National Committee on
Uniform Traffic Control Devices

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Item Number: 26A-TTC-01

NCUTCD PROPOSAL FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

COMMITTEE / TASK FORCE:	Temporary Traffic Control Technical Committee
ITEM NUMBER:	26A-TTC-01
TOPIC:	AFAD Signs, Gates, and Visors
ORIGIN OF REQUEST:	TTC Other Traffic Control Devices (Ch. 6L) Task Force
AFFECTED SECTIONS OF MUTCD:	6G.03a, 6G.11a, 6L.02, 6L.03, and 6L.04, Typical Application 10a (Figure 6P-10a)

DEVELOPMENT HISTORY:
Approved by TTC TC: 01/07/2026
Approved by NCUTCD Council: .....

This is a proposed change to the MUTCD that has been developed by a technical committee, joint committee, or joint task force of the NCUTCD. The NCUTCD is distributing this to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, options, or support. If approved by the NCUTCD Council, the recommended changes will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:
The proposal adds to Chapter 6G addressing regulatory signs used with Automated Flagger Assistance Devices (AFADs). The proposal also improves consistency in gate arm and visor requirements for STOP/SLOW and Red/Yellow Lens AFADs.

DISCUSSION:
Signs:
Section 6L.03, STOP/SLOW Automated Flagger Assistance Devices (AFAD), describes three regulatory signs that are unique in application to the STOP/SLOW AFAD: the WAIT ON STOP (R1-7), GO ON SLOW (R1-8), and WAIT ON STOP / GO ON SLOW (R1-7a) signs. The Technical Committee believes that having the description of the signs in a separate section from Chapter 6G, which defines regulatory signs, as possibly being a point of confusion to users of the Manual. Therefore, this proposal provides for a new section included in Chapter 6G to describe the signs, with edits to Section 6L.03 to clarify the operation.

Gate arms:
Paragraph 09 of Section 6L.03 provides Guidance that STOP/SLOW AFADs should have a gate arm, whereas Paragraph 04 of Section 6L.04 presents a Standard that gate arms shall be used with Red/Yellow Lens AFADs. Research has shown that violation rates of STOP/SLOW AFADs without gate

arms are very high, and that the use of gate arms on these types of AFADs significantly reduces the rate of violations (see https://static.tti.tamu.edu/tti.tamu.edu/documents/0-6407-1.pdf, Table 22).

Therefore, TTC Committee proposes to (a) move all gate arm requirements from 6L.03 and 6L.04 to 6L.02, since gate arm requirements should be the same regardless of AFAD variety, (b) consistently require that gate arms shall be used, and (c) establish a minimum gate arm length. Additionally, the AFAD Legend in the Typical Application TA-10a will change to reflect this edit.

Concern exists that a very short gate arm could be used on narrow two-lane highways, reducing the visibility of the arm itself and lead to increased AFAD violations. Therefore, an absolute minimum length of 8 feet is recommended for both STOP/SLOW and Red/Yellow AFADs in addition to the requirement to reach the middle of the travel lane. Given the consistency in the proposed requirements regarding gate arms for both types of AFADs, the TTC committee proposes to move them from Section 6L.03 and Section 6L.04 to Section 6L.02.

Visors:
Concerns also exist over Red/Yellow AFAD beacon visibility in bright sunlight conditions. Therefore, a requirement has been added that signal visors shall be provided on the lenses. Finally, the wording of Section 6L.04, Paragraph 05 differs from Section 6L.03, Par 12 and 15, even though they address the same need for signing to be used in conjunction with the AFADs. The requirements in 6L.04 were modified to be consistent with those in Section 6L.03.

RECOMMENDED MUTCD CHANGES:
The following present the proposed changes to the current MUTCD within the context of the current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background comments may be provided with the MUTCD text. These comments are indicated by [bracketed white text in shaded green]. Deletions made by a technical committee, joint committee, or task force after initial distribution to sponsoring organizations are shown in ~~highlighted red strikethrough and sans-serif text~~. Additions made by a technical committee, joint committee, or task force after initial distribution to sponsoring organizations are shown in underline blue and sans-serif text.

