000-Notes to designer: (DELETE FROM CONTRACT)

Regulatory speed limit reduction from 70 or 65 mph to 55 mph is required if any of the following conditions apply:

 1. Bi-directional traffic separated by tubular markers.

 2. Lane(s) closed and workers are present within 12 feet of live traffic without positive protection.

Add the below text to the Traffic Article in the projects Special Provisions. Miscellaneous quantities should include items and quantities for the additional signing for temporary regulatory speed zone modification as needed. See S.D.D. 15 D 3-1 and/or S.D.D. 15 D 12-2 for temporary speed limit sign placement details that need to be identified in the projects PS&E documents. Include traffic control detail titled Lane Closure - Regulatory Speed Reduction (two options available with or without barrier). Temporary regulatory speed limit signs shall be double marked (inside and outside shoulder) beyond entrance ramp acceleration lanes and other locations that traffic is allowed to enter project limits.

1. Temporary Regulatory Speed Limit Reduction

A reduction of the posted regulatory speed limit from 70 or 65 mph to 55 mph is required when any of the following conditions are created within the project limits: 1. Bi-directional traffic separated by tubular markers. 2. Lane(s) closed and workers are present within 12 feet of live traffic without positive protection.

No portion of sign text shall be visible when not in use, regardless if it is temporary or permanent regulatory speed limit sign.

During approved temporary regulatory speed limit reductions, install regulatory speed limit signs on the inside and outside shoulders of the roadway at the beginning of the reduced regulatory speed zone, after all locations where traffic may enter the highway segment or every 1/2 mile within the reduced regulatory speed zone. Signs shall be installed at the end of the temporary regulatory speed zone to designate the end of the temporary regulatory speed zone and inform drivers the posted regulatory speed limit reverts back to the original posted speed limit. To minimize possible confusion to the traveling public and to ensure appropriate speed enforcement, enhanced attention to placement and changing of speed limit signs is required.

During periods of no work activity when devices are pulled back and lanes re-opened, restore speed limit to normal posted speed.

When construction activities impede the location of a post mounted regulatory speed limit sign, mount the regulatory speed limit sign on portable supports that meet the "crashworthy" definition and height criteria in the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

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