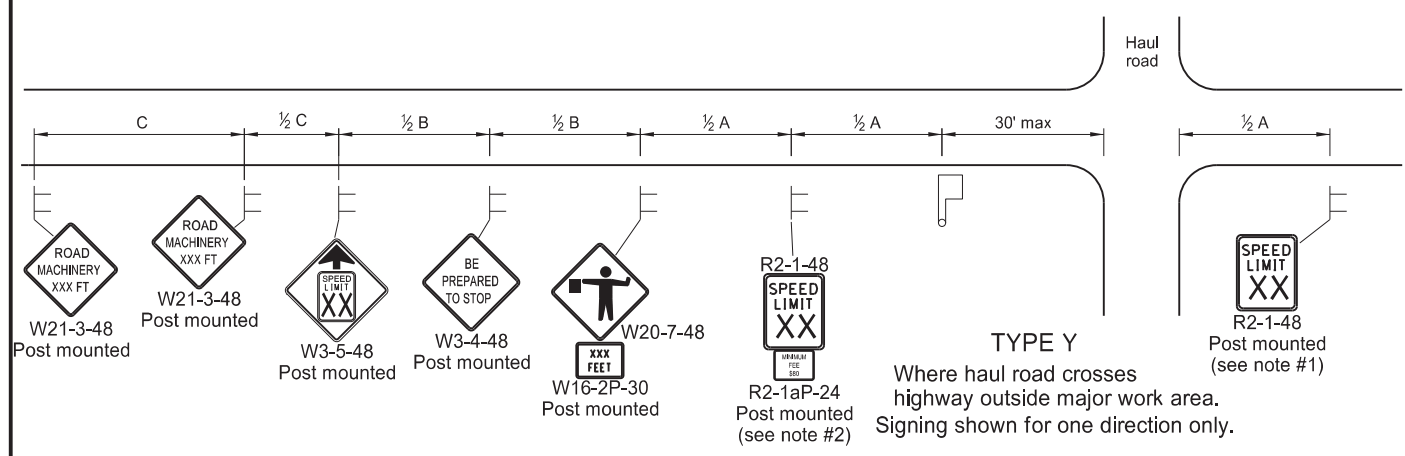
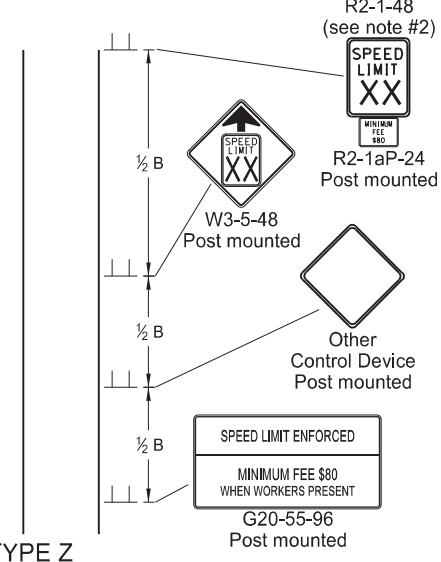


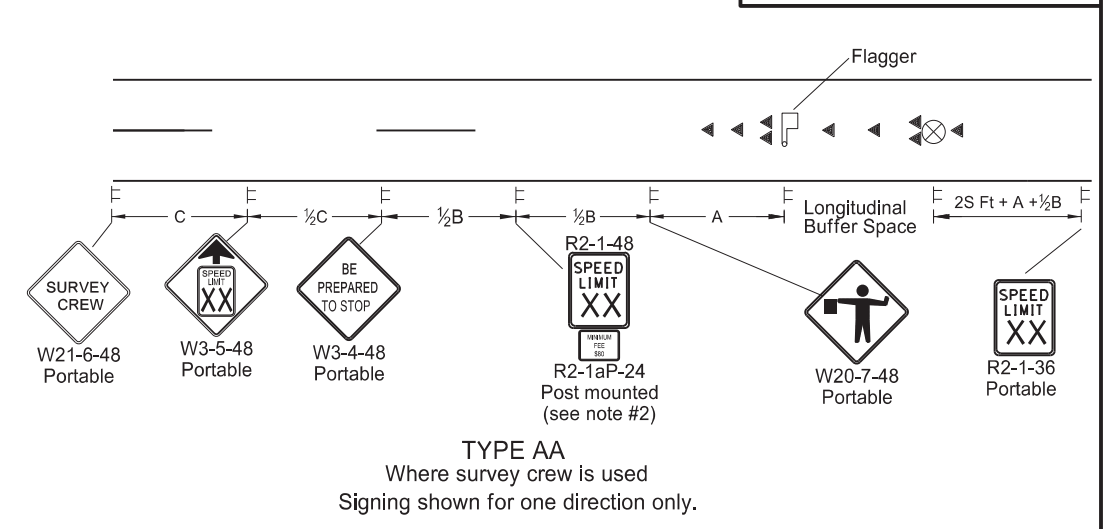
MISCELLANEOUS SIGN LAYOUTS



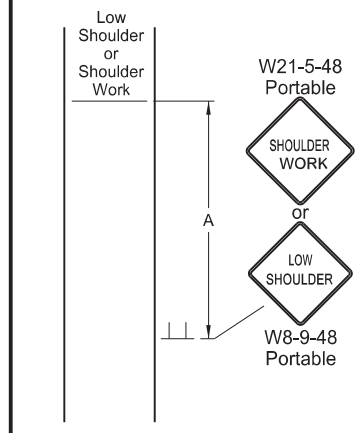
**TYPE Y**  
Where haul road crosses highway outside major work area. Signing shown for one direction only.



