SPEED LIMIT (See Note 2)	Approximate Spacing 'A'
35 mph	75 m
45 mph	105 m
55 mph	150 m

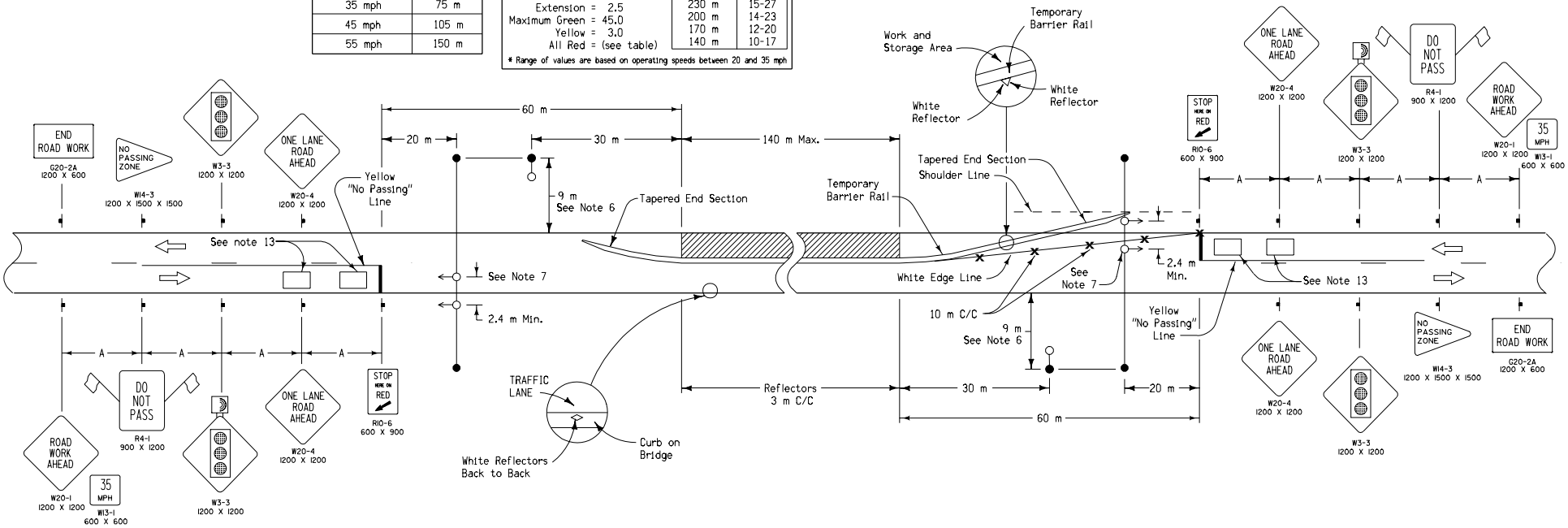
TIMING FOR ACTUATED SIGNALS (See notes 11, 12, and 13)

Recommended Settings, secs.

Initial = 12.0
Extension = 2.5
Maximum Green = 45.0
Yellow = 3.0
All Red = (see table)

Distance Between Stop Lines	All Red (secs.)*
260 m	17-30
230 m	15-27
200 m	14-23
170 m	12-20
140 m	10-17

* Range of values are based on operating speeds between 20 and 35 mph



LEGEND

- Traffic Sign
- Drum
- Temporary Floodlighting
- Type "B" High Intensity Flashing Warning Light
- Work and Storage Area
- Traffic Signal

GENERAL NOTES:

1. Engineer may reduce the advisory speed if deemed appropriate.
2. Speed Limit refers to the legally established speed limit before construction and not the advisory speed during construction.
3. Contractor shall be responsible for placement and removal of white edge lines, yellow "No Passing" lines and 600 millimeters wide stop lines. Dashed yellow centerline or yellow "No Passing" line between the stop lines shall be removed prior to the beginning of construction and replaced before opening to two-way traffic. Reflectors shall be removed before opening to two-way traffic.
4. Signal timing shall be set as approved by the Engineer.
5. For temporary floodlighting, see Detail Sheet 570-2.
6. Pole for temporary floodlighting and span wire, and poles used to furnish power to signals or floodlights shall be offset 9 meters from the traveled way unless there are right-of-way restrictions. Clearance on overhead wiring for signals and floodlighting shall be a minimum of 5.5 meters.
7. Left signal head to be centered over traffic lane.
8. This layout is not appropriate when ADT (Average Daily Traffic) exceeds 5,000 vehicles.
9. Details for the Temporary Barrier Rail are included elsewhere in the plans.
10. Reflectors shall be mounted back-to-back on each section of Temporary Barrier Rail. Reflectors shall face oncoming traffic as indicated.
11. Signals shall rest in RED.
12. The traffic actuated controller shall comply with the latest NEMA and ITE standards for actuated signals.
13. A detection area shall be located near the stop line with the downstream edge positioned 2 meters from the stop line. A second detection area shall be located 30 to 45 meters in advance of the stop line. The size of the detection areas shall be approximately 2 m x 3 m. A single above-ground detector may be used to provide detection for both areas.

All dimensions given in millimeters unless noted.

M

Iowa Department of Transportation
Highway Division

METRIC VERSION

STANDARD ROAD PLAN | **RS-5B**

REVISION: Revise note 13.

REVISION NO. 7

REVISION DATE 04-30-02

William J. Stein
APPROVED BY DESIGN METHODS ENGINEER

TRAFFIC CONTROL LAYOUT
ONE-WAY TRAFFIC ON BRIDGES
FOR 2.4 m APPROACH SHOULDERS