

TEMPORARY WORKPLACE TRAFFIC CONTROL
FREQUENTLY ASKED QUESTIONS &
ERRATA

Updated: August 2025

Section 1

FREQUENTLY ASKED QUESTIONS

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Section 1

FREQUENTLY ASKED QUESTIONS

1. Barricades

Barricade Signal - Bulb Wattage

For the 300 mm lights used on heavy barricades, what bulb wattage and lighting standard is required?

Answer:

The Department is aligning 300 mm barricade lamp standards with the Institute of Transportation Engineers (ITE) Standards for traffic signals. There are two technologies, each with their own standards, LED and incandescent.

LED Signals

Since LED units are sealed and their standard essentially fixed at the factory when manufactured, it will be sufficient to specify units that comply with, "Performance Specifications of the Institute of Transportation Engineers. Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Circular Signal Supplement". The document publication number is ST-052. Manufacturers are familiar with this standard and it would be unusual for any to make LED arrays that don't meet the standard.

Incandescent Signals

Incandescent signals are not sealed, therefore are subject to human error, by way of someone selecting the wrong bulb, etc. The standards for incandescent signals are taken from ITE "Equipment and Materials Standards of the Institute of Transportation Engineers". The document publication number is ST-017B.

The ITE specification requires a lumen value of 1750 rated (1650 minimum initial lumens) for 300 mm signal heads. The suppliers of incandescent bulbs for traffic signals provide a wattage range between 135 and 150 for 300 mm heads, to meet the lumen output needs. Those purchasing signal bulbs must ensure that the wattage of the bulb they buy, puts out the lumen value wanted. It is also important to buy bulbs specifically designed for traffic signals. Traffic signal bulbs are designed with the filament at a specific location within the bulb. Should the filament be at the wrong location within the bulb, signal performance will be materially affected.

2. Planning and Preparation Checklist

2. (a) Checklist - Using the Department's Checklist

Must all Temporary Workplace Signers use the checklist provided by the Department Public Works?

Answer:

No.

The use of the sample checklist is not mandatory. Temporary Workplace Signers may develop their own checklist. The checklist must contain enough detail to show that proper consideration has been given to the relevant items from Section 12.

The Department of Public Works has provided a checklist that is based on Section 12 of the Manual. It was done to standardize the checklist, and to minimize the need for every Manual end user to design their own. The checklist is representative of the level of detail the Department thinks is appropriate for Temporary Workplace Signers to adequately prepare the workplace.

The Department of Labour, Skills and Immigration may judge the adequacy of your checklist and may dictate the level of detail required.

The checklist developed by the Department Public Works is available for download by clicking the active link off the www.novascotia.ca/tran/tcm page.

2. (b) Checklist - Visiting the Workplace Beforehand

Does the Temporary Workplace Signer have to visit the site the day before to develop a traffic control plan (24 h in advance of doing work)?

Answer:

No.

Manual Requirements

Section 12.0 of the Manual states that, in the 24 h period before work starts, the Temporary Workplace signer must review the checklist items.

Intent of the Requirements

The intent of the checklist is to engage Temporary Workplace Signers (Signers) in a review process. There is an expectation that Signers will review the list, and for the things on the list that are necessary, they will act. Taken together, the reviewing and the acting is intended to make sure that the workplace is compliant with the standards in the Manual. Presumably, after a review, there will not be incidents where road crews arrive at a workplace under equipped and tempted to 'make do'. The checklist review must be done within the 24 h period before work starts.

Requirement to Visit the Site

There is no requirement to visit the site the day before. The checklist review period is within the 24 h before work starts; that 24 h. period includes the time immediately before work starts.

In deciding when to visit the job site, Signers should consider the degree of complexity presented by the project, and the amount of pre-planning that will be required to deal with the impacts.

Do what is reasonable. If the project is complex, or will have high impact, it may be appropriate to visit the site months in advance of work being done. If the job is small, and routine, it may be enough to visit the site on the same day the work is done.

If the second approach is taken, Signers must be prepared to delay work if their review reveals conditions that require a higher-level solution than they are prepared for. Alternatively, they must anticipate these conditions in advance and carry signs, devices, and manpower to deal with the extras (be prepared for the worst-case scenario).