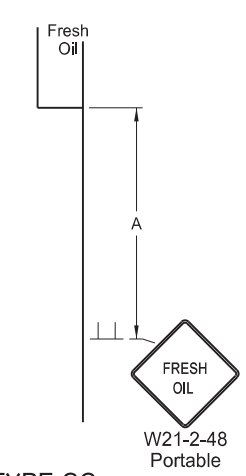
**TYPE Z**  
Where speed zone is needed. Signing shown for one direction only.



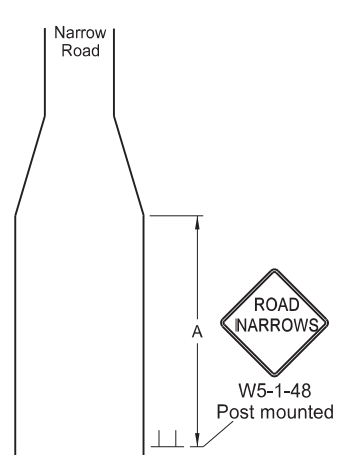
**TYPE AA**  
Where survey crew is used. Signing shown for one direction only.



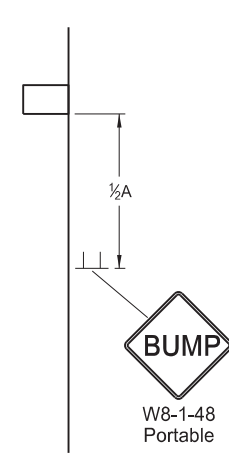
**TYPE BB**  
Within major work area where sign conditions exist



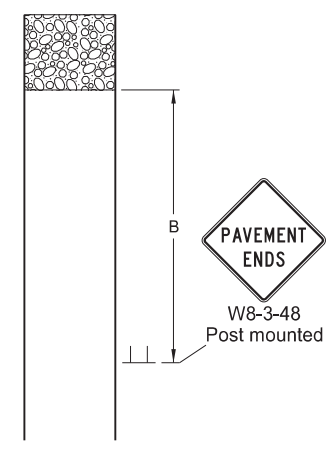
**TYPE CC**  
Where sign conditions exist



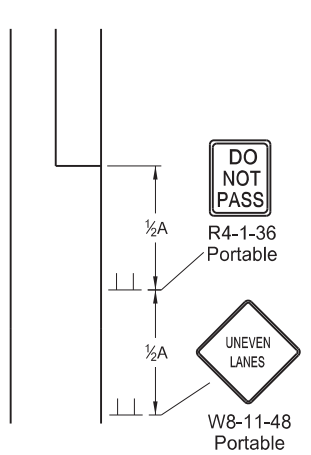
**TYPE DD**  
Where sign conditions exist



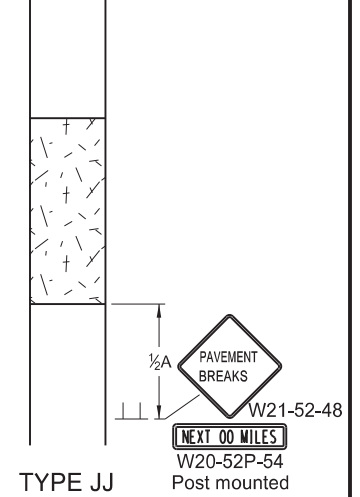
**TYPE EE**  
Where sign conditions exist



**TYPE FF**  
Where sign conditions exist. Signing shown for one direction only.



**TYPE GG**  
Where elevation difference exists between lanes

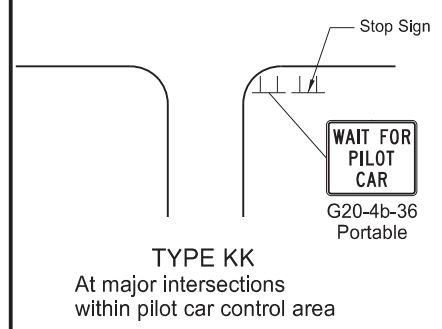


**TYPE JJ**  
For break in pavement. Install signs when conditions exist and remove when not applicable. Signing shown for one direction only.

**KEY**

- Flagger
- Sign
- Cones
- Survey Equipment

S = Numerical value of speed limit or 85th percentile.



**TYPE KK**  
At major intersections within pilot car control area

- Notes**
- Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions. Determine reduced speed limit based on 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.
  - 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.
  - Cover existing speed limit signs within reduced speed zones.
  - As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
  - Sign G20-55-96 is not required if this standard is part of other traffic control layouts, or work is less than 15 days.
  - When pilot car operation is used, place sign G20-4b-36 "Wait For Pilot Car" at major intersections within pilot car control area.
  - Recommend 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.
  - Layouts shown for one direction only.

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

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.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
REVISIONS	
DATE	CHANGE
8-17-17	Added speed limit signs. Updated notes & sign numbers.
11-01-19	Revised note 5 & sign numbers.
2-23-23	Revised distance & removed signs.



02/23/23