



Florida Department of Transportation

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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 **990**
Proposed Specification: **9901000 Temporary Traffic Control Device Materials.**

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.

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

TEMPORARY TRAFFIC CONTROL DEVICE MATERIALS.
(REV 10-23-15)

ARTICLE 990-10 is deleted and the following substituted:

990-10 Automated Flagger Assistance Devices (AFAD).

990-10.1 General: AFAD's shall meet the physical display and operational requirements in the MUTCD and be listed on the APL.

990-10.1.1 Stop/Slow Automated Flagger Assistance Devices: Provide a Stop/Slow AFAD including a Stop/Slow sign that alternately displays the stop face and the slow face of a Stop/Slow paddle without the need for a flagger in the immediate vicinity of the AFAD or on the roadway.

When a gate arm is used, ensure that the Stop/Slow AFAD includes a gate arm that descends to a down position across the approach lane of traffic when the stop face is displayed and then ascends to an upright position when the slow face is displayed.

Ensure the gate arm is fully retroreflectorized on both sides, with vertical alternating red and white stripes at 16 inch intervals measured horizontally in accordance with the MUTCD. When the arm is in the down position blocking the approach lane:

1. The minimum vertical aspect of the arm and sheeting shall be 2 inches; and,
2. The end of the arm shall reach at least to the center of the lane being controlled.

990-10.1.2 Red/Yellow Lens Automated Flagger Assistance Devices: Provide a Red/Yellow Lens AFAD that alternately displays a steadily illuminated circular red lens and a flashing circular yellow lens to control traffic without the need for a flagger in the immediate vicinity of the AFAD or on the roadway.

Ensure that the Red/Yellow Lens AFAD includes a gate arm that descends to a down position across the approach lane of traffic when the steady circular red lens is illuminated and then ascends to an upright position when the flashing circular yellow lens is illuminated.

Ensure that the gate arm is fully retroreflectorized on both sides, with vertical alternating red and white stripes at 16 inch intervals measured horizontally in accordance with the MUTCD. When the arm is in the down position blocking the approach lane:

1. The minimum vertical aspect of the arm and sheeting shall be 2 inches; and,
2. The end of the arm shall reach at least to the center of the lane being controlled.

Do not provide a change interval between the display of the steady circular red indication and the display of the flashing circular yellow indication. Provide a steady illuminated circular yellow indication, with at least a 5 second duration, between the transition from flashing circular yellow indication and the display of the steady circular red indication. The Engineer may approve a different duration, provided it falls within the range recommended by the MUTCD.

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Ensure that the gate arm is fully retroreflectorized on both sides, with vertical alternating red and white stripes at 16 inch intervals measured horizontally in accordance with the MUTCD. When the arm is in the down position blocking the approach lane:

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