Spacing Charts Based on MUTCD **Must be Approved by an Engineer**

Speed (MPH) Prior To Road Work	SIGN SPACING, FT. Non-Divided Highways	SIGN SPACING, FT. Divided Highways	BUFFER SPACE, FT. Length	TAPER LENGTH, FT. Shoulder (10 ft Width)	TAPER LENGTH, FT. Lane (12 ft Width)	CHANNELIZING SPACING, FT. Through Taper	CHANNELIZING SPACING, FT. Through Buffer/Work Area
0-35	200	200	250	70	245	35	50
40-45	350	500	360	150	540	40	80
50-55	500	1000	495	185	660	50	100
60-70	SA-1000, SB-1500, SC-2640		730	235	840	60	120
	Urban Low Speed - 100 FT						

APPROVED/ACCEPTED BY:
ENGINEER, OWNER, or PRIME CONTRACTOR

☐ **Check for Notice to Proceed.**

Signature: _____

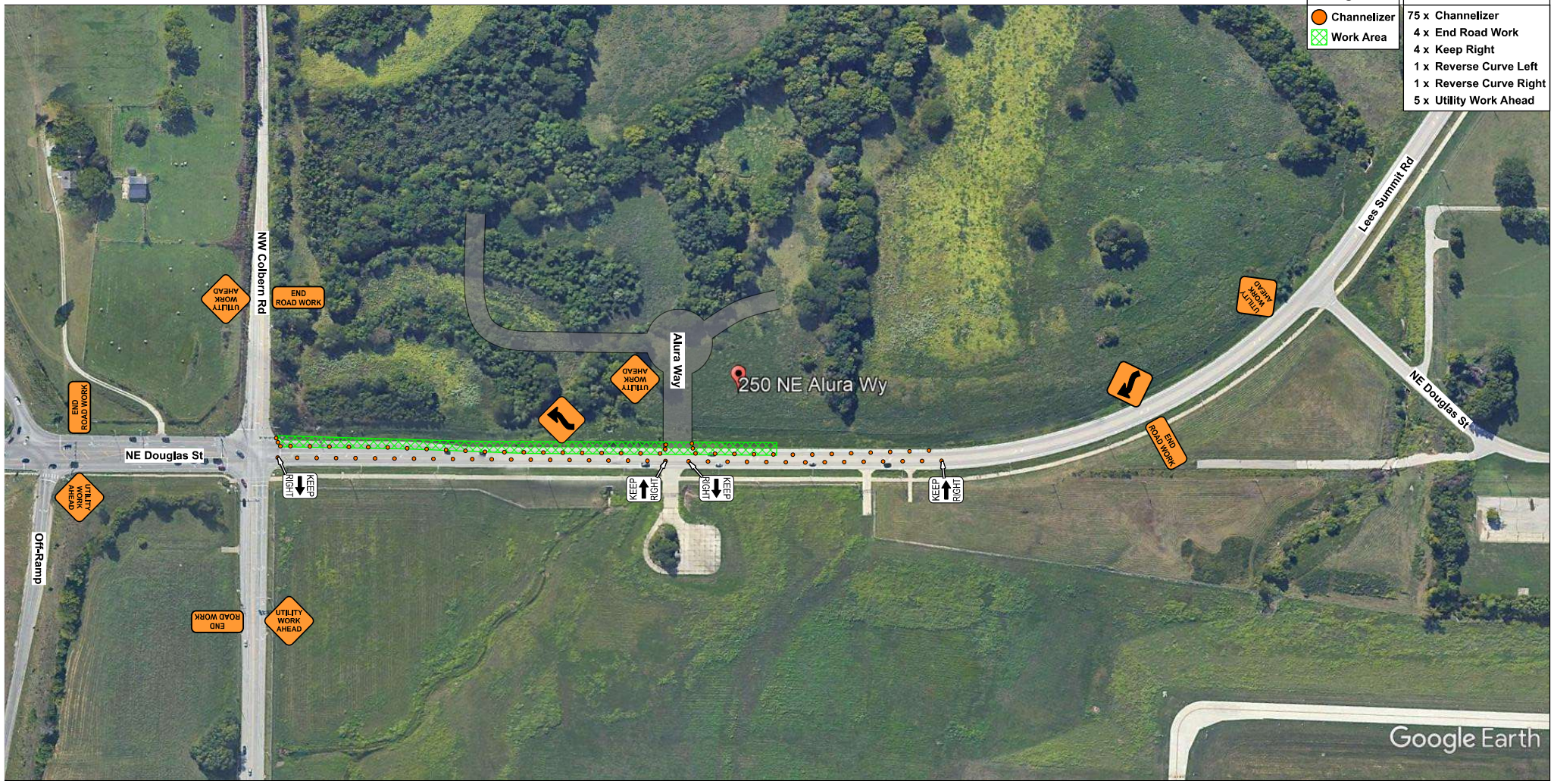
Company: _____

Date: 7/24/2025 **Project:** NE DOUGLAS - 250 NE ALURA WAY, LEES SUMMIT :
: **Traffic Control Suggestion For:** ERVIN CABLE CONSTRUCTION :
By: Road Runner Safety Services, Inc. : Nathan

Comments:
Drawing not to scale. Traffic control plan must be approved by an engineer. This is a suggestion only. Road Runners Safety Services, Inc. has no liability for this suggested traffic control plan. Actual placement and spacing of all traffic control devices will depend on field conditions and must conform to MUTCD standards.

Legend

- Channelizer
- Work Area

Manifest

- 75 x Channelizer
- 4 x End Road Work
- 4 x Keep Right
- 1 x Reverse Curve Left
- 1 x Reverse Curve Right
- 5 x Utility Work Ahead