

# TEMPORARY WORKPLACE TRAFFIC CONTROL FREQUENTLY ASKED QUESTIONS

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*SUGGESTION: Adobe Reader has a text find function.  
Use it to search for a key word, or mouse click the active links below.*

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## **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 of Transportation and Infrastructure Renewal?

**Answer:**

No.

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

The Department of Transportation and Infrastructure Renewal has provided a checklist that is based on Section 12 of the Manual. It was done in an attempt 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 and Advanced Education may judge the adequacy of your checklist, and may dictate the level of detail required.

The checklist developed by the Department of Transportation and Infrastructure Renewal is available for download by clicking the active link off the [www.novascotia.ca/tran/tcm](http://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 in compliance 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 has to 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 know 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 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. 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 Transportation and Infrastructure Renewal for Regulatory Signs**

The Department of Transportation and Infrastructure Renewal uses ASTM D4956 Type III, commonly called High Intensity, white sheeting for the RA-1, with a red ink screened overlay to define the word "STOP". The red ink mask is not retroreflective.

The RB-31 sign uses white ASTM D4956 Type I, commonly called Engineer Grade sheeting and a red ink screened overlay to define the prohibition circle. As with the RA-1, the red ink is not retroreflective.

Other white signs are made with ASTM D4956 Type I, commonly called Engineer Grade sheeting 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. Traffic Control Person – Wearing Sweat Pants**

Can a Traffic Control Person wear sweat pants while performing their duties?

### **Answer:**

The Manual, on page 11-1, requires full length pants for traffic control person work. This is in part to outfit Traffic Control Persons in clothing that will command a measure of respect. The type of full length pants is not specified in the Manual. Traffic Control Persons must dress to meet minimum standards specified by the Manual, and it is suggested that otherwise they generally present a professional image.

## **7. 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.)



## **8. Closing a Numbered Highway at Night**

The Manual requires Temporary Workplace Signers to seek approval from the Department of Transportation and Infrastructure Renewal 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.

## **9. 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, 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 one of them expired, that person could continue to perform the functions for the valid accreditation up to that certificate's expiry date. The person would not be permitted to perform the functions associated with the expired accreditation certificate.

The only time there is a dependent relationship between the two courses is at the time of gaining the qualifications. If intending 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 get the TCP accreditation.

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

## **10. 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 Transportation and Infrastructure Renewal (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 Mobile Delineator Application Form and Safe Work Practice Template can be found in the additional resources section at <https://novascotia.ca/tran/tcm/>.

Within the template document there are procedures for doing mobile delineator work as well as requirements for the 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](mailto:tcm@novascotia.ca)

## **11. Parking Worker's vehicles at Temporary Workplaces?**

**11 (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.

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

**Answer:**

Yes, workers may park on the shoulder in either the buffer area or within a taper, however neither of these locations are ideal. Of these two, the preferred location would be on the shoulder within the buffer area (see the advice provided by the previous answer, directly above). 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.

## 12. What is maximum delay permitted at a Temporary Workplace?

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### Answer

There are no hard-numbered standards published in the Temporary Workplace Traffic Control Manual (Manual) for maximum public traffic delays 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 less important than the convenience of the motoring public.

The Department of Transportation and Infrastructure Renewal 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 are 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.*

### **13. 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.