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**Item No. 7**  
**Halifax Regional Council**  
**June 18, 2024**

**TO:** Mayor Savage and Members of Halifax Regional Council

**SUBMITTED BY:** Original Signed

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Cathie O'Toole, Chief Administrative Officer

**DATE:** May 31, 2024

**SUBJECT:** Public Notification of Full Road Closures Procedure

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**INFORMATION REPORT**

**ORIGIN**

August 9, 2022 Regional Council motion (Item No. 16.1),

MOVED by Councillor Deagle Gammon, seconded by Councillor Outhit

THAT Halifax Regional Council direct the Chief Administrative Officer (CAO) to prepare a staff report recommending the procedure to be followed when providing public notice of a full road closure for the purposes of road recapitalization or maintenance.

MOTION PUT AND PASSED UNANIMOUSLY

November 22, 2022 Regional Council motion (Item No.16.1),

MOVED by Councillor Lovelace, seconded by Councillor Purdy THAT Halifax Regional Council direct the Chief Administrative Officer (CAO) to provide a staff report and return to Council with options to require construction projects to lessen impacts and risks to public safety due to prolonged public street closures. The report should include options to fine contractors for work in the right of way and sidewalk that extends well beyond the approved permit duration.

MOTION AS AMENDED PUT AND PASSED UNANIMOUSLY

**LEGISLATIVE AUTHORITY**

**Halifax Regional Municipality Charter. 2008, c.39.**  
**Part XII Streets and Highways**

**Section 318, Streets Vested in Municipality**

(2) In so far as is consistent with their use by the public, the Council has full control over the streets in the Municipality.

### **Section 322, Street Related Powers**

(1) The Council may design, lay out, open, expand, construct, maintain, improve, alter, repair, light, water, clean, and clear streets in the Municipality.

### **Section 332, Temporary purposes**

The Engineer may

(a) permit a person to use a portion of a street for construction or other temporary purpose;

(b) temporarily close a street, or part thereof, for the protection of the public, to allow work to be done on the street or on lands and buildings adjacent to the street or for any other purpose beneficial to the public interest. 2008, c.39, s.332.

### **EXECUTIVE SUMMARY**

An unforeseen road closure required during the 2022 construction season caused several weeks of unplanned traffic impacts. As a result, there has been heightened public concern with respect to road closures and public notification associated with Capital work.

The procedure that is normally followed for public notification of road closures is captured in the HRM Temporary Workplace Traffic Control Manual Supplement (**TWTCMS**) of the Provincial Manual, which is an operational document that is routinely updated by HRM staff. HRM staff will include the following updates to the TWTCMS as part of its next regular update, to confirm the need for HRM staff to provide the public with additional advanced notification of full road closures in certain cases:

- Two (2) months in advance of the full planned closure of TWTCMS Schedule A streets that require a detour route of more than 1 km AND that will have a continuous duration of more than 3 weeks; and,
- One (1) month in advance of the full planned closure of any other streets that require a detour route of more than 1 km AND that will have a continuous duration of more than 3 weeks.

### **BACKGROUND**

In 2022, Waverley Road was fully closed between July 4 and July 29, with partial closure between July 29 and August 2, to complete planned HRM recapitalization work. This closure was initially unforeseen, and the tender documents assumed that the road would remain open. Upon further investigation by the successful construction proponent, the decision was made to close the road for safety reasons. It is understood that the lack of advanced notice to the public, along with the importance of the Waverley Road to both local and regional travel routes, caused unintended public service impacts and heightened public concern over the amount of notification given to the public in advance of full road closures. This then prompted the discussion of this subject at Regional Council on August 9, 2022.

Since this road closure was unforeseen by staff, the Public Works Design & Construction team did not complete their normal advanced notice of full road closure. The normal notification process associated with full road closure resulting from HRM-led road recapitalization projects includes the following activities.

During detail design, the scope is confirmed, closures are identified, and the construction season is confirmed. During this stage, letters are mailed to abutting property owners, the local Councilor(s), and other key interest holders two or more months in advance of tendering the construction work. The letters include high level scope information and contact information for

questions, or for owners to provide property specific information to staff.

- For work requiring closures, HRM Design & Construction works with the HRM Corporate Communications team to determine a communications plan based on the complexity and length of the planned work. The plan includes determining the target audience, media type, and timing for associated Public Service Advisories. Elements considered for the plan may include mailout information, radio or television advertisements, social media campaigns, and/or signage.
- Contractors completing work for HRM are subject to public notification requirements as part of their HRM right-of-way permits pursuant to the Streets By-Law S-300, in accordance with the requirements of the HRM TWTCMS. These requirements are also contained in the tender specifications' packages. **It is important to note that the TWTCMS is an operational document that is routinely updated by staff to capture road work requirements.**
- Notice of real-time closures are posted on the publicly accessible [HRM's RoadWorks website](#), push notifications from which are emailed to Councilors for upcoming and current closures in their districts, and data from which is used to guide routine public services.
- Approximately two weeks in advance of planned Capital work, notifications of upcoming construction work (for example door hangers etc.) are hand delivered to local residences and businesses that provide a summary of the scope, more detailed timing, and expected impacts (closures, access changes, etc.) associated with the work, along with contact information to ask questions and address concerns.

Other departments including Public Works' Right-of-Ways group and Planning & Development's Development Engineering group, administer road closures of various durations related to private land development, for which HRM exercises less control over advanced notice. These closures are still subject to the requirements of the Streets By-law S-300, the Administrative Order Respecting Construction Site Management (CMP AO) (HRM, 2020; Section 32), and the TWTCMS, in accordance with their legislative application respectively. Typically, proponents need to:

- Obtain a Right-of-Way permit from HRM;
- Assess the impacts of the closure and distribute notification to those affected in accordance with the requirements of the TWTCMS and CMP AO;
- Deliver initial notices to impacted residents and enterprises a minimum of 5 days in advance of the closure;
- Confirm distribution of the notices with the Municipal Engineer; and,
- Undertake other supplemental communications strategies as determined by the Municipal Engineer if the closure is longer-duration or otherwise more impactful to the public.

Shorter duration closures may also be managed by HRM's Special Events Task Force, Public Works' Right-of-Ways group, and Public Works Infrastructure Maintenance and Operations team, who provide public notification at the discretion of the Municipal Engineer to mitigate public impacts.

## **DISCUSSION**

A desktop search of relevant notification standards was completed, and it appears that none of the three levels of government (Municipal, Provincial, and Federal) have overarching standards for public notification of service disruptions. The American Public Notice Resource Centre (APNRC) published a Best Practices Guide for Public Notice in 2016 (APNRC, 2016). This short guide provides a few relevant key points on the

importance and method of public notice including confirmation that “public notices should be reasonably accessible to the public, so that with a minimum of effort citizens may inform themselves.”

