October 28-29, 2025
Orlando, FL

TRANSPORTATION SYMPOSIUM

Work Zone Speed Management

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Hossein Amiri, D7 Safety Studies Consultant

Transportation Symposium Website

SCAN ME

1

Presenters:

Tracy Joseph

FDOT D7, Safety Office

Hossein Amiri, MSCE, EI

ELEMENT Engineering Group

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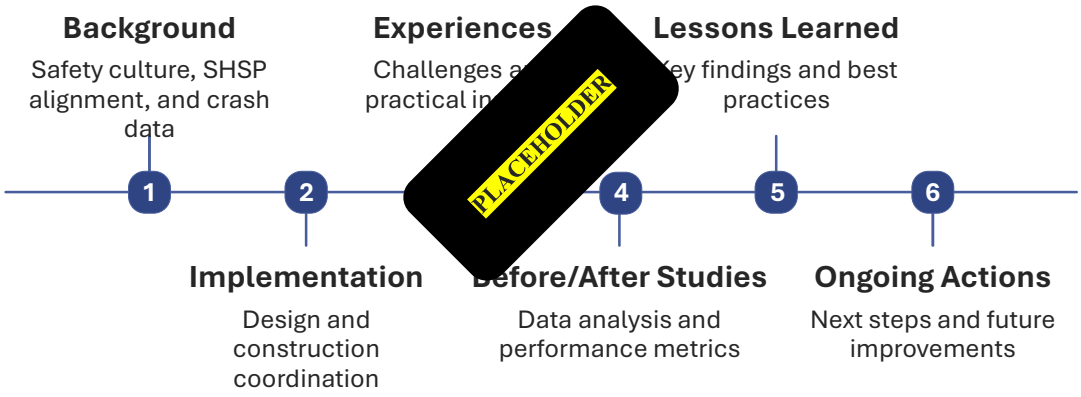
Presentation Overview



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HA2

What is the Safe System Approach?

The Safe System Approach requires a **safety culture** that places safety first in investment decisions. To achieve zero deaths, everyone must accept that fatalities and injuries are unacceptable and preventable.

TARGET ZERO
FATALITIES & SERIOUS INJURIES

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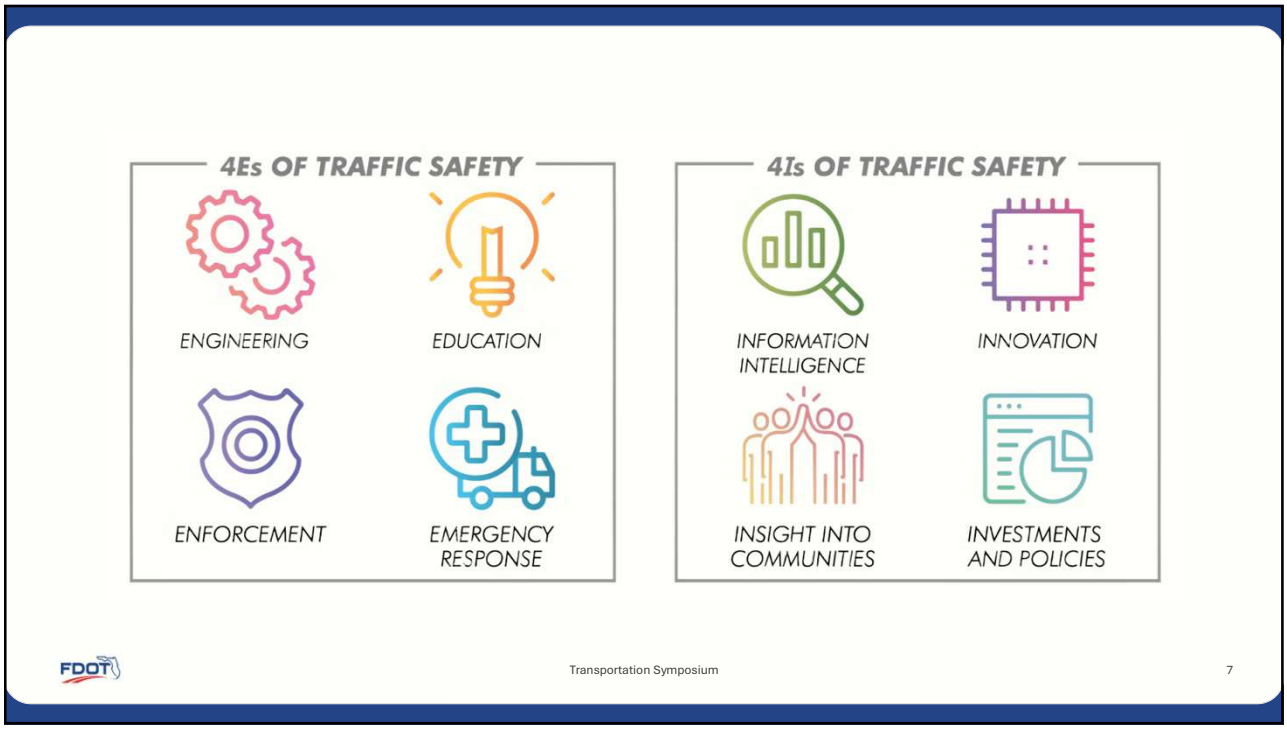
Slide 4

JT1 Have the compass with emphasis areas pop. Safe Roads, Safe Road Users, Safe speeds. Making slide interactive.
Adding animation for the compass
Joseph, Tracy, 2025-09-04T14:01:22.716

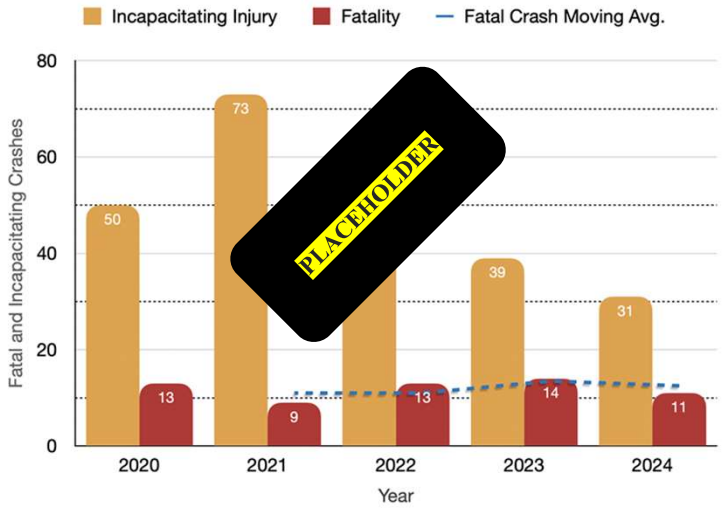
HA2 Combine messaging with slides 5+6
Amiri, Hossein, 2025-10-15T17:49:28.741



5

HA1

D7 Severe Work Zone Crashes by Year



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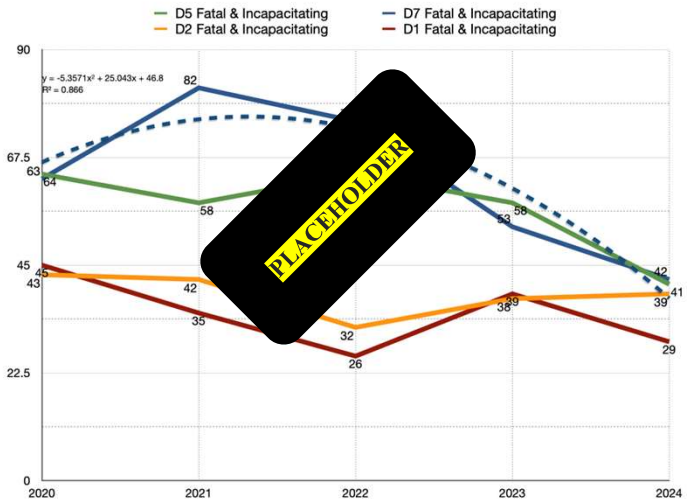
6

Slide 6

HA1 Potentially change to some other thing that is more speed related?
Amiri, Hossein, 2025-10-15T17:57:26.486

HA1

Work Zone Fatal and Incapacitating Crashes



PLACEHOLDER

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HA1

Tampa Bay Work Zone Safety Progress (2025)

Early 2025 data shows promising trends in the Tampa Bay area, outperforming national averages.

Metric	Jan-May 2025	d	Progress
Total Crashes	510		Below baseline
Fatalities	3		Below baseline
Incapacitating Injuries	14		Below baseline

PLACEHOLDER

Outperforming Trends

On track to match and exceed 2024's declines in fatalities and incapacitating injuries.

Bel aseline Metrics

All three key measurements trending below historical baseline levels.

Continued Vigilance Needed

Efforts must continue to sustain this decline to reach our Target Zero goal for severe injuries and fatalities.

FDOT

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8

Slide 7

HA1 Match the other pres.
Amiri, Hossein, 2025-10-15T17:53:58.610

Slide 8

HA1 UPDATE! UPDATE!
Amiri, Hossein, 2025-10-15T17:57:43.932

Good News, But Important Considerations

While we've seen promising reductions in severe crashes, we must recognize some key nuances in our progress.

Property Damage Impact

Even minor crashes disrupt traffic flow and create stress for motorists and workers alike.

