

Work Zone "Speed Limit" Locations within the Advance Warning Area

| SPEED | SIGN SPACING (ft.) | | TAPER LENGTH (ft.) | | OPTIONAL BUFFER LENGTH (ft.) (B) | CHANNELIZER SPACING (ft.) | |
|-------|-------------------------------------|-------------|--------------------|---------------|----------------------------------|---------------------------|--------------------|
| | Undivided (S) | Divided (S) | Shoulder (1) (T1) | Lane (2) (T2) | | Tapers | Buffer/ Work Areas |
| 0-35 | 200 | 200 | 70 | 245 | 250 | 35 | 50 |
| 40-45 | 350 | 500 | 150 | 540 | 360 | 40 | 100 |
| 50-55 | 500 | 1000 | 185 | 660 | 495 | 50 | 100 |
| 60-70 | SA - 1000, SB - 1500, and SC - 2640 | | 235 | 840 | 730 | 60 | 100 |

1 Shoulder taper length based on 10 ft. (standard shoulder width) offset. 2 Lane taper length based on 12 ft. (standard lane width) offset.

Notes:

For speed limit guidance, refer to EPG 616.27 Work Zone Speed Limit.

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

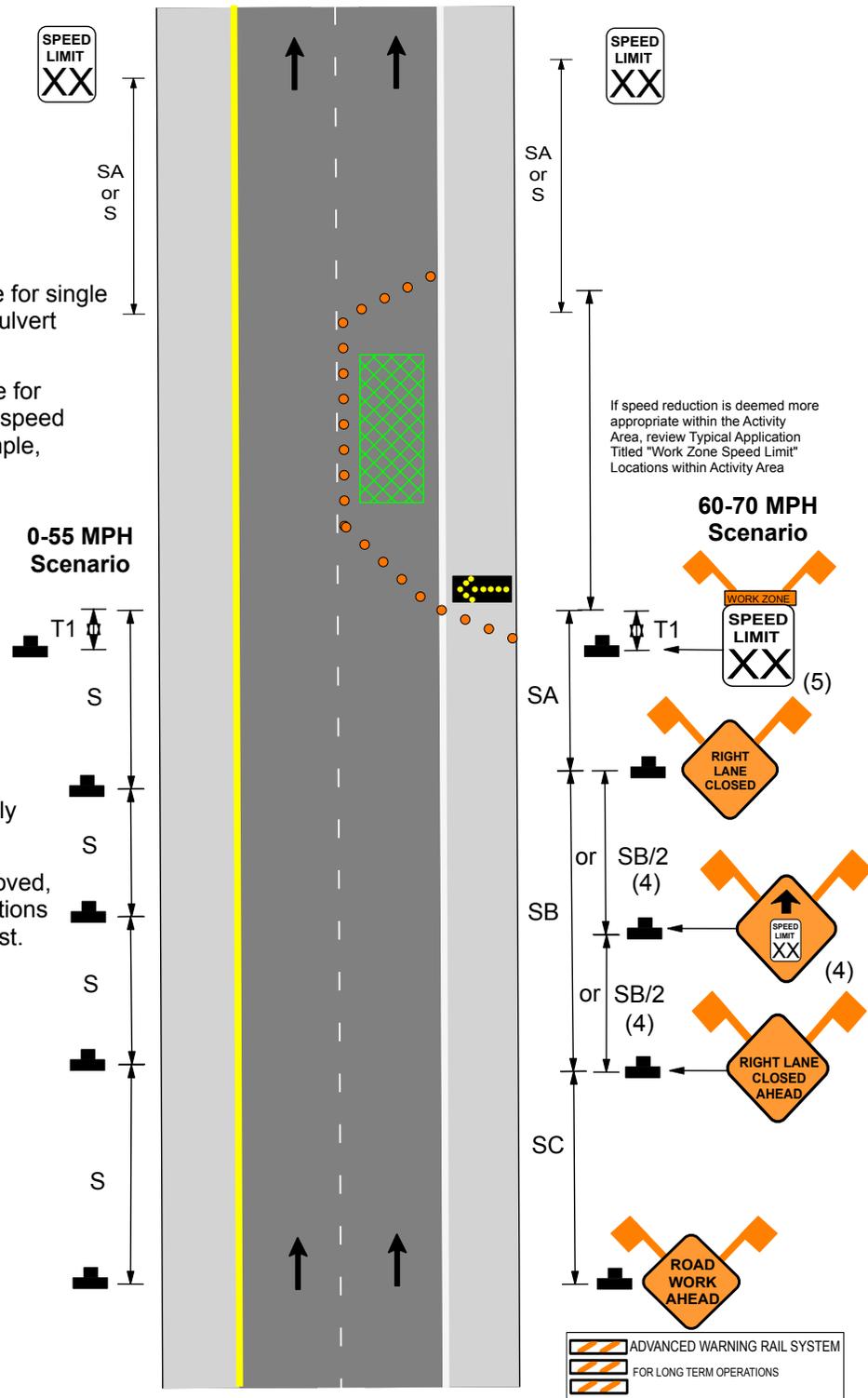
This typical application may be appropriate for work zone that may require a decrease of speed throughout the entire work zone, per example, head-to-head on multilane applications.

(4) 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.

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

For undivided roadways, provide signs only on the right side of each direction.

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



If speed reduction is deemed more appropriate within the Activity Area, review Typical Application Titled "Work Zone Speed Limit" Locations within Activity Area

60-70 MPH Scenario

- ADVANCED WARNING RAIL SYSTEM
- FOR LONG TERM OPERATIONS