

Defensive Flagging Check List

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Qualifications for flaggers:

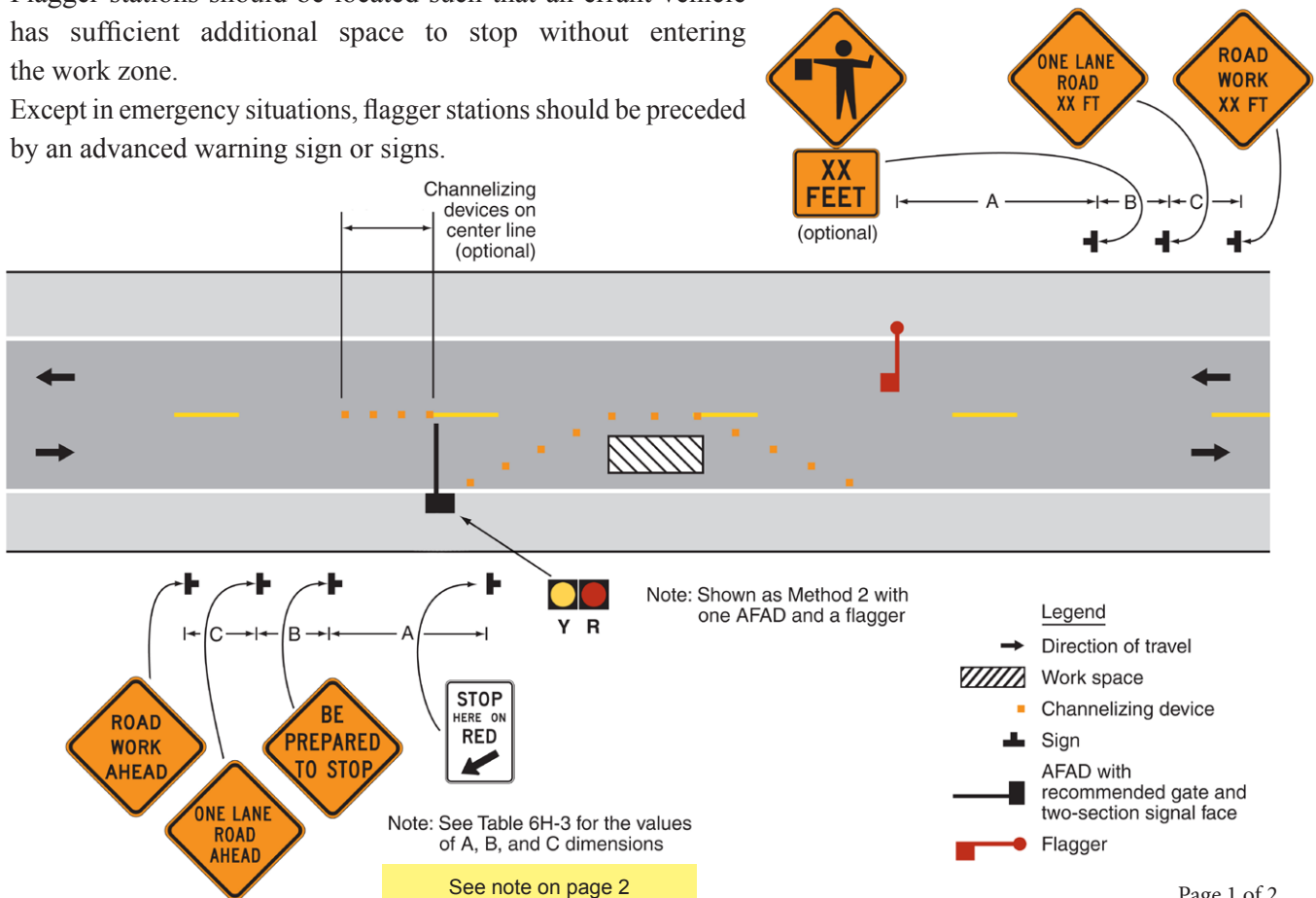
- Able to receive and communicate specific instructions clearly, firmly, and courteously.
- Able to move and maneuver quickly.
- Able to control signaling devices in frequently changing conditions.
- Able to understand and apply safe traffic control practices in sometimes stressful situations.
- Able to identify dangerous traffic situations and warn workers in sufficient time.
- Trained in safe traffic control practices and public contact techniques.

