

TEMPORARY TRAFFIC CONTROL FLAGGING OPERATIONS MANUAL

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 **EVERGREEN**
SAFETY COUNCIL

 **Washington State**
Department of Transportation

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Table of Contents

Introduction & Youth Employment Prohibited Duties	<u>Page 1</u>
How It Works	<u>Page 2</u>
Chapter One: Standards and Guidance	<u>Page 3</u>
1.1 Federal Requirements	<u>Page 3</u>
1.2 Washington State Modifications to the MUTCD	<u>Page 3</u>
1.3 Safety Standards for Construction Work (WAC 296-155-305)	<u>Page 6</u>
1.4 Safety Apparel	<u>Page 7</u>
1.5 Clothing and Other Considerations	<u>Page 10</u>
Chapter Two: Flagger Attributes and Abilities	<u>Page 11</u>
2.1 Flagger Attributes	<u>Page 11</u>
2.2 Flagger Abilities	<u>Page 11</u>
2.3 Rest Periods	<u>Page 12</u>
Chapter Three: Positioning for Safety	<u>Page 13</u>
3.1 Flagging Station	<u>Page 13</u>
3.2 Additional Considerations	<u>Page 14</u>
3.3 One-Flagger and Multi-Flagger Operations	<u>Page 14</u>
3.4 Multi-Lane Roadway Flagging Operations	<u>Page 15</u>
3.5 Mobile Flagging Operations	<u>Page 16</u>
3.6 Pilot Car Operations	<u>Page 16</u>
3.7 Intersection Flagging	<u>Page 16</u>
3.8 Emergency Planning	<u>Page 16</u>
Chapter Four: Communicating and Signaling	<u>Page 17</u>
4.1 Communication	<u>Page 17</u>
4.2 Signaling to Stop	<u>Page 18</u>
4.3 Emergency Situation: Warning Flags	<u>Page 20</u>

4.4 Emergency Situation: Flashlight with a Red Glow Cone [Page 22](#)

Chapter Five: Traffic Control Devices and Equipment [Page 23](#)

5.1 Temporary Traffic Control Devices [Page 23](#)

5.2 Temporary Traffic Signs [Page 23](#)

5.3 Portable Changeable Message Signs (PCMS) [Page 27](#)

5.4 Arrow Boards [Page 28](#)

5.5 Channelizing Devices [Page 29](#)

5.6 Barricades [Page 30](#)

5.7 Warning Lights [Page 31](#)

5.8 Automated Flagger Assistance Device (AFAD) [Page 31](#)

5.9 Portable Signal Systems [Page 32](#)

5.10 Portable Temporary Rumble Strips [Page 32](#)

5.11 Radar Speed Display Signs [Page 33](#)

5.12 Flares [Page 33](#)

5.13 Truck Mounted Attenuators [Page 34](#)

5.14 Vehicles [Page 35](#)

Chapter Six: Temporary Traffic Control Zone [Page 36](#)

6.1 Temporary Traffic Control Zone [Page 36](#)

6.2 Advanced Warning Area [Page 37](#)

6.3 Transition Area [Page 38](#)

6.4 Activity Area [Page 41](#)

6.5 Termination Area [Page 42](#)

6.6 Installation and removal of a Temporary Traffic Control Zone [Page 43](#)

Visual Work Zone Layout: Ground Level [Page 44](#)

Visual Work Zone Layout: Overhead View [Page 45](#)

Chapter Seven: Other Road Users and Consideration [Page 46](#)

7.1 Pedestrians, Bicyclists, and other considerations [Page 46](#)

7.2 Work Duration [Page 48](#)

Chapter Eight: Stationary Work Zone Plans	<u>Page 49</u>
TCP 1 One Lane, Two-Way Traffic Control with Flaggers	<u>Page 50</u>
TCP 2 Pilot Car Operation	<u>Page 51</u>
TCP 3 Alternating One-Way Traffic with AFAD	<u>Page 52</u>
TCP 4 Alternating One-Way Traffic, Portable Rumble Strips	<u>Page 53</u>
TCP 6 Intersection Lane Closure- Three-Lane Roadway	<u>Page 54</u>
TCP 7 Intersection Lane Closure- Five-Lane Roadway	<u>Page 55</u>
TCP 8 Typical Roundabout Flagging Operation	<u>Page 56</u>
TCP 9 Short Term Traffic Stop with Flaggers	<u>Page 57</u>
TCP 10 Outside Lane Closures with Flaggers- Five-Lane Roadway	<u>Page 58</u>
TA-46 TA-46 Work in the Vicinity of a Grade Crossing	<u>Page 59</u>
Appendix A: Checklist for Establishing a Temporary Traffic Control Zone	<u>Page 61</u>
Appendix B: Work Zone Information References	<u>Page 62</u>
Appendix C: Quick Reference Tables	<u>Page 63</u>
Appendix D: Equipment Movement	<u>Page 69</u>

Introduction

- This book was created to be used for training the flagger to work safely and to protect the safety of others.
- Flaggers are a vital role in the successful operations of all maintenance, construction, and utility projects. Flaggers shall need to know the information within this book well enough that it becomes second nature.
- Flaggers are required when all other methods of traffic control are not enough to control the situation, and the impacts of the temporary traffic control zone.
- Your fellow workers and the road users depend on your ability to stay alert while controlling traffic using your visual movements along with your “Stop/Slow” paddle.
- As a flagger the actions you take reflect on yourself as well as your employer. You are often the initial point of contact the traveling public will have with the work zone.
- While performing your flagging duties you shall be efficient, responsible, and conducting yourself in a safe and professional manner at all times.

Youth Employment Prohibited Duties

- Some jobs are hazardous for young workers. Washington State and federal laws prohibit many jobs and duties for minor workers.
- Prohibited duties vary depending on the worker’s age and the job duties.
- **Flagging personnel must be 18 years of age to obtain and acquire a Washington State Traffic Control Flagger Card.**

How It Works

Functions and responsibilities of a professional trained flagger include:

- Guiding all road users safely through the work area.
- Protecting workers lives by recognizing dangerous traffic situations, and warning the crew within the area should a hazard present itself.
- Avoid inhibiting the traveling public as much as possible.
- Giving clear concise directions to road users.
- Allowing for adequate distance for road users to recognize signs, signals, and to come to a complete stop.
- Utilizing approved safety equipment to remain highly visible to traffic during the day or night-time conditions.
- Meeting all Federal, State, and Local requirements.

Upon successful completion of an approved training course and passing an exam with a score of 80% or higher, you will receive a certification card. This certification card will be valid for three years from the date of the course.

A Washington State Traffic Control Flagger Card must be kept on your person when performing any flagging duties. Flagging cards issued in Washington State are accepted in Oregon, Montana, and Idaho. Flagging cards from Oregon, Montana, and Idaho are also accepted in Washington State.

Chapter One:

Federal, State, and Local requirements

1.1 Federal Requirements

The 11th Edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*, published by the Federal Highway Administration and approved by the Federal Highway Administrator as the national standard for all public roadways, was duly adopted by the Washington state secretary of transportation.

Part 6 of the MUTCD covers temporary traffic control with **Part 6D** specifically covering flagger control.

The level of compliance when applying the principles in the MUTCD is as follows:

- **Standard:** “shall” conditions
- *Guidance:* “should” conditions (*should have a good reason not to follow*)
- Option: “may” conditions
- Support: descriptive and/or general information

Important:

- Employers are required to **evaluate and consider** Guidance statements and implement them when engineering judgement or study indicates they are appropriate per WISHA Regional Directive 27.20 for traffic control and flagging.
- Employers can be cited by Labor & Industries for failure to implement Guidance statements if they do not explain how it was evaluated and why it was not implemented. Simply stating “Guidance is not mandatory” is not sufficient.

1.2 Washington State Modifications to the MUTCD

As part of the Washington State Department of Transportation (WSDOT) adoption of the 11th MUTCD per Washington State Administrative Code 468-95, modifications have been made to Part 6 per WAC 468-95-300 to WAC 468-95-310. These modifications amend or supplement guidance and add new standards to the MUTCD for all public roadways in Washington.

AMEND SECTION

WAC 468-95-300 Temporary traffic control. Amend MUTCD Table 6B-1 to read:

[BACK TO TABLE OF CONTENTS](#)

Recommended Temporary Sign Spacing (1)

FREEWAYS & EXPRESSWAYS	1000'+	
HIGHWAYS, ROADS, & STREETS	60-70 MPH	800'+
	45-55 MPH	500'+
	35-40 MPH	350'+
	20-30 MPH	200'+ ⁽²⁾

(1) If necessary, spacing should be adjusted (increased or decreased) for field conditions or based on engineering judgement.

(2) Recommended spacing is 100' +/- on urban streets 25 mph or less.

AMEND SECTION

WAC 468-95-301 Tapers. Amend MUTCD Section 6K.01, Paragraph 4, to read:

Guidance:

The spacing between channelizing devices at tapers should not exceed a distance in feet equal to 1 times the speed limit in mph, up to a maximum of 40 feet. The spacing between channelizing devices along tangents should not exceed a distance in feet equal to 2 times the speed limit in mph, up to a maximum of 80 feet, except during working hours at active construction egress and ingress locations where a 120-foot gap between channelizing devices is permitted.

AMEND SECTION

WAC 468-95-3015 Flagger procedures. Add a new Standard to MUTCD Section 6D.05 to read:

Standard:

Flagger directions at signalized intersections shall not be in conflict with signal displays and the signal must be either shut down or placed in all-red flash mode as appropriate for the intersection operation except during emergencies.

NEW SECTION

WAC 468-95-302 Flagger stations. Add a new Standard and Support to MUTCD Section 6D.06 to read:

Standard:

Except during emergencies, a single flagger shall not flag from the center of an intersection unless separate flaggers are controlling each intersection approach.

Support:

[BACK TO TABLE OF CONTENTS](#)

A law enforcement officer may flag from the center of an intersection without each intersection approach controlled by separate flaggers.

AMEND SECTION

WAC 468-95-304 Portable temporary sign duration. Amend MUTCD Section 6F.02, Paragraph 11 and 12 to read:

Guidance:

11 Except as provided in Paragraph 12 of this Section, signs mounted on portable sign supports that do not meet the minimum mounting heights provided in Part 2 should not be used for a duration of more than 7 days.

12 The R9-8 through R9-11a series, R11 series, W1-6 through W1-8 series, M4-10, E5-1, or other similar type signs (see Figures 6G-1, 6H-1, and 6I-1) may be used on portable sign supports that do not meet the minimum mounting heights provided in Part 2 for longer than 7 days.

NEW SECTION

WAC 468-95-305 Motorcycle construction warning sign. Pursuant to RCW 47.36.200, a warning sign displaying the word message MOTORCYCLES USE EXTREME CAUTION (W21-1701) is added to MUTCD Figure 6H-1. The sign shall be diamond shaped with black letters on an orange background.

AMEND SECTION

WAC 468-95-306 Motorcycles use extreme caution supplemental plaque. Pursuant to RCW 47.36.200, amend MUTCD Section 6H.34 to read:

A supplemental plaque displaying the message MOTORCYCLES USE EXTREME CAUTION is added to MUTCD Figure 6H-1. Delete the Motorcycle symbol (W8-15aP) plaque from Figure 6H-1.

The MOTORCYCLES USE EXTREME CAUTION (W21-1701P) plaque (see Figure 6H-1) may be mounted below a LOOSE GRAVEL (W8-7) sign, a GROOVED PAVEMENT (W8-15) sign, a ABRUPT LANE EDGE (W21-801), a METAL BRIDGE DECK (W8-16) sign, or a STEEL PLATE AHEAD (W8-24) sign if the warning is intended to be directed primarily to motorcyclists.

AMEND SECTION

WAC 468-95-307 Abrupt lane edge warning sign. Amend MUTCD Figure 6H-1 and Section 6H.27 to read:

A warning sign displaying the word message ABRUPT LANE EDGE (W21-801) is added to MUTCD Figure 6H-1. The sign shall be diamond shaped with black letters on an orange background. Delete the UNEVEN LANES (W8-11) sign from figure 6H-1.

Section 6H.27 ABRUPT LANE EDGE Sign (W21-801)

Guidance:

The ABRUPT LANE EDGE (W21-801) sign should be used when traffic is exposed to a

significant elevation differential between lanes or between the outside lane and the shoulder.

AMEND SECTION

WAC 468-95-310 Temporary Pavement Markings. Amend MUTCD Section 6J.02, Paragraph 02 to read:

Guidance:

When permanent markings are either removed or obliterated during the work activities and the road is open to traffic, temporary pavement markings should remain in place until it is practical and possible to install permanent markings.

1.3 Safety Standards for Construction Work

The Washington State Department of Labor and Industries [WAC 296-155-305 Part E Signaling and Flaggers](#) states the following: (*To view the entire code reference the link above.*)

“You must first apply the requirements in this section. Then you must set up and use temporary traffic controls according to the guidelines and recommendations in Part VI of the MUTCD.”

“Flaggers are to be used only when other reasonable traffic control methods will not adequately control traffic in the work zone.”

“Position work zone flaggers so they are not exposed to traffic or equipment approaching them from behind.”

“Flagger training. You must make sure that:

a. Each flagger has in their possession:

- *A valid Washington traffic control flagger card; or*
- *A valid flagger card from a state such as:*
 - ⇒ *Oregon*
 - ⇒ *Idaho*
 - ⇒ *Montana*

“The employer, responsible contractor or project owner must conduct an orientation that familiarizes the flagger with the job site.”

On all flagging operations “A 4 sign advance warning sequence on all roadways with a 45 mph or higher speed limit.” Is required.

“Flaggers are not assigned other duties while engaged in flagging activities.”

1.4 Safety Apparel

At all times, flaggers shall wear high-visibility and protective apparel in compliance with [ANSI/ISEA 107-2015](#) (or equivalent revisions).

- A high-visibility outer garment labeled as meeting ANSI/ISEA 107-2015 (or equivalent revisions), Garment Type “R,” Performance Class 2 or Class 3.
- This outermost garment must ensure **360 degrees of uninterrupted background and retroreflective material** encircling the torso.
- Acceptable background colors include **fluorescent yellow-green, fluorescent orange-red, or fluorescent red**.
- **Sturdy work boots** appropriate for the job site.
- During hours of darkness (defined as one-half hour before sunset to one-half hour after sunrise) or during **low visibility conditions** (e.g., fog, snow, heavy rain), flaggers must also wear **high-visibility pants or gaiters** labeled as **ANSI/ISEA 107 Performance Class E** (or equivalent revision), classified as a **Supplemental Item**.



Hard Hat Requirements

Hard hats must meet the following specifications in accordance with **WAC 296-155-205**:

- Hard hats must meet the requirements of the ANSI/ISEA Z89.1-2014 (or equivalent revisions). **Type 1 or Type 2** hard hats can be used for flagging operations in accordance with an appropriate hazard assessment.
- The hard hat shall be a **high-visibility color**. **White, yellow, yellow-green, orange, or red** are acceptable as listed in WAC 296-155-305.
- During hours of darkness or low visibility conditions, hard hats must be equipped with a **minimum of 12 square inches of retroreflective material**, applied in a manner that provides **360 degrees of visibility**.



1.4 Safety Apparel

At **all times** flaggers shall wear:

- A high-visibility garment that is labeled as meeting [ANSI/ISEA 107-2015](#) (or equivalent revision) American National Standard for High-Visibility Safety Apparel and Headwear (or equivalent revision). Garment Type “R” Performance Class 2 or Class 3. This outer most garment must be worn in a manner to ensure 360 degrees of uninterrupted background and retroreflective material encircling the torso. Background colors shall be either fluorescent yellow-green, fluorescent orange-red or fluorescent red.



- A hard hat with a high-visibility color of white, yellow, yellow-green, orange or red.
- Sturdy work boots.

During hours of darkness (one-half hour before sunset to one-half hour after sunrise) or other low visibility conditions (snow, fog, etc.) High-visibility pants or gaiters labeled as ANSI/ISEA 107-2015 (or equivalent revision) Supplemental Item; ANSI/ISEA 107-2015 (or equivalent revision). Performance Class E shall also be worn. Hard hats must be marked with at least 12 square inches of retro-reflective material applied to provide 360 degrees of visibility.

The apparel background (outer) material color shall be fluorescent orange-red, fluorescent yellow-green, or a combination of the two as defined in the ANSI/ISEA standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet. The retroreflective safety apparel shall be designed to clearly identify the wearer as a person.

High-visibility apparel must be kept clean and in an acceptable condition as defined in the [American Traffic Safety Services Association](#) “Quality Guidelines for Temporary Traffic Control Devices” and shall be replaced when condition degrades below acceptable condition.

[Sunrise and Sunset Calculator \(timeanddate.com\)](http://timeanddate.com)

GARMENT CHECK STATION



NEW OR LIKE NEW GARMENT

- Excellent Color Contrast
- Excellent Reflectivity
- No Fading or Soiling



ACCEPTABLE USED GARMENT

- Excellent Reflectivity
- Limited Fading or Soiling



UNACCEPTABLE GARMENT (Replace if any)

- Poor Color Contrast
- Compromised Reflectivity
- Significant Fading or Soiling

1.5 Clothing and Other Considerations

Clothing

- Shirts with either long or short sleeves (no sleeveless shirts)
- Garments with hoods that restrict visibility shall not be worn while flagging.
- Long pants in all weather

Additional Supplies

- Valid Washington State Traffic Control Flagger Card; or a valid card from Oregon, Idaho, Montana
- Whistle/air Horn
- Flashlight/extra Batteries
- Extra radio batteries
- Extra clothing
- Rain Gear
- Sunscreen
- Bug repellent
- Extra food and water

Weather

- Dress in layers to accommodate weather changes.
- Check weather forecast prior to shift.
- Make sure the weather is not going to impact your ability to complete your flagging responsibilities.

Always conduct inspections on all flagging equipment prior to arriving on the job site (flagging paddles, radios, and signage).



Chapter Two

Flagger Attributes and Abilities

2.1 Flagger Attributes

Flaggers are the eyes and ears of a construction site, an integral part of the safety for workers and drivers alike. Flaggers are responsible for the safety of road users, workers, and themselves. The best flaggers are those individuals who possess certain attributes as the ones listed below.

- **Awareness** – Routinely working near traffic can lead to workers becoming complacent to the danger around them. Therefore, it is necessary to continually remind ourselves and those around us of the dangers to which everyone is exposed.
- **Communication** - Flaggers can receive and communicate specific instructions clearly, firmly, and courteously.
- **Alertness** – There is no place in the work zone for unnecessary distractions. Every individual must stay constantly alert for the safety of all personnel within the work zone. Flaggers shall not use devices including cell phones, pagers, radios, and headphones while actively engaged in flagging operations.
- **Attitude** – A safety-conscious attitude on the part of each crew member will contribute greatly to the overall safety for all.
- **Responsibility** – It is everyone’s responsibility to understand and comply with all safety standards and practices.

2.2 Flagger Abilities

A flagger must be in good physical condition with good hearing as well as vision (with or without the help of glasses or electronic hearing aids). Flaggers need the ability to be mobile enough to maneuver around the flagging station and to escape an errant vehicle if needed during emergency situations.

Flagging requires the ability to stand in a full and upright position while controlling signaling devices providing clear and concise directions to road users while projecting your authority and professionalism as a flagger.

A flagger shall be able to remain calm when dealing with an angry motorist, understand their concerns, be able to explain the reason for the delays, and be able to de-escalate the situation.

When **not actively flagging**, flaggers may be expected to assist with the placement or removal of temporary traffic control devices establishing the traffic control zone or operate a pilot car.

2.3 Rest Periods

- Flaggers receive a rest period of at least 10 minutes, on the employer's time, for each 4 hours of working time.
- Rest periods must be scheduled as near as possible to the midpoint of the work period.
- A flagger must not be allowed to work more than 3 hours without a rest period.

Exception:

Scheduled rest periods are not required where the nature of the work allows a flagger to take intermittent rest period's equivalent to 10 minutes for each 4 hours worked.



Chapter Three

Positioning for Safety

3.1 Flagging Station

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

Table 6B-2 of the MUTCD is listed as the vehicle Stopping Sight Distance as a Function of Speed. This table should be referenced when determining the distance that a car will need to stop based on the speed of the road you are working on.

A good practice is to locate a point of reference (cone, tree, mailbox streetlight...) you can see ahead of your station that is at least the appropriate distance from this table. This way you know when approaching road user passes that point, they will have the sight distance required to come to a complete stop.

- The flagger shall always be clearly visible to the first approaching road user.
- Stand alone in a conspicuous place on the shoulder of the road.
- Choose a location that provides you with an escape route.
- Stand where there is a sharp color contrast between you, the background, and the equipment. If possible, never stand in the shade.
- When flagging near on a hill or a curve in the road, the flagger station should be installed before the crest of a hill or ahead of a curve.
- Stand in a location that approaching road users and the workspace can be observed.
- The flagger shall be stationed sufficiently in advance of the workspace to warn workers (*with audible warning devices such as horns or whistles*) of approaching danger by out-of-control vehicles.
- A flagger shall only move into a lane after road users have stopped and must return to the shoulder before instructing road users to proceed.

