



R2-10



R2-11

**APPLICATION**

A HIGHWAY WORK ZONE SHALL BE ELIGIBLE FOR PLACEMENT OF DOUBLE FINE SIGNS IF A WORKER IS NOT ROUTINELY PROTECTED BY BARRIER WALL OR IF A CONDITION EXISTS WHICH EXPOSES A WORKER TO TRAFFIC HAZARDS.

~ NOTES ~

BID ITEM AND UNIT TO BID  
SIGNS SQFT

DOUBLE FINES ZONE SIGNS

1. THE DOUBLE FINES SIGNS SHALL BE 36" X 48" FOR EXPRESSWAYS/FREEWAYS AND 24" X 30" FOR OTHER ROADWAYS.
2. SIGNS SHALL BE MOUNTED AT ELEVATIONS AND OFFSETS PRESCRIBED IN THE MUTCD.
3. SIGNS SHALL BE RELOCATED AS THE WORK ZONE PROGRESSES ALONG THE HIGHWAY.
4. SIGNS SHALL BE DUAL-MOUNTED ON MULTI-LANE HIGHWAYS WHERE MEDIAN IS WIDE ENOUGH TO MAINTAIN LATERAL CLEARANCES AS PRESCRIBED IN THE MUTCD. WHERE CONSTRUCTION ONLY AFFECTS ONE DIRECTION OF A DIVIDED HIGHWAY WITH A BARRIER OR WIDE MEDIAN, SIGNS SHALL NOT BE ERECTED FOR OPPOSING DIRECTION.
5. ADDITIONAL SIGNS MAY BE REQUIRED FOR LONG CONSTRUCTION ZONES OR WHERE RAMPS OR INTERSECTING STREETS JUNCTION WITHIN THE PROJECT LIMITS.
6. WHEN THE HIGHWAY WORK ZONE DOES NOT HAVE A WORKER PRESENT FOR MORE THAN A TWO (2) HOUR PERIOD OF TIME, DOUBLE FINE SIGNS SHALL BE REMOVED OR COVERED SO THAT THE MESSAGE IS NOT VISIBLE.
7. THE R2-10 SIGN(S) SHALL BE INSTALLED APPROXIMATELY 500' IN ADVANCE OF THE AREA WHERE WORKERS ARE UNPROTECTED AND NO CLOSER THAN 250' TO ANY OTHER WORK ZONE SIGNING. THE R2-11 SIGN(S) SHALL BE INSTALLED NEAR THE END OF THE AREA WHERE WORKERS ARE UNPROTECTED.

REDUCED SPEED ZONE SIGNS

1. REDUCED SPEED ZONES SHOULD BE USED ONLY IN SPECIFIC PORTIONS OF THE WORK ZONE WHERE CONDITIONS OR RESTRICTIVE FEATURES ARE PRESENT. LOWERING THE REGULATORY SPEED LIMIT SHOULD BE AVOIDED AS MUCH AS PRACTICAL BECAUSE DRIVERS REDUCE THEIR SPEEDS ONLY IF THEY CLEARLY PERCEIVE A NEED TO DO SO.
2. SPEED LIMIT MAY BE REDUCED BY 15 MPH WITHOUT A TRAFFIC ENGINEERING INVESTIGATION ON HIGHWAYS WHERE THE NORMAL POSTED SPEED LIMIT IS 70 MPH. THE SPEED LIMIT MAY BE REDUCED BY 10 MPH WITHOUT A TRAFFIC ENGINEERING INVESTIGATION ON OTHER HIGHWAYS. LARGER SPEED REDUCTIONS REQUIRE A TRAFFIC ENGINEERING INVESTIGATION AND APPROVAL OF THE SECRETARY OF TRANSPORTATION.
3. A SPEED REDUCTION (W3-5) SIGN SHALL BE INSTALLED IN ADVANCE OF A WORK ZONE WITH A TEMPORARY WORK ZONE SPEED LIMIT. SIGNS SHALL BE DUAL-MOUNTED ON MULTI-LANE HIGHWAYS WHERE MEDIAN IS WIDE ENOUGH TO MAINTAIN LATERAL CLEARANCES AS PRESCRIBED IN THE MUTCD. THE SIGN SHALL HAVE A FLUORESCENT ORANGE BACKGROUND, AND THE SPEED LIMIT DISPLAYED ON THE SIGN SHOULD MATCH THE DESIRED SPEED LIMIT THROUGH THE WORK ZONE. THE SIGN(S) SHALL BE INSTALLED APPROXIMATELY 500' IN ADVANCE OF THE SPEED LIMIT SIGN AND NO CLOSER THAN 250' TO ANY OTHER WORK ZONE SIGNING.

<b>KENTUCKY DEPARTMENT OF HIGHWAYS</b>	
<b>DOUBLE FINES ZONE SIGNS</b>	
STANDARD DRAWING NO. TTD-120-02	
SUBMITTED <i>B. Allen Wolf</i>	12-01-15 DATE
<small>DIRECTOR, BUREAU OF TRAFFIC OPERATIONS</small>	
APPROVED <i>[Signature]</i>	12-01-15 DATE
<small>STATE HIGHWAY ENGINEER</small>	