It is beneficial for you to write down your instructor’s name and date of the course, as sometimes the signature on the cards is not clear. If you need to contact the American Traffic Safety Services Association (ATSSA) to update your information or obtain a replacement card and we do not have you in our database, ATSSA will need to contact the course instructor.

To be certified as a flagger by the American Traffic Safety Services Association (ATSSA) you shall:

- Complete a minimum 4-hour ATSSA Flagger Certification Training Course given by a certified ATSSA flagger instructor.
- Pass a flagger exam in accordance with your state’s requirements.
- Pass all sections of the demonstration test (flaggers get two attempts).
- Comply with all requirements of the ATSSA Flagger Certification Training Course.

Once these steps are accomplished, you may be officially listed on ATSSA’s national flagger database, if you grant permission. The database can be accessed at www.flagger.com.

ATSSA periodically updates the information listed in the database. If any of your information changes, please let us know.
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**Preface**

This workbook serves as a course reference for the ATSSA Flagger Certification Training Course. It is intended to be used by students in class and as a lasting reference.

The ATSSA Flagger Workbook is based on the Temporary Traffic Control (TTC) standards and guidelines found in Part 6 of the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD), specifically Chapter 6E. Flagger Control. The user is encouraged to refer to the entire MUTCD if more information is needed. State and local standards may vary and may change periodically. The user is encouraged to frequently check with local jurisdictions for any modifications, and not rely solely on this workbook. Engineering judgment may also be required to fit the conditions of a job site.

This publication and the accompanying flagger training course do not eliminate the need for the user to know, understand and comply with all applicable laws and regulations. ATSSA expressly disclaims any liability for loss, damage, or injury, caused directly or indirectly, by any error or omission. The user assumes all risks associated with the use of these materials.

Throughout this guide, all dimensions and distances are provided in English units. Refer to Appendix A2. Metric Conversions in the MUTCD to convert English units to the equivalent Metric (International System of Units) value.

**Introduction**

**About ATSSA**

The American Traffic Safety Services Association (ATSSA) is an international trade association headquartered in Fredericksburg, VA. Since 1969, ATSSA has represented companies and individuals in the traffic control and roadway safety industry. Over 1,500 ATSSA members provide the majority of features, services and devices used to make our nation’s roadways safer. These include pavement markings, road signs, temporary traffic control devices, guardrail, and other roadside safety features.

ATSSA’s core mission is “To Advance Roadway Safety.” Through training we can achieve this purpose.

Since February 1977, ATSSA has provided quality roadway safety education and training to our industry. ATSSA’s progressive and innovative approach to education provides a dynamic selection of comprehensive training and certification courses.

By combining traditional classroom training, international partnerships, training
partners, and other training programs, we continue our mission of improving and promoting the safety of motorists, pedestrians, bicyclists, and roadway workers. ATSSA instructors are the strength of our program. We are sure you will agree with us after completing your training.

The benefits that an individual, company, organization or agency receives by attending ATSSA’s training courses and pursuing ATSSA certification are tremendous. Many states now require training or certification to work on our nation’s roadways and ATSSA is a recognized leader in this field.

If you have any questions about ATSSA or our training courses, contact us today:

American Traffic Safety Services Association
15 Riverside Parkway, Suite 100
Fredericksburg, VA 22406-1022
877-642-4637 | customerservice@atssa.com
www.atssa.com | www.flagger.com

ATSSA’s Flagger Certification Training Course

The ATSSA Flagger Certification Training Course is designed to train flaggers working on roads and highways open to public travel. Its objective is to improve the safety of both the motoring public and flaggers at work. Certification requires passing an exam in accordance with the specific state flagger training requirements and demonstrating the ability to control the flow of vehicular traffic into/or through a temporary traffic control zone using hand-signaling devices. This certification does not address the use and operation of Automated Flagger Assistance Devices (AFAD).

Certified flaggers are given a laminated flagger certification card, which must be in the flagger’s possession, along with photo identification, anytime the person is working as a flagger.

Because flagger standards, guidelines, and practices change, the National certification lasts four (4) years. The expiration date appears on the card along with the initials of the state where the course was taken. Flaggers can renew their certification by attending another course before the expiration date or by taking the ATSSA Online Flagger Certification Training Course, if accepted.

Certification also includes being listed in the national flagger database. The national flagger database is a central information site for those seeking information about flagging. The searchable feature allows you to find certified flaggers for hire or verify a flagger’s certification status. Additionally, courses for flagger certification and flagger instructors can be found according to the state you need. The national flagger database can be accessed at www.flagger.com.
Objectives

The main objective of this course is to learn how to be a safe and effective flagger. To measure the success of this program, after attending you should be able to:

• Describe why proper flagger operations are important;
• List the abilities of a good flagger;
• Use standard references as they pertain to flagger control;
• Know proper flagging signals and procedures; and
• Know flagger practices for various typical situations.

At the end of the course, your instructor will review these objectives and ensure they have been met.

Benefits of certification:

Benefits of certification to your company:
• Promotes industry professionalism and excellence.
• Helps reduce corporate liability.
• Provides compliance with state mandates.
• Helps reduce employee turnover and improve morale.
• Contributes to increased innovation and cost savings.
• Promotes your company's commitment to safety within your community.

Benefits of certification to you:
• Safer working environment to everyone.
• Reflects your commitment and dedication to safety.
• Improves career opportunities.
• Enhances your marketability.
• Gives you professional credentials.

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National Flagger Database

www.flagger.com

ATSSA has created an easily-accessible national database of flagger information. The database is divided into sections, including:

• List of flagger instructors that have given us permission to list their information;
• List of certified flaggers that have given us permission to list their information;
• Information about ATSSA programs;
• List of available courses;
• Up-to-date federal and state standards and guidelines;
• Other flagger-related news and information;
• Information on other ATSSA traffic safety products and services; and
• Online training and recertification.

The database will allow:

• Agencies to ensure you have been trained (your name will be searchable).
• Contractors to have access to names of certified flaggers in their area, including you if you choose to be listed. You will be asked on your exam if you want your contact information listed in the database so that potential employers can contact you.
• You to find information on instructors and courses available in your area.
• You to research information on the latest standards and techniques.
• You to verify your certification status if you lose your card.
• You to learn of job opportunities around the country and what the requirements are in other states.
Who/What Depends on You?

Working as a flagger carries important responsibilities. When you are controlling traffic as a flagger, who/what depends on your ability to perform your flagger duties properly?

- Yourself
- Your family
- Other workers
- Motorists
- Bicyclists
- Construction equipment
- Highway system

Lives depend on you.

Abilities of a Good Flagger

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:

- Receive and communicate specific instructions clearly, firmly, and courteously.
- Move and maneuver quickly to avoid danger from errant vehicles.
- Control signaling devices (such as paddles and flags) to provide clear and positive guidance to drivers approaching a temporary traffic control zone in frequently changing situations.
- Understand and apply safe traffic control practices, sometimes in stressful or emergency situations.
- Recognize dangerous traffic situations and warn workers in sufficient time to avoid injury.

Standards and Guidelines

When working as a flagger, it is imperative to follow applicable standards and guidelines. Following standards and guidelines:

- Promotes uniform response;
- Minimizes drivers’ confusion;
- Minimizes liability; and
- Increases motorists’ respect.
Standards and guidelines for temporary traffic control using flaggers may be found in:

- **The Manual on Uniform Traffic Control Devices, 2009 Edition (MUTCD).** This is a document published by the US Department of Transportation (USDOT) Federal Highway Administration (FHWA). It includes minimum Federal standards and guidelines applicable to flagger control (Chapter 6E). This Manual contains the basic principles that govern the design and use of traffic control devices, including flagger operations, for all streets, highways, bikeways, and private roads open to public travel, regardless of type of public agency. Each state and US territory is required to use this manual as a minimum. Part 6 addresses Temporary Traffic Control (TTC). The ATSSA Flagger Handbook contains Chapter 6E of the MUTCD in its entirety. Please refer to it for additional information.

- **Your state’s standards and guidelines.** Some states choose to exceed the minimum requirements of the MUTCD. Those states may have their own “State MUTCD” or have standard drawings that show flagger control. These are the standards and guidelines that are particular to the state and area in which you will be working as a flagger. If you will be working in a number of different areas, you may be required to work according to those local standards and guidelines.

- **Contract Plans.** These are documents that are prepared, most commonly by the agency for whom the work is being performed, that show drawings and descriptions of the specific conditions of a project. They may contain Special Provisions and TTC Plans.

- **Special Provisions.** These are detailed notes, instructions, or detailed drawings showing special conditions of a project.

- **Temporary Traffic Control Plans.** These are drawings and notes that describe how the traffic control for a special project should be handled. Signs to use, distances of sign spacing, buffer lengths, taper, and other details may be shown which must then be complied with. Sometimes this information is not specified, and it is usually stated in the contract documents that such “may” be at the discretion of the contractor. These plans may be part of the permit to work on the highway.

