



NOTES

- WITHIN 1/4 TO 3/4 MILE UPSTREAM OF CONDITION WARRANTING A SPEED REDUCTION, PLACE A DIGITAL SPEED LIMIT SIGN ON BOTH THE INSIDE AND OUTSIDE SHOULDERS, UNLESS DIRECTED OTHERWISE BY THE ENGINEER. AT ALL OTHER LOCATIONS DOWNSTREAM, PLACE A SINGLE DIGITAL SPEED LIMIT SIGN ON THE OUTSIDE SHOULDER.

IF SIGNS ARE NOT HIGHLY VISIBLE TO ALL MOTORISTS, SUPPLEMENTAL DIGITAL SPEED LIMIT SIGNS ARE PERMITTED TO BE INSTALLED ON THE MEDIAN SHOULDER.
- THE DIGITAL SPEED LIMIT SIGNS TAKE PRECEDENCE OVER EXISTING SPEED LIMIT SIGNS AND REMAIN UPRIGHT AND VISIBLE AT ALL TIMES. ALL EXISTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED FOR DURATION OF THE PROJECT.
- THE DIGITAL SPEED LIMITS SIGNS WILL BE INSTALLED (TRAILER MOUNTED OR STATIONARY MOUNTED) IN ADVANCE AND SPACED APPROXIMATELY 1.5 MILES THROUGHOUT THE ACTIVE WORK AREA, UNLESS DIRECTED OTHERWISE.
- NCDOT HAS SOLE AUTHORITY OF THE SPEED LIMITS DISPLAYED ON THE DIGITAL SPEED LIMIT SIGNS.
- 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.
- THE SPEED DISPLAYED SHALL BE THE LOWER OF THE EXISTING SPEED LIMIT OR THE SPEED IN THE WORK ZONE CONDITION CHART.
- THE SPEED LIMIT SHALL ONLY BE REDUCED IN AREAS MEETING WORK ZONE CONDITION WARRANTS. THE EXISTING SPEED LIMIT SHALL BE DISPLAYED ON ALL OTHER DIGITAL SPEED LIMIT SIGNS.
- THE BEACONS ON THE DIGITAL SPEED LIMIT SIGNS SHALL ONLY FLASH DURING TIMES THE SPEED IS REDUCED, AND REMAIN OFF AT ALL OTHER TIMES.

	WORK ZONE CONDITIONS	SPEED TO DISPLAY
LANE CLOSURES	2 LANES REDUCED TO 1 LANE	55
	3 LANES REDUCED TO 1 LANE	55
	3 LANES REDUCED TO 2 LANES	60
	4 LANES REDUCED TO 1 LANE	55
	4 LANES REDUCED TO 2 LANES	60
	4 LANES REDUCED TO 3 LANES	65
CONTINUOUS BARRIER (LENGTH OF BARRIER GREATER THAN 1 MILE)	1 OPEN LANE WITH CONTINUOUS BARRIER ON BOTH SHOULDERS	55
	1 OPEN LANE WITH CONTINUOUS BARRIER ON 1 SHOULDER	60
	3 OR 2 OPEN LANES WITH CONTINUOUS BARRIER ON BOTH SHOULDERS	60
	3 OR 2 OPEN LANES WITH CONTINUOUS BARRIER ON 1 SHOULDER	65
	4 OPEN LANES WITH BARRIER CONTINUOUS ON BOTH SHOULDERS	65
	4 OPEN LANES WITH BARRIER CONTINUOUS ON 1 SHOULDER	EXISTING
	UNEVEN LANES	60

* SEE NOTE 6

PLAN PREPARED IN THE OFFICE OF: PROGRESSIVE DESIGN GROUP, INC. ENGINEERS • CONSULTANTS	APPROVED: <i>Tim Stey</i> DATE: 5/5/2020	TRANSPORTATION MANAGEMENT PLAN WORK ZONE VARIABLE SPEED LIMIT REDUCTION
	SEAL 	