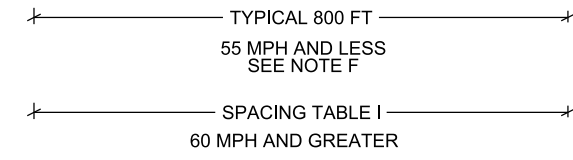
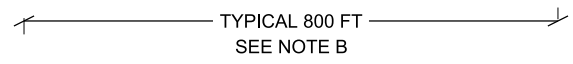


**SPEED REDUCTION OF 20 MPH OR 25 MPH
THREE SIGN SEQUENCE**



**SPEED REDUCTION OF 15 MPH
TWO SIGN SEQUENCE**

SEE NOTE C



**SPEED REDUCTION OF 10 MPH OR LESS (OPTIONAL)
TWO SIGN SEQUENCE**

		APPROACH SPEED (MPH)										
		80	75	70	65	60	55	50	45	40	35	30
REDUCED SPEED (MPH)	75	500										
	70	830	460									
	65	1150	780	420								
	60	1440	1070	710	380							
	55	1710	1330	980	650	340						
	50	1960	1580	1230	900	590	310					
	45		1800	1450	1120	810	530	270				
	40			1650	1320	1010	730	470	230			
	35				1490	1190	910	640	410	190		
	30					1340	1060	790	560	350	150	
	25						1180	920	690	470	280	120
	20							1030	790	580	390	220
15								870	660	470	300	

MINIMUM SIGN SPACING (FT)

TABLE 1
SEE NOTES E AND F

DESIGN-ONLY NOTES:

- A. USE MINIMUM R2-1 SIGN SIZE OF 36 INCHES x 48 INCHES FOR CONVENTIONAL ROADS AND EXPRESSWAYS.
USE R2-1 SIGN SIZE OF 48 INCHES x 60 INCHES FOR FREEWAYS.
- USE W3-5 (OR W3-5A) SIGN SIZE OF 48 INCHES x 48 INCHES FOR FREEWAYS AND EXPRESSWAYS.
USE W3-5 (OR W3-5A) SIGN SIZE OF 36 INCHES x 36 INCHES FOR CONVENTIONAL ROADS.
- B. USE TABLE 1 FOR OPTIONAL SIGN SPACING UPON DIRECTION OF THE REGION TRAFFIC ENGINEER.
- C. USE OF THREE SIGN SEQUENCE IS OPTIONAL FOR SPEED REDUCTION OF 15 MPH.
- D. DO NOT MIX W3-5 WITH W3-5A SIGNS IN THE SAME SIGNING SEQUENCE.
- E. STEP SPEED LIMIT DOWN IN INCREMENTS WHEN SPEED REDUCTION IS 30 MPH OR GREATER.
- F. USE SINGLE SPEED REDUCTION OF 30 MPH UPON DIRECTION OF THE REGION TRAFFIC ENGINEER. USE THREE SIGN SEQUENCE AND MINIMUM SIGN SPACING TABLE 1.

REVISIONS

NO.	DATE	APPR.	REMARKS
1	8/31/17	CGW	ADDED CLARIFICATION TO NOTE A

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL
Randy L. Park
CHAIRMAN STANDARDS COMMITTEE
DATE: AUG. 31, 2017

APPROVED
[Signature]
DEPUTY DIRECTOR
DATE: AUG. 31, 2017

**SPEED
REDUCTION
SIGN SEQUENCE**

STANDARD DRAWING TITLE

STD. DWG. NO.

SN 3