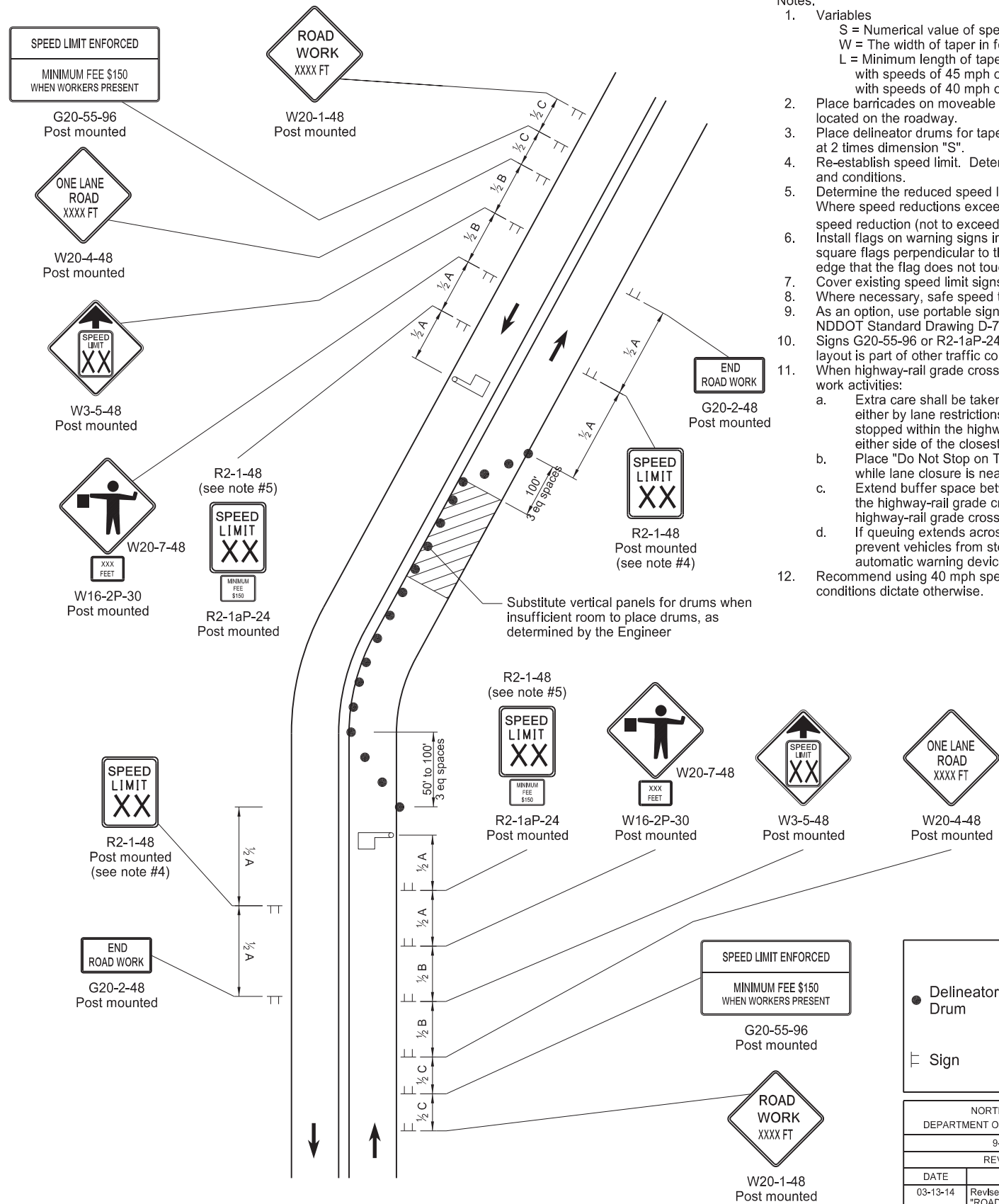
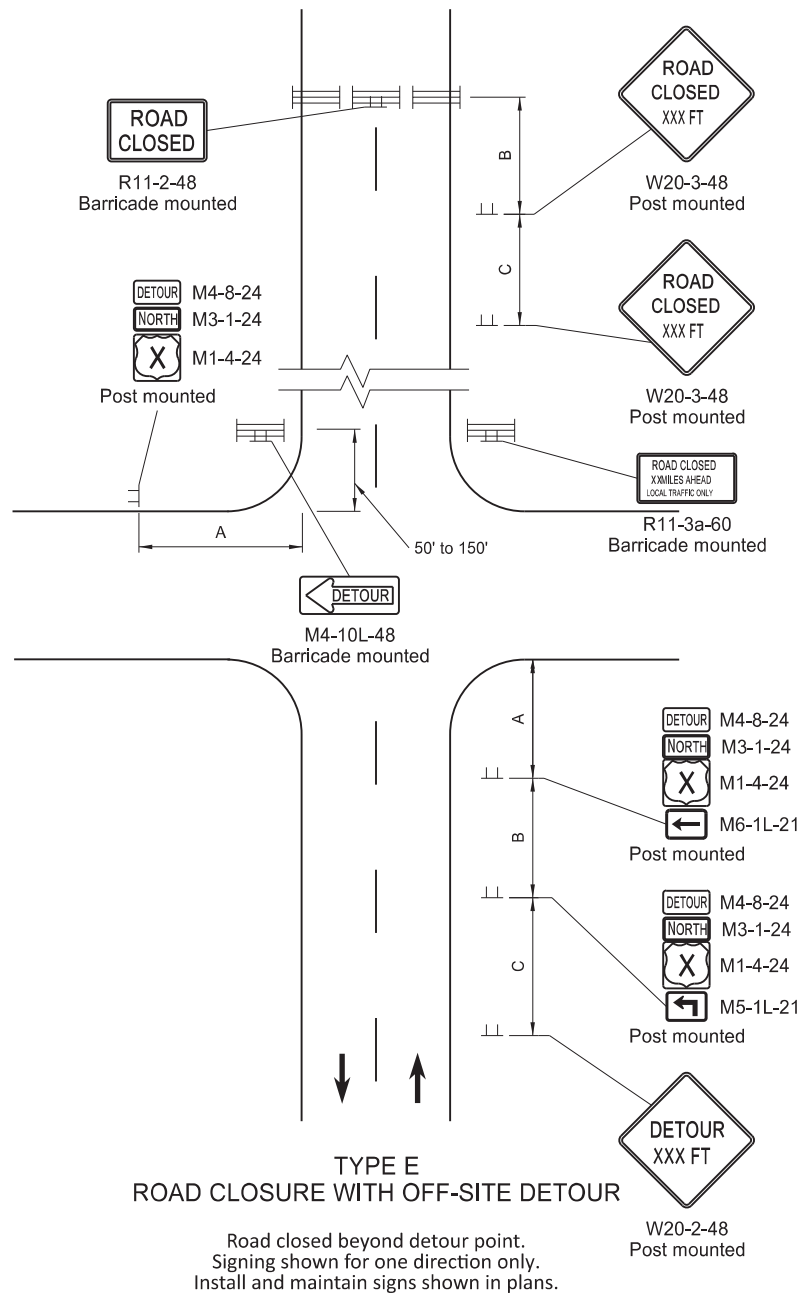







## ROAD CLOSURE AND LANE CLOSURE ON A TWO WAY ROAD LAYOUTS



- 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<sup>2</sup>/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 1/2B.
  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 queueing 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 80 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	
REVISONS	
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
06-30-25	Legislative Changes

