

**TWO-LANE ROADWAY**

SPEED LIMIT (See Note 1)	Approximate Sign Spacing 'A'
35 mph	75 m
45 mph	105 m
55 mph	150 m

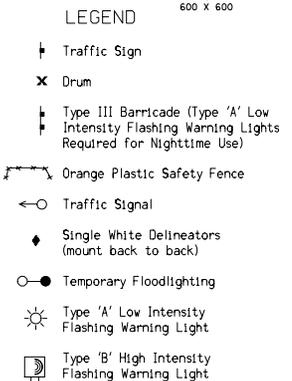
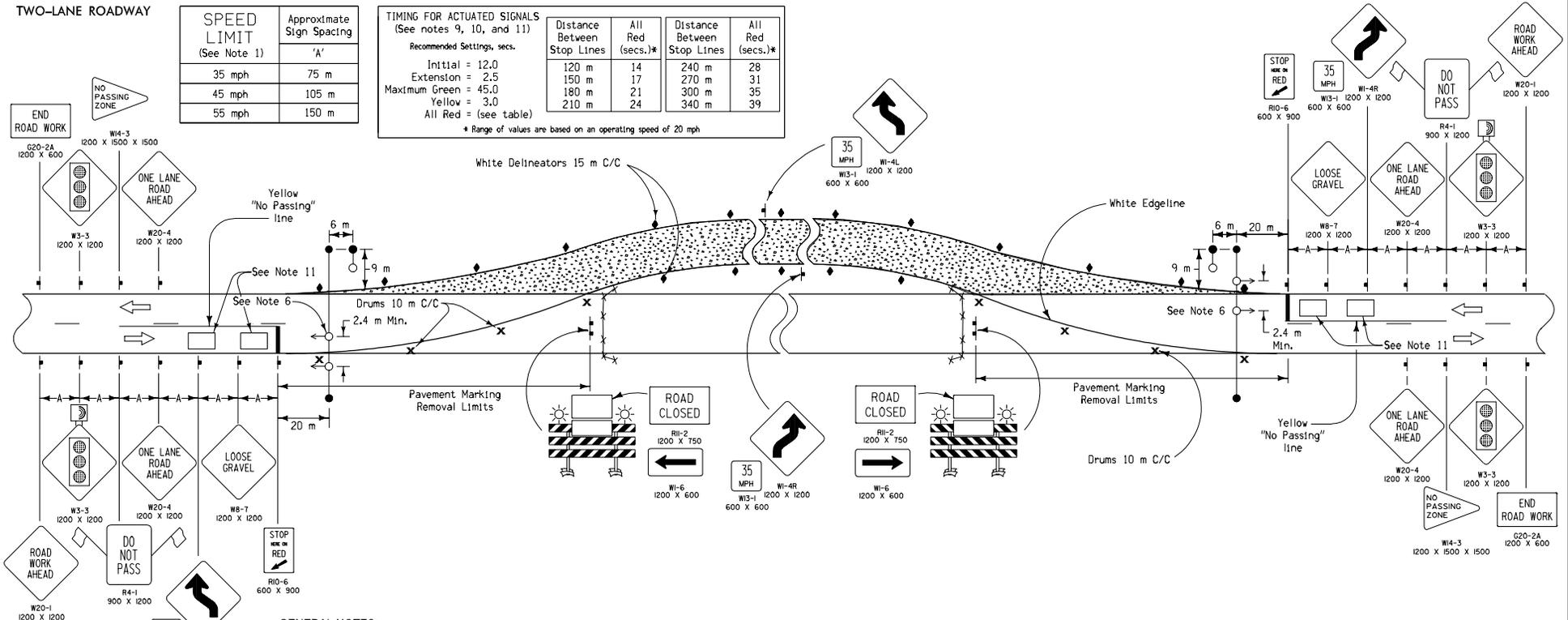
**TIMING FOR ACTUATED SIGNALS**  
(See notes 9, 10, and 11)

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.)*	Distance Between Stop Lines	All Red (secs.)*
120 m	14	240 m	28
150 m	17	270 m	31
180 m	21	300 m	35
210 m	24	340 m	39

\* Range of values are based on an operating speed of 20 mph



**GENERAL NOTES:**

- Speed Limit refers to the legally established speed limit before construction and not the advisory speed during construction.
- The Contractor shall be responsible for the placement and removal of temporary white edgelines, 600 millimeter stop lines and yellow "No Passing" lines. The Contractor shall also be responsible for removal and replacement of the existing dashed yellow centerline and white edgelines as required by the Traffic Control Layout.
- The Engineer may reduce the advisory speed if deemed appropriate. If reduced below 35 mph, the Reverse Curve signs will be changed to Reverse Turn signs (W1-3LA or W1-3RA).
- For temporary floodlighting, see Standard Road Plan RM-49.
- Pole for temporary floodlighting and span wire, and auxiliary 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.
- Left signal head to be centered over traffic lane.
- Post-mounted white delineators shall be erected in accordance with Standard Road Plan RE-7.
- This layout is not appropriate when ADT (Average Daily Traffic) exceeds 3,000 vehicles or when the distance between stop lines exceeds 340 meters.
- Signals shall rest in RED.
- The traffic actuated controller shall comply with the latest NEMA and ITE standards for actuated signals.
- 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.
- Safety Closure to be paid for as per Standard and Supplemental Specifications Section 2518.

All dimensions given in millimeters unless noted.

<b>METRIC VERSION</b>		
	<b>STANDARD ROAD PLAN RS-11</b>	
	REVISION: Change reference in note no. 4 to Standard Road Plan RM-49.	REVISION NO. 16
	APPROVED BY: <i>William J. Sten</i> DESIGN METHODS ENGINEER	REVISION DATE 04-20-04
<b>TRAFFIC CONTROL LAYOUT FOR UNPAVED ON SITE DETOUR WITH ONE-LANE TRAFFIC</b>		