



Work Zone Safety Bulletin

February 2005

FLAGGER ESCAPE ROUTES

Providing for a flagger escape route is an important required element of any flagger traffic control operation, but is not always considered. Since flaggers are more likely to encounter errant vehicles, an escape route can provide a lifesaving benefit.

The following guidance is intended to raise awareness of this issue and to provide guidance to assist with incorporating flagger escape routes into work zones.

Escape Route Consideration:

- Part of work planning
- Include in traffic control plan development
- During on-site set-up and orientation
- Document as needed (unusual location or condition)

Escape Route Features:

- A clear and unobstructed path that allows the flagger to move away from errant vehicles or equipment
- Must not cross other active traffic or work vehicle lanes/routes
- Existing protective roadway features (barrier, guardrail) could be used
- Consider temporary protection devices (barrier, buffer/TMA vehicle)

Escape Route Problem Areas to Avoid:

- Bridges, especially those with long approach structures
- Elevated roadway sections
- Narrow shoulders
- Medians
- Overlapping work areas or combination of traffic and work vehicles (backing, hauling, ingress/egress points)
- Flagging in the center of an intersection, not allowed but sometimes used. This location provides for a poor escape route and no protection or warning from behind the flagger

Escape Route Standards and Guidance:

- L&I WAC 296-155-305
- Flagger training
- Flagger orientation card
- MUTCD Part 6
- Flagger Work Zone Safety Bulletin

Contact the Region Traffic Office or Region Safety Office for further assistance with flagger escape routes.



Washington State
Department of Transportation
Work Zone Safety Task Force