

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Office of the Chief Engineer
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DATE: May 20, 2008

TO: Region Transportation Directors

FROM: Pamela Hutton, Chief Engineer *Pamela Hutton*

SUBJECT: Delegation of Authority to Reduce Speed Limits in Maintenance Work Zones for Single Lane Operations with a Stop Condition on Two-Lane Roadways

Traffic Engineers in each Region are hereby requested to delegate authority to LTC OPS I's assigned to supervision of traffic, highway and tunnel maintenance activities and projects for establishing speed reductions through work zones with single lane operations and a stop condition on two-lane roadways. 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 on two-lane roadways.** 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 and Method of Handling Traffic (MHT) discussed below.

Where lane closures are required in work zones on two-lane roadways, the LTC OPS I's authority to implement these speed reductions leading up to a stop condition, will be restricted to the following, unless otherwise approved by the Region Traffic Engineer:

Posted Speed Limit	1 st Reduction	1 st Work Zone Speed Limit Sign	2 nd Reduction	2 nd Work Zone Speed Limit Sign
65 MPH	15 MPH	50 MPH	10 MPH	40 MPH
60 MPH	10 MPH	50 MPH	10 MPH	40 MPH
55 MPH	15 MPH	40 MPH	-	-
50 MPH	10 MPH	40 MPH	-	-
45 MPH	5 MPH	40 MPH	-	-

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. Advance approval must be received from the traffic engineer for circumstances that warrant a reduction to a speed limit less than 40 MPH.

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 for completing a CDOT Form 568, appropriate Method of Handling Traffic (MHT), with copies sent to the Maintenance Superintendent and Region Traffic Engineer to properly document the reduction in posted speed. This must be done prior to the implementation of a speed reduction, except in the case of an emergency. In the case of emergencies this documentation should be completed as soon as is practical.

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, and will repeat this training for any new LTC OPS I thereafter.

In the absence of an LTC OPS I to authorize such a speed reduction in a work zone with single lane operations and a stop condition on two-lane roadways, 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.

All lane closures must be in compliance with the Region's Lane Closure Policy. Any deviation from the Region Lane Closure Policy must be approved in advance by the Region Traffic Engineer, except in emergency situations.

All lane closures for work zones with single lane operations and a stop condition on two-lane roadways must follow one of the attached typical applications.

cc: Gabriela Vidal