Quality of Life Effects

Construction delays and property damage incidents still affect community well-being and economic productivity.

Project Complexity Factor

Reduced complexity in recent construction projects may be contributing to our improved safety metrics.

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D7 Work Zone Crash Analysis

Work zone crashes remain a significant safety challenge for District 7, particularly on Interstate highways.

716	470	38.4%	884
Rear-End Crashes	**Interstate Incidents**	**Fatal Crash Rate**	**2024 Interstate Total**
Total rear-end crashes in D7 work zones last year	Rear-end crashes occurring specifically on Interstate highways	D7 Interstate fatal work zone crashes as percentage of all D7 fatal work zone crashes	Total work zone crashes on Interstate highways in 2024

10

Slide 9

HA1 Revise to make more visual.
Amiri, Hossein, 2025-10-20T19:13:23.569

11

5 injured after car going over 100 mph in I-4 construction zone causes major crash: FHP

April 2024

The Florida Highway Patrol said a trooper witnessed a sedan traveling west on I-4 at 102 mph. When troopers attempted to initiate a traffic stop, the driver attempted to flee, reaching 130 mph.

Troopers said the car continued west until reaching an active construction zone, where all lanes except for one were closed off. It then entered the closed portion of the work zone and collided with two tractor-trailers inside the construction zone.

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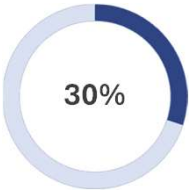
Work Zone Safety: Injuries & Potential Solutions

According the Associated General Contractors of America **(AGC)** Survey released May 2025, Nationally:

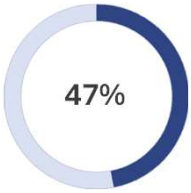


Injury Statistics

30% of contractors experienced worker injuries from collisions. 71% reported driver or passenger injuries.

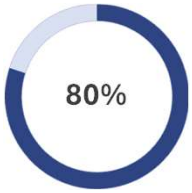
Fatality Reports

13% of contractors reported at least one worker fatality. 24% noted driver or passenger deaths.



Increasing Risk

47% of contractors believe work zones are more dangerous than a year ago.



Recommended Solutions

- Greater police presence (80%)
- Stricter enforcement of existing laws (70%)

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Physical TTC Changes

Channelizing Devices

Barrels, cones, and barriers guide traffic through work zones

Lane Shifts

Temporary geometry changes demand driver attention

Shoulder Closures

Reduced recovery space increases risk

Temporary Pavement

Surface changes affect vehicle handling characteristics

Temporary Traffic Control (TTC) elements physically alter the roadway environment. These changes significantly influence driver behavior and expectations.

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Demographics & Elder-User State Considerations

Demographic Reality
Florida has among the highest percentage of older drivers nationwide. This demographic requires special consideration in work zone design.

Senior Population Growth
Over 21% of Floridians are 65+ (2025 estimates). The 60+ population exceeds **5.5 million** residents.
This group outnumbers the combined 60+ population of **20 other States**.

Migration Patterns
Nearly 900 people relocate to Florida **daily**. Ages 60-69 represent the largest inbound demographic group.

Vision Health
Over half a million Floridians have some form of a vision impairment.

Reaction Time Factors
Older drivers typically have longer reaction times. Speed reductions provide critical additional seconds for decision-making.

Transportation Habits
80% of Floridians 50+ drive weekly. One-third have reduced driving due to health concerns.

Alternative Transit Use
25% of seniors use public transit monthly. 15% rely on paratransit or ride-sharing services.

Beyond Minimum Standards
Legal flexibility allows exceeding minimum standards. Human factors should drive decisions, not just regulatory minimums.

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Rainfall & Freight Traffic Impacts

Florida Rainfall Patterns
Among highest annual rainfall totals nationwide with an average of 54.5 inches annually, Tampa Bay area receives approximately 45-50 inches annually and has a pronounced wet season (Jun-Sep)

Self-Perception Gap
60% of Florida drivers aged **75+** report "very good" driving ability despite measurable declines. Only **15%** plan for driving retirement by age **80**.

High Freight Percentages
Key corridors exceed 15% heavy vehicles with I-75 reaching 25% in some segments. Over 1.1 million commercial vehicle registrations statewide, Annual freight movement exceeds 740 million tons valued at $1.1 trillion.

Recognized Limitations
30% report **night** driving difficulties due to increased glare sensitivity. 22% of seniors struggle judging **gaps** in traffic.

Heightened Crash Risk
Wet pavement crashes account for 22% of all work zone crashes. Commercial vehicle involvement increases severity by 30% compared to passenger-only crashes.

Higher Risk Profile
Drivers 75-79 experience **0.79** fatalities per 100 million VMT. This rate is **2.5× higher** than the 0.32 rate for ages45-54.

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Slide 16

HA1 Combine 21+22
Amiri, Hossein, 2025-10-15T18:02:56.872

HA1

District 7 Safety Focus on Work Zones

HA2

District leadership has established work zone safety as a core strategic priority.

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District 7 Work Zone Safety Initiatives

Speed Reduction Memo

Issued February 2022 reducing **interstate** work zone speed limits to 60 MPH.

Enhanced Law Enforcement

Implemented ELEE Program increasing police presence in critical work zones.

Engineering Oversight

Consultants review all Maintenance of Traffic plans throughout the district.

RSA Program

Multi-disciplinary team conducted enhanced Work Zone Road Safety Assessments in 2022-2023.

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Slide 17

HA1 Add major D7 Const Projects
Amiri, Hossein, 2025-10-15T17:52:18.310

HA2 Tracy to reword
Amiri, Hossein, 2025-10-15T17:53:02.318

Slide 18

HA1 Replace with actual initiative pictures: ELEE + SR Signs + CEI Meeting
Amiri, Hossein, 2025-10-15T18:05:15.718

District 7 Work Zone Safety Initiatives

1 Effective Date

Memo went into effect February 10, 2022.

2 Requirement

Limited **all** interstate work zone speed limits to 60 mph.

3 Goal

To effectively and immediately take action and operationalize the memo.

4 Authorization Chain

Signed by DSA, DDE, DTOE with copies distributed to Secretary and district directors. Immediate implementation required.

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How does lowering the speed limit change a work zone?

Buffer Length

Reduced speeds decrease required longitudinal buffer lengths, providing more flexible work area configurations.

Fixed Requirements

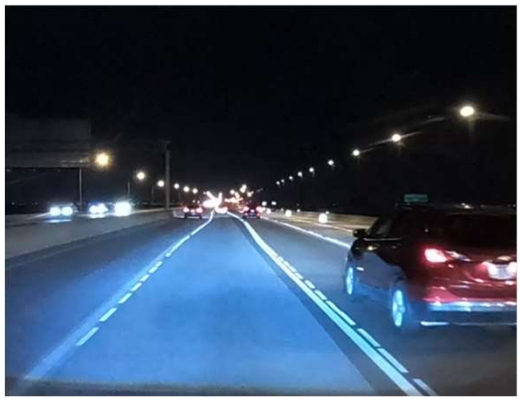
Sign spacing remains predetermined for Limited Access facilities regardless of speed limit.

Taper Lengths

Lower speed limits allow for shorter taper lengths.

Device Spacing

Channelizing device spacing is predetermined for speeds greater than 50 mph and does not change with reduced limits.



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Data Sources & Tools

MVDS Infrastructure

Microwave detectors provide continuous speed monitoring at fixed locations. Data cleaning protocols removed non-free-flow conditions and error readings.

Key advantage: precise point measurements with high temporal resolution. Limitation: fixed locations only.

Validation Analysis

Passive data collection through anonymized mobile device tracking. Licensed through a consultant for specific corridor segments.

Key advantage: corridor-wide coverage and origin-destination insights. Limitation: sample-based rather than full vehicle population.

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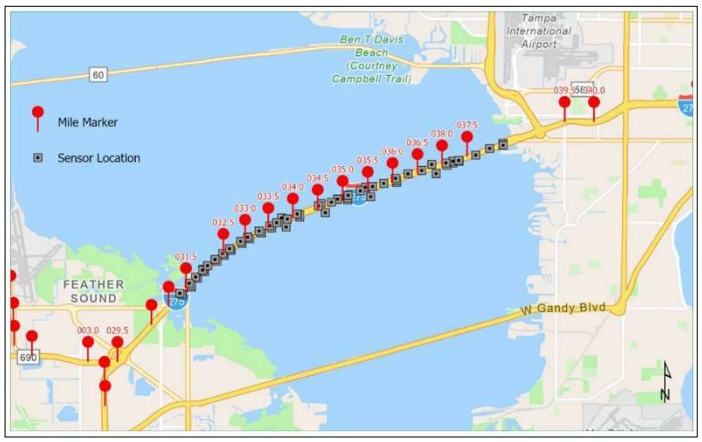
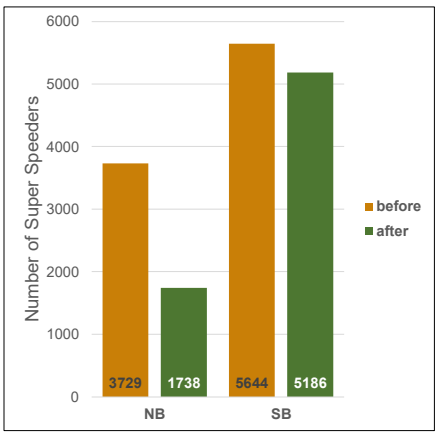
HFB Project Speed Data Analysis



