

## WORK ZONE BULLETIN #3/2017

### Transition Speed Zones

#### Summary

This Bulletin is issued to inform consultants, contractors, and department staff of the department's revised practice for the use of transition speeds in work zones. Transition speed zones give motorists the opportunity to gradually reduce their speed as they approach a work zone.

#### Key Changes

The existing Section 4.5 Transitional Speed Reductions in Alberta Transportation's *Traffic Accommodation in Work Zones* is rescinded and replaced with the following:

#### *Section 4.5 Transitional Speed Reductions*

*Transition speeds are used on all long duration projects where the gazetted highway speed in advance of the Work Zone is greater than 30 km/h above the posted speed in the Work Zone. The transition speed can be either 70 or 80 km/h and shall be a minimum of 300 m in length. Drawings TCS-B-4.6A and TCS-B-4.6B shall be used as references when incorporating transition speed limit signs into a work zone signage strategy.*

*In most cases, transition speed zones will be applied only to the approach of the work zone and not to the exit. Motorist compliance to an exit transition speed zone is likely to be low if there are no longer any apparent hazards or risks. However, this method creates an area of differential speeds between the two directions of traffic. When considering whether to include a transition speed zone for motorists leaving the work zone, the roadway shall be evaluated based on the criteria outlined in *Recommended Practices for Differential Speed Zones*.*

#### Effective Date

May 9, 2017

#### Contact

Elena Yin at (780) 415-4827

Operations, Programming and Planning Branch, Alberta Transportation

#### References

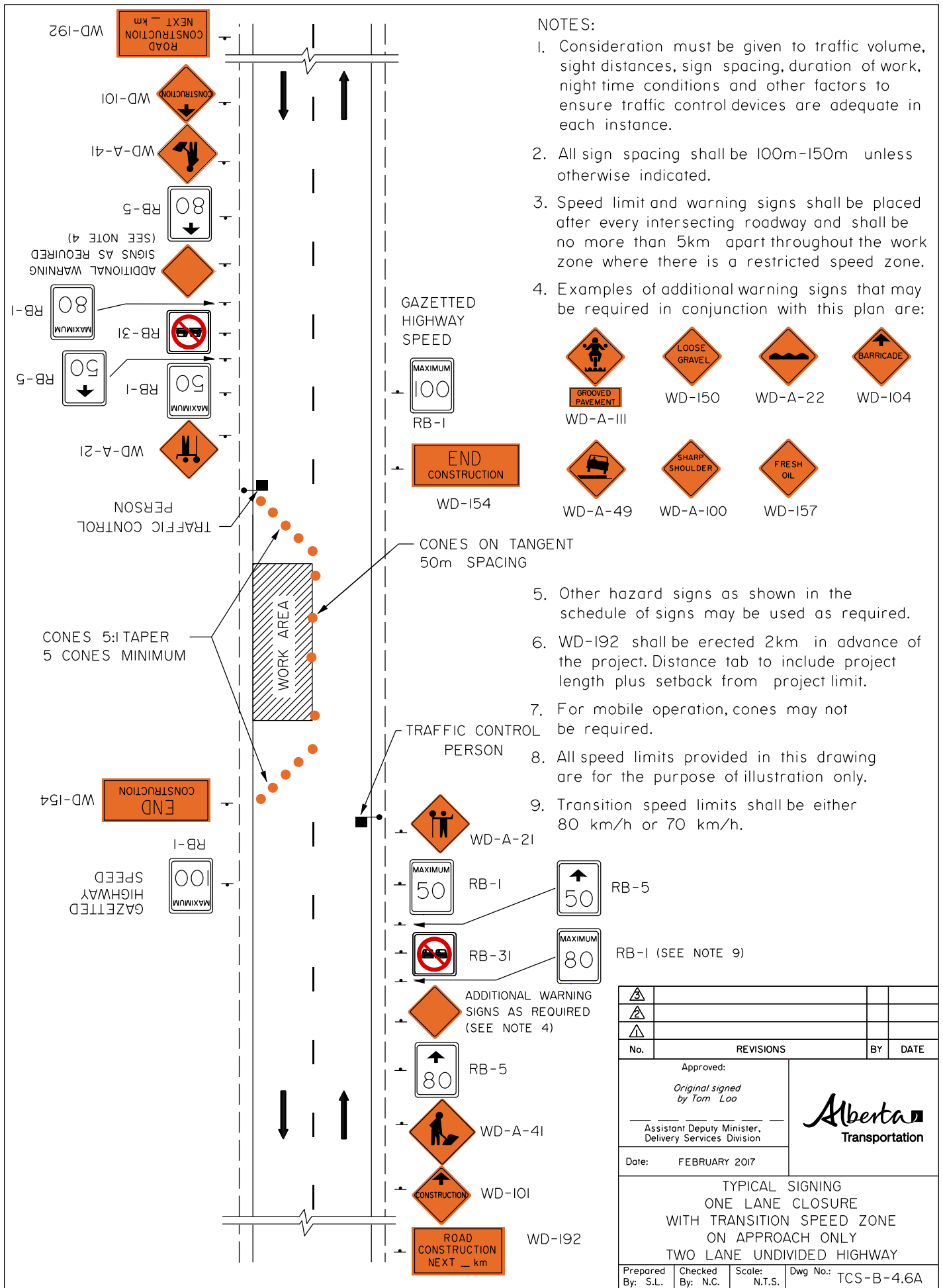
[\*Traffic Accommodation in Work Zones \(2008 edition\)\*](#)  
["Recommended Practices for Differential Speed Zones"](#)

