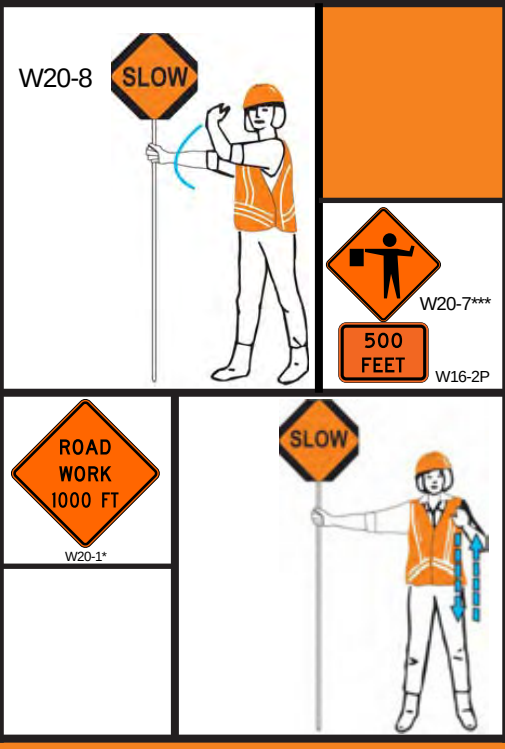
MDT

Montana Department of Transportation



2021 • Montana Flagger Handbook

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Preface

This traffic flagger handbook has been designed as a quick reference guide, a readily accessible source of information and guidance for people responsible for flagging traffic.

Every condition that may be encountered cannot be covered in this manual, nor can a set of standards cover all situations. However, most situations can be dealt with safely by following the fundamental principles of traffic control.

The flagger's job is very important. The guidelines described here will help to reduce the possibility of accidents and injuries. Flaggers should read them carefully, understand and follow them anytime they are directing traffic at construction, maintenance, utility, or incident zones.



To the Flagger

A flagger shall be a person who provides temporary traffic control.

Your safety, the safety of the work crew, and the safety of the motoring public are more important than any construction, maintenance, utility, or incident management operation being performed.

At a construction, maintenance, utility, or incident management work zone, the flagger is responsible for the safety of the motoring public. Drivers, bicyclists, and pedestrians look to the flagger for warnings and guidance. They expect clear and timely instruction, with minimum delay and inconvenience.

To the work crew, you represent their first line of defense. The workers rely on you to safeguard their personal safety and to keep traffic out of their way so the work can be completed.

To the Supervisor

Flagging should only be employed when required to control traffic or when all other methods of traffic control are inadequate to warn and direct drivers. This means that flagging should never be used as a means to reduce the level of traffic control at a work site. Instead, it should be used to supplement signs, barricades, and other appropriate traffic control devices in the interest of safety.

Flagging is probably the single most important traffic control assignment on a job site. It is one of the most difficult and dangerous assignments. Flagging requires special training, constant attention, and quick thinking. It can be monotonous and physically tiring. For these reasons, never assign the flagging duties to an individual simply because he or she is the newest or least productive worker.

Every flagger must be trained in safe traffic control practices and public contact techniques. New flaggers need training before they attempt to handle traffic, and all flaggers must have periodic refresher sessions on proper techniques. Close and positive flagger supervision is also critical.

Flaggers should know exactly what is expected of them and how best to accomplish their job at a particular work site. Flagging shift durations, flagging operation coordination, and communication procedures requiring a substitute need to be established before starting the job should the flagger need an emergency break.

This flagger handbook is based on the Manual on Uniform Traffic Control Devices (U.S. Department of Transportation, Federal Highway Administration) and can be reviewed on the web at *http://mutcd.fhwa.dot.gov.*

Section 1 - Flagger's Function

The primary function of the traffic control system is to move vehicles and pedestrians safely and quickly through or around temporary traffic control zones while protecting on-site workers and equipment. The flagger is one part of that system.

Basic Functions:

•To guide traffic safely through the temporary traffic control zone.

•To protect the lives of workers, motorists, and themselves.

