TRUXTON ST. & HANCOCK ST. IMPROVEMENTS PROJECT

FOR THE CITY OF GRETNA, LOUISIANA

CITY OF GRETNA

MAYOR
BELINDA C. CONSTANT

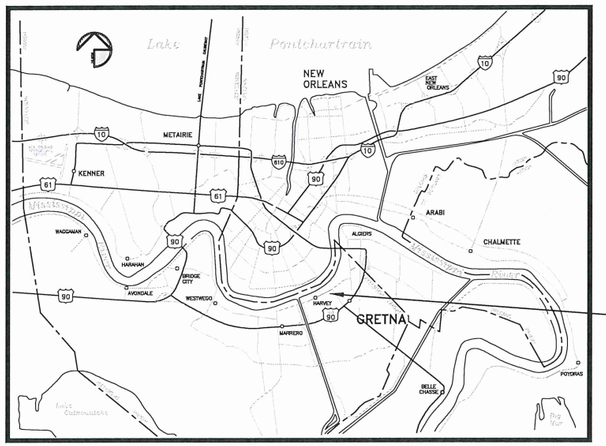
COUNCIL MEMBERS

WAYNE A. RAU–COUNCILMAN AT–LARGE
RUDY S. SMITH – COUNCILMAN DISTRICT 1
MICHAEL A. HINYUB – COUNCILMAN DISTRICT 2
MARK K. MILLER – COUNCILMAN DISTRICT 3
RANDY CARR -- COUNCILMAN DISTRICT 4

INDEX OF DRAWINGS

STATE OF LOUISIANA
DAVID E. BOYD
REG. No. 35510
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

12-24-25



SEE LOCATION MAP

VICINITY MAP
N.T.S.

APPROVAL

David E. Boyd 12/24/25

David Boyd PE, DATE
VICE PRESIDENT, BURK–KLEINPETER, INC.

BELINDA C. CONSTANT, MAYOR DATE
CITY OF GRETNA, LOUISIANA

LOCATION MAP
N.T.S.

CALL BEFORE YOU DIG:
Always dial 811 or 800 272-3020 first.
The call and the service are FREE.

BURK–KLEINPETER, INC. 2400 VETERANS MEMORIAL BLVD., STE. 310 KENNER LA.

HANCOCK STREET/TRUXTON STREET DEMOLITION

TRUXTON STREET R/W
SUBURBAN PARK SUBDIVISION
CITY OF GRETNA
JEFFERSON PARISH, LA

APRON TO REMAIN.
C.F.A. CONSTRUCTION ACCESS.
DEMOLISH POST C.F.A. COMPLETION.

REMOVE DROP INLET

REMOVE RCP 15"

REMOVE RCP 15"

TO REMAIN

NOTE: LOCATIONS SHOWN ON WEST SIDE OF HANCOCK STREET ARE BASED ON 2015 R/W SURVEY BY DUFRENE SURVEYING & ENGINEERING. NOT ALL FEATURES ARE SHOWN.

LEGEND

- OVERHEAD UTILITY LINES
- —S— SEWER LINE
- —G— GAS LINE
- —W— WATER LINE
- —T— COMMUNICATION LINE
- — — — DRAIN LINE
- ▤ SQUARE DRAIN INLET
- GM⊗ GAS METER
- GV○ GAS VALVE
- Ⓢ SEWER MANHOLE
- SCO○ SEWER CLEANOUT
- WM⊙ WATER METER
- FIRE HYDRANT
- Ⓣ TELEPHONE MANHOLE
- POWER POLE
- ANCHOR/GUY WIRE
- LIGHT POLE
- ○ ROUND FENCE POST
- SIGN
- ○ BOLLARD

30 15 0 30
SCALE IN FEET

REFERENCES:
-SURVEY OF LOT 23-F1, SQUARE F BY DUFRENE SURVEYING & ENGINEERING DATED APRIL 11, 2013
-SURVEY OF LOTS 12, 13, AND 17, SQUARE A BY DUFRENE SURVEYING & ENGINEERING DATED DECEMBER 22, 2003

BEARINGS ARE BASED ON RECORD BEARINGS.

THE SERVITUDES AND RESTRICTIONS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE SET FORTH IN THE DESCRIPTION FURNISHED TO US, AND THERE IS NO REPRESENTATION THAT ALL APPLICABLE SERVITUDES AND RESTRICTIONS ARE SHOWN HEREON. THE SURVEYOR HAS MADE NO TITLE SEARCH OR PUBLIC RECORD SEARCH IN COMPILING THE DATA FOR THIS SURVEY.

The locations of underground and other nonvisible utilities shown hereon have been determined from data either furnished by the agencies controlling such data and/or extracted from records made available to us by the agencies controlling such records. Where found, the surface features of locations are shown. The actual nonvisible locations may vary from those shown hereon. Each agency should be contacted relative to the precise location of its underground installation prior to any reliance upon the accuracy of such locations shown hereon, including prior to excavation and digging.

DECEMBER 15, 2022

SURVEYED IN ACCORDANCE WITH THE LOUISIANA STANDARDS OF PRACTICE FOR BOUNDARY SURVEYS FOR A CLASS C SURVEY, MADE AT THE REQUEST OF CITY OF GRETNA.

JONATHAN P. DUFRENE
License No. 5158
PROFESSIONAL LAND SURVEYOR

Jonathan Dufrene

DUFRENE SURVEYING
& ENGINEERING INC.
1624 MANHATTAN BOULEVARD, HARVEY, LA 70058
504-368-6390 PH.
504-368-6394 FAX
dufrene@dufrenesurveying.com

