

| Spacing Charts Based on MUTCD | | | | Must be Approved by an Engineer | | | |
|-----------------------------------|---------------------------|------------------|-------------------|---------------------------------|--------------------|---------------------------|--------------------------|
| Speed (MPH) Prior To Road Work | SIGN SPACING, FT. | | BUFFER SPACE, FT. | TAPER LENGTH, FT. | | CHANNELIZING SPACING, FT. | |
| | Non-Divided Highways | Divided Highways | Length | Shoulder (10 ft Width) | Lane (12 ft Width) | Through Taper | 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: _____

Road Runner
Safety Services, Inc.

Date: 2/18/2026 Project: NW SLOAN ST AT NE TUDOR RD, LEES SUMMIT :
: Traffic Control Suggestion For: MILLER PIPELINE :
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.

- Manifest**
- 2 x ADA Barricade
 - 65 x Channelizer
 - 6 x Keep Right
 - 1 x Reverse Curve Left
 - 1 x Reverse Curve Right
 - 6 x Road Work Ahead
 - 2 x Sidewalk Closed
 - 1 x Sidewalk Closed Ahead
 - 1 x Type I

- Legend**
- ADA Barricade
 - Channelizer
 - Type I
 - Work Area