*Always check with your supervisor to make sure you know which standards to follow!*
Component Parts of a Temporary Traffic Control Zone

There are four primary areas that make up the component parts of a typical TTC zone (Refer to Typical Application TA-10). It is important for the flagger to understand the function of these parts which are detailed below (the one-lane, two-way traffic condition is assumed for the following discussion):

1. Advance Warning Area

- The first indication to the motorist that they are about to enter a work zone.
- Advance warning signs are used to communicate several things to the motorist. Typically:
  1. ROAD WORK AHEAD (or with a distance instead of AHEAD – See local standards) to alert the motorists that they are approaching a work zone.
  2. ONE LANE ROAD AHEAD (or a distance) to inform the motorist what to expect ahead.*
  3. Symbolic FLAGGER AHEAD (or distance) to tell the motorist what to do (i.e., obey the signals of the flagger).
- The flagger sign is always the last sign seen before encountering the flagger station.
- Unless in emergencies, never flag without at least the symbolic FLAGGER AHEAD sign, usually 500 feet ahead of you.
- The signs used above are typically diamond-shaped with black lettering on an orange background.
- Other signs may be used but these are determined by the supervisor on the job, not the flagger.
- Spacing for these signs is critical and depends mainly upon the approaching speed of the traffic.
- Visibility is also an important factor.
- See Table 6C-1 in the ATSSA Flagger Handbook for the recommended sign spacing.
  ◊ Urban (low speed): 100 feet between signs
  ◊ Urban (high speed): 350 feet between signs
  ◊ Rural: 500 feet between signs
- The spacing distances shown in the table are recommended and may have to be adjusted to fit the field conditions.
- The actual spacing used should be checked and verified by your supervisor.
Component Parts of a Temporary Traffic Control Zone

There are four primary areas that make up the component parts of a typical TTC zone (Refer to Typical Application TA-10). It is important for the flagger to understand the function of these parts which are detailed below (the one-lane, two-way traffic condition is assumed for the following discussion):

1. ADVANCE WARNING AREA
   - The first indication to the motorist that they are about to enter a work zone.
   - Advance warning signs are used to communicate several things to the motorist. Typically:
     1. ROAD WORK AHEAD (or with a distance instead of AHEAD – See local standards) to alert the motorists that they are approaching a work zone.
     2. ONE LANE ROAD AHEAD (or a distance) to inform the motorist what to expect ahead.*
     3. Symbolic FLAGGER AHEAD (or distance) to tell the motorist what to do (i.e., obey the signals of the flagger).
   - The flagger sign is always the last sign seen before encountering the flagger station.
   - Unless in emergencies, never flag without at least the symbolic FLAGGER AHEAD sign, usually 500 feet ahead of you.
   - The signs used above are typically diamond-shaped with black lettering on an orange background.
   - Other signs may be used but these are determined by the supervisor on the job, not the flagger.
   - Spacing for these signs is critical and depends mainly upon the approaching speed of the traffic.
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   - See Table 6C-1 in the ATSSA Flagger Handbook for the recommended sign spacing.
     ◊ Urban (low speed): 100 feet between signs
     ◊ Urban (high speed): 350 feet between signs
     ◊ Rural: 500 feet between signs
   - The spacing distances shown in the table are recommended and may have to be adjusted to fit the field conditions.
   - The actual spacing used should be checked and verified by your supervisor.
   - Signs should be mounted using approved supports.
   - Signs shall be removed/covered when they are not applicable, even if work is suspended for short periods of time.

*Local standards or the TTC plan may show the use of a BE PREPARED TO STOP sign. If this sign is used, it is placed after the ONE LANE ROAD AHEAD sign.

2. TRANSITION AREA (Flagger Taper)
   - The area that follows the advance warning area.
   - The area where the motorist is directed to travel in order to get through the work zone.
   - A “taper” is used to channelize (“delineate”) traffic into the open lane.
     ◊ A line of channelizing devices, typically cones
     ◊ Provides guidance for the driver
     ◊ Typically, six (6) cones at 10-20 feet apart
   - The standard for spacing of devices on a taper is to use a minimum of 6 devices with approximately 10 to 20 feet spacing between them.
   - More devices may be used at a smaller spacing.
   - Flagger tapers are usually 50 to 100 feet maximum.
   - The preferred flagger position is on the shoulder at the beginning of the flagger taper.
   - A short taper (50 feet) tends to encourage the approaching driver to be better prepared to stop if so indicated by the flagger.
   - Cones shall be predominantly orange in color, with two retroreflective white bands if used at night.
   - Minimum height of the cones on high-speed roadways is a minimum of 28 inches.*

*18-inch cones are permitted on low-speed roadways, but discouraged.

ACTIVITY AREA

- The area that follows the transition area.
- Composed of:
  ◊ Longitudinal Buffer Space
    » A recovery area (distance) for motorists that may lose control of their vehicles or run through the flagger taper.
    » Always EMPTY of any objects that could cause damage to a vehicle or its occupants.
    » Allows vehicles to recover and stop as necessary before entering the work space.
    » Highly recommended.
» Refer to Table 6E-1 of the ATSSA Flagger Handbook, Stopping Sight Distance as a Function of Speed, for buffer distances, depending on speed.
» May be adjusted as necessary to fit the site conditions (e.g., intersections, cross roads, etc.).

◊ Work Space
» Where the work takes place.
» Workers, equipment, maneuver room, and storage of materials.
» Depends on the work being done.
» Generally, not a responsibility of the flagger.

TERMINATION AREA
• The area that follows the activity area.
• Information is provided to the motorist to indicate that traffic has come to the end of the project area.
• May contain:
  ◊ A termination taper (downstream taper) when necessary to assist in encouraging the motorist to get back into the proper lane quickly.
    » If used, it should be 50 feet minimum and 100 feet maximum in length.
  ◊ The END ROAD WORK sign
    » If used, it should be placed at a distance from the end of work so that it is visible, and it clearly indicates the end of work.
Refer to Table 6E-1 of the ATSSA Flagger Handbook, Stopping Sight Distance as a Function of Speed, for buffer distances, depending on speed.

May be adjusted as necessary to fit the site conditions (e.g., intersections, cross roads, etc.).

◊ Work Space

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Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)
A good flagger should have the proper equipment for the job. Having the proper equipment will help you and your fellow workers be safe. It will also help you generate more respect and be more comfortable. The flagger equipment includes:

1. **STOP/SLOW Paddle**
   - Primary hand-signaling device.
   - At least 18 inches wide (some states require 24 inches).
   - High enough to be seen by approaching traffic.
   - Octagonal shape (8 sides).
   - Retroreflective if used at night.
   - Size, height, and material may vary by state.
   - Good quality.

2. **Flag (emergencies only)**
   - Red or fluorescent orange/red.
   - 24 inches x 24 inches.
   - 36-inch staff.
   - Weighted.

3. **High-Visibility Safety Apparel**
   - Color and type may vary by state.
   - ANSI 107 Class 2 (or higher) apparel is required for day and nighttime flagger operations (shall condition).
   - ANSI 107 Class 3 apparel is recommended for nighttime flagger operations (should condition).
   - Hardhat recommended (may be required).

4. **Other Personal Protective Equipment (PPE)**
   - Eye protection (safety goggles).
   - Steel-toe shoes.
   - Gloves.

5. **Two-way Radio**
   - Batteries.
FLAGGER EQUIPMENT

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4. Other Personal Protective Equipment (PPE)
   - Eye protection (safety goggles).
   - Steel-toe shoes.
   - Gloves.

5. Two-way Radio
   - Batteries.
6. Warning Devices

- To warn fellow workers of imminent danger.
  ◊ Air horn.
  ◊ Whistle.
- Protect yourself first; then warn others.
- Two-way radios or cell phones not acceptable.

7. Personal Comfort Items

- Bug spray.
- Comfortable shoes.
- Water.
- Snacks.
- Sun screen.
- Notepad and pencil.
- ATSSA Flagger Handbook.

**Items Not to Use**

There are several items that you should not use while working as a flagger. They are distractions or may hinder your ability to use your escape route. They include:

- AM/FM radios.
- Smartphones (for calls or texting).
- Headphones.
- Alcoholic beverages.
- Sitting chairs.
- Reading materials.
- Sunglasses are discouraged.
**Flagger Station Location/Position**

The location of the flagger station is very important. The three critical factors in selecting the flagger station are:

1. The location of work.
   - As a minimum, the flagger station should be the distance of the flagger taper plus the buffer space ahead of the work space.

2. The flagger’s visibility to approaching motorists and the flagger’s ability to see approaching motorists in time to provide the proper control.
   - Once the location has been determined, the flagger should be visible for at least 500 feet to approaching traffic (not hidden by a curve, for instance). When working as a flagger, you should be able to see the back of the FLAGGER AHEAD sign from your location.
   - The buffer space can be increased if adjustments are needed.

3. Having an appropriate escape route for the flagger to get out of the way of an errant vehicle.
   - Lastly, the flagger makes sure there is an escape route: a place to run in case an errant vehicle approaches (avoid flagging next to work vehicles, for instance).
   - Should be identified in advance.

If you feel that the flagger station does not meet the criteria above, notify your supervisor immediately.
WHERE SHOULD THE FLAGGER STAND?

When working as a flagger, you should:

• Always stand on the shoulder near the beginning of the taper (if working on the “closed” lane).
• Be visible at all times.
• Never stand in the open lane.
• Never in the path of approaching vehicles.
• Only step towards the open lane once the traffic has safely come to a stop at a designated point, and only as far as necessary to view the remaining approaching vehicles.
• Maintain eye contact with the first driver.
• Be aware of traffic behind you.
• Never stand alongside a stopped vehicle to talk with the driver.
• Never abandon your post, unless relieved by another trained flagger.
• Never be distracted by the work behind you.

CONDITIONS THAT MAY AFFECT THE FLAGGER’S VISIBILITY

• Hills
• Curves
• Obstructions
• Shade
• Color contrast
• Bad weather and fog
• Darkness
• Other workers

CONDITIONS THAT MAY AFFECT STOPPING DISTANCE

• Traffic speed
• Vehicle weight
• Cross-traffic movement
• Bicycles and motorcycles
• Type of highway
• Road and weather conditions
• Visibility
• Road grade (slope)
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• Type of highway
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• Visibility
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Factors Affecting a Driver’s Ability

Every driver is different. Their driving abilities may depend on factors such as:

• The road itself.
• Alcohol and drugs.
• Their age.
• Their experience.
• The weather.
• Their attentiveness.

You never know who is approaching and his/her driving abilities. Assume they won’t stop.

Driver error accounts for over 75% of all crashes. This is due to:

• Distracted drivers.
  ◊ Cell phones.
• Impaired drivers.
• Tired drivers (and drivers falling asleep).
• Road rage.
• Etc.
It is important but difficult to control the driver. Drivers:

- Want to make their own decisions.
- Want to be in control.
- Have expectations.
- See the flaggers as an inconvenience.