T-6381-L

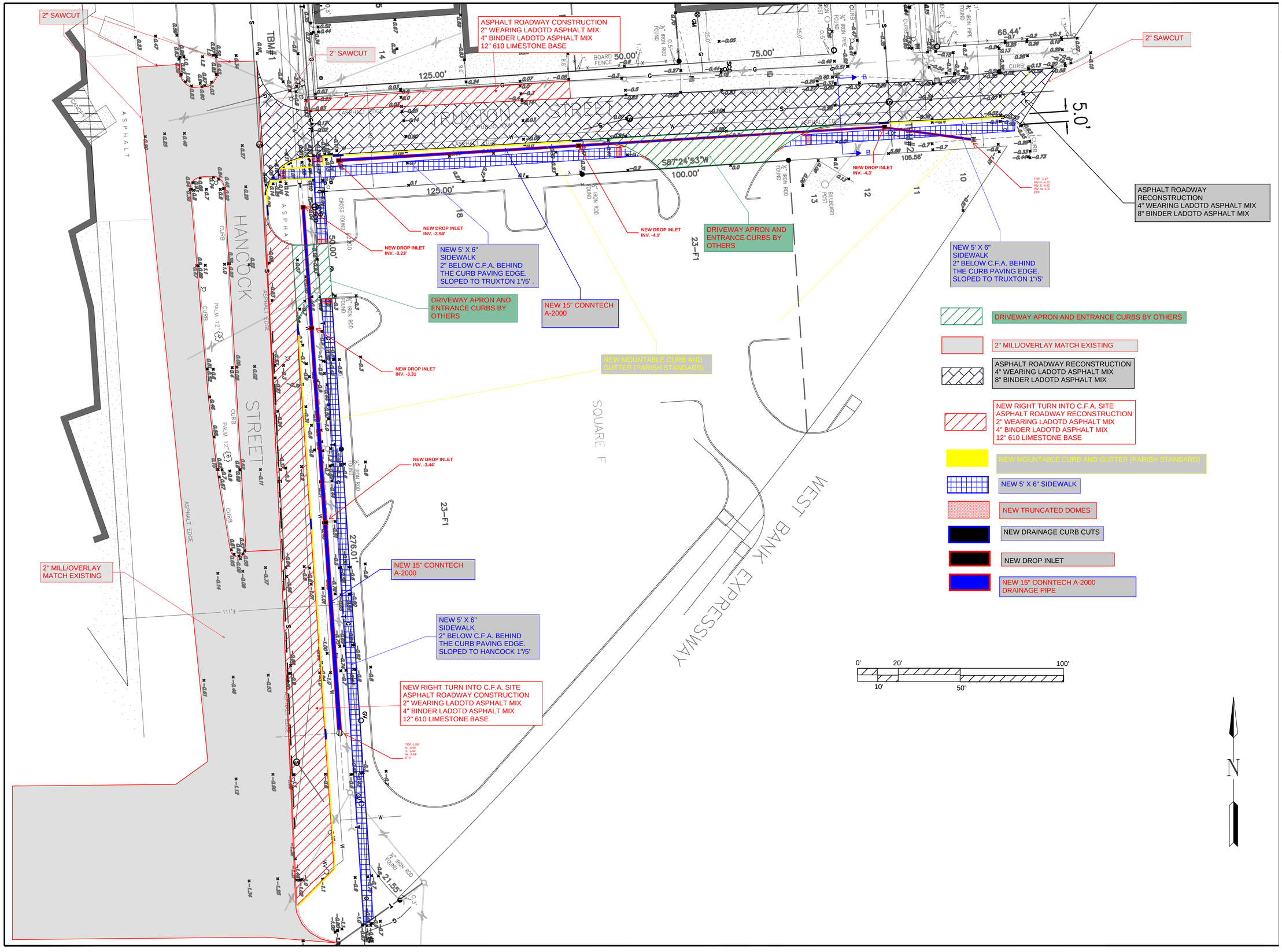
22-0782 BB gretna\suburbanpark\hancock-truxton(topo).dwg

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

REMOVE EXISTING CONCRETE SIDEWALK-CURB SECTIONS FOR HANDICAP RAMP-TRUNCATED DOMES.
REMOVE EXISTING CONCRETE CURB SECTIONS FOR HANDICAP RAMP-TRUNCATED DOMES.
REMOVE EXISTING CONCRETE SIDEWALK AND DRIVEWAY APRONS. CURB REMAINS
TRUXTON ST.
(APPARENT 50' R/W)(PUBLIC)
N 87°24'53" E 225.00'
S 02°35'07" E 131.51'
N 02°35'07" W 326.01'
HANCOCK ST.
(R/W VARIES)(PUBLIC)
STUMPF BLVD.
WESTBANK EXPRESSWAY (U.S. HWY 90)
(R/W VARIES)(PUBLIC)
EXISTING BUILDING FF EL.=0.68'
REQUEST ENTERGY TO RELOCATE UTILITY POLE +/- 12' DUE SOUTH
REQUEST ENTERGY TO REMOVE POLE AND OHE
N: 517429.8180 E: 3688170.1360
N: 517417.1925 E: 3688170.6969
WESTERN EDGE OF ELEVATED PORTION OF WESTBANK EXPRESSWAY
BILLBOARD
N