2. (c) Checklist - Getting Accident Statistics

Does the Signer have to call the police or traffic authority for accident statistics for every job?

Answer:

No.

The requirement to call the police or traffic authority for accident statistics would only come into play where there would be a reasonable expectation that the results would influence the design of the traffic control solution.

2. (d) Checklist -Lightning

Can Traffic Control Persons abandon their Control Position if lightning approaches?

Answer:

In all circumstances, the safety of people is of the greatest importance, including the safety of those doing traffic control work. Whatever decisions are made; this principle should remain paramount. Lightning is a hazard that can affect anyone working outdoors; it can be lethal.

The potential for lightning is a fact known in advance and Temporary Workplace Signers should be aware of this. Like all workplace hazards that could affect safety at workplaces where they have responsibilities, Signers should incorporate lightning awareness into their hazard assessments by checking forecasts.

When lightning is forecast, Signers should take a planned approach to what they will do. A planned approach to a lightning forecast could include delaying work or only undertaking work that can be quickly and safely shut down, until the hazard passes.

Signers being informed and taking a planned approach should result in minimizing the likelihood that Traffic Control Persons will be put in a position of needing to abandon their Control Positions.

For unforeseeable lightning events, Signers should have generic plans in place. They should communicate these plans to those who do traffic control work at their workplaces, they should action the plans if lightning evolves unexpectedly.

3. Delineators

Delineator Use - Mixing Different Types on the Same Job

Section 9 of the Manual (under the Drum, Cone and High Delineator entries) states that delineators of different types must not be mixed for the same purpose on the same job, even when a higher standard delineator is used.

Can cones be used in the Buffer Area, and drums in the Work Area, on the same job?

Answer:

Yes.

The Section 9 restriction on mixing delineators was intended to prevent someone from alternating cones and drums, or high delineators and cones, etc. within one titled section of the workplace (approach transition taper, buffer area, work area, termination taper).

By example: If cones were permitted in an approach transition taper, it would not be appropriate to mix cones with drums in that approach transition taper, even if drums represent a higher standard. The three solutions for that case are to use all cones, all high delineators, or all drums in the approach transition taper.

It is permissible, if permitted by the Application Guide, to have cones in the buffer area, and drums along the entire traffic edge of the work area. It is permitted to completely replace a lower standard delineator (cones or high delineators) with drums, because drums are of a higher standard.

An exception to the rule above is where a workplace has an excavation. In this case drums and cones could be used in the Work Area, with drums delineating the edge of the excavation only.

This is explained in Rule #2.2.1 from Section 13.3 of the Manual.

4. Regulatory Sign Sheeting

Regulatory Signs - Sheeting Standards

Section 8.0 of the Traffic Control Manual states that the orange sheeting on signs must be ASTM Type III (high intensity). Does this mean signs with a white background don't need to be high intensity? What about red lettering such as the circle on RB -31?

Answer:

The NS Motor Vehicle Act & regulations is the governing legislation. They do not specify sign sheeting standards. They instead define performance standards in that regulatory signs must be reflective enough to show the same message by night as by day.

Standards used by the Department of Public Works for Regulatory Signs

The Department of Public Works uses ASTM D4956 Type XI, commonly called Diamond Grade, white sheeting for the RA-1, with a screened red ink overlay to define the word "STOP". The red ink mask is not retroreflective but allows the reflectivity of the white sheeting to show through.

The RB-31 sign uses white ASTM D4956 Type IV, and a screened red ink overlay to define the prohibition circle. As with the RA-1, the red ink is not retroreflective but gives the appearance of retroreflectivity. The black vehicle is also screened ink but is not retroreflective.

Other white signs are made with ASTM D4956 Type IV, with black symbols and / or legends.

As a caution, making signs that have large surface areas of white from sheeting that is too bright, can be blinding at night and cause a reduction in effectiveness rather than the intended increase in performance.

5. TC-114 (NS) Overhead Bucket Work Sign vs. TC-2 Road Work Sign

Must Overhead Bucket Work be signed using the TC-114 (NS) or may it be signed with the TC-2?

