NOTES

1) THE WORK ZONE SPEED LIMIT WILL BE ESTABLISHED IN COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION AND THE WORK ZONE TRAFFIC CONTROL SECTION. THE TEMPORARY LANE CLOSURES ARE TO BE ADJUSTED TO AVOID SIGN OVERLAP/CLUTTER.

2) THE NEED AND LOCATION OF ADDITIONAL POSTED "WORK ZONE" SPEED LIMIT SIGNS WITHIN THE WORK AREA IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.

3) IF THE WORK ZONE SPEED LIMIT REDUCTION IS INSIDE THE WORK AREA, SIGNS R2-6P, R2-9, G20-5A AND THE END $250 FINE SIGNS ARE TO BE INSTALLED AT THE DISTANCE SHOWN ABOVE IN ADVANCE OF WHERE THE SPEED LIMIT IS REDUCED.

4) THE WORK ZONE SPEED LIMIT SIGNS ARE TO BE MOUNTED FROM 7' ABOVE THE EDGE OF PAVEMENT ELEVATION.

5) WHEN TEMPORARY LANE CLOSURES ARE INSTALLED AT THE BEGINNING OF THE PROJECT LIMITS, THE PORTABLE LANE CLOSURE SIGNS ARE TO BE ADJUSTED TO AVOID SIGN OVERLAP/CLUTTER.

6) THE NEED AND LOCATION OF ADDITIONAL POSTED "WORK ZONE" SPEED LIMIT SIGNS WITHIN THE WORK AREA IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.

GUIDELINES

A) THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION AND CRITERIA REVIEW HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND THE WORK ZONE TRAFFIC CONTROL SECTION. THE WORK ZONE SPEED LIMIT REDUCTION IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 65 MPH OR GREATER. SEE WORK ZONE SPEED LIMIT GUIDELINES FOR CRITERIA.

B) THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE SPEED LIMIT REDUCTION IN ORDER FOR THE REDUCTION TO BE VALID AND ENFORCEABLE. NO SPEED LIMIT SIGNS THAT REDUCE THE SPEED LIMIT SHOULD BE ADDED TO THE "WORK ZONE" SPEED LIMIT. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A "WORK ZONE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A "WORK ZONE" SPEED LIMIT REDUCTION.

C) 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 "WORK ZONE" SPEED LIMIT REDUCTION.

D) 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 IF ONLY A PORTION OF THE PROJECT LENGTH. THE "WORK ZONE" SPEED LIMIT REDUCTION MAY TERMINATE BEFORE THE END OF THE PROJECT LIMITS.

E) THE $250 SPEEDING FINE ALSO REQUIRES A SEPARATE SIGNED ORDINANCE BY THE STATE TRAFFIC ENGINEER.

F) THE $250 SPEEDING FINE APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "WORK ZONE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A "WORK ZONE" SPEED LIMIT REDUCTION.