PART 6
TEMPORARY TRAFFIC CONTROL

CHAPTER 6G. TTC ZONE REGULATORY SIGNS

Section 6G.03a STOP/SLOW Paddle and Signs (R1-1 and W20-8) [Previously approved material in this section is from 25A-TTC-05, June 2025]

Standard:

01 **The STOP/SLOW paddle (R1-1 and W20-8, see Figure 6D-1) shall have an octagonal shape on a rigid handle. When used at night, the STOP/SLOW paddle shall be retroreflective.**

01a **The STOP/SLOW sign used on Automated Flagger Assistance Devices (AFADs) (R1-1 and W20-8, see Figure 6P-10a) shall have an octagonal shape, shall be fabricated of rigid material, and shall be mounted with the bottom of the sign a minimum of 6 feet above the pavement on an appropriate support. The size of the STOP/SLOW sign shall be at least 24 x 24 inches with letters at least 8 inches high. The background of the STOP face shall be red with white letters and border. The background of the SLOW face shall be diamond-shaped and orange with black letters and border. Both faces of the STOP/SLOW sign shall be retroreflectorized. [Paragraph 01a moved from 6L.03, Paragraph 02]**

Guidance:

02 The STOP/SLOW paddle should be fabricated from lightweight semi-rigid material.

Option:

03 The STOP/SLOW paddle may be modified to improve conspicuity by incorporating either white or red flashing lights on the STOP face, and either white or yellow flashing lights on the SLOW face. The flashing lights may be arranged in any of the following patterns:

- *A. Two white or red lights, one centered vertically above and one centered vertically below the STOP legend; and/or two white or yellow lights, one centered vertically above and one centered vertically below the SLOW legend;*
- *B. Two white or red lights, one centered horizontally on each side of the STOP legend; and/or two white or yellow lights, one centered horizontally on each side of the SLOW legend;*
- *C. One white or red light centered below the STOP legend; and/or one white or yellow light centered below the SLOW legend;*
- *D. A series of eight or more small white or red lights no larger than ¼ inch in diameter along the outer edge of the paddle, arranged in an octagonal pattern at the eight corners of the border of the STOP face; and/or a series of eight or more small white or yellow lights no larger than ¼ inch in diameter along the outer edge of the paddle, arranged in a diamond pattern along the border of the SLOW face; or*
- *E. A series of white lights forming the shapes of the letters in the legend.*

Standard:

04 If flashing lights are used on the STOP face of the paddle, their colors shall be all white or all red. If flashing lights are used on the SLOW face of the paddle, their colors shall be all white or all yellow.

05 If more than eight flashing lights are used, the lights shall be arranged such that they clearly convey the octagonal shape of the STOP face of the paddle and/or the diamond shape of the SLOW face of the paddle.

06 If flashing lights are used on the STOP/SLOW paddle, the flash rate shall be at least 50, but not more than 60, flashes per minute.

Option:

07 The STOP/SLOW paddle may be increased in size to 24 x 24 inches.

Table 6G-1. Temporary Traffic Control Regulatory Sign and Plaque Sizes

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Stop	R1-1	6G.02	30 x 30	-	-
~~Stop (on Stop/Slow Paddle)~~	~~R1-1~~	~~6D.02~~	~~18 x 18~~	~~-~~	~~-~~
Stop/Slow Paddle	R1-1, W20-8	6G.03a	18 x 18	-	-
Stop/Slow AFAD Sign	R1-1, W20-8	6G.03a	24 x 24	-	-
Yield	R1-2	6G.02	36 x 36 x 36*	-	30 x 30 x 30*
To Oncoming Traffic (plaque)	R1-2aP	6G.02	36 x30	48 x 36	24 x 18
Wait on Stop	R1-7	~~6L.03~~ 6G.11a	24 x 30	24 x 30	
Wait on Stop - Go on Slow	R1-7a	~~6L.03~~ 6G.11a	30 x 36	30 x 36	
Go on Slow	R1-8	~~6L.03~~ 6G.11a	24 x 30	24 x 30	
Speed Limit	R2-1	6G.08	24 x 30*	36 x 48	

[Remainder of Table 6G-1 omitted for brevity. Previously approved changes shown in Table 6G-1 are from 25A-TTC-05, June 2025.]

