



Traffic Control Device: **Work Zone**

Date of Revision: **March 15, 2002**

Division:

Subject: **Speed Limits in Construction and Maintenance Areas** Page 1 of 2

## Purpose

From time to time it may be necessary to control traffic speeds in construction or maintenance areas by the use of regulatory speed limits.

Under Section 79(6) of The Highway Traffic Act, the Minister of Transportation and Government Services as traffic authority may set the maximum speed at which vehicles may be driven on a highway. This authority has been delegated to the Director of Traffic Engineering for construction or maintenance areas only.

## Policy

The Director of Traffic Engineering may approve temporary regulatory speed limits in construction and maintenance areas on an individual basis, when the following criteria are met:

X **It is unsafe or impossible to drive at the existing posted speed limit due to construction roadway conditions which exist over the full 24 hour day.**

**AND**

X **Standard construction signing is inadequate to convey to motorists that ongoing speed reduction is required over a long section of highway.**

Other conditions or hazards which may warrant regulatory speed limits:

- X Severe geometric constraints throughout the construction or maintenance area will exist over a long period of time and over a long section of highway, e.g. two-lane two-way (2L2W) traffic on a normal four-lane divided highway.
- X Unusual hazards will exist over extended periods of time and over a long section of highway, which can best be handled by speed limits, e.g. flying stones, unexpected dust conditions, large aggregate.
- X Speed control by the use of MAXIMUM 60 WHEN PASSING WORKERS signs (MR-96) is inapplicable or ineffectual.

RECOMMENDED: \_\_\_\_\_  
Director, Traffic Engineering

APPROVED: \_\_\_\_\_  
Executive Director  
Highway Engineering

- X Major speed differentials will exist over extended periods of time between normal highway traffic and construction **vehicles**, e.g. haul roads with high traffic volumes.

Note: This does not normally refer to construction **equipment** such as rollers, packers, graders, scrapers, etc. which may reasonably be expected to travel at very slow speeds in construction areas, where speed control by **MAXIMUM 60 WHEN PASSING WORKERS** signs is appropriate.

- X Bridges or other structures, which for structural reasons, will not safely carry traffic at the existing posted speed limit.

### **Procedures**

Approval for speed limits must be in writing from the Director of Traffic Engineering.

Use of speed limit signs must be limited to those specific sections of highway where problems exist. They must **NOT** be used throughout a project unless the previously listed conditions or hazards dictate.

Speed limit signs must be removed immediately when the conditions change or hazards no longer exist.

Advance speed limit signs (RB-5) must always be used.

**All speed limit signs should be enhanced by red warning flags.**

Speed limit signs should be repeated at minimum 1 km intervals, and following intersections.

Any other existing speed limit signs should be removed or covered for the duration of this temporary speed limit.

At the end of the speed limit area, a sign must be installed confirming the return to the existing posted speed limit.

**Note: These approved speed limits in construction and maintenance areas are enforceable by R.C.M.P. or local police.**