HRM Public Works Design & Construction staff mitigate project impacts including road closures. As part of the design process, staff complete a multi-disciplinary review with other internal subject matter experts, including construction inspectors, to confirm how best to configure the infrastructure in the right-of-way to maximize its utility and mitigate negative impacts during construction. This review generates a better understanding of the configuration of the work during construction, which is then used to provide residents and other interest holders advanced notice of the work. HRM PW staff also work with HRM Corporate Communications to determine how best to inform the public of more impactful construction work such as longer-term full road closures or significant interruptions on arterials and collectors. Such methods for amplifying the communication of planned road closures may include, but are not limited to: radio advertising, social media advertising, halifax.ca webpage content and promotion, newspaper advertising (when timings allow), and other formats such as outdoor portable signs.

In the case of the recapitalization of transportation assets under the planned HRM Capital Program, project impacts on travelled routes are usually identified during detailed design and can be first shared with the public approximately two months in advance for arterials and collector streets, and one month in advance for local streets. The advance notice will not include exact dates, as that is dependent on many factors including construction award timing, fabrication timing, weather, and staff availability. As the project progresses, more detailed information will be made available to the public, working with corporate communications. Though this is a routine process for the Design Engineering team, it is worth noting that this commitment could be more openly shared with the public for clarity and accountability. Therefore, staff will add these public notification commitments to the public-facing TWTCMS for HRM staff’s routine reference. The edits will be included in the document as part of the next regular update which follows annual updates to the Provincial version of the Temporary Workplace Traffic Control Manual.

It is understood that many organizations across Canada use publicly accessible mapping tools to confirm upcoming and current closures. HRM has the RoadWorks map that shows full road closures in real time, and that is publicly available and used by many external organizations. The current RoadWorks Map only captures full street closures that are planned in advance, and certain long-term sidewalk closures and temporary sidewalks around large development sites. Planned works that may impact motor vehicle traffic, but do not involve a full closure, are not displayed on the map.

The current, prescribed baseline level of service for street closures is outlined in Table 1. The scope of public notification that will be included in the TWTCMS is summarized in Table 2 and is included in the marked-up proposed revision to the TWTCMS in Attachment 1.

Table 1: Current Public Notification Baseline Level of Service for Road Closures

<b>TYPE OF CLOSURE</b>	<b>MAPPED IN ROADWORKS</b>	<b>WRITTEN NOTICE<sup>1</sup></b>	<b>NOTIFY COUNCILLORS<sup>2</sup></b>	<b>PUBLIC SERVICE ANNOUNCEMENT</b>	<b>ADDITIONAL NOTIFICATION<sup>3</sup></b>
<b>ANY STREET CLOSURE</b>	Real time + 7 days in advance	5 days	RoadWorks push notification	Not required.	As initiated by the Engineer, in consultation with Corporate Communications
<b>SCHEDULE A<sup>4</sup> STREETS</b>	Real time + 7 days in advance	5 days	RoadWorks push notification	Required, in consultation with Corporate Communications	At the discretion of the Engineer, in consultation with Corporate Communications
<b>REPEAT CLOSURES</b>	Real time + 7 days in advance	5 days initial notice <sup>5</sup> 48 hours subsequent	5 days initial notice <sup>6</sup> 48 hours subsequent	Not required.	At the discretion of the Engineer, in consultation with Corporate Communications
<b>EMERGENCY CLOSURES</b>	As quickly as possible.	None	As quickly as possible.	If required based on discretion of the Engineer.	At the discretion of the Engineer, in consultation with Corporate Communications

<sup>1</sup> Hand-delivered notification to all affected property owners/businesses, with content as specified in the TWTCMS (HRM, 2024)

<sup>2</sup> Push notifications are provided via email to Councilors are part of the routine functioning of the RoadWorks online map.

<sup>3</sup> Such as installation of Variable Message Signage (VMS) to notify of upcoming closures, or long detour routes; public service announcements etc.

<sup>4</sup> Schedule A of the TWTCMS (HRM, 2024).

<sup>5</sup> Initial notification must include “the expected number of closures and schedule”, as per TWTCMS (HRM, 2024).

<sup>6</sup> Initial notification must include “the expected number of closures and schedule”, as per TWTCMS (HRM, 2024)

Table 2: Recommended Additions to the Baseline Level of Service for Public Notification of Full Road Closures

<b>TYPE OF CLOSURE</b>	<b>DETOUR ROUTE MORE THAN 1 KM</b>	<b>CONTINUOUS DURATION OF CLOSURE</b>	<b>LETTERS TO RESIDENTS</b>	<b>NOTIFY COUNCILLORS</b>
<b>HRM PLANNED CLOSURE OF ANY STREET</b>	Yes	More than 3 weeks	1 month	1 month
<b>HRM PLANNED CLOSURE OF SCHEDULE A<sup>7</sup> STREETS</b>	Yes	More than 3 weeks	2 months	2 months
<b>EMERGENCY AND UNPLANNED CAPITAL WORK</b>	Yes	More than 3 weeks	As soon as possible	As soon as possible

*Note: Closures that are less than 3 continuous weeks in duration, and result in a temporary detour of less than 1 km in length are not subject to additional notification requirements. All road closures are, and will continue to be, subject to public notification at the discretion of the Municipal Engineer or their delegate to mitigate public impacts.*

**Fines**

Planned HRM capital work that is not completed by HRM staff is advertised for public bidding through a tendering process. HRM determines the appropriate content of the contract documents for completing the tendered construction work, which can include per diem penalties associated with extended closures, or liquidated damages for late work completion.

As noted above, street closures completed by external parties typically require a permit issued by HRM. During the process of permitting road closures (including sidewalk closures) that are not being planned as part of HRM’s capital work, notification requirements are established, and the duration and timing of the closure are confirmed as part of the permit approval. It is possible that the notification for this work may be less than for HRM Capital Work. Efforts are made to provide as much notice as possible. Work that is completed without a permit, or that doesn’t properly adhere to permitting conditions, is subject to penalties in accordance with the Streets By-law, which range from \$50 to \$5,000.

No additional monetary penalties are recommended.

**FINANCIAL IMPLICATIONS**

No financial implications at this time.

**COMMUNITY ENGAGEMENT**

No community engagement was undertaken as part of the preparation of this report.

**ATTACHMENTS**

Attachment 1: Contemplated Revision to the Temporary Workplace Traffic Control Manual Supplement (HRM, 2024)

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<sup>7</sup> Schedule A of the TWTCMS (HRM, 2024).

