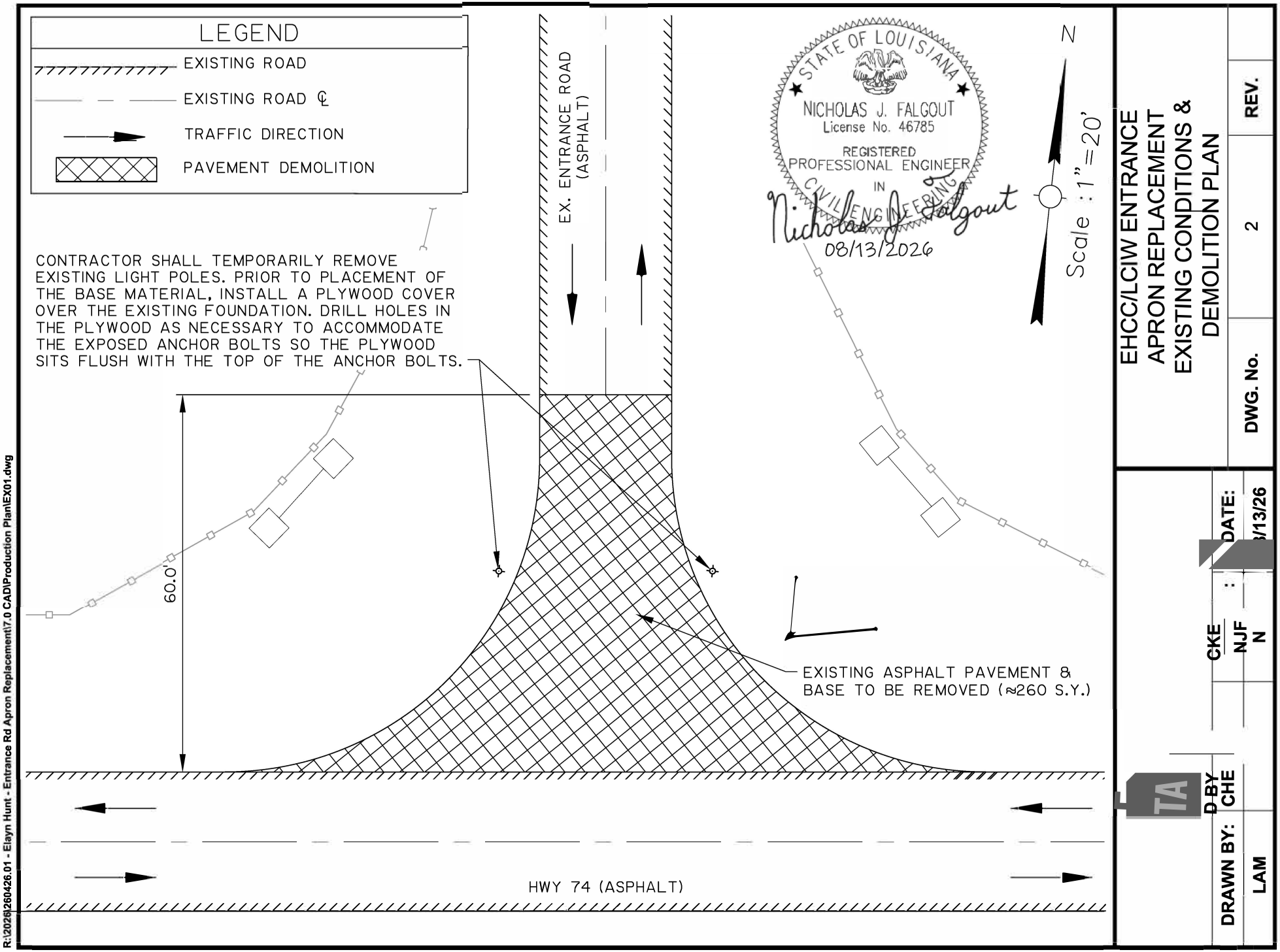
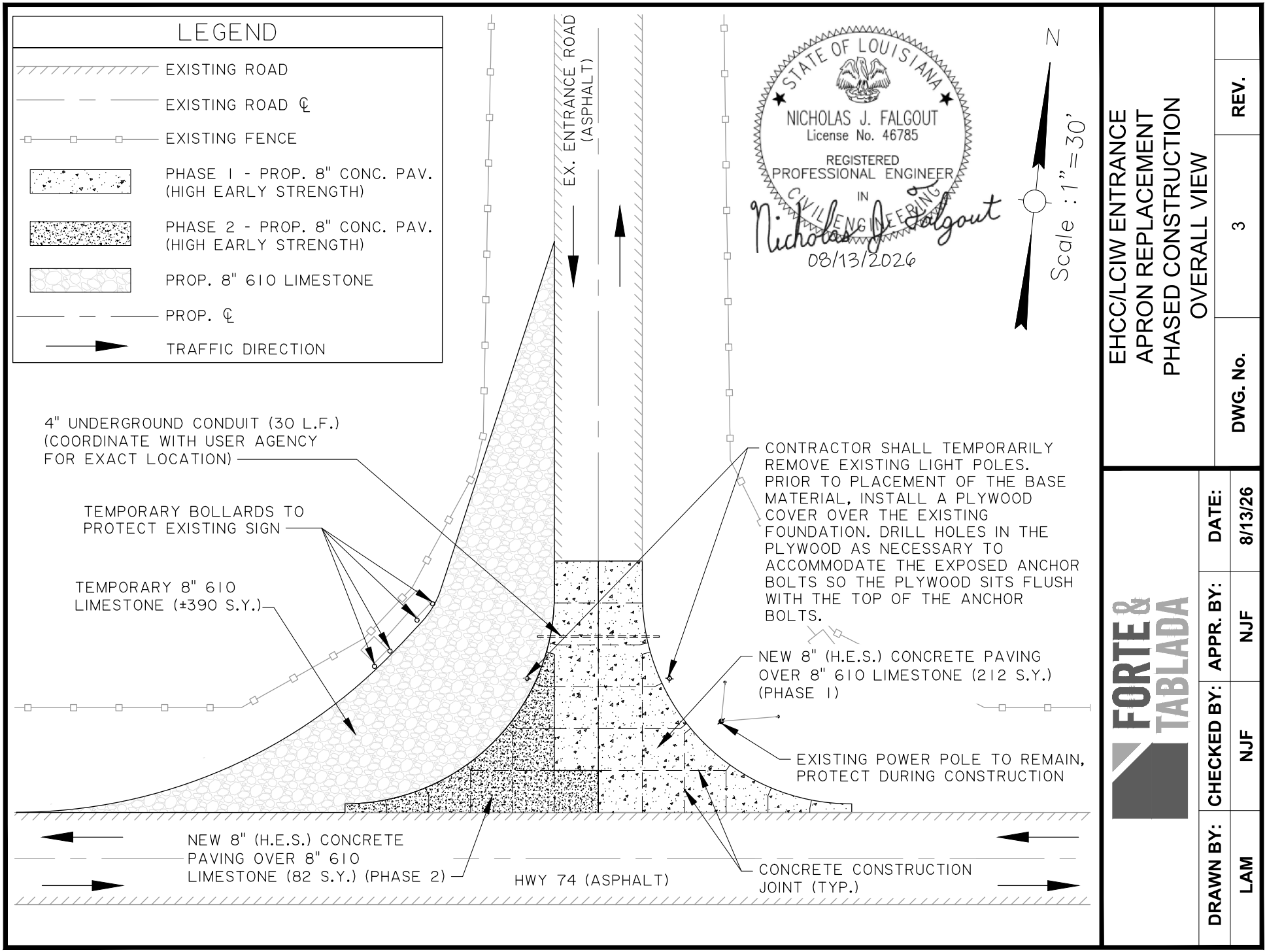


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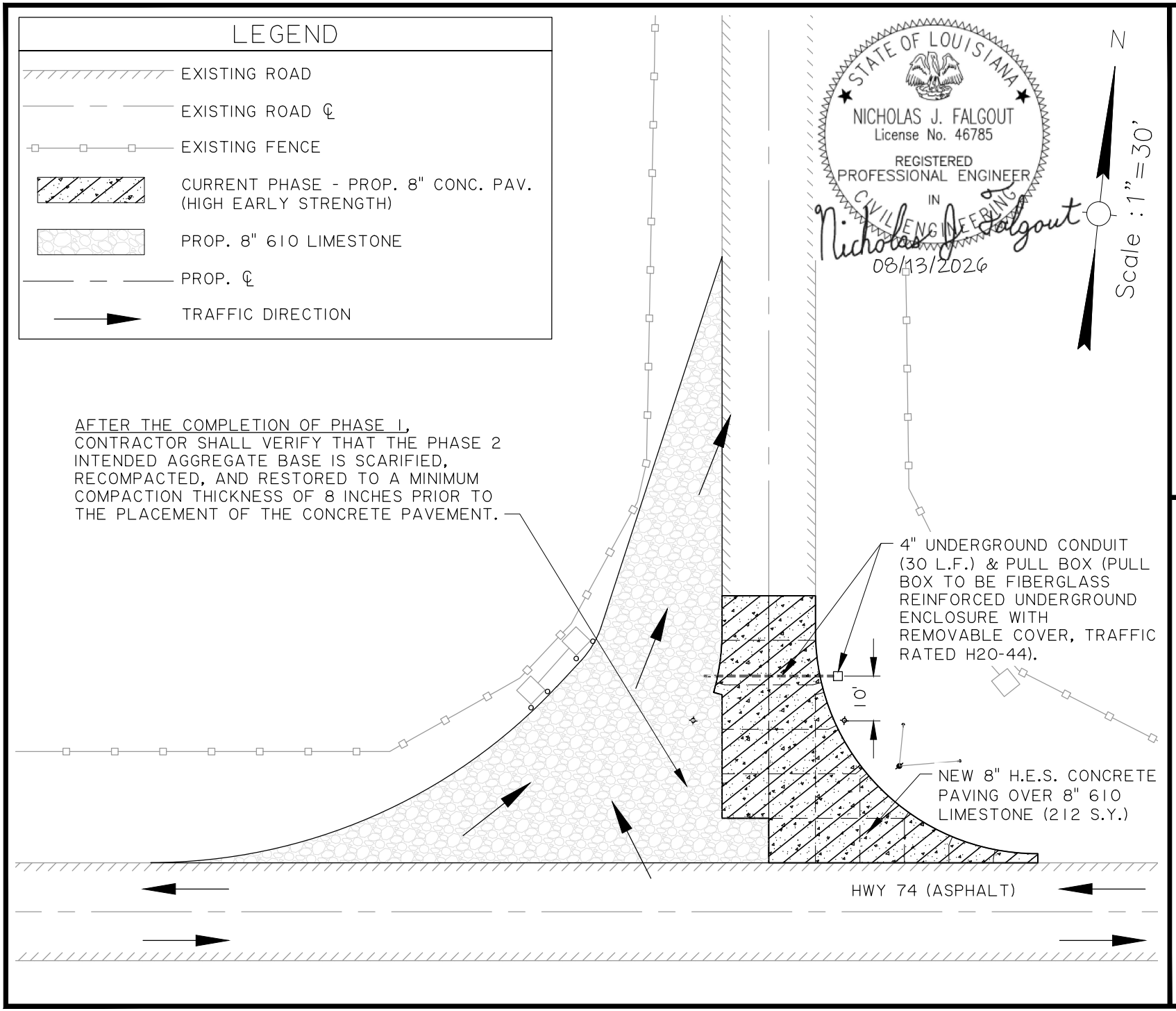
EHCC/LCIW ENTRANCE
APRON REPLACEMENT
PHASED CONSTRUCTION
OVERALL VIEW

DWG. No.	REV.
3	

FORTE & TABLADA

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EHCC/LCIW ENTRANCE
APRON REPLACEMENT
PHASE 1 CONSTRUCTION LAYOUT

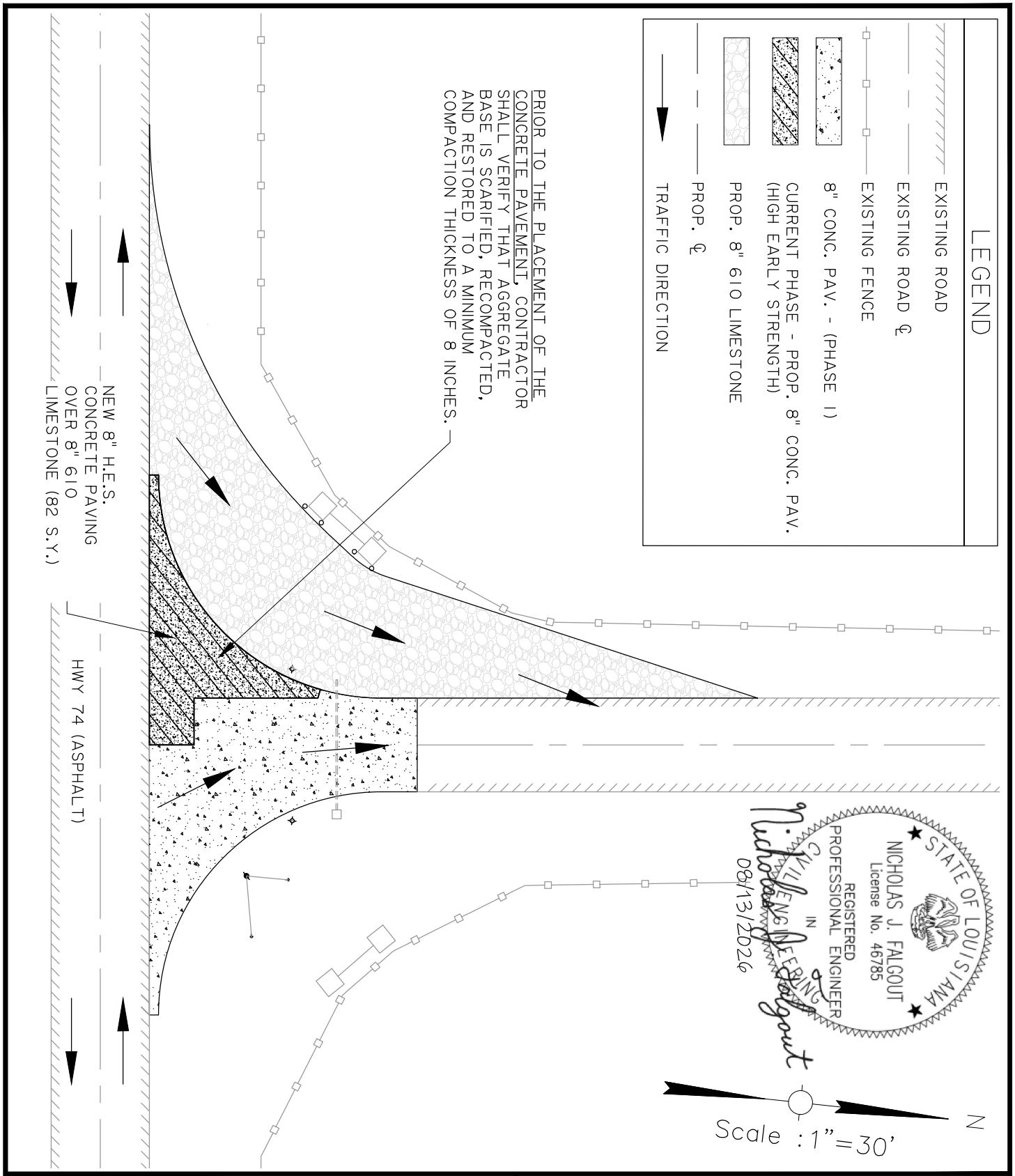
DWG. No.	4	REV.

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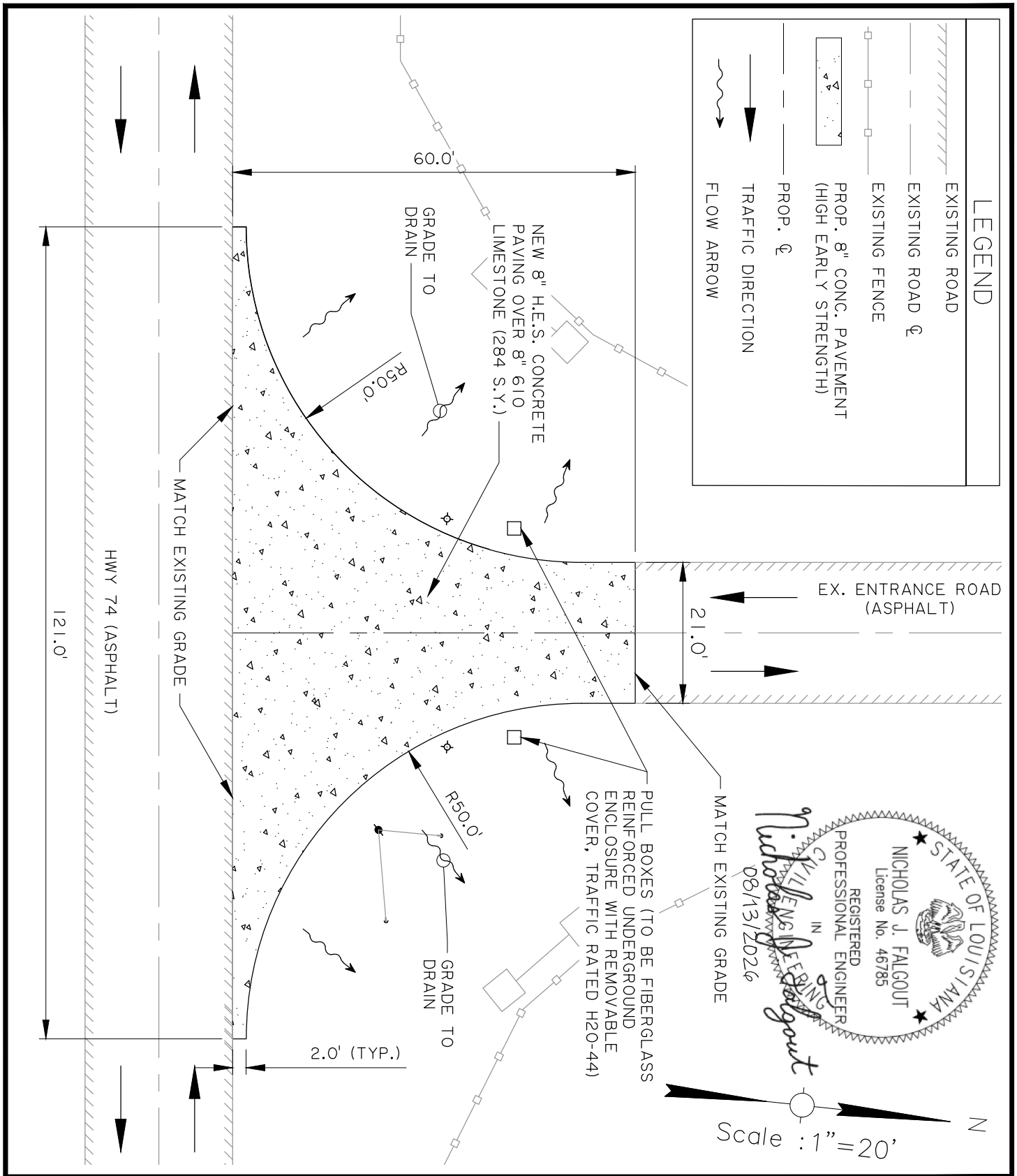
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EHCC/LCIW ENTRANCE APRON REPLACEMENT PHASE 2 CONSTRUCTION LAYOUT

DWG. No.	5	REV.	

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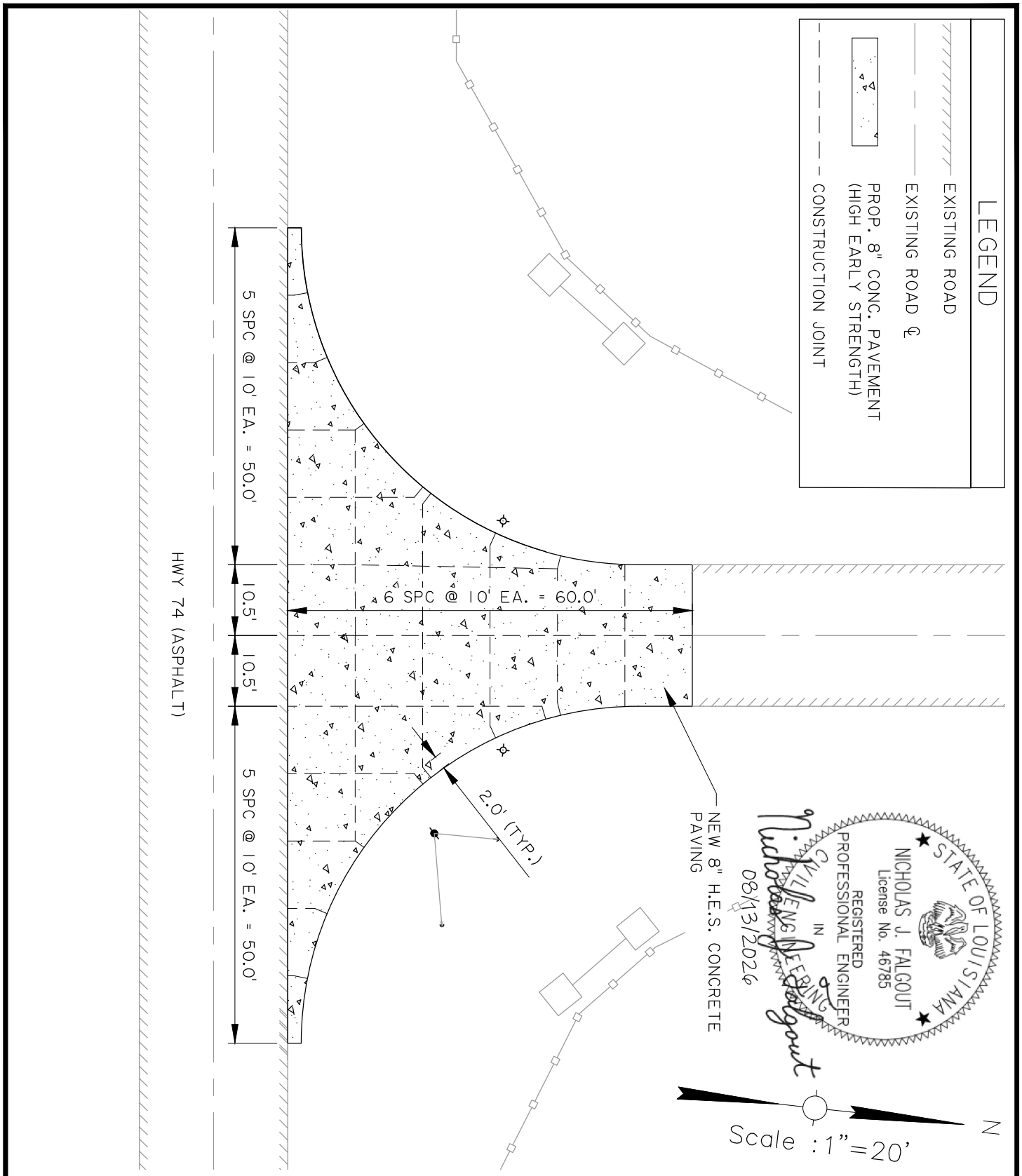
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LAM	NJF	NJF	8/13/26

EHCC/LCIW ENTRANCE APRON REPLACEMENT GEOMETRIC & GRADING LAYOUT

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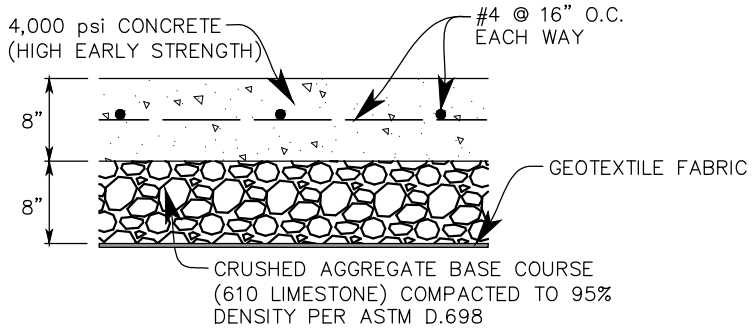
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LAM	NJF	NJF	8/13/26

EHCC/LCIW ENTRANCE APRON REPLACEMENT JOINT LAYOUT

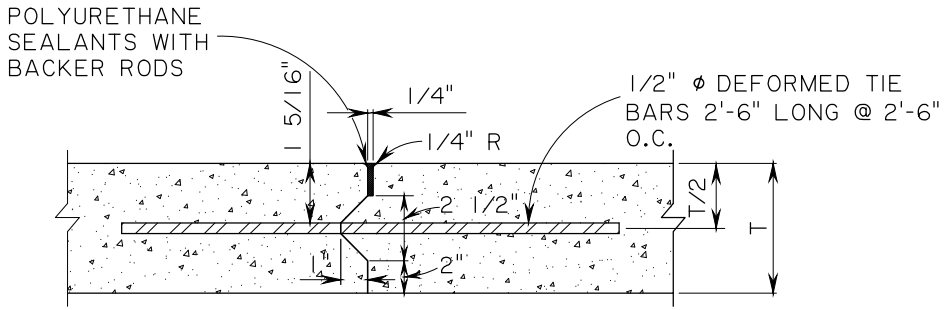
DWG. No.	7	REV.	

STATE OF LOUISIANA
NICHOLAS J. FALGOUT
License No. 46785
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
Nicholas J. Falgout
08/13/2026



1 TYPICAL REINFORCED (HIGH EARLY STRENGTH) CONCRETE PAVEMENT SECTION

NOT TO SCALE



NOTE:
THIS TYPE OF JOINT TO BE USED
FOR INTERRUPTED POURING

2 TYPICAL CONSTRUCTION JOINT

NOT TO SCALE

EHCC/LCIW ENTRANCE
APRON REPLACEMENT
TYPICAL DETAILS

DWG. No.	REV.
8	

FORTE & TABLADA

DRAWN BY:	CHECKED BY:	APPR. BY:	DATE:
LAM	NJF	NJF	8/13/26

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GENERAL PROVISIONS

1) Guidance portions of the MUTCD shall be followed unless otherwise noted in an EDSM, The Traffic Engineering Manual, Traffic Signal Manual, Sign Manual, Pavement Marking Manual, or other Traffic Engineering policy requirements.

2) All temporary traffic control (TTC) devices used shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges, the MUTCD, and shall meet MASH requirements for Test Level 3 devices or if not covered by MASH by using the NCHRP Report 350 where applicable.

3) Materials used for TTC shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges and, when applicable, the LADOTD AML.

4) Placement of TTC devices shall not commence without the approval of the Engineer and until work is about to begin, unless they are covered.

5) No lane closures, lane shifts, diversions, or detours shall occur without the approval of the Engineer.

6) Responsibility is hereby placed upon the contractor for the installation, maintenance, and operation of all TTC devices called for in these plans or required by the Engineer for the protection of the traveling public as well as all LADOTD and construction personnel.

7) The contractor shall also be responsible for the maintenance of all permanent signs, pavement markings, and traffic signals left in place as essential to the safe movement and guidance of traffic within the project limits unless noted in the plans.

8) The DTOE shall serve as a technical advisor to the Engineer for all traffic control matters.

9) The Chief Construction Engineer or his appointed designee shall approve all signs and situations not addressed in the plans based on the recommendations of the Project Engineer and the DTOE. All changes shall be noted in all project traffic control diaries.

10) The Chief Construction Engineer or his appointed designee shall approve all design speeds of diversions or shifts, if it differs from design plans, based on the recommendations of the Project Engineer and the DTOE.

11) All temporary traffic control plans shall comply with the Transportation Management Plan.

12) Any additional signs shown in the MUTCD and required by the Engineer shall be installed under Item 713-01-00100.

13) Neither work activity nor storage of equipment, vehicles, TMAs, or materials shall occur within the buffer space.

14) When a work area has been established on one side of the roadway only, there shall be no conflicting operations or parking on the opposite shoulder within 500 feet of the work area.

15) Parking of vehicles or unattended equipment or storage of materials, within the work zone clear zone shall not be permitted unless protected by guardrail or barriers. If the work zone clear zone is not defined on the plan sheets, the Engineer shall verify.

16) Immediately upon removal of existing guardrail, the contractor shall install and maintain a MASH or NCHRP Report 350 approved device to protect the blunt end of the bridge or column until new guardrail is installed. After removal of the existing guardrail, new guardrail should be installed within seven (7) days. If utilized, a TMA is allowed for a maximum of 72 hours.

17) All costs associated with temporary crash devices are to be included under the appropriate pay item.

18) Sight distance should be considered when placing traffic control devices.

19) On all mainline interstates, a minimum of 1.5 feet of paved shoulder on the left and right side shall be maintained at all times.

20) On interstates, NHS routes, truck routes, or roads with more than 5000 ADT and 15% truck traffic, a minimum of 11 foot lanes shall be maintained, unless the existing typical section prevents this. On all other roadways, a 10 foot minimum travel lane should be maintained where practical.

21) TTC Standards are not drawn to scale.

22) The contractor shall develop an internal traffic control plan approved by the Engineer prior to each phase.

23) Truck restrictions such as (but not limited to) restricting lanes, oversize loads, or times of travel may be required for narrow lanes or other field conditions.

24) Temporary concrete barriers shall be placed on a paved surface. This paved surface should follow current design criteria used for paved embankment widening for guardrails.

25) Flare rates for temporary concrete barriers should follow the most current guidance in the AASHTO Roadside Design Guide.

26) Shoulders used for traffic shifts must be capable of supporting freight; otherwise a detour will be required.

PAVEMENT MARKINGS (see AML)

27) All pavement markings within the limits of the project or adjacent to the project limits that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding. (Existing striping shall not be painted over with black paint or covered with tape.)

28) If special pavement markings are needed they shall be reflectorized, removable, and accompanied by the proper signage.

29) Temporary raised pavement markers may be added to supplement temporary striping in areas of transition, in tapers, in diversions, and in other areas of need as shown in the plans or as directed by the Engineer.

30) Temporary markings installed in the permanent configuration shall comply with LADOTD pavement marking standard plans, MUTCD, and/or the permanent striping plans.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

31) PCMS shall be used on all Interstate highways. PCMS shall be used on all other roadways (where space is available) with an ADT greater than 20,000.

32) When used in advance of a lane closure or a lane shift, the PCMS should be placed on the right hand side of the road a minimum distance of 2 miles in advance of the taper for interstates and to be determined by the Engineer on other highways.

33) For interstates and multi-lane highways, if vehicles are queuing beyond the 2 mile PCMS, an additional PCMS should be placed on the right hand side of the road approximately 5 miles in advance of the taper or at the end of the queue, whichever is greater.

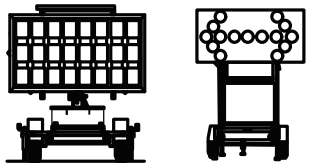
34) PCMS messages shall be approved by the Engineer. Messages shall be no more than 3 lines and 2 screens.

35) Messages shall display only traffic operational, regulatory, warning, and guidance information. PCMS messages shall not display advertising or safety messages. Messages should only convey information concerning the problem/situation, location, and recommended driver action.

36) PCMS should be placed as far from the traveled lane as possible. They shall be shielded by guardrail or barriers. If this is not possible they shall be delineated with a minimum 3 drum taper spaced at 20ft with a 4th drum alongside the PCMS.

37) If the PCMS encroaches on the improved shoulder then the contractor shall install a shoulder closure.

38) When the PCMS is not displaying a work zone appropriate message pertaining to the ongoing construction project it shall be shielded by guard rail or barriers, or removed from the work zone clear zone.



STATE OF LOUISIANA
NICHOLAS J. FALGOUT
License No. 46785
REGISTERED PROFESSIONAL ENGINEER
05/13/2026

THESE STANDARD PLANS HAVE BEEN PROPERLY EXAMINED BY ME. THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT.

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

SPEED LIMITS

39) The Engineer may approve a 10 mph drop in the speed limit for posted speeds of 45 mph or greater and for any construction, maintenance, or utility operation that requires one or more of the following:

A) The condition of the traveled way is degraded due to milled surfaces or uneven travel lane lines greater than 1.5 inches.

B) Work is in progress in the immediate vicinity of the travel way requiring lane closures or lane width reductions less than 11 feet.

C) Workers present on the shoulder within 2 feet of the edge of the traveled way without barrier protection.

40) A transition area shall be created to the approved speed that will incrementally step down the speed to what is desired. This reduction will extend only for as long as necessary around the restrictive condition.

41) The reduced speed zone shall only apply to those portions of the project limits affected. The Engineer may allow SPEED LIMIT WHEN FLASHING signs to supplement reduced speed zones.

42) If the speed limit is reduced, speed limit signs shall be placed:

A) Beyond major intersections.

B) At one mile intervals in rural areas.

C) At half mile intervals in urban areas.

43) At the end of the reduced speed zone, a speed limit sign displaying the original speed limit prior to construction shall be installed.

FLASHING ARROW BOARDS

44) All Flashing Arrow Boards shall be 4 feet by 8 feet and Type C.

45) Flashing Arrow Boards should be placed on the shoulder. When there is no shoulder or median area, the arrow board shall be placed within the closed lane behind the channelizing devices and as close to the beginning of the taper as practical.

46) Flashing arrow boards shall be delineated with retroreflective TTC devices.

47) At no time shall the arrow board encroach in the traveled way. When Flashing Arrow Board signs are not being used, they shall be shielded by guard rail or barriers, or removed.

48) Arrow boards shall only be used for lane reduction tapers and shall not be used for lane shifts.

ABBREVIATIONS

AASHTO	——	American Association of State Highway and Transportation Officials
ADT	——	Average Daily Traffic
AGC	——	Associated General Contractors of America
ADA	——	Americans with Disabilities Act
AML	——	Approved Materials List
ANSI	——	American National Standards Institute
ATSSA	——	American Traffic Safety Services Association
B.O.P.	——	Beginning of Project
DTOE	——	District Traffic Operations Engineer
E.O.P.	——	End of Project
LADOTD	——	Louisiana Department of Transportation and Development
MASH	——	AASHTO Manual for Assessing Safety Hardware
MUTCD	——	Manual on Uniform Traffic Control Devices
NCHRP	——	National Cooperative Highway Research Program
NHS	——	National Highway System
PCMS	——	Portable Changeable Message Sign
PROWAG	——	Public Rights-of-Way Accessibility Guidelines
TMA	——	Truck Mounted Attenuator
TMC	——	Traffic Management Center
TTC	——	Temporary Traffic Control
TTC Standards	——	Temporary Traffic Control Standard Plans

SHEET NUMBER 201

PARISH: IBERVILLE | CONTROL SECTION | STATE PROJECT

DESIGN G. Dunn | CHECK B. Boucher | DETAIL G. Dunn | CHECK B. Boucher | REVIEW | SERIES #

APPROVED BY CHIEF ENGINEER: DATE: 5/21/2026

NO.	DATE	BY	REVISION & CHANGE ORDER DESCRIPTION
2	5-12-26		General corrections
1	5-12-26		General changes and text added

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET
TTC-00 (A)

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

SIGNS

1) All signs used for temporary traffic control shall follow the plans, the LADOTD TTC Standards, and the MUTCD.

2) Signs shown in the TTC illustrations are typical and may vary with each specific condition.

3) One Type B High Intensity light shall be used to supplement the first sign (or pair of signs) that gives warning about a lane closure during nighttime operations.

4) Mesh rollup signs shall not be allowed on any project.

5) Contractor shall use caution not to damage existing signs which remain in place. Any LADOTD signs damaged by work operations shall be replaced by the contractor under item 713-01-00100.

6) All signs (permanent and temporary) shall be removed or completely covered with a strong, lightweight, opaque material when no longer applicable. Burlap is not an acceptable material to cover signs.

7) At no time shall signs warning against a particular operation be left in place once the operation has been completed or where the condition has been removed.

8) Warning signs used for temporary traffic controls shall meet the following guidelines unless otherwise noted in the plans:

A) Size shall be 48 inches by 48 inches.

B) See the Louisiana Standard Specifications for Roads and Bridges and the AML for sheeting information.

C) Lateral distance of signs shall be a minimum of 6 feet from the edge of shoulder or edge of pavement if no shoulder exists and 2 feet from the back of curb in urban areas (see diagram).

9) When portable sign frames are not in use they shall be moved to an area inaccessible to traffic and not visible to the driver.

10) Left side mounted signs will not be required for roadways with a center left turn lane and for undivided roadways.

11) Vinyl roll up signs and 1 foot portable sign stands may be used if the work zone is in place for 3 days or less. Signs or stands may not be used if there are more than 2 lanes in each direction and if signs do not meet all size, color, retroreflectivity, and MASH requirements or NCHRP Report 350. b

12) All signs shall be visible to the drivers (i.e. no obstructions such as on street parking or other traffic control devices shall block the sign).

13) On divided highways, signs shall be placed on the right and the left as shown on the TTC standards.

14) Sign posts:

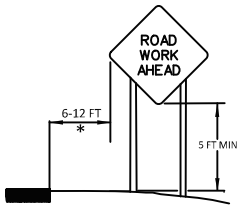
A) Signs measuring 10 square feet or less shall be mounted on 1 rigid post.

B) Signs over 10 square feet shall be mounted on 2 rigid posts.

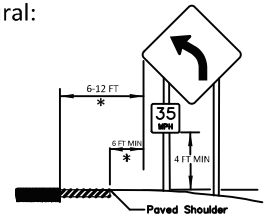
C) Signs over 20 square feet shall be mounted on at least 3 rigid posts.

15) Rigid sign supports shall be driven to a minimum depth of 3 feet. If splicing is required, see Allowable Lap Splice U-channel Post.

16) For sign height, see the Rural and Urban diagrams:

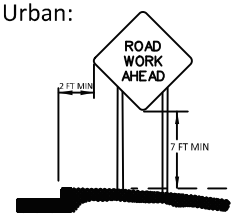


Rural:



* If lateral distance is not practical, the sign may be placed no less than 2 feet.

Urban:





THESE STANDARD PLANS HAVE BEEN PROPERLY EXAMINED BY ME. THE UNDERSIGNED PROFESSIONAL ENGINEER, I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT.

LANE CLOSURES

17) All proposed lane, road, or shoulder closures shall be reviewed by the DTOE and approved by the Engineer.

18) Two lane, two-way highways shall have a maximum work area of two miles; all other roadways shall have a four mile maximum work area.

19) A queue analysis shall be performed prior to approval of lane closures on all freeways and expressways according to Section 6A.1 of the Traffic Engineering Manual. Q

20) Closure plans and times shall be turned in to the Engineer for review according to the following:

A) Five working days minimum if traffic control plan has been approved or is contained in the plans.

B) Ten working days minimum and a traffic control plan must be submitted for lane closures not addressed in the plans.

21) Weekly updates to the DTOE, Project Engineer, the LADOTD TMC operator, and the regional TMC operator (if applicable) will be required for all ongoing lane closures to update the closure status.

22) Daily updates to the DTOE, Project Engineer, and TMC operator (if applicable) will be required for all projects where active closures are in place.

FLAGGERS

23) All flaggers shall be qualified.

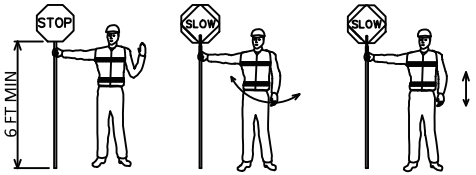
24) The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties.

25) A Qualified Flagger is one that has completed courses such as those offered by ATSSA or other courses approved by the LADOTD Work Zone Task Force. The contractor shall be responsible for getting the flagger course approved.

26) When utilized, a flagger shall use a minimum 18 inch octagonal shape sign on a minimum 6 foot stop/slow paddle and wear ANSI Class 2 Lime Green vest during day time operations and ANSI Class 3 Lime Green ensemble during night operations.

27) In all flagging operations, the flagger must be visible from the flagger advance warning sign.

28) Flaggers shall not be used on Interstate highways. b



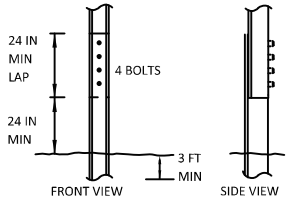
To STOP Traffic

Traffic Proceed Use of Hand Sign

To Alert & SLOW Traffic Use of Hand Sign

ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

29) U-Channel posts may be spliced where long lengths are required. The upper section shall overlap the lower section by at least 24 inches. The bottom edge of the upper section of the splice shall be a minimum of 24 inches above the ground. The spliced sections shall be secured with at least four 5/16 inch diameter hex bolts spaced equally along the splice.



REFERENCES

The contractor shall be responsible for understanding all rules and requirements in the current edition of the following documents:

1) Louisiana Standard Specifications for Roads and Bridges: https://www.dotd.la.gov/about/office-of-engineering/publications-and-downloads/specifications-and-standards/specifications/

2) Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD): https://mutcd.fhwa.dot.gov/

3) LADOTD Approved Materials List (AML): https://www.dotd.la.gov/about/office-of-engineering/materials-and-testing/approved-materials-list-aml/

4) LADOTD Traffic Engineering Manual: https://www.dotd.la.gov/about/office-of-engineering/traffic-engineering/manuals-and-policies/

5) National Cooperative Highway Research Program (NCHRP) Report 350: "Guidelines for Work Zones Traffic Control Devices": http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_350-a.pdf

6) NCHRP Report 475: "A Procedure for Assessing and Planning Nighttime Highway Construction and Maintenance": https://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_475.pdf

7) NCHRP Report 476: "Guidelines for Design and Operation of Nighttime Traffic Control for Highway Maintenance": https://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_476.pdf

8) NCHRP Report 498: "Illumination Guidelines for Nighttime Highway Work": https://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_498.pdf

9) U.S. Department of Transportation Federal Highway Administration Traffic Control Handbook for Mobile Operations at Night: https://rosap.ntl.bts.gov/view/dot/38634/dot_38634_DS1.pdf

10) American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide.

11) American Traffic Safety Services Association (ATSSA) Quality Guidelines for Work Zone Traffic Control Devices and Features.

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

SHEET NUMBER 202

PARISH IBERVILLE | CONTROL SECTION | STATE PROJECT

DESIGN G. Dunn | CHECK B. Boucher | DETAIL G. Dunn | CHECK B. Boucher | REVIEW | SERIES #

APPROVED BY CHIEF ENGINEER: DATE: 5/21/2024

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
2	5-12-26	General corrections	
1	6-12-25	Text Added	

TEMPORARY TRAFFIC CONTROL

GENERAL NOTES SHEET

TTC-00 (B)

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

CHANNELIZING DEVICES

1) The following devices may be used as channelizing devices:
tubular markers, vertical panels, cones, drums, and super cones.

2) 28 inch traffic cones are not allowed on:

A) Interstates.

B) Highways with speeds greater than 40 mph.

3) During nighttime operations, 28 inch and 36 inch cones are not allowed.

4) Retroreflective material pattern used on super cones shall match that used on drums.

5) Tangent Areas:

A) Standard Spacing: See Standard Device Spacing and Buffer Space table.

B) Daylight Operations: drums and super cones are spaced at standard spacing.
All other devices are at 1/2 standard spacing.

C) Nighttime Operations: drums and supercones at standard spacing are the only devices allowed.

6) Taper Areas:

A) Standard Spacing: See Standard Device Spacing and Buffer Space table.

B) Daylight Operations: drums are spaced at standard spacing. All other devices are 1/2 standard spacing.

C) Nighttime Operations: drums (at standard spacing) are the only devices allowed.

D) Downstream Locations & Flaggers: drums or supercones at 20' max spacing.
The length of taper shall be between 50' - 100' with a minimum of 6 devices.

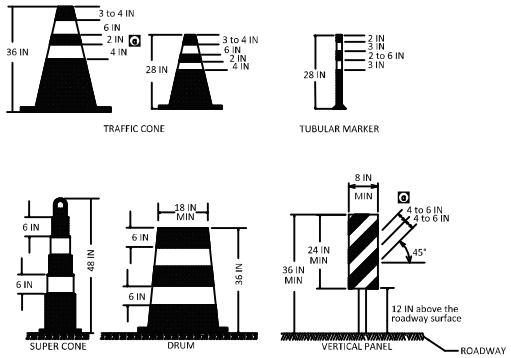
7) Type C steady burn lights shall be used on all channelizing devices in the taper as well as the first two devices in the tangent at night.

8) Typical channelizing device lateral placement (do not include when it is used as a divider for opposing directions of traffic) shall be 2 feet off the lane line in the closed lane or shoulder.

9) Devices may be adjusted laterally to accommodate ongoing work in the immediate vicinity but must be returned to the closed lane after the work activity has moved.

10) Channelizing devices on the lane line shall be of the same type.

11) Channelizing devices in each taper shall be of the same type.



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CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

TYPE III BARRICADES

12) Only Type III Barricades shall be used in the roadway or shoulder. All barricades shall use Type 3 High Intensity Sheeting on both sides of the barricade.

13) All barricades shall be a minimum of 8 feet in length and must meet MASH or NCHRP Report 350 requirements.

14) When used for overnight closures, two Type B High Intensity Lights shall supplement all barricades that are placed in a closed lane or that extend across a highway. Two Type A Low Intensity Lights may be used in urban areas if approved by the Engineer.

15) When signs and lights are to be mounted to a barricade, they must meet MASH or NCHRP Report 350 requirements.

16) A truck with a TMA may be substituted for a barricade when workers are present.

17) Barricades shall be placed:

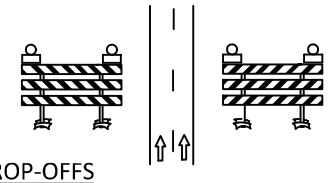
A) At the beginning of a closed lane or shoulder and at 1,000 foot intervals where no active work is ongoing and the lane must remain closed. A minimum of 2 barricades shall be placed if the lane or shoulder closure is less than 2,000 feet. One barricade shall be placed at the beginning of the lane closure after the buffer space and one shall be placed in the middle of the lane closure.

B) Before each or group of unfilled holes or holes filled with temporary material.

C) Before uncured concrete.

D) In the closed lane on each side of every intersection and crossover. Do not block sight distance.

E) In front of piles of material (dirt, aggregate, broken concrete), culverts, and equipment which is near the work zone.



TTC for DROP-OFFS

NON-INTERSTATE:

Average Drop-off	Current PostedSpeed (Prior to Construction)	
	> 45 MPH	≤ 45 MPH
≤ 3 Inches	Low Shoulder Sign (Optional)	Low Shoulder Sign (Optional)
> 3 IN ≤ 6 IN	Shoulder Drop-Off Sign & Edge Lines or Shoulder Drop-Off Sign & Channelizing Device	Shoulder Drop-Off Sign
> 6 IN ≤ 10 IN	No Shoulder Sign, Edge Lines, & Vertical Pane	No Shoulder Sign & Channelizing Device
> 10 IN	Concrete Barrier (if drop-off is < 12 FT from edge of travel lane) & Edge Lines	No Shoulder Sign & Vertical Panel

INTERSTATE:

Average Drop-off	
≤ 2 Inches	Low Shoulder Sign (Optional)
> 2 IN ≤ 5 IN	Shoulder Drop-Off Sign & Edge Lines or Shoulder Drop-Off Sign & Channelizing Device
> 5 IN	Concrete Barrier (if drop-off is < 12 FT from edge of travel lane), Shoulder Drop-Off Sign, & Edge Lines

- If a portable concrete barrier will be required, then space shall be provided to ensure the barrier does not deflect into the work area.
- For Interstate ramps, refer to non-Interstate drop-offs.

STANDARD DEVICE SPACING AND BUFFER SPACE

Speed limit (Prior to Construction)	MERGING TAPER LENGTH (L) Lane Width (FT)				STANDARD DEVICE SPACING IN FEET		Buffer Space
MPH	9	10	11	12	Along Taper	Along Tangent	FT
25	94	105	115	125	20	40	155
30	135	150	165	180	30	60	200
35	184	205	225	245	35	70	250
40	240	267	294	320	40	80	305
45	405	450	495	540	40	80	360
50	450	500	550	600	40	80	425
55	495	550	605	660	40	80	495
60	540	600	660	720	40	80	570
65	585	650	715	780	40	80	645
70	630	700	770	840	40	80	730
75	675	750	825	900	40	80	820

Speed limit (Prior to Construction)	SHIFTING TAPER LENGTH (1/2 L) Shoulder Width (FT)						STANDARD DEVICE SPACING IN FEET		Buffer Space
MPH	2	4	6	8	10	12	Along Taper	Along Tangent	FT
25	11	21	32	42	52	63	20	40	155
30	15	30	45	60	75	90	30	60	200
35	21	41	62	82	102	123	35	70	250
40	27	54	80	107	134	160	40	80	305
45	45	90	135	180	225	270	40	80	360
50	50	100	150	200	250	300	40	80	425
55	55	110	165	220	275	330	40	80	495
60	60	120	180	240	300	360	40	80	570
65	65	130	195	260	325	390	40	80	645
70	70	140	210	280	350	420	40	80	730
75	75	150	225	300	375	450	40	80	820

Speed limit (Prior to Construction)	SHOULDER TAPER LENGTH (1/3 L) Shoulder Width (FT)						STANDARD DEVICE SPACING IN FEET		Buffer Space
MPH	2	4	6	8	10	12	Along Taper	Along Tangent	FT
25	7	14	21	28	35	42	20	40	155
30	10	20	30	40	50	60	30	60	200
35	14	28	41	55	68	82	35	70	250
40	18	36	54	72	89	107	40	80	305
45	30	60	90	120	150	180	40	80	360
50	34	67	100	134	167	200	40	80	425
55	37	74	110	147	184	220	40	80	495
60	40	80	120	160	200	240	40	80	570
65	44	87	130	174	217	260	40	80	645
70	47	94	140	187	234	280	40	80	730
75	50	100	150	200	250	300	40	80	820

- See MUTCD for taper formulas.
- If horizontal curve radius is less than 300 feet, device spacing shall be 25 feet.



THESE STANDARD PLANS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT.

SHEET NUMBER 203

IBERVILLE | PARISH | CONTROL SECTION | STATE PROJECT

DESIGN G. Dunn | CHECK B. Boucher | DETAIL G. Dunn | CHECK B. Boucher | REVIEW | SERIES #

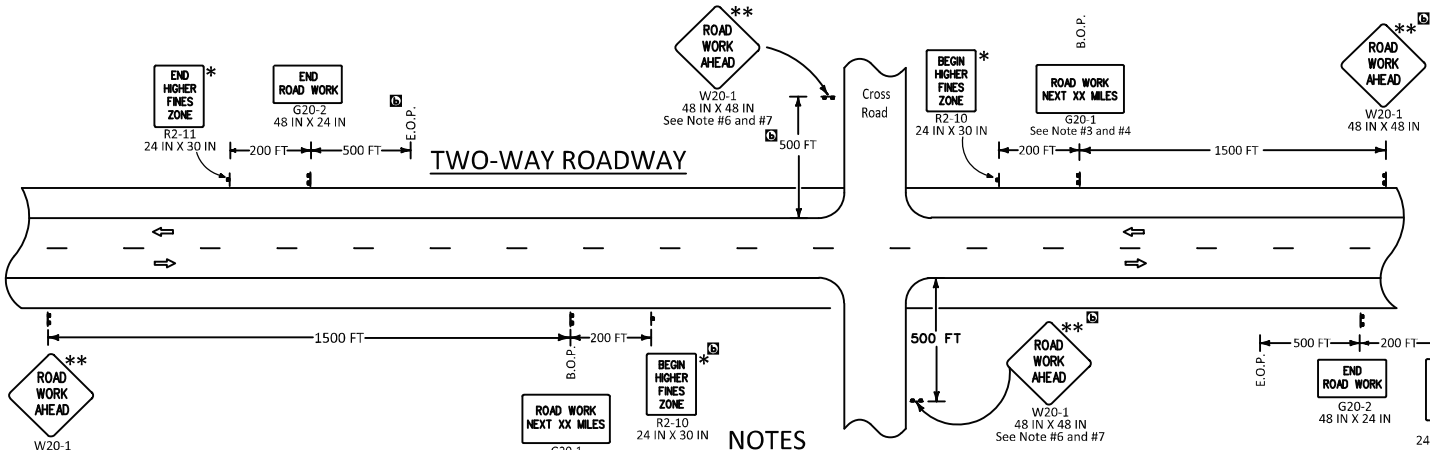
APPROVED BY CHIEF ENGINEER: DATE: 9/21/2016

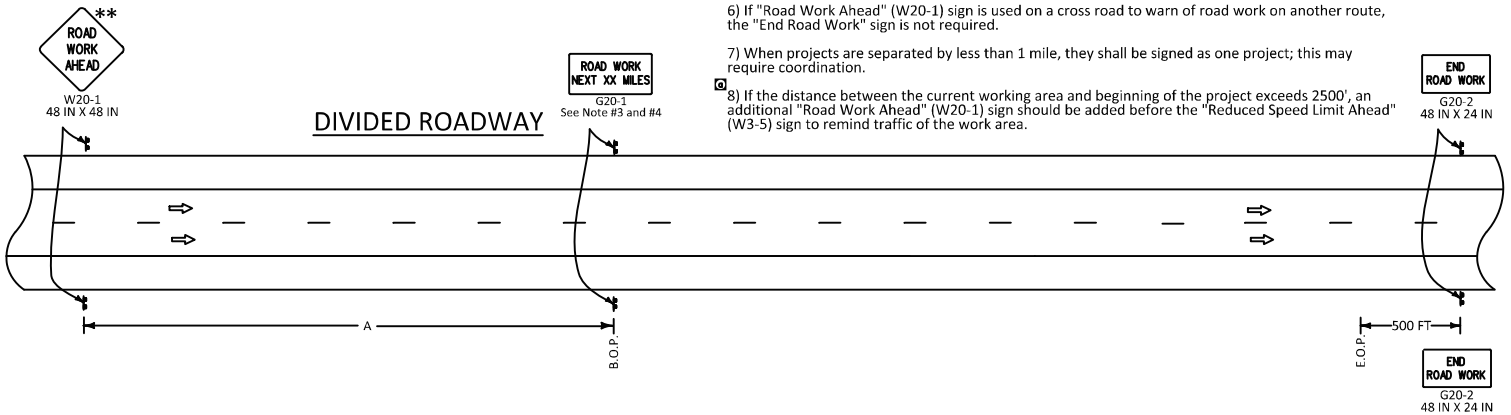
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
2	5-12-26	General corrections	
1	6-12-25	Text added and numbers adjusted	

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET
TTC-00 (C)

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN





LEGEND

- Traffic Sign
- Direction of Travel

NOTES

This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C), and other Temporary Traffic Control Sheets as appropriate.

1) This layout represents the minimum traffic controls required for placement of "Road Work Next XX Miles" (G20-1) and "End Road Work" (G20-2) signs.

2) This layout does not replace other TTC Standard Sheets, but is intended as a supplement to the required signing.

3) The distance on the "Road Work Next XX Miles" (G20-1) sign shall be rounded up to the nearest whole mile. This sign shall be placed at the Beginning of Project (B.O.P.) limits. This sign may be omitted if work zone is less than 0.5 miles.

4) The "Road Work Next XX Miles" (G20-1) sign shall be a minimum of 60 inches by 36 inches for all multi-lane roadways and a minimum of 48 inches by 24 inches for two-lane roadways unless otherwise noted.

5) The "End Road Work" (G20-2) sign shall be placed 500 feet past the End of Project (E.O.P.) limits.

6) If "Road Work Ahead" (W20-1) sign is used on a cross road to warn of road work on another route, the "End Road Work" sign is not required.

7) When projects are separated by less than 1 mile, they shall be signed as one project; this may require coordination.

8) If the distance between the current working area and beginning of the project exceeds 2500', an additional "Road Work Ahead" (W20-1) sign should be added before the "Reduced Speed Limit Ahead" (W3-5) sign to remind traffic of the work area.

* For divided roadways with speeds ≥ 50 mph use larger sign, 36 IN X 48 IN.

** Any sign of the W20-1 series may be used.

SPEED LIMIT (prior to construction)	SPACING A
≤ 40 mph	1500 FT
45 mph	2640 FT
> 45 mph	5280 FT

- Sign spacing to be adjusted for horizontal and vertical curves.
- For work outside of the traveled way, see TTC-01 and TTC-02.

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

THESE STANDARD PLANS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT.

NICHOLAS J. FALGOUT, License No. 46785, REGISTERED PROFESSIONAL ENGINEER, 05/13/2026

SHEET NUMBER 204

IBERVILLE | PARISH | CONTROL SECTION | STATE PROJECT

DESIGN G. Dunn | CHECK B. Boucher | DETAIL G. Dunn | CHECK B. Boucher | REVIEW | SERIES *

APPROVED BY CHIEF ENGINEER: DATE: 9/21/2016

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
2	5-12-26	General corrections.	
1	4-12-25	Text added.	

TEMPORARY TRAFFIC CONTROL

LAYOUT FOR PLACEMENT OF ROAD WORK NEXT XX MILES AND END ROAD WORK SIGNS

TTC-00 (D)

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

PEDESTRIANS CONTEXT

1) The detour path shall meet or exceed the ADA compliance of the existing path that is closed. Any temporary paths that are constructed shall be fully ADA compliant.

2) Pedestrians should be provided with a convenient and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s).

3) Signing advance notification of sidewalk closures shall be provided by the contractor for the public.

4) No storage of construction materials, equipment, and/or vehicles will be permitted on permanent or temporary bicycle, pedestrian, or transit facilities for any duration of time. Debris shall also remain cleared from these locations.

5) Pedestrian channelizing devices shall be crashworthy when exposed to vehicular traffic.

6) When used to close a sidewalk, channelizing devices shall cover the entire width of the sidewalk or other similar facility.

7) Pedestrian channelizing devices shall have continuous detection plates and hand-trailing edges. The details of the pedestrian channelizing device should follow the information provided in section 713.2.050 of the Louisiana Standard Specifications for Roads and Bridges. The top surface of the hand-trailing edge shall be smooth. Both the detection plate and the hand-trailing edge shall share a common vertical plane.

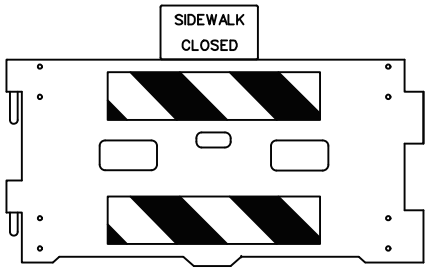
8) Longitudinal channelizing devices shall be interlocked to channelize flow. The interlocking devices shall not have gaps that allow pedestrians to leave the intended path.

9) Audible message devices should be placed on side farthest away from traffic. The audible device detection cone should cover the entire walkway width.

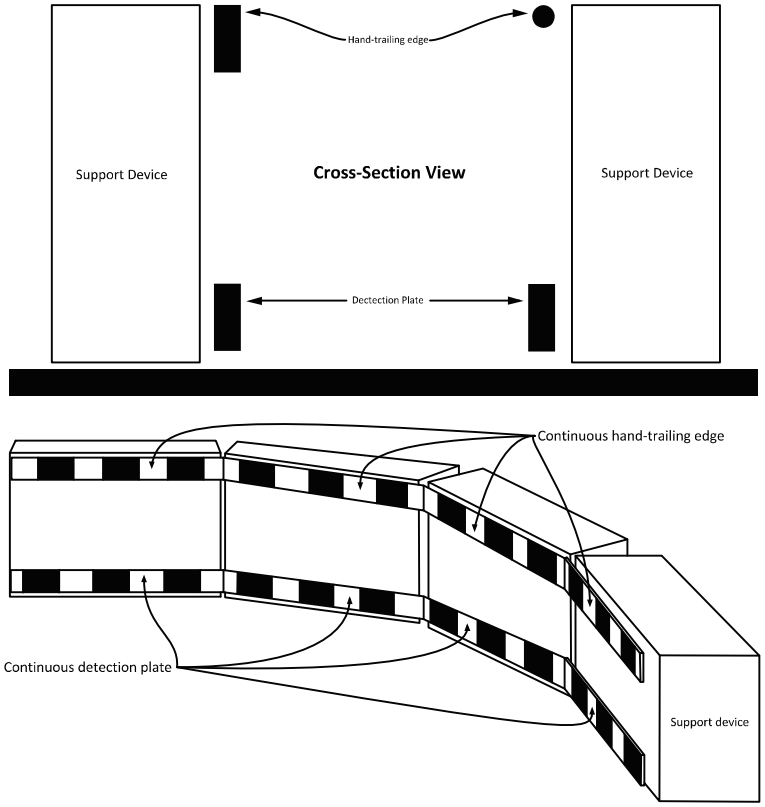
10) When placing a temporary curb ramp, the impacts to the design vehicle turning movements shall be evaluated. Traffic shall be detoured if necessary.

11) Temporary curb ramps are to be used only when the curb height is under 9 inches.

Pedestrian Barrier



Pedestrian Channelizing Device



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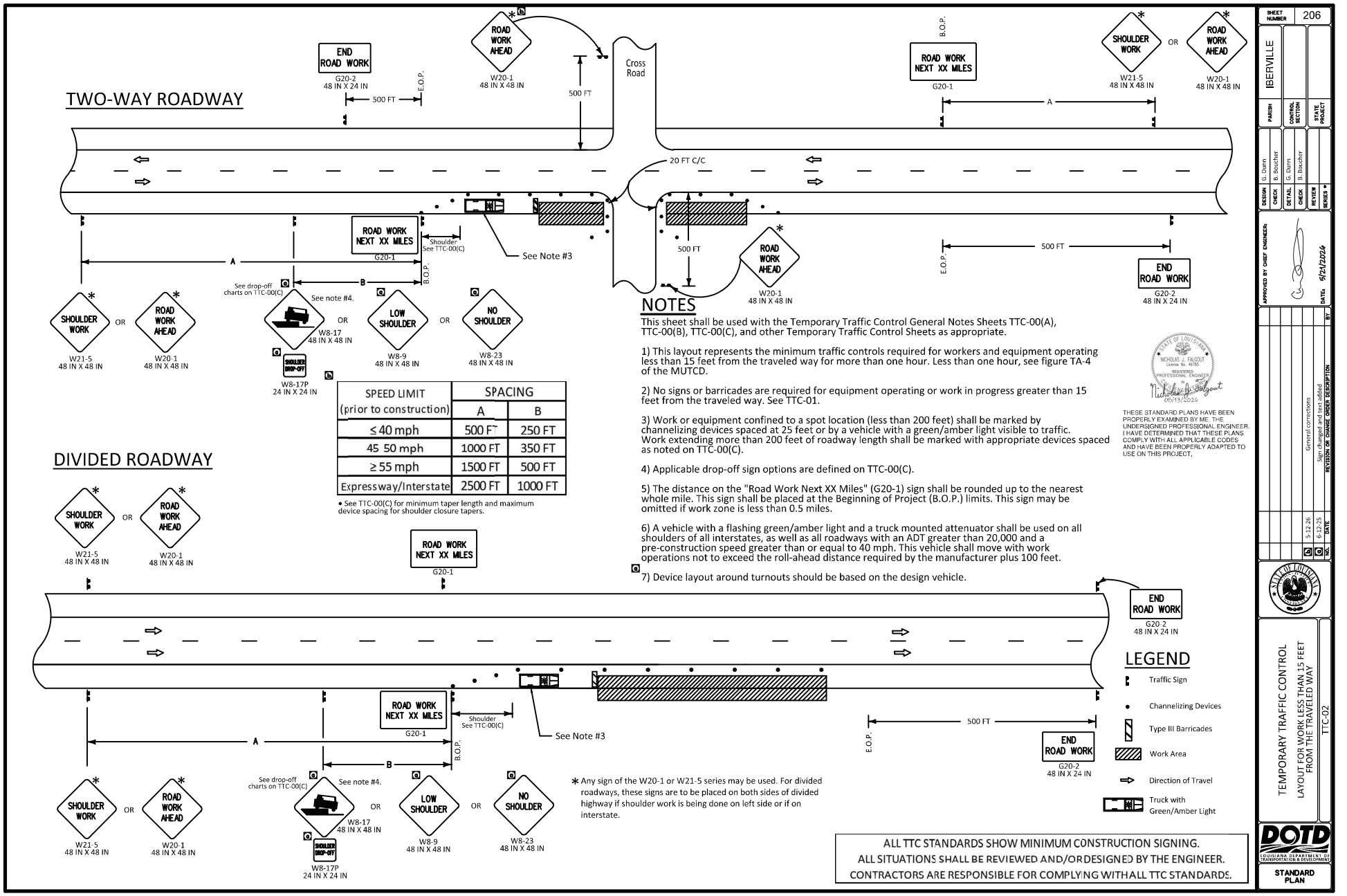
STATE OF LOUISIANA
NICHOLAS J. FALGOUT
License No. 46780
REGISTERED PROFESSIONAL ENGINEER
05/13/2024

THESE STANDARD PLANS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT.

SHEET NUMBER 205
PARISH IBERVILLE
CONTROL SECTION
STATE PROJECT
DESIGN G. Dunn
CHECK B. Boucher
DETAIL G. Dunn
CHECK B. Boucher
REVIEW
SERIES #
APPROVED BY CHIEF ENGINEER:
DATE: 5/21/2024
BY
NO. DATE REVISION & CHANGE ORDER DESCRIPTION
1 6-12-25 Example added and notes changed

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET
TTC-00 (E)

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
STANDARD PLAN


TWO-WAY ROADWAY
END ROAD WORK
G20-2
48 IN X 24 IN
E.O.P.
500 FT
ROAD WORK AHEAD
W20-1
48 IN X 48 IN
500 FT
Cross Road
B.O.P.
ROAD WORK NEXT XX MILES
G20-1
A
SHOULDER WORK
W21-5
48 IN X 48 IN
OR
ROAD WORK AHEAD
W20-1
48 IN X 48 IN
20 FT C/C
ROAD WORK NEXT XX MILES
G20-1
Shoulder See TTC-00(C)
B.O.P.
See Note #3
500 FT
ROAD WORK AHEAD
W20-1
48 IN X 48 IN
E.O.P.
500 FT
END ROAD WORK
G20-2
48 IN X 24 IN
A
B
See drop-off charts on TTC-00(C)
See note #4.
W8-17
48 IN X 48 IN
OR
LOW SHOULDER
W8-9
48 IN X 48 IN
OR
NO SHOULDER
W8-23
48 IN X 48 IN
SHOULDER DROP-OFF
W8-17P
24 IN X 24 IN
SPEED LIMIT (prior to construction)
SPACING
A
B
≤ 40 mph
500 FT
250 FT
45 50 mph
1000 FT
350 FT
≥ 55 mph
1500 FT
500 FT
Expressway/Interstate
2500 FT
1000 FT
• See TTC-00(C) for minimum taper length and maximum device spacing for shoulder closure tapers.
DIVIDED ROADWAY
SHOULDER WORK
W21-5
48 IN X 48 IN
OR
ROAD WORK AHEAD
W20-1
48 IN X 48 IN
ROAD WORK NEXT XX MILES
G20-1
END ROAD WORK
G20-2
48 IN X 24 IN
ROAD WORK NEXT XX MILES
G20-1
Shoulder See TTC-00(C)
B.O.P.
See Note #3
E.O.P.
500 FT
END ROAD WORK
G20-2
48 IN X 24 IN
A
B
See drop-off charts on TTC-00(C)
See note #4.
W8-17
48 IN X 48 IN
OR
LOW SHOULDER
W8-9
48 IN X 48 IN
OR
NO SHOULDER
W8-23
48 IN X 48 IN
SHOULDER DROP-OFF
W8-17P
24 IN X 24 IN
* Any sign of the W20-1 or W21-5 series may be used. For divided roadways, these signs are to be placed on both sides of divided highway if shoulder work is being done on left side or if on interstate.
NOTES
This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C), and other Temporary Traffic Control Sheets as appropriate.
1) This layout represents the minimum traffic controls required for workers and equipment operating less than 15 feet from the traveled way for more than one hour. Less than one hour, see figure TA-4 of the MUTCD.
2) No signs or barricades are required for equipment operating or work in progress greater than 15 feet from the traveled way. See TTC-01.
3) Work or equipment confined to a spot location (less than 200 feet) shall be marked by channelizing devices spaced at 25 feet or by a vehicle with a green/amber light visible to traffic. Work extending more than 200 feet of roadway length shall be marked with appropriate devices spaced as noted on TTC-00(C).
4) Applicable drop-off sign options are defined on TTC-00(C).
5) The distance on the "Road Work Next XX Miles" (G20-1) sign shall be rounded up to the nearest whole mile. This sign shall be placed at the Beginning of Project (B.O.P.) limits. This sign may be omitted if work zone is less than 0.5 miles.
6) A vehicle with a flashing green/amber light and a truck mounted attenuator shall be used on all shoulders of all interstates, as well as all roadways with an ADT greater than 20,000 and a pre-construction speed greater than or equal to 40 mph. This vehicle shall move with work operations not to exceed the roll-ahead distance required by the manufacturer plus 100 feet.
7) Device layout around turnouts should be based on the design vehicle.
STATE OF LOUISIANA
NICHOLAS J. FALGOUT
License No. 46785
REGISTERED PROFESSIONAL ENGINEER
06/13/2024
THESE STANDARD PLANS HAVE BEEN PROPERLY EXAMINED BY ME. THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT.
LEGEND
Traffic Sign
Channelizing Devices
Type III Barricades
Work Area
Direction of Travel
Truck with Green/Amber Light
ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.
SHEET NUMBER 206
PARISH IBERVILLE
CONTROL SECTION
STATE PROJECT
DESIGN G. Dunn
CHECK B. Boucher
DETAIL G. Dunn
CHECK B. Boucher
REVIEW
SERIES *
APPROVED BY CHIEF ENGINEER:
DATE: 5/21/2024
NO. BY DATE REVISION OR CHANGE ORDER DESCRIPTION
5.12.26 General corrections
6.13.24 Sign changed and text added
TEMPORARY TRAFFIC CONTROL
LAYOUT FOR WORK LESS THAN 15 FEET FROM THE TRAVELED WAY
TTC-02
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
STANDARD PLAN