

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

MINIMUM TAPER LENGTH = L (FEET)									
LANE WIDTH (FEET)	POSTED SPEED (MPH)								
	25	30	35	40	45	50	55	60	
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	

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		

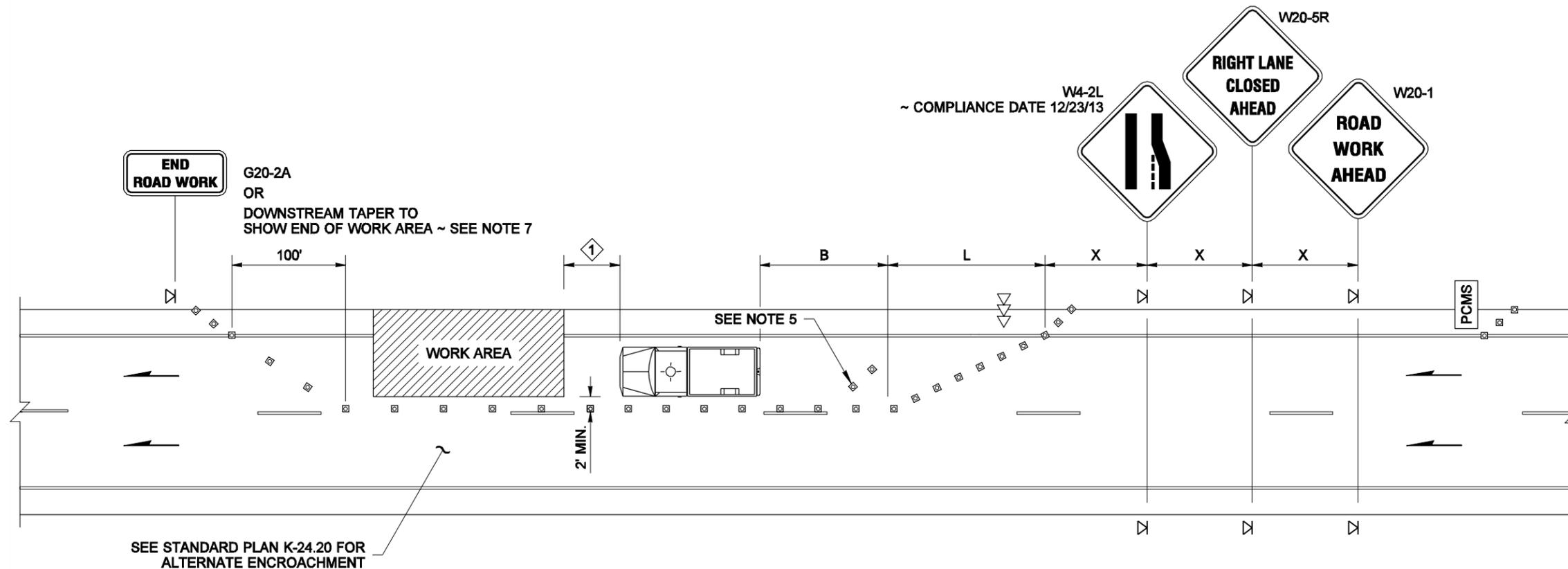
BUFFER DATA	
TYPICAL PROTECTIVE VEHICLE WITH TMA (SEE NOTE 1)	
VEHICLE TYPE	LOADED WEIGHT
4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION)
1 ROLL AHEAD STOPPING DISTANCE = 30 FEET MIN. (DRY PAVEMENT ASSUMED)	

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

- (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.

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. Devices shall not encroach into adjacent lanes.
3. Extend device taper (L/3) across shoulder ~ recommended.
4. Portable Changeable Message Sign (PCMS) ~ recommended.
5. Use Transverse Devices in closed lane every 1000' ± ~ recommended.
6. Traffic Safety Drums for all tapers on high speed roadway ~ recommended.
7. Channelizing Device spacing for the downstream taper option shall be 20' O.C.
8. 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

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.

**SINGLE LANE CLOSURE
ON MULTILANE ROADWAY
STANDARD PLAN K-24.60-00**

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
- PORTABLE CHANGEABLE MESSAGE SIGN
- ARROW PANEL

PCMS SAMPLE MESSAGE	
1	2
LANE CLOSED	ONE MILE AHEAD
1.5 SEC	1.5 SEC

FIELD LOCATE 1 MILE ±, IN ADVANCE OF LANE CLOSURE