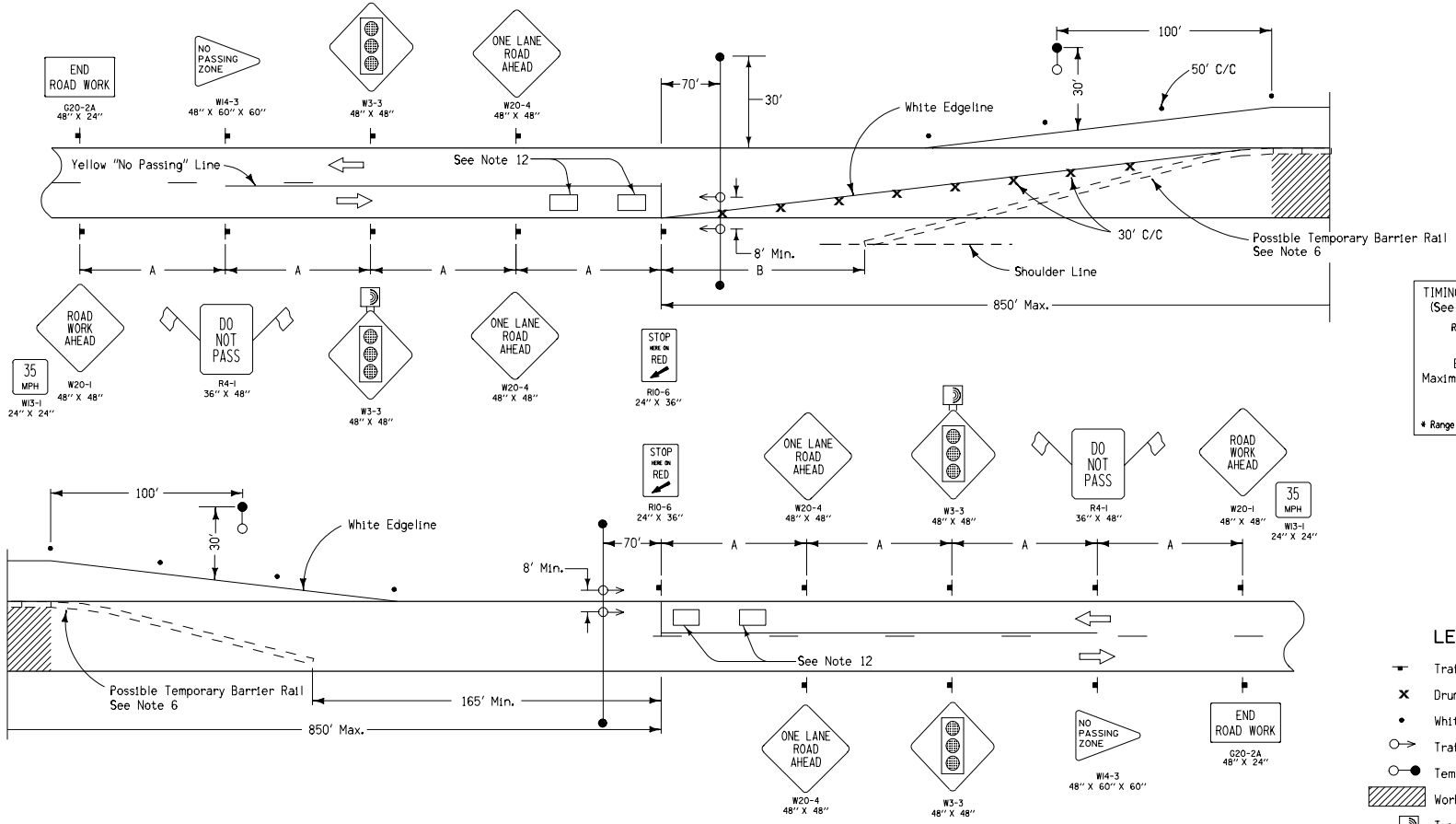

SPEED LIMIT (MPH)	Approximate Sign Spacing A
35	250'
45	350'
55	500'

Shoulder Width	Minimum B
10'	45'
8'	90'
6'	130'
4'	175'
0'	220'

TIMING FOR ACTUATED SIGNALS (See notes 10, 11, and 12) Recommended Settings, secs.	Distance Between Stop Lines	All Red (secs.)*
Initial = 12.0	850'	17-30
Extension = 2.5	750'	15-27
Maximum Green = 45.0	650'	14-23
Yellow = 3.0	550'	12-20
All Red = (see table)	450'	10-17

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

LEGEND

- Traffic Sign
- Drum
- White Delineator (mount back-to-back)
- Traffic Signal
- Temporary Safety Lighting (Floodlighting)
- Work Area
- Type 'B' High-Intensity Flashing Warning Light

GENERAL NOTES:

1. Signal timing shall be set as approved by the Engineer.
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 24-inch wide stop lines. Dashed yellow centerline or yellow "No Passing" lines between stop lines shall be removed prior to the beginning of construction and replaced before opening to two-way traffic.
4. For Temporary Floodlighting, see Detail Sheet 570-2.
5. Pole for temporary floodlighting and span wire, and poles used to furnish power to signals or floodlights shall be offset 30 feet from the traveled way unless there are right-of-way restrictions. Clearance on overhead wiring for signals and floodlighting shall be a minimum of 18 feet.
6. Details of the temporary barrier rail are included elsewhere in the plans.
7. This layout is not appropriate when ADT (Average Daily Traffic) exceeds 5,000 vehicles.
8. When Temporary Barrier Rail is used, white reflectors shall be mounted back-to-back on each section.
9. Post-mounted white delineators shall be erected in accordance with Standard Road Plan RE-7.
10. Signals shall rest in RED.
11. The traffic actuated controller shall comply with the latest NEMA and ITE standards for actuated signals.
12. A detection area shall be located near the stop line with the downstream edge positioned 6' from the stop line. A second detection area shall be located 100 to 150 feet in advance of the stop line. The size of the detection areas shall be approximately 6' x 10'. A single above-ground detector may be used to provide detection for both areas.

Iowa Department of Transportation
Highway Division

STANDARD ROAD PLAN | **RS-18**

REVISION: Revise General Notes.

REVISION NO. 4

REVISION DATE 04-30-02

William J. Stein
APPROVED BY DESIGN METHODS ENGINEER

TRAFFIC CONTROL LAYOUT
ONE LANE WITH SIGNALS
(PAVED SHOULDER DETOUR)