## **REFERENCES**

Province of Nova Scotia, (2023). Halifax Regional Municipal Charter. Accessed November 21, 2023 from: <https://nslegislature.ca/sites/default/files/legc/statutes/halifax%20regional%20municipality%20charter.pdf>

HRM, (August, 2022). By-law S-300 Respecting Streets. Accessed November 21, 2023 from: <https://www.halifax.ca/sites/default/files/documents/city-hall/legislation-by-laws/By-LawS-300.pdf>

HRM, (February, 2020). Administrative Order Respecting Construction Site Management. Accessed November 21, 2023 from: <https://cdn.halifax.ca/sites/default/files/documents/city-hall/legislation-by-laws/2018-005-ADM.pdf>

HRM, (January, 2024). Traffic Control Manual Supplement. Accessed November 21, 2023 from: <https://cdn.halifax.ca/sites/default/files/documents/business/doing-business-halifax/traffic-control-manual-supplement-2023.pdf>

HRM (No Date). RoadWorks Mapping. Accessed on April 30, 2024 from: <https://hrm.maps.arcgis.com/apps/webappviewer/index.html?id=ac9e2e5c11fe44ea84c8c32a58eea271>

Government of Canada, (November, 2021). Directive on the Management of Communications. Accessed November 21, 2023 from: <https://www.tbs-sct.canada.ca/pol/doc-eng.aspx?id=30682>

Public Notice Resource Centre, (2016). Best Practices for Public Notice. Accessed online April 8, 2024 from: <https://www.pnrc.net/wp-content/uploads/2016/09/47156904-3878-449e-979c-84e51f591869.jpg>

Province of Nova Scotia, (2021) Temporary Workplace Traffic Control Manual. Accessed May 17, 2024 from: [Temporary Workplace Traffic Control Manual | novascotia.ca](https://www.novascotia.ca/Temporary-Workplace-Traffic-Control-Manual)

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A copy of this report can be obtained online at [halifax.ca](https://www.halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

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**HALIFAX REGIONAL MUNICIPALITY**  
**TRAFFIC CONTROL MANUAL SUPPLEMENT**



**HALIFAX REGIONAL MUNICIPALITY**  
**TRAFFIC CONTROL MANUAL SUPPLEMENT**

The following provisions shall apply to all contractors/organizations and others doing work on streets under the jurisdiction of the Halifax Regional Municipality. These provisions are in addition to the “Nova Scotia Temporary Workplace Traffic Control Manual”, latest edition, (occasionally referred to in this document as the MANUAL) published by the Nova Scotia Department of Transportation & Infrastructure Renewal.

For the purposes of this document, "Engineer" means the Engineer of the Halifax Regional Municipality and includes a person acting under the supervision and direction of the Engineer. The Traffic Authority shall be the Traffic Authority or Deputy Traffic Authority of the Municipality; as appointed by Administrative Order 12, as amended from time to time. All other definitions shall be consistent with those provided in the Nova Scotia Temporary Workplace Traffic Control Manual, latest edition (MANUAL).

## NEW FOR 2024

The following is a list of significant changes in this document compared to the version published in January 2024.

2024

### General Changes

Significant changes from previous versions highlighted in text using the year graphic in the left margin. Minor changes will not be specifically called out.

#### Part I – General

No changes

#### Part III – Closures

##### 14. Closure Notifications

- Addition of HRM staff commitments to public notification specific to planned HRM street recapitalization work.

#### Schedule A – List of Restricted Streets

- Barrington Street – Cornwallis Street changed to Nora Bernard Street  
Nora Bernard Street – Name changed from Cornwallis Street to Nora Bernard Street
- Dunbrack Street – North West Arm Drive changed to Main Street
- Hammonds Plains Road – Segment adjusted
- Highway 7 – Segment expanded to account for 2022 boundary update
- Lawrencetown Road – Included to account for 2022 boundary update
- St. Margarets Bay Road – Segment expanded to account for 2022 boundary update

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## **PART I – GENERAL**

### **1 BYLAWS AND ORDINANCES**

It is the responsibility of every contractor, owner or organization doing work in Halifax Regional Municipality to be familiar with Provincial laws and with By-laws, Administrative Orders, Regulations and Ordinances of the Halifax Regional Municipality. This includes but is not limited to the Streets By-law, the Noise By-law, the Truck Routes By-law and the Administrative Order Respecting Construction Site Management. Failure to comply with any legislation or regulation may result in penalties.

### **2 PRECONSTRUCTION MEETINGS**

For any work where the requirement for a pre-construction meeting is not already addressed as a condition of a tender or permit; where a planned project for which the work area is located on any street appearing on the list in Schedule A, as well as for any Halifax Transit routes and truck routes, HRM may require a preconstruction meeting to discuss the scope of work. Stakeholders invited to attend may include (but is not limited to) the owner/developer, contractor(s), inspector(s), Transit, Utilities, Traffic Management, Development Approvals.

### **3 PERMITS**

With the exception of emergency situations, no work may commence on any HRM street without first obtaining a permit as required by the provisions of the HRM Street By-Law (S-300). Permit applications must be submitted at least 5 business days before the proposed construction start date. Construction must not start before the permit is issued.

## PART II – ADDITIONAL PROVISIONS

### 4 TRAFFIC AUTHORITY APPROVALS

As per the requirements of the MANUAL, the following traffic control conditions are not permitted without authorization of the Traffic Authority:

Description	Corresponding MANUAL Section
Partial Lane closures on multi-lane roads	7.0
Altered centerline on Highway (road with speed limit > 50 km/h)	7.0
Altered Centrelines on multi-lane roads when lane widths are being reduced	7.0
Speed Zone Restrictions, meaning any speed limit reductions	8.3 + 13.3
Installation of permanent Stop signs	8.4
Extending work areas where pilot vehicles are used beyond 2km	9.4
Temporary Traffic Control Signals	9.6
As noted in various Application Guides A, B and C	

In addition, if the Traffic Authority is to authorize the above noted conditions, the Traffic Control Plan must have a space for the Traffic Authority's signature and date as well as identify why the Traffic Authority is signing the document.

Example:

Approved by _____ Traffic Authority	_____ Date
For the approval of (insert reason here, e.g.: the altered centreline) only. All other aspects of this Temporary Traffic Control Plan must follow the Temporary Traffic Control Manual, latest edition.	

### 5 TRAFFIC AUTHORITY CONSULTATION

As per the requirements of the MANUAL additional consultation is required before disabling, covering or removing any permanent regulatory, warning signs, traffic signals, beacons or pavement markings (Section 4) and before establishing a detour Application Guides A77, B77 and C77, C114, C119, and C139).

### 6 MINIMUM LANE WIDTHS

Notwithstanding the requirements of the MANUAL, the minimum width of any narrowed lane shall be 3.0 metres. Where the lanes are delineated by painted lines, the minimum lane width shall be 3.5 metres.

Notwithstanding, the Engineer may require lane widths wider than the minimums stated above in order to ensure safe traffic conditions.