WESTBANK EXPRESSSWAY SIDEWALK DEMOLITION

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

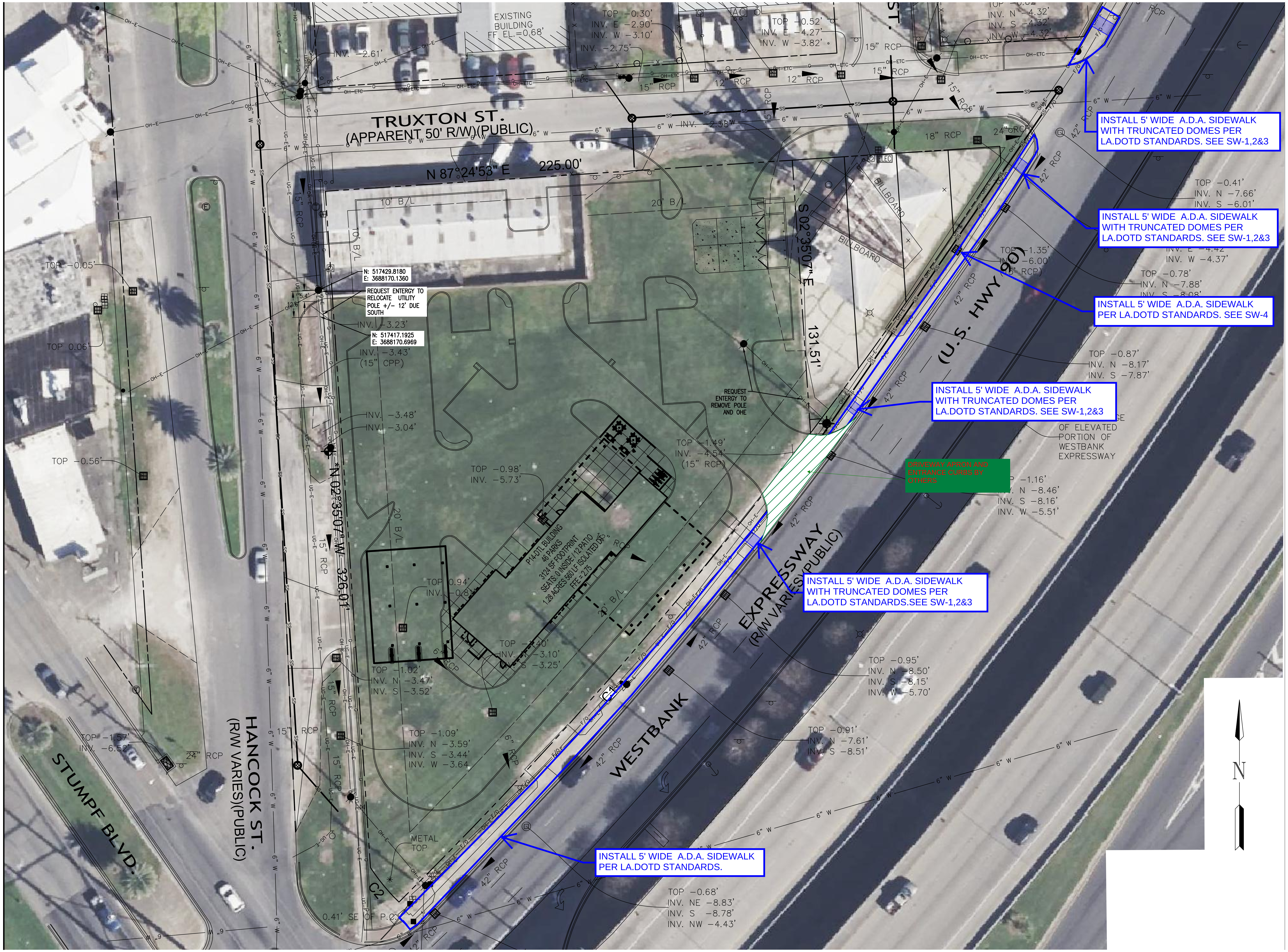


CITY OF GRETNA
19 13
LOUISIANA

BURK-KLEINPETER, INC.
Over 100 Years of Service
Est. 1910

HANCOCK & TRUXTONE
IMPROVEMENT PLAN

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS



TRUXTON ST.
(APPARENT 50' R/W)(PUBLIC)
N 87°24'53" E 225.00'
S 02°35'07" E
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REQUEST ENTERGY TO REMOVE POLE AND OHE
BILLBOARD
INSTALL 5' WIDE A.D.A. SIDEWALK WITH TRUNCATED DOMES PER LA.DOTD STANDARDS. SEE SW-1,2&3
INSTALL 5' WIDE A.D.A. SIDEWALK WITH TRUNCATED DOMES PER LA.DOTD STANDARDS. SEE SW-1,2&3
INSTALL 5' WIDE A.D.A. SIDEWALK PER LA.DOTD STANDARDS. SEE SW-4
INSTALL 5' WIDE A.D.A. SIDEWALK WITH TRUNCATED DOMES PER LA.DOTD STANDARDS. SEE SW-1,2&3
INSTALL 5' WIDE A.D.A. SIDEWALK WITH TRUNCATED DOMES PER LA.DOTD STANDARDS.SEE SW-1,2&3
INSTALL 5' WIDE A.D.A. SIDEWALK PER LA.DOTD STANDARDS.
OF ELEVATED PORTION OF WESTBANK EXPRESSWAY
42" RCP
15" RCP
18" RCP
24" RCP
N

CITY OF GRETNA 1913 LOUISIANA

BURK-KLEINPETER, INC. Over 100 Years of Service Est. 1910

WESTBANK EXPRESSSWAY SIDEWALK INSTALLATION PLAN

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

CITY OF GRETNA
1913
LOUISIANA

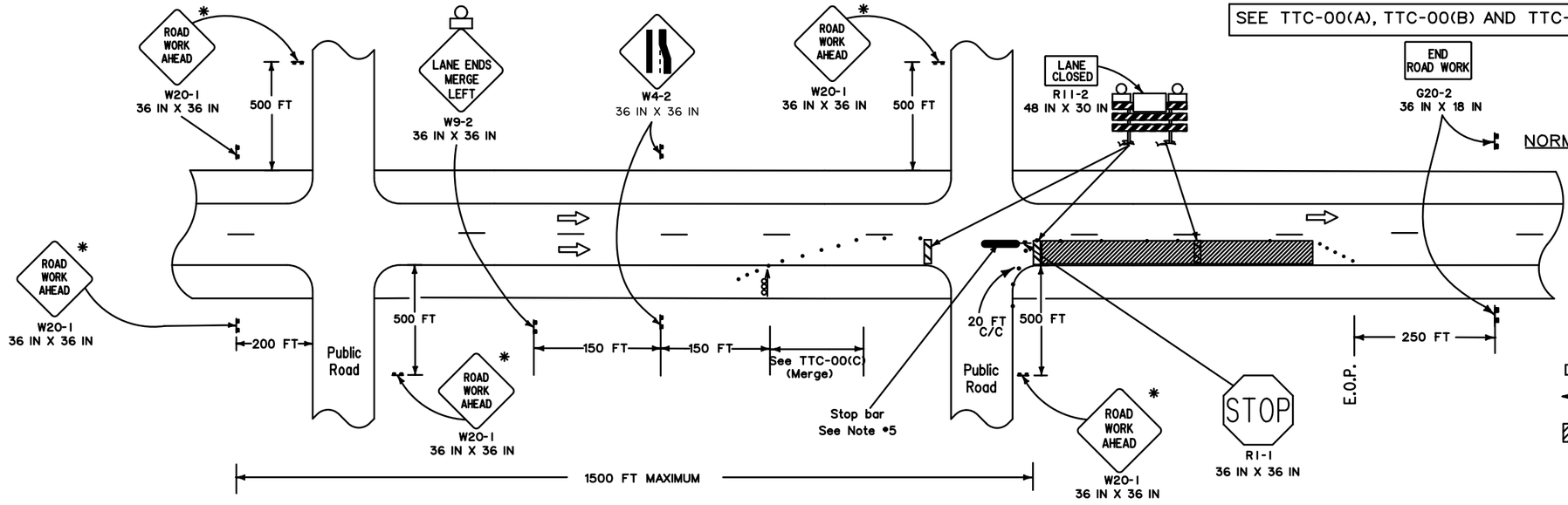
BURK-KLEIN PETER, INC.
Over 100 Years of Service
Est. 1910