Answer:

It is permissible to substitute the TC-114 (NS) for the TC-2, if the work type is Overhead Bucket Work. There is no obligation to use the TC-114 (NS), the TC-2 may be used instead. This is stated in Section 8.2, under the TC-114 (NS) entry.

6. Setting up Delineators for an Altered Centreline

How do you set up delineators along the centreline when using Application Guide C23?

Answer:

There are similar situations in the "A" & "B" Series Application Guides. To set up Application Guide C 23, set up the workplace to regulate traffic using traffic control persons first, then set up C 23 within the Traffic Control Person Zone, stopping traffic as needed.

When C 23 is in place, remove the traffic control person setup, leaving the C 23 Application Guide solution in place. (Stop traffic both ways while placing the delineators along the centerline.)

7. Lane Closure on a Numbered Highway at Night

The Manual requires Temporary Workplace Signers to seek approval from the Department of Public Works to close a travel lane on a numbered highway at night. To meet this requirement Temporary Workplace Signers must contact the Department's Area Manager responsible for the road, in advance at 1-(844)-696-7737 (toll free), which connects the caller to the Department's contact center.

8. Is a TWS Certification invalid if the TCP Accreditation is expired?

If a person's Traffic Control Person (TCP) accreditation runs out before their Temporary Workplace Signing (TWS) certification, is the TWS certification invalid?

Answer:

No.

If a person has a valid TCP certificate, they are an accredited TCP, and as such they are permitted to perform TCP functions until such time as the TCP certificate expires, as indicated by the expiry date on the certificate.

If a person has a valid TWS certificate, they are an accredited TWS, as such they are permitted to perform TWS functions until such time as the TWS certificate expires, as indicated by the expiry date on the certificate.

If a person had both TCP and TWS certificates and the TWS certificate expired, that person could continue to perform the functions of a TCP up until the TCP certificate's expiry date. The person would not be permitted to perform the functions of a TWS. If the TWS certificate is valid and the TCP certificate expires, TWS may continue to perform TCP duties until such time as their TWS certificate expires. Before a TWS can recertify, they must recertify their TCP first at a minimum frequency of once every three (3) years.

If you intend to take a TWS course, but have never had a TCP certificate, or your existing TCP certificate has expired, you are not eligible to participate until you complete the training to get a TCP certificate.

On the date of TWS training, students **must** have a valid TCP certificate.

9. Mobile Delineator work; how does the Departmental approval system work?

Question:

Section 13.5 of the Traffic Control Manual requires those who want to lay out and pick up delineators from a moving vehicle to get approval from the Department of Public Works (Department). How does this approval system work?

Answer:

The procedures in Section 13.5 of the Manual were written from the perspective of using workers on foot, supported by a service vehicle(s), to lay out and pick up delineators. To lay out and pick up delineators from a moving vehicle, Department approval is required.

A template document is available to assist those who wish to make application to the Department for doing mobile delineator work. The template, when completed, will be both the company's Safe Work Practice, and an application form that may be sent to the Department seeking their approval. The link for the template document and the application is here: [Mobile-Delineator-Application-Form.pdf](#)

Within the template document there are procedures for doing mobile delineator work as well as requirements for equipment certification and training.

The Department has designated the Nova Scotia Temporary Workplace Traffic Control Program Administrator as the person who will handle inquiries and approvals for mobile delineator work. The Program Administrator may be contacted by calling (902) 424-7769, or by email to tcm@novascotia.ca

10. Parking Worker's vehicles at Temporary Workplaces?

10 (a). Are workers permitted to park their vehicles completely on the road shoulder inside the Temporary Workplace?

Answer:

The Manual does not prohibit parking worker's vehicles on the shoulder. Section 13.3 of the Traffic Control Manual provides guidance on where to park worker's vehicles. Some important concepts from Section 13.3 are repeated below, along with further guidance and interpretations:

- Worker's vehicles must not be parked where it is illegal to do so. The fact that work is being done does not entitle workers to disregard parking restrictions.
- Vehicles must not be parked where they present a hazard to the motoring public or those at the workplace.
- As a first choice, worker's vehicles should be parked off shoulder. If it is impractical to park off shoulder, workers should park their vehicles as far from the travel lanes as practical.
- Workers must not park their vehicles near Traffic Control Persons, transition tapers or bends in the road.

