



FLAGGER'S GUIDE EXCERPT FROM:

TRAFFIC CONTROL FIELD MANUAL

FOR IDOT EMPLOYEES
MARCH 2023, ISSUE 2



**BUREAU OF SAFETY
PROGRAMS &
ENGINEERING**

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Illinois Department
of Transportation

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General

Introduction

This Manual is issued for the purpose of the proper application of temporary traffic control devices for all employees of the Illinois Department of Transportation (IDOT) working on or near open traffic lanes. Work Zone Cases have been developed to establish the minimum requirements for work site protection, when traffic control is provided by the Department. IDOT employees providing inspection for contract work, permit work, or utility work shall work within the traffic control provided by the Contractor, Permit Holder, or Utility Company. Traffic control and work site protection measures for contracted work, permit work, or utility work shall be in accordance with the contract documents, permit documents, or the applicable IDOT Highway Standards for Traffic Control. Since Work Zone Cases call for the minimum requirements, additional devices should be added when necessary to enhance safety. These Work Zone Cases shall not replace traffic control highway standards placed within a contract or Traffic Control Plan (TCP).

This Manual does not apply to Emergency Traffic Patrol (ETP) and Emergency Patrol Vehicles (EPV) personnel. Snow and ice control operations, EPV operations, and ETP operations requirements are covered by IDOT's Safety Code. Workers other than IDOT personnel using this Manual for reference shall be aware that this Manual is not a substitute for training of personnel whose actions affect traffic control and the safety of the public.

For two-lane, two-way roadways, contractors or their authorized agents shall either use a case that requires two (2) flaggers or modify a case that allows the use of one (1) flagger to two (2) flaggers. Only employees or officials of the State or public agencies engaged in construction or maintenance may use one (1) flagger to control traffic on a two-lane roadway where allowed.

The proper use and most effective placement of traffic control devices are required to prevent injury to employees and the public. Planning should be a high priority so that work can proceed in a safe, efficient, and orderly manner with minimal interference to motorists. Each Work Zone Case herein has been developed to meet the requirements of the "Manual on Uniform Traffic Control Devices for Streets and Highways, Part 6."

These cases and the traffic control included in the Contract or permit documents establish minimum requirements which will provide a reasonable level of safety. Application of these requirements cannot, however, guarantee the safety of every worksite. Each worker and supervisor should, therefore, be alert for any circumstance which could require change, including the application of additional devices. When specific operations are not covered, a TCP should be developed for the special application. Each employee is responsible and should review the traffic control to ensure the safety of the employees and the motorists. Deficiencies shall be corrected. For work operations expected to be in place for more than three (3) days, a TCP shall be developed and approved by the District.

Quality Standard for Work Zone Traffic Control Devices included in this manual establishes criteria for determining the condition of temporary traffic control devices as stated in Article 701.04 of the IDOT Standard Specifications for Road and Bridge Construction and applies to all temporary traffic control devices on roadways under the jurisdiction of the Department.

Definitions

Advance Warning Area - that part of a Temporary Traffic Control (TTC) zone used to inform the motorist what to expect ahead. This area may contain anywhere from a single sign or a rotating/strobe light on a vehicle to a series of signs and the use of a portable changeable message sign (PCMS)/Message Boards.

Advance Warning Sign Spacing - the distance between signs or between a sign and some other location or device within the TTC zone. It is determined by the posted speed limit. This will ensure that the motorist has sufficient time to read the signs and react accordingly. Typical Advance Warning Sign Spacings are included in the TTC Distance Charts.

Advisory Speed - the recommended speed for all vehicles operating on a section of highway and based on the highway design, operating characteristics, and conditions. Advisory speeds are not enforceable.

Approach Sight Distance - the distance which a motorist can visually identify the flagger station, a lane closure, a slow moving or stopped

vehicle, or any other situation which requires adjustments by the motorist.

Average Daily Traffic (ADT) - average daily traffic volumes. Use most recent ADTs posted on IDOT's website.

Bi-directional Left Turn Lane - that part of the roadway that has a continuous bi-directional left turn lane located between the opposing lanes of traffic. This design variation may be found on either two-lane, two-way roads or multilane roads.

