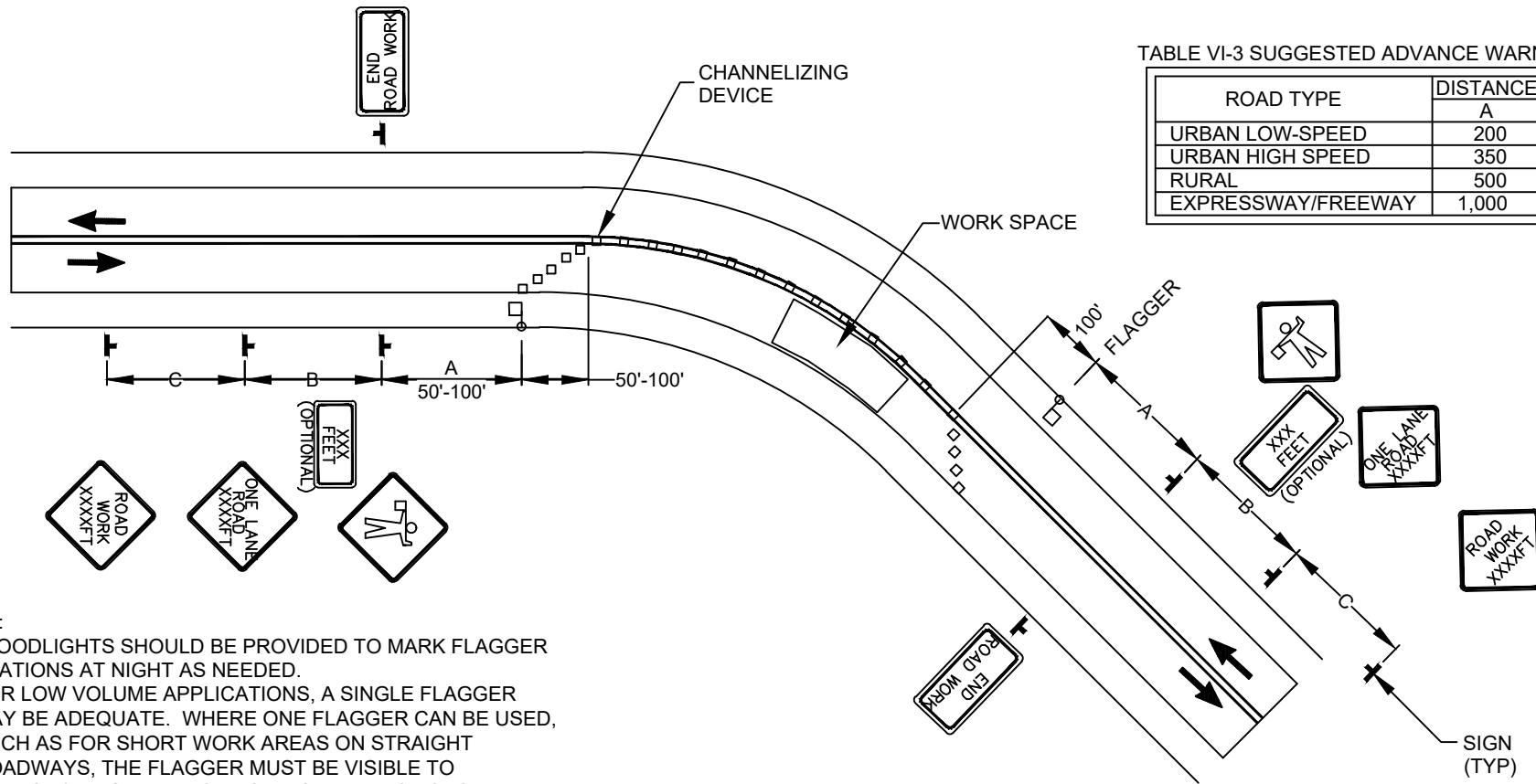


TABLE VI-3 SUGGESTED ADVANCE WARNING SIGN SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C
URBAN LOW-SPEED	200	200	200
URBAN HIGH SPEED	350	350	350
RURAL	500	500	500
EXPRESSWAY/FREEWAY	1,000	1,600	2,600



NOTES:

1. FLOODLIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. FOR LOW VOLUME APPLICATIONS, A SINGLE FLAGGER MAY BE ADEQUATE. WHERE ONE FLAGGER CAN BE USED, SUCH AS FOR SHORT WORK AREAS ON STRAIGHT ROADWAYS, THE FLAGGER MUST BE VISIBLE TO APPROACHING TRAFFIC FROM BOTH DIRECTIONS.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. THE ROAD WORK AHEAD AND THE END ROAD WORK SIGNS MY BE OMITTED FOR SHORT DURATION OPERATIONS.
5. FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED TO CALL ATTENTION TO THE ADVANCED WARNING SIGNS.
6. THIS STANDARD DERIVED FROM PART VI OF THE M.U.T.C.D., (STANDARDS AND GUIDES FOR STREET AND HIGHWAY CONSTRUCTION MAINTENANCE, UTILITY, AND INCIDENT MANAGEMENT OPERATIONS) ISSUED APRIL 1995.

FIGURE TA-10  
LANE CLOSURE ONE LANE  
TWO-WAY TRAFFIC  
N.T.S.

FAYETTEVILLE  
PUBLIC WORKS COMMISSION  
FAYETTEVILLE, N.C.



WATER RESOURCES  
ENGINEERING DEPARTMENT

NO.	DATE	REVISION

SHEET NO. 1 OF 1	DWG. NO. M.8	DWG. BY: FAYPWC
	DATE: JAN. 01, 2025	APPROVED BY: K.A.H.