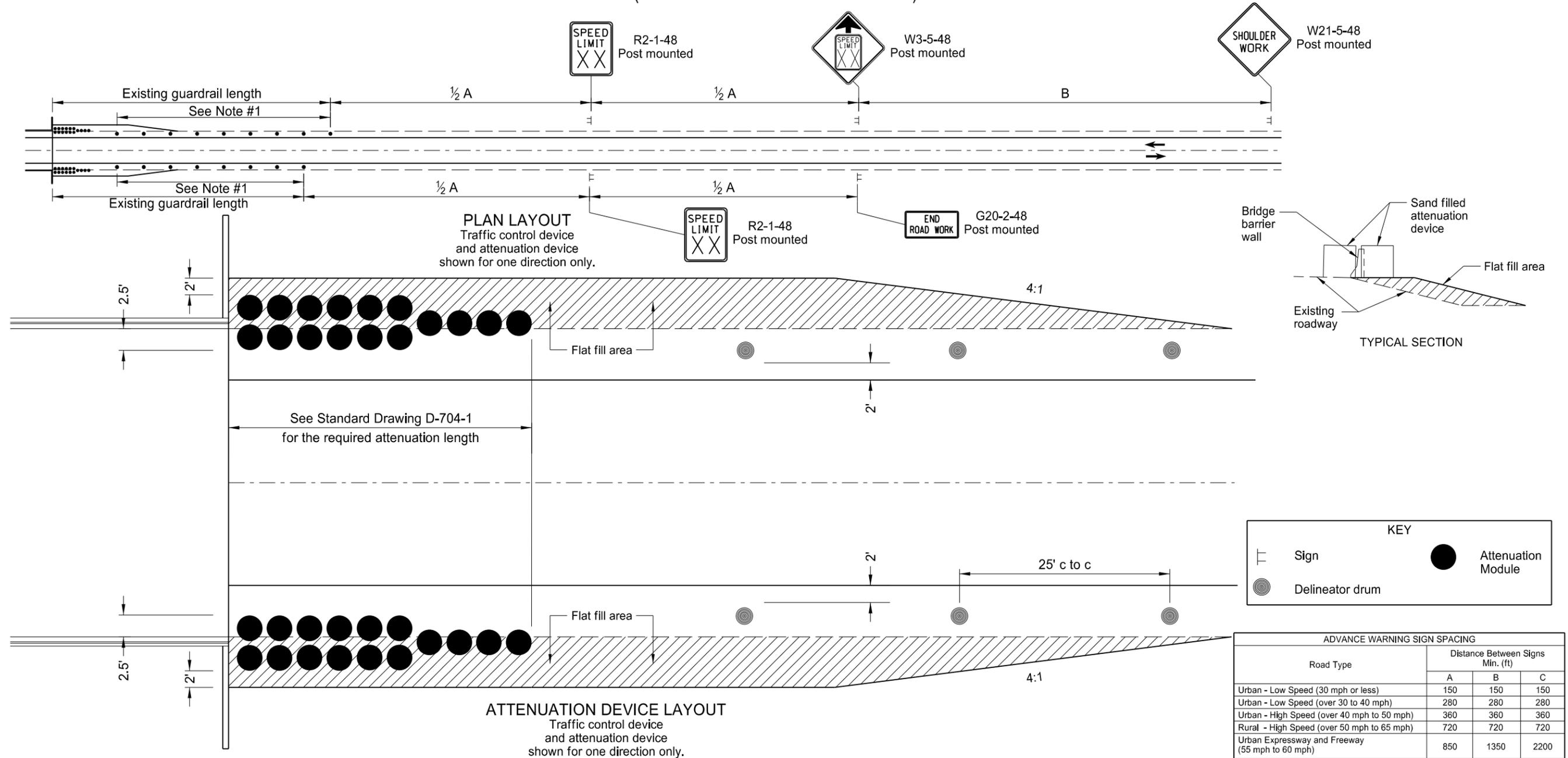


SHORT TERM END TREATMENT FOR BRIDGES
(ATTENUATION DEVICE METHOD)



Notes

1. If the shoulder width is less than 3', the vertical panels shall be used and placed as far from the driving lane as possible and still be on the finished shoulder. When there is no shoulder, the vertical panels shall be placed as near as possible to the driving lane on the foreslope of the shoulder.
2. If the bridge is within construction zone signing, the reduced speed ahead sign can be eliminated.
3. The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 mph. Where speed limits are to be reduced more than 30 mph, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 mph. The second speed limit shall be placed at 1/2 B.
4. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
5. Existing speed limit signs within a reduced speed zone shall be covered.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-27-13	
REVISIONS	
DATE	CHANGE

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