Table 6B-2 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 stopping speed in mph.

[BACK TO TABLE OF CONTENTS](#)

- Do not stand in front of stopped or parked vehicles on the road.
- Directing traffic from an elevated roadway such as a bridge or overpass does not allow for an escape route. While flagging from an elevated roadway is allowed, it is not recommended.
- Remain at your position. Never abandon your flagging station for any reason until you are relieved by your supervisor or a qualified flagger.
- During hours of darkness, flagger stations shall be illuminated by using a portable light plant or balloon type lights. Aim lighting either parallel or perpendicular to the roadway minimize glare for the road user. **When used, floodlights shall not produce a glare to the road user.** The flagger should be visible and discernable as a flagger from 1,000 feet.
- Cover, turn or remove any signs that do not apply when flagger control is no longer active, or when the work is completed for the day.



3.2 Additional Considerations

Additional circumstances such as weather conditions, roadway downgrades, large percentage of trucks, roadway surface conditions etc. should be taken into consideration as they play a critical part in how a vehicle can come to a complete stop.

The stopping distance point that you designate prior to your shift may need to be adjusted due to these circumstances.

It is important to remember the larger the vehicle, the more distance it will need to come to a complete stop.

The stopping distance is intended to be a minimum guideline and will be dependent upon your judgement as conditions change.

3.3 One-Flagger and Multi-Flagger Operations

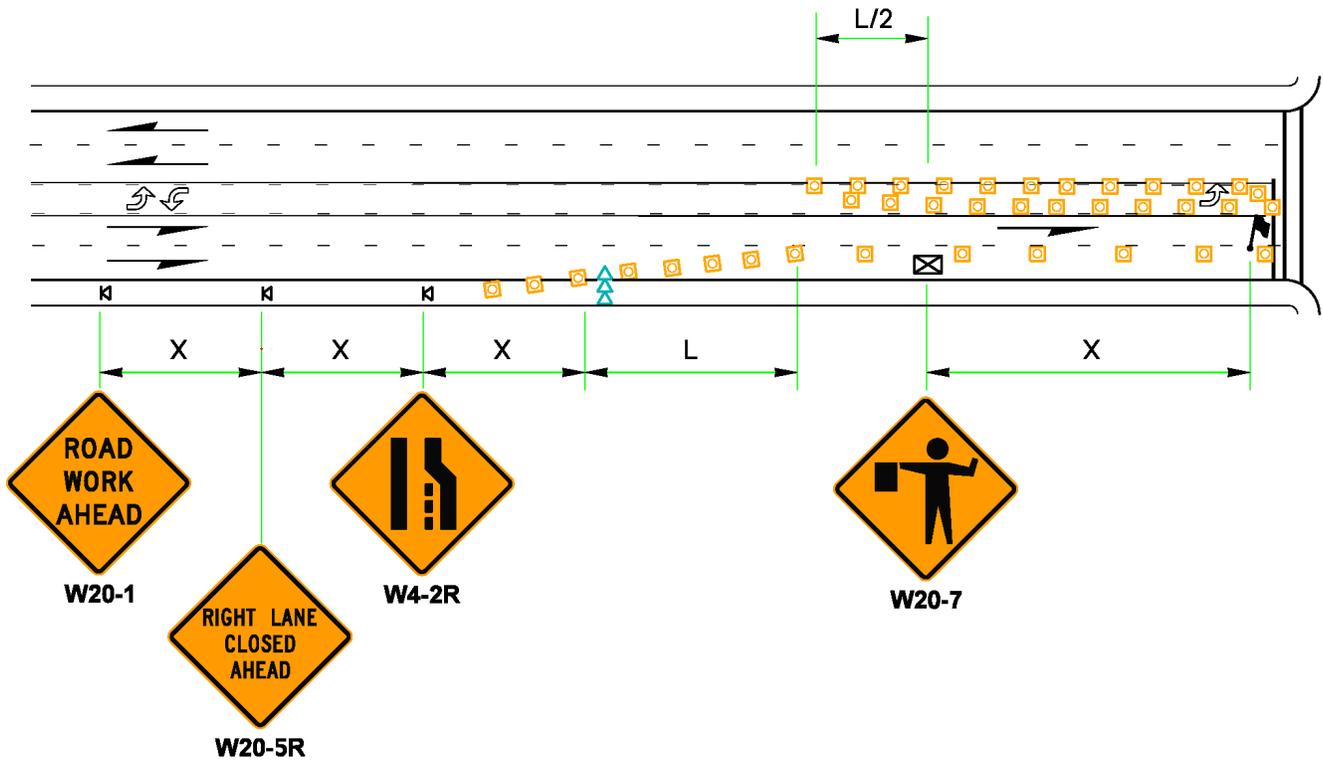
With a short work area on a straight, low volume road, a single flagger can be utilized to control traffic. The flagger must be visible to traffic coming from both directions and should be positioned on the shoulder directly opposite the work area.

A two-flagger operation uses a flagger positioned at each end of the work zone to control the traffic flow. This is the most common and preferred flagging operation. One flagger should be designated as the lead flagger for coordinating the operation.

When working on roadways with restricted visibility, or when communication devices fail, a third flagger can be added to the operation to provide communication to the two flaggers. This person will assume the position of lead flagger and will be placed in the middle of the operation to provide visibility and communication to the other flaggers.

3.4 Multi-Lane Roadway Flagging Operations

This type of flagging occurs when work vehicles or equipment temporarily need traffic to be stopped in one direction to make a maneuver or to enter/exit the work zone. On multi-lane roads, the lanes shall be closed leaving a single through lane, with the addition of a turn lane if needed. **The flagger will control the single open lane from a flagger station inside of the closure, only stopping traffic as needed.**



This operation is prohibited on freeways and expressways.

3.5 Mobile Flagging Operations

In a mobile operation when the flagger is moving with the operation, **a flagger ahead sign must be within 1,500 feet of the flagger and the flagger station must be able to be seen from the sign.** If terrain does not allow a motorist to see the flagger from the “flagger ahead sign”, the distance between the sign and the flagger must be shortened to allow visual contact. The spacing shall not be less than the required distance based on the highway speed. If the flagger station is going to move more than 1,500 feet from the sign, a pilot car operation should be considered as an alternative.

3.6 Pilot Car Operations

Pilot car use is appropriate for long work areas to help maintain traffic speeds and to guide traffic through the work areas. If pilot car operators are going to be utilized to relieve on duty flaggers they too shall be certified flaggers. During the pre-activity meeting, discuss any special instructions to ensure everyone understands expectations. Refer to TCP 2 for a pilot car operation.

3.7 Intersection Flagging

When flagging at intersections, a best practice to give flaggers better control of traffic movements, is to reduce motor vehicle traffic approaching the intersection to a single lane whenever possible. This may require lane closures and restricting access to turn pockets with channelization devices (remember to address bicyclists' access). Flaggers will also need to control pedestrian crossing movements. If a Traffic signal is present, it must be either turned off or set to all red “flash” mode.

At no time shall traffic be flagged with an active signal.

The placement of a flagger at the center of an intersection to control traffic is not allowed. The only person allowed to legally control traffic from the center of an intersection is a uniformed police officer. No matter who is performing the intersection flagging, the appropriate advance warning signing is required to be in place.

3.8 Emergency Planning

- Always have an escape plan. Do not have any type of barrier, guardrail, parked vehicles etc. between you and your escape route.
- When leaving the station, drop the flagging paddle in the roadway, then exit at 90 degrees to the path of the oncoming vehicle.
- Devise an audible signal (such as a whistle or horn) which can be heard above the noise of work machinery. **BE ALERT AT ALL TIMES** always keep your mind on your flagging duties.

Chapter Four

Communicating and Signaling

4.1 Communication

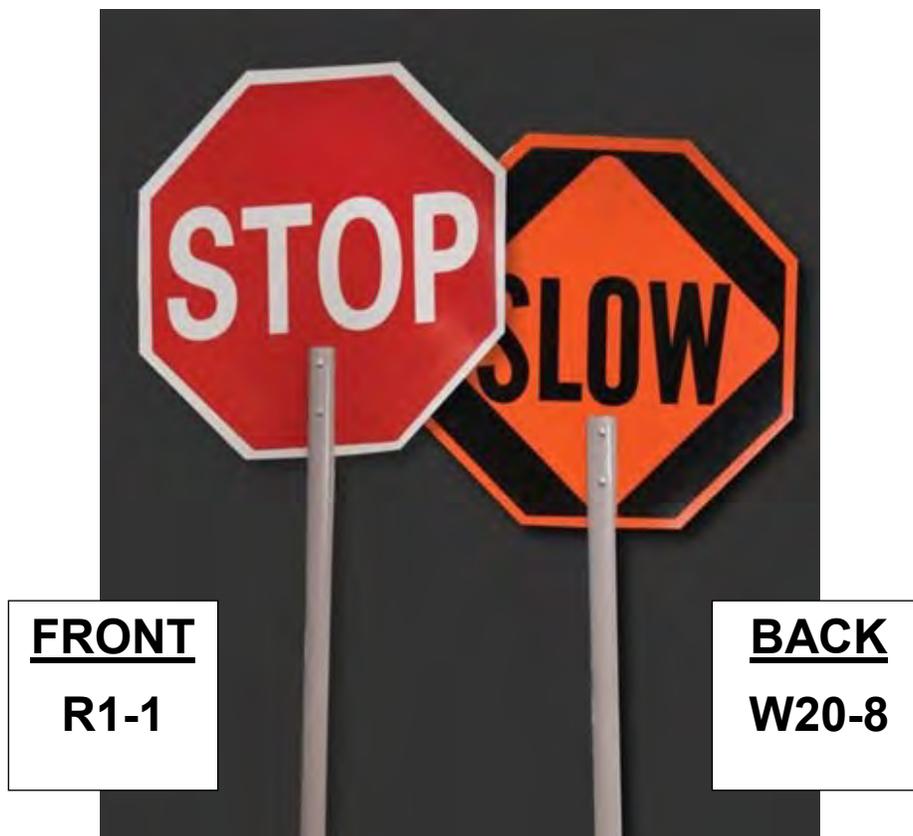
To be an effective, flaggers shall always be able to communicate with one another. Communication can be maintained by:

- **Visual Contact:** This method is effective when flaggers are close enough to see or read each other's STOP/SLOW paddles and to see each other's "ALL CLEAR" signals. It is important to establish with each other before the start of the shift what each signal means to one another, even if the plan is to use radios for the shift, in case of radio failure.
- **Two-Way Radio:** This is the most effective method of communication, even when there is visual contact. Radios should only be used for business purposes, and communications on it should be brief, clear and to the point. It is helpful to carry an extra set(s) of batteries on your persons to maintain constant communication with one another. If there is radio failure and no visual contact, all traffic shall be stopped in all directs until communication is re-established.
- **Flag Carrying:** Also referred to as a baton carry. The driver of the last vehicle in your queue will take a flag, baton, or other material to identify to the other flagger that the last vehicle has passed. This is dependent on the driver to take the initiative and stop at the other flagger as they are exiting the traffic control zone. A helpful alternative is to ask the driver permission to affix a ribbon or string to their antenna. You will still give the driver the directions to stop at the other flagger to have the ribbon removed, but in case the driver fails to stop, the other flagger will have a visual indicator of the ribbon to identify the last vehicle.

It is important to remember that you should only release traffic after receiving the "ALL CLEAR" from your partner. When in doubt, STOP all traffic.

4.2 Signaling to Stop

- It is the flagger's responsibility to communicate a clear message to the motorists.
- The STOP/SLOW paddle and flagger's hand signals should be the primary and preferred hand-signaling device. Use of red flags should be limited to emergency situations.
- Per the MUTCD, the STOP/SLOW paddle shall have an octagonal shape on a rigid handle. STOP/SLOW paddles shall be at least 18 inches wide with letters at least 6 inches high. The STOP (R1-1) face shall have white letters and a white border on a red background. The SLOW (W20-8) face shall have black letters and a black border on an orange background. When used at night the STOP/SLOW paddle shall be retroreflective.
- It is recommended that a 24-inch paddle with 8-inch letters on the stop side be used to improve visibility, used at night, and used for all high-speed operations. **In fact, WSDOT standard specification 9-35.1 states that paddles shall conform to the requirements of the MUTCD, except that the minimum width shall be 24 inches. These specifications are used for WSDOT and local agency projects.**
- The staff if used, shall be 72-inches tall to the bottom of the octagonal shape.



To STOP road users

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



To direct road users to PROCEED

The flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body. The flagger shall motion with the free hand for road users to proceed. (Moving the free hand horizontally left to right.)



To ALERT or SLOW road users

The flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body.

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

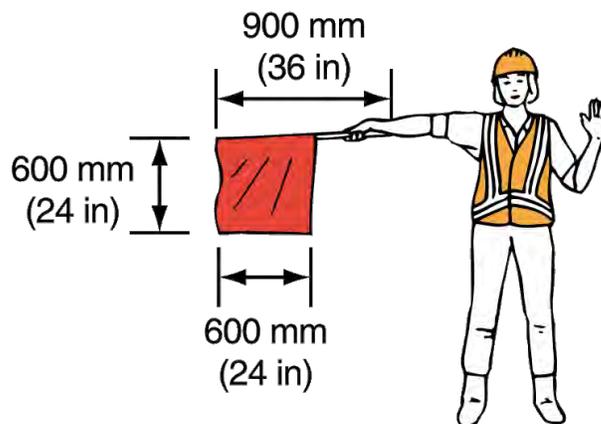


4.3 Emergency Situation: Warning Flags

During emergency situations, red flags, meeting the specifications of the MUTCD, may be used to draw a driver's attention to particularly hazardous conditions. In nonemergency situations, a red flag may be held in a flagger's free hand to supplement the use of a sign paddle.

To STOP road users

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



To direct road users to PROCEED

The flagger shall stand facing the road users with the flag arm lowered from the view of the road users and shall motion with the free hand for road users to proceed. Flags shall not be used to signal road users to proceed.



To ALERT or SLOW road users

To alert or slow traffic, the flagger shall face road users and slowly wave the flag in a sweeping motion of the extended arm from shoulder level to straight down without raising the arm above a horizontal position. The flagger shall keep the free hand down..



Flags when used shall be red or fluorescent orange red in color, retro reflective at night, and shall be a minimum of 24 square inches, and shall be securely fastened to a staff that is approximately 36 inches in length. The free edge of a flag should be weighted so the flag will hang vertically, even in heavy winds.

When used at nighttime, flags shall be retroreflective red.

4.4 Emergency Situation: Flashlight with a Red Glow Cone

A flagger may use a flashlight with a red glow cone to supplement the STOP/SLOW paddle or flag at any time.

When a flashlight is used for flagging in an emergency situation at night in a non-illuminated flagger station, the flagger shall hold the flashlight in the left hand, shall hold the paddle or flag in the right hand and shall use the flashlight in the following manner to control approaching road users.



- a. **To inform road users to stop**, the flagger shall hold the flashlight with the left arm extended and pointed down toward the ground and then shall slowly wave the flashlight in front of the body in a slow arc from left to right such that the arc reaches no farther than 45 degrees from vertical
- b. **To inform road users to proceed**, the flagger shall point the flashlight at the vehicle's bumper, slowly aim the flashlight toward the open lane, then hold the flashlight in that position. The flagger shall not wave the flashlight.
- c. **to alert or slow traffic**, the flagger shall point the flashlight toward the oncoming traffic and quickly wave the flashlight in a figure eight motion.

Chapter Five

Traffic Control Devices and Equipment

5.1 Temporary Traffic Control (TTC) Devices

Most TTC devices used in Washington State must meet crashworthy standards of the AASHTO Manual for Assessing Safety Hardware (MASH) 2016. See Standard Specification 1-2-04.3(3) for more information. ([Division 2 General Requirements - Standard Specifications \(wa.gov\)](#))

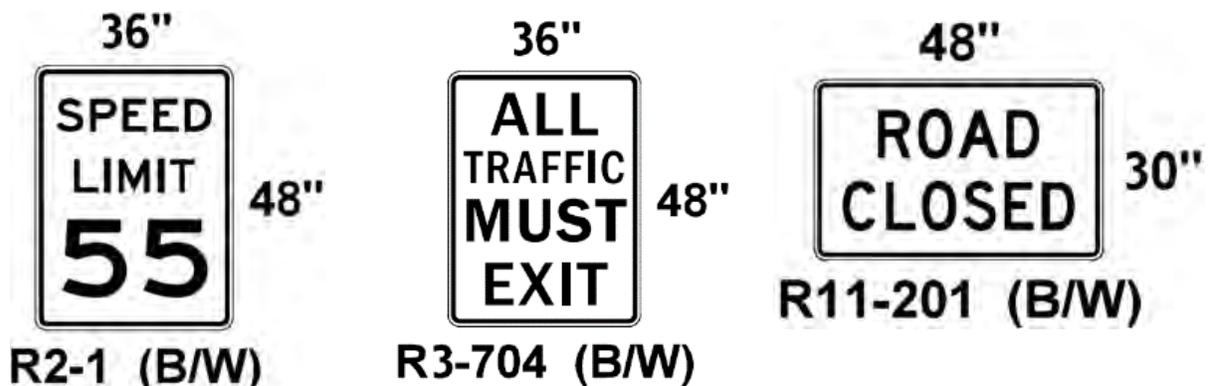
All TTC devices must be kept clean and in an acceptable condition as defined in the “*Quality Guidelines for Temporary Traffic Control Devices*”. A sign or traffic control device determined to be “not acceptable” shall be replaced as soon as possible. Limited copies of the Quality Guidelines book may be obtained from the American Traffic Safety Services Association ([www.atssa.com](#)).

5.2 Temporary Traffic Signs

Temporary Traffic Signs including those used in road construction and maintenance zones, fall into three categories.

Regulatory Signs (R-Series) - enforce legal requirements.

Examples:



Note: The speed limits on state highways are set by the State Traffic Engineer and cannot be changed without approval. Roadway surface issues such as loose gravel from chip seal operations, temporary width restrictions or lane shifts, application of a temporary traffic signal are some examples of when a speed limit may need to be reduced as shown on an approved traffic control plan.

Warning Signs (W-Series) - alerting drivers to specific hazards.

Flagging Example:



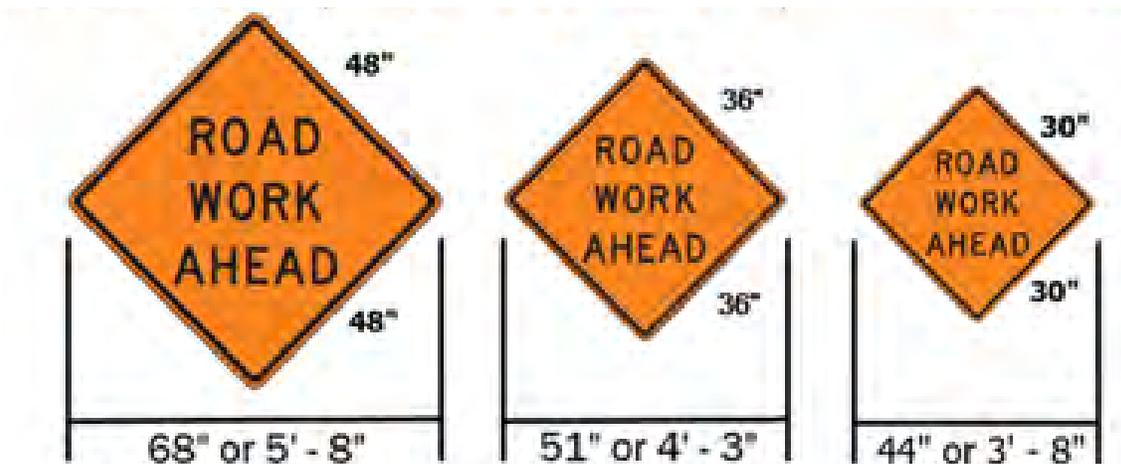
Other Examples:



A four-sign sequence is required for all flagging on roadways with posted speeds of 45 mph or higher. The “one lane road ahead” sign may need to be replaced with a more appropriate sign if flaggers are used for short traffic stops for truck crossing, tree falling, or other work and traffic will not be alternated in a single lane. Possible signs may be, Truck Crossing, Road Machinery, Utility Work Survey Crew, Blasting, worker symbol sign or simply a sign saying Workers (this sign could be a very generic yet appropriate solution in many cases)

If the above signs are not available or appropriate for the operation, an acceptable alternative would be to repeat the “**Flagger Ahead**” symbol sign or the “**Be Prepared to Stop**” sign. Again, the preferred method is to use the sign that most appropriately describes the roadway condition or work operation.

