

Manual Section 7	Issue Date 03/17/16	Revision Date 01/15/26	Policy Number LLCP-114
	<b>Traffic Signaling</b>		

**Purpose**

This document provides important safety information for traffic signaling. The hazard analysis determines the requirements for each project. The job pre-planning based on hazard analysis determines the requirements for each project.

**Scope**

All GIS Holdings, LLC Companies and affiliates including, Blanchard Industrial, LLC, GIS Engineering, LLC, Grand Isle Shipyard, LLC., GWIS, Mack Steel, NuWave, Valvemax, Discovery Industries, Inc., Global Inspections, LLC, and EIS, hereafter identified as “Company”.

**Specific Regional and local REGULATIONS and CODES must be followed.**

**Site-Specific Plan**

During the planning phase of a project, pedestrian and vehicle traffic should be noted if there is the potential for interference during work or caused by work performed on the project. This should be identified on the Site Specific Safety Plan. Considerations for the plan should involve,

- Layout of the site
- Activities carried out at the site
- Vehicles and equipment used
- Control measures for subcontractors and deliver personnel

Additionally, details of site traffic routes for the safe movement of vehicles, equipment and pedestrians should be noted.

**Signaling and Site Traffic Control (Flagmen, Spotters, Signalers)**

A flagman's primary function is to control the flow of traffic (vehicles, loaders, dozers, dump trucks, excavators, etc.) safely and expeditiously through or around work areas, or where traffic lanes are intermittently blocked.

**Traffic Control Signs and Devices**

At points of hazard, construction areas shall be posted with legible traffic control signs and protected by traffic control devices.

The design and use of all traffic control devices, including signs, signals, markings, barricades, and other devices for protection of construction workers shall conform to part 6 of the MUTCD (incorporated by reference, see 1926.6.

**Flagging Traffic**

Flagging is provided at work areas to control the traffic flow through or around work sites at reduced speeds by reducing the hazards to on-site workers and equipment. The flagger must be clearly visible for a sight distance sufficient to permit proper response by the vehicle operator to the flagman's instructions.

As a minimum all flagmen will wear a reflective vest during all operations. During night operations the flagmen will be equipped with a traffic control flashlight and a backup flashlight. Light sticks may be attached to the flagman’s vest as needed to assure visibility.

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If fog or other conditions reduce the operator visibility of the flagman to less than 100 feet then operations will be shut down until the conditions improve.

### **Flagger**

Since flaggers are responsible for human safety, it is essential that capable personnel be selected. For daytime work, the flagger's vest, shirt, or jacket shall be orange, yellow, strong yellow green or fluorescent versions of these colors. For nighttime work, similar outside garments shall be retro reflective.

The retro reflective material shall be orange, yellow, white, silver, strong yellow-green or a fluorescent version of one of these colors and shall be visible at a minimum distance of 1,000 feet. The retro reflective clothing shall be designed to identify clearly the wearer as a person and be visible through the full range of body motions.

### **Pedestrians and Vehicle Traffic**

Interaction between project traffic can be minimized by:

- Creating dedicated walkways/paths,
- Clear and marked crosswalks,
- Efficient intersections, and segregated parking
- Signage and barriers that separate pedestrians from vehicle paths
- Barricades, barriers or rails to prevent pedestrians crossing traffic routes at particularly dangerous points
- Clearly define pedestrian crossing points, at crossing points where volumes of traffic are particularly heavy.

### **Traffic Routes**

Creating specific routes can assist with overall site safety by eliminating or minimizing interaction between pedestrians and vehicles/equipment. This can be accomplished by:

- Maximizing the use of one-way traffic
- Clearly posting and enforcing speed restrictions
- Create designated parking areas
- Including planned and maintained access routes for emergency response vehicles
- Minimizing the need for vehicles to reverse in loading and unloading areas

### **Flagman Stationing**

It is important for the flagman to remain in full view of all vehicles and avoid standing in congested areas. Under no circumstances should flaggers stand in the lane being used for moving traffic. Flaggers should stand adjacent to lanes where equipment is traveling.

### **Training**

Flaggers shall be given instruction and training by the Corporate Industrial Training Education Center which will assist employees in performing their duties effectively. (Training will be documented.)

The following points should be emphasized:

- Safety equipment
- Tools

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- Location or positioning
- Action(s) for directing traffic
- Emergency procedures

Flaggers shall attend an approved training course before working in this position.