



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

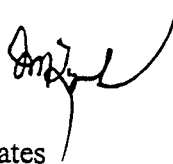
MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

May 17, 2001

MEMORANDUM

To: Division Engineers
(Attention: Division Traffic Engineers)

From: J. M. Lynch, P.E.
State Traffic Engineer 

Subject: Advisory Safe Speed Plates

In the previous Traffic Engineering Operating Manual, the Technical Policy and Procedure concerning advisory safe speed plates stated that an advisory safe speed "shall be" erected below the standard warning sign when a condition exists which requires a reduction in speed. Attached you will find a copy of this policy statement.

A revision has been made to this policy that will now state that advisory safe speed plates "may be" erected below the standard warning sign when a condition exists which requires a reduction in speed. This revision was made in an effort to comply with the new Millennium Edition of the MUTCD, Section 2C.42, Page 2C-35. Attached you will find a copy of the new policy statement with the corrected application for these signs.

JML/jg

Attachments

cc: Len A. Sanderson, P.E., atts.
R. Len Hill, P.E., atts.
Traffic Engineering Branch Unit Heads, atts.
Division Operations Engineers, atts.
Area Traffic Engineers, atts.

N.C. DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
TRAFFIC ENGINEERING OPERATING MANUAL

VOLUME III	TECHNICAL POLICY AND PROCEDURE
CHAPTER 2C	SIGNS
SECTION 5	ADVISORY SAFE SPEED PLATES

1. POLICY STATEMENT

Whenever a condition exists for a short distance along a section of roadway which requires a reduction from prevailing speeds of 5 MPH or more in order to pass such condition safely, an advisory safe speed marker bearing the safe speed may be erected below a standard warning sign which shows by symbol or by wording the nature of the hazard. Advisory safe speed signs are never posted alone but, as stated, below and on the same post as the sign warning of the hazard for which the advisory speed is intended.

Advisory safe speed markers will bear numerical limits in 5 MPH increments from 15 MPH to 45 MPH. Advisory speed above 45 MPH are not considered to be significant although in special cases 50 MPH advisory speeds may be posted. Advisory speeds below 15 MPH are seldom warranted since a hazard requiring such a drastic reduction should be handled in some other manner.

The numerical limit is determined by an engineering investigation involving the use of a ball-bank indicator for curves and other data for hazards not involving curves.

2. BACKGROUND

Traffic Engineering Policy Manual

3. EFFECTIVE DATE

May 17, 2001