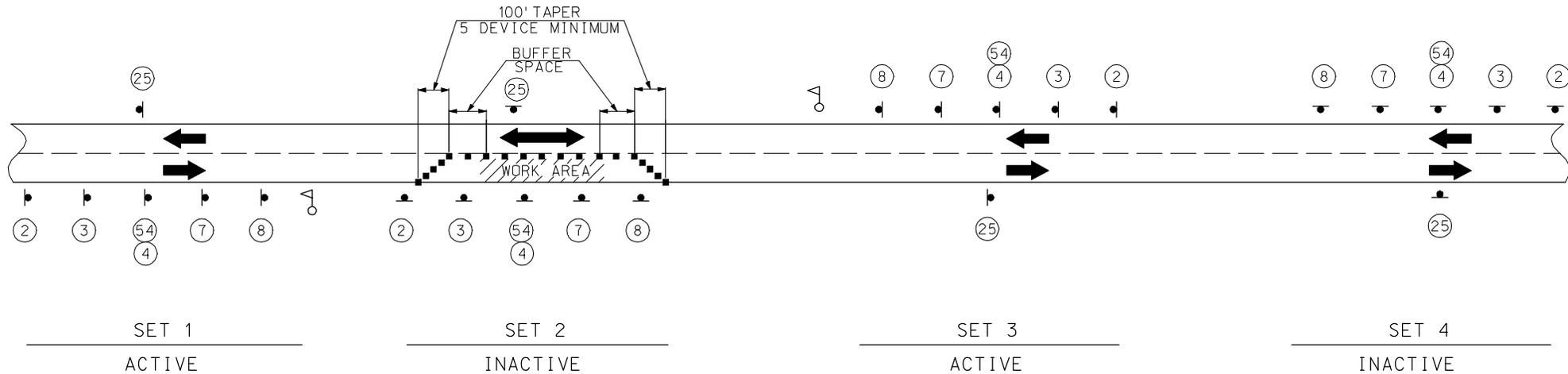


## Flagger Control for Resurfacing or Moving Operation One-Lane Two-Way Operation



SIGN SETS 1 AND 3 ARE ACTIVE AND (I.E., SIGNS FACE ONCOMING TRAFFIC).

SIGN SETS 2 AND 4 ARE INACTIVE (I.E., SIGNS DO NOT FACE EITHER DIRECTION OF TRAFFIC) WHEN THE RESURFACING OPERATION IS LOCATED BETWEEN SIGN SETS 1 AND 3.

WHEN SIGN SETS 2 AND 4 ARE ACTIVE, SIGN SETS 1 AND 3 BECOME INACTIVE AND ARE ADVANCED TO BECOME SETS 2 AND 4 WITH SIGN LEGENDS TURNED AWAY FROM BOTH DIRECTIONS OF TRAFFIC. WHEN THE RESURFACING OPERATION ADVANCES TO BETWEEN SIGN SETS 2 AND 4, SIGN SETS 2 AND 4 BECOME ACTIVE (I.E., NEW SIGN SETS 1 AND 3) AND SIGN SETS 1 AND 3 ADVANCED IN THE DIRECTION OF THE OPERATION (I.E., NEW SIGN SETS 2 AND 4).

■ - CHANNELIZERS

◁ - FLAGGER

NOTES:

SEE FIGURE 616.1.2 FOR SIGN SPACING AND DEVICE SPACING.

DAYLIGHT FLAGGING OPERATIONS ONLY.

CHANNELIZING DEVICES LOCATED DOWNSTREAM OF THE ONE-LANE, TWO-WAY TAPER ARE OPTIONAL. THESE DEVICES SHOULD BE ELIMINATED WHEN THEIR USE WILL REDUCE THE USABLE LANE WIDTH, INCLUDING ANY ACCEPTABLE SHOULDERS, TO LESS THAN 10' OR WILL SIGNIFICANTLY AFFECT THE RESURFACING OPERATION.

