



National Committee on Uniform Traffic Control Devices

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Item Number: 26A-TTC-01

NCUTCD RECOMENDATION 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, 06/24/2026
Approved by NCUTCD Council: 06/25/2026

This is a recommended change to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It 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 recommendation adds to Chapter 6G addressing regulatory signs used with Automated Flagger Assistance Devices (AFADs). The recommendation 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 recommends 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. The TTC committee also encourages FHWA to incorporate dimensions for a 24 inch STOP sign into its Standard Highway Signs (SHS) publication.

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 recommends 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 recommended requirements regarding gate arms for both types of AFADs, the TTC committee recommends 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].

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) (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 a support. The size of the STOP/SLOW sign shall be at least 24 x 24 inches with letters at least 8 inches high. [Paragraph 01a moved from 6L.03 paragraph 02. Reference to Figure 6P-10a was added to be consistent with Paragraph 01.]

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 1/4 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 1/4 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	6G.02	48 x 48	=	=
<u>Stop/Slow Paddle</u>	<u>R1-1, W20-8</u>	<u>6G.03a</u>	<u>18 x 18</u>	<u>=</u>	<u>=</u>
<u>Stop/Slow AFAD Sign</u>	<u>R1-1, W20-8</u>	<u>6G.03a</u>	<u>24 x 24</u>	<u>=</u>	<u>=</u>
Yield	R1-2	6G.02	36 x 36 x 36*	-	30 x 30 x 30*
To Oncoming Traffic (plaque)	R1-2aP	6G.02	36 x 30	48 x 36	24 x 18
Wait on Stop	R1-7	6L.03 <u>6G.11a</u>	24 x 30	24 x 30	
Wait on Stop - Go on Slow	R1-7a	6L.03 <u>6G.11a</u>	30 x 36	30 x 36	
Go on Slow	R1-8	6L.03 <u>6G.11a</u>	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.]

111 Section 6G.11a WAIT ON STOP / GO ON SLOW Signs (R1-7, R1-7a, and R1-8)

112 Standard:

113 01 A WAIT ON STOP (R1-7) sign (see Figure 6G-1) shall be displayed to road users approaching a
 114 STOP/SLOW AFAD.

115 Option:

116 02 A GO ON SLOW (R1-8) sign (see Figure 6G-1) may also be displayed to road users approaching the AFAD.

117 03 The WAIT ON STOP / GO ON SLOW (R1-7a) sign (see Figure 6G-1) may also be used as an alternative to
 118 the R1-7 and R1-8 signs to display both messages to approaching road users. [Moved from Section 6L.03,
 119 paragraphs 12 through 14 and modified slightly to improve clarity.]

120 04 The WAIT ON STOP sign may also be used in advance of a flagger station.

**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

[Previously approved recommended changes shown in this chapter are from Item No. 24B-TTC-05, Jan 2025.]

Section 6L.02 Automated Flagger Assistance Devices – General

Support:

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.

There are two types of AFADs:

A. An AFAD (see Section 6L.03) that uses a remotely controlled STOP/SLOW sign and a gate arm 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.

~~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:

AFADs may be employed when flagging is used to control road users through temporary traffic control zones.

Standard:

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

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

AFADs shall include a gate arm that moves to a position across the approach lane of traffic when the AFAD indicates that traffic must stop and moves to a position clear of the approach lane when the AFAD indicates that traffic is permitted 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.]

Standard:

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. At a minimum, the end of the arm shall extend 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:~~

~~AFADs should not be used for long-term stationary work (see Section 6N.01).~~

Standard:

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.

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

Guidance:

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:

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.

173 11 If used, an AFAD shall be operated only by a flagger (see Section 6D.01) who has been trained on the
174 operation of the AFAD. The flagger(s) operating the AFAD(s) shall not leave the AFAD(s) unattended at any
175 time while the AFAD(s) is being used.

176 12 The use of AFADs shall conform to one of the following methods:

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

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

179 13 Except as provided in Paragraph 14, two flaggers shall be used when using either ~~Method 1~~ A
180 or ~~Method 2~~ B as provided in Paragraph 12.

