



National Committee on Uniform Traffic Control Devices

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National Committee on Uniform Traffic Control Devices (NCUTCD) Recommended Changes to Proposed Text for 11th Edition of the MUTCD Docket Number: FHWA-2020-0001

6 Federal Register Item Numbers: 474, 475, 476, 477

7 NPA MUTCD Section Number: Sections 6D.01 to 6D.06

8 Legend: Base text shown in proposal is the NPA “clean” proposed text.

- 9 • [NCUTCD recommendation for text to be added in final rule.](#)
- 10 • ~~NCUTCD recommendation for text to be deleted in final rule.~~
- 11 • [NCUTCD recommendation for text to be moved/relocated in final rule.](#)
- 12 • NPA text that was not previously approved by NCUTCD but is now approved.
- 13 • Explanatory note: [\[Note that explains purpose of recommended change.\]](#)

15 The following pages present NCUTCD recommendations for changes to the MUTCD NPA
16 proposed text, tables, and figures for Chapter 6D. Below is a short summary of the NCUTCD
17 position for each section of this chapter. A more detailed summary is provided at the beginning
18 of each section.

- 19 • NPA # N/A, Section 6D.01: NCUTCD agrees with NPA content (no changes recommended)
- 20 • NPA #474, Section 6D.02: Changes recommended based on Council action in spring 2021
- 21 • NPA #475, Section 6D.03: Changes recommended based on Council action in spring 2021
- 22 • NPA # N/A, Section 6D.04: NCUTCD agrees with NPA content (no changes recommended)
- 23 • NPA #476, Section 6D.05: NCUTCD agrees with NPA content (no changes recommended)
- 24 • NPA #477, Section 6D.06: Changes recommended based on Council action in spring 2021

CHAPTER 6D. FLAGGER CONTROL

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29 **Section 6D.01 Comments:** NCUTCD agrees with 6D.01 as presented in the NPA.

Section 6D.01 Qualifications for Flaggers

32 *Guidance:*

33 *Because flaggers are responsible for public safety and make the greatest number of contacts*
34 *with the public of all highway workers, they should be trained in proper traffic control practices*
35 *and public contact techniques. Flaggers should be able to satisfactorily demonstrate the*
36 *following abilities:*

- 37 *A. Ability to receive and communicate specific instructions clearly, firmly, and courteously;*
- 38 *B. Ability to move and maneuver quickly in order to avoid danger from errant vehicles;*
- 39 *C. Ability to control signaling devices (such as paddles and flags) in order to provide clear*
40 *and positive guidance to drivers approaching a TTC zone in frequently changing*
41 *situations;*

- 42 D. Ability to understand and apply proper traffic control practices, sometimes in stressful or
43 emergency situations; and
44 E. Ability to recognize dangerous traffic situations and warn workers in sufficient time to
45 avoid injury.
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48 **Section 6D.02 Comments:** NCUTCD generally agrees with 6D.02, but recommends revisions to
49 the criteria for flashing lights on the paddle in accordance with NCUTCD recommendation 20A-
50 RW-01.

51
52 **Section 6D.02 STOP/SLOW Paddle for Hand-Signaling**

53 *Guidance:*

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

56 **Standard:**

57 **The STOP/SLOW paddle (W20-8) shall have an octagonal shape on a rigid handle.**

58 **When used at night, the STOP/SLOW paddle shall be retroreflectorized.**

59 Option

60 A STOP/STOP or a SLOW/SLOW paddle may be used in certain situations (see Section
61 6D.05), provided the device meets the size and shape requirements for the STOP/SLOW paddle.

