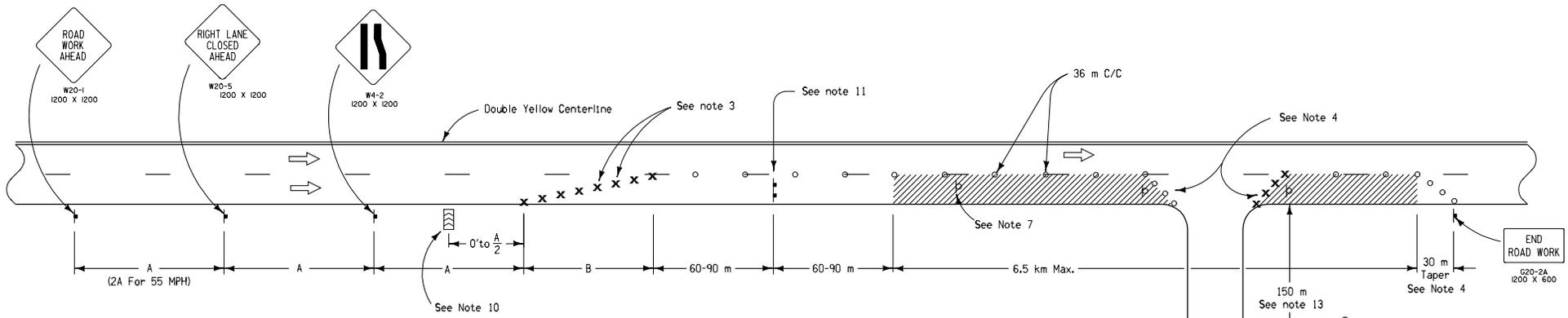


SPEED LIMIT	APPROXIMATE SPACING		
	'A'	'B'	'C'
25 mph	90 m	40 m	8 m
35 mph	150 m	80 m	10 m
45 mph	210 m	168 m	14 m
55 mph	330 m	238 m	17 m



1. This layout is intended for short-term use.
2. Cones may be used as channelizing devices in the tapers and along the lane line during daylight hours only.
3. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
4. Downstream tapers contain a minimum of 4 channelizing devices.
5. "Speed Limit" refers to the legally established speed limit before construction.
6. Channelizing devices shall not be intermixed on the lane line through the work area.

11. A vehicle with an amber revolving light or amber strobe light may be substituted for the Type III barricade. Use a truck mounted attenuator (TMA) for this location if TMA is available.
12. Channelizing devices may be placed up to 0.6 meters beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.
13. Advanced warning distance may be reduced to 60 meters when the side road speed limit is 40 mph or less.

7. Type II barricades will be placed in the closed lane at a 300 meter interval. Where coreouts, holes or uncured concrete exist within the work area, an additional Type II barricade shall be placed just ahead of each.
8. If a ramp exit or entrance taper falls within the work area, refer to Standard Road Plans RS-65A and RS-65B for traffic control details.
9. A flagger shall be used to alert motorists when equipment encroaches within 0.6 meters of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
10. The use of an arrow panel is optional for daytime lane closures when the posted speed limit is 45 MPH or less. Use shall be determined by the Engineer. When there is no shoulder area, the arrow panel shall be placed within the closed lane behind the channelizing devices and as close to the beginning of the taper as practical.

FOR LANE-LINE DROP-OFF OR RISE:

14. When the nominal thickness, placed or removed, results in a drop-off or rise of more than 50 millimeters adjacent to the open traffic lane, the spacing of the lane line channelizing devices shall be reduced to 50 percent of that shown. The edge of the channelizing device shall be placed within one foot of the drop-off or rise.
15. If unplanned conditions result in a drop-off or rise which exceeds 90 millimeters overnight, the contractor shall also place a temporary edge line in the open lane, 0.3 meters from the drop-off or rise. If the contractor chooses to use drums for the channelizing devices, the temporary edge line may be omitted. In either case, the channelizing devices shall be placed in the closed lane during non-working hours. The channelizing devices may be placed on either surface during working hours.

All dimensions given in millimeters unless noted.

LEGEND

- ⊣ Traffic Sign
- X Drum
- O Channelizing Device (Vertical Panel, Type I or Type II Barricade) (to be weighted)
- ⊢ Type II Barricade (to be weighted)
- ⊣ Type III Barricade
- ↔ Sequencing Arrow (Type "C")
- ▨ Work Area

METRIC VERSION	Iowa Department of Transportation Highway Division	
	STANDARD ROAD PLAN RS-64A	
	REVISION: Change length on intersecting road from 60 meters to 150 meters and add note.	REVISION NO. 10
	APPROVED BY: <i>William J. Stein</i> DESIGN METHODS ENGINEER	REVISION DATE 10-18-05
RIGHT LANE CLOSURE FOUR-LANE UNDIVIDED HIGHWAY		