MVDS sensors and milepost locations on the Howard Frankland Bridge



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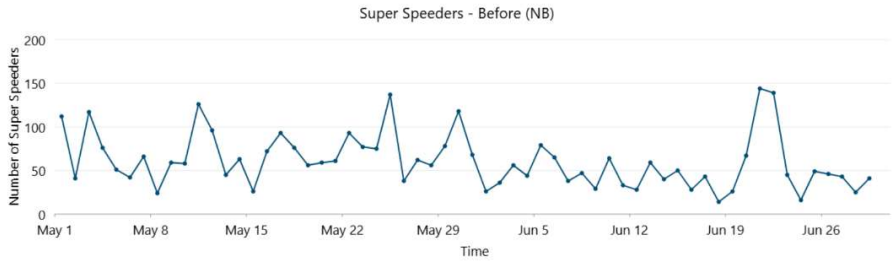
Slide 21

HA1 ADD PICS of PROBE + MVDS Antenna
Amiri, Hossein, 2025-10-15T18:07:12.531

Super Speeder Law Evaluation: Howard Frankland Bridge Case Study

A



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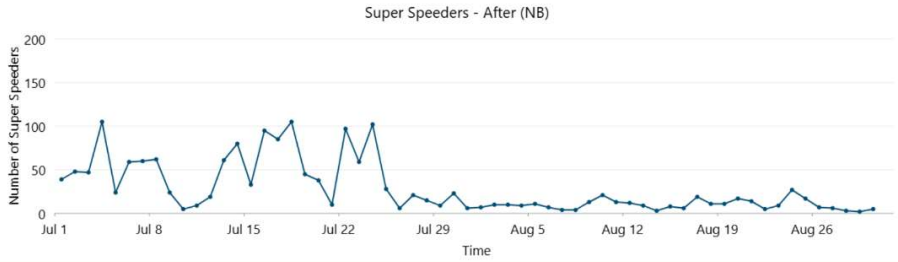

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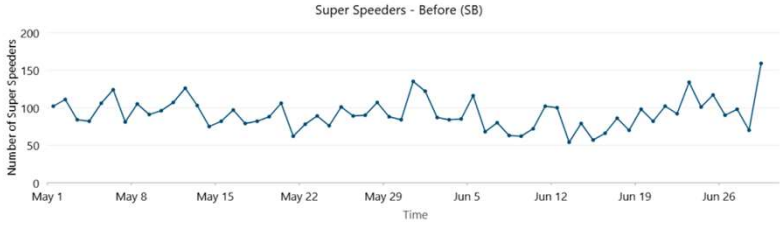
Super Speeder Law Evaluation: Howard Frankland Bridge Case Study



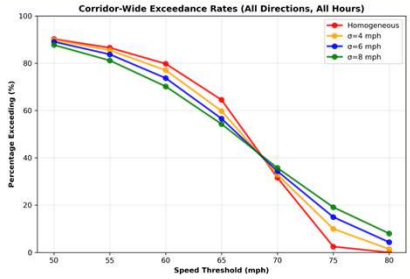
B

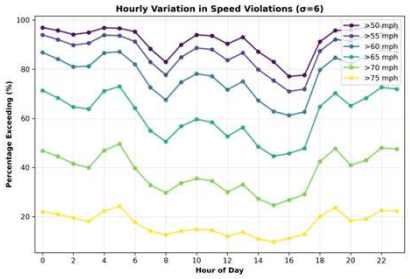
Figure 8. Before-after comparison of super speeders over time (SB)

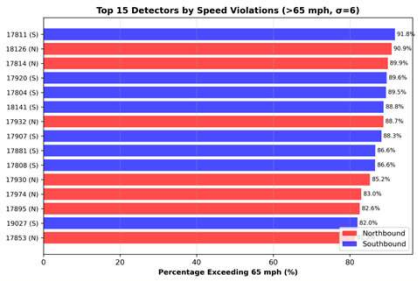
24

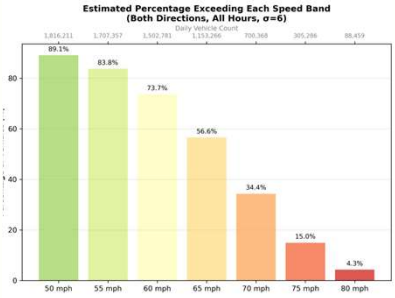
I-275 Widening + HFB Speed Data Analysis

I-275 Speed Analysis Overview (V1 - With Quality Filter)
August 20-28, 2025 (9 days, 18,345,626 vehicles)





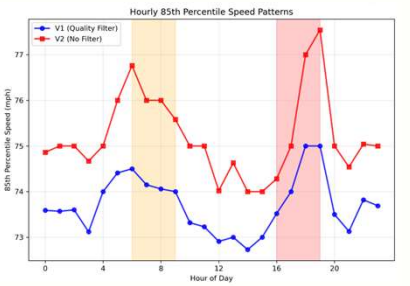


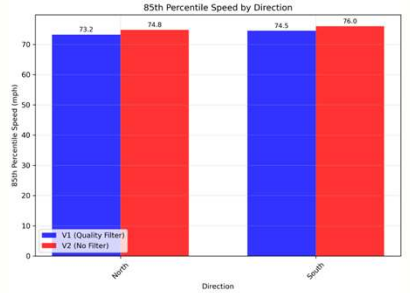


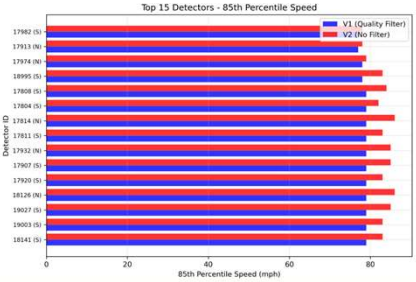
25

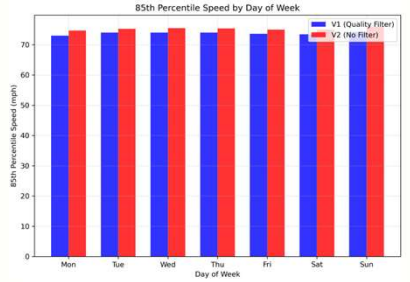
I-275 Widening + HFB Speed Data Analysis

85th Percentile Speed Analysis - Overview Dashboard
I-275 Corridor Analysis (August 20-28, 2025)





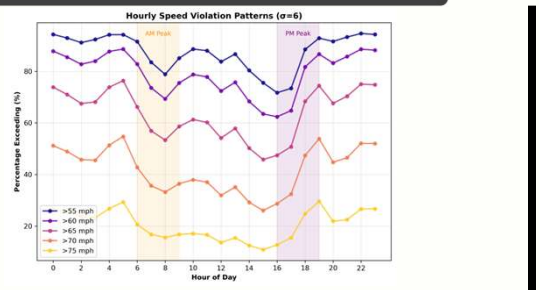


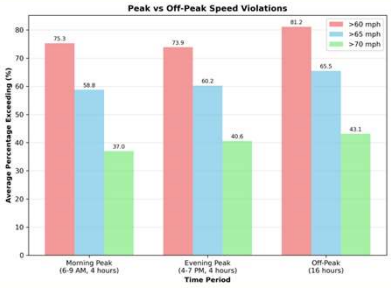


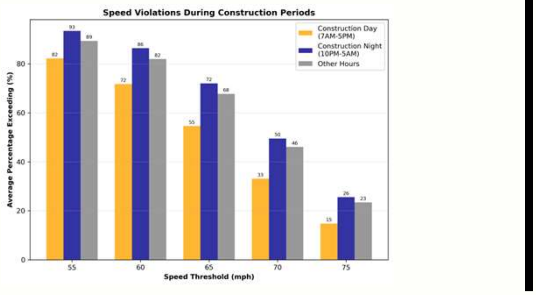
26

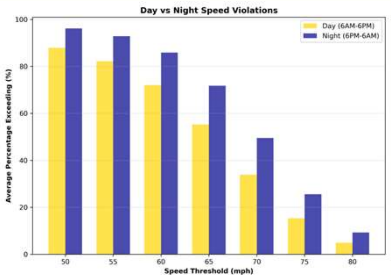
I-275 Widening + HFB Speed Data Analysis

Temporal Patterns Analysis (V2 - No Quality Filter)









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I-275 Widening + HFB Probe Data Dashboard

Speed Table

Corridor	Average Speed Differential	Average Speed Current	Average Speed Historical	Travel Time Differential	Travel Time Current	Travel Time Historical
I-275 NB between 38TH AVE/EXIT 25 and SR-...	5	69 mph	64 mph	0	7 m	7 m
I-275 SB between 38TH AVE/EXIT 25 and SR-6...	2	68 mph	66 mph	0	7 m	7 m

Data source: HERE TMC — Updated Oct 20, 2025 1:19 PM (12s ago)

