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 = This width of the taper.
   - L = Minimum length of taper, or S x W for freeways, expressways, and all other roads with speeds of 45 mph or greater, or S x 0.515 for urban, residential, and other streets with speeds of 40 mph or less.
   - T1 = 0.005 x S
2. Space delineator drums used for tapering traffic at dimension T. Space tubular markers used for tangents at two times T.
3. Re-establishing speed limits:
   - Place panels at the beginning of the taper when possible. When 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.
   - Re-establish the speed limit. Determine the exact speed limit in the field, dependent on location and conditions.
   - Cover existing speed limit signs within a reduced speed zone.
4. 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.
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.

ACCOUNT WORKING ENSIGN CHART

<table>
<thead>
<tr>
<th>Type</th>
<th>Reference Between Signs</th>
<th>Road Type</th>
<th>A</th>
<th>L</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Urban - Low Speed</td>
<td>150</td>
<td>150</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Urban - High Speed</td>
<td>360</td>
<td>360</td>
<td>360</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rural - High Speed</td>
<td>850</td>
<td>1350</td>
<td>2200</td>
</tr>
</tbody>
</table>


dated

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Roger Weigel
Registration Number: PE-2930,
on 03/19/16 and the original document is stored at the North Dakota Department of Transportation.