HANCOSK - TRUXTON STRIPING PLAN

BK BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

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

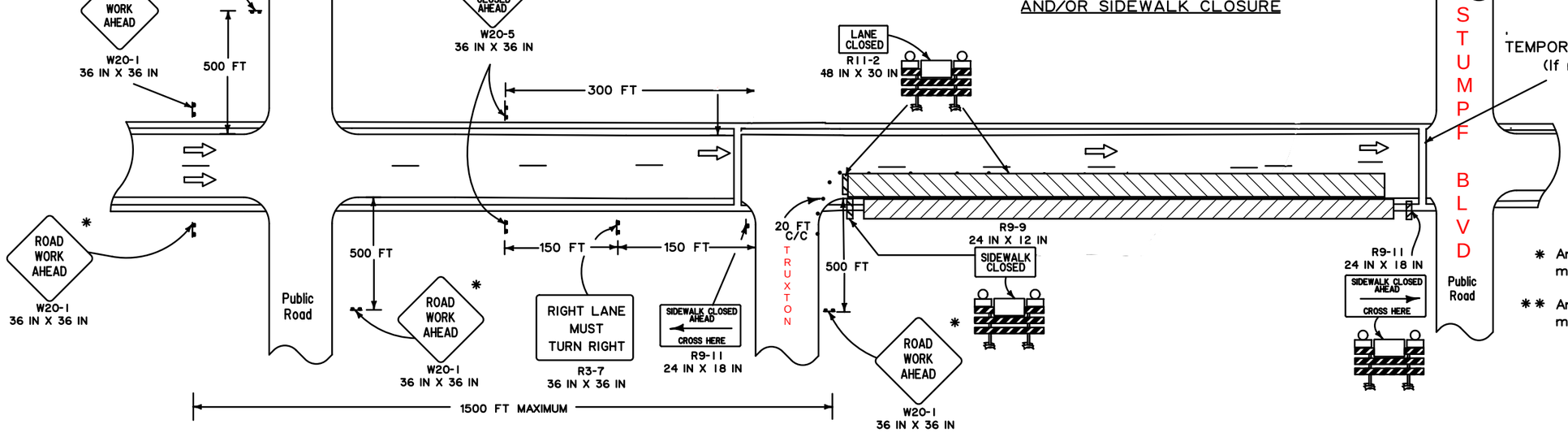
NORMAL LANE CLOSURE



LEGEND

- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Flashing Arrow Board (Type 'C')
- Work Area
- Type B Light
- Direction of Travel

LANE CLOSURE WITH HIGH VOLUME RIGHT TURNS AND/OR SIDEWALK CLOSURE



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

** Any sign of the W20-5 series may be used.

NOTES

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

1. This layout represents the minimum traffic controls required for lane closures in areas with a grid layout and with speed limits of 40 mph and below. This layout illustrates roadwork near a signal or a major intersection with or without sidewalks.
2. If a signal is involved in the construction zone, a specific temporary traffic signal timing and phasing plan for each phase of construction shall be developed.
3. Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone.
4. The sign height shall be at least 7 feet in business, commercial, and residential areas and also near parking, pedestrians, bicyclists, or other obstructions.
5. Place stop bars if work duration is greater than 3 days.
6. Place "Road Work Ahead" sign prior to an intersecting alternate route, no more than 1500 feet from the work area.
7. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features in the existing pedestrian facility as defined in the MUTCD.

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

PARISH | CONTROL SECTION | STATE PROJECT

DESIGN B. BOUCHER | CHECK M. RILOVICH | DETAIL | CHECK | REVIEW | SERIES •

APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025

NO. | DATE | REVISION OR CHANGE ORDER DESCRIPTION | BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TEMPORARY TRAFFIC CONTROL

FOR LANE AND SIDEWALK CLOSURES IN URBAN AREAS WITH SPEED LIMIT LESS THAN OR EQUAL TO 40 MPH

TTC-10

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TRAFFIC ENGINEERING

GENERAL PROVISIONS

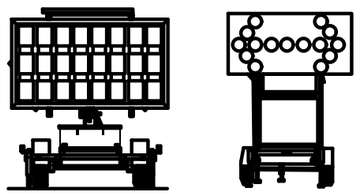
- All temporary traffic control (TTC) devices used shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges, the MUTCD, and shall meet the NCHRP Report 350 or MASH requirements for Test Level 3 devices where applicable.
- Materials used for TTC shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges and, when applicable, the LADOTD AML.
- Placement of TTC devices shall not commence 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 713.10 of the Louisiana Standard Specifications for Roads and Bridges.)
- Parking of vehicles or unattended equipment or storage of materials, within the work zone clear zone shall not be permitted unless protected by guardrail or barriers. If the work zone clear zone is not defined on the plan sheets, the Engineer shall verify.
- Immediately upon removal of existing guardrail, 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 guardrail is installed. After removal of the existing guardrail, new guardrail 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. If utilized, a TMA is allowed for a maximum of 72 hours.
- All costs associated with temporary crash devices are to be included under the appropriate NS-700 pay item.
- Sight distance should be considered when placing traffic control devices.
- On all mainline Interstates, a minimum of 1.5 feet of paved shoulder on the left and right side shall be maintained at all times.
- 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.
- Temporary concrete barrier shall be placed on a paved surface. This paved surface should follow current design criteria used for paved embankment widening for guardrails.
- Flare rates for temporary concrete barriers should follow the most current guidance in the AASHTO Roadside Design Guide.

PAVEMENT MARKINGS (see AML)

- All pavement markings within the limits of the project or adjacent to the project limits that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding. (Existing striping shall not be painted over with black paint or covered with tape.)
- 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.
- 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. PCMS shall be used 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 be approved by the Engineer. Messages shall be no more than 3 lines and 2 screens.
- Messages shall display only traffic operational, regulatory, warning, and guidance information. PCMS messages shall not display advertising or safety messages. Messages should only convey information concerning the problem/situation, location, and recommended driver action.
- PCMS should be placed as far from the traveled lane as possible. They shall be shielded by guardrail or barriers. If this is not possible they shall be delineated with a min. 3 drum taper spaced at 20ft with a 4th drum alongside the PCMS.
- If the PCMS encroaches on the improved 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 work zone clear zone.



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

SPEED LIMITS

- 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.

ABBREVIATIONS

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

SHEET NUMBER

PARISH | CONTROL SECTION | STATE PROJECT

DESIGN B. BOUCHER | DETAIL | REVIEW | SERIES #
CHECK M. RILOVICH | CHECK

APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025

NO.	DATE	BY	REVISION OR CHANGE ORDER DESCRIPTION
1	4-3-24	BRB	BARRIER INFORMATION AND MINOR CORRECTIONS

STATE OF LOUISIANA

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET

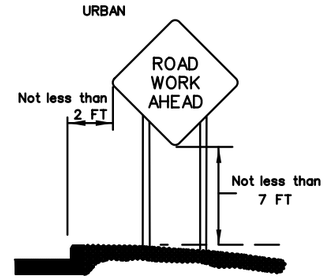
TTC-00 (A)

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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 AML).
- 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 AML for sheeting information.
  - (C) lateral distance of signs shall be a minimum of 6 feet from the edge of shoulder or edge of pavement if no shoulder exists and 2 feet from the back of curb in urban areas (see diagram).
- 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 roll up signs and 1 foot portable sign stands may be used if work zone is in place for 3 days or less. Signs or stands may not be used if there are more than 2 lanes in each direction and if signs do not meet all size, color, retroreflectivity and 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.
- 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:



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 Section 6A.1 of the Traffic Engineering Manual.
- 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 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.