Ranked Bottleneck Comparison

2025 May	2025 Jun	2025 Jul	2025 Aug	2025 Sep	Current Month Oct	Location
1	1	2	1	1	1	I-275 S @ 38TH AVE/EXIT 25
5	3	4	4	3	2	I-275 S @ HOWARD FRANKLIN BRG
3	2	1	2	2	3	I-275 N @ HOWARD FRANKLIN BRG
-	-	7	-	-	4	I-275 S @ SR-60/CYPRESS ST/EXIT 39
6	7	5	3	7	5	I-275 S @ 54TH AVE/EXIT 26
10	-	-	-	-	6	I-275 S @ KENNEDY BLVD/EXIT 39
-	-	8	7	10	7	I-275 N @ 38TH AVE/EXIT 25
7	6	9	8	5	8	I-275 N @ 54TH AVE/EXIT 26
2	4	3	6	6	9	I-275 N @ KENNEDY BLVD/EXIT 39
4	9	6	10	4	10	I-275 N @ SR-694/EXIT 28

Ranking 1 2 3

Data source: HERE — Updated Oct 20, 2025 8:32 AM (286m 38s ago)

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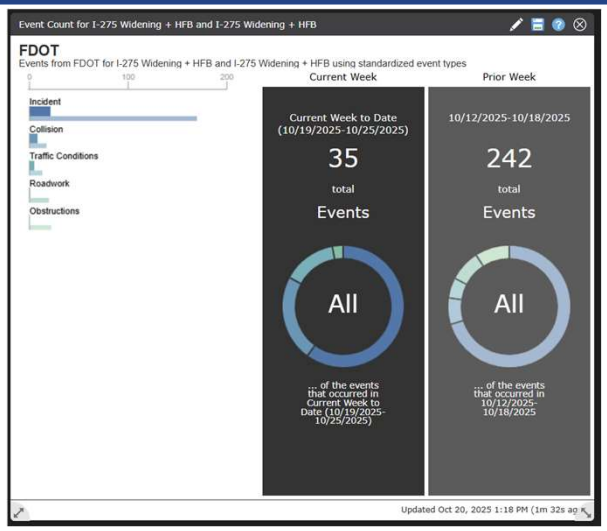
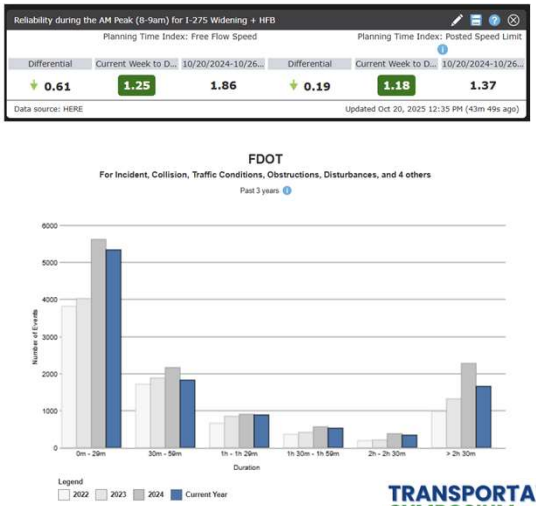
I-275 Widening + HFB Probe Data Dashboard





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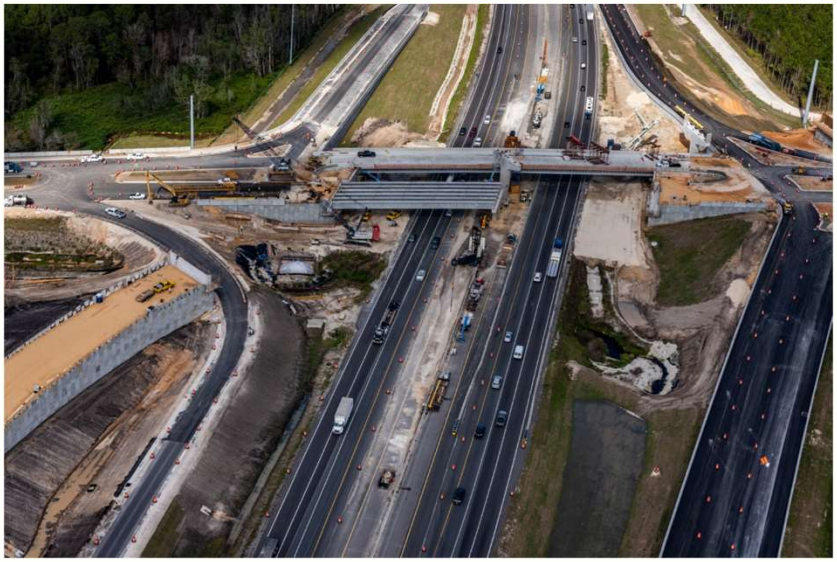

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I-75 Study Overview

Timeline Analysis

60 MPH signs implemented December 2020, preceding the district memo. Signs were removed March 2023.

Data Collection

Analysis of 15-minute speed readings from MVDSs spanning July 2020 through June 2023.

Pre/Post Comparisons

Two comparison periods: Sep-Nov 2020 vs Jan-Mar 2021 and Dec 2022-Feb 2023 vs Apr-Jun 2023.

Methodology

Transitional months (December 2020 and March 2023) excluded for data integrity.

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I-75 Study Overview

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Study Duration

Months of continuous data collection (July 2020–June 2023)

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MVDS Stations

Fixed detector locations at mileposts 281.1 and 282.6

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Analysis Types

Monthly trends, time-of-day patterns, pre/post comparisons

The I-75 study provided a comprehensive before, during, and after assessment of driver behavior through a work zone with varying speed limit conditions.

