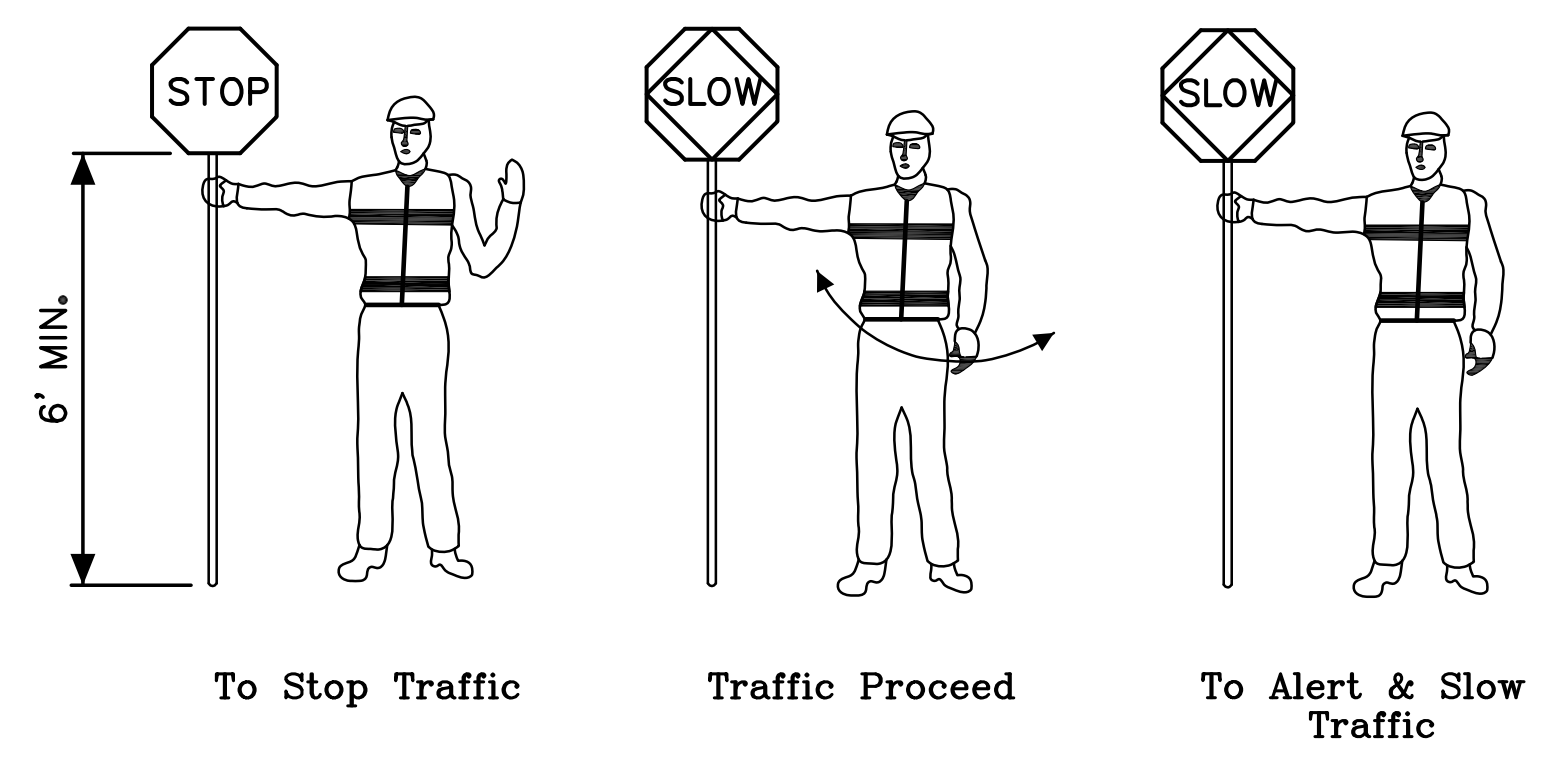


PROJECT NO.	SHEET

LIGHTING

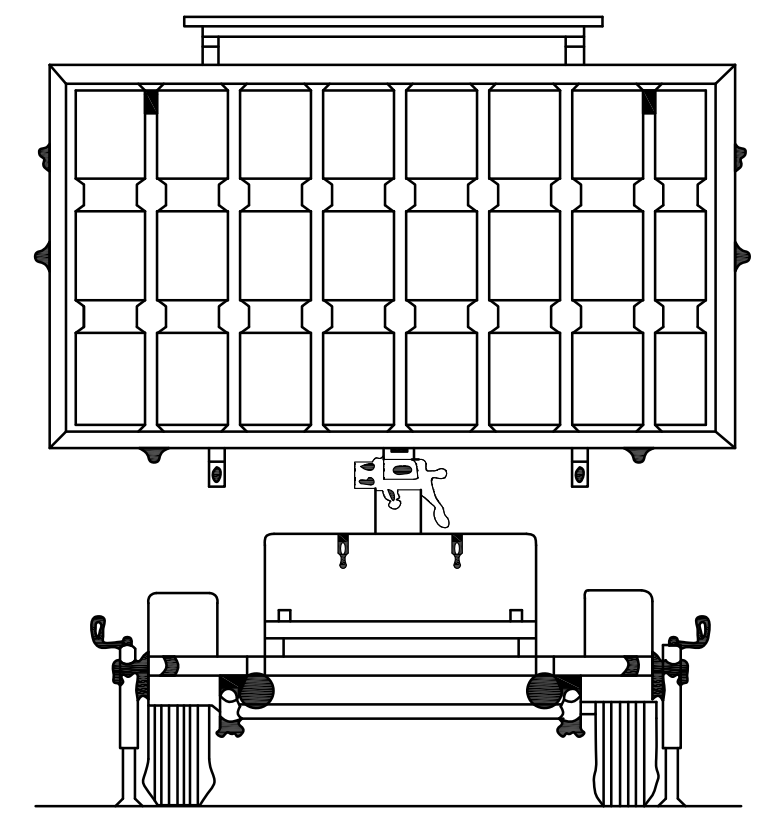
- All temporary lighting shall be LED.
- Lighting shall supplement barricades that close one or more lanes or that extends across the roadway. A minimum of two lights will be used, but where a travel way ends immediately after a barricade, a minimum of Four (4) lights shall be used. Lighting shall be by approved electrical installations. Battery operated equipment shall conform to NCHRP 350.
- High intensity flashing lights shall be used to mark the first advance warning sign.
- Low intensity flashing lights shall be used to mark all other hazards off the travel way.
- Steady burning lights shall be used on all traffic control devices used for channelizations.
- Flashing units will be mounted as high as possible and battery compartments shall be mounted Six (6) inches from the ground.



USE OF HAND SIGN

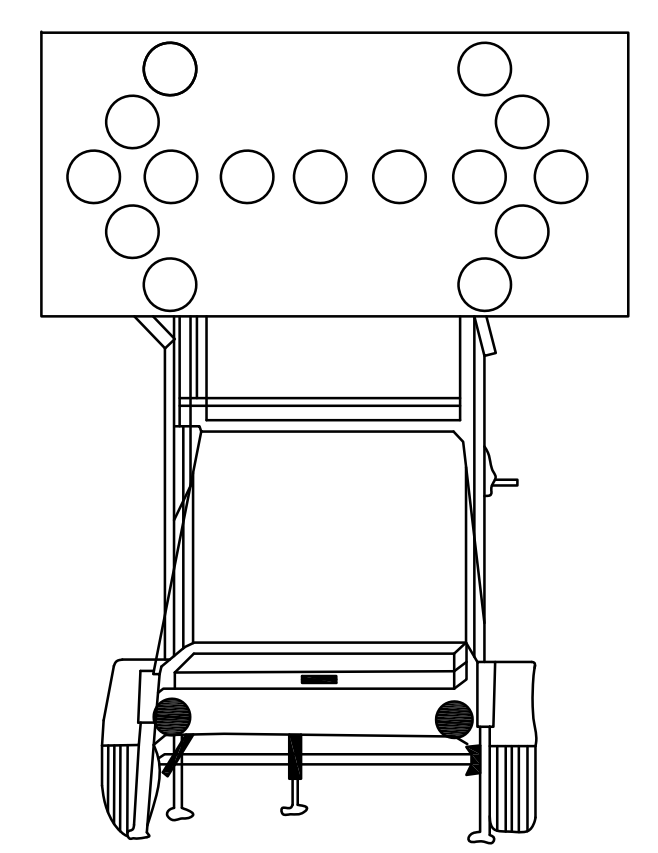
PORTABLE CHANGEABLE MESSAGE SIGNS

- When working within the traveled way, including shoulders and auxiliary lanes. Changeable Message Signs (CMS) shall be used on all Interstate Highways and on all other roadways (where space is available) with an ADT greater than Twenty Thousand (20,000) and should be delineated with retroreflective TTC devices.
- When used in advance of a lane closure or a lane shift, the CMS should be placed on the right hand side of the road a minimum distance of Two (2) miles in advance of the taper for Interstates and to be determined by the City-Parish Traffic Engineer on other roadways.
- CMS messages shall be approved by the City-Parish Traffic Engineer.
- When Portable Changeable Message signs are not being used, they should be removed; if not removed, they should be shielded by guardrail or barriers; or if the previous Two (2) options are not feasible, they should be delineated with retroreflective TTC devices.



FLASHING ARROW PANELS

- Flashing Arrow Panels shall be used for lane closures on all facilities with Two (2) or more lanes in a single direction and a speed limit greater than Thirty-Five (35) mph.
- When used, flashing arrow panels should be located on the shoulder at the beginning of the taper.
- Where the shoulder width is limited, the flashing arrow panel should be placed within the closed lane as close to the beginning of the taper as practical.
- All Flashing Arrow Panels shall be Four (4) ft x Eight (8) ft Type C with LED lighting.
- When Flashing Arrow Panels signs are not being used, they should be removed; if not removed, they should be shielded by guardrail or barriers; or if the previous two options are not feasible, they should be delineated with retroreflective TTC devices.

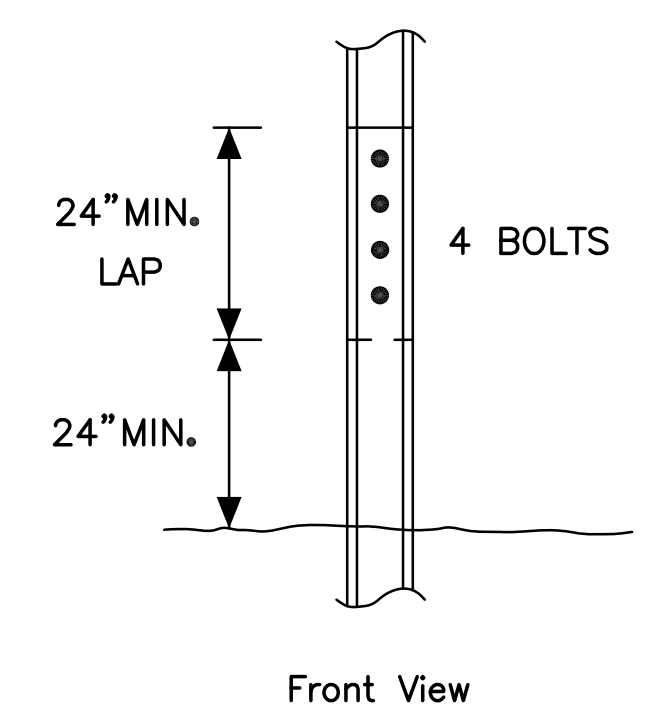


FLAGGERS

- All flaggers must be qualified. The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties. A certificate indicating completion of a flagger training course shall be available to the engineer if requested. A Qualified Flagger is one that has attended courses such as those offered by the American Traffic Safety Services Association (ATSSA) or other courses approved by the City-Parish.
- When utilized, a flagger shall use a minimum Eighteen (18) inch sign on a minimum Six (6) ft stop/slow paddle and wear ANSI Class 2 vest during day time operations and ANSI Class 3 ensemble during night operations. In all flagging operations, the flagger must be visible from flagger advance warning sign.
- Flagger stations shall be in a highly visible location far enough in advance of the work site so that approaching traffic will have sufficient distance to reduce speed before entering the project. 200-300 feet is desirable. In urban areas, the advances distance may be decreased.

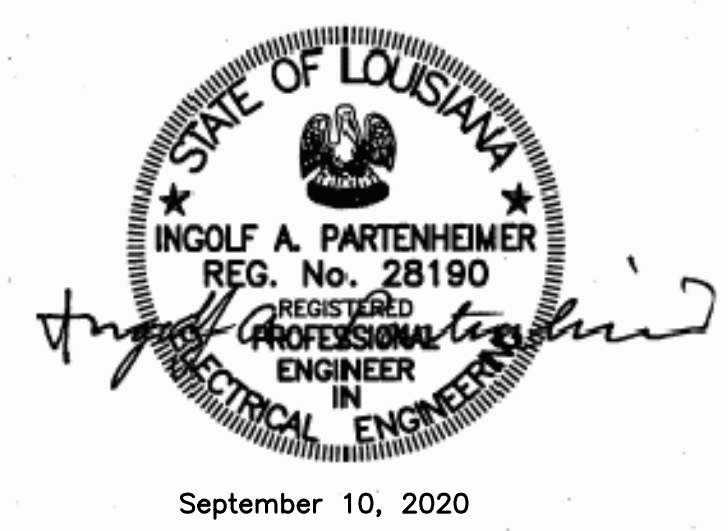
ALLOWABLE LAP SPLICE FOR U-CHANNELL POST

U-channel posts may be spliced where long length are required. The upper section shall overlap the lower section by at least Twenty-Four (24) inches. The bottom edge of the upper section of the splice shall be a minimum of Twenty-Four (24) inches above the ground. The spliced sections shall be secured with at least Four (4) 5/16 inch diameter hexhead bolts spaced equally along the splice.



HIGHWAY-RAIL GRADE CROSSING

1. When a highway-rail grade crossing exists within or upstream of the merging taper and it is anticipated that backups resulting from the lane closure might extend through the highway-rail grade crossing, the TTC zone should be extended so that the merging taper precedes the highway-rail grade crossing.
2. When a highway-rail grade crossing exists within the activity area, provisions should be made to provide road users operating on the left side of the normal centerline with comparable warning devices as supplied for road users operating on the right side of the normal centerline.
3. When a highway-rail grade crossing exists within the activity area, early coordination with the railroad company should occur before work starts.
4. When a highway-rail grade crossing exists within the activity area, a flagger may be used at the highway-rail grade crossing to minimize the probability that vehicles are stopped within Fifteen (15) ft of the highway-rail grade crossing, measured from both sides of the outside rails.
5. A truck-mounted attenuator may be used on the work vehicle and/or the shadow vehicle.



STANDARD PLAN NO. 905-01	DATED JULY 3, 2019	SHEET NO. 2 OF 2
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TEMPORARY TRAFFIC CONTROL

ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED MUTCD	DRAWN G. C.HENG	CHECKED S.EDEL	APPROVED I. PARTENHEIMER

DATE	DESCRIPTION REVISIONS	BY