



GOALS

This safety session should teach workers to:

- Be aware of the risks of highway construction workers in general.
- Be aware of the duties and particular hazards of flagging.
- Understand safe practices to protect themselves.

Applicable Regulations: 29 CFR 1926.200-203, which references the *Manual on Uniform Traffic Control Devices (MUTCD)*



1. Each year, many workers are injured or killed in the highway and street construction industry.

- Workers must deal with the hazards of working with heavy equipment as well as the dangers of traffic flow.
- Flaggers are especially at risk and must follow safe practices to protect themselves.

2. Highway work zones are divided into five separate areas.

- First is the Advanced Warning Area where there are signs to warn drivers about construction ahead.
 - Warnings may vary from a single sign to a series of signs or high-intensity lights.
 - The size of the warning area must be large enough to give drivers ample time to react and slow down or stop if required.
- Next is the Transition Area where drivers are redirected out of their normal path by means of a taper.
- Third is a Buffer Zone or the dead space between the transition area and the work area and is designed to provide added protection for the construction workers.
- The Work Area is where the construction or maintenance is actually taking place and has barriers to keep traffic out and workers inside protected.
- Finally, the Termination Area is where drivers return to the regular highway and resume normal driving speed.

3. Sometimes traffic can be controlled by signs and barricades, but flaggers are often needed in addition.

- The *MUTCD* states that flaggers shall wear safety apparel meeting the requirements of ANSI/ISEA 107 standard performance for Class 2 or 3 risk exposure.
- The apparel background (outer) material shall be either fluorescent orange-red or fluorescent yellow-green as defined in the standard.
- In addition, highway construction workers should wear hard hats and work boots.
- Most flaggers use radio communication devices but also have devices like a horn or loud whistle to warn workers in the area.

4. According to the *MUTCD*, the STOP/SLOW paddle should be the primary and preferred hand-signaling device—use of flags should be limited to emergency situations.

- To stop road users, the flagger should face road users and aim the **STOP** paddle face toward road users in a stationary position with the arm extended horizontally away



from the body. The free arm should be held with the palm of the hand above shoulder level toward approaching traffic.

- To let traffic proceed, the flagger should face road users with the **SLOW** paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body. The flagger should motion with the free hand for road users to proceed.
- To alert or slow traffic, the flagger should face road users with the **SLOW** paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body. The flagger should motion up and down with the free hand, palm down.

5. Other safety practices are as follows:

- The flagger should stand **facing** traffic either on the shoulder adjacent to the road being controlled or in the closed lane prior to stopping road users.
- A flagger should **only** stand in the lane being used by moving road users after road users have stopped.
- The flagger should be **clearly visible** to the first approaching road user at all times.
- The flagger also should be visible to other road users.
- The flagger should be stationed sufficiently in advance of the workers to warn them (for example, with audible warning devices such as horns or whistles) of approaching danger by out-of-control vehicles.
- The flagger should stand **alone**, never permitting a group of workers to congregate around the flagging station.
- Flagger stations should be illuminated at night, except in an emergency.

6. The construction crew needs to take precautions as well. They should:

- Know the layout of the work zone, including the buffer zone.
- Know the sound of the flagger's signal warning them of danger.
- Keep a watchful eye on the heavy construction equipment moving in the work area.



DISCUSSION POINTS:

Review any safety rules regarding your current worksite. Ask an experienced flagger to demonstrate the proper paddle signals.



CONCLUSION:

- Road construction is dangerous work.
- Knowing safety procedures and always following them will reduce the risks.



TEST YOUR KNOWLEDGE:

Have your trainees take the Flagging Safely quiz. By testing their knowledge you can see how well they understand this important subject or whether they need to review the topic again soon.



FLAGGING SAFELY QUIZ

1. Highway construction worker's primary job hazard is working with heavy equipment.
a. True b. False
2. Highway work zones are divided into three separate areas—the transition area, the work area, and the termination area.
a. True b. False
3. Highway work areas can always be controlled by signs and barricades.
a. True b. False
4. Flaggers must wear safety apparel with the background (outer) material of either fluorescent orange-red or bright pink as well as hard hats and work boots.
a. True b. False
5. Most flaggers use a horn or loud whistle to control traffic.
a. True b. False
6. Flags should be the primary and preferred hand-signaling device.
a. True b. False
7. To stop road users, the flagger should face road users and aim the STOP paddle face toward road users. The free arm should be held with the palm of the hand above shoulder level toward approaching traffic.
a. True b. False
8. A flagger should only stand in the lane being used by moving road users after road users have stopped.
a. True b. False
9. The flagger should be stationed sufficiently in advance of the workers to warn them of approaching danger by out-of-control vehicles.
a. True b. False
10. The flagger should stand alone, never permitting a group of workers to congregate around the flagging station.
a. True b. False

When you have completed this quiz, turn it in to your supervisor.

Name: _____

Date: _____



ANSWERS TO FLAGGING SAFELY QUIZ

1. a. False. Traffic flow through work areas is another significant hazard, and flaggers are at particularly high risk.
2. b. False. Highway work zones are divided into five separate areas.
 - First is the Advanced Warning Area where there are signs to warn drivers about construction ahead.
 - Next is the Transition Area where drivers are redirected out of their normal path by means of a taper.
 - Third is a Buffer Zone or dead space between the transition area and the work area.
 - The Work Area is where the construction or maintenance is actually taking place.
 - Finally, the Termination Area is where drivers return to the regular highway and resume normal driving speed.
3. b. False. Sometimes traffic can be controlled by signs and barricades, but flaggers are often needed in addition.
4. b. False. Flaggers must wear safety apparel with the background (outer) material of either fluorescent orange-red or fluorescent yellow-green as well as hard hats and work boots.
5. b. False. Most flaggers use a horn or loud whistle to warn workers in the area.
6. b. False. The STOP/SLOW paddle should be the primary and preferred hand-signaling device—use of flags should be limited to emergency situations.
7. a. True.
8. a. True.
9. a. True.
10. a. True.