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.
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.

What Are Night Flagging Concerns?
Night flagging is very different from day flagging.
Concerns:
- Risks increase at night.
- Reduced visibility, impaired drivers.

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- 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.

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.

*Manual on Uniform Traffic Control Devices for Streets and Highways