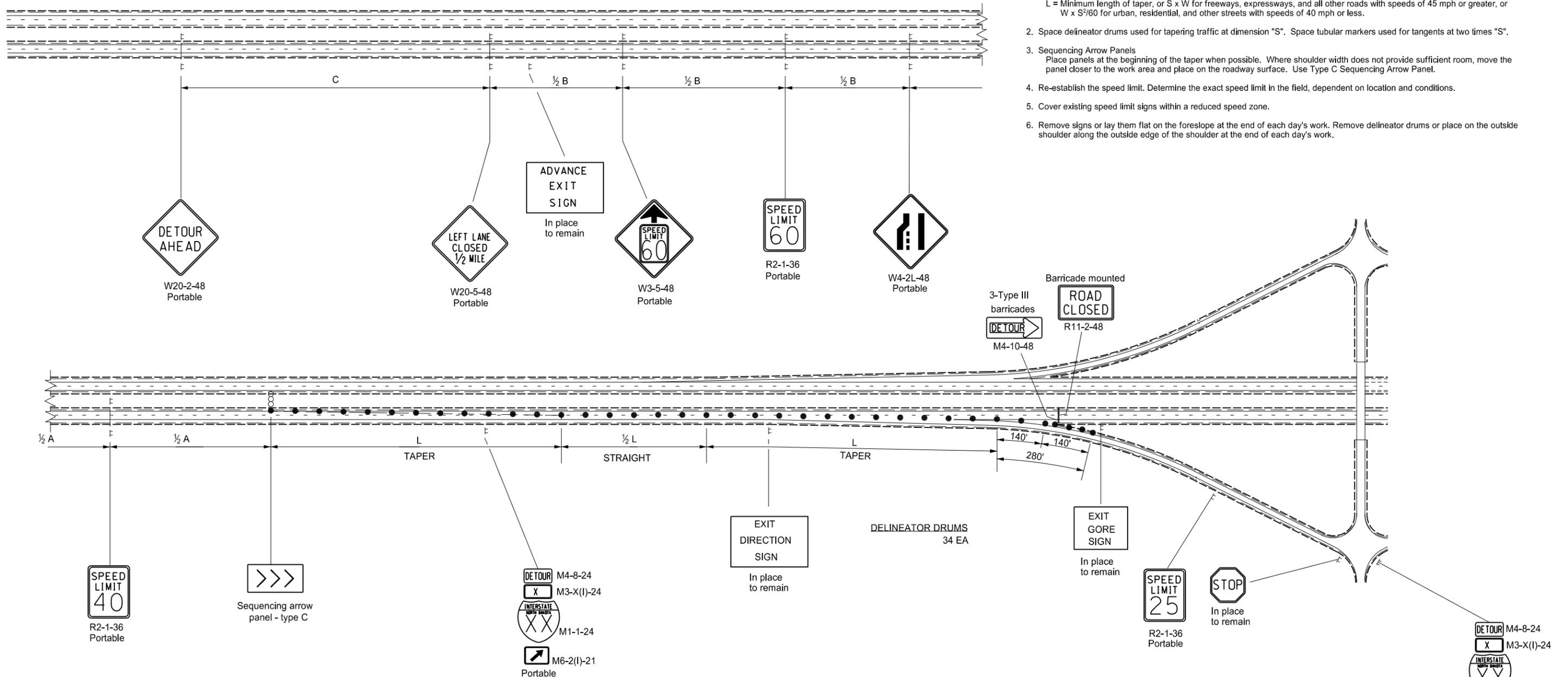


INTERSTATE ROAD CLOSURE USING RAMPS CLOSURE FOR LESS THAN ONE DAY and Crossroad is not Closed

Notes:

1. Variables
 S = Numerical value of speed limit or 85th percentile prior to work starting.
 W = The width of the taper.
 L = Minimum length of taper, or $S \times W$ for freeways, expressways, and all other roads with speeds of 45 mph or greater, or $W \times S^2/60$ for urban, residential, and other streets with speeds of 40 mph or less.
2. Space delineator drums used for tapering traffic at dimension "S". Space tubular markers used for tangents at two times "S".
3. Sequencing Arrow Panels
 Place panels at the beginning of the taper when possible. Where shoulder width does not provide sufficient room, move the panel closer to the work area and place on the roadway surface. Use Type C Sequencing Arrow Panel.
4. Re-establish the speed limit. Determine the exact speed limit in the field, dependent on location and conditions.
5. Cover existing speed limit signs within a reduced speed zone.
6. Remove signs or lay them flat on the foreslope at the end of each day's work. Remove delineator drums or place on the outside shoulder along the outside edge of the shoulder at the end of each day's work.



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	
	Sequencing arrow panel
	Type III barricade
	Sign
	Delineator drum

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
09-05-12	
REVISIONS	
DATE	CHANGE
06-24-14	Updated sign sizes and added mounting type.
03-15-16	Removed Do Not Pass signs and updated notes

This document was originally issued and sealed by
Roger Weigel
 Registration Number
PE-2930,
 on 03/15/16 and the original document is stored at the
 North Dakota Department
 of Transportation