•To avoid unreasonable delays to motorists.

•To answer questions courteously and intelligently.

•To insure a safe separation between equipment operations and traffic movement.

Section 2 - Flagger's Qualifications

A flagger is a person who actively controls traffic in a temporary traffic control work zone. Flaggers, typically, are the initial contact with the public at construction and maintenance work areas. They are responsible for the safety of the workers, motorists, and themselves.

The public's perception of the temporary traffic control zone is greatly influenced by this initial contact. Because of this tremendous responsibility and the contact with the public, it is essential that well qualified people are selected for this position.

Flaggers should be able to satisfactorily demonstrate the following abilities:

•Ability to receive and communicate specific instructions clearly, firmly, and courteously.

•Ability to move and maneuver quickly in order to avoid danger from errant vehicles.

•Ability to control signaling devices (such as paddles and flags) in order to provide clear and positive guidance to drivers approaching a temporary traffic control zone in frequently changing situations.

•Ability to understand and apply safe traffic control practices, sometimes in stressful or emergency situations.

•Ability to recognize dangerous traffic situations and warn workers in sufficient time to avoid injury.

•The Flagger should have mental alertness, good physical condition, including sight and hearing, and exhibit a professional appearance.

Section 3 - Flagger's Certification

Through a collaborative effort, a flagger training and certification program has been established in Montana with authorized Montana flagging instructors. Certifications are centralized through the Local Technical Assistance Program (LTAP) at Montana State University (Phone: 1-800-541-6671 or 1-406-994-6100.) For projects let to contract, Montana Department of Transportation requires certified flaggers. MDT recognizes Flagger Certification from LTAP; Departments of Transportation from Idaho, Oregon and Washington; and American Traffic Safety Services Association (ATSSA). The Flagger Certification is valid for three years. Each flagger must have in their possession their current flagger card while on the job site.

Section 4 - Flagger's Clothing

Clothing should be clean, neat, and appropriate for the weather. For daytime activity, flaggers shall wear safety apparel meeting the requirements of ANSI/ISEA, American National Standard for High-Visibility Apparel/International Safety Equipment Association (see MUTCD Section 1A.11). The apparel will be labeled as meeting the ANSI 107-2020 standard performance for Class 2 risk exposure.

For nighttime activity, safety apparel meeting the requirements of ANSI/ISEA (see MUTCD Section 1A.11) and labeled as meeting the ANSI 107-2020 standard performance for Class 3 risk exposure should be considered for flagger wear (instead of Class 2 safety apparel in the MUTCD Standard, Section 6E.02).

The apparel background (outer) material color shall be either fluorescent orange-red or fluorescent yellow-green as defined in the MUTCD Standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet.

The retroreflective safety apparel shall be designed to clearly identify the wearer as a person.

The flagger must also wear a standard orange or florescent green hard hat while at the flag. A hard hat adds an "official look" to the flagger and offers protection from flying objects falling off or being kicked up by passing vehicles.

A retroreflective wrist band in the above colors maybe used. The wrist band helps differentiate the flagger from work zone devices.

Flaggers must be properly attired: shirts and full-length pants are required. Safe and appropriate footwear should be worn. Cell phones, electronic devices, headphones, or books are not permitted.

Section 5 - Flagger Equipment

The STOP/SLOW paddle shal be the primary and preferred hand-signaling device because the STOP/SLOW paddle gives road users more positive guidance than flags. Use of flags should be limited to **ONLY** emergency situations.



The STOP/SLOW paddle shall have an octagonal shape. Paddles should be placed on a rigid staff, 5ft minimum, to the bottom of the sign, 7ft is recommended, high enough to be seen by approaching or stopped traffic. STOP/SLOW paddles shall be at least 18 inches wide (450 mm) with letters at least 6 inches high (150 mm) 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 retroreflective with red flashing LEDs in an octagonal shape inside STOP face and amber flashing LEDs in diamond shape in the SLOW face.



If flashing lights are used on the STOP face of the paddle, their colors shall be all white or all red. If flashing lights are used on the SLOW face of the paddle, their colors shall be all white or all yellow.