Flagger Clothing:

- Flaggers should wear high-visibility safety apparel appropriate for daytime or nighttime activity.
- The apparel background material color should be fluorescent orange-red, fluorescent yellow-green or a combination of the two.
- The reflective material should be orange, yellow, white, silver, yellow-green or a fluorescent version of these colors, visible at a minimum of 1000 feet.
- More information on flagger clothing can be found in the American National Standard ANSI/ISEA 107-2010

Flagger Stations

- Flagger stations should be located such that approaching traffic will have sufficient time and distance to stop at the intended location. Suggested stopping sight-distances according to speed can be found in Table 6E-1 of the Manual on Uniform Traffic Control Devices (2009 Edition).
- Flagger stations should be located such that an errant vehicle has sufficient additional space to stop without entering the work zone.
- Except in emergency situations, flagger stations should be preceded by an advanced warning sign or signs.

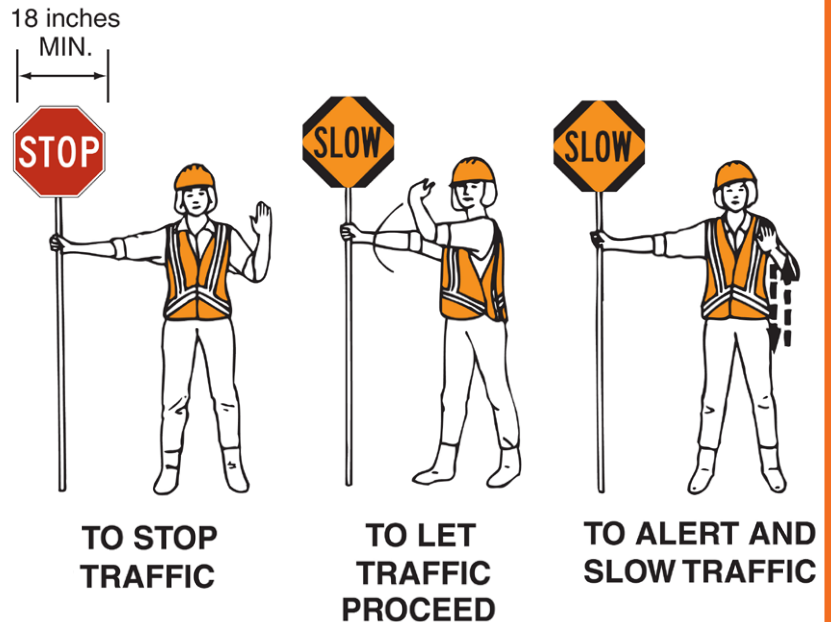


Flagger Procedures

- Flaggers should use a STOP/SLOW paddle, a flag, or an Automated Flagger Assistance Device (AFAD) to control traffic approaching a temporary traffic control (TTC) zone. The use of hand movements alone to control a TTC zone should be prohibited except for law enforcement personnel or emergency responders at incident sites.

Methods of signaling with paddles:

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



Methods of signaling with a flag:

- To stop traffic, the flagger should face road users and extend the flag staff horizontally across the lane in a stationary position so that the flag is visibly hanging below the staff.
- To direct stopped traffic to proceed, the flagger should face road users with the flag and arm lowered from view, and motion with the free hand.
- To alert or slow traffic, the flagger should face road users and slowly wave the flag in a sweeping motion of the extended arm from shoulder level to straight down without raising the arm above a horizontal position.



Note: The illustrations used in this flyer are incomplete examples of the information found in the MUTCD-2009. This flyer is not meant to be a substitute for the MUTCD-2009. Please refer to it for complete information, including Table 6H-3 referred to in the illustration on Page 1.

Source: Manual on Uniform Traffic Control Devices (2009 edition). A complete copy of the MUTCD-2009 is available in the Resources section of the Loss Control Website www.losscontrol.org