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				
END G20-2A		TYPICAL PROTECTIVE VEHICLE WITH TMA (SEE NOTE 1)			
OR OR	STREAM TAPER	VEHICLE TYPE	LOADED WEIGHT		
TO SHO	OW END OF WORK SEE NOTE 5	4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANU- FACTURER RECOMMENDATION)		
70.		ROLL AHEAD STOF (DRY PAVEMENT AS	PPING DISTANCE = 30 FEET MIN. SUMED)		
G20-2A  END ROAD WORK   BE PREPARED TO STOP W20-7B ~ OPTIONAL II SPEED 40 MPH OR LE ROAD AHEAD W20-4  ROAD WORK	ss	W20-7A  BE PREPAR TO STO	<b>)</b> )		
AHEAD W20-1	LEGEND	/			
	FLAGGING STATION	N			
	SIGN LOCATION				
© (C	CHANNELIZING DE	VICES			

PROTECTIVE VEHICLE ~ RECOMMENDED

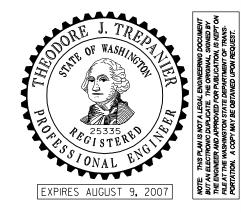
## **NOTES**

- 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.
- Night work requires additional roadway lighting at flagging stations. See WSDOT Standard Specifications for additional details.
- 3. Extend Channelizing Device taper across shoulder ~ recommended.
- 4. Sign sequence is the same for both directions of travel on the roadway.
- 5. Channelizing Device spacing for the downstream taper option shall be 20' O.C.
- 6. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

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 INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
- (2) THIS SIGN SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

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

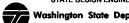


## LANE CLOSURE WITH FLAGGER CONTROL STANDARD PLAN K-20.40-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Ken L. Smith 02-15-07



ashington State Department of Transportation