



Worksite: \_\_\_\_\_ Instructor: \_\_\_\_\_ Date/Time: \_\_\_\_\_

**TOPIC C158: FLAGGER SAFETY**

**Introduction:** The two primary functions of traffic control procedures are to move vehicles and pedestrians safely and as quickly as possible through or around temporary traffic control zones, and protect workers and on-site equipment.

Flaggers are critical to worksite safety for traffic control. Flaggers can reduce the occurrences of accidents when used with other traffic control devices, and yet the job of flagger itself is probably the most dangerous position in the work zone. Flaggers are responsible for the safety of the public and workers, and must be trained in safe traffic control practices. Flaggers must be in good physical condition, be mentally alert and have the ability to react quickly in an emergency.

**High-Visibility Clothing:** Flaggers need to wear high visibility clothing, a vest shirt or jacket that is orange, yellow or yellow-green. For nighttime work, they need to be made of retro-reflective material that is visible from at least 1,000 feet.

**Hand-Signaling Devices:** such as STOP/SLOW paddles, lights, and red flags, are an essential part of controlling traffic. The STOP/SLOW paddle is the preferred hand-signaling device because the paddle gives drivers more guidance than red flags. Flags should only be used in emergencies. Hand signaling devices have specific design dimensions and methods of use. These methods are designed to keep the flagger out of the way of traffic, and yet give the traffic direct visible guidance. It's important to know how to use the STOP/SLOW paddles and flags correctly. The most important thing all flaggers must remember is, NEVER put your body in a vehicle's path.

**STOP/SLOW paddles:** Paddles are octagonal with a rigid handle. The paddles must be at least 18" wide with 6-inch letters and are made of light rigid material. When used at night the paddle needs to be retro reflective and may have flashing lights.

**Flags:** Need to be at least 24" square, made of red material and securely attached to a 36" handle. The free of the flag should be weighted so the flag will hang in heavy winds. For night use, flags are retro reflectorized red.

**Flagger Stations:** Flaggers must be positioned far enough ahead so traffic has enough time to stop before entering the work zone. Flagger stands need to be located on either the shoulder next to traffic or in the barricaded lane. At a spot construction, the flagger may have to stand on the shoulder opposite the barricaded section. A flagger should NEVER stand in the path of oncoming traffic to give direction, but may move into the lane after traffic stops to communicate with the driver or be visible to other traffic. Flaggers need to be clearly visible to traffic, and have an escape route planned.

- The most effective combination of traffic control devices for work zones on multi-lane highways is cones, flashing arrows, and flaggers
- For urban two-lane highways cones and flaggers or signs and flaggers can be used
- Traffic movement and flow should be restricted as little as possible
- Inspections of traffic controls and working conditions should be done before work and mid-day, and as needed. Periodically inspect traffic control devices to ensure they're clean and functioning
- Make sure you give drivers enough warning so they have time to recognize and respond to the warning
- Drivers and pedestrians should be guided in a clear and obvious manner throughout the work zone
- Use barriers whenever there is a need for positive protection

**Conclusion:** OSHA requires that "when operations are such that signs, signals and barricades do not provide the necessary protection on or adjacent to a highway or street, flagmen or other appropriate traffic controls will be provided." Flagging signals and clothes worn by flaggers must conform to Part 6 of the Manual on Uniform Traffic Control Devices.

**Employee Attendance:** (Names or signatures of personnel who are attending this meeting)


These guidelines do not supersede local, state or federal regulations, and must not be construed as a substitute for, or legal interpretation of, any OSHA regulations.