

LONGITUDINAL BUFFER SPACE = B									
POSTED SPEED (MPH)	25	30	35	40	45	50	55	60	65
LENGTH B (FEET)	155	200	250	305	360	425	495	570	645

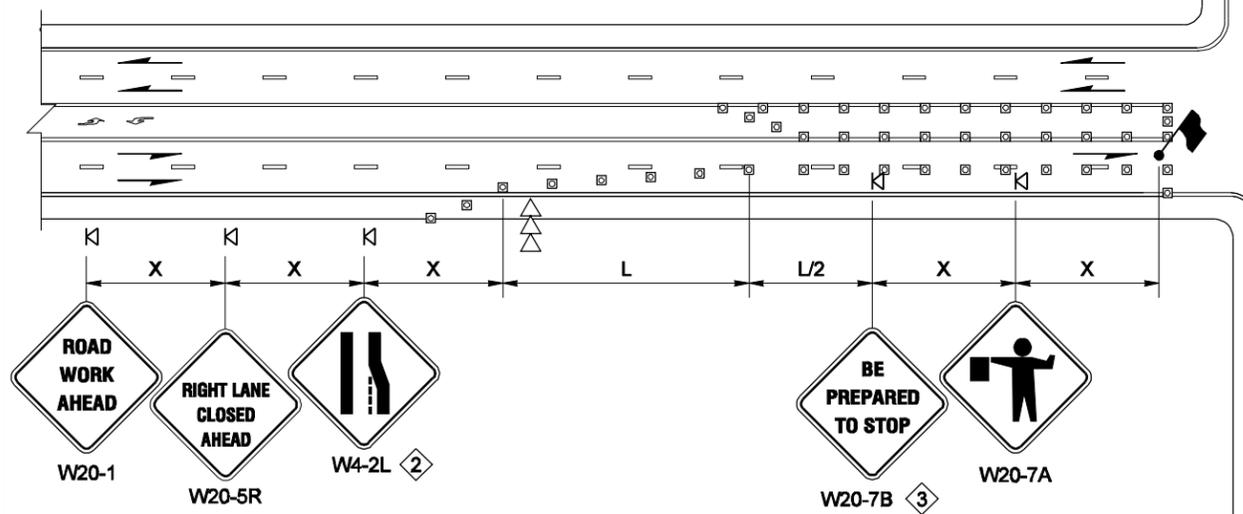
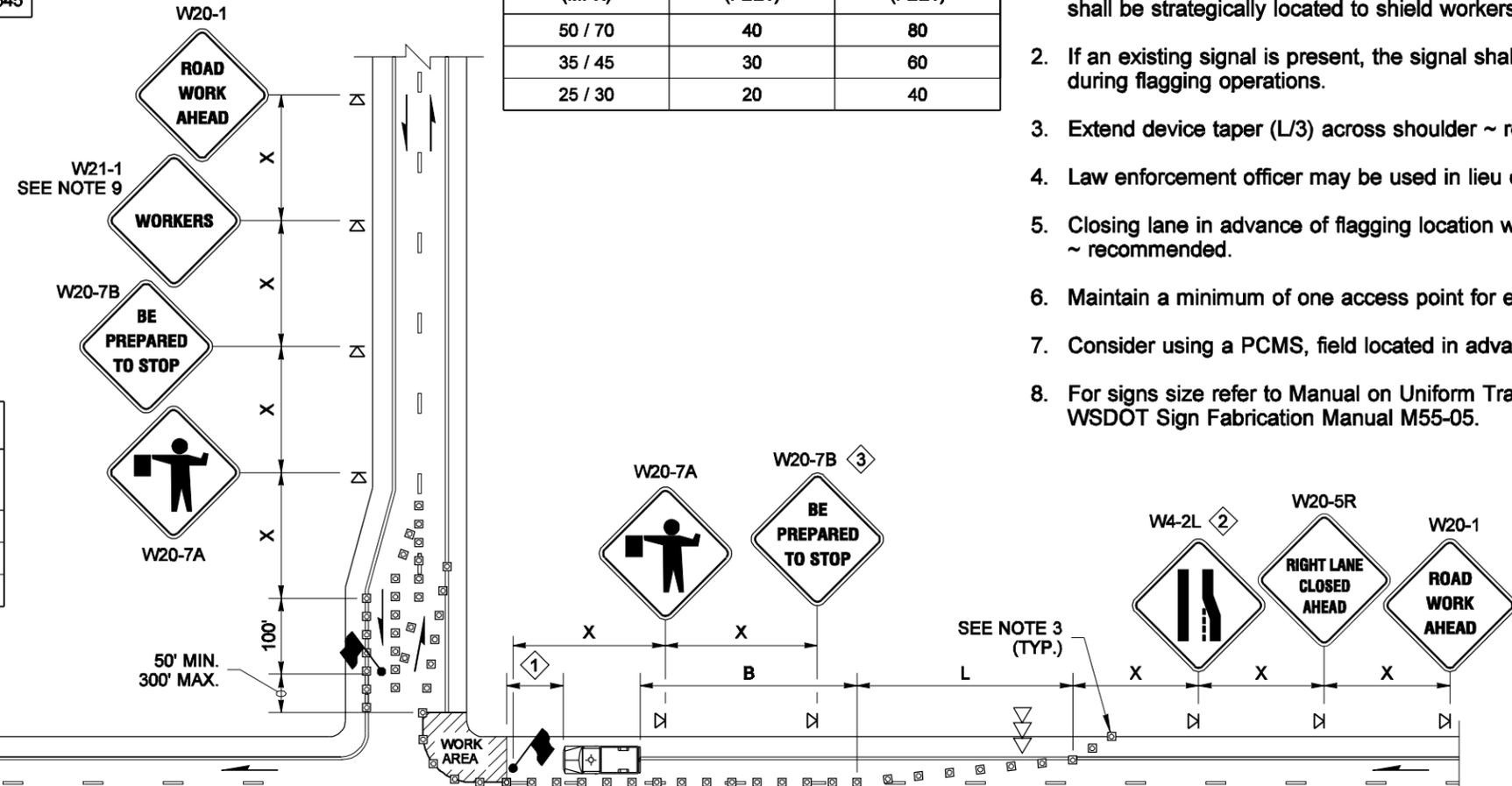
BUFFER DATA	
TYPICAL PROTECTIVE VEHICLE WITH TMA (SEE NOTE 1)	
VEHICLE TYPE	LOADED WEIGHT
4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANU- FACTURER RECOMMENDATION)
1 ROLL AHEAD STOPPING DISTANCE = 30 FEET MIN. (DRY PAVEMENT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

MINIMUM TAPER LENGTH = L (FEET)									
LANE WIDTH (FEET)	POSTED SPEED (MPH)								
	25	30	35	40	45	50	55	60	65
10	105	150	205	270	450	500	550	-	-
11	115	165	225	294	495	550	605	660	-
12	125	180	245	320	540	600	660	720	780

CHANNELIZING DEVICE SPACING		
POSTED SPEED (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
50 / 70	40	80
35 / 45	30	60
25 / 30	20	40

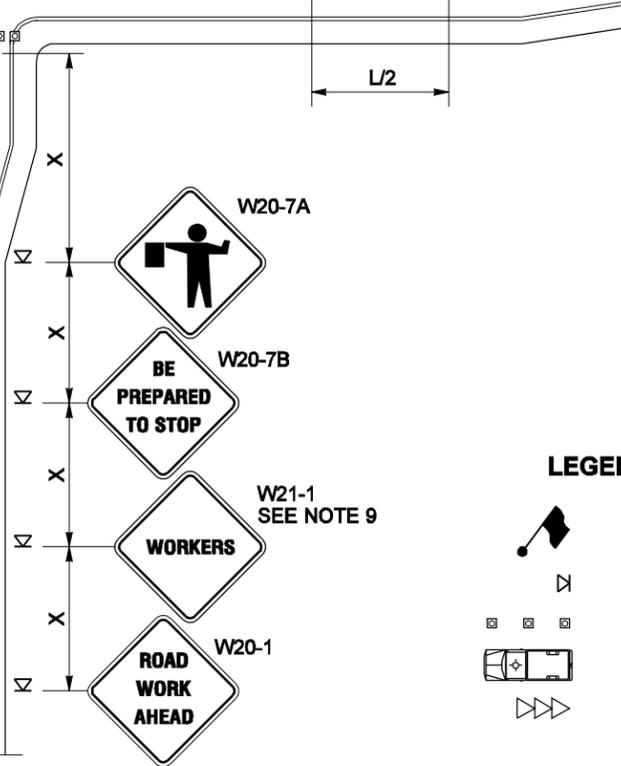
NOTES

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. If an existing signal is present, the signal shall be set to "red flash mode" or turned off during flagging operations.
3. Extend device taper (L/3) across shoulder ~ recommended.
4. Law enforcement officer may be used in lieu of flaggers to control intersection traffic.
5. Closing lane in advance of flagging location when multiple lanes are on approach leg ~ recommended.
6. Maintain a minimum of one access point for each business within the Work Area limits.
7. Consider using a PCMS, field located in advance of signing, on the five lane roadway.
8. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.
9. A four sign sequence is required with posted speed 45 mph or higher. An appropriate standard warning sign reflecting the road condition or work operation may be used in place of the "WORKERS" sign. An acceptable alternative would be to repeat any of the signs from the sequence.



SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
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 AT-GRADE INTERSECTIONS AND DRIVEWAYS.
- (2) THIS SIGN SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



- 2 COMPLIANCE DATE 12/23/13
- 3 OPTIONAL WHEN THE POSTED SPEED IS 40 MPH OR LOWER

LEGEND

- FLAGGING STATION
- SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE ~ RECOMMENDED
- ARROW PANEL

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



EXPIRES AUGUST 9, 2009

**INTERSECTION ~ LANE
SHIFT ON FIVE LANE
TWO-WAY LEFT TURN LANE
STANDARD PLAN K-30.40-01**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 10-12-07
STATE DESIGN ENGINEER DATE



NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC INSTRUMENT. 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.