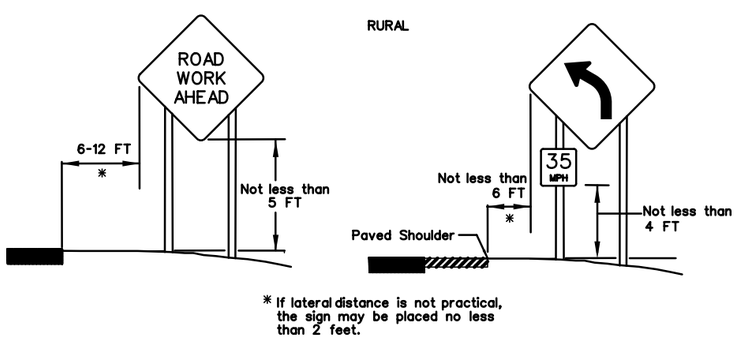
PEDESTRIAN CONSIDERATIONS

- If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided either through the TTC zone or a designated alternate route.
- Pedestrians should be provided with a convenient and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s).
- Advance notification of sidewalk closures shall be provided by the maintaining agency.
- No storage of construction materials, equipment, and/or vehicles will be permitted on permanent or temporary bicycle, pedestrian, or transit facilities for any duration of time.

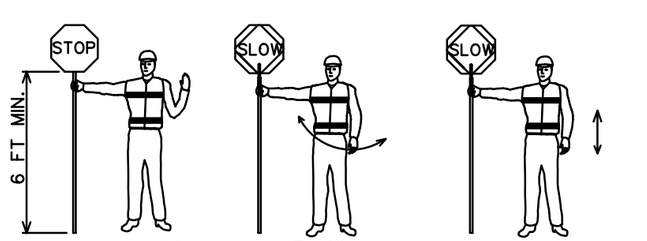
REFERENCES

- 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/Inside_LaDOTD/Divisions/Engineering/Standard_Specifications
2) Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). http://mutcd.fhwa.dot.gov/
3) LADOTD Approved Materials List (AML) Manual. http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Materials_Lab/Pages/Menu_QPL.aspx
4) LADOTD Traffic Engineering Manual http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Misc%20Documents/Traffic%20Engineering%20Manual.pdf
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



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



To STOP Traffic

Traffic Proceed

To Alert & SLOW Traffic

Use of Hand Sign

Use of Hand 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.

SHEET NUMBER

PARISH | CONTROL SECTION | STATE PROJECT

DESIGN B. BOUCHER | DETAIL | REVIEW | SERIES *
CHECK M. RILOVICH | CHECK

APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
1	4-3-24	STORAGE NEAR SIDEWALKS AND MINOR CORRECTIONS	BRB

STATE OF LOUISIANA

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET

TTC-00 (B)

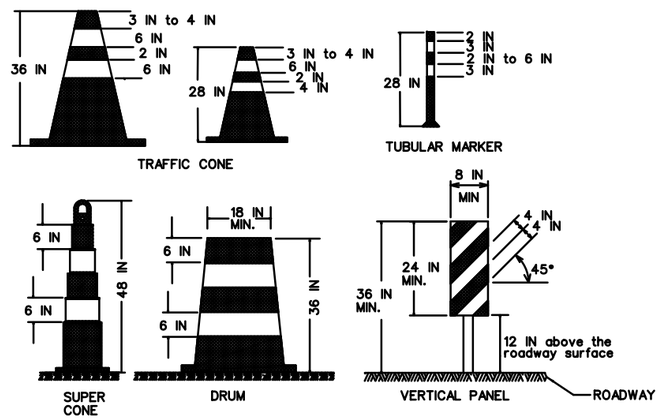
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
TRAFFIC ENGINEERING

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:
  1) Interstates
  2) 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:
  A) Standard Spacing: See Standard Device Spacing and Buffer Space table.
  B) Daylight Operations: Drums and super cones are spaced at standard spacing. All other devices are at ½ standard spacing.
  C) Nighttime Operations: Drums and supercones at standard spacing are the only devices allowed.

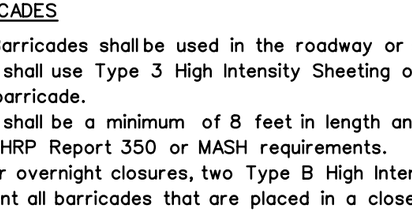
- Taper Areas:
  A) Standard Spacing: See Standard Device Spacing and Buffer Space table.
  B) Daylight Operations: Drums are spaced at standard spacing. All other devices are ½ standard spacing.
  C) Nighttime Operations: Drums (at standard spacing) are the only devices allowed.
  D) Downstream Locations & Flaggers: Drums or supercones at 20' max spacing. The length of taper shall be between 50' - 100' with a minimum of 6 devices.
- 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 AML).
- 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 accomodate 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.



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.

TYPE III BARRICADES

- Only Type III Barricades shall be used in the roadway or shoulder. All barricades shall use Type 3 High Intensity Sheeting on both sides of the barricade.
- 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 AML).
- 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:
  (A) at the beginning of a closed lane or shoulder and at 1,000 foot intervals where no active work is ongoing and the lane must remain closed. A minimum of 2 barricades shall be placed if the lane or shoulder closure is less than 2,000 feet. (One barricade shall be placed at the beginning of the lane closure after the buffer space and one shall be placed in the middle of the lane closure.)
  (B) before each or group of unfilled holes or holes filled with temporary material.
  (C) before uncured concrete.
  (D) in the closed lane on each side of every intersection and crossover. (Do not block sight distance.)
  (E) in front of piles of material (dirt, aggregate, broken concrete), culverts and equipment which is near the work zone.



