



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**JIM BOXOLD**  
SECRETARY

December 3, 2015

Khoa Nguyen  
Director, Office of Technical Services  
Federal Highway Administration  
3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312

Re: State Specifications Office  
Section **102**  
Proposed Specification: **1020916 Maintenance of Traffic.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Daniel Strickland of the State Roadway Design Office to allow for the use of Automated Flagger Assistance Devices (AFADs) that do not include a gate arm and be placed on the centerline, as long as they have been crash tested by an appropriate test method.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to [daniel.scheer@dot.state.fl.us](mailto:daniel.scheer@dot.state.fl.us).

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Daniel Scheer, P.E.  
State Specifications Engineer

DS/ot

Attachment

cc: Florida Transportation Builders' Assoc.  
State Construction Engineer

**MAINTENANCE OF TRAFFIC.****(REV ~~10-2326~~12-3-15)**

SUBARTICLE 102-9.16 is deleted and the following substituted:

**102-9.16 Automated Flagger Assistance Devices (AFAD):** Furnish, install, maintain, remove, and relocate AFADs in accordance with the Plans, ~~and~~ Design Standards, *Index No. 603, and APL in accordance with the approved vendor drawings, as provided on the APL and the APL vendor drawings. Manufacturers seeking evaluation of their product for the APL must submit an application in accordance with Section 6 and include detailed vendor drawings to be listed on the APL showing typical application of the device in accordance with Design Standards, Index No. 603.*

Position AFADs where they are clearly visible to oncoming traffic ~~and out of the lane of traffic~~. *AFADs may be placed on the centerline if they have been successfully crash tested in accordance with MASH- TL-3 criteria. A gate arm is required in accordance with Section 990 if a single AFAD is used on the shoulder to control one direction of traffic.*

-The devices may be operated either by a single flagger at one end of the traffic control zone, from a central location, or by a separate flagger near each device's location. *Use only flaggers trained in accordance with Section 105 and who have also been properly trained in the operation of the AFAD. When in use, each AFAD must be in view of, and attended at all times by, the flagger operating the device.*

-Provide two flaggers on-site and use one of the following methods in the deployment of AFADs:

~~Method 1.~~ *Place an AFAD at each end of the temporary traffic control zone, or*

~~Method 2.~~ *Place an AFAD at one end of the temporary traffic control zone and a flagger at the opposite end.*

*A single flagger may simultaneously operate two AFADs as described in Method (1) or a single AFAD as described in Method (2) if all four of the following conditions are present:*

~~a~~1. *The flagger has an unobstructed view of the AFAD(s),*  
~~b~~2. *The flagger has an unobstructed view of approaching traffic in both directions,*

~~c~~3. *For Method 1 two AFADs, the AFAD's are less than less 800 feet apart. For Method 2 one AFAD, the AFAD and the flagger are less than 800 feet apart.*

~~d~~4. *Two flaggers are available on-site to provide normal flagging operations should an AFAD malfunction.*

AFADs may be either a remotely controlled Stop/Slow AFAD mounted on either a trailer or a movable cart system, or a remotely controlled Red/Yellow Lens AFAD.

- *Illuminate the flagging station when the AFAD is used at night-time. When the AFAD is not in use, remove or cover signs and move the AFAD device outside the clear zone or shield it with a barrier.*

AFADs will not be paid for separately. AFADs may be used as a supplement or an alternate to flaggers in accordance ~~with~~ *with the Plans, Design Standards, Index No. 603 and the APL vendor drawings.* Include the cost for AFADs in Maintenance of Traffic Lump Sum.

1020916.D01

All Jobs

~~*Manufacturers seeking approval on the APL must submit drawing to be listed on the APL showing typical application of the in accordance with Index 603.*~~

**MAINTENANCE OF TRAFFIC.****(REV 12-3-15)**

SUBARTICLE 102-9.16 is deleted and the following substituted:

**102-9.16 Automated Flagger Assistance Devices (AFAD):** Furnish, install, maintain, remove, and relocate AFADs in accordance with the Plans, Design Standards, Index No. 603, and APL vendor drawings. Manufacturers seeking evaluation of their product for the APL must submit an application in accordance with Section 6 and include detailed vendor drawings showing typical application of the device in accordance with Design Standards, Index No.603.

Position AFADs where they are clearly visible to oncoming traffic. AFADs may be placed on the centerline if they have been successfully crash tested in accordance with MASH TL-3 criteria. A gate arm is required in accordance with Section 990 if a single AFAD is used on the shoulder to control one direction of traffic.

The devices may be operated either by a single flagger at one end of the traffic control zone, from a central location, or by a separate flagger near each device location. Use only flaggers trained in accordance with Section 105 and in the operation of the AFAD. When in use, each AFAD must be in view of, and attended at all times by, the flagger operating the device.

Provide two flaggers on-site and use one of the following methods in the deployment of AFADs:

1. Place an AFAD at each end of the temporary traffic control zone, or
2. Place an AFAD at one end of the temporary traffic control zone and a flagger at the opposite end.

A single flagger may simultaneously operate two AFADs as described in (1) or a single AFAD as described in (2) if all of the following conditions are met:

1. The flagger has an unobstructed view of the AFAD(s),
2. The flagger has an unobstructed view of approaching traffic in both directions,
3. For two AFADs, the AFADs are less than 800 feet apart. For one AFAD, the AFAD and the flagger are less than 800 feet apart.
4. Two flaggers are available on-site to provide normal flagging operations should an AFAD malfunction.

AFADs may be either a remotely controlled Stop/Slow AFAD mounted on either a trailer or a movable cart system, or a remotely controlled Red/Yellow Lens AFAD.

Illuminate the flagging station when the AFAD is used at night. When the AFAD is not in use, remove or cover signs and move the AFAD device outside the clear zone or shield it with a barrier.

AFADs will not be paid for separately. AFADs may be used as a supplement or an alternate to flaggers in accordance with the Plans, Design Standards, Index No. 603 and the APL vendor drawings. Include the cost for AFADs in Maintenance of Traffic Lump Sum.