TYPICAL MINIMUM DIAMOND-SHAPE SIGN SIZES		
ROADWAY	WSDOT	MUTCD (TABLE 6H-1, PAGE 803)
FREEWAY (MAINLINE & RAMPS)	48" X 48"	48" X 48"
ROADWAYS 45+ MPH	48" x 48"	36" X 36"
ROADWAYS 40 MPH or LESS	36" X 36" MIN 30" X 30" OK (\leq 30 MPH)	36" X 36" (35-40 MPH) 30" X 30" (\leq 30 MPH)



Guide/Informational Signs (E, G, I, M-Series) - gives motorists information. In the work zone they typically include detour route information.

Examples:



[BACK TO TABLE OF CONTENTS](#)

Temporary signs shall be mounted on portable supports which are designed to be crashworthy in accordance with MASH 2016.

The bottom of the signs **must be at least one foot above the traveled way.**

Signs are generally placed on the right-hand side of the road.

Where special emphasis is needed, warning signs may be placed opposite each other, on both the right-hand and left-hand sides of multi-lane roadways.



For more information on temporary signs reference MUTCD Chapter 6F.

A one-foot minimum mounting height is required for temporary signs. Five-foot mounting height is recommended in some case to be more visible above channelizing devices or barriers.

Where it is necessary to add weight to signs for stability, sandbags or other similar ballast may be used, but the **top of ballast** shall not be more than 4-inches above the Roadway surface and shall not interfere with the breakaway features of the device.

5.3 Portable Changeable Message Signs (PCMS)

1. Are a supplement to required static signs and shall ***not*** be used to replace required signs.
2. Shall meet the minimum visibility and legibility standards established in the MUTCD 6L.05.
3. The preferred message cycle should consist of **no more than two message displays at 2.0 seconds each**. Refer to MUTCD Table 1D-2 for a list of acceptable message abbreviations. Drivers should be able to read the message cycle twice at the posted speed.
4. Consider use of a truck mounted PCMS for protective and shadow vehicles to allow for maximum flexibility.

When locating a PCMS in the field:

1. Bottom of sign panel shall be a minimum of 7 feet above roadway in urban areas and 5 feet above the roadway in rural areas when it is in the operating mode.
2. Except when the PCMS trailer is actively being moved, it shall be detached from the towing vehicle. **Towing trailer devices with the display active as a mobile operation is not allowed.**
3. Try to place behind guardrail or barrier.
4. Select widened shoulder areas to maintain a minimum 2-foot lateral clearance to the edge of the travelled lane.
5. Place a taper of at least three channelizing devices in advance of the PCMS (drums or cones as appropriate).
6. Consider the other signage in the area and try to space at least 500 feet from other signs (800 feet is preferred).
7. Avoid locations where drivers' attention is focused on decision points like exits and on ramps. Do not place within gore areas and try to place 1,000 feet or more beyond an exit.
8. Avoid placing in areas such as the outside of a curve where it is in the natural path of an errant driver.
9. **Because they are not a crashworthy device, a PCMS is to be removed when it is not displaying any messages.** (They may remain for short durations with no display for staging purposes or when an intermittent message is needed during work operations.) If the PCMS cannot be placed with the guidelines above, then evaluate the added value versus the risk. Use of permanent message signs, when present, may be considered for high impact operations.

Example: Portable Changeable Message Sign (PCMS)

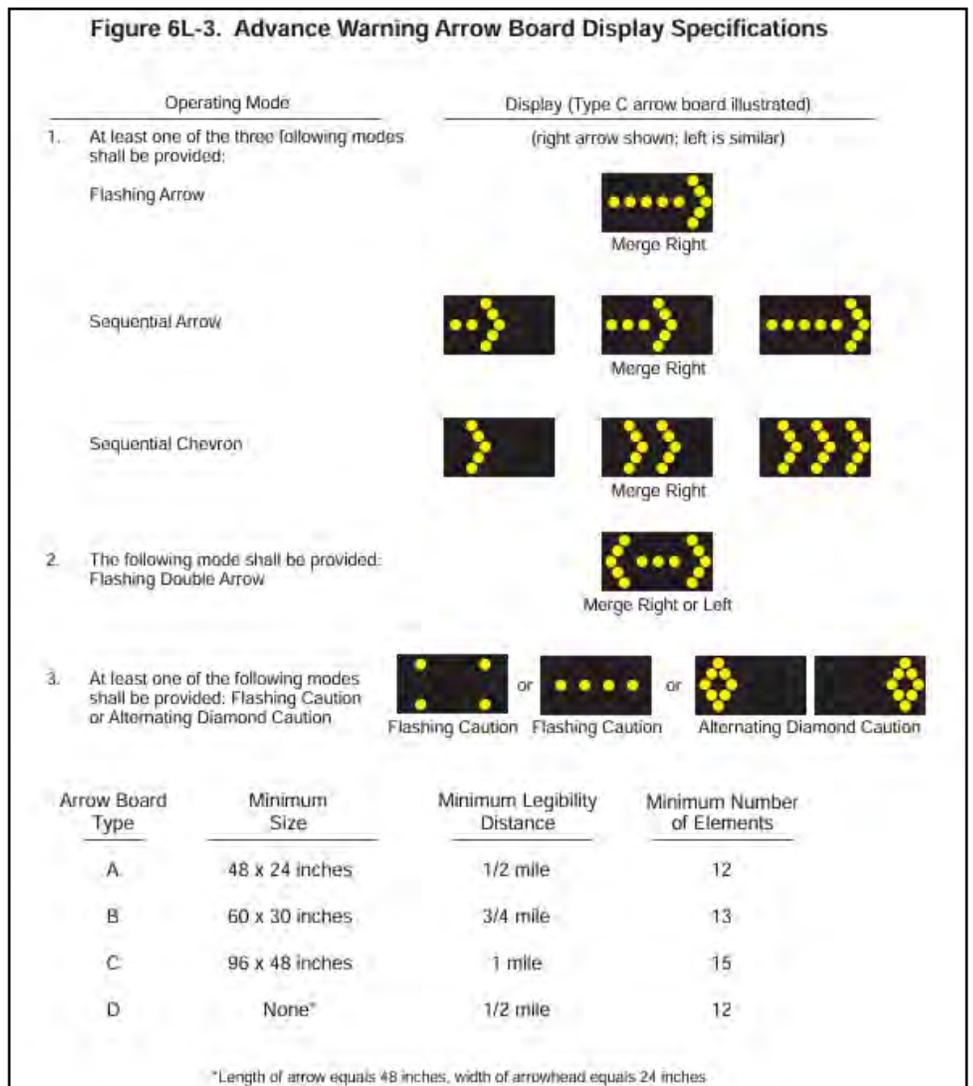


5.4 Arrow Boards

1. Arrow boards shall meet the minimum size, visibility, legibility distance, number of elements, and other specifications as shown in the MUTCD Section 6L.06.
2. Used on multi-lane roads for during lane closures. A separate arrow board is required for each lane being closed.
3. Arrow boards in arrow or chevron modes shall not be used on a two-lane, two-way roadway.
4. Arrow boards shall not be used to laterally shift traffic.
5. Arrow boards shall be used in the caution mode when used for shoulder closures.
6. Per WSDOT standard specification the **four-corner flashing caution mode** shall be used.
7. The arrow board shall be located behind channelizing devices (unless used in mobile operations where it is truck mounted).
8. An arrow display mounted on a shadow (early warning) vehicle is allowed on mobile lane closure operations.

9. Type "C" arrow boards are required for high-speed, stationary lane closures. Type "B" arrow boards are allowed for maintenance and mobile lane closure operations. (See MUTCD Section 6L.06 for additional information on arrow boards.)

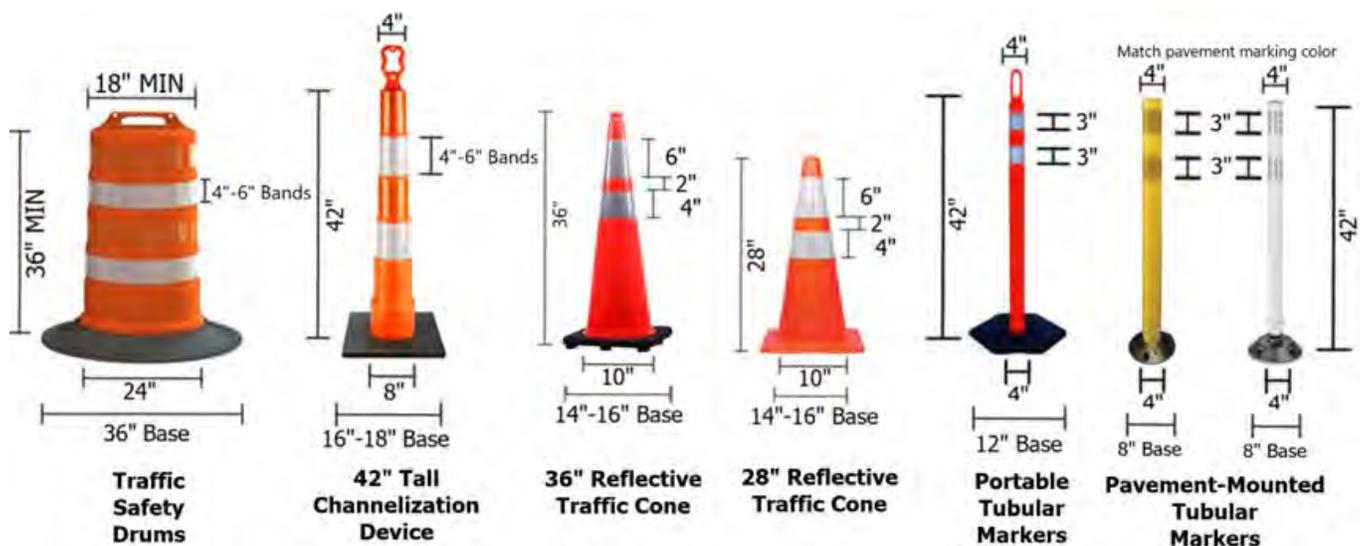
10. If the arrow board is not in use, it should be removed or shielded.



5.5 Channelizing Devices

When construction or maintenance activities block a portion of a roadway, channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way. They are also used to channelize vehicular traffic away from the workspace, pavement drop-offs, pedestrians or shared use paths, or opposing directions of vehicular traffic.

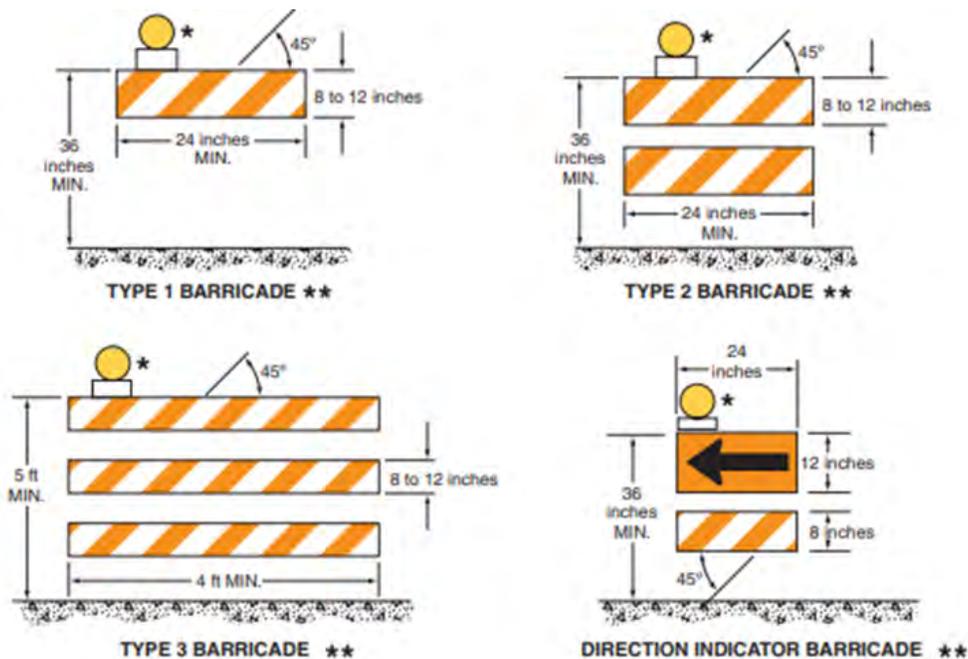
- Traffic safety cones are the most common devices used in a work zone. The minimum cone size of 18 inches tall is only allowed during daylight hours on 40 MPH or lower roadways. At night and/or for speeds of 45 mph or higher, cones must be a minimum of 28 inches tall and have retro-reflective bands. **WSDOT standard specification 9-35.9 states that cones shall conform to the requirements of the MUTCD, except that the minimum height shall be 28 inches. These specifications are used for WSDOT and local agency projects.**
- Tubular markers having a uniform diameter and at any height, should only be used where space restrictions do not allow for other more dominate devices. Tubular markers may be used to divide opposing traffic lanes, divide open lanes in the same direction on low-speed roads and to delineate the edge of a pavement drop off.
- Tall Channelizing devices are a minimum of 42 inches tall, using a tapered cone type shape and are a good option for use on high-speed roadways in lieu of 28-inch cones due to their greater visibility.
- Traffic safety drums shall be a minimum 36 inches tall and are the most dominant and preferred device for high-speed high-volume highways because they have the greatest visibility. Drums shall have horizontal and circumferential retroreflective banding around the drum for visibility.
- Vertical flat panel devices and devices with directional stripe patterns are not allowed due to frequency of placement errors.



5.6 Barricades

Generally used for road or ramp closures along with other channelizing devices and appropriate signing. Barricades used in work zone applications are portable devices with three primary types:

1. **Type 1 Barricade** – Used on lower speed roads and streets to mark a specific hazard or can be used for sidewalk closures as appropriate.
2. **Type 2 Barricade** – Used on higher speed roadways and has more reflective area for nighttime use to mark a specific hazard.
3. **Type 3 Barricade** – Used for road closures.



* Warning lights (optional)

** Rail stripe widths shall be 6 inches, except that 4-inch wide stripes may be used if rail lengths are less than 36 inches. The sides of barricades facing traffic shall have retroreflective rail faces.

Striping - The 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD) discusses Type III Barricades under Section 6K.07. The MUTCD states that Type III Barricades should be used to close or partially close a road. The stripes on barricade rails shall be alternating orange and white retro reflective stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. Barricades used on freeways, expressways, and other high-speed roadways shall have a minimum of 270 square inches of retro reflective area facing road users.

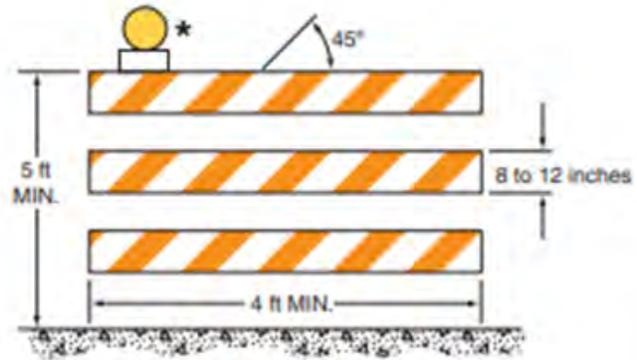
Signs Mounted Separately from Barricades - The best method of using signs with barricades is to mount the sign on a crashworthy support with a one-foot mounting height just ahead of the barricade or on a five-foot mounting height just behind the barricade. The advantage of this system is that both the barricade and the sign are both crashworthy.

5.7 Warning Lights

Warning lights are either flashing (type A or B) when mounted to barricades/sign installations or, steady burn (Types C, or D) when mounted on channelizing devices. **Attach warning lights per the manufacturer's recommendations to be crashworthy.** See the MUTCD Section 6L.07 for additional information.

There are four types of warning lights:

1. **Type A** (low-intensity flashing)
2. **Type B** (high-intensity flashing)
3. **Type C** (steady burn)
4. **Type D** (360-degree steady burn)



5.8 Automated Flagger Assistance Device (AFAD)

An AFAD is used instead of a paddle to control the movements of traffic and operated remotely by a flagger located off the roadway and away from traffic increasing flagger safety. When sight distance to the flagging station and/or flagger escape routes will be limited, consider using an AFAD. A pilot car operation is still recommended for longer work areas. (See TCP 2). Additional information is available concerning AFAD use in the MUTCD Section 6D, Section 6L.03 and 6L.04. (See TCP 3).



“Red/Yellow Lens” AFADs are the required type per WSDOT specifications.

5.9 Portable Signal Systems

Portable traffic control signals are trailer mounted traffic signals used in work zones to control traffic instead of using an actual flagger. The maximum distance between signal heads is 1,500 feet to minimize wait time and clearance interval. These versatile, portable units allow for alternative power sources such as solar power, generator, and deep cycle marine batteries in addition to AC power. Portable signals are typically used in work zones to control traffic such as temporary one-way operations along a two-lane, two-way highway where one lane is closed, and alternating traffic movements are necessary.

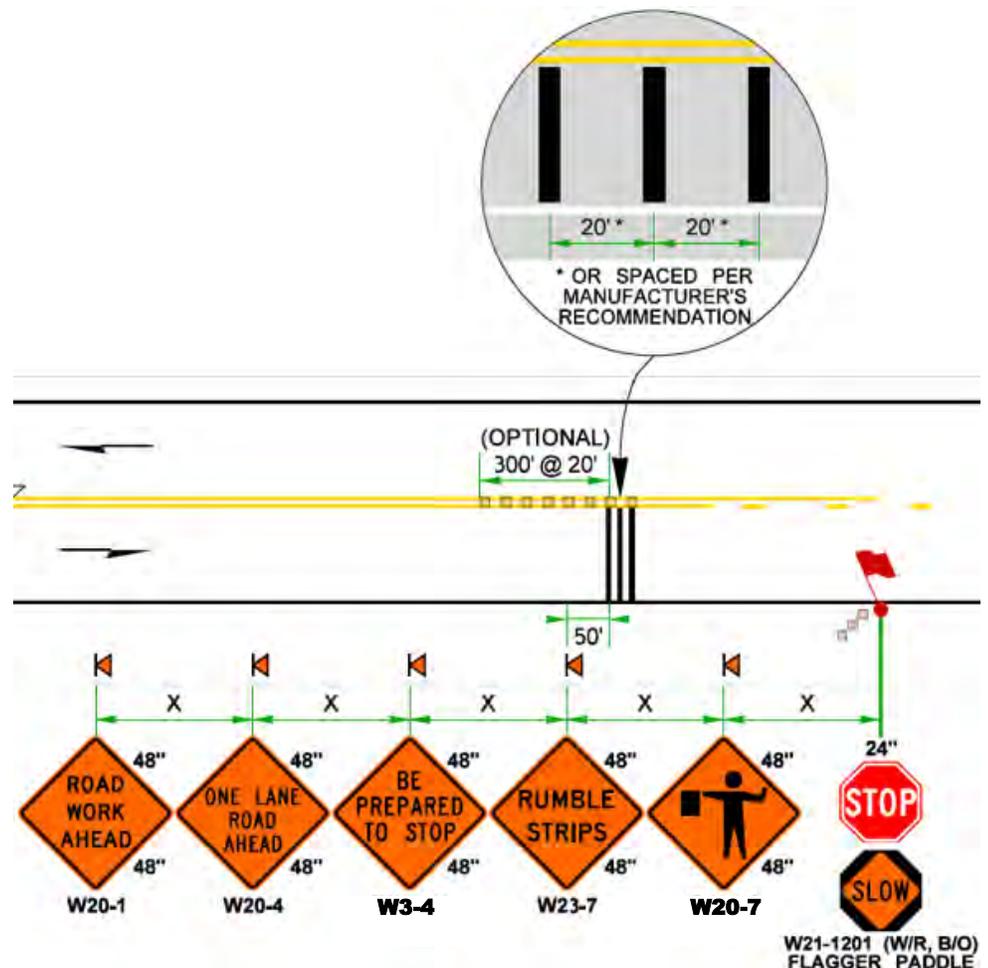


5.10 Portable Temporary Rumble Strips

The fundamental purpose is to alert a distracted driver through the audible and rumble effect, particularly on high-speed, very rural highways approaching flagging stations, or temporary signals. Portable rumble strips stay in place with friction alone, there are no nails or glues that hold it to the roadway as they weigh over 100 pounds per strip, but they need to be checked during the hourly inspections at a minimum. Portable rumble strips and they should not be placed in horizontal curves. Only approved manufacturers and models are allowable on all WSDOT projects.

Temporary rumble strips are placed transversely (perpendicular to flow of traffic) across the approaching lane in two sets of 3 at spacing based on the manufacturer's recommendation.

When temporary rumble strips are in place, install the W23-7 "RUMBLE STRIPS" sign about 50'± in advance. Like the "BUMP" sign, the "RUMBLE STRIPS" sign needs to be closer to the rumble strips than "X", which can be 800'± for 60-65mph highways.