10 (b). Are workers permitted to park their vehicles completely on the road shoulder in the buffer area or in the transition tapers?

Answer:

No

Workers may not park vehicles on the shoulder in either the buffer area or within the transition area as stated in figure 5.1 of the Traffic Control Manual. However, workers are permitted to park completely on the shoulder within the Termination taper. Park on the shoulder as far from the travel lanes as practical and in no instance near Traffic Control Persons, bends in the road, or where parked vehicles would present a hazard.

11. What is maximum delay permitted at a Temporary Workplace?

What is the maximum delay permitted at a Temporary Workplace?

Answer

(a) For routine Traffic Control

There are standards published in the Temporary Workplace Traffic Control Manual (Manual) for maximum delays for public traffic at Temporary Workplaces, however there are principles that must be followed, and industry guidelines do exist.

The Manual states that public traffic flow must be inhibited as little as possible (*The length of road affected by work must be minimized. Public traffic has priority.*) This requires work activities to be planned and executed so that inconvenience to the public will be the minimum practical. The principles mean that, within reason, the contractor's operating costs and efficiency are not to be treated as more important than the convenience of the motoring public.

The Department of Public Works routinely sets delay standards when awarding contracts. These are published in Section 4.0, Clause 34.0 of the Department's Standard Specifications, document is found at:

<https://novascotia.ca/tran/publications/standard.pdf>

Even though these delay standards do not appear in the Traffic Control Manual, they should be broadly used as a design tool by Temporary Workplace Signers when they develop their traffic management plans.

The typical requirements are reprinted below.

The Contractor must carry out their work activities in such a manner to minimize traffic delays. The following maximum time delays must be adhered to:

- a) an accumulative 20 minutes through the entire contract limits, and*
- b) 10 minutes at any single Temporary Workplace.*

(b) For “all stop” traffic control

In 2024, the Department added a maximum time for stopping traffic in all directions to the Traffic Control Manual. You can find this information in Section 4.0 of the manual which states as follows:

“When using Traffic Control persons to control alternating traffic through a temporary workplace, occasionally traffic must be stopped briefly in all directions to allow activities such as site access, etc. In this case, traffic must not be stopped in all directions for longer than 10 minutes”.

“Where a temporary workplace is planned and established primarily with the intent of stopping all traffic on the road, the road closure must be approved by the Road Owner prior to the closure taking place regardless of the duration of the closure”.

For clarity, the time of 10 minutes is calculated from the time when all TCP show the Stop sign to the time the first TCP shows Slow sign.

12. A64U Sign Sizes (Ramp Exit Sign Size)

What is the Department’s standard for the size of the Green Exit sign on 100 Series Highways?

Answer

- Use a minimum 150 cm x 150 cm sign size if the exit information requires an arrow and two numbers (or symbols), such as Exit 2A, or Exit 22.
- If the exit information requires only an arrow and one number, the minimum sign size may be 120 cm x 120 cm (for example Exit 2).
- If the exit sign has an arrow only and no number designation, the minimum sign size is 120 cm x 120 cm.

The answers above pertain to 100 Series Highways, because that is where off-ramps exist. If there are any off ramps on lower classes of roads that require this form of signing, it would be the expectation that temporary signs should be not smaller than the permanent ones that are being replaced.

13. Protective Footwear

13 (a) Marking and Labelling

What Canadian Standards Association (CSA) and footwear manufacturer's labels must be attached to CSA Grade 1 protective footwear?

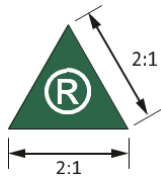
Answer

At least one shoe or boot of each pair shall have the following information permanently marked in a conspicuous location:

- a) Either;
 - i) The manufacturer's or listee's name or trademark; or
 - ii) The certification body's identification number (if certified);
- b) The month and year of manufacture (a date code may be used); and
- c) If certified, the certification body's registered identifying logo or mark on the outside of the footwear.

