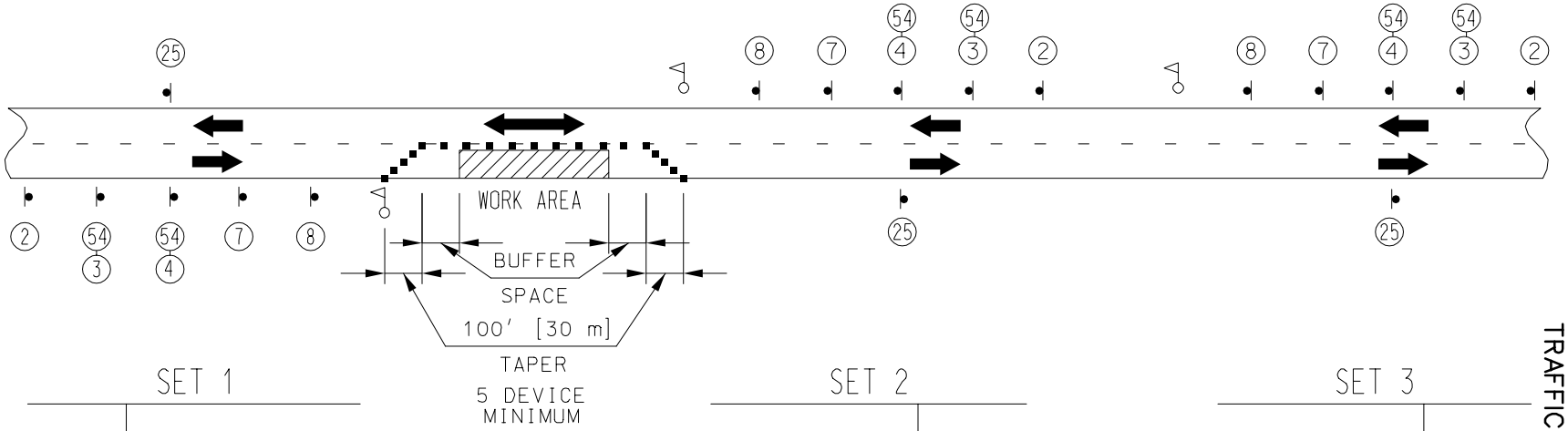


THIS SET OF SIGNS IS PLACED WITH SIGN LEGEND TURNED AWAY FROM BOTH DIRECTIONS OF TRAFFIC UNTIL RESURFACING OPERATIONS APPROACH THE LOCATION OF SIGN SET 2, THEN THE SIGNS ARE POSITIONED TO FACE ONCOMING TRAFFIC.

AFTER SET 3 SIGNS ARE ERECTED, THE SET 2 SIGNS ARE MOVED TO THE OPPOSITE SIDE OF THE ROAD. WHEN THE RESURFACING OPERATION HAS CLEARED THE SET 2 LOCATION THE REQUIRED SIGN SPACING DISTANCES, THE SET 2 SIGNS BECOME SET 1 SIGNS.

WHEN RELOCATED SET 2 SIGNS ARE PLACED IN OPERATION, SET 1 SIGNS ARE MOVED AHEAD OF THE RESURFACING AND BECOME SET 3 SIGNS.

NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING AND DEVICE SPACING.

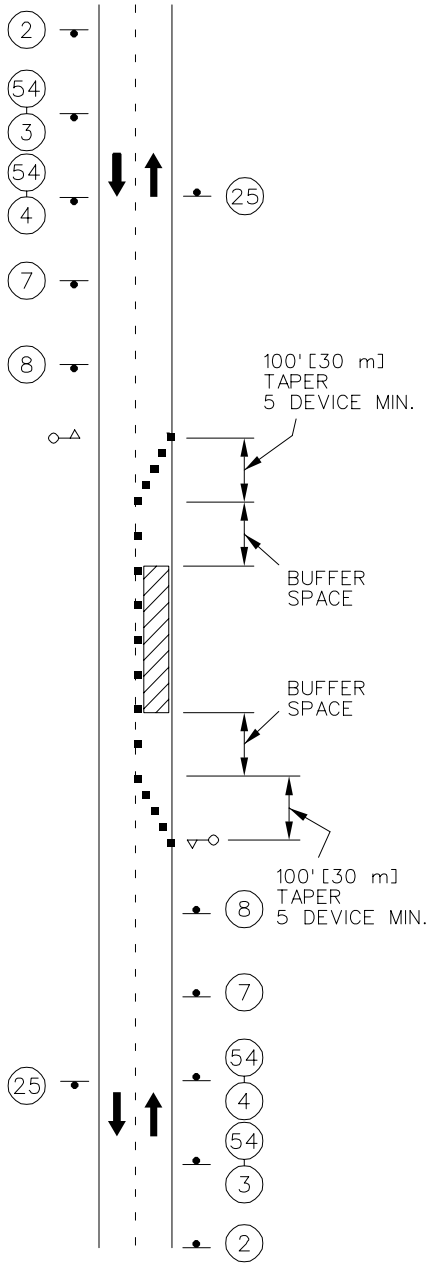
DAYLIGHT FLAGGING OPERATIONS ONLY.

