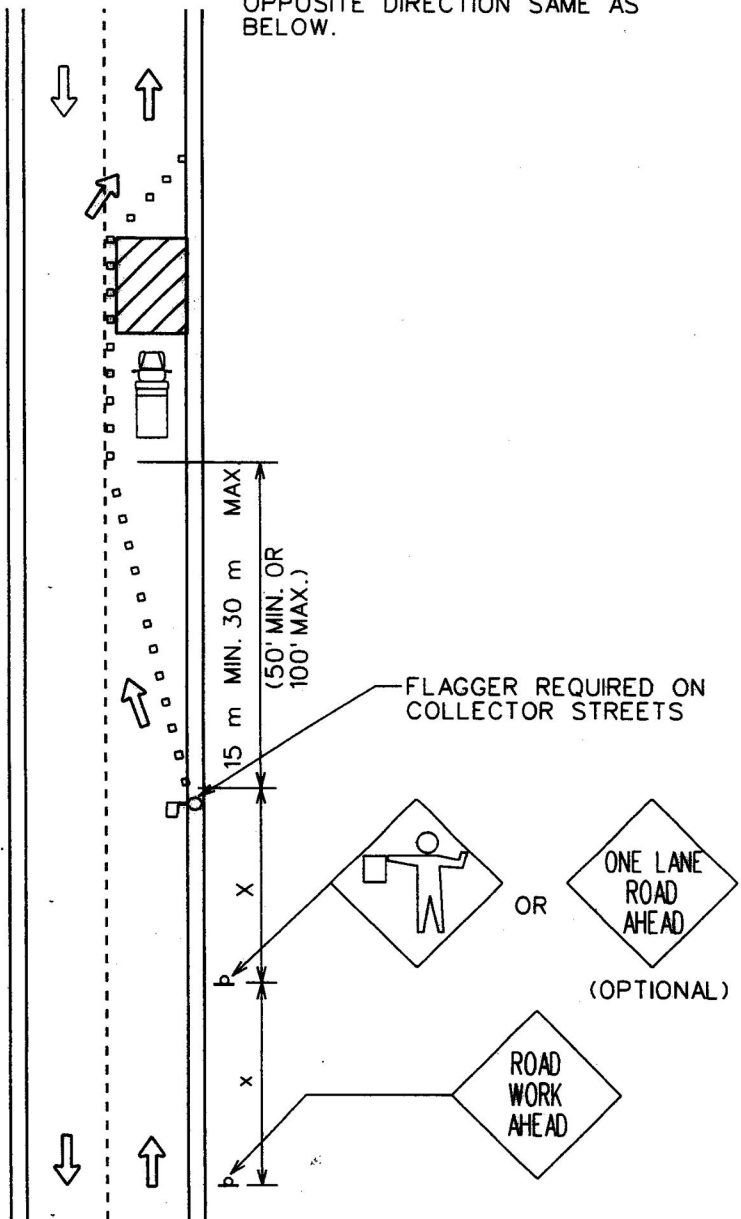


FLAGGER REQUIRED ON  
COLLECTOR STREETS

USE OF SECOND FLAGGER  
IS OPTIONAL.

NOTE:

WARNING SIGN SEQUENCE IN  
OPPOSITE DIRECTION SAME AS  
BELOW.



SEE SHEET 3 OF 8  
FOR FLAGGER NOTES  
AND TAPER LENGTHS.  
SEE SHEET 8 OF 8  
FOR DEVICE SPACING.

CITY OF AUSTIN  
DEPARTMENT OF PUBLIC WORKS

COLLECTOR / RESIDENTIAL STREET  
FLAGGING OPERATIONS

THE ARCHITECT/ENGINEER ASSUMES  
RESPONSIBILITY FOR APPROPRIATE USE  
OF THIS STANDARD.

STANDARD NO.

804S-2

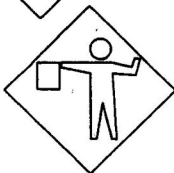
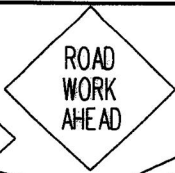
1 OF 8

ADOPTED

3/13/06

*Bill Gardner*

(OPTIONAL)



60 m TO 90 m  
(200' TO 300')

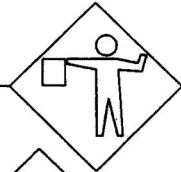
END  
ROAD WORK

30 m  
(100')

MINIMUM BUFFER SPACE REQUIRED.  
SEE SHEET 3 OF 8.

