Standards and Guidelines

Standards and guidelines for temporary traffic control using flaggers may be found in:

• Manual on Uniform Traffic Control Devices, 2009 Edition (MUTCD): This is a document that is required by federal law to be prepared and published by the US Department of Transportation (USDOT), Federal Highway Administration (FHWA). It changes frequently and is published primarily for State DOT use. Each state is required to use this manual, or one of their own design, for all traffic control on streets and highways under all circumstances.

Part 6 includes traffic control for “Temporary Traffic Control (TTC).” The Flagger Handbook contains Chapter 6E of the MUTCD in its entirety. Please refer to it for additional information.

• Your State’s standards and guidelines (more stringent than the MUTCD).

• Contract Plans - These are documents that are prepared, most commonly by the agency for whom the work is being performed, that show drawings and test descriptions of the specific conditions of a project. They may contain Special Provisions and Traffic Control Plans (TCPs).

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

• Traffic Control Plans - These are drawings and notes that describe how the traffic control for a special project should be handled. Signs to use, distances of sign spacing, buffer lengths, taper and other details may be shown which must then be complied with.

Sometimes this information is not specified and it is usually stated in the contract documents that such “may” be at the discretion of the contractor.”

State and local standards and guidelines - These are the standards and guidelines that are particular to the State and area in which you will be working as a flagger. If you will be working in a number of different areas you may be required to work according to those local standards and guidelines. Your instructor will explain this further.
APPENDIX A

State requirements

(Note: This list was compiled as a service only and is not intended as a legal representation of a state’s specifications, standards or guidelines. Please contact the State in question for more information. This list is updated periodically. For more information, check the website: www.flagger.com).

As of December 2011:

* Has adopted the National MUTCD, 2009 Edition and does not have a State Supplement

** Has adopted the National MUTCD, 2009 Edition and has a State Supplement

*** Has a State MUTCD in conformance with the National MUTCD, 2009 Edition

Note: As we receive additional information on the 2009 manual, we will include it in this book. We recommend you periodically check FHWA’s website at http://mutcd.fhwa.dot.gov.
Note: All information in this section is subject to change. Please contact your State DOT for current requirements. See page 24 for meaning of asterisks.

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

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

Arizona **
• Refer to statute 28-653.
  - Any individual who is stationed in a state highway work zone to provide temporary traffic control shall have completed training and be certified by a program that meets the training and certification standards of the national safety council highway flagger training program, the American traffic safety services association flagger program or an equivalent program that meets the same objectives. An equivalent program must meet the United States department of transportation federal highway administration standards for the control of traffic through highway work zones as defined in the manual on uniform traffic control devices for streets and highways.
  - This section does not apply to law enforcement personnel who are employed by governmental entities.
• Certification is required. ATSSA is accepted.
• Flaggers shall repeat training and certification requirements at least once every two years.

Arkansas *
• All flaggers must be trained prior to starting work in the field. Items to be included in the training program include:
  1. Attire
  2. Proper devices and use of devices and gestures
  3. Positioning
  4. Stopping distances as related to surface and environmental conditions
  5. Public relations aspects of the job”

California ***
• Training required. ATSSA is accepted.
• State-specific flagger exam.
• California requires flaggers to be trained, but they do not require them to be certified.
• Flaggers must be trained in the principles that are spelled out in the California Code of Regulations - Construction Safety Orders
**Colorado**
- Certification every two years. ATSSA is accepted.
- All flaggers on CDOT projects must possess a Flagger’s Certification Card in accordance with subsection 630.13 of the Standard Specifications

**Connecticut**
- Certification required. ATSSA training is accepted.

**Delaware**
- Certification required on all construction projects. ATSSA training is accepted.
- All flaggers, except for emergency personnel and law enforcement officers, shall be certified by a DelDOT-recognized flagger certification program. All flaggers, except for emergency personnel and law enforcement officers, shall be required to carry a flagger certification card and photo identification on their person at all times.
- The Department may accept Flagger Cards issued by the Maryland State Highway Administration (MDSHA). The Department retains the right to request that the flagger provide written documentation from MDSHA as to the authenticity of the certification card.

**District of Columbia**
- Certification required. ATSSA training is accepted.

**Florida**
- Training required. Training may be given by anyone who passes the Intermediate or Advanced level courses or by ATSSA. See MOT Training Procedure. ATSSA certification is accepted.

**Georgia**
- Certification required. ATSSA is accepted.

**Hawaii**
- Training is required.
- DOT employees must wear yellow hardhat.
- Contractor required to wear a hardhat it can be any color.

**Idaho**
- Certification required every 3 years. Exam grade must be 80% or greater. ATSSA is accepted.
- Reciprocal agreement with WA, OR, MT, and UT.

Note:
- The Idaho Transportation Department (ITD) DOES NOT offer Flagger training or certification classes, nor does ITD hire flaggers for project flagging. All project flaggers are employed through the contractors who provide traffic control on construction projects.
- ITD recognizes Flagger certification cards when taught using ITD approved courses by ITD approved instructors. Currently, ITD has approved the Flagger training courses from the Evergreen Safety Council (ESC) and ATSSA.
• ITD participates in a multi-state Flagger Reciprocity Agreement with the State Departments of Transportation (DOT’s) of Washington, Oregon, and Montana, and a separate Flagger Reciprocity agreement between ITD and the Utah DOT. Flagger certifications from courses approved by these state DOT’s allows flaggers certified in those states to cross state lines for employment and work in Idaho.

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

Indiana ***
• Training required. ATSSA is accepted
• 24” x 24” paddle is required.

Iowa **
• Training required every two years. ATSSA is accepted.
• Soft cap or hardhat required.
• Vest, shirt, or jacket required.
• Apparel and hats should be orange, strong yellow green, or fluorescent versions of these colors. Combinations of these colors are acceptable.
• Flagger shall use 24 x 24 inch STOP/SLOW paddle with minimum 6 foot staff.
• Require ANSI 107 Class 3 apparel when flagging at night.

Kansas *
• Certification not required.
• Hardhat is optional.

Kentucky *
• Certification is not required.
• Orange hardhat required for Transportation Cabinet workers. Supervisors must wear white hardhat. Optional for contractors.

Louisiana *
• Certification required. ATSSA is accepted.
• Orange hardhat required. Supervisors must wear white hardhat.
• Lime green safety vests with silver and orange high-intensity stripes are required.
Maine *

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

Maryland ***

• All persons performing flagging along Maryland roadways are required to have passed the Maryland approved flagger course. (currently the ATSSA program).
• Re-registration period effective Jan. 1, 2000 is 4 years.
• Photo ID is required for flaggers.
• Flaggers should be dressed in attire similar to that shown in the MUTCD.
• The STOP/SLOW paddle shall be 24”x24”, with a minimum 8” high letters. Reflective sheeting on the STOP/SLOW shall confirm to Maryland SHA's. Specification 950.03. Non-reflective STOP/SLOW paddles are not allowed.
• All traffic control devices (including signs and sign spacing) shall conform to Maryland’s Book of Standards Hingway and Incidental Structures-Temporary Traffic Control Typical applications, as well as the Standard Specifications for Construction and Materials (see Section 104), and all revisions there to.
• Two-way radios or pilot vehicles shall be used whenever flaggers are not within sight distance of each other, or when directed by the engineer.
• Flaggers shall never be stationed more than 1000’ away from the advance flagger sign.
• The prevailing travel speed is used to determine placement of signs, while the posted speed limit is used to determine placement of channelizing devices.
• Flagger should normally be allowed to take a break after flagging for two hours.
• The minimum height of cones shall be 28 inches (on all roadways), and have a minimum circular inside diameter of 10” at the base.
• Portable traffic signals to control traffic are not approved for use in lieu of flaggers in Maryland.
• Spanish-Language flagger training is accepted.
• Flagging at signalized intersections: when flagging at signalized intersections, signal operation shall satisfy one of the following options: 1) The signal is turned to flashing mode during flagging operation or 2) The signal is turned off (dark mode) during flagging operation. Except for police, flagging shall not occur at a signalized intersection operating in a full-color stop-and-go mode (normal operation).
• State-specific flagger exam.
• Questions should be directed to the Office of Traffic and Safety, or other appropriate State Highway Administration offices.
TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 - MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 - MD 104.01-62

NOTE:
FLAGGER SHALL NEVER BE STATIONED MORE THAN 1000' AWAY FROM THE ADVANCE FLAGGER SIGN.

KEY:
- CHANNELIZING DEVICES
- SIGN SUPPORT
- FACE OF SIGN
- DIRECTION OF TRAFFIC
- WORK SITE
- FLAGGER

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
FLAGGING OPERATION / 2-LANE, 2-WAY GREATER THAN 40 MPH

STANDARD NO. MD 104.02-09
Massachusetts **

• 2-year Certification required. ATSSA is accepted.
• State-specific flagger exam. Passing grade is 80%.

• The State of Massachusetts has adopted the National MUTCD, 2009 Edition, and has a State Supplement. The following standards and guidelines, which supersede those included in the National MUTCD, can be found in section 701 of the Code on Massachusetts Regulations (CMR): Use of Road Flaggers and Police Details on Public Works Projects and Item 850.41 of the Massachusetts Flagger Specification:
• A Road Flagger is an individual certified by MassHighway, or a MassHighway-approved organization, to perform traffic control services on public roads

• Use of Road Flaggers:
  - High-Speed Roadways: Road Flaggers may only be used in these roadways where traffic flow has been separated from the construction zone through the use of continuous connected barriers such as temporary concrete barriers, crash walls, or other similar barriers.
  - Low-Speed Roads and Low-Traffic High-Speed Roads. Except as otherwise provided in 701 CMR 7.05(2), the Construction Zone Safety Plan shall require that the Road Flaggers be used in all construction zones in these highways.

• Road Flaggers shall be at least 18 years old and shall receive training in construction zone safety, traffic control, first aid and such other necessary safety programs as identified by the Awarding Authority. Road Flaggers must successfully complete the MassHighway-approved certification program and carry a valid certification card at all times.
• Flaggers used during the performance of the Work shall possess a current certificate of satisfactory completion from a Department-approved flagger training program within the previous two (2) years. Flagger certifications shall remain valid for the duration of the project or the flagger shall be removed from the project.
  • Flaggers used during the performance of the Work shall have completed a First Aid training course according to the standards and guidelines of the American Heart Association or the American Red Cross. Flaggers shall carry their First Aid certification cards with them while performing flagging duties. First Aid certifications need not be renewed once the initial certification has expired. This is a pre-requisite and flagger instructors must ensure flaggers have this certification before administering the flagger course.
• Road Flaggers shall remain at the Construction Zone for the hours scheduled by the Authorized Representative or the Awarding Authority, and shall perform the required duties in accordance with the Guidelines.
• Any flagger determined by the Engineer to be ineffective in controlling traffic may be removed at the discretion of the Engineer. If a flagger is directed to be removed, the Contractor shall immediately comply with the directive from the Engineer and shall suspend operations as necessary until a qualified replacement can be provided.
• Flagging tapers are 100 feet MAX.
• Flaggers shall have an escape route. When a flagger is required to direct traffic in an area where the escape route is partially blocked by a traversable obstruction such as a guardrail, the flagger shall be physically capable of traversing that obstruction.
Flagger Equipment:
• Each flagger shall be equipped with the following high visibility clothing, signaling, and safety devices:
  - A white protective hardhat with a minimum level of reflectivity per the requirements of ANSI, Type I, Class E&G;
  - A clean, unfaded, untorn lime/yellow reflective safety vest and safety pants meeting the requirements of ANSI 107 Class 3 with the words “Traffic Control” on the front and rear panels in minimum two (2) inch (50 millimeter) high letters;
  - A twenty-four (24) inch “STOP / SLOW” traffic paddle conforming to the requirements of Part 6E.03 of the Manual on Uniform Traffic Control Devices (MUTCD), a weighted, reflectorized red flag, flagger station advance warning signage, and two-way radios capable of providing clear communication within the work zone between flaggers, the Contractor, and the Engineer. The traffic paddle shall be mounted on a pole of sufficient length to be seven (7) feet above the ground as measured from the bottom of the paddle;
  - A working flashlight with a minimum of 15,000 candlepower and a six (6) inch red attachable wand, a whistle with an attached lanyard, and a First Aid kit that complies with the requirements of ANSI Z308.1.
  - An industrial/safety type portable air horn that complies with the requirements of the U.S. Coast Guard.
• Compensation for flaggers will be paid on an hourly basis for only the actual time spent flagging and payment will be made under Item 850.41, Roadway Flagger. No allowance or additional payment will be made for required training, equipment, travel time, transportation, or any administrative charges associated with the costs of flaggers.

Flaggers must also be familiar with:

_work zone safety guidelines for mass municipalities and contractors
___This document should be downloaded from the MA Highway Department’s Website at www.mhd.state.ma.us/.___

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

Flaggers must also be familiar with the following documents that can be downloaded from the MA Highway Department’s website www.mhd.state.ma.us/

• The Massachusetts Flagger Specification requirements
• The New Massachusetts Detail Officer/Flagger Law
• The MassHighway Work Zone Safety Guidelines
**Michigan ***
• Flaggers are called “Traffic Regulators”.
• Certification Required. ATSSA is accepted.
  • Certification includes viewing the video “Safely Regulating Traffic in Michigan” (2002) and reading the Traffic Regulation Instruction manual.
  • All traffic regulators are required to wear a retroreflective upper body garment.
  • Hardhat, safety glasses and protective footwear may also be required.
  • STOP/SLOW paddle must have 6 foot bottom height.
  • In periods of darkness, illumination of the traffic regulator station is required.

**Minnesota ***
• Certification required. ATSSA is accepted.
  • Class 2 retroreflective vest, shirt, or jacket of fluorescent yellow-green and/or fluorescent orange red and high visibility pants required.

**Mississippi *
• Certification required.
  • Fluorescent orange hardhat required.
  • Flagging part of a three-day WZTC course.

**Missouri ***
• Refer to section 616.4.3 of the Missouri standards specifications.
• Certification required.

**Montana *
• Certification required. ATSSA is accepted.
  • Fluorescent orange hardhat and vest required.
  • From Supplemental Specifications to Montana Standard Specifications for Road and Bridge Construction, 2006 Edition: “Flaggers are required to carry proof of flagger certification and present to the Project Manager when requested.”

**Nebraska **
• Certification required every 3 years.
  • The state requires flaggers to wear an orange or yellow cap; no hardhat required. An orange or strong yellow/green vest is required.
  • Be able to read and speak English.

**Nevada **
• Training is required. ATSSA is accepted.
  • Hardhat optional.
New Hampshire *
• Training required.
• Hardhat optional.

New Jersey *
• Certification required.
• Orange hardhat required for DOT employees only. Retroreflective garments required.

New Mexico *
• Certification required.
• Hardhat required-color optional for contractors, yellow required for state workers.
• Vest must meet ANSI level 3 specs.

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

North Carolina **
• Certification required. ATSSA is accepted.
• State-specific flagger exam.
• For the most up to date drawings, visit:
  http://www.ncdot.org/doh/preconstruct/ps/std_draw/06english/11/default.html
• The 1100 series of drawings apply to long term projects. For short-duration projects the signs
  shown on the MUTCD may be used, including adding the ROAD WORK AHEAD sign.

Flagger Equipment:
• Use had signaling devices such as STOP/SLOW paddles to control traffic. Use STOP/SLOW
  paddles as primary device.
• Fabricate STOP/SLOW paddles from sheet metal or other light semi rigid material. Provide a rigid
  handle of sufficient length so the paddle is held at 7 feet above ground level.
• Provide stopping sight distance to each flagger station
  (Refer to Standard Drawing 1101.11, Sheet 2)
• Illuminate flagger stations with floodlights during night operations.
• Retroreflective paddles shall be used for nighttime operations.
• Follow flagger qualifications and methods as per the MUTCD.
• Do not stop traffic in any one direction for more than 5 minutes at a time.
• Flaggers shall not stand in the roadway.
• BE PREPARED TO STOP sign used for one lane operations on 2-lane, 2-way roadways in
  accordance with attached Standard Drawing 1101.02.
GENERAL NOTES FOR FLAGGER OPERATIONS

1. REFER TO STD. 1101.11 SHEET 4 FOR SIGN SPACING.
2. INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
3. REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
4. PLACE CONES THROUGH THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
5. EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED TO THE FLAGGER.

(REFER TO STD. 1101.11 SHEET 2)

6. DO NOT STOP TRAFFIC IN ANY ONE DIRECTION FOR MORE THAN 5 MINUTES AT A TIME.
7. DRUMS OR SKINNY DRUMS MAY BE USED IN LIES OF CONES.
8. USE FLAGGERS TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE. SUPPLEMENT FLAGGERS LOCATED AT INTERSECTIONS WITH FLAGGER AHEAD SIGNS (W-00-7a) PLACED APPROXIMATELY 250 FT. IN ADVANCE OF THE FLAGGER WHERE INTERSECTIONS ARE SIGNALIZED AND PLACE SIGNALS IN THE FLASH MODE.
9. FLAGGERS SHALL NOT STAND IN THE ROADWAY.

GENERAL NOTES FOR PILOT CAR OPERATIONS

1. USE PILOT CARS WHEN DIRECTED BY THE ENGINEER.
2. IF ROADWAY WIDTH IS LESS THAN 22 FEET (ESP TO EOP), CONES MAY NOT BE REQUIRED ALONG WORK AREA, AND AT THE DISCRETION OF THE ENGINEER, CONES MAY BE OMITTED ALONG THE WORK AREA IF USING A PILOT CAR. (NOTE: CONES ARE ALWAYS REQUIRED IN THE UPSTREAM AND DOWNSTREAM TAPERS).
3. MOUNT SIGN 020-4 "PILOT CAR FOLLOW ME" AT A VISIBLE LOCATION ON THE REAR OF THE PILOT VEHICLE.
4. DO NOT INSTALL MORE THAN ONE (1) MILE OF LANE CLOSURE, MEASURED FROM THE BEGINNINGS OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
5. ADVISE RESIDENTS AND BUSINESSES WITHIN THE LANE CLOSURE LIMITS ABOUT METHODS OF SAFE EGRESS AND INGRESS FROM DRIVEWAYS DURING FLAGGING AND PILOT CAR OPERATIONS.
### Minimum Sight Distance

<table>
<thead>
<tr>
<th>Design Speed (MPH)</th>
<th>Stopping Sight Distance (Feet)</th>
<th>Passing Sight Distance (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>200</td>
<td>1090</td>
</tr>
<tr>
<td>35</td>
<td>250</td>
<td>1280</td>
</tr>
<tr>
<td>40</td>
<td>305</td>
<td>1470</td>
</tr>
<tr>
<td>45</td>
<td>360</td>
<td>1625</td>
</tr>
<tr>
<td>50</td>
<td>425</td>
<td>1835</td>
</tr>
<tr>
<td>55</td>
<td>495</td>
<td>1985</td>
</tr>
<tr>
<td>60</td>
<td>570</td>
<td>2135</td>
</tr>
<tr>
<td>65</td>
<td>645</td>
<td>2285</td>
</tr>
<tr>
<td>70</td>
<td>730</td>
<td>2480</td>
</tr>
<tr>
<td>75</td>
<td>820</td>
<td>2580</td>
</tr>
<tr>
<td>80</td>
<td>910</td>
<td>2680</td>
</tr>
</tbody>
</table>

### General Notes

1. Tables are based on the AASHTO Green Book "A Policy on Geometric Design of Highways and Streets" and the "Manual on Uniform Traffic Control Devices". Minimum sight distance values are for passenger car vehicles on wet and level roadways. Consult the AASHTO Green Book to make final determination of stopping sight distance requirements.

2. Buffer space table is based on the braking distance portion of stopping sight distance for wet and level pavements.

3. Use of stopping sight distance in traffic control plan applications includes providing sight distance for traffic approaching a lane closure. Provide 2-lane, 2-way roadways stopping sight distance to the flagger. For lane closures on multilane roadways provide stopping sight distance to the beginning of the lane closure merge taper, or flashing arrow panel. Extend lane closures at the buffer space such that stopping sight distance is provided.

4. Use of minimum passing sight distance table in traffic control plan applications includes providing sight distance requirements for placement of pavement marking passing/no-passing zones for 2-lane, 2-way roadways.
Procedures:
• The flagger should not stand in the road to stop traffic.
• The flagger should always stand on the shoulder.
• All flaggers must have an escape route if the work zone is compromised.
• The flagger should not cross the center line of the roadway at any time. In cases where this is not possible (i.e. at intersections), the supervisor should access the job location and techniques to be used in order to insure a safe and effective traffic control procedure.
• Don’t use flaggers for road closures
• Two flaggers should always be used; however, a one flagger operation may be used, only after the need is determined by the supervisor (low volume, low speed, short duration; i.e. utility operation).
• Use of Automated Flagger Assistance Device (AFAD) is permitted. (The manufacturer must certify individual in the use of the device.)

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

Ohio ***
• Training not required.
• Hardhat optional.

Oklahoma *
• Certification not required.

Oregon **
• Certification required every three years. Exam grade must be 80% or greater. ATSSA is NOT accepted at this time.
• Yellow, white or orange hardhats required on DOT jobs. Optional on others.
• Reciprocal agreement with Washington, Idaho, and Utah.

Pennsylvania **
• All flaggers shall be trained by a Penn-DOT-approved training provider. ATSSA is an approved training provider.
• Hardhat is required. Color is not stipulated.
• A red flag may only be used to control traffic in an emergency.
Puerto Rico **
• Certification not required.
• Hardhat required for dept. workers. Short in-house course.

Rhode Island *
• Certification required. ATSSA is accepted.
• Hardhat optional.

South Carolina *
• Certification not required.
• Hardhat required. All flaggers must wear orange reflective vests.

South Dakota *
• Certification required. Must be 18 years old.
• Flagger required to wear a vest, shirt, or jacket that is yellow, orange, strong yellow-green or fluorescent variations of these same colors; retroreflective if used at night.
• A strong yellow-green, orange or fluorescent strong yellow-green hardhat, hardhat cover, or cap shall be worn; retroreflective if used at night.

Tennessee **
• Certification not required.
• Orange hardhat required.
• State employees receive training by safety trainers.

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

Vermont *
• Certification required every two years. Must complete the ATSSA Flagger course or the AGC of VT course.
  • Orange hardhat or softcap recommended.
  • Retroreflective vest required.
  • See Section 630 - Uniformed Traffic Officers and Flaggers for more information.

Virginia **
• Certification required every two years if trained through the Va-DOT program and four years if trained through the ATSSA program. ATSSA is accepted.
  • Hardhat required. DOT must wear white. Contractors may wear any color.
  • Flaggers shall speak English and be at least 18 years old.
  • ANSI 107 Class 3 apparel (including trousers) required at night.
Washington **
• Certification is required every three years by successfully attending a 6 hour minimum initial course or a 4 hour minimum re-certification course. Must receive an 80% minimum score on a 50 question exam. The curriculum is based on the MUTCD but is also Washington State Specific including State Standard Specifications, State Modifications to the MUTCD, and Washington Administrative Codes.
• Training is provided through ATSSA and other approved providers through many community colleges and approved Washington State instructors.
• A high visibility hard hat is required. The approved colors are white, yellow, red, orange, or yellow/green. Night-time flagging requires the hard hat to have 12 square inches of retroreflective tape to provide 360 degrees of visibility. Also required is at least a ANSI/ISEA 107-2004 Class II vest. Night-time flagging requires a ANSI/ISEA 107-2004 class II or III outer garment WITH ANSI/ISEA Class E pants.
• Washington State has a reciprocity agreement with Idaho, Oregon, and Montana, accepting Flagger Certification Cards with each other.
• Because the ATSSA course is very extensive, students successfully completing their course will receive BOTH the Washington State flagger card and the ATSSA National Card accepted in all other States requiring training or certification. The Washington State card is valid for three years and the ATSSA card is valid for four years. The ATSSA National card is not to be used in Washington or Oregon.

West Virginia **
• Training is required for DOT personnel only on a yearly basis, yellow or white hardhats have been removed from the standards.

Wisconsin **
• Training Required.
• Stop/slow paddle: a rigid handle with 5-foot minimum mounting height to bottom of sign is required.
• High-visibility safety apparel according to MUTCD and applicable regulatory agencies.

Wyoming **
• Certification required; certification good for two years. ATSSA is accepted.
• Strong yellow-green vest and orange hardhat required.