181 Option:

182 14 A single flagger may simultaneously operate two AFADs (~~Method 1~~) or may operate a single AFAD on one
183 end of the TTC zone while being the flagger at the opposite end of the TTC zone (~~Method 2~~) if both of the
184 following conditions are present:

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

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

187 Guidance:

188 15 When an AFAD is used, the advance warning signing should include a ROAD WORK AHEAD (W20-1) sign,
189 a ONE LANE ROAD (W20-4) sign, and a BE PREPARED TO STOP (W3-4) sign.

190 Standard:

191 16 When the AFAD is not in use, the AFAD and advance warning signs shall be removed or covered.

192 ~~Guidance:~~

193 ~~17 A State or local agency that elects to use AFADs should adopt a policy, based on engineering judgment,~~
194 ~~governing AFAD applications. The policy should also consider more detailed and/or more restrictive requirements~~
195 ~~for AFAD use, such as the following:~~

196 ~~A. Conditions applicable for the use of Method 1 and Method 2 AFAD operation;~~

197 ~~B. Volume criteria;~~

198 ~~C. Maximum distance between AFADs;~~

199 ~~D. Conflicting lenses/indications monitoring requirements;~~

200 ~~E. Fail safe procedures;~~

201 ~~F. Additional signing and pavement markings;~~

202 ~~G. Application consistency;~~

203 ~~H. Larger signs or lenses to increase visibility; and~~

204 ~~I. Use of backplates.~~

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

207 Standard:

208 01 A STOP/SLOW Automated Flagger Assistance Device (AFAD) shall include a STOP/SLOW sign ([see](#)
209 [Section 6G.03a](#)) that alternately displays the STOP (R1-1) face and the SLOW (W20-8) face of a
210 STOP/SLOW paddle (see Figure ~~6L-1~~ [6P-10a](#)).

211 ~~02 The AFAD's STOP/SLOW sign shall have an octagonal shape, shall be fabricated of rigid material,~~
212 ~~and shall be mounted with the bottom of the sign a minimum of 6 feet above the pavement on an appropriate~~
213 ~~support. The size of the STOP/SLOW sign shall be at least 24 x 24 inches with letters at least 8 inches high.~~
214 ~~The background of the STOP face shall be red with white letters and border. The background of the SLOW~~
215 ~~face shall be diamond-shaped and orange with black letters and border. Both faces of the STOP/SLOW sign~~
216 ~~shall be retroreflectorized. [Moved to Section 6G.03a]~~

217 03 The AFAD's STOP/SLOW sign shall have a means to positively lock, engage, or otherwise maintain the
218 sign assembly in a stable condition when set in the STOP or SLOW position.

219 04 The AFAD's STOP/SLOW sign shall be supplemented with active conspicuity devices by incorporating
220 either:

221 A. White or red flashing lights within the STOP face and white or yellow flashing lights within the
222 SLOW face meeting the provisions contained in Section 6D.02; or

223 B. A Stop Beacon (see Section 4S.05) mounted a maximum of 24 inches above the STOP face and a
224 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:

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:

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:

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:

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:

~~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:

~~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:

~~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.]

~~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:

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

~~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:

~~The WAIT ON STOP (R1-7) sign or combined WAIT ON STOP / GO ON SLOW (R1-7a) The GO ON SLOW sign, if used, and the WAIT ON STOP sign (see Section 6G.11a) 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.~~

Option:

The GO ON SLOW (R1-8) sign may be used with the WAIT ON STOP sign.

Standard:

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

275 shall display the SLOW face and the yellow or white lights, if used, within the SLOW face shall flash or the
276 Warning Beacon or the Type B warning lights shall flash.
277 17 If STOP/SLOW AFADs are used to control traffic in a one-lane, two-way TTC zone, safeguards shall
278 be incorporated to prevent the flagger(s) from simultaneously displaying the SLOW face at each end of the
279 TTC zone. Additionally, the flagger(s) shall not display the AFAD's SLOW face until all oncoming vehicles
280 have cleared the one-lane portion of the TTC zone.