Buffer Space - an area between the lane closure taper and the work area that provides a recovery space for an errant vehicle and is free of equipment, workers, material and vehicles.

Crashworthy - is a characteristic of roadside devices that have been successfully crash tested in accordance with the National Cooperative Highway Research Program (NCHRP) Report 350, "Recommended Procedures for the Safety Performance Evaluation of Highway Features" or Manual for Assessing Safety Hardware (MASH).

Decision Sight Distance - the total distance traveled during the length of time required for a driver to:

- detect an unexpected or otherwise difficult-to-perceive information source or hazard in a roadway environment that may be visually cluttered,
- recognize the hazard or its potential threat,
- select an appropriate speed and path, and
- initiate and complete the required maneuver safely and efficiently.

The decision sight distance is used to determine the minimum advance warning distance to the furthest and/or single sign. When determining minimum sight distance to flaggers and mobile operations, these distances also apply.

Divided Road - a highway or two roadways where opposing traffic is separated by a median (ditch, barrier, curbing, etc.). Temporary traffic control for divided multilane roads may be also used for one-way roadways.

Downstream Taper - the taper at the end of the activity area which guides traffic back into its original lane. When used, this taper should be 50 ft to 100 ft with a 20 ft spacing between channelizing devices.

Duration - the length of time traffic is disrupted. The following are defined in overlapping intervals since TTC layouts for longer durations may always be used for shorter durations, especially when roadway attributes such as traffic volume and speed, and the work area location may warrant higher levels of traffic control.

- **Brief Encroachment** - for non-emergency daylight operations where workers and/or equipment are in or within two (2) feet of the traveled lane for less than 15 minutes. When a non-emergency operation stays in one location during daylight conditions for less than 15 minutes.
- **Moving Operation** - operations that stop briefly then move on and operations that are continuously moving; when an operation is continuously moving or stopped in one location for periods of 15 minutes or less. The traffic control devices are typically vehicle-mounted. The work area should change by at least the decision sight distance for it to be considered a change in location.
- **Short Term** - when an operation stays in one location during non-emergency daylight conditions from 15 to 60 minutes, such that minimal TTC devices are deployed.
- **Intermediate Term** - when an operation stays in one location from greater than one (1) hour to no more than three (3) days. Advance signing and larger channelizing devices are required.
- **Long Term** - when an operation stays in one location for more than three (3) days. A project specific Traffic Control Plan is required. Contact with the District is required.

Engineering Judgment - the evaluation of available pertinent information, and the application of appropriate principles, standards, guidance, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device.

Expressway - any multilane, divided highway for through traffic with partial control of access and generally with at-grade intersections.

Freeway - any divided highway with full control of access (i.e. has interchanges, ramps, and no at-grade intersections).

High Speed Road - a roadway where the posted speed limit is 45 mph or greater.

Highway - a general term for denoting a public way for the purposes of vehicular travel, including the entire area within the right-of-way.

Lane Closure - a closure of one or more lanes of the roadway to traffic. Generally, a minimum lane width of 10 ft is required for a traffic operation. Work operations that restrict adjacent lane width should consider various lane closure alternatives depending upon volume and speeds on the roadway.

Lateral Buffer Space - the space that separates the traffic space from the work area. It is typically the extra space provided between traffic and workers, excavations, pavement edge drop-offs, or an opposing lane of traffic. Traffic lanes may be closed to provide for lateral buffer space. See the Drop-off Guidelines of this Manual for more information.

Low Speed Road - a roadway where the posted speed limit is 40 mph or less.

May - this word, or the adjective "OPTIONAL", means that an item is truly discretionary.

Merging Taper - the taper used on a multi lane road to close a lane and combine its traffic from that of the adjacent lane. Its length is dependent on the posted speed of the roadway. Higher speeds require a longer distance for traffic to merge lanes. Typical merging tapers are included in the TTC Distance Charts.

Message Boards - refer to Portable Changeable Message Signs (PCMS) definition.

Motorist - an operator of a motorized vehicle intended to be used on a roadway.

Multilane Road - a roadway where two (2) or more lanes of traffic travel in the same direction. A multilane road may be classified as either undivided or divided.

