Figure 616.12.3.1 Work Zone "Speed Limit" Locations within the Advance Warning Area for Divided Roadways

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL	CHANNELIZER SPACING (ft.)	
Normal Posted (mph)	Undivided (S)	Divided (S)	Shoulder (1) (T1)	Lane (2) (T2)	BUFFER LENGTH (ft.) (B)	Tapers	Buffer/ Work Areas
0-35	200	200					
40-45	350	500					
50-55	500	1000					
60-70	1000	SA - 1000 SB - 1500 SC - 2640					

This typical application provides guidelines for the sequencing and location of the work zone speed limit signs. Review appropriate typical applications for signs, sign spacing, taper length, buffer length, channelizer spacing, TMA's, channelizers, flags, rumble strips, lights, AWRS, etc.

Notes:

For speed limit guidance, refer to EPG 616.12 Work Zone Speed Limit.

This typical application may be appropriate for single location work, per example, bridge work, culvert repair, localized pavement repair.

This typical application may be appropriate for work zone that may require a decrease of speed throughout the entire work zone, per example, head-to-head on multilane applications.

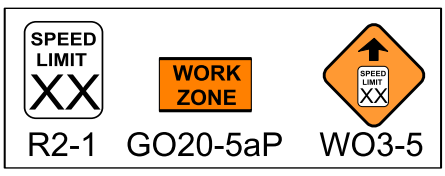
(1) WO3-5 (SPEED LIMIT XX AHEAD). This sign is used when the approved speed reduction for an immediate location is greater than 10 mph below the existing or posted speed limit.

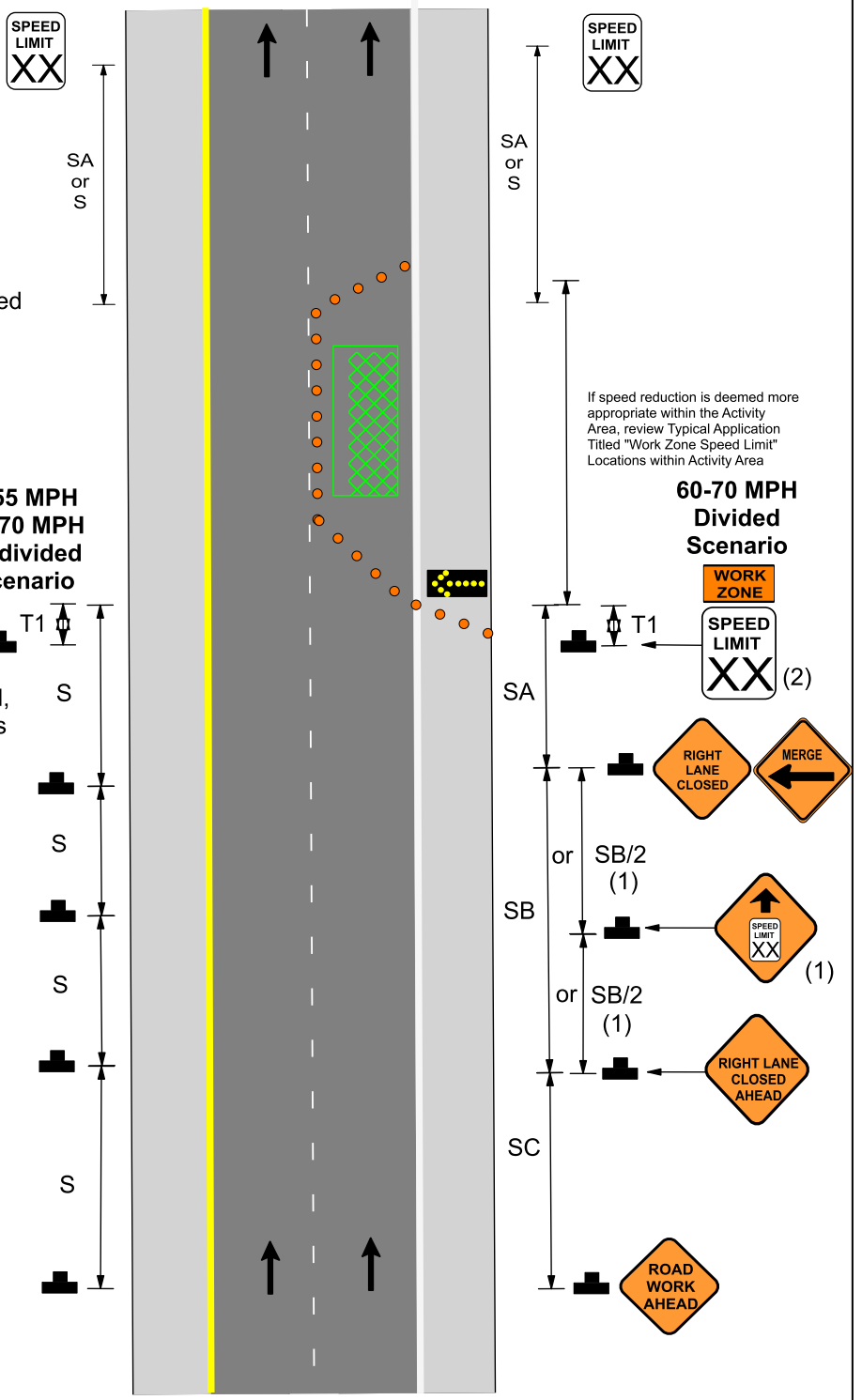
(2) The speed limit sign may be moved upstream, if the district deems the work zone requires advance speed limit notification.

Reduced speed limit signing shall be removed, covered, or turned from traffic when conditions requiring the reduced speed no longer exist.

The 0-55 MPH and 60-70 MPH scenarios are for sign placement information only. Signs shall be placed on both sides of the roadway for divided roadways.

SPEED LIMIT signs indicating the normal speed limit should be installed at the end of the reduced area provided no other reduction is imposed within the next one-half mile or no existing SPEED LIMIT sign is located within the next one-half mile.





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