

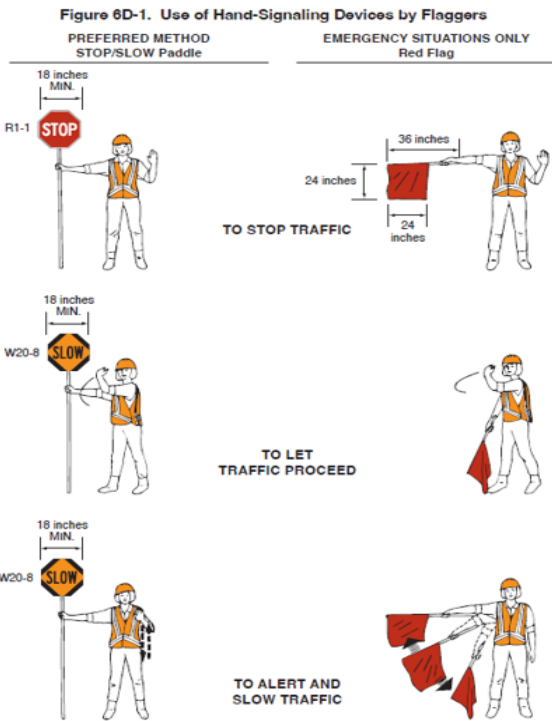
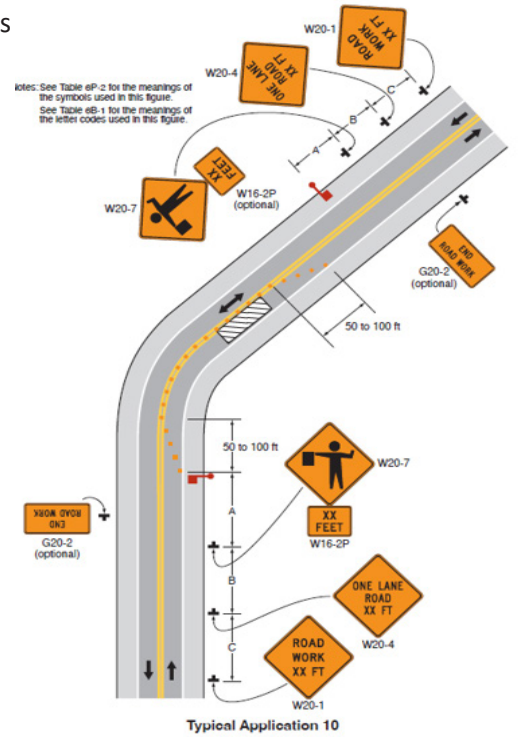
# STOP FLAGGING

## INFORMATION AND GUIDANCE ON FLAGGING

In 2022, 94 workers were killed in road construction sites. 53% of those fatalities involved workers on foot being struck by vehicles<sup>1</sup>, many of them flagging. Flagging is one of the most vulnerable and dangerous jobs out there and proper work zone set-up, equipment and training are critical.

Using the regulatory standards and guidance from the *Manual for Uniform Traffic Control Devices (MUTCD)* and the *ATBAT* model of work zone set-up, (Advanced Warning, Transition Area, Buffer Space, Activity Area, Termination Area) the use of flagging requires a **one-lane, two-way** taper as seen to the right. Flaggers should stand on the shoulder or in a closed lane and should only stand in lane road users utilize when traffic is stopped. Flaggers should be clearly visible and stationed sufficiently in advance of workers to be able to warn them. Flaggers must be preceded by the flagger symbol warning sign. One person flagging should only be used on extremely low speed and low volume roads.

Figure 6P-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)



Flaggers must be able to effectively communicate with each other with radios or previously arranged signals. They must effectively communicate with the public using advanced warning signs and stop/slow paddles or flags in an emergency situation or when a stop/slow paddle would create a confusing situation. Flaggers must adhere to the chart on “Use of Hand-Signaling Devices” from the MUTCD as seen in the image to the left.

### Alternatives to Flagging

- Road closures.
- Detours.
- Pilot cars.
- Stop / Yield signs.
- Stop lights.
- Allow traffic to self regulate.

<sup>1</sup> National Workzone Safety Information Clearinghouse



## QUALIFICATIONS OF A FLAGGER

A Flagger's warning is the last chance for those in a work zone to get out of harm's way. Flagging is a very large responsibility as the lives of the crew are in their hands. Employers need to make sure that those assigned to the work are trained and able to stay alert and able to endure what can be a physically demanding task, especially in extreme temperatures. Flaggers should be routinely rotated during a shift.

The Manual for Uniform Traffic Control Devices (MUTCD) has guidance on what qualifications a flagger should possess. Flaggers should have the ability to:

- Receive and communicate clearly, firmly, and courteously.
- Move & maneuver quickly to avoid danger from errant vehicles.
- Control signaling devices to send a clear message to drivers.
- Understand safe traffic control practices.
- Recognize dangerous traffic situations and warn workers in time to avoid injury.

### High Visibility Apparel

For daytime and nighttime activity, all workers, including emergency responders, within the right-of-way who are within the TTC zone shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107–2015 publication entitled "American National Standard for High-Visibility Safety Apparel and Headwear,".

A person designated by the employer to be responsible for worker safety shall make the selection of the appropriate class of garment.

The apparel background (outer) material color shall be fluorescent orange-red, fluorescent yellow-green, or a combination of the two as defined in the ANSI standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors.

For more information and resources visit:

[www.cseany.org/safety](http://www.cseany.org/safety)



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