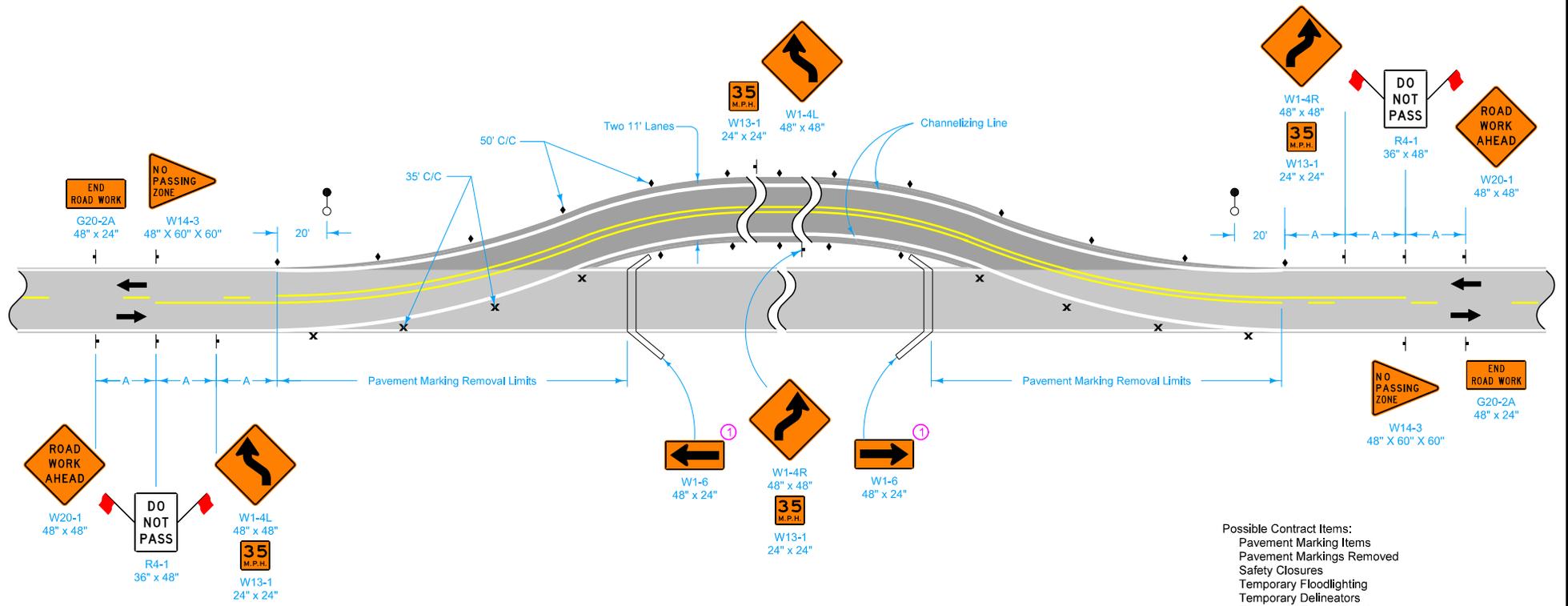


TWO-LANE DETOUR



- Possible Contract Items:
 Pavement Marking Items
 Pavement Markings Removed
 Safety Closures
 Temporary Floodlighting
 Temporary Delineators
 Temporary Traffic Signal
 Traffic Control

- Possible Tabulations:
 108-13A
 108-22
 108-27
 108-28

LEGEND

- Direction of Traffic
- Drum
- Single White Delineators (mount back to back)
- Road Closure
- Temporary Floodlighting
- Traffic Sign

