



## SECTION 1063

### TEMPORARY TRAFFIC CONTROL DEVICES

**1063.1 Scope.** This specification covers material to be used for temporary traffic control devices.

**1063.2 General Requirements.** All temporary traffic control devices shall be manufactured as shown on the plans and as specified, in accordance with MUTCD requirements and shall be NCHRP 350 compliant. Nominal dimensions will be permitted for dimensional lumber where applicable. All temporary traffic control devices shall exhibit good workmanship and shall be free of objectionable marks or defects that affect appearance or serviceability. The brand name or model number shall be permanently identified on each traffic control device.

**1063.3 Channelizers and Tubular Markers.** All channelizers and tubular markers shall be manufactured from a non-metallic material, pigmented and molded of a Highway Orange color throughout and stabilized against fading by ultraviolet or other light rays by the incorporation of adequate inhibitors. Tubular markers shall be applied with reflective sheeting meeting either ASTM D 4956 Type 4 or 5. Drum-like channelizers shall be closed-top and applied with either ASTM D 4956 Type 3 or 4 reflective sheeting. Trim-line channelizers shall be applied with white sheeting meeting either ASTM D 4956 Type 3 or 4 and fluorescent orange in accordance with [Sec 1042.2.7.3](#). All retroreflective marking on channelizers and tubular markers shall be in accordance with ASTM D 4956, Supplemental Requirements, Section S2. Retroreflective marking on cones will not be required.

#### 1063.4 Signs.

##### 1063.4.1 Rigid Signs.

**1063.4.1.1 Sign Substrate.** All signs shall be fabricated of substrate designed to provide satisfactory structural rigidity.

**1063.4.1.2 Sign Sheeting.** All signs shall have a retroreflectorized background. Retroreflective sheeting shall be in accordance with [Sec 1042](#), Type 4 or fluorescent orange and yellow, as shown on the plans. Sheeting shall be applied to the sign substrate in accordance with the manufacturer's recommendations and the surface shall be free of air bubbles, wrinkles or other blemishes as determined by the engineer.

##### 1063.4.2 Roll-up Signs.

**1063.4.2.1 Sign Substrate.** Sign and overlay blanks shall consist of either white, yellow, fluorescent orange and/or pink microprismatic retroreflective sheeting sealed to a heavy-duty coated fabric or vinyl material. The sheeting shall have a minimum coefficient of retroreflection, expressed as candelas per footcandle per square foot, as shown below, when measured in accordance with ASTM E 810 and shall meet the minimum color requirements in accordance with [MGS-04-01L](#) specification. The color specifications shall be in accordance with ASTM D 4956. Material shall be submitted by the manufacturer to NTPEP for a minimum exposure time of one year. Results shall be published by NTPEP and available for MoDOT review. For all NTPEP test decks, weathered material shall be within the color specification limits. Heat and impact resistance of the sheeting shall be in accordance with the latest version of ASTM D 4956.

**1063.4.2.2 Overlays.** Overlays, when used, shall be mechanically fastened to the face of the sign in a manner that will ensure the overlay remains securely attached. Fasteners shall not detract from the appearance of the sign when the overlay is not in use. Velcro fasteners will not be permitted.

**1063.4.2.3 Bracing.** Each sign shall have a horizontal and vertical cross brace and at least one anti-kiting device located near the center of the sign. Cross braces of sufficient cross-section shall be fastened to each other at the midpoints and the ends securely held to the back of the sign by mechanical means. The design shall ensure that the sign remains taut and retains the sign's intended shape when exposed to normal field conditions.

**1063.4.3 Legend and Borders.** Legends and borders of all signs shall be vinyl or silk-screened. Vinyl shall be cut by die or a computer-driven cutter. Stencil ink used shall be in accordance with the sheeting manufacturer's recommendations. Free-hand legend and borders will not be permitted.

**1063.4.4 Sign Layout and Design.** Sign layout and design shall be as shown on the plans or as directed by the engineer.

**1063.4.5 Flag Assembly.** Flag assemblies, when specified, shall consist of a flag bracket and two flags. Flags shall be 18 in x 18 in fluorescent orange, vinyl and be securely attached on one side to a blank suitable for displaying the flag as shown on the plans. The flag shall not be of mesh material. The blank shall be securely attached to the flag bracket, be of sufficient cross-section to display the flag in wind speeds up to 50 mph and be of sufficient length to hold the flags approximately six inches from the sign.