### 7 ROUNDABOUTS

[REMOVED. See the “D” Application Guides for Roundabouts in the MANUAL]

**8 ADVANCE WARNING SIGNS**

HRM may require advance warning signs for any construction project which is expected to cause major delays or affect a large number of road users. Any time advanced warnings are used to complement a traffic control setup, a plan must be provided to HRM for review prior to construction. The submission must include the location of the advance warning, the proposed type of advance warning (electronic variable message signs, static text signs, etc.) and the proposed message. HRM may require the message to be modified at any time.

Portable Electronic Variable Message Sign usage is to be consistent with Nova Scotia Public Works Policy PO1028 – Use of Portable Variable Message Signs.

**9 PARKING RESTRICTIONS**

The contractor shall make every attempt to prevent parking in the construction zone by using cones or barrels to reserve curb space required for construction activities. Posting regulatory signage for the purposes of restricting parking for construction activities will only be considered in exceptional circumstances. Requests for temporary regulatory signage must be submitted a minimum of 10 business days in advance of construction.

Contractors may install their own non-regulatory signs to restrict parking. They must be text only and resemble a construction sign, with black letters on an orange background. Any non-regulatory signs must not cover any existing signs (including but not limited to other regulatory signage used to control parking). They are not enforceable through HRM Parking Enforcement but may prove helpful in protecting space ahead of planned works. These signs should be installed 24 hours in advance of construction for maximum effectiveness.

**10 CONSTRUCTION MANAGEMENT PLANS**

Construction Management Plans (CMP, formerly called traffic control and pedestrian management plans, or TCP and PMP respectively) must be submitted for every project. The CMP must be prepared in accordance with applicable regulatory requirements and must include the contact information for the qualified Temporary Workplace Signer (TWS) who created it.

Plans must include information about how each types of road user – pedestrians, cyclists, and motor vehicles – will be accommodated past the work area.

Particular attention to detail is necessary for pedestrian impacts along a Transit route where the work area includes a bus stop that will remain open; the plans must include comments on how access will be maintained to the Transit stop. Special consideration should also be made for pedestrian access for work areas within Business Improvement Districts, School Zones, and other locations significant when pedestrian volume is expected.

Pedestrian management plan shall consider pedestrians of all abilities, including but not limited to those using mobility aids such as canes, walkers, wheelchairs.

## PART II – ADDITIONAL PROVISIONS

The CMP must include a detailed diagram and signature block whenever Traffic Authority approval or consultation is required (see Sections 4 and 5 of this document). Otherwise, the format of the CMP will depend on the complexity of the traffic control setups, and information may be conveyed through an appropriate combination of text and/or diagrams.

HRM reserves the right to request additional detail or information prior to issuing a Streets and Services Permit.

### 11 IMPACTS TO TRANSIT ROUTES AND STOPS

Every effort should be made to maintain transit accessibility along designated Halifax Transit routes and at stops. If work will impact Halifax Transit routes or stops, a minimum of 5 business days notice is required to schedule work.

Halifax Transit bus stops may remain open near work areas under the following circumstances:

- The curbside lane of the travel way remains open and accessible for buses. A minimum of 40 m of curb space preceding the bus stop sign is required.
- The sidewalk or shoulder adjacent to the street remains open and accessible for pedestrians. If sidewalk and bus pad at the bus stop will be temporarily reinstated with gravel then the stop is still considered open but no longer considered accessible. Halifax Transit must be notified 5 days in advance when the accessibility status of a bus stop is changed due to construction activity.

If the above criteria cannot be met, the bus stop must be closed. The intention to close the bus stop must be clearly indicated on the CMP when making the application for Streets and Services Permit.

### 12 IDENTIFICATION OF TRAFFIC CONTROL SIGNAGE

[REMOVED. See Section 8 Temporary Condition Signs – Urban Signs]

[REMOVED. See Section 13.3 Operational Requirements and Standards, Rule 1.17 Urban Signs]

Traffic control signage that is placed within the HRM Street right of Way must include the owner's name or logo in a format that is compliant with *Section 9 – Temporary Condition Devices – Company Name or Logo* so that the owner of the sign can be immediately identified.

## PART III – CLOSURES

### 13 CLOSURES

The Integrated Mobility Plan was unanimously approved by Halifax Regional Council on December 5, 2017. Objective 2.3.1 of the Plan is to “*Meet the needs of all ages, abilities and travel modes in the design and maintenance of streets*”. Construction Management Plans that must also consider the needs and travel modes of all road users when construction activities close critical parts of the street.

#### 13.1 Sidewalk Closures

Sidewalk closures should be avoided wherever possible, and the Engineer must grant approval before a sidewalk<sup>1</sup> can be closed. A request for a sidewalk closure must be accompanied by a CMP that describes the proposed detour route. Pedestrians should be directed to the other side of the street at marked crosswalks, where possible.

#### 13.2 Bicycle Lane Closures

The MANUAL addresses procedures for closing bicycle lanes. In HRM, the MANUAL processes are appropriate for closing painted bicycle lanes (unprotected bicycle lanes) only. Unless otherwise approved by the Engineer, protected bicycle lanes and other components of an “All Ages and Abilities” (AAA) bicycle network that are closed or adversely affected by construction should be provided a facility which provides reasonably similar protection, and this must be provided as part of the CMP. Short Duration Work and works done under an Annual Permit are exempt from the requirement to provide reasonably similar protection, and instead must comply with the requirements of the MANUAL. The Engineer must grant approval for any exceptions.

#### 13.3 Transit Lane Closures

Work affecting Transit Lanes shall be restricted to non-operational hours (meaning hours that the lane is not dedicated to Transit vehicles only). The Engineer must grant approval for any exceptions. Exceptions shall be requested through the CMP.

#### 13.4 Street Closures

The Engineer must grant approval before a street can be closed. Any request for a construction related street closure must be complete and include the following:

- Purpose of closure
- Date and duration of planned closure, as well as rain dates or backup dates if known
- Location of work site
- Limits of planned closure
- Detour plan(s):
  - Pedestrian and Vehicle detours, as well as separate Bicycle, Transit, Passenger, and Truck Detours if they are different than the standard vehicle detour
- Copy of closure notification letter to be distributed to the affected residents
- Contact information for the person or company responsible for the closure

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<sup>1</sup> For the purposes of this document, only an improved area – asphalt or concrete – between the travelled way and the edge of the right of way shall be considered a sidewalk. This is **not** consistent with the definition of a sidewalk in the Nova Scotia Motor Vehicle Act.



## PART III – CLOSURES

Prior to closing a street, an applicant must have a plan to prevent disruptions in services such as solid waste removal, Halifax Transit, Canada Post community mailbox access and snow clearing activities when applicable. The Traffic Authority may dictate additional requirements regarding detour signage as their sole discretion.

