

## CHAPTER 6E. FLAGGER CONTROL

### Section 6E.01 Qualifications for Flaggers

*Guidance:*

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:*

- A. *Ability to receive and communicate specific instructions clearly, firmly, and courteously;*
- B. *Ability to move and maneuver quickly in order to avoid danger from errant vehicles;*
- C. *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;*
- D. *Ability to understand and apply safe traffic control practices, sometimes in stressful or emergency situations; and*
- E. *Ability to recognize dangerous traffic situations and warn workers in sufficient time to avoid injury.*

### Section 6E.02 High-Visibility Safety Apparel

**Standard:**

01 **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 entitled “American National Standard for High-Visibility Apparel and Headwear” (see Section 1A.11) 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.**

*Guidance:*

02 *For nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107–2004 publication entitled “American National Standard for High-Visibility Apparel and Headwear” (see Section 1A.11) and labeled as meeting the ANSI 107-2004 standard performance for Class 3 risk exposure should be considered for flagger wear.*

**Standard:**

03 **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.**

*Option:*

04 *In lieu of ANSI/ISEA 107-2004 apparel, 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” (see Section 1A.11) and labeled as ANSI 207-2006.*

### Section 6E.03 Hand-Signaling Devices

*Guidance:*

01 *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:**

02 **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.**

*Guidance:*

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

**Support:**

04 *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.*