TWO-WAY TRAFFIC TAPER  
15 m TO 30 m  
(50' TO 100')

END  
ROAD WORK



(OPTIONAL)

SEE SHEET 3 OF 8  
FOR FLAGGER NOTES  
AND TAPER LENGTHS.  
SEE SHEET 8 OF 8  
FOR DEVICE SPACING.

CITY OF AUSTIN  
DEPARTMENT OF PUBLIC WORKS

FLAGGER SETUP FOR 2 LANE ROADWAY

*Ben Anderson*

3/13/06  
ADOPTED

THE ARCHITECT/ENGINEER ASSUMES  
RESPONSIBILITY FOR APPROPRIATE USE  
OF THIS STANDARD.

STANDARD NO.  
804S-2  
2 OF 8

1. FOR DAYTIME WORK, THE FLAGGER SHALL WEAR AN APPROVED BRIGHTLY COLORED VEST. FOR NIGHTTIME WORK, THE VEST SHALL BE RETROFLECTIVE. THE RETRO-REFLECTIVE MATERIAL SHALL BE ORANGE, YELLOW, WHITE, SILVER, STRONG YELLOW-GREEN OR A FLOURESCENT VERSION OF THESE COLORS AND SHALL BE VISIBLE AT A MINIMUM DISTANCE OF 305 m (1,000').
2. FOR LOW-VOLUME APPLICATIONS, A SINGLE FLAGGER MAY BE ADEQUATE. WHERE ONE FLAGGER CAN BE USED, SUCH AS FOR SHORT WORK AREAS ON STRAIGHT ROADWAYS, THE FLAGGER MUST BE VISIBLE TO APPROACHING TRAFFIC FROM BOTH DIRECTIONS.
3. FLAGGERS SHALL USE ONLY STOP/SLOW PADDLE TO DIRECT TRAFFIC UNLESS WORKING IN A SIGNALIZED INTERSECTION WHERE DRIVERS MAY BE CONFUSED BY THE SIGN PADDLE. HAND SIGNAL MAY BE USED IN THESE SITUATIONS.
4. FLAGGERS SHALL ENSURE THAT ALL REQUIRED SIGNING IS IN PLACE PRIOR TO BEGINNING FLAGGING OPERATIONS.
5. FLAGGERS SHALL NOT PERFORM WORK THAT IS NOT RELATED TO FLAGGING WHILE ON DUTY.
6. FLAGGERS MAY CARRY AIR HORNS OR WHISTLES TO WARN WORKERS OF AN EMERGENCY CONDITION.
7. FLAGGERS SHALL BE REQUIRED TO USE TWO-WAY RADIOS WHEN OUT OF CLEAR VIEW OF EACH OTHER.
8. FLOODLIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.

#### TAPER LENGTHS

SPEED (kmph)	SPEED* (mph)	LENGTH (meters)	LENGTH (feet)
30	20	11	35
40	25	17	55
50	30	26	85
55	35	36	120
65	40	51	170
70	45	66	220
80	50	84	280
90	55	101	335
95	60	125	415
105	65	146	485

\*POSTED SPEED

**CITY OF AUSTIN**  
DEPARTMENT OF PUBLIC WORKS

**FLAGGER SETUP FOR 2 LANE ROADWAY**

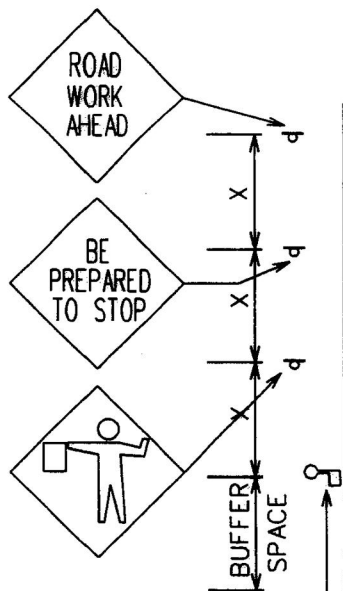
THE ARCHITECT/ENGINEER ASSUMES  
RESPONSIBILITY FOR APPROPRIATE USE  
OF THIS STANDARD.

STANDARD NO.

