

1020916 MAINTENANCE OF TRAFFIC
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Dee Kane

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Comments: (11-3-15)

Second sentence. Is the intent for the Manufacturers to seek "evaluation of" or "certification of"?
The last paragraph where it states "The APL drawings" Shouldn't it read "APL vendor drawings"?

Response: The APL does not provide a certification, however the contractor may be required to provide certifications for APL products. This statement is consistent with the 2nd paragraph, 1st sentence of Spec 6-1.3.1.1 so no change will be made.

You are correct and for consistency, the last paragraph will be revised to say "APL vendor drawings".

John Fowler

FDOT

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Comments: (11-3-15)

I see that the spec requires the AFAD to meet TL-3 crash requirements in order to be placed on the roadway centerline. Are there applications where a TL-2 crash tested AFAD would suffice?

Response: AFADs will also be allowed on roadways with posted speeds greater than 45 mph. Because TL-2 devices are only tested at 45 mph, it was decided to require all AFADs that do not have a gate arm to be MASH TL-3 tested. Even though there are other applications where a TL-2 device can be used (such as roadways with a posted speed less than 45 mph), this requirement will minimize any confusion as to which specific applications a particular device can be used.

Dave Evans

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Comments: (11-6-15)

I would like to hear more about the "appropriate test method" anticipated to be used, and requirements to show completion of the test. Given the slow pace of approvals by FHWA for NCHRP-350/MASH devices, my fear is that addition of new competing products may be slow to come. I say this as a manufacturer of other products (not AFAD's), that is experiencing very slow approval (i.e. non-existent) letters from the FHWA, despite passing the required crash testing at independent labs.

Response: Based on our phone conversation, the Department understands your concerns regarding the slow pace of crash testing approvals. With that said, we will do our best to expedite our review process so product submittals will be evaluated and approved as soon as possible.

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Comments: (11-9-15)

The proposed change will eliminate the gate arm from AFAD's and allow them to be placed on the center line as long as they have been crash tested. The MUTCD specifically requires that all AFAD,s be equipped with a gate arm. The MUTCD also requires all AFAD's be crash tested. I am unaware of any teste or study that has been conducted on AFAD Devices that are not equipped with a gate arm. If FDOT adopts this change they will limit their standing as it relates to liability because the Florida AFAD's will no longer meet the minimum guidelines as described in the MUTCD. Additionally, I would propose that if you are going to be placing temporary traffic control devices in center lanes/lines the device should be a universally recognized piece of equipment such as a temporary traffic signal and not an AFAD without a gate arm. Temporary traffic signals are more universally recognized with 12" LED RED, YELLOW & GREEN bulbs and have two signal heads per direction of traffic as required per MUTCD guidelines. SQ2 temporary traffic signals HAVE BEEN CRASHED TESTED AND PASSED ALL STANDARDS PER THE FHWA.

Response: Section 6E.05 of the MUTCD does allow for the "Stop/Slow" AFAD to be used without a gate arm. We are only requiring AFADs that do not include a gate arm be crash tested to MASH TL-3 criteria.

Maria Connolly
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Comments: (11-16-15)

Under Item 3, need to change "are less than less" to "are less than" in the following sentence: 3. For two AFADs, the AFAD's are less than less 800 feet apart. For one AFAD, the AFAD and the flagger are less than 800 feet apart.

Response: Good catch, the correction has been made.

Pat McCann
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Comments: (11-19-15)

102-9.16 "d4. Two flaggers are available on-site to provide normal flagging operations should an AFAD malfunction." As read this could be interpreted that you still need 2 flaggers at the work zone even with the ASAD. This defeats the purpose of this section which is to address conditions under which only one flagger is needed. Is the intent rather to have a second certified flagger available from somewhere on the project to step in in case of malfunction?

Response: Yes, that is the intent. "On-site" means somewhere within the project limits, so no change will be made.

D3 Construction (via Barbara Strickland)

FDOT

Comments: (11-23-15)

In the fifth paragraph the third condition is confusing, consider deleting the word “less” that is before the distance of “800 feet”.

In the seventh paragraph consider keeping the word “is” in the first sentence.

There needs to be more information regarding the requirements of what “must be in view of the AFAD” or the requirements of what “attended at all times by, the flagger operating the device”.

Response: Good catch, the additional word “less” was deleted. Also, the word “is” was added back in.

The flagger must be in clear sight of the AFAD in order to ensure it is being operated appropriately. The flagger must also attend to the AFAD to ensure it functioning properly. No changes will be made to this language.

Jose Kandarappallil (via Deborah Ihsan)
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Comments: (11-25-15)

1020916 Maintenance of Traffic: Paragraph 4 thru 6 may be modified as follows- “ Provide two flaggers on – site and use one of the following methods in the deployment of AFADs: 1:- Place an AFAD with flaggers at each end of 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 the following conditions are met:- 1. The flagger has an unobstructed view of the AFADs 2. The flagger has an unobstructed view of approaching traffic in both directions. 3. For two AFADs the AFAD’s are less than 800 feet apart. 4. Two Standby 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 used at night or during with low visibility.

Response: The additional language that is being proposed doesn’t appear to add a lot of value so no changes will be made.

Wendy McLellan (via Deborah Ihsan)
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Comments: (11-25-15)

102-9.16 Automated Flagger Assistance Devices (AFAD):... c3. For Method 1two AFADs, the AFAD’s are less than less 800 feet apart. For Method 2one AFAD, the AFAD and the flagger are less than 800 feet apart....Illuminate the flagging station when the AFAD is used at night time.

Response: No changes will be made.
