

Spacing Charts Based on MUTCD Must be Approved by an Engineer

| | SIGN SPACING, FT. | | BUFFER SPACE, FT. | TAPER LENGTH, FT. | | CHANNELIZING SPACING, FT. | |
|-----------------------------------|---------------------------|------------------|-------------------|---------------------------|-----------------------|---------------------------|--------------------------|
| Speed (MPH) Prior To Road Work | 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 | | | | | | |

Streetwise

Date: 1/15/24 Author: Streetwise, Inc. Project: Southeast Alley & SE 3rd St
Traffic Control Suggestion For : Northern Pipeline By: Brandon

Comments:

Drawing not to scale. Traffic control plan must be approved by an engineer. This is a suggestion only. Streetwise, 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.

