Table A Work Zone Component Dimensions: Very Short and Short Duration Work (Non-freeways)

		Normal Posted Regulatory Speed Limit **				
	Dimension	50 km/h or lower	60 km/h	70 km/h	80 km/h	90 km/h
1a*	Taper length for full lane closure (m)	10 – 15	20 – 30	30 – 40	50 – 60	70 – 80
1b*	Taper length for roadside work (m) ***	3 – 5	5 – 7	7 – 10	10 – 12	15 – 20
2*	Longitudinal buffer area (LBA) (m)****	(30)	(40)	50	60	75
3*	Maximum distance between markers (m)*****	4 – 6	4 – 6	8 – 10	8 – 10	10 – 12
	Minimum number of markers for taper	at least 4 markers	at least 5 markers	at least 5 markers	at least 7 markers	at least 8 markers
4*	Minimum tangent between tapers (m)	30	30	60	60	80
5*	Distance between construction signs (m) ******	20 – 30	20 – 30	50 – 60	50 – 60	70 – 80

** Table A distances are based on good visibility, and should be increased if visibility is poor.*

*** The regulatory maximum speed posted on a highway applies under normal conditions; that is, when no construction zone or work activity is present. Guideline provisions required in OTM Book 7 are based on normal posted regulatory speed, and not on temporarily reduced construction zone regulatory or advisory speeds.*

**** Roadside work includes shoulder work and roadway edge work.*

***** LBAs are optional at speeds of 60 km/h or lower, but should be used for closed lanes on multi-lane roads if space permits.*

****** Markers are channelizing devices. Application guidelines are shown in Table F. Cones with reflective collars may be used for daytime or night-time operations on non-freeways.*

******* 5* also refers to the required distance for the placement of a TC Warning Sign ahead of the hazard where referenced in section 6.3.5 for the individual signs.*

Table B Work Zone Component Dimensions: Long Duration Work (Non-freeways)

		Normal Posted Regulatory Speed Limit**				
	Dimension	50 km/h or lower	60 km/h	70 km/h	80 km/h	90 km/h
1a*	Taper length for full lane closure (m)	LV: 15 – 25 HV: 30 – 50	40 – 60	60 – 80	100 – 120	140 – 160
1b*	Taper length for roadside work (m)***	LV: 5 – 8 HV: 9 – 15	10 – 15	15 – 20	20 – 25	30 – 40
2*	Longitudinal buffer area (LBA) (m)****	(30)	(40)	50	60	75
3*	Maximum distance between markers (m)*****	6 – 8	8 – 10	8 – 10	10 – 12	12 – 14
	Minimum number of markers for taper	at least 5 markers	at least 7 markers	at least 9 markers	at least 11 markers	at least 13 markers
4*	Minimum tangent between tapers (m)	55	100	120	140	160
5*	Distance between construction signs (m) ******	40 – 50	90 – 100	110 – 120	130 – 140	150

** Table B distances are based on good visibility, and should be increased if visibility is poor.*

*** The regulatory maximum speed posted on a highway applies under normal conditions, that is, when no construction zone or work activity is present. Guideline provisions required in OTM Book 7 are based on normal posted regulatory speed, and not on temporarily reduced construction zone regulatory or advisory speeds.*

**** Roadside work includes shoulder work and roadway edge work.*

***** LBAs are not a requirement at speeds of 60 km/h or lower, but should be used for closed lanes on multi-lane roads if space permits.*

****** Markers are channelizing devices. Application guidelines are shown in Table F. Cones with reflective collars may be used for daytime or night-time operations on non-freeways.*

******* 5* also refers to the required distance for the placement of a TC Warning Sign ahead of the hazard where referenced in section 6.3.5 for the individual signs.*

LV = Low Volume
HV = High Volume
LV is defined as the average daily traffic volume with less than 3000 vehicles per day (combined traffic for both directions). This figure can be obtained from the local road authority or estimated by counting the number of vehicles that pass the work site in 3 minutes and multiplying this figure by 300. The count may be taken in off-peak or peak traffic periods, corresponding to the period during which the work operations will be carried out.
Example: 20 cars in 3 minutes x 300 = 6000 vehicles per day (this would be an HV road).