TTC for DROP-OFFS

NON-INTERSTATE

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

INTERSTATE

Average Drop-off	
≤ 2 IN	Low Shoulder Sign (Optional)
> 2 IN ≤ 6 IN	Shoulder Drop Off Sign & Edge Lines or Shoulder Drop Off Sign & Channelizing Device
> 6 IN	Concrete Barrier (if drop off is < 12 FT from edge of travel lane), Shoulder Drop Off Sign, & Edge Lines

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

STANDARD DEVICE SPACING AND BUFFER SPACE

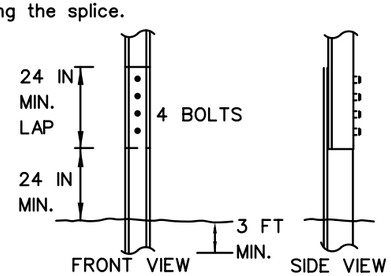
SPEED LIMIT (prior to construction)	MERGING TAPER LENGTH (L) Lane Width (FT)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE
MPH	9	10	11	12	Along Taper	Along Tangent	FT
25	94	105	115	125	20	40	155
30	135	150	165	180	30	60	200
35	184	205	225	245	35	70	250
40	240	267	294	320	40	80	305
45	405	450	495	540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

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

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

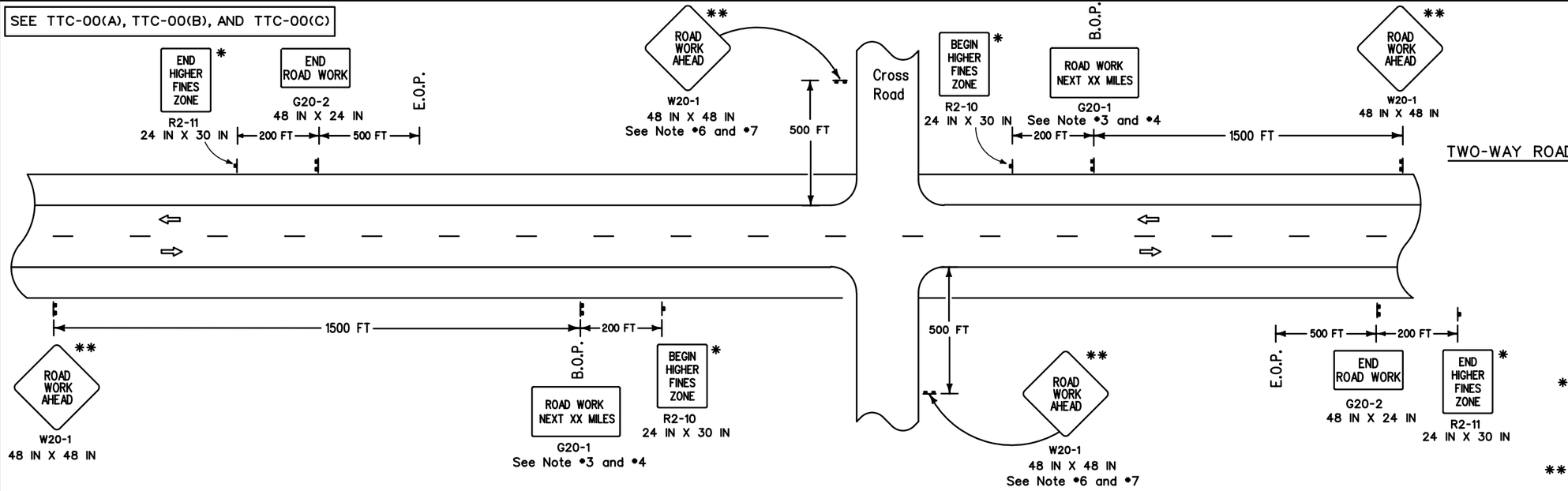
- See MUTCD for taper formulas.
- ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

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.



SHEET NUMBER
PARISH | CONTROL SECTION | STATE PROJECT
DESIGN B. BOUCHER | DETAIL | REVIEW | SERIES #
CHECK M. RILOVICH | CHECK |
APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025
BRB
BY
DOWNSTREAM TAPERS AND MINOR CORRECTIONS
REVISION OR CHANGE ORDER DESCRIPTION
4-3-24
DATE
NO.
STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET
TTC-00 (C)
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
TRAFFIC ENGINEERING

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



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

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

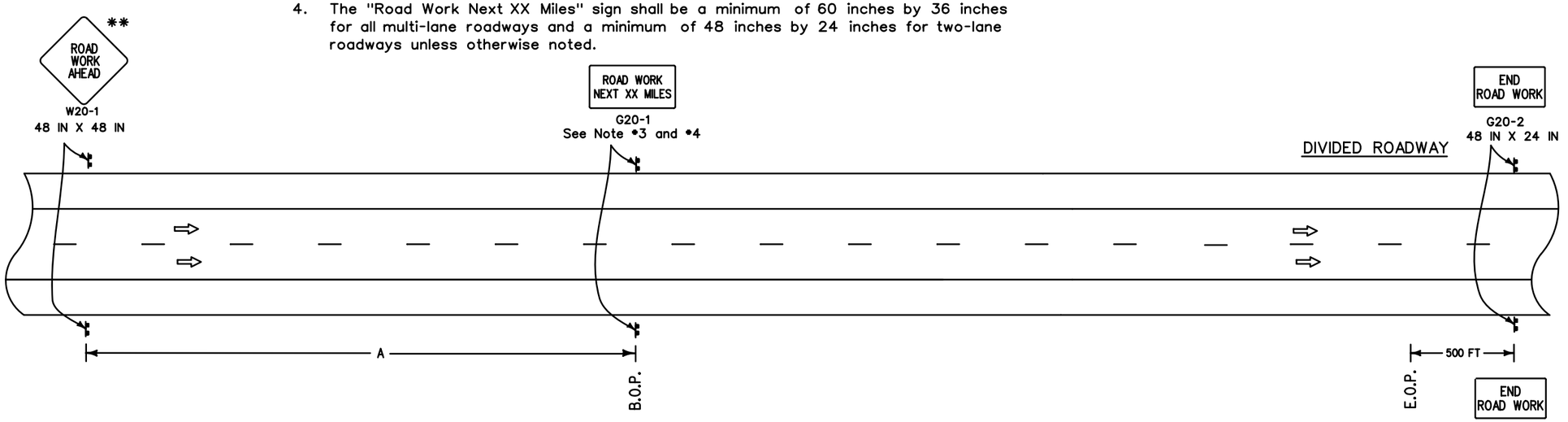
NOTES

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 distance on the "Road Work Next XX Miles" sign shall be rounded up to the nearest whole mile. This sign shall be placed at the Beginning of Project (B.O.P.) limits. This sign may be omitted if work zone is less than 0.5 miles.
4. The "Road Work Next XX Miles" 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 (prior to construction)	SPACING 'A'
≤ 40 mph	1500 FT
45 mph	2640 FT
> 45 mph	5280 FT

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

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SHEET NUMBER | PARISH | CONTROL SECTION | STATE PROJECT

DESIGN B. BOUCHER | CHECK M. RILOVICH | DETAIL | CHECK | REVIEW | SERIES *

APPROVED BY CHIEF ENGINEER: Feb. 7, 2025 DATE:

BY BRB

NO. | DATE 4-3-24 | REVISION OR CHANGE ORDER DESCRIPTION
MINOR CORRECTIONS

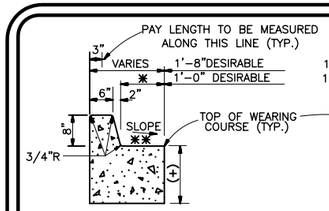
STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

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

TTC-00 (D)

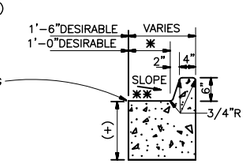
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TRAFFIC ENGINEERING



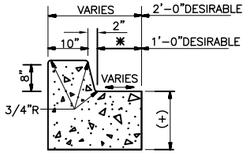
BARRIER CURB & GUTTER

(DRAINAGE AWAY FROM CURB SHOWN)



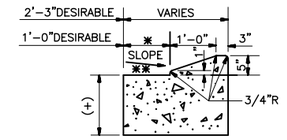
BARRIER CURB & GUTTER

(DRAINAGE TO CURB SHOWN)



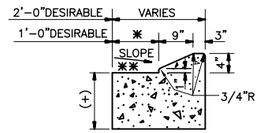
BARRIER CURB & GUTTER (HEAVY DUTY)

(TO BE USED MOSTLY ON THE INSIDE SECTION OF "U"-TURNS) (CANAL SIDE)



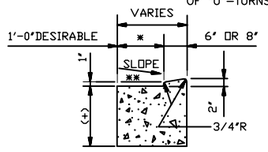
MOUNTABLE CURB & GUTTER (PARISH STANDARD)

(DRAINAGE TO CURB SHOWN)



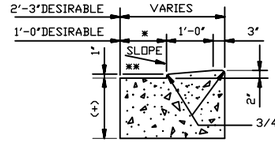
MOUNTABLE CURB & GUTTER (DOTD STANDARD)

(DRAINAGE TO CURB SHOWN)



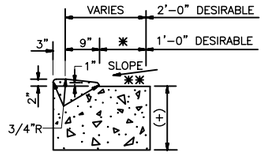
MODIFIED (DEPRESS) BARRIER CURB & GUTTER

(DRAINAGE TO CURB SHOWN) TO BE USED ON DRIVEWAYS & OTHER AREAS WHICH REQUIRE THE DEPRESSION OF A BARRIER CURB



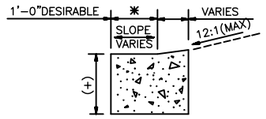
MODIFIED (DEPRESS) MOUNTABLE CURB & GUTTER (PARISH STANDARD)

(DRAINAGE TO CURB SHOWN) TO BE USED ON DRIVEWAYS & OTHER AREAS WHICH REQUIRE THE DEPRESSION OF A BARRIER CURB



MODIFIED (DEPRESS) MOUNTABLE CURB & GUTTER (D.O.T.D. STANDARD)

(DRAINAGE TO CURB SHOWN) TOBE USED IN DRIVEWAYS AND OTHER AREAS WHICH REQUIRE THE DEPRESSION OF A MOUNTABLE CURB



MODIFIED (DEPRESS) BARRIER CURB & GUTTER

(TO BE USED ON HANDICAP RAMP AREAS)

COMMONLY USED CONCRETE CURB & GUTTER SECTIONS ON CAPITAL PROJECTS

(ASPHALT ROADWAY)

N.T.S.

GENERAL NOTES:

✱ 1.– DIMENSION MAY VARY FROM PROJECT TO PROJECT DEPENDING ON DESIGN CRITERIA ESTABLISHED. A 1'–0" (MAXIMUM) WIDE GUTTER SECTION IS DESIRABLE. LESSER THAN DESIRABLE WIDTH (1'–0") WILL REQUIRE THE APPROVAL OF THE DEPARTMENT OF ENGINEERING.

✱✱ 2.– PROVIDE SAME TRANSVERSE SLOPE AS THE ROADWAY TYPICAL SECTION. SLOPE MAY VARY IN SPECIAL CONDITIONS.

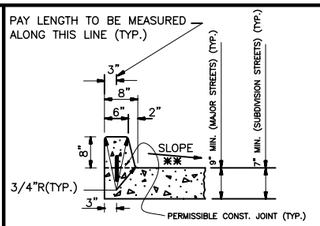
(+) 3.– DEPTH OF GUTTER SECTION IS TO BE GOVERNED BY ROADWAY TYPICAL SECTION. ALL ROADWAY TYPICAL SECTIONS MUST BE APPROVED BY THE DEPARTMENT OF ENGINEERING PRIOR TO COMMENCEMENT OF DESIGN WORK.

4.– ANY TYPE OF VARIATIONS FROM THESE CURB AND CURB & GUTTER SECTIONS WILL REQUIRE THE APPROVAL OF THE DEPARTMENT OF ENGINEERING PRIOR TO COMMENCEMENT OF DESIGN WORK.

NOTE:

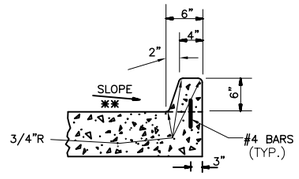
THIS SHEET IS TO BE USED FOR INFORMATIONAL PURPOSES ONLY. IT SHALL NOT BE USED AS A STANDARD PLAN FOR CAPITAL PROJECTS. ENGINEER/ARCHITECT SHALL BE TOTALLY RESPONSIBLE FOR THE DEVELOPMENT OF THEIR OWN CURB/CURB AND GUTTER DETAILS ON A PROJECT BY PROJECT BASIS.

THIS SHEET IS NOT TO BE USED AS A STANDARD PLAN FOR CAPITAL PROJECTS.



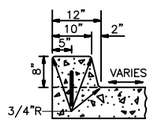
BARRIER CURB

(DRAINAGE AWAY FROM CURB SHOWN)



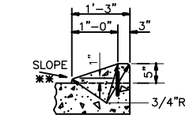
BARRIER CURB

(DRAINAGE TO CURB SHOWN)



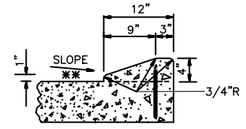
BARRIER CURB (HEAVY DUTY)

(TO BE USED MOSTLY ON THE INSIDE SECTION OF "U"-TURNS) (CANAL SIDE)



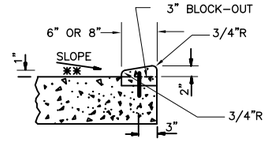
MOUNTABLE CURB (PARISH STANDARD)

(DRAINAGE TO CURB SHOWN)



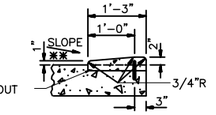
MOUNTABLE CURB (D.O.T.D. STANDARD)

(DRAINAGE TO CURB SHOWN)



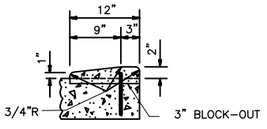
MODIFIED (DEPRESS) BARRIER CURB

(DRAINAGE TO CURB SHOWN) TO BE USED ON DRIVEWAYS & OTHER AREAS WHICH REQUIRE THE DEPRESSION OF A BARRIER CURB

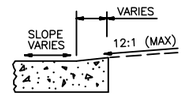


MODIFIED (DEPRESS) MOUNTABLE CURB (PARISH STANDARD)

(DRAINAGE TO CURB SHOWN) TO BE USED ON DRIVEWAYS & OTHER AREAS WHICH REQUIRE THE DEPRESSION OF A MOUNTABLE CURB



MODIFIED (DEPRESS) MOUNTABLE CURB (D.O.T.D. STANDARD)



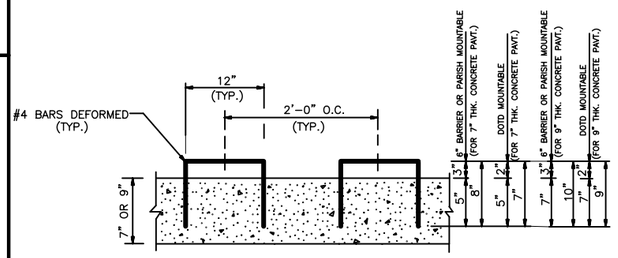
MODIFIED (DEPRESS) BARRIER CURB

(TO BE USED ON HANDICAP RAMP AREAS)

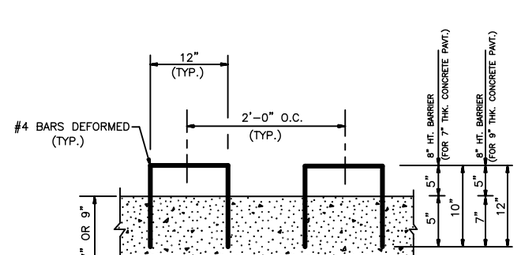
COMMONLY USED CONCRETE CURB SECTIONS ON CAPITAL PROJECTS

(CONCRETE ROADWAY)

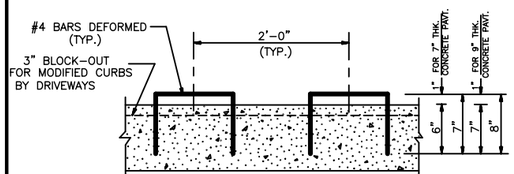
N.T.S.



6" BARRIER OR PARISH/DOTD STANDARD MOUNTABLE CURBS



8" BARRIER CURB



MODIFIED (DEPRESS) MOUNTABLE ON BARRIER CURBS

(FOR DRIVEWAYS)

CURB DOWEL DETAILS

(CONCRETE ROADWAY)

N.T.S.

JEFFERSON PARISH
DEPARTMENT OF ENGINEERING

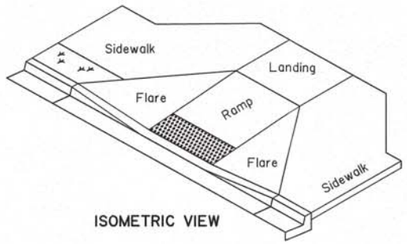
DRAWING TITLE: CURB AND CURB & GUTTER DETAILS

DRAWN BY	W.J.B.	DATED	12/08/00	DWF TO AUTOCAD BY	P.D.
REVISED BY	–	DATED	–	REVISED BY	–
REVISED BY	–	DATED	–	REVISED BY	–
REVISED BY	–	DATED	–	REVISED BY	–
XREF	AUTOCAD 2000/LT 2000			VISA	CURBDET(2000).DWG
FILE NUMBER	3508				

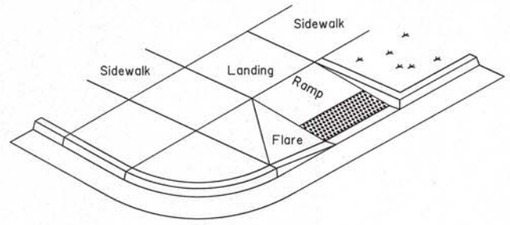
DATED 04/12/04

SHEET NO. 1 OF 1

7/14/2022 12:04



ISOMETRIC VIEW



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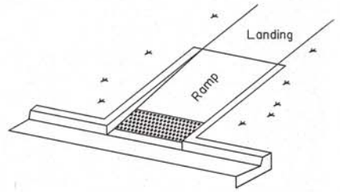
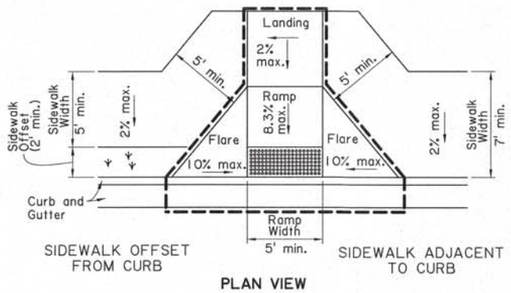


ISOMETRIC VIEW



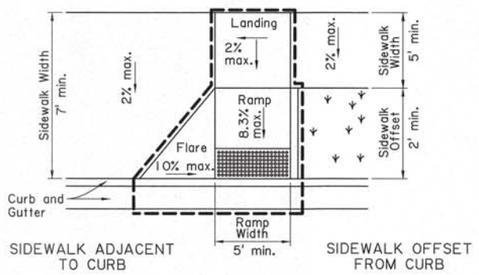
SIDEWALK OFFSET FROM CURB

SIDEWALK ADJACENT TO CURB

PLAN VIEW

TYPE 1

THEORETICAL PAY AREA = 12.8 SQ. YDS.



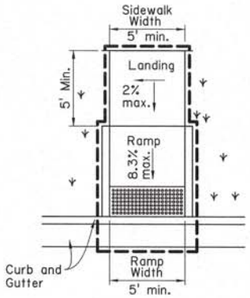
SIDEWALK ADJACENT TO CURB

SIDEWALK OFFSET FROM CURB

PLAN VIEW

TYPE 2

THEORETICAL PAY AREA = 10.4 SQ. YDS.



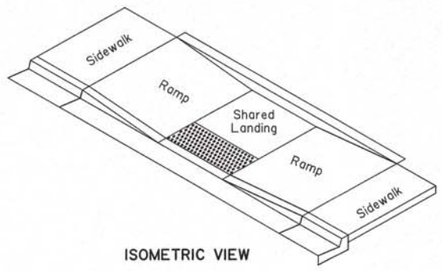
PLAN VIEW

TYPE 3