62 *Guidance:*

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

64 **Support:**

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

68 Option:

69 The STOP/SLOW paddle may be modified to improve conspicuity by incorporating either
70 white or red flashing lights on the STOP face, and either white or yellow flashing lights on the
71 SLOW face. The flashing lights may be arranged in any~~either~~ of the following patterns:

72 ~~A. Two white or red lights, one centered vertically above and one centered vertically below~~
73 ~~the STOP legend; and/or two white or yellow lights, one centered vertically above and~~
74 ~~one centered vertically below the SLOW legend;~~

75 ~~B. Two white or red lights, one centered horizontally on each side of the STOP legend;~~
76 ~~and/or two white or yellow lights, one centered horizontally on each side of the SLOW~~
77 ~~legend;~~

78 ~~C. One white or red light centered below the STOP legend; and/or one white or yellow light~~
79 ~~centered below the SLOW legend;~~

80 ~~D. A.~~ A series of eight or more small ~~white or red~~ lights no larger than 1/4 inch in diameter
81 along the outer edge of the paddle, arranged in an octagonal pattern at the eight corners of
82 the border of the STOP face; and ~~or~~ a series of eight or more small white or yellow lights
83 no larger than 1/4 inch in diameter along the outer edge of the paddle, arranged in a
84 diamond pattern along the border of the SLOW face with one light at each point of the
85 diamond; or

86 ~~E. B.~~ A series of white lights forming the shapes of the letters in the legend. **revise per**
87 **20A-RW-01**

88 **Standard:**

89 ~~If flashing lights are used on the STOP face of the paddle, their colors shall be all white~~
90 ~~or all red.~~ If flashing lights are used on the SLOW face of the paddle, their colors shall be
91 all white or all yellow. [revise per 20A-RW-01]

92 If more than eight flashing lights are used, the lights shall be arranged such that they
93 clearly convey the octagonal shape of the STOP face of the paddle and/or the diamond
94 shape of the SLOW face of the paddle.

95 If flashing lights are used on the STOP/SLOW paddle, the flash rate shall be at least 50,
96 but not more than 60, flashes per minute.

97

98

99 Section 6D.03 Comments: NCUTCD generally agrees with 6D.03, but recommends correcting
100 the intent in the second Standard statement by relocating 'retroreflectorized' to the end of the
101 sentence.

102

103 **Section 6D.03 Flag for Hand-Signaling**

104 *Guidance:*

105 *Use of flags should be limited to emergency situations.*

106 **Standard:**

107 **Flags, when used, shall be red or fluorescent orange-red in color, shall be a minimum of**
108 **24 inches square, and shall be securely fastened to a staff that is approximately 36 inches in**
109 **length.**

110 *Guidance:*

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

113 **Standard:**

114 **When used at nighttime, flags shall be ~~retroreflectorized~~ red or fluorescent orange-red**
115 **and shall be retroreflectorized.**

116

117

118 Section 6D.04 Comments: NCUTCD agrees with 6D.04 as presented in the NPA.

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120 **Section 6D.04 Flashlight for Hand-Signaling**

121 *Option:*

122 When flagging in an emergency situation at night in a non-illuminated flagger station, a
123 flagger may use a flashlight with a red glow cone to supplement the STOP/SLOW paddle or flag.