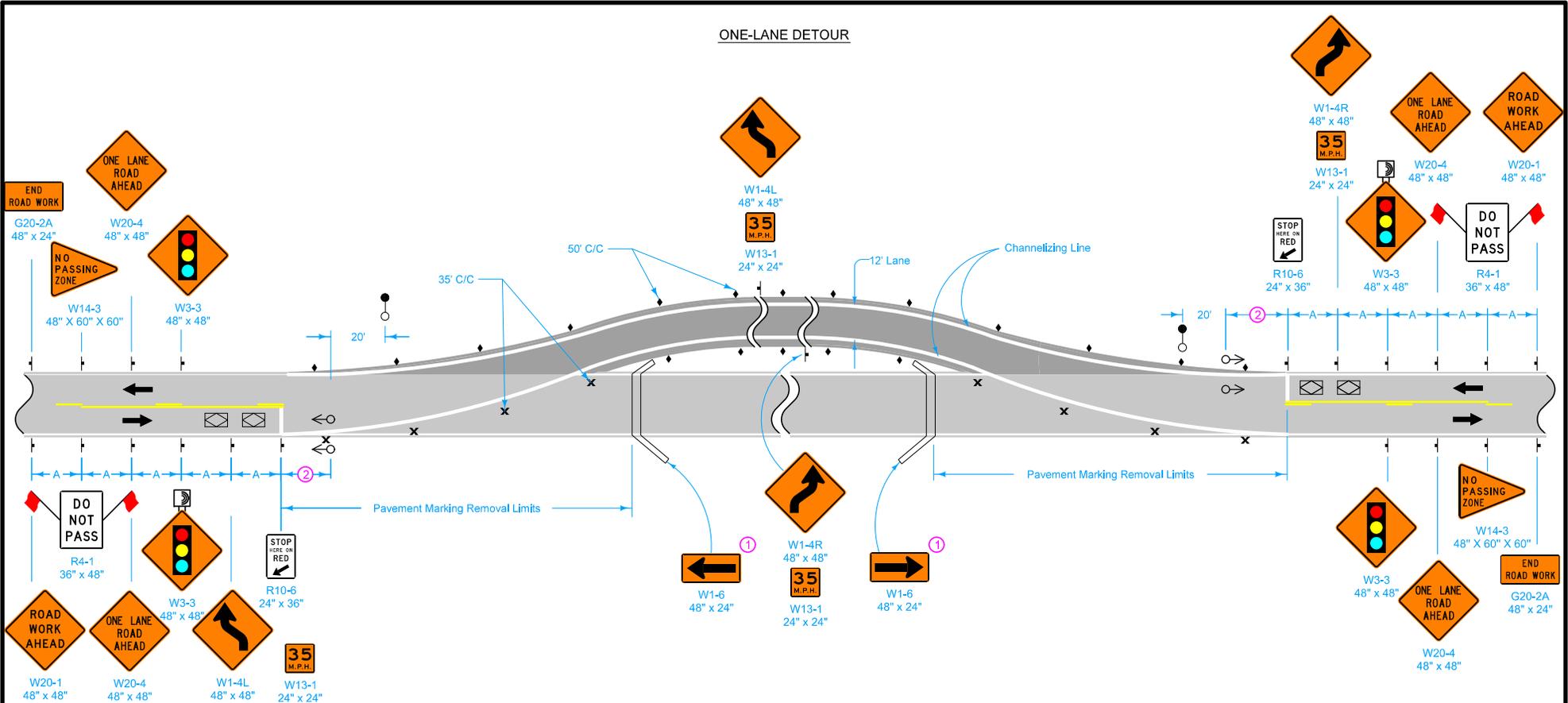
SPEED LIMIT (mph)	A
35 or less	250'
40 - 45	350'
50 or greater	500'

The Engineer may change the advisory speed. If reduced below 35 mph, the Reverse Curve signs (W1-4L and W1-4R) change to Reverse Turn signs (W1-3La and W1-3Ra).

① Add below ROAD CLOSED (R11-2) sign already included in Safety Closure.

IOWA DOT	REVISION	
	9	10-21-14
STANDARD ROAD PLAN		TC-253
REVISIONS: Added Possible Contract Item and Possible Tabulations. Replaced 70' dimension with circle note 2.		SHEET 1 of 2
<i>Brian Smith</i> APPROVED BY DESIGN METHODS ENGINEER		
PAVED ON-SITE DETOUR		

ONE-LANE DETOUR



LEGEND

- Direction of Traffic
- Drum
- Single White Delineators (mount back to back)
- Road Closure
- Temporary Floodlighting
- Temporary Traffic Signal
- Traffic Sign
- Type 'B' High-Intensity Flashing Warning Light
- Vehicle Detection Area

TIMING FOR ACTUATED SIGNALS

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'	10	900'	21
500'	12	1000'	23
600'	14	1100'	25
700'	16	1200'	28
800'	19	1300'	30

* Range of values are based on an operating speed of 30 mph

- ① Add below ROAD CLOSED (R11-2) sign already included in Safety Closure.
- ② Locate signal heads 70 to 100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

SPEED LIMIT (mph)	A
35 or less	250'
40 - 45	350'
50 or greater	500'

STANDARD ROAD PLAN

REVISIONS: Added Possible Contract Item and Possible Tabulations. Replaced 70' dimension with circle note 2.

Brian Smith
APPROVED BY DESIGN METHODS ENGINEER

REVISION	
9	10-21-14
TC-253	
SHEET 2 of 2	

PAVED ON-SITE DETOUR