**QUALIFICATIONS FOR FLAGGERS (Section 6D.01)**

Because flaggers are responsible for public safety and make the greatest number of contacts with the public of all highway workers, they should be trained in safe traffic control practices and public contact techniques.

Flaggers should be able to satisfactorily demonstrate the following abilities:

* Ability to receive and communicate specific instructions clearly, firmly, and courteously;
* Ability to move and maneuver quickly in order to avoid danger from errant vehicles;
* Ability to control signaling devices (such as paddles and flags) in order to provide clear and positive guidance to drivers approaching a TTC zone in frequently changing situations;
* Ability to understand and apply safe traffic control practices, sometimes in stressful or emergency situations; and
* Ability to recognize dangerous traffic situations and warn workers in sufficient time to avoid injury.

**HIGH-VISIBILITY SAFETY APPAREL (Section 6C.05)**

For daytime and nighttime activity, all workers, including emergency responders, within the right- of-way who are within the TTC zone shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107–2015 publication entitled “American National Standard for High-Visibility Safety Apparel and Headwear,” or equivalent revisions, except as provided in Paragraph 4 of this Section. A person designated by the employer to be responsible for worker safety shall make the selection of the appropriate class of garment.

The apparel background (outer) material color shall be fluorescent orange-red, fluorescent yellow-green, or a combination of the two as defined in the ANSI standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors.

When uniformed law enforcement personnel are used to direct traffic, to investigate crashes, or to

handle lane closures, obstructed roadways, and disasters, high-visibility safety apparel as described in this

Section shall be worn by the law enforcement personnel.

Emergency and incident responders and law enforcement personnel within the TTC zone may wear high visibility safety apparel that meets the performance requirements of the ANSI/ISEA 207-2006 publication entitled “American National Standard for High-Visibility Public Safety Vests,” or equivalent revisions, and labeled as ANSI 207-2006, in lieu of ANSI/ISEA 107-2015 apparel.

Except as provided in Paragraph 6 of this Section, firefighters or other emergency responders working within the right-of-way shall wear high-visibility safety apparel as described in this Section.

Firefighters or other emergency responders working within the right-of-way and engaged in emergency operations that directly expose them to flame, fire, heat, and/or hazardous materials may wear retroreflective turnout gear that is specified and regulated by other organizations, such as the National Fire Protection Association.

For flagger wear during nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107–2015 publication entitled “American National Standard for High Visibility Apparel and Headwear,” or equivalent revision, and labeled as meeting the ANSI 107-2015 standard performance for Class 3 risk exposure should be worn.

**HAND-SIGNALING DEVICES (Section 6D.02)**

The STOP/SLOW paddle should be the primary and preferred hand signaling device because the STOP/SLOW paddle gives road users more positive guidance than red flags.

The STOP/SLOW paddle shall have an octagonal shape on a rigid handle. When used at night, the STOP/SLOW paddle shall be retroreflectorized.

A STOP/STOP or a SLOW/SLOW paddle may be used in certain situations, provided the device meets the size and shape requirements for the STOP/SLOW paddle.

The STOP/SLOW paddle should be fabricated from light semi-rigid material.

The optimum method of displaying a STOP or SLOW message is to place the STOP/SLOW paddle on a rigid staff that is tall enough that when the end of the staff is resting on the ground, the message is high enough to be seen by approaching or stopped traffic.

The STOP/SLOW paddle may be modified to improve conspicuity by incorporating either white or red flashing lights on the STOP face, and either white or yellow flashing lights on the SLOW face. The flashing lights may be arranged in any of the patterns described in the MUTCD.

Use of flags should be limited to emergency situations.

Flags, when used, shall be red or fluorescent orange-red in color, shall be a minimum of 24 inches square, and shall be securely fastened to a staff that is approximately 36 inches in length.

The free edge of a flag should be weighted so the flag will hang vertically, even in heavy winds. When used at nighttime, flags shall be retroreflectorized.

When flagging in an emergency situation at night in a non-illuminated flagger station, a flagger

may use a flashlight with a red glow cone to supplement the STOP/SLOW paddle or flag. Procedures are shown in MUTCD.

**FLAGGER PROCEDURES and STATIONS (Sections 6D.05 and 6D.06)**

Flaggers shall use a STOP/SLOW paddle, a flag, or an Automated Flagger Assistance Device (AFAD) to control road users approaching a TTC zone. The use of hand movements alone without a paddle, flag, or AFAD to control road users shall be prohibited when controlling traffic in a one-lane two-way operation except when the control is provided by emergency responders at incident scenes as described in Section 6O.01 or provided by uniformed law enforcement officers.

Methods are shown in in the MUTCD.

The flagger should stand either on the shoulder adjacent to the road user being controlled or in the closed lane prior to stopping road users. A flagger should only stand in the lane being used by moving road users after road users have stopped. The flagger should be clearly visible to the first approaching road user at all times. The flagger also should be visible to other road users. The flagger should be stationed sufficiently in advance of the workers to warn them (for example, with audible warning devices such as horns or whistles) of approaching danger by out-of-control vehicles. The flagger should stand alone, away from other workers, work vehicles, or equipment.

In certain conditions, it may be more appropriate for a flagger to use a STOP/STOP or a SLOW/SLOW paddle to convey the appropriate message to approaching road users and avoid confusing those that are approaching the operation from the opposing direction.

**Source: FHWA’s “Manual on Uniform Traffic Control Devices” (MUTCD) …..2023 Edition**