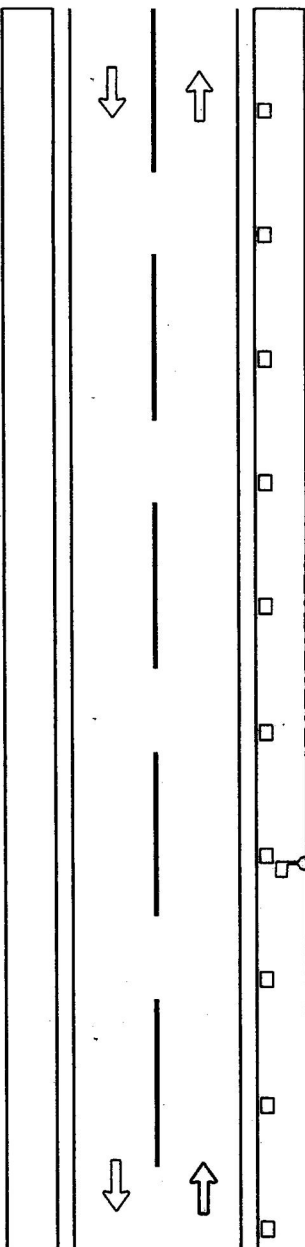
**804S-2**

3 OF 8

*Bill Anderson* 3/13/06  
ADOPTED



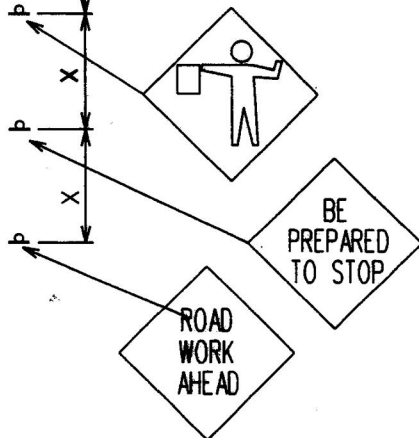
FLAGGER REQUIRED ON  
COLLECTOR STREETS.  
ADDITIONAL FLAGGERS  
MAY BE REQUIRED  
DEPENDING ON  
FIELD CONDITIONS.



CONSTRUCTION SITE

VEHICLES  
ENTERING & EXITING  
IN THIS AREA

FLAGGER REQUIRED ON  
COLLECTOR STREETS.  
ADDITIONAL FLAGGERS  
MAY BE REQUIRED  
DEPENDING ON  
FIELD CONDITIONS.



SHE SHEET 3 OF 8  
FOR FLAGGER NOTES  
AND TAPER LENGTHS.  
SEE SHEET 8 OF 8  
FOR DEVICE SPACING.