124 **Standard:**

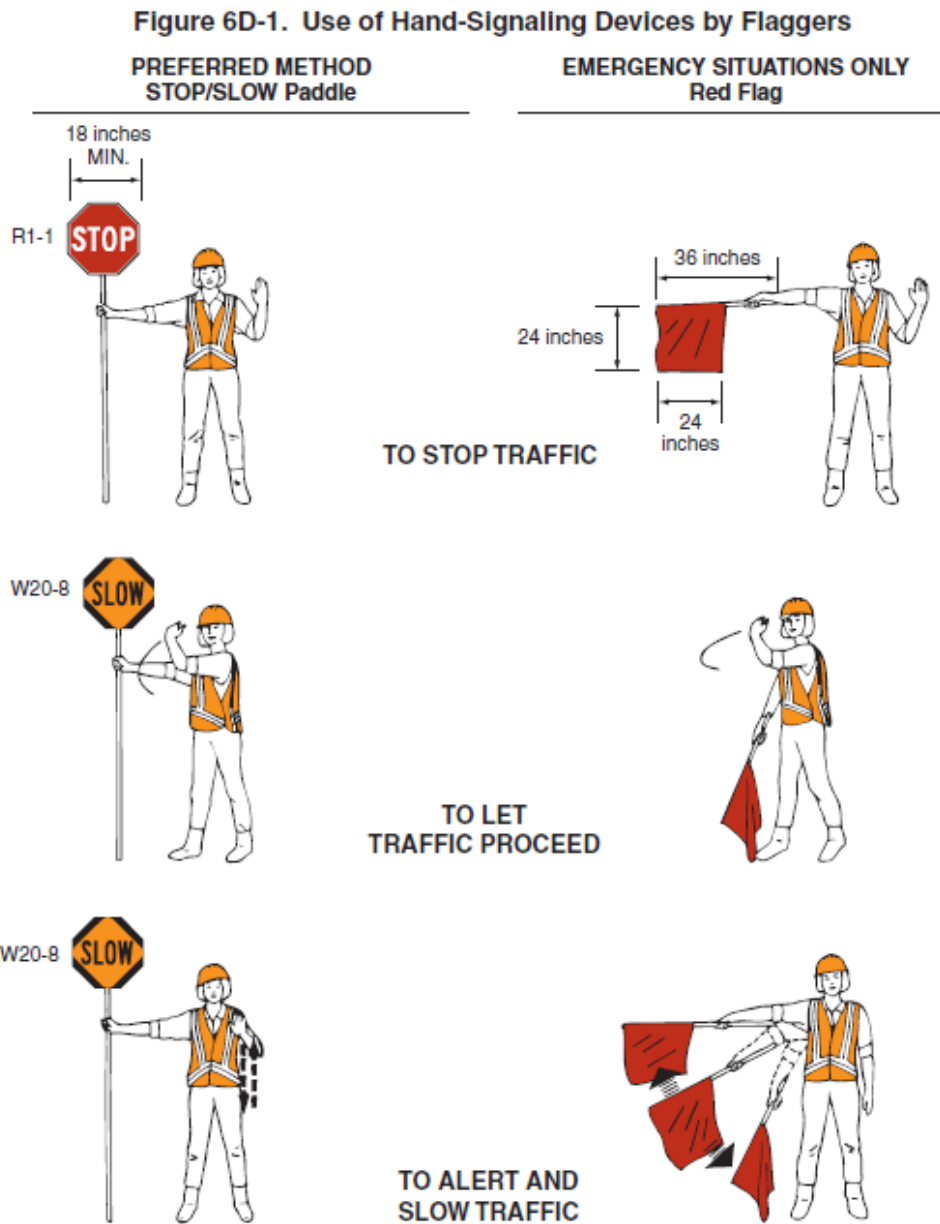
125 **When a flashlight is used for flagging in an emergency situation at night in a non-**
126 **illuminated flagger station, the flagger shall hold the flashlight in the left hand, shall hold**
127 **the paddle or flag in the right hand as shown in Figure 6D-1, and shall use the flashlight in**
128 **the following manner to control approaching road users:**

129 **A. To inform road users to stop, the flagger shall hold the flashlight with the left arm**
130 **extended and pointed down toward the ground, and then shall slowly wave the**
131 **flashlight in front of the body in a slow arc from left to right such that the arc**
132 **reaches no farther than 45 degrees from vertical.**

- 133 B. To inform road users to proceed, the flagger shall point the flashlight at the
- 134 vehicle's bumper, slowly aim the flashlight toward the open lane, then hold the
- 135 flashlight in that position. The flagger shall not wave the flashlight.
- 136 C. To alert or slow traffic, the flagger shall point the flashlight toward oncoming traffic
- 137 and quickly wave the flashlight in a figure eight motion.
- 138

139 **Figure 6D-1 Comments: NCUTCD agrees with Figure 6D-1 as presented in the NPA.**

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141

142

143 **Section 6D.05 Comments:** NCUTCD agrees with 6D.05 as presented in the NPA.
144

145 **Section 6D.05 Flagger Procedures**

146 Support:

147 The use of paddles and flags by flaggers is illustrated in Figure 6D-1.

148 **Standard:**

149 **Flaggers shall use a STOP/SLOW paddle, a flag, or an Automated Flagger Assistance**
150 **Device (AFAD) (see Sections 6L.02 through 6L.04) to control road users approaching a**
151 **TTC zone. The use of hand movements alone without a paddle, flag, or AFAD to control**
152 **road users shall be prohibited when controlling traffic in a one-lane two-way operation**
153 **except when the control is provided by emergency responders at incident scenes as**
154 **described in Section 6O.01 or provided by uniformed law enforcement officers.**

