



QUALIFICATIONS FOR FLAGGERS (Section 6E.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 6E.02)

For daytime and nighttime activity, flaggers shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107–2004 publication...and labeled as meeting the ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. 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, and shall be visible at a minimum distance of 1,000 feet. The retroreflective safety apparel shall be designed to clearly identify the wearer as a person.

For nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107–2004 publication.... and labeled as meeting the ANSI 107-2004 standard performance for **Class 3** risk exposure should be considered for flagger wear.

When uniformed law enforcement officers are used to direct traffic within a TTC zone, they shall wear high-visibility safety apparel as described in this Section. In lieu of ANSI/ISEA 107-2004 apparel, officers 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” and labeled as ANSI 207-2006.

HAND-SIGNALING DEVICES (Section 6E.03)



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. Use of flags should be limited to emergency situations.

The STOP/SLOW paddle shall have an octagonal shape on a rigid handle. STOP/SLOW paddles shall be at least 18 inches wide with letters at least 6 inches high. The STOP (R1-1) face shall have white letters and a white border on a red background. The SLOW (W20-8) face shall have black letters and a black border on an orange background. When used at night, the STOP/SLOW paddle shall be retroreflectorized. Any paddle should be fabricated from light semi-rigid material and be 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.

As an option, 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 several patterns as noted in the MUTCD.

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 red.

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. The flagger shall hold the flashlight in the left hand, shall hold the paddle or flag in the right hand and shall use the flashlight in the manner described in the MUTCD.

FLAGGER PROCEDURES and STATIONS (Sections 6E.07 and 6E.08)

Flaggers shall use a STOP/SLOW paddle, a flag, or an Automated Device 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 except for law enforcement personnel or emergency responders at incident scenes. The methods of signaling with paddles are described in detail in the MUTCD.

Flagger stations shall be located such that approaching road users will have sufficient distance to stop at an intended stopping point. 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.

At spot lane closures where adequate sight distance is available for the reasonably safe handling of traffic, the use of one flagger may be sufficient. When a single flagger is used, the flagger should be stationed on the shoulder opposite the spot lane closure or work space, or in a position where good visibility and traffic control can be maintained at all times.

Source: FHWA's "Manual on Uniform Traffic Control Devices" (MUTCD)2009 Edition