**CITY OF AUSTIN**  
DEPARTMENT OF PUBLIC WORKS

**FLAGGER SETUP FOR VEHICLES  
ENTERING AND EXITING WORK SITE**

*Bill Ardman*

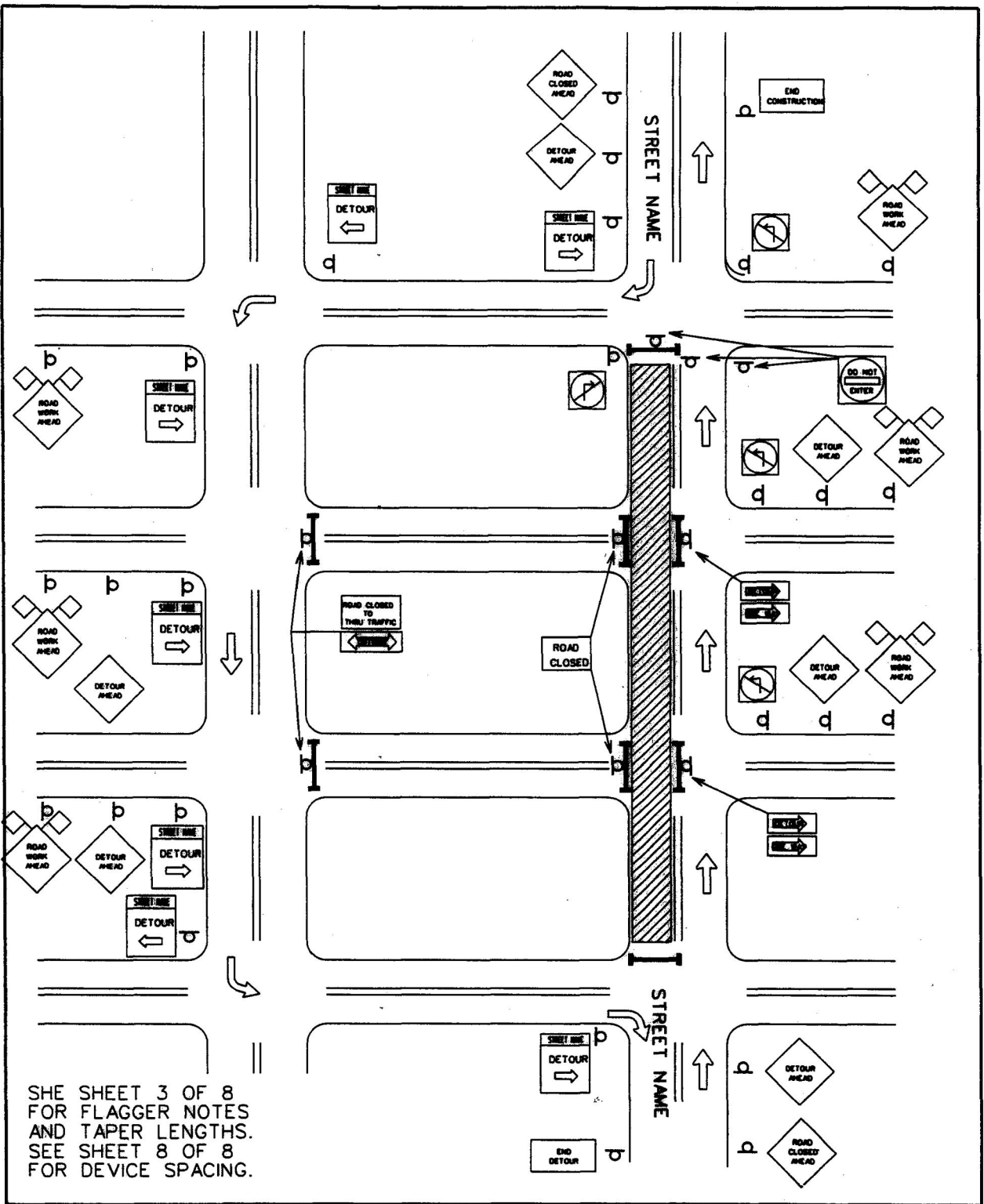
*3/13/06*  
ADOPTED

THE ARCHITECT/ENGINEER ASSUMES  
RESPONSIBILITY FOR APPROPRIATE USE  
OF THIS STANDARD.

STANDARD NO.

**804S-2**

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**CITY OF AUSTIN**  
DEPARTMENT OF PUBLIC WORKS