**Flagger Signaling Techniques**

**FIGURE 2. PREFERRED METHOD: STOP/SLOW PADDLE**

**FIGURE 3. EMERGENCY SITUATIONS ONLY: RED FLAG**
What if a Driver Ignores a Flagger?

If it is apparent that an approaching driver may not stop and will keep going, the following procedure is recommended (in this order):

1. Protect yourself first.
   ◊ Use your escape route.
   ◊ Do not jump in front of the vehicle to try to stop it.

2. Alert other workers.
   ◊ Use your air horn or whistle.

3. Return to your post and continue controlling traffic.

4. Note information about the violator, if possible.

5. Notify your supervisor.
Typical Situations Involving Flagger Control

There are various types of operations where flaggers are used. They are summarized below:

1. Two Flaggers Controlling One Open Lane on a Two-Lane Road
   - Refer to MUTCD TA-10.
   - There is a “closed lane” flagger and an “open lane” flagger.
   - Flaggers alternate the right-of-way.

2. One Flagger Only
   - Short duration.
   - Good visibility in both directions.
   - Short work space.
   - The flagger stands on the shoulder opposite to the work space.

3. Pilot Car Operations
   - For complex detours.
   - Official vehicle with PILOT CAR – FOLLOW ME sign.
   - Room to turn around.

4. Haul Roads (Construction Entrance)
   - Refer to MUTCD TA-14, B.
   - Flagger stands 30 feet from entrance.
   - STOP traffic normally.
   - RELEASE traffic by turning the paddle a quarter turn to STOP faces you.

5. Intersections
   - Refer to MUTCD TA-27.
   - Multiple flaggers needed, one at each approach.
   - Consider use of police.
   - Avoid flagging near intersections, particularly if signalized.
6. Surveys
   - Refer to MUTCD TA-16.

7. Railroad Crossings
   - Refer to MUTCD TA-46.
   - Extend the buffer so the flagger station is before the tracks.

8. Multi-Access Points
   - Every access point should be controlled by a flagger.
   - Usually there is a “lead” flagger.

**NOTE:** Avoid flagger operations on freeways due to extreme danger.

**COMMUNICATION BETWEEN FLAGGERS**

Flaggers should always be in communication. There are three acceptable ways for flaggers to communicate:

- Two-way radios.
  - Preferred.
- Visual signals.
  - If the flaggers can see each other.
  - Use signals that may not confuse the drivers.
- Token/flag method.
  - Last resort.
  - Avoid.
Changing Weather

The weather conditions may change while you work as a flagger. If you anticipate or encounter changing weather:

- Evaluate weather conditions and discuss with your supervisor before starting to flag.
- Call your supervisor if weather conditions deteriorate.
  ◊ Do not abandon your post until instructed.
  ◊ Request a break if you are tired.
- Anticipate the conditions.
  ◊ Have the proper gear ready.
  ◊ Be prepared!
- Your outer weather gear shall be ANSI 107 Class 2 or Class 3.

Procedures for Handling Emergency Vehicles

Sometimes, a flagger may have to stop an emergency vehicle, such as an ambulance. This should be avoided if possible. If the emergency vehicle must be stopped, the following procedure is recommended:

1. Communicate with other flaggers as soon as you become aware of the emergency vehicle.
2. Coordinate the stoppage of traffic entering the work zone.
3. If necessary, stop the emergency vehicle to maintain safety.
4. Clear the operation of the traveled way if possible.
5. Stop the traffic and the haul trucks.
6. Allow the emergency vehicle to pass as soon as safely possible.
Changing Weather

The weather conditions may change while you work as a flagger. If you anticipate or encounter changing weather:

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• Call your supervisor if weather conditions deteriorate.
◊ Do not abandon your post until instructed.
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5. Stop the traffic and the haul trucks.
6. Allow the emergency vehicle to pass as soon as safely possible.

Procedures for Handling Crashes

• Anticipate the unexpected.
• Protect yourself first!
• Be prepared:
  ◊ To call for help.
  ◊ To relocate flagger station.
  ◊ To adjust.
• Notify your supervisor immediately; call for help!
• Continue controlling traffic.
• Stay in contact with other flaggers.

Dealing with Hostile Drivers

Every once in a while, you will encounter hostile and irate drivers. Here is a recommended procedure to deal with hostile drivers:

  1. Avoid confrontations; do not argue.
  2. Be courteous but firm.
  3. Warn fellow workers.
  4. Record a description of the car (make and color), driver and license plate, if possible.
  5. Notify your supervisor.

Nighttime Flagger Control

Sometimes, the flagger operation must take place at night. The procedures are generally the same, except for some equipment changes and illuminated items. When working as a flagger at night, the following items shall be retroreflective or illuminated:

  1. Advance warning signs.
  2. STOP/SLOW paddle.
  3. Flagger’s apparel (ANSI 107 Class 3 apparel is recommended).
  4. Flagger station (with auxiliary lighting, except during emergencies).
  5. Work area.

When flagging at night, a flagger may use a flashlight with a red glow cone to supplement the STOP/SLOW paddle or flag.
AUTOMATED FLAGGER ASSISTANCE DEVICES

- Enables flagger(s) to be positioned out of the lane of traffic and are used to control road users through temporary traffic control zones.
- Designed to be remotely operated either by a single flagger at one end of the TTC zone or at a central location, or by separate flaggers near each device’s location.
- Two types permitted in MUTCD.
- Check with your state with acceptability.
- Follow manufacturer’s instructions.
- Usually require a separate certification or training to operate.

FLAGGER CONTROL IS ABOUT COMMUNICATION

With Workers:
1. Signals and procedures.
2. How you plan to warn them.
3. Workers should not congregate near the flagger.

With Supervisor:
1. Problems with setup and procedures.
2. Problems with equipment.
3. Relief schedule.
4. Close calls and accidents.
5. Safety violations.

With Motorists:
1. Standard signals.
2. Concise information about the project.
3. Courteousness.
4. Positive guidance.
5. Good public relations.
For nearly 50 years, ATSSA trained and certified workers have stepped into the work zone confident in their ability to stay safe. Rest easy knowing that your crews have been provided the very best roadway safety training available in the industry. ATSSA’s diverse, wide range of roadway worker safety training and courses can be custom tailored to fit your company’s demanding, ever-changing needs. Insist on the best roadway safety training available. Insist on ATSSA training. Call 800-272-8772 or email customerservice@atssa.com to be put in contact with an ATSSA Safety Training Specialist today.
APPENDIX A
STATE REQUIREMENTS

Some states and territories deviate from the flagger control standards included in the MUTCD. These jurisdictions may adopt the MUTCD as is, develop a State MUTCD or develop state supplements. Some states and territories have standard drawings that are applicable in these jurisdictions. Some of these drawings are provided here.

Note: This list was compiled as a service only and is not intended as a legal representation of a state’s specifications, standards, or guidelines. State standards change frequently. The user is advised to contact the jurisdiction in question to get the current information, as this list is updated periodically but may not contain the most up-to-date information. Additional information is also available at www.flagger.com and https://mutcd.fhwa.dot.gov.

Legend (as of October 2018)

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<th>Has adopted the National MUTCD, 2009 Edition and does not have a State Supplement</th>
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<td>** Has adopted the National MUTCD, 2009 Edition and has a State Supplement</td>
</tr>
<tr>
<td>**</td>
<td>*** Has a State MUTCD in conformance with the National MUTCD, 2009 Edition</td>
</tr>
</tbody>
</table>

Alabama **
- Flaggers and all flagging equipment shall meet the requirements of the MUTCD.

Alaska **
- The Alaska DOT and Public Facilities requires certified flaggers on its construction projects.
- ATSSA flagger certification is accepted.
- Flagger training and certification must be renewed at least every 4 years.
- Flaggers must be able to show their flagger certification anytime they are on the project.

Arizona **
- Certification is required. ATSSA flagger certification is accepted. Refer to statute 28-653.
- Certification does not apply to law enforcement personnel who are employed by governmental entities.
- Flaggers shall repeat training and certification requirements at least once every two years.
Arkansas *
- All flaggers must be trained prior to starting work in the field. Items to be included in the training course include:
  1. Attire.
  2. Proper devices and use of devices and gestures.
  3. Positioning.
  4. Stopping distances as related to surface and environmental conditions.
  5. Public relations aspects of the job.

California ***
- Training required. ATSSA flagger certification is accepted.
- There is a state-specific flagger exam.
- California requires flaggers to be trained, but they do not require them to be certified.
- Flaggers must be trained in the principles that are spelled out in the California Code of Regulations - Construction Safety Orders.
- Refer to Caltrans CA Flagger Instruction Handbook.
- Paddle shall be 24” x 24” for speeds above 30 mph.
- Rumble strips for some applications.
- FLAGGER AHEAD signs show silhouette of a flagger holding a paddle, not a flag (C9A(CA)).

Colorado **
- Must renew certification every two years. ATSSA flagger certification is accepted.
- All flaggers on CDOT projects must possess a Flagger Certification Card in accordance with subsection 630.13 of the Standard Specifications.

Connecticut **
- Certification is required. ATSSA flagger certification is accepted.

Delaware ***
- Certification is required on all construction projects. ATSSA flagger certification is accepted.
- All flaggers, except for emergency personnel and law enforcement officers, shall be certified by a DelDOT-recognized flagger certification program. All flaggers, except for emergency personnel and law enforcement officers, shall be required to carry a flagger certification card and photo identification on their person at all times.
Delaware (continued)

- The Department may accept Flagger Cards issued by the Maryland State Highway Administration (MDSHA). The Department retains the right to request that the flagger provide written documentation from MDSHA as to the authenticity of the certification card.

District of Columbia **

- Certification is required. ATSSA flagger certification is accepted.

