| Spacing Charts Based on MUTCD Must be Approved by an Engineer | APPROVED/ACCEPTED BY: | Date: 5/30/2025 Project: NE DOUGLAS AT NE ORCHARD TO ELM ST. LEES SUMMIT: |
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| SIGN SPACING, FT. BUFFER TAPER CHANNELIZING SPACE, FT. LENGTH, FT. SPACING, FT. | ENGINEER, OWNER, or PRIME CONTRACTOR | Date: 5/30/2025 Project: NE DOUGLAS AT NE ORCHARD TO ELM ST, LEES SUMMIT : : Traffic Control Suggestion For: MILLER PIPELINE : By: Road Runner Safety Services, Inc. : Nathan |
| Speed (MPH) Non-Divided Divided Length Shoulder Lane Through Through Prior To Road Work Highways Highways Length Shoulder Lane Through | Road | Runner Comments: |
| 0-35 200 200 250 70 245 35 50 | Sciety | Services,Inc Drawing not to scale. I raffic control plan must be approved by an engineer. This is a suggestion |
| 40-45 350 500 360 150 540 40 80 50-55 500 1000 495 185 660 50 100 | Signature: | Actual placement and spacing of all traffic control devices will depend on field conditions and |
| 60-70 SA-1000, SB-1500, SC-2640 730 235 840 60 120 | | must conform to MUTCD standards. |
| Urban Low Speed - 100 FT | Company: | Legend Manifest |
| | Company: | Legend Manifest 50 x Channelizer 1 x Detour Ahead 2 x Detour Left 2 x Detour Right/Left 3 x No Left Turn 3 x Road Closed 1 x Read Work Ahead 2 x Do Not Enter 1 x M4-10 Dotour Right/Left 3 x No Left Turn 3 x Road Closed 1 x Road Work Ahead 3 x Type III Barricade Work Ahead 4 x Type III Barricade Work A |