



Traffic Control Device: **Work Zone**

Date of Revision: **March 15, 2002**

Division:

Subject: **Flagpersons**

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Purpose

The flagperson ("flagman") is one of the most effective and flexible "devices" available to control traffic in work zones. For a variety of reasons the flagperson has one of the most difficult jobs to perform.

In Section 77(10) of The Highway Traffic Act, a **flagperson** is defined as:

"a person employed by a traffic authority, or a contractor doing work on behalf of a traffic authority, for the purpose of directing the movement of traffic on any portion of a highway under construction, or where repair work or other work is being carried on".

Under Section 77(11) of The Highway Traffic Act

"every driver of a vehicle shall obey and observe the directions given by a flagman".

The Highway Traffic Act gives the flagperson the authority to control traffic by signalling for a motorist to stop, to reduce speed, to proceed as directed, or by advising how to pass safely through or around a work area.

Standard

To optimize this traffic control function the following guidelines/principles, in addition to those contained in the flagpersons handbook, should be utilized when controlling traffic through a work area by the use of flagpersons.

- X All flagpersons must be trained, whether directly employed by the Department of Transportation and Government Services or by a contractor. When flagpersons are employees of a contractor, it is the Project Supervisor's responsibility to ensure that the flagperson has been trained, and is performing the duties of a flagperson in a proper manner.
- X A symbolic FLAGMAN AHEAD sign (WD-A45) should always be used in advance of the flagperson. The FLAGMAN AHEAD sign must be visible to the flagperson at all times and should not be more than 500 m from the flagperson at any time. The "stop/slow" sign paddle will normally be used by all flagpersons.

RECOMMENDED: _____
Director, Traffic Engineering

APPROVED: _____
Executive Director
Highway Engineering

- X In general, flagpersons should be used when it is desirable or necessary to give some message to the motorist respecting:
 - X road or traffic conditions ahead
 - X the correct path to follow
 - X the existence of potential conflicts between the road user and workers or equipment
 - X limited approach sight distance to the work ahead

A flagperson present for any of the above reasons can also be effective for the general slowing of traffic in the work area, when required. However, the length of the downstream residual slowing effect is minimal.

- X Notwithstanding the criteria above, some degree of discretion must be used to reflect varying traffic volumes and conditions. Thus a particular set of conditions may warrant one or more flagpersons on high volume roads; the same conditions on a low volume road may not require any flagpersons, at least during portions of the day.
- X Overuse of flagpersons causes disrespect by the public, for the function. When not needed as a flagperson, that person should be taken out of view of the motorist, and possibly given some other duty.
- X The wearing of proper flagperson regalia, as outlined in the *Flagperson Training Workbook*, must be strictly enforced, for reasons of safety, uniformity and communication to the motorists.
- X A flagperson is not normally required where:
 - X there is no requirement to slow or stop traffic
 - X a sequential flasher is in operation
 - X the MAXIMUM 60 WHEN PASSING WORKERS sign (MR-96) is in place
- X The flagperson must be kept apprised of the changing conditions in the work area so he/she can effectively communicate with the motorist.

Note: Refer to the Department's *Flagging Traffic* pamphlet, or the *Flagperson Training Workbook* for information about employer and employee responsibilities, equipment, clothing, flagging practices, and procedures. Contact Traffic Engineering Branch or the Regional Safety Training Facilitator for these Department publications.