

**ORIGINATION FORM**  
**Proposed Revisions to the Specifications**  
(Please provide all information - incomplete forms will be returned)

Date:

Office:

Originator:

Specification Section:

Telephone:

Article/Subarticle:

email:

Associated Section(s) Revisions:

Will the proposed revision require changes to the following Publications:

| Publication                                | Yes | No | Office Staff Contacted | Date |
|--|-----|----|------------------------|------|
| Standard Plans Index                       |     |    |                        |      |
| Traffic Engineering Manual                 |     |    |                        |      |
| FDOT Design Manual                         |     |    |                        |      |
| Construction Project Administration Manual |     |    |                        |      |
| Basis of Estimate/Pay Items                |     |    |                        |      |
| Structures Design Guidelines               |     |    |                        |      |
| Approved Product List                      |     |    |                        |      |
| Materials Manual                           |     |    |                        |      |
| Maintenance Specs                          |     |    |                        |      |

Will this revision necessitate any of the following:

Design Bulletin

Construction (DCE Memo)

Estimates Bulletin

Materials Bulletin

Have all references to internal and external publications in this Section been verified for accuracy?

Synopsis: Summarize the changes:

Justification: Why does the existing language need to be changed?

Do the changes affect either of the following types of specifications (Hover over type to go to site.):

[Special Provisions](#)

[Developmental Specifications](#)

List Specifications Affected: (ex. SP3270301, Dev330TL, Dev334TL etc.)

**Contact the State Specifications Office for assistance completing this form.**

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1. Are changes in line with promoting and making meaningful progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?
2. What financial impact does the change have; project costs, pay item structure, or consultant fees?
3. What impacts does the change have on production or construction schedules?
4. How does this change improve efficiency or quality?
5. Which FDOT offices does the change impact?
6. What is the impact to districts with this change?
7. Does the change shift risk and to who?
8. Provide summary and resolution of any outstanding comments from the districts or industry.
9. What is the communication plan?
10. What is the schedule for implementation?

**TEMPORARY TRAFFIC CONTROL DEVICE MATERIALS.**  
**(REV 8-2-23)**

SUBARTICLE 990-6.1 is deleted and the following substituted:

**990-6 Temporary Glare Screen.**

**990-6.1 Design and Installation:** Manufactured glare screen systems may be modular or individual units listed on the APL and shall meet the following requirements:

1. Glare screen units shall be manufactured in lengths such that when installed the joint between any one modular unit will not span barrier sections. Color shall be medium gray green, similar to FEDAMS-STD-595A-34227.
  2. Blades, rails and/or posts shall be manufactured from polyethylene, fiberglass, plastic, polyester or polystyrene, and be ultraviolet stabilized and inert to all normal atmospheric conditions and temperature ranges found in Florida.
  3. For paddle type designs, the blade width shall not be more than 9 inches. Blades or screen for individual or modular systems shall be 24 inches to 30 inches high and capable of being locked down at an angle and spacing to provide a cut-off angle not less than 20 degrees.
  4. For glare screen mounted on temporary concrete barrier, a strip (minimum 3-inch width and minimum 72 square inches) of reflective sheeting as specified in 994-2 must be placed on each side of a panel, centered in each barrier section (at a spacing not to exceed 15 feet) and positioned in such a manner as to permit total right angle observation by parallel traffic.
  5. Prior to approval an impact test shall be performed by the manufacturer to verify the safety performance of the proposed system. The minimum impact strength of the posts, blades, rail and the barrier attachment design shall be sufficient to prevent the unit from separating from the barrier when impacted by a 3-inches outside diameter steel pipe traveling at 30 mph and impacting mid-height on the glare screen assembly.
  6. All hardware shall be galvanized in accordance with ASTM A123 or stainless steel in accordance with AISI 302/305.
  7. The anchorage of the glare screen to the barrier must be capable of safely resisting an equivalent tensile load of 600 pounds per foot of glare screen with a requirement to use a minimum of three fasteners per barrier section.
- Alternative designs for temporary glare screen may be submitted as a Cost Savings Initiative Proposal in accordance with 4-3.9.