



COLORADO

Department of Transportation

Office of Policy and Government Relations
2829 W. Howard Place, Suite 562
Denver, CO 80204

RELEASE MEMORANDUM

TO: All CDOT Employees
FROM: Shoshana M. Lew, Executive Director
RE: New Procedural Directive 1502.2 “Temporary Reduction in Speed Limits”
DATE: April 8, 2019

1. Name of New Procedural Directive: “Temporary Reduction in Speed Limits”

2. Rationale for New Directive: New PD 1502.2 was created to formalize statutory requirements and delegation of authority which were in the prior version of Form 568, which is used to approve temporary reductions in speed limits. Importantly, new PD 1502.2 explains that the Chief Engineer has delegated authority to the Region Traffic Engineer and the LTC Ops I or higher to determine the appropriate reductions in speed limits.

New PD 1502.2 also provides more details about the process through which temporary speed reductions must be approved and what factors must be considered. In addition, accompanying Form 568 has been significantly revised and was updated into a pdf-fillable form with more detailed instructions, and is required to be used by CDOT personnel as well as all local agencies, consultants and contractors when temporary reductions in speed limits may be required on highways and streets under CDOT’s authority.

3. Individuals/Entities/Projects Impacted by Procedural Directive: All employees who perform work in the roadway that may require temporary reductions in speed limits.

4. PD 1502.1 will be implemented by: Division of Highway Maintenance



COLORADO DEPARTMENT OF TRANSPORTATION		<input type="checkbox"/> POLICY DIRECTIVE <input checked="" type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		Number
Temporary Reduction in Speed Limits		1502.2
Effective	Supersedes	Originating Office
04/08/19	New	Division of Highway Maintenance

I. PURPOSE

The purpose of this Procedural Directive is to direct CDOT to establish a uniform method of determining appropriate speed limits to enhance work zone safety and support speed limit enforcement activities. Speed limits should only be reduced when conditions found in a traffic engineering investigation warrant the need to maintain the safety of workers and the traveling public.

As required by State law, CDOT shall utilize traffic control devices (signs, signals and pavement markings) in accordance with the guidelines and standards set forth in the federal Manual on Uniform Traffic Control Devices (MUTCD). Although the MUTCD contains guidelines for establishing permanent speed limits, it contains no uniform guidelines for determining specific, temporary traffic control speed limits. Therefore, the Department implements this Procedural Directive to establish the process and requirements of reducing speed limits for temporary conditions.

This Directive applies to any work performed on highways under CDOT's jurisdiction. The procedure that follows is intended to provide guidance for those charged with establishing temporary speed limits for both engineering and maintenance work zones and any other CDOT permitted work, including utilities, access, and special use permits.

II. AUTHORITY

Executive Director, pursuant to § 43-1-105, C.R.S.

§ 42-4-1102(1), C.R.S. (Altering of Speed Limits)

Manual on Uniform Traffic Control Devices (MUTCD), FHWA, 2009 edition with Revision Numbers 1 and 2 Incorporated, dated May 2012

III. APPLICABILITY

This Directive applies to all CDOT employees, consultants, any state or local agency performing work on CDOT facilities, including those seeking permits on CDOT facilities.

IV. PROCEDURES

A. Authority to Execute Form 568 "CDOT Temporary Speed Limit Reduction"

1. The Department has the authority to determine a reduced speed limit pursuant to § 42-4-1102, C.R.S.
2. The determination shall be based on a traffic investigation or survey or upon the basis of appropriate design standards and projected traffic volumes. For unplanned work or emergency work, the determination to reduce speed limits shall be based on the interest of the safety of workers and the traveling public in which case Table I shall guide the reduction of speed limits.
3. All reductions in speed limits on a CDOT state highway must be formalized in the CDOT Form 568 (available online at <https://www.codot.gov/library/forms>). For all planned work, Form 568 shall be completed and approved prior to the commencement of work.
4. The Chief Engineer shall delegate signature authority to the Region Traffic Engineers or designee, and the LTC Ops I or higher (Maintenance Superintendents, Deputy Superintendents, LTC Ops 1) to determine appropriate temporary speed limits.
5. Under the following conditions, the Form 568 shall be approved by the Region Traffic Engineer:
 - The issuance of a permit;
 - An engineering project;
 - A local agency project on a state highway; or
 - A reduction of speed limit outside of Table I.
6. The Form 568 signing authority or designee shall notify the Regional Communications Manager of the speed limit reductions.
7. The Form 568 signing authority or designee is responsible for routing the approved Form 568 to local law enforcement and the Colorado State Patrol as appropriate.
8. For record retention purposes, all final copies of Form 568 shall be routed to the Region Traffic Engineer.