Off Shoulder - a work area located primarily off the shoulder, or which causes little or no restrictions on the use of the shoulder. This work area should have little or no interference with traffic such that traffic speeds generally are not reduced.

Portable Changeable Message Sign (PCMS) - a sign either trailer-mounted or vehicle-mounted that is capable of displaying more than one message, changeable by remote or automatic control.

Posted Speed Limit - the speed limit determined by law and shown on Speed Limit signs. It is used in this Manual's charts to determine the spacing of TTC devices and the lengths of various tapers on the TTC layouts.

Road, Roadway - that portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles.

Roll-Ahead Distance - the recommended minimum distance between a shadow vehicle with truck mounted attenuator and the work area. A shadow vehicle may be used in a moving operation to provide extra safety for the workers. Appropriate roll-ahead distances are shown in Work Zone Cases and on page 23.

Rural Highway - a highway where traffic is normally characterized by lower volume, higher speed, fewer turning conflicts and fewer conflicts with pedestrians.

Shadow Vehicle – the vehicle placed in advance of the work area to provide advance warning to motorists or close a lane/shoulder to protect the work area. The shadow vehicle shall be equipped with a TMA if it encroaches in the open lane. Shadow vehicles shown in the work zone case may not be omitted.

Shall - this word, or the term "REQUIRED", means that the definition is an absolute requirement.

Shifting Taper - the taper used to move traffic from the traffic lane onto a bypass or shoulder. This traffic maneuver generally requires half the distance of a merging taper. See the TTC Distance Charts for the length of a shifting taper called L/2.

Should - this word, a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate.

Shoulder Closure - a closure of the roadway shoulder for work operations. The shoulder then becomes unusable by traffic for vehicle maneuvers or break-downs. TTC layouts for work operations using or on a shoulder are dependent on the type of shoulder usage and duration.

Shoulder Taper - the taper used to close the shoulder off to traffic so that shoulder work can be done or equipment can be placed on the shoulder. Since this taper is used to guide errant traffic back to its normal lane path, it does not require a full merge distance. The taper length is reduced to one third ($1/3$) of a merging taper length. See the TTC Distance Charts for the length of a shoulder closure taper called L/3.

Spotter - a trained worker whose sole duty is to monitor traffic and warn co-workers of errant drivers or other hazards.

Temporary Traffic Control (TTC) Plan - a plan describing the traffic controls to be used for facilitating vehicle and pedestrian movements through a temporary traffic control zone.

Temporary Traffic Control (TTC) Zone - an area of a highway where road user conditions are changed because of a work zone or incident by the use of temporary traffic control devices, flaggers, uniformed law enforcement officers, or other authorized personnel. See Areas in Work Zone.

Termination Area - that part of a TTC zone located beyond the work area which guides traffic back into its normal traffic path. A longitudinal buffer space may be used between the end of the work area and the beginning of the downstream taper.

Traffic Control Device - a sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or shared-use path by authority of a public agency having jurisdiction.

Traffic Space - that part of the roadway open to traffic that is next to the activity area. Traffic routing is provided with channelizing devices. For a description of the various types of channelizing devices and their general uses, see the Temporary Traffic Control Devices Section of this Manual.

Transition Area - that part of the TTC zone that moves the traffic from its normal path or lane into the traffic space. This movement of traffic is done through the use of channelizing devices and directional signing placed in various types of tapers.

Traveled Lane - the portion of the roadway for the movement of vehicles, exclusive of the shoulders, berms and sidewalks.

Turn Lane Closure - the closure of a right or left turn lane for work operations. Signing in the TTC zone shall provide adequate warning to the motorists and provide an alternative turning maneuver. Layouts from the various roadway types should be reviewed for the best alternate depending upon roadway intersection design, traffic control (stop, yield, signals, etc.), speed limit, and volume.

Two-Lane, Two-Way Road - a roadway consisting of two (2) opposing lanes of undivided traffic.

Two-Way Taper - the taper used on two-lane, two-way road to change the road into a single lane of two-way traffic. It is primarily used for flagging operations and other traffic control situations. It is typically 100 ft in length and contains six (6) equally spaced channelizing devices.