Florida **

- Training is required. ATSSA flagger certification is accepted.
- Training may be given by anyone who passes the Intermediate or Advanced level courses, for which ATSSA is an approved training provider.
- See FDOT Training Procedure.
- Paddle shall be 24” x 24”. Class 3 apparel required for flaggers at night.
- Refer to Florida Design Standards Index 600 and Index 603 (next page).

Georgia *

- Certification is required. ATSSA flagger certification is accepted.

Hawaii *

- Training is required.
- DOT employees must wear yellow hardhat.
- Contractor required to wear a hardhat, any color.

Idaho **

- Certification is required every 3 years. Written exam grade must be 80% or greater.
- ATSSA flagger certification is accepted.
- Reciprocal agreements with WA, OR, MT, and UT.
- The Idaho Transportation Department (ITD) does not offer flagger training or certification classes, nor does ITD hire flaggers for project flagging. All project flaggers are employed through the contractors who provide traffic control on construction projects.
- ITD recognizes flagger certification cards when taught using ITD approved courses by ITD approved instructors. Currently, ITD has approved the flagger training courses from the Evergreen Safety Council (ESC) and ATSSA.
**GENERAL NOTES:**

1. Special Conditions may be required in accordance with these notes and the following sheets.

   **A. Rail Grade Crossing:**
   - If an active railroad crossing is located closer to the work area than the speed limit plus 30 mph, the flagger flag may be so placed as to allow vehicles to cross the highway while the flagger is controlling traffic.
   - If an active railroad crossing cannot be avoided, a portable grade crossing warning slow-officer flag shall be placed at the midpoint of the work area.

2. Temporary Raised Rumble Strips:
   - A vehicle may be used in the following conditions:
     - A vehicle with a speed greater than 30 miles per hour (mph) may be used in the work area.
     - A vehicle with a speed less than 30 mph may be used in the work area, provided the vehicle is stopped before entering the work zone.
     - A vehicle with a speed less than 30 mph may be used in the work area, provided the vehicle is stopped before entering the work zone.
     - See Section 1 or Option 2 as shown on Sheet 2. Use only one vehicle in the work zone.

3. Additional one-way control may be provided in the following manner:
   - A flag-bridge system is used.
   - A stop sign is used.
   - Traffic signals are used.

**SYMBOLS:**

- **Flag Area**
- **Rail Grade Crossing**
- **Flasher**
- **Sign Identification + Direction of Traffic**

**TABLE 1**

<table>
<thead>
<tr>
<th>Device Spacing</th>
<th>Maximum Speed of Category or Module Markers</th>
<th>Maximum Speed of Type 1 or Type 5 Bar/Arrow/Panel/Grates</th>
<th>Distance Between Signs</th>
<th>Buffer Length</th>
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<td>70 mph, 40 mph, 30 mph</td>
<td>40 mph, 30 mph, 20 mph</td>
<td>250 ft</td>
<td>100 ft</td>
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<td>40 ft</td>
<td>70 mph, 40 mph, 30 mph</td>
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<td>400 ft</td>
<td>150 ft</td>
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<tr>
<td>60 ft</td>
<td>70 mph, 40 mph, 30 mph</td>
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<td>500 ft</td>
<td>200 ft</td>
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<tr>
<td>80 ft</td>
<td>70 mph, 40 mph, 30 mph</td>
<td>40 mph, 30 mph, 20 mph</td>
<td>600 ft</td>
<td>250 ft</td>
</tr>
<tr>
<td>100 ft</td>
<td>70 mph, 40 mph, 30 mph</td>
<td>40 mph, 30 mph, 20 mph</td>
<td>700 ft</td>
<td>300 ft</td>
</tr>
</tbody>
</table>

**CONDITIONS:**

- **Where and vehicle equipment:**
  - Markers or traffic control equipment are required between the centerline and a line 10 ft outside the edge of the travel way.

**FIGURE 5. FLORIDA DOT, INDEX 603, SHEET 1 OF 3. SOURCE: FLORIDA DOT**
Idaho ** (Continued)

- ITD participates in a multi-state Flagger Reciprocity Agreement with the state DOTs of Washington, Oregon, and Montana, and a separate flagger reciprocity agreement between ITD and the Utah DOT. Flagger certifications from courses approved by these state DOTs allow flaggers in those states to cross state lines for employment and work in Idaho.

Illinois **

- Certification is required every three years. ATSSA flagger certification is accepted.

- While on the job site, each flagger shall have in his/her possession a current driver’s license and a current flagger certification I.D. meeting Department requirements. For non-drivers, the Illinois Identification Card issued by the Secretary of State will meet the requirement for a current driver’s license.

Indiana ***

- Training is required. ATSSA flagger certification is accepted.

- 24” x 24” paddle is required.

Iowa **

- Training is required every two years. ATSSA flagger certification is accepted.

- Soft cap or hardhat is required.

- Apparel and hats should be orange, strong yellow green, or fluorescent versions of these colors. Combinations of these colors are acceptable.

- Flagger shall use 24” x 24” STOP/SLOW paddle with minimum 6-foot staff.

- Requires ANSI 107 Class 3 apparel when flagging at night.

Kansas *

- Certification is not required.

- Hardhat is optional.

Kentucky *

- Certification is not required.

- Orange hardhat required for Transportation Cabinet workers. Supervisors must wear white hardhat. Optional for contractors.
Louisiana *
• Certification is required. ATSSA flagger certification is accepted.
• Orange hardhat is required. Supervisors must wear white hardhat.
• Lime green safety vests with silver and orange high-intensity stripes are required.
• Paddle shall be 6-ft minimum.
• Refer to Louisiana DOTD Standard Details.

Maine *
• State law requires training, but not certification, of all privately-employed flaggers at highway construction sites. ATSSA is accepted.
• Any flagger working for MaineDOT, or on a MaineDOT project, must be tested by their employer’s flagger certifier and must carry their agency's certification card at all times.
• A flagger certifier can revoke any flagger card due to poor or substandard performance.
• Any flagger working on a non-MaineDOT project is not required to be certified, unless specifically required by the agency.

Maryland ***
• All persons performing flagging along Maryland roadways are required to have passed the Maryland State Highway Administration (SHA) approved flagger course (currently the ATSSA course).
• Photo ID is required for flaggers.
• Flaggers should be dressed in attire similar to that shown in the MUTCD.
• The STOP/SLOW paddle shall be 24" x 24", with a minimum 8" high letters. Reflective sheeting on the STOP/SLOW shall conform to Maryland SHA’s Specification 950.03. Non-retroreflective STOP/SLOW paddles are not allowed.
• All traffic control devices (including signs and sign spacing) shall conform to Maryland’s Book of Standards Highway and Incidental Structures-Temporary Traffic Control Typical Applications Book (TTCTA Book), as well as the Standard Specifications for Construction and Materials (see Section 104), and all revisions thereto.
• Sign spacing varies from MUTCD.
• Symbolic FLAGGER AHEAD sign cannot be more than 1,000 feet from flagger.
• Two-way radios or pilot vehicles shall be used whenever flaggers are not within sight distance of each other, or when directed by the engineer.
Maryland (Continued)

• Flaggers shall never be stationed more than 1,000’ away from the advance flagger sign.

• The prevailing travel speed is used to determine placement of signs, while the posted speed limit is used to determine placement of channelizing devices.

• Flagger should normally be allowed to take a break after flagging for two hours.

• The minimum height of cones shall be 28 inches (on all roadways), and have a minimum circular inside diameter of 10” at the base.

• Portable traffic signals to control traffic are not approved for use in lieu of flaggers in Maryland.

• Spanish-Language flagger training is accepted.

• Flagging at signalized intersections: when flagging at signalized intersections, signal operation shall satisfy one of the following options: 1) The signal is turned to flashing mode during flagging operation or 2) The signal is turned off (dark mode) during flagging operation. Except for police, flagging shall not occur at a signalized intersection operating in a full-color stop-and-go mode (normal operation).

• There is a state-specific flagger exam.

• Questions should be directed to the Office of Traffic and Safety, or other appropriate State Highway Administration offices.

Massachusetts **

• 2-year Certification is required. ATSSA flagger certification is accepted.

• There is a state-specific flagger exam. Passing grade is 80%.

• Refer to Section 701 of the Code on Massachusetts Regulations (CMR): Use of Road Flaggers and Police Details on Public Works Projects and Item 850.41 of the Massachusetts Flagger Specification.

• A Road Flagger is an individual certified by MassHighway, or a MassHighway-approved organization, to perform traffic control services on public roads.

Use of Road Flaggers:

• High-Speed Roadways: Road Flaggers may only be used in these roadways where traffic flow has been separated from the construction zone through the use of continuous connected barriers such as temporary concrete barriers, crash walls, or other similar barriers.

• Low-Speed Roads and Low-Traffic High-Speed Roads. Except as otherwise provided in 701 CMR 7.05(2), the Construction Zone Safety Plan shall require that the Road Flaggers be used in all construction zones in these highways.
Flagging at signalized intersections: when flagging at signalized intersections, signal operation shall satisfy one of the following options:

1) The signal is turned to flashing mode during flagging operation or
2) The signal is turned off (dark mode) during flagging operation. Except for police, flagging shall not occur at a signalized intersection operating in a full-color stop-and-go mode (normal operation).

There is a state-specific flagger exam.

Questions should be directed to the Office of Traffic and Safety, or other appropriate State Highway Administration offices.

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
FLAGGING OPERATION / 2-LANE, 2-WAY GREATER THAN 40 MPH
STANDARD NO. MD 104.02-09
Massachusetts (continued)

- Road Flaggers shall be at least 18 years old and shall receive training in construction zone safety, traffic control, first aid and such other necessary safety programs as identified by the Awarding Authority.

- Road Flaggers must successfully complete the MassHighway-approved certification program and carry a valid certification card at all times.