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

283 Standard:

284 01 A Red/Yellow Lens Automated Flagger Assistance Device (AFAD) shall alternately display a steadily
285 illuminated CIRCULAR RED lens and a flashing CIRCULAR YELLOW lens to control traffic without the
286 need for a flagger in the immediate vicinity of the AFAD or on the roadway (see Figure ~~6L-2~~ 6P-10a).

287 02 Red/Yellow Lens AFADs shall have at least one set of CIRCULAR RED and CIRCULAR YELLOW
288 lenses that are 12 inches in diameter. Each lens shall be equipped with a signal visor (see Section 4D.06).
289 Unless otherwise provided in this Section, the lenses and their arrangement, CIRCULAR RED on top and
290 CIRCULAR YELLOW below, shall comply with the applicable provisions for traffic signal indications in
291 Part 4. If the set of lenses is post-mounted, the bottom of the housing (including brackets) shall be at least 7
292 feet above the pavement. If the set of lenses is located over any portion of the highway that can be used by
293 motor vehicles, the bottom of the housing (including brackets) shall be at least 15 feet above the pavement.

294 Option:

295 03 Additional sets of CIRCULAR RED and CIRCULAR YELLOW lenses, located over the roadway or on the
296 left-hand side of the approach and operated in unison with the primary set, may be used to improve visibility and/
297 or conspicuity of the AFAD.

298 Standard:

299 ~~04 A Red/Yellow Lens AFAD shall include a gate arm that descends to a down position across the~~
300 ~~approach lane of traffic when the steady CIRCULAR RED lens is illuminated and then ascends to an~~
301 ~~upright position when the flashing CIRCULAR YELLOW lens is illuminated. The gate arm shall be fully~~
302 ~~retroreflectorized on both sides, and shall have vertical alternating red and white stripes at 16-inch intervals~~
303 ~~measured horizontally as shown in Figure 8D-1. When the arm is in the down position blocking the~~
304 ~~approach lane:~~

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

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

307 [Moved to Paragraphs 05a and 05c of Section 6L.02.]

308 05 A ~~Stop Here On Red~~ STOP HERE ON RED (R10-6 or R10-6a) sign (see Section 2B.59) shall be
309 displayed to road users approaching the AFAD ~~installed~~ on the right-hand side of the approach at the point
310 at which drivers are expected to stop when the steady CIRCULAR RED lens is illuminated (see Figure ~~6L-2~~
311 6P-10a).

312 Option:

313 05a The STOP HERE ON RED (R10-6 or R10-6a) sign may be positioned on the same support structure as the
314 AFAD when the sign and the AFAD's CIRCULAR RED / CIRCULAR YELLOW lenses are both visible to
315 stopped traffic at the gate arm and the location of the sign is at the point where drivers are expected to stop.

316 Standard:

317 06 To inform road users to stop, the AFAD shall display a steadily illuminated CIRCULAR RED lens ~~and~~
318 ~~the gate arm shall be in the down position.~~ To inform road users to proceed, the AFAD shall display a
319 flashing CIRCULAR YELLOW lens ~~and the gate arm shall be in the upright position.~~ [Gate arm position
320 requirements moved to Paragraph 05a and 05b in Section 6L.02.]

321 07 If Red/Yellow Lens AFADs are used to control traffic in a one-lane, two-way TTC zone, safeguards
322 shall be incorporated to prevent the flagger(s) from actuating a simultaneous display of a flashing
323 CIRCULAR YELLOW lens at each end of the TTC zone. Additionally, the flagger shall not actuate the
324 AFAD's display of the flashing CIRCULAR YELLOW lens until all oncoming vehicles have cleared the one-
325 lane portion of the TTC zone.

