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: 6/12/2024 **Project:** ARBORIDGE DR AT MO-150, LEES SUMMIT :
: **Traffic Control Suggestion For:** BCCM 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
Sign
Type III Barricade
Work Area

Manifest
18 x CHANNELIZER
1 x Detour Ahead
1 x Detour Left
2 x Detour Right
2 x Detour Straight
1 x M4-10 Detour Left
1 x M4-10 Detour Right
1 x No Left Turn
1 x No Right Turn
2 x Road Closed
1 x Road Closed Ahead
1 x Road Closed To Thru Traffic
2 x Road Work Ahead
7 x Type III Barricade