- Flaggers used during the performance of the work shall possess a current certificate of satisfactory completion from a Department-approved flagger training program within the previous two (2) years. Flagger certifications shall remain valid for the duration of the project or the flagger shall be removed from the project.

- Flaggers used during the performance of the work shall have completed a First Aid training course according to the standards and guidelines of the American Heart Association or the American Red Cross. Flaggers shall carry their First Aid certification cards with them while performing flagging duties. First Aid certifications need not be renewed once the initial certification has expired. This is a prerequisite and flagger instructors must ensure flaggers have this certification before administering the flagger course.

- Road Flaggers shall remain at the Construction Zone for the hours scheduled by the Authorized Representative or the Awarding Authority, and shall perform the required duties in accordance with the Guidelines.

- Any flagger determined by the Engineer to be ineffective in controlling traffic may be removed at the discretion of the Engineer. If a flagger is directed to be removed, the Contractor shall immediately comply with the directive from the Engineer and shall suspend operations as necessary until a qualified replacement can be provided.

- Flagging tapers are 100 feet maximum.

- Flaggers shall have an escape route. When a flagger is required to direct traffic in an area where the escape route is partially blocked by a traversable obstruction such as a guardrail, the flagger shall be physically capable of traversing that obstruction.
Massachusetts (continued)

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- Flaggers used during the performance of the Work shall have completed a First Aid training course according to the standards and guidelines of the American Heart Association or the American Red Cross. Flaggers shall carry their First Aid certification cards with them while performing flagging duties. First Aid certifications need not be renewed once the initial certification has expired. This is a pre-requisite and flagger instructors must ensure flaggers have this certification before administering the flagger course.

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- Flagging tapers are 100 feet maximum.

- Flaggers shall have an escape route. When a flagger is required to direct traffic in an area where the escape route is partially blocked by a traversable obstruction such as a guardrail, the flagger shall be physically capable of traversing that obstruction.

Flagger Equipment:

- Each flagger shall be equipped with the following high visibility clothing, signaling, and safety devices:
  - A white protective hardhat with a minimum level of reflectivity per the requirements of ANSI, Type I, Class E&G.
  - A clean, unfaded, untorn lime/yellow reflective safety vest and safety pants meeting the requirements of ANSI 107 Class 3 with the words “Traffic Control” on the front and rear panels in minimum two (2) inch (50 millimeter) high letters.
Massachusetts (continued)

- A twenty-four (24) inch “STOP / SLOW” traffic paddle conforming to the requirements of Part 6E.03 of the Manual on Uniform Traffic Control Devices (MUTCD), a weighted, reflectorized red flag, flagger station advance warning signage, and two-way radios capable of providing clear communication within the work zone between flaggers, the Contractor, and the Engineer. The traffic paddle shall be mounted on a pole of sufficient length to be seven (7) feet above the ground as measured from the bottom of the paddle.

- A working flashlight with a minimum of 15,000 candlepower and a six (6) inch red attachable wand, a whistle with an attached lanyard, and a First Aid kit that complies with the requirements of ANSI Z308.1.

- An industrial/safety type portable air horn that complies with the requirements of the U.S. Coast Guard.

- Compensation for flaggers will be paid on an hourly basis for only the actual time spent flagging and payment will be made under Item 850.41, Roadway Flagger. No allowance or additional payment will be made for required training, equipment, travel time, transportation, or any administrative charges associated with the costs of flaggers.

- Flaggers must also be familiar with Work Zone Safety Guidelines for Mass Municipalities and Contractors. This document should be downloaded from the MA Highway Department’s Website at www.mhd.state.ma.us/.

- Flaggers will be required to demonstrate a 2 lane 2 way flagger operation in the classroom. See TA10 in the Flagger Handbook.

- Flaggers must also be familiar with the following documents that can be downloaded from the MA Highway Department’s website www.mhd.state.ma.us:
  - The Massachusetts Flagger Specification requirements
  - The new Massachusetts Detail Officer/Flagger Law
  - The MassHighway Work Zone Safety Guidelines

Michigan ***

- Flaggers are called “Traffic Regulators.”
- Certification is required. ATSSA certification is accepted.
- Certification includes viewing the video “Safety Regulating Traffic in Michigan” and reading the Traffic Regulation Instruction manual.
- All traffic regulators are required to wear a retroreflective upper body garment.
- Hardhat, safety glasses and protective footwear may also be required.
- STOP/SLOW paddle must have 6 foot bottom height.
- In periods of darkness, illumination of the traffic regulator station is required.
**Minnesota ***

- Certification is required. ATSSA flagger certification is accepted.
- Class 2 retroreflective vest, shirt, or jacket of fluorescent yellow-green and/or fluorescent orange red and high visibility pants required.
- Flagger taper is 50 feet, standard.
- Refer to MNDOT’s “TTC Zone Layouts Field Manual.”

**Mississippi *

- Certification is required.
- Fluorescent orange hardhat required.
- Flagger control discussed as part of a three-day Work Zone Traffic Control course.

**Missouri ***

- Certification is required.
- Flagging operations shall be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) Chapter 6, Section 107 and 616 in Missouri Standard Specifications for Highway Construction, Missouri Standard Plans for Highway Construction, temporary traffic control plans.
- Flagging procedure for two-lane roadways utilizes the “3-2-1 cone procedure.” Refer to NJSP-17-03. Note: A pictorial representation of the steps for flagging two-lane roadways (3-2-1 cone procedure) can be found in the “Additional Information” portion of these provisions.

**Montana *

- Certification is required. ATSSA is accepted.
- Fluorescent orange hardhat and vest required.
- From Supplemental Specifications to Montana Standard Specifications for Road and Bridge Construction, “Flaggers are required to carry proof of flagger certification and present to the Project Manager when requested.”
- Refer to Montana’s Detailed Drawings Section 618.

**Nebraska **

- Certification is required every 3 years.
- The state requires flaggers to wear an orange or yellow cap; no hardhat required. An orange or strong yellow/green vest is required.
- Flagger shall be able to read and speak English.
Nevada **
- Training is required. ATSSA flagger certification is accepted.
- Hardhat is optional.
- Refer to Nevada DOT 2014 Standard Specifications for Road and Bridge Construction.

New Hampshire *
- Training is required.
- Hardhat is optional.
- Refer to New Hampshire Department of Transportation Detail Sheets.

New Jersey *
- Certification is required.
- Orange hardhat required for DOT employees only.
- Refer to NJDOT Traffic Control Details.

New Mexico *
- Certification is required.
- Hardhat is required; color is optional for contractors, yellow is required for state workers.
- Vest must meet ANSI level 3 specifications.
- Refer to NMDOT Standard Drawings 702.

New York **
- Certification is not required. NYSDOT requires flaggers on night construction projects to be certified.
- ATSSA flagger certification is accepted.
- All flaggers shall be adequately trained in flagging operations by recognized training programs.
- DOT employees must wear orange hardhat. Contractors required to wear any color.
- Reflectorized orange safety vest required. STOP/SLOW flags used instead of paddles.

North Carolina **
- Certification required. ATSSA flagger certification is accepted.
- State-specific flagger exam.
• For the most up to date drawings, visit:  
http://www.ncdot.org/doh/preconstruct/ps/std_draw/06english/11/default.html

• The 1100 series of drawings apply to long term projects. For short-duration projects the signs shown on the MUTCD may be used, including adding the ROAD WORK AHEAD sign.

• Flagger Equipment:
  ◊ Use had signaling devices such as STOP/SLOW paddles to control traffic. Use STOP/SLOW paddles as primary device.
  ◊ Fabricate STOP/SLOW paddles from sheet metal or other light semi rigid material. Provide a rigid handle of sufficient length so the paddle is held at 7 feet above ground level.

• Provide stopping sight distance to each flagger station. Refer to Standard Drawing 1101.11, Sheet 2.

• Illuminate flagger stations with floodlights during night operations.

• Retroreflective paddles shall be used for nighttime operations.

• Follow flagger qualifications and methods as per the MUTCD.

• Do not stop traffic in any one direction for more than 5 minutes at a time.

• Flaggers shall not stand in the roadway.

• BE PREPARED TO STOP sign used for one lane operations on 2-lane, 2-way roadways in accordance with attached Standard Drawing 1101.02.

Procedures:
• The flagger should not stand in the road to stop traffic.

• The flagger should always stand on the shoulder.

• All flaggers must have an escape route if the work zone is compromised.

• The flagger should not cross the center line of the roadway at any time. In cases where this is not possible (i.e. at intersections), the supervisor should access the job location and techniques to be used in order to insure a safe and effective traffic control procedure.

• Don’t use flaggers for road closures.

• Two flaggers should always be used; however, a one flagger operation may be used, only after the need is determined by the supervisor (low volume, low speed, short duration etc.).

• Use of Automated Flagger Assistance Device (AFAD) is permitted. (The manufacturer must certify individual in the use of the device.)
GENERAL NOTES FOR FLAGGER OPERATIONS

1. REFER TO STD. 1931.15 SHEET 4 FOR SIGN SPACING.
2. INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
3. REMOVING LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
4. PLACE CONES THAT WORK AREA AT THE MAXIMUM SPACING EQUAL TO 2 TIMES THE POSTED SPEED LIMIT.
5. EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STANDING DISTANCE IS PROVIDED TO THE FLAGGER.
(SHEET TO STD. 1931.15 SHEET 2)
6. DO NOT STOP TRAFFIC IN ANY ONE DIRECTION FOR MORE THAN 5 MINUTES AT A TIME.
7. GROUND OR SKYLINE-OBSERVED MESSAGES SHOULD BE USED IN LIEU OF CONES.
8. USEflaggers TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE. SUPPLEMENT FLAGGERS LOCATED NO MORE THAN 250 FT. IN ADVANCE OF THE FLAGGER WHERE INTERSECTIONS ARE SIGNALIZED AND PLACE SIGNS IN THE FLASH MODE.
9. FLAGGERS SHALL NOT STAND ON THE ROADWAY.

