



Proper placement of advance warning signs like this is one of several topics covered in the new Workzone Safety workshop.

New course on workzones

How do you set up mobile workzones safely and properly?

Many participants in the T.I.C.'s recent flagger training sessions asked this question because existing guidelines do not answer it clearly.

In January the T.I.C. will present Wisconsin-specific answers to this and other workzone situations faced by contractors, utilities, and local government operations. A new basic, one-day course will be offered in seven locations around the state.

The workshop unveils a new pocket-sized booklet with specific guidance on how to set up four common mobile operations: shoulder, two-lane road, multi-lane road, and two-lane road with a flagger. Proper advance warning signs; sign spacing based on travel speeds; maximum distance

from advance signs to the work area; and the proper use of arrow boards, vehicle lights, and truck mounted

attenuators are described. The booklet and workshop also address other typical urban, rural, low volume, and higher speed highway situations.

The T.I.C. is also offering a two-day Flagger Trainer course in eight locations around the state. Held in February and again in April, this course

is designed to give supervisors from streets and highway departments, construction and utility operations, and safety trainers, the tools they need to properly train employees as effective workzone flaggers.

Participants who take the four-hour flagger training course will learn to use the instructor's kit to make their own training sessions interesting and effective.

They will receive the *Flagger Training Instructors Guide*, a professional quality training video, and 20 copies of the *Flaggers Handbook*.

Enhanced safety for Wisconsin's drivers and road workers through better, more consistent workzones is the goal of this new effort. To help achieve it, we are offering widely available workzone training opportunities and standardized materials to local governments, contractors and utilities.

The flagger training and basic workzone guide were developed by a multi-organization team with extensive practical experience in workzone safety and training. Team members come from urban and rural settings, and from maintenance, construction, and utility operations.

The Wisconsin DOT has led the effort and provided resources to support the team and to make the flagger training and the basic workzone guide and course a reality.

See the *Calendar*, page 6, for Workzone and Flagger Trainer course information.



Some agencies are adding crash attenuators behind trucks for worker safety.

The correct position for flaggers is on the shoulder at the beginning of the workzone taper. Training for flagger trainers is offered in Feb. and April.



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