(see next page for Table I)

TABLE I
RECOMMENDED MINIMUM WORK ZONE SPEED LIMITS

Existing Posted Speed Limit	Minimum width Available to Traffic ¹	Non-active Work Zone Speed Limit ²	Active Work Zone Speed Limit ³	Approaching a Potential Full Stop Condition
75 MPH	14 FT	65 MPH	65-40 MPH	40 MPH
70 MPH	14 FT	60 MPH	60-40 MPH	40 MPH
65 MPH	14 FT	55 MPH	55-40 MPH	40 MPH
60 MPH	14 FT	50 MPH	50-40 MPH	40 MPH
55 MPH	14 FT	45 MPH	45-40 MPH	40 MPH
50 MPH	12 FT	40 MPH	40 MPH	40 MPH
45 MPH	12 FT	40 MPH	40 MPH	40 MPH

¹ Travel lane width adjacent to the shoulder plus the shoulder width. Reduced speeds are not recommended where width available to traffic exceeds these measurements.

² See notes 1 and 7 in Section B. Must include additional rationale for speed limit reduction for a non-active work zone.

³ See notes 1 and 7 in Section B. Speed limit should be set at the maximum value practical within this range and must be justified by the extent of exposure/risk.

B. Requirements for the Reduction of Speed Limits

1. Reduction of speed limits shall be based on a traffic investigation or survey or upon the basis of appropriate design standards and projected traffic volumes. From the standpoint of overall safety and public mobility, speed limit reductions should be avoided whenever possible. No speed limit reduction is recommended for Posted Speed Limits of 40 MPH or Less.
2. The adjustments of the speed limit set forth in Table I shall be allowed in increments of 5 mph up to a maximum increment of 15 mph.
3. When considering the temporary speed limits, the regional Lane Closure Strategies will be taken into account.
4. The speed determined by the Department shall be effective when appropriate signs giving notice are erected at intersections, segments or approaches to the work zones.
5. Speed reductions will only be allowed while work is in progress or other conditions exist requiring speed reduction for the safety of the traveling public and workers. Such conditions are provided in "Temporary Reduction of Speed Limits Form 568" and may include reduced clear zones, temporary alignment or geometric changes, exposure to workers, reduced sight distance, physical hazards, etc. When those conditions no longer exist, the active work speed reduction will be removed or will be replaced with a non-active work speed reduction.

6. If no work is occurring or if the applicable conditions no longer exist, temporary traffic control speed limit signs shall be removed or covered within one hour of completion of the work.

7. When reduction in speed limit is required, the speed limit may be changed with prior approval by the Form 568 signing authority on a project or at a work site as the considerations and location of the work changes in order to promote safety within the work zone and for the traveling public.

8. Work zone designs that can safely allow traffic to operate at the permanently-posted speed limit should be considered whenever practical. When the work area is protected by a concrete barrier and lane widths have not been reduced, maintain posted speed limits.

9. The Department shall not:

a) Authorize a speed limit in excess of seventy-five miles per hour

b) Authorize a speed limit less than twenty miles per hour on a state highway.

10. Local agencies must also obtain approval through Form 568 for temporary speed limit reductions on streets which are state highways before the reduced speed limits become effective.

V. DOCUMENTS REFERENCED IN THIS DIRECTIVE

Form 568 "CDOT Temporary Speed Limit Reduction"

VI. IMPLEMENTATION PLAN

The Office of Policy and Government Relations shall post this Procedural Directive on CDOT's intranet as well as on public announcements.

The Traffic Safety Engineering Branch shall ensure that all employees who are impacted by this Procedural Directive receive a copy of the directive.

VII. REVIEW DATE

This Procedural Directive shall be reviewed on or before March 2023.



Shoshana M. Lew
Executive Director



Date of Approval