Section 6G.11a STOP/SLOW Automated Flagger Assistance Device (AFAD) Signs (R1-7, R1-7a, and R1-8)

Standard:

01 A WAIT ON STOP (R1-7) sign (see Figure 6G-1) shall be displayed on STOP/SLOW AFADs to road users approaching the device.

Option:

02 A GO ON SLOW (R1-8) sign (see Figure 6G-1) may also be displayed to road users approaching the AFAD.

03 The WAIT ON STOP/ GO ON SLOW (R1-7a) sign (see Figure 6G-1) may also be used as an option to the R1-7 and R1-8 signs to display both messages to approaching road users. [Moved from Section 6L.03, paragraphs 12 through 14.]

Figure 6G-1. Regulatory Signs and Plaques in Temporary Traffic Control Zones (Sheet 1 of 2)

Note: See Chapter 2B for information on the application of these signs.

CHAPTER 6L. OTHER TTC ZONE TRAFFIC CONTROL DEVICES

Section 6L.02 Automated Flagger Assistance Devices – General

Support:

01 Automated Flagger Assistance Devices (AFADs) enable a flagger(s) to be positioned out of the lane of traffic and are used to control road users through temporary traffic control zones. These devices are designed to be remotely operated either by a single flagger at one end of the TTC zone or at a central location, or by separate flaggers near each device's location.

02 There are two types of AFADs:

A. An AFAD (see Section 6L.03) that uses a remotely controlled STOP/SLOW sign on either a trailer or a movable cart system to alternately control right-of-way.

B. An AFAD (see Section 6L.04) that uses remotely controlled red and yellow lenses and a gate arm to alternately control right-of-way.

03 ~~AFADs might be appropriate for short-term and intermediate-term activities (see Section 6N.01).~~ Typical ~~applications~~ uses include TTC activities such as, but not limited to:

A. Bridge maintenance;

B. Haul road crossings; and

C. Pavement patching.

Option:

03a AFADs may be employed when flagging is used to control road users through temporary traffic control zones. [Previously approved proposed changes shown above are from Item No. 24B-TTC-05, January 2025.]

Standard:

04 AFADs shall only be used in situations where there is only one lane of approaching traffic in the direction to be controlled.

05 When used at night, the AFAD location shall be illuminated in accordance with Section 6D.06.

05a AFADs shall include a gate arm that descends to a down position across the approach lane of traffic when the AFAD indicates that traffic must stop, and then ascends to an upright position when the AFAD indicates that is allowable to proceed. [Replaces Paragraph 09 from Section 6L.03 and Paragraph 04 from Section 6L.04 to make the gate arm requirement uniform for both AFAD types.]

Option:

05b The gate arm may rotate horizontally across the travel lane to indicate the need to stop, and then rotate away from the travel lane to indicate that it is allowable to proceed. [Replaces Paragraph 10 in Section 6L.03 and is revised to allow use on both types of AFADs.]

Standard:

05c Gate arms shall be fully retroreflective on both sides and shall have vertical alternating red and white stripes at 16-inch intervals measured horizontally as shown in Figure 8D-1. When the arm is blocking the approach lane:

A. The minimum vertical aspect of the arm and sheeting shall be 2 inches,

B. The minimum length of the arm shall be 8 feet, and

C. The end of the arm shall reach at least to the center of the lane being controlled.

[Replaces Paragraph 11 in Section 6L.03 and Paragraph 04 in Section 6L.04. Adds sub-item B.]

~~*Guidance:*~~

~~*06 AFADs should not be used for long-term stationary work (see Section 6N.01).*~~ *[Previously approved proposed change from Item No. 24B-TTC-05.]*

Standard:

07 Because AFADs are not traffic control signals, they shall not be used as a substitute for ~~or a replacement for a continuously operating~~ temporary traffic control signals as described in Section 6L.01. [Previously approved change from Item No. 24B-TTC-05.]