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′ [3 m] OR WILL SIGNIFICANTLY AFFECT THE RESURFACING OPERATION.

Flagger Control for Resurfacing or Moving Operation

One-Lane Two-Way Operation

Figure 8-04.13



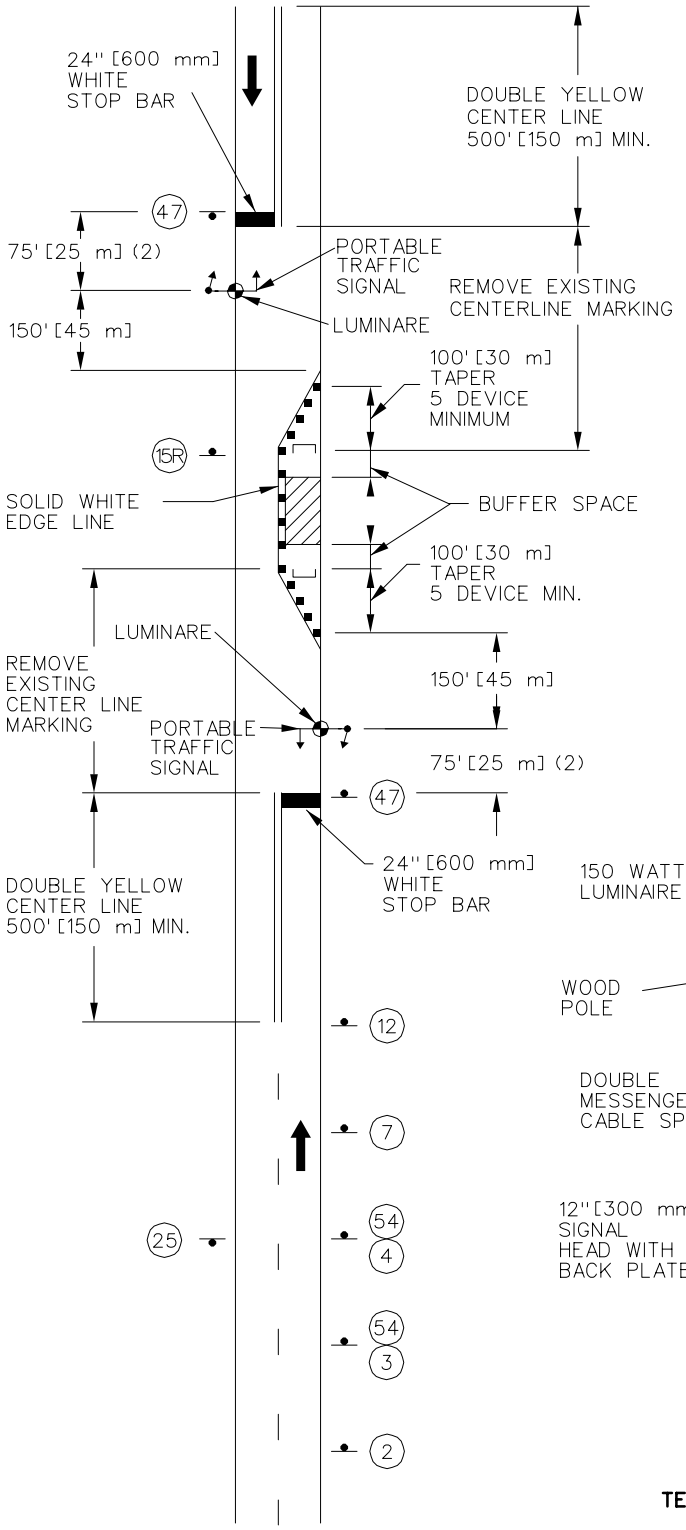
NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING AND DEVICE SPACING.