5.11 Radar Speed Display Signs (RSDS)

The fundamental purpose is speed reduction benefits, which average about 5 mph. National research has repeatedly shown the RSDS, also known as “speed trailer,” as one of the most effective devices at reducing vehicle speeds. RSDS are most effective when they include an existing posted speed limit sign.



5.12 Flares

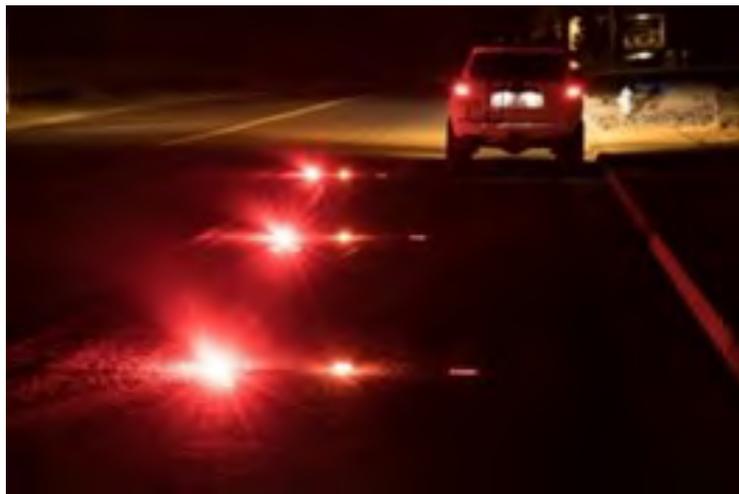
All work vehicles should carry a supply of flares. Use flares only to alert drivers to emergencies.

Emergencies are defined as unforeseen occurrence endangering life, limb, or property.

Use caution at incident sites where flammable materials, such as fuel spills, are suspected. Consider carrying electronic flares or orange/red glow sticks for use instead of incendiary flares where flammable materials are suspected. Electronic flares or light sticks should be removed when the incident has been terminated.



Examples:
Electronic Road



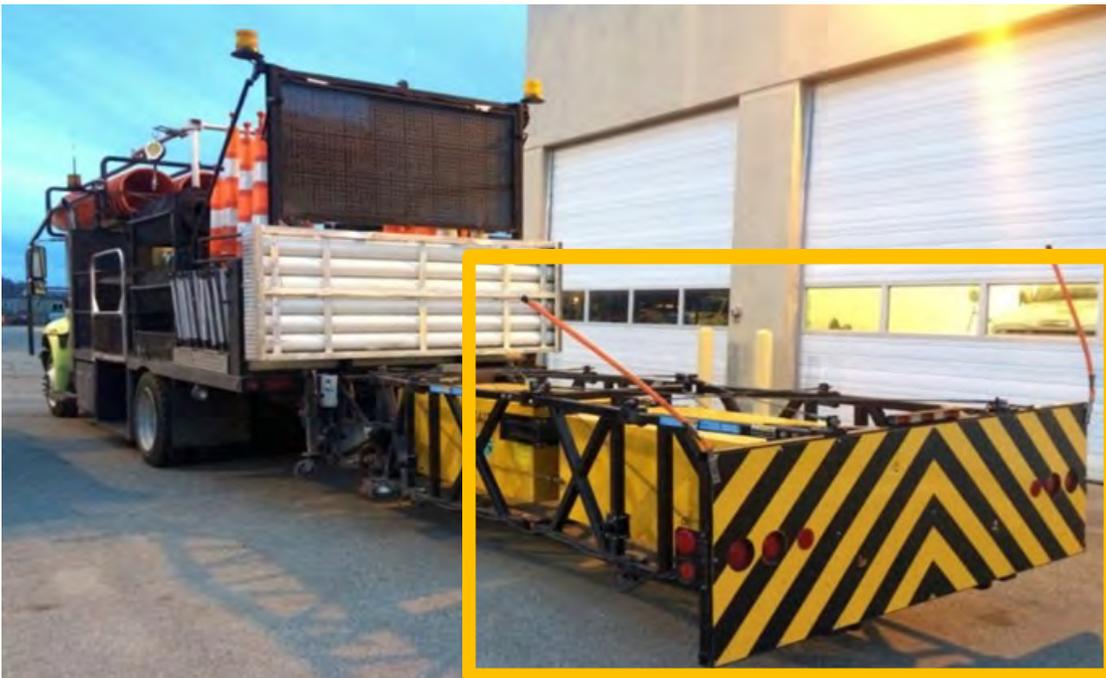
5.13 Truck-Mounted Attenuators

A truck-mounted attenuator (TMA) is a portable impact attenuator attached to the rear of a host vehicle with a weight range in accordance with the manufacture's recommendations.

The TMA is used as a shield to prevent errant vehicles from entering the work area. During use, the attenuator shall be in the fully deployed position. For stationary operation, the parking brake shall be set, and the tires aligned straight as per manufacturer's direction. A roll ahead distance is required between the TMA and the work area based on the host vehicles weight and the traffic speed. Roll ahead distance is a clear zone that should never have anything or anyone within it.

Considerations for the use of TMAs:

1. TMA use is always recommended but may be required on freeway or high-speed high-volume highway work areas.
2. Operations requiring personnel in the work zone on foot or lift-bucket truck operations, a TMAs should be strongly considered.
3. In stationary work zones it is recommended that the TMA host vehicle is not occupied.
4. See the TCPs for TMA placement and roll ahead distance requirements.



Highlighted Example: TMA attached behind a Traffic Control Placement Vehicle.

5.14 Vehicles

- **Work Vehicle** – All work vehicles within the work zone must be equipped with an approved flashing warning beacon with 360-degree visibility. Consideration must be given to the location of workers in relation to the work vehicles. Worker safety can be jeopardized if the motorists’ attention is focused on the work vehicle and beacon.

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT 22,001+ lbs.		
UP TO 40 MPH	45-55 MPH	60+ mph	UP TO 40 MPH	45-55 MPH	60+ MPH
100 feet	123 feet	172 feet	74 feet	100 feet	150 feet

- **Protective Vehicle** – A vehicle strategically placed in advance of the work area with the proper roll-ahead distance to protect workers if impacted. A TMA is always recommended and may be required in some operations. Refer to the TCPs for specific information on roll ahead distances and TMA requirements.
- **Shadow Vehicle** – A vehicle used in a mobile operation to provide advance warning information for motorists and to operate as a protective vehicle for the work vehicle. These vehicles often include a truck mounted Portable Changeable Message Sign/ Arrow Board to provide temporary traffic control information to the motorists. Consider turning the flashing beacon off to reduce any confusion with arrow board display.



Chapter Six

Temporary Traffic Control Zone

6.1 Temporary Traffic Control Zone

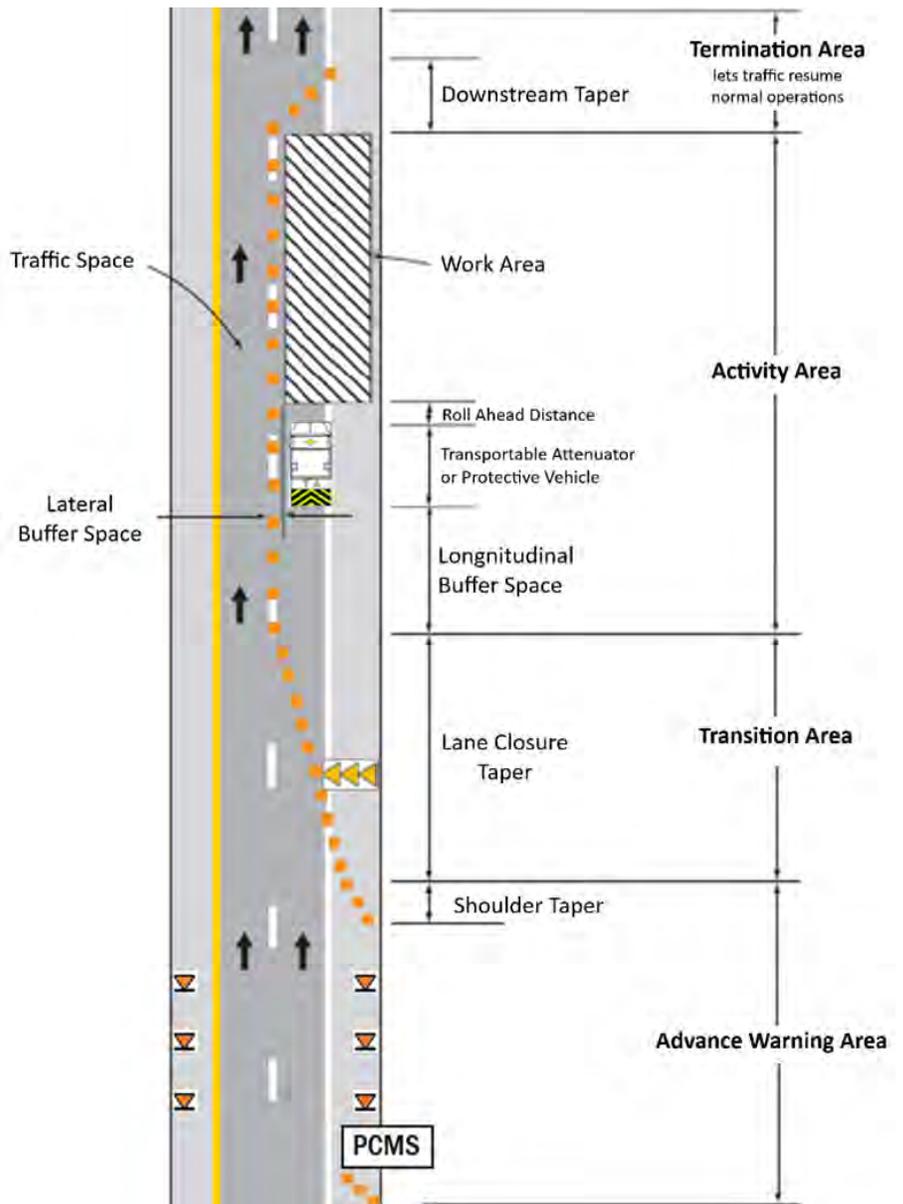
Temporary Traffic Control Zone—an area of a highway where road user conditions are changed because of a work zone or incident using temporary traffic control devices, flaggers, uniformed law enforcement officers, or other authorized personnel.

The temporary traffic control zone is designed to:

- Alert the road user that there is work on or near the roadway ahead.
- Inform the road user what actions they need to perform, like being prepared to stop, merge left or right or follow detour routes.
- Guide the road user through or around the work zone.
- Provide buffer space around the work area to increase safety in case of driver errors.
- Provide bicyclists, pedestrians, including those with disabilities, safe passage through the temporary traffic control zone.
- Provide adequate space for work activities to be performed.

A temporary traffic control zones begin at the first warning sign (or PCMS) through the last traffic control device and typically consist of the four areas and shown in the figure below (2-lane freeway shown, other work zones similar):

1. Advance Warning Area
2. Transition Area
3. Activity Area
4. Termination Area



6.2 Advanced Warning Area

This is the section of the temporary traffic control zone where motorists are informed about the upcoming work zone and what to expect. This area will be where you place the advanced warning signs such as “Road Work Ahead”, “One Lane Road Ahead”, and “Flagger Ahead”. A PCMS may be shown on the traffic control plan as the first device ahead of the warning signs. Remember, four warning signs are required in the advanced warning area on 45 MPH or higher roadways when flagging.

Signs are generally installed on the right-hand side of the road. Where special emphasis is needed, warning signs may be placed on both the right- and left-hand side of the road. When placed on portable sign stands, the bottom of the sign must be at least one foot above the traveled roadway. In areas with high wind, sand bags, also known as ballast, can be used, the top of the ballast shall not be any taller than 4 inches above the traveled roadway and shall not interfere with the breakaway features of the device.

All signs used during the hours of darkness must be made of retroreflective sheeting so the sign looks the same in both daylight and darkness.

WSDOT traffic control plans use “X” to denote sign spacing.

Where it is necessary to add weight to signs for stability, sandbags or other similar ballast may be used, but the top of ballast shall not be more than 4-inches above the Roadway surface and shall not interfere with the breakaway features of the device.

Recommended Temporary Sign Spacing (1)

FREEWAYS & EXPRESSWAYS		1000'+
HIGHWAYS, ROADS, & STREETS	60-70 MPH	800'+
	45-55 MPH	500'+
	35-40 MPH	350'+
	20-30 MPH	200'+ ⁽²⁾

(1) If necessary, spacing should be adjusted (increased or decreased) for field conditions or based on engineering judgement.

(2) Recommended spacing is 100' +/- on urban streets 25 mph or less.

6.3 Transition Area (Tapers)

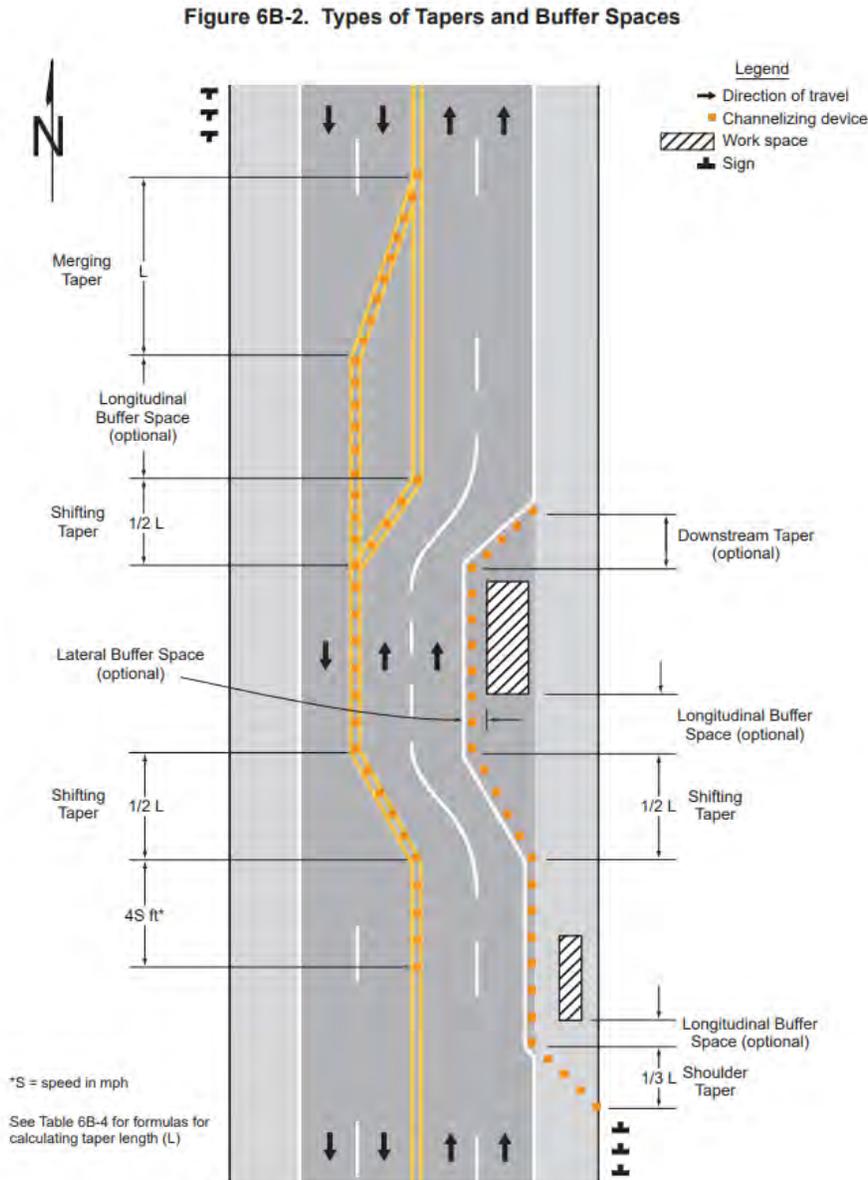
Tapers are used to direct traffic out of their normal path (they are also used in termination areas).

Whenever tapers are to be used near an interchange ramp, crossroads, curves, or other influencing factors, the location of the tapers should be adjusted to avoid these areas.

Tapers are created by using a series of channelizing devices and/or pavement markings to move traffic out of or into the normal path.

TAPER LENGTH: Per MUTCD Table 6B-3	
Types	Minimum Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic	50 feet min - 100 feet max
Downstream Taper	100 feet per lane

Types of tapers and buffer spaces are shown in Figure 6B-2



Merging Taper = L minimum

Used to move traffic laterally merging with an adjacent lane of traffic. A merging taper requires the longest distance because drivers are required to merge into common road space. A merging taper should be long enough to enable merging drivers to have adequate advance warning and sufficient length to adjust their speeds and merge into a single lane before the end of the transition.

Minimum Lane Closure Taper Length = L	
Posted Speed Limit	Formula
≤ 40mph	$L = \frac{W * S^2}{60}$
≥ 45mph	$L = W * S$
L = Minimum Lane Closure Taper Length (feet) W = Lane Width (feet) S = Posted Speed Limit (miles per hour)	



The following table assumes 12-foot wide lanes and rounds the merge (lane closure) taper length up based on [maximum channelization device spacing](#):

MINIMUM LANE CLOSURE TAPER LENGTH = L													
LANE WIDTH	SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70	75
12'	L (feet)	80	140	180	270	330	540	600	680	720	800	840	920

Per WAC 468-95-301 MUTCD Section 6K.01, Paragraph 4, is amended to read:

“The spacing between channelizing devices at tapers should not exceed a distance in feet equal to 1 times the speed limit in mph, up to a maximum of 40 feet. The spacing between channelizing devices along tangents should not exceed a distance in feet equal to 2 times the speed limit in mph, up to a maximum of 80 feet, except during working hours at active construction egress and ingress locations where a 120-foot gap between channelizing devices is permitted.”

WSDOT Recommended Maximum Channelizing Device Spacing

MAXIMUM CHANNELIZING DEVICE SPACING		
MPH	TAPER	TANGENT
45-75	40'	80'
20-40	20'	40'

Shifting Taper = 1/2 L minimum

Used when traffic is moved laterally into a different travel path but the number of through lanes is not reduced. A shifting taper should have a length of 1/2 L but when space is available, a longer taper can be beneficial.



W1-3R
(30 MPH OR LESS)



W1-4L
(35+ MPH)

Shoulder Taper = 1/3 L minimum

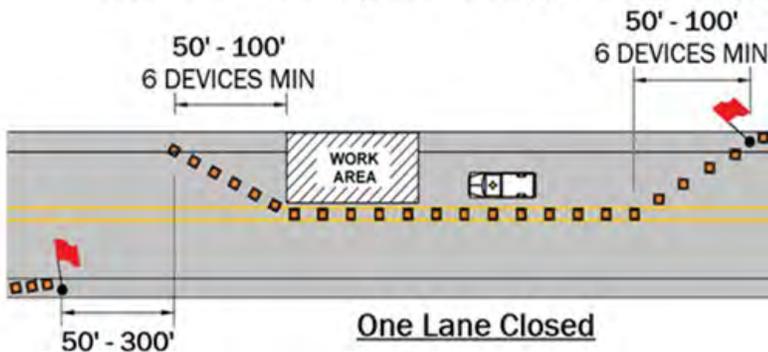
Used to close a shoulder when work activities occupy the shoulder or used in advance of a lane closures when drivers might be mistake the shoulder as a driving lane. Shoulder tapers should have a length of at least 1/3 L. If a shoulder is used as a travel lane, either through practice or during a temporary traffic control activity, a normal merging or shifting taper should be used.



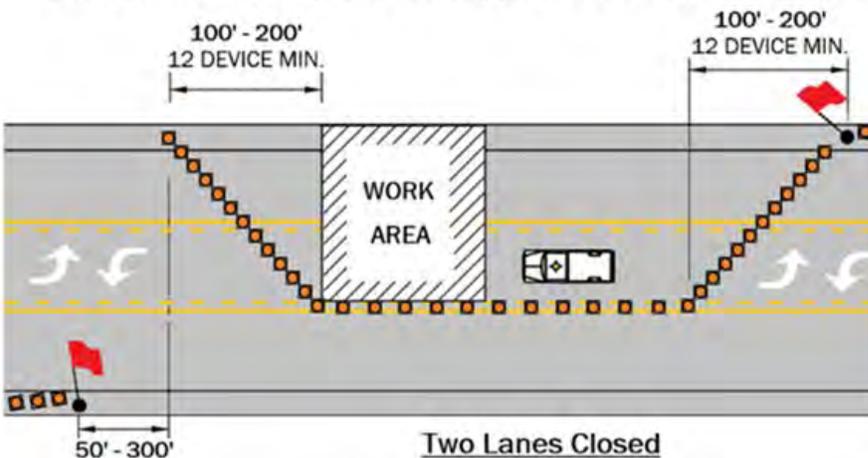
One-Lane, Two-Way Taper = 50' to 100'

Also known as a **flagger taper**, used to guide traffic into the open lane when the flagger directs traffic to proceed. **This taper length is not calculated**, it will be the same length regardless of the speed limit. A one-lane, two-way taper is used in advance of an activity area that occupies part of a two-way roadway in such a way that a portion of the road is used alternately by traffic in each direction. A one-lane, two-way taper is denoted by "50-100 feet" on traffic control plans. This taper is used for flagging operations only and shall include a minimum of 6 channelization devices separated at a maximum of 20 foot spacing.