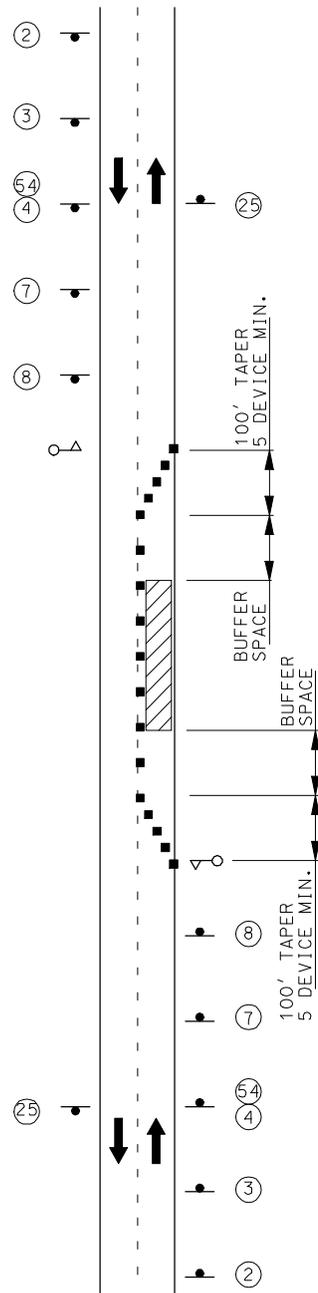
SIGN SPACING FOR ADVANCE SIGN SERIES (2) (3)		
SPEED (1) MPH	NON-DIVIDED HIGHWAYS	DIVIDED HIGHWAYS
0 - 35	200	200
40 - 45	350	500
50 - 55	500	1000
60 - 70	1000	1000

NOTES:

- (1) POSTED SPEED LIMIT PRIOR TO ROAD WORK.
- (2) SPACING BETWEEN SIGNS, BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER OR SIGNED CONDITION.
- (3) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.

Figure 616.2.6

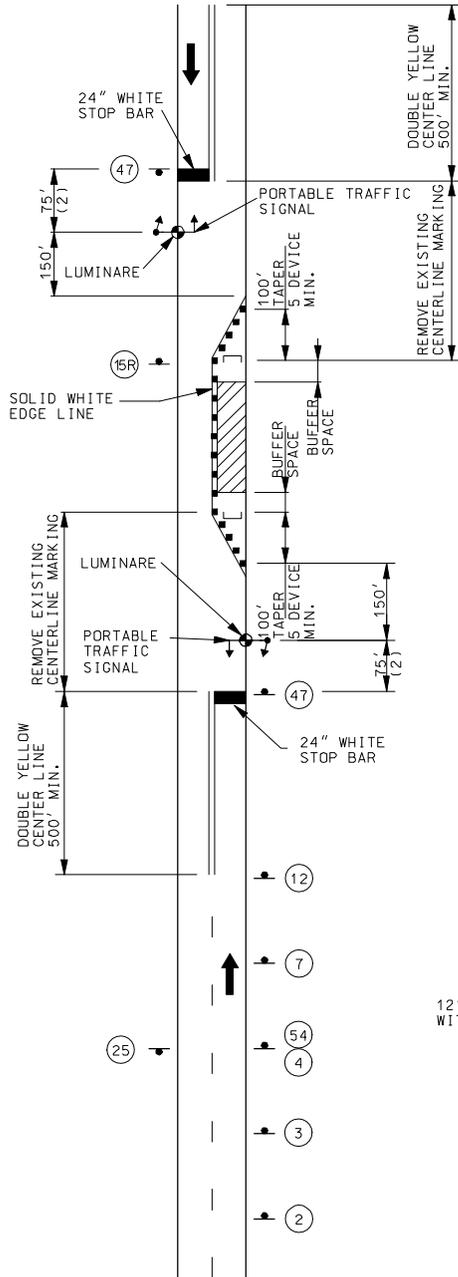
Flagger Control for Stationary Operation  
One-Lane Two-Way Operation



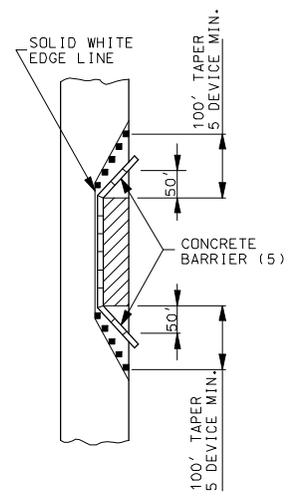
NOTES:

SEE FIGURE 616.1.2 FOR SIGN SPACING AND DEVICE SPACING.