The flagger should have a watch, a pocket notebook, a pen, a whistle, and/or air horn. An air horn is a good device to alert the work crew of danger.

For extended flagging operations, a work schedule should be provided to the flag persons. A continuous flagging shift usually does not extend beyond two hours without a break.

Proper signs shall be in place before flagging begins. The flagger sign shall be removed, covered, or turned away from road users when the flagging operations are not occurring. If the flagger signs are installed on a trailer, the trailer should be moved off the clear zone when not used.



Use of flags should be limited to **ONLY** emergency situations. Flags, when used, shall be a minimum of 24 inches square, made of a good grade of red or fluorescent orange/red material, and securely fastened to a staff that is approximately 36 inches in length. When used at night time, flags shall be retroreflectorized red.

Section 6 - Flagger Station

The location of the flag station is as important as protective clothing for safety. Flagger stations shall be located such that approaching road users will have sufficient distance to stop at an intended stopping point. Table 1 may be used for locating flagger stations in advance of the work space. This distance is related to approach speeds, commercial vehicle deceleration rates, road conditions, and topography in determining the placement of the flagger in temporary traffic control work zones.

The distances shown in Table 1 may be increased for downgrades and other conditions that affect stopping distance.

Table 1
Guidelines for Locating Flagger Stations in Advance of the Work Space

Speed* (mph)	Stopping Sight Distance** (feet)	Distance of Flagger Station in Advance of Work Space (feet)
20	115	165
25	155	205
30	200	250
35	250	300
40	305	355
45	360	410
50	425	475
55	495	545
60	570	620
65	645	695
70	730	780
80	910	960

**Posted Speed, off peak 85th-percentile speed prior to work starting, or the anticipated operating speed.*
***Values may be used to determine the length of longitudinal buffer space.*
***These distances may be increased for downgrades and other conditions that affect stopping distance.*

As indicated in Table 1, Column 3, a taper distance of 50 feet should be added to the distance in Table 1, Column 2, to locate the flagger station. During mobile operations a buffer distance should be maintained between the work crew and the flag station. Except in emergency situations, flagger stations shall be preceded by an advance warning sign or signs. Except in emergency situations, flagger stations shall be illuminated at night. Under certain geometric and traffic situations, more than one flagger station may be required for each direction of traffic.

The flagger should stand either on the shoulder adjacent to the road users being controlled or in the closed lane prior to stopping road users. The flagger should be visible at all times to approaching road users. Once a vehicle has been stopped, the flagger should move to the driver's side of the first stopped vehicle. The flagger also should be visible to other road users.

The flagger should be stationed sufficiently in advance of the workers to warn them (for example, using audible warning devices such as horns, whistles, etc.) of approaching danger of out-of-control vehicles. The flagger should stand alone, never permitting a group of workers to congregate around the flagger station.

Flaggers should always stand in a highly visible location away from work activities, parked vehicles, machinery, or anything which might "hide" the

flagger from approaching drivers and/or block the flagger's escape route. Care should be taken to avoid blending in with surrounding conditions. The flagger must be aware the color of the vests may blend in with traffic control devices.

The flagger should not stand in shadows. While flagging, the flagger must be on his/her feet facing oncoming traffic, and must *NEVER* stand directly in the path of an approaching vehicle.

Be alert to:

- *Traffic approaching from behind*
- *Inattentive drivers approaching the stopped traffic*
- *Construction equipment*

The flagger needs to plan an escape route before an emergency occurs to allow him/her enough time to react and avoid being hit by an errant vehicle. The flagger must always check the flagging station to make sure there are escape routes. Danger can come not only from the traffic being directed, but from heavily loaded trucks and other construction equipment in the work zone.

A flagger must be on guard constantly to avoid getting in the way of construction machinery while directing traffic. The flagger must have escape routes planned for potential hazards coming from both the traffic and the construction equipment.

Position

The normal flagging location is on the shoulder of the road. If additional vehicles arrive and they cannot clearly see the STOP paddle, the flagger may need to move into the center of the roadway for better visibility. The flagger should not cross the center line, and must remember to watch out for traffic coming from behind.

