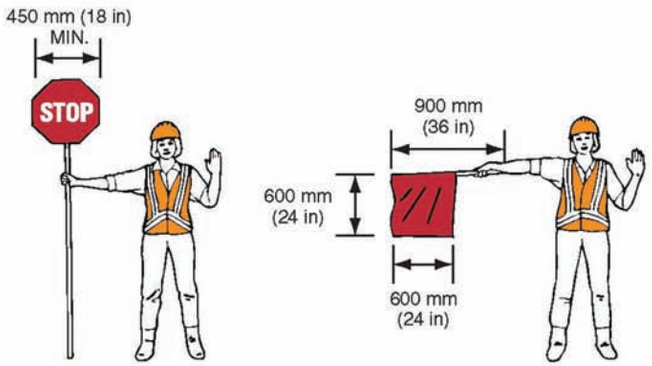
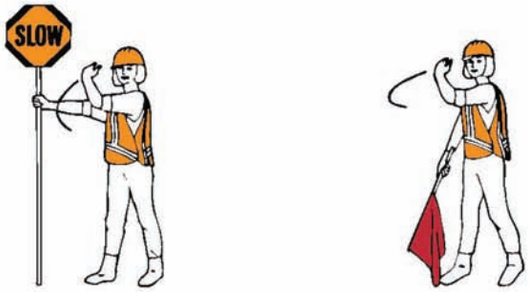
Use of Hand-Signaling Devices by Flaggers

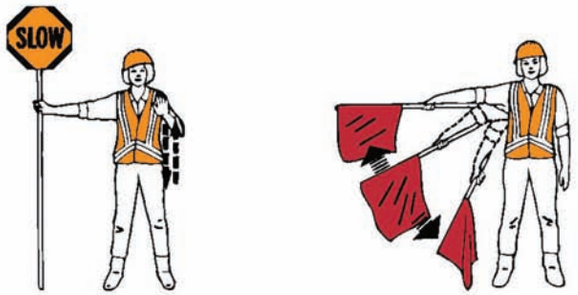
Preferred Method	Emergency Situations Only
STOP/SLOW Paddle	Red Flag



