

6650000 Pedestrian Detection System
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Mary Anne Koos
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Comment: (6-10-13) Currently we use either a decal or the sign for the FTP 68 series. As written, we could no longer use the decal, which are quick to install and inexpensive. Could the option to use the decal be retained, with a caveat it only be installed on clean aluminum or galvanized surfaces. It does not adhere well to painted surfaces.

665-2.1.3 Pedestrian Actuated Signal Sign: The sign must be a minimum thickness of 0.07 inch steel sheeting with baked enamel legend and background or 0.08 inch aluminum sheeting.

Response: Design Standard Index No. 17784 includes sufficient detail regarding sign requirements. Therefore, the content has been removed from the specification. While the specifications and index have required the sign placards for years, we are aware that the decal has also been accepted as a quick and inexpensive option. Index 17784 will be updated and revised to address the need to allow the decal option. No Change Made.

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Comment: (6-28-13) 665-2.2.1.2: Last sentence: Allowing the locator tone volume to be less than the ambient noise level would make it so no-one would hear the locator tone: traffic sounds would be louder than the locator tone(?!?) The locator tone should be set to be about 5dba greater than the ambient noise levels. (see language in MUTCD 4E.11 (09))

665-4: Please add: "For accessible pushbutton detectors, tactile arrow must align parallel with the direction of the crossing." (see language in MUTCD 4E.12 (01)).

Response: The MUTCD states "Pedestrian locator tones shall be deactivated when the traffic control signal is operating in a flashing mode." Change Made.

FHWA interpretation ruling 4(09)-26(I) also permits devices to default to a silent mode (deactivated) under other certain conditions in order to address the fact that "the constantly repeating tone can be psychologically annoying, especially late at night in residential areas". The previous content related to adjustment below ambient noise (e.g.: silence) was introduced to require that these systems be able to be silenced in certain circumstances. The document has been modified so the requirement is clearer, more concise, and in the spirit of the MUTCD requirements and FHWA interpretation.

The document has also been modified to include the additional emphasis on the MUTCD requirement for parallel arrow alignment in the installation subarticle. Change Made.

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Comment: (7-11-13) In Section 665-2.4 the specification states "Pushbutton housings for intersections must be black. Pushbutton housings for midblock must be yellow." What difference does the color of the housing make when the pushbutton is nearly always silver? Are we eliminating vendors because they have only one color?

Response: Since 1999, the Department has required black housings. We are uncertain of the decisions leading to this change, but believe it was to improve consistency, make it possible for agencies to stock spares in a single color to use at any intersection location, and to match signal head housings (black is required for polycarbonate housings because black has historically been better at withstanding weathering exposure, including UV).

We initially considered limiting pushbutton housings for midblock applications to yellow to help differentiate them from standard intersection pushbuttons. Limiting midblock housing color to black would likely eliminate at least one vendor. Therefore, we recommend that the specification remain silent regarding the housing color for midblock vs. stating "black or yellow". Change Made