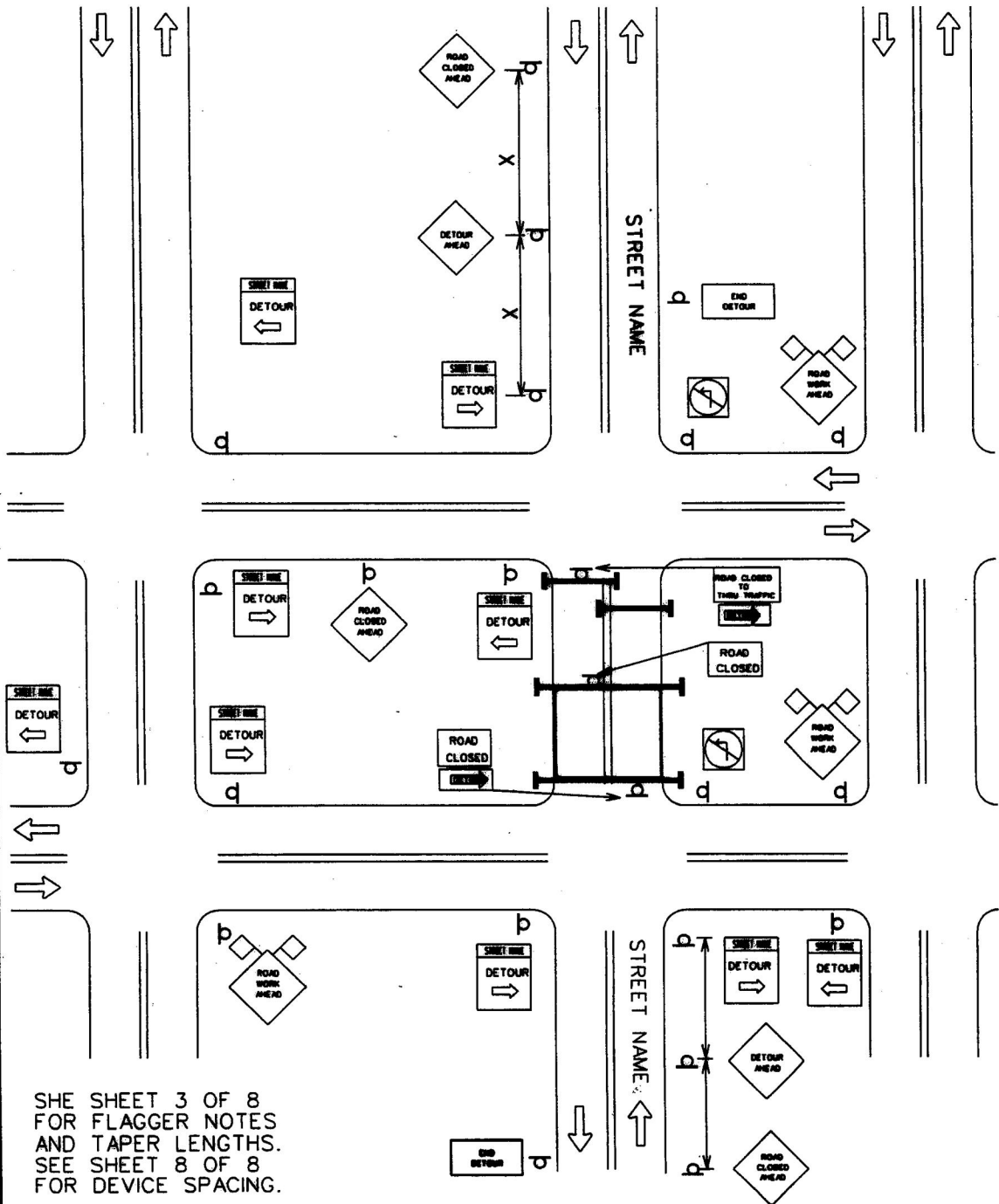
**STREET DETOUR  
SINGLE DIRECTION**

*Bill Anderson*

*3/13/06*  
**ADOPTED**

THE ARCHITECT/ENGINEER ASSUMES  
RESPONSIBILITY FOR APPROPRIATE USE  
OF THIS STANDARD.

STANDARD NO.  
**804S-2**  
5 OF 8



SEE SHEET 3 OF 8  
FOR FLAGGER NOTES  
AND TAPER LENGTHS.  
SEE SHEET 8 OF 8  
FOR DEVICE SPACING.

**CITY OF AUSTIN**  
DEPARTMENT OF PUBLIC WORKS

**STREET DETOUR**  
**BOTH DIRECTIONS**

*Bice Andrews*

*3/13/06*  
ADOPTED

THE ARCHITECT/ENGINEER ASSUMES  
RESPONSIBILITY FOR APPROPRIATE USE  
OF THIS STANDARD.

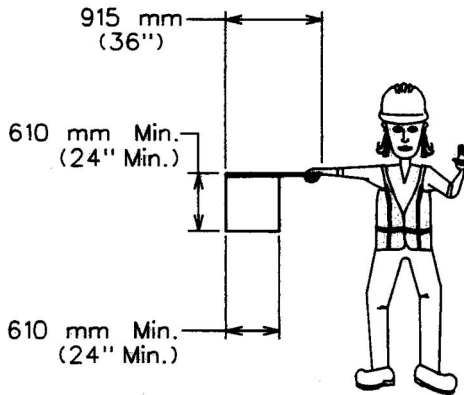
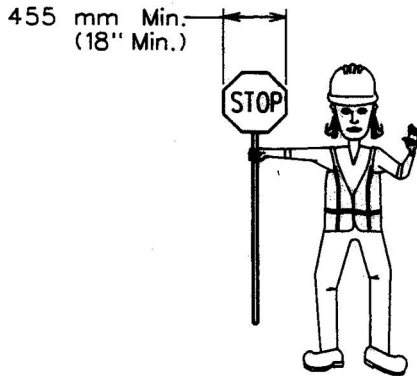
STANDARD NO.  
**804S-2**  
6 OF 8