326 08 **A change interval shall be provided as the transition between the display of the flashing CIRCULAR**
327 **YELLOW indication and the display of the steady CIRCULAR RED indication. During the change interval,**
328 **the CIRCULAR YELLOW lens shall be steadily illuminated. The gate arm shall remain in the upright**
329 **position during the display of the steadily illuminated CIRCULAR YELLOW change interval.**

330 09 **A change interval shall not be provided between the display of the steady CIRCULAR RED indication**
331 **and the display of the flashing CIRCULAR YELLOW indication.**

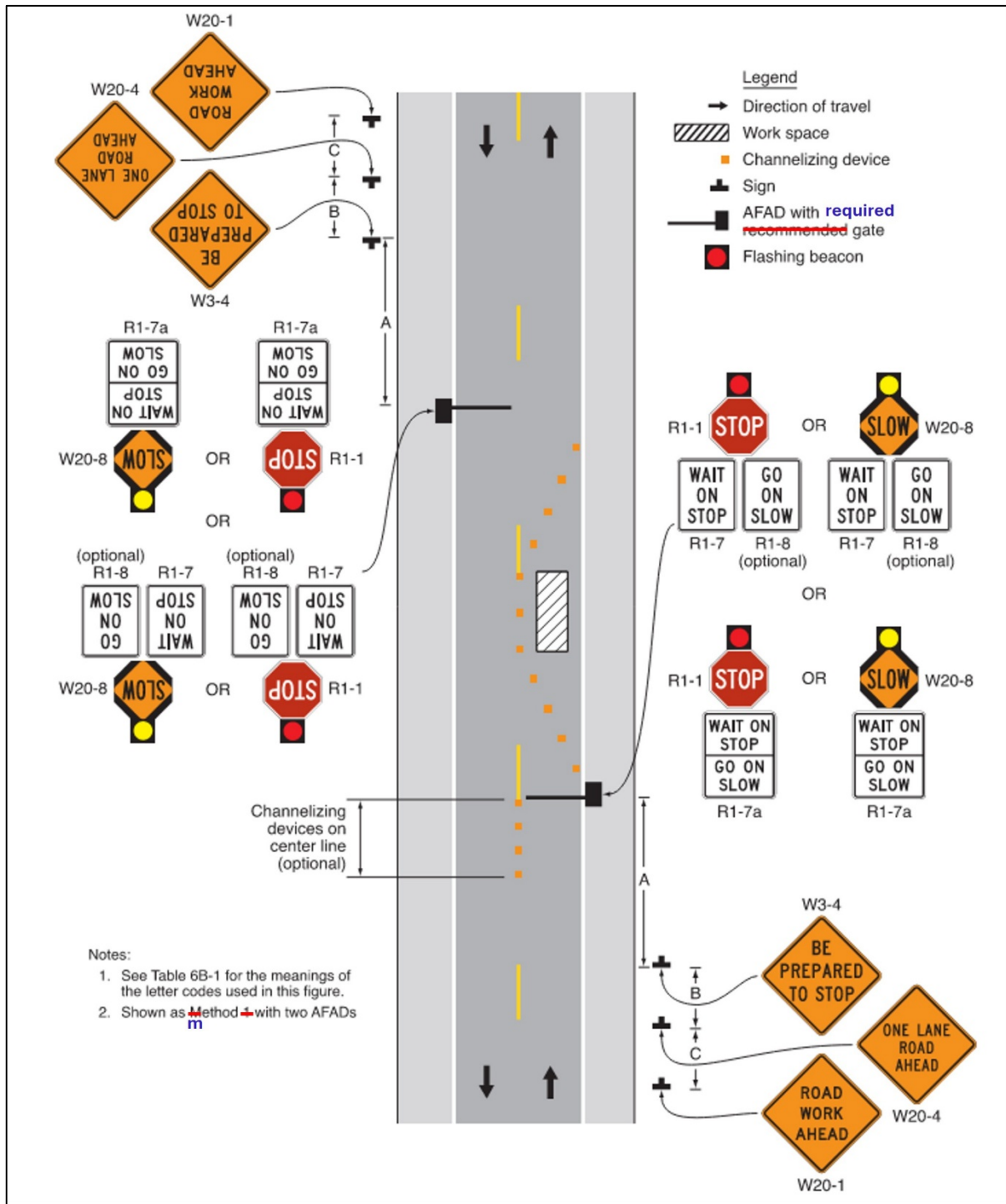
332 *Guidance:*

333 10 *The steadily illuminated CIRCULAR YELLOW change interval should have a duration of at least 5 seconds,*
334 *unless a different duration, within the range of durations recommended by Section 4F.17, is justified by*
335 *engineering judgment.*

