## Channelizing Device Spacing Table

<table>
<thead>
<tr>
<th>Posted Speed (MPH)</th>
<th>In Taper (Feet)</th>
<th>In Tangent (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 / 30</td>
<td>50</td>
<td>60</td>
</tr>
<tr>
<td>25 / 40</td>
<td>40</td>
<td>60</td>
</tr>
<tr>
<td>25 / 50</td>
<td>40</td>
<td>60</td>
</tr>
</tbody>
</table>

**NOTES**

1. Sign sequence is the same for both directions of travel. Adjust for the direction of roadway curves.

2. Flashing Warning Lights (Type B per MUTCD) and/or flags may be used to call attention to the advance Warning Signs.

3. Existing conflicting pavement markings and signs that are no longer applicable shall be removed or obliterated. Temporary pavement markings shall be used to delineate bypass detour.

4. Raised pavement markers and/or temporary guideposts may be used on bypass as directed by the Engineer.

5. Steady Burning Warning Light (Type C per MUTCD) shall be used to mark Channelizing Devices at night.

6. Where advisory speed is 30 mph or less, reverse turn signs should be used. Other curves or turn Warning Signs may be substituted to depict roadway alignment.

7. Temporary barriers and end treatments shall be crashworthy.

8. To improve visibility, consider use of temporary illumination at closure points.

9. For signs also refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual MSE-05.

10. Consider using a PCMS for additional advance warning.

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

**STANDARD PLAN K-10.20-01**

**APPROVED FOR PUBLICATION**

Pasco Bakotich III 10-12-07

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