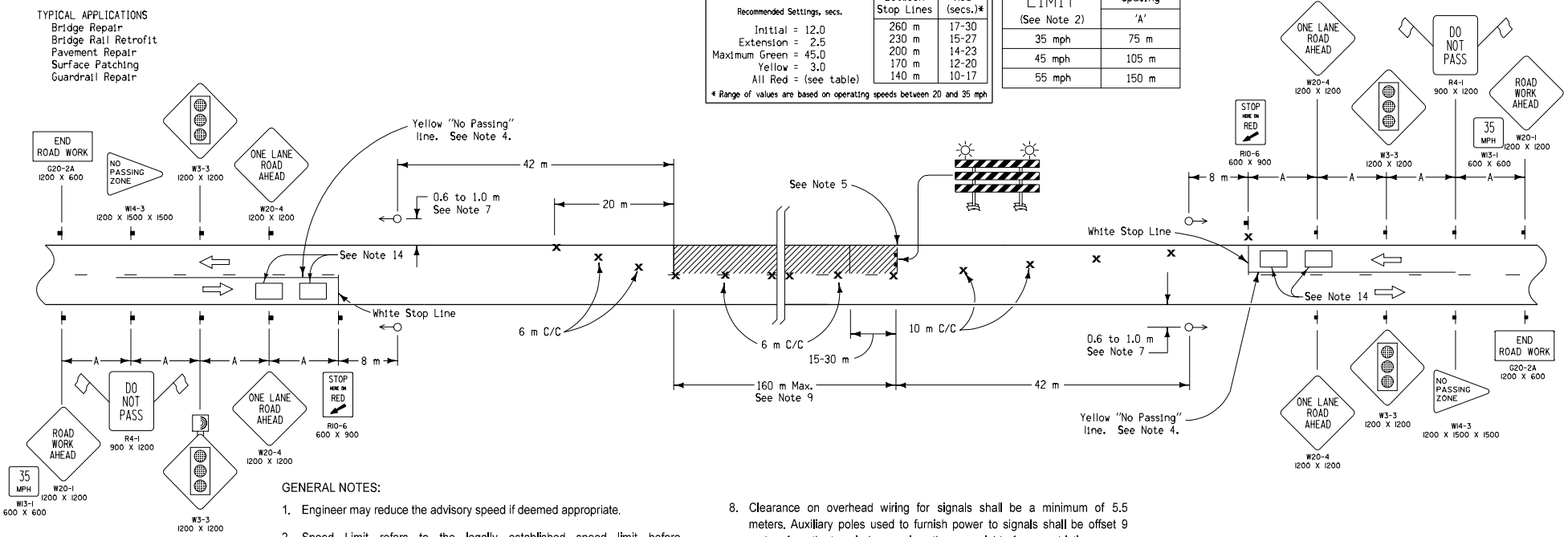
TWO-LANE ROADWAY

TYPICAL APPLICATIONS
- Bridge Repair
- Bridge Rail Retrofit
- Pavement Repair
- Surface Patching
- Guardrail Repair

TIMING FOR ACTUATED SIGNALS (See notes 12, 13, and 14)	Distance Between Stop Lines	All Red (secs.)*
Recommended Settings, secs.	260 m	17-30
Initial = 12.0	230 m	15-27
Extension = 2.5	200 m	14-23
Maximum Green = 45.0	170 m	12-20
Yellow = 3.0	140 m	10-17
All Red = (see table)		

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

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



LEGEND

- Traffic Sign
- Drum
- Type 'B' High-Intensity Flashing Warning Light
- Work and Storage Area
- Traffic Signal
- Type III Barricade (Type 'A' Low Intensity Flashing Warning Light required for nightime use.)

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. Dashed yellow centerline and yellow "No Passing" line between the signal and the work area shall be removed by the contractor prior to the beginning of construction. If the roadway is to be opened to two-way traffic during construction, the contractor shall place temporary pavement markings when the pavement marking removal limits fall within a "No Passing" Zone. The Contractor shall place permanent dashed yellow centerline or yellow "No Passing" line when construction is completed.
4. Contractor shall be responsible for placement and removal of temporary yellow "No Passing" lines and white 600 millimeter wide stop lines. These pavement markings may be eliminated on projects of short duration (1 week or less) as directed by the Engineer.
5. 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 the location if TMA is available.
6. Signal timing shall be set as approved by the Engineer.
7. Traffic signals shall be placed 0.6 to 1.0 meter from the face of the curb or the edge of the pavement. Each signal support shall have two (2) 300 x 900 millimeter type 3 object markers (one for each direction of traffic) mounted 1.2 meters above the pavement surface.
8. Clearance on overhead wiring for signals shall be a minimum of 5.5 meters. Auxiliary poles used to furnish power to signals shall be offset 9 meters from the traveled way unless there are right-of-way restrictions.
9. This layout is not appropriate when ADT (Average Daily Traffic) exceeds 5,000 vehicles. The work area shall not exceed a length of 30 meters for a full width bridge deck overlay.
10. Full-depth openings during non-working hours will not be allowed. Temporary plating, planking or filling may be necessary. Vehicles, unattended equipment, materials or stock-piled waste shall not be permitted between the shoulder lines during non-working hours.
11. Vehicles and equipment shall be parked only in the work and storage area or outside the shoulder line.
12. Signals shall rest in RED.
13. The traffic actuated controller shall comply with the latest NEMA and ITE standards for actuated signals.
14. 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 — METRIC VERSION

Iowa Department of Transportation
Highway Division

STANDARD ROAD PLAN — **RS-6**

REVISION: Revise note 14.

REVISION NO.	REVISION DATE
3	04-30-02

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APPROVED BY DESIGN METHODS ENGINEER

TRAFFIC CONTROL LAYOUT
ONE-LANE TRAFFIC WITH SIGNALS
FOR SPOT LOCATIONS