**1063.4.6 Advance Warning Rails.** Advanced warning rails shall be supplied as a system of three rails as shown on the plans. The rail system may be post mounted or mounted on portable structures. When used on post mounted signs, the advance warning rails shall consist of substrate of high-density polyethylene plastic. The rail wall thickness shall be 1/4 in. with white and orange reflective sheeting in accordance with [Sec 1042.2.7.3](#), and shall be applied as shown on the plans.

**1063.5 Warning Lights.**

Warning Lights				
Item	Type A Low Intensity	Type B High Intensity	Type C Steady Burn	Sequential Flashing
Lens Directional Faces	1 or 2	1	1 or 2	1
Flashing Rate per Minute	55 to 75	55 to 75	Constant	55 to 75
Minimum (1)	10%	8%	Constant	Constant
Hours of Operation	Dusk to Dawn	24 hrs/day	Dusk to Dawn	24 hrs/day

**1063.6 Flashing Arrow Panels.** All lamps shall have a nominal 5-inch, 360-degree tunnel visor. A lamp on the back side of the flashing arrow panel shall be continuously energized during operation of the flashing arrow panel. Lamps shall be visible at an angle of 15 degrees to the left and right of center and 4 degrees above and below center during "on" time. The flashing arrow panel shall contain a device to align the arrow panel to oncoming traffic. Arrow panels shall be capable of displaying the flashing arrow, flashing double arrow and four corner flashing caution modes. Solar-powered flashing arrow panels shall be capable of operating in the flashing arrow mode for 20 consecutive days and shall be provided with a device to indicate the remaining charge in batteries.

**1063.6.1 Trailer-Mounted Flashing Arrow Panels.** Trailer-mounted flashing arrow panels shall be MUTCD, Type C. Trailer-mounted flashing arrow panels shall be solar powered.

**1063.6.2 Truck-Mounted Flashing Arrow Panels.** Truck-mounted flashing arrow panels shall be MUTCD, Type B.

**1063.7 Changeable Message Sign.** Each Changeable Message Sign (CMS) shall consist of a message board, solar power supply, control systems and mounting and transporting equipment.

**1063.7.1 Message Board.** The CMS shall be equipped with a power source and battery back-up to provide continuous operation when failure of the primary power source occurs. Either message board shall be capable to provide three lines of eight individual changeable characters per line. Each character shall be yellow in display on a black background and be a minimum of 18-inches. The CMS shall be legible up to a distance of 650 feet for both day and night operation.

**1063.7.1.1** The CMS shall have a control system to allow the message to be changed from the CMS location without connection. The control system shall include a display screen upon which messages can be reviewed before being displayed on the sign. For on-sight operation, the CMS shall have a removable waterproof keyboard with display panel.

**1063.7.1.2** The supplier shall provide web based software and licenses necessary to change the message from a remote location. This software shall be compatible with MoDOT's operating systems and shall be able to issue -compatible modem commands.

**1063.7.2 Communication Interface.** If specified, the CMS shall have a digital cellular transceiver capable of receiving a message in the location deployed from a remote location and forwarding the message to the CMS controller to change the displayed message.

**1063.7.3 Solar Power Supply.** The CMS shall be equipped with a power source and battery back-up to provide continuous operation when failure of the primary power source occurs.

**1063.8 Portable Traffic Signals.** Each portable traffic signal (PTS) system shall consist of two trailer-mounted PTS units, a controller assembly and communication link. Each PTS unit shall consist of signal heads and indications, a solar power supply, vehicle detection and mounting and transporting equipment. All components shall be capable of operating in a temperature range of -20 to 120 F.

**1063.8.1 Controller Assembly.** The controller assembly shall be a minimum two-phase, solid-state traffic signal controller with a conflict monitor capable of operating the signals in accordance with MUTCD requirements and NEMA Standard TS1. The controller shall operate as a fully-actuated unit and shall have the capability of being manually operated to display simultaneous red on both phases. The controller shall be capable of red rest during non-actuated periods. Upon detection of a conflict, the system shall change to a solid red clearance interval followed by flashing red.

**1063.8.2 Communication Link.** A continuous communications link between the PTS units shall be provided. If a break in communications between the PTS units occurs, the system shall change to a solid red clearance interval followed by flashing red. Upon restoration of communications, the system shall change to a solid red clearance interval followed by normal operations.

