

Speed (MPH) Prior To Road Work	SIGN SPACING, FT.		BUFFER SPACE, FT. Length	TAPER LENGTH, FT.		CHANNELIZING SPACING, FT.	
	Non-Divided Highways	Divided Highways		Shoulder (10 ft Width)	Lane (12 ft Width)	Through Taper	Through Buffer/Work Area
	0-35	200		200	250	70	245
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

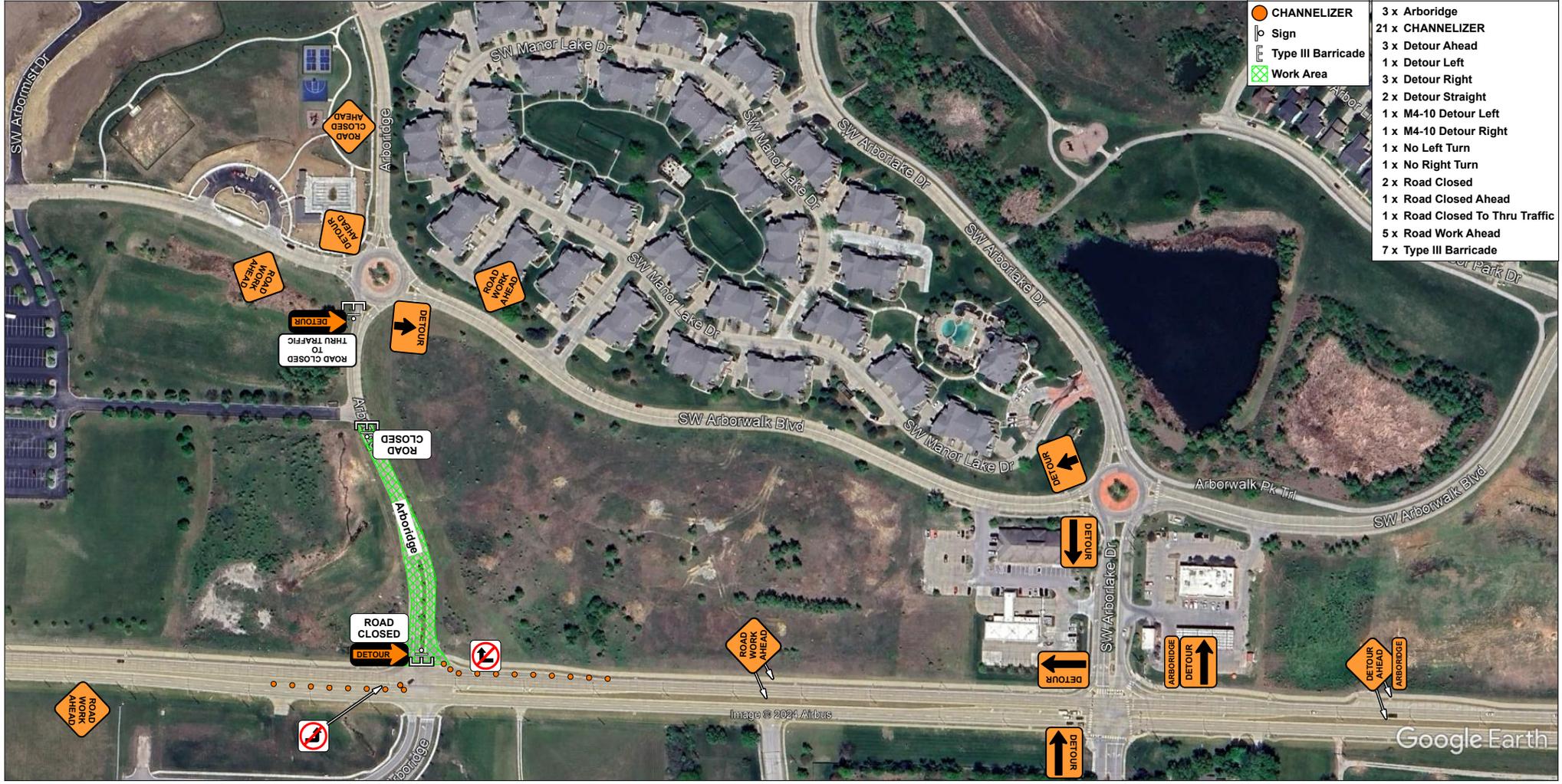
Check for Notice to Proceed.

Signature: \_\_\_\_\_

Company: \_\_\_\_\_

**Date:** 6/17/2024 **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	Manifest
● CHANNELIZER	3 x Arboridge
○ Sign	21 x CHANNELIZER
⊞ Type III Barricade	3 x Detour Ahead
▨ Work Area	1 x Detour Left
	3 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
	5 x Road Work Ahead
	7 x Type III Barricade