### 14 CLOSURE NOTIFICATIONS

For all planned construction related street closures, the contractor is responsible to distribute notification to all affected property owners/business owner/tenants regarding the planned disruption. A closure must be approved by the Engineer prior to notice delivery and be hand delivered to all property owners or businesses within the closed area. These notices must contain the following:

- the name of the person(s) responsible for the closure, including a contact person and telephone number (contact person(s) must be available throughout the duration of the closure);
- the intended date and time the closure or disruption will commence;
- the expected duration of the closure or disruption; and
- the location of the closure or disruption and affected area.

Notices must be delivered at least 5 business days in advance of any street closure. After the initial hand-delivered notification, the contractor must provide confirmation to HRM that the notices were delivered, including a list of all the civic addresses included in the distribution. In addition to the notification process above, HRM shall issue a Public Service Announcement in advance of the closure of any street on the list found in Schedule A.

When multiple or repeated street closures on the same project are required, notification must follow the above process, and also include the expected number of closures and schedule in the notice. Subsequent notification for closures on the same project must be provided to affected residents a minimum of 48 hours in advance of the closure.

#### 14.1 Additional Notification Commitments for HRM Planned Recapitalization Work

In addition to application of the above closure notification requirements, closure resulting from work planned by HRM as part of street recapitalization work, AND that results in a detour of longer than 1 km additional travel distance, AND that has an anticipated total continuous duration more than three (3) weeks are subject to the following notification requirements which are completed by HRM staff:

- A minimum of 1 month of advanced notice to impacted members of the public and the local Councilor(s) for full planned closure of all streets; and,
- A minimum of 2 months of advanced notice to impacted members of the public and the local Municipal Councilor(s) for streets listed on Schedule A.

It should be noted that emergency or otherwise unanticipated closures are at times required for safety reasons. **Because these closures are unanticipated, the above notification commitments will not apply.** The public will be notified of emergency and unanticipated full road closures that are likely to be continue for more than 3 weeks AND with a detour of more than 1 km detour route, **as soon as possible.**

## **PART IV – DISRUPTION MANAGEMENT**

### **15 MINIMUM NUMBER OF LANES**

In most cases, activities in the Street may reduce the travelled way to one lane of vehicular traffic, supporting two-way traffic where it normally exists. On certain streets, reducing the travelled way to one lane must be avoided due to the significant delays it would cause. Additional restrictions may be imposed on any work within the HRM Street by permit condition. The following conditions regarding lane reductions shall apply unless otherwise specified on the Streets and Services permit according to the table in Schedule A (attached).

- Maintain two lanes during Peak Hours: In this case, at least two lanes (one in each direction) must be maintained during Peak Hours. If this condition is met, work may continue through the Peak Hours. If this condition cannot be met, normal Peak Hour Restrictions apply. Peak Hours shall be defined as being from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. from Monday to Friday, Holidays excluded. Holidays are identified in Schedule B (attached).
- Maintain two lanes at all times: In this case, at least two lanes (one in each direction) must be maintained at all times. “Stop and Go” traffic is permitted by exception only. This condition may be used in addition to other restrictions.

Failure to respect restrictions on the permit concerning minimum number of lanes may result in penalties in accordance with the HRM Street By-law (S-300).

### **16 HOURS OF WORK**

Hours of work shall be restricted in accordance with the provisions of the HRM Noise By-law (N-200). Additional restrictions may be imposed on any work within the HRM Street by permit condition. The following restrictions regarding hours of work shall apply, unless otherwise specified on the Streets and Services permit, according to the table in Schedule A (attached).

- PM PHR (Peak Hour Restrictions) Only: In this case, no on street work<sup>2</sup> may proceed during the PM Peak Hours. PM Peak Hours shall be defined as being from either 4:00 p.m. to 6:00 p.m. from Monday to Friday. Holidays excluded. Holidays are identified in Schedule B (attached).
- PHR (Peak Hour Restrictions) apply only in Peak Direction: In this case, work may proceed if the capacity in the peak direction is not compromised; typically on a multi-lane street. For example, if there are two lanes in each direction, work may proceed in the morning peak if both inbound lanes are open and one outbound lane is also open.
- Peak Hour Restricted: In this case, no on street work<sup>2</sup> may proceed during Peak Hours. Peak Hours shall be defined as being from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. from Monday to Friday, Holidays excluded and from 2:00 p.m. to 6:00 p.m. on the day in advance of the July 1 long weekend (if applicable) and the Friday in advance of Natal Day and Labour Day long weekend. Holidays are identified in Schedule B (attached).
- Evening and Weekend Only: In this case, no on street work<sup>2</sup> may proceed between the hours of 7:00 a.m. and 6:00 p.m. from Monday to Friday, Holidays excluded. Holidays are identified in Schedule B (attached). Work must either take place over night or on a Saturday

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<sup>2</sup> References to “on street work” include the entire right of way width; not just the travelled way or traffic lanes.

## **PART IV – DISRUPTION MANAGEMENT**

or Sunday. Provisions of the HRM Noise By-law shall apply. Some work may require an exemption from Regional Council to satisfy certain Noise By-law provisions.

Note that when a temporary workplace encompasses multiple streets the most stringent restrictions apply. Failure to respect hour of work restrictions on the permit may result in penalties in accordance with the HRM Street By-law (S-300).

### **17 EXEMPTIONS AND EXCEPTIONS**

Exceptions to these restrictions will be considered on a case by case basis only when specifically requested by the permit applicant and/or contractor. The two main criteria for evaluating the exception request will be (1) what the actual impact of the work area will be on the public and (2) whether the scope of work and excavation size prevents the work area from being re-opened to traffic in accordance to the applicable restricted times noted above. Any exception to the hours of work restrictions will be reflected on the permit.

Permission to work through restricted times may be granted by the Engineer or the HRM Inspector, only in the event of unforeseen circumstances which make re-opening the work area to traffic impractical. All requests to continue work through restricted hours must be requested in writing at least one hour before the restriction is to take effect. Permission is only considered granted upon receipt of a response in writing from the Engineer or the HRM Inspector indicating the request is approved. A Public Service Announcement will be issued by HRM advising motorists of the continuing works.

#### **17.1 VERY SHORT DURATION WORK**

Very Short Duration Work – defined in the MANUAL as work at a location that does not take more than 30 minutes excluding the time required to set-up and take-down traffic control equipment – will generally be exempt from “Evening and Weekend Only” restrictions provided Peak Hour Restrictions are respected.

### **18 SIGNALIZED INTERSECTIONS**

On a case by case basis, HRM may impose stricter hours of work restrictions after reviewing traffic control plans if a project requires traffic signals to be shut off. In any case that traffic signals are to be shut off additional traffic control persons must be available to assist pedestrians to ensure safe crossings. Stricter hours of work may also be imposed for sections of work near traffic signals when the setup would force unreasonable delays at the signals.