Undivided Road - a roadway where opposing traffic lanes have no physical separation barriers except pavement markings (where required).

Urban Street - a type of street normally characterized by relatively low speed, wide ranges of traffic volumes, narrower lanes, frequent intersections and driveways, significant pedestrian traffic, and more businesses and houses.

Volume - the number of vehicles passing a given point on the roadway or, the Average Daily Traffic (ADT).

Work Area - that portion of the roadway or shoulder that is closed to the traffic and set aside for workers, equipment, work vehicles, and materials. It may be stationary or moving. The space requirements for a specific TTC Zone will determine the type of TTC layout that is appropriate for the project. The layout will specify the appropriate sign locations, flagger stations and tapers depending on the type of work space.

Work Vehicle – the vehicle typically actively engaged in the work operation. Work vehicles shall be either completely on the shoulder or behind a lane/shoulder closed with channelizing devices or a shadow vehicle with a TMA.

Work Zone Speed Limits - a regulatory speed limit in a temporary traffic control zone.

Flaggers' Guide

Preface

The Flaggers' Guide has been prepared to assist IDOT employees to understand the requirements to be a flagger. The procedures, equipment, and recommendations apply to anyone working as a flagger on roadways under the jurisdiction of the Department. Local public agencies (LPAs), contractors, and permit holders may use this guide for work on roadways under other jurisdictions; however, these organizations' employee safety code may be different.

To the Flagger

- The flagger shall be physically able, mentally alert, and sufficiently commanding in appearance to be obeyed by the road users.
- Flaggers have direct responsibility for the safe passage of traffic in a work area. The lives of workers, the traveling public and the flagger depend upon the flagger's alertness and ability to control traffic with the STOP/SLOW paddle. Flaggers should attempt to immediately warn the work crew when a motorist disregards a flagger's signal causing an emergency.
- Flaggers shall be on duty during the installation and removal of equipment and traffic control devices located on any portion of a through traffic lane.
- The flagger is an important position and is one to be carried out with authority and dignity.
- This guide has been prepared to assist the flagger in understanding the flagger duties and should be properly studied and available for immediate reference. Remember, workers and the road users are depending on the flagger.

The Flagger and Public Relations

- When stopping traffic, the flagger should advise the first motorist of the situation in a brief, courteous statement, including an estimate of the delay.
- Do not lean on vehicles or argue with the occupants. Keep your voice calm. The flagger's job demands full concentration.
- All work area signs required by the MUTCD and other approved traffic control plans (Contract Plans, Work Zone Cases, etc.), shall be installed prior to beginning any operation. The flagger should not be required to control traffic without proper placement of these signs. The signs shall be removed or covered when they are not actually in effect.
- When on duty the flagger should present a neat appearance, be appropriately dressed for protection from the sun, flying objects, and insects. A neat appearance gains respect and makes the flagger's job more effective.
- Any driver that fails to stop when signaled to do so by a flagger or fails to remain in such position until signaled to proceed is in violation of 625 ILCS 5/11-908(c). If the situation warrants, a description of the driver and the vehicle's license plate number should be recorded and the circumstances reported immediately to the flagger's supervisor or the appropriate law enforcement agency.

Number of Flaggers

- At least two (2) flaggers should be utilized on two-lane roadways at all times when one lane is closed. Additional flaggers should be considered by supervising resident or lead worker due to intersection site restrictions, commercial driveways, or other issues that may impact the safety of motorists.
- The number of flaggers may be reduced for spot lane closures where adequate sight distance is available for the reasonably safe handling of traffic. No reduction of flaggers is allowed when a road is open to local traffic only.

For Local Public Agencies only, the following apply:

- For highways with an ADT < 100, no flagger is required unless the operation encroaches into the open lane.
- For highways with an ADT $\geq$ 100 where the operation encroaches into the open lane and for highways with an ADT

≤ 400, one (1) flagger is required. When a single flagger is used, the flagger should be stationed on the shoulder opposite the spot lane closure or work space, or in a position where good visibility and traffic control can be maintained at all times.

