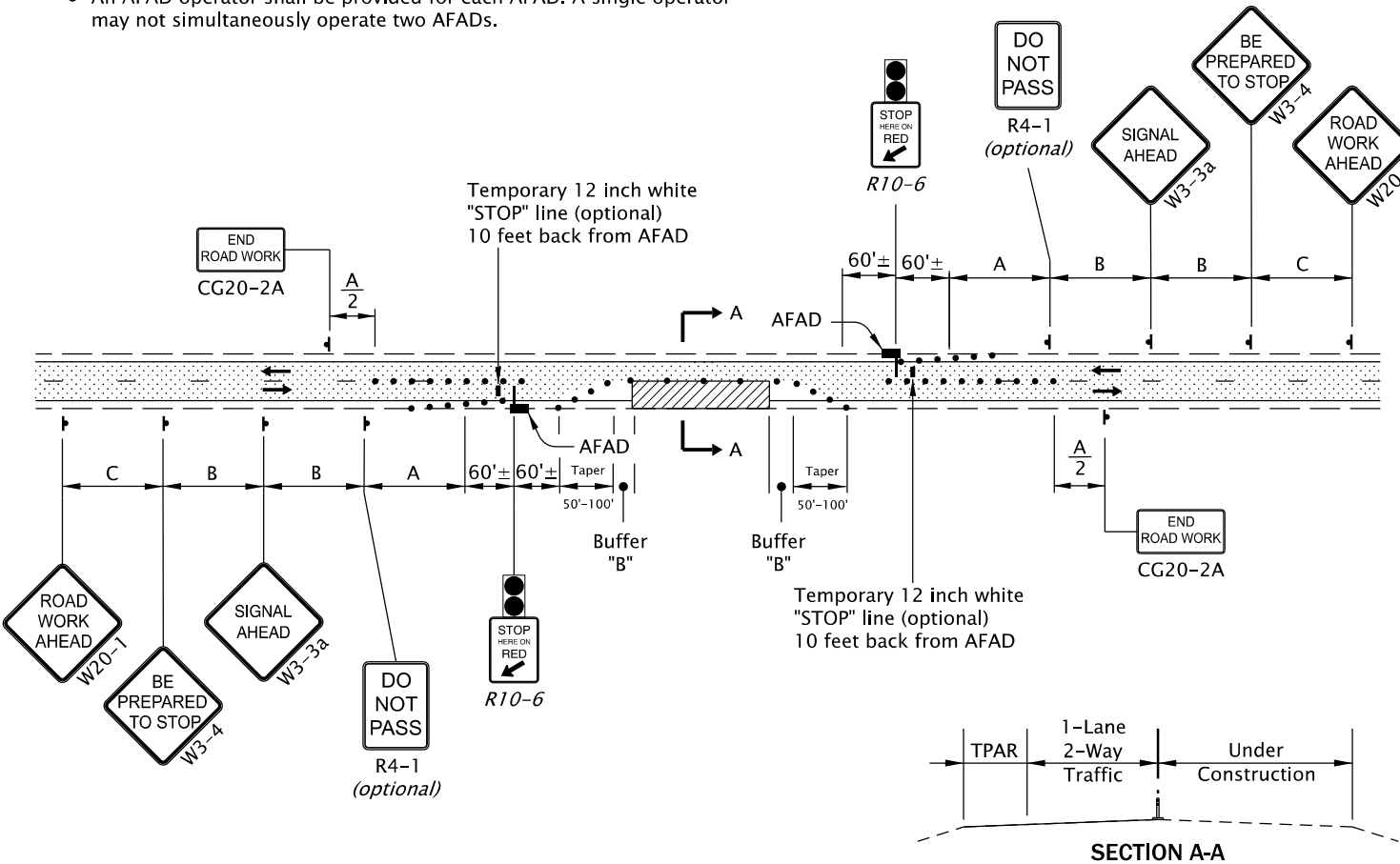


NOTES:

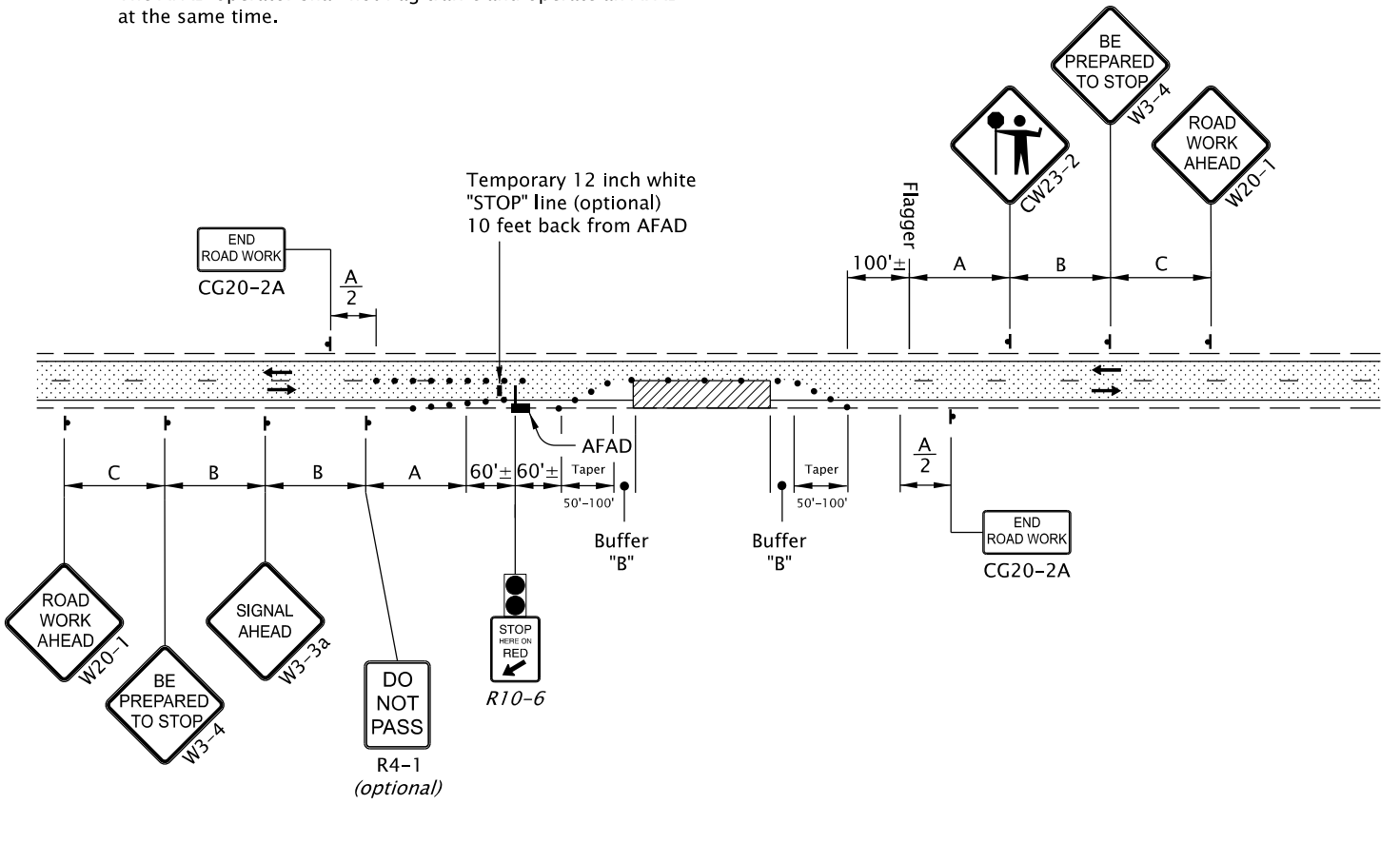
- An AFAD operator shall be provided for each AFAD. A single operator may not simultaneously operate two AFADs.



2-Lane, 2-Way Roadway
ONE LANE CLOSURE, TWO AFADs

NOTES:

- The AFAD operator shall not flag traffic and operate an AFAD at the same time.