**SCHEDULE A - List of Restricted Streets**

Street Name	Segment		Minimum Number of Lanes		Hours of Work			
	From	To	Maintain two lanes during Peak Hours	Maintain two lanes at all times	PM PHR only	PHR apply only in Peak Direction	Peak Hour Restricted	Evening and Weekend Only
Agricola Street	Cunard Street	Duffus Street					X	
Ahern Avenue	Cogswell Street	Bell Road					X	
Akerley Boulevard	Windmill Road	John Savage Avenue		X			X	
Albemarle Street	Cogswell Street	Duke Street					X	
Albro Lake Road	Victoria Road	Windmill Road					X	
Alderney Drive	Windmill Road	Prince Albert Road		X			X	
Alma Crescent	Titus Street	Supreme Court		X			X	
Almon Street	Connaught Avenue	Gottingen Street					X	
Armdale Roundabout	All circulating lanes, including all approach and exit lanes - see Section 6 of this document							X
Atlantic Street (Dartmouth)	Pleasant Street	Transit Terminal – civic 9					X	
Baker Drive	Portland Street	Norm Newman Drive		X			X	
	Norm Newman Drive	Mount Hope Avenue					X	
Barrington Street	Mackay Bridge Ramp	Duffus Street						X
	Duffus Street	Nora Bernard Street					X	
	Duke Street	Spring Garden Road						X
	Spring Garden Road	Inglis Street					X	
Basinview Drive (Bedford)	Hammonds Plains Road	Meadowbrook Drive					X	
Bayers Road	Connaught Avenue	Windsor Street		X			X	
	Highway 102	Connaught Avenue		X				X
	Joseph Howe Drive	Highway 102		X		X		
Bayview Road	Bedford Highway	Lacewood Drive					X	
Beaver Bank Road	Earl Gordon Drive	Sackville Drive					X	
Bedford Highway	Hwy 102	Moirs Mills Road		X			X	
	Moirs Mills Road	Kearney Lake Road						X
	Kearney Lake Road	Flamingo Drive		X			X	
	Flamingo Drive	Sherbrooke Drive		X				X
	Sherbrooke Drive	Traffic Signals at Civic #50		X			X	
	Traffic Signals at Civic #50	Windsor Street						X
Bell Road	Robie Street	Sackville Street					X	
Bissett Road	Cole Harbour Road	Cow Bay Road					X	
Bluewater Road	Hammonds Plains Road	Larry Uteck Boulevard		X				
Boland Road	Victoria Road	Wyse Road					X	
Braemar Drive	Waverley Road	Grahams Grove					X	
Brunswick Street	Cogswell Street	Spring Garden Road					X	
Burnside Drive	Akerley Drive	Hwy 111		X			X	
Caldwell Road	Cole Harbour Road	Shore Road					X	
Caledonia Road	Main Street	Montebello Drive		X				
Chain Lake Drive	Lacewood Drive	Otter Lake Court		X	X			
	Otter Lake Court	Horseshoe Lake Drive		X				
Chebucto Road	Armdale Rotary	Mumford Road		X				X
	Mumford Road	North Street		X			X	
Cobequid Road	North Street	Windsor Street					X	
	Sackville Drive	Nelson Drive		X			X	
Coburg Road	Nelson Drive	Rocky Lake Drive					X	
	Oxford Street	Robie Street					X	
Cogswell Street	Robie Street	North Park Street		X				
	North Park Street	Brunswick Street					X	
Cole Harbour Road	Portland Street	Bissett Road		X		X		
	Bissett Road	Ross Road					X	
Commodore Drive	Burnside Drive	Eileen Stubbs Drive		X				X
	Eileen Stubbs Drive	Highway 118 Ramp		X			X	
Connaught Avenue	Windsor Street	Jubilee Road		X		X		
Nora Bernard Street	North Park Street	Barrington Street					X	
Countryview Drive	Wright Avenue	Commodore Drive		X	X			
Cow Bay Road	Main Road	Dyke Road (west)					X	
Cowie Hill Road	Herring Cove Road	Cowie Hill Connector					X	
Crichton Avenue	Glen Manor Drive	Ochterloney Street					X	
Cumberland Drive	Cole Harbour Road	Colby Drive		X				
Cunard Street	Windsor Street	Gottingen Street					X	
Dartmouth Road	Bedford Highway	Magazine Hill (Highway 7)		X			X	
Dentith Road	Old Sambro Road	Herring Cove Road		X				
Devonshire Avenue	Novalea Drive	Barrington Street					X	
Duffus Street	Robie Street	Novalea Drive					X	

