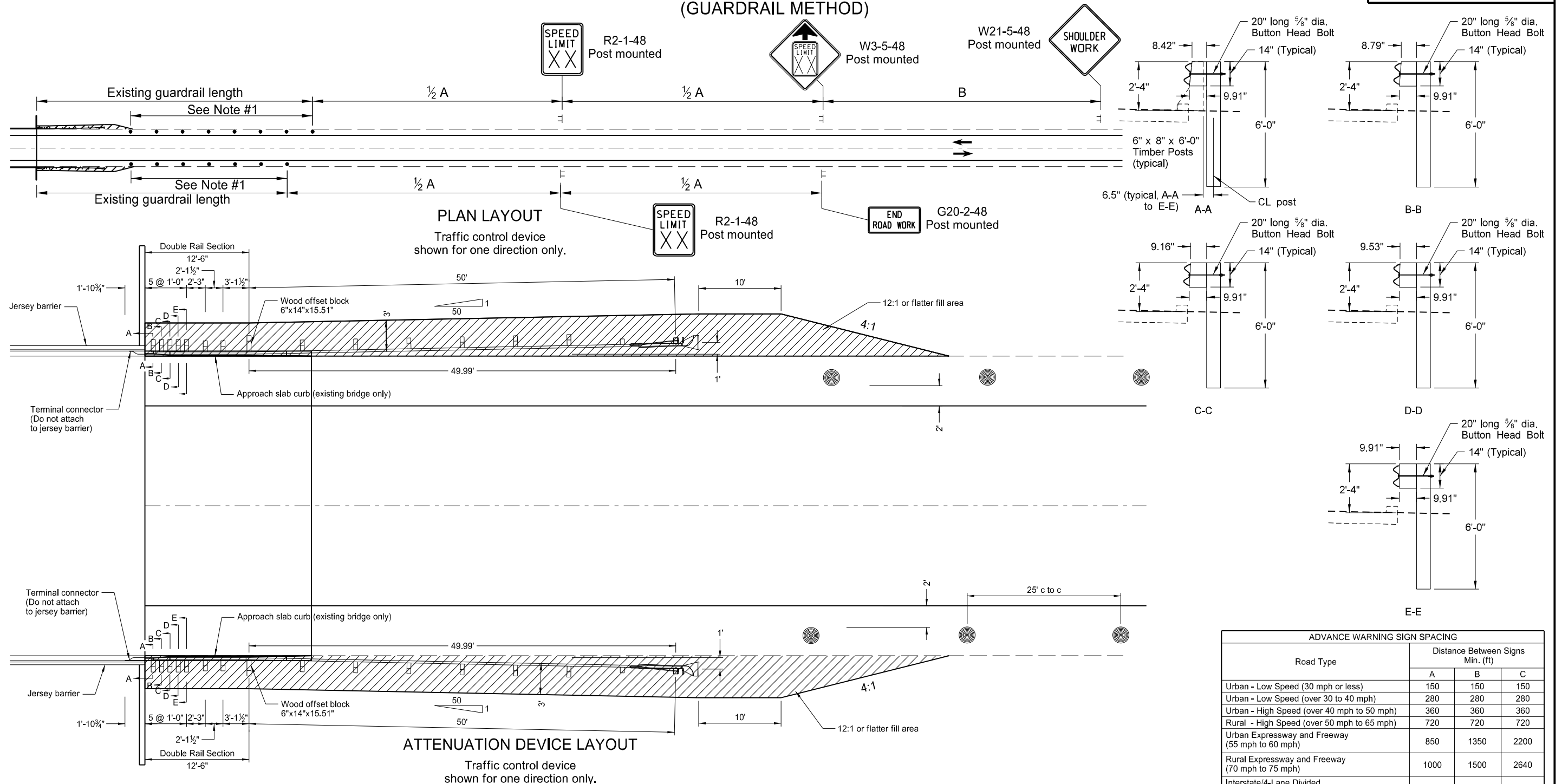


SHORT TERM END TREATMENT FOR BRIDGES  
(GUARDRAIL METHOD)



Notes

1. If the shoulder width is less than 3', use vertical panels placed as far from the driving lane as possible and still be on the finished shoulder. When there is no shoulder, place vertical panels as near as possible to the driving lane on the foreslope of the shoulder.
2. If the bridge is within construction zone signing, eliminate the reduced speed ahead sign.
3. Determine the reduced speed limit dependent on the in place speed limit before construction. Where total speed reduction exceed 30 mph, reduce the speed limit in two stages with each reduction not exceeding 30 mph. Place the second speed limit sign at 1/2 B.
4. Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions.
5. Cover existing speed limit signs within a reduced speed zone.

**KEY**

	Sign
	Delineator drum

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	
9-27-13	
REVISIONS	
DATE	CHANGE
12-02-20	Updated notes to active voice.

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