

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		

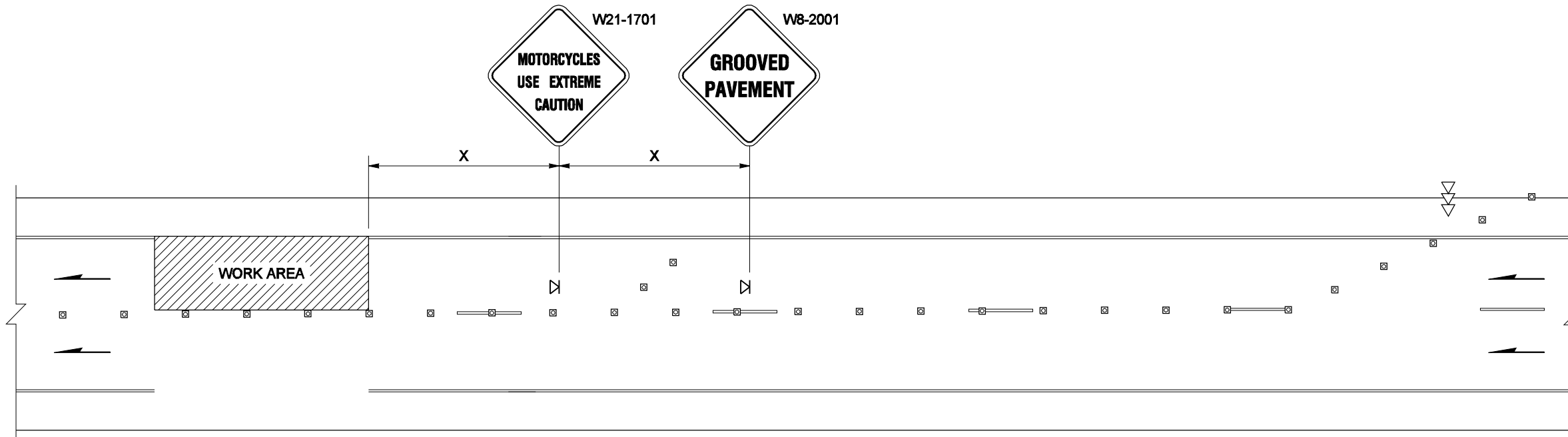
CHANNELIZING DEVICE SPACING		
POSTED SPEED (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
50 / 70	40	80
35 / 45	30	60
25 / 30	20	40

NOTES

- See Standard Plan K-24.60 for typical lane closure signing details, device spacing requirements, and lane closure taper length.
- MOTORCYCLES USE EXTREME CAUTION signs shall be installed when the following roadway conditions exist:
 - grooved pavement
 - abrupt lane edge
 - steel plates
 - loose gravel of earth

Specific signs for each of the conditions noted shall be installed along with MOTORCYCLES USE EXTREME CAUTION signs.
- For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

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



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

LEGEND

- SIGN LOCATION
- CHANNELIZING DEVICES
- ARROW PANEL

MOTORCYCLE WARNING SIGN (W21-1701) SHOULD BE INSTALLED AT 1 MILE SPACING, THROUGHOUT THE WORK ZONE WHERE THE CONDITION EXISTS, AS PART OF THE SEQUENCE OF OTHER APPROPRIATE STANDARD WARNING SIGNS ON 1 MILE SPACING



EXPIRES AUGUST 9, 2007

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.

**MOTORCYCLE
SUPPLEMENTAL SIGNING
STANDARD PLAN K-60.40-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Ken L. Smith **02-15-07**
STATE DESIGN ENGINEER DATE