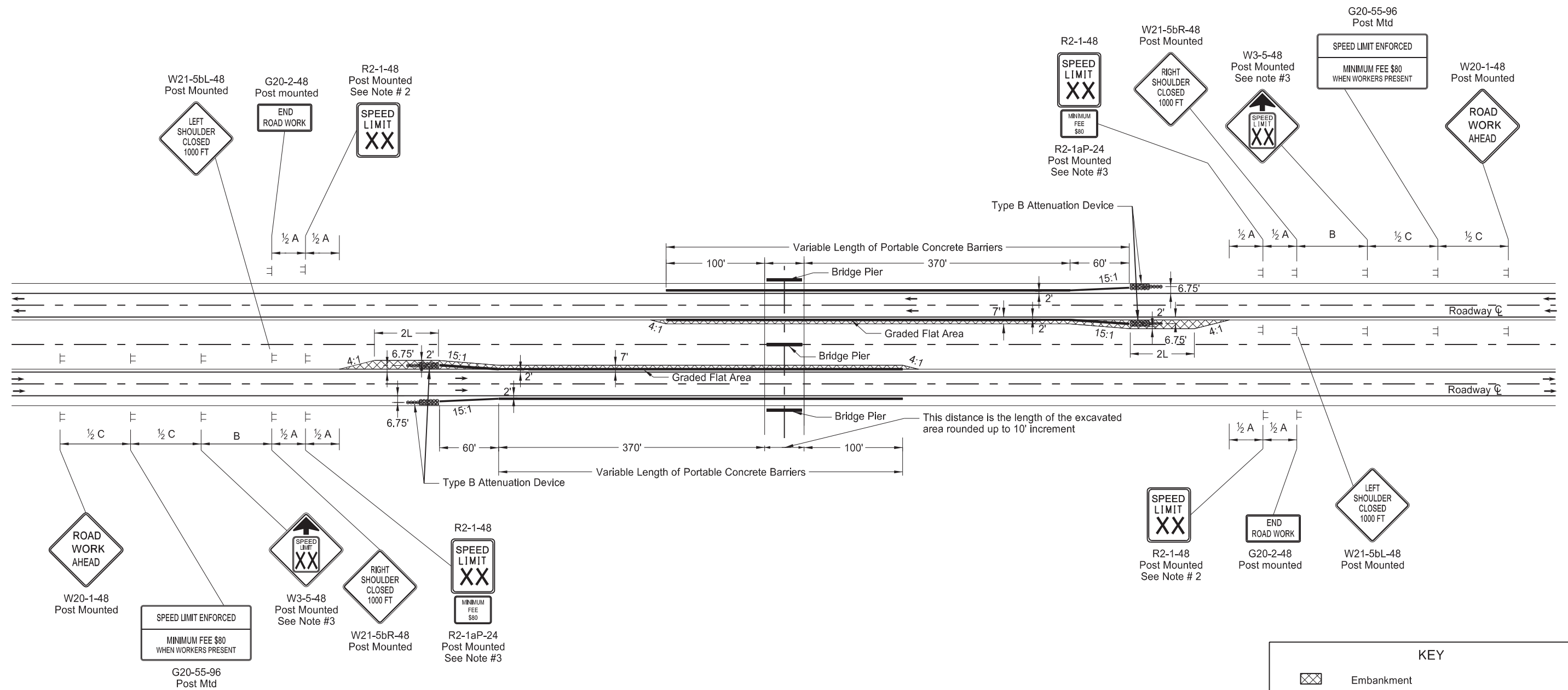


Divided Highway Operation for Overhead Structure, Pier, and Footing Replacement

D-704-58



Notes:

1. Use when a bridge structure is being constructed.
2. Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions.
3. 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 the second speed limit sign at 1/2 B.
4. Close roadway at separations or use ramps at interchanges during removal and installation of beams. See notes in the plans for traffic control requirements for this operation.
5. Sign G20-55-96 is not required if this layout is part of other traffic control that contains this sign, or the work is less than 15 days.

L = length of attenuation device

KEY

- Embankment
- Sign
- Type B Attenuation Device
- Precast Concrete Median Barrier

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	
9-18-15	
REVISIONS	
DATE	CHANGE
09-18-15	Revised Standard Description
09-27-17	Updated to active voice
11-01-19	Atten Device, hatching, & sign #s
12-08-21	Added Minimum Fee sign and Dollars At Work sign
11-29-22	Removed Dollars At Work



11/29/22