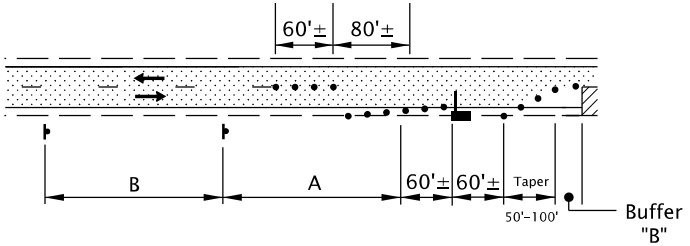
2-Lane, 2-Way Roadway
ONE LANE CLOSURE, ONE AFAD & ONE FLAGGER

GENERAL NOTES FOR ALL DETAILS:

- Flagger station shall be delineated according to "FLAGGER STATION" detail shown on Standard Drawing TM800
- Bottom of lens housing shall be a minimum of 7 ft. above surface when mounted on shoulder and at least 17 ft. above any portion of the travel lane.
- The gate arm shall cover at least one half of the approaching vehicle travel lane.
- Signing and other TCD installed in conjunction with the work area, shall move with the work area.
- Use 1/3 "L" taper for shoulder closure, where necessary.
- For Taper Length ("L") and Buffer Length ("B") shown on this sheet, use the "MINIMUM LENGTHS TABLE" shown on Drg. No. TM800.
- The AFAD operator shall be a certified flagger who has been trained in the operation of the AFAD in use.
- Operator shall operate AFAD from a designated area. Designated area should maintain visual presence of the AFAD and should be at least 50' away from the AFAD and have an escape route available for the operator.
- See "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Drg. TM800 for sign spacing A, B, and C.
- Include "WAIT FOR FLAGGER" (CR4-23) signs mounted on Type II Barricade located approx. 50' before each Flagger Station.
- Remove existing striping and install temporary striping as required.
- The "SIGNAL HEAD" (W3-3a) sign may be substituted with the Signal Ahead (W3-3) symbol sign.
- Cover existing passing lane signing, as directed.
- When extended traffic queues develop during AFAD operations, protect traffic by providing advance flaggers(s) and signing according to the "Extended Traffic Queues Detail" shown on Standard Drawing TM850.
- When AFAD is not in use for less than one work shift, turn off AFAD, or switch YELLOW lens to flashing mode, and cover or remove all accompanying signing.
- When AFAD is not in use for longer than one work shift, remove AFAD and all accompanying signing from the roadway.
- Do not use the AFAD to control more than one lane of approaching traffic.
- Use temporary pavement markings or a white portable rumble strip for temporary stop line. Remove temporary stop line when AFAD is no longer in use.
- Tubular markers along centerline placed in advance of AFAD to first sign are optional, unless the DO NOT PASS sign is used.
- Include "WAIT FOR FLAGGER" (CR4-23) signs mounted on Type II Barricade located approx. 50' before each Flagger Station.
- Coordinate and control pedestrians movements through the TPAR using flaggers, other TCM, or as directed. When the existing shoulder is greater than or equal to 4' wide, provide a minimum of 4' of width for the TPAR.
- When using pilot cars with flaggers to control traffic during paving operations, the Tubular Marker spacing along centerline may be increased to 200' within the Activity Area, as shown or as directed.

- To be accompanied by Dwg. Nos. TM820 & TM821.

- Automated Flagger Assistance Device (AFAD)
- • • • 28" Tubular Markers See TCD spacing table on TM800 for max. spacing
- UNDER TRAFFIC
- UNDER CONSTRUCTION



OVER-DIMENSIONAL VEHICLE ACCOMMODATION DETAIL

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.		
OREGON STANDARD DRAWINGS		
2-LANE, 2-WAY ROADWAYS		
2024		
DATE	REVISION	DESCRIPTION
MM-YYYY		
07-2023	REVISION	Minor drafting revision.
07-2025		Added notes for TPAR.
01-2026		Added cross section and notes.
CALC. BOOK NO.	N/A	SDR DATE
		13-JAN-2026
		TM854