When releasing traffic, the flagger moves back to the shoulder and out of the traffic lane before turning the paddle to SLOW.

Examples of Special Considerations:

Hills

When flagging near a hill, the flagger should take a position in advance of the hill. The flagger must be visible to approaching traffic. The flagger must never take a position over the crest of a hill.

Curves

When flagging near curves, the flagger should always make sure that they are visible to approaching traffic. The flagging station should be well in advance of the curve. The flagger should never take a position on the blind side of a curve.

Communication between flaggers is critical under these conditions. Montana Department of Transportation (MDT) specifications requires radio contact when flaggers are not in line of sight. (See Section 8)

Single Flagger

Where a one lane two-way temporary traffic control zone is short enough to allow visibility from one end to the other, and where volume and speed of traffic are low, traffic may be controlled by a single flagger.

The flagger should be stationed on the shoulder opposite the obstruction or work zone, or in position where good visibility and traffic control can be maintained at all times.

Sign Placement
Table 2

Road Type	Distance Between Signs (ft)		
	First Sign From Taper **A**	Second Sign **B**	Third Sign **C**
Urban (35 mph or less)	100	100	100
Urban (above 35 mph)	350	350	350
Rural	500	500	500
Expressway/ Freeway	1,000	1,500	2,640

Sign Placement

The flagger's supervisor is responsible for the proper placement of advanced warning signs. These signs must be in place before beginning any flagging operation.

Existing Traffic Controls

The flagger should not control traffic in conflict with existing traffic control devices.

Advance Warning Signs

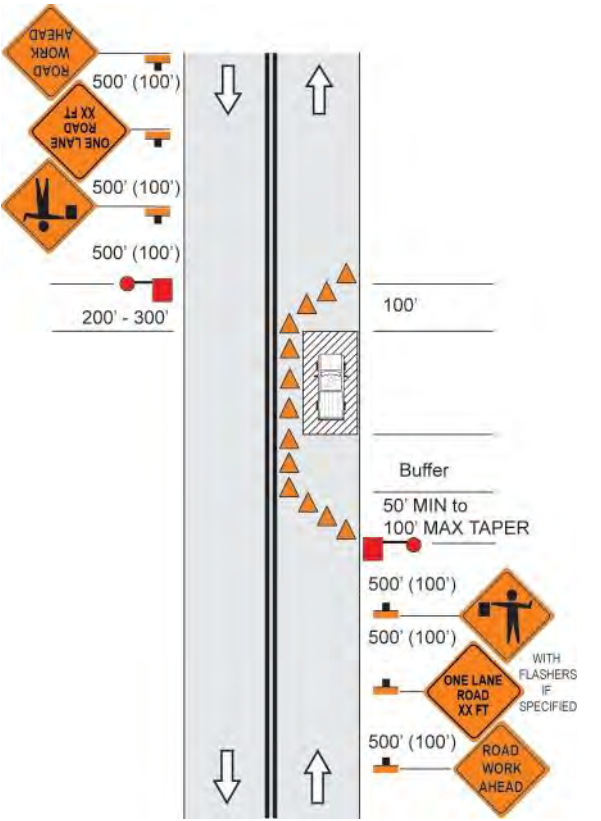
Before beginning any flagging operation, advance warning signs must be in place. For most flagging operations the layout of advance warning signs shown in Figure 1 will be used. If the work zone has reduced speed limit, additional regulatory signs will be required.

Sign Removal

Remove or cover, any signs that are no longer relevant, when flagging is no longer being performed. Turning flagger signs will only be allowed for a short 30-minute period, such as for lunch breaks. The signs must be removed over-night.

Intentionally Left Blank

Figure 1: Advance Warning Signs



Note: For two-lane, low-speed (35 mph or less) urban streets, a 100' sign spacing may be used.

Section 7 - Traffic Signaling Procedures with Paddles

Flagging Procedures

There are two basic functions a flagger may perform:

1. A flagger can stop and release traffic intermittently as required by the work activity or regulate flow through a one-lane work area.

