



**NOTES**

- 1) THE \$250 SPEEDING FINE WILL BE DETERMINED BY THE ESTABLISHED CRITERIA AND COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION AND THE WORK ZONE TRAFFIC CONTROL SECTION.
- 2) ONCE THE PROJECT HAS BEEN ORDINANCED FOR THE \$250 SPEEDING FINE, EACH EXISTING SPEED LIMIT SIGN WITHIN THE WORK AREA SHALL HAVE THE R2-6bP SIGN MOUNTED BELOW.
- 3) ONCE THE PROJECT HAS BEEN ORDINANCED FOR THE \$250 SPEEDING FINE, EACH "ROAD WORK AHEAD" SIGN INSTALLED ALONG ENTRANCE RAMP SHALL HAVE THE R2-6P SIGN MOUNTED BELOW.

**GUIDELINES**

- A) THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND THE WORK ZONE TRAFFIC CONTROL SECTION. THE \$250 SPEEDING FINE IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 60 MPH OR GREATER. SEE \$250 SPEEDING FINE GUIDELINES FOR THE CRITERIA.
- B) THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE \$250 SPEEDING FINE IN ORDER FOR IT BE VALID AND ENFORCEABLE. NO "\$250 SPEEDING FINE" SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE.
- C) EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "\$250 SPEEDING FINE". THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED THE \$250 SPEEDING FINE.
- D) ALL "\$250 SPEEDING FINE" SIGNAGE SHALL BE REMOVED WHEN THE CONDITION/S THAT WARRANTED THE FINE IS REMOVED. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER AT THIS TIME TO RESCIND THE ORDINANCE. THIS SHOULD TAKE PLACE BEFORE THE PROJECT IS 100% COMPLETE AND ACCEPTED FOR MAINTENANCE.

APPROVED: <i>Michael T. Rzepka</i> DATE: 7/23/2015 		<h2>\$250 SPEEDING FINE SIGNAGE</h2>
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