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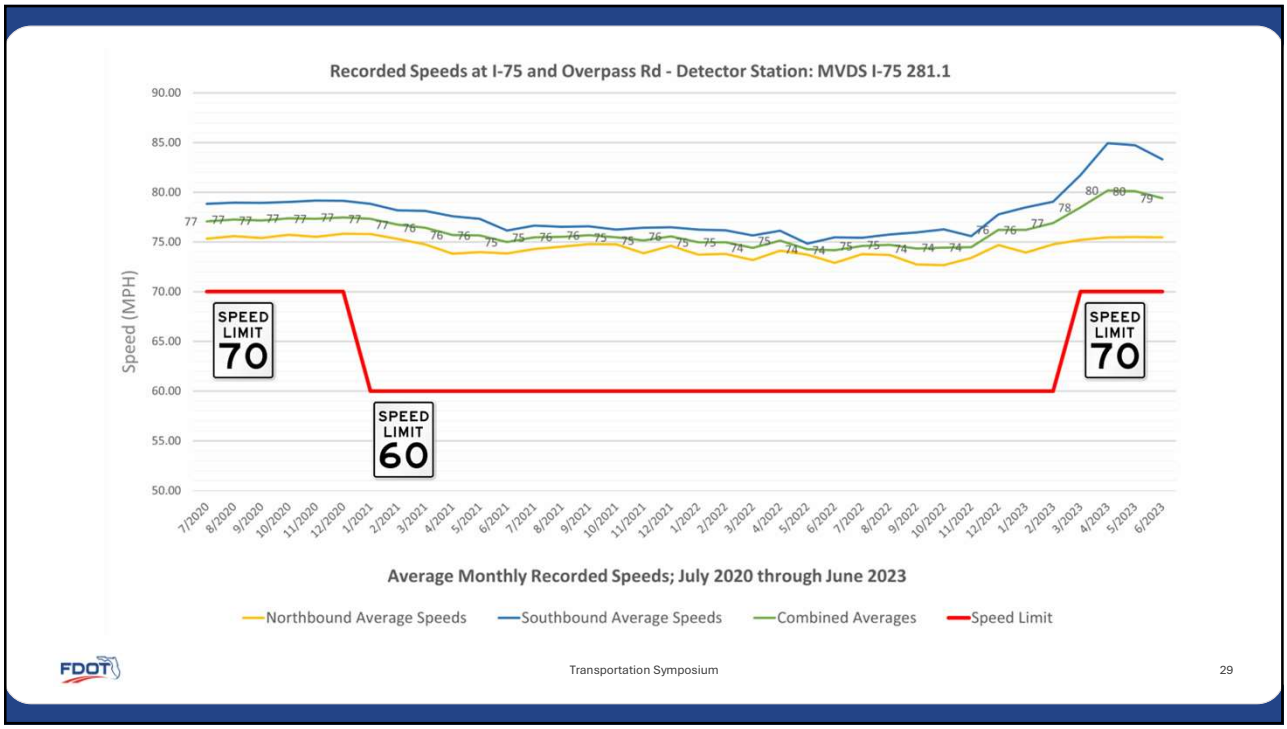
Recorded Speeds at I-75 and Overpass Rd - Detector Station: MVDS I-75 281.1
Speed (MPH)
SPEED LIMIT 70
SPEED LIMIT 60
SPEED LIMIT 70
Average Monthly Recorded Speeds; July 2020 through June 2023
Northbound Average Speeds
Southbound Average Speeds
Combined Averages
Speed Limit
Transportation Symposium
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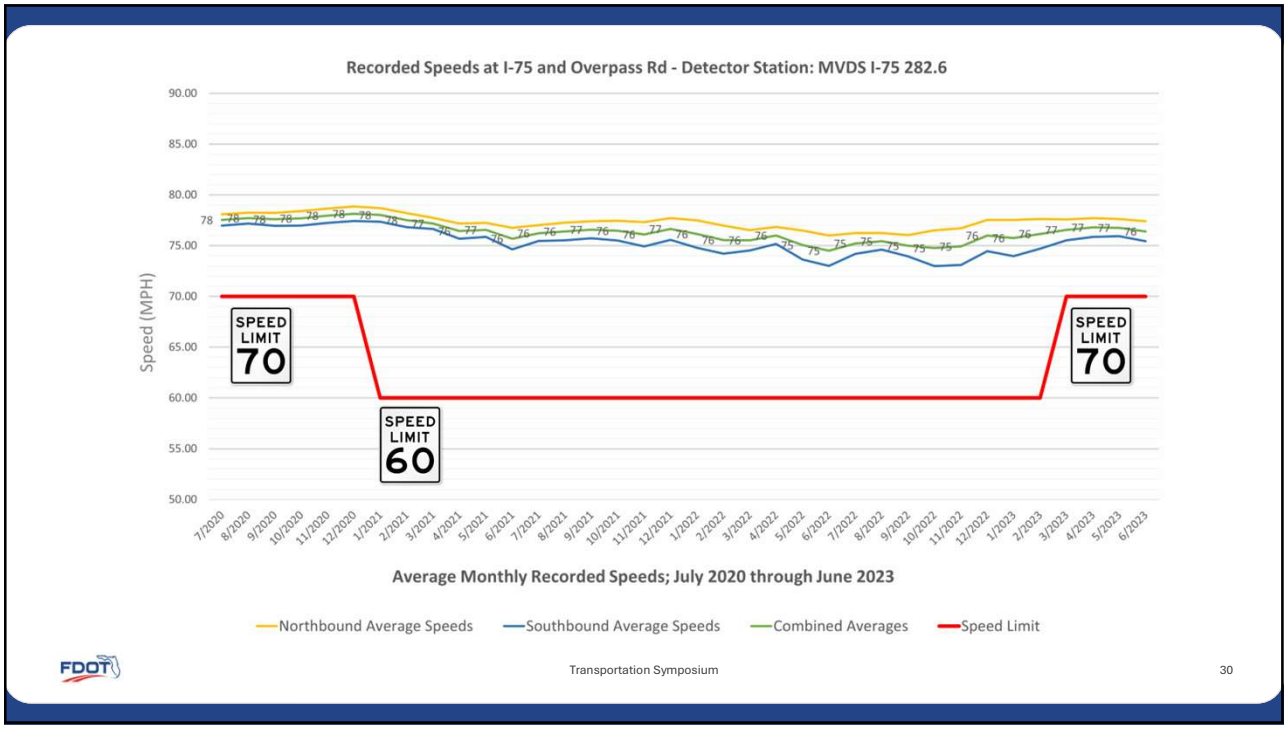
Recorded Speeds at I-75 and Overpass Rd - Detector Station: MVDS I-75 282.6
Speed (MPH)
SPEED LIMIT 70
SPEED LIMIT 60
SPEED LIMIT 70
Average Monthly Recorded Speeds; July 2020 through June 2023
Northbound Average Speeds
Southbound Average Speeds
Combined Averages
Speed Limit
Transportation Symposium
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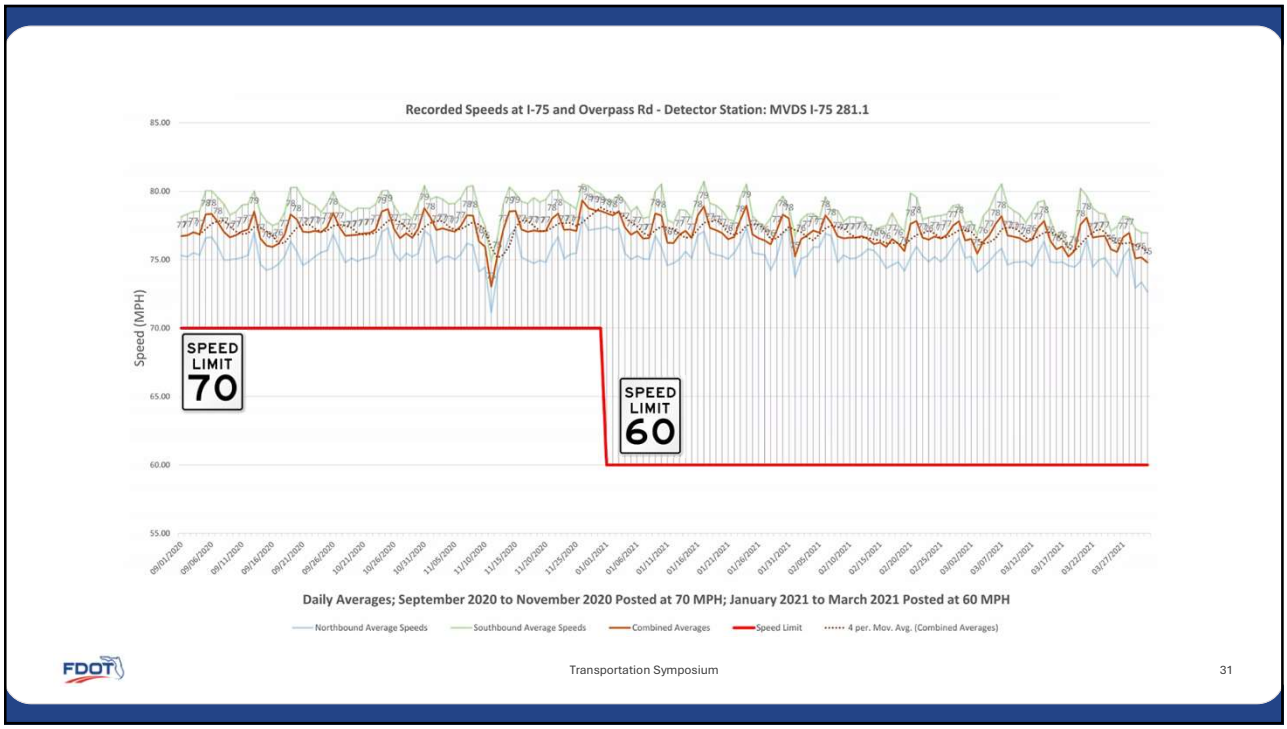
Recorded Speeds at I-75 and Overpass Rd - Detector Station: MVDS I-75 281.1
Speed (MPH)
SPEED LIMIT 70
SPEED LIMIT 60
Daily Averages; September 2020 to November 2020 Posted at 70 MPH; January 2021 to March 2021 Posted at 60 MPH
Northbound Average Speeds
Southbound Average Speeds
Combined Averages
Speed Limit
4 per. Mov. Avg. (Combined Averages)
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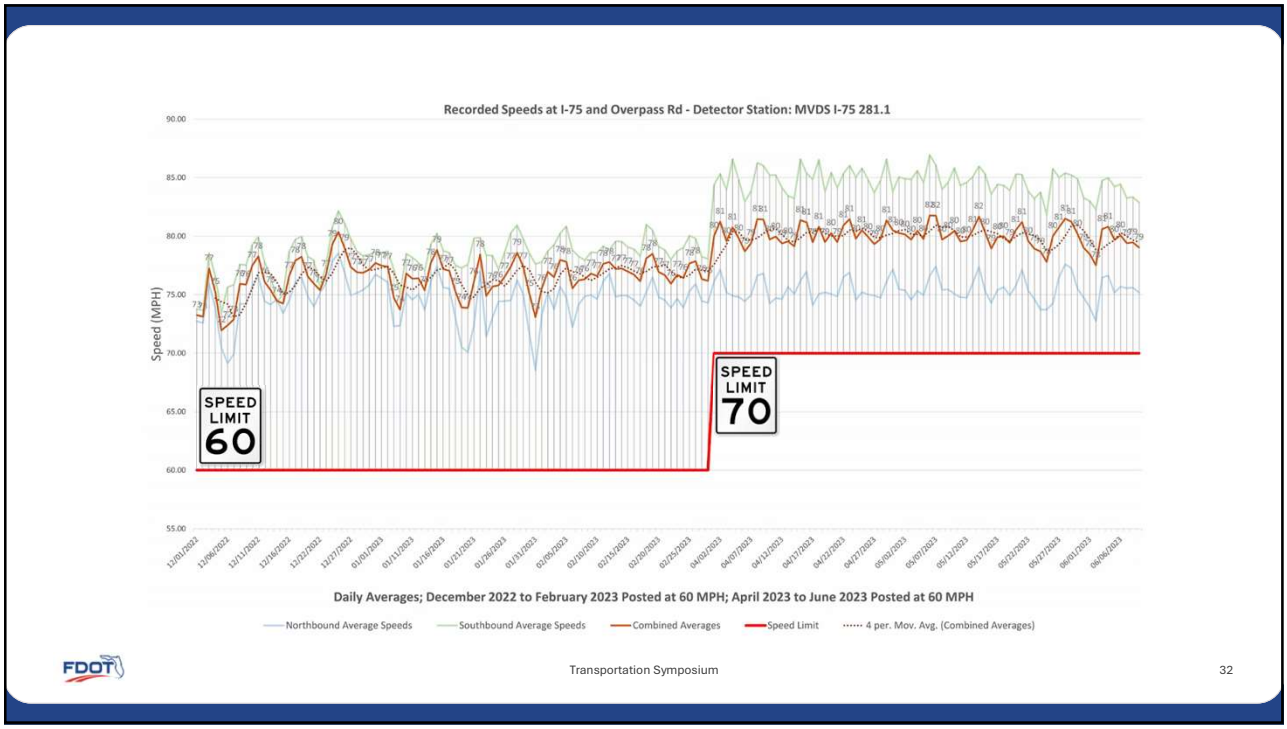
Recorded Speeds at I-75 and Overpass Rd - Detector Station: MVDS I-75 281.1
Speed (MPH)
SPEED LIMIT 60
SPEED LIMIT 70
Daily Averages; December 2022 to February 2023 Posted at 60 MPH; April 2023 to June 2023 Posted at 60 MPH
Northbound Average Speeds
Southbound Average Speeds
Combined Averages
Speed Limit
4 per. Mov. Avg. (Combined Averages)
Transportation Symposium
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I-75 Key Takeaways

Speed Limit Impact

A slightly lower speed average was observed when the project segment had a lower posted speed limit. Higher averages were consistently observed for periods with higher posted speed limits, though the difference was not particularly significant.

