

LONGITUDINAL BUFFER SPACE = B										
POSTED SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH B (FEET)	SEE STD. PLAN K-40.40				360	425	495	570	645	730

MINIMUM TAPER LENGTH = L (FEET)										
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	70
6	SEE STD. PLAN			270	300	330	360	390	420	
8	K-40.40			360	400	440	480	520	560	
10				450	500	550	600	650	700	
LESS THAN 6	3 DEVICES MINIMUM, SPACED 10' O.C.									

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)
<b>ROLL AHEAD STOPPING DISTANCE = 30 FEET MIN.</b> (DRY PAVEMENT ASSUMED)	

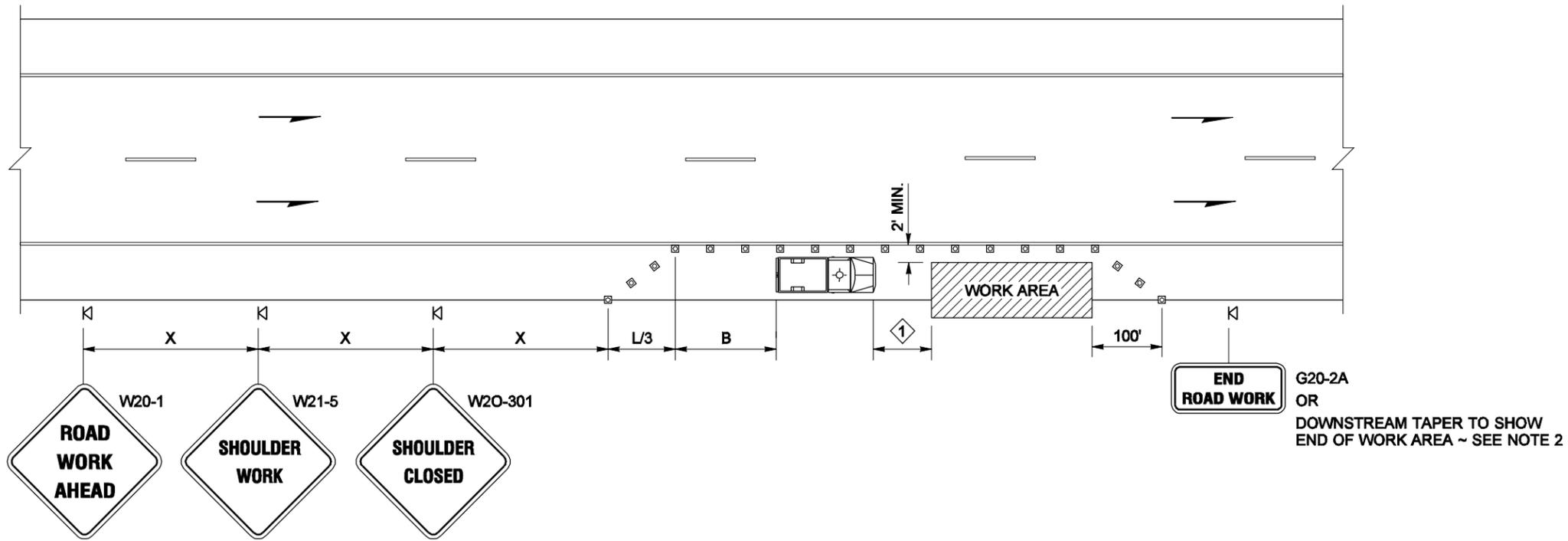
CHANNELIZING DEVICE SPACING		
POSTED SPEED (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
50 / 70	40	80
45 / 50	30	60

**NOTES**

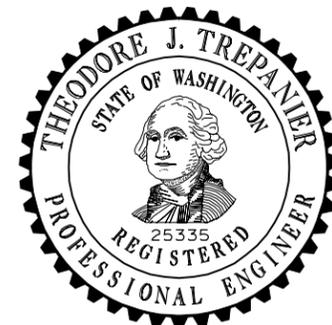
1. A Protective Vehicle is recommended regardless if a TMA is available; a work vehicle may be used. When no TMA is used, the Protective Vehicle shall be strategically located to shield workers, with no specific Roll-Ahead distance.
2. Channelizing Device spacing for the downstream taper option shall be 20' O.C.
3. No Encroachment on the traveled lane is permitted. If Encroachment is necessary, the lane shall be closed (see Standard Plan K-24.20).
4. Signs to be post mounted for long term projects.
5. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

SIGN SPACING = X		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE		

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



**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.

**SHOULDER CLOSURE  
~ HIGH SPEED ROADWAY  
(45 MPH OR HIGHER)  
STANDARD PLAN K-40.20-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

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