- Approved temporary traffic signals may be substituted for flaggers at bridge repair projects or other operations where lane closures will last overnight or longer.
- Contractors, Permit Holders, and Utility Companies should refer to page 175 for additional requirements.

Flagger Duties

- One (1) of the two (2) flaggers should be designated as the chief flagger for purposes of coordinating movement.
- Flaggers shall use a STOP/SLOW paddle, a flag, or an Automated Flagger Assistance Device (AFAD) to control road users approaching a temporary traffic control zone. The use of hand movements alone without a paddle, flag, or AFAD to control road users shall be prohibited except for law enforcement personnel or emergency responders at incident scenes.
- Flaggers shall be able to communicate with each other verbally, visually, or by two-way radios. Headsets shall not be used.
- Where the end of a one-lane section is not visible from the other end, the last vehicle can be identified by description or license plate and relayed to the other flagger.
- Each flagger shall be stationed in accordance with the appropriate Work Zone Case or Highway Standard.
- Flaggers shall comply with all current and applicable safety standards which may include organization employee safety code, MUTCD, Illinois Department of Labor, and/or OSHA.
- Flagging procedures for multilane closures, urban areas and/or other work activities that are not outlined in this Manual and require special consideration should be furnished by the flagger's supervisor.

Flagger Equipment

IDOT's (or respective organization's) Employee Safety Code shall be consulted for detailed information concerning required and recommended employee personal protection equipment.

Required Flagger Equipment for IDOT Personnel

(LPAs refer to agencies' safety codes)

- STOP/SLOW paddle
- High-Visibility Safety Apparel meeting current ANSI/ISEA Standard 107 Performance Class 2 meeting the Department's color and reflective striping pattern.
- Flagger Ahead (Symbol) Sign (W20-7)
- 2-way radios if flaggers are not able to see the other flaggers (Cell phones or direct connect cellular devices are not allowed. Headsets shall not be used.)
- High visibility Department approved headwear in accordance with the Employee Safety Code
- Eye protection meeting current ANSI Z87.1
- Protective helmets meeting current ANSI Z89.1 where there is a possible danger of head injury from impact, or from falling or flying objects.
- 6 in. work boots meeting current ASTM F2413 Class 75 for Impact and Compression
- At night, Illuminated Flagger Stations
- At night, High-Visibility Safety Apparel meeting current ANSI/ISEA Standard 107 Performance Class 2 with leggings meeting the Department's color and reflective striping pattern.

Recommended Flagger Equipment

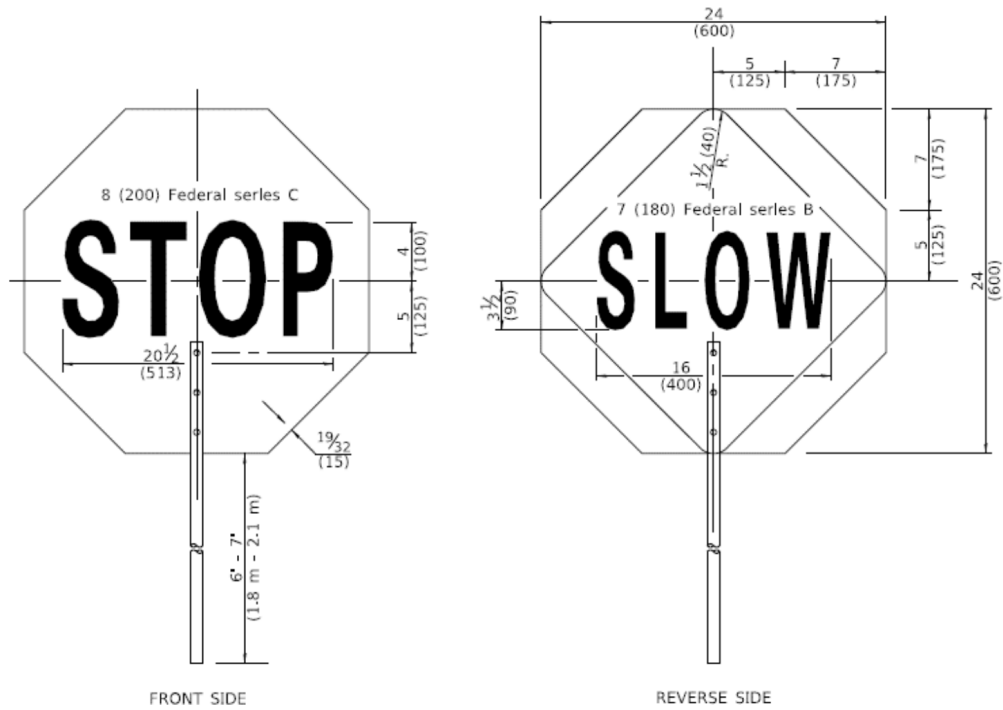
- Appropriate fluorescent clothing for weather conditions (outer garment shall comply with High-Visibility Safety Apparel for day or night) such as thermal coat, raingear, layers.

Additional Flagger Equipment

- Red flags may be used during emergency situations if a STOP/SLOW paddle is not available. The flag shall be of retroreflective material when used at night.
- When flagging in an emergency situation at night in a non-illuminated flagger station, a flashlight with red glow-cone may be used to supplement the STOP/SLOW paddle or flag.
- Automated Flagger Assistance Devices (AFAD) complying with the MUTCD may be used in situations where there is only one lane of approaching traffic in the direction to be controlled.

STOP/SLOW Paddle

- The STOP/SLOW paddle:
 - Should be the primary and preferred hand-signaling device.
 - Should be properly maintained and cared for to ensure condition and legibility (shall be able to read from a minimum distance of 400 ft).
 - Shall have an octagonal shape on a rigid handle.
 - Shall be at least 24 in. wide with letters at least 8 in. high. For LPAs on roadways under local jurisdiction, the STOP/SLOW paddle may be 18 in. wide with letters at least 6 in. high. (See Figure 1 on pg. 170)
- 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 or fluorescent orange background.
- The STOP/SLOW paddle sign faces shall consist of retroreflective sheeting.
- The STOP/SLOW paddle may be modified to improve conspicuity by incorporating either white or red flashing lights on the STOP face, or either white or yellow flashing lights on the SLOW face. The flashing lights shall meet the requirements of MUTCD.



FLAGGER TRAFFIC CONTROL SIGN

Figure 1

Flagging Procedures to Stop Road Users

- The flagger shall stand in a safe position on the shoulder and shall be visible to traffic.
- The flagger shall face road users and aim the STOP paddle face toward the road users in a stationary position with the arm extended horizontally away from the body.
- The flagger's free arm shall be held with the palm of the hand above the shoulder level toward approaching traffic.
- After the first vehicle has stopped, the flagger shall move to a position near the centerline to ensure the STOP paddle face and flagger are visible to approaching traffic (See Figure 2)

To Direct Stopped Road Users to Proceed

- When releasing traffic, the flagger shall move to a safe position out of open traffic lanes and face traffic.
- The flagger shall face road users and aim the SLOW paddle face 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 (See Figure 3).

To Alert or Slow Traffic

- The flagger shall stand in a safe position on the shoulder, be visible to traffic and facing traffic.
- The flagger shall face road users and aim the SLOW paddle face toward road users in a stationary position with the arm extended horizontally away from the body.
- To further alert or slow traffic, the flagger aiming the SLOW paddle face toward road users may motion up and down with the free hand, palm down (See Figure 4).



Figure 2

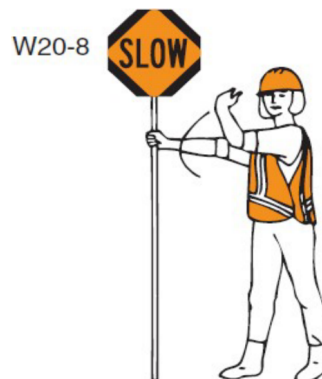


Figure 3



Figure 4

Multilane Roadways

- Traffic control devices shall be used to control traffic through the work zone.
- When used on multilane roadways, the flagger's responsibility is to protect workers while maintaining traffic speeds at a reasonable level.
- Flaggers shall not aggressively reduce speeds unnecessarily which will result in backups.
- While flagging on a multilane road, the flagger shall remain on the shoulder or in the closed lane. Flaggers and the STOP/SLOW paddles shall not encroach into the open lane of traffic.
- Flaggers on multilane projects shall be positioned in accordance with the appropriate Work Zone Case or Highway Standard.

Signaling with a Flag

- Red Flags may be used during emergency situations if a STOP/ SLOW paddle is not available.
- The flag shall be RED, 24 in. X 24 in., and on a 3 ft staff.
- The flag shall be of retroreflective material when used at night.
- The flagger shall stand in a safe position on the shoulder and shall be visible to traffic.
- To stop road users, the flagger shall face road users and extend the flag staff horizontally across the road users' lane in a stationary position so that the full area of the flag is visibly hanging below the staff. After the first vehicle has stopped, the flagger shall move to a position near the centerline to ensure the flag and flagger are visible to approaching traffic. The free arm shall be held with the palm of the hand above shoulder level toward approaching traffic. (See Figure 5)
- To direct stopped road users to proceed, the flagger shall face road users with the flag and arm lowered from the view of the road users, and shall motion with the free hand for road users to proceed. Flags shall not be used to signal road users to proceed. (See Figure 6)
- 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. (See Figure 7)

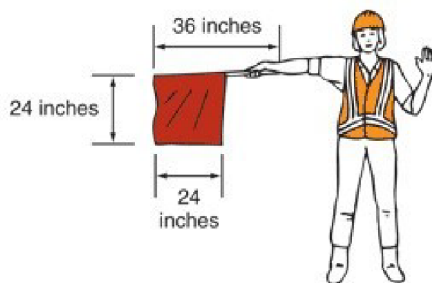


Figure 5



Figure 6



Figure 7

Flagger Rules to “Live” By

- FLAGGERS shall meet the flagger requirements outlined in this Manual and other applicable safety codes and be trained prior to performing flagger duties.
- FLAGGERS shall be relieved at appropriate intervals to avoid fatigue and remain alert.
- FLAGGERS shall not be more than one (1) mile apart on two-lane highways.
- FLAGGERS shall not mingle with the work crew.
- FLAGGERS shall not use a cell phone, text, or use the internet.
- FLAGGERS should always maintain two (2) safety escape routes.
- FLAGGERS shall not leave their post unless authorized to do so or when replaced by another flagger.
- FLAGGERS shall not turn their back on approaching traffic.
- FLAGGERS shall not sit while on duty.
- FLAGGERS shall be aware of where equipment and traffic are at all times.
- FLAGGERS shall be visible to oncoming traffic at all times. To be visible:
 - Wear approved high visibility garments at all times.
 - Avoid standing in the shade.
 - Avoid standing in front of equipment.
 - Locate the flagger station in advance of curves, horizontal and vertical.

Additional Requirements for Contract and Permit Work

- * 430 ILCS 105/2 requires "the contractor or his authorized agent in charge of such construction will be required to furnish no fewer than 2 flagmen..."
- * All flaggers shall be certified by an agency approved by the Department. While on the job site, each flagger shall have in their possession a current flagger certification identification card and a valid driver's license or a current Secretary of State identification card. This flagger certification requirement may be waived by the Engineer for emergency situations beyond the contractor's control.
- * For flagger operations at night, flagger stations shall be illuminated according to the Standard Specifications for Road and Bridge Construction.

For information on approved flagger certification and training programs contact the Bureau of Safety Programs and Engineering at DOT.BSPEWZ@illinois.gov.

IDOT Employees: Contact Bureau of Safety Programs and Engineering/District Safety Representative for further information.

Additional Resources:

Federal Highway Administration – Work Zones
<https://highways.dot.gov/safety/other/work-zone>

Manual on Uniform Traffic Control Devices (MUTCD)
<https://mutcd.fhwa.dot.gov/index.htm>

Illinois Department of Transportation – Work Zones
<https://idot.illinois.gov/travel-information/roadway-information/work-zones.html>

Illinois Technology Transfer Center (T2)
<https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/technology-transfer/technology-transfer-center.html>

National Work Zone Safety Information Clearinghouse
<https://workzonesafety.org/>