Work Zone Configuration

Work on the mainline I-75 was completed earlier (August 2022) than the rest of the project. Lower posted speed limits might be more effective in projects with substantial mainline interstate work operations, due to the traffic calming effect of work zone devices.

Post-Construction Effect

Removing the signs combined with fresh pavement and the absence of work zone signage appears to have resulted in higher speed averages, most significantly at Detector 281.1.

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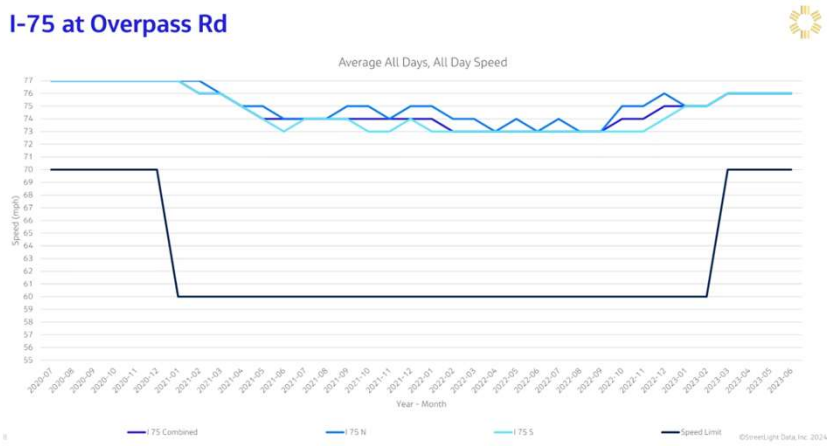
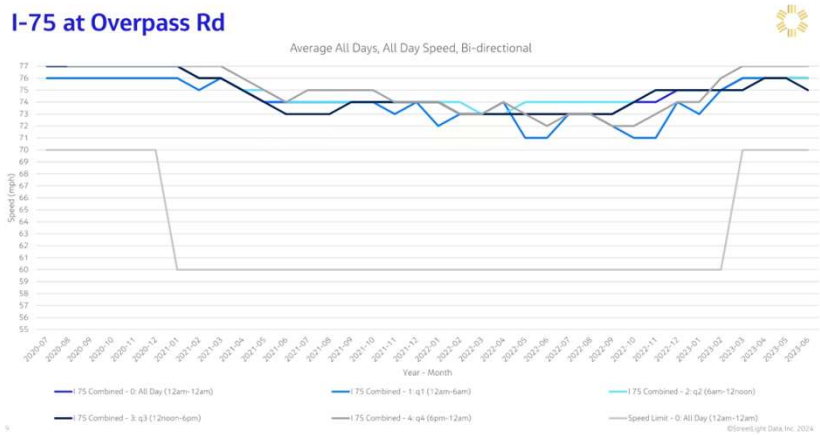
Verification Study



38

Verification Study



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I-4 Speed Limit Study

Study Purpose

Investigate the effect of lowering the posted speed limits from 70 MPH to 60 MPH for construction on the I-4 repaving project from McIntosh Road to County Line Road (445380-1-52-01).

Implementation Timeline

The 60 MPH speed limit signs were implemented in August 2023, when construction on the project started.

Data Analysis

Microwave Vehicle Detection System (MVDS) data was collected from August 2022 through June 2024, including one year before construction (70 MPH) and all available data after construction began (60 MPH).

Methodology

Data was cleaned to remove outliers and provide monthly averages per lane, as well as the percentage of speeds exceeding 70 MPH. Five different graphs were included for each detector site.

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I-4 Speed Limit Study

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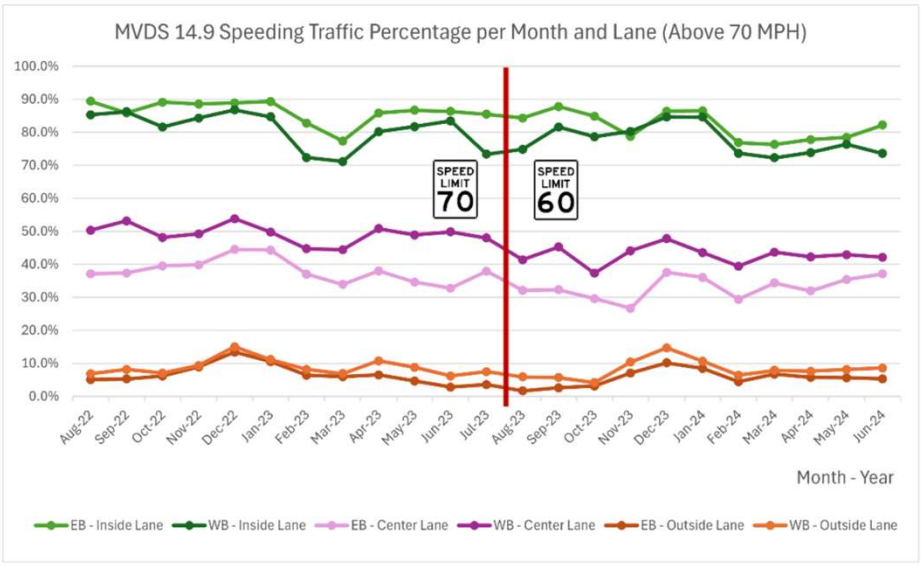
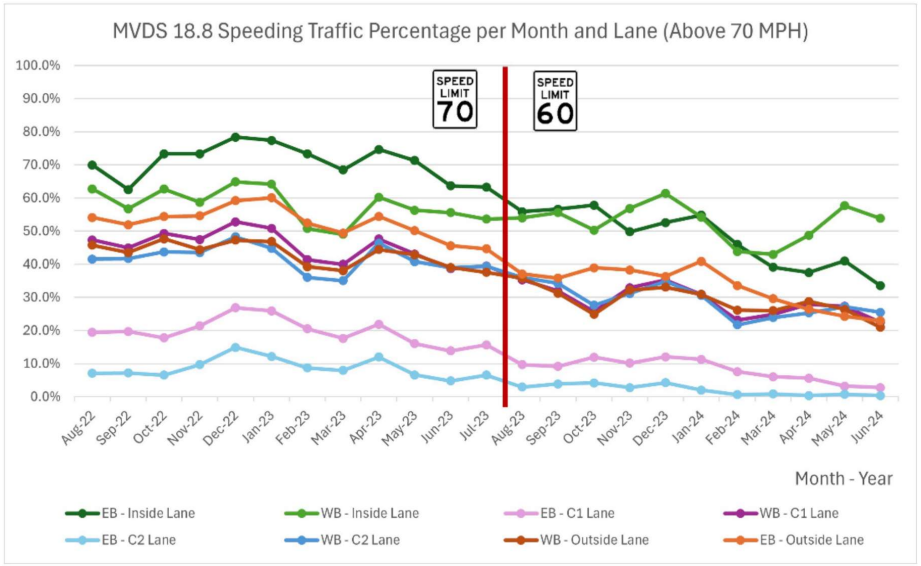

MVDS 14.9 Speeding Traffic Percentage per Month and Lane (Above 70 MPH)
100.0%
90.0%
80.0%
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
SPEED LIMIT 70
SPEED LIMIT 60
Aug-22
Sep-22
Oct-22
Nov-22
Dec-22
Jan-23
Feb-23
Mar-23
Apr-23
May-23
Jun-23
Jul-23
Aug-23
Sep-23
Oct-23
Nov-23
Dec-23
Jan-24
Feb-24
Mar-24
Apr-24
May-24
Jun-24
Month - Year
EB - Inside Lane
WB - Inside Lane
EB - Center Lane
WB - Center Lane
EB - Outside Lane
WB - Outside Lane

43


MVDS 18.8 Speeding Traffic Percentage per Month and Lane (Above 70 MPH)
100.0%
90.0%
80.0%
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
SPEED LIMIT 70
SPEED LIMIT 60
Aug-22
Sep-22
Oct-22
Nov-22
Dec-22
Jan-23
Feb-23
Mar-23
Apr-23
May-23
Jun-23
Jul-23
Aug-23
Sep-23
Oct-23
Nov-23
Dec-23
Jan-24
Feb-24
Mar-24
Apr-24
May-24
Jun-24
Month - Year
EB - Inside Lane
WB - Inside Lane
EB - C1 Lane
WB - C1 Lane
EB - C2 Lane
WB - C2 Lane
WB - Outside Lane
EB - Outside Lane

