

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, 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

- FLAGGE

NOTES:

DAYLIGHT FLAGGING OPERATIONS ONLY.

FLAG ASSEMBLIES FOR SIGNS WILL BE PAID FOR AS EACH PER SIGN. EXCEPT FOR SIGN W020-7 WHICH IS SUBSIDIARY TO THE SIGN.

SPEED	SIGN SPACING (FT.) (1)	
PERMANENT POSTED (MPH)	NON-DIVIDED HIGHWAYS (S)	DIVIDED HIGHWAYS (S)
0-35	200	200
40-45	350	500
50-55	500	1000
60-70	1000	(SA)-1000 (SB)-1500 (SC)-2640

NOTES.

(1) SPACING BETWEEN SIGNS, BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER OR SIGNED CONDITION

SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.

TRAFFIC CONTROL FOR ADDITIONAL SWEEPING OPERATIONS SHEET 3 OF 5

NOT BE CONSIDERED A CERTIFIED DOCUMENT." 5/3/2016 MO SHEET NO 6 JOB NO. CONTRACT ID. BRIDGE NO.

"THIS MEDIA SHOULD