Street Name	Segment		Minimum Number of Lanes		Hours of Work			
	From	To	Maintain two lanes during Peak Hours	Maintain two lanes at all times	PM PHR only	PHR apply only in Peak Direction	Peak Hour Restricted	Evening and Weekend Only
Duke Street (Bedford)	Glendale Avenue	Rocky Lake Drive		X				
Duke Street (Halifax)	Brunswick Street	Hollis Street		X			X	
	Hollis Street	Upper Water Street						X
Dunbrack Street	Kearney Lake Road	Main Street		X			X	
Dutch Village Road	Joseph Howe Drive	Joseph Howe Drive					X	
Dyke Road	Cow Bay Road	Cow Bay Road					X	
Eisener Boulevard	Portland Street	Norm Newman Drive		X			X	
	Norm Newman Drive	Portland Hills Drive		X				
Fall River Road	Windsor Junction Road	Highway 2					X	
Farnham Gate Road	Parkland Drive	Dunbrack Street		X				
Finlay Drive	Commodore Drive	Wright Avenue		X				
First Lake Drive	Metropolitan Avenue	Cobequid Road					X	
Flamingo Drive	Knightsridge Drive	Bedford Highway					X	
Forest Hills Parkway	Main Street	Circassion Drive					X	
	Circassion Drive	Cole Harbour Road		X			X	
Gary Martin Drive	Hammonds Plains Road	Broad Street					X	
George Street	Barrington Street	Lower Water Street					X	
Glen Manor Drive	Crichton Avenue	Mic Mac Boulevard		X			X	
Glendale Avenue	Cobequid Road	Duke Street (Bedford)		X			X	
Glendale Drive	Beaverbank Road	Cobequid Road					X	
Gordon Avenue	Main Street	Hwy 111					X	
Gottingen Street	Young Street	Black Street					X	
	Black Street	Cogswell Street						X
	Cogswell Street	Brunswick Street		X				
Grahams Grove	Highway 111	Prince Albert Road					X	
Hammonds Plains Road	St. Margarets Bay Road	Gary Martin Drive					X	
	Gary Martin Drive	Hwy 102		X			X	
	Hwy 102	Bedford Highway						X
Hartlen Street	Main Street	Tacoma Drive					X	
Herring Cove Road	Armdale Rotary	Purcells Cove Road		X				X
	Purcells Cove Road	Highfield Street					X	
	Highfield Street	Old Sambro					X	
	Old Sambro Road	Auburn Avenue		X				
	Auburn Avenue	Hebridean Drive					X	
Highfield Park Drive	Hwy 111	Victoria Road		X				
Highway 2	Sunnylea Road	Rocky Lake Drive					X	
Highway 7	Forest Hills Parkway	Little Salmon River	X			X		
	Highway 107	Bluerock Road					X	
Hines Road	Main Road	Caldwell Road					X	
Hollis Street	Upper Water Street	Terminal Road					X	
Horseshoe Lake Drive	Susie Lake Crescent	End		X	X			
Ilisley Avenue	Wright Avenue	End					X	
Inglis Street	Robie Street	Barrington Street					X	
Innovation Drive	Gary Martin Drive	Hammonds Plains Road						X
John Brackett Drive	Purcells Cove Road	Hebridean Drive					X	
Joseph Howe Drive	Fairview Overpass	Mumford Road		X				X
	Mumford Road	Craigmore Drive		X			X	
	Craigmore Drive	Armdale Rotary		X				X
Joseph Zatzman Drive	Akerley Avenue	Wright Avenue		X				
Jubilee Road	Connaught Avenue	Robie Street					X	
Kearney Lake Road	Larry Uteck Boulevard	Hwy 102					X	
	Hwy 102	Dunbrack Street	X					
	Dunbrack Street	Bedford Highway					X	
Kempt Road	Lady Hammond Road	Young Street					X	
Knightsridge Drive	Dunbrack Street	Flamingo Drive		X				
Lacewood Drive	Chain Lake Drive	Titus Street		X			X	
Lady Hammond Road	Bedford Highway	MacKintosh Street						X
	MacKintosh Street	Robie Street	X					
Lake Major Road	Reddy Drive	Main Street					X	
Lakelands Boulevard	Chain Lake Drive	St. Margarets Bay Road		X	X			
Larry Uteck Boulevard	Hammonds Plains Road	Kearney Lake Road					X	
	Kearney Lake Road	Southgate Drive						X
	Southgate Drive	Bedros Lane					X	
	Bedros Lane	Bedford Highway		X				
Lawrencetown Road	Ross Road	Mineville Road					X	

Street Name	Segment		Minimum Number of Lanes		Hours of Work			
	From	To	Maintain two lanes during Peak Hours	Maintain two lanes at all times	PM PHR only	PHR apply only in Peak Direction	Peak Hour Restricted	Evening and Weekend Only
Lower Water Street	Terminal Road	George Street			X			
Lucasville Road	Sackville Drive	Hammonds Plains Road					X	
Main Avenue (Halifax)	Washmill Lake Drive	Willet Street		X				
	Willet Street	Titus Street					X	
	Titus Street	Bedford Hwy					X	
Main Road (Eastern Passage)	Pleasant Street	Hines Road		X			X	
	Hines Road	Cow Bay Road					X	
Main Street (Dartmouth)	Hwy 111	Caledonia Road		X			X	
	Caledonia Road	Forest Hills Parkway		X		X		
Maple Street (Dartmouth)	Thistle Street	Ocheterloney Street					X	
Massachusetts Avenue	Lady Hammond Road	Robie Street		X			X	
Meadowbrook Drive	Basinview Drive	Bedford Highway					X	
Metropolitan Avenue	Nictaux Crescent	Glendale Drive					X	
Micmac Boulevard	Woodland Avenue	Horizon Court					X	
	Horizon Court	Hwy 111		X			X	
Millwood Drive	Sackville Drive	Beaverbank Road					X	
Moirs Mills Road	Amin Street	Bedford Highway					X	
Montebello Drive	Waverley Road	Caledonia Road		X				
Morris Street	South Park Street	Lower Water Street					X	
Mount Edward Road	Woodlawn Road	Ridgecrest Drive					X	
Mount Hope Avenue	Pleasant Street	Baker Drive		X				
Mumford Road	Joseph Howe Drive	Romans Avenue					X	
	Romans Avenue	Chebucto Road		X			X	
Nantucket Avenue	Victoria Road	Wyse Road						X
Norm Newman Drive	Baker Drive	Eisener Boulevard					X	
North Street	Chebucto Road	Barrington Street						X
North Park Street	Cunard Street	Cogswell Street					X	
North Preston Road	Johnson Road	Reddy Drive					X	
Novalea Drive	Young Street	Duffus Street		X				
Ochterloney Street	Prince Albert Road	Alderney Drive					X	
Old Sambro Road	Herring Cove Road	Dunbrack Street					X	
	Dunbrack Street	Dentith Road		X			X	
	Dentith Road	Leiblin Drive					X	
Old Sackville Road	Beaver Bank Connector	Walker Avenue					X	
Osborne Street	Dunbrack Street	Herring Cove Road					X	
Oxford Street	Bayers Road	South Street					X	
Parkland Drive	Kearney Lake Road	Lacewood Drive		X				
Peter Saulnier Drive	Dunbrack Street	Cowie Hill Road					X	
Pinehill Drive	Glendale Drive	Sackville Drive					X	
Pleasant Street	Prince Albert Road	Acadia Street					X	
	Acadia Street	Main Road		X			X	
Portland Street	Alderney Drive	Gaston Road					X	
	Gaston Road	Caldwell Road		X			X	
Portland Estates Boulevard	Portland Street	Josephine Court		X				
Portland Hills Drive	Portland Street	Berry Hill Drive		X				
Prince Albert Road	Grahams Gove	Sinclair Street		X			X	
	Sinclair Street	Alderney Drive					X	
Prince Street (Halifax)	Brunswick Street	Lower Water Street					X	
Princess Margaret Boulevard	Halifax-bound Ramp	Windmill Road					X	
Purcells Cove Road	Herring Cove Road	John Brackets Drive					X	
Queen Street (Halifax)	Sackville Street	South Street					X	
Quinpool Road	Armdale Rotary	Marked Crosswalk @ civic 7121		X				X
	Marked Crosswalk @ civic 7121	Robie Street		X			X	
Ridgecrest Drive	Main Street	Mount Edward Road					X	
Riverside Drive	Glendale Drive	Sackville Drive					X	
Robie Street	Stairs Street	Almon Street		X			X	
	Almon Street	Cunard Street		X				X
	Cunard Street	Inglis Street		X			X	
Rocky Lake Drive	Waverley Road	Fraser Drive					X	
	Duke Street	Central Street					X	
	Central Street	Bedford Highway						X
Ronald Smith Avenue	Ilisley Avenue	Burnside Drive						X
Sackville Drive (Sackville)	Patton Road (North intersection)	Millwood Drive					X	
	Millwood Drive	Bedford Highway		X			X	
Sackville Street (Halifax)	Summer Street	Lower Water Street					X	

