



Guidance for AFAD Operators

The use of Automated Flagging Assistance Devices (AFADs) has proliferated throughout the country in recent years, which has led to improved safety of roadway workers in work zones. However, with any growing technology there can be confusion on their proper operations and applications. The American Traffic Safety Services Association (ATSSA) has developed a guidance document for the proper use and applications for Automated Flagging Assistance Devices. Below are recommendations for use of AFADs based on the interpretation of the Manual of Uniform Traffic Control Devices (MUTCD). Additional references can be found in Section 6L.02 of the MUTCD.

- 1) AFAD Operators should be trained on the use, operation, maintenance and troubleshooting of the specific AFAD device or product they intend to operate by the manufacturer or their designated representative.
- 2) AFAD Operators should successfully complete a recognized flagger training course. This course should, at a minimum include:
 - a) Types of AFAD Devices and their proper applications for use
 - b) Proper attire to ensure visibility and safety
 - c) Considerations for location within or outside the work area
 - d) The hazards of flagging and how to plan an escape route
 - e) Using appropriate hand and stop/slow paddle signaling
 - f) Communicating with members of the work crew
 - g) Techniques for communicating with the motoring public
 - h) Basic principles of a traffic control in work zones
 - i) Techniques and strategies for setting up a flagging operation
 - j) Requirements for meeting State & Federal standards
- 3) AFAD Operators shall ensure for the following prior to beginning operation:
 - a) The AFAD device(s) are in good working order
 - b) Power supply levels are sufficient to complete the scheduled task without auxiliary charging
 - c) A supplemental Stop/Slow paddle is placed at each AFAD unit deployed in the event the unit has an operational failure or is damaged
 - d) Appropriate signing is in place
 - e) If AFAD device(s) are used during nighttime hours illumination provisions should be considered
 - f) A communication system is in place between other (if necessary) AFAD Operators and work crew
 - g) A plan has been established in the event the AFAD Operator needs to be relieved
 - h) A safe unobstructed place to stand near the AFAD outside the open lane of traffic
- 4) AFAD Operators should have a basic understanding of the State and Federal guidelines governing setup and operation of AFAD devices.