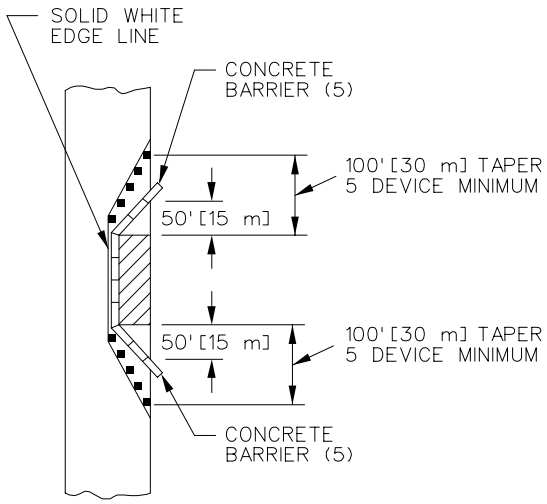
Flagger Control for Stationary Operation

One-Lane Two-Way Operation

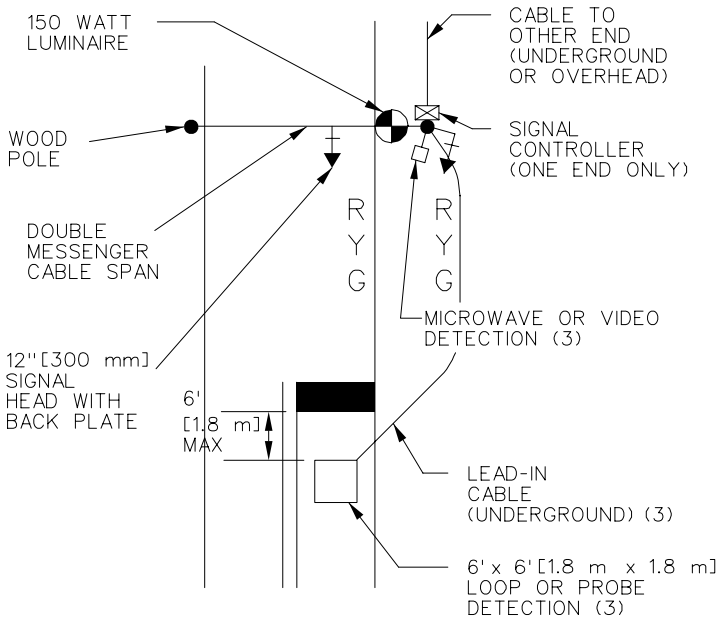
Figure 8-04.13



PORTABLE TRAFFIC SIGNALS (1)



TEMPORARY TRAFFIC SIGNAL DETAIL
WITH CONCRETE BARRIER (1)

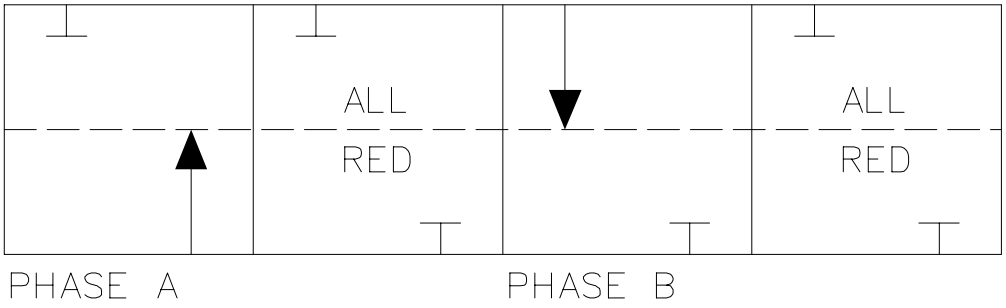


TEMPORARY TRAFFIC SIGNAL DETAIL (1)

Signal Control

One-Lane Two-Way Operation

Figure 8-04.13



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 8-04.1 FOR SIGN SPACING AND DEVICE SPACING.

SEE SECTION 8-04.15 FOR CONDITIONS WARRANTING SIGNAL CONTROL.

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

(2) 75' [25 m] RECOMMENDED SPACING. SPACING MAY BE BETWEEN 40' [12 m] AND 150' [45 m].

(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.

