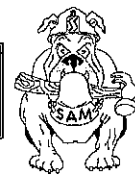




# Tailgate/Toolbox Safety Training

Safety Services Company-Safety Meeting Division, PO Box 6408 Yuma, AZ 85366-6408 Toll Free (866) 204-4786

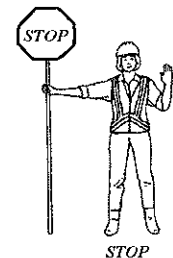


Company Name: \_\_\_\_\_ Job Site Location: \_\_\_\_\_

Date: \_\_\_\_\_ Start Time: \_\_\_\_\_ Finish Time: \_\_\_\_\_ Foreman/Supervisor: \_\_\_\_\_

## Topic 158: Flagger Safety

**Introduction:** A flagger is a person who provides temporary traffic control. The two primary functions of traffic control procedures are to: ① Move vehicles and pedestrians safely and as quickly as possible through or around temporary traffic control zones, and ② Protect workers and on-site equipment. To maintain the primary functions, flaggers are a critical component of worksite safety related to traffic control. Studies have shown that worksites using flaggers are less likely to incur accidents when used in addition to other traffic control devices, and yet the job of flagger itself is probably the most dangerous and challenging position in the work zone. Flaggers must have a sense of responsibility for the safety of the public and workers and be trained in safe traffic control practices. Flaggers must be in good physical condition (including vision and hearing), be mentally alert, and have the ability to react quickly in an emergency.



STOP

**High-Visibility Clothing** — For daytime work, the flagger's vest, shirt, or jacket shall be either orange, yellow, yellow-green, or a fluorescent version of these colors. For nighttime work, similar outside garments shall be retroreflective. The retroreflective material shall be either orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 ft. The retroreflective clothing shall be designed to clearly identify the wearer as a person.

**Hand-Signaling Devices** — such as STOP/SLOW paddles, lights, and red flags, are an essential part of controlling traffic in temporary control zones. The STOP/SLOW paddle should be the primary and preferred hand-signaling device because the paddle gives road users more positive guidance than red flags. Use of flags should be limited to emergency situations. Hand signaling devices not only have required design dimensions, but have required 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 as to the action which the flagger requires. It is very important to know how to use the STOP/SLOW paddles and flags correctly. The most important thing all flaggers must remember is to **NEVER** place your body or any part of your body in the path of a motor vehicle.

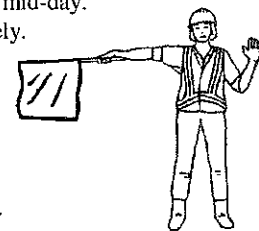


**STOP/SLOW paddles** — shall have an octagonal shape on a rigid handle. The paddles shall be at least 18 in. wide with letters at least 6 in. high and should be fabricated from light semi-rigid material. The background of the STOP face shall be red with white letters and border. The background of the SLOW face shall be orange with black letters and border. When used at night, the STOP/SLOW paddle shall be retroreflectorized. The STOP/SLOW paddle may be modified to improve night visibility by incorporating white flashing lights.

**Flags** — shall be a minimum of 24 in. square, made of a good grade of red material, and securely fastened to a staff that is approximately 36 in. long. The free edge of a flag should be weighted so the flag will hang vertically, even in heavy winds. For night use, flags shall be retroreflectorized red.

**Flagger Stations** — must be located far enough ahead of the work space so that approaching traffic has sufficient time to stop before entering the work zone. The distance is related to variables like approach speed, friction factors, pavement type, and conditions and tire capabilities. The flagger should stand either on the shoulder adjacent to the traffic being controlled or in the barricaded lane. At a "spot" construction, a position may have to be taken on the shoulder opposite the barricaded section to operate effectively. A flagger should **NEVER** stand in the path of oncoming traffic to give direction, but may move into the lane after the traffic has stopped if they need to communicate with the driver or need to be visible to other traffic. Flaggers should be clearly visible to approaching traffic at all times. It is suggested that the flagger have an escape route to use in the event a vehicle does break all the rules.

- **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 is cones and flaggers, or signs and flaggers. Traffic movement should be restricted as little as practicable.
- **Inspections of** the traffic controls and working conditions should be completed at least twice a day, and as needed based on performance of the devices to guide traffic safely. Inspections at a minimum should be done before work begins and mid-day.
- **Adequate warning** must be given to the motorists so they have time to interpret the warning and respond appropriately.
- **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 as determined by an engineering analysis.
- **Periodically inspect** the devices. Repair or replace any damaged or missing devices. All devices should be clean.



STOP

**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 shall be provided. Flagging signals and warning garments worn by flaggers shall conform to Part VI of the Manual on Uniform Traffic Control Devices. Electronic copies of the MUTCD 2003 are available for downloading at <http://mutcd.fhwa.dot.gov/kno-millennium>.

### Work Site Review

Work-Site Hazards and Safety Suggestions: \_\_\_\_\_

Personnel Safety Violations: \_\_\_\_\_

**Employee Signatures:** \_\_\_\_\_  
(My signature attests and verifies my understanding of and agreement to comply with, all company safety policies and regulations, and that I have not suffered, experienced, or sustained any recent job-related injury or illness.)

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**Foreman/Supervisor's Signature:** \_\_\_\_\_

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