

LONGITUDINAL BUFFER SPACE = B										
POSTED SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH B (FEET)	155	200	250	305	SEE STD. PLAN K-40.20					

MINIMUM TAPER LENGTH = L (FEET)											
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)										
	25	30	35	40	45	50	55	60	65	70	
6	63	90	123	160							
8	84	120	164	214	SEE STD. PLAN K-40.20						
10	105	150	204	267							
LESS THAN 6	3 DEVICES MINIMUM, SPACED 10' O.C.										

BUFFER DATA	
TYPICAL PROTECTIVE VEHICLE WITH TMA (SEE NOTE 1)	
VEHICLE TYPE	LOADED WEIGHT
4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION)
ROLL AHEAD STOPPING DISTANCE = 30 FEET MIN. (DRY PAVEMENT ASSUMED)	

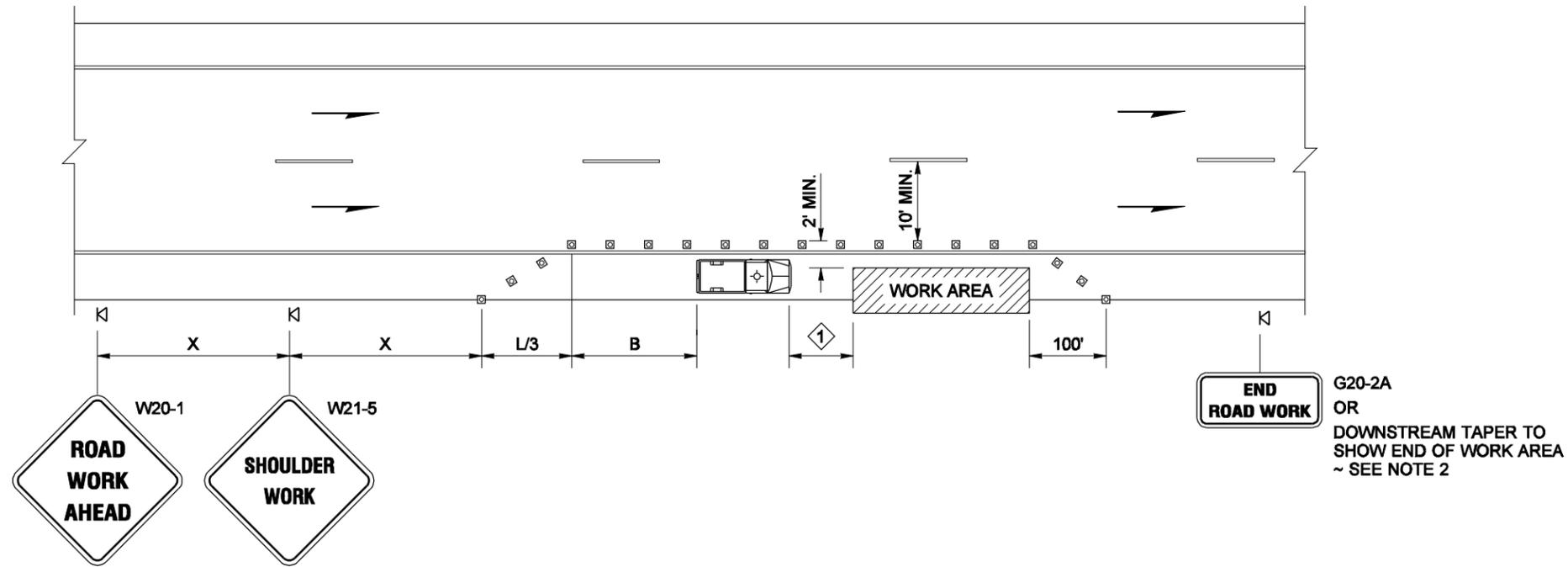
CHANNELIZING DEVICE SPACING		
POSTED SPEED (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
35 / 40	30	60
25 / 30	20	40

NOTES

1. A Protective Vehicle is recommended regardless if a Truck Mounted Attenuator (TMA) is available; a work vehicle may be used. When no TMA is used, the Protective Vehicle shall be strategically located to shield workers, with no specific Roll-Ahead distance.
2. Channelizing Device spacing for the downstream taper option shall be 20' O.C.
3. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

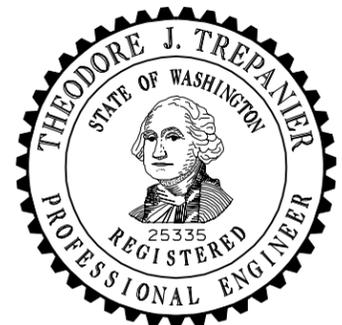
SIGN SPACING = X (1)		
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)
ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE		

- (1) ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
- (2) THIS SIGN SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



END ROAD WORK
G20-2A
OR
DOWNSTREAM TAPER TO SHOW END OF WORK AREA
~ SEE NOTE 2

**FOR LOCAL AGENCY USE ONLY
NOT FOR USE ON STATE ROUTES**



EXPIRES AUGUST 9, 2007

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DRAWING. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

**SHOULDER CLOSURE
~ LOW SPEED ROADWAY
(40 MPH OR LESS)
STANDARD PLAN K-40.40-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Ken L. Smith **02-15-07**

STATE DESIGN ENGINEER DATE



LEGEND

- SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE ~ RECOMMENDED