Work Zone Flagger Minimum Training Elements

NOTE: Use NCDOT Specifications / Standards

I. Traffic Control Device Use
   A. Devices used for flagging operations
      1. Stop/Slow Paddle – *Height, color and size of sign.*
      2. Clothing – *Day and night*
      3. Signs and placement – *stationary vs. portable, how to figure out the distance between signs. Think about curves and sign placement.*
      4. Pilot Car Operations and use of cones.

II. Flagging Operational Do's and Don'ts
   A. Location of the Flagger –The flagger should *not stand in the road to stop traffic. The flagger should always stand on the shoulder (The supervisor of the operation should assess the job location before work begins to determine if the flagger may have to move out in to the roadway so the stop/slow paddle can be seen by motorists once vehicles have stopped and the surroundings are safe). All flaggers must have an escape route if the work zone is compromised. The flagger should not cross the centerline of the roadway at any time. In cases where this is not possible (i.e. at intersections), the supervisor should assess the job location and techniques to be used in order to insure a safe and effective traffic control procedure.*
   B. *Don't use flaggers for road closures. Don't sit or lean when flagging, and always have an escape route!*
   C. *Two flaggers should always be used, however, a one flagger operation may be used, only after the need is determined by the supervisor. (low volume, low speed , short duration ; i.e., utility operation)*
   D. Hand Signals
   E. Face Traffic
   F. Radio Communication
   G. How to flag - *demonstration*

III. Different Types of Flagging Operations
   A. Rural Low Volume – *Possible higher speeds, motorist not expecting workers in the road.*
   B. Urban with intersecting roads
   C. Rural High Volume – *Sight distance, impatient motorist,*
   D. Flagging around vertical and horizontal curves
   E. Pilot Car flagging - *When a pilot car can be used and the responsibility of the flagger*
   F. *AFAD (Automated Flagger Assistance Device) –When an AFAD can be used and the responsibility of the flagger. Know the layout of the traffic control, where to position, etc. (The Manufacturer must certify individual in the use of the device).*

IV. Planning and Preparation

A. Know the work area/location before hand
B. Devices needed
C. Duration of work activity
D. Discuss job duties and who is responsible for what
E. How to handle problems (which situations can a flagger decide and which should his/her supervisor decide?)
F. How to notify workers in case of emergency (whistle, horn, speaker, etc.)

V. Tailgate Meetings

A. On-site overview
B. Discuss job duties and who is responsible for what
C. What is expected
D. How to handle problems
E. Flaggers should be reminded to always be courteous. The image that is portrayed reflects on all of the transportation industry, not just who they work for.
F. Flaggers should be reminded that it is their responsibility to protect the workers and motorist during a flagging operation.

VI. Introduce NCDOT Maintenance / Utility Traffic Control Guidelines

A. Obtain from Web Page
https://connect.ncdot.gov/projects/WZTC/Pages/Training.aspx