	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 ET							

APPROVED/ACCEPTED BY:
ENGINEER, OWNER, or PRIME CONTRACTOR
Check for Notice to Proceed.

Signature: _____

		_

Date: 5/16/2025 Project: Oldham Village Relo - SW JEFFERSON ST AND SW OLDHAM PKWY: 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.



Orban Low Speed - 100 F1	Company:	I	
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