08 AFADs shall meet the crashworthy performance criteria contained in Section 6A.04.

Guidance:

09 *If used, AFADs should be located in advance of one-lane, two-way tapers and downstream from the point where approaching traffic is to stop in response to the device.*

Standard:

10 **If used, AFADs shall be placed so that all of the signs and other items controlling traffic movement are readily visible to the driver of the initial approaching vehicle with advance warning signs alerting other approaching traffic to be prepared to stop.**

11 **If used, an AFAD shall be operated only by a flagger (see Section 6D.01) who has been trained on the operation of the AFAD. The flagger(s) operating the AFAD(s) shall not leave the AFAD(s) unattended at any time while the AFAD(s) is being used.**

12 **The use of AFADs shall conform to one of the following methods:**

A. An AFAD at each end of the TTC zone ~~(Method 1)~~, or

B. An AFAD at one end of the TTC zone and a flagger at the opposite end ~~(Method 2)~~.

13 **Except as provided in Paragraph 14, two flaggers shall be used when using either ~~Method 1~~ A or ~~Method 2~~ B as provided in Paragraph 12. [Previously approved proposed changes from Item No. 24B-TTC-05.]**

Option:

14 A single flagger may simultaneously operate two AFADs ~~(Method 1)~~ or may operate a single AFAD on one end of the TTC zone while being the flagger at the opposite end of the TTC zone ~~(Method 2)~~ if both of the following conditions are present:

A. The flagger has an unobstructed view of the AFAD(s), and

B. The flagger has an unobstructed view of approaching traffic in both directions.

Guidance:

15 *When an AFAD is used, the advance warning signing should include a ROAD WORK AHEAD (W20-1) sign, a ONE LANE ROAD (W20-4) sign, and a BE PREPARED TO STOP (W3-4) sign.*

Standard:

16 **When the AFAD is not in use, the AFAD and advance warning signs shall be removed or covered.**

~~*Guidance:*~~

~~17 *A State or local agency that elects to use AFADs should adopt a policy, based on engineering judgment, governing AFAD applications. The policy should also consider more detailed and/or more restrictive requirements for AFAD use, such as the following:*~~

~~*A. Conditions applicable for the use of Method 1 and Method 2 AFAD operation,*~~

~~*B. Volume criteria,*~~

~~*C. Maximum distance between AFADs,*~~

~~*D. Conflicting lenses/indications monitoring requirements,*~~

~~*E. Fail safe procedures,*~~

~~*F. Additional signing and pavement markings,*~~

~~*G. Application consistency,*~~

~~*H. Larger signs or lenses to increase visibility, and*~~

~~*I. Use of backplates.*~~

[Previously approved changes above from Item No. 24B-TTC-05.]

Section 6L.03 STOP/SLOW Automated Flagger Assistance Devices

Standard:

01 **A STOP/SLOW Automated Flagger Assistance Device (AFAD) shall include a STOP/SLOW sign (see Section 6G.03a and Table 6G-1) that alternately displays the STOP (R1-1) face and the SLOW (W20-8) face of a STOP/SLOW paddle (see Figure ~~6L-1~~ 6P-10a). [Previously approved change from Item 24B-TTC-05]**

~~02 **The AFAD's STOP/SLOW sign shall have an octagonal shape, shall be fabricated of rigid material, and shall be mounted with the bottom of the sign a minimum of 6 feet above the pavement on an appropriate support. The size of the STOP/SLOW sign shall be at least 24 x 24 inches with letters at least 8 inches high. The background of the STOP face shall be red with white letters and border. The background of the SLOW**~~

~~face shall be diamond-shaped and orange with black letters and border. Both faces of the STOP/SLOW sign shall be retroreflectorized.~~ [Moved to Section 6G.03a]

03 **The AFAD's STOP/SLOW sign shall have a means to positively lock, engage, or otherwise maintain the sign assembly in a stable condition when set in the STOP or SLOW position.**

04 **The AFAD's STOP/SLOW sign shall be supplemented with active conspicuity devices by incorporating either:**