GENERAL NOTES FOR PILOT CAR OPERATIONS

1. USE PILOT-CAR WHEN DIRECTED BY THE ENGINEER.
2. IF ROADWAY WIDTH IS LESS THAN 25 FT. (25 TO 50 FT.), CONES MAY NOT BE REQUIRED ALONG WORK AREA.
3. AT THE DISMISSED OF THE ENGINEER, CONES MAY BE OMITTED ALONG THE WORK AREA BY USING A PILOT CAR, UNLESS CONES ARE ALREDY REQUIRED IN THE UPSTREAM AND DOWNSTREAM TRAFFIC.
4. MOUNT SIGN 020-4 "PILOT CAR FOLLOW ME!" AT A VISIBLE LOCATION ON THE REAR OF THE PILOT VEHICLE.
   a. AT NO TIME MUST MORE THAN THE PILOT-CAR WITHIN LANE CLOSURE, UNLESS DETERMINED OF THE WORKER TAKES TO THE END OF THE LANE CLOSURE.
5. ADVISE RESIDENTS AND BUSINESS WITHIN THE LANE CLOSURE LIMITS ABOUT METHODS OF SAFE EGRESS AND INGRESS.
   FROM DRIVEWAYS DURING FLAGGING AD PILOT CAR OPERATIONS.
## Buffer Space & Sight Distance

### Traffic Control Design Tables

#### General Notes

1. Tables are based on the AASHTO Green Book "A Policy on Geometric Design of Highways and Streets" and the "Manual on Uniform Traffic Control Devices," which provide minimum sight distance guidelines based on roadway characteristics and traffic volumes.

2. Use of sight distance tables in traffic control plan preparation: sight distance requirements are provided for lane closures, temporary lane shifts, and stoppage of traffic.

3. Minimum passing sight distance is based on the minimum distance required for vehicles to pass each other on a two-lane roadway.

4. Use of minimum passing sight distance in traffic control plan preparation: includes providing a safe distance for vehicles to pass while maintaining traffic flow.

### Minimum Sight Distance Table

<table>
<thead>
<tr>
<th>Design Speed (mph)</th>
<th>Minimum Sight Distance (feet)</th>
<th>Stopping Sight Distance (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>50</td>
<td>200</td>
</tr>
<tr>
<td>30</td>
<td>90</td>
<td>250</td>
</tr>
<tr>
<td>40</td>
<td>125</td>
<td>300</td>
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<tr>
<td>50</td>
<td>160</td>
<td>350</td>
</tr>
<tr>
<td>60</td>
<td>195</td>
<td>400</td>
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<tr>
<td>70</td>
<td>230</td>
<td>450</td>
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<tr>
<td>80</td>
<td>265</td>
<td>500</td>
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<td>90</td>
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<td>550</td>
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<td>100</td>
<td>335</td>
<td>600</td>
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<td>110</td>
<td>370</td>
<td>650</td>
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<td>120</td>
<td>405</td>
<td>700</td>
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<td>130</td>
<td>440</td>
<td>750</td>
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<tr>
<td>140</td>
<td>475</td>
<td>800</td>
</tr>
<tr>
<td>150</td>
<td>510</td>
<td>850</td>
</tr>
</tbody>
</table>

#### Minimum Longitudinal Sight Distance

<table>
<thead>
<tr>
<th>Design Speed (mph)</th>
<th>Minimum Longitudinal Sight Distance (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>65</td>
</tr>
<tr>
<td>30</td>
<td>120</td>
</tr>
<tr>
<td>40</td>
<td>155</td>
</tr>
<tr>
<td>50</td>
<td>194</td>
</tr>
<tr>
<td>60</td>
<td>240</td>
</tr>
<tr>
<td>70</td>
<td>289</td>
</tr>
<tr>
<td>80</td>
<td>345</td>
</tr>
<tr>
<td>90</td>
<td>406</td>
</tr>
<tr>
<td>100</td>
<td>472</td>
</tr>
<tr>
<td>110</td>
<td>540</td>
</tr>
<tr>
<td>120</td>
<td>615</td>
</tr>
</tbody>
</table>

---

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North Dakota **
- Certification required.
- Vest, shirt, or jacket shall be orange, yellow, strong yellow green, or fluorescent versions of these colors; for nighttime work similar outside garments shall be retroreflective.

Ohio ***
- Training not required.
- Hardhat optional.
- Refer to ODOT “Orange Book” (Parts 1, 5 and 6 of OMUTCD).

Oklahoma *
- Certification not required.

Oregon **
- Certification required every three (3) years. Exam grade must be 80% or greater.
- ATSSA flagger certification accepted via a reciprocal agreement with Washington, Idaho, and Utah (through the Washington card, not the National card, which is not accepted).
- Yellow, white or orange hardhats required on DOT jobs. Optional on others.

Pennsylvania **
- All flaggers shall be trained by a Penn-DOT-approved training provider.
- ATSSA is an approved training provider.
- All flaggers at a minimum shall have training as per the most current version of Publication 408, Section 901.3(y), Flagger Training.
- Flaggers must be clearly visible to traffic for a minimum distance of E (Buffer table).
- Flaggers must be aware of the public image they project at all times.
- It is recommended that flaggers stop traffic for as little time as possible
- Hardhat is required.
- A red flag may only be used to control traffic in an emergency.
- Refer to Publication 213, PATA 107 (see next page).
North Dakota • Certification required.
• Vest, shirt, or jacket shall be orange, yellow, strong yellow green, or fluorescent versions of these colors; for nighttime work similar outside garments shall be retroreflective.

Ohio • Training not required.
• Hardhat optional.
• Refer to ODOT “Orange Book” (Parts 1, 5 and 6 of OMUTCD).

Oklahoma • Certification not required.

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• It is recommended that flaggers stop traffic for as little time as possible.
• Hardhat is required.
• A red flag may only be used to control traffic in an emergency.
• Refer to Publication 213, PATA 107 (see next page).

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PATA 107 (Old PATA 10a)
Work In One Lane; Two Flaggers

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See Note 4

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Optional, but is required if Note 2 applies.
Puerto Rico **
- Certification is not required.
- Hardhat is required for workers from Autoridad de Carreteras.
- Short in-house course.
- Refer to “planos modelos de la Autoridad de Carreteras y Transportacion.”

Rhode Island *
- Certification is required. ATSSA flagger certification is accepted.
- Hardhat is optional.

South Carolina *
- Certification is not required.
- Hardhat is required.
- All flaggers must wear orange reflective vests.
- Refer to Section 601-000 of SCDOT Standard Drawings (see next page).

South Dakota *
- Certification is required.
- Flagger shall be 18 years old.
- Flagger required to wear a vest, shirt, or jacket that is yellow, orange, strong yellow-green or fluorescent variations of these same colors; retroreflective if used at night.
- A strong yellow-green, orange or fluorescent strong yellow-green hardhat, hardhat cover, or cap shall be worn; retroreflective if used at night.
- Flagger taper is 100’ maximum, standard.
- Refer to SDDOT Standard Plate 634.23.

Tennessee **
- Certification is not required.
- Orange hardhat is required.
- State employees receive training by safety trainers.
Puerto Rico
- Certification is not required.
- Hardhat is required for workers from Autoridad de Carreteras.
- Short in-house course.
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- Flagger taper is 100' maximum, standard.
- Refer to SDDOT Standard Plate 634.23.

Tennessee
- Certification is not required.
- Orange hardhat is required.
- State employees receive training by safety trainers.
Texas ***
- Certification is required. ATSSA flagger certification is accepted.
- Hardhat is required.
- TXDOT employees must wear white. Contractors wear any color.
- Refer to TXMUTCD.
- Buffer space shorter than Federal MUTCD.
- 24-inch paddle recommended.

Utah ***
- Certification is required. Exam grade must be 80% or greater.
- ATSSA flagger certification is accepted with UDOT endorsement. Certification is good for 3 years.
- There is a state-specific exam.
- Safety Outerwear is defined as orange, or combination orange/lime-green, shirt, vest, coat, coverall, etc. meeting ANSI 107-2004 Class 2 or Class 3 requirements for reflectivity and refers to the outermost layer. Safety vest or shirt retro reflective material will be yellow, white, silver, yellow green or fluorescent version of these colors and must have a minimum of 50% background color of fluorescent red orange is required.
- Fluorescent red orange hard hat with a minimum of 10 square inches of retroreflective material is required.
- Flaggers shall be equipped with stop/slow paddle with a height of 7 feet (24” paddle and 60” handle) staff mounted sign.
- Flagger training through UDOT approved programs. For additional information contact the Utah Department of Transportation, Traffic and Safety Division at (801) 965-4590.
- Use of Automated Flagger Assistant Devices are not allowed in Utah.

Vermont *
- Certification is required every two years.
- ATSSA flagger certification is accepted.
- Orange hardhat or softcap recommended.
- Refer to Section 630 - Uniformed Traffic Officers and Flaggers for more information.

Virginia **
- Certification is required every two years if trained through the VDOT program and four years if trained through the ATSSA program.
• ATSSA flagger certification is accepted.
• All flaggers shall be state certified and have their certification card in their possession when performing flagging duties.
• Hardhat required. VDOT employees must wear white. Contractors may wear any color.
• Flaggers shall be able to speak English and be at least 18 years old.
• ANSI 107 Class 3 apparel (including class E trousers) required for flaggers at night.
• Cones shall be at least 36 inches tall.
• STOP/SLOW paddles shall be at least 24 inches wide with letters at least 8 inches high.
• The flagger shall remain fully clothed, from neck to feet, when flagging. This includes the wearing of shirts with sleeves (at least short sleeves in length), long pants, steel toe shoes and a hard hat.
• Hard Hat Visibility: VDOT employees shall display 16 sq. inches of retroreflectivity material. Non-VDOT personnel are recommended to display at least 10 sq. inches but not required to do so.
• Flaggers may be used for mobile operations that often involve frequent short stops.
• BE PREPARED TO STOP sign used as the third sign in the sequence.
• Refer to Work Area Protection Manual, TTC-23 (see pages 52-53).