# PREFERRED METHOD

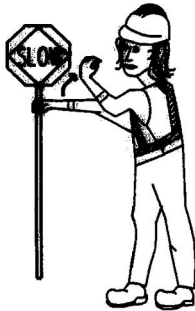
# EMERGENCY USE ONLY

## PADDLE

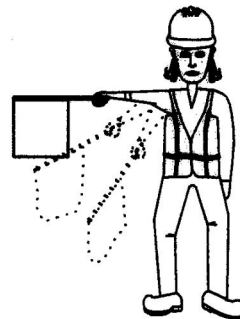
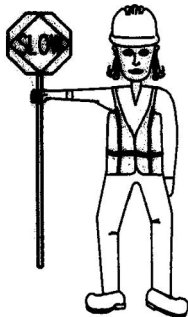
## FLAG



TO STOP TRAFFIC



TRAFFIC PROCEED



TO ALERT AND  
SLOW TRAFFIC

SHE SHEET 3 OF 8  
FOR FLAGGER NOTES.

**CITY OF AUSTIN**  
DEPARTMENT OF PUBLIC WORKS

## USE OF HAND SIGNALING DEVICES

*Bill Gardner*

*3/13/06*  
ADOPTED

THE ARCHITECT/ENGINEER ASSUMES  
RESPONSIBILITY FOR APPROPRIATE USE  
OF THIS STANDARD.

STANDARD NO.

804S-2

7 OF 8

# Typical Transition Lengths and Suggested Maximum Spacing of Devices

Speed KMPH	Posted Speed MPH	Formula	Minimum Desirable Taper Lengths (L) Meters (Feet)			Suggested Max. Device Spacing	Suggested Sign Spacing
			3.0(10) Offset Meters (feet)	3.3(11) Offset Meters (feet)	3.6(12) Offset Meters (feet)	On a taper Meters (feet)	On a tangent Meters (feet)  "X" Dimension
50	30	$L = \frac{WS^2}{60}$	45 (150)	50 (165)	55 (180)	9 (30)	15-20 (60-75)  40 (120)
55	35		65 (205)	70 (225)	75 (245)	10 (35)	25-25 (70-90)  50 (160)
65	40		80 (265)	90 (295)	100 (320)	12 (40)	25-30 (80-100)  75 (240)
70	45	L-WS	135 (450)	150 (495)	165 (540)	13 (45)	25-30 (90-110)  100 (320)
80	50		150 (500)	165 (550)	180 (600)	15 (50)	30-35 (100-125)  120 (400)
90	55		165 (550)	185 (605)	200 (660)	16 (55)	35-40 (110-140)  150 (500)
95	60		180 (600)	200 (660)	220 (720)	18 (60)	40-45 (120-150)  180 (600)
105	65		195 (650)	215 (715)	235 (780)	19 (65)	40-50 (130-165)  210 (700)
115	70		215 (700)	235 (770)	255 (840)	21 (70)	45-55 (140-175)  240 (800)

## LEGEND

☐ ☐ Channelizing devices



Trailer mounted  
flashing arrow  
board



Flagger

### TRAFFIC DETOUR NOTES:

- "STREET CLOSED" AND "STREET CLOSED TO THRU TRAFFIC" MAY BE USED IN PLACE OF "ROAD CLOSED" AND "ROAD CLOSED TO THRU TRAFFIC".
- THE USE OF A STREET SIGN NAME NAME MOUNTED WITH THE M4-9 DETOUR SIGN\*\* IS REQUIRED. THE STREET NAME PLATE SHOULD BE PLACED ABOVE THE DETOUR SIGN. THE PLATE MAY HAVE EITHER A WHITE-ON-GREEN OR A BLACK-ON-ORANGE LEGEND.
- ADDITIONAL "DO NOT ENTER SIGNS" MAY BE DESIRABLE AT INTERSECTIONS WITH INTERVENING STREETS.
- A M4-9 DETOUR SIGN\*\* WITH AN ADVANCE TURN ARROW MAY BE USED IN ADVANCE OF A TURN. ON MULTI-LANE STREETS, SUCH SIGNS SHOULD BE USED.
- M4-9 DETOUR SIGNS\*\* MAY BE LOCATED ON THE FAR SIDE OF INTERSECTIONS.

\*\* TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

**CITY OF AUSTIN**

DEPARTMENT OF PUBLIC WORKS

**TYPICAL LENGTHS & SPACING OF DEVICES  
LEGEND and GENERAL NOTES**

THE ARCHITECT/ENGINEER ASSUMES  
RESPONSIBILITY FOR APPROPRIATE USE  
OF THIS STANDARD.

STANDARD NO.

**804S-2**

8 OF 8

ADOPTED

3/13/06

*Bill Hardner*