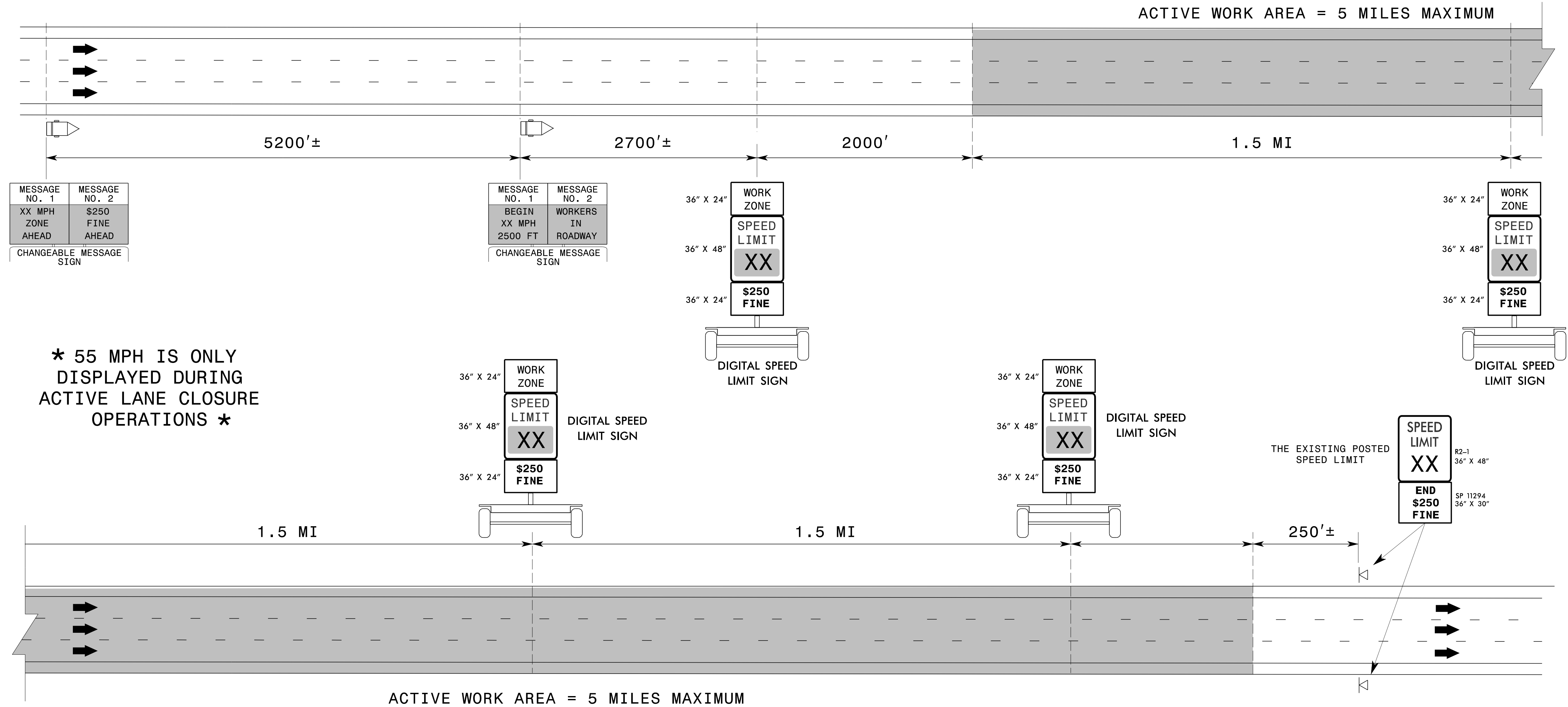


# INTERSTATE RESURFACING OPERATIONS WITH DIGITAL SPEED LIMIT SIGNS



**\* 55 MPH IS ONLY  
DISPLAYED DURING  
ACTIVE LANE CLOSURE  
OPERATIONS \***

## WHEN THERE IS NOT ACTIVE WORK IN THE TRAVEL LANE

SPEED LIMIT DISPLAY	CONDITIONS	
	DROP-OFFS BETWEEN OPEN TRAVEL LANES	PAVED SHOULDER DROP-OFFS
USE EXISTING SPEED LIMIT	$< 1.0''$	$\leq 3.0''$
REDUCE SPEED LIMIT 5 MPH	$1.0'' - 2.0''$	$> 3.0''$

DROP-OFFS BETWEEN OPEN TRAVEL LANES SHOULD NOT EXCEED 2.0''

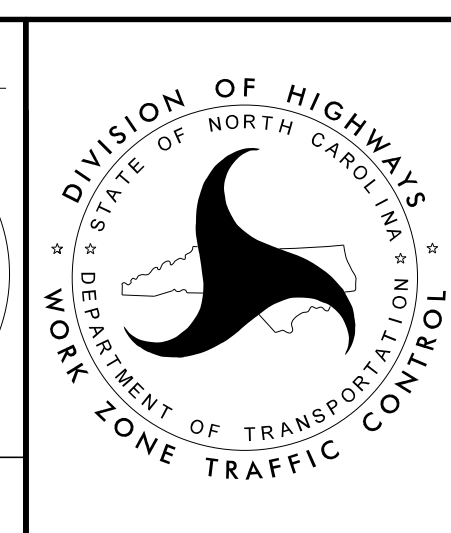
### NOTES

1. THE SPEED LIMITS DISPLAYED WITHIN THE ACTIVE WORK AREA MAY VARY BETWEEN 55 MPH AND 70 MPH, DEPENDENT UPON ROAD WORK CONDITIONS AND THE EXISTING SPEED LIMIT. 55 MPH IS ONLY DISPLAYED DURING ACTIVE LANE CLOSURE OPERATIONS.
2. THE ENGINEER MAY DETERMINE TO INSTALL THE DIGITAL SPEED LIMIT SIGNS ON THE OUTSIDE SHOULDER OR ON THE MEDIAN SIDE IF THE SIGNS ARE NOT HIGHLY VISIBLE TO ALL MOTORISTS.
3. THIS APPLICATION IS FOR SHORT-TERM ACTIVITIES. THE MAXIMUM ACTIVE WORK AREA IS 5 MILES.
4. THE DIGITAL SPEED LIMIT SIGNS TAKE PRECEDENCE OVER EXISTING SPEED LIMIT SIGNS. ALL EXISTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
5. THE DIGITAL SPEED LIMITS SIGNS WILL BE INSTALLED (TRAILOR MOUNTED OR STATIONARY MOUNTED) IN ADVANCE AND SPACED APPROXIMATELY 1.5 MILES THROUGHOUT THE ACTIVE WORK AREA, UNLESS DIRECTED OTHERWISE.
6. NCDOT HAS SOLE AUTHORITY OF THE SPEED LIMITS DISPLAYED ON THE DIGITAL SPEED LIMIT SIGNS.
7. THE WORK ZONE VARIABLE SPEED LIMIT AND THE \$250 SPEEDING PENALTY ARE SEPARATE ORDINANCES THAT MUST BE SIGNED BY THE STATE TRAFFIC ENGINEER TO BE VALID AND ENFORCEABLE. WITHOUT A SIGNED ORDINANCE, THE SPEED LIMIT ON A FACILITY SHALL REMAIN UNCHANGED.

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DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED



WORK ZONE "VARIABLE"  
SPEED LIMIT USING  
DIGITAL SPEED LIMIT  
SIGNS FOR INTERSTATE/  
FREEWAY RESURFACING  
PROJECTS