TWO-LANE ROADWAY

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

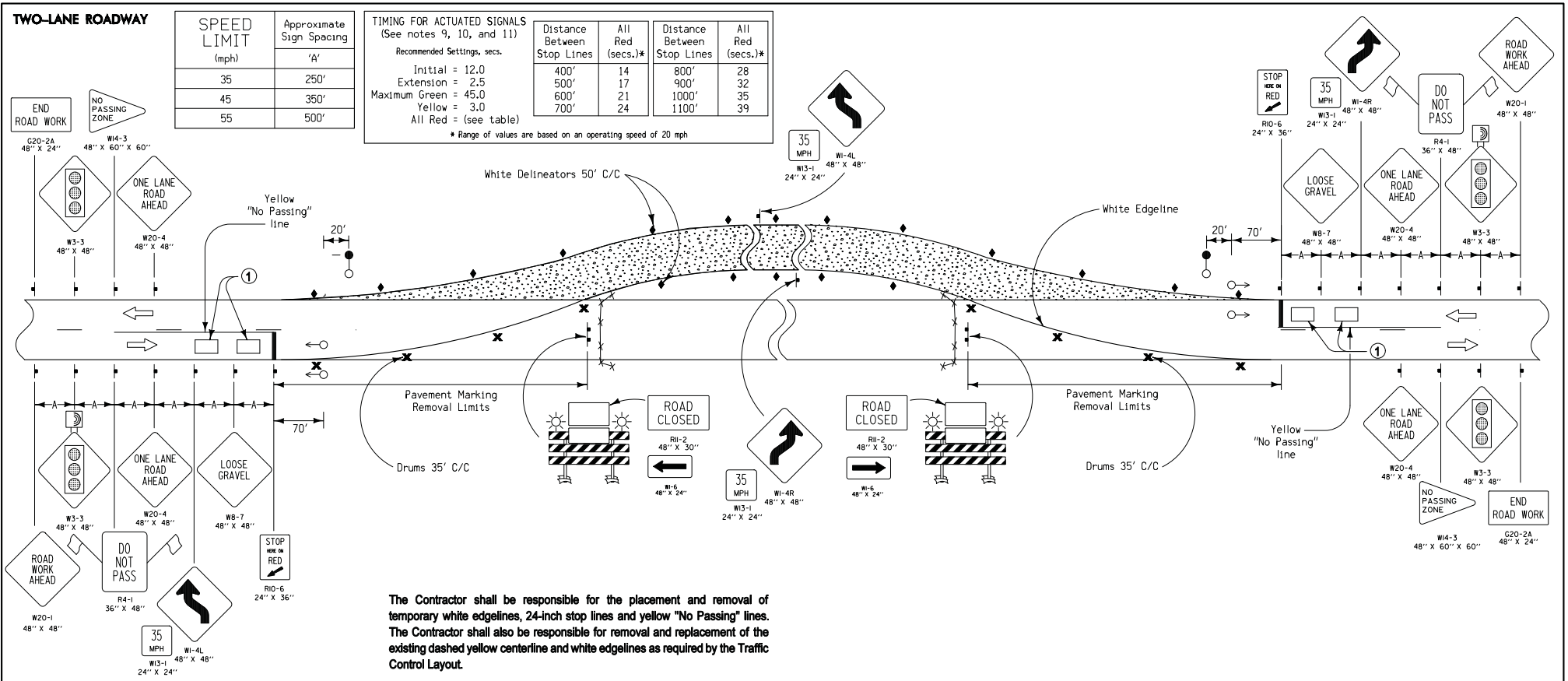
TIMING FOR ACTUATED SIGNALS (See notes 9, 10, and 11)

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.)*
400′	14	800′	28
500′	17	900′	32
600′	21	1000′	35
700′	24	1100′	39

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



The Contractor shall be responsible for the placement and removal of temporary white edgelines, 24-inch 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 change the advisory speed if deemed appropriate. If reduced below 35 mph, the Reverse Curve signs shall be changed to Reverse Turn signs (W1-3LA or W1-3RA).

This layout is not appropriate when ADT (Average Daily Traffic) exceeds 3,000 vehicles or when the distance between stop lines exceeds 1,100 feet.

(1) 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.

LEGEND

- Traffic Sign
- Drum
- Type III Barricade
- Orange Plastic Safety Fence
- Traffic Signal
- Single White Delineators (mount back to back)
- Temporary Floodlighting
- Type 'A' Low-Intensity Flashing Warning Light
- Type 'B' High-Intensity Flashing Warning Light

Iowa Department of Transportation
Highway Division

DETAIL SHEET 520-54

REVISION: Replaced RS-11, as it is rarely used.	REVISION NO.	REVISION DATE
	NEW	10-17-06

TRAFFIC CONTROL LAYOUT
FOR UNPAVED ON SITE DETOUR
WITH ONE-LANE TRAFFIC