

June 1994

RSN 94-3

FLASHING STOP/SLOW PADDLES APPROVED

THE PRACTICE

The practice of using flashing STOP/SLOW flagging paddles has been approved by the Oregon Traffic Control Devices Committee at its May 26, 1994 meeting. This approval was for devices meeting the criteria set forth in Part VI of the Manual on Uniform Traffic Control Devices (MUTCD) which was recommended to the Oregon Transportation Commission at the same meeting. The specific criteria are in Section 6E-4, HAND SIGNALING DEVICES, Paragraph 1

".... To improve conspicuity, the STOP/SLOW paddles may be supplemented by one or two symmetrically positioned alternately flashing white high-intensity lamps"

COLOR - The color white is the only color specified. There are a number of devices being marketed that have flashing devices of a color other than white. These devices do not meet the criteria.

INTENSITY - A high-intensity light source is also specified. There are a number of devices using light emitting diodes (LEDs) as a light source. Field tests have shown these devices to be ineffective.

DEPLOYMENT AND USAGE

The flashing STOP/SLOW paddles should be used in the same manner as a regular paddle. The crews found it most effective in poor visibility conditions, heavy rain, or conditions where the sun is behind the flagger.

The flashing STOP/SLOW paddle is **NOT** a substitute for required illumination of flaggers during night time operations.

As the flashing STOP/SLOW paddle is considered an enhancement, all other signing and work zone traffic control devices must still comply with existing standards.

APPROVED PRODUCTS

The ODOT Product Evaluation Committee, in its June 9, 1994 meeting, approved two flashing STOP/SLOW paddles for use in Oregon. The approval was based on a combination of successful field evaluation and meeting the MUTCD criteria described above. The approved products are:

DETRONICS FLASHING STOP/SLOW PADDLE - MODEL TES 336

This sign received the best overall rating from the evaluation crew. The dual halogen lights were clearly visible in poor lighting conditions, heavy rain, or backlit conditions. The rechargeable batteries will last a full day under moderate use. The cost is \$425 with high intensity sign facing. It is available from:

Graham - Migletz Enterprises, Inc
P.O. Box 348
Independence, MO 64050
(816) 254-1788

COLUMBIA STROBE SAFETY SIGN -

This sign with its single strobe light also worked well under backlit and low visibility conditions. The evaluation crew noted that the unit was light, and easy to carry and use due to its weight balance. The use of fresh alkaline "D" cells is recommended to maximize battery life. The cost is \$125 and it is available from:

Columbia Safety Sign Corporation
P. O. Box 341
Woodland, WA 98674
(206) 225-7688

NOTE: At this time, no other signs have been qualified for ODOT use. We do expect more signs to be submitted in the future.

FOR MORE INFORMATION, CONTACT:

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SUMMARIES OF CURRENT TRANSPORTATION RESEARCH