**1063.8.3 Signal Heads and Indications.** Each unit shall consist of two polycarbonate signal heads, including backplates and visors. One signal head shall be mounted on the mast arm assembly and the other on the vertical upright. The signal head mounted on the mast arm shall provide a minimum lateral clearance of 9.5 feet from the center of the outer signal head to the edge of the trailer and a minimum vertical clearance of 16 feet from the bottom of the backplate to the roadway surface. The signal head mounted on the vertical upright shall provide a minimum clearance of 8 feet from the bottom of the backplate to the roadway surface. All signal indications shall be 12 inches in diameter. Traffic signal heads and indications shall be in accordance with the vehicle traffic control signal head requirements of ITE and NEMA Standard TS1 and TS2.

**1063.8.4 Solar Power Supply.** The power supply shall use a battery bank with sufficient capacity to operate the PTS for 20 consecutive days with no sun. All terminals and connections shall be clearly labeled.

**1063.8.5 Vehicle Detection.** Detection shall be provided by one of the non-intrusive vehicular detection methods specified in [Sec 902](#) or temporary loop detectors with the capability of providing coverage for a 6-foot x 30-foot area. Temporary loops shall be preformed at the factory. The temporary loops shall have self-adhesive rubberized asphalt backing, which shall bond to the pavement.

**1063.8.6 Support.** A factory trained service representative shall be available at the delivery location to provide technical assistance and training, including the installation and operation of software. No additional payment will be made for travel expenses.

**1063.9 Portable Signal Flagging Device.** Each portable signal flagging device (PSFD) system shall consist of four portable cart-mounted units. Each PSFD unit shall provide a vertical upright with one signal head, vehicle detection, radio controller, and self-contained power supply capable of operating the unit for 16 continuous hours. All components shall be capable of operating in a temperature range of -20 to 120 F.

**1063.9.1 Signal Heads and Indications.** The signal head shall consist of three (red ball, amber ball, green ball) 12-inch LED signal indications. All signal heads shall be mounted on the vertical uprights with a minimum clearance of 7 feet when the upright is fully extended.

**1063.9.2 Vehicle Detection.** Detection shall be provided by one of the non-intrusive vehicular detection methods specified in [Sec 902](#) with the capability of providing coverage for a 6-foot x 30-foot area.

**1063.9.3 System Operation.** The system shall be able to operate in a fixed-time, traffic-actuated, and manual-control mode. The system shall be MUTCD compliant with a controller and conflict monitor and include a wireless radio communication package and wireless remote.

**1063.10 Radar Speed Advisory System.** Each radar speed advisory system shall consist of a radar unit, speed display, speed limit display, solar power supply and mounting and transporting equipment.

**1063.10.1 Radar Unit.** The radar unit shall include necessary cables for connection to the digital display and power supply, shall be capable of instantaneously displaying and locking readings and shall meet the following minimum requirements:

<b>Radar Unit Requirements</b>	
Speed range	15 to 99 mph
Accuracy	±1 mph
Internal test	32 mph check

**1063.10.2 Speed Display.** The speed display shall be a minimum of 12 inches high and shall be capable of displaying the radar unit output from 0 to 99 mph.

**1063.10.3 Speed Limit Display.** The speed limit display shall indicate the work zone speed limit by means of a 36 x 48-inch speed limit sign. The speed limit sign may be comprised of a rigid or roll-up sign or a rigid sign with a variable speed display. The variable speed display shall be a minimum of 12 inches high and shall be capable of displaying two digits.

**1063.10.4 Solar Power Supply.** The power supply shall be capable of operating the radar unit, speed display and speed limit display, if applicable, for a minimum of eight hours per day.

**1063.11 Truck or Trailer Mounted Attenuators.** Each Truck or Trailer Mounted Attenuator (TMA) shall be in accordance with Test Level 3 criteria as set forth in NCHRP 350 or MASH. Each TMA shall have a standard trailer lighting system, including brake lights, taillights, turn signal lights and Federal Motor Carrier Safety Administration identification bar lights. In the operating position, the rear facing of the TMA shall be marked with alternating 8-inch yellow and 8-inch black retroreflective sheeting forming an inverted "V" at the center and slope downward at an angle of 45 degrees toward each side of the unit or a checkered board pattern consisting of 12-inch square red and 12-inch square white retroreflective sheeting. The TMA may be marked with the same operating pattern or red and white DOT conspicuity tape to simulate the looks of a standard van body trailer when traveling. The TMA shall have the same standard trailer lighting system noted above when the unit is in the transport position.

**1063.12 Certification.** The contractor shall furnish a manufacturer's certification for all material governed by this specification. The certification shall indicate full compliance with each applicable specification.