

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Office of the Chief Engineer
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DATE: December 11, 2006

TO: All Maintenance Superintendents' and Traffic Engineers' Staff

FROM: Pam Hutton, Chief Engineer *Pamela Hutton*

SUBJECT: **Revised** Delegation of Authority to Reduce Speed Limits in Maintenance Work Zones

Traffic Engineers in each Region are hereby directed to delegate authority to those LTC OPS I's assigned to supervision of highway/tunnel maintenance activities and projects for establishing speed reductions through work zones as follows. Exceptions to this delegation of authority must be approved by Region Transportation Directors.

This delegated authority will apply to those work zones implemented by maintenance personnel **that require lane closures**. If there is sufficient lead time for scheduled maintenance projects or activities, requiring lane closures, each LTC OPS I is encouraged to coordinate with the Traffic Engineer in their Region prior to completing the CDOT Form 568 (discussed below)

Where lane closures are required in work zones the LTC OPS I's authority to implement these **mandatory** speed reductions will be restricted to the following speed reductions through the area of lane closure, unless otherwise approved by the Region Traffic Engineer:

Posted Speed Limit	Required Reduction	Work Zone Speed Limit
75 MPH	*20 MPH**	55 MPH
70 MPH	15 MPH**	55 MPH
65 MPH	10 MPH	55 MPH
60 MPH	10 MPH	50 MPH
55 MPH	10 MPH	45 MPH
50 MPH	10 MPH	40 MPH
45 MPH	5 MPH	40 MPH

* A double step down in posted speed (75 to 65 MPH, then down to 55 MPH) is required for this scenario on Interstate Highways.

** Subject to change upon completion of a research study 6 months from the date of this memo.

Reductions beyond those limits listed in the above table must be approved by the Region Traffic Engineer using CDOT Form 568, except in emergency situations. No reduction is recommended if the posted speed limit is 40 MPH or less.

The responsible LTC OPS I must ensure that the speed reduction is implemented with the proper regulatory signing as required by the MUTCD.

Whenever a speed reduction is implemented on any state highway for any reason, the LTC OPS I is responsible to immediately complete a CDOT Form 568 and forward copies to the Maintenance Superintendent and Region Traffic Engineer to properly document the reduction in posted speed.

The LTC OPS I is responsible to ensure that proper signing is displayed at the end of the work zone, advising the motorists that the speed limit is back to the normal posted speed limit and that this is accomplished with the proper regulatory speed limit signs as required by the MUTCD.

The Region Traffic Engineers are responsible to conduct training for the LTC OPS I's prior to the implementation of this delegated authority in their respective Regions

In the absence of an LTC OP I to authorize such a speed reduction in a needed work zone, this authority is delegated to the Deputy Superintendent and/or Maintenance Superintendent. However, it is the intent of this delegation of authority to keep it at the lowest level possible of these three (3) positions in a given Maintenance Section.