2. A flagger can maintain continuous traffic flow past a work site at reduced speeds to help protect the work crew or personnel dealing with an incident situation.

To Stop Traffic

To stop road users, the flagger shall face road users and aim the STOP paddle face toward road users in a stationary position with the arm extended horizontally away from the body. The free arm shall be held with the palm of the hand above shoulder level toward approaching traffic.



To Release Traffic



To direct stopped road users to proceed, the flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body. The flagger shall motion with the free hand for road users to proceed.

The flagger should never wave traffic through with the sign or with rapid motions of the arms, as this tends to confuse the motorist.

To Alert or Slow Traffic



To alert or slow traffic, the flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body. To further alert slow traffic, the flagger, holding the SLOW paddle face toward road users, may motion up and down with free hand, palm down.

Section 8 - Traffic Signaling Procedures with Flags

This section only applies to Emergencies or Special Events

In emergency situations a minimum size of 24x24 inch fluorescent orange/red flag or retroreflective red flag may be used in lieu of a paddle until a paddle is available. However, as soon as a STOP/SLOW paddle is available, it shall be used.

To Stop Traffic

To stop road users, the flagger shall face road users and extend the flag staff horizontally across the road users' lane in a stationary position so that the full area of the flag is visibly hanging below the staff. The free arm shall be held with the palm of the hand above the shoulder level toward approaching tracffic.



To Direct Stopped Traffic to Proceed



To direct stopped road users, the flagger shall stand parallel to the road user movement and with flag and arm lowered from the view of the road users, and shall motion with the free hand for road users to proceed. Flags shall not be used to signal road users to proceed.

To Alert or Slow Traffic

To alert or slow traffic, the flagger shall face road users and slowly wave the flag in a sweeping motion of the extended arm from shoulder level to straight down without raising the arm above a horizontal position. The flagger shall keep the free hand down.



Section 9 - Control of Traffic

Single Flagger

Where a one lane two-way temporary traffic control zone is short enough to allow visibility from one end to the other, and where volume and speed of traffic are low, traffic may be controlled by a single flagger.

The flagger should be stationed on the shoulder opposite the obstruction or work zone, or in position where good visibility and traffic control can be maintained at all times.

One Lane, Two-Way Traffic Control

Where traffic in both directions must, for a limited distance, use a single lane, provision should be made for alternate one-way movement through the constricted section. Some means of coordinating movements at each end shall be used to avoid head-on conflicts and to minimize delays. Control points at each end should be chosen to permit easy passing of opposing lines of vehicles.

One-way traffic control with flaggers may be accomplished by one or more of the following means:

- **flagger control,**
- **AFAD**
- **pilot cars.**

Flagger Control

Where a one-lane, two-way temporary traffic control zone is short enough to allow visibility from one end to the other, traffic should be controlled by a flagger at each end of the section. One of the flaggers should be designated as the coordinator.

Flaggers should be able to communicate orally, visually, or with radios. This communication should not be mistaken for flagging signals. Under certain geometric and traffic situations, more than one flagger station may be required for each direction of traffic. Flaggers shall never flag against traffic lights in the intersection.

Flagger Communication

Two-way radios should be used where sight or signaling distances are insufficient. The flagger releasing traffic is to describe, over the radio, the last vehicle released so the other flagger will know when it is safe to release traffic. It may be necessary to temporarily close off approaches within the construction zone.

Where flaggers are stationed to stop traffic in order to let trucks or equipment enter or cross traffic lanes, the flaggers must be able to see trucks approaching.

Radios must be used only for official business.

Traffic queuing over long distances due to flagging operations may cause potentially dangerous situations. These situations may include traffic backed up through an intersection, up an exit ramp onto a freeway, or stopped prior to the first warning signs. When the flagger observes any of these occurring, they should immediately notify their supervisor. The flagger may be given instructions on how to help maintain a shorter backup of vehicles.