Below shows a two-way, one-lane flagger controlled **single** lane closure configuration and photo:



Below shows a two-way, one-lane flagger controlled **double** lane closure configuration and photo:



6.4 Activity Area

This is the section of the roadway where work is being conducted. The activity area is comprised of four components:

Work Space

The area where workers and equipment occupy the roadway. The work area may be stationary or may move as work progresses.

In long duration work zones, the work area and traffic space may be separated by using temporary barriers (concrete or steel) or other positive protection devices.

For shorter durations where barriers are not feasible, consider increasing the distance between the two spaces by closing additional lanes or shifting traffic away from the work area so that motorists or workers who stray out of their respective spaces can recover and return to the proper space.

Traffic Space

Traffic space is the portion of the highway in which road users are routed through the activity area.

Longitudinal Buffer Space

A longitudinal space begins at the end of the taper ending at the protective vehicle. Workers, equipment, vehicle(s), or materials should **not** be stored or positioned within this space as it provides a recovery area for errant vehicles to come to a stop. WSDOT recommends a full buffer space when feasible, but they are optional per the MUTCD Section 6B.06. The MUTCD **Table 6B-2 “Stopping Sight Distance as a function of Speed”** is used to determine the length of the longitudinal buffer space.

Lateral Buffer Space

The space between an open lane of traffic and the adjacent work area, temporary barrier, work vehicle, protective vehicle, shadow vehicle or drop-off. A minimum of 2-foot lateral buffer space or more may be recommended.

Channelization devices used to close a lane or shoulder should not encroach into adjacent open lanes. If encroachment is necessary, closing the lane is recommended to provide lateral buffer space to the work zone.

In the case of short-term lane closure operations, the adjacent lane may need to be closed or traffic may need to be temporarily shifted onto a shoulder to maintain a lateral buffer space.

**Table 6B-2.
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

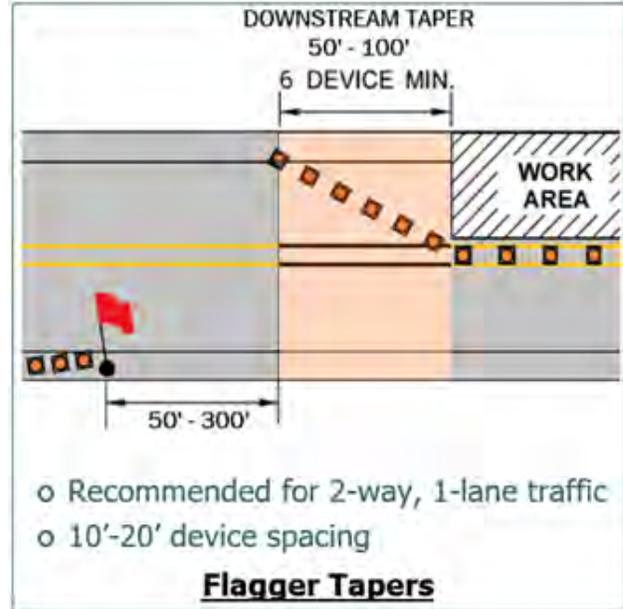
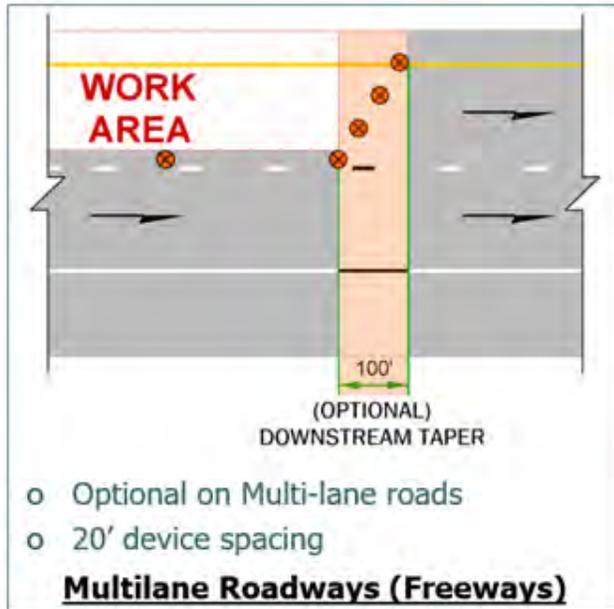
*posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated stopping speed in mph.

6.5 Termination Area

This is the area of the roadway where the road users return to their normal path of travel. The termination area extends from the end of the activity area to the last temporary traffic control devices, such as an “End of Road Work” sign, or a downstream taper.

Downstream Taper (used in the termination area)

A downstream taper should have a length of 50-100 feet per lane with 6 devices placed at a spacing of approximately 20 feet.



6.6 Installation and Removal of a Temporary Traffic Control Zone

Workers placing and removing temporary traffic control devices must be on the roadway which is open to traffic creating a more unexpected situation for the driver than the actual work zone itself. To minimize worker exposure to traffic and driver confusion, it's essential that the installation and removal operations proceed in an organized manner and be accomplished as quickly as possible. Prior to the beginning of any operation and before any crewmember is exposed to traffic, the crew will discuss pre-activity safety relative to the installation or removal of the TTC devices as shown on the Traffic Control Plan (TCP).

- Installation and removal shall be done in a manner which cause the least risk to traffic and provides for the safety and protection of the workers involved.
- Devices shall be installed in the direction that traffic is moving, this is referred to as “downstream”.
- The first device placed is the first advanced warning sign, which is typically the “Road Work Ahead” sign or symbol. The installation then proceeds downstream with the remaining advanced warning signs, then the transition area, and finally the termination area.
- The vehicle being used to haul the devices shall be highly visible with at least rotating beacons or strobe lights. Shadow vehicles used for the establishment of the temporary traffic control zone are recommended for additional safety, and if possible, utilizing a TMA.
- When possible, the temporary traffic control devices shall be removed in the reverse order of installation. This requires the crew to move “upstream” or against traffic through the work zone. If using a vehicle to pick up devices, the vehicle must have its headlights, beacons, and/or strobes on.



Work Zone Layout Ground-Level

Table 6B-2.

**Stopping Sight Distance
as a Function of Speed**

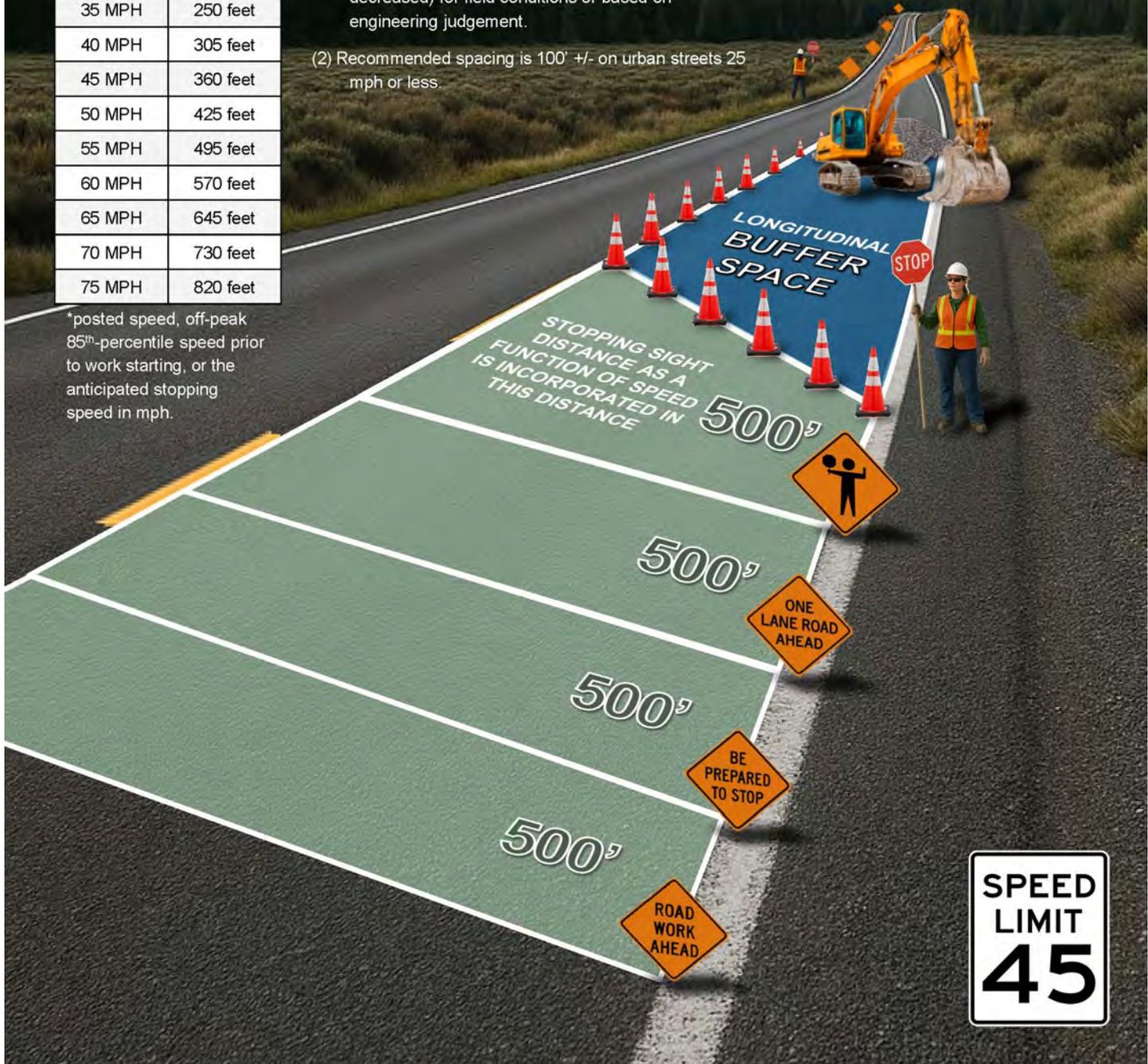
Speed*	Distance
20 MPH	115 feet
25 MPH	155 feet
30 MPH	200 feet
35 MPH	250 feet
40 MPH	305 feet
45 MPH	360 feet
50 MPH	425 feet
55 MPH	495 feet
60 MPH	570 feet
65 MPH	645 feet
70 MPH	730 feet
75 MPH	820 feet

*posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated stopping speed in mph.

Recommended Temporary Sign Spacing (1)

HIGHWAYS, ROADS, & STREETS	60-70 MPH	800'+
	45-55 MPH	500'+
	35-40 MPH	350'+
	20-30 MPH	200'+ (2)

- (1) If necessary, spacing should be adjusted (increased or decreased) for field conditions or based on engineering judgement.
- (2) Recommended spacing is 100' +/- on urban streets 25 mph or less.



Work Zone Layout Overhead View

Table 6B-2.
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

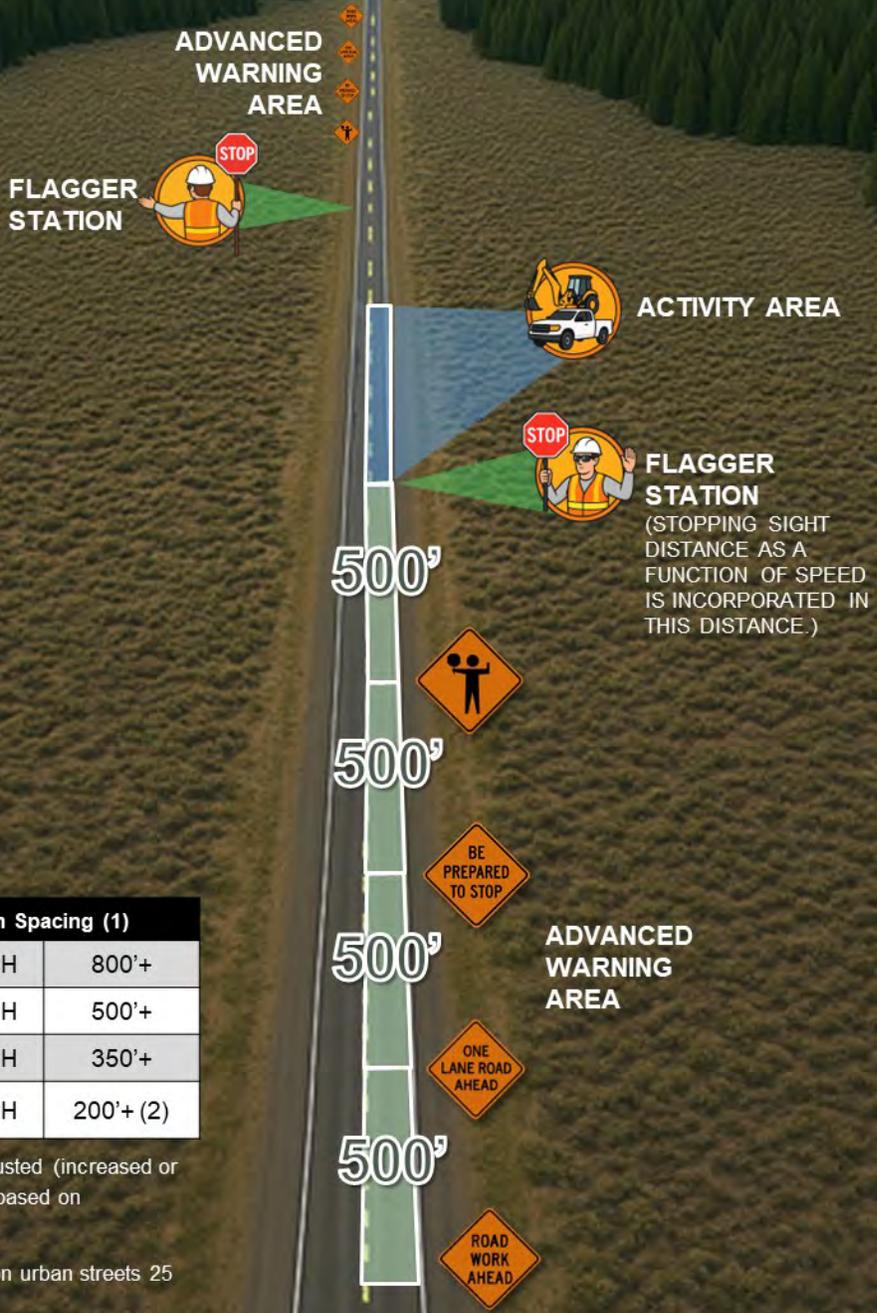
*posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated stopping speed in mph.

Recommended Temporary Sign Spacing (1)

	60-70 MPH	800'+
HIGHWAYS, ROADS, & STREETS	45-55 MPH	500'+
	35-40 MPH	350'+
	20-30 MPH	200'+ (2)

(1) If necessary, spacing should be adjusted (increased or decreased) for field conditions or based on engineering judgement.

(2) Recommended spacing is 100' +/- on urban streets 25 mph or less.



FLAGGER STATION
(STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED IS INCORPORATED IN THIS DISTANCE.)

ADVANCED WARNING AREA

Chapter Seven

Other road users and considerations

7.1 Pedestrians, Bicyclists and other considerations

Consideration shall be given to pedestrian and bicycle traffic where appropriate. Provide an alternate route when existing facilities must be temporarily interrupted due to work operations. Alternative routes need to be clearly delineated and separated from the work activities. Refer to MUTCD Chapter 6C for additional requirements.

Pedestrians

- **All pre-existing ADA compliant pedestrian facilities within the work zone must continue to comply with ADA requirements for access during work operations. Recommended best practices and technical guidelines can be found in the Public Right-of-Way Accessibility Guidelines ([PROWAG](#)).** Consider the following when addressing pedestrian issues within and around work zones:
- Pedestrian accessibility through or around the work area must be accounted for prior to starting work. If temporary pedestrian ramps are necessary, see the Plan Sheet Library under the Standard Plans site.
- Pedestrians should not be led into conflicts with work vehicles and equipment, or with vehicles moving through or around the work site.
- Pedestrians should be provided with an accessible, convenient path that replicates as nearly as practical the characteristics of the existing sidewalks or a footpath.
- Do not place signs and other traffic control devices within the pathway.
- **For Sidewalk closures, advance closure/direction signs are required at the nearest upstream crossing to minimize pedestrian's need to retrace their steps.**



Bicyclists

- Bicycles have a legal right of access to most highway facilities and provisions for their safe conduct through work zones are necessary.
- Provide for and sign an appropriate alternate route when activities close a designated (signed) bicycle path or shoulder bikeway. Where horizontal separation for bicycles and pedestrians existed prior to work, consider separating during work.
- When laying out alternative bicycle paths, make sure no overhead obstructions present a direct hazard to normal bicycle operation.
- Riding surfaces are important for safe bicycle operation. Loose gravel, uneven surfaces, milled pavement, and various asphaltic tack coats endanger the bicyclist. Consider the condition of the surface the bicyclist will be required to use.



Motorcyclists

The driving or roadway surface is also important for motorcyclist's safety. The same surfaces that are a problem for bicyclists are also difficult for motorcyclists. Stability at high speed is a far greater concern for motorcycle operations than cars on grooved pavement, loose gravel, milled asphalt, and abrupt edge tapers from existing pavement down to milled surfaces. Signing to warn motorcyclists of these conditions in a work zone is required by RCW 47.36.200 and WAC 468-95-305 .



The "Motorcycles Use Extreme Caution" sign shall be placed in advance of the appropriate condition warning signs when the condition exists. These signs will be required during non-working hours if the condition exists at the end of the work shift.



Schools

Work zone operations in the vicinity of schools require consideration to ensure that conflicts are kept to a minimum. Issues that should be considered are:

- Student path to and from the school.
- Parent drop off and pickup access.
- Bus movements for loading and unloading students.
- Coordination with crossing guards.
- School hours to minimize impacts.



Grade Crossings

When a grade crossing exists either within or in the vicinity of a temporary traffic control zone, lane restrictions, flagging or other operations shall not be performed in a manner that would cause highway vehicles to stop on the railroad or light rail transit agency tracks. A railroad flagger shall be provided at the grade crossing to minimize the possibility of highway vehicles stopping on the tracks, even if automated warning devices are in place. In Washington a grade crossing is considered as being within 25 feet of the centerline of the tracks.

Refer to TA-46 in Chapter 8 for a typical TCP involving grade crossings.

The agencies or companies that are responsible for the operation of the rails shall be contacted when any temporary traffic control zone may directly or indirectly influence the flow of traffic.

7.2 Work Duration

Work Duration is an important factor for determining the number and types of devices to be used in a TTC zone, as well as the traffic control plan that is the best fit for the work zone. Per the MUTCD Section 6N.01, the five categories of work duration and their time at a location shall be:

1. Long-Term Stationary: Work that occupies a location more than 3 days. Work that is to be completed in a long-term stationary closure will include nighttime requirements that will need to be met. Per WAC 296-155-305(7)(b), if flaggers are used on a job that will last more than one day, a current site-specific Traffic Control Plan is required.

2. Intermediate-Term Stationary: Work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour. Intermediate-term stationary projects extend into the hours of darkness, nighttime flagging requirements will need to be met.

3. Short-Term Stationary: Daytime work that occupies a location for more than 1 hour within a single daylight period.

4. Short-Duration: Work that occupies a location up to 1 hour. Safety should not be compromised in short duration work zones, all advance warning signs and required number of channelization devices are still a requirement.

5. Mobile: Work that moves intermittently or continuously. If flaggers are to be used in a mobile work zone, all signs and devices are still a requirement. Per the WAC 296-155-305(8) if a flagger is working in a mobile work zone the flagger must be within 1500 feet of the “Flagger Ahead” sign or symbol and the flagging station must be visible from the sign.

Chapter Eight

Stationary Work Zones

Stationary work zone operations may include paving/chip seal, pavement repair, light standard repair, sign installation, and bridge repair. Work operations may move from location to location within a stationary work zone.

The following TCPs are typical stationary traffic control setups from the WSDOT Work Zone Traffic Control Guidelines for Maintenance Operations and MUTCD. Additional TCPs can be found in the Work Zone Traffic Control Plans Library.

TCP 1 Typical-One Lane, Two-Way Traffic Control with Flaggers

For two-lane, two-way roadways with possible intersection.

TCP 2 Typical Pilot Car Operation

Supplements TCP 1 when additional control of traffic is necessary.