- **A. White or red flashing lights within the STOP face and white or yellow flashing lights within the SLOW face meeting the provisions contained in Section 6D.02; or**
- **B. A Stop Beacon (see Section 4S.05) mounted a maximum of 24 inches above the STOP face and a Warning Beacon (see Section 4S.03) mounted a maximum of 24 inches above, below, or to the side of the SLOW face. The Stop Beacon shall not be flashed or illuminated when the SLOW face is displayed, and the Warning Beacon shall not be flashed or illuminated when the STOP face is displayed. Except for the mounting locations, the beacons shall comply with the provisions of Chapter 4S.**

Option:

05 Type B warning light(s) (see Section 6L.07) or strobe lights may be used in lieu of the Warning Beacon during display of the SLOW face of the AFAD's STOP/SLOW sign.

Standard:

06 **If Type B warning lights or strobe lights are used in lieu of a Warning Beacon, they shall flash continuously when the SLOW face is displayed and shall not be flashed or illuminated when the STOP face is displayed.**

Option:

07 The faces of the AFAD's STOP/SLOW sign may include louvers to improve the stability of the device in windy or other adverse environmental conditions.

Standard:

08 **If louvers are used, the louvers shall be designed such that the full sign face is visible to approaching traffic at a distance of 50 feet or greater.**

~~*Guidance:*~~

~~09 *The STOP/SLOW AFAD should include 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.*~~ *[Moved to Paragraph 05a of Section 6L.02 and changed to a Standard.]*

~~Option:~~

~~10 In lieu of a stationary STOP/SLOW sign with a separate gate arm, the STOP/SLOW sign may be attached to a mast arm that physically blocks the approach lane of traffic when the STOP face is displayed and then moves to a position that does not block the approach lane when the SLOW face is displayed.~~ [Moved to Paragraph 05b of Section 6L.02 and revised to allow for both AFAD types.]

~~**Standard:**~~

~~**11 Gate arms, if used, shall be fully retroreflectorized on both sides, and shall have vertical alternating red and white stripes at 16-inch intervals measured horizontally as shown in Figure 8D-1. When the arm is in the down position blocking the approach lane:**~~

- ~~**A. The minimum vertical aspect of the arm and sheeting shall be 2 inches, and**~~
- ~~**B. The end of the arm shall reach at least to the center of the lane being controlled.**~~

[Moved to Paragraph 05c of Section 6L.02.]

~~**12 A WAIT ON STOP (R1-7) sign (see Figure 6L-1 6P-10a) shall be displayed to road users approaching the AFAD.**~~ **[Moved to Paragraph 01 in Section 6G.11a.]**

~~Option:~~

~~13 A GO ON SLOW (R1-8) sign (see Figure 6L-1 6P-10a) may also be displayed to road users approaching the AFAD.~~

~~14 The WAIT ON STOP/ GO ON SLOW (R1-7a) sign (see Figure 6L-1 6P-10a) may also be used to display both messages to approaching road users.~~ [Moved to Paragraphs 02 and 03 in Section 6G.11a.]

Standard:

15 **A WAIT ON STOP (R1-7) sign, the GO ON SLOW (R1-8) sign (see Section 6G.11a), if used, or the optional combined WAIT ON STOP/GO ON SLOW (R1-7a) ~~The GO ON SLOW sign, if used, and the WAIT ON STOP~~ sign shall be positioned on the same support structure as the AFAD, or immediately adjacent to the AFAD such that they are in the same direct line of view of approaching traffic as the sign faces of the AFAD.**

16 **To inform road users to stop, the AFAD shall display the STOP face and the red or white lights, if used, within the STOP face shall flash or the Stop Beacon shall flash. To inform road users to proceed, the AFAD shall display the SLOW face and the yellow or white lights, if used, within the SLOW face shall flash or the Warning Beacon or the Type B warning lights shall flash.**

17 **If STOP/SLOW AFADs are used to control traffic in a one-lane, two-way TTC zone, safeguards shall be incorporated to prevent the flagger(s) from simultaneously displaying the SLOW face at each end of the TTC zone. Additionally, the flagger(s) shall not display the AFAD's SLOW face until all oncoming vehicles have cleared the one-lane portion of the TTC zone.**