Pilot Cars

Pilot cars should be used when the route:

- is confusing or complex,
- is frequently altered due to the construction activity, and/or
- makes it necessary to control vehicular speed through the work area.

A pilot car is used to guide a line of vehicles through a normally complex temporary traffic control zone or detour. Its operation must be coordinated with flagging operations or other controls at each end of the one-lane section.

The pilot car should have the name of the contractor or contracting authority prominently displayed. The PILOT CAR FOLLOW ME sign (G20-4) shall be mounted at a conspicuous location on the rear of the vehicle.

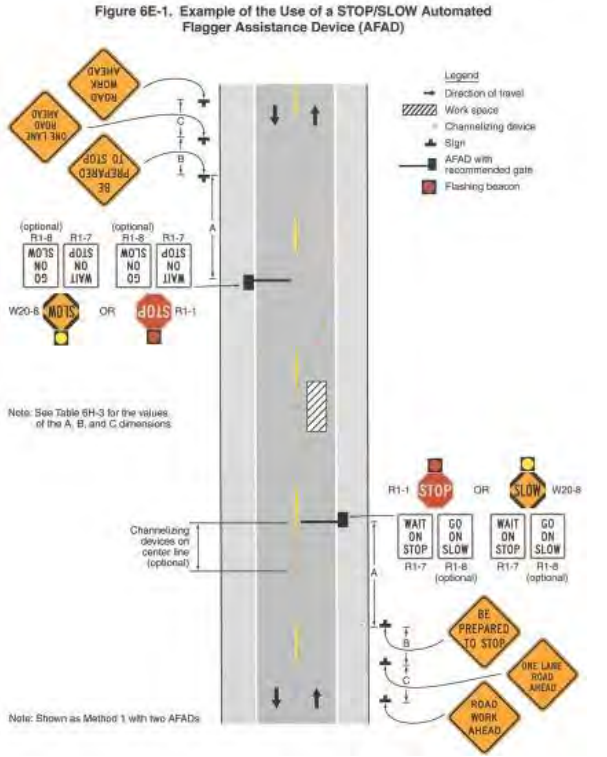


G20-4

Two or more pilot cars may be used to guide two-way traffic through a particularly complex detour.

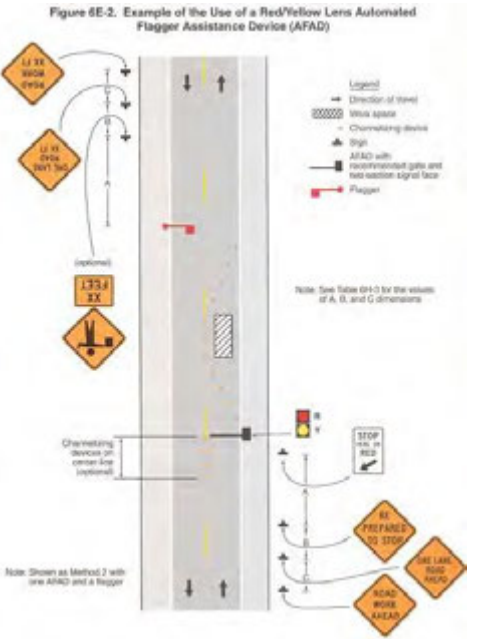
The flag station sites will have to include adequate area for the pilot car to turn around in preparation for the return trip.

Figure 2:
AFAD: Automated Flagger Assistance Device
Method 1: 6E-1



If used, AFADs shall be placed so that all of the signs and other items controlling traffic movement are readily visible to the driver of the initial approaching vehicle with advance warning signs alerting other approaching traffic to be prepared to stop.

Figure 3:
AFAD: Automated Flagger Assistance Device
Method 2: 6E-2



A single flagger may simultaneously operate two AFADs (See Page 25) or may operate a single AFAD (diagram above) on one end of the TTC zone while being the flagger at the opposite end of the TTC zone if both of the following conditions are present: A) The flagger has an unobstructed view of the AFAD(s), and B) The flagger has an unobstructed view of approaching traffic in both directions.

