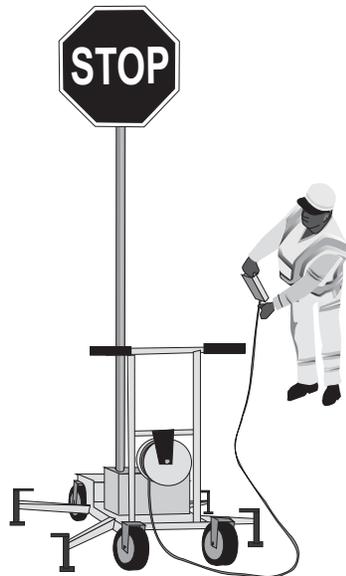




What Are Night Flagging Applications?

Here are basic applications and alternatives to flagging:

- Alternating one-way flow.
 - Temporary traffic signals, AFADs (Automatic Flagging Assist Device).



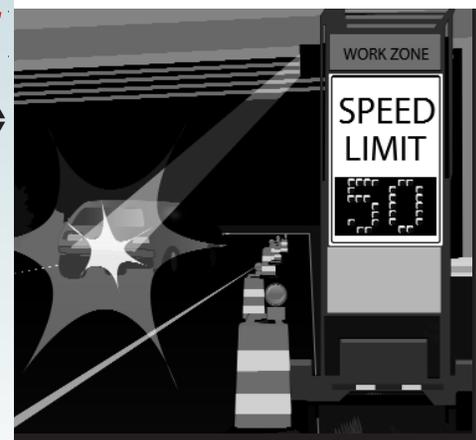
- Vehicle/equipment access points.
 - Lane closure.
- Intersection control.
 - Temporary traffic signals, uniformed police.

- Temporary traffic stoppage.
 - Rolling road block, uniformed police and patrol cars.
- Flaggers as spotters.
 - ITCPs, no-backing zones, back and rear view devices.
- Flaggers for speed control.
 - Police, radar activated CMS, automated speed enforcement.



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Night Work Flagging



What Are Night Flagging Concerns?

Night flagging is very different from day flagging.

Concerns:

- Risks increase at night.
- Reduced visibility, impaired drivers.



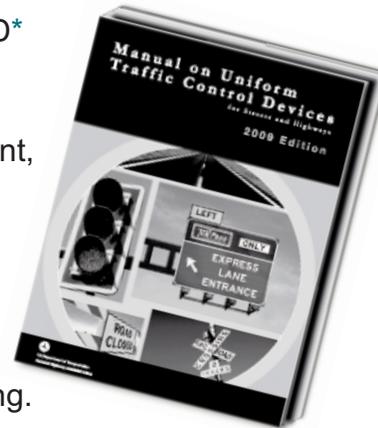
General recommendations:

- Use flaggers at night only if necessary.
- Provide temporary lighting for all flagging.
- Temporary signals or police officers are preferred when a flagger is not required.

What Are Proper Flagging Operations?

Follow the MUTCD* guidelines. Proper operations:

- Good equipment, illumination.
- Well-trained flaggers.
- Avoid stopping moving traffic.
- Advance signing.
- Good sight distance.
- Safe flagger position with escape path.
- Flaggers in Class 3 or Class E gear at night.



Avoid glare.



What Illumination Is Needed?

Flaggers must be totally visible at night. Best practices:

- Provide temporary illumination for all stations.
- Supplement permanent road lighting.



- Avoid:
 - Glare
 - Shadows
 - Backlighting
- Use floodlight towers, other overhead light sources.
- Temporary illumination required for flagger use.

Flaggers and all other road workers must be totally visible at night.