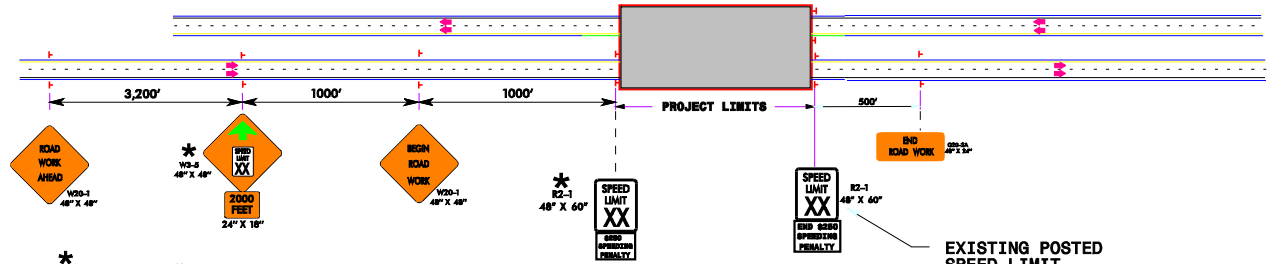




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| PROJ. REFERENCE NO. | SHEET NO. |
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"WORK ZONE" SPEED LIMIT REDUCTIONS, 10 MPH OR LESS



* THESE SIGNS MAY BE INSTALLED INSIDE THE PROJECT LIMITS IF THE RESTRICTIVE FEATURES NECESSITATING THE SPEED LIMIT REDUCTION ARE NOT LOCATED AT THE PROJECT LIMITS. IF THIS OCCURS, SIGN W3-5 IS TO BE INSTALLED AT THE DISTANCE SHOWN ABOVE IN ADVANCE OF WHERE THE SPEED LIMIT IS REDUCED.

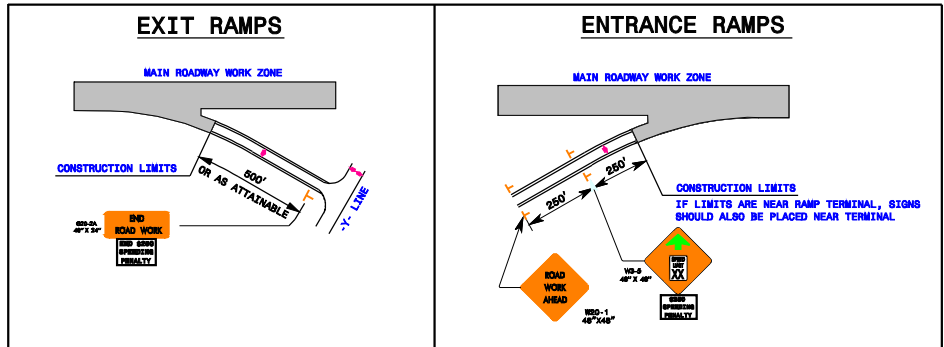
"WORK ZONE" SPEED LIMIT
NOTE: THE NEED AND LOCATION OF ADDITIONAL POSTED "WORK ZONE" SPEED LIMIT SIGNS WITHIN THE PROJECT LIMITS IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER

EXISTING POSTED SPEED LIMIT
NOTE: IF THE "WORK ZONE SPEED LIMIT" ONLY APPLIES TO A SPECIFIC PORTION OF THE PROJECT AND NOT THE ENTIRE PROJECT, THE EXISTING SPEED LIMIT IS TO BE REESTABLISHED INSIDE THE PROJECT LIMITS. THE EXISTING SPEED LIMIT SIGNS AND THE "END \$250 SPEEDING PENALTY" SIGNS ARE TO BE INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME. (SEE NOTE 3 BELOW)

GUIDELINES

1. THIS DRAWING IS INTENDED TO SHOW THE SIGNING REQUIRED FOR A "WORK ZONE" SPEED LIMIT REDUCTION ON A FREEWAY WHICH IS 10 MPH OR LESS THAN THE EXISTING SPEED LIMIT.
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. THIS SHOULD TAKE PLACE BEFORE THE PROJECT IS 100% COMPLETE AND ACCEPTED FOR MAINTENANCE.

NOTE TO ALL DESIGNERS:
THE PROJECT MUST FIRST BE EVALUATED BY THE TRAFFIC CONTROL DESIGNER UTILIZING THE APPROVED GUIDELINES BEFORE ANY SPEED REDUCTIONS AS SHOWN ON THIS DRAWING ARE CONSIDERED. THE REGIONAL TRAFFIC ENGINEER AND THE DIVISION WILL DETERMINE THE SPEED LIMIT WITH FINAL APPROVAL BEING MADE BY THE STATE TRAFFIC ENGINEER.
THE "WORK ZONE" SPEED LIMIT REDUCTION MUST BE ORDINANCED AND SIGNED BY THE STATE TRAFFIC ENGINEER BEFORE ANY SIGNS ARE INSTALLED.



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| APPROVED: | DATE: | "WORK ZONE" SPEED LIMIT REDUCTIONS, 10 MPH OR LESS | |
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| SEAL | | | |
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