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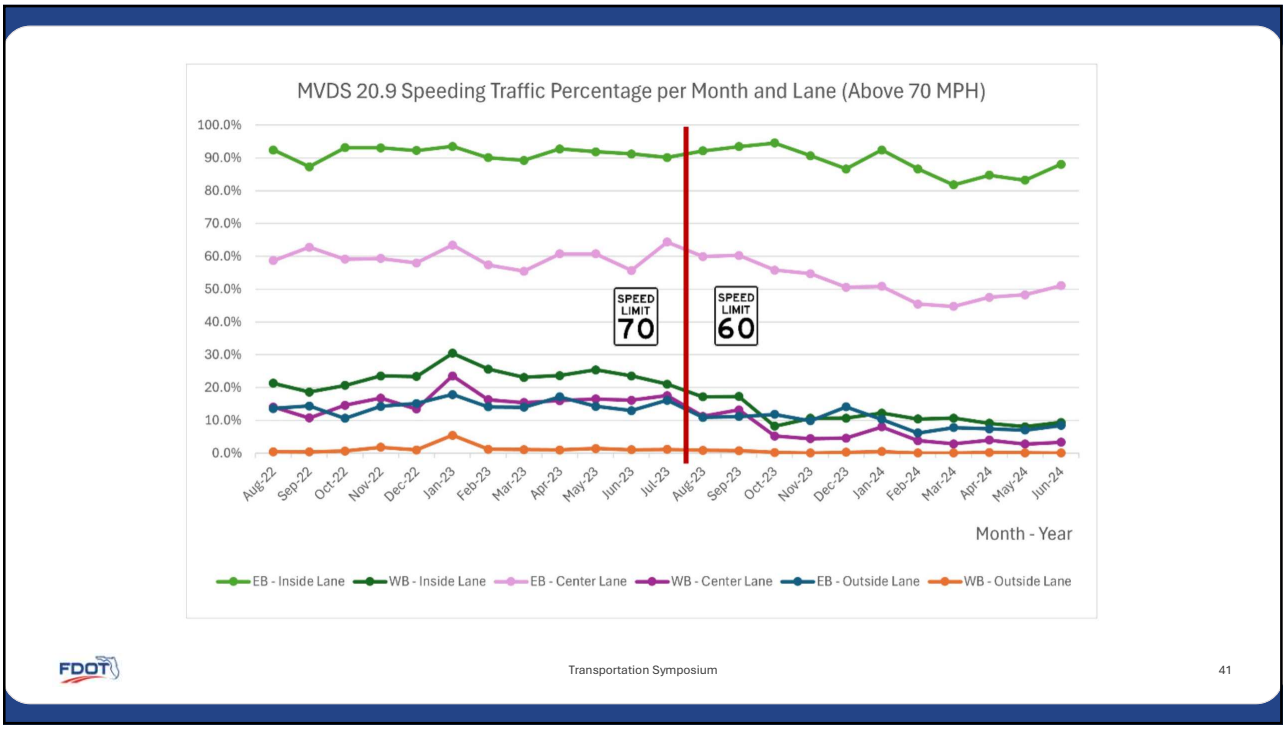
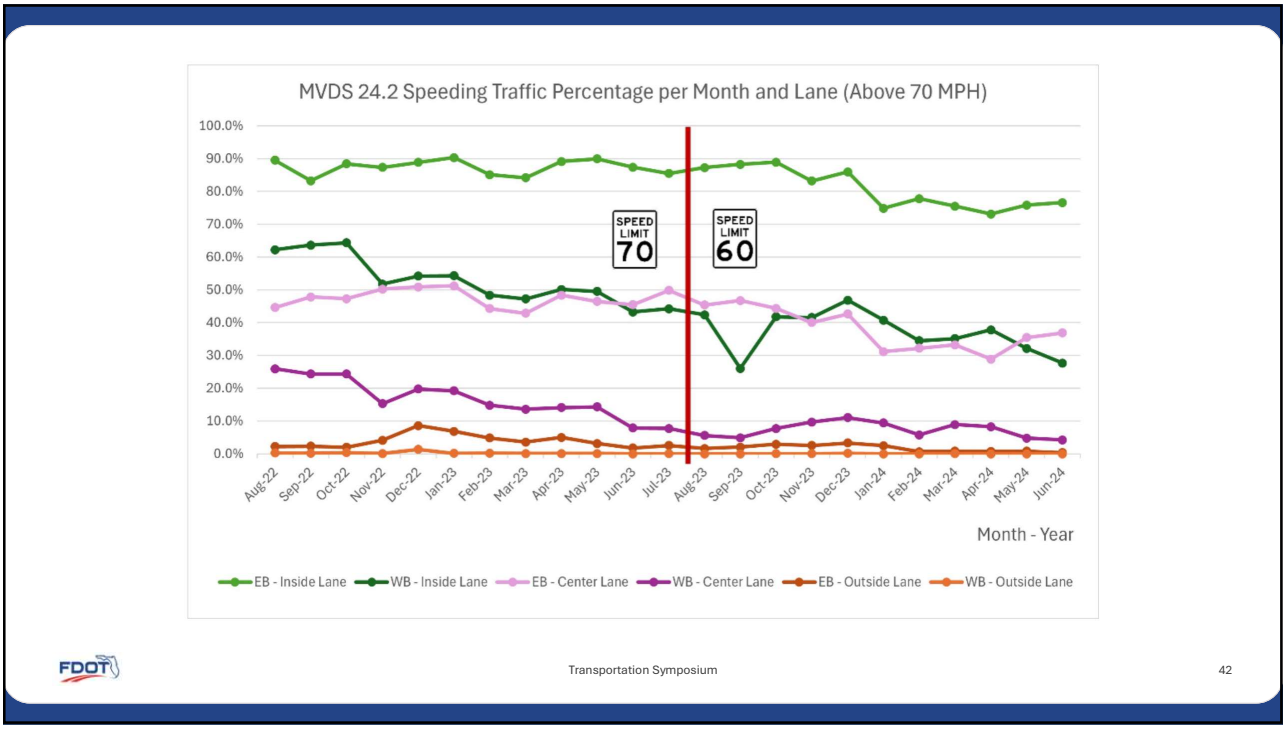
Slide 43

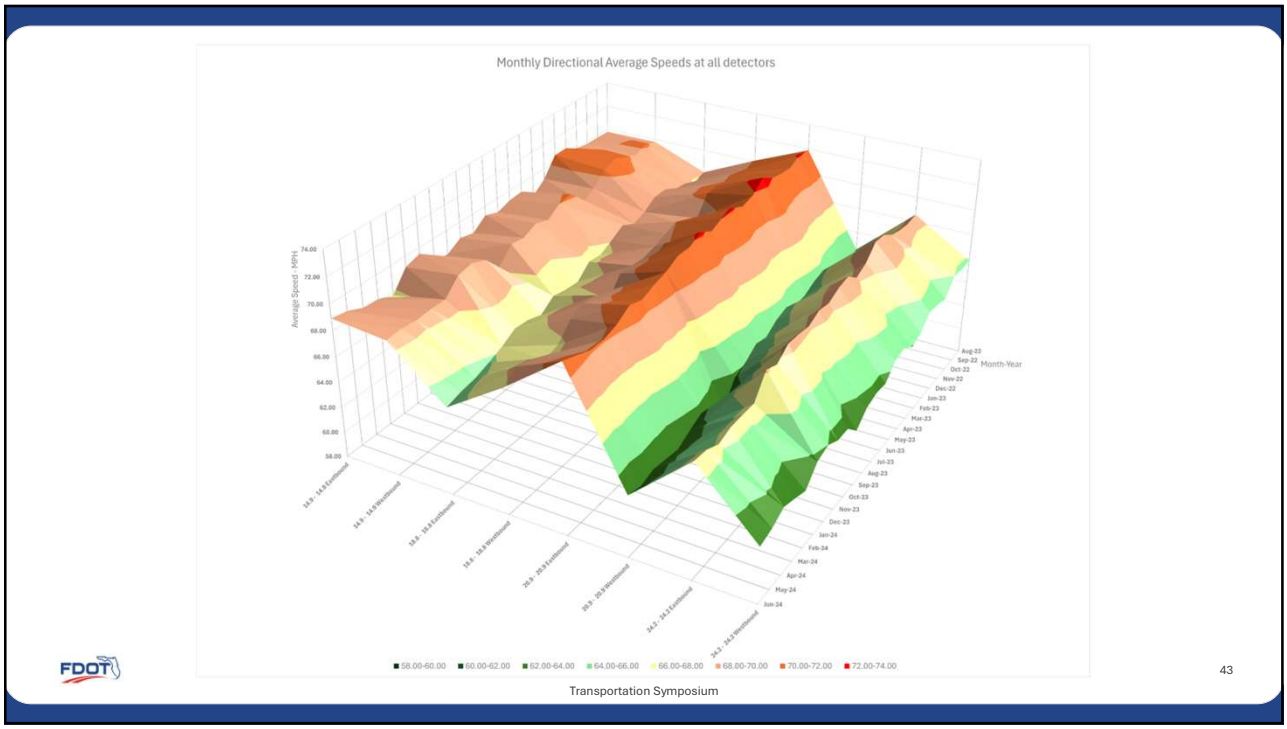
HA1 Combine with 43 through 47
Amiri, Hossein, 2025-10-15T18:15:38.983


