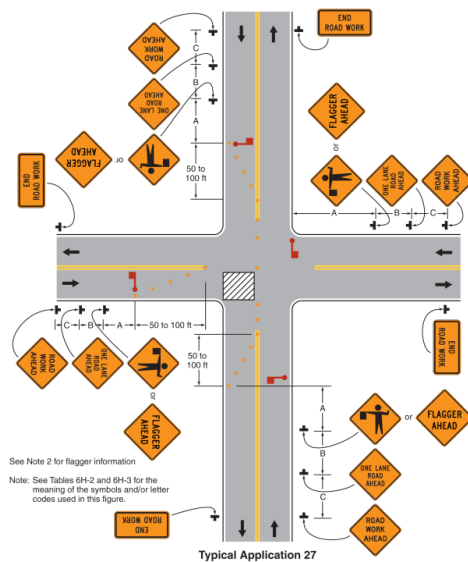


Flagging Operations Within and Around Intersections

Figure 6H-27. Closure at the Side or Center of an Intersection (TA-27)
(Delaware Revision)



Here's the summary...avoid it where you can. What we observe is that many work operations, particularly those near the intersection, are over-managed. In other words, the traffic signal or even the stop signs can sometimes manage the traffic in a smoother, more natural, and even safer manner than we can with flagger interruption. Flaggers are still needed, but they can often play a role of guidance, rather than direction, allowing the signal to do its work.

Of course, that's not always the case. Operations within the intersection itself will often require some form of redirection or lane closure and active flaggers will be needed to assist drivers, pedestrians, and bicycles through the interruption. When that is the case with a signalized intersection, it is important to follow the guidance from the Delaware Department of Transportation (DelDOT) on the topic. Indeed, the

Delaware Manual on Uniform Traffic Control Devices (MUTCD) requires ([Section 6G.13](#)) that this guidance be followed when working within or adjacent to an intersection (i.e., it is a "shall" statement).

Read the guidance itself for all the cool details, but in the more typical situation, it is necessary to place the traffic signal in flash mode. DelDOT's Traffic Management Center can assist with the logistics to make this happen, so it's not overly burdensome. Interruption of an intersection is a big deal, even with the light traffic ones, so plan accordingly and do it the right way.

You will also need to up your game and ensure that the advance warning signs and transition devices (cones, drums, etc.) are properly in place (in accordance with the applicable Typical Application from the MUTCD). This is no place to skimp either. We love to call the errant motorist various names when they goof up; well, to do so, we need to make sure we've done everything correctly. We're supposed to be the experts at this, so let's act like one.

And of course, make sure you are using certified flaggers. DelDOT recognized flagger certifications are outlined in another [guidance document](#). The ATSSA Flagger Card can be obtained a number of ways and local agency personnel (including your volunteers) can attend the certification class offered periodically by the Delaware T2/LTAP Center. To ensure you don't miss any of our scheduled training sessions (including many other topics), join our [mailing list](#) – we use it rather sparingly, so we won't be too much of a nuisance. And let's face it, you have delete button on your keyboard and you can always unsubscribe if we start to annoy you.

The Delaware T²/LTAP Center's Municipal Engineering Circuit Rider is intended to provide technical assistance and training to local agencies and so if you have work zone safety concerns or other transportation issues, contact Matt Carter at matheu@udel.edu or (302) 831-7236.