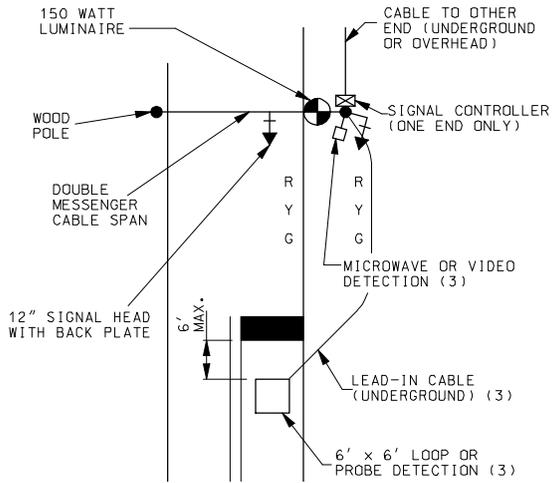
# Signal Control One-Lane Two-Way Operation



PORTABLE TRAFFIC SIGNALS (1)



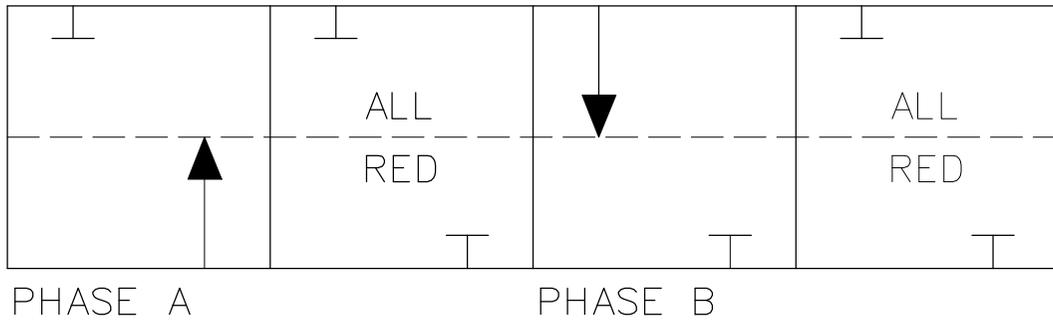
TEMPORARY TRAFFIC SIGNAL DETAIL WITH CONCRETE BARRIER (1)



TEMPORARY TRAFFIC SIGNAL DETAIL (1)

# Signal Control Notes

## One-Lane Two-Way Operation



PHASE A AND PHASE B SHALL ALWAYS BE FOLLOWED BY AN ALL RED PHASE OR INTERVAL.

SIGNALS SHALL REST IN ALL RED WHEN THERE ARE NO VEHICLE CALLS.

### Typical Actuated Phasing (4)

#### NOTES:

SEE FIGURE 616.1.2 FOR SIGN SPACING AND DEVICE SPACING.

SEE SECTION 616.0.2 FOR CONDITIONS WARRANTING SIGNAL CONTROL.

(1) SIGNING AND PAVEMENT MARKING IDENTICAL ON BOTH APPROACHES.

(2) 75' RECOMMENDED SPACING. SPACING MAY BE BETWEEN 40' AND 150'.

(3) NON-INTRUSIVE DETECTION IS PREFERRED. HOWEVER, IF OTHER VEHICLE INTERFERENCE IS PRESENT (I.E. PARKING LOTS OR SIDE ROAD ACTIVITY), THEN OTHER DETECTION METHODS MAY BE USED.

(4) IF SIDE ROADS OR DRIVEWAYS OCCUR WITHIN THE LIMITS OF THE STOP BARS, ADDITIONAL INDICATIONS AND PHASING ARE REQUIRED. FURTHERMORE, RIGHT TURNS SHALL BE PROHIBITED FROM THESE ACCESS POINTS DURING THE RED INTERVAL.

