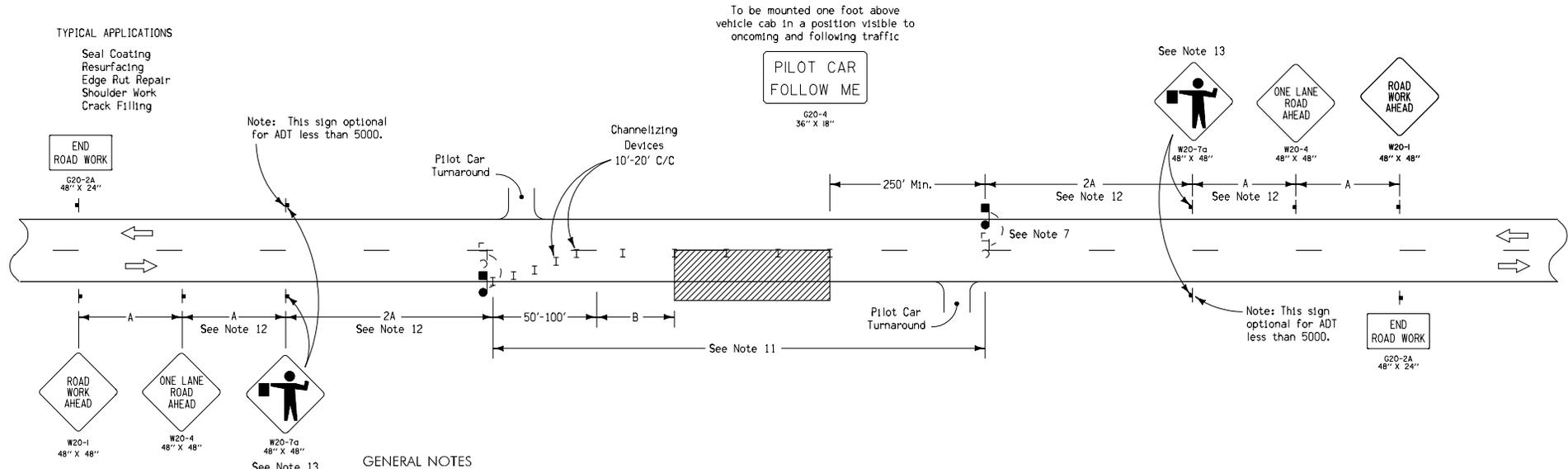


TWO-LANE ROADWAY

TYPICAL APPLICATIONS

- Seal Coating
- Resurfacing
- Edge Rut Repair
- Shoulder Work
- Crack Filling



GENERAL NOTES

- Conditions represented are for work which requires closing traffic lane during daylight hours only.
- No parking on opposite shoulder within 500 feet of work area.
- Channelizing devices may be placed up to 2' beyond centerline only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the centerline when the work activity has passed.
- In general, spacing of channelizing devices through a work area shall be as follows:
 - 20' where horizontal curve radius is less than 300'.
 - 50' where horizontal curve radius is from 300' to 1000'.
 - 120' for all other cases.
 - Where coreouts or holes exist within a given work area, an additional channelizing device will be placed just ahead of each.
- Channelizing devices in a taper should be 10' to 20'. A minimum of 4 channelizing devices are to be used in the taper.
- Speed limit refers to the legally established speed limit before construction.
- The flagger shall stop the first vehicle from the position shown, then cross traffic lane to stop other vehicles.
- An additional flagger shall be stationed at intersections or crossings within the work area to prevent vehicles from entering the work area against the flow of traffic.
- A pilot car will be required when the work area exceeds one-quarter mile on primary highway projects.
- Individual channelizing devices may be omitted during working hours in areas where placement interferes with the work. Channelizing devices on taper required at all times.
- For projects in rural areas the distance between flaggers shall not exceed 2.5 miles for A.D.T. (Average Daily Traffic) of less than 2,500 and 2.0 miles for A.D.T. from 2,500 to 5,000. Distance between flaggers shall not exceed 1.5 miles for A.D.T. (Average Daily Traffic) greater than 5,000 vehicles. The contractor may extend the lane closure up to 1.0 miles with the following provisions:
 - the lane closure extension is permitted only during non-peak hours.
 - once the traffic control devices have been placed to extend the lane closure, the traffic control devices at the beginning of the traffic control shall be moved downstream to limit the work area to the distance defined in note 11.
- The 2A distance may be increased to 4A if traffic backs up into the advance signing area. This shall be limited to periods when such backups exist. The distances A and 2A shall be doubled for A.D.T. (Average Daily Traffic) greater than 4,000 vehicles.
- The word message sign "FLAGGER AHEAD", W20-7 may be used as an alternate to the symbol sign shown on this layout.

LEGEND

- Traffic Sign
- Flagger
- Channelizing Device (Vertical Panel, Cone or Type I Barricade) (To be weighted)
- Work Area

SPEED LIMIT (See note 6)	Approximate Sign Spacing	
	"A"	Minimum "B"
35	250'	100'-200'
45	350'	100'-200'
55	500'	200'-300'

Iowa Department of Transportation
Highway Division

STANDARD ROAD PLAN RS-4

REVISION: Revise notes 11 and 12. REVISION NO. 9
 REVISION DATE 10-02-01

William J. Altan
APPROVED BY DESIGN METHODS ENGINEER

**TRAFFIC CONTROL FOR LANE CLOSURE
GREATER THAN 1/4 MILE IN LENGTH
(SUITABLE FOR MOVING OPERATIONS)**