CSA Grade 1 compliance mark: CSA Grade 1 compliant footwear with protective toe and soles must have a green equilateral triangle (green patch) with sides measuring no less than 15 mm permanently attached to the right boot or shoe upper or tongue, at a conspicuous location (see Figure 1). The green patch must be permanent in nature and of a material compatible with the footwear involved.

Figure 1



13 (b) Choosing CSA approved Footwear

Can Traffic Control Persons wear CSA approved Grade 1 sneakers or shoes, instead of work boots?

Answer

Yes, if applying only Temporary Workplace Traffic Control Manual standards.

Section 11 of the Temporary Workplace Traffic Control Manual sets the **minimum** standard for protective footwear as CSA Grade 1 compliant. There is no style obligation in the manual for the footwear, only that it be compliant with the CSA Z195, Grade 1 standard.

Employers may require a higher footwear standard on their employees, requiring them to wear CSA approved Grade 1 **boots**, to provide ankle protection. If a Traffic Control Person works for an employer with a higher standard, they must choose footwear meeting the higher standard and all other obligations.

14. Controlling Traffic on Private Roads

Do private roads require traffic control?

Answer

Yes

14 (a) If a private road is designed to be accessible to the general public for the operation of a vehicle and intersects a public highway then TWS must include the private road in their traffic control plan.

14 (b) If the primary work solely occurs on a private road, the TWS must consult the road owner and develop a Traffic Control Plan in accordance with the Temporary Workplace Traffic Control Manual or an approved Code of Practice that meets the requirements of both the road owner and the Department of Labour, Skills, and Immigration.

15. How many AFADs can a TCP control at one time?

Answer

There is currently no restriction on the number of AFADs that may be operated under a single Traffic Control Person (TCP), provided the following conditions are met:

- The AFADs are spaced no more than 250 metres apart; and
- The TCP maintains direct line of sight to each AFAD under their control.

If the conditions outlined above—specifically, the 250-metre spacing and direct line-of-sight requirements—cannot be met, each AFAD must be operated by a dedicated TCP.

16. Speed limits less than 50 km/h

The minimum speed indicated in the manual is 50km/h, however I see some streets now have speed limits of less than 50 km/h. What standards apply to those streets?

Answer

When working on a street with a speed limit less than 50 km/h use the standards for the same type of street with a speed limit of 50km/h. If a Temporary Workplace spans between a speed limit that is less than 50km/h and a speed limit greater than 50 km/h, follow Rule 4.6 in Section 13.3.

Section 2

ERRATA (Manual errors and omissions)

1. Temporary speed zone tables in Application Guides A82 & A83 show a speed reduction from 110km/h to 90km/h. This is not correct. Instead, the temporary speed zone at 110 km/h should be 80 km/h

Table 1- Temporary Speed Zone in Application Guides A82 & A83 shows incorrect speed reduction for 110km/h as 90km/h this should show the speed reduction for a 110km/h speed zone as 80km/h and not 90km/h as indicated in the table.

Table 1 - Temporary Speed Zone

V	60-70	80	90	100	110
Vt	†	60	70	80	90
V - Original Speed Zone					km/h
Vt - Temporary Speed Zone					km/h
† Consult Traffic Authority					

X

Table 1 - Temporary Speed Zone

V	60-70	80	90	100	110
Vt	†	60	70	80	80
V - Original Speed Zone					km/h
Vt - Temporary Speed Zone					km/h
† Consult Traffic Authority					

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2. Traffic Control Person Safety Apparel specifications in section 11.1, page 11-2 state:

The following marks on the garment label show compliance with the standard:

- › “CSA Z96”
- › “Fluorescent”
- › “Class 3”
- › “Level 2”

Correction

The following marks on the garment label show compliance with the standard:

- › “CSA Z96”
- › “Fluorescent”
- › “Class 2 or 3” *
- › “Level 2”

*When a class 2 vest, shirt, or jacket (which must include arm bands) is worn in combination with Class 3 pants, the entire combination of safety apparel must meet Class 3 standards.