
$1,000' \geq R > 800'$	80'
$800' \geq R > 500'$	65'
$500' \geq R > 300'$	50'
$300' \geq R > 180'$	35'
$180' \geq R > 50'$	20'

Notes:

- Do not place delineators within 100' of a railroad crossing. Shift delineators in either direction to minimize impact to uniform spacing. Reestablish uniform spacing based on the last delineator location.
- For delineators that land within approaches, shift delineators in either direction a distance not exceeding $\frac{1}{4}$ of the uniform spacing. Eliminate delineators that still fall within approaches.
- Eliminate delineators landing within guardrail. Reestablish uniform spacing based on last delineator.
- Do not place delineators within $\frac{1}{4}$ of the uniform spacing of a reference point marker. Adjust the delineators on the opposite side to maintain an even spacing between opposing sides.
- Install Type A delineators at the start of each curve in the adjacent lane's direction of travel.
- Place the second run of delineators on the opposite side of the road midpoint between delineators placed during the first run.
- Discontinue delineators on outside of curve where chevrons exist. Place delineators on inside of curve, at those locations, as provided on basis of estimate.



NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
12-16-22	
REVISIONS	
DATE	CHANGE



12/16/22