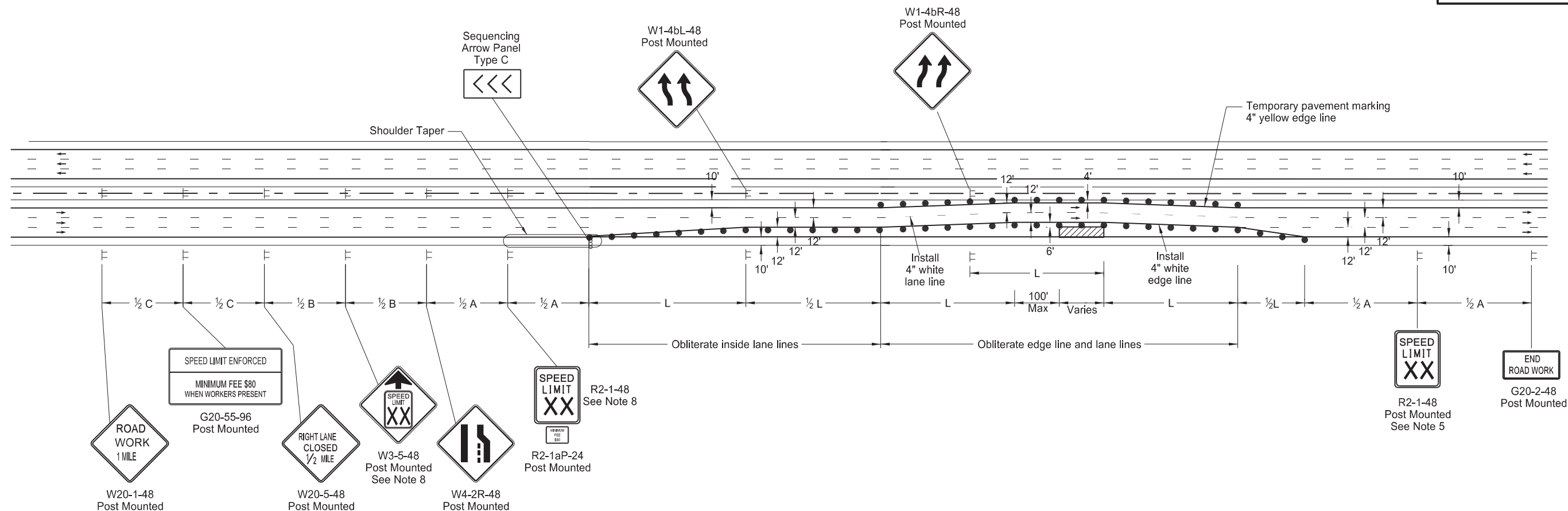


RIGHT LANE CLOSURE ON 6 LANE INTERSTATE

D-704-62



Notes:

1. Ramps: When the work area encompasses a ramp, install a speed limit sign. When the main line speed zone moves past the ramp, remove the ramp speed limit sign.
2. Variables
 S = Numerical value of speed limit or 85th percentile.
 W = The width of 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.
3. Space delineator drums, and tubular markers for tapering traffic at the dimension "S". Space tubular markers for tangents at 2 times dimension "S".
4. Sequencing and Flashing Arrow Panels:
 Place panels at beginning of taper, when possible. Where shoulder width does not provide sufficient room, move panel closer to work area and place on the roadway surface.
 Use Type A on roadways with slow moving traffic speeds and low volume (25 mph or less & 750 ADT or less).
 Use Type B on roadways with moderate traffic speeds and volumes (40 mph or less and 5000 ADT or less).
 Use Type C on roadways with high traffic speeds and volumes (over 40 mph or over 5000 ADT).
5. Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions.
6. Cover existing speed limit signs within reduced speed zones.
7. Determine reduced speed limit based on the in place speed limit before construction. When speed reductions exceed 30 mph, install a second speed limit sign with the desired speed reduction (not to exceed 30 mph.) Place the second speed limit sign at $\frac{1}{2} B$.
8. As an option, use portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Drawing D-704-14.
9. Recommend 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.
10. Sign G20-55-96 is not required if this layout is part of other traffic control that contains this sign.

| KEY | | | |
|-----|-----------------|---|------------------------|
| ⌄ | Sign | ▨ | Work Area |
| ● | Delineator Drum | ∞ | Sequencing Arrow Panel |

| Longitudinal Buffer Space | |
|---------------------------|-------------------|
| *Speed (mph) | Length Min (feet) |
| 20 | 115 |
| 25 | 155 |
| 30 | 200 |
| 35 | 250 |
| 40 | 305 |
| 45 | 360 |
| 50 | 425 |
| 55 | 495 |
| 60 | 570 |
| 65 | 645 |
| 70 | 730 |
| 75 | 820 |

* Posted speed, off-peak 85th percentile speed prior to work starting, or the anticipated operating speed in mph

| 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 |

| NORTH DAKOTA DEPARTMENT OF TRANSPORTATION | |
|--|---|
| 11-15-12 | |
| REVISIONS | |
| DATE | CHANGE |
| 09-27-17 | Updated to active voice, added note #9, & sign #s |
| 11-01-19 | Shldr taper, sign, note 8 |
| 12-08-21 | Switched order of Road Work 1 Mile and Spd Limit Enforced & added Dollars At Work |
| 11-29-22 | Removed Dollars At Work |



11/29/22