Washington **
• Certification is required every three years by successfully attending a 6-hour minimum initial course or a 4-hour minimum re-certification course. Must receive an 80% minimum score on a 50 question exam.
• The curriculum is based on the MUTCD but is also Washington State Specific including State Standard Specifications, State Modifications to the MUTCD, and Washington Administrative Codes.
• Training is provided through ATSSA and other approved providers through many community colleges and approved Washington State instructors.
• A high visibility hard hat is required. The approved colors are white, yellow, red, orange, or yellow/green. Night-time flagging requires the hard hat to have 12 square inches of retroreflective tape to provide 360 degrees of visibility. Also required is at least a ANSI/ISEA 107-2004 Class II vest. Night-time flagging requires a ANSI/ISEA 107-2004 class II or III outer garment with ANSI/ISEA Class E pants.
Typical Traffic Control
Lane Closure on a Two-Lane Roadway Using Flaggers
(Figure TTC-23.0)

NOTES

Guidance:

1. Sign spacing distance should be 350’-500’ where the posted speed limit is 45 mph or less, and 500’-800’ where the posted speed limit is greater than 45 mph.

2. Care should be exercised when establishing the limits of the work zone to ensure maximum possible sight distance in advance of the flagger station and transition, based on the posted speed limit and at least equal to or greater than the values in Table 6H-3. Generally speaking, motorists should have a clear line of sight from the graphic flagger symbol sign to the flagger.

Option:

3. Where Right-of-Way or geometric conditions prevent the use of 48” x 48” signs, 36” x 36” signs may be used.

Standard:

4. Flagging stations shall be located far enough in advance of the work space to permit approaching traffic to reduce speed and/or stop before passing the work space and allow sufficient distance for departing traffic in the left lane to return to the right lane before reaching opposing traffic (see Table 6H-3 on Page 6H-5).

5. All flaggers shall be state certified and have their certification card in their possession when performing flagging duties (see Section 6E.O1, Qualifications for Flaggers).

6. Cone spacing shall be at the following:

<table>
<thead>
<tr>
<th>Location</th>
<th>Posted Speed Limit (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0-35</td>
</tr>
<tr>
<td>Transition Spacing</td>
<td>20’</td>
</tr>
<tr>
<td>Travelway Spacing</td>
<td>40’</td>
</tr>
</tbody>
</table>

7. A shadow vehicle with at least one high intensity amber rotating, oscillating, or strobe light shall be parked 80’-120’ in advance of the first work crew.

Option:

8. A supplemental flagger may be required in this area to give advance warning of the operation ahead by slowing approaching traffic prior to reaching the flagger station or queued traffic.

Guidance:

9. If the queue of traffic reaches the BE PREPARED TO STOP (W3-4) sign, then the signs should be readjusted at greater distances.

10. When a highway-rail crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the highway-rail grade crossing, the temporary traffic control zone should be extended so that the transition area precedes the highway-rail crossing (see Figure TTC-56 for additional information on highway-rail crossings).
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**Standard:**

11. At night, flagger stations shall be illuminated, except in emergencies (see Section 6E.08). **Option:**

12. Cones may be eliminated when using a pilot vehicle operation or when the total roadway width is 20 feet or less.

13. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6E).

**Lane Closure on a Two-Lane Roadway Using Flaggers**

(Figure TTC-23.0)

SOURCE: VIRGINIA WORK PROTECTION MANUAL
Washington (Continued)

- Washington State has a reciprocity agreement with Idaho, Oregon, and Montana, accepting Flagger Certification Cards with each other.
- Because the ATSSA course is very extensive, students successfully completing their course will receive BOTH the Washington State flagger card and the ATSSA National Card accepted in all other states requiring training or certification.
- The Washington State card is valid for three years and the ATSSA card is valid for four years. The ATSSA National card is not to be used in Washington or Oregon.

West Virginia **

- “All flaggers on WVDOH projects must be certified by passing a WVDOH or American Traffic Safety Service Association training course on this subject. Re-certification is generally required every two years and usually involves reviewing the course manual, viewing a training video, and obtaining a passing score on a proficiency test administered by the proctor.”
- West Virginia Parkways Authority Special Provisions for Section 636 - Maintaining Traffic.
- “All flaggers must have a current and valid certification by the American Traffic Safety Services Association (ATSSA) at the time of work.”

Wisconsin **

- Training is required.
- STOP/SLOW paddle: a rigid handle with 5-foot minimum mounting height to bottom of sign is required.
- High-visibility safety apparel according to MUTCD and applicable regulatory agencies.

Wyoming **

- Certification is required; certification expires in 2 years.
- ATSSA flagger certification is accepted.
- Strong yellow-green vest and orange hardhat required.
ATSSA Online Training
Interactive, informative, and available 24 hours a day

For nearly 50 years, ATSSA trained and certified workers have stepped into the work zone confident in their ability to stay safe. When it's time to recertify, take ATSSA's Online Flagger Training Course for a flexible education experience that fits into your schedule.

Insist on the best roadway safety training available. Insist on ATSSA training. Call 800-272-8772 or email customerservice@atssa.com to be put in contact with an ATSSA Safety Training Specialist today.
APPENDIX B
FLAGGER CERTIFICATION REQUIREMENTS AND SAFETY STATEMENT

Students seeking flagger certification must pass the written portion of the exam and achieve a grade in accordance with his/her state’s specifications. Additionally, in accordance with the MUTCD, Chapter 6E, Flagger Control, Section 6E.01 Qualifications for a Flagger, students must clearly demonstrate the methods to signal traffic to stop, proceed, and slow down.

Essential duties and functions of the flagger position include: (a) controlling and regulating traffic within construction zones during roadway construction operations; (b) ensuring the safe passage of motorists through work zones; (c) and placing signs and traffic control devices as needed for work zone management. Performance of these duties is typically in an outdoor environment, with fluctuations in temperature, weather conditions and noise decibel levels. Physical activities associated with the position of flagger would include, but not be limited to, the ability to stand in place for a work shift, stooping for prolonged periods, dexterity in the use of hands and fingers, coordination in handling equipment and tools, reaching, sitting, bending, pushing, pulling, talking, hearing, vision (up close, at a distance, along the periphery, with depth, color perception, and the ability to focus), and walking from place to place within a project location with occasional use of stairs where no elevator is available. Frequent lifting of heavy objects, such as job site equipment and machinery may also be required. Balance, coordination and the ability to react reflexively are also important traits of the position.

It is ATSSA’s firm belief that students must meet the qualifications to perform the tasks necessary to provide a safe environment for themselves, motorists, and other workers in a work zone.
### APPENDIX C
### SPANISH GLOSSARY

This glossary is provided to assist Spanish-speaking flaggers with common flagger terms used in this course. The chosen terms may vary by the country of origin of the flagger.

(Este glosario se provee para ayudar a aquellos abanderados que hablen español. Los términos escogidos pueden variar según el país de procedencia del abanderado.)