(5) FLARE BARRIER TO EXTEND BEYOND CLEAR ZONE OR FLARE BARRIER TO EDGE LINE AND USE APPROVED END TREATMENT.

Estimated Average Peak Hour Signal Delay For Signal Control  
One-Lane Two-Way Operation

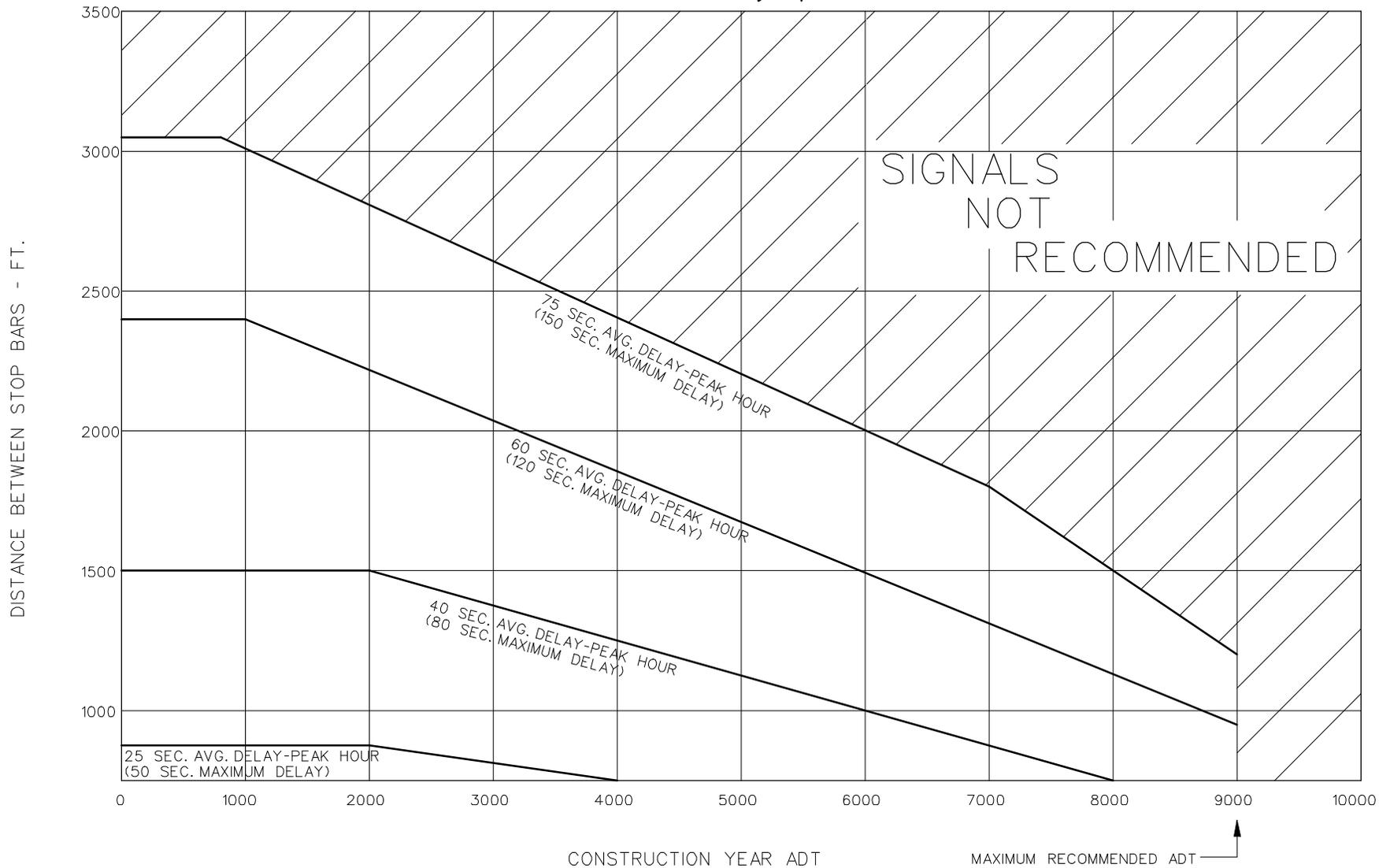


Figure 616.2.6