TCP 3 Typical Alternating One-Way Traffic with AFAD

This plan provides an example of the signing and device placement for a flagging operation utilizing an AFAD. Consider use of an AFAD for any flagging operation to increase safety.

TCP 4 Typical Alternating One-Way Traffic with Portable Rumble Strips

This plan provides example of the traffic control signing and device requirements for a portable rumble strip operation.

TCP 6 Intersection Lane Closure with Flaggers– Three-Lane Roadway

Typical urban location with two lanes and a center turn lane. This plan will most likely need modification or be used as an example in developing a site-specific plan to match actual configurations of lanes and turn pockets.

TCP 7 Intersection Lane Closure with Flaggers- Five-Lane Roadway

Typical urban location with two through lanes each direction and a center turn lane. This plan will most likely need modification or be used as an example in developing a site-specific plan to match actual configurations of lanes and turn pockets.

TCP 8 Typical Roundabout Flagging Operation

This plan is a basic example for the signing and device placement for work in the vicinity of a roundabout. Each roundabout location is unique, and a site-specific traffic control plan should be developed for the work operation.

TCP 9 Short Term Traffic Stop with Flaggers

For two-lane, two-way roadways when short traffic stops are needed.

TCP 10 Outside Lane Closures with Flaggers – Five-Lane Roadway

Typical urban location with two through lanes each direction and a center turn lane. This plan may be used when work will require short traffic stops for both directions of traffic.

TA-46 Work in the Vicinity of a Grade Crossing

SIGN SPACING = X (1)	
60-70 MPH	800' +/-
45-55 MPH	500' +/-
35-40 MPH	350' +/-
20-30 MPH	200' +/- (2)

HIGHWAYS, ROADS, & STREETS

(1) IF NECESSARY, SPACING SHOULD BE ADJUSTED (INCREASED OR DECREASED) FOR FIELD CONDITIONS OR BASED ON ENGINEERING JUDGEMENT
 (2) RECOMMENDED SPACING IS 100'-0" ON URBAN STREETS 25 MPH OR LESS

ALL SIGNS ARE 48" X 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED

LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	20	25	30	35	40	45	50	55	60	65
LENGTH (feet)	115	155	200	250	305	360	425	495	570	645

PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R

NO SPECIFIED DISTANCE REQUIRED.

STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW.

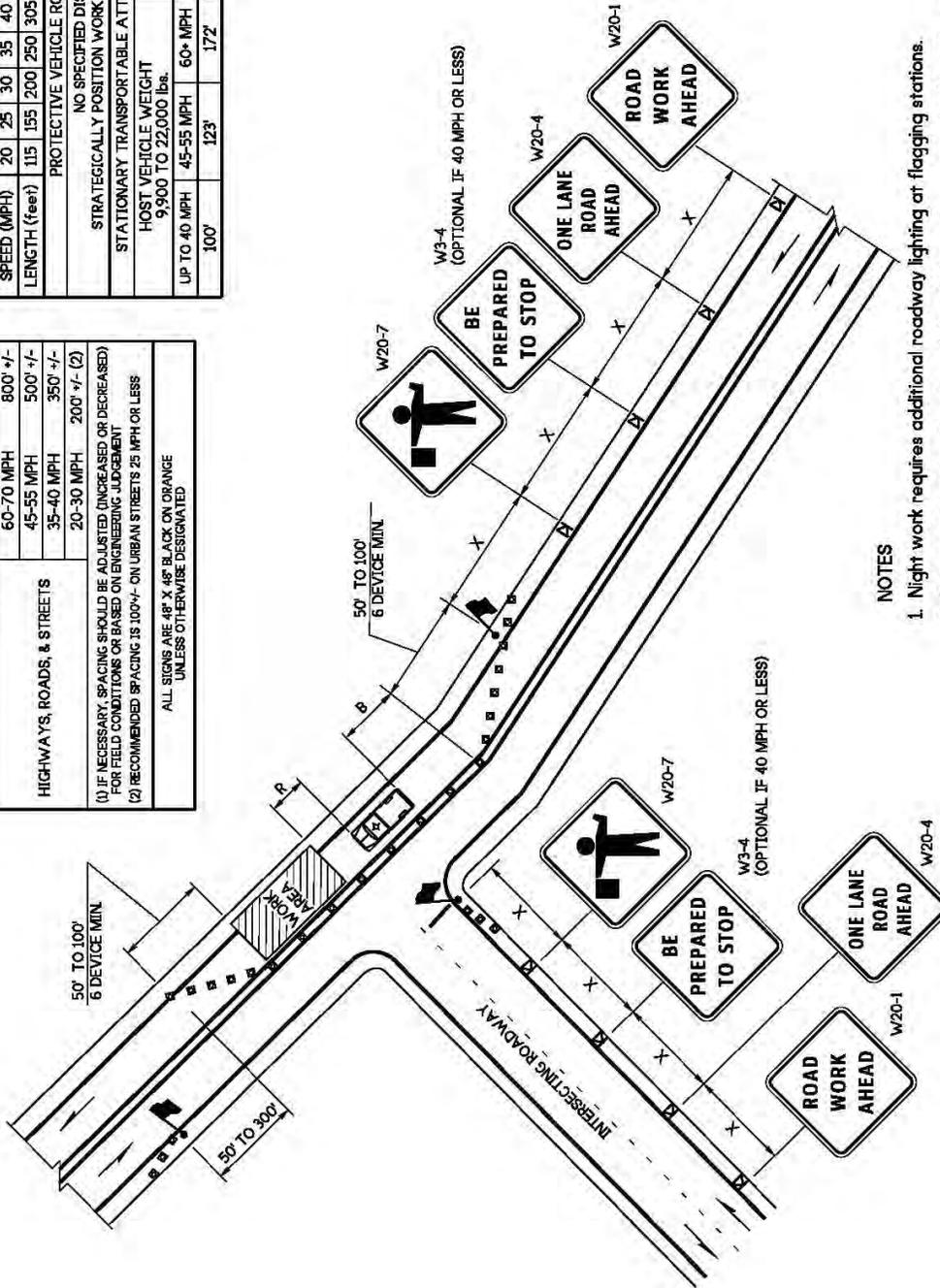
STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

HOST VEHICLE WEIGHT	
UP TO 40 MPH	9,900 TO 22,000 lbs.
45-55 MPH	60+ MPH
UP TO 40 MPH	45-55 MPH
60+ MPH	60+ MPH
100'	123'
172'	74'
100'	150'

MAXIMUM CHANNELIZING DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
45-65	20	80
20-40	20	40

PCMS	
1	2
FLAGGER	WATCH 4
1 MILE AHEAD	STOPPED TRAFFIC
2.0 SEC	2.0 SEC

A PCMS IS RECOMMENDED IN EACH DIRECTION 1 MILE +/- FOR QUEUE WARNING ON HIGH-VOLUME ROADWAYS



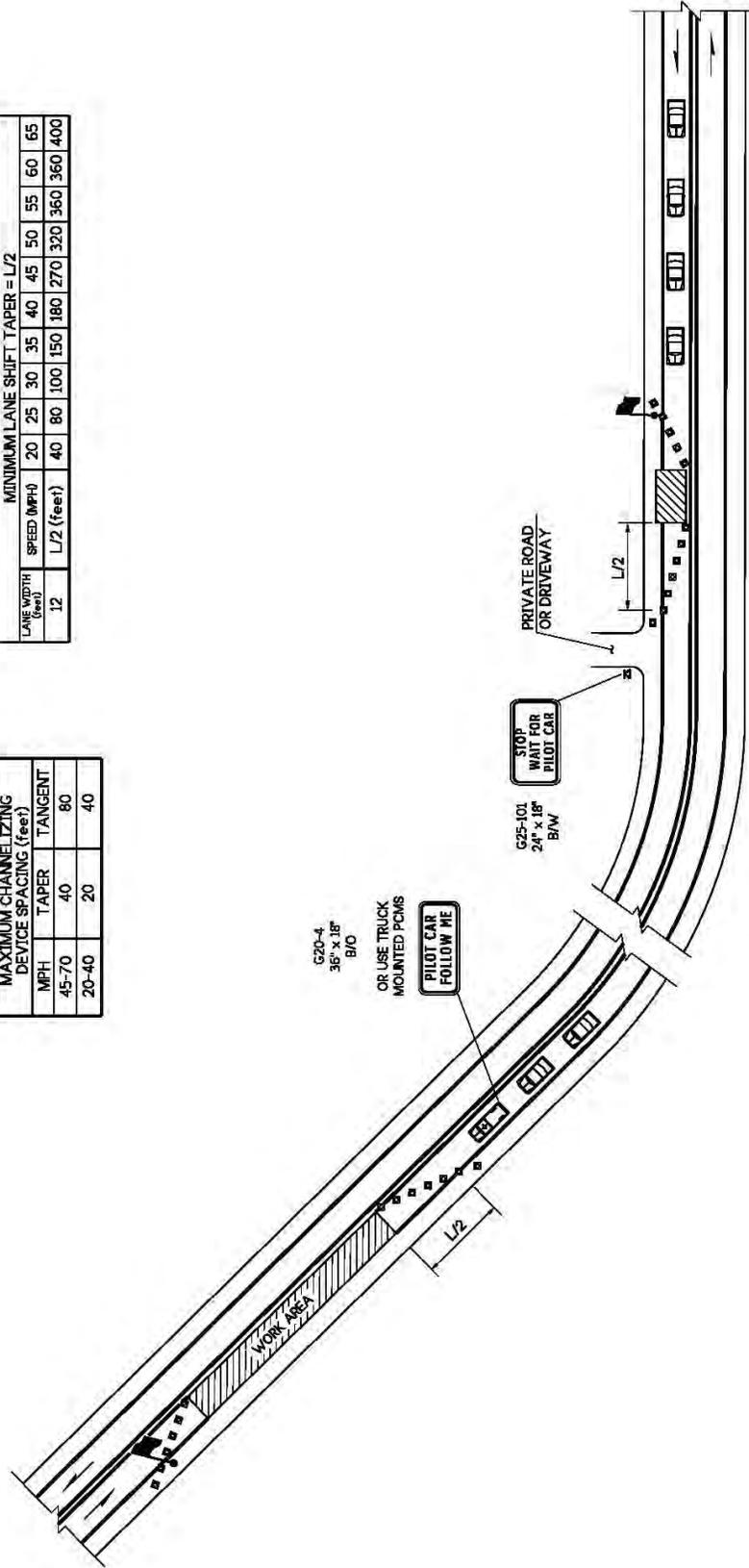
NOTES

1. Night work requires additional roadway lighting at flagging stations.
2. Recommend extending channelizing device taper across shoulder. Channelizing devices at flagger stations recommended.
3. Protective Vehicle recommended and may be a work vehicle strategically located to shield the work area.
4. For low-volume roadways with short duration work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible from both directions may be used.
5. Extend the buffer space to locate the flagger station in advance of a curve, if necessary. Approaching motorists need to see the flagger station at a distance no less than the longitudinal buffer space distance.
6. Flaggers shall provide control and direction for pedestrians.
7. Sign sequence is the same for both directions of travel on the roadway.

ONE-LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS
TCP 1

MINIMUM LANE SHIFT TAPER = L/2											
LANE WIDTH (feet)	SPEED (MPH)	20	25	30	35	40	45	50	55	60	65
12	L/2 (feet)	40	80	100	150	180	270	320	360	360	400

MAXIMUM CHANNELIZING DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
45-70	40	80
20-40	20	40



NOTES

1. Refer to sheet TCP 1 for additional signing and flagging details not shown.
2. Channelizing devices are recommended along centerline to separate traffic from work operation. Devices are required at tapers to shift traffic movement between lanes and for protection at all flagging stations.
3. Sign G25-101 is recommended for non-stop sign controlled approaches such as private driveways. This sign can be made of alternative materials other than aluminum.

LEGEND

- FLAGGING STATION
- SIGN LOCATION
- CHANNELIZING DEVICES
- PILOT VEHICLE
- MOTORIST VEHICLE

PILOT CAR OPERATION
TCP 2

SIGN SPACING = X (1)	
60-70 MPH	800 +/-
45-55 MPH	500 +/-
35-40 MPH	350 +/-
20-30 MPH	200 +/- (2)

HIGHWAYS, ROADS, & STREETS

(1) IF NECESSARY, SPACING SHOULD BE ADJUSTED (INCREASED OR DECREASED) FOR FIELD CONDITIONS OR BASED ON ENGINEERING JUDGEMENT
 (2) RECOMMENDED SPACING IS 100'-/- ON URBAN STREETS 25 MPH OR LESS

ALL SIGNS ARE 48" X 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED

LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	20	25	30	35	40	45	50	55	60	65
LENGTH (feet)	115	155	200	250	305	360	425	495	570	645

PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R

NO SPECIFIED DISTANCE REQUIRED.

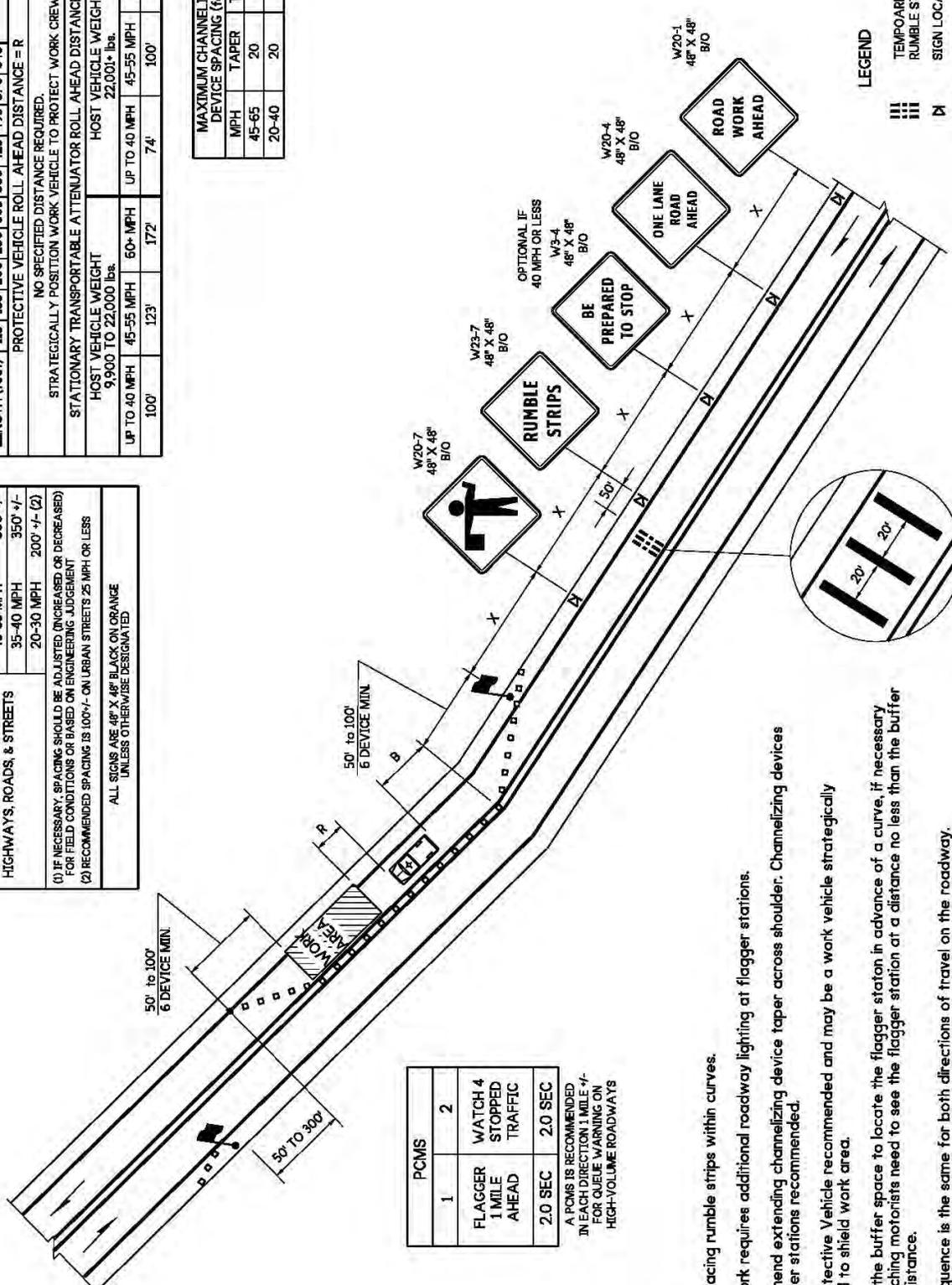
STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW.

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

HOST VEHICLE WEIGHT
 9,900 TO 22,000 lbs.

UP TO 40 MPH	45-55 MPH	60+ MPH	UP TO 40 MPH	45-55 MPH	60+ MPH
100'	123'	172'	74'	100'	150'

MAXIMUM CHANNELIZING DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
45-65	20	80
20-40	20	40



PCMS	
1	2
FLAGGER 1 MILE AHEAD	WATCH 4 STOPPED TRAFFIC
2.0 SEC	2.0 SEC

A PCMS IS RECOMMENDED IN EACH DIRECTION 1 MILE +/- FOR QUEUE WARNING ON HIGH-VOLUME ROADWAYS

LEGEND

	TEMPORARY PORTABLE RUMBLE STRIPS
⊠	SIGN LOCATION
□	CHANNELIZING DEVICES
⊞	PROTECTIVE VEHICLE

NOTES

1. Avoid placing rumble strips within curves.
2. Nightwork requires additional roadway lighting at flagger stations.
3. Recommend extending channelizing device taper across shoulder. Channelizing devices at flagger stations recommended.
4. The Protective Vehicle recommended and may be a work vehicle strategically located to shield work area.
5. Extend the buffer space to locate the flagger station in advance of a curve, if necessary. Approaching motorists need to see the flagger station at a distance no less than the buffer space distance.
6. Sign sequence is the same for both directions of travel on the roadway.

ALTERNATING ONE-WAY TRAFFIC WITH TEMPORARY PORTABLE RUMBLE STRIPS TCP 4

SIGN SPACING = X (1)

HIGHWAYS, ROADS, & STREETS	60-70 MPH	800' +/-
	45-55 MPH	500' +/-
	35-40 MPH	350' +/-
	20-30 MPH	200' +/- (2)

(1) IF NECESSARY, SPACING SHOULD BE ADJUSTED (INCREASED OR DECREASED) FOR FIELD CONDITIONS OR BASED ON ENGINEERING JUDGEMENT
 (2) RECOMMENDED SPACING IS 100'-0" ON URBAN STREETS 25 MPH OR LESS

ALL SIGNS ARE 48" X 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED

MAXIMUM CHANNELIZING DEVICE SPACING (feet)

MPH	TAPER	TANGENT
45-70	40	80
20-40	20	40

MINIMUM LANE SHIFT TAPER LENGTH = L/2

LANE WIDTH (feet)	12	15	20	25	30	35	40	45	50	55
L/2 (feet)	40	80	100	150	180	270	320	360		

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	20	25	30	35	40	45	50	55	60	65
LENGTH (feet)	115	155	200	250	305	360	425	495	570	645

PROTECTIVE VEHICLE ROLL-AHEAD DISTANCE = R

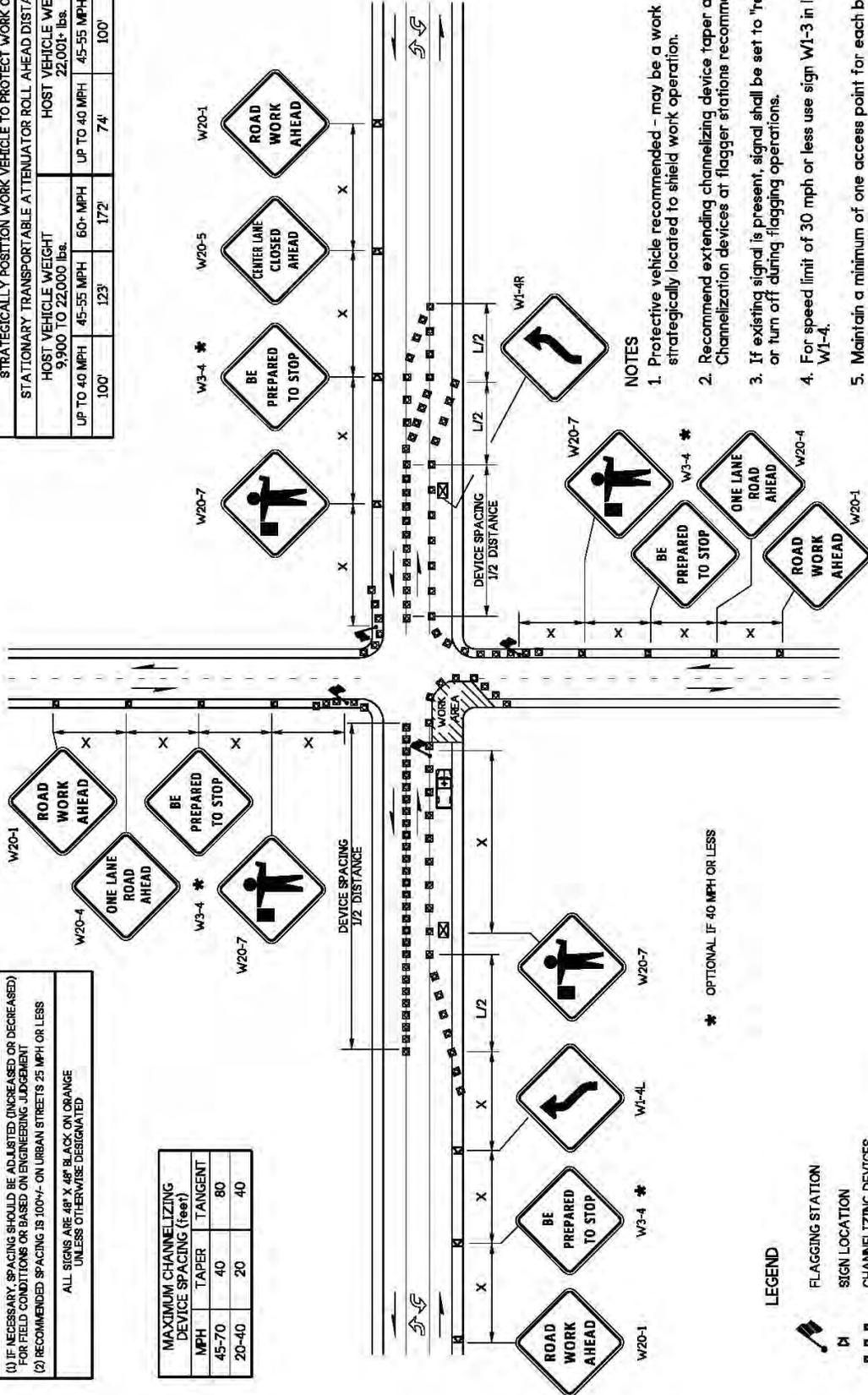
NO SPECIFIED DISTANCE REQUIRED.

STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW.

STATIONARY TRANSPORTABLE ATTENUATOR ROLL-AHEAD DISTANCE = R

UP TO 40 MPH	100'
45-55 MPH	123'
60+ MPH	172'
UP TO 40 MPH	74'
45-55 MPH	100'
60+ MPH	150'

HOST VEHICLE WEIGHT
 9,900 TO 22,000 lbs.
 22,001+ lbs.



NOTES

1. Protective vehicle recommended - may be a work vehicle strategically located to shield work operation.
2. Recommend extending channelizing device taper across shoulder. Channelization devices at flagger stations recommended.
3. If existing signal is present, signal shall be set to "red flash made" or turn off during flagging operations.
4. For speed limit of 30 mph or less use sign W1-3 in lieu of sign W1-4.
5. Maintain a minimum of one access point for each business within work area limits.
6. Consider using PCMS for additional advance warning.
7. Flaggers shall provide control and guidance for pedestrians.

INTERSECTION LANE CLOSURE WITH FLAGGERS ~ THREE LANE ROADWAY
 TCP 6

SIGN SPACING = X (1)	
60-70 MPH	800 +/-
45-55 MPH	500 +/-
35-40 MPH	350 +/-
20-30 MPH	200 +/- (2)

(1) IF NECESSARY, SPACING SHOULD BE ADJUSTED (INCREASED OR DECREASED) FOR FIELD CONDITIONS OR BASED ON ENGINEERING JUDGEMENT
 (2) RECOMMENDED SPACING IS 100'-0" ON URBAN STREETS 25 MPH OR LESS
 ALL SIGNS ARE 48" X 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED

MAXIMUM CHANNELIZING DEVICE SPACING (feet)	
MPH	TANGENT
45-70	40
20-40	20

MINIMUM LANE CLOSURE TAPER LENGTH = L									
LANE WIDTH (feet)	12	12	12	12	12	12	12	12	12
SPEED (MPH)	20	25	30	35	40	45	50	55	60
L (feet)	80	140	180	270	330	540	600	680	

LONGITUDINAL BUFFER SPACE = B									
SPEED (MPH)	20	25	30	35	40	45	50	55	
LENGTH (feet)	115	155	200	250	305	360	425	495	

PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R

NO SPECIFIED DISTANCE REQUIRED.

STATIONARILY POSITION WORK VEHICLE TO PROTECT WORK CREW.

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

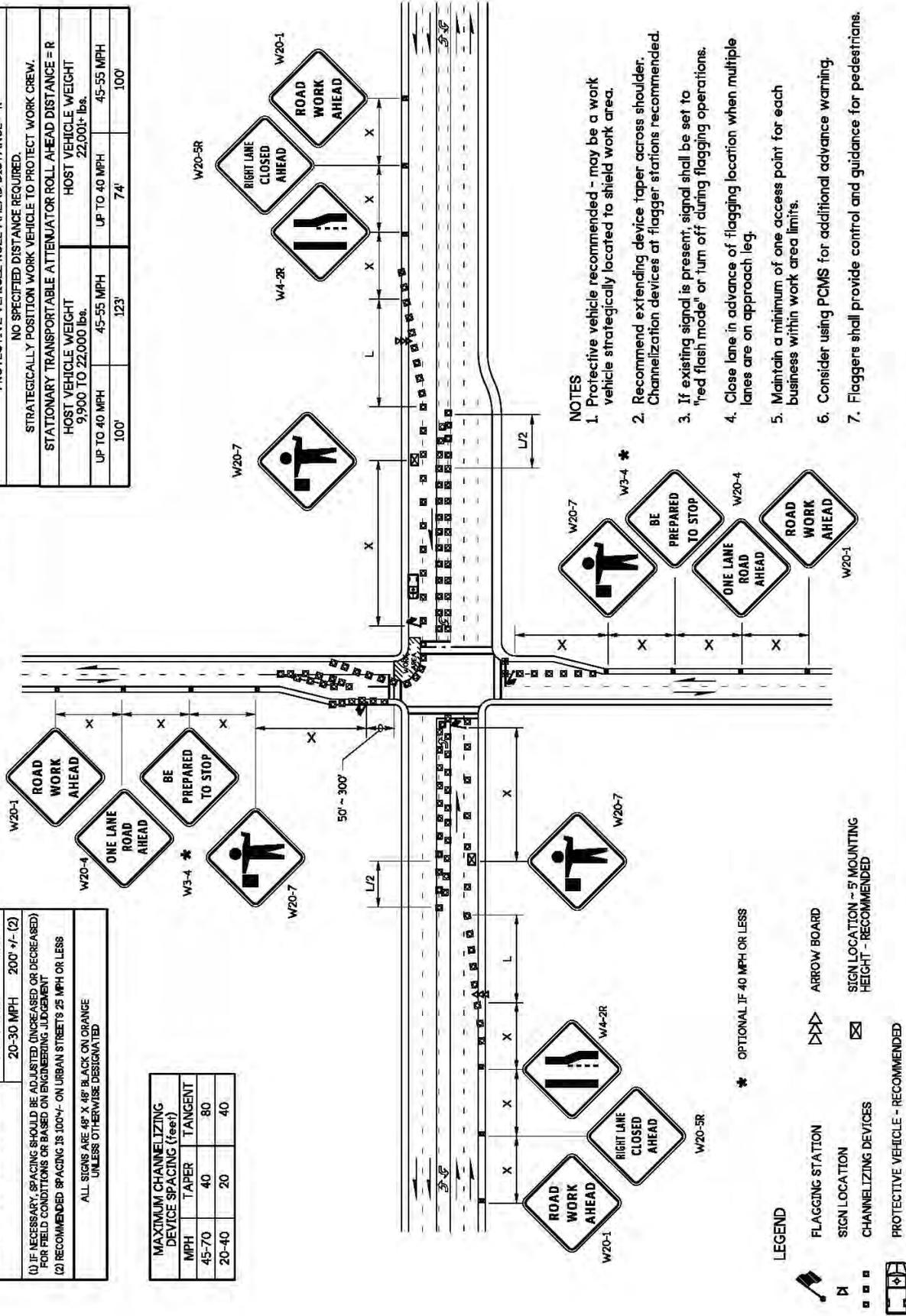
HOST VEHICLE WEIGHT
 9,900 TO 22,000 lbs.

UP TO 40 MPH
 100'

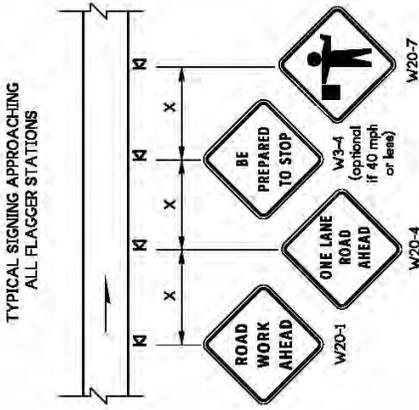
45-55 MPH
 123'

UP TO 40 MPH
 74'

45-55 MPH
 100'



INTERSECTION LANE CLOSURE WITH FLAGGERS ~ FIVE LANE ROADWAY
 TCP 7



LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	20	25	30	35	40	45	50	55	60	65
LENGTH (feet)	115	155	200	250	305	360	425	495	570	645

SIGN SPACING = X (1)

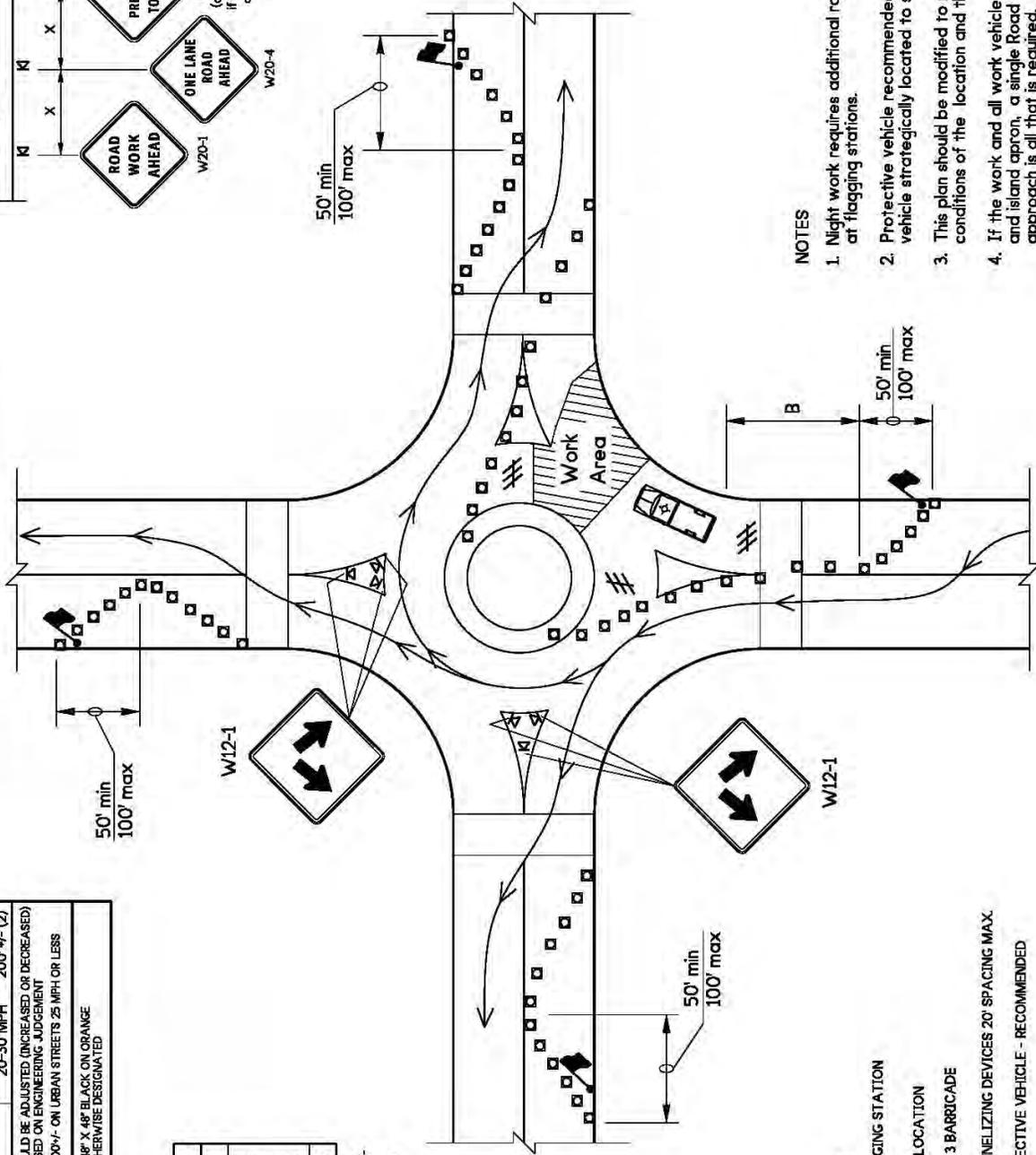
HIGHWAYS, ROADS, & STREETS	60-70 MPH	800' +/-
	45-55 MPH	500' +/-
	35-40 MPH	350' +/-
	20-30 MPH	200' +/- (2)

(1) IF NECESSARY, SPACING SHOULD BE ADJUSTED (INCREASED OR DECREASED) FOR FIELD CONDITIONS OR BASED ON ENGINEERING JUDGEMENT
 (2) RECOMMENDED SPACING IS 100'-/- ON URBAN STREETS 25 MPH OR LESS

ALL SIGNS ARE 48" X 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED

PCMS	1	2
FLAGGER 1 MILE AHEAD	2.0 SEC	2.0 SEC
WATCH 4 STOPPED TRAFFIC	2.0 SEC	2.0 SEC

A PCMS IS RECOMMENDED IN EACH DIRECTION 1 MILE +/- FOR QUEUE WARNING ON HIGH-VOLUME ROADWAYS



NOTES

1. Night work requires additional roadway lighting at flagger stations.
2. Protective vehicle recommended - may be a work vehicle strategically located to shield work area.
3. This plan should be modified to meet the specific conditions of the location and the work operation.
4. If the work and all work vehicles are off of the travel lanes and island apron, a single Road Work Ahead sign per approach is all that is required.
5. Additional signing in center island may be necessary to assist traffic movement through roundabout.

LEGEND

- FLAGGER STATION
- SIGN LOCATION
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES 20' SPACING MAX.
- PROTECTIVE VEHICLE - RECOMMENDED
- VEHICLE TRAVEL PATH DURING A FLAGGING PHASE

TYPICAL ROUNDABOUT FLAGGING OPERATION
TCP 8

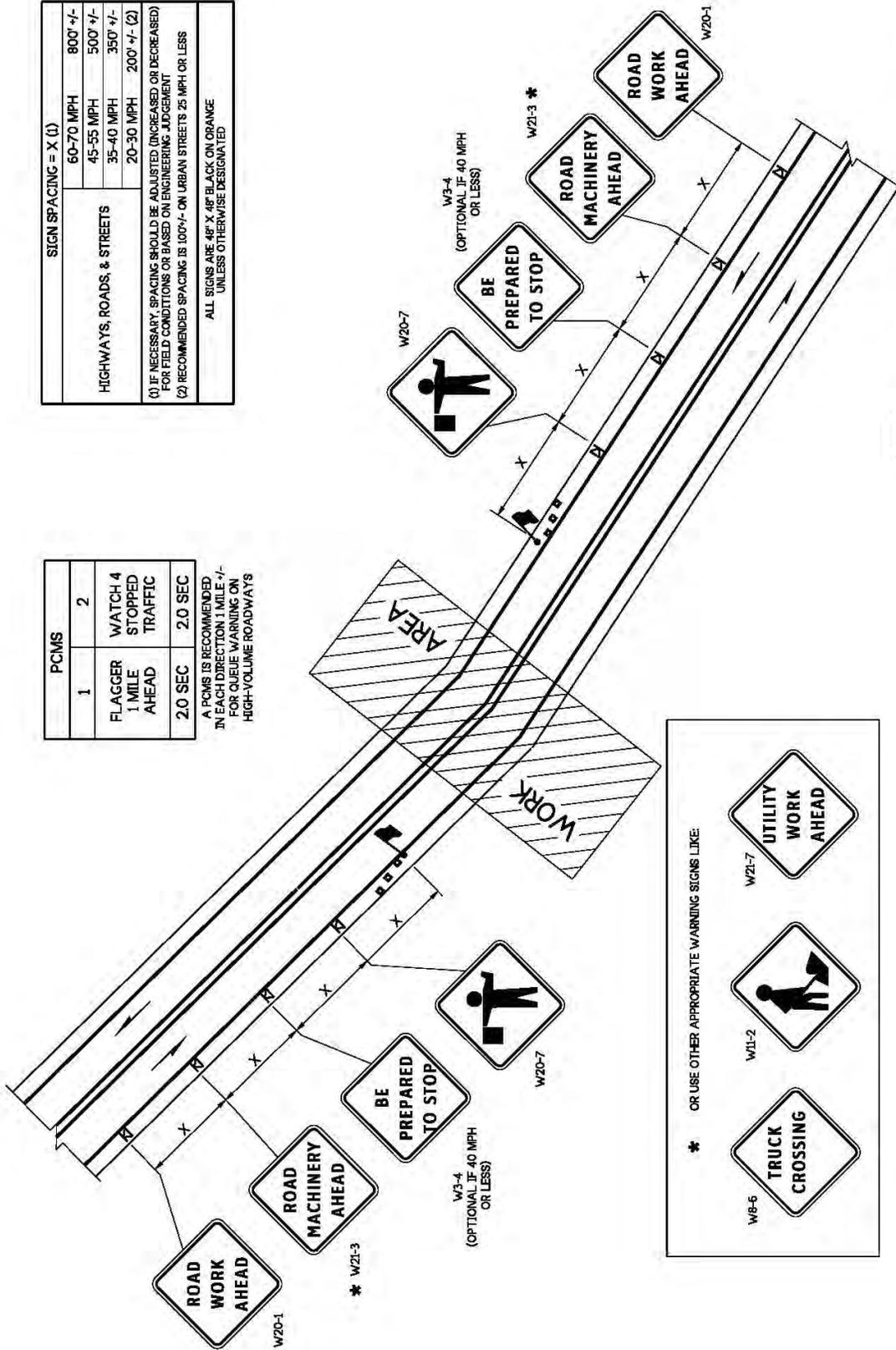
SIGN SPACING = X (1)	
HIGHWAYS, ROADS, & STREETS	800' +/-
	60-70 MPH
	45-55 MPH
	35-40 MPH
	20-30 MPH
	200' +/- (2)

(1) IF NECESSARY, SPACING SHOULD BE ADJUSTED (INCREASED OR DECREASED) FOR FIELD CONDITIONS OR BASED ON ENGINEERING JUDGEMENT.
 (2) RECOMMENDED SPACING IS 100' +/- ON URBAN STREETS 25 MPH OR LESS.

ALL SIGNS ARE 48" X 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

PCMS	
1	2
FLAGGER 1 MILE AHEAD	WATCH 4 STOPPED TRAFFIC
2.0 SEC	2.0 SEC

A PCMS IS RECOMMENDED IN EACH DIRECTION 1 MILE +/- FOR QUEUE WARNING ON HIGH-VOLUME ROADWAYS



NOTES

1. Night work requires additional roadway lighting at flagging stations.
2. Coordinate with Region Traffic office for work hours and stop durations.
3. The roadway in the work area shall have no materials, equipment, or restrictions until both flaggers have stopped traffic, and before flaggers release traffic.