<table>
<thead>
<tr>
<th>English (Inglés)</th>
<th>Spanish (Español)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ability</td>
<td>Habilidad</td>
</tr>
<tr>
<td>Activity Area</td>
<td>Área de actividades</td>
</tr>
<tr>
<td>Advance Warning Area</td>
<td>Área de prevención</td>
</tr>
<tr>
<td>Air horn</td>
<td>Corneta de aire, bocina de aire</td>
</tr>
<tr>
<td>Ambulance</td>
<td>Ambulancia</td>
</tr>
<tr>
<td>American Traffic Safety Services</td>
<td>Asociación Americana para Servicios de Seguridad Vial</td>
</tr>
<tr>
<td>Association (ATSSA)</td>
<td>(o de Tránsito)</td>
</tr>
<tr>
<td>Arrow Board</td>
<td>Panel de flecha o flecha luminosa</td>
</tr>
<tr>
<td>Automated Flagger Assistance</td>
<td>Dispositivos automatizados para ayudar al abanderado</td>
</tr>
<tr>
<td>Devices (AFAD)</td>
<td></td>
</tr>
<tr>
<td>Braking Distance</td>
<td>Distancia para frenar o de frenado</td>
</tr>
<tr>
<td>Break</td>
<td>Descanso, receso</td>
</tr>
<tr>
<td>Buffer Space</td>
<td>Espacio separador o de separación</td>
</tr>
<tr>
<td>Bug spray</td>
<td>Repelente de insectos</td>
</tr>
<tr>
<td>Center Line Markings</td>
<td>Línea del centro, línea central</td>
</tr>
<tr>
<td>Certification</td>
<td>Certificación</td>
</tr>
<tr>
<td>Cone</td>
<td>Cono</td>
</tr>
<tr>
<td>Crash</td>
<td>Choque</td>
</tr>
<tr>
<td>Diamond-shape</td>
<td>Forma de diamante o de rombo</td>
</tr>
<tr>
<td>Driver</td>
<td>Conductor, chofer</td>
</tr>
<tr>
<td>END ROAD WORK</td>
<td>TERMINA LA OBRA, TERMINA LA CONSTRUCCION</td>
</tr>
<tr>
<td>Emergency vehicle</td>
<td>Vehículo de emergencias, vehículo de urgencias</td>
</tr>
<tr>
<td>English</td>
<td>Spanish</td>
</tr>
<tr>
<td>-------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Escape route</td>
<td>Ruta de escape</td>
</tr>
<tr>
<td>Flag</td>
<td>Bandera</td>
</tr>
<tr>
<td>Flagger</td>
<td>Abanderado, banderero, banderín, banderillero, paletero</td>
</tr>
<tr>
<td>FLAGGER AHEAD</td>
<td>ABANDERADO ADELANTE</td>
</tr>
<tr>
<td>Flagger Station</td>
<td>Puesto del abanderado</td>
</tr>
<tr>
<td>Flagger Taper</td>
<td>Transición de abanderado</td>
</tr>
<tr>
<td>FOLLOW ME</td>
<td>SÍGAME</td>
</tr>
<tr>
<td>Freeway</td>
<td>Autopista</td>
</tr>
<tr>
<td>Gloves</td>
<td>Guantes</td>
</tr>
<tr>
<td>Glow cone</td>
<td>Linterna conífera o en forma de cono</td>
</tr>
<tr>
<td>Goggles</td>
<td>Gafas de protección</td>
</tr>
<tr>
<td>Hardhat</td>
<td>Casco, capacete</td>
</tr>
<tr>
<td>Haul Road</td>
<td>Zonas de acarreo (Entrada y salida de camiones)</td>
</tr>
<tr>
<td>Headphone</td>
<td>Auricular</td>
</tr>
<tr>
<td>Height</td>
<td>Altura</td>
</tr>
<tr>
<td>High-Visibility Safety Apparel</td>
<td>Vestimenta (ropa) de Alta Visibilidad</td>
</tr>
<tr>
<td>Highway</td>
<td>Carretera</td>
</tr>
<tr>
<td>Hostile Driver</td>
<td>Conductor hostil o airado</td>
</tr>
<tr>
<td>Inminent</td>
<td>Inminente</td>
</tr>
<tr>
<td>Irate</td>
<td>Enojado, airado</td>
</tr>
<tr>
<td>Lead flagger</td>
<td>Abanderado líder</td>
</tr>
<tr>
<td>Lighting</td>
<td>Alumbrado</td>
</tr>
<tr>
<td>May</td>
<td>Puede, podría</td>
</tr>
<tr>
<td>Mobile Operations</td>
<td>Obras que se mueven intermitentemente</td>
</tr>
<tr>
<td>Moving Operations</td>
<td>Obras que se mueven continuamente</td>
</tr>
<tr>
<td>Nighttime</td>
<td>Noche, nocturno</td>
</tr>
<tr>
<td>ONE LANE ROAD AHEAD</td>
<td>CARRETERA DE UN SOLO CARRIL</td>
</tr>
<tr>
<td>Orange</td>
<td>Naranja, anaranjado</td>
</tr>
<tr>
<td>Pilot car</td>
<td>Vehículos escolta (o piloto)</td>
</tr>
<tr>
<td>Posted Speed</td>
<td>Velocidad límite o legal</td>
</tr>
<tr>
<td>Proceed</td>
<td>Siga, continúe, adelante</td>
</tr>
<tr>
<td>Quality</td>
<td>Calidad</td>
</tr>
<tr>
<td>Railroad Crossing</td>
<td>Cruces de ferrocarril</td>
</tr>
<tr>
<td>Red</td>
<td>Rojo</td>
</tr>
<tr>
<td>------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Regulatory Signs</td>
<td>Señales reglamentarias</td>
</tr>
<tr>
<td>Release</td>
<td>Dar paso, liberar, soltar</td>
</tr>
<tr>
<td>Retroreflectivity</td>
<td>Retroreflexión, retroreflectividad</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>Derecho al paso</td>
</tr>
<tr>
<td>ROAD WORK AHEAD</td>
<td>OBRAS ADELANTE, TRABAJOS EN LA VÍA, CARRETERA EN CONSTRUCCION</td>
</tr>
<tr>
<td>Shall</td>
<td>Tiene</td>
</tr>
<tr>
<td>Should</td>
<td>Debe, debería</td>
</tr>
<tr>
<td>Shoulder</td>
<td>Berma, acotamiento, hombro, hombrillo, paseo, borde de la carretera</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>Acera, banqueta, vereda, andén</td>
</tr>
<tr>
<td>Signal</td>
<td>Señal</td>
</tr>
<tr>
<td>Signs</td>
<td>Señales, rótulos, letreros</td>
</tr>
<tr>
<td>Slope</td>
<td>Pendiente, inclinación</td>
</tr>
<tr>
<td>SLOW</td>
<td>Despacio, lento, aminorar la velocidad, disminuir la velocidad</td>
</tr>
<tr>
<td>Spacing</td>
<td>Separación</td>
</tr>
<tr>
<td>Speed</td>
<td>Velocidad</td>
</tr>
<tr>
<td>Steel-toe Shoes</td>
<td>Zapatos de punta de acero</td>
</tr>
<tr>
<td>STOP</td>
<td>Pare, alto</td>
</tr>
<tr>
<td>STOP/SLOW Paddle</td>
<td>Paleta de PARE/DESPACIO</td>
</tr>
<tr>
<td>Sunglasses</td>
<td>Gafas oscuras</td>
</tr>
<tr>
<td>Supervisor</td>
<td>Supervisor, capataz, líder de cuadrilla</td>
</tr>
<tr>
<td>Support</td>
<td>Apoyo</td>
</tr>
<tr>
<td>Surveys</td>
<td>Estudios de agrimensura, aforos, conteos, encuestas</td>
</tr>
<tr>
<td>Taper</td>
<td>Transición</td>
</tr>
<tr>
<td>Temporary Traffic Control Plans</td>
<td>Plan de manejo de tránsito</td>
</tr>
<tr>
<td>Temporary traffic control zone</td>
<td>Zona para el control temporal del tránsito</td>
</tr>
<tr>
<td>Termination Area</td>
<td>Área de terminación</td>
</tr>
<tr>
<td>Termination Taper</td>
<td>Transición de terminación</td>
</tr>
<tr>
<td>Tired</td>
<td>Cansado, agotado</td>
</tr>
<tr>
<td>Traffic</td>
<td>Tráfico, tránsito</td>
</tr>
<tr>
<td>Traffic Control Devices</td>
<td>Dispositivos para el control del tránsito (o tráfico)</td>
</tr>
<tr>
<td>Traffic Signal</td>
<td>Semáforo</td>
</tr>
<tr>
<td>Transition Area</td>
<td>Área de transición</td>
</tr>
<tr>
<td>Term</td>
<td>Translation</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Two-Way Radio or “Walkie-talkie”</td>
<td>Radio de onda corta, comunicador portátil</td>
</tr>
<tr>
<td>Two-Lane Road</td>
<td>Carretera de dos carriles</td>
</tr>
<tr>
<td>Vest</td>
<td>Chaleco</td>
</tr>
<tr>
<td>Weather</td>
<td>Clima</td>
</tr>
<tr>
<td>Weighted</td>
<td>Pesada, con peso</td>
</tr>
<tr>
<td>Whistle</td>
<td>Pito, silbato</td>
</tr>
<tr>
<td>Work Area or Work Space</td>
<td>Área o espacio de trabajo, espacio de la obra</td>
</tr>
<tr>
<td>Work Zone</td>
<td>Zona de trabajo, Zona de obras</td>
</tr>
<tr>
<td>Worker</td>
<td>Trabajador, obrero</td>
</tr>
</tbody>
</table>
APPENDIX D
FREQUENTLY ASKED QUESTIONS

How do I find a flagger course near me?
Go to www.flagger.com, select your state, select view flagger instructors, and a list of flagger instructors in your state will appear. You may contact any instructor with their phone number listed to inquire about upcoming classes and registration fees. ATSSA does not schedule flagger courses; this is up to the instructor’s discretion.

How much does the course cost?
ATSSA does not set the price for flagger training taken with an instructor. Instructors can set their own pricing. You would need to contact the instructor to see what they would charge for a flagger course.

How long is the flagger course?
The course is four (4) hours, including the exam.

How long is my flagger certification valid?
Certification expiration varies by state. You can verify your certification expiration with your instructor, by calling ATSSA at 1-877-642-4637, or by checking your state specifications online. To view your state specifications online, go to www.flagger.com and select your state. Most states require a 4-year certification but it is always best to check.

What materials will I receive in the course?
Students receive a flagger kit that includes the ATSSA Flagger Handbook, the ATSSA Flagger Workbook, and a pencil. If you pass the exam, you will also receive an ATSSA flagger certification card.

When will I receive my flagger certification card?
As long as you have paid for and passed the course you will receive your flagger card the day of the course from your instructor. It should be signed by the instructor, including the expiration date and the state where the course was taken. The certification card you receive is an ATSSA flagger certification card that is orange and white. If it is not orange and white or has VOID in the background, contact ATSSA. Do not accept cards that are black and white or appear to be photocopies. Those cards are not valid.

Is the flagger certification card accepted in other states?
The ATSSA flagger certification is national so most states will accept it. However, for various reasons, some states may not accept the ATSSA flagger certification card. Before working as a flagger, always check to make sure your flagger certification card is accepted in the jurisdiction in which you will be working.

How can I be listed in the National Flagger Database?
Your name and telephone number will appear on the National Flagger Database only if you give permission to do so on the exam. Your instructor will
make ATSSA aware of your choice and your name will be listed. If you leave your choice blank, a “NO” will be assumed. If you wish to verify your listing on the National Flagger Database go to www.flagger.com

When will I be in the National Flagger Database?
Allow 2-4 weeks for ATSSA to enter you in the database once your information has been received from your instructor.

How can I update my information?
You will need to contact ATSSA at 1-877-642-4637 or email customerservice@atssa.com if you have any changes to your address, phone number, or employment so ATSSA may keep your information up-to-date.

How do I obtain a replacement card and is there a fee?
You may get a replacement card by contacting ATSSA. A replacement card is $10. You may call ATSSA directly and pay with a credit card over the phone or mail in a check or money order to ATSSA. Make sure you include your name, address you would like your card mailed to, and phone number. Cards are sent out via regular mail, so please allow time for delivery.

Does ATSSA provide job placement?
We do not offer job placement; however, we recommend that you check with your local Department of Transportation and employment agencies for employment opportunities.
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