



# TECHNICAL BULLETIN

Ministry of Transportation

ENGINEERING BRANCH  
TRAFFIC, ELECTRICAL, HWY SAFETY AND  
GEOMETRIC STANDARDS SECTION  
BULLETIN NUMBER: **TE-2002-03**

<b>Subject: Post Mounted Flasher Application Clarification</b>	
<b>Date:</b> November 30, 2002	<b>Author:</b> Ross Casey
<b>Bulletin Number:</b> TE-2002-03 <b>Bulletin Type:</b> Clarification of Standard	<b>Effective Date:</b> Immediately
<b>Distribution</b>	<b>Standards Affected</b>
All holders of Electrical and Traffic Engineering Manual – Guidelines for the Design of Lighting, Signal and Sign Installations	Electrical and Traffic Engineering Manual Manual of Standard Signs

### BACKGROUND:

Post mounted flashers are intended to be used as supplements to Keep Right/Left Signs (R-14R/L) and Object Marker warning signs (W-54L/R/D). The flasher is an auxiliary device used to accentuate the object marker warning sign typically at the ends of continuous sections of median barrier, raised median islands or other fixed objects. There is a requirement to clarify the application of these devices. This document supercedes Technical Bulletin TE-2000-07.

### Policy:

Posted mounted flashers are not required in low speed zones (60 km/h or less) when an object marker sign is used. A post-mounted flasher may be used where a particular site has a documented accident history related to the road feature, as directed by the appropriate Regional Traffic Engineer.

In locations with a posted speed of 70 km/h or greater, post mounted flashers are only required in areas not illuminated, unless otherwise directed by the appropriate Ministry Regional Traffic Engineer. Where post mounted flashers are required, but power is not available or the cost to supply power is prohibitive, an approved supplemental solar or battery powered beacon should be considered. Alternatively, an object marker constructed from prismatic sheeting for a higher level of retro-reflectivity may be used.

### Procedure:

#### 1.) Design

Post-mounted flashers shall not be used in new designs or in design revisions where the posted speed is, or will be 60 km/h or less.

Post-mounted flashers shall also not be used where power is not available or the cost of supplying power is prohibitive (an example of this situation would be the absence of hydroelectric power). In these cases, an approved supplemental solar or battery powered



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beacon should be considered. Alternatively, an object marker constructed from prismatic sheeting for a higher level of retro-reflectivity may be used.

## 2.) Maintenance.

Post mounted flashers may be removed or not replaced if damaged in areas with a posted speed of 60 Km/h or less provided the correct signing is in place. When a post mounted flasher is removed, all electrical equipment and connections shall be removed from the sign assembly. Post mounted flashers may also be removed from areas with a posted speed of 70 km/h or greater provided the correct signing is in place, the object being highlighted by the post mounted flasher is directly illuminated and there is concurrence for the removal by the appropriate Ministry Regional Traffic Engineer.

Revisions to power bill accounts shall be made as soon as the post flashers are removed to realize maximum savings.

Design drawings shall be "marked up" to reflect any field changes and the drawings updated during the next drawing revision.

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