Section 6L.04 Red/Yellow Lens Automated Flagger Assistance Devices

Standard:

01 **A Red/Yellow Lens Automated Flagger Assistance Device (AFAD) shall alternately display 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 (see Figure ~~6L-2~~ 6P-10a).**

02 **Red/Yellow Lens AFADs shall have at least one set of CIRCULAR RED and CIRCULAR YELLOW lenses that are 12 inches in diameter. Each lens shall be equipped with signal visors. Unless otherwise provided in this Section, the lenses and their arrangement, CIRCULAR RED on top and CIRCULAR YELLOW below, shall comply with the applicable provisions for traffic signal indications in Part 4. If the set of lenses is post-mounted, the bottom of the housing (including brackets) shall be at least 7 feet above the pavement. If the set of lenses is located over any portion of the highway that can be used by motor vehicles, the bottom of the housing (including brackets) shall be at least 15 feet above the pavement.**

Option:

03 Additional sets of CIRCULAR RED and CIRCULAR YELLOW lenses, located over the roadway or on the left-hand side of the approach and operated in unison with the primary set, may be used to improve visibility and/or conspicuity of the AFAD.

Standard:

~~04 A Red/Yellow Lens AFAD shall include 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. The gate arm shall be fully retroreflectorized on both sides, and shall have vertical alternating red and white stripes at 16-inch intervals measured horizontally as shown in Figure 8D-1. When the arm is in the down position blocking the approach lane:~~

~~A. The minimum vertical aspect of the arm and sheeting shall be 2 inches, and~~

~~B. The end of the arm shall reach at least to the center of the lane being controlled.~~

[Moved to Paragraph 5c of Section 6L.02.]

05 **A ~~Stop Here On Red~~ STOP HERE ON RED (R10-6 or R10-6a) sign (see Section 2B.59) shall be displayed to road users approaching the AFAD ~~installed on the right-hand side of the approach at the point at which drivers are expected to stop when the steady CIRCULAR RED lens is illuminated~~ (see Figure ~~6L-2~~ 6P-10a).**

Option:

05a The STOP HERE ON RED (R10-6 or R10-6a) sign may be positioned on the same support structure as the AFAD when, based on engineering judgment, the sign and the AFAD's CIRCULAR RED/CIRCULAR YELLOW lenses are both visible to stopped traffic at the gate arm.

Standard:

06 **To inform road users to stop, the AFAD shall display a steadily illuminated CIRCULAR RED lens ~~and the gate arm shall be in the down position~~. To inform road users to proceed, the AFAD shall display a flashing CIRCULAR YELLOW lens ~~and the gate arm shall be in the upright position~~. [Gate arm position requirements moved to Paragraph 05a and 05b in Section 6L.02.]**

07 **If Red/Yellow Lens AFADs are used to control traffic in a one-lane, two-way TTC zone, safeguards shall be incorporated to prevent the flagger(s) from actuating a simultaneous display of a flashing CIRCULAR YELLOW lens at each end of the TTC zone. Additionally, the flagger shall not actuate the AFAD's display of the flashing CIRCULAR YELLOW lens until all oncoming vehicles have cleared the one-lane portion of the TTC zone.**

08 **A change interval shall be provided as the transition between the display of the flashing CIRCULAR YELLOW indication and the display of the steady CIRCULAR RED indication. During the change interval, the CIRCULAR YELLOW lens shall be steadily illuminated. The gate arm shall remain in the upright position during the display of the steadily illuminated CIRCULAR YELLOW change interval.**

