

PURPOSE/APPLICATION

Working on/near a road is an activity that creates potential hazards to both road users and workers. Road users are at risk when adequate precautions are not taken to enable them to safely negotiate work sites. Workers are often exposed to potential hazards due to the proximity of traffic.

This practice is intended to:

- Establish standardized procedures for traffic control at work sites
- Provide for the safety of road users and workers
- Minimize the disruption and inconvenience to road users because of work

Not all situations require a Traffic Control Person; use a Traffic Control Person's *only* in one of the following circumstances:

- When signs and other traffic control devices and procedures cannot provide effective traffic control
- When emergency or brief duration work makes it impractical to control traffic with signs and other devices and procedures
- Where required by the site or local jurisdiction/municipality

Please note this SWP is for general guidance only, always verify you are in compliance with the regulations of your local municipality or county, for work in Alberta see – reference the Traffic Accommodation in Work Zones for more information.

PPE

- Strike minimum requirements
- High-visibility clothing meeting legislative requirements
- Hearing (as required)

TRAINING

- Review of this SWP and any site/local legislative training (many Provinces required a valid Flagging Certification)

HAZARDS & CONCERNS

- Traffic and Vehicles
- Exposure to weather
- Vehicle collision



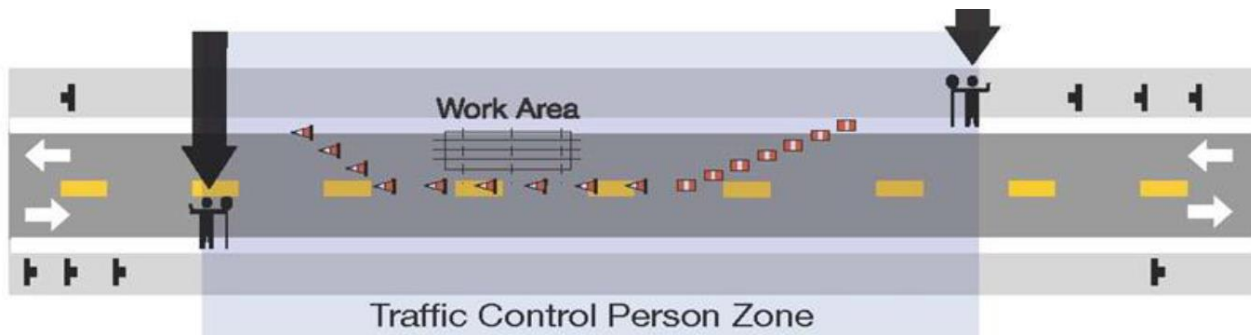
GENERAL PRECAUTIONS

THE DO's

- DO** Evaluate the work site for hazards such as blind corners, how heavy the traffic is, and how fast it flows
- DO** Consider the weather, temperature, and visibility and how they will affect the work that you are doing and how motorists will respond
- DO** Ensure "Flag Person Ahead" signs (where required) are not more than 1.5 km from the flag person
- DO** Determine, based on the road type and typical vehicle speeds, and the local jurisdictions' requirements, how many advanced warning signs will you need and how long the buffer area and speed tapers need to be
- DO** Determine if an approved Traffic Accommodation Strategy is required, many municipalities/jurisdictions require an approved plan be in place anytime work is occurring which is adjacent to or may impact public roadways

- DO** Put your own safety first, be sure you have an escape option, and avoid placing yourself in between the traffic and another vehicle
- DO** Ensure you have the proper traffic control signal a 45-cm stop/slow paddle, which is clean and clearly visible
- DO** Provide a method to contact flaggers at either end of the control section, ideally a 2-way radio
- DO** Make sure you have personal protective supplies such as insect repellent, sunscreen, and plenty of fluids
- DO** Keep yourself out of the line of traffic
- DO** Make sure you have high visibility rain gear, when required
- DO** Ensure you have all the required speed, warning, and transition signs according to your local jurisdiction
- DO** Ensure that vehicles have enough notice to stop in time, remember that this distance will vary depending on the speed of the vehicle and the speed of travel, for example:
 - At 50 km/h a motorist may need 65 m (13 car lengths)
 - At 100 km/h a motorist may need 210 m (42 car lengths)
- DO** Make sure you always have an escape route, never assume that vehicles will stop
- DO** Stop the lane of traffic closest to the shoulder first when stopping traffic in multiple lanes, then to a point where you can be seen by the traffic in the second lane (but not directly into the path of traffic)
- DO** Move to a position, once the first vehicle is stopped, where you can be seen by traffic that is coming up behind the stopped vehicle
- DO** Release one lane at a time as you move toward the shoulder if multiple lanes are stopped
- DO** Turn the paddle to display the "Slow" sign to the stationary vehicles and with your free arm wave the traffic through when releasing traffic

Example of Traffic Control Set Up:



THE DON'Ts

- DON'T** Use your phone or become distracted by other workers, flagging requires your full attention
- DON'T** Argue with drivers if someone is angry about the delay, respectfully provide your supervisor's contact information but do not engage
- DON'T** Physically attempt to stop a vehicle by putting yourself in its line of travel, your #1 priority is to protect yourself, if a vehicle refuses to obey the sign, warn your partner or other workers in the area but stay out of the line of fire
- DON'T** Wave or spin your sign, this may confuse the drivers
- DON'T** Leave the station unattended, have someone replace you if you need a break

To Slow Traffic:

1. Extend the Slow sign away from your body and into the driver's line of sight
2. Use an up and down motion with your free hand, palm down, to show drivers to slow down
3. Never stand in the way of an approaching vehicle



To Stop Traffic:

1. Stand at the Control Position
2. Give your full attention to the approaching vehicles
3. Always keep the Stop sign in the driver's line of sight
4. Raise your free hand with the palm facing the driver
5. Bring the vehicle to a full stop with palm facing driver
6. Check over your shoulder for traffic coming from behind



To Release Traffic Working in a Two-Person Team:

Discuss before you start how you will work together to indicate to your teammate if it's safe to release traffic:

1. Use a two-way radio whenever possible but especially if you cannot see each other
2. Let your teammate know when you are going to release traffic
3. Turn the paddle to display the Slow sign to the traffic
4. Signal the drivers to proceed



REGULATIONS

Alberta OHS Code

Part 12 Section 194 Vehicle traffic control

Saskatchewan OHS Regulation

Part 9-21 Designated Signalers

British Columbia OHS Regulation

Part 18 Traffic Control

Manitoba OHS Regulation

Part 20 Vehicular and Pedestrian Traffic

Developed by:	1. <u>Dave McLeod</u>	2. <u>Garry Lane</u>	Date:	<u>November 1, 2006</u>
	3. <u>Angie Anton</u>			<u>December 15, 2008</u>
Revised by:	1. <u>Ray Dawson</u>	2. <u>John Artym</u>	Date:	<u>August 25, 2011</u>
Revised by:	1. <u>Brian McConnell</u>	2. <u>Christy Giberson</u>	Date:	<u>June 19, 2023</u>
	1. <u>Frank Jenson Jr.</u>		Date:	<u>March 25, 2024</u>
Approved by:	1. <u>Corporate HSE Committee</u>		Date:	<u>March 25, 2024</u>