To Stop Traffic



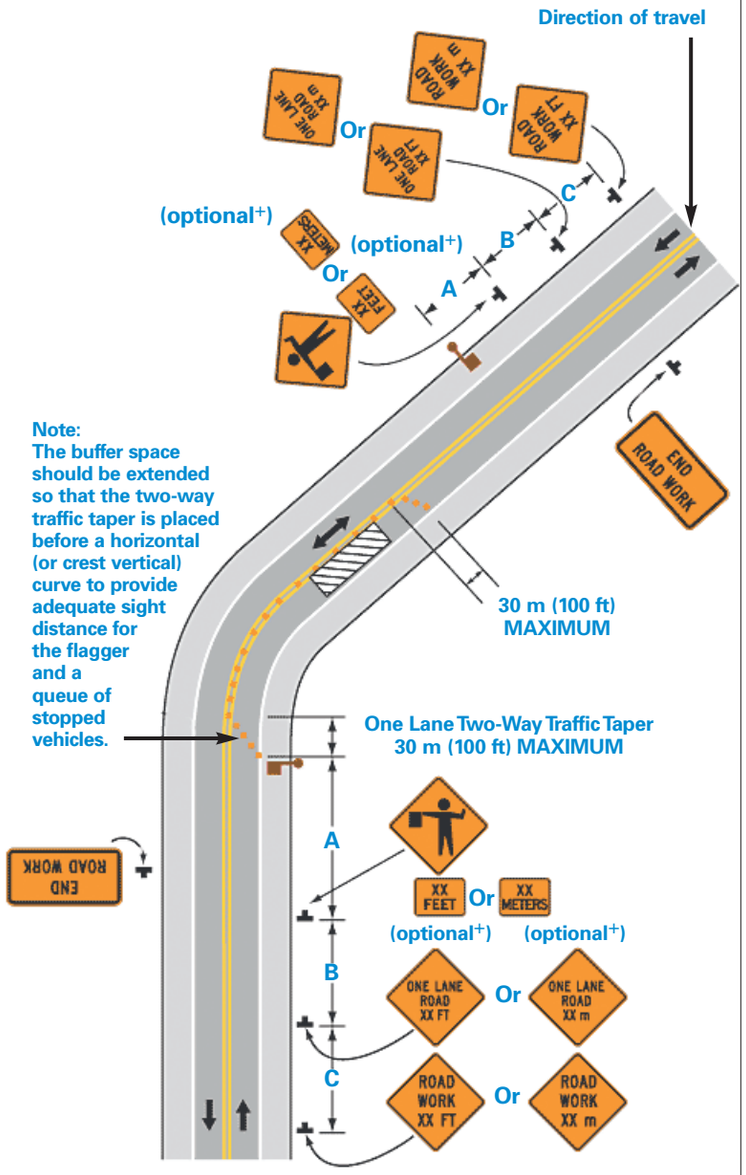
To Let Traffic Proceed



To Alert and Slow Traffic

Lane Closure on Two-Lane Road Using Flaggers

MUTCD, Figure 6H-10
Typical Application 10



+Other warning devices may be added to supplement the devices and device spacing may be adjusted to provide additional reaction time or delineation. Fewer devices may be used based on field conditions.

OSHA 3339-09N-07

OSHA

Occupational Safety and Health Administration

Work Zone Traffic Safety During Disaster Recovery Efforts

Inform recovery crews about the special hazards they will face and how to protect themselves when they work in areas with moving equipment and traffic.

Develop and use a traffic control plan for the work zone – provide traffic flow details and train crew members to stay clear of all motorized equipment.

Provide all crew members with high-visibility apparel and headwear that can be seen in daylight and at night, and that are suited to the conditions. Ensure that apparel is used by crew members so that they are conspicuous to motorists and equipment operators.

Signs – Protect recovery crews exposed to traffic by giving motorists plenty of advance warning of upcoming work zones. Post warning signs (e.g., REDUCED SPEED AHEAD, WORK ZONE AHEAD, ROAD CLOSED, EVACUATION ROUTE, FLAGGER AHEAD, MERGE AHEAD, etc.) along the roadway to warn drivers of the work in progress.

On urban streets, place the first warning sign ahead of the work zone at a distance (in feet) of 4 to 8 times the speed limit (in mph). The high end of the range should be used when speeds are relatively high. For example, at 35 mph the first warning sign should be 140 feet ahead of the work zone.

Traffic Control – Use positive protective barriers (e.g., concrete, sand-filled barriers), highway channeling devices, traffic cones, and flaggers to steer traffic away from work crews

Flaggers – Ensure flaggers use high-visibility apparel and headwear that can be seen in daylight and at night, and are:

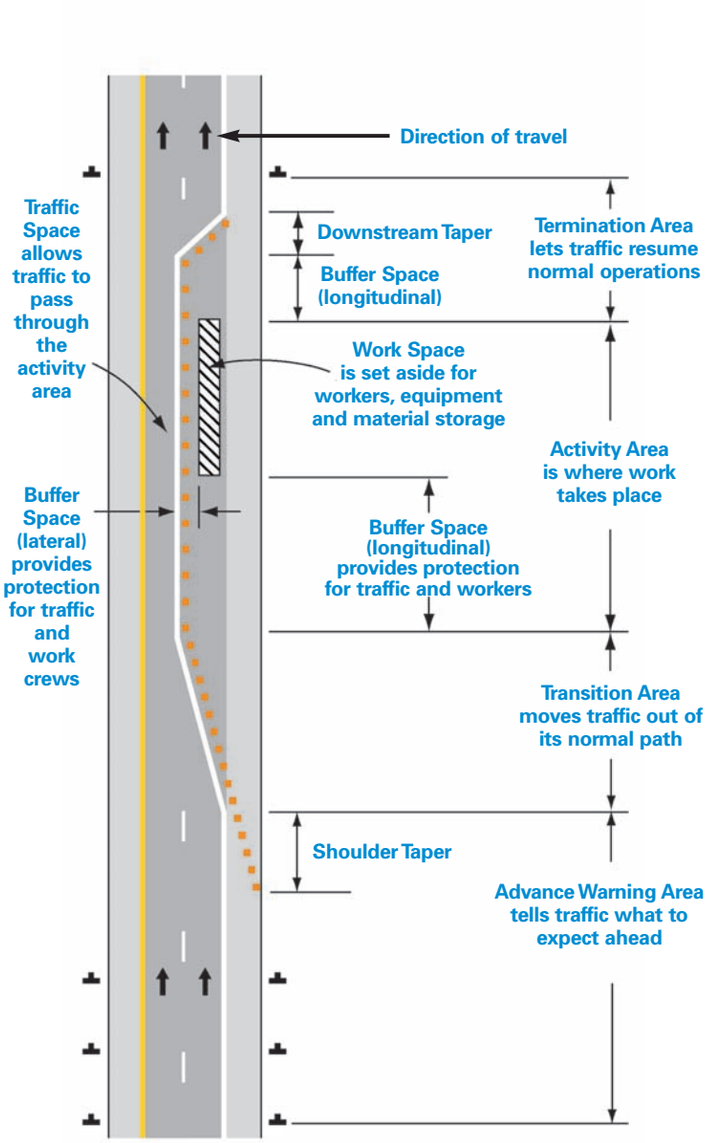
- Trained/certified and use authorized signaling methods.
- Clearly visible to the first approaching vehicle at all times and are located to allow the first approaching vehicle plenty of advance notice.
- Stationed far enough ahead of the work zone that they have time to warn road crews if approaching vehicles appear dangerous or out of control (use audible warnings devices such as horns or whistles).
- Standing on the shoulder adjacent to the traffic being controlled or in the closed lane, not in an active lane.
- Standing alone. Never permit other crew members to gather around the flagger station.

Lighting – Ensure that the work zone, including the flagger, is well lit, but control glare so that work crews and passing motorists are not blinded.

Training – Train crew members not to stand between mechanical equipment and fixed objects, or in blind spots.

