

9900900 TEMPORARY TRAFFIC CONTROL DEVICE MATERIALS  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Stefanie Maxwell  
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Stefanie.Maxwell@dot.state.fl.us

Comments: (5-4-20, Internal)

Did you intend to leave the word "polymer" in the first table of the attached, or should it have been struck out, too?

Response: The word "polymer" should remain in the table since it is a materials requirement.

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Karen Byram  
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Karen.Byram@dot.state.fl.us

Comments: (5-4-20, Internal)

I do not remember seeing this. This definitely affects the APL. The Origination Review form is not attached. Who did you contact from my office? Who have you contacted from the APL manufacturers. Contact me, we need to discuss APL coordination.

Response:  
Paul Gentry was contacted from the Product Evaluation Office for the original submittal as noted on the Origination Form. Ms. Byram was contacted to further discuss APL coordination. No changes made.

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Arthur Berger  
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Comments: (5-4-20, Internal)

I suggest deleting "as"

type as described below:

Response: Change made.

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Karen Byram  
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Comments: (5-4-20, Internal)

This specification was originally written from a few products that worked. Now that more products are entering the arena, we could broaden the requirements. I have a couple of suggestions: Due to the weight of the products, these products come in sections with multiple connectors that span across a lane and/or provide flexibility, this introduces open spaces and voids in the assembled product. Should you include a requirement regarding the open areas or spacing for motorcycle and/or bicycle safety. Also some products come in other colors that still retain contrast but are not white. Would you want to change white to include off-white? This would include light silver, light grey, etc. To move away from prescriptive specifications, would

you drop the 100 pound requirement and just state something like ‘internally ballasted and designed sufficiently to maintain position without the need of adhesive or mechanical fasteners to pavement’? Maybe someone has a design that works but the product only weighs 80 pounds when assembled.

Response: Thank you for your comments. At this time, standardized performance testing criteria for temporary raised rumble strips has not been developed. The requirements of the specification were developed after considering the current products on the market. If an innovative product comes to the market that does not meet the proposed criteria, the specification can be reevaluated at that time. The requirements for bicycle safety and device color are governed by the MUTCD. No changes made.

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Steve Walker  
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Comments: (6-9-20, Industry)

We at PSS respectfully submit these comments in an effort to convey our concerns with regard to the safety of the road user and the worker performing tasks in Florida’s Temporary Traffic Control Zones. By removing the words “Molded Engineered Polymer Material” and replacing them with “Portable Type” opens the material specification to virtually any sort of device that meets the weight and cross-section elements. Without an engineered product, any combination of steel, concrete, lumber or plastic may be submitted to the Department for approval. It remains to be seen what rigorous testing should be conducted to assure the Department that these items are not a danger to the road user and the worker. We would propose that there should be a documented eight (8) hour analysis of any Portable Rumble Strips, in a 55 MPH work zone. This would be an effective evaluation to understand if any product will meet the criteria of the Department’s Approved Products List. We would be willing to assist the Department with the development of the criteria for the field evaluation of Portable Rumble Strips.

Response: Thank you for your comments. The language has been amended to specify that portable type temporary raised rumble strips may be composed of molded engineered polymer, steel, or aluminum. The materials requirement was developed after considering the current products on the market. If an innovative product comes to the market that does not meet the proposed criteria, the need for a performance specification can be reevaluated at that time.

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