Automated Flagger Assistance Devices (AFADs) are only approved for use on low volume roads right now. The use of AFADs requires approval from the road authority prior to the start of work. A smart signal

or the use of a Flagger is recommended.
Automated Flagger Assistance Devices (AFADs) enable the operator to be positioned out of the lane of traffic and are used to control road users through temporary, one-lane, two-way traffic control zones. They can be remotely operated by one operator at a central location or by separate operators near each device location. When using a single operator, the AFADs shall be located so the operator can see both devices. If both devices can not be seen video surveillance shall be used.

Nighttime Flagging

Flagger stations shall be well illuminated with auxiliary lighting such as balloon or non-glare lighting. Lighting is not required in an emergency situation, however, if the emergency in expected to last an extended period, an attempt to illuminate the Flagger station should be made. Auxiliary lighting shall not produce a disabling glare condition for approaching road users, flaggers or workers. A flashlight with a red glow cone may be used to supplement the STOP/SLOW paddle. Class 3 attire should be worn and is required on the Interstate. Retroreflective channelizing devices shall be used.

To stop traffic, the Flagger shall hold the flashlight with glow cone in left hand with arm extended and point down toward the ground. To direct traffic to proceed, the Flagger shall point the flashlight with the glow cone at the vehicle's bumper then slowly aim the flashlight to the open lane, holding the flashlight in that position. To alert or slow traffic, the Flagger shallpoint the flashlight with the glow cone toward oncoming traffic and quickly wave the flashlight in a figure eight motion.

Intersection Flagging

Only a licensed uniformed law enforcement officer has the authority to override a fully operating traffic control.

signal system (operating through the green, yellow, and red cycle). When using flaggers to control an intersection, permanent STOP signs must be covered and signals must be turned off or in flash mode. Controlling an intersection with flaggers requires 1 flagger for each leg of the intersection. Approval from the road authority shall be acquired prior to placing signals into red flash mode or turning signals off.

When flagging within an intersection consider the following:

- High-volume intersections, large intersections, roundabouts, or complicated situations may require additional flaggers. When multiple flaggers are used, a lead flagger shall be designated to coordinate flagging operations.
- The flagger(s) should use hand signals with a flag or flashlight with red glow cone to control traffic movements in addition to the typical STOP/SLOW paddle.
- The flagger(s) may direct vehicles to proceed through a STOP sign controlled condition while holding traffic on other approaches. Although the flagger may urge motorists to continue through the STOP sign, the flagger has no authority to prevent traffic from stopping and must allow for stopping within the operation.
- The flagger(s) should be aware of traffic conditions at adjacent intersections and coordinate operations to minimize traffic backups and conflicts.

Section 10 - Emergencies

Crash Situations

The flagger's duty is to call (radio) for help and **continue to control the traffic**.

As soon as possible after being relieved, the flagger should write down as much as they can remember about the incident. This should include:

- time
- date
- location
- weather
- visibility
- traffic density
- location of construction equipment

if applicable, description and license number of vehicles involved.

The flagger may also need to handle emergency equipment moving through the work zone.

Emergency Vehicles

At times flaggers may have emergency vehicles such as fire trucks or ambulances that need to pass through the work zone. The flagger should immediately alert other flaggers and the work crew of their arrival, and should assist in clearing the work zone. The flagger shall **NOT** leave the flagging station.

There will be other vehicles who will need the flaggers' directions after the emergency vehicle has passed. Flaggers should use common sense and good judgment when they become involved with fast-moving emergency vehicles.

Reckless/Careless Drivers

Fines double when workers are present! If duties allow it, the flagger should record the license number and a vehicle description of any vehicle whose driver disobeys instructions or threatens the safety of the work area. This information should be given to the supervisor. State law defines a work zone as "the area where construction, repair, maintenance, or survey work is actually waking place. The boundaries of the work zone must be clearly identified by the posting of signs." (MCA 61-8-314)
Remember . . .

1. Do not stand in the path of an oncoming vehicle. Position yourself on the shoulder if the road facing oncoming traffic.