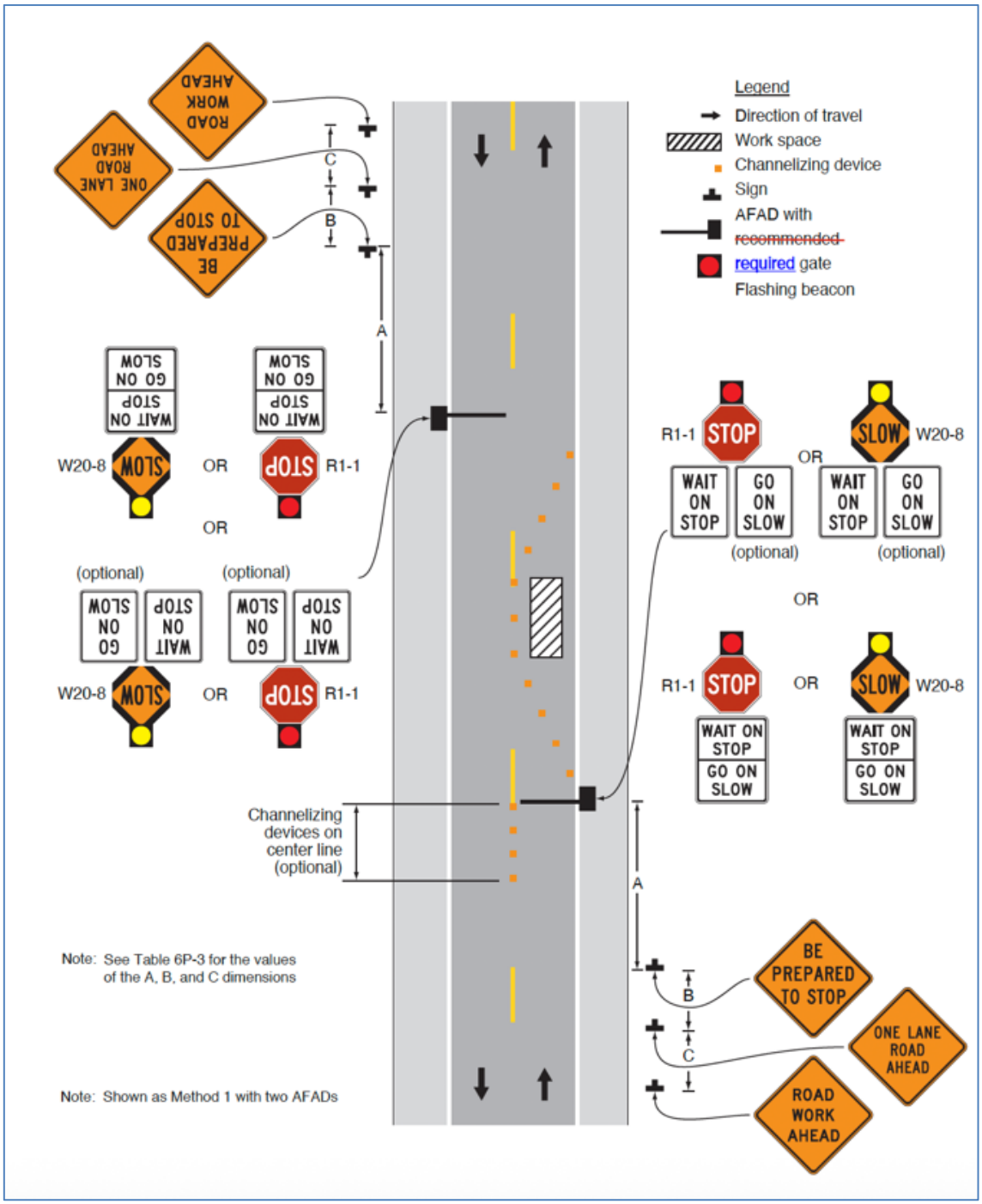
09 **A change interval shall not be provided between the display of the steady CIRCULAR RED indication and the display of the flashing CIRCULAR YELLOW indication.**

Guidance:

