

ORINATION FORM

Proposed Revisions to the Specifications

(Please provide all information - incomplete forms will be returned)

Date: Specification Section:

Originator: Articles/Subarticles:

Telephone:

email:

Will the proposed revision involve Design Standard Index changes? Yes No

Roadway Design staff contacted (name):

Structures Design staff contacted (name):

Will the proposed revision involve PPM changes? Yes No

Roadway Design staff contacted (name):

Will the proposed revision involve CPAM changes? Yes No

Construction staff contacted (name):

Will the proposed revision involve Pay Item changes? Yes No

Estimates staff contacted (name):

Will the proposed revision involve SDG changes? Yes No

Structures staff contacted (name):

Will the proposed revision involve APL changes? Yes No

Product Evaluation staff contacted (name):

Will the proposed revision involve Material Manual changes? Yes No

State Materials Office staff contacted (name):

Will this revision necessitate any of the following:

Design Bulletin Construction Bulletin Estimates Bulletin Materials Bulletin

Are all references to external publications current? Yes No

If not, what references need to be updated? (Please include changes in the redline document.)

Why does the existing language need to be changed?

Summary of the changes:

Are these changes applicable to all Department jobs? Yes No

If not, what are the restrictions?

Contact the State Specifications Office for assistance in completing this form.

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M E M O R A N D U M

DATE: November 3, 2015

TO: Specification Review Distribution List

FROM: Daniel Scheer, P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **1020916 Maintenance of Traffic.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

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 share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or online at <http://www2.dot.state.fl.us/ProgramManagement/Development/IndustryReview.aspx> . Comments received after **December 1, 2015**, may not be considered. Your input is encouraged.

DS/ot
Attachment

MAINTENANCE OF TRAFFIC.

(REV 10-~~23~~26-15)

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~~met:

~~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 drawings. Include the cost for AFADs in Maintenance of Traffic Lump Sum.

~~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.~~