

SHEET NO.	DESCRIPTION
1	TITLE SHEET AND LAYOUT MAP
2	TYPICAL SECTIONS AND DETAILS
3 - 3b	SUMMARY OF ESTIMATED QUANTITIES
4 - 6	PLAN AND PROFILE SHEETS
7	TBMs AND REFERENCE POINTS SHEETS
8	GEOMETRIC DETAILS
9	PAVEMENT MARKING AND SIGNAGE LAYOUT
10	SUGGESTED SEQUENCE OF CONSTRUCTION
11	DETOUR SIGNAGE AND MAP NORWOOD ROAD
12	DETOUR SIGNAGE AND MAP MERRITT EVANS ROAD
13	DETOUR SIGNAGE AND MAP DEVALL ROAD
14	SUBGRADE SOIL SURVEY

SPECIAL DETAILS		
15	BD.2.7.2.0.01 - ROADSIDE TRAFFIC SIGNS 01	
16	BD.2.7.2.0.02 - ROADSIDE TRAFFIC SIGNS 02	
17	BD.2.7.2.0.03 - ROADSIDE TRAFFIC SIGNS 03	
18	BD.2.7.2.0.04 - ROADSIDE TRAFFIC SIGNS 04	
19	BD.2.7.2.0.08 - ROADSIDE TRAFFIC SIGNS 08	
20	BD.2.7.2.0.09 - ROADSIDE TRAFFIC SIGNS 09	

STANDARD PLANS			REV. DATE
301 - 302	BM-01 (2 SHEETS)		08-22-2007
303	DW-02		11-17-2017
304 - 305	EC-01 (2 SHEETS)		10-01-2008
306-307	FN-02 (2 SHEETS)		11-03-2011
308	HS-03		04-07-2014
309	PM-01		02-28-2019
310	PM-05		02-28-2019
311	TTC-00 (A)		07-02-2018
312	TTC-00 (B)		07-02-2018
313	TTC-00 (C)		07-02-2018
314	TTC-00 (D)		07-02-2018
315	TTC-02		07-02-2018
316	TTC-03		07-02-2018
317	TTC-16		07-02-2018
318	RM-02		

CROSS SECTIONS	
401 - 405	CROSS SECTION SHEETS

TOTAL SHEETS = 45

TOTAL SHEETS WITHOUT CROSS SECTIONS = 40

DESIGN SPEED (RODDY ROAD) = 40 MPH
 POSTED SPEED (RODDY ROAD) = 35 MPH
 DESIGN CLASSIFICATION = URBAN COLLECTOR

DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED
10/19/20	ADD STANDARD PLAN AND REVISE NOTES				

SCHEDULE OF REVISIONS

TYPE OF CONSTRUCTION

SAFETY IMPROVEMENTS, EARTHWORK, GRADING, BASE COURSE, ASPHALT CONCRETE PAVEMENT, SIDE DRAINS, REMOVAL OF ASPHALTIC CONCRETE AND BASE, AND CLEAR & GRUBBING.

TRAFFIC DATA

2018 ADT = 6393
 2038 ADT = 8782
 D = 50 %
 K = 10 %
 T = 12 %

SCALES

PLAN 1"=50'
 PROFILE HORIZ: 1"=50'
 PROFILE VERT: 1"=5'

SURVEY

DATUM USED: NAVD 88
 MAGNETIC VAR: NONE
 BEARINGS ARE: GRID

TRANSIT BOOKS: SJB 17.10

LAYOUT MAP

SCALE 1 INCH = 2000'

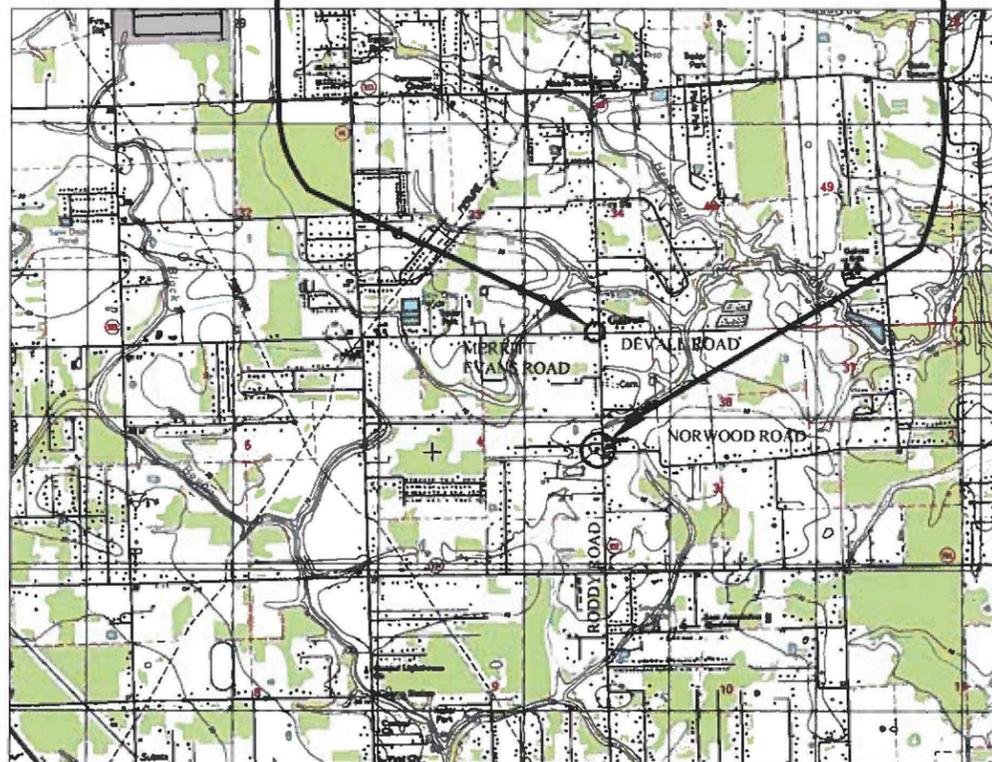


NOTE

THE 2016 EDITION OF THE LOUISIANA DOTD STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, AS AMENDED BY THE PROJECT SPECIFICATIONS, SHALL GOVERN ON THIS PROJECT.

MERRITT EVANS RD STA. 500+96.95 TO STA. 501+47.64
 DEVALL RD STA. 501+67.64 TO STA. 502+18.74

NORWOOD RD STA. 400+10.00 TO STA. 400+66.67



LENGTH AND LOCATION OF WORK

CONTROL SECTION	STATION		LOGMILE		ALGEBRAIC SUM OF ALL EQUATIONS	GROSS LENGTH FEET	EXCEPTION FEET	BRIDGE LENGTH		ROADWAY LENGTH	
	BEGIN	END	BEGN	END				FEET	MILES	FEET	MILES
XXX-XX	400+10.00	400+66.67	-	-				56.67	.01		
	500+96.95	501+47.64						50.69	.010		
	501+67.64	502+18.74						51.0	.010		

TOTAL LENGTH OF BRIDGES		
TOTAL LENGTH OF ROADWAY	158.46	.031
TOTAL MILES		.031

PARISH OF ASCENSION
 DEPARTMENT OF TRANSPORTATION AND ENGINEERING
 PLANS OF PROPOSED HIGHWAY IMPROVEMENTS
MOVE ASCENSION PROGRAM
 PROJECT NO. MA-18-13
**RODDY ROAD INTERSECTION IMPROVEMENTS:
 MERRITT EVANS/DEVALL AND NORWOOD ROAD**
RODDY ROAD



VICINITY MAP

ASCENSION PARISH COUNCIL

- DISTRICT 1 ALVIN "COACH" THOMAS JR
- DISTRICT 2 JOEL ROBERT
- DISTRICT 3 TRAVIS TURNER
- DISTRICT 4 COREY ORGERON
- DISTRICT 5 DEMPSEY LAMBERT
- DISTRICT 6 CHASE MELANCON
- DISTRICT 7 AARON LAWLER
- DISTRICT 8 TERI CASSO
- DISTRICT 9 DAL WAGUESPACK
- DISTRICT 10 JOHN CAGNOLATTI
- DISTRICT 11 MICHAEL MASON

PRESIDENT

CLINT COINTMENT



RECOMMENDED FOR APPROVAL BY

Walfrid Barry
 CONSULTANT
 DATE 10/19/20

APPROVED

Joey Tureau
 Joe Tureau, P.E.
 Ascension Parish Chief Engineer
 DATE 10/21/20

SHEET NUMBER	1
PARISH	ASCENSION
CONTROL SECTION	
STATE PROJECT	MA-18-13
DESIGNED INCH	
CHECKED INCH	
DATE	
REVISION OR CHANGE ORDER DESCRIPTION	
BY	
NO.	
DATE	
TITLE SHEET AND LAYOUT MAP	
RODDY ROAD INTERSECTION IMPROVEMENTS	
MA GROUP, LLC	

EARTHWORK				
STATION	STATION	203-01-00100	203-02-00100	203-03-00100
		GENERAL EXCAVATION	DRAINAGE EXCAVATION	EMBANKMENT
		CU. YDS.	CU. YDS.	CU. YDS.
NORWOOD ROAD				
400+10.00	400+66.67	184	500	5
MERRITT EVANS ROAD				
500+96.95	501+46.08	303	0	13
DEVAL ROAD				
501+68.76	502+18.74	218	0	0
TOTAL		705	500	18

SAW CUTTING				
STATION	STATION	SIDE OF C/L	DESCRIPTION	NS-500-00340
				SAW CUTTING ASPHALTIC CONCRETE PAVEMENT
				PER INCH DEPTH - LINEAR FOOT
NORWOOD ROAD				
400+10.00	N/A	RT	ROADWAY	366
400+10.00	N/A	LT	ROADWAY	366
MERRITT EVANS ROAD				
500+96.95	N/A	RT	ROADWAY	360
500+96.95	N/A	LT	ROADWAY	360
DEVAL ROAD				
501+68.76	N/A	RT	ROADWAY	366
501+68.76	N/A	LT	ROADWAY	366
TOTAL				2,184

PLASTIC PAVEMENT MARKINGS AND SIGNAGE								
STATION	STATION	SIDE OF C/L	729-01-00100	729-16-00200	729-22-00100	731-02-00100	732-01-01000	732-01-01080
			Sign (Type A)	Object Marker Assembly (Type 2)	Square Tubing Post with 2 - 1/4" Anchor	Reflectorized Raised Pavement Markers	Plastic Pavement Striping (Solid Line) (4" Thick) (Thermoplastic 90 mil)	Plastic Pavement Striping (Solid Line) (24" Width) (Thermoplastic 90 mil)
			SQ.FT.	EACH	EACH	EACH	LNFT	LNFT
NORWOOD ROAD								
400+22.18		LT	16.4		2			
400+28.97		LT		1				
400+29.35		RT		1				
400+10.83	400+66.63	RT					84	
100+10.92	400+66.63	LT					84	
400+25.76	400+66.67	CL			3		80	
400+25.89		LT						24
MERRITT EVANS ROAD								
501+31.96		RT	17.2		2			
500+95.67	501+47.01	RT	17.2		2		80	
500+91.03	501+46.86	LT					80	
500+91.03	501+31.93	CL				3	82	
501+31.94		RT						26
501+39.80		LT						
DEVAL ROAD								
501+82.80		LT	17.2		2			
501+68.86	502+18.80	RT					78	
501+68.32	502+17.97	LT	17.2		2		78	
501+83.48	502+24.31	CL				3	82	
501+83.40		LT						26
501+75.67		RT						
TOTAL			85.2	2	10	9	728	76

SHEET NUMBER	3	PARISH	ASCENSION	CONTROL SECTION	—	STATE PROJECT	MA-18-13
DESIGNED	TIF	WH	WH	DESIGNED	TIF	WH	WH
CHECKED	CHECKED	CHECKED	CHECKED	CHECKED	CHECKED	CHECKED	CHECKED
				1 OF 3			
				BY			
				REVISION OR CHANGE ORDER DESCRIPTION			
				DATE			
				NO.			
							
 10/15/20							
							
SUMMARY OF ESTIMATED QUANTITIES RODDY ROAD INTERSECTION IMPROVEMENTS							

C:\projects\1814\1814_2 RODDY ROAD INTERSECTION IMPROVEMENTS - TASK ORDER 2\MSD\2020 REVISION\03 SUMMARY OF QUANTITIES.DWG OCT-20-2020 MSCHENKENDER



ASPHALT PAVEMENT (WEARING, BINDER, AND BASE COURSE)

STATION	STATION	DESCRIPTION	LENGTH	WIDTH	AREA	502-01-00100		502-01-00200			302-02-12000	
						ASPHALT CONCRETE		ASPHALT CONCRETE, DRIVES, TURNOUTS, AND MISCELLANEOUS			CLASS II BASE COURSE (12" THICK)	
						2.0" WEARING COURSE (LEVEL 1)	3.0" BINDER COURSE (LEVEL 1)	2.0" WEARING COURSE (LEVEL 1)	3.0" BINDER COURSE (LEVEL 1)	6" PAVED DRIVEWAY	WIDTH	AREA
FEET	FEET	SQ. YDS.	TONS	TONS	TONS	TONS	TONS	FEET	SQ.YDS.			
NORWOOD ROAD												
400+10.00	400+66.67	ROADWAY	56.67	19.7	123.9	14.3	21.4				19.7	123.9
400+10.00	400+66.67	RT AND LT TURNOUTS	56.67	VARIES	237.9			27.4	41.0		VARIES	256.6
RODDY ROAD												
139+05.55		DRIVEWAY APRON								4.8		
MERRITT EVANS ROAD												
500+96.95	501+46.08	ROADWAY	49.13	18.4	100.2	11.5	17.3				18.4	100.2
500+96.95	501+46.08	RT AND LT TURNOUTS	49.13	VARIES	121.3			14.3	21.5		VARIES	139.1
DEVALL ROAD												
501+68.76	502+18.74	ROADWAY	49.98	20.9	115.9	13.3	20.0				20.9	115.9
501+68.76	502+18.74	RT AND LT TURNOUTS	49.98	VARIES	114.8			13.5	20.3		VARIES	326.6
TOTAL						39.1	58.7	55.2	82.8	4.8		1,062.3

REMOVAL OF SURFACING AND STABILIZED BASE

STATION	STATION	DESCRIPTION	LENGTH	WIDTH	202-02-38500
					REMOVAL OF SURFACING AND STABILIZED BASE
FEET	FEET	SQ. YDS.			
NORWOOD ROAD					
400+10.00	400+66.67	ROADWAY	56.67	45.27	285.03
MERRITT EVANS ROAD					
500+96.95	501+46.08	ROADWAY	49.13	31.2	170.3
DEVALL ROAD					
501+68.76	502+18.74	ROADWAY	49.98	67.5	198.5
TOTAL					653.9

EROSION CONTROL

STATION	STATION	SIDE C/L	AREA	716-01-00100	717-01-00100	718-01-00100
				Mulch (Vegetative)	Seeding	Fertilizer
				ACRE	TON	LB
NORWOOD ROAD						
400+10.00	400+66.67	RT	0.336	0.67	20	671.4
400+10.00	400+66.67	LT	0.370	0.74	22	739.2
MERRITT EVANS ROAD						
500+96.95	501+46.08	RT	0.021	0.04	3	21
500+96.95	501+46.08	LT	0.022	0.04	3	22
DEVALL ROAD						
501+68.76	502+18.74	RT	0.018	0.04	2	18
501+68.76	502+18.74	LT	0.005	0.01	1	5
TOTAL				1.5	51	1476.6



Wilfred Barry
10/15/20

I:\projects\1814\1814_2 RODDY ROAD INTERSECTION IMPROVEMENTS - TASK ORDER 2\mxd\2020 REVISION\03 SUMMARY OF QUANTITIES.DWG OCT-20-2020 MJC/AN/MDR

SUMMARY OF ESTIMATED QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
201-01-00100	Clearing and Grubbing (Est. 0.77 ac)	LUMP	1
202-01-00100	Removal of Structures and Obstructions	LUMP	1
202-01-00200	Removal of Water Oak Tree	EACH	2
202-01-00300	Trimming of Pecan Tree	EACH	1
202-02-32120	Removal of Pipe (Side Drain)	LNFT	109
202-02-38300	Removal of Sign and U-Channel Post	EACH	3
202-02-38500	Removal of Surfacing and Stabilized Base	SQYD	653.9
203-01-00100	General Excavation	CUYD	705
203-02-00100	Drainage Excavation	CUYD	500
203-03-00100	Embankment	CUYD	18
204-06-00100	Temporary Silt Fencing	LNFT	1500
304-01-00100	Lime	TON	170
304-05-00100	Lime Treatment (Type E)	SQYD	1062
401-01-00100	Aggregate Surface Course (Net Section)	CUYD	10.0
502-01-00100	Asphalt Concrete	TON	97.8
502-01-00200	Asphalt Concrete, Drives, Turnouts, and Miscellaneous	TON	142.8
701-06-01060	Side Drain Pipe Arch (30" Equiv. RCPA)	LNFT	256
705-01-00100	Barbed Wire Fence	LNFT	60
708-01-00100	Right-of-Way Monument	EACH	12
713-01-00100	Temporary Signs and Barricades	LUMP	1
716-01-00100	Mulch (Vegetative)	TON	1.5
717-01-00100	Seeding	LB	51
718-01-00100	Fertilizer	LB	1,477
726-01-00100	Bedding Material	CUYD	12.9
727-01-00100	Mobilization	LUMP	1
729-01-00100	Sign (Type A)	SQFT	85.2
729-16-00200	Object Marker Assembly (Type 2)	EACH	2
729-22-00100	Square Tubing Post with 2-1/4" Anchor	EACH	10
731-02-00100	ReflectORIZED Raised Pavement Markers	EACH	9
732-01-01000	Plastic Pavement Striping (Solid Line) (4" Width)(Thermoplastic 90 mil)	LNFT	728
732-01-01080	Plastic Pavement Striping (Solid Line) (24" Width) (Thermoplastic 90 mil)	LNFT	76
740-01-00100	Construction Layout	LUMP	1
NS-500-00340	Saw Cutting Asphaltic Concrete Pavement	INLF	2,184

ALTERNATE 1

ITEM	DESCRIPTION	UNIT	QUANTITY
302-02-06000	Class II Base Course (12" Thick)(Soil Cement)	SQYD	1,062.3

ALTERNATE 2

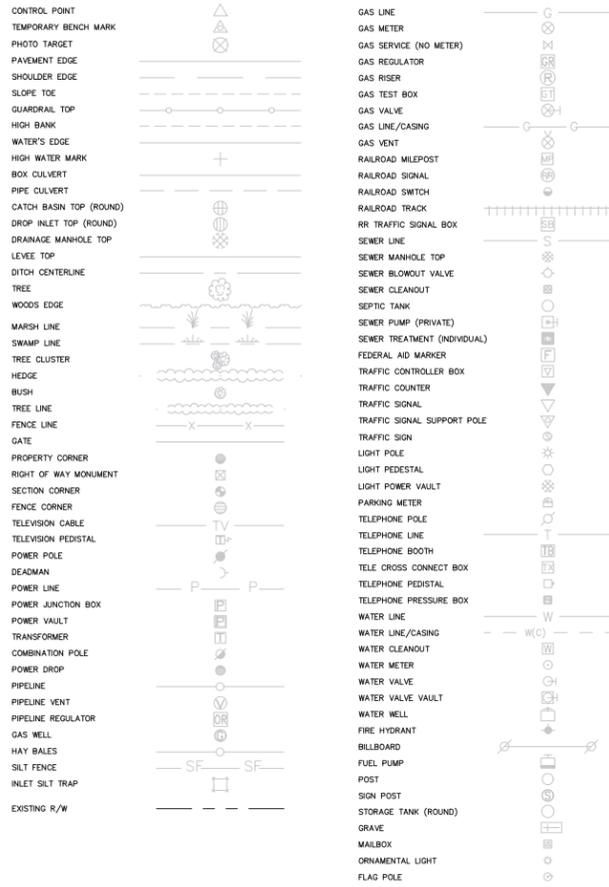
ITEM	DESCRIPTION	UNIT	QUANTITY
302-02-12070	Class II Base Course (12' Thick)(Crushed Stone or Recycled Portland Cement Concrete)	SQYD	1,062.3



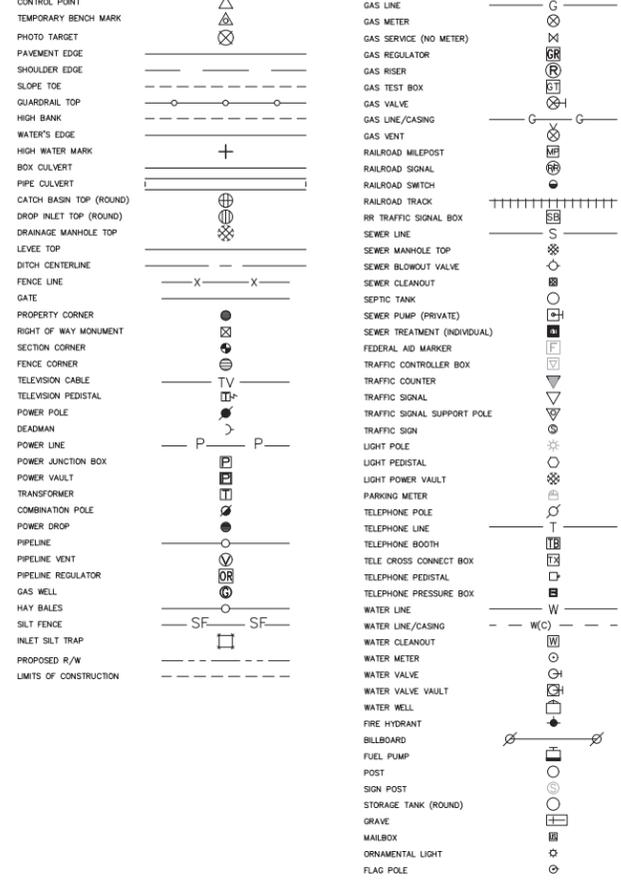
Wilfred Barry
10/15/20

SHEET NUMBER	3b	PARISH	ASCENSION	CONTROL SECTION	STATE PROJECT
DESIGNED	TTF	PARISH	ASCENSION	CONTROL SECTION	STATE PROJECT
CHECKED	WH	CONTROL SECTION	---	---	MA-18-13
DETAILED	TTF	SERIES NUMBER	3	OF	3
CHECKED	WH	BY			
REVISION OR CHANGE ORDER DESCRIPTION					
NO. DATE					
SUMMARY OF ESTIMATED QUANTITIES					
RODDY ROAD INTERSECTION IMPROVEMENTS					
SUB GROUP, LLC					

EXISTING LEGEND

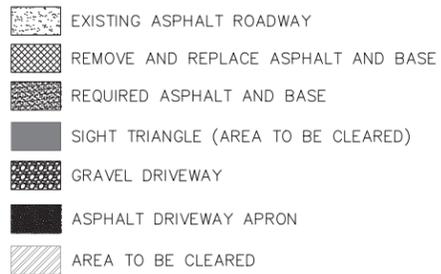


PROPOSED LEGEND



- NOTES:
- ALL EXISTING UTILITIES TO BE MOVED PRIOR TO CONSTRUCTION BY OTHERS.
 - ALL EXISTING DRAINAGE STRUCTURES INSIDE THE LIMITS OF CONSTRUCTION ARE TO REMAIN UNLESS OTHERWISE NOTED.
 - DRAINAGE PATTERNS POST CONSTRUCTION SHALL MATCH PRE CONSTRUCTION PATTERNS.
 - ALL INVERTS SHOWN ARE ESTIMATED AND SHALL BE CONFIRMED BY THE CONTRACTOR BEFORE CONSTRUCTION.
 - SEE SHEET 5 FOR DETAILS ON CLEARING AND GRUBBING AND DITCH GRADING.

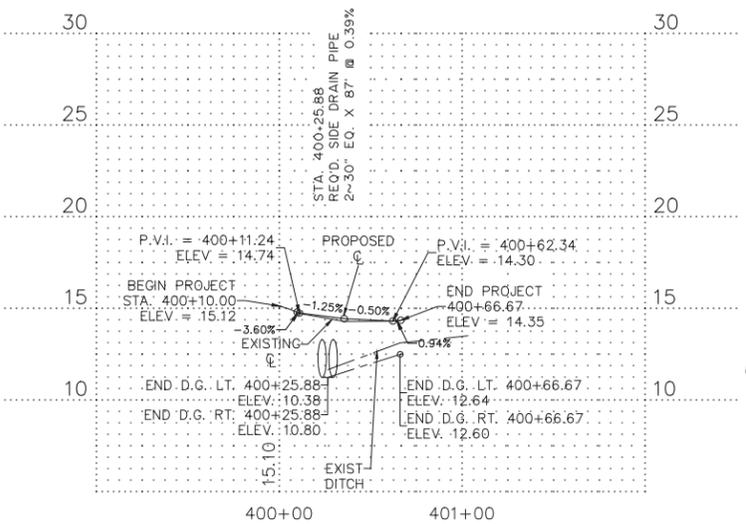
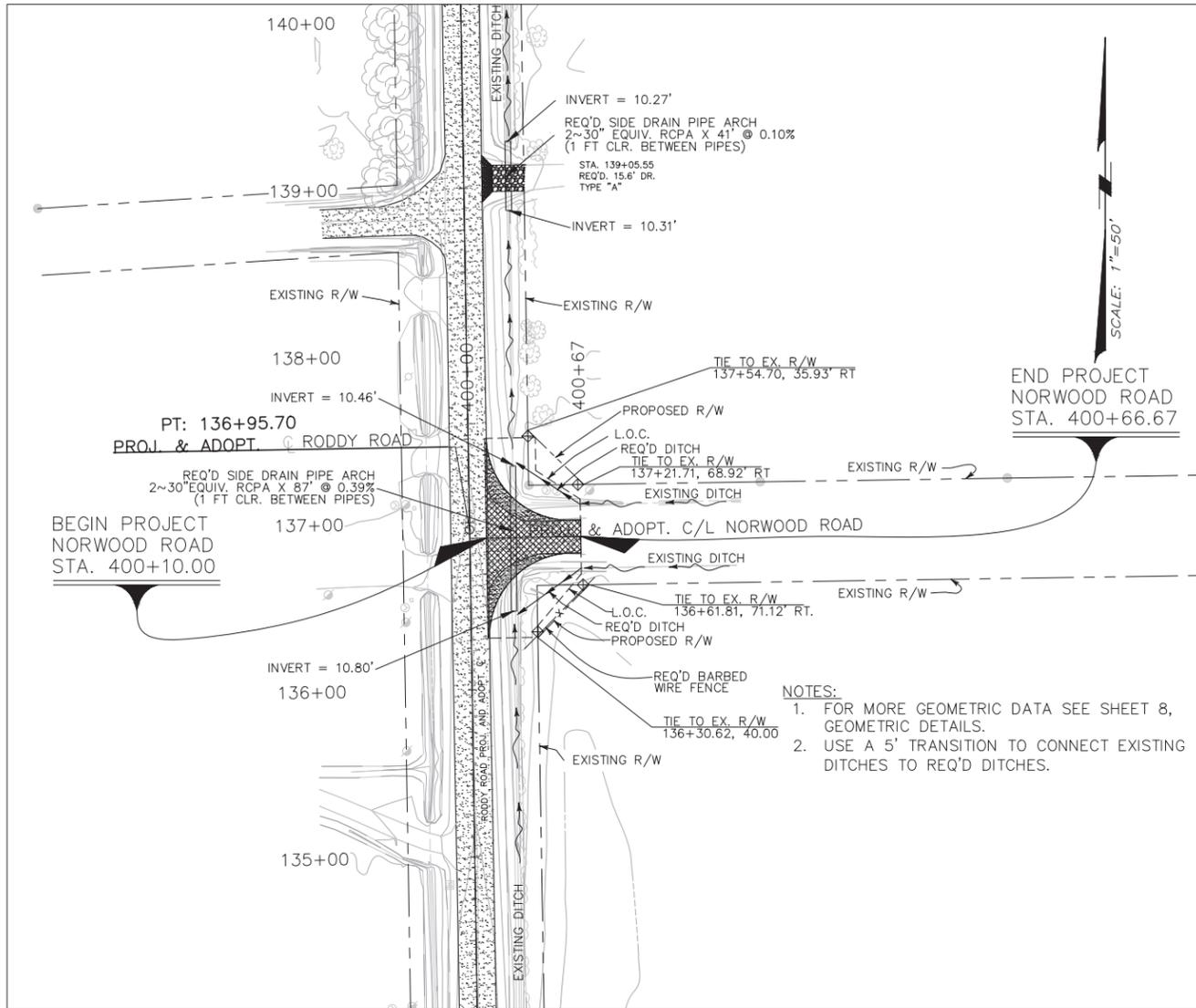
HATCH LEGEND



SERVICE PROVIDERS

<p>POWER DEMCO PHILL ZITO 16262 WAX RD. P.O. BOX 15659 BATON ROUGE, LA 70895 (225) 262-3045</p> <p>TELEPHONE/CATV/INTERNET EATEL STEPHEN MOREAU 406 E. WORTHLEY ST. GONZALES, LA 70737</p> <p>COX COMMUNICATIONS THOMAS FLOYD 7401 FLORIDA BLVD. BATON ROUGE, LA 70806 (225) 237-5106</p>	<p>WATER ASCENSION WATER COMPANY RYAN SCARDINA 8755 GOODWOOD BLVD. BATON ROUGE, LA 70806 (225) 952-7617</p> <p>GAS ATMOS ENERGY CORPORATION DONALD MASON 40492 ABBEY JAMES RD. PRAIRIEVILLE, LA 70769 (225) 622-2449 ext. 209</p>
---	---

ADOPTED	ADOPT.
AVERAGE DAILY TRAFFIC	A.D.T.
ASPHALT OR ASPHALTIC BORE	ASPH.
B	B
CENTERLINE	C
CUBIC	CU.
DEGREE OF CURVATURE	D
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	D.O.T.D.
EXISTING	EX.
HORIZONTAL	HORIZ.
LEFT	LT.
LENGTH OF CURVE	L
LINEAR FOOT	LNFT
LIMITS OF CONSTRUCTION	L.O.C.
MILES PER HOUR	MPH
NOT TO SCALE	NTS
NOT APPLICABLE	N/A
POINT OF COMPOUND	P.C.C
POINT OF CURVATURE	P.C.
POINT OF REVERSE	P.R.C
POINT OF TANGENCY	P.T.
POUND	LB.
POWER POLE	P.P.
PROJECT	PROJ.
POINT OF VERTICAL INFLECTION	PVI
RADIUS	R OR RAD.
REQUIRED	REQ.
RIGHT	RT.
RIGHT-OF-WAY	R/W
ROAD	RD.
SQUARE FOOT	SQ. FT.
SQUARE YARD	SQ. YD.
STATION	STA.
TANGENT	TAN.
TANGENT LENGTH	T
TEMPORARY BENCHMARK	TBM
VARIABLE	VAR.
VERTICAL	VERT.
YARD	YD.

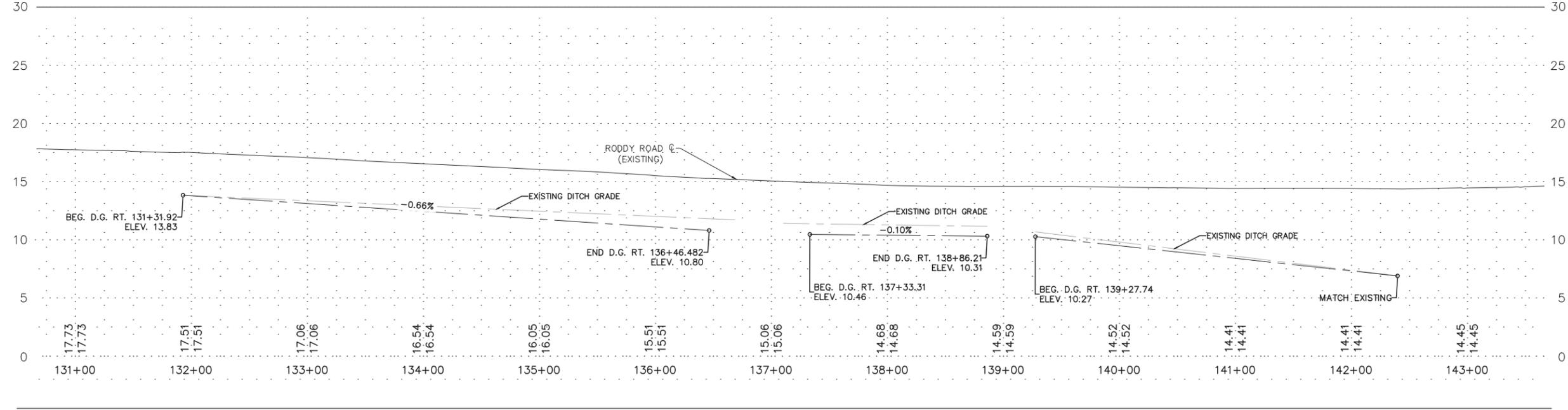
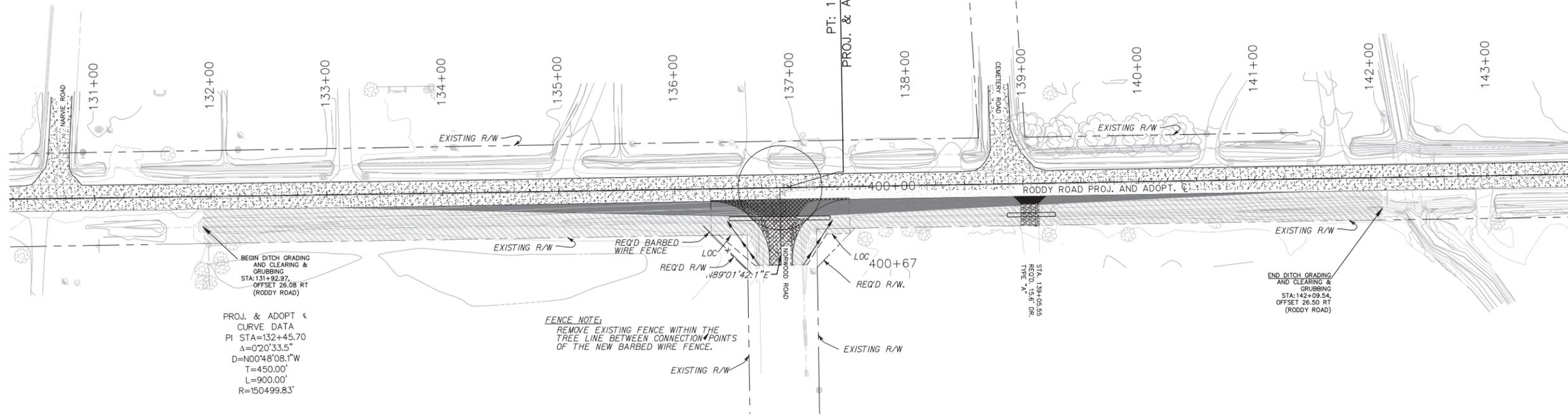


Wilfred Barry
10/15/20

SHEET NUMBER	4
PARISH	ASCENSION
CONTROL SECTION	---
STATE PROJECT	MA-18-13
DESIGNED W/H	---
CHECKED W/H	---
DETAILED S/L	---
CHECKED W/H	---
SERIES NUMBER	1 OF 3
BY	---
REVISION OR CHANGE ORDER DESCRIPTION	---
NO.	---
DATE	---
<p>PLAN AND PROFILE SHEETS</p>	
<p>RODDY ROAD INTERSECTION IMPROVEMENTS</p>	
<p>SUB GROUP, LLC</p>	

- NOTES THIS SHEET:
 1. THIS SHEET SHOWS AREA OF CLEARING AND GRUBBING AND DITCH GRADING.
 2. TREE TRIMMING WILL BE REQUIRED IN ORDER TO CLEAR THE SIGHT TRIANGLES SHOWN
 3. ALL TREES WITHIN THE R/W SHALL BE REMOVED.

SCALE: 1"=50'



HATCH LEGEND

- EXISTING ASPHALT ROADWAY
- REMOVE AND REPLACE ASPHALT AND BASE
- REQUIRED ASPHALT AND BASE
- SIGHT TRIANGLE (AREA TO BE CLEARED)
- GRAVEL DRIVEWAY
- ASPHALT DRIVEWAY APRON
- AREA TO BE CLEARED

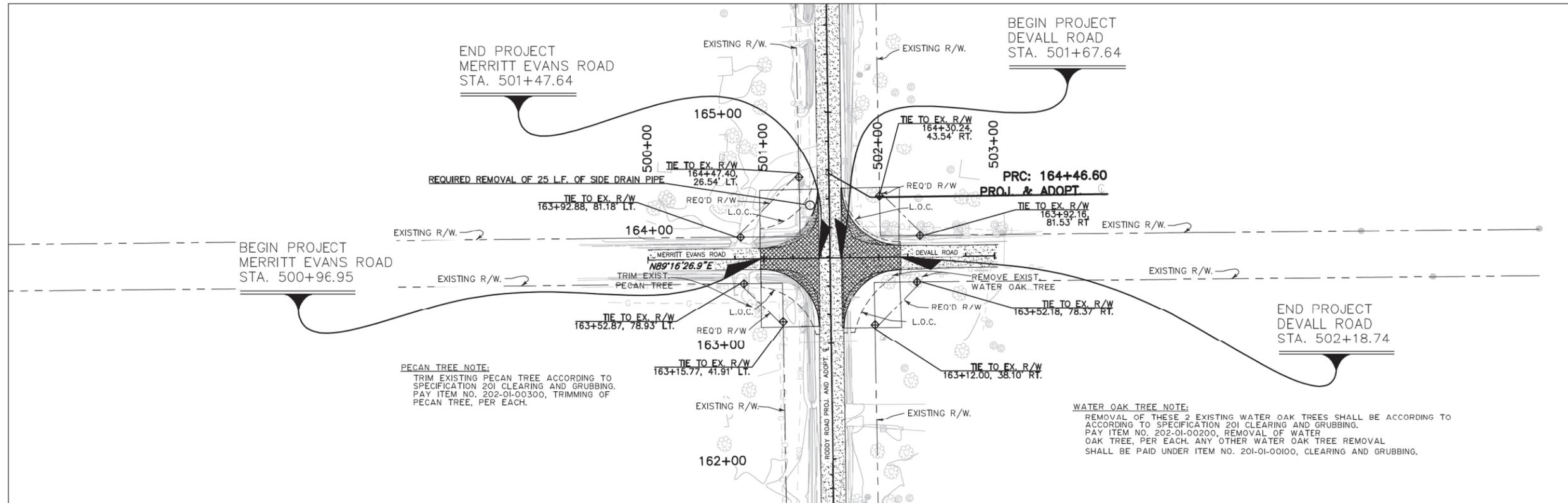


Wilfred Barry
 10/15/20

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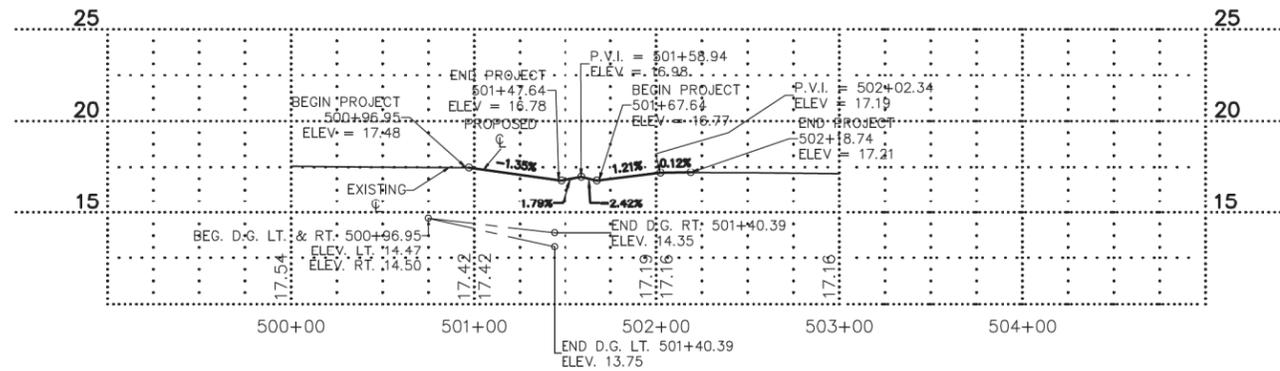
SHEET NUMBER	5
DESIGNED	W/H
CHECKED	W/H
DETAILED	S/L
CHECKED	W/H
SERIES NUMBER	2 OF 3
BY	
REVISION OR CHANGE ORDER DESCRIPTION	
NO.	
DATE	
PLAN AND PROFILE SHEETS	
RODDY ROAD INTERSECTION IMPROVEMENTS	
SJB GROUP, LLC	
PARISH	ASCENSION
CONTROL SECTION	---
STATE PROJECT	MA-18-13

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PECAN TREE NOTE:
 TRIM EXISTING PECAN TREE ACCORDING TO SPECIFICATION 201 CLEARING AND GRUBBING. PAY ITEM NO. 202-01-00300, TRIMMING OF PECAN TREE, PER EACH.

WATER OAK TREE NOTE:
 REMOVAL OF THESE 2 EXISTING WATER OAK TREES SHALL BE ACCORDING TO SPECIFICATION 201 CLEARING AND GRUBBING. PAY ITEM NO. 202-01-00200, REMOVAL OF WATER OAK TREE, PER EACH. ANY OTHER WATER OAK TREE REMOVAL SHALL BE PAID UNDER ITEM NO. 201-01-00100, CLEARING AND GRUBBING.



HATCH LEGEND

- | | | | |
|--|-------------------------------------|--|------------------------|
| | EXISTING ASPHALT ROADWAY | | GRAVEL DRIVEWAY |
| | REMOVE AND REPLACE ASPHALT AND BASE | | ASPHALT DRIVEWAY APRON |
| | REQUIRED ASPHALT AND BASE | | AREA TO BE CLEARED |
| | SIGHT TRIANGLE (AREA TO BE CLEARED) | | |

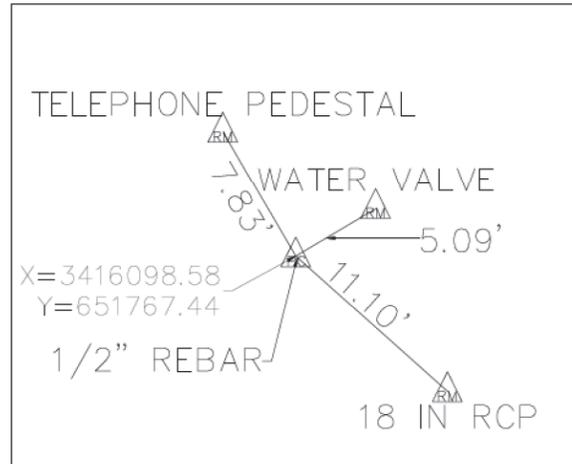
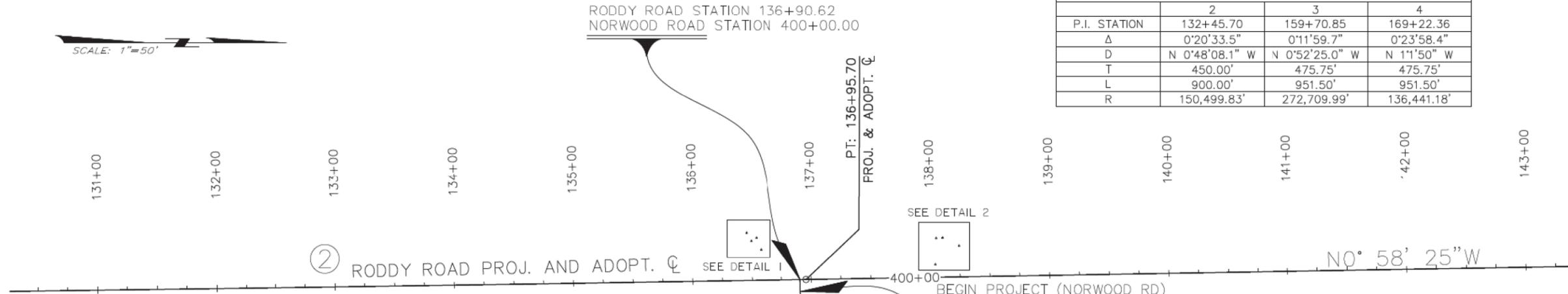


Wilfred Barry
 10/15/20

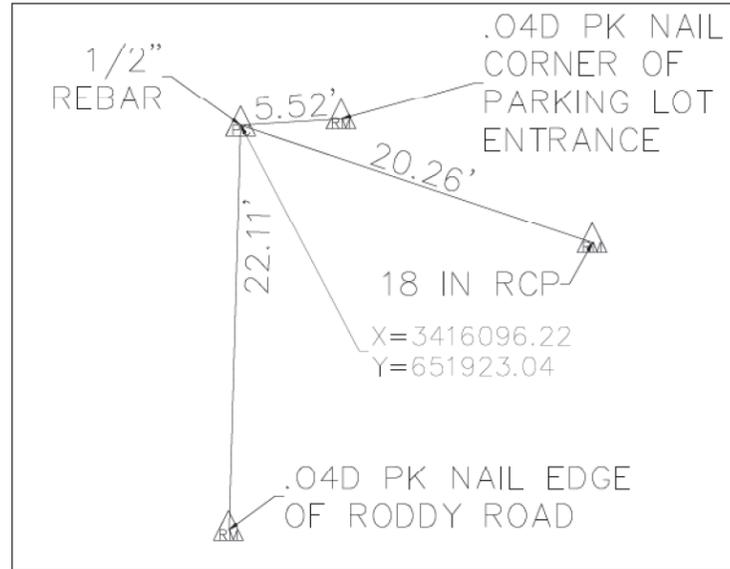
SHEET NUMBER	6	PARISH	ASCENSION	CONTROL SECTION	STATE PROJECT	MA-18-13					
DESIGNED	W.H.	CHECKED	W.H.	DETAILED	S.L.	CHECKED	W.H.	SERIES NUMBER	3 OF 3	BY	
REVISION OR CHANGE ORDER DESCRIPTION											
NO. DATE											
PLAN AND PROFILE SHEETS RODDY ROAD INTERSECTION IMPROVEMENTS											
 SUB GROUP, LLC											

SCALE: 1"=50'

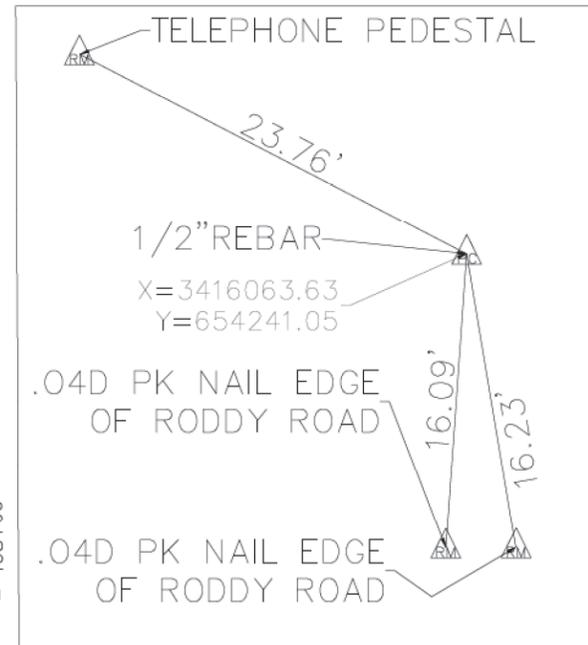
RODDY ROAD CURVE DATA			
P.I. STATION	2	3	4
Δ	0°20'33.5"	0°11'59.7"	0°23'58.4"
D	N 0°48'08.1" W	N 0°52'25.0" W	N 1°1'50" W
T	450.00'	475.75'	475.75'
L	900.00'	951.50'	951.50'
R	150,499.83'	272,709.99'	136,441.18'



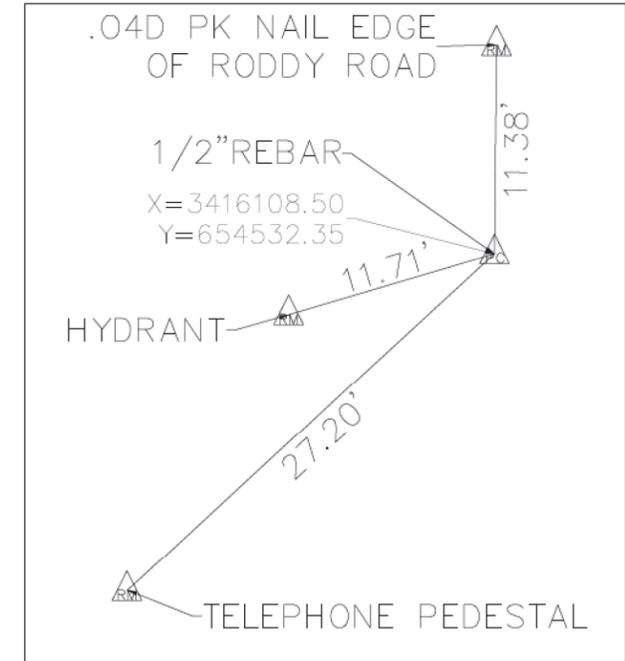
DETAIL 1



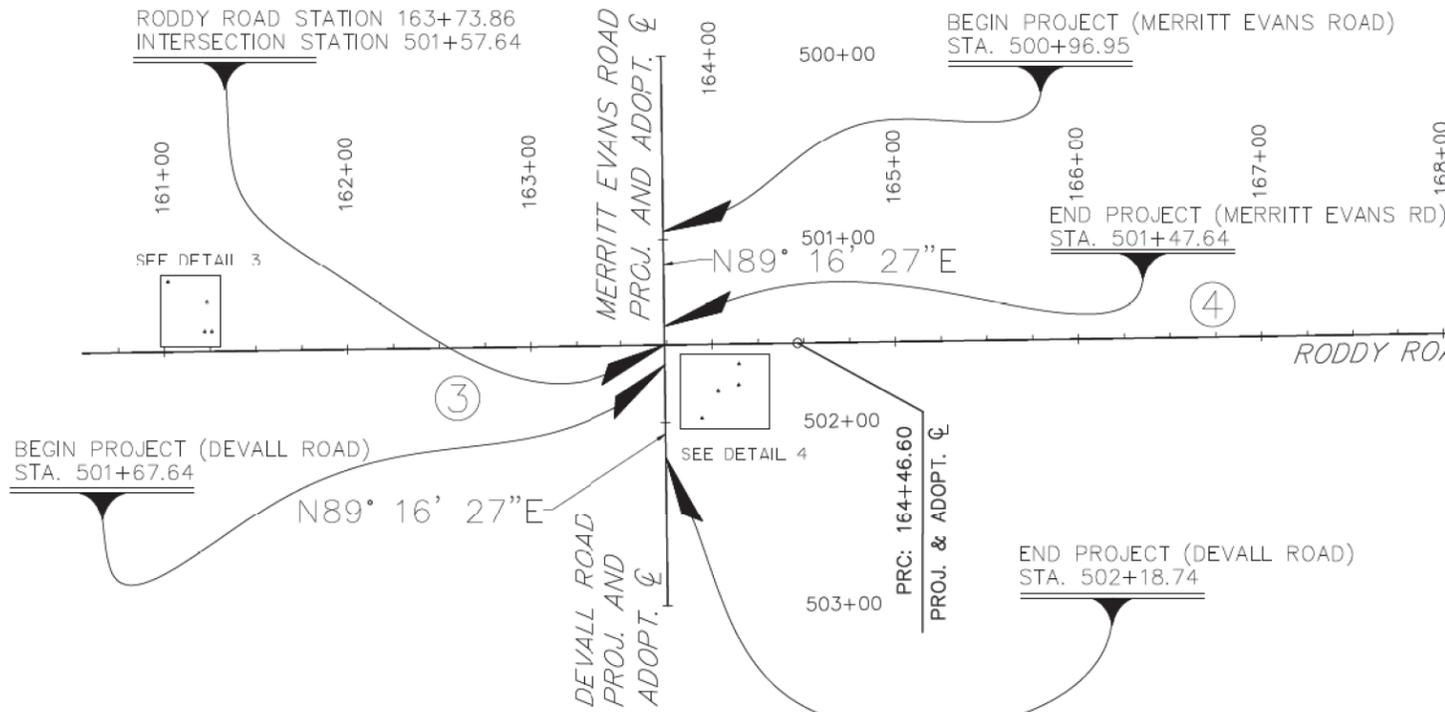
DETAIL 2



DETAIL 3



DETAIL 4



C:\pwork\121114101\121114101.dwg - Plot Date: 2/20/19 10:47:11 AM - Plot Scale: 1/8"=1'-0" - Plot Path: \\s:\pwork\121114101\121114101.dwg



W. J. Hibel
2/7/19

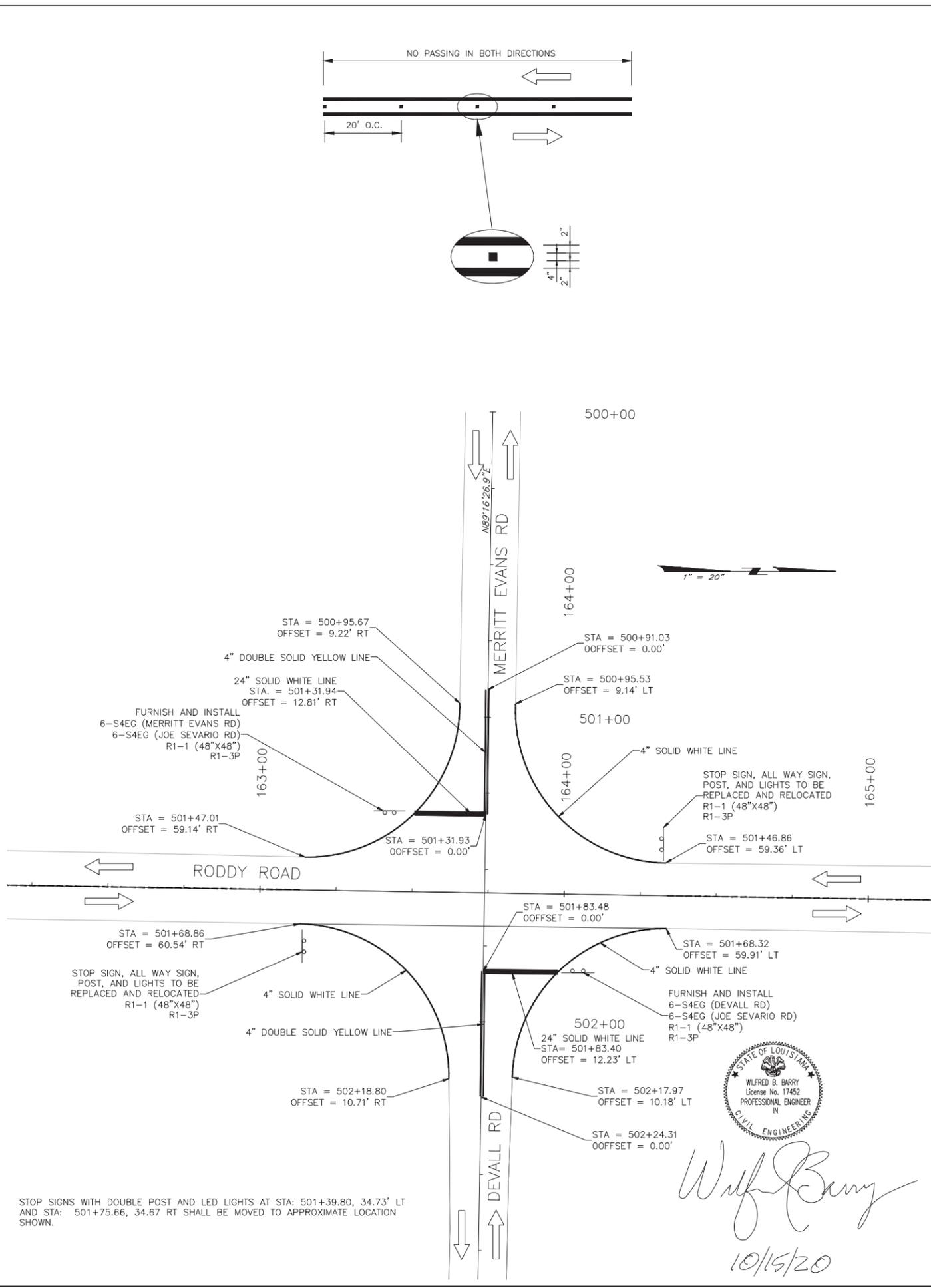
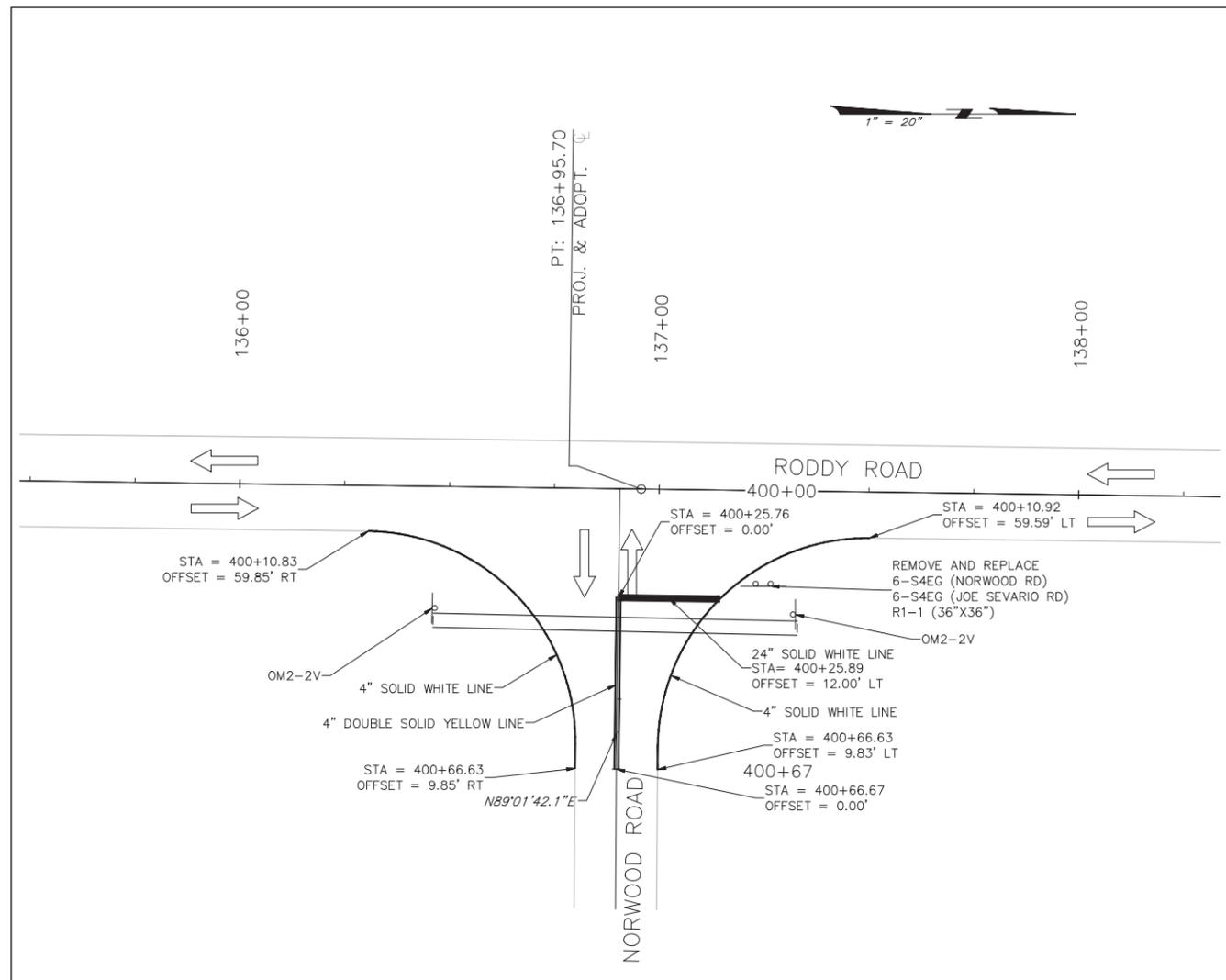
SHEET NUMBER	7
DESIGNED	WH
CHECKED	WH
DATE	
REVISION OR CHANGE ORDER DESCRIPTION	
NO.	DATE
BY	
PARISH	ASCENSION
CONTROL SECTION	
STATE PROJECT	MA-18-13
1 OF 1	
SERIES NUMBER	

TBMs AND REFERENCE POINTS SHEETS

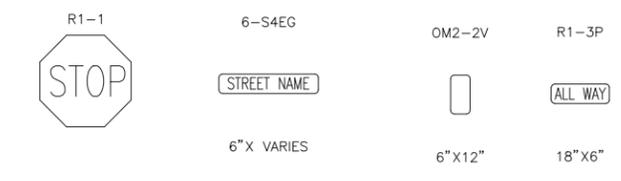
RODDY ROAD INTERSECTION IMPROVEMENTS

MA GROUP, LLC

G:\EMP\PROJ\11411_2 RODDY ROAD INTERSECTION IMPROVEMENTS - TASK ORDER 2\10/15/2021 MARCH REVISION\07 STRIPING AND SIGNAGE LAYOUTING MAR-04-2021 MICHAELENDRE



- NOTES:
- 1) ALL NEW SIGNS ARE TO BE PLACED USING LADOTD SPECIAL DETAILS BD.2.7.2.0.01, BD.2.7.2.0.02, BD.2.7.2.0.03, BD.2.7.2.0.04, BD.2.7.2.0.08, AND BD.2.7.2.0.09 FOR SQUARE TUBING POST WITH 2 1/4" ANCHOR TRAFFIC SIGNS.
 - 2) ALL PAVEMENT STRIPING SHALL FOLLOW ALL MUTCD AND LADOTD STANDARDS AS REQUIRED. LADOTD STANDARD PLANS HS-03, PM-01, AND PM-05.
 - 3) 4" EDGE LINES SHALL BE PLACED ON ALL ROADWAYS.
 - 4) IF RUMBLE STRIPS ARE USED, STRIPING DETAILS REMAIN THE SAME.
 - 5) INDICATES DIRECTION OF TRAFFIC (NOT A PAVEMENT MARKER).
 - 6) ALL STRIPING SHOWN IS SUBJECT TO CHANGE BASED ON FIELD CONDITIONS PER THE PROJECT ENGINEER.



STOP SIGNS WITH DOUBLE POST AND LED LIGHTS AT STA: 501+39.80, 34.73' LT AND STA: 501+75.66, 34.67 RT SHALL BE MOVED TO APPROXIMATE LOCATION SHOWN.



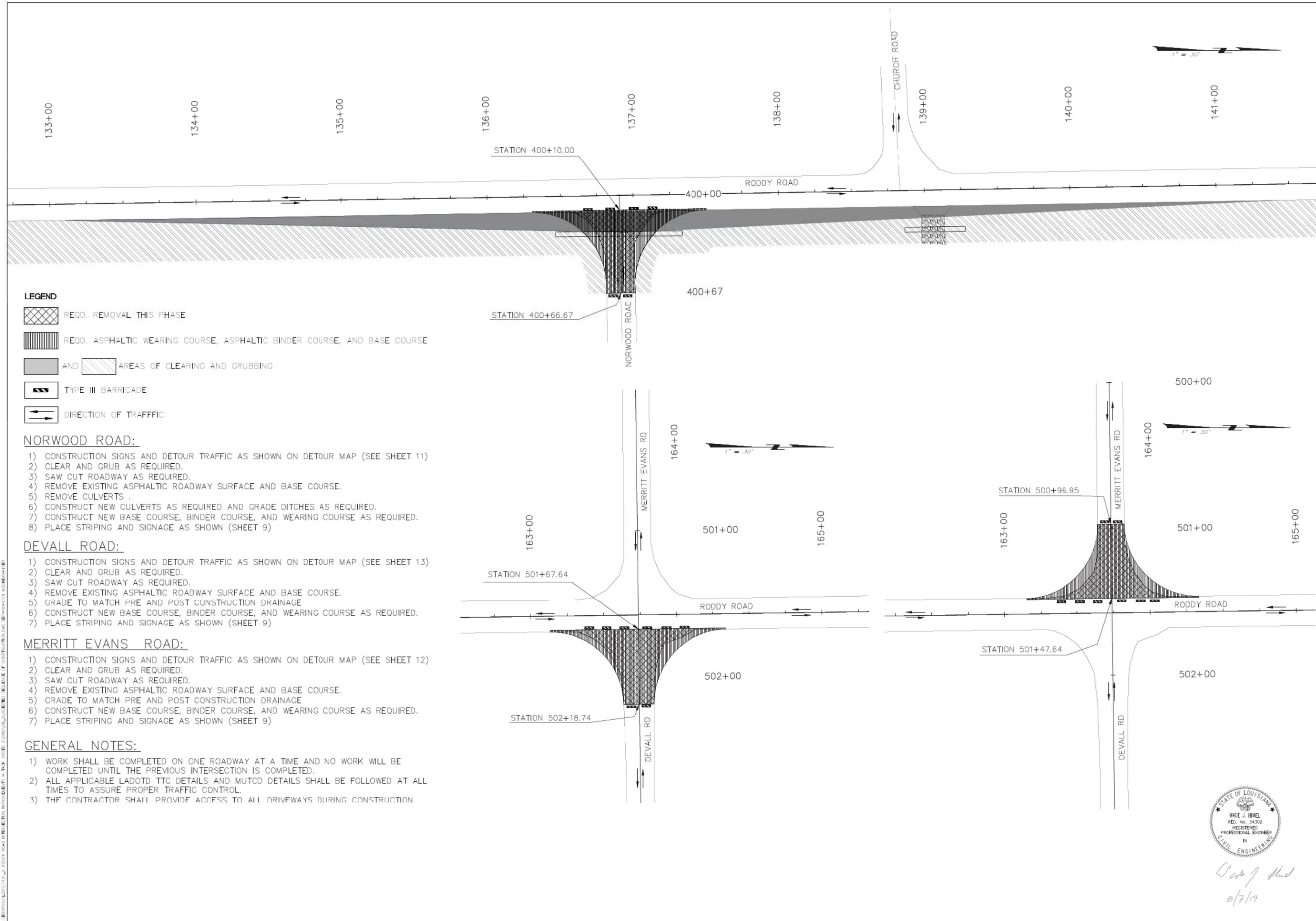
Wilfred Barry
10/15/20

SHEET NUMBER	9
DESIGNED	WH
CHECKED	WH
DATE	
NO.	
REVISION OR CHANGE ORDER DESCRIPTION	
BY	
SERIES NUMBER	1 OF 1
CONTROL SECTION	
PARISH	ASCENSION
STATE PROJECT	MA-18-13
PAVEMENT MARKING AND SIGNAGE LAYOUT	
RODDY ROAD INTERSECTION IMPROVEMENTS	
SUB GROUP, LLC	



SUGGESTED SEQUENCE OF CONSTRUCTION
RODDY ROAD INTERSECTION IMPROVEMENTS

MA
MAVE ASCENSION
SUB GROUP, LLC



- LEGEND**
- REQD. REMOVAL THIS PHASE
 - REQD. ASPHALTIC WEARING COURSE, ASPHALTIC BINDER COURSE, AND BASE COURSE
 - AND AREAS OF CLEARING AND GRUBBING
 - TYPE III BARRICADE
 - DIRECTION OF TRAFFIC

- NORWOOD ROAD:**
- 1) CONSTRUCTION SIGNS AND DETOUR TRAFFIC AS SHOWN ON DETOUR MAP (SEE SHEET 11)
 - 2) CLEAR AND GRUB AS REQUIRED.
 - 3) SAW CUT ROADWAY AS REQUIRED.
 - 4) REMOVE EXISTING ASPHALTIC ROADWAY SURFACE AND BASE COURSE.
 - 5) REMOVE CULVERTS .
 - 6) CONSTRUCT NEW CULVERTS AS REQUIRED AND GRADE DITCHES AS REQUIRED.
 - 7) CONSTRUCT NEW BASE COURSE, BINDER COURSE, AND WEARING COURSE AS REQUIRED.
 - 8) PLACE STRIPING AND SIGNAGE AS SHOWN (SHEET 9)

- DEVALL ROAD:**
- 1) CONSTRUCTION SIGNS AND DETOUR TRAFFIC AS SHOWN ON DETOUR MAP (SEE SHEET 13)
 - 2) CLEAR AND GRUB AS REQUIRED.
 - 3) SAW CUT ROADWAY AS REQUIRED.
 - 4) REMOVE EXISTING ASPHALTIC ROADWAY SURFACE AND BASE COURSE.
 - 5) GRADE TO MATCH PRE AND POST CONSTRUCTION DRAINAGE
 - 6) CONSTRUCT NEW BASE COURSE, BINDER COURSE, AND WEARING COURSE AS REQUIRED.
 - 7) PLACE STRIPING AND SIGNAGE AS SHOWN (SHEET 9)

- MERRITT EVANS ROAD:**
- 1) CONSTRUCTION SIGNS AND DETOUR TRAFFIC AS SHOWN ON DETOUR MAP (SEE SHEET 12)
 - 2) CLEAR AND GRUB AS REQUIRED.
 - 3) SAW CUT ROADWAY AS REQUIRED.
 - 4) REMOVE EXISTING ASPHALTIC ROADWAY SURFACE AND BASE COURSE.
 - 5) GRADE TO MATCH PRE AND POST CONSTRUCTION DRAINAGE
 - 6) CONSTRUCT NEW BASE COURSE, BINDER COURSE, AND WEARING COURSE AS REQUIRED.
 - 7) PLACE STRIPING AND SIGNAGE AS SHOWN (SHEET 9)

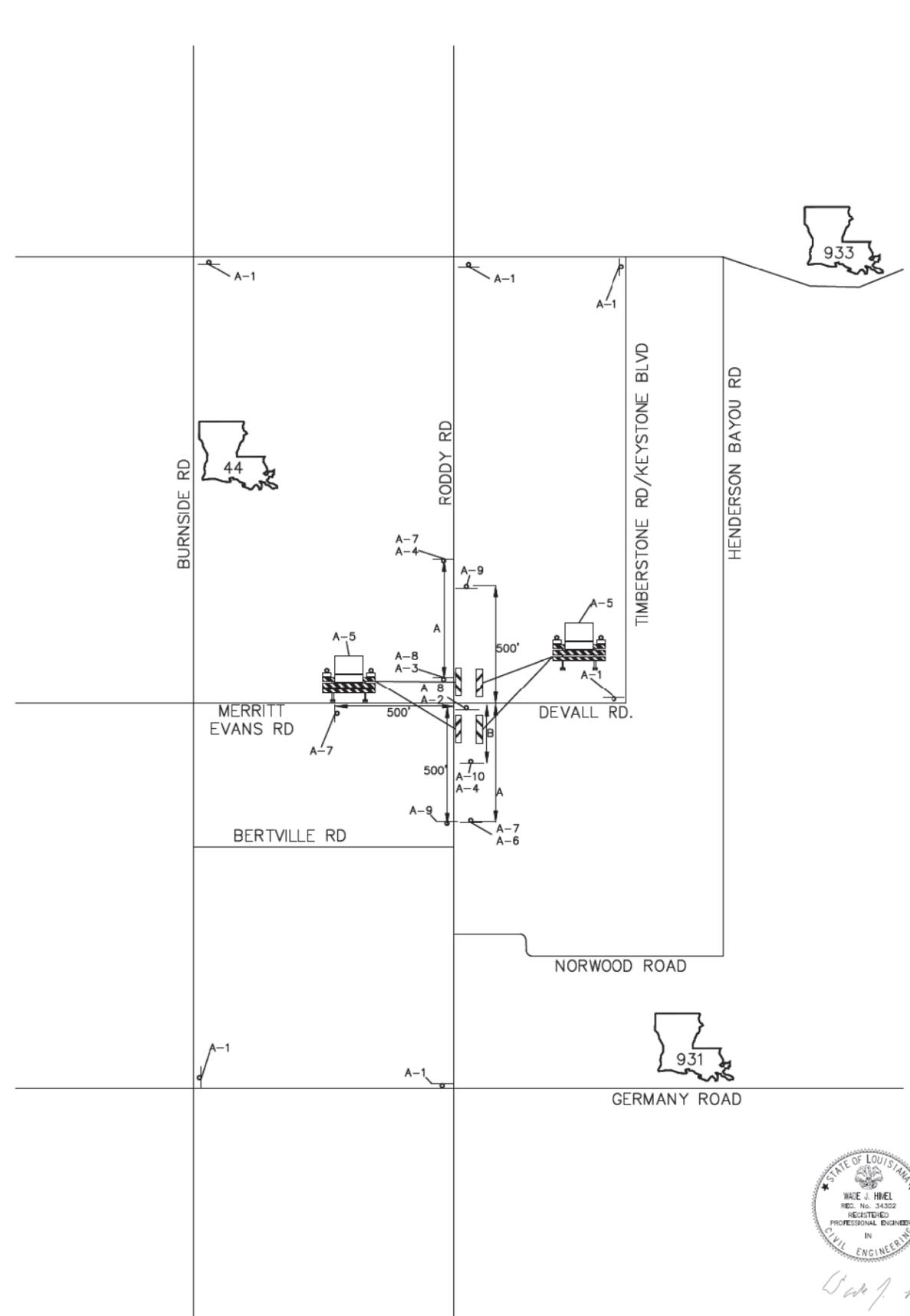
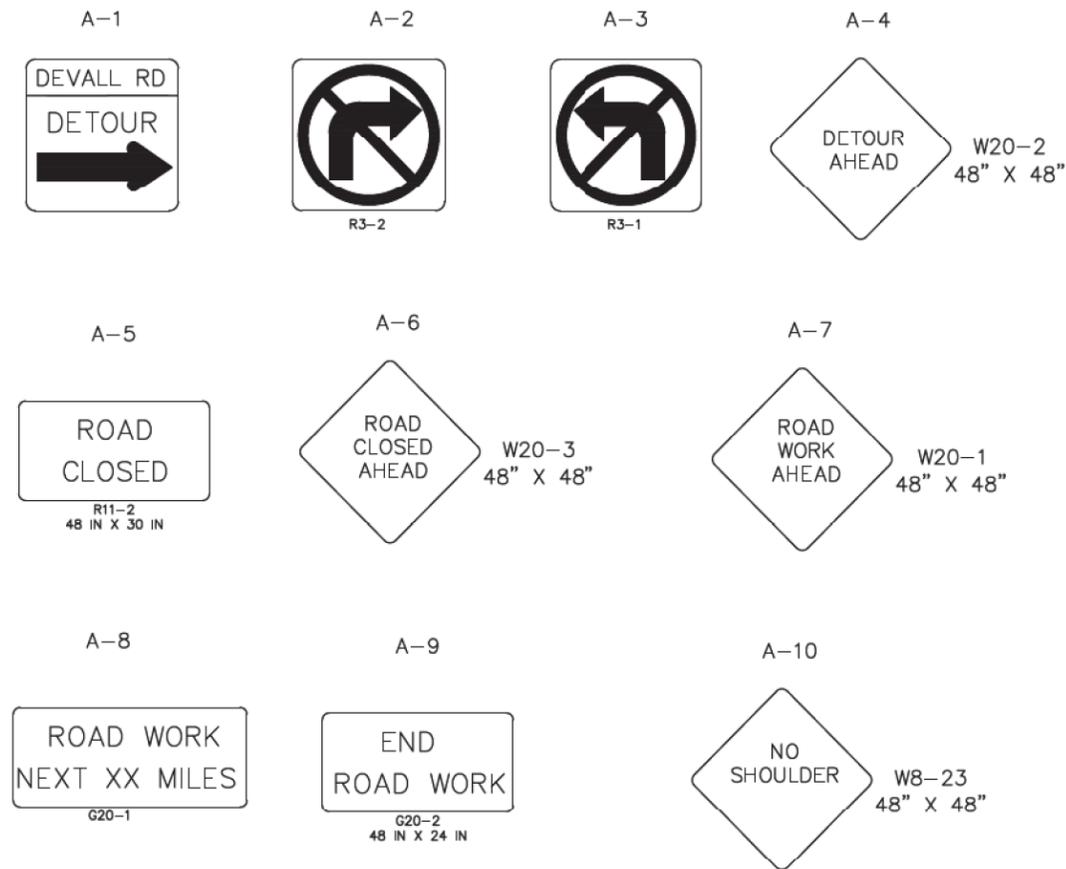
- GENERAL NOTES:**
- 1) WORK SHALL BE COMPLETED ON ONE ROADWAY AT A TIME AND NO WORK WILL BE COMPLETED UNTIL THE PREVIOUS INTERSECTION IS COMPLETED.
 - 2) ALL APPLICABLE LADOTD TTC DETAILS AND MUTCD DETAILS SHALL BE FOLLOWED AT ALL TIMES TO ASSURE PROPER TRAFFIC CONTROL.
 - 3) THE CONTRACTOR SHALL PROVIDE ACCESS TO ALL DRIVEWAYS DURING CONSTRUCTION.



Wade J. Hivel
8/7/19

NOTE:

1. ALL SIGNS AND SIGN PLACEMENT SHALL FOLLOW ALL APPLICABLE SECTIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) (TYPICAL APPLICATION 20) AND LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (LADOTD) TTC DETAILS AS REQUIRED. IF THERE IS A CONTRADICTION BETWEEN THIS SHEET AND THE MUTCD OR LADOTD TTC DETAILS THE MUTCD AND THE LADOTD TTC DETAILS SHALL GOVERN.
2. A = 1000' AND B = 500'
3. THIS DETOUR SHALL BE USED FOR CONSTRUCTION OF DEVALL ROAD INTERSECTION.



DETOUR MAP FOR
DEVALL ROAD CONSTRUCTION
N.T.S.



Wade J. Hibel
8/7/19

SHEET NUMBER	13
PARISH	ASCENSION
CONTROL SECTION	
STATE PROJECT	MA-18-13
DESIGNED	WH
CHECKED	WH
DATE	
REVISION OR CHANGE ORDER DESCRIPTION	
NO.	
DATE	
BY	
SERIES NUMBER	1 OF 1

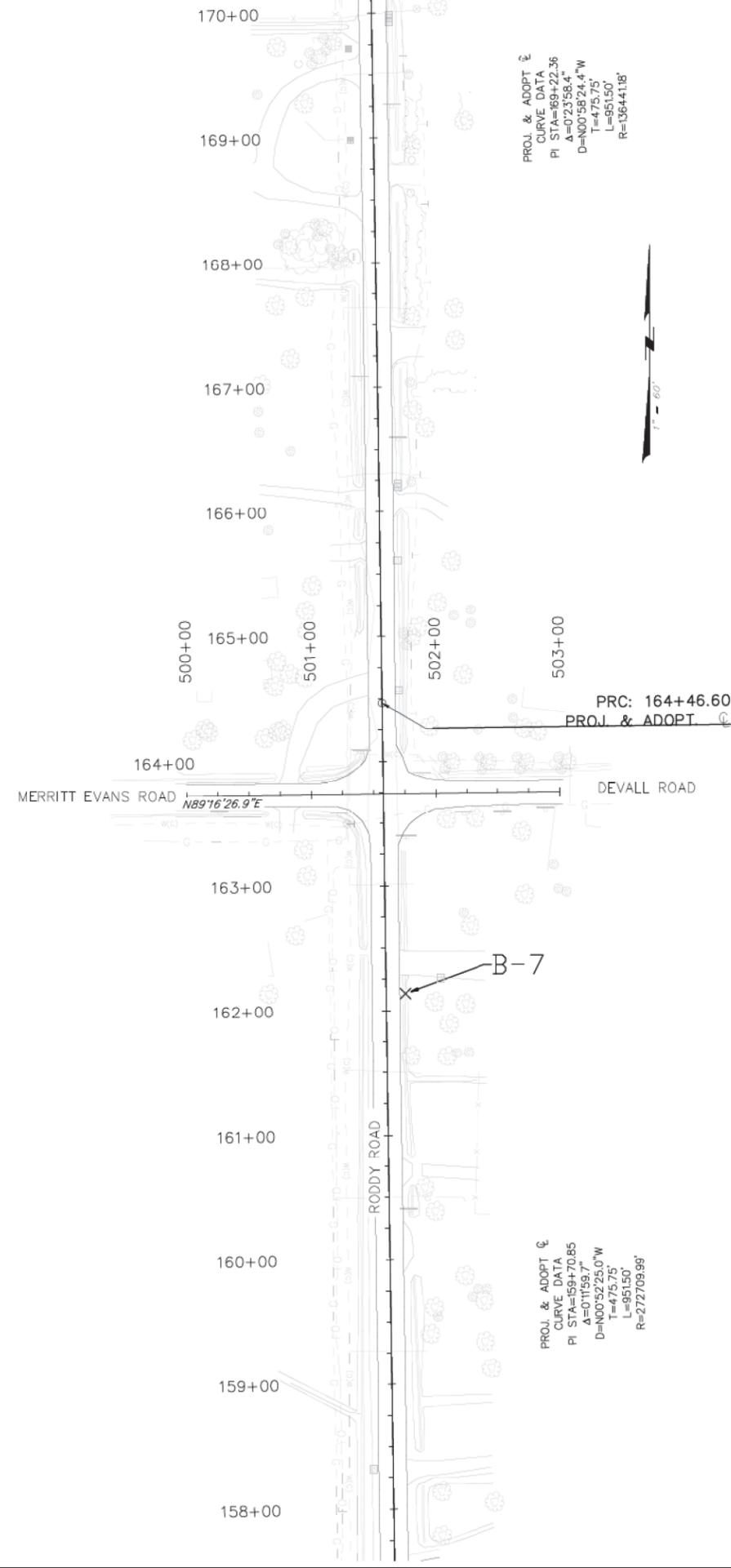
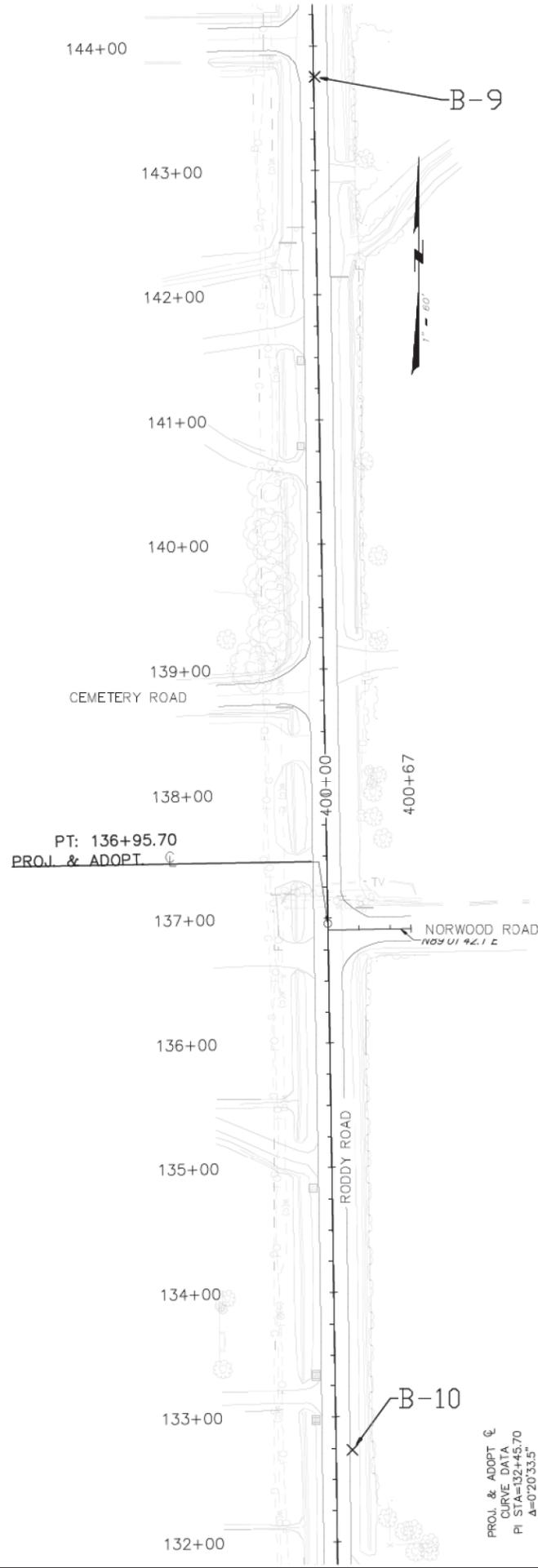


DETOUR SIGNAGE AND MAP
DEVALL ROAD
RODDY ROAD INTERSECTION IMPROVEMENTS



C:\ENR\000\12011437_1\RODDY ROAD INTERSECTION IMPROVEMENTS - PHASE 2\DWG\02_DETMAP_DEVALL.DWG, 8/14/2019 10:45:41 AM

- NOTE:
1. SUBGRADE SOIL SURVEY SHEETS SHOW ONLY THE EXISTING CONDITIONS.
 2. BORINGS SHOWN CAN BE FOUND IN THE SPECIFICATIONS.



PROJ. & ADOPT. CURVE DATA
 PI STA=169+22.36
 A=0°23'58.4\"
 D=N00°58'24.4\"W
 T=475.75'
 L=951.50'
 R=136441.8'



Wade J. Hibel
 8/7/19

SHEET NUMBER		14	
DESIGNED	WH	PARISH	ASCENSION
CHECKED	WH	CONTROL SECTION	
DETAILED	S/L	STATE	MA-18-13
CHECKED	WH	PROJECT	
SERIES NUMBER	1 OF 1		
REVISION OR CHANGE ORDER DESCRIPTION			BY
NO.			DATE
SUBGRADE SOIL SURVEY			
RODDY ROAD INTERSECTION IMPROVEMENTS			
SUB GROUP, LLC			

C:\BUPROJ\18011412_1 RODDY ROAD INTERSECTION IMPROVEMENTS - CIVIL - PLAN - SHEET 14 SUBGRADE - SUBGRADE - 11-11-2019 - 10:29 AM

GENERAL NOTES - ROADSIDE TRAFFIC SIGNS

CONSTRUCTION SPECIFICATIONS: CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT, STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES. LATEST EDITION EXCEPT AS SUPPLEMENTED OR AMENDED BY THE PLANS, SUPPLEMENTAL SPECIFICATIONS AND/OR SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS, 1994 AND INTERM SPECIFICATIONS.

STEEL: STEEL SHALL CONFORM TO A.S.T.M. A-709, GRADE 36. STEEL TUBING SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF A.S.T.M. DESIGNATION A-36 OR HOT-FORMED TUBING (A-501) OR PIPE (A-53) TYPE "E" OR "S", GRADE "B" OR COLD-FORMED TUBING (A-500) GRADE "B" OR "C", UNLESS OTHERWISE NOTED.

ALUMINUM: ALL ALUMINUM EXCEPT SIGN PANELS SHALL CONFORM TO ASTM B-221, B-308, OR B-429 ALLOY 6061-T6 UNLESS OTHERWISE NOTED. SIGN PANELS SHALL BE .080" THICK ALUMINUM CONFORMING TO ASTM B-209 ALLOY 5052-H38 OR 6061-T6.

CONCRETE AND REINFORCING STEEL: CONCRETE SHALL BE CLASS "M", UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO REINFORCING STEEL FABRICATION ARE OUT TO OUT OF BAR UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO REINFORCING STEEL SPACING ARE CENTER TO CENTER OF BAR OR FACE OF CONCRETE TO CENTERLINE OF BAR. REINFORCING STEEL SHALL HAVE A MINIMUM COVERING OF 2" EXCEPT WHEN CONCRETE IS CAST AGAINST THE EARTH THEN THE COVERING WILL BE 3". ALL REINFORCING STEEL SHALL BE GRADE 60. THE FIRST DIGIT OF REINFORCING BAR NUMBER INDICATES THE BAR SIZE. THE TOP EDGES OF THE FOOTING SHALL BE CHAMFERED 3/4".

CONCRETE FINISH: ALL PORTIONS OF THE FOOTINGS FOR CANTILEVERS AND TRUSSES ABOVE GROUNDLINE SHALL HAVE A FINISH IN ACCORDANCE WITH LOUISIANA SPECIFICATION. 805.08.3.

WELDING: ALL WELDING SHALL CONFORM TO THE LA. STANDARD SPECIFICATIONS-SECTION 809 AND SUPPLEMENTAL SPECIFICATIONS.

GALVANIZING: ALL STRUCTURAL STEEL AND MISCELLANEOUS STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH A.S.T.M. DESIGNATION A-123. DAMAGE TO GALVANIZED SURFACES THAT ARE NOT TO BE ENCASED IN CONCRETE SHALL BE REPAIRED IN ACCORDANCE WITH LA. STANDARD SPECIFICATIONS SUBSECTION 811.08. ALL BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH A.S.T.M. DESIGNATION A-153. ALL FIELD HOLES IN GALVANIZED MATERIAL SHALL BE TREATED WITH A COLD GALVANIZING COMPOUND FROM THE A.M.L..

BOLTS: UNLESS NOTED, ALL THREADED CONNECTIONS SHALL INCORPORATE A LOCKING DEVICE AND HAVE A MINIMUM OF 3 THREADS BEYOND THE NUTS. ALL BOLTS SHALL BE HIGH STRENGTH BOLTS, A.S.T.M. A-325, UNLESS OTHERWISE NOTED. ANCHOR BOLTS SHALL CONFORM TO AASHTO M314, GRADE 55 (OR APPROVED EQUAL) AND BE HOT DIP GALVANIZED TO A.S.T.M. A-153. STAINLESS STEEL FOR BOLTS SHALL CONFORM TO A.S.T.M. DESIGNATION A-320 B8, CLASS 2 TYPE 304, OR A-193 B8, CLASS 2 TYPE 304, UNLESS OTHERWISE NOTED. STAINLESS STEEL NUTS SHALL CONFORM TO A.S.T.M. DESIGNATION A-194, GRADE 8, TYPE 304. ALUMINUM BOLTS SHALL CONFORM TO A.S.T.M. F-468 ALLOY 2024-T4 AND NUTS ARE A.S.T.M. F-467 ALLOY 6061-T6 OR 6262-T9. WHERE BOLTS ARE USED ON BEVELED SURFACES, BEVELED WASHERS SHALL BE PROVIDED TO GIVE FULL BEARING TO THE HEAD AND/OR THE NUT.

RIVETS: ALL RIVETS SHALL BE 1/4" DIAMETER BLIND RIVETS WITH POSITIVE MANDREL RETENTION. THE RIVET BODY AND MANDREL SHALL BE ALUMINUM WITH A 1/2" MAXIMUM DIAMETER DOME HEAD. THE RIVETS SHALL HAVE A MINIMUM ULTIMATE TENSILE STRENGTH = 875 LBS., AND CONFORM TO ASTM B-316 5056-H32.

BREAK-AWAY BASE: BASES FOR SIGNS LOCATED ADJACENT TO MORE THAN ONE ROADWAY (RAMP TERMINALS, INTERSECTIONS, ETC.) SHALL BE ORIENTED IN THE DIRECTION OF THE HIGHEST SPEED TRAFFIC. ALL MULTI-POST SIGNS WITH A DISTANCE BETWEEN POSTS OF 7'-0" CENTERS OR LESS SHALL HAVE BEVELED BASE CONNECTION. BASE CONNECTIONS SHALL BE WRAPPED PRIOR TO POURING THE FOOTING, WITH MATERIAL SUFFICIENT TO PREVENT CONCRETE SPLATTER ON THE BREAK-AWAY BASE ASSEMBLY.

ANCHOR BOLTS: ANCHOR BOLT NUTS TO BE TIGHTENED A MINIMUM ROTATION OF 240° (2/3 TURNS) FROM THE SNUG TIGHT CONDITION.

SIGN SHEETING: UNLESS OTHERWISE NOTED, ALL SIGN MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 1015 IN THE STANDARD SPECIFICATIONS. IN ORDER TO OBTAIN AN ACCEPTABLE COLOR MATCH BETWEEN MULTIPLE PANELS ON A GUIDE SIGN, ALL OF THE BACKGROUND SHEETING FOR ANY GUIDE SIGN SHALL BE THE MINIMUM WIDTH OF THE LARGEST PANEL AND SHALL COME FROM THE SAME LOT OR RUN NUMBER FROM THE SHEETING MANUFACTURER UNLESS OTHERWISE APPROVED IN WRITING. RETRO-REFLECTIVE SHEETING SHALL BE APPLIED TO ALL PANELS IN SUCH A MANNER THAT THERE ARE NO HORIZONTAL SPLICES.

OVERLAY PANELS FULL SIGN OVERLAY PANELS SHALL BE IN ACCORDANCE WITH SECTION 729.05.3. PARTIAL SIGN OVERLAYS AND ALL SHIELDS SHALL HAVE SHIMS AT ALL RIVETS. SHIMS SHALL BE AT LEAST .080" THICK AND SIZED SO THEY WILL NOT EXTEND BEYOND EDGE OF OVERLAY. RIVETS SHALL BE AS SPECIFIED ON THIS STANDARD DETAIL SHEET.

SIGN LOCATIONS: FOR GROUND MOUNTED SIGN INSTALLATIONS, THE ENGINEER MAY ADJUST THE TYPE D AND E SIGN LOCATIONS INDICATED ON THE PLANS. THIS WILL BE ALLOWED TO AVOID PLACEMENT IN DEEP DITCHES, STEEP BACKSLOPES, TREE LINES, AND ANY OTHER UNACCOUNTED FOR FIELD CONDITIONS AND TO PROVIDE BETTER MESSAGE PRESENTATION. ANY ADJUSTMENTS MUST BE WITH THE CONCURRENCE OF THE GEOMETRIC DESIGN ENGINEER.

SIGN TYPES: TYPE A = SMALL SIGN WITH ONE POST; TYPE B = CLUSTER ASSEMBLY OF TYPE A SIGNS; TYPE D = LARGE RECTANGULAR SIGN ADJACENT TO TRAFFIC MOUNTED WITH MULTIPLE POSTS; TYPE E = SECONDARY SIGN (SUCH AS AN EXIT NUMBER PANEL) ATTACHED TO A LARGE RECTANGULAR PRIMARY SIGN; DELINEATOR, MILEPOST AND OBJECT MARKER SIGNS ARE NOT COVERED UNDER TRAFFIC SIGNS. SEE STANDARD PLAN HS-03.

MISCELLANEOUS: THE CONTRACTOR SHALL MARK THE DATE OF FABRICATION, SHEETING MANUFACTURER CODE, AND SIZE OF SIGN ON THE BACK OF EACH SIGN WITH AN APPROVED WEATHER RESISTANT PAINT STICK. MARK SHALL BE 2" MINIMUM HEIGHT ON MULTI-POST SIGNS. SEE DETAIL "A" SHEET 6 OF 11.

POST HINGE SPLICE ON MULTI-POST SIGNS WITH ALL POSTS CONNECTED BY A SECONDARY SIGN SHALL BE LOCATED BELOW THE SECONDARY SIGN. STUB POST SHALL BE ASSEMBLED TO SIGN POST WITH REQUIRED BOLTS AND ONE FLAT WASHER ON EACH BOLT BETWEEN PLATES PRIOR TO SHIPMENT. POST SPLICE SLIP PLATE SHALL BE ASSEMBLED TO MINIMUM BOLT TENSION IN SHOP PRIOR TO SHIPMENT. SIGN POST SHALL BE SHIPPED TO JOB SITE ASSEMBLED WITH ALL HARDWARE REQUIRED IN PLACE AND SECURED. EXPOSED ENDS OF ALL PIPE SHALL BE CAPPED. USE OF SECTIONS PROVIDING EQUAL OR GREATER STRENGTH FOR ANY MEMBER DESIGNATED ON THE PLANS SHALL BE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.

ALL DIMENSIONS REQUIRED FOR SATISFACTORY INSTALLATION SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE FABRICATION. ADJUSTMENTS SHALL BE MADE AS DIRECTED BY THE ENGINEER.

ALL ALUMINUM SURFACES PLACED IN CONTACT WITH, OR FASTENED TO UNGALVANIZED STEEL MEMBERS SHALL BE THOROUGHLY COATED WITH AN APPROVED ALUMINUM IMPREGNATED CAULKING COMPOUND. PAINT ALUMINUM SECTIONS IN CONTACT WITH CONCRETE WITH A HEAVY COAT OF AN ALKALI RESISTANT BITUMINOUS PAINT OR A COAT OF ZINC CHROMATE PAINT AND ALLOW TO DRY BEFORE PLACING.

TREE TRIMMING: THE CONTRACTOR SHALL BE RESPONSIBLE FOR MISCELLANEOUS BRUSH AND TREE TRIMMING TO ALLOW FOR FULL SIGN PRESENTATION AS DIRECTED BY THE PROJECT ENGINEER.

SHOP DRAWINGS: NOT REQUIRED FOR SIGN BACKING AND SMALL GROUND MOUNTED SIGN SUPPORTS, UNLESS FABRICATOR INTENDS TO DEVIATE FROM THE DETAILS HEREIN. SHOP DRAWING ARE REQUIRED FOR ALL STRUCTURE MOUNTED SIGNS.



WIND LOAD MAP

WIND LOAD MAP LEGEND			
SYMBOL	ROADSIDE MOUNTED		
	ZONE	WIND VELOCITY (MPH) ⊗	WIND LOAD (PSF) Δ
	1	70	20
	2	80	27

⊗ 25 YEAR MEAN RECURRENCE INTERVAL

Δ INCLUDES C_d = 1.2



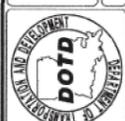
Signature: Kurt M. Brauner, Date: 2/22/18

SHEET	BRIDGE STANDARD INDEX NO.	DESCRIPTION
1 OF 11	BD.2.7.2.0.1	INDEX, WIND LOAD MAP AND GENERAL NOTES
2 OF 11	BD.2.7.2.0.2	PANEL DETAILS TYPE A AND B SIGNS
3 OF 11	BD.2.7.2.0.3	MOUNTING DETAILS TYPE A AND B SIGNS
4 OF 11	BD.2.7.2.0.4	PANEL AND MOUNTING DETAILS TYPE A AND B SIGNS
5 OF 11	BD.2.7.2.0.5	PANEL DETAILS TYPE D AND E SIGNS
6 OF 11	BD.2.7.2.0.6	EXTRUDED ALUMINUM SIGNS TYPE D AND E SIGNS
7 OF 11	BD.2.7.2.0.7	EXTRUDED ALUMINUM PANEL TYPE D AND E SIGNS
8 OF 11	BD.2.7.2.0.8	ROADSIDE MOUNTED SUPPORT DETAILS TYPE A, B AND D SIGNS
9 OF 11	BD.2.7.2.0.9	ROADSIDE MOUNTED SUPPORT DETAILS TYPE A AND B SIGNS
10 OF 11	BD.2.7.2.0.10	ROADSIDE MOUNTED SUPPORT DETAILS TYPE D SIGNS
11 OF 11	BD.2.7.2.0.11	ROADSIDE MOUNTED SUPPORT DETAILS TYPE D SIGNS

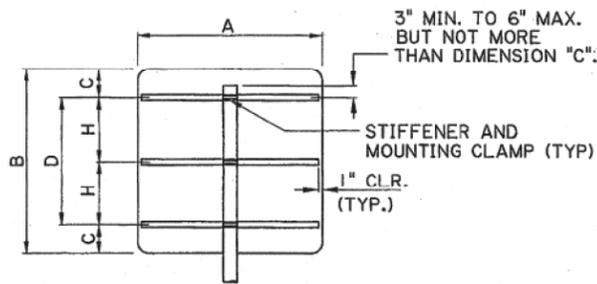
DESIGNED	P. FOSSIER	PARISH	
CHECKED	K. BRAUNER	FEDERAL PROJECT	
DATE	FEB. 2018	STATE PROJECT	
SHEET	1 OF 11		



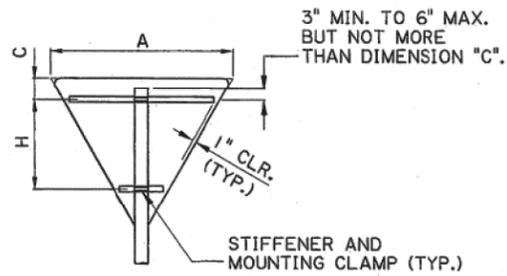
WIND LOAD MAP & GENERAL NOTES
BD.2.7.2.0.1 - ROADSIDE TRAFFIC SIGNS



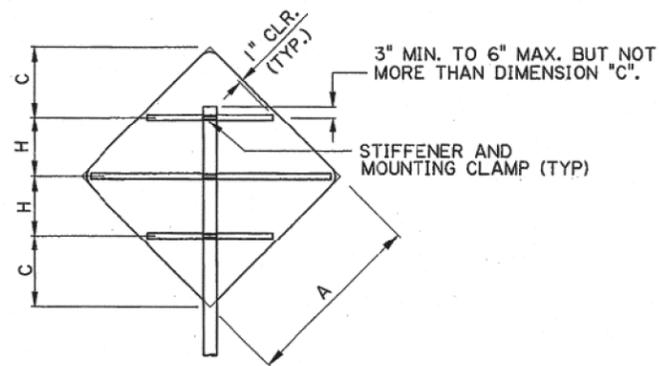
BRIDGE AND STRUCTURAL DESIGN



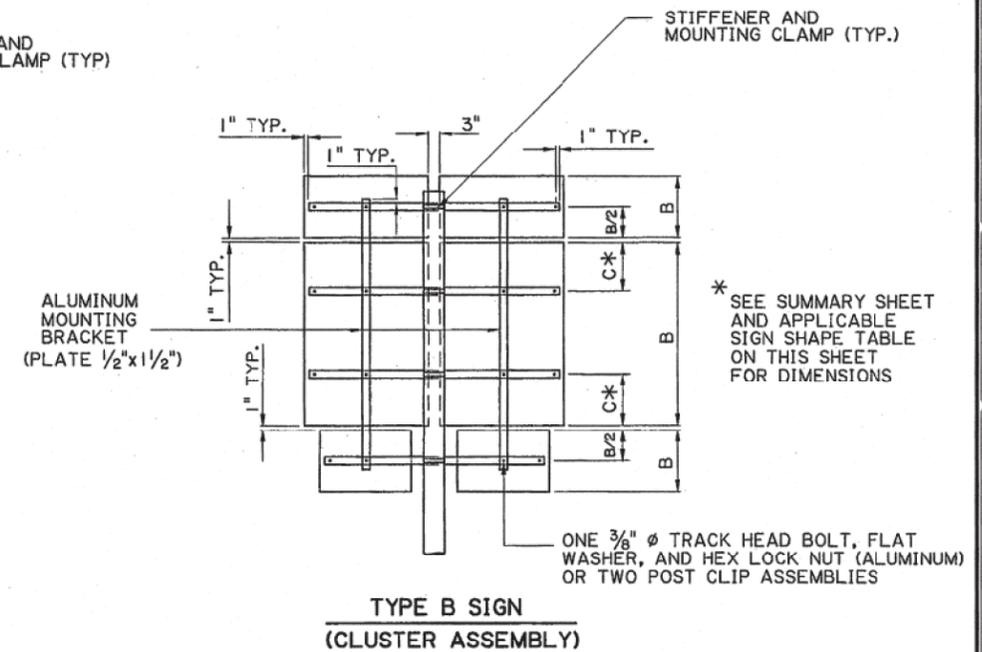
SQUARE, RECTANGLE, CIRCLE, OCTAGON AND ROUTE MARKERS



EQUILATERAL TRIANGLE



DIAMOND



TYPE B SIGN (CLUSTER ASSEMBLY)

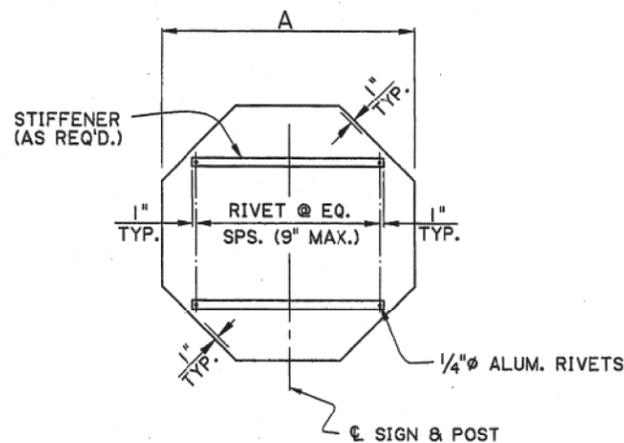
SQUARE, RECTANGLE, CIRCLE, OCTAGON AND ROUTE MARKERS					
A (IN.)	B (IN.)	C (IN.)	D (IN.)	H (IN.)	STIFFENER NUMBER REQUIRED
↑ VARIABLE 12" TO 48" ↓	6	3			1
	12	6			1
	15	7.5			1
	18	9			1
	24	6	12		2
	30	7.5	15		2
	36	7.5	21		2
	48	10	28		2
	60	9	42	21	3
	72	11	6 ^Δ	25	3
	84	10.5	6 ^Δ	21	4
	48	96	12	6 ^Δ	24

Δ LOCATION OF BORDER ANGLE FROM EDGE

EQUILATERAL TRIANGLE			
A (IN.)	C (IN.)	H (IN.)	STIFFENER NUMBER REQUIRED
24	8		1
30	6	10	2
36	6	12.5	2
48	6	23	2
60	6	33.5	2

TYPE A SIGNS

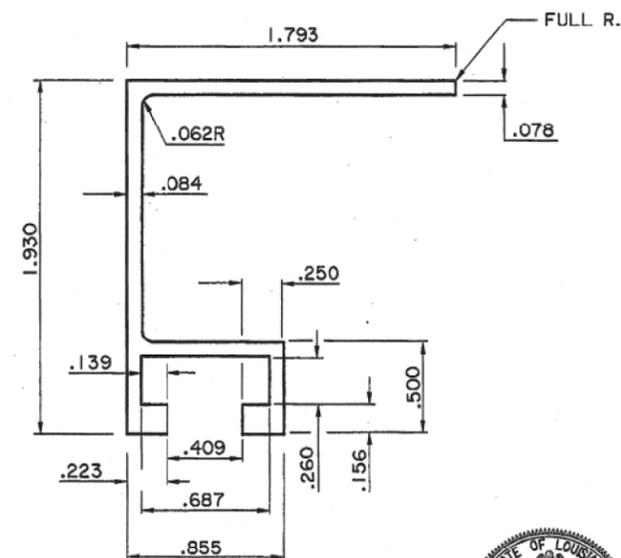
DIAMOND			
A (IN.)	C (IN.)	H (IN.)	STIFFENER NUMBER REQUIRED
24	10	6.97	1
30	12	9.21	2
36	14	11.46	2
48	18.5	15.44	3
60	22.5	19.93	3



TYPICAL SIGN BACKING DETAIL

NOTES:

- NO BOLTS SHALL BE PLACED THROUGH FACE OF SIGN.
- ALL TRACK HEAD BOLTS SHALL HAVE HEADS DESIGNED TO FIT AND TRANSMIT LOAD TO BOLT SLOTS IN THE STIFFENER.
- STIFFENERS SHALL BE ALUMINUM EXTRUSIONS AS DETAILED ON THIS SHEET UNLESS OTHERWISE NOTED.
- MOUNTING CLAMP REQUIRED AT EACH HORIZONTAL STIFFENER.
- SIGN PANELS AND POSTS SHALL BE THE SIZE REQUIRED ON THE PLANS AND SUMMARY SHEET.
- SEE OTHER SHEETS FOR MOUNTING DETAILS.
- THIS SHEET TO BE USED WITH WIND LOAD MAP AND GENERAL NOTE SHEET.



EXTRUSION STIFFENER



DESIGNED BY: A. ALLEN
CHECKED BY: A. ALLEN
DATE: JULY 2000
SHEET: 2 OF 11

PARISH: _____
FEDERAL PROJECT: _____
STATE PROJECT: _____

REVISION DESCRIPTION: _____
NO. _____
DATE _____

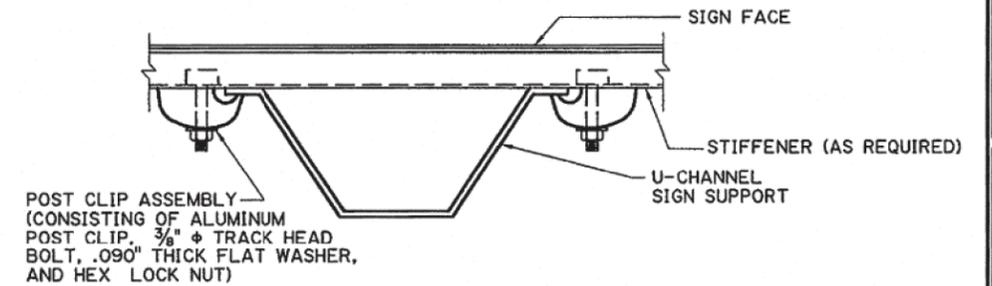
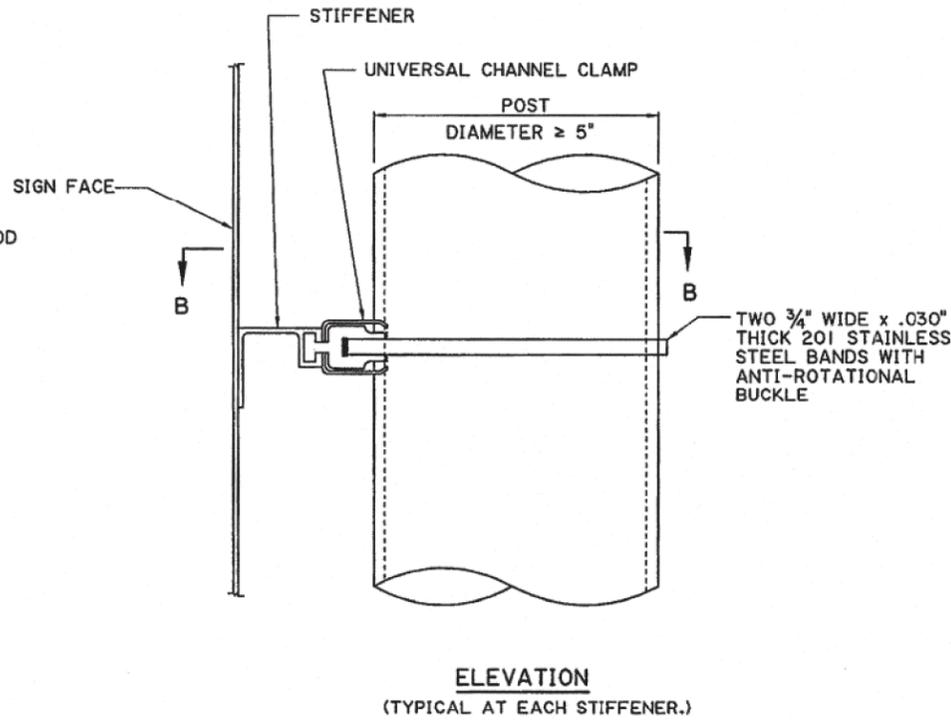
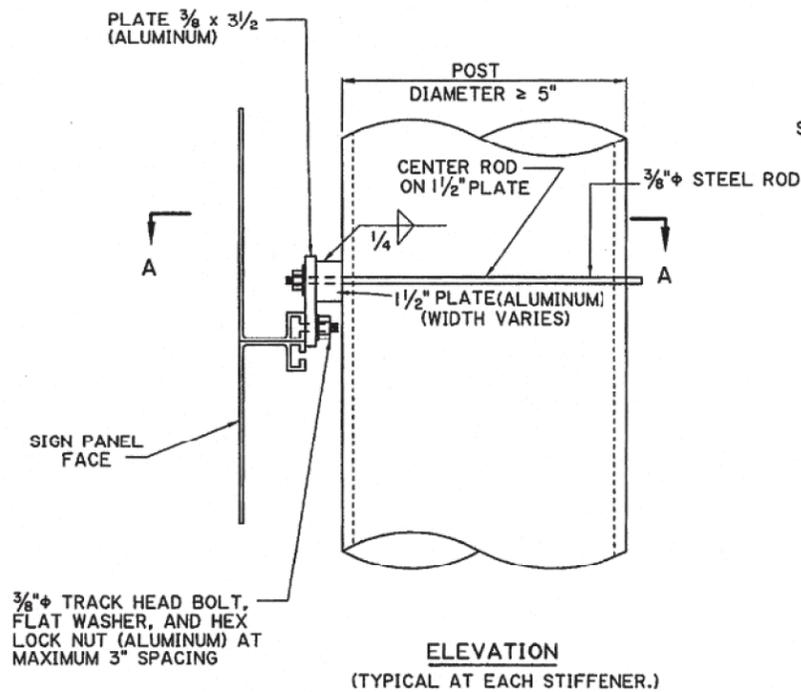
STATE OF LOUISIANA
PAUL B. FOSSIER, JR.
REGISTERED PROFESSIONAL ENGINEER
IN CIVIL ENGINEERING

PANEL DETAILS
TYPE A & B SIGNS

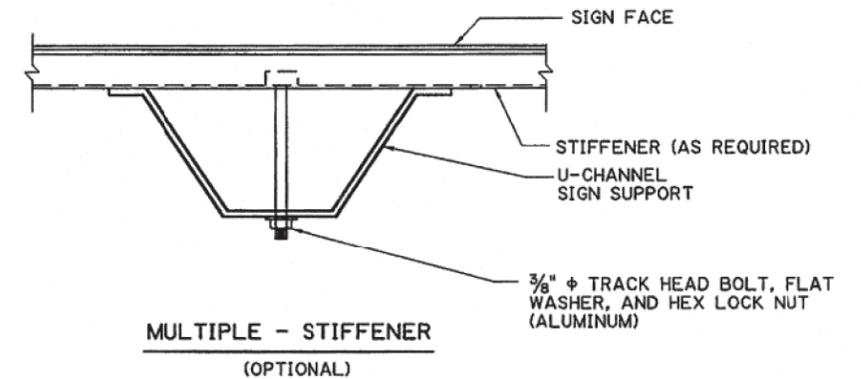
BD.2.7.2.0.2 - ROADSIDE TRAFFIC SIGNS

BRIDGE AND STRUCTURAL DESIGN

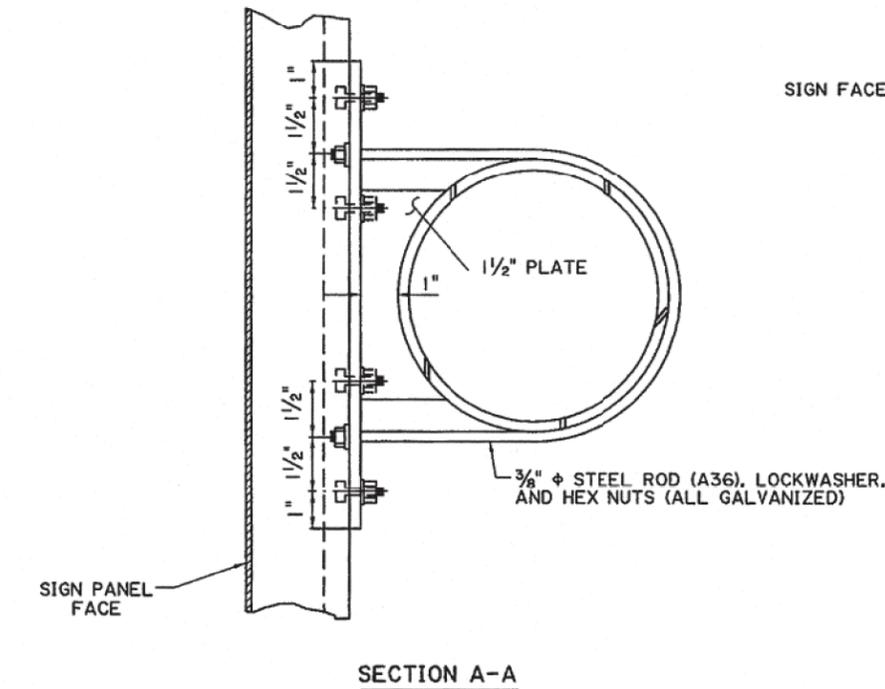
SHEET NUMBER	17
DESIGNED	A. ALLEN
CHECKED	A. ALLEN
DATE	JULY 2000
PROJECT	3 OF 11
PARISH	
FEDERAL PROJECT	
STATE	
REVISION DESCRIPTION	
NO.	
DATE	
BY	



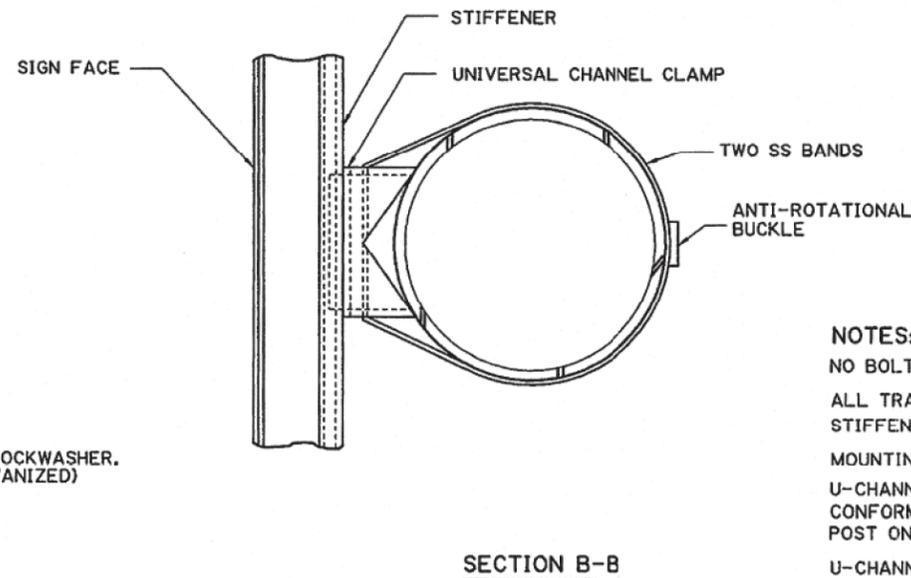
SINGLE AND MULTIPLE STIFFENER



MOUNTING DETAIL (U-CHANNEL POST)



MOUNTING DETAIL (TYPE I)
(FOR NON-TAPERED ROUND METAL POST SIZES $\geq 5"$ DIAMETER AND SIGNS > 20 SQ. FT.)



MOUNTING DETAIL (BAND TYPE)
(FOR ALL POSTS $\geq 5"$ AND WITH SIGN AREAS ≤ 20 SQ. FT. OR LESS THAN 4 FEET WIDE)

NOTES:

NO BOLTS SHALL BE PLACED THROUGH FACE OF SIGN.

ALL TRACK HEAD BOLTS SHALL HAVE HEADS DESIGNED TO FIT AND TRANSMIT LOAD TO BOLT SLOTS IN THE STIFFENER.

MOUNTING CLAMP REQUIRED AT EACH HORIZONTAL STIFFENER.

U-CHANNEL POSTS SHALL BE AT LEAST 3 POUND PER FOOT FLANGED CHANNEL STEEL FABRICATED FROM STEEL CONFORMING TO A.S.T.M. A-499, GRADE 60. HOLES $\frac{3}{8}"$ IN DIAMETER SHALL BE PUNCHED THROUGH EACH POST ON ONE INCH CENTERS ALONG THE CENTERLINE OF THE POST FOR ITS FULL LENGTH.

U-CHANNEL POSTS SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH A.S.T.M. A-123.

U-CHANNEL POSTS FOR GROUND MOUNTED SMALL SIGNS SHALL BE DRIVEN TO A DEPTH OF 3 FEET BELOW NATURAL GROUND USING A SUITABLE PROTECTIVE DRIVING CAP AND SHALL BE VERTICAL.

U-CHANNEL POST USE WILL BE LIMITED TO A TOTAL SIGN AREA OF LESS THAN 6.4 SQUARE FEET PER POST AND WITH A CENTROID LESS THAN 8' FROM THE GROUND.



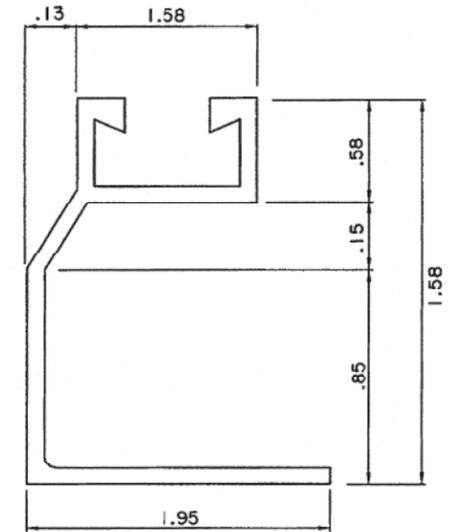
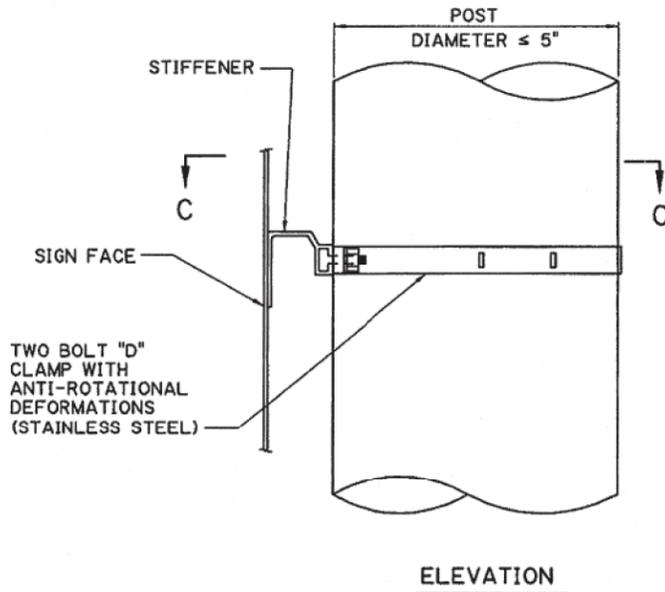
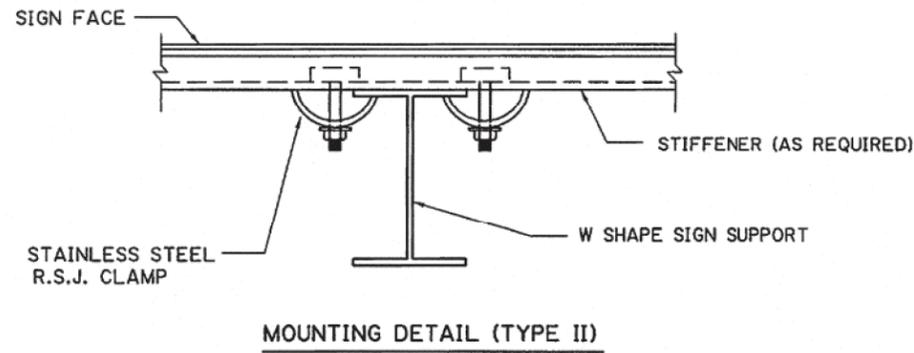
Paul B. Fossier, Jr. 8/31/00



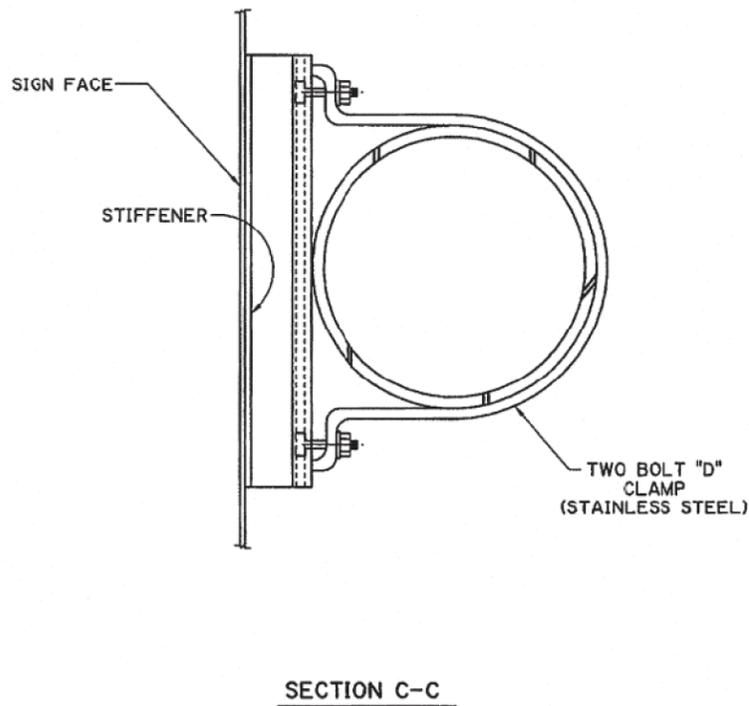
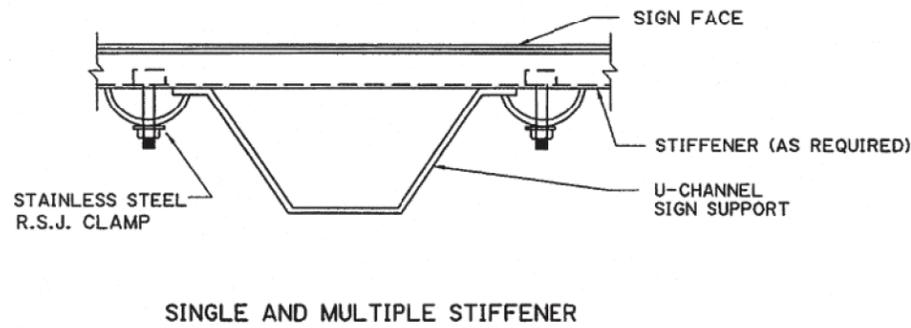
MOUNTING DETAILS
TYPE A & B SIGNS



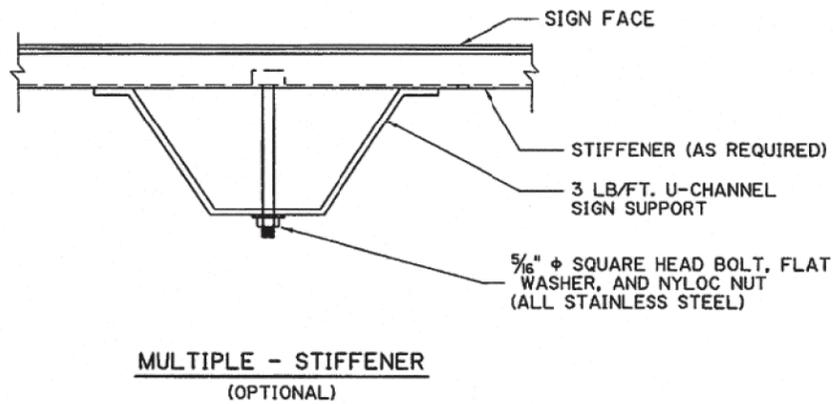
BRIDGE AND STRUCTURAL DESIGN



LARGE CORNER ANGLE EXTRUSION
(ALTERNATE TO EXTRUSION STIFFENER)



TYPE III & IV MOUNTING DETAIL
(FOR ALL POSTS $\leq 5"$ DIAMETER AND SIGNS ≤ 20 SQ. FT.)



MOUNTING DETAIL (U-CHANNEL POST)

NOTES:

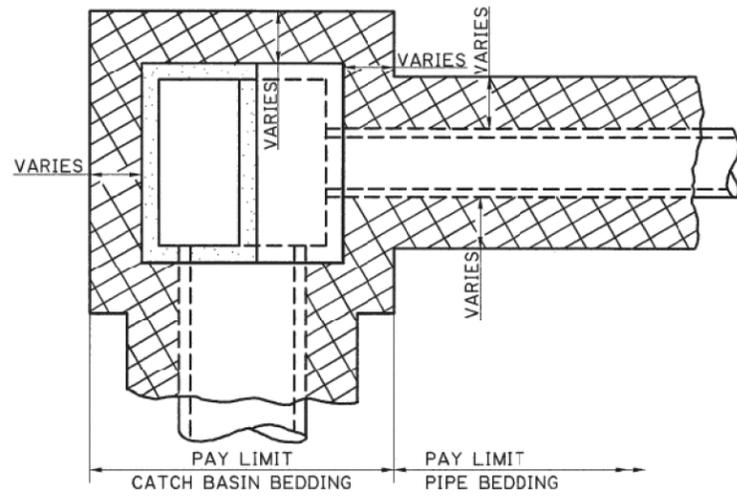
- ALL BOLTED ATTACHMENTS SHALL INCORPORATE SIGN-FIX STAINLESS STEEL $\frac{5}{16}"$ ϕ LIP-LOC BOLTS, FLAT WASHERS, AND NYLOC NUTS, UNLESS OTHERWISE NOTED.
- SQUARE HEAD BOLTS SHALL HAVE HEADS DESIGNED TO FIT AND TRANSMIT LOAD TO THE BOLT SLOTS IN THE STIFFENER.
- FOR BACK-TO-BACK MOUNTING ON ALL ROUND METAL POSTS $\leq 5"$ DIAMETER AND SIGNS ≤ 20 SQUARE FEET, USE EITHER:
 - 1) BACK-TO-BACK CHANNEL CLAMPS
 - 2) TWO BOLT "D" CLAMPS, STAGGERED, AND FACE IN OPPOSITE DIRECTIONS.
- MOUNTING CLAMP REQUIRED AT EACH HORIZONTAL STIFFENER.
- THIS SHEET TO BE USED WITH WIND LOAD MAP AND GENERAL NOTE SHEET.

PAUL B. FOSSIER, JR.
REG. No. 21028
REGISTERED PROFESSIONAL ENGINEER
IN CIVIL ENGINEERING
STATE OF LOUISIANA

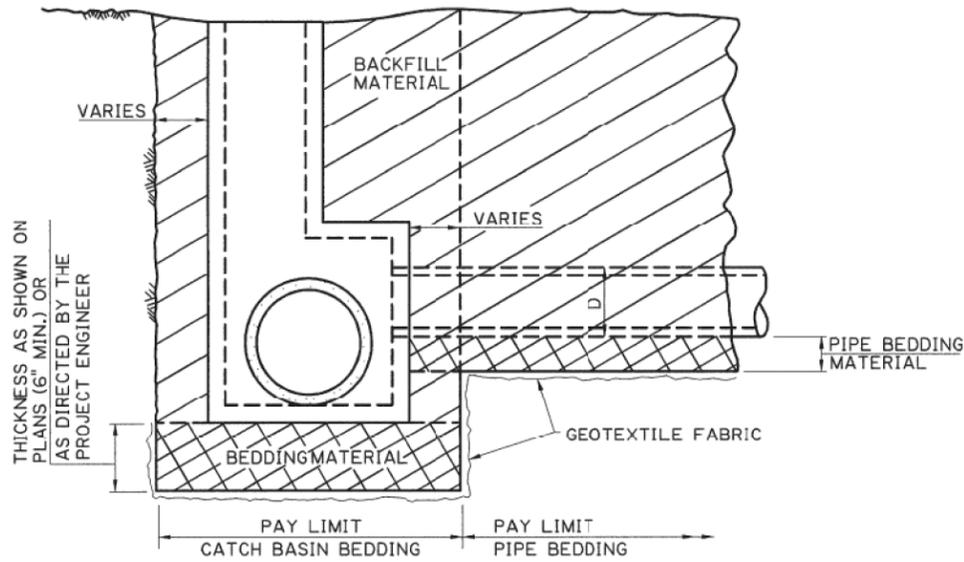
Paul B. Fossier, Jr.
8/31/00

SHEET NUMBER	18
DESIGNED	A. ALLEN
CHECKED	A. ALLEN
DATE	JULY 2000
REVISION DESCRIPTION	
NO.	
DATE	
BY	
PARISH	
FEDERAL PROJECT	
STATE PROJECT	
SHEET	4 OF 11
PROJECT	
PANEL & MOUNTING DETAIL	
TYPE A & B SIGNS	
BD.2.7.2.0.4 - ROADSIDE TRAFFIC SIGNS	
BRIDGE AND STRUCTURAL DESIGN	

TYPICAL CATCH BASIN AND STORM SEWER PIPE INSTALLATION WITH BEDDING MATERIAL

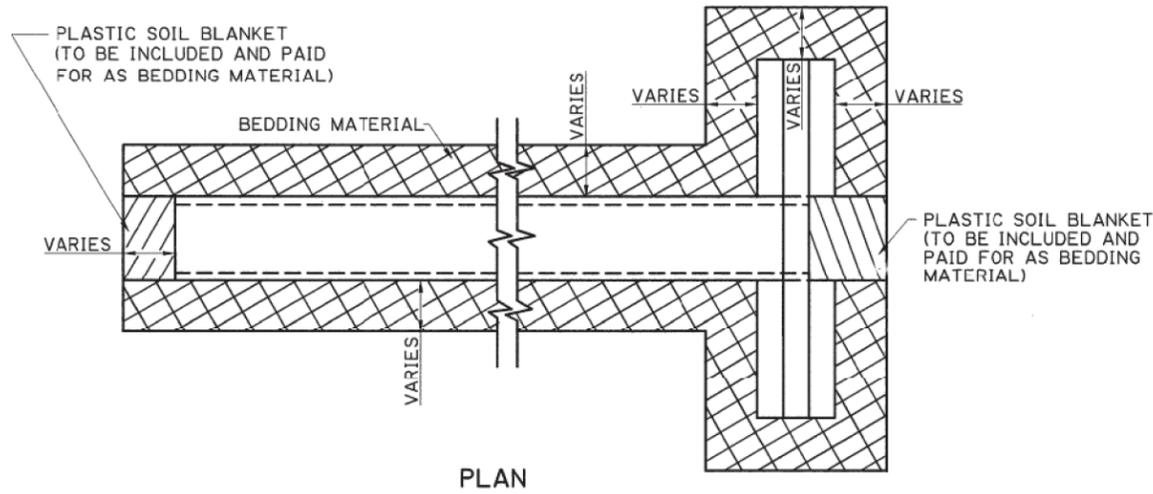


PLAN OF TYPICAL CATCH BASIN (MANHOLE OR JUNCTION BOX) AND PIPE

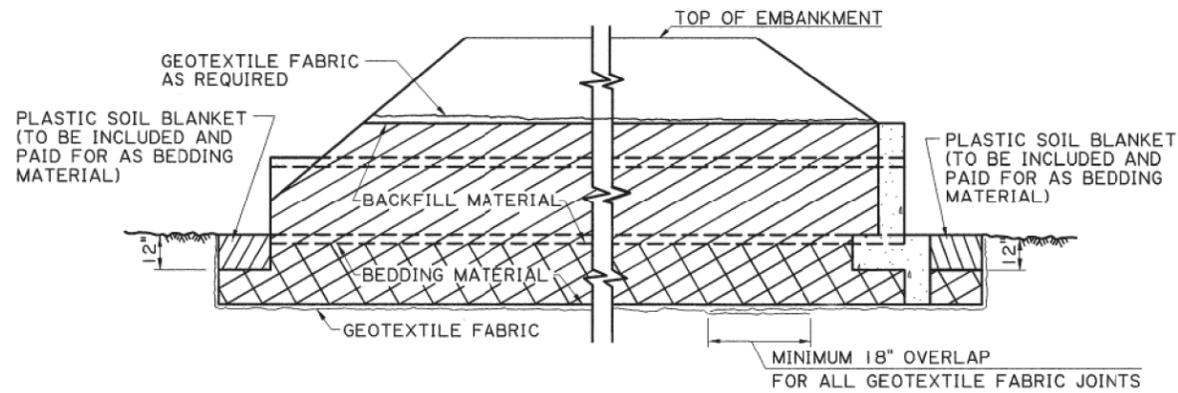


PROFILE OF TYPICAL CATCH BASIN (MANHOLE OR JUNCTION BOX) AND PIPE

TYPICAL CROSS DRAIN INSTALLATION WITH BEDDING MATERIAL

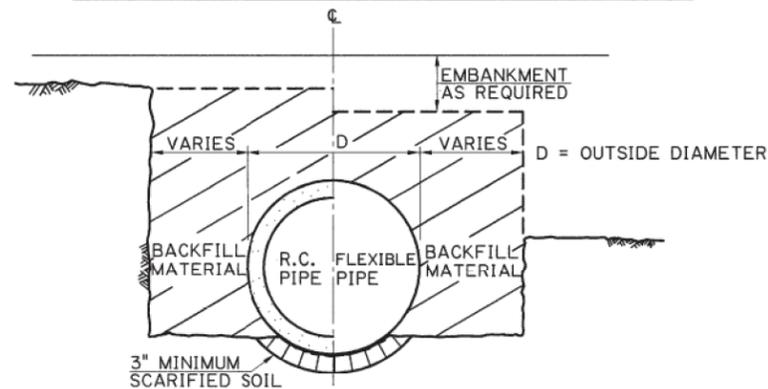


PLAN



PROFILE

TYPICAL PIPE INSTALLATION WITHOUT BEDDING MATERIAL



SECTION THRU TRENCH/EMBANKMENT

HALF-SECTION SHOWING TOP OF PIPE GREATER THAN 12" BELOW ORIGINAL GROUND (TRENCH INSTALLATION) | HALF-SECTION SHOWING TOP OF PIPE ABOVE ORIGINAL GROUND (EMBANKMENT INSTALLATION)

GENERAL NOTES

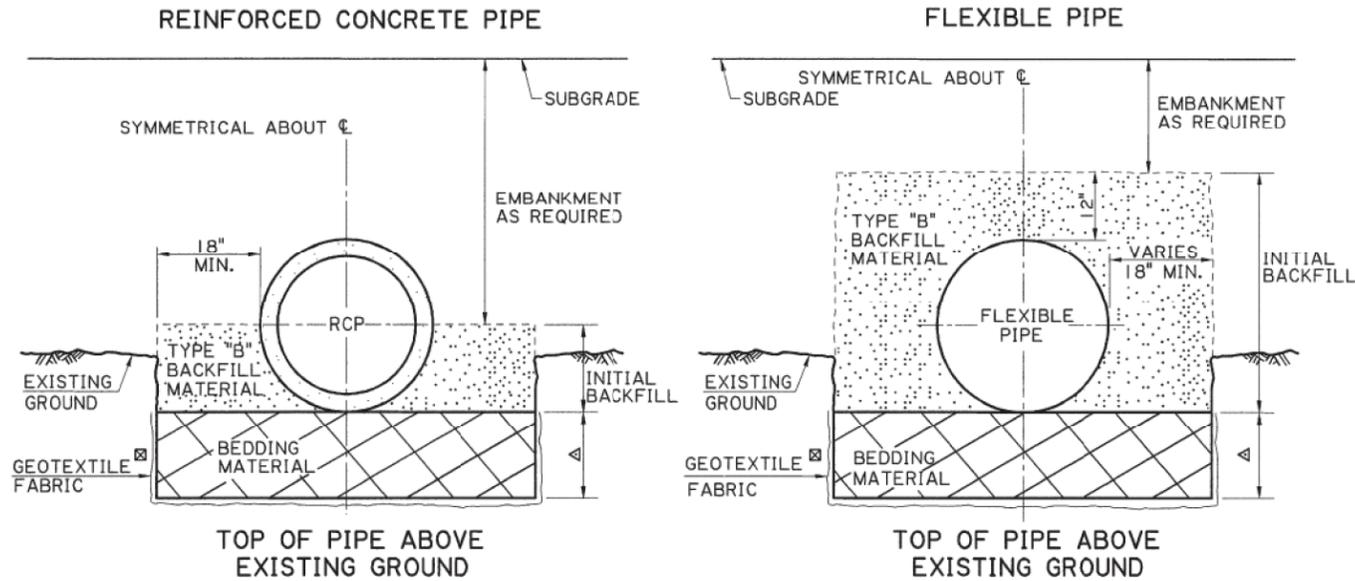
1. CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LA DOTD STANDARD SPECIFICATIONS
2. STANDARD DOTD PIPE INSTALLATION, BEDDING, BACKFILL (TYPE "A" OR "B") AND TRENCH WIDTH ARE DEFINED IN SECTIONS 701 AND 726 OF THE LA DOTD STANDARD SPECIFICATIONS.
3. THE NEED AND/OR THE THICKNESS OF BEDDING MATERIAL WILL BE DETERMINED BY THE GEOTECHNICAL SECTION AND WILL BE SHOWN ON THE PLANS. ADDITIONAL BEDDING MATERIAL MAY BE REQUIRED BY THE PROJECT ENGINEER AT NO COST TO THE CONTRACTOR.
4. THE DETAILS ON THIS SHEET DEPICT PAY LIMITS FOR BEDDING MATERIALS. THE BEDDING MATERIAL PAY QUANTITIES ARE TO BE BASED ON THE THEORETICAL NET SECTION WITH NO PIPE DEDUCTIONS.
5. THE BACKFILL IS TO BE MEASURED AND PAID IN ACCORDANCE WITH SECTION 701 OF LA DOTD STANDARD SPECIFICATIONS.
6. BEDDING SHOWN ON THIS STANDARD PLAN CONFORMS TO THE CURRENT AASHTO SPECIFICATIONS.
7. FLEXIBLE PIPE CONSISTS OF ALL CORRUGATED METAL AND PLASTIC PIPE.
8. REINFORCED CONCRETE PIPE AND FLEXIBLE PIPE ARE SHOWN AS TYPICAL STRUCTURES. DETAILS FOR REINFORCED CONCRETE BOX, REINFORCED CONCRETE PIPE ARCH, CORRUGATED METAL PIPE ARCH AND CORRUGATED STRUCTURAL PLATE STRUCTURES ARE SIMILAR.
9. MINIMUM COVER IS 12" FOR ALL PIPE. THERE IS NO MINIMUM COVER REQUIREMENT FOR RCB.

SHEET NUMBER		301	
DESIGNED	CHECKED	DATE	SHEET
JDK	JDK	8-22-07	1 OF 2
REVISION TO COMPLY WITH CURRENT SPECIFICATIONS		REVISION DESCRIPTION	
8-22-07	REVISION TO COMPLY WITH CURRENT SPECIFICATIONS	JDK	DATE
1-8-07	ADDED FINAL AND INITIAL BACKFILL	JDK	DATE
7-11-05	REDRAFTED, REVISED FOR TYPE A & B BACKFILL	JDK	DATE
APPROVED BY		DATE	
CHIEF ENGINEER: <i>Wendy Temple</i>		DATE: 8-22-07	
			
BEDDING AND BACKFILL FOR DRAINAGE STRUCTURES			
			
HYDRAULICS SECTION			

TYPICAL PIPE INSTALLATION WITH BEDDING MATERIAL

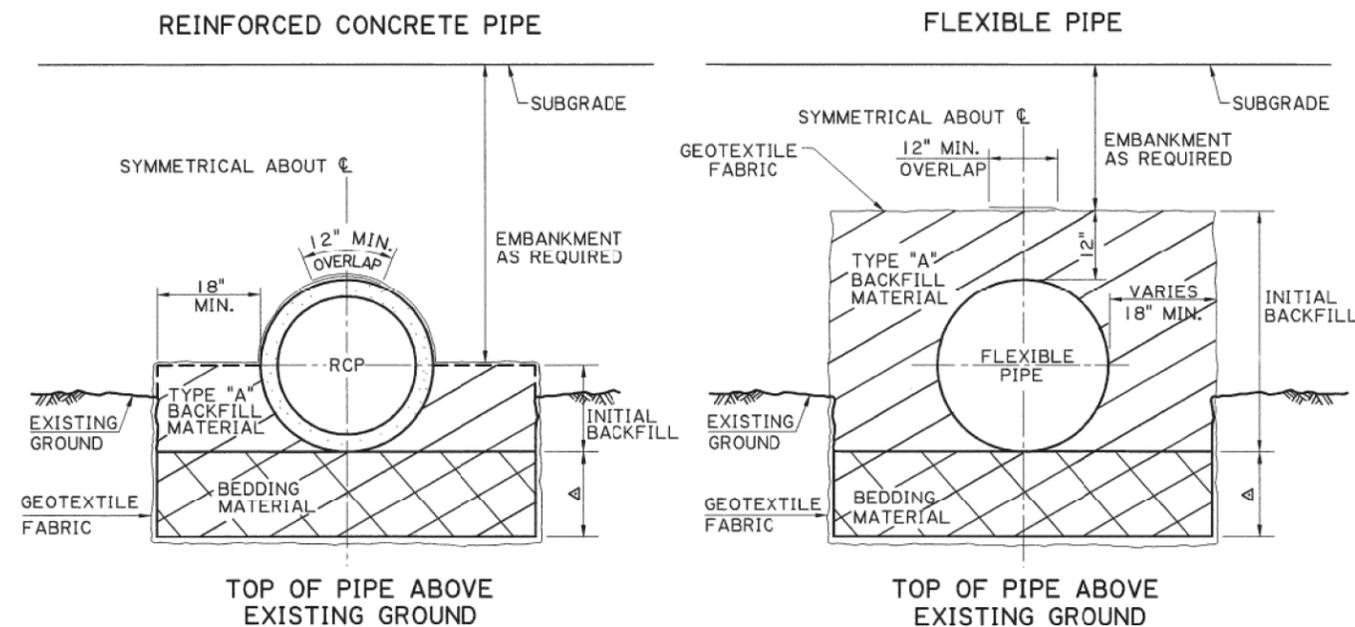
EMBANKMENT INSTALLATION

① FOR RIGID PAVEMENTS, FLEXIBLE PAVEMENTS OR OTHER AREAS



① FOR RIGID PAVEMENTS: APPLIES TO ALL PIPE UNDER RIGID PAVEMENT, EXCEPT AS NOTED FOR FLEXIBLE PAVEMENT NOTE ③ BELOW.
 FOR FLEXIBLE PAVEMENTS: APPLIES TO PIPES THAT DO NOT CROSS THE CENTERLINE OF NEW OR EXISTING ROADWAY
 FOR OTHER AREAS: APPLIES TO PIPES IN NONPAVED AREAS OR PAVED AREAS THAT SERVE AS DRIVEWAYS OR SHOULDERS
 ☒ IF DIRECTED BY THE PROJECT ENGINEER, GEOTEXTILE FABRIC WILL BE INSTALLED AROUND THE TYPE "B" BACKFILL AND PAID UNDER THE PAY ITEM FOR GEOTEXTILE FABRIC, SECTION 711 OR 203 OF LA DOTD STANDARD SPECIFICATIONS OR BY CHANGE ORDER.

FOR FLEXIBLE PAVEMENTS ② ③

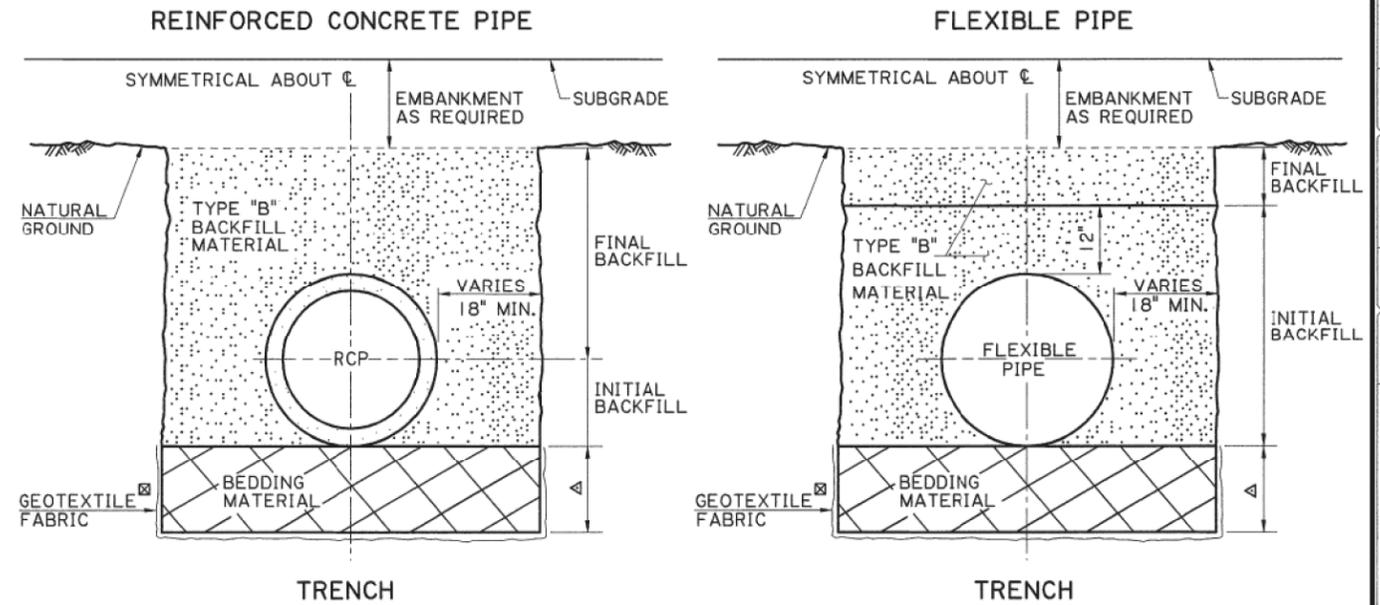


② APPLIES TO PIPE CROSSING THE CENTERLINE OF NEW OR EXISTING ROADWAYS
 ③ ALSO APPLIES UNDER RIGID PAVEMENTS FOR PIPES CROSSING THE CENTERLINE OF NEW OR EXISTING PAVEMENTS WHEN THE PROJECT IS BID USING A RIGID VS FLEXIBLE ALTERNATE (A + B + C) BID MODEL.

△ THICKNESS AS SHOWN ON PLANS (6" MIN.) OR AS DIRECTED BY THE PROJECT ENGINEER

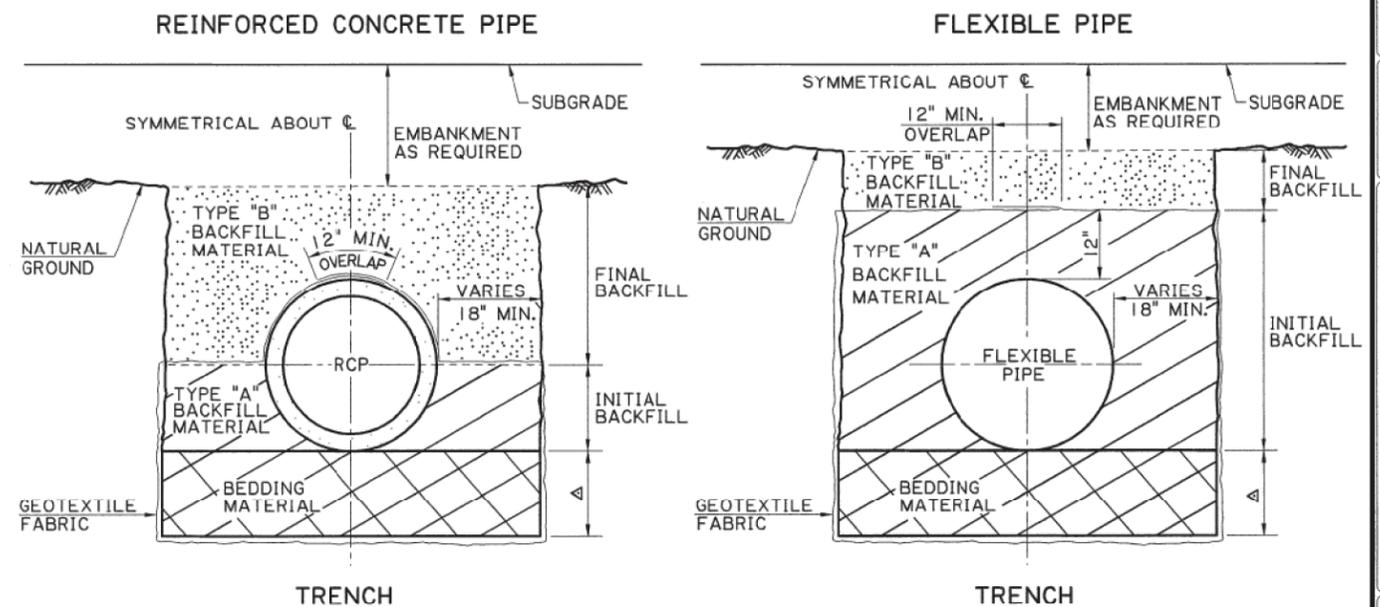
TRENCH INSTALLATION

① FOR RIGID PAVEMENTS, FLEXIBLE PAVEMENTS OR OTHER AREAS



① FOR RIGID PAVEMENTS: APPLIES TO ALL PIPE UNDER RIGID PAVEMENT, EXCEPT AS NOTED FOR FLEXIBLE PAVEMENT NOTE ③ BELOW.
 FOR FLEXIBLE PAVEMENTS: APPLIES TO PIPES THAT DO NOT CROSS THE CENTERLINE OF NEW OR EXISTING ROADWAY
 FOR OTHER AREAS: APPLIES TO PIPES IN NONPAVED AREAS OR PAVED AREAS THAT SERVE AS DRIVEWAYS OR SHOULDERS
 ☒ IF DIRECTED BY THE PROJECT ENGINEER, GEOTEXTILE FABRIC WILL BE INSTALLED AROUND THE TYPE "B" BACKFILL AND PAID UNDER THE PAY ITEM FOR GEOTEXTILE FABRIC, SECTION 711 OR 203 OF LA DOTD STANDARD SPECIFICATIONS OR BY CHANGE ORDER.

FOR FLEXIBLE PAVEMENTS ② ③



② APPLIES TO PIPE CROSSING THE CENTERLINE OF NEW OR EXISTING ROADWAYS
 ③ ALSO APPLIES UNDER RIGID PAVEMENTS FOR PIPES CROSSING THE CENTERLINE OF NEW OR EXISTING PAVEMENTS WHEN THE PROJECT IS BID USING A RIGID VS FLEXIBLE ALTERNATE (A + B + C) BID MODEL.

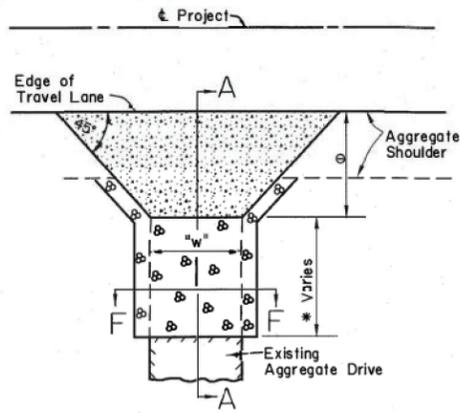
△ THICKNESS AS SHOWN ON PLANS (6" MIN.) OR AS DIRECTED BY THE PROJECT ENGINEER

8/15/2018 07:10

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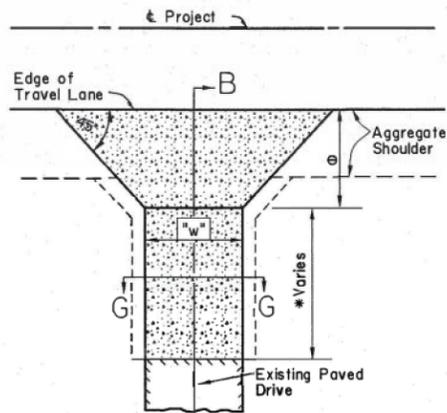
SHEET NUMBER	302
PARTIAL	
FEDERAL PROJECT	
STATE PROJECT	
DESIGNED	JDK
CHECKED	JDK
DATE	6-8-71
REVISION DESCRIPTION	DATE: 8-22-07
APPROVED BY	W. H. T. T. T.
CHIEF ENGINEER	
REVISION TO COMPLY WITH CURRENT SPECIFICATIONS	
ADDED FINAL AND INITIAL BACKFILL	
REDAFTED, REVISED FOR TYPE A & B BACKFILL	
DATE	7-11-05
STANDARD PLAN	BM-01
BEDDING AND BACKFILL FOR DRAINAGE STRUCTURES	
HYDRAULICS SECTION	

08:07
11/7/2017



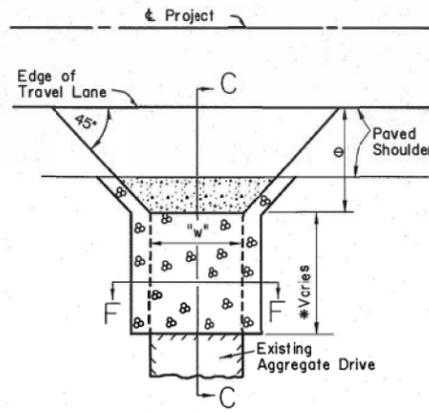
TYPE "A"

Paved Drive Along Aggregate Shoulder



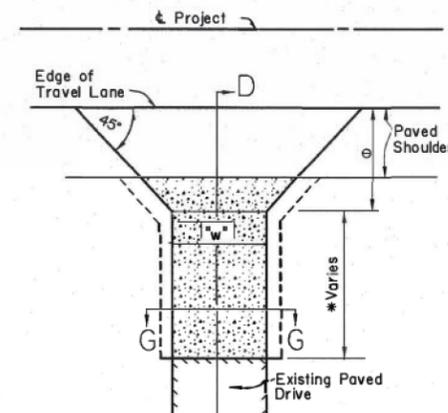
TYPE "B"

Paved Drive Along Aggregate Shoulder Connecting Existing Paved Drive



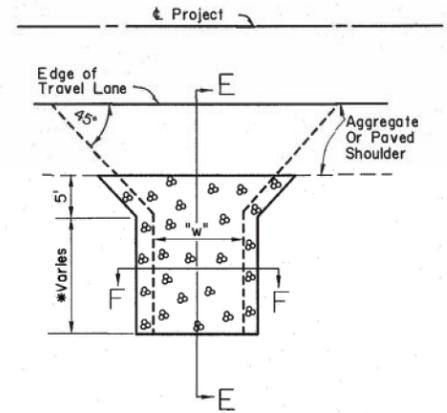
TYPE "C"

Paved Drive Along Paved Shoulder



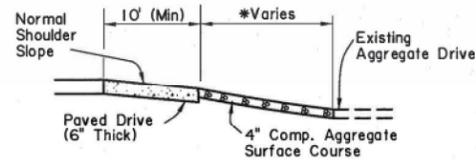
TYPE "D"

Paved Drive Along Paved Shoulder Connecting Existing Paved Drive

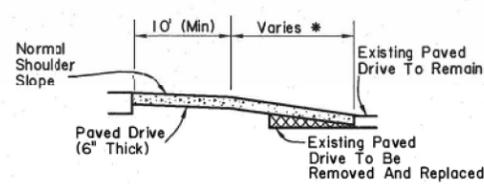


TYPE "E"

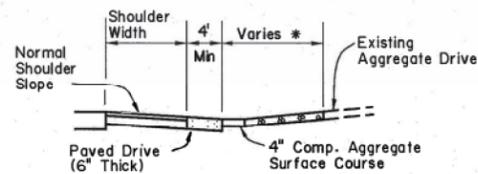
Aggregate Surface Course Drive To Be Used At Locations Where Drive Does Not Connect To Residence Or Commercial Establishments



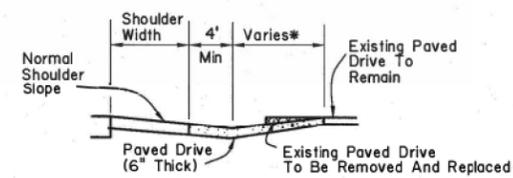
SECTION A-A



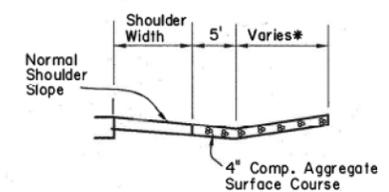
SECTION B-B



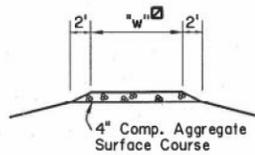
SECTION C-C



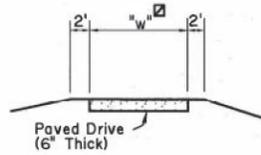
SECTION D-D



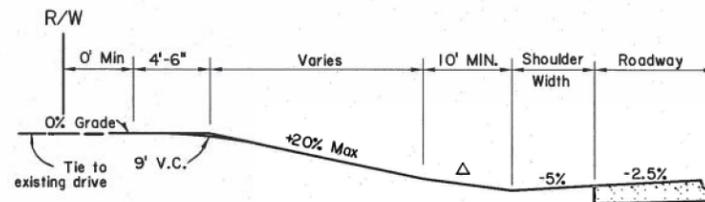
SECTION E-E



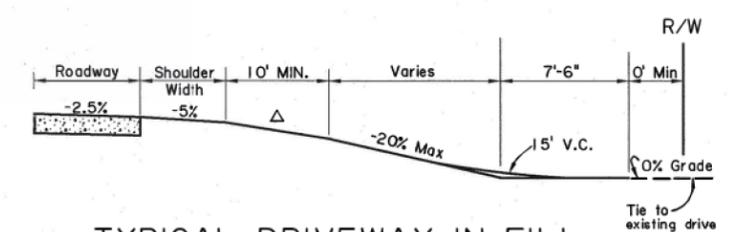
SECTION F-F



SECTION G-G



TYPICAL DRIVEWAY IN CUT



TYPICAL DRIVEWAY IN FILL

W = Width as per plans

NOTES:

1. PORTLAND CEMENT CONCRETE DRIVES WILL BE CONSTRUCTED TO REPLACE OR CONNECT TO EXISTING CONCRETE DRIVES. ALL OTHER DRIVES ARE TO BE ASPHALT CONCRETE, EXCEPT AGGREGATE SURFACE COURSE IS TO BE USED ON INFREQUENTLY USED DRIVES WHICH DO NOT CONNECT TO RESIDENCES OR COMMERCIAL ESTABLISHMENTS.
- *2. SEE PLANS: APPLIES WHERE EXISTING DRIVE IS TO BE REMOVED FOR ROADWAY CONSTRUCTION AND/OR TO ACHIEVE VERTICAL GEOMETRY REQUIREMENTS.
- Ø3. PAVEMENT SHALL EXTEND 10' MIN FROM EDGE OF PAVED ROADWAY SURFACE (TRAVEL LANE) FOR SINGLE-FAMILY RESIDENTIAL-NON-COMMERICAL AGRICULTURE TYPE CONNECTIONS, AND 25' FOR TRAFFIC GENERATOR (COMMERCIAL) TYPE CONNECTIONS, OR AS PER THE PLANS. PAVED DRIVEWAY FLARE SHALL EXTEND 4' MINIMUM FROM EDGE OF PAVED SHOULDER. RADII TRANSITION SHAPE MAY BE USED IN LIEU OF FLARE.
4. WHEN PAVED DRIVES ARE PLACED IN TWO LIFTS, BINDER COURSE MAY BE USED IN THE FIRST LIFT.
5. COMPACTION OF SUBGRADE AND GRADING WORK FOR CONSTRUCTION OF THE PAVED DRIVES SHALL BE SATISFACTORY TO THE ENGINEER AND PAYMENT SHALL BE INCLUDED IN THE DRIVEWAY ITEMS.
- Δ6. MAXIMUM DRIVEWAY GRADE SHALL BE 20% (25% FOR SPECIAL CASES). MAXIMUM BREAK IN GRADE WITHOUT A VERTICAL CURVE SHALL BE 10% FOR CRESTS AND 9% FOR SAGS, AT NOT LESS THAN 10' INTERVALS.

NOTES FOR OVERLAY PROJECTS:

1. WHEN PAVED DRIVES ARE PLACED IN TWO LIFTS, BINDER COURSE MAY BE USED IN THE FIRST LIFT.
2. DRIVE WIDTHS AND FLARE DIMENSIONS TO BE ADJUSTED TO MATCH EXISTING CONDITIONS AS DIRECTED BY THE PROJECT ENGINEER.
3. LENGTH OF OVERLAY TRANSITION TO BE SET BY PROJECT ENGINEER TO ACHIEVE A SUITABLE CONNECTION FOR EXISTING DRIVE.

LEGEND

- PAVED
- AGGREGATE
- REMOVAL



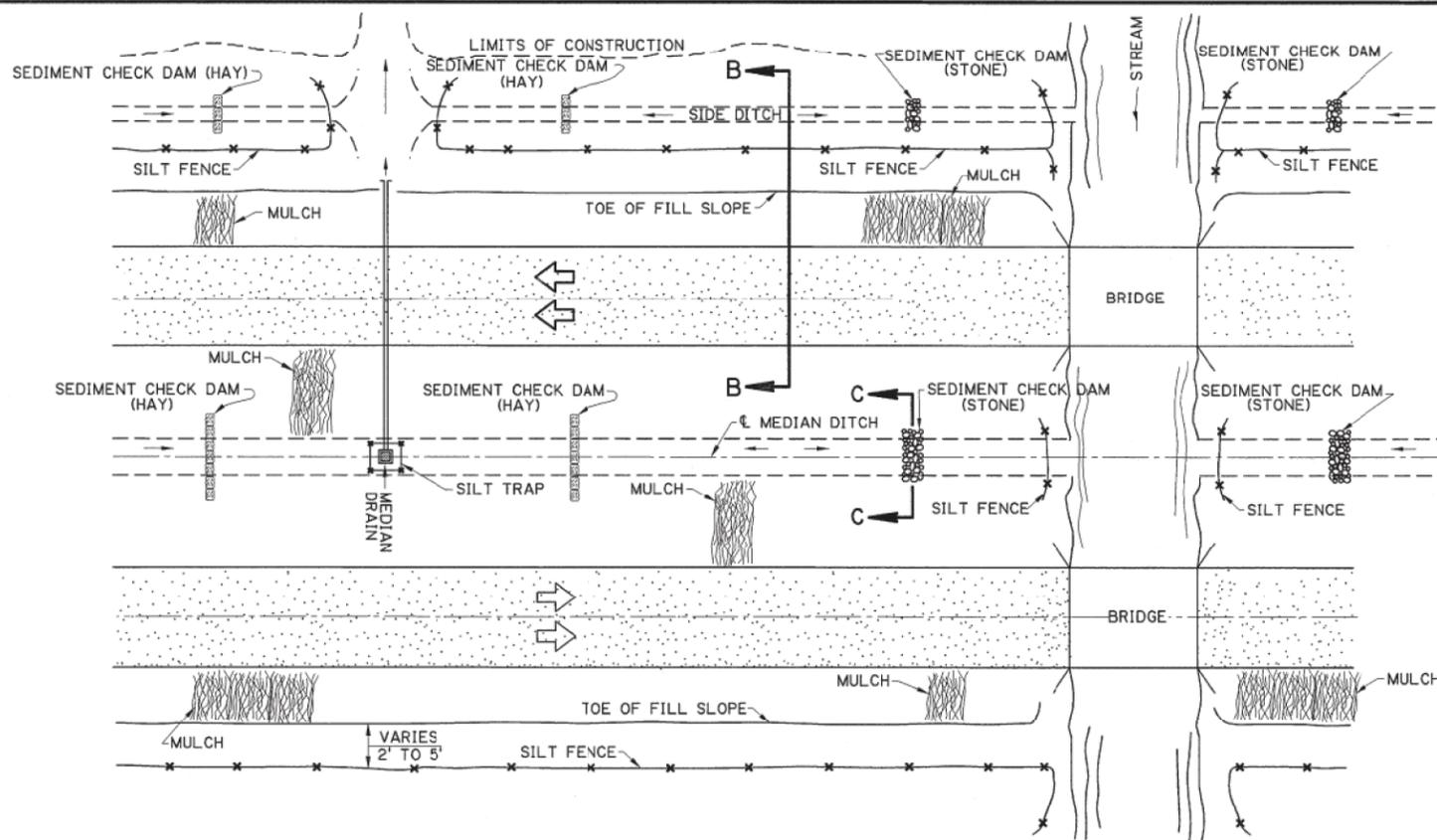
DESIGNED BY	PARISH	CONTROL SECTION	STATE PROJECT
CHECKED BY	TONY	TONY	TONY
DATE	11-7-17	1	1

REVISION DESCRIPTION
BY
DATE
11-7-17
T. Williams



DRIVEWAYS ON NON-CURBED ROADWAYS
STANDARD PLAN DW-02



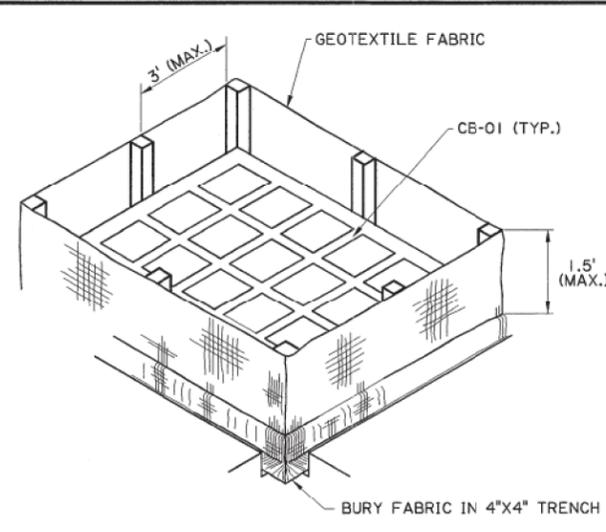


PLAN SHOWING TYPICAL TEMPORARY EROSION CONTROL

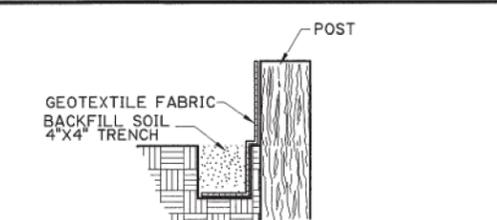
MULCHES

MULCHES ARE THE APPLICATION OF MATS OF MATERIAL PLACED ON THE SOIL SURFACE TO PREVENT EROSION BY PROTECTING THE SOIL SURFACE FROM RAINDROP IMPACT AND TO REDUCE THE VELOCITY OF OVERLAND FLOW. MULCHES CAN BE ORGANIC OR SYNTHETIC. MULCHES SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY EROSION CONTROL. A FEW GUIDELINES FOR THE USE OF MULCHES ARE:

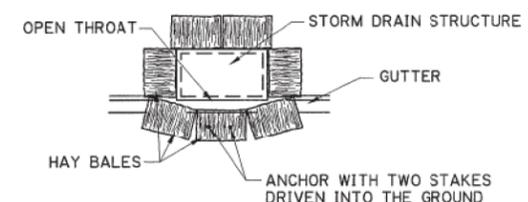
1. USE ON CUT AND EMBANKMENT SLOPES WHICH HAVE NOT BEEN COMPLETED TO PLAN GRADE OR WHERE THE WEATHER OR SOIL CONDITIONS WILL NOT PERMIT COMPLETING THEM WITHIN A REASONABLE TIME
2. USE ON CLEARED, GRUBBED, AND SCALPED AREAS WHERE SOIL EROSION IS LIKELY TO OCCUR
3. USE WITH TEMPORARY SEEDING



ISOMETRIC VIEW SHOWING GEOTEXTILE FABRIC (BACKFILL SOIL NOT SHOWN)



SECTION THRU TRENCH SHOWING GEOTEXTILE FABRIC

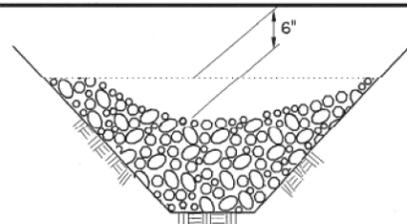


PLAN SHOWING HAY BALES
PAY ITEM: TEMPORARY HAY OR STRAW BALES

TEMPORARY INLET SILT TRAP

THE TEMPORARY DROP INLET SILT TRAP IS TO BE USED FOR SMALL DRAINAGE AREAS (LESS THAN 1 ACRE) WHERE THE STORM DRAIN IS FUNCTIONAL BEFORE THE AREA IS STABILIZED. THE TRAP CAN BE EITHER GEOTEXTILE FABRIC OR HAY BALES.

1. THE GEOTEXTILE FABRIC SHALL CONFORM TO PROJECT SPECIFICATIONS FOR GEOTEXTILE FABRIC (CLASS G).
2. WOODEN STAKES SUPPORTING THE FABRIC SHALL BE 2" X 2" OR 2" X 4" WITH A MINIMUM LENGTH OF 3 FEET. THE STAKES SHALL BE SPACED AROUND THE INLET AT A MAXIMUM SPACING OF 3 FEET.
3. THE HEIGHT OF THE FABRIC ABOVE THE INLET SHALL BE LIMITED TO 1.5' AND THE BOTTOM OF THE FABRIC SHALL BE BURIED IN A TRENCH APPROXIMATELY 4" WIDE BY 4" DEEP. THE FABRIC SHALL BE STAPLED TO THE POST WITH 1/2" STAPLES.
4. THE TRAP SHOULD BE INSPECTED REGULARLY AND AFTER EACH STORM. THE SEDIMENT SHOULD BE REMOVED AND EACH STAKE SHOULD BE FIRMLY IN THE GROUND.
5. HAY BALES SHALL BE PLACED SO THAT THE BINDING WIRE OR TWINE IS NOT IN CONTACT WITH THE GROUND.

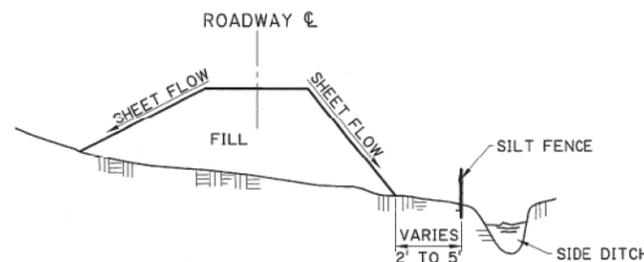


TEMPORARY SEDIMENT CHECK DAM (STONE)

PAY ITEM: TEMPORARY SEDIMENT CHECK DAM (STONE)

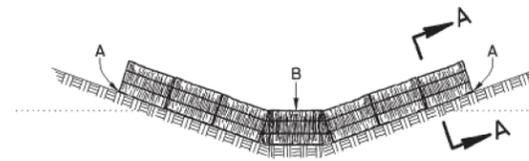
NOTES:
A STONE CHECK DAM IS A SMALL TEMPORARY DAM CONSTRUCTED ACROSS A SWALE OR DRAINAGE DITCH. THE PURPOSE OF THIS MEASURE IS TO REDUCE THE VELOCITY OF CONCENTRATED STORM WATER FLOWS, THEREBY REDUCING EROSION OF THE SWALE OR DITCH. THE STONE CHECK DAM WILL TRAP SMALL AMOUNTS OF SEDIMENTS GENERATED IN THE DITCH ITSELF, HOWEVER IT SHOULD NOT BE USED AS A SEDIMENT TRAPPING DEVICE. A FEW BASIC DESIGN GUIDELINES FOR THE USE OF STONE CHECK DAMS ARE:

1. USE IN SMALL OPEN CHANNELS WHICH DRAIN 10 ACRES OR LESS
2. DO NOT USE IN A LIVE STREAM
3. USE IN A TEMPORARY DITCH OR SWALE WHICH, BECAUSE OF THEIR SHORT LENGTH OF SERVICE, CANNOT RECEIVE A NON-ERODIBLE LINING
4. USE IN PERMANENT DITCHES OR SWALES WHICH WILL NOT RECEIVE A PERMANENT LINING FOR AN EXTENDED PERIOD OF TIME
5. USE IN TEMPORARY OR PERMANENT DITCHES OR SWALES WHICH NEED PROTECTION DURING THE ESTABLISHMENT OF GRASS LININGS
6. FOR STONE SPECIFICATIONS, SEE PROJECT SPECIFICATIONS FOR RIPRAP, (CLASS 2 LB)

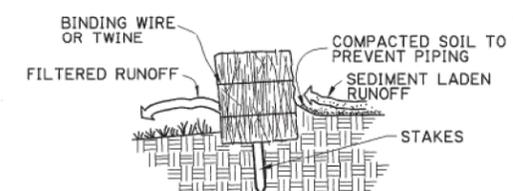


TEMPORARY SILT FENCE APPLICATION

(FOR CONSTRUCTION DETAILS AND SPECIFICATIONS SEE SHEET 2 OF 2.)



ELEVATION



SECTION A-A

TEMPORARY SEDIMENT CHECK DAM (HAY)

PAY ITEM: TEMPORARY SEDIMENT CHECK DAM (HAY)

NOTES:
A HAY BALE BARRIER IS A TEMPORARY SEDIMENT BARRIER CONSISTING OF A ROW OF ENTRENCHED AND ANCHORED BALES OF STRAW OR HAY. THE HAY BALE BARRIER IS ALSO USED AS A CHECK DAM TO REDUCE THE VELOCITY IN SMALL DITCHES OR SWALES. THE HAY BALES SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY EROSION CONTROL. A FEW BASIC DESIGN GUIDELINES FOR THE USE OF A HAY BALE BARRIER ARE:

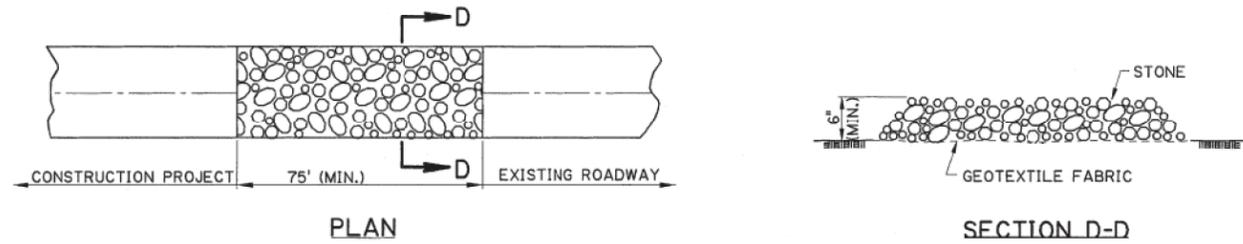
1. USE WHERE EROSION WOULD OCCUR IN THE FORM OF SHEET AND RILL EROSION
2. USE IN MINOR SWALES OR DITCHES WHERE THE MAXIMUM DRAINAGE AREA IS 2 ACRES
3. ONLY USE WHERE THE EFFECTIVENESS IS REQUIRED FOR LESS THAN 3 MONTHS
4. DO NOT USE IN LIVE STREAMS OR IN SWALES OR DITCHES WHERE THERE IS A POSSIBILITY OF A WASHOUT

SHEET NUMBER	304
PARISH	FEDERAL PROJECT
STATE	PROJECT
DATE	1-14-94
SHEET	1 OF 2
DESIGNED BY	JCM
CHECKED BY	KAJ
DATE	1-14-94
REVISION DESCRIPTION	DATE
REVISION 1	10-1-08
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
REVISION 6	
REVISION 7	
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REVISION 100	

TEMPORARY EROSION CONTROL DETAILS EC-01



HYDRAULICS SECTION



TEMPORARY STONE CONSTRUCTION ENTRANCE

PAY ITEM: TEMPORARY STONE CONSTRUCTION ENTRANCE

NOTES:

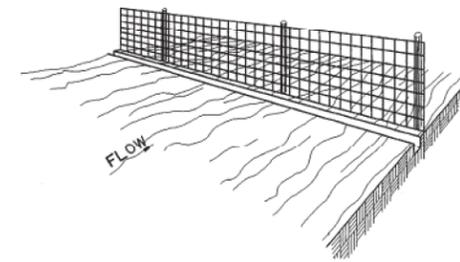
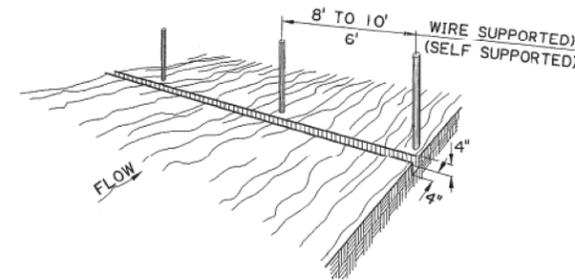
TEMPORARY STONE CONSTRUCTION ENTRANCE AND/OR WASH RACK

A STONE STABILIZED PAD LOCATED AT POINTS OF VEHICULAR INGRESS AND EGRESS ON THE CONSTRUCTION SITE TO REDUCE THE AMOUNT OF MUD TRANSPORTED ONTO PUBLIC ROADS. IF THE ACTION OF THE VEHICLE TRAVELING OVER THE GRAVEL PAD IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF THE MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLE ENTERS A PUBLIC ROAD. A FEW BASIC DESIGN GUIDELINES FOR THE USE OF A STONE ENTRANCE AND/OR WASH RACKS ARE:

1. THE STONE LAYER MUST BE AT LEAST 6 INCHES THICK.
2. THE STONE SHALL CONFORM TO PROJECT SPECIFICATIONS FOR RIPRAP (CLASS 2 LB).
3. THE LENGTH OF THE PAD MUST BE A LEAST 75 FEET AND IT MUST EXTEND THE FULL WIDTH OF THE VEHICULAR INGRESS AND EGRESS.
4. A GEOTEXTILE FABRIC UNDERLINER IS REQUIRED. THE GEOTEXTILE FABRIC SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR GEOTEXTILE FABRIC (CLASS D).
5. IF A WASH RACK IS NECESSARY, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF-SITE.

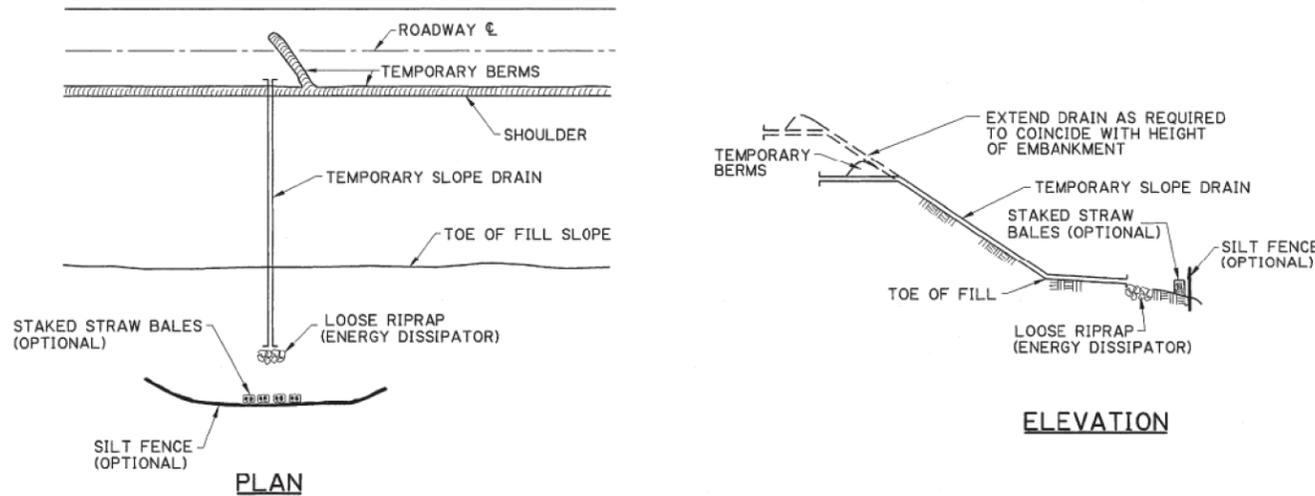
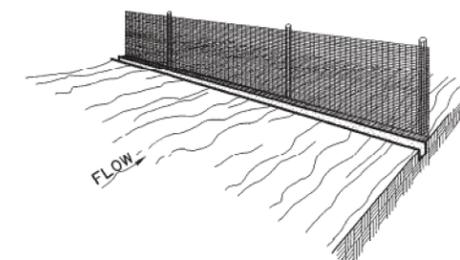
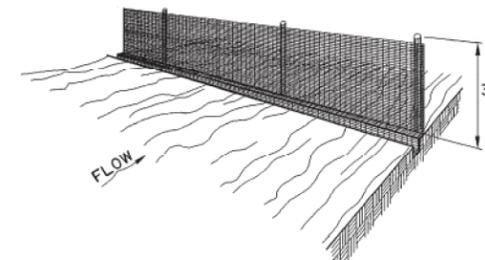
1. SET POSTS AND EXCAVATE A 4" X 4" TRENCH UPSLOPE ALONG THE LINE OF POSTS.

2. STAPLE WIRE FENCING TO THE POSTS.



3. ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.

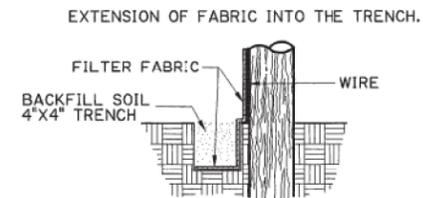
4. BACKFILL AND COMPACT EXCAVATED SOIL.



TEMPORARY SLOPE DRAIN

A TEMPORARY SLOPE DRAIN IS A DEVICE USED TO CARRY WATER FROM THE CONSTRUCTION WORK AREA TO A LOWER ELEVATION. SLOPE DRAINS MAY BE PLASTIC SHEET, METAL OR PLASTIC PIPE, STONE GUTTERS, FIBER MATS, OR CONCRETE OR ASPHALT DITCHES. A FEW BASIC DESIGN GUIDELINES FOR THE USE OF A TEMPORARY SLOPE DRAIN ARE:

1. THE SPACING OF THE SLOPE DRAINS VARIES WITH THE ROAD GRADE.
 FOR GRADES: 0.0% - 2.0% USE 500' SPACING
 2.1% - 5.0% USE 200' SPACING
 GREATER THAN 5.0% USE 100' SPACING
2. SLOPE DRAIN MATERIAL: SMOOTH PIPE - 8" MINIMUM - 3 MILS THICK MIN.
 CORRUGATED PIPE - 12" MINIMUM
 PLASTIC SHEETING - 4' WIDE MINIMUM
 PLASTIC SHEETING - 3 MILS THICK MIN.
3. PLASTIC SHEETING CAN BE STAKED DOWN OR WEIGHTED WITH ROCKS OR LOGS. THE AREA UNDER THE SHEETING SHOULD BE SHAPED TO PROVIDE AN ADEQUATE CHANNEL.
4. THE OUTLET END SHOULD BE PROTECTED OR HAVE SOME MEANS OF DISSIPATING ENERGY. THE FLOW SHOULD BE DIRECTED THROUGH A SEDIMENT TRAP SUCH AS A SILT FENCE, HAY BALES, OR OTHER APPROVED SEDIMENT CONTROL DEVICES.
5. TO INSURE PROPER OPERATION, TEMPORARY SLOPE DRAINS SHOULD BE INSPECTED REGULARLY AND AFTER EACH STORM, FOR CLOGGING OR DISPLACEMENT. EROSION AT THE OUTLET SHOULD BE CHECKED AND THE SILT TRAPS CLEANED IF NECESSARY.



CONSTRUCTION OF TEMPORARY SILT FENCING

(WIRE SUPPORTED SILT FENCE IS SHOWN. SELF SUPPORTED SILT FENCE WILL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.)

NOTES:

SILT FENCING IS A TEMPORARY SEDIMENT BARRIER CONSISTING OF A FILTER FABRIC SUPPORTED BY POSTS AND STRETCHED ACROSS AN AREA TO INTERCEPT AND DETAIN SMALL AMOUNTS OF SEDIMENT. THE SILT FENCING SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY EROSION CONTROL. A FEW BASIC GUIDELINES FOR THE USE OF SILT FENCING ARE:

1. USE WHERE EROSION WOULD OCCUR IN THE FORM OF SHEET AND RILL EROSION
2. USE WHERE THE MAXIMUM DRAINAGE AREA BEHIND THE SILT FENCE IS 1/4 ACRE PER 100 FEET OF SILT FENCE LENGTH
3. USE WHERE THE MAXIMUM SLOPE LENGTH BEHIND THE BARRIER IS 100 FEET
4. USE THERE THE MAXIMUM GRADIENT BEHIND THE BARRIER IS 2:1
5. DO NOT USE SILT FENCES IN LIVE STREAMS OR IN DITCHES OR SWALES WHERE FLOWS EXCEED ONE CUBIC FOOT PER SECOND

DESIGNED	JCM	DATE	1-14-94
CHECKED	KAV	SHEET	2 OF 2
DETAILS	JCM	DATE	1-14-94
CHECKED		SHEET	2 OF 2

REVISIONS	DATE	DESCRIPTION
10-1-08	10-1-08	REMOVE SPECIFIC PAY ITEM NOS. GENERAL REVISIONS

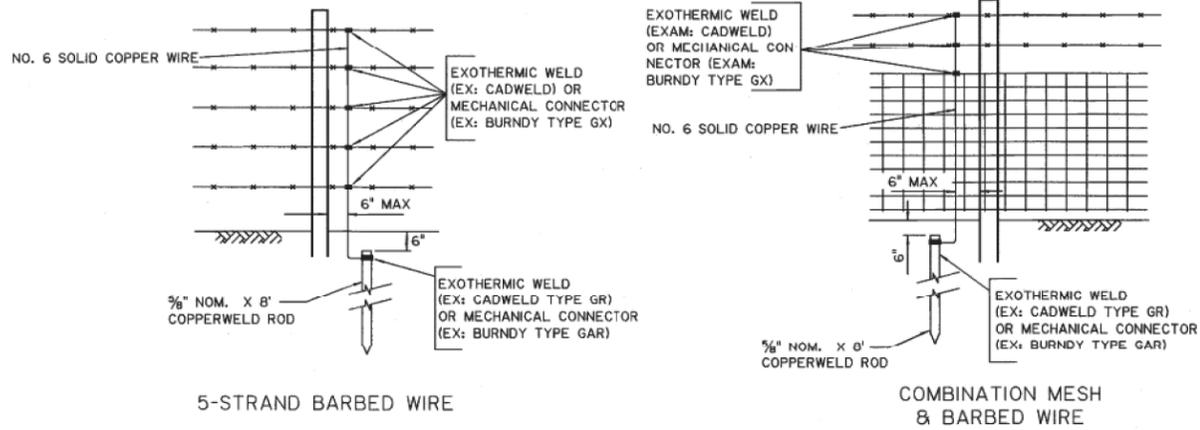


TEMPORARY EROSION CONTROL DETAILS

EC-01

HYDRAULICS SECTION

NOTE: GROUNDING DEVICES ARE TO BE INSTALLED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
ALL CONNECTION METHODS TO BE APPROVED BY PROJECT ENGINEER.

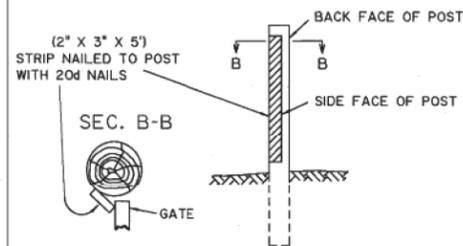


GROUNDING DETAILS

ALL POST DIAMETERS ARE MEAN DIAM. AT SMALL END

TREATED WOODEN LINE POST (NOMINAL 4\"/>

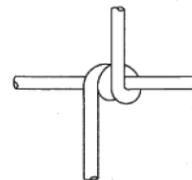
NOTE: GATES ARE TO OPEN AWAY FROM HIGHWAY UNLESS OTHERWISE DIRECTED BY ENGINEER.



DETAIL AT STOP FOR WOODEN GATE POST



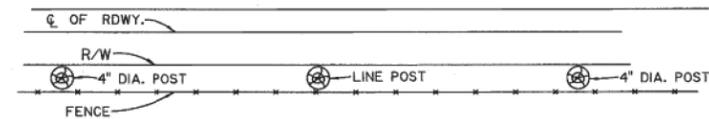
DETAIL OF STIFF STAY KNOT JOINT
NOMINAL DIAMETER OF ZINC-COATED WIRE, 0.099 in. VARIATION ± 0.004 in. (DESIGN NO. 939-6-12 1/2")



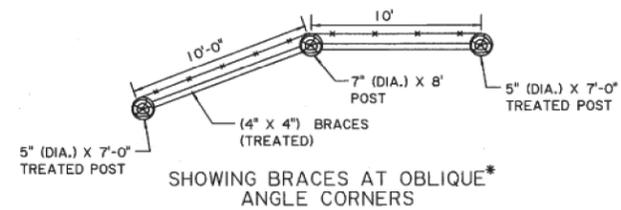
DETAIL OF HINGED JOINT
NOMINAL DIAMETER OF ZINC-COATED WIRE, 0.099 in. VARIATION ± 0.004 in. (DESIGN NO. 939-6-12 1/2")

SUGGESTED TYPE SCREW HOOK HINGE FOR WOODEN POST
3/4\"/>

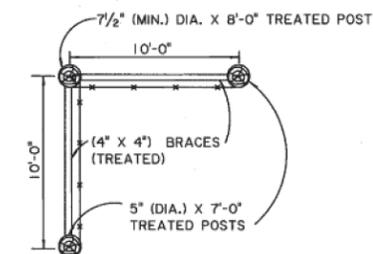
NOTE: LINE POST TO BE LOCATED OUTSIDE OF R/W LINE. WIRE TO BE PLACED ON OUTSIDE OF R/W, UNLESS OTHERWISE DIRECTED BY ENGINEER OR REQUESTED BY PROPERTY OWNER AND APPROVED BY ENGINEER. FOR CONTROL OF ACCESS, LINE POST TO BE LOCATED WITHIN HIGHWAY R/W.



DETAIL SHOWING LOCATION OF FENCE IN RELATION TO THE R/W LINE

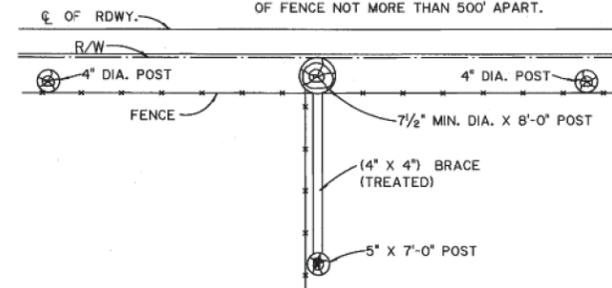


SHOWING BRACES AT OBLIQUE* ANGLE CORNERS



SHOWING BRACES AT RIGHT ANGLE CORNERS*

NOTE: BRACES SHALL BE PLACED ON STRAIGHT SECTIONS OF FENCE NOT MORE THAN 500' APART.



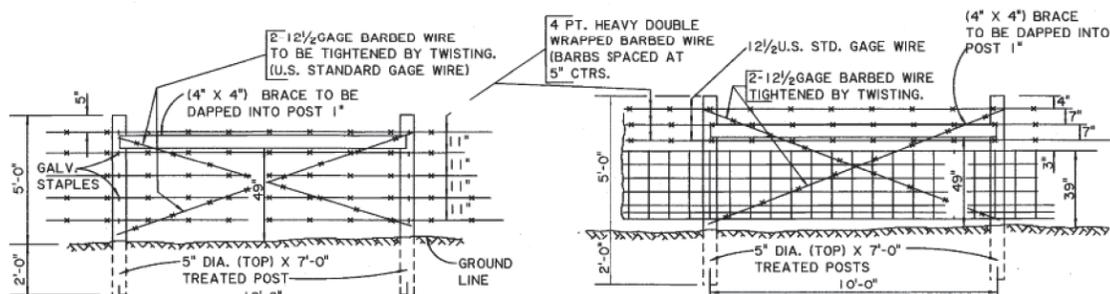
INTERSECTING BRACES ALONG R/W* TO BE INSTALLED IN FENCES

ALL INTERSECTING FENCES TO BE SECURELY ATTACHED TO FRONTAGE FENCE AS SHOWN HERE.

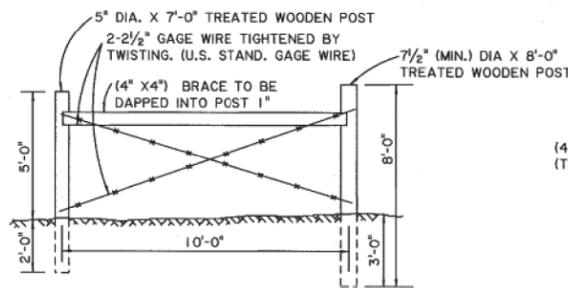
1 3/4\"/>

NOTE: METAL LINE POSTS MAY BE USED IN CONJUNCTION WITH WOODEN CORNER GATE AND BRACE POSTS, PROVIDED THAT METAL AND WOODEN POSTS ARE NOT MIXED BETWEEN CORNER POSTS.

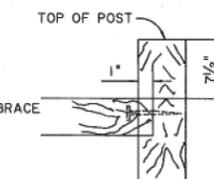
*NOTE: FOR ALTERNATE METHOD OF BRACING, SEE SH. 2 OF THIS STANDARD (FN-02).



SHOWING BRACES IN STRAIGHT LINE OF FENCE*

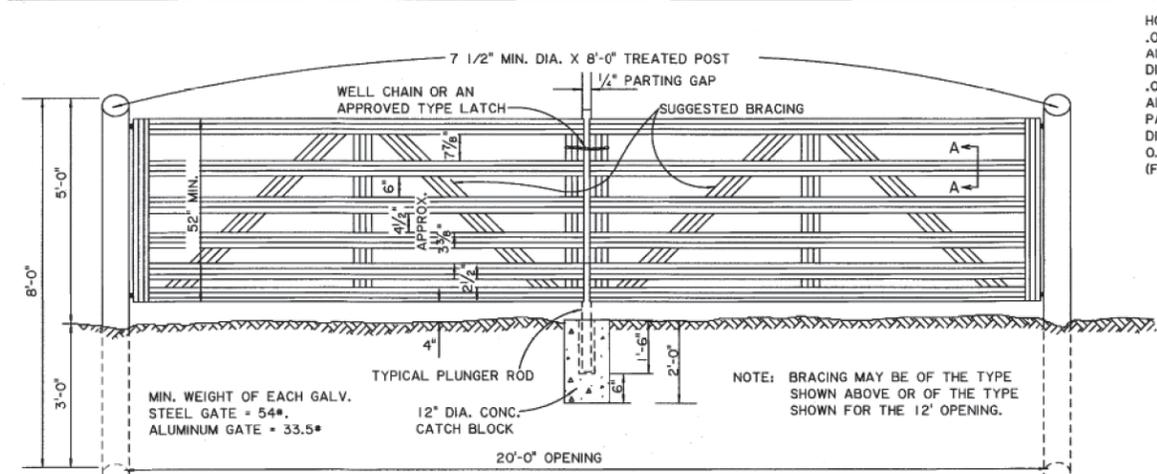


SHOWING BRACES AT GATE* (BACK VIEW) (FENCE NOT SHOWN)



DETAIL OF BRACE DAPPED INTO POST

BRACING DETAILS

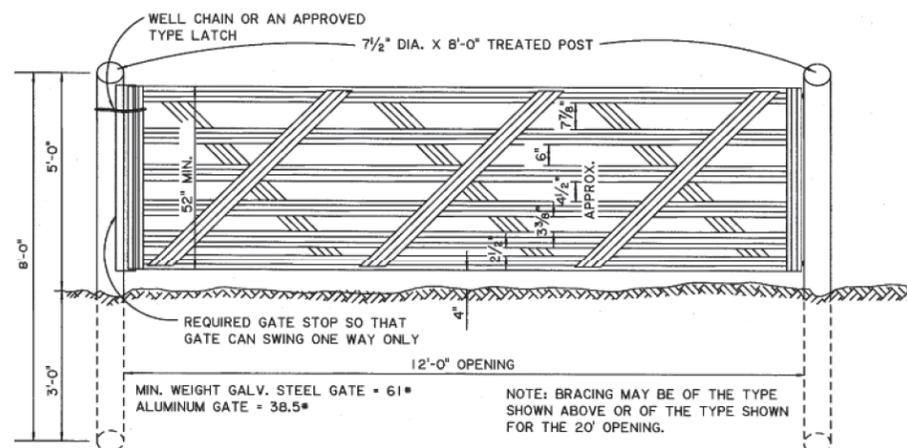


DOUBLE SWINGING DRIVEWAY GATE (ALUMINUM OR GALVANIZED STEEL) (SUGGESTED TYPE)

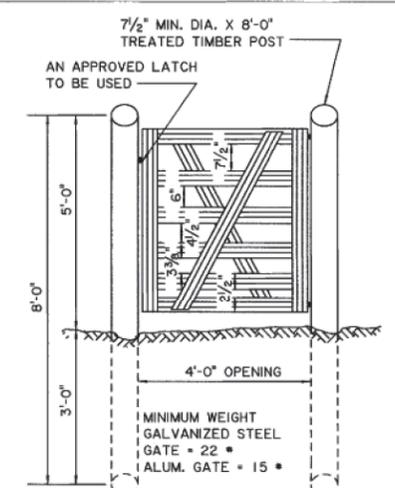
HORIZONTAL PANELS TO BE .051\"/>



TYPICAL SECTION THRU PANEL SECTION A-A



SINGLE SWINGING DRIVEWAY GATE (ALUMINUM OR GALVANIZED STEEL) (SUGGESTED TYPE)



SINGLE SWINGING WALKGATE (ALUMINUM OR GALVANIZED STEEL) (SUGGESTED TYPE)

Table with columns: DESIGNED, CHECKED, ROAD DESIGN, ROAD PROJECT, FEDERAL PROJECT, STATE PROJECT. Values include: ROAD DESIGN, ROAD PROJECT, FEDERAL PROJECT, STATE PROJECT.

Table with columns: DATE, SHEET. Values include: 01-24-11, 1 OF 2.

Table with columns: REVISION DESCRIPTION, BY, DATE. Values include: REVISION DESCRIPTION, BY, DATE.

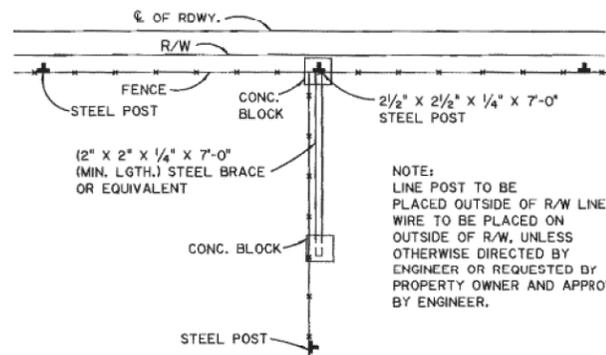
Table with columns: DATE, APPROVED BY, CHIEF ENGINEER. Values include: DATE, APPROVED BY, CHIEF ENGINEER.



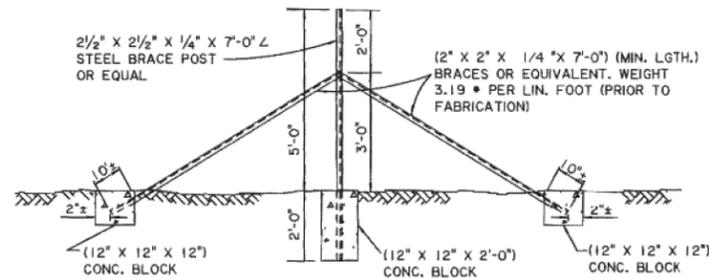
FIELD AND LINE TYPE FENCE (WOOD POST)
ROAD DESIGN STANDARD PLAN: FN-02



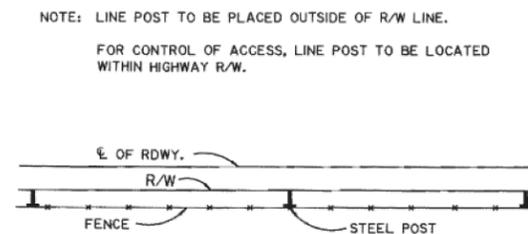
ROAD DESIGN



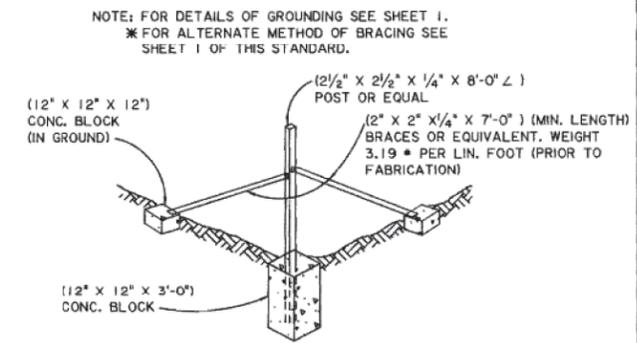
INTERSECTING BRACES ALONG R/W TO BE INSTALLED IN FENCES *



METHOD OF BRACING IN STRAIGHT LINE FENCE (FENCE NOT SHOWN) *



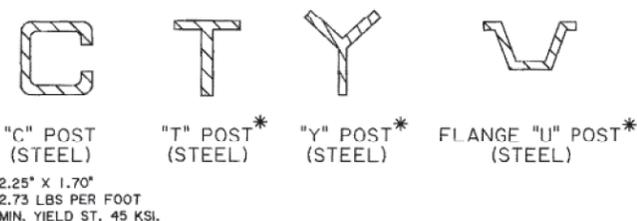
DETAIL SHOWING LOCATION OF FENCE IN RELATION TO THE R/W LINE



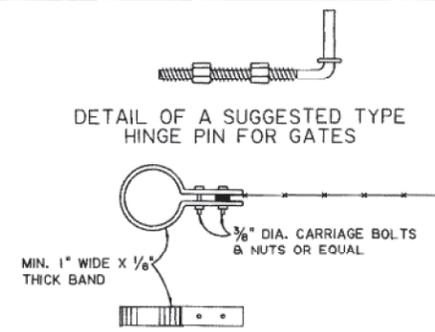
STEEL POST AND BRACES METHOD OF BRACING CORNERS OBLIQUE & INTERSECTING FENCES * NOMINAL WEIGHTS: CORNER END AND BRACING POSTS 4.10 * PER LIN. FOOT (PRIOR TO FABRICATION).

NOTE: WOODEN POSTS MAY BE USED IN CONJUNCTION WITH STEEL CORNER AND GATE POSTS, PROVIDED THAT WOODEN AND METAL POSTS ARE NOT MIXED BETWEEN CORNER POSTS.

* SEE ASTM A702 FOR DIMENSIONS AND DETAILS.

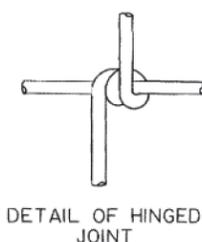


SUGGESTED TYPES OF STEEL FENCE POSTS



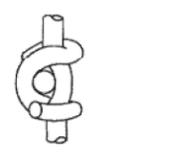
DETAIL OF A SUGGESTED TYPE HINGE PIN FOR GATES

DETAIL OF SUGGESTED TYPE BAND NOTE: FOR HOLDING BARBED WIRE AT GATE POSTS.



DETAIL OF HINGED JOINT

NOMINAL DIA. OF ZINC-COATED WIRE, 0.099 in. (DESIGN NO. 939-6-12 1/2)

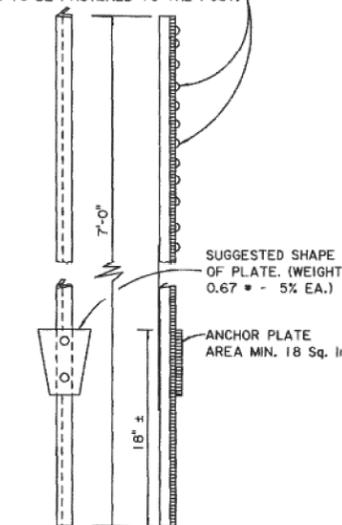


DETAIL OF STIFF STAY KNOT JOINT

NOMINAL DIA. OF ZINC-COATED WIRE, 0.099 in. (DESIGN NO. 939-6-12 1/2)

LINE POST SHALL BE DRIVEN. TOP TO BE PROTECTED TO PREVENT BURRING. NOMINAL WEIGHT 1.33 * PER LINEAR FOOT (PRIOR TO FABRICATION).

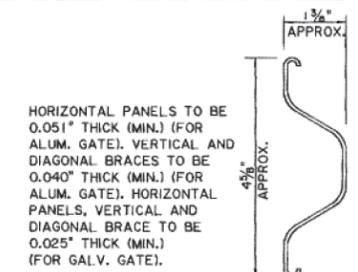
SLOTS, NOTCHES OR APPROVED DEVICE FOR FASTENING WIRE TO POST. A MIN. OF 4 HORIZONTAL WIRES TO BE FASTENED TO THE POST FOR THE MESH WIRE. EACH BARB WIRE TO BE FASTENED TO THE POST.



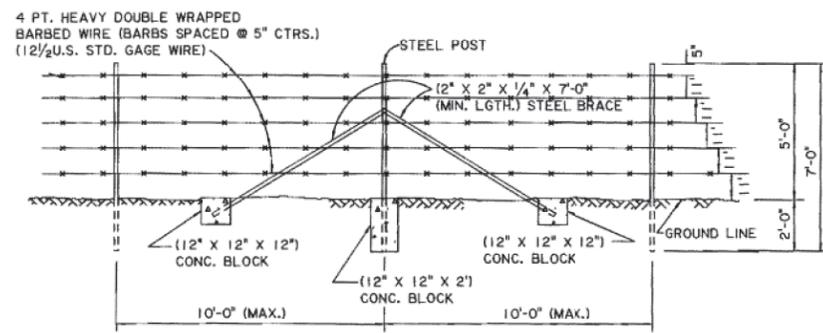
TYPICAL LINE POST

GENERAL NOTES:
GATES ARE TO OPEN AWAY FROM HIGHWAY UNLESS OTHERWISE DIRECTED BY ENGINEER. ALL INTERSECTING FENCES TO BE SECURELY ATTACHED TO THE FRONTAGE FENCE AS SHOWN. ALL STEEL POSTS, ANCHOR PLATES, BRACES AND HARDWARE SHALL BE GALVANIZED. (ASTM A 123)

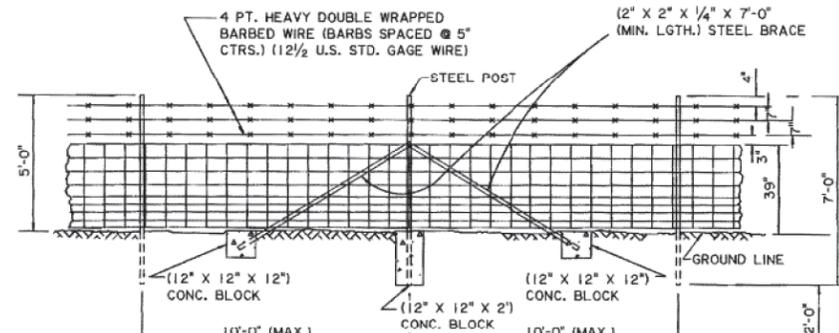
BRACES SHALL BE PLACED ON STRAIGHT SECTIONS OF FENCE NOT MORE THAN 500' APART. ALL LINE POSTS TO BE 7'-0" (MIN.) LENGTH AND SPACED ON 10' CENTERS (MAX.)



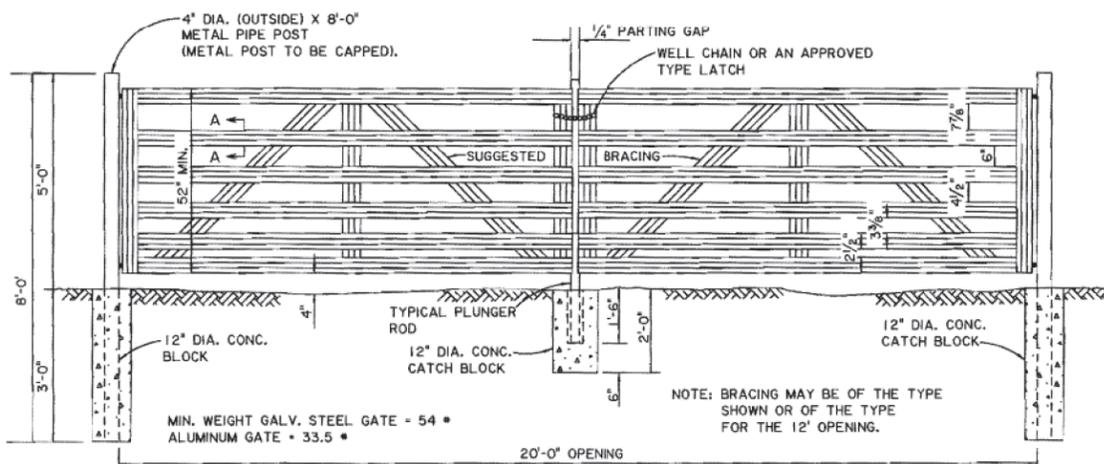
TYPICAL SECTION THRU PANEL A-A



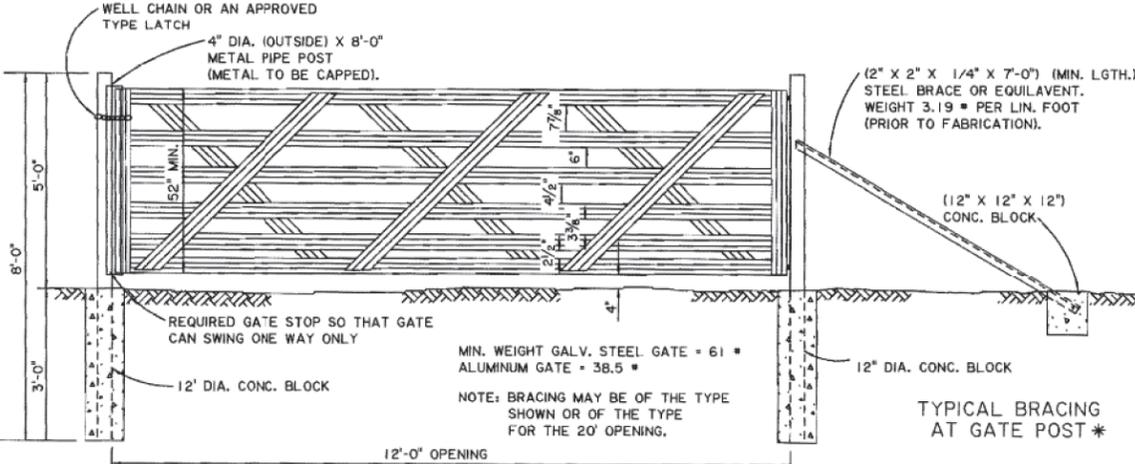
SHOWING BRACE IN STRAIGHT LINE OF FENCE



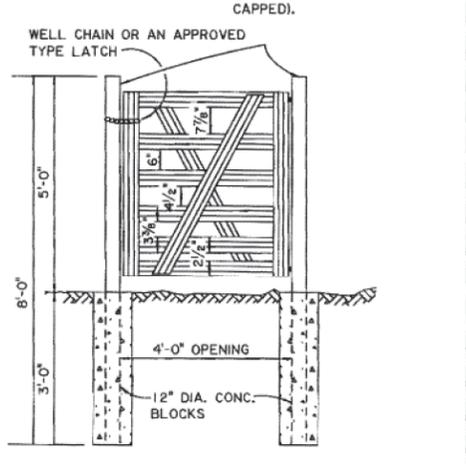
NOTE: BARBED WIRE TO BE FASTENED AT EVERY POST.



DOUBLE SWINGING DRIVEWAY GATE (ALUMINUM OR GALVANIZED STEEL) (SUGGESTED TYPE)



SINGLE SWINGING DRIVEWAY GATE (ALUMINUM OR GALVANIZED STEEL)



SINGLE SWINGING WALKGATE (ALUMINUM OR GALVANIZED STEEL) (SUGGESTED TYPE)

DESIGNED: ROAD DESIGN
CHECKED: CW
DATE: 01-24-11
SHEET: 2 OF 2

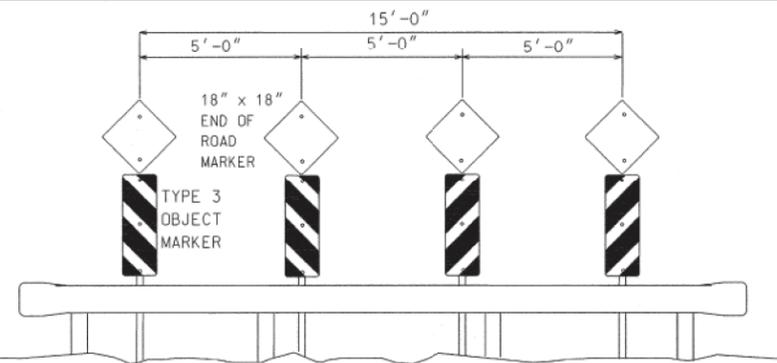
REVISION DESCRIPTION: BY DATE
11-3-11

PARISH: ROAD DESIGN
FEDERAL PROJECT: ROAD DESIGN
STATE PROJECT: ROAD DESIGN

ROAD DESIGN STANDARD PLAN: FN-02

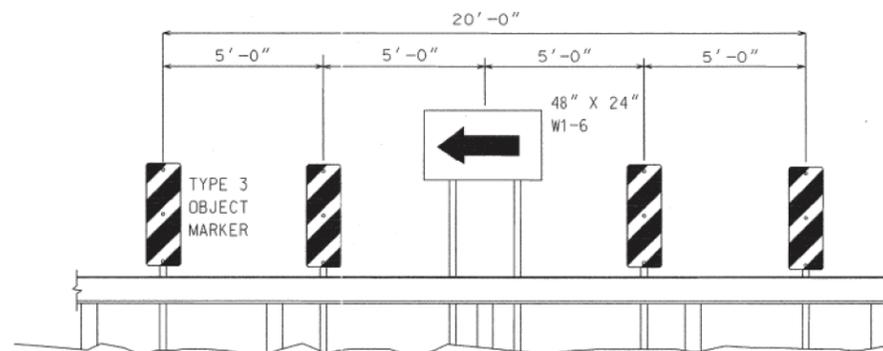
FIELD AND LINE TYPE FENCE (STEEL POST)

ROAD DESIGN



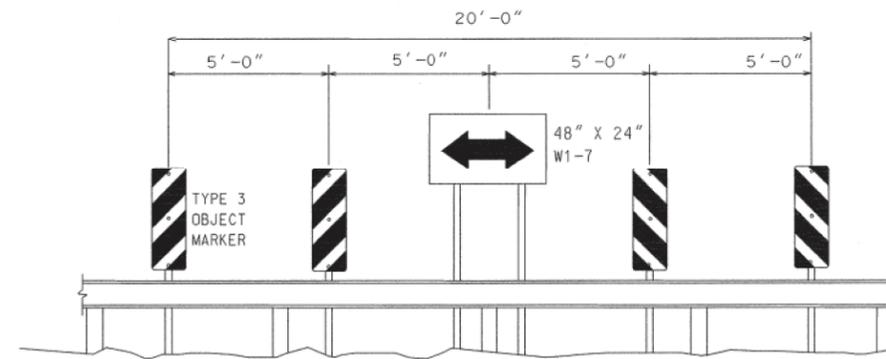
END-OF-ROADWAY INSTALLATION
DEAD END ROAD INSTALLATION
(TYPE A - WITH GUARD RAIL, TYPE D - WITHOUT GUARDRAIL)

For End of Road installation Object Marker stripes shall slope downward toward the center.
Guardrail to be installed in accordance with guardrail Standard Plans.
Typical installation requires 25 ft. of rail with flared end sections.



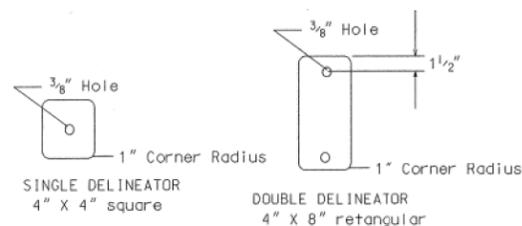
TURN INSTALLATION
DEAD END ROAD INSTALLATION
(TYPE B - WITH GUARD RAIL, TYPE C - WITHOUT GUARDRAIL)

For Turn installations Object Marker stripes shall slope downward toward the direction of travel.
Guard rail to be installed in accordance with guardrail Standard Plans.
Typical installation requires 25 ft. of rail with flared end sections.



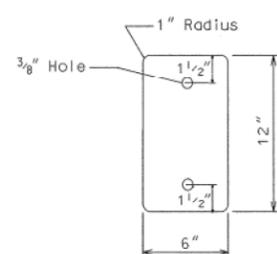
T-INTERSECTION INSTALLATION
DEAD END ROAD INSTALLATION
(TYPE B - WITH GUARD RAIL, TYPE C - WITHOUT GUARDRAIL)

For T-intersection installations Object Marker stripes shall slope away from center.
Guardrail to be installed in accordance with guardrail Standard Plans.
Typical installation requires 25 ft. of rail with flared end sections.



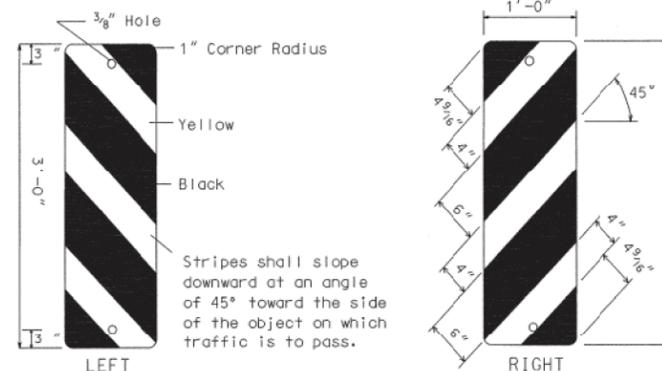
DETAIL OF DELINEATORS

Colors shall be red, white, or yellow.
The sheeting shall be in accordance with DOTD Standard Specification
For alternate Delineator/Flexible Post systems see the DOTD Approved Materials List. Alternates shall have an equivalent area of sheeting and shall not be less than 3 in. wide.
The mounting height shall be the same as for Milepost Markers.
Post penetration in ground shall be a minimum of 2 ft.



DETAIL OF TYPE 2 OBJECT MARKER

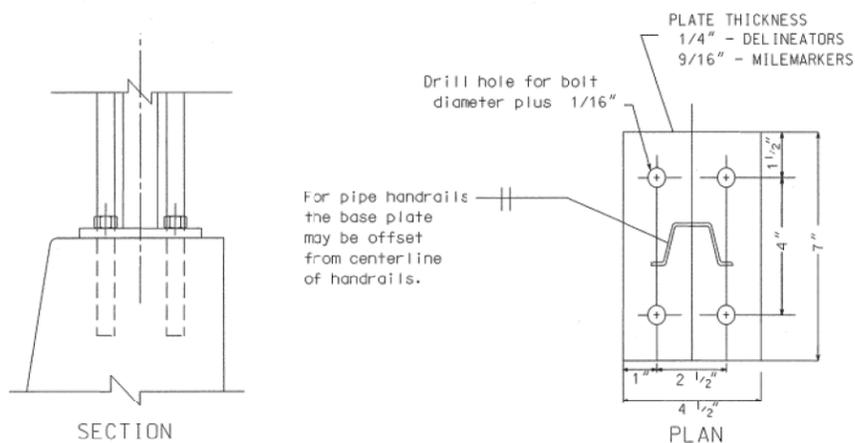
The face shall be yellow. The sheeting shall be in accordance with DOTD Standard Specification.
The typical mounting height from the ground line to the bottom of the object marker shall be 36 in.
Post penetration in ground shall be a minimum of 2 ft.
Type 2 Object Markers are typically used in the right-of-way to mark objects for mowing operations.



DETAIL OF TYPE 3 OBJECT MARKER

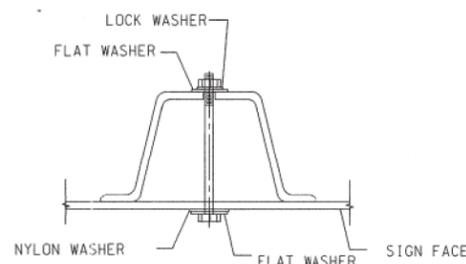
The markings on the Object Markers shall be diagonal, black and yellow stripes. The sheeting shall be in accordance with DOTD Standard Specifications.
Post penetration in ground shall be a minimum of 3 ft.
Type 3 Object Markers are typically used to mark objects in the roadway (travel lanes and shoulder) and to mark guard rail installation (see guard rail Standard Plans).

Note: For mile markers on conventional roads. See the details shown on the Special Signing Details sheets-B. This is in accordance with MUTCD signs D10-4 & D10-5 in Figure 2H-4.



Anchor Bolts
1/4 in. plate - 5/16 in. x 4 in. bolt
3/16 in. plate - 1/2 in. x 5 in. bolt
For bolt anchors see DOTD Approved Materials List.

DETAIL FOR MOUNTING SIGN POST TO CONCRETE BARRIER RAIL

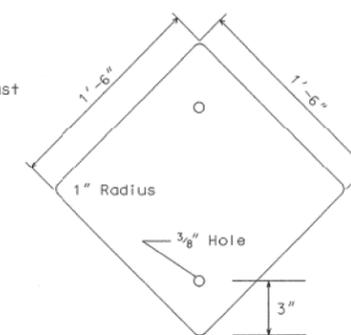


Steel U-channel sign post shall have 3/8 in. dia. holes drilled in channel on 1 in. centers from top of post. Steel tube post (Min. 2.23 lb/ft) may be used in lieu of U-channel posts.
Post Weight: 2.0 lbs/ft - DELINEATORS and TYPE 2 OBJECT MARKERS
2.5 lbs/ft - MILEMARKERS and TYPE 3 OBJECT MARKERS
3.0 lbs/ft - WARNING SIGNS, W1-6, W1-7
Fasteners shall be either bolts or rivets.

Bolts shall be 5/16 in. diameter electroplated steel hex head bolts with one nylon washer, two flat washers, one lock washer, and one vandal resistant hex nut.
Rivets shall be vandal resistant 1/4 in. diameter aluminum blind rivets with smooth, low profile heads on each end.

DETAIL FOR MOUNTING SIGN TO U-CHANNEL POST

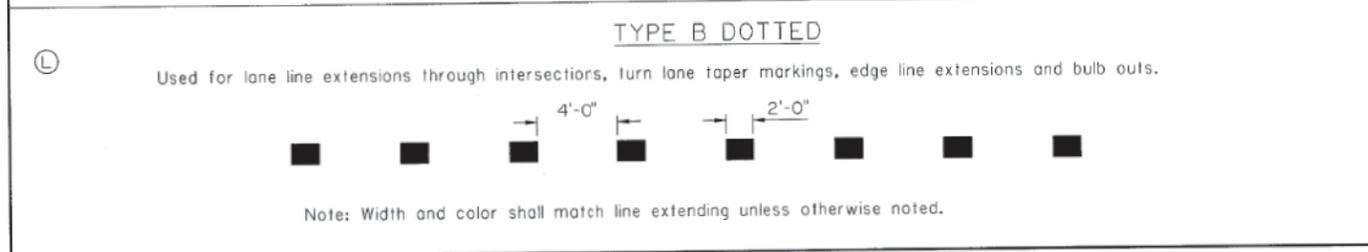
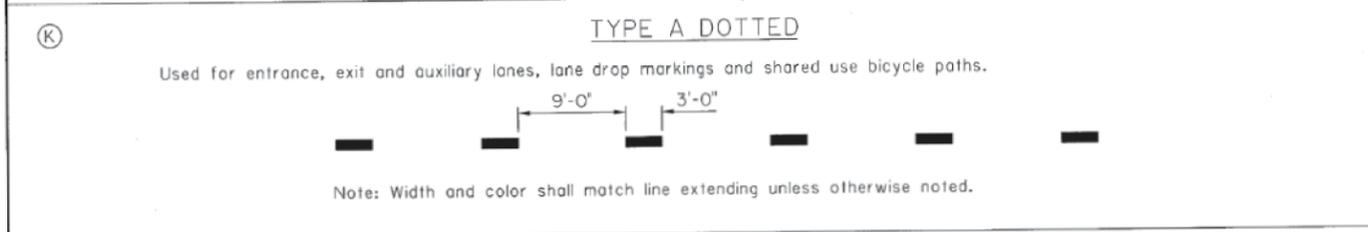
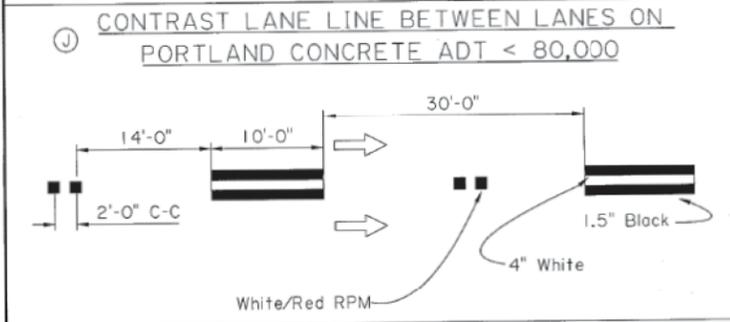
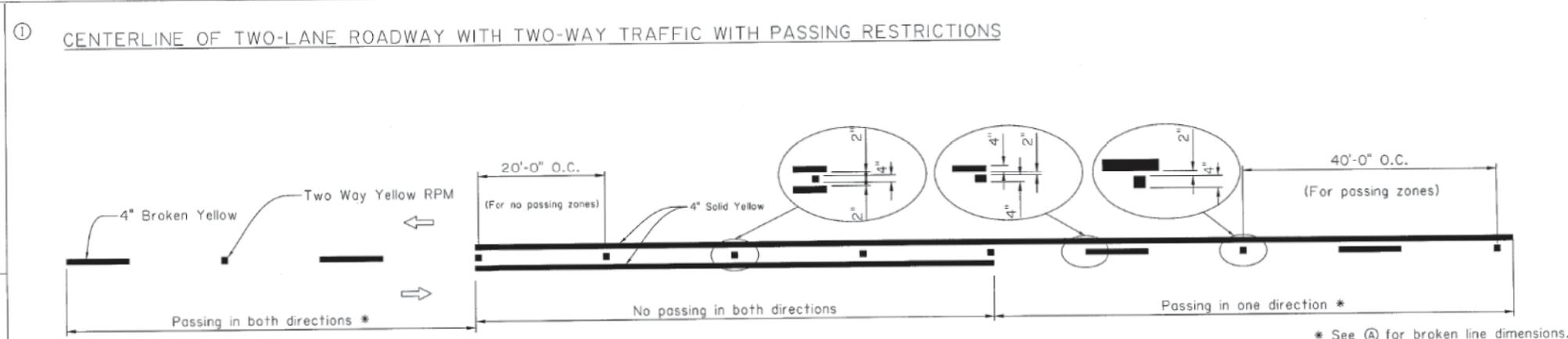
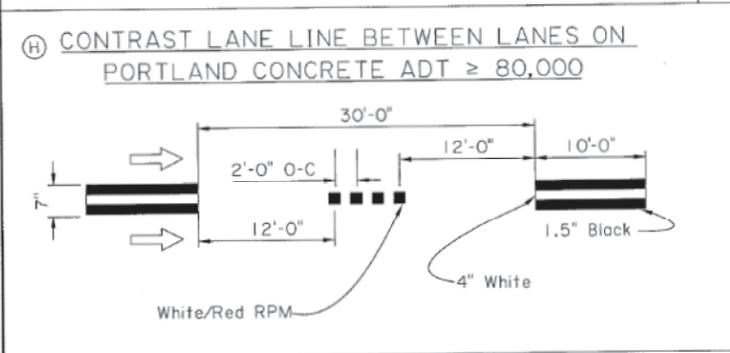
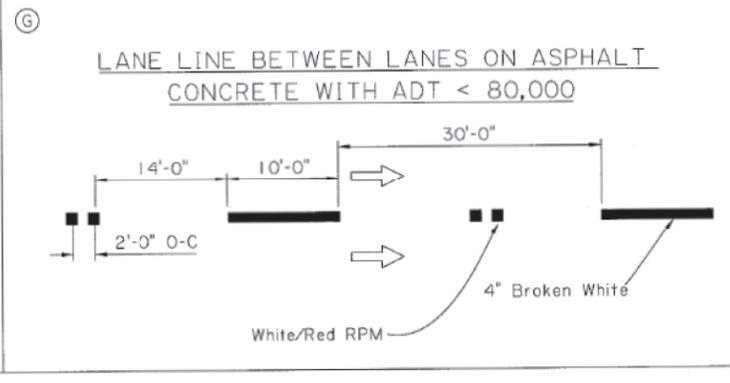
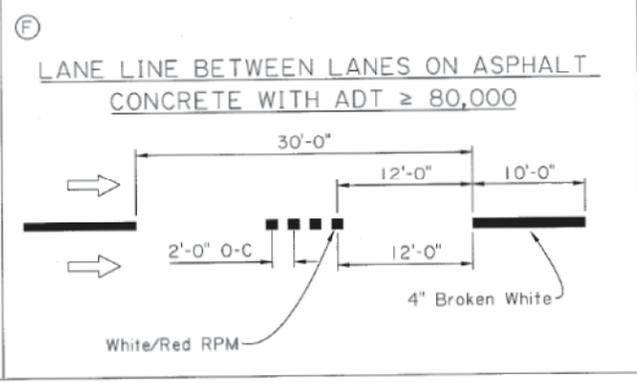
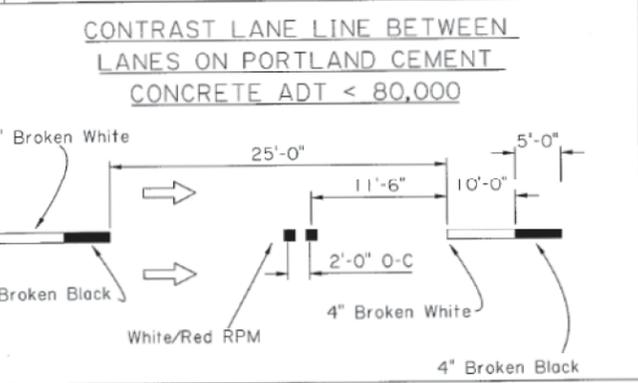
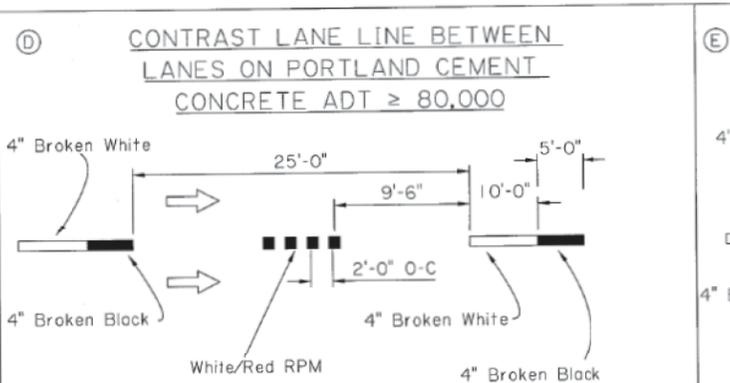
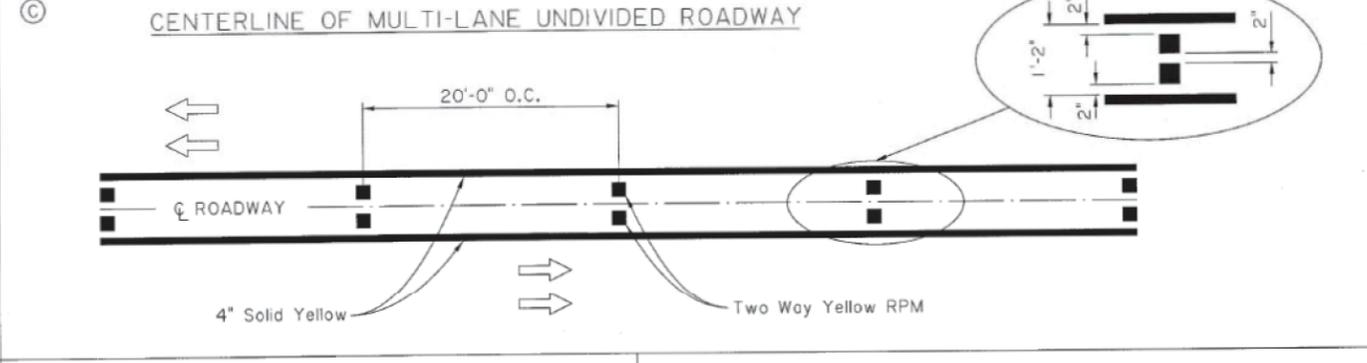
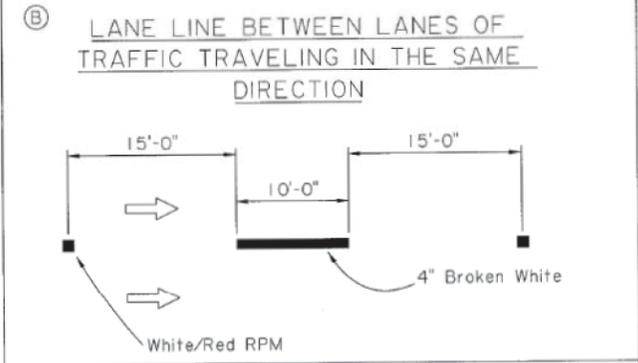
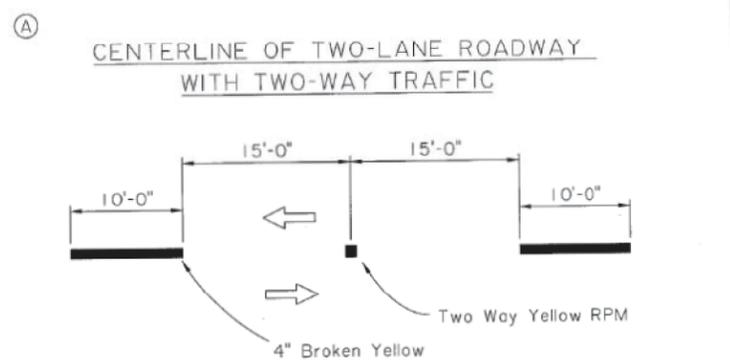
MOUNTING DETAILS



DETAIL OF END OF ROAD MARKER

Colors shall be red.
The sheeting shall be in accordance with DOTD Standard Specification.
The minimum mounting height from the ground line to the bottom of the marker shall be 5 ft.
Post penetration in ground shall be a minimum of 3 ft.

SHEET NUMBER	308
PARISH	
FEDERAL PROJECT	
STATE PROJECT	
DESIGNED BY	J. COLVIN
CHECKED BY	P. ALLAIN
DETAILS BY	M.D. ORDOGNE
CHECKED BY	J. COLVIN
DATE	02/13/2013
SHEET	
REVISION DESCRIPTION	
DATE	4-7-2014
BY	Jamie P. Williams
CHIEF ENGINEER	
APPROVED BY	
STANDARD PLAN	HS-03
OBJECT MARKERS AND DEAD END ROAD INSTALLATION	
TRAFFIC ENGINEERING	



GENERAL NOTES:

- 4" Edge lines shall be placed on all roadways.
- Place edge lines, centerlines and lane lines to avoid longitudinal joints as directed by the project engineer.
- Edge lines in a curb and gutter section should be kept out of the gutter and clear from debris.
- If rumble strips are used, striping details remain unchanged.
- Centerlines shall be placed on roadways with a traveled way width of 16 feet or greater.
- Where the clear width of a bridge is less than the clear width of the roadway, reflectorized pavement markers shall be placed adjacent to the edge line at 20' centers.
- ⇒ indicates the direction of travel (not a pavement marker).
- For non-interstate striping, use one Raised Reflectorized Pavement Marker.
- White Reflectorized Pavement Marker faces same direction traffic and red faces opposing traffic.

DESIGNED BY: G. LEBLANC
 CHECKED BY: J. COLVIN
 DETAILED BY: K. WILLIAMS
 CHECKED BY: G. LEBLANC

DATE: 9-18-2017

REVISION OR CHANGE ORDER DESCRIPTION: *Jamie P. Williams*

IND. DATE: *Jamie P. Williams*

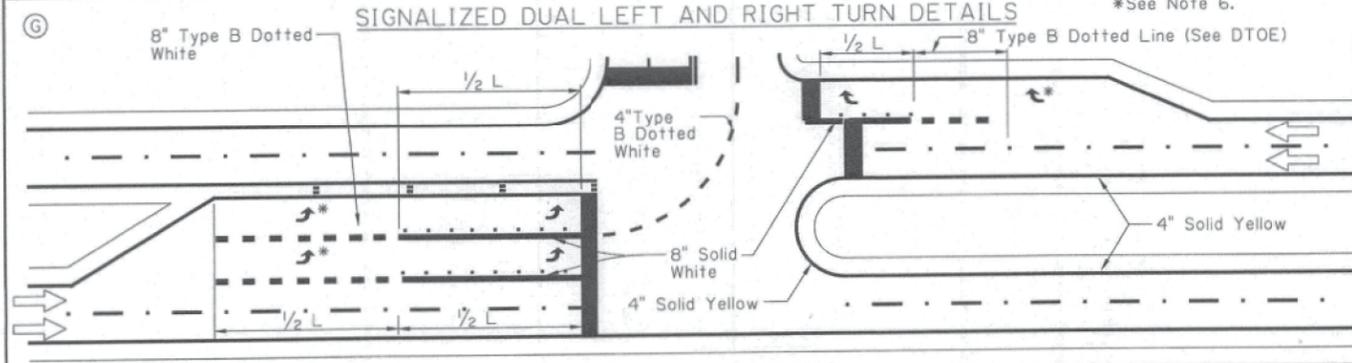
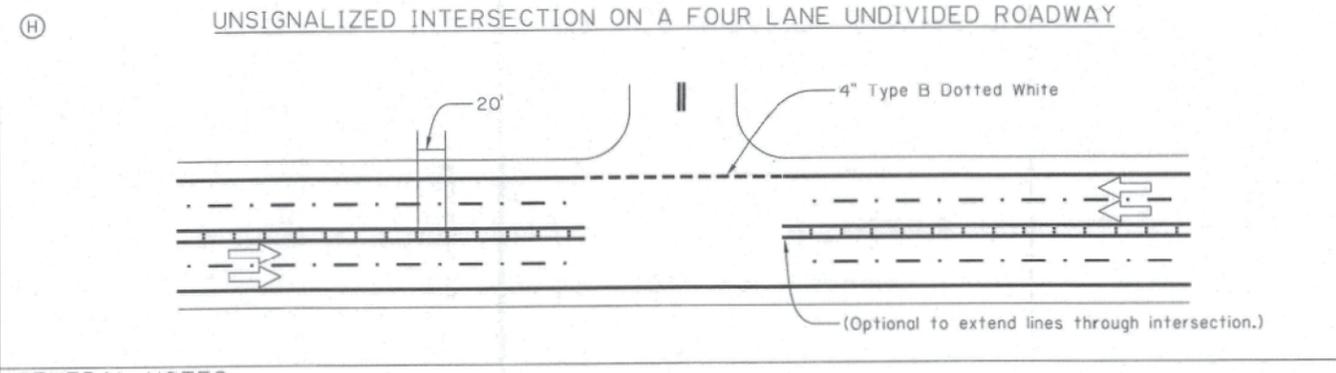
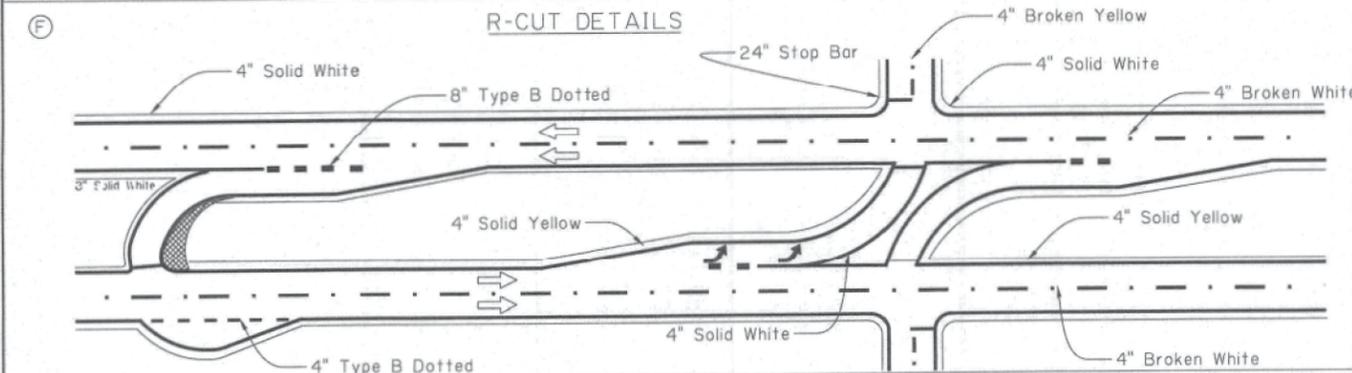
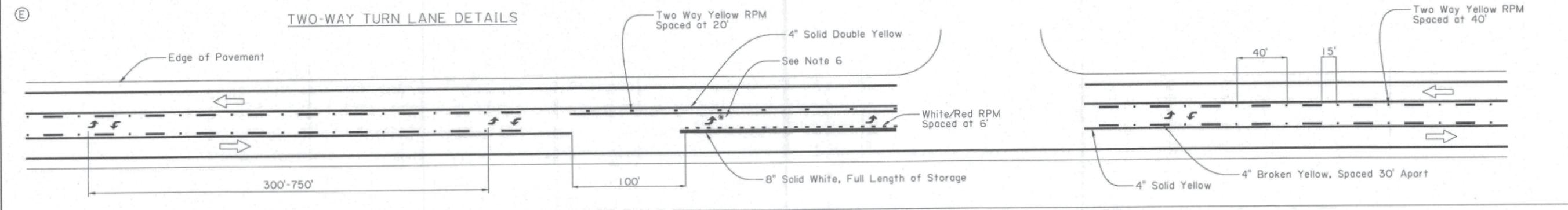
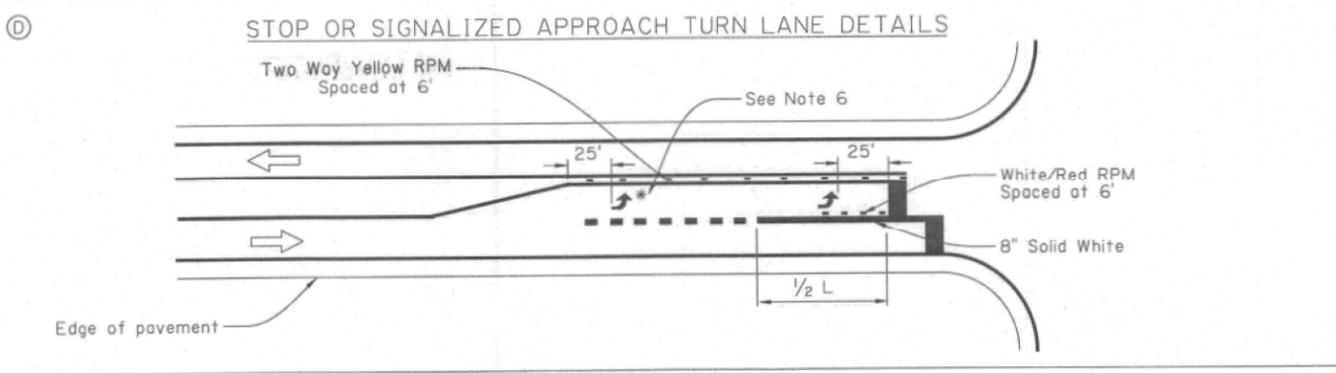
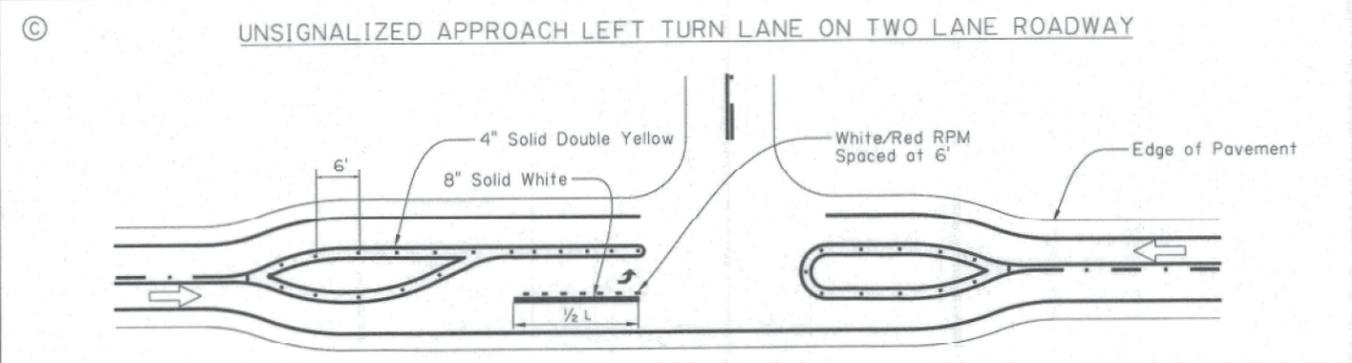
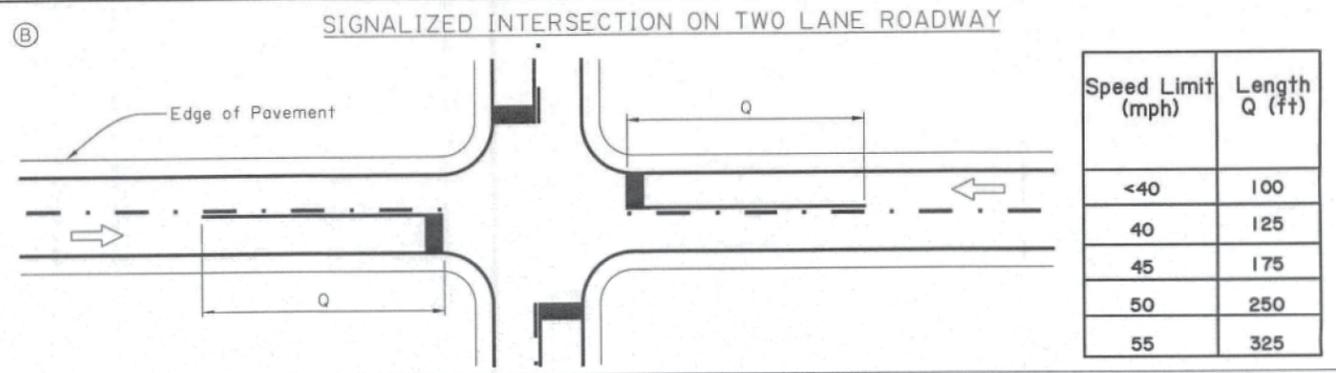
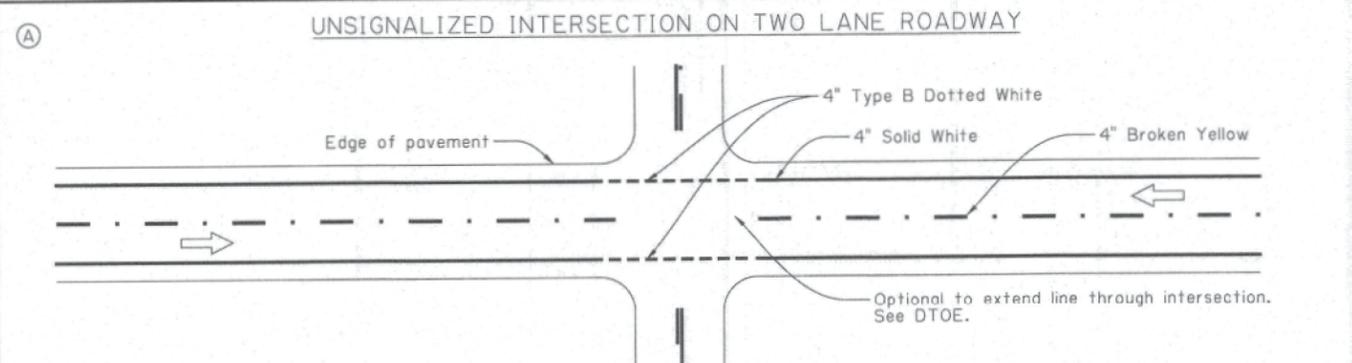
APPROVED BY: *Jamie P. Williams*

CHIEF ENGINEER: *Jamie P. Williams*

PARISH:
 CONTROL SECTION:
 STATE PROJECT:
 SERIES NUMBER:
 BY:
 DATE:
 REVISION OR CHANGE ORDER DESCRIPTION:
 IND. DATE:
 APPROVED BY:
 CHIEF ENGINEER:

PM-01
 Centerline and Edgeline Markings
 PAVEMENT MARKING DETAILS

BOID
 TRAFFIC ENGINEERING



- GENERAL NOTES:**
1. If the minor street has edge lines, the edge lines on the major street shall wrap to meet the edge lines on the minor street.
 2. Stop bars shall be 24". Stop bars shall not be placed at a distance greater than 30 feet or less than 4 feet from the nearest edge line. Stop bars at right turn lanes should be placed to provide adequate sight distance for right turning traffic.
 3. The location of stop bars at left turn lanes should be determined by the turning radius needed by the side street vehicles.
 4. See PM-01 for centerline and lane line details.
 5. The ONLY word marking shall be used when a through lane terminates as a turn lane.
 6. The asterisk (*) indicates that 2nd arrow is optional. If more than two arrows are used, minimum spacing should be 150'.
 7. Edge lines should not be broken for driveways.
 8. → indicates the direction of travel (not a pavement marker).
 9. L equals the full length of turn lane.
 10. Use of dotted lines require DTOE approval.

DESIGNED BY: G. LEBLANC
 CHECKED BY: J. COLVIN
 DETAILED BY: K. WILLIAMS
 CHECKED BY: G. LEBLANC
 SERIES NUMBER: 9-18-2007
 DATE: 9-18-2007
 REVISION OR CHANGE ORDER DESCRIPTION: James R. Williams
 APPROVED BY: CHIEF ENGINEER



PW-05
 Typical Intersection Striping Layouts
 PAVEMENT MARKING DETAILS



GENERAL PROVISIONS

- 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 the NCHRP Report 350 or MASH requirements for Test Level 3 devices where applicable.
- Materials used for TTC shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges and, when applicable, the LADOTD QPL.
- No TTC shall be erected without the approval of the Engineer and until work is about to begin, unless they are covered.
- No lane closures, lane shifts, diversions, or detours shall occur without the approval of the Engineer.
- 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.
- 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.
- The DTOE shall serve as a technical advisor to the Engineer for all traffic control matters.
- 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.
- 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.
- All temporary traffic control plans shall comply with the Transportation Management Plan.
- Any additional signs shown in the MUTCD and required by the Engineer shall be installed under Item 713-01-00100.
- Neither work activity nor storage of equipment, vehicles, TMAs, or materials shall occur within the buffer space.
- 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.
- A lighting plan shall be submitted to the Engineer 30 days prior to night work for approval. (See section 105.20 of the Louisiana Standard Specifications for Roads and Bridges.)
- Parking of vehicles or unattended equipment, or storage of materials, within the clear zone shall not be permitted unless protected by guard rail or barriers. If the clear zone is not defined on the plan sheets, the Engineer shall verify.
- Immediately upon removal of existing guard rail, the contractor shall install and maintain an NCHRP Report 350 or MASH approved device to protect the blunt end of the bridge or column until new guard rail is installed. After removal of the existing guard rail, new guard rail should be installed within seven (7) days. On non-NHS routes with shoulders less than 8 feet wide: If an NCHRP 350 Report Test Level 3 or MASH device is required but the field conditions of the roadway cannot support a Test Level 3 device, then a Test Level 2 device can be substituted in its place upon approval by the Engineer.
- All costs associated with crash devices are to be included in Item 713-01-00100.
- Sight distance should be considered when placing traffic control devices.
- On all mainline Interstate, a minimum of 1.5 feet of paved shoulder on the left and right side shall be maintained at all times.
- On Interstates, a minimum of 11 foot lanes shall be maintained. On all other roadways, a 10 foot minimum travel lane should be maintained where practical.

- TTC Standards are not drawn to scale.
- The contractor shall develop an internal traffic control plan approved by the Engineer prior to each phase.
- 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.

PAVEMENT MARKINGS (see QPL)

- All pavement markings within the limits of the project 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.)
- If special pavement markings are needed, they shall be reflectorized, removable, and accompanied by the proper signage.
- 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.
- Materials and placement of temporary pavement markings shall conform to Section 713 of the Louisiana Standard Specifications for Roads and Bridges. If no pay item exists for temporary markings they shall be installed under item 713-01-00100.
- 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)

- PCMS shall be used on all Interstate Highways and on all other roadways (where space is available) with an ADT greater than 20,000.
- 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.
- 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.
- PCMS messages shall conform to EDSM VI.2.1.10 or shall be approved by the DTOE. Messages shall be no more than 3 lines and 2 screens.
- PCMS should be placed as far from the traveled lane as possible. They shall be shielded by guard rail or barriers. If this is not possible they shall be delineated with one drum at each corner.
- If the PCMS has to be placed on the shoulder then the contractor shall install a shoulder closure.
- 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 clear zone.

ABBREVIATIONS

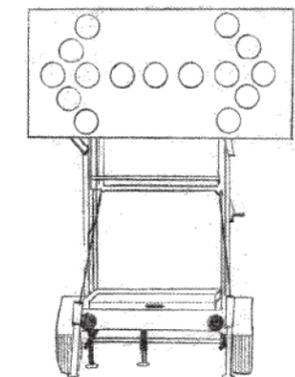
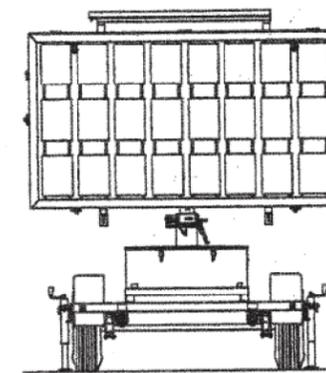
- AASHTO American Association of State Highway and Transportation Officials
- ADT Average Daily Traffic
- AGCI Associated General Contractors of America
- ANSI American National Standards Institute
- ATSSA American Traffic Safety Services Association
- B.O.P. Beginning of Project
- DTOE District Traffic 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
- QPL Qualified Products List
- TMA Truck Mounted Attenuator
- TMC Traffic Management Center
- TTC Temporary Traffic Control
- TTC Standards .. Temporary Traffic Control Standard Plans

SPEED LIMITS

- 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.
- 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.
- 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.
- At the end of the reduced speed zone, a speed limit sign displaying the original speed limit prior to construction shall be installed.
- For all other speed limit reductions not listed above the Project Engineer and the DTOE shall recommend the speed reduction to the Chief Construction Engineer or his appointed designee for approval.
- If the speed limit is reduced more than 10 mph, placement of the signs shall be re-evaluated according to the MUTCD.

FLASHING ARROW BOARDS

- All Flashing Arrow Boards shall be 4 feet by 8 feet and Type C.
- 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.
- Flashing arrow boards shall be delineated with retroreflective TTC devices.
- 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.
- Arrow boards shall only be used for lane reduction tapers and shall not be used for lane shifts.

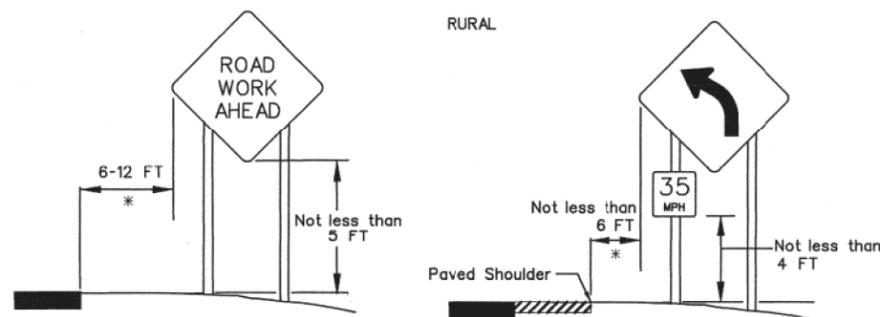


ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
 ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
 CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

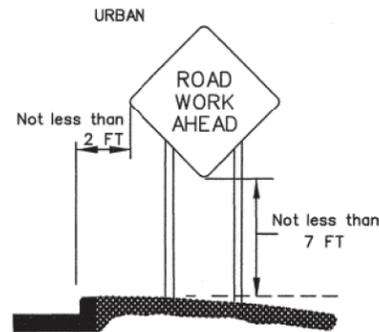
SHEET NUMBER 311		PARISH	
DESIGNED J. COLVIN	CHECKED P. ALLAIN	FEDERAL PROJECT	STATE PROJECT
DETAILER M.D. ORDOGNE	CHECKED J. COLVIN	DATE 02/13/2013	SHEET
REVISION DESCRIPTION		DATE 3-12-13	BY
APPROVED BY		DATE	CHIEF ENGINEER
TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET TTC-00 (A)			
TRAFFIC ENGINEERING			

SIGNS

- All signs used for temporary traffic control shall follow the plans, the LADOTD TTC Standards, and the MUTCD.
- Signs shown in the TTC illustrations are typical and may vary with each specific condition.
- 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 (see QPL).
- Mesh rollup signs shall not be allowed on any project.
- 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.
- 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).
- 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.
- 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 QPL 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).
- When portable sign frames are not in use they shall be moved to an area inaccessible to traffic and not visible to the driver.
- Left side mounted signs will not be required for roadways with a center left turn lane and for undivided roadways.
- Vinyl rollup signs may be used if work zone is in place for 12 hours or less, there are no more than 2 lanes in each direction and if signs meet all size, color, retroreflectivity, and NCHRP 350 Report or MASH requirements.
- 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).
- On divided highways, signs shall be placed on the right and the left as shown on the TTC standards.
- 1 foot portable sign stands may be used if the work zone is in place for 12 hours or less, the preconstruction posted speed is less than 45 mph and there are no more than 2 lanes in each direction.
- Sign posts:
 - Signs measuring 10 square feet or less shall be mounted on 1 rigid post
 - Signs over 10 square feet shall be mounted on 2 rigid posts
 - Signs over 20 square feet shall be mounted on at least 3 rigid posts
- Rigid sign supports shall be driven to a minimum depth of 3 feet. (If splicing is required, see Allowable Lap Splice U-channel post.)
- For sign height, see the Rural and Urban diagrams:



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

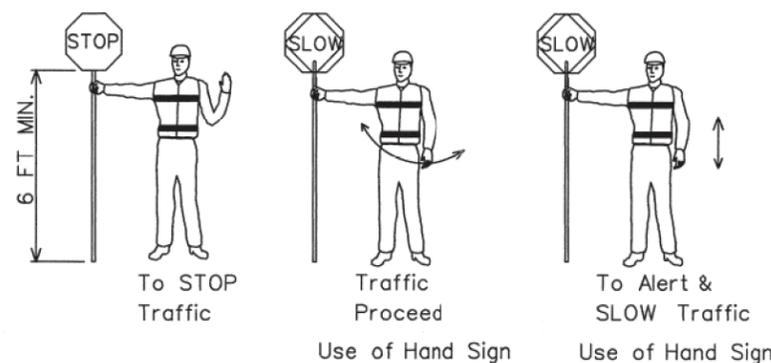


LANE CLOSURES

- All proposed lane, road, or shoulder closures shall be reviewed by the DTOE and approved by the Engineer.
- 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.
- A queue analysis shall be performed prior to approval of lane closures on all Interstates according to EDSM VI.1.1.4.
- Closure plans and times shall be turned in to the Engineer for review according to the following:
 - (A) 5 working days minimum if traffic control plan has been approved or is contained in the plans.
 - (B) 10 working days minimum and a traffic control plan must be submitted for lane closures not addressed in the plans.
- 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.
- 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

- All flaggers shall be qualified.
- The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties.
- A Qualified Flagger is one that has completed courses such as those offered by ATSSA, AGC, or other courses approved by the LADOTD Work Zone Task Force. The contractor shall be responsible for getting the flagger course approved.
- 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.
- In all flagging operations, the flagger must be visible from the flagger advance warning sign.
- Flaggers shall not be used on the Interstate.



REFERENCES

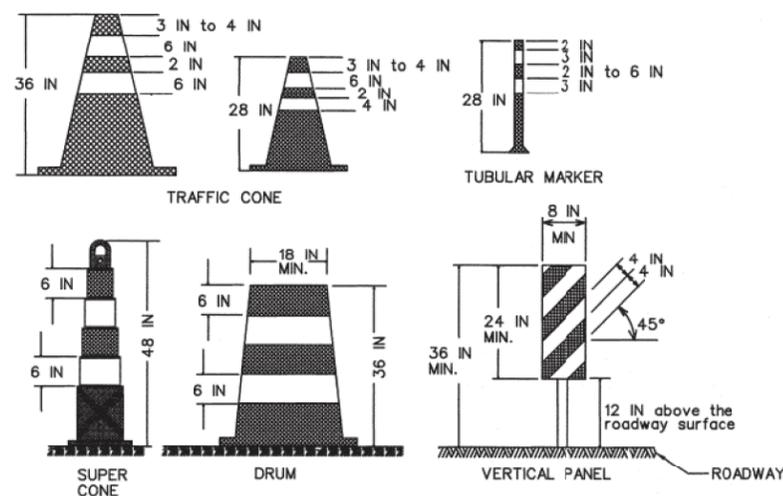
- The contractor shall be responsible for understanding all rules and requirements in the current edition of the following documents:
 - 1) Louisiana Standard Specifications for Roads and Bridges. <http://www.dotd.la.gov/highways/specifications/>
 - 2) Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). <http://mutcd.fhwa.dot.gov/>
 - 3) LADOTD Qualified Products List (QPL) Manual. <http://www.dotd.la.gov/highways/construction/lab/qpl/tableofcontents.shtml>
 - 4) LADOTD Engineering Directives and Standards Manual (EDSM) VI.1.1.4 - Queue Analysis for Interstate Lane Closures. <http://webmail.dotd.la.gov/ppmemos.nsf>
 - 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". http://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". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_476.pdf
 - 8) NCHRP Report 498: "Illumination Guidelines for Nighttime Highway Work". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_498.pdf
 - 9) American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide.
 - 10) American Traffic Safety Services Association (ATSSA) Quality Guidelines for Work Zone Traffic Control Devices and Features.
 - 11) U.S. Department of Transportation Federal Highway Administration Traffic Control Handbook for Mobile Operations at Night. <http://www.dot.state.il.us/blr/1023.pdf>
 - 12) LADOTD Engineering Directives and Standards Manual (EDSM) VI.2.1.10 - PCMS Approved Construction Message Policy. <http://webmail.dotd.la.gov/ppmemos.nsf>

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	312
DESIGNED	J. COLVIN
CHECKED	P. ALLAIN
DATE	02/13/2013
REVISION DESCRIPTION	
DATE	
APPROVED BY	
CHIEF ENGINEER	
TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET TTC-00 (B)	
TRAFFIC ENGINEERING	

CHANNELIZING DEVICES

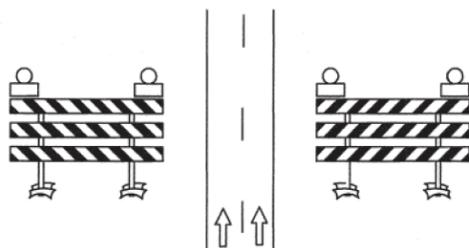
- The following devices may be used as channelizing devices: Tubular Markers, Vertical Panels, Cones, Drums, and Super Cones.
- 28 inch traffic cones are not allowed on:
 - Interstates
 - Highways with speeds greater than 40 mph.
- During nighttime operations 28 inch and 36 inch cones are not allowed.
- Retroreflective material pattern used on super cones shall match that used on drums.
- Tangent Areas:**
 - Standard Spacing:** See Standard Device Spacing and Buffer Space table.
 - Daylight Operations:** Drums and super cones are spaced at standard spacing. All other devices are at 1/2 standard spacing.
 - Nighttime Operations:** Drums and supercones at standard spacing are the only devices allowed.
- Taper Areas:**
 - Standard Spacing:** See Standard Device Spacing and Buffer Space table.
 - Daylight Operations:** Drums are spaced at standard spacing. All other devices are 1/2 standard spacing.
 - Nighttime Operations:** Drums (at standard spacing) are the only devices allowed.
- 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, (see the QPL).
- 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.
- 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.
- Channelizing devices on the lane line shall be of the same type.
- Channelizing devices in each taper shall be of the same type.



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TYPE III BARRICADES

- Only Type III barricades shall be used.
- All barricades shall use Type 3 High Intensity Sheeting on both sides of the barricade.
- All barricades shall be a minimum of 8 feet in length and must meet NCHRP Report 350 or MASH requirements.
- 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 (see QPL).
- When signs and lights are to be mounted to a barricade, they must meet NCHRP Report 350 or MASH requirements.
- A truck with a TMA may be substituted for a barricade when workers are present.
- Barricades shall be placed:
 - 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.)
 - before each or group of unfilled holes or holes filled with temporary material.
 - before uncured concrete.
 - in the closed lane on each side of every intersection and crossover. (Do not block sight distance.)
 - in front of piles of material (dirt, aggregate, broken concrete), culverts, and equipment which is near the work zone.



TTC for DROP-OFFS

Average Drop-off	> 45 MPH	≤ 45 MPH
≤ 3 IN	Low Shoulder Sign (Optional)	Low Shoulder Sign (Optional)
> 3 IN	Shoulder Drop Off Sign & Edge Lines or Shoulder Drop Off Sign & Channelizing Device	Shoulder Drop Off Sign
> 6 IN	No Shoulder Sign, Edge Lines & Vertical Panel	No Shoulder Sign & Channelizing Device
≤ 10 IN		
> 10 IN	Concrete Barrier & Edge Lines	No Shoulder Sign & Vertical Panel

Average Drop-off	INTERSTATE
≤ 2 IN	Low Shoulder Sign (Optional)
> 2 IN	Shoulder Drop Off Sign & Edge Lines or Shoulder Drop Off Sign & Channelizing Device
> 6 IN	Shoulder Drop Off Sign, Concrete Barrier & Edge Lines

- If a portable concrete barrier will be required then the deflection shall be considered in the design.
- For Interstate ramps, refer to non-interstate drop offs.

STANDARD DEVICE SPACING AND BUFFER SPACE

SPEED LIMIT (prior to construction) MPH	MERGING TAPER LENGTH (L) Lane Width (FT)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE FT
	9	10	11	12	Along Taper	Along Tangent	
25	94	105	115	125	20	40	155
30	135	150	165	180	40	80	200
35	184	205	225	245	40	80	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

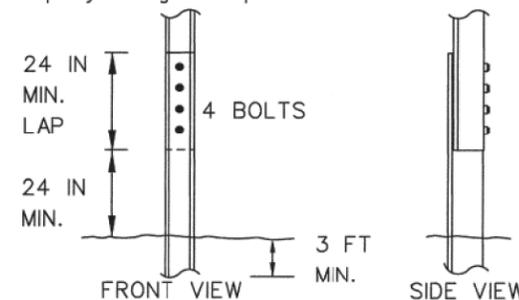
SPEED LIMIT (prior to construction) MPH	SHIFTING TAPER LENGTH (1/2)(L) Lane Width (FT)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE FT
	9	10	11	12	Along Taper	Along Tangent	
25	47	53	58	63	20	40	155
30	68	75	83	90	40	80	200
35	92	103	113	123	40	80	250
40	120	134	147	160	40	80	305
45	203	225	248	270	40	80	360
50	225	250	275	300	40	80	425
55	248	275	303	330	40	80	495
60	270	300	330	360	40	80	570
65	293	325	358	390	40	80	645
70	315	350	385	420	40	80	730

SPEED LIMIT (prior to construction) MPH	SHOULDER TAPER LENGTH (1/3)(L) Lane Width (FT)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE FT
	9	10	11	12	Along Taper	Along Tangent	
25	32	35	39	42	20	40	155
30	45	50	55	60	40	80	200
35	62	69	75	82	40	80	250
40	80	89	98	107	40	80	305
45	135	150	165	180	40	80	360
50	150	167	184	200	40	80	425
55	165	184	202	220	40	80	495
60	180	200	220	240	40	80	570
65	195	217	239	260	40	80	645
70	210	234	257	280	40	80	730

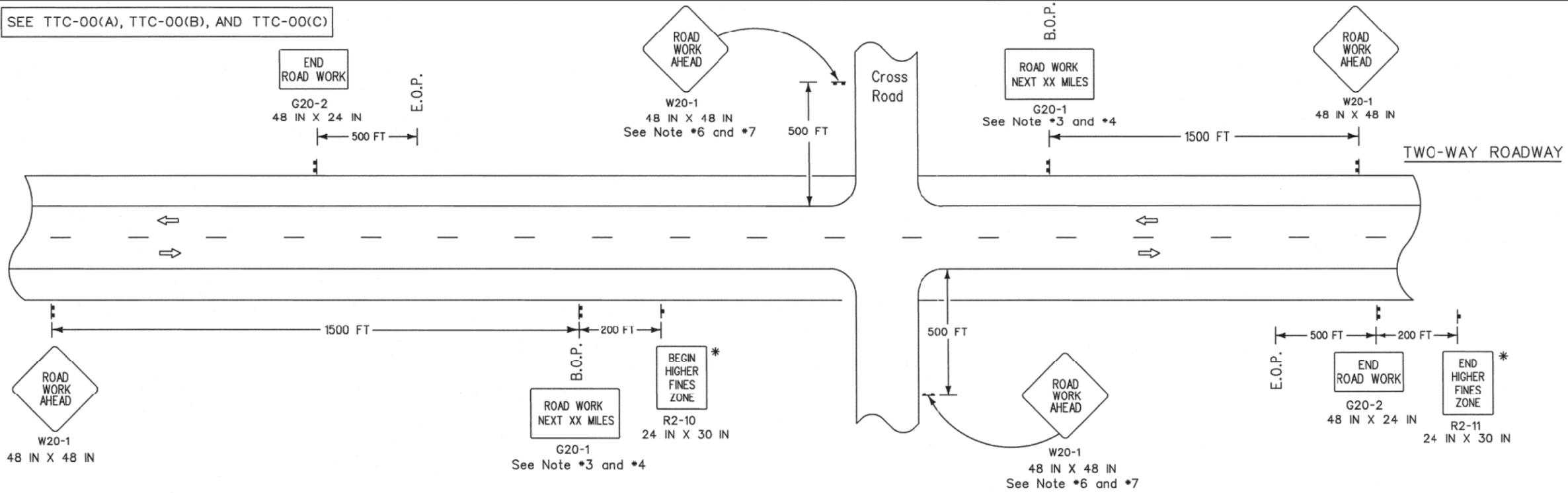
- All termination and flagger tapers are 100 feet per lane. (MIN. 6 channelizing devices per lane equally spaced 20 feet apart.)
- See TTC Standards for flagger taper.
- See MUTCD for taper formulas.

ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

- 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.



SEE TTC-00(A), TTC-00(B), AND TTC-00(C)



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

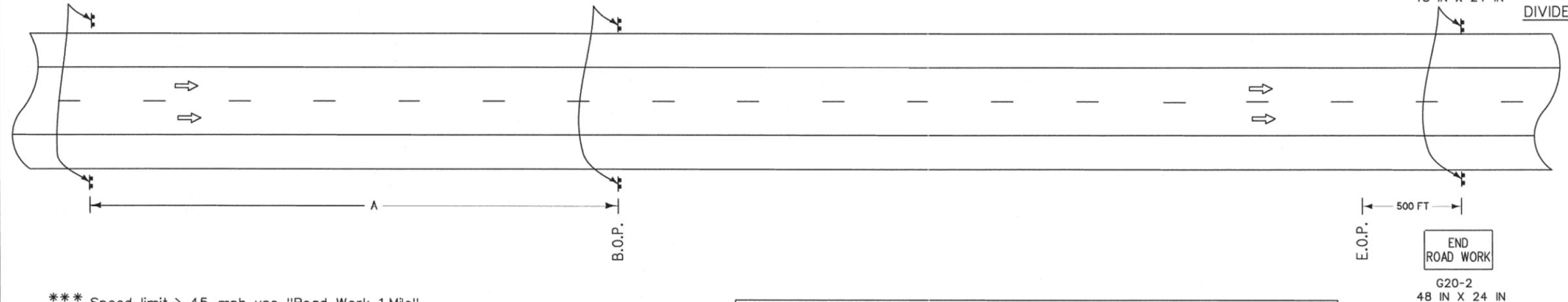
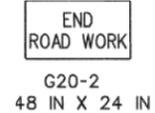
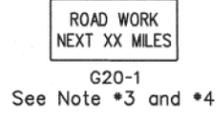
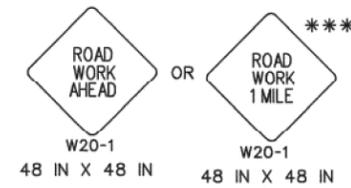
NOTES

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" and "End Road Work" signs.
2. This layout does not replace other TTC Standard Sheets, but is intended as a supplement to the required signing.
3. The "Road Work Next XX Miles" sign shall be required on all projects. The distance on the "Road Work Next XX Miles" sign shall be stated to the nearest whole mile. This sign shall be placed at the Beginning of Project (B.O.P.) limits.
4. The "Road Work Next XX Miles" 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" sign shall be placed 500 feet past the End of Project (E.O.P.) limits.
6. If "Road Work Ahead" sign is used on a cross road to warn of road work on another route, then "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.

LEGEND

- Traffic Sign
- Direction of Travel



*** Speed limit > 45 mph use "Road Work 1 Mile"
Speed limit \leq 45 mph use "Road Work Ahead"

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SPEED LIMIT (prior to construction)	SPACING 'A'
\leq 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.

SHEET NUMBER 314

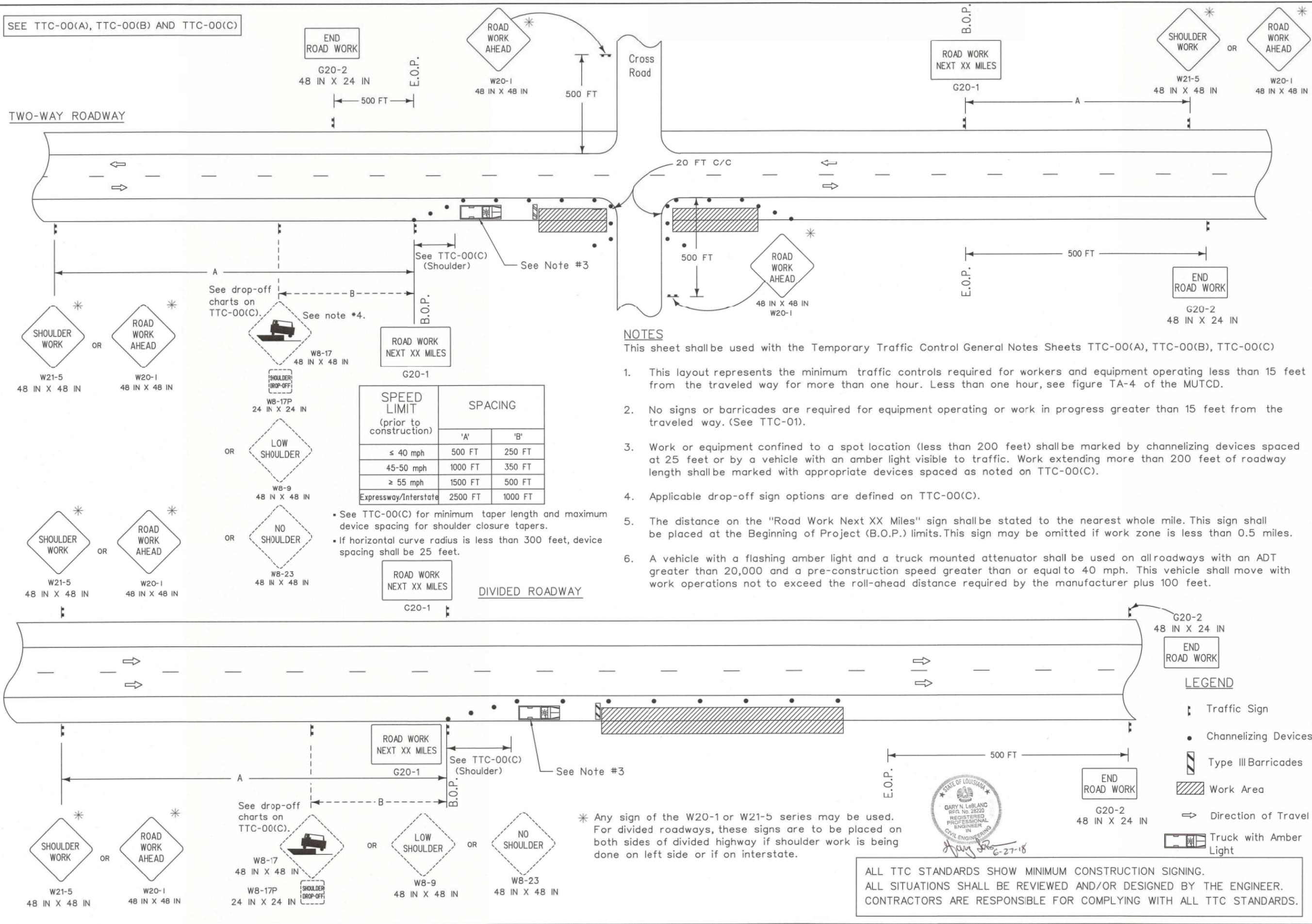
DESIGNED BY: J. COLVIN
CHECKED BY: P. ALLAIN
DATE: 02/13/2013

PARISH: COLVIN
FEDERAL PROJECT: M.D. ORDOGNE
STATE PROJECT: J. COLVIN

REVISION DESCRIPTION: [Signature]
DATE: 3-12-13
BY: [Signature]
APPROVED BY: [Signature]
CHIEF ENGINEER: [Signature]

TEMPORARY TRAFFIC CONTROL LAYOUT FOR PLACEMENT OF ROAD WORK NEXT XX MILES AND END ROAD WORK SIGNS
TTC-00 (D)

TRAFFIC ENGINEERING



SEE TTC-00(A), TTC-00(B) AND TTC-00(C)

END ROAD WORK
 G20-2
 48 IN X 24 IN

ROAD WORK AHEAD
 W20-1
 48 IN X 48 IN

ROAD WORK NEXT XX MILES
 G20-1

SHOULDER WORK
 W21-5
 48 IN X 48 IN

ROAD WORK AHEAD
 W20-1
 48 IN X 48 IN

TWO-WAY ROADWAY

NOTES

- This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C)
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 an 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" sign shall be stated 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 amber light and a truck mounted attenuator shall be used on 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.

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.
- If horizontal curve radius is less than 300 feet, device spacing shall be 25 feet.

DIVIDED ROADWAY

LEGEND

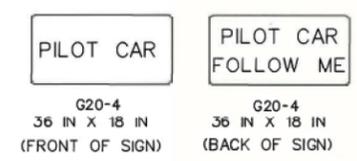
- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Work Area
- Direction of Travel
- Truck with Amber Light



ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
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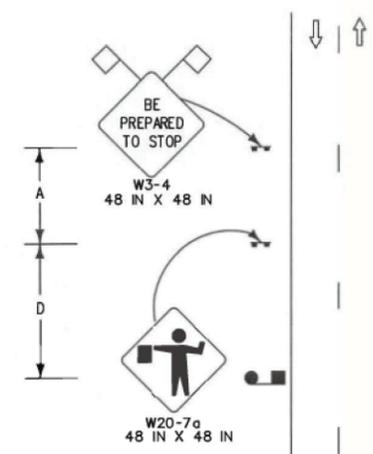
SEE TTC-00(A), TTC-00(B), TTC-00(C), AND TTC-00(D)

- PILOT CAR**
- If used, a pilot car shall guide a queue of vehicles through the work zone or diversion.
 - It shall be used in restricted visibility operations such as lime or cement stabilization, chip seals, or operations in hilly or curvy terrains, where flaggers cannot see each other (no clear line-of-sight).
 - The operation of the pilot vehicle shall be coordinated with flagging operations or other controls at each end of the one-lane section and all major driveways and street intersections.
 - The pilot car sign should be mounted 7 feet above roadway in a position visible to oncoming and following traffic.
 - The pilot car shall have an amber beacon light.
 - The sign mounted on the vehicle shall be two-sided.

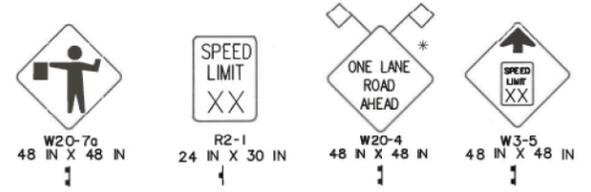


- LEGEND**
- ⬇ Traffic Sign
 - Channelizing Devices
 - ▨ Type III Barricades
 - ▨ Work Area
 - 🚚 Flagger
 - 🚚 Type B Light
 - ➡ Direction of Travel
 - 🚚 Truck with Amber Light and TMA

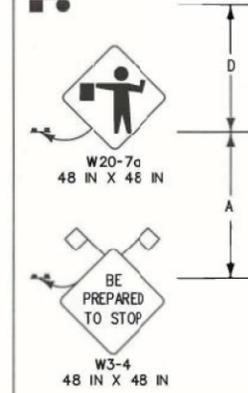
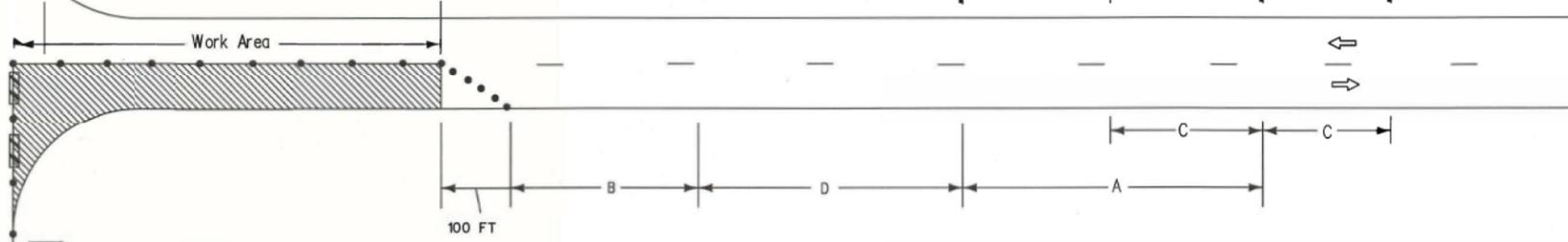
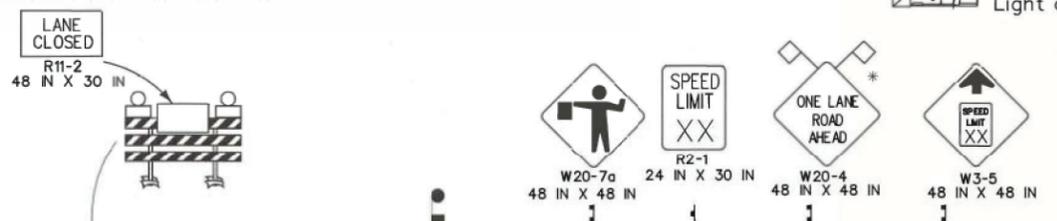
SPEED LIMIT (prior to construction)	SPACING			
	'A'	'B'	'C'	'D'
≤ 40 mph	500 FT	100 FT	N/A	125 FT
45-50 mph	1000 FT	350 FT	500 FT	350 FT
> 50 mph	1500 FT	500 FT	800 FT	500 FT



For use when work area is less than or equal to 500 feet from nearest crossroad travel lane, but work area does not encroach crossroad travel lanes.



For use when work area is more than 500 feet and less than 1600 feet from nearest crossroad travel lane.



NOTES

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

1. This layout represents the minimum traffic controls required for lane closures on two-lane roads with two-way traffic less than 1600 feet from an intersection. For advance signing see TTC-00(D).
2. Visual or radio contact shall be required between flaggers at all times. The flagger shall be visible from flagger sign.
3. Only law officers shall direct traffic against a traffic signal indication.
4. If work area is greater than 1600 feet see TTC-04.
5. If a pilot car is required then the contractor is not required to have channelizing devices in the tangent section.
6. A vehicle with a flashing amber light and a truck mounted attenuator shall be used on 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.



FLAGGER TAPER 100 FT (MIN. Buffer Space) See TTC-00(C)

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* Any sign of the W20-4 series may be used.



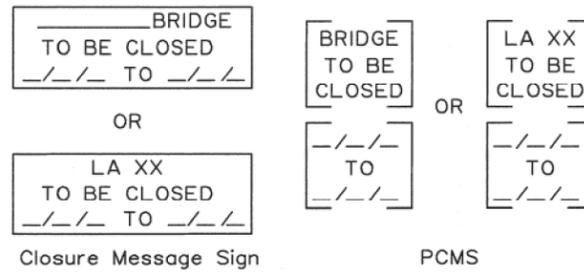
TEMPORARY TRAFFIC CONTROL LAYOUT FOR LANE CLOSURES ON TWO LANE ROADS WITH TWO-WAY TRAFFIC NEAR INTERSECTIONS (FLAGGING OPERATIONS) TTC-03



DESIGNED BY	G. LEBLANC	DATE	7/2/18
CHECKED BY	J. COLVIN	APPROVED BY	CHIEF ENGINEER
DETAILED BY	C. FAKOURI	NO.	
CHECKED BY	G. LEBLANC	DATE	
SERIES NUMBER			

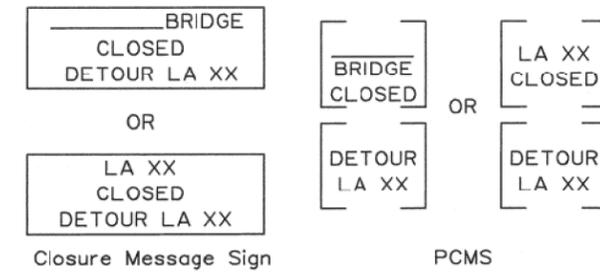
7 DAYS PRIOR TO ROAD CLOSURE

See Note #4 and #8

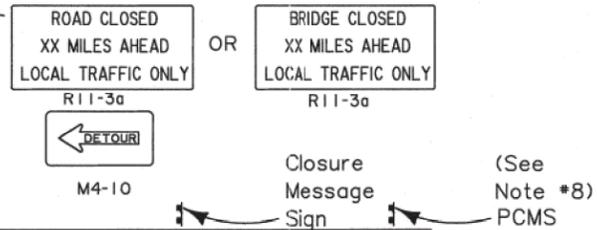
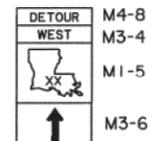
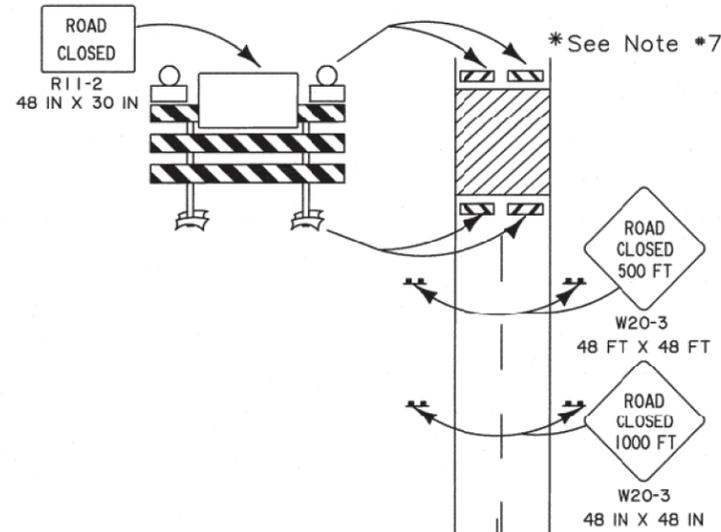


DURATION OF ROAD CLOSURE

See Note #4 and #8

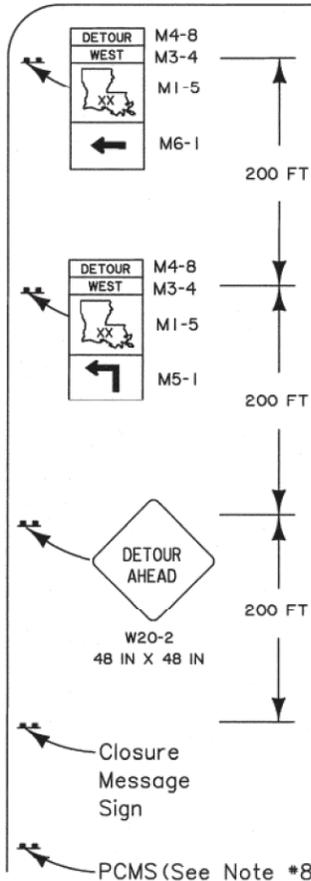
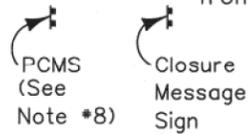


ADVANCE WARNING SIGN DURING ROAD CLOSURE



(Place no more than 50 FT from intersecting roadway.)

(Place no more than 50 FT from intersecting roadway.)



NOTES

This sheet shall be used with the Temporary Traffic Control GeneralNotes Sheets TTC-00(A), TTC-00(B) and TTC-00(C).

1. This layout represents the generic traffic controls required for road closure on a two-lane roadway. A specific detour plan with all required signs and routes is required for all detours.
2. Any signs in conflict with detour signing shall be removed or covered.
3. Closure Message Sign or PCMS shall be placed 7 days prior to road closure on all approaches to the closure. This sign shall be placed no farther than 50 FT from the work area to be closed.
4. Closure Message Sign or PCMS shall be placed on all approaches to the closure for the duration of the road closure. Minimum letter size on static signs shall be 8 inches.
5. Detour routes shall only be state-maintained routes, unless the project manager has made an agreement with the road owner.
6. Not all detour signs are shown. The DTOE shall approve all detours. The contractor shall be responsible for placing and maintaining all detour signs. There should be a sign at every decision point.
7. The signing is to be mirrored in the opposite direction.
8. PCMS shall be used in addition to the closure message sign on all highways with an ADT greater than 20,000. Place at a location approved by the Engineer.
9. A complete detour map shall be included with the set of plans. If there are changes in the routing, then the contractor will need to submit to the Engineer for approval.

LEGEND

- ⇒ Direction of Travel
- ⊥ Traffic Sign

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.

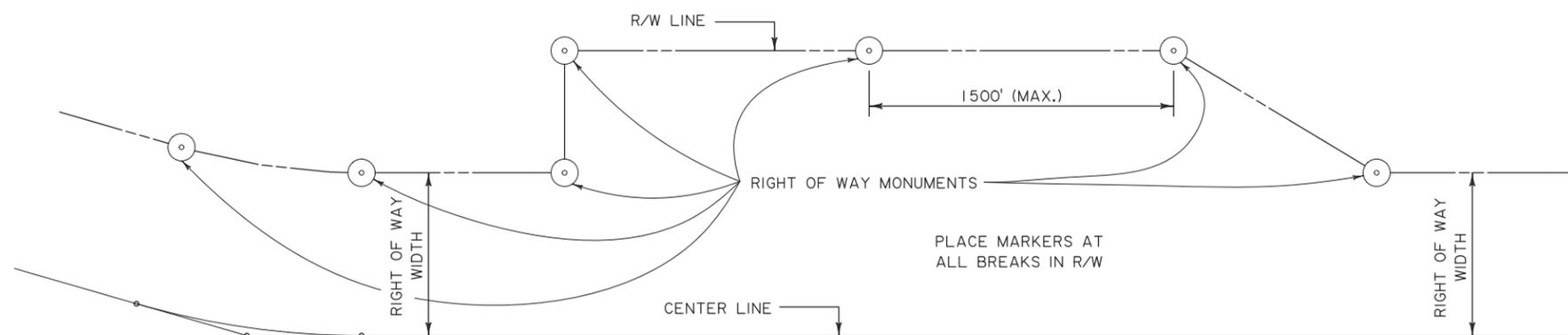
DESIGNED	J. COLVIN
CHECKED	P. ALLAIN
DATE	02/13/2013
REVISION DESCRIPTION	
DATE	3/12/13
BY	
APPROVED BY	
CHIEF ENGINEER	



TEMPORARY TRAFFIC CONTROL FOR ROAD CLOSURES TTC-16



TRAFFIC ENGINEERING



STANDARD RIGHT OF WAY MONUMENT PLAN
MONUMENTS TO BE PLACED AT RIGHT OF WAY INTERSECTIONS

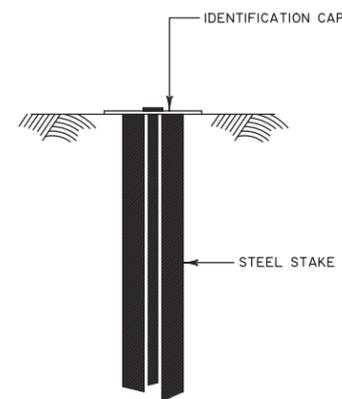
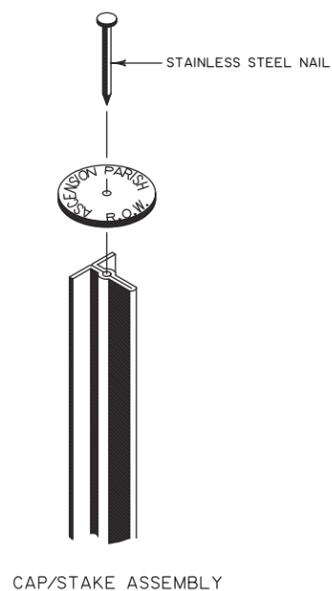
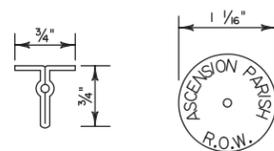
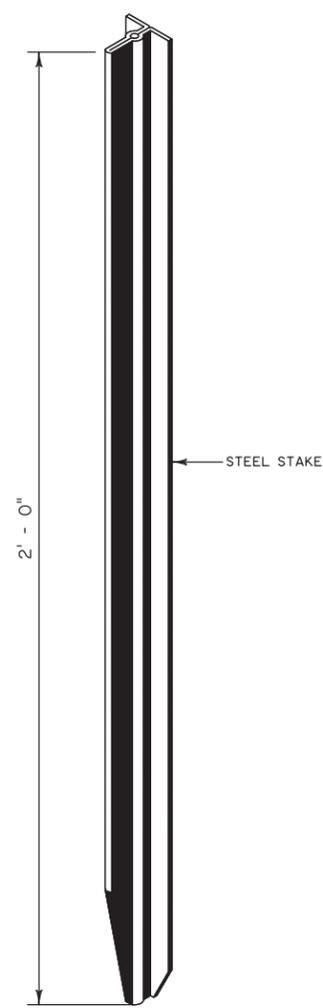
NOTES:

MONUMENTS ARE TO BE PLACED AT EVERY POINT WHERE BREAKS IN THE RIGHT OF WAY OCCUR: AT P.C.'S AND P.T.'S OF CURVES AND AT TOPS OF HILLS AND AT SUCH OTHER INTERMEDIATE POINTS AS ARE NECESSARY TO PROPERLY INDICATE THE RIGHT OF WAY. MONUMENTS SHOULD NOT BE MORE THAN ONE THOUSAND FEET (1000') APART ON CURVES, NOR MORE THAN FIFTEEN HUNDRED FEET (1500') APART ON TANGENTS.

MONUMENTS ARE INDICATED ON PLANS BY THE FOLLOWING SYMBOL. 

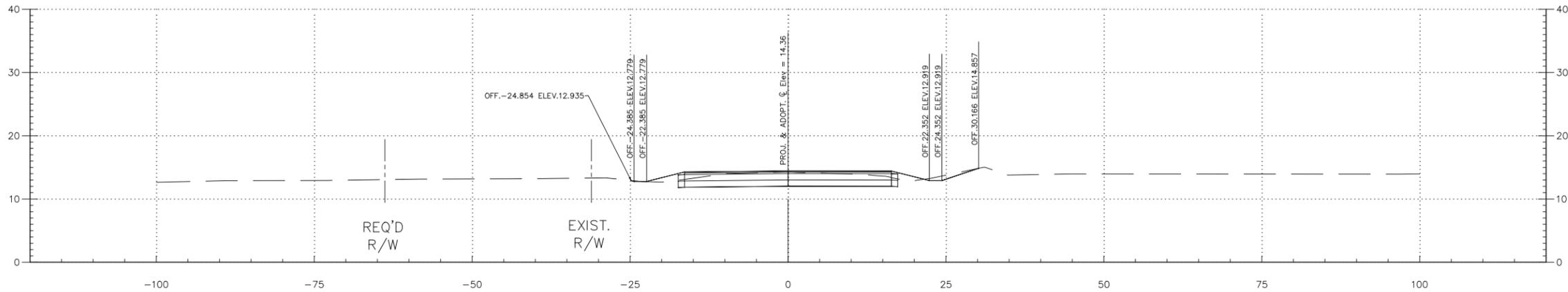
MONUMENTS SHALL BE 3/4" X 3/4" X 24" AS INDICATED ON PLANS WITH CAP 1/4" IN DIAMETER FASTENED BY A STAINLESS STEEL NAIL. THE STEEL STAKE SHALL BE TREATED WITH A RUST AND CORROSION RESISTANT COATING FOR LONG LIFE.

RIGHT OF WAY MONUMENTS SHALL BE SET BY, OR UNDER THE RESPONSIBLE CHARGE OF A LOUISIANA REGISTERED PROFESSIONAL LAND SURVEYOR IN CONFORMANCE WITH CHAPTER 29, TITLE 46 PART LXI, OF THE RULES OF THE LOUISIANA PROFESSIONAL ENGINEERING AND LAND SURVEYING BOARD.



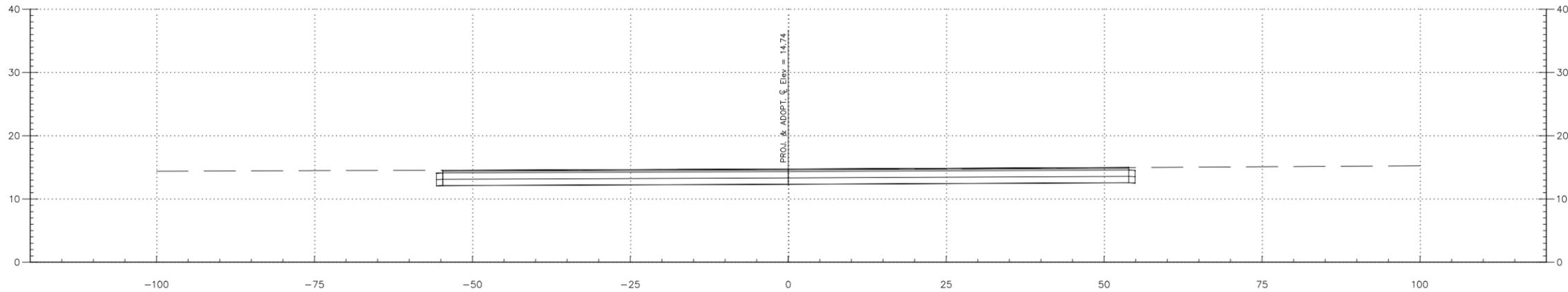
SET BOTTOM OF IDENTIFICATION CAP FLUSH WITH THE EXISTING GROUND

G:\NORWOOD\1431.2 RODDY ROAD INTERSECTION IMPROVEMENTS - TASK ORDER 2\DWG\2021 MARCH REVISION\1_CROSS SECTIONS.DWG MAR-04-2021 MICHENWATER



NORWOOD ROAD
400+36.17

0.00 CU. YDS.
EMB 0.00 CU. YDS.



NORWOOD ROAD
400+11.19

0.00 CU. YDS.
EMB 0.00 CU. YDS.

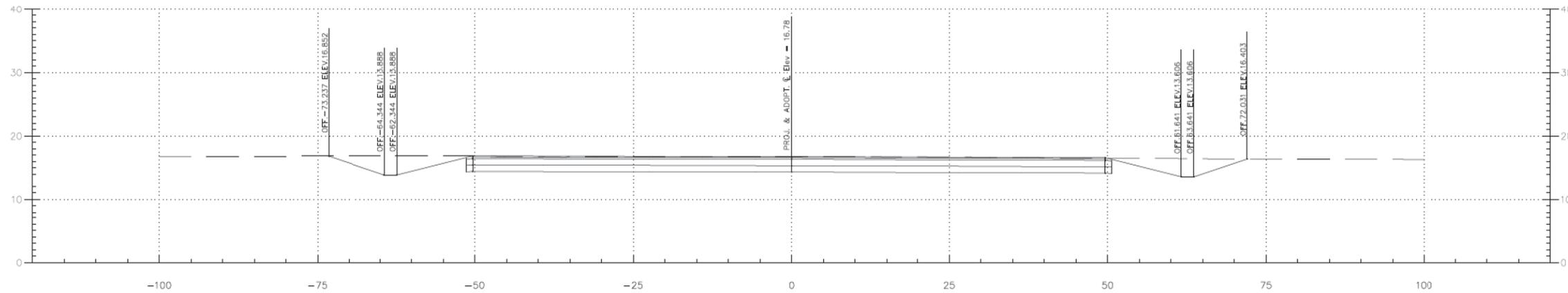
VERTICAL SCALE: 1"=10'
HORIZONTAL SCALE: 1"=10'



Wade J. Himel
8/7/19

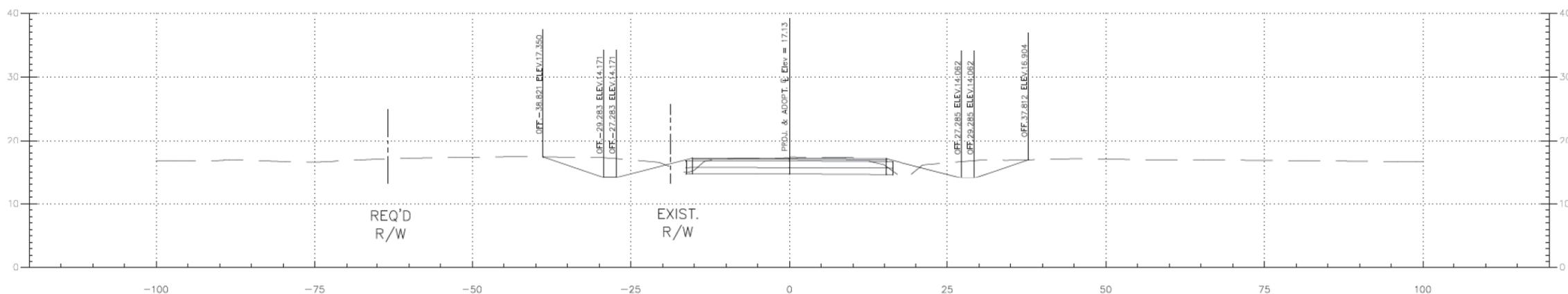
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DESIGNED	W/H	PARISH	ASCENSION
CHECKED	W/H	CONTROL SECTION	---
DETAILED	S/L	STATE PROJECT	MA-18-13
CHECKED	W/H	SERIES NUMBER	1 of 5
REVISION OR CHANGE ORDER DESCRIPTION		BY	
NO.	DATE		
			
CROSS SECTION SHEETS			
RODDY ROAD INTERSECTION IMPROVEMENTS			
			
SUB GROUP, LLC			

C:\BUPROD\10211472_2 RODDY ROAD INTERSECTION IMPROVEMENTS - TWP. ONE - 11-2018 WORKSHEET



MERRITT EVANS ROAD
501+46.08

EXC 205.09 CU. YDS.
EMB 5.02 CU. YDS.



MERRITT EVANS ROAD
501+20.88

EXC 95.84 CU. YDS.
EMB 7.59 CU. YDS.

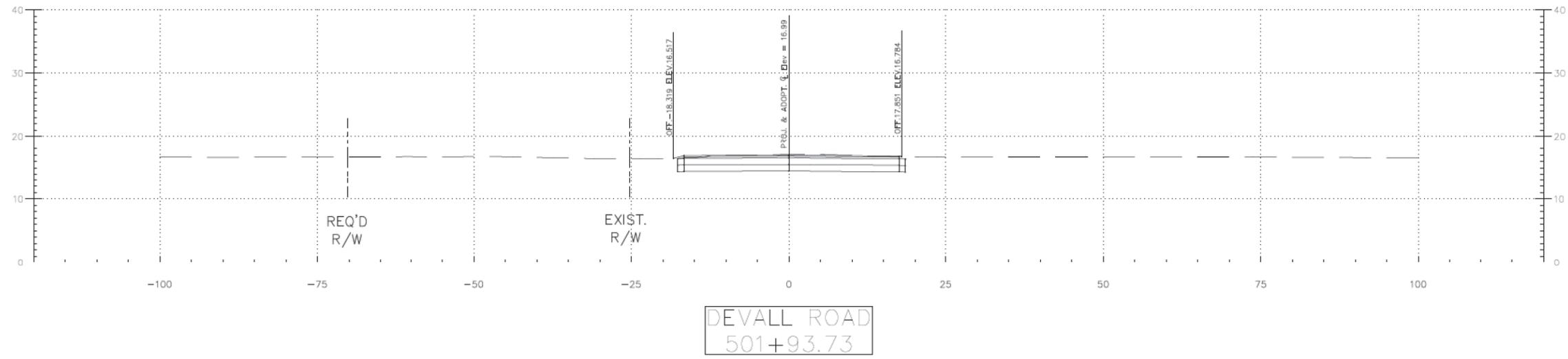
VERTICAL SCALE: 1"=10'
HORIZONTAL SCALE: 1"=10'



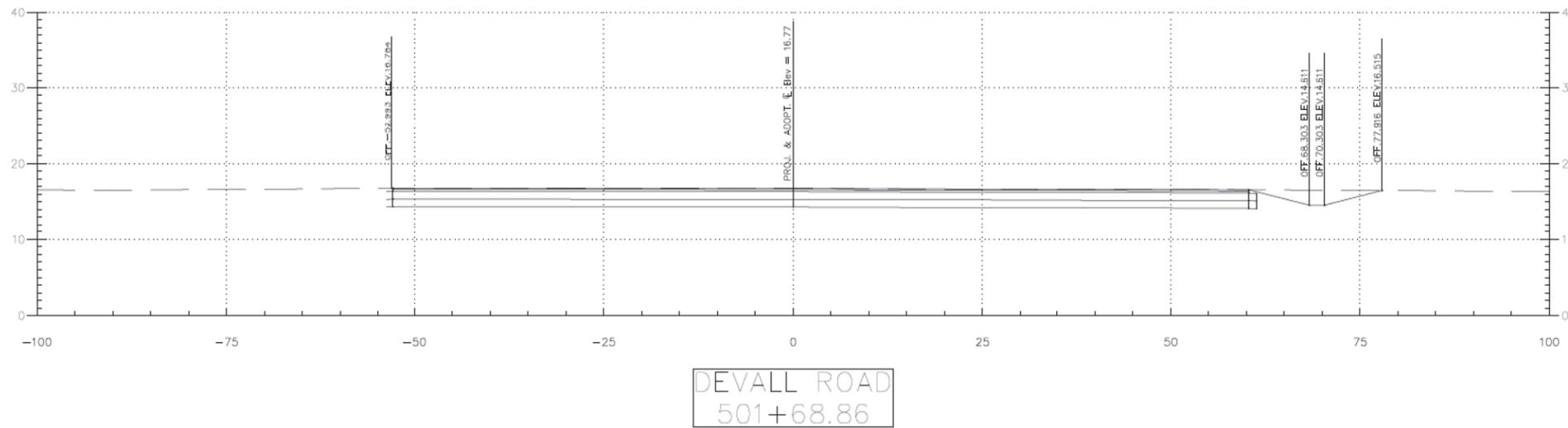
Wade J. Hibel
8/7/19

SHEET NUMBER		403	
DESIGNED	WH	PARISH	ASCENSION
CHECKED	WH	CONTROL SECTION	
DETAILED	S/L	STATE PROJECT	MA-18-13
CHECKED	WH		
SERIES NUMBER	3 of 5		
REVISION OR CHANGE ORDER DESCRIPTION		BY	
NO.		DATE	
CROSS SECTION SHEETS			
RODDY ROAD INTERSECTION IMPROVEMENTS			
SUB GROUP, LLC			

C:\BUPROJ\2019\11472_2 RODDY ROAD INTERSECTION IMPROVEMENTS - TYP. SHEET - CROSS SECTION SHEETS - 11-18-2019 10:48:41 AM



EXC 153.56 CU. YDS.
EMB 0.02 CU. YDS.



EXC 0.00 CU. YDS.
EMB 0.00 CU. YDS.

VERTICAL SCALE: 1"=10'
HORIZONTAL SCALE: 1"=10'



Waje J. Hnel
8/7/19

SHEET NUMBER		404	
PARISH	ASCENSION	CONTROL SECTION	STATE PROJECT
DESIGNED W/H	CHECKED W/H	DETAILED S/L	CHECKED W/H
SERIES NUMBER			4 of 5
REVISION OR CHANGE ORDER DESCRIPTION			BY
NO.			DATE
CROSS SECTION SHEETS			
RODDY ROAD INTERSECTION IMPROVEMENTS			
SUB GROUP, LLC			