155 **The following methods of signaling with a paddle shall be used:**

- 156 **A. To stop road users, the flagger shall face road users and aim the STOP paddle face**
157 **toward road users in a stationary position with the arm extended horizontally away**
158 **from the body. The free arm shall be held with the palm of the hand above shoulder**
159 **level toward approaching traffic.**
- 160 **B. To direct stopped road users to proceed, the flagger shall face road users with the**
161 **SLOW paddle face aimed toward road users in a stationary position with the arm**
162 **extended horizontally away from the body. The flagger shall motion with the free**
163 **hand for road users to proceed.**
- 164 **C. To alert or slow traffic, the flagger shall face road users with the SLOW paddle face**
165 **aimed toward road users in a stationary position with the arm extended horizontally**
166 **away from the body.**

167 Option:

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

170 **Standard:**

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

- 172 **A. To stop road users, the flagger shall face road users and extend the flag staff**
173 **horizontally across the road users' lane in a stationary position so that the full area**
174 **of the flag is visibly hanging below the staff. The free arm shall be held with the**
175 **palm of the hand above shoulder level toward approaching traffic.**
- 176 **B. To direct stopped road users to proceed, the flagger shall face road users with the**
177 **flag and arm lowered from the view of the road users, and shall motion with the free**
178 **hand for road users to proceed. Flags shall not be used to signal road users to**
179 **proceed.**
- 180 **C. To alert or slow traffic, the flagger shall face road users and slowly wave the flag in**
181 **a sweeping motion of the extended arm from shoulder level to straight down without**
182 **raising the arm above a horizontal position. The flagger shall keep the free hand**
183 **down.**

184 *Guidance:*

185 *The flagger should stand either on the shoulder adjacent to the road user being controlled or*
186 *in the closed lane prior to stopping road users. A flagger should only stand in the lane being*
187 *used by moving road users after road users have stopped. The flagger should be clearly visible*
188 *to the first approaching road user at all times. The flagger also should be visible to other road*

189 users. The flagger should be stationed sufficiently in advance of the workers to warn them (for
190 example, with audible warning devices such as horns or whistles) of approaching danger by out-
191 of-control vehicles. The flagger should stand alone, away from other workers, work vehicles, or
192 equipment.

193 Option:

194 In certain conditions, it may be more appropriate for a flagger to use a STOP/STOP or a
195 SLOW/SLOW paddle to convey the appropriate message to approaching road users and avoid
196 confusing those that are approaching the operation from the opposing direction.
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199 **Section 6D.06 Comments:** NCUTCD recommends the following revisions to 6D.06:

- 200 • Reverting the first Guidance statement back to a Standard statement to reduce the likelihood
201 of not considering stopping sight distance where there is a curve or some other sight
202 restriction present.
- 203 • Adding an Option statement to reference engineering judgment for flagger station location in
204 some geometric conditions.

205
206 **Section 6D.06 Flagger Stations**

207 ~~Guidance~~Standard:

208 Except as provided in Paragraph 2, Fflagger stations ~~should~~shall be located such that
209 approaching road users will have sufficient distance to stop at an intended stopping point.

210 [revert to Standard with edits for clarity]

211 Option:

212 If stopping sight distance is not achievable, a flagger station location may be modified based
213 on engineering judgment. [new Option statement for clarity]

214 The distances shown in Table 6D-1, which provides information regarding the stopping sight
215 distance as a function of speed, may be used for the location of a flagger station. These distances
216 may be increased for downgrades and other conditions that affect stopping distance.

217 Guidance:

218 *Flagger stations should be located such that an errant vehicle has additional space to stop*
219 *without entering the work space. The flagger should identify an escape route that can be used to*
220 *avoid being struck by an errant vehicle.*

221 **Standard:**

222 **Except in emergency situations, flagger stations shall be preceded by an advance**
223 **warning sign or signs. Except in emergency situations, flagger stations shall be illuminated**
224 **when flagging is used at night.**
225

**Table 6D-1. Stopping Sight Distance
as a Function of Speed**

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

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

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Table 6D-1 Comments: NCUTCD agrees with Table 6D-1 as presented in the NPA.
