CHAPTER 6E. FLAGGER CONTROL

Section 6E.01 Qualifications for Flaggers

Standard:

A flagger shall be a person who provides temporary traffic control.

Guidance:

Because they are responsible for road user safety, and because they make frequent contact with the public, flaggers should have the following minimum qualifications:

A. Sense of responsibility for the safety of the public and the workers;

B. Adequate training in safe temporary traffic control practices;

C. Average intelligence;

D. Good physical condition, including sight, mobility, and hearing;

E. Mental alertness and the ability to react in an emergency;

F. Courteous but firm manner; and

G. Neat appearance.

Section 6E.02 High-Visibility Clothing

Standard:

For daytime work, the flagger's vest, shirt, or jacket shall be either orange, yellow, yellow-green, or a fluorescent version of these colors. For nighttime work, similar outside garments shall be retroreflective. The retroreflective material shall be either orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 300 m (1,000 ft). The retroreflective clothing shall be designed to clearly identify the wearer as a person.

Guidance:

When uniformed law enforcement officers are used, high-visibility clothing as described above should be worn by the law enforcement officer.

Section 6E.03 Hand-Signaling Devices

Support:

Hand-signaling devices, such as STOP/SLOW paddles, lights, and red flags, are used to control road users through temporary traffic control zones.

Guidance:

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.

Standard:

The STOP/SLOW paddle shall have an octagonal shape on a rigid handle. STOP/SLOW paddles shall be at least 450 mm (18 in) wide with letters at least 150 mm (6 in) high and should be fabricated from light semirigid material. The background of the STOP face shall be red with white letters and border. The background of the SLOW face shall be orange with black letters and border. When used at night, the STOP/SLOW paddle shall be retroreflectorized.

Option:

The STOP/SLOW paddle may be modified to improve conspicuity by incorporating white flashing lights. Two lights may be installed and centered vertically above and below the STOP legend, or centered horizontally on either side of the STOP legend. Instead of the above two-light arrangement, one light may be centered below the STOP legend.

Standard:

Flags, when used, shall be a minimum of 600 mm (24 in) square, made of a good grade of red material, and securely fastened to a staff that is approximately 900 mm (36 in) in length.

Guidance:

The free edge of a flag should be weighted so the flag will hang vertically, even in heavy winds.

Standard:

When used at nighttime, flags shall be retroreflectorized red.

Section 6E.04 Flagger Procedures

Support:

The use of paddles and flags by flaggers are illustrated in Figure 6E-1.

Standard:

The following methods of signaling with paddles shall be used:

A. To stop road users, the flagger shall face road users and aim the STOP paddle face toward road users in a stationary position with the arm extended horizontally away from the body. The free arm shall be held with the palm of the hand above shoulder level toward approaching traffic.

B. To direct stopped road users to proceed, the flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body. The flagger shall motion with the free hand for road users to proceed.

C. To alert or slow traffic, the flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body.

Option:

To further alert or slow traffic, the flagger holding the SLOW paddle face toward road users may motion up and down with the free hand, palm down.

Standard:

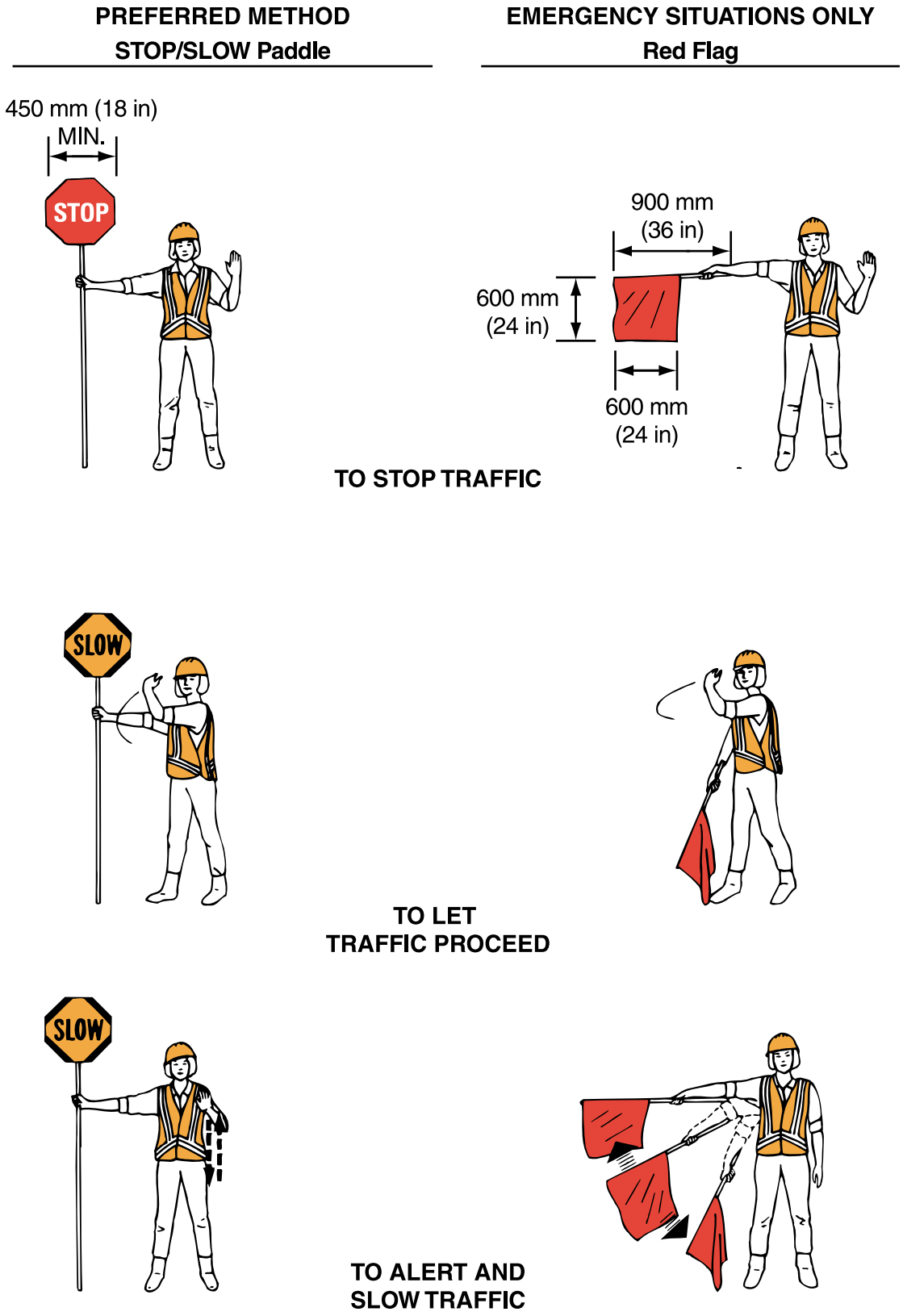
The following methods of signaling with a flag shall be used:

A. To stop road users, the flagger shall face road users and extend the flag staff horizontally across the road users' lane in a stationary position so that the full area of the flag is visibly hanging below the staff. The free arm shall be held with the palm of the hand above the shoulder level toward approaching traffic.

B. To direct stopped road users to proceed, the flagger shall stand parallel to the road user movement and with flag and arm lowered from the view of the road users, and shall motion with the free hand for road users to proceed. Flags shall not be used to signal road users to proceed.

C. To alert or slow traffic, the flagger shall face road users and slowly wave the flag in a sweeping motion of the extended arm from shoulder level to

Figure 6E-1. Use of Hand-Signaling Devices by Flaggers



straight down without raising the arm above a horizontal position. The flagger shall keep the free hand down.

Section 6E.05 Flagger Stations

Standard:

Flagger stations shall be located far enough in advance of the work space so that approaching road users will have sufficient distance to stop before entering the work space.

Support:

Guidelines for determining the distance of the flagger station in advance of the work space are shown in Table 6E-1.

Option:

The distances shown in Table 6E-1 may be increased for downgrades and other conditions that affect stopping distance.

Guidance:

Flagger stations should be preceded by proper advance warning signs. At night, flagger stations should be illuminated.

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, whistles, etc.) of approaching danger by out-of-control vehicles. The flagger should stand alone, never permitting a group of workers to congregate around the flagger station.

Option:

At a spot constriction, the flagger may have to take a position on the shoulder opposite the closed section in order to operate effectively.

Table 6E-1 may be used to determine the visibility distance for road users approaching the flagger.

At spot lane closures where adequate sight distance is available for the safe handling of traffic, the use of one flagger may be sufficient.

Table 6E-1. Distance of Flagger Station in Advance of the Work Space

Speed* (km/h)	Distance (m)
30	10
40	15
50	30
60	45
70	65
80	85
90	110
100	135
110	170
120	205

Speed* (mph)	Distance (ft)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

***** Posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed