



Oregon

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CERTIFIED FLAGGER ATTACHMENT (REVISED 02-2020)

Signs

Unless otherwise noted, all signs under this manual shall be standard black letters and borders on an orange background except that in emergency incidents, signs having yellow backgrounds may be used if orange signs are not readily available. Symbol signs as shown in the MUTCD except "Narrow Bridge" and "Pavement Ends" are approved.

Placement

Sign and cone spacing and placement set forth in this manual is the standard for open, unobstructed roadway conditions. Placement should be modified, as necessary, to provide visibility, allow safe passage of pedestrians and cyclists and avoid interference with physical features such as intersections, driveways or other traffic control devices; to control traffic and protect the work area.

Choosing Signs

Work zone signing must give the road user positive guidance in advance of and through the work area. Warning signs used in work zones shall be as described above and be reflectorized for nighttime use. Inappropriate signing shall be covered, turned or removed and extra guidance given to offset inappropriate markings which cannot be removed.

Temporary work zone signs shall be mounted so that the bottom of the sign is not less than one foot above the roadway. If pedestrians and/or cyclists can be expected, temporary work zone signs shall be placed out of the travel path.

To keep the road users' respect and maintain credibility:

1. **Do not assume that motorists will see or recognize the workers or the work.**
2. **Set up and maintain traffic control as if every road user were approaching the work area for the first time.**
3. Use standard signs with standard legend or symbols.
4. If work is not in progress or the condition warned against is not present, cover, turn or remove signs. **DO NOT LEAVE "FLAGGER" SIGNS IN PLACE IF THE FLAGGER IS NOT THERE.** Don't tell a road user to expect a condition which isn't there.
5. If there is no longer a need for channelizing devices, remove them.

***Inaccurate signing is the number one concern of motorists with work zones.**

Standard Sign Spacing Applications

Sign and cone spacing and placement set forth in this handbook is a guide intended for open, unobstructed roadway conditions. Placement should be modified, if necessary, to control traffic, allow safe passage of pedestrians and cyclists, protect the work area, provide good visibility and to avoid interference with physical features such as intersections, driveways or other traffic control devices. Placement may be modified based on good judgement and traffic patterns.

Delay

Unless specifically authorized on a single-trip permit, the maximum delay allowed to the traveling public is 20 minutes.

Sign Spacing Table

Warning signs are spaced as shown in the following table:

A = Distance from the end of the cone taper to the first upstream advance warning sign.

B&C = Distance of subsequent advance warning signs upstream from the last.

Roadway	A	B	C	Suggested Buffer
Urban	200	200	200	150 Ft.
Standard	500	500	500	350 Ft.
Freeway	500-1000	800-1600	1300-2600	500 Ft.

URBAN -Non-freeway with characteristics of a city street. Speeds normally 35 mph or less.

STANDARD -Non-freeway, essentially open roadway without urban characteristics.

FREEWAY -Divided highway with access control.

The standard size for the diamond shape advance work warning sign is 36 inches by 36 inches except that on freeways the standard size is 48 inches by 48 inches. These sign dimensions are standard which may be increased wherever necessary for legibility or emphasis. Smaller signs may be used if authorized by lawful authority.

Advance warning signs on portable supports shall have two orange or red-orange flags which are at least 16 inches square mounted above the sign. Flags shall be mounted so that the entire legend is visible.

The initial warning signs should give an indication of the type of work the driver can expect, i.e.,

- ROAD WORK AHEAD
- SHOULDER WORK AHEAD
- ROAD CONSTRUCTION AHEAD
- BRIDGE WORK AHEAD
- BRIDGE CONSTRUCTION AHEAD
- UTILITY WORK AHEAD
- WORK AREA AHEAD
- WORKERS AHEAD
- SURVEY CREW AHEAD
- WRECK AHEAD

A distance may be substituted for AHEAD on any warning sign.

Use accurate signs to indicate work being performed.

Cover, turn or remove the BE PREPARED TO STOP and the FLAGGER AHEAD signs when the flagger is not present.

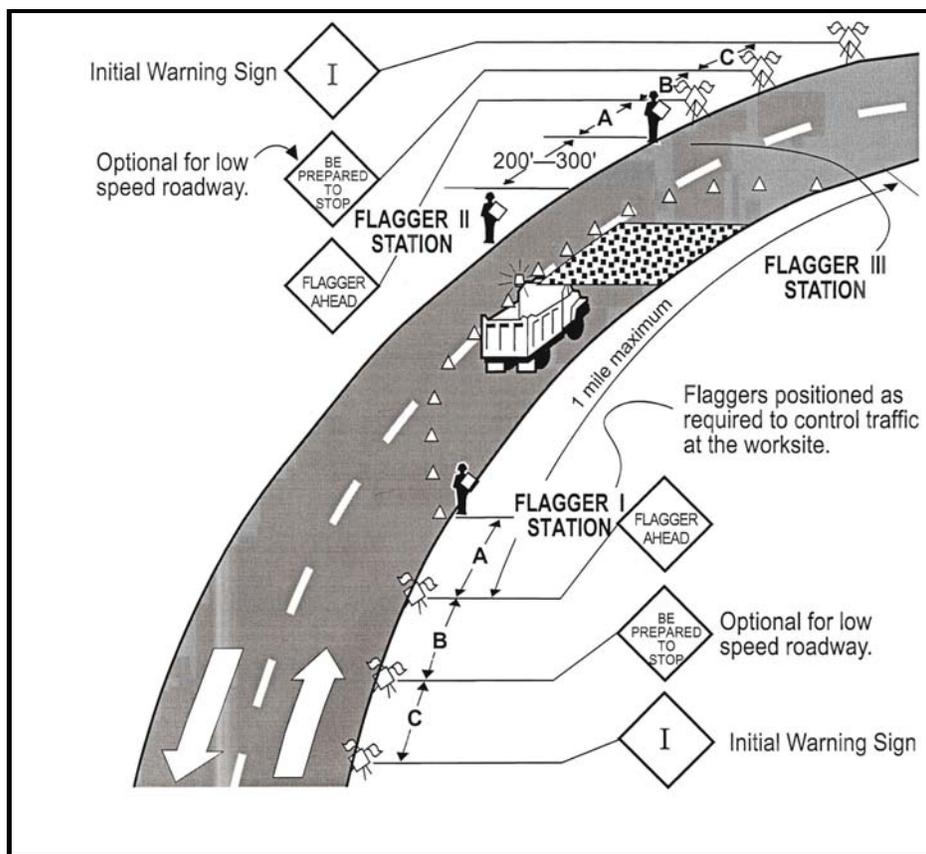


Diagram No. 9 – Single-Lane Closure

Diagram No. 9 covers closure of one-lane of a two-lane two-way roadway.

1. Except for short interruptions such as to allow work vehicles to enter or leave the work area, continuous one way traffic is maintained.
2. Flaggers shown at stations I and III are required if any of the following conditions exist:
 - a. Night Operations
 - b. Work area over 200 feet in length.
 - c. Sight distance is less than 750 feet from position II.
 - d. Heavy traffic (ADT over 1200).
3. Only one flagger at position II is required if none of the above conditions exist.
4. For work zones with limited sight distance, a pilot car should be considered.