Street Name	Segment		Minimum Number of Lanes		Hours of Work			
	From	To	Maintain two lanes during Peak Hours	Maintain two lanes at all times	PM PHR only	PHR apply only in Peak Direction	Peak Hour Restricted	Evening and Weekend Only
Shore Road (Eastern Passage)	Cow Bay Road	Caldwell Road					X	
St. Margarets Bay Road	Ingram River Lane	Albert Walker Drive					X	
	Albert Walker Drive	Armdale Rotary		X				X
South Street	Oxford Street	Hollis Street					X	
South Park Street	Sackville Street	Inglis Street					X	
Spring Avenue	Mount Edward Road	Portland Street					X	
Spring Garden Road	Robie Street	South Park Street		X			X	
	South Park Street	Barrington Street						X
Springvale Avenue	Arlington Avenue	Joseph Howe Drive					X	
Starboard Drive	Larry Uteck Boulevard	Larry Uteck Boulevard					X	
Summer Street	Bell Road	University Avenue		X			X	
Susie Lake Crescent	Horseshoe Lake Drive	Chain Lake Drive		X	X			
Sussex Street	Old Sambro Road	Herring Cove Road					X	
Tacoma Drive	Gordon Avenue	Valleyfield Road		X			X	
	Valleyfield Road	Main Street			X			
Terminal Road	Hollis Street	Lower Water Street					X	
Thistle Street	Wyse Road	Victoria Road		X			X	
	Victoria Road	Crichton Park Road					X	
Timberlea Village Parkway	Hwy 103	St. Margarets Bay Road					X	
Titus Street	Lacewood Drive	Alma Crescent		X			X	
Tower Road	Inglis Street	Point Pleasant Drive					X	
Trollope Street	Cogswell Street	Bell Road					X	
University Avenue	LeMarchant Street	South Park Street		X			X	
Upper Water Street	Barrington Street	George Street						X
Valleyfield Road	Tacoma Drive	Woodlawn Road		X			X	
Veterans Memorial Drive	Robie Street	Summer Street					X	
Victoria Road	Windmill Road	Albro Lake Road		X			X	
	Albro Lake Road	Woodland Avenue					X	
	Woodland Avenue	Nantucket Avenue						X
	Nantucket Avenue	Portland Street					X	
Walker Avenue	Transit Terminal-civic 7	Old Sackville Road (N)					X	
Washmill Lake Drive (excl. Under Highway 102 Overpass)	Chain Lake Drive	Dunbrack Street		X				
Waverley Road	Rocky Lake Drive	Breamar Drive					X	
Willett Street	Dunbrack Street	Rosedale Avenue					X	
	Lacewood Drive	Dunbrack Street		X				
Wilkinson Avenue	Wright Avenue	Cutler Avenue		X				
Windgate Drive	Beaverbank Road	Windsor Junction Road					X	
Windmill Road	Bedford Bypass	Victoria Road		X				X
	Victoria Road	Wyse Road					X	
	Wyse Road	Alderney Drive		X			X	
Windsor Junction Road	Fall River Road	Cobequid Road					X	
Windsor Street	Bedford Highway	Connaught Avenue		X			X	
	Connaught Avenue	Quinpool Road					X	
Woodland Avenue	Victoria Road	Ryland Street		X			X	
Woodlawn Road	Main Street	Portland Street		X			X	
Wright Avenue	Windmill Road	Hwy 118		X			X	
Wyse Road	Albro Lake Road	Windmill Road		X			X	
Young Street	Windsor Street	Robie Street					X	
	Robie Street	Gottingen Street					X	

## SCHEDULE B – List of Holiday Exemptions to Restricted Streets

Holiday	Date	Peak Hour Restrictions waived on...
<b>New Year's Day</b>	January 1	... January 1st. If the holiday is on a Saturday or a Sunday, restrictions are also waived on the first weekday following.
<b>Heritage Day</b>	Third Monday in February	... the holiday only.
<b>Good Friday</b>	Floating	... the holiday only.
<b>Victoria Day</b>	Last Monday preceding May 25	... the holiday only.
<b>Canada Day</b>	July 1	... July 1st. If the holiday is on a Saturday or a Sunday, restrictions are also waived on the first weekday following.
<b>Natal Day</b>	First Monday in August	... the holiday only.
<b>Labour Day</b>	First Monday in September	... the holiday only.
<b>National Day for Truth and Reconciliation</b>	September 30	... September 30th. If the holiday is on a Saturday or a Sunday, restrictions are also waived on the first weekday following.
<b>Thanksgiving Day</b>	Second Monday in October	... the holiday only.
<b>Remembrance Day</b>	November 11	<b>If work must be carried out on November 11 in accordance with the <i>Provincial Remembrance Day Act</i> restrictions will be waived.</b> If Remembrance Day is on a Saturday or a Sunday, restrictions are waived on the first weekday following.
<b>Christmas Day</b>	December 25	... December 25th. If the holiday is on a Saturday or a Sunday, restrictions are also waived on the first weekday following.
<b>Boxing Day</b>	December 26	... December 26th. If the holiday is on a Saturday or a Sunday, restrictions are also waived on the first weekday following that date. If both Christmas Day and Boxing Day are on Saturday and Sunday, then restrictions are also waived on the first two weekdays following.



# SCHEDULE C – Document Version Control

## Version 2017v01

**Published:** December 20, 2016

Includes changes to sections 2, 4, 5, 7, 10, 11, and 12, as well as amendments to Schedule A. Schedules C and D repealed.

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## Version 2018

**Published:** November 30, 2017

Minor amendments to Schedule A.

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## Version 2019

**Published:** January 2019

Includes changes to sections 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, and 16 as well as amendments to Schedule A. Note that additional sections have been added and sections have been renumbered from previous additions.

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## Version 2020

**Published:** January 2020

Includes changes to sections 10, 12, and amendments to Schedule A.

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## Version 2021

**Published:** January 2021

Includes changes to sections 6, 10, 11, 13 (formerly 12), add new section 12, and amendments to Schedule A. Note that additional sections have been added and sections have been renumbered from previous additions.

# SCHEDULE C – Document Version Control

## Version 2022

**Published:** January 2022

Includes minor edits to sections 13, amendment to Schedule A and a new holiday added to section C.

## Version 2023

**Published:** January 2023

Includes minor edits to sections 10, 11 & 12 of the Traffic Control Manual Supplement and amendments to Schedule A.

## Version 2024

**Published:** January 2024

Includes minor edits to sections 6, 13.4 & 14 of the Traffic Control Manual Supplement. Section 7 (Roundabouts) removed and part of Section 12 was removed. This is also accompanied by some changes to the Schedule A – List of Restricted Streets.