Component Parts of a Temporary Traffic Control Zone

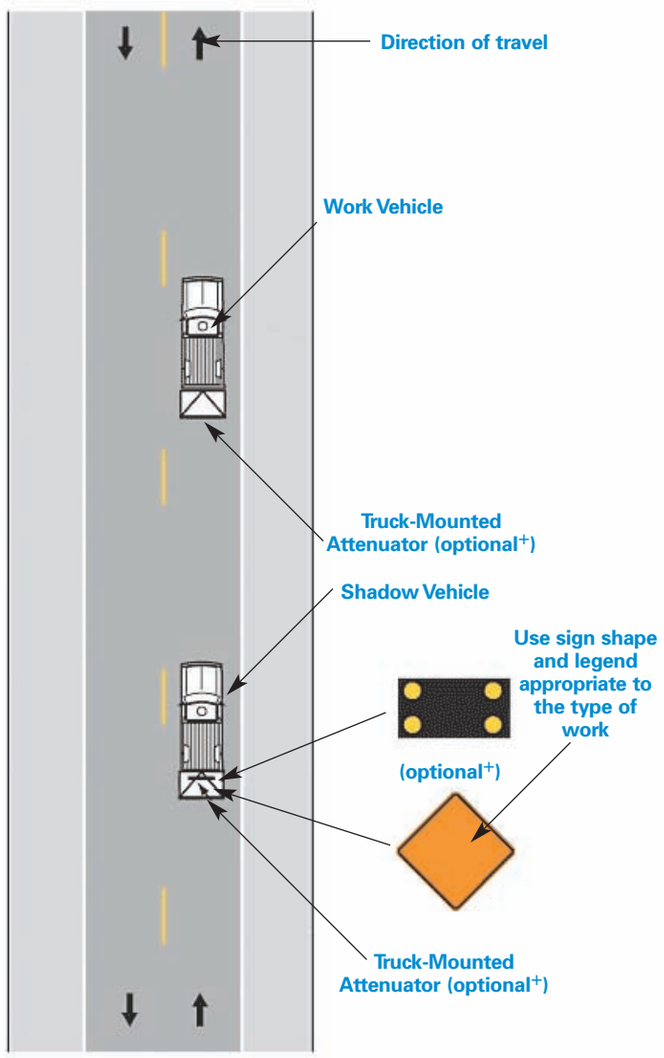
MUTCD, Figure 6C-1



All illustrations from the *Manual on Uniform Traffic Control Devices (MUTCD),* 2003 Edition with Revision No.1 Incorporated, dated November 2004, U.S. Department of Transportation, Federal Highway Administration. For more information visit www.mutcd.fhwa.dot.gov.

Mobile Operations on Two-Lane Road

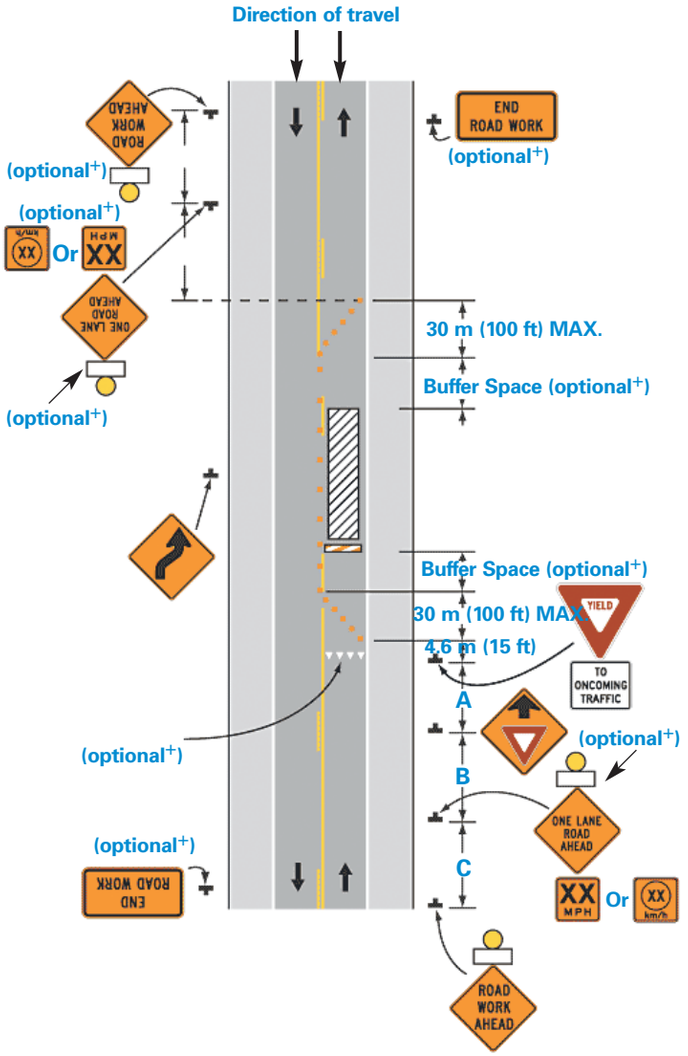
MUTCD, Figure 6H-17
Typical Application 17



+Other warning devices may be added to supplement the devices and device spacing may be adjusted to provide additional reaction time or delineation. Fewer devices may be used based on field conditions.

Lane Closure on Two-Lane Road with Low Traffic Volume

MUTCD, Figure 6H-11
Typical Application 11



	Distance Between Signs**		
Road Type	**A**	**B**	**C**
Urban (low speed)*	30 (100)	30 (100)	30 (100)
Urban (high speed)*	100 (350)	100 (350)	100 (350)
Rural	150 (500)	150 (500)	150 (500)
Expressway/Freeway	300 (1,000)	450 (1,500)	800 (2,640)

*Speed category to be determined by highway agency.
**Distances are shown in meters (feet). The column headings A, B and C are the dimensions shown in figures 6H-1 and 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs.