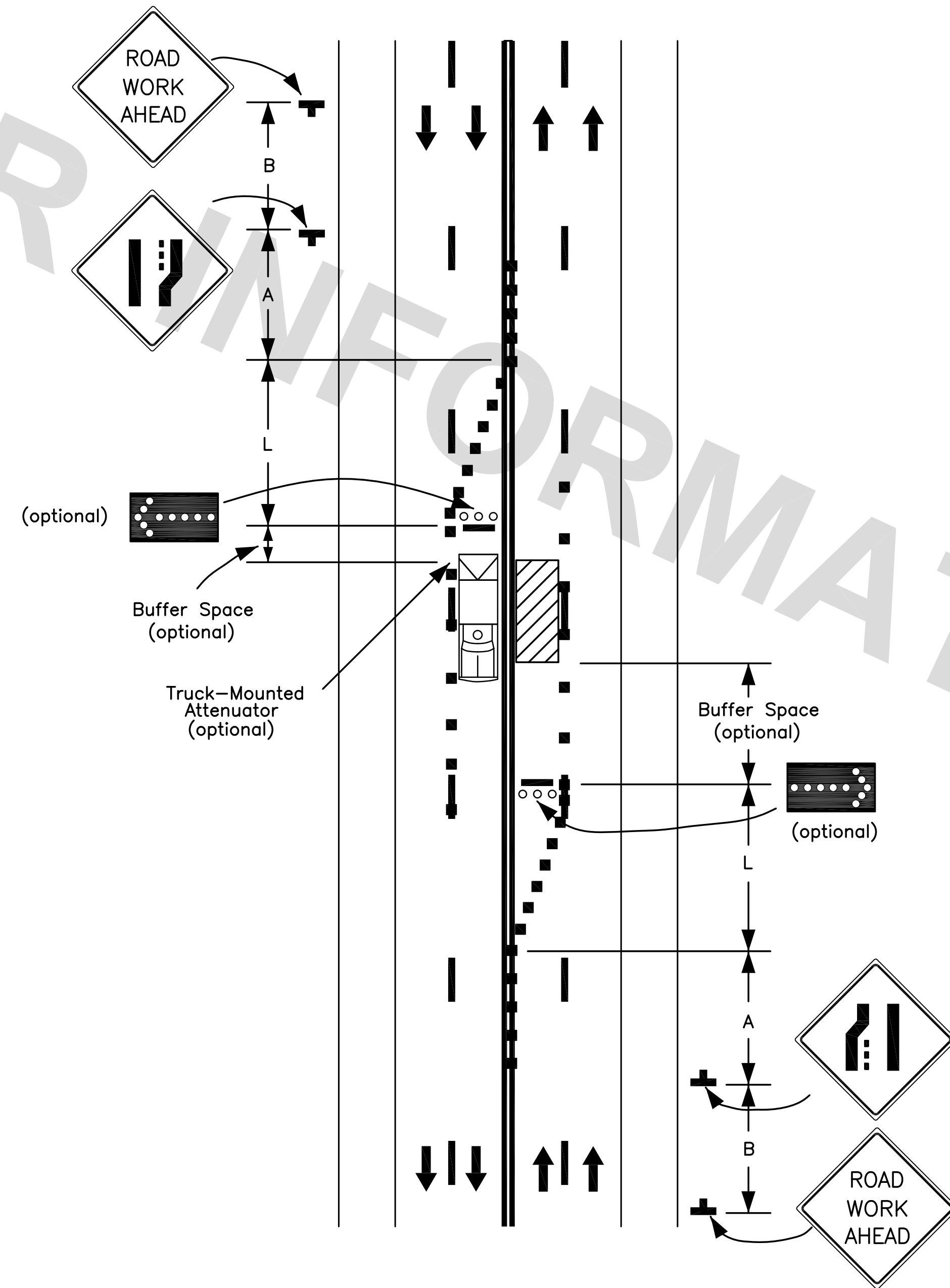


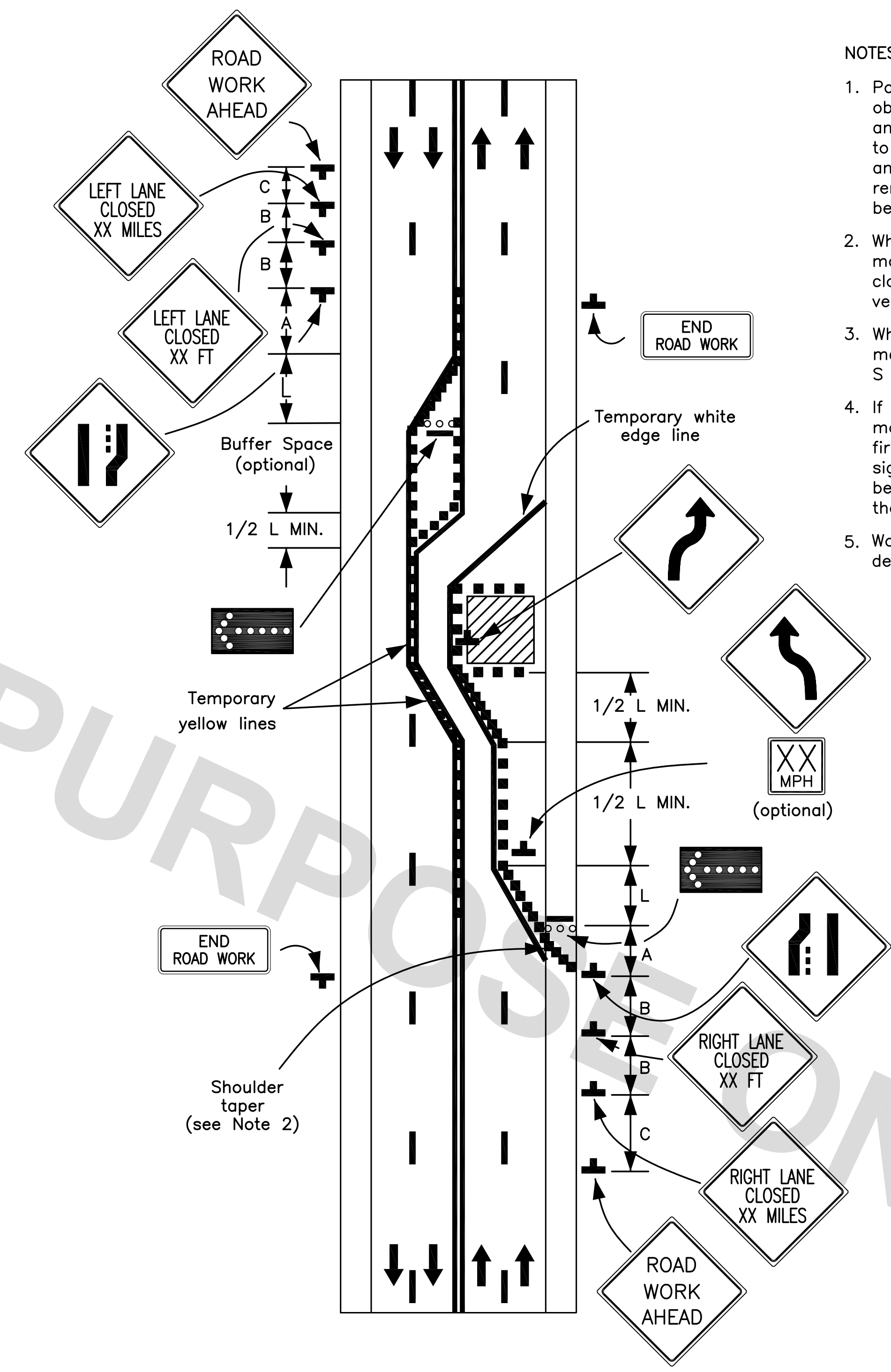
PROJECT NO.	SHEET



TA-30
Interior Lane Closure on Multi-lane Street

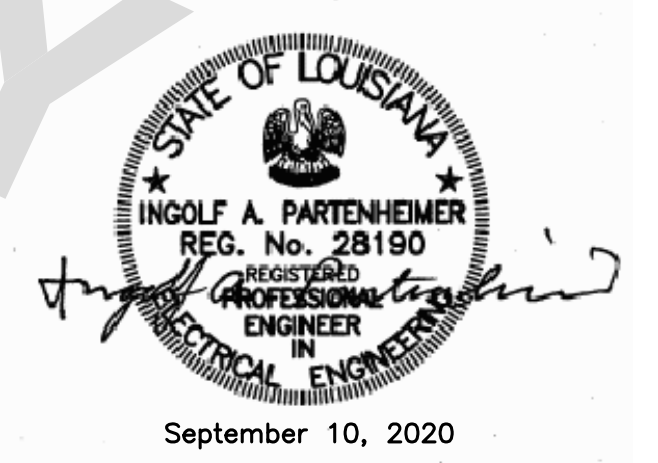
- NOTES:
1. This information applies to low-speed, low-volume urban streets. Where speed or volume is higher, additional signing such as LEFT LANE CLOSED XX FT should be used between the signs shown.
 2. The closure of the adjacent interior lane in the opposing direction may not be necessary, depending upon the activity being performed and the work space needed for the operation.
 3. Shadow vehicles with a truck-mounted attenuator may be used.

This sheet shall be used with Standard Plan No. 905-01 and 905-02.



TA-32
Half Road Closure on Multi-lane, High-Speed Highway

- NOTES:
1. Pavement markings no longer applicable shall be removed or obliterated as soon as practical. Except for intermediate-term and short-term situations, temporary markings shall be provided to clearly delineate the temporary travel path. For short-term and intermediate-term situations where it is not feasible to remove and restore pavement markings, channelization shall be made dominant by using a very close device spacing.
 2. When paved shoulders having a width of Eight (8) ft or more are closed, channelizing devices should be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.
 3. Where channelizing devices are used instead of pavement markings, the maximum spacing should be 0.5 S feet where S is the speed in mph.
 4. If the tangent distance along the temporary diversion is more than Six Hundred (600) ft, a Reverse Curve sign, left first, should be used instead of the Double Reverse Curve sign, and a second Reverse Curve sign, right first, should be placed in advance of the second reverse curve back to the original alignment.
 5. Warning lights may be used to supplement channelizing devices at night.



STANDARD PLAN NO. 905-10	DATED JULY 3, 2019	SHEET NO. 1 OF 1
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TEMPORARY TRAFFIC CONTROL
TYPICAL APPLICATIONS

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

DATE	DESCRIPTION REVISIONS	BY