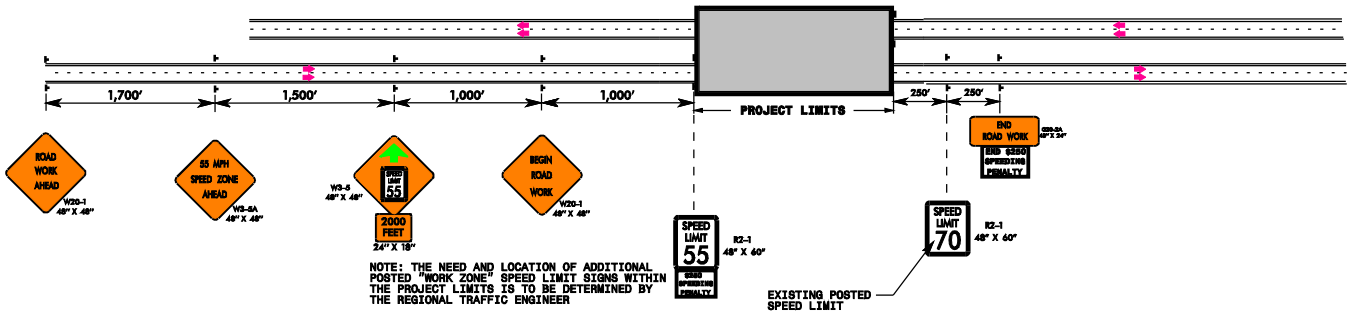
PROJ. REFERENCE NO.	SHEET NO.

FREEWAY "WORK ZONE" SPEED LIMIT REDUCTIONS, ABOVE 10 MPH



NOTE: THE NEED AND LOCATION OF ADDITIONAL POSTED "WORK ZONE" SPEED LIMIT SIGNS WITHIN THE PROJECT LIMITS IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER

GUIDELINES

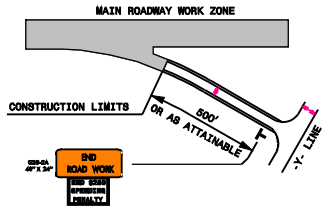
1. THIS DRAWING IS INTENDED TO SHOW THE SIGNING REQUIRED FOR A "WORK ZONE" SPEED LIMIT REDUCTION ON A FREEWAY WHICH IS TO BE REDUCED FROM 70 MPH TO 55 MPH.
2. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "WORK ZONE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
3. IN ADDITION, FOR PROJECTS THAT EXCEED 2 MILES IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF THE "WORK ZONE" SPEED LIMIT REDUCTION APPLIES TO THE ENTIRE PROJECT LENGTH OR ONLY A PORTION OF THE PROJECT LENGTH. THE "WORK ZONE" SPEED LIMIT REDUCTION MAY TERMINATE BEFORE THE END OF THE PROJECT LIMITS. THE DRAWING IS TO BE MODIFIED AS NEEDED TO REFLECT THESE CONDITIONS.
4. THE $250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "WORK ZONE" SPEED LIMIT REDUCTION.
5. ALL "WORK ZONE" SPEED LIMIT REDUCTION SIGNAGE SHALL BE REMOVED WHEN THE CONDITION THAT WARRANTED THE REDUCTION AND PENALTY IS REMOVED. THE REGIONAL TRAFFIC ENGINEER SHALL BE NOTIFIED BY THE RESIDENT ENGINEER AT THIS TIME TO RESCIND THE ORDINANCE AND RETURN TO THE EXISTING POSTED SPEED LIMIT.

NOTE TO ALL DESIGNERS:

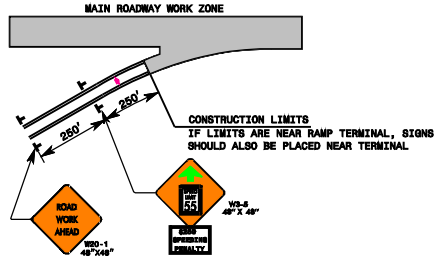
THE PROJECT MUST FIRST BE EVALUATED BY THE REGIONAL TRAFFIC ENGINEER UTILIZING THE APPROVED GUIDELINES BEFORE ANY SPEED REDUCTIONS AS SHOWN ON THIS DRAWING ARE INSTALLED.

THE "WORK ZONE" SPEED LIMIT REDUCTION MUST BE ORDINANCED AND SIGNED BY THE STATE TRAFFIC ENGINEER BEFORE ANY SIGNS ARE INSTALLED.

EXIT RAMPS



ENTRANCE RAMPS



APPROVED: _____ DATE: _____

SEAL

FREEWAY "WORK ZONE" SPEED LIMIT REDUCTIONS, ABOVE 10 MPH

SCALE: NONE
DATE:
DWG. BY:
DESIGN BY:
REVIEWED BY:

REVISIONS

CKD FM

15-AUG-2006 14:57
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