2. Plan escape routes in the event of an emergency.

3. Always be visible to traffic.

4. Do not engage in extended conversations with motorists or lean on vehicles. Be polite but brief.

5. Do not argue with a motorist. Be courteous.

6. Stand alone. Never permit a group of workers to congregate around you.

7. Be **ALERT** and **ATTENTIVE** to be ready to respond to any emergency.

8. Be alert for emergency vehicles. They have priority rights. Allow them to pass as quickly as possible.

9. **DO NOT** tlak or text on cell phones while at flagger station.

10. Acquaint yourself with the work activity and be ready to respond to motorists' questions.

11. Remove, turn, or cover all signs indicating the presence of a flagger when a flagger is not actually flagging. This includes lunch and breaks. This also includes situations in which flagging is intermittent, such as allowing trucks entering and exiting construction sites.

12. If possible, record the license number and a vehicle description of any vehicle whose driver disobeys your instructions or threatens the saftey of the work area and give this information to your supervisor.

13. Establish a warning signal between the work crew and yourself for emergencies.

14. Park your vehicle in a safe place away from the flag station.

15. Don not step into traffic or turn your back on traffic.

16. Never leave the position until relieved by a qualified flagger.

17. See that all flagger signs are removed when flagging is no longer needed.

18. Make sure that work shifts, breaks, and flagger reflief procedures are cleary defined.

19. For more information, read Part 6 of the *Manual on Uniform Traffic Control Devices* (*MUTCD* U.S. Department of transportation, Federal Highway Administration).

Metric Conversion Tables

LENGTHS

STANDARD MEASUREMENT AND METRIC EQUIVALENT

1 mile = 1.609 kilometer (km)
1 yard = 0.912 meter (m)
1 foot = 0.304 meter (m)
1 inch = 25.4 millimeter (mm)

SPEEDS

15 mph	=	20 km/h	40 mpg	=	60 km/h
20 mph	=	30 km/h	45 mpg	=	70 km/h
25 mph	=	40 km/h	50 mpg	=	80 km/h
30 mph	=	50 km/h	55 mpg	=	85 km/h
35 mph	=	60 km/h			

References

Work Zone Traffic Control: Standards and Guidelines, Part 6, Manual on Uniform Traffic Control Devices, 2009 Edition.

Reference Montana Department of Transportation Standard Specifications.

"Flagger's Handbook", North Carolina Governor's Highway Safety Program, ITRE-Technology Transfer Program, NCSU, March 1995.

Websites:
www.mutcd.fhwa.dot.gov
www.safety.fhwa.dot.gov
www.mdt.mt.gov
www.workzonesafety.org
www.montana.edu/ltap.com

Link to detailed drawings:
www.mdt.mt.gov/business/contracting/detailed_drawings.shtml

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Excerpt of Montana Law

The Montana Code Annotated (MCA) uses the term flag person instead of flagger. Section 61-8-102(H) defines a flag person and Section 61-8-105 addresses the obedience to peace officers, flag persons, crossing guards, and public safety workers.

MCA 61-8-102 (H) **Flag Person**. "Flag Person" means any person who directs, controls, or alters the normal flow of vehicular traffic upon a street or highway as a result of a vehicular traffic hazard then present on that street or highway. This person, except a uniformed traffic enforcement officer exercising his duty as a result of a planned vehicular traffic hazard, shall be equipped as required by the rules of the Montana Department of Transportation.

MCA 61-8-105 **Obedience to peace officers, flag persons, crossing guards, and public safety workers**. A person may not willfully fail or refuse to comply with a lawful order or direction of a peace officer, flag person, crossing guard, or public safety worker pertaining to the use of the highways by traffic.

For purposes of this section: (1) "peace officer" has the meaning provided in 7-32-303; and (2) "public safety worker" means a person who is authorized to provide assistance at the scene of an incident that requires traffic control and who is either a member of a paid or volunteer fire department, an emergency medical service provider, a member of a search and rescue team, or a civilian accident investigator appointed by a law enforcement agency.

Montana Department of Transportation

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Local Technical Assistance Program

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