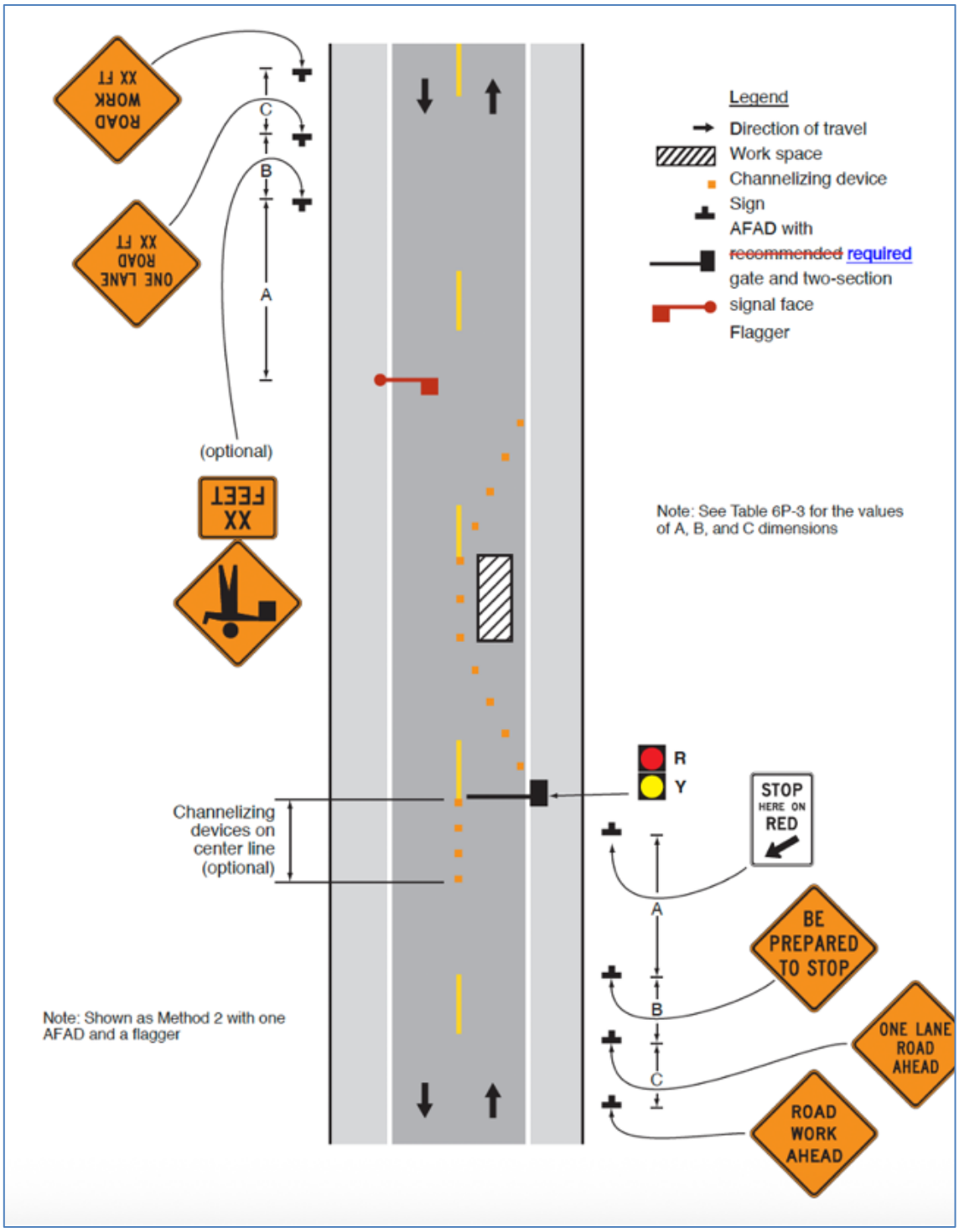
10 *The steadily illuminated CIRCULAR YELLOW change interval should have a duration of at least 5 seconds, unless a different duration, within the range of durations recommended by Section 4F.17, is justified by engineering judgment.*

Section 6P.01 Typical Applications

Figure 6P-10a. Lane Closure on a Two-Lane Road Using Automated Flagger Assistance Device (AFAD) (TA-10a)



A – STOP/SLOW AFAD
Example of an AFAD at each end of the TTC zone



B – RED/YELLOW LENS AFAD

Example of an AFAD at one end of the TTC zone and a flagger at the opposite end

[Gate arm requirements are changed from optional to required. Previous change to Figure number and titles are from approved recommended change 24B-TTC-05. No changes were required to the notes for this figure.]