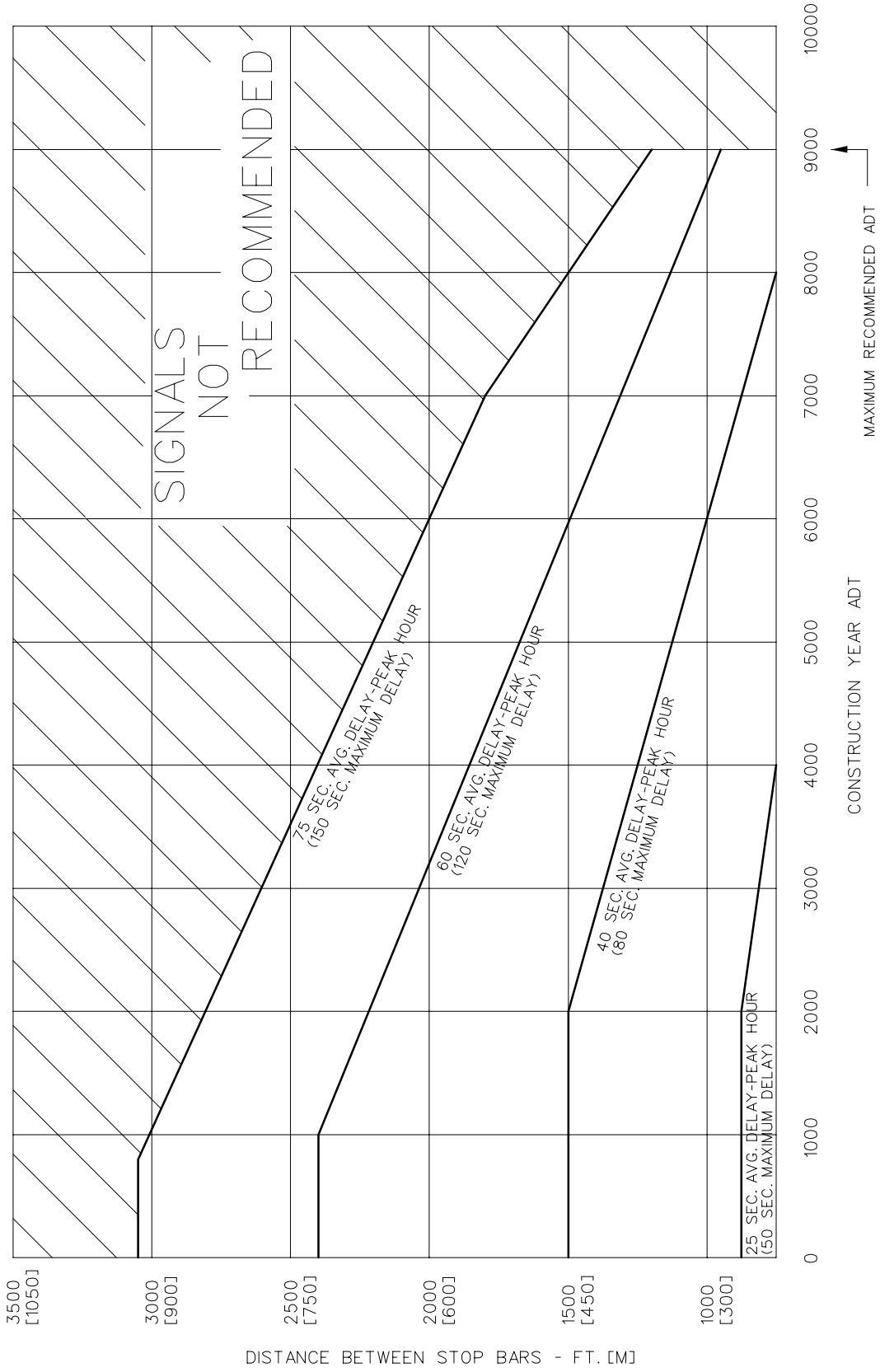
(4) IF SIDE ROADS OR DRIVEWAYS OCCUR WITHIN THE LIMITS OF THE STOP BARS, ADDITIONAL INDICATIONS AND PHASING ARE REQUIRED. FURTHERMORE, RIGHT TURNS SHALL BE PROHIBITED FROM THESE ACCESS POINTS DURING THE RED INTERVAL.

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

Signal Control Notes

One-Lane Two-Way Operation

Figure 8-04.13



Estimated Average Peak Hour Signal Delay For Signal Control

One-Lane Two-Way Operation

Figure 8-04.13