SHORT TERM TRAFFIC STOP WITH FLAGGERS
TCP 9

SIGN SPACING = X (1)	
HIGHWAYS, ROADS, & STREETS	500' +/-
	350' +/-
	200' +/- (2)

(1) IF NECESSARY, SPACING SHOULD BE ADJUSTED (INCREASED OR DECREASED) FOR FIELD CONDITIONS OR BASED ON ENGINEERING JUDGEMENT
 (2) RECOMMENDED SPACING IS 300'-/- ON URBAN STREETS 25 MPH OR LESS

ALL SIGNS ARE 48" X 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED

MINIMUM LANE CLOSURE TAPER LENGTH = L									
LANE WIDTH (feet)	SPEED (MPH)	20	25	30	35	40	45	50	55
12	L (feet)	80	140	180	270	330	540	600	680

MINIMUM LANE SHIFT TAPER LENGTH = L/2									
LANE WIDTH (feet)	SPEED (MPH)	20	25	30	35	40	45	50	55
12	L/2 (feet)	40	80	100	150	180	270	320	360

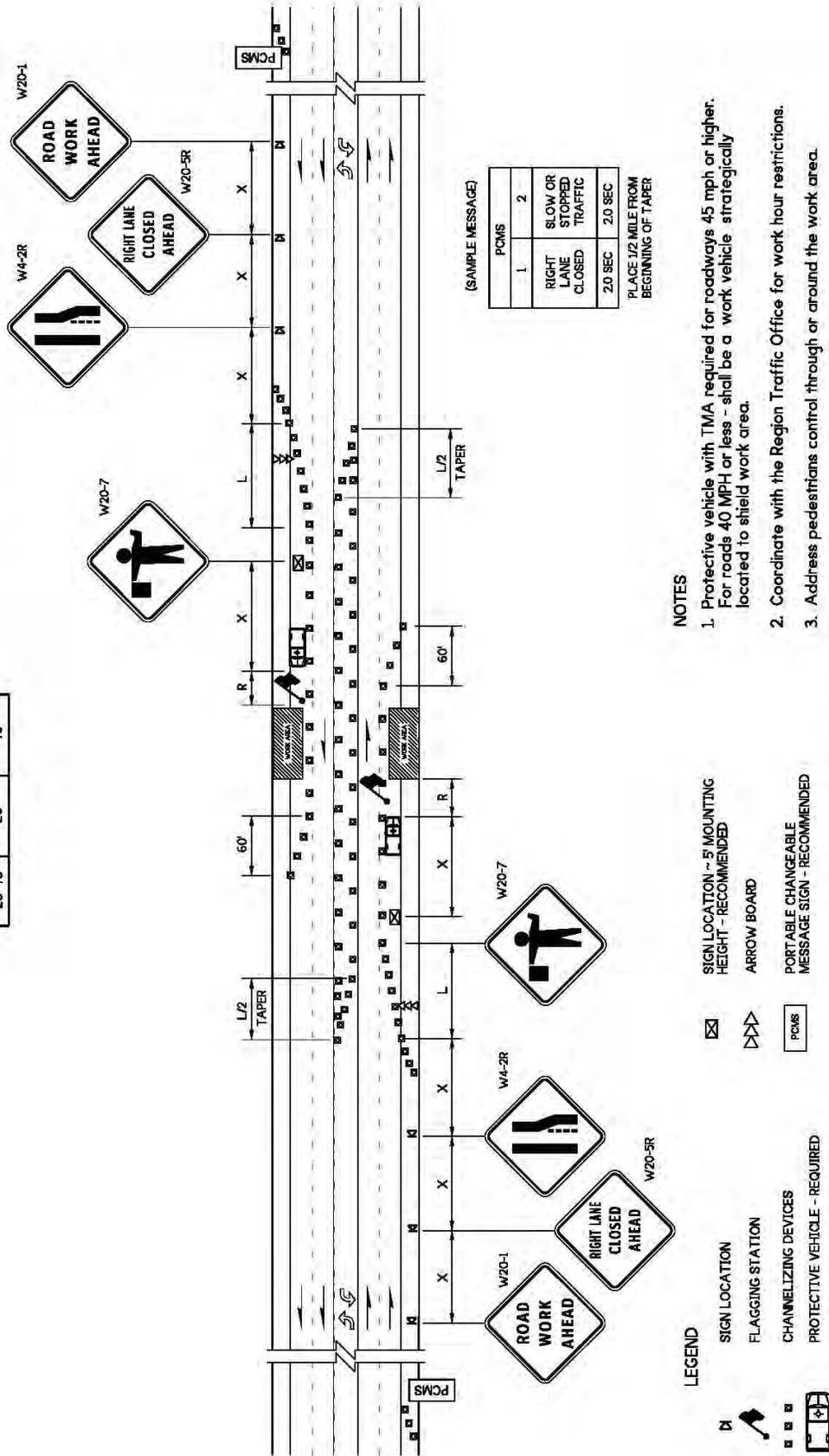
MAXIMUM CHANNELIZING DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
45-70	40	80
20-40	20	40

LONGITUDINAL BUFFER SPACE = B								
SPEED (MPH)	20	25	30	35	40	45	50	55
LENGTH (feet)	115	155	200	250	305	360	425	495

PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R

NO SPECIFIED DISTANCE REQUIRED.
 STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW.
 STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

HOST VEHICLE WEIGHT	
9,900 TO 22,000 lbs.	22,000+ lbs.
UP TO 40 MPH	45-55 MPH
100'	123'
	74'
	100'



OUTSIDE LANE CLOSURES WITH FLAGGERS - FIVE LANE ROADWAY
 TCP 10

**Notes for Figure 6P-46—Typical Application 46
Work in the Vicinity of a Grade Crossing**

Guidance:

1. *When grade crossings exist either within or in the vicinity of roadway work activities, extra care should be taken to minimize the probability of conditions being created, by lane restrictions, flagging, or other operations, where vehicles might be stopped within the grade crossing, considered as being 15 feet on either side of the closest and farthest rail.*

Standard:

2. **If the queuing of vehicles across active rail tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the grade crossing to prevent vehicles from stopping within the grade crossing (as described in Note 1 above), even if automatic warning devices are in place.**

Guidance:

3. *Early coordination with the railroad company or transit agency should occur before work starts.*
4. *In the example depicted, the buffer space of the activity area should be extended upstream of the grade crossing (as shown) so that a queue created by the flagging operation will not extend across the grade crossing.*
5. *The DO NOT STOP ON TRACKS sign should be used on all approaches to a grade crossing within the limits of a TTC zone.*

Option:

6. Positive protection devices may be used per Section 6M.02.
7. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
8. A BE PREPARED TO STOP sign may be added to the sign series.
9. Automated Flagger Assistance Devices (see Section 6L.02) may be used in situations where there is only one lane of approaching traffic in the direction to be controlled.

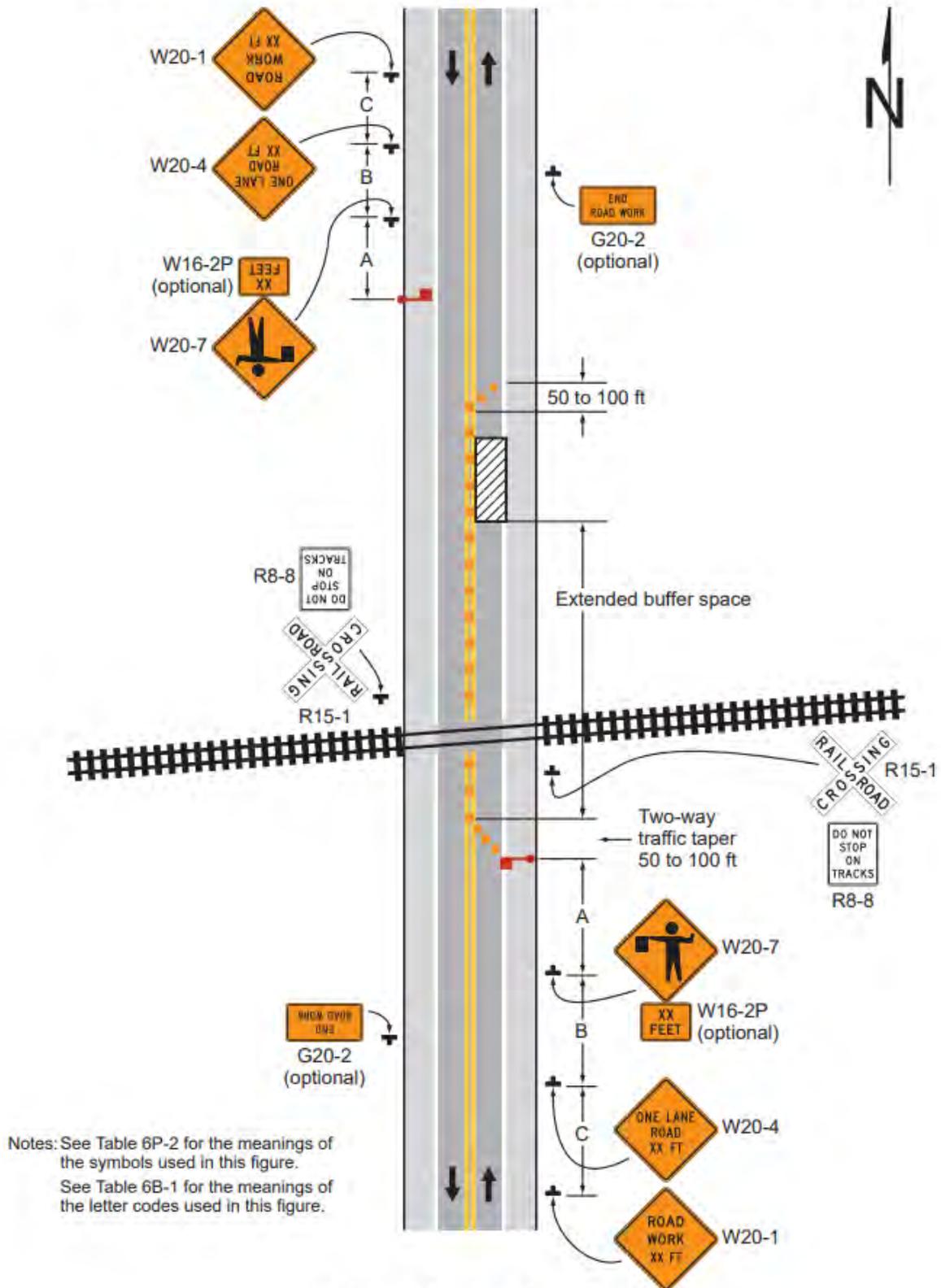
Guidance:

10. *When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.*

Standard:

11. **At night, flagger stations shall be illuminated, except in emergencies.**

Figure 6P-46. Work in the Vicinity of a Grade Crossing (TA-46)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 46

Appendix A: Checklist for Establishing a Temporary Traffic Control Zone

Completed	Item
<input type="checkbox"/>	Determine the duration of work (Stationary, Short-Duration, very short duration or Mobile)
<input type="checkbox"/>	Select an appropriate TCP for the work based on location, duration, type of roadway, motor vehicle traffic volume and speed. (See volume considerations in Section 1.9.10).
<input type="checkbox"/>	Make any necessary modifications to the TCP to address site specific conditions Such as intersections, driveways or sight distance restrictions. Document these modifications.
<input type="checkbox"/>	Make accommodations for pedestrians and ADA needs as appropriate.
<input type="checkbox"/>	Accommodate all travel modes such as bicyclists, transit and school operations as dictated by context and presence of these modes.
<input type="checkbox"/>	Determine work hours avoiding peak traffic times
<input type="checkbox"/>	Check the condition and availability of devices (refer to Quality Guidelines Booklet).
<input type="checkbox"/>	Install devices in the direction of traffic beginning with the first device or sign the driver will see. Follow spacing and layout as per the TCP or modified TCP.
<input type="checkbox"/>	Allow for buffer space free of obstructions.
<input type="checkbox"/>	Conduct a drive through to check for problems. Make adjustments as appropriate. Document these adjustments.
<input type="checkbox"/>	Continuously maintain devices while in place.
<input type="checkbox"/>	Remove devices as soon as the work is completed, beginning with the last device placed.

Appendix B: Work Zone Information References

FHWA Manual on Uniform Traffic Control Devices (MUTCD)

See Part 6 for Temporary Traffic Control

WA State Adoption and Modifications to the MUTCD

See WAC 468-95-300 to 468-95-310 for modifications to Part 6

WSDOT Standard Specifications Division 1

See sections 1-07.8 High-Visibility Apparel

WSDOT Standard Specifications Division 2

See sections 2-03 and 2-04

WSDOT Standard Specifications Division 9

See sections 9-35

WSDOT Work Zone Traffic Control Guidelines for Maintenance Operations

DOSH **WAC 296-155-305** Part E: Signaling and Flaggers

ADA Guidelines About PROWAG (**[access-board.gov](#)**)

American Traffic Safety Services Association **[www.atssa.com](#)**

National Work Zone Safety Information Clearinghouse

Appendix C: Quick Reference Tables

Recommended Temporary Sign Spacing (1)

FREEWAYS & EXPRESSWAYS		1000'+
HIGHWAYS, ROADS, & STREETS	60-70 MPH	800'+
	45-55 MPH	500'+
	35-40 MPH	350'+
	20-30 MPH	200'+ ⁽²⁾

(1) If necessary, spacing should be adjusted (increased or decreased) for field conditions or based on engineering judgement.

(2) Recommended spacing is 100' +/- on urban streets 25 mph or less.

LONGITUDINAL BUFFER SPACE												
SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70	75
LENGTH (feet)	115	155	200	250	305	360	425	495	570	645	730	820

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT 22,001+ lbs.		
UP TO 40 MPH	45-55 MPH	60+ mph	UP TO 40 MPH	45-55 MPH	60+ MPH
100 feet	123 feet	172 feet	74 feet	100 feet	150 feet

[BACK TO TABLE OF CONTENTS](#)

Per WAC 468-95-301 MUTCD Section 6K.01, Paragraph 4, is amended to read:

“The spacing between channelizing devices at tapers should not exceed a distance in feet equal to 1 times the speed limit in mph, up to a maximum of 40 feet. The spacing between channelizing devices along tangents should not exceed a distance in feet equal to 2 times the speed limit in mph, up to a maximum of 80 feet, except during working hours at active construction egress and ingress locations where a 120-foot gap between channelizing devices is permitted.”

WSDOT Recommended Maximum Channelizing Device Spacing

MAXIMUM CHANNELIZING DEVICE SPACING		
MPH	TAPER	TANGENT
45-75	40'	80'
20-40	20'	40'

TAPER & CHANNELIZATION DEVICE TABLE FOR MERGE, SHIFT, AND SHOULDER CLOSURE TAPERS

(REMEMBER: ADD “1” EXTRA DEVICE TO GET STARTED)

MPH	10 FEET LANE WIDTH				11 FEET LANE WIDTH				12 FEET LANE WIDTH				SHOULDER TAPERS (ASSUMES 10 FT SHOULDER)	
	L		L/2		L		L/2		L		L/2		L/3	
	MERGING	DEVICES	SHIFTING	DEVICES	MERGING	DEVICES	SHIFTING	DEVICES	MERGING	DEVICES	SHIFTING	DEVICES	SHOULDER	DEVICES
20	70	4	35	2	75	4	40	2	80	4	40	2	25	2
25	105	6	55	3	115	6	60	3	125	7	65	4	35	2
30	150	8	75	4	165	9	85	5	180	9	90	5	50	3
35	205	7	105	4	225	8	115	4	245	9	125	5	70	3
40	270	9	135	5	295	10	150	5	320	11	160	6	90	3
45	450	15	225	8	495	17	250	9	540	18	270	9	150	5
50	500	13	250	7	550	14	275	7	600	15	300	8	170	5
55	550	14	275	7	605	16	305	8	660	17	330	9	185	5
60	600	15	300	8	660	17	330	9	720	18	360	9	200	5
65	650	17	325	9	715	18	370	10	780	20	390	10	220	6
70	700	18	350	9	770	20	385	10	840	21	420	11	235	6
75	750	19	375	10	825	21	420	11	900	23	450	12	250	7

Appendix D Equipment Movement

Road construction routinely involves work within close proximity of construction vehicles and motor vehicle traffic. Flaggers and other workers on foot are exposed to the risk of being struck by traffic vehicles or construction equipment if they are not visible to motorists or equipment operators. Workers who operate construction vehicles or equipment risk injury due to collision, overturn, or being caught in running equipment.

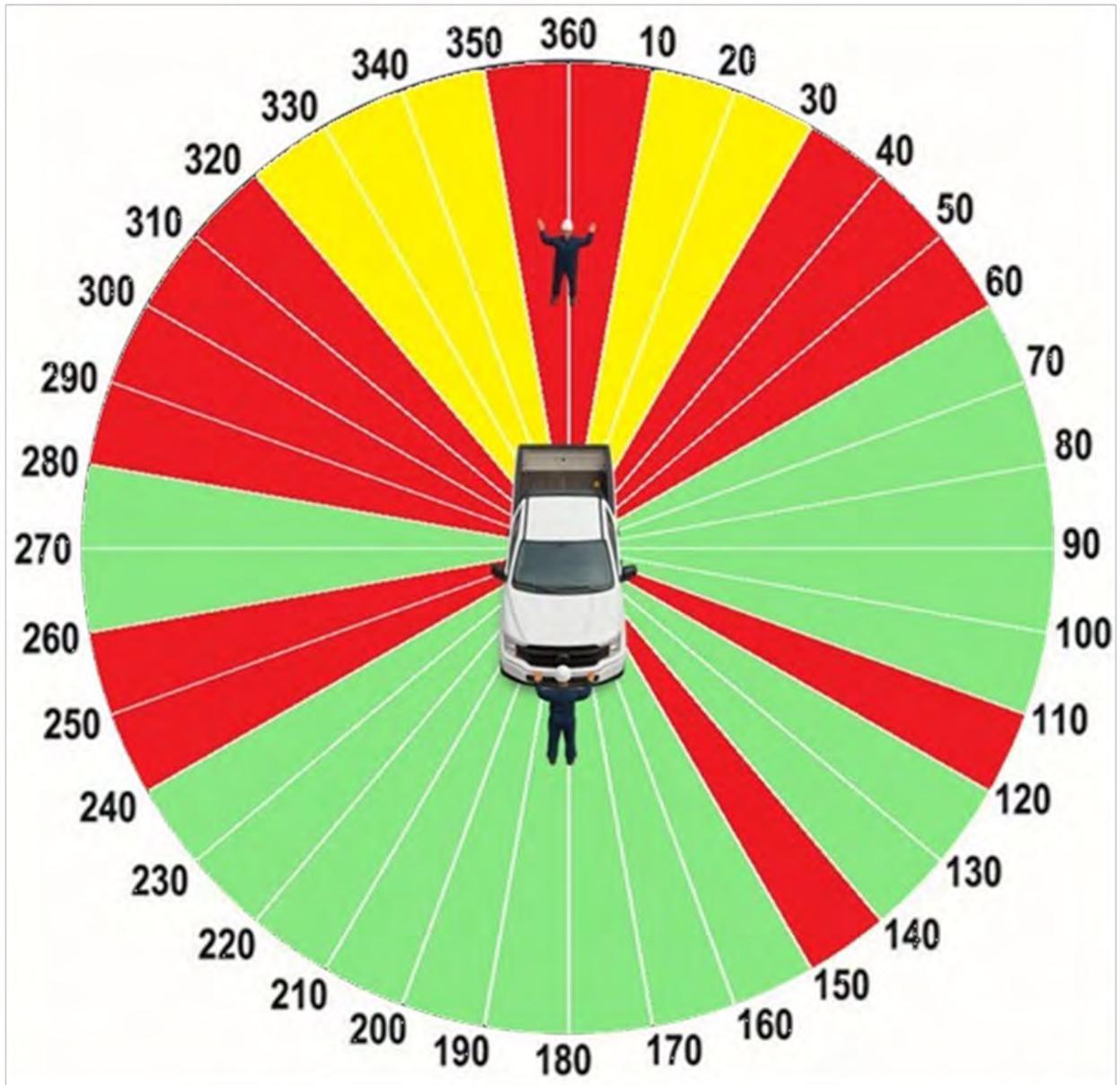
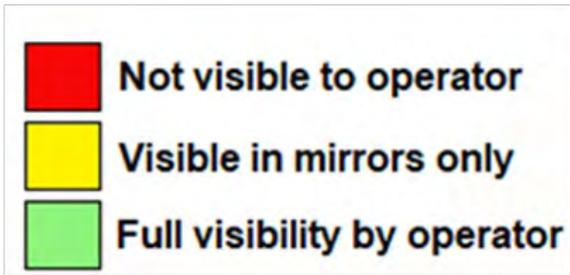
Equipment Movement Safety Guidelines

- If manually guiding the movement of equipment, ensure you make eye contact and acknowledge the operator can always visibly see you and maintain communication with the driver.
- During the movement of equipment, the manually guiding personnel must be able to see the entire backing zone of vehicles.
- Alert personnel of equipment and to clear the path for the equipment's movement.
- Continuously provide direction to the driver until the operator reaches the destination.

The National Institute for Occupational Safety and Health (NIOSH) website contains diagrams of several different construction vehicles and their associated blind areas.

CDC/NIOSH Website: [NIOSH Construction Equipment Visibility Diagrams](#)

Vehicle Blind Spot Diagram



TEMPORARY TRAFFIC CONTROL & FLAGGING OPERATIONS MANUAL

Developed by the **Washington State Department of Transportation (WSDOT)** in conjunction with the **Washington State Department of Labor and Industries (LNI)**, and **Temporary Traffic Control Oversight Committee (TTOC)**, this manual is a resource for traffic management within Washington State. Tailored to state regulations, it offers practical insights and expert guidance for professionals in the field. From basic principles to advanced techniques, it equips users with the tools needed for safe, efficient, and compliant traffic control.



Download at
esc.org/wa-state-flagger-manual

