




# Illinois Department of Transportation

## Memorandum

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To: Regional Engineers  
From: Jack A. Elston   
Subject: Special Provision for Automated Flagger Assistance Devices  
Date: January 13, 2023

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This special provision was developed by the Bureau of Safety Programs and Engineering to provide safer working conditions for flaggers by allowing the use of automated flagger assistance devices (AFADs) on two-lane, two-way highways. It has been revised to allow the use of Red/Yellow Lens AFADs, in addition to the STOP/SLOW AFADs that are currently allowed, and to eliminate redundancies with the MUTCD.

This special provision should be used on two-lane highways where two-way traffic will be maintained over one lane of pavement in segments where no sideroads or entrances require deployment of additional flaggers. Applications include rural milling and/or resurfacing projects, bridge maintenance projects, haul road crossings, pavement patching, or other similar projects with slow moving or stationary operations where the use of a flagger is required. AFADs should not be used on projects with numerous intersections where additional flaggers are required to control traffic.

Questions regarding the use of AFADs should be directed to the Bureau of Safety Programs and Engineering.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 28, 2023 and subsequent lettings. The Project Coordination and Implementation Section will include a copy in the contract.

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## **AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)**

Effective: January 1, 2008

Revised: April 1, 2023

Description. This work shall consist of furnishing and operating automated flagger assistance devices (AFADs) as part of the work zone traffic control and protection for two-lane highways where two-way traffic is maintained over one lane of pavement in segments where no sideroads or entrances require deployment of additional flaggers. Use of these devices shall be at the option of the Contractor.

Equipment. AFADs shall be the STOP/SLOW or Red/Yellow Lens type mounted on a trailer or moveable cart meeting the requirements of the MUTCD and NCHRP 350 or MASH 2016, Category 4.

General. AFADs shall be placed at each end of the traffic control, where a flagger is shown on the plans. The AFAD shall be setup within five degrees of vertical.

Flagger symbol signs as shown on the plans shall be replaced with "BE PREPARED TO STOP" signs when the AFAD is in operation.

Personal communication devices shall not be used to operate the AFAD.

Flagging Requirements. Flaggers and flagging requirements shall be according to Article 701.13 of the Standard Specifications and the following.

Each AFAD shall be operated by a flagger trained to operate the specific AFAD to be deployed. A minimum of two flaggers shall be on site at all times during operation. Each flagger shall be positioned outside the lane of traffic and near each AFAD's location.

Flagging equipment required for traditional flagging shall be available near each AFAD location in the event of AFAD equipment malfunction/failure.

For nighttime flagging, the AFAD and flagger shall be illuminated according to Article 701.13 of the Standard Specifications.

When not in use, AFADs will be considered non-operating equipment and shall be stored according to Article 701.11 of the Standard Specifications.

Basis of Payment. This work will not be paid for separately but shall be considered as included in the cost of the various traffic control items included in the contract.