MVDS 20.9 Speeding Traffic Percentage per Month and Lane (Above 70 MPH)
100.0%
90.0%
80.0%
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
SPEED LIMIT 70
SPEED LIMIT 60
Aug-22
Sep-22
Oct-22
Nov-22
Dec-22
Jan-23
Feb-23
Mar-23
Apr-23
May-23
Jun-23
Jul-23
Aug-23
Sep-23
Oct-23
Nov-23
Dec-23
Jan-24
Feb-24
Mar-24
Apr-24
May-24
Jun-24
Month - Year
EB - Inside Lane
WB - Inside Lane
EB - Center Lane
WB - Center Lane
EB - Outside Lane
WB - Outside Lane

45


MVDS 24.2 Speeding Traffic Percentage per Month and Lane (Above 70 MPH)
100.0%
90.0%
80.0%
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
SPEED LIMIT 70
SPEED LIMIT 60
Aug-22
Sep-22
Oct-22
Nov-22
Dec-22
Jan-23
Feb-23
Mar-23
Apr-23
May-23
Jun-23
Jul-23
Aug-23
Sep-23
Oct-23
Nov-23
Dec-23
Jan-24
Feb-24
Mar-24
Apr-24
May-24
Jun-24
Month - Year
EB - Inside Lane
WB - Inside Lane
EB - Center Lane
WB - Center Lane
EB - Outside Lane
WB - Outside Lane

46



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Data Validation Insights

Complementary Data Source

Third-party data validates MVDS findings with broader spatial coverage. It captures speed patterns beyond fixed detector points.

Corridor-Level Findings

Overall corridor speeds declined 2-4 mph under 60 mph posting. Speed consistency improved with less variation between segments.

Travel Time Impacts

Minimal travel time increases observed despite speed reductions. Improved flow consistency partially offset lower speed limits.

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Driver Behavior & Expectations

Speed Selection Factors

Drivers choose speeds based on perce
rather than posted limits. Visual cues str
influence compliance levels.

PLACEHOLDER

sitization Risk

anket reductions at all hours, regardless of activity, lead to driver skepticism. Prolonged exposure to seemingly unnecessary limits reduces compliance of repeat traffic.

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Sign Enforceability

PLACEHOLDER

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Slide 49

HA1 ADD PICTURES
Amiri, Hossein, 2025-10-15T18:16:53.102

Slide 50

HA1 ADD CONFLICT EXAMPLE PICTURE.
Amiri, Hossein, 2025-10-15T18:17:49.740

Purpose of Revised Memo: Enhance Existing Speed Reduction Strategy

Regulatory Foundation

Supplements FDOT Specifications, Standard Plans and Design Manual

Support Enforcement

Creates conditions for more effective law enforcement presence

Address Compliance Issues

Tackles observed shortfalls in driver adherence to limits

Active Work Correlation

Aligns posted speeds with visible construction activity

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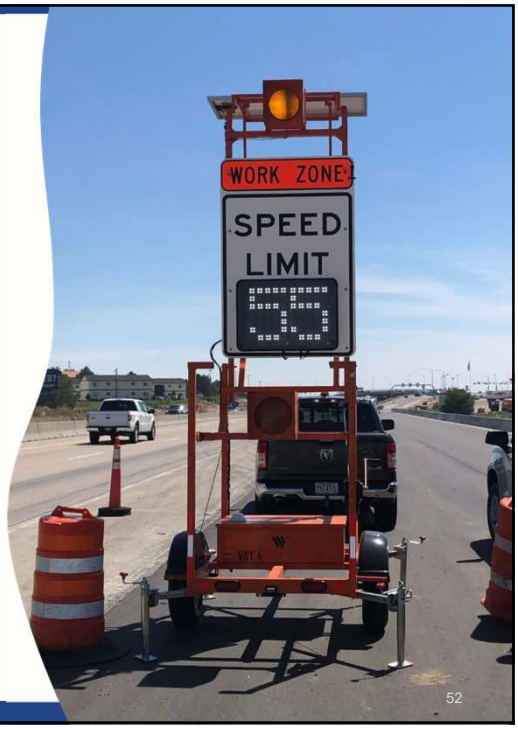
Industry Support & Feedback

Contractors have expressed support for condition-based approaches that match field conditions. Law enforcement partners highlight improved enforceability of situational speed limits. Public feedback channels show greater acceptance of reductions when visibly connected to active work.

⚠ Situational speed limits typically increase upfront cost.



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Key Changes from Original Memo

All work zones with a shoulder closure, lane closure, lane shift, or **active work** within 2-ft of an open lane of traffic must reduce the work zone posted speed utilizing the following guidelines:

Limited Access Facilities

Existing Posted Speed is 65 MPH or greater: reduce to 60 MPH. Existing Posted Speed is 50 mph to 55 mph: reduce posted speed by 5 MPH

High Speed Facilities

Existing Posted Speed is 45 MPH or greater: reduce posted speed by 5 MPH

Low Speed Facilities

Existing Posted Speed is 35 MPH to 40 MPH: reduce posted speed by 5 MPH

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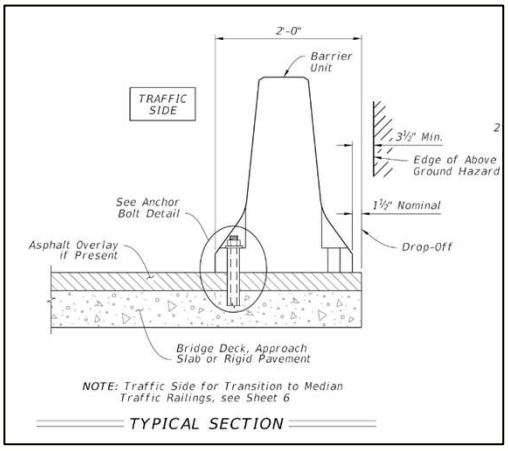
Key Changes from Original Memo



1 Barrier Wall Exemption

Speed reductions won't apply to interstate work zones where workers are protected behind concrete barrier walls, maintaining traffic flow when worker safety isn't compromised.

This exemption acknowledges the physical protection provided by properly installed barriers that separate work areas from travel lanes.

2 Benefits of This Change

Reduces unnecessary slowdowns on high-volume corridors when worker safety is already ensured through physical separation.

Improves driver compliance with speed reductions by reserving them for situations with genuine safety concerns.

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Key Item Changes

Original Approach

- Blanket 60 mph limit at all hours
- No differentiation by work activity
- Limited exceptions permitted
- Focus on maximum speed cap

Revised Approach

- Condition-based reductions when work is active
- Return to regular speeds when work is inactive
- Expanded exception framework
- Focus on credible, enforceable limits

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Anticipated Challenges?

TTCP Alignment

- Inconsistent speed reduction zones
- Lack of detail on activation criteria
- Can be navigated through the existing TTCP review pipeline

Industry Pushback

- Cost concerns for dynamic signage
- Staffing requirements for sign changes
- Enforcement coordination challenges

Streamlining Solutions

- Digital review checklists
- Technical assistance webinars
- Implementation documentation via pictures and GIS apps, information sharing through One.Network service

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Construction Alignment Framework

CEI Verification

Construction Engineering Inspection teams confirm proper signage placement and activation protocols.

Field Validation

Regular day/night inspections verify compliance with speed reduction requirements.

Sign Deployment Process

Standardized procedures for rapid deployment and removal of reduced-speed signage.

Documentation

Photo/video evidence of proper implementation for compliance records.

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Enforcement & Compliance

Law Enforcement Feedback

Officers report improved enforceability when speed reductions align with visible work activity. Targeted enforcement during peak work hours yields best results.

Enforcement Thresholds

Recommended minimum 10% of vehicles exceeding limit by 10+ mph to justify dedicated enforcement. Current data shows 14-22% meeting this threshold.

Data Tracking Gaps

Limited documentation of enforcement actions within work zones. Better integration needed between citation data and work zone locations.

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Enforcement Partnership Plan

Formal Agreements

MOUs with FHP and local agencies for dedicated patrols

Data Integration

MVDS feeds and crash records shared with enforcement

Performance Evaluation

Quarterly reviews of citation data and speed compliance

Strategic Deployment

High-risk locations and times identified through analysis

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FL Super Speeder Law

Driving **50 mph** or more over the speed limit, or driving **100 mph** or more.

- **Penalties:**
  1. First offense: $500 minimum fine, potential 90 days in jail, and a mandatory hearing.
  2. Second or subsequent offense: $5,000 minimum fine, one-year license revocation.

- **Increased Consequences:** Speed alone can be a probable cause for reckless driving charges, leading to arrests and citations. Work zone limits double these citations.

- **Effective Date:** July 1st

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Key Takeaways

Speed Management is Critical for Work Zone Safety

Data shows reduced speeds aligned with active work significantly improve safety outcomes and enforceability.

Enhanced Implementation Strategy

Revised speed reduction memo provides clearer guidance on when and how to implement temporary speed limits.

Enforcement Partnerships Are Essential

Strategic coordination with law enforcement increases compliance and creates safer conditions for workers and drivers.

Verification and Documentation

Consistent field validation, proper signage placement, and thorough documentation ensure credible and enforceable speed reduction zones.

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Safety Message

TARGET ZERO FATALITIES & SERIOUS INJURIES

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Questions & Answers

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