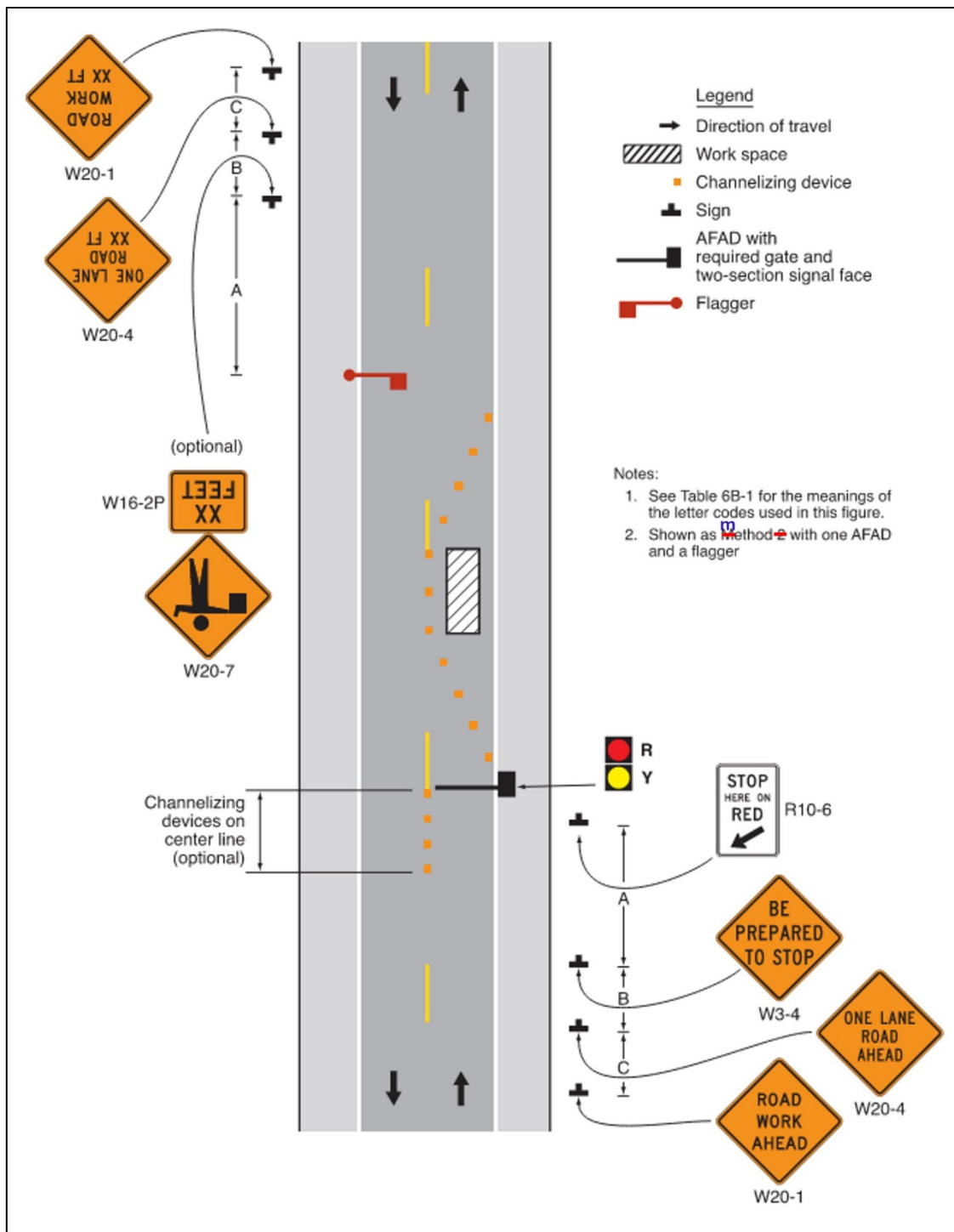
CHAPTER 6P. TYPICAL APPLICATIONS

Section 6P.01 Typical Applications

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



A – STOP/SLOW AFADs
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.]