



**STATE OF COLORADO**

**DEPARTMENT OF TRANSPORTATION**

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Date: October 12, 2004

To: Region Transportation Directors, Maintenance Superintendents, Program Engineers, Region Traffic Engineers, Branch Heads, Timothy Harris

From: Craig Siracusa *Craig Siracusa*

Subject: Update on Signing for Double Fines

As a part of a continuing effort to update and refine our work zone safety policies and practices I am asking that Staff involved in establishing and posting work zone speed limits be reminded of the need for uniformity in our program. Passage of legislation to allow the doubling of fines in work zones has provided us an opportunity to emphasize to the traveling public the need to obey posted speed limits as they relate to highway safety in work zones. Our charge is to establish appropriate speed limits for the conditions after having designed and constructed a safe and efficient work zone.

Part 6 (Temporary Traffic Control) of the MUTCD, in section 6C.01, includes guidance on reducing speed limits for work zones. The principles outlined in this section of the MUTCD are reflected in the guidance (PROCEDURE FOR DETERMINING WORK ZONE SPEED LIMITS) in establishing temporary speed limits provided by CDOT form 0568 (AUTHORIZATION AND DECLARATION OF TEMPORARY SPEED LIMITS). Form 0568 can be accessed on the Internet by logging on to the CDOT home page and then clicking on "Permits/Documents" and then "Forms".

It continues to be important that we maintain the support of the public and legislators for the double fines alternative by closely following the intent of the legislation. The following guidance previously established still is applicable in decisions concerning the use of DOUBLE FINES signs.

1. **These signs are to be used for all construction and maintenance activities where workers are present in the clear zone and/or workers are at risk and/or there are existing hazards in the travel way, shoulders, or clear zones. This includes mobile operations, such as crack filling and striping. A hazard is defined**

as the presence of workers (CDOT or Contractor), equipment, drop-offs, lane closure, temporary guardrail, etc. The list of hazards goes on and on but it amounts to anything that would be considered an obstacle, both in the roadway and roadside.

On the other hand, consider a work activity such as noise wall construction. **If there are no significant hazards or workers in the clear zone then there should be no double fines signs.** In the case of interchange work, if there are no hazards or workers on the mainline then there should be no double fines signs on the mainline.

2. **The motorists should immediately associate the double fines signs to the work activity.** If you are working on a lengthy project, the double fines signs and the speed reduction signs (if used) should be located to be associated with the activity. On interstates, this means within a half mile (give or take, your call). The work activity as defined in the statute has nothing to do with the project limits. End double fines signs should be installed just past the work activity. In other words, **when the work activity moves you should relocate the signs to fit the situation.**
3. **Double fine signs shall not be placed sooner than four hours prior to work activities beginning and must be removed as soon as work activities are completed.** This is state statute. Work activities are defined as introducing hazards and/or workers present. It has nothing to do with the award or acceptance dates of a project. Do not install these signs until four hours before the contractor has introduced a hazard or has workers present. **The signs may stay in place when there are no workers present if the hazard that was introduced still exists.** For example, if the workers leave a landscaping project at night and the construction equipment is outside the clear zone and there are no hazards present then the double fines signs must be removed.
4. It is impossible to describe every potential situation that may require double fines signs. Therefore, the construction project manager or the maintenance crew chief will be responsible for determining the significance of the hazard being introduced and properly installing, moving, covering and removing the signs to fit the situation. If you need assistance please contact your Region Traffic Engineer or the Safety and Traffic Engineering Branch.

Double fines signing can be utilized in work zones where temporary speed reductions are not justified but work activities and/or conditions warrant posting. The provisions for establishing temporary speed limits and DOUBLE FINES signing are intended to apply to all work permitted within the ROW. Attached is a drawing of a typical application of DOUBLE FINES signs.

**This memo will serve as delegation of authority to establish temporary speed limits to the Region Traffic Engineers.**