**Approved**







*Original signed  
by Tom Loo*


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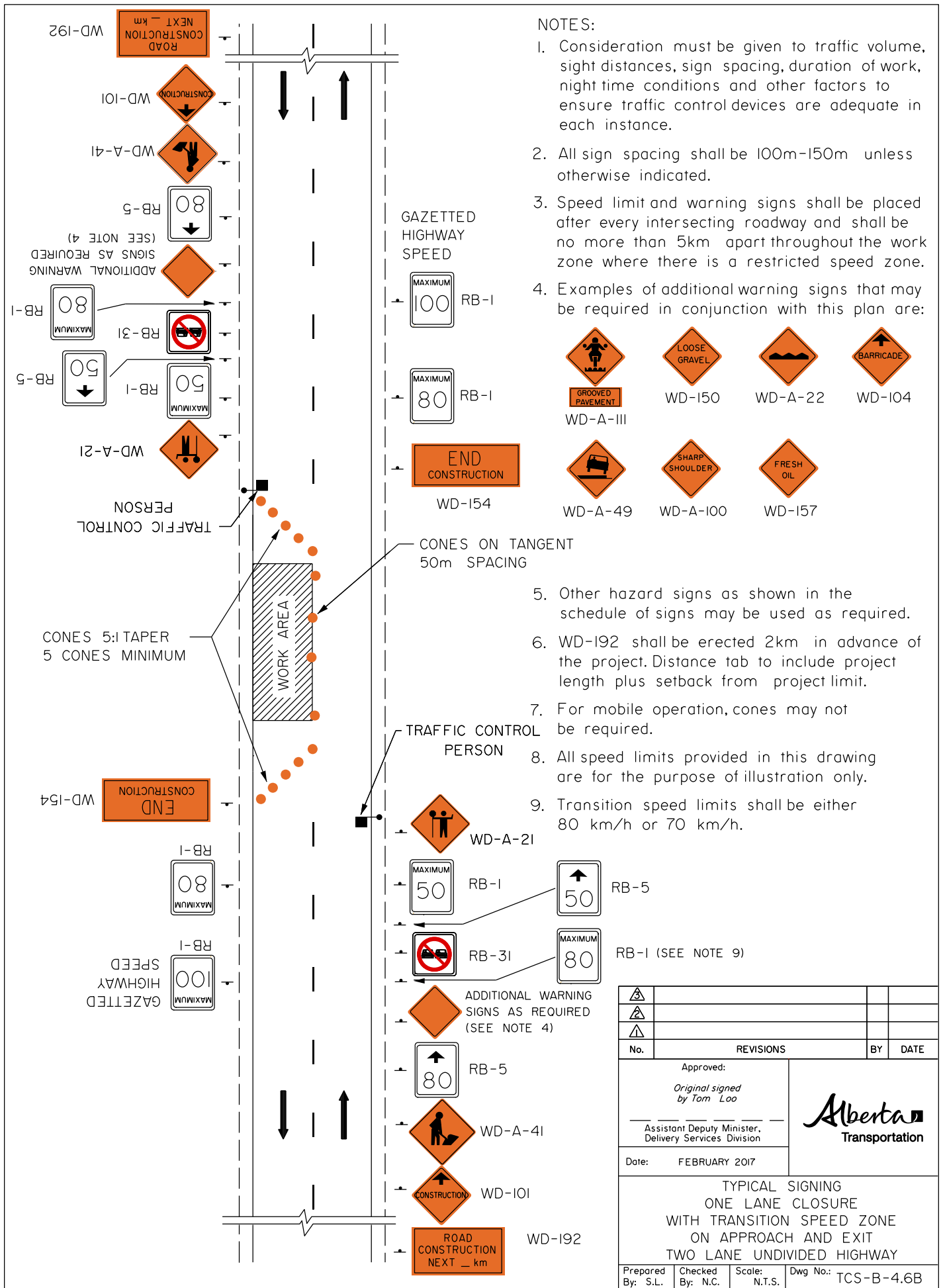
Tom Loo  
Assistant Deputy Minister, Delivery Services Division










**NOTES:**





1. Consideration must be given to traffic volume, sight distances, sign spacing, duration of work, night time conditions and other factors to ensure traffic control devices are adequate in each instance.
2. All sign spacing shall be 100m-150m unless otherwise indicated.
3. Speed limit and warning signs shall be placed after every intersecting roadway and shall be no more than 5km apart throughout the work zone where there is a restricted speed zone.
4. Examples of additional warning signs that may be required in conjunction with this plan are:
  -  WD-A-III
  -  WD-150
  -  WD-A-22
  -  WD-104
  -  WD-A-49
  -  WD-157
5. Other hazard signs as shown in the schedule of signs may be used as required.
6. WD-192 shall be erected 2km in advance of the project. Distance tab to include project length plus setback from project limit.
7. For mobile operation, cones may not be required.
8. All speed limits provided in this drawing are for the purpose of illustration only.
9. Transition speed limits shall be either 80 km/h or 70 km/h.

No.	REVISIONS	BY	DATE
Approved: <i>Original signed by Tom Loo</i> Assistant Deputy Minister, Delivery Services Division			
Date: FEBRUARY 2017			
TYPICAL SIGNING ONE LANE CLOSURE WITH TRANSITION SPEED ZONE ON APPROACH ONLY TWO LANE UNDIVIDED HIGHWAY			
Prepared By: S.L.	Checked By: N.C.	Scale: N.T.S.	Dwg No.: TCS-B-4.6A



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Prepared By: S.L.	Checked By: N.C.	Scale: N.T.S.	Dwg No.: TCS-B-4.6B