

SIGN SPACING = X		
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' ±
URBAN STREETS	25 MPH OR LESS	100' ±






ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE

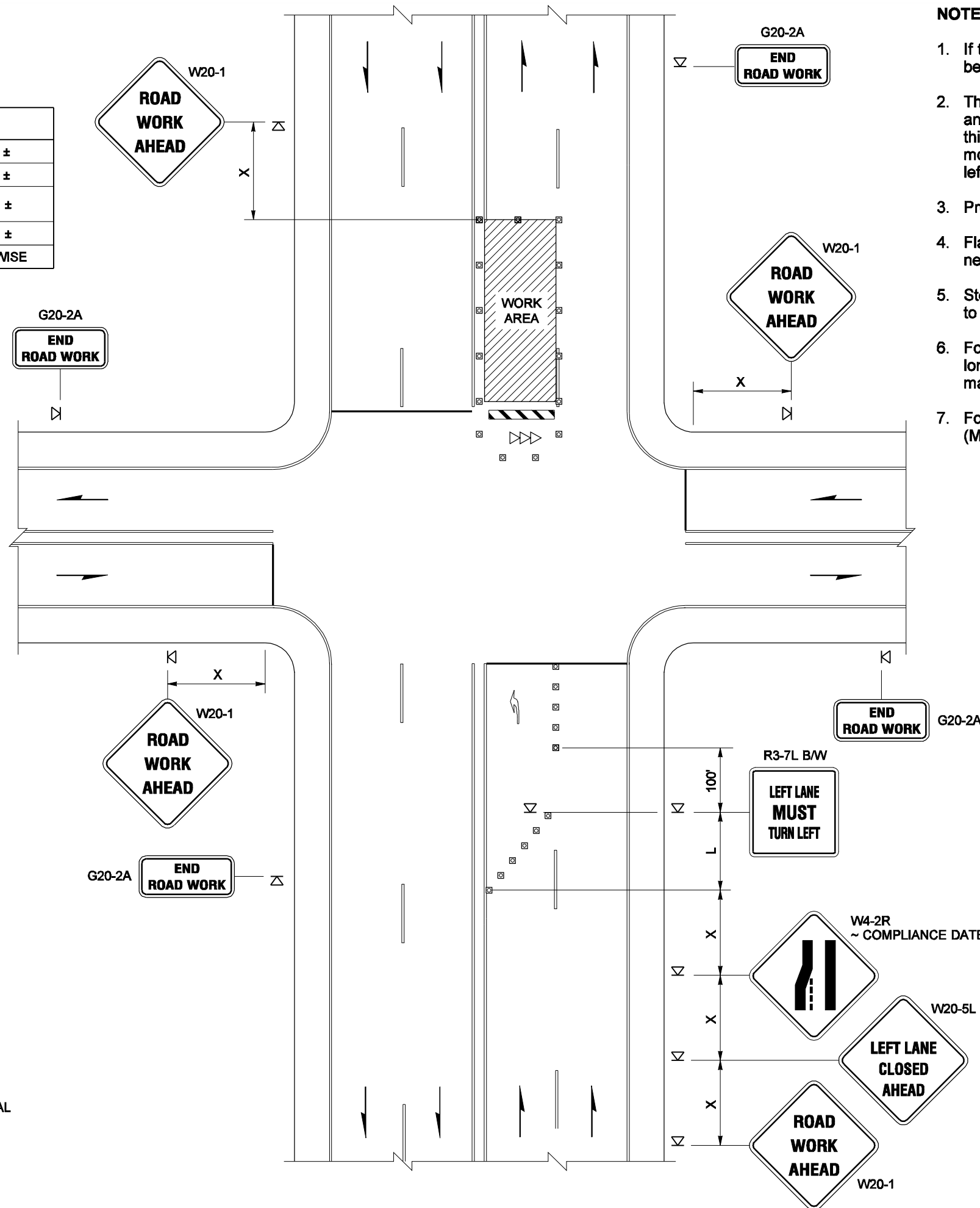
ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE AT-GRADE INTERSECTIONS AND DRIVEWAYS.

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

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

LEGEND

-  SIGN LOCATION
-  CHANNELIZING DEVICES
-  TEMPORARY TRAFFIC ARROW ~ OPTIONAL
-  ARROW PANEL
-  BARRICADE ~ TYPE 3 R



NOTES

1. If the work space extends across a crosswalk, the crosswalk should be closed (see Standard Plan K-34.20).
2. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a left lane having significant left-turning movements, then the left lane may be reopened as a turn bay for left turns only, as shown.
3. Prohibit turns as necessary for traffic conditions.
4. Flashing Warning Lights (Type A per MUTCD) should be used, as needed, to mark barricades at night.
5. Steady Burning Warning Lights (Type C per MUTCD) shall be used to mark channelizing devices at night.
6. For long term projects, conflicting pavement markings that are no longer applicable shall be removed or obliterated. Temporary markings shall be used as necessary.
7. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

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



EXPIRES AUGUST 9, 2007

**INTERSECTION
~ LEFT LANE CLOSURE
FAR SIDE
STANDARD PLAN K-32.40-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Ken L. Smith
STATE DESIGN ENGINEER

02-15-07
DATE



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