

TEMPORARY WORKPLACE TRAFFIC CONTROL FREQUENTLY ASKED QUESTIONS

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1. Barricades

Barricade Signal - Bulb Wattage

For lights used on 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 provide 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 Workforce Development 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.gov.ns.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 that 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.

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 # 19 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:

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 Type III (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 Type I (engineering grade) sheeting, with black symbols, 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 Type I (engineering grade) sheeting with black symbols and / or legends.

5. Truck Mounted Attenuators

Truck Mounted Attenuator - Standards

5. (a) What standards apply to Truck Mounted Attenuators? There are different models for varying applications according to the manufacturer. They are based on U.S. guidelines. I'm not sure if we go by those or we wait for future clarification.

Answer:

The standards for Truck Mounted Attenuators in the Manual are for Test Level 3 (TL-3) as specified in the NCHRP 350 report. The report and therefore the standards associated with it are from the USA. The report is available on the Web at:

http://safety.fhwa.dot.gov/roadway_dept/road_hardware/nchrp_350.htm.

Truck Mounted Attenuator - In-house Design

5. (b) May I design and construct a Truck Mounted Attenuator?

Answer:

Yes.

To be acceptable for use, the design would have to be proven compliant with NCHRP 350, TL-3 standards.

6. 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 8.3, under the TC-114 (NS) entry.

7. Traffic Control Person - 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.

8. 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. In order 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 centreline.)

9. Closing a Numbered Highway at Night

The Manual requires some 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 should contact the Department's Area Manager responsible for the road, in advance. Where it is impractical to contact the Area Manager (such as for rapidly deployed unplanned work), use this 24/7 contact number: **1-800-565-2224**. The 24/7 number connects to the Department of Natural Resources' radio room at Shubenacadie. Operators will be able to patch you through, or relay a permission.

10. Is a TWS certification invalid if the TCP accreditation is expired?

Question:

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. (It is also possible for a TCP certificate of accreditation to be revoked by the Department.)

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. (It is also possible for a TWS certificate of accreditation to be revoked by the Department.)

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.

11. 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).

Some wanted to use a worker in or on the back of a pickup truck to lay out and pick up delineators. This concept presented a number of legal issues and there were safety concerns, both from an equipment and procedural point of view.

To address these issues, the Department developed a template document that may be used by companies 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.

Within the template document are requirements for equipment to be certified by an Engineer, there are training requirements, and there are procedures for doing mobile delineator work.

The Department has designated its Manager of OH&S as the person who will handle inquiries and approvals for mobile delineator work. The Manager may be contacted by calling (902) 424-8284.

12. Parking Worker's Vehicles at Temporary Workplaces

Question:

May workers 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.

Question:

May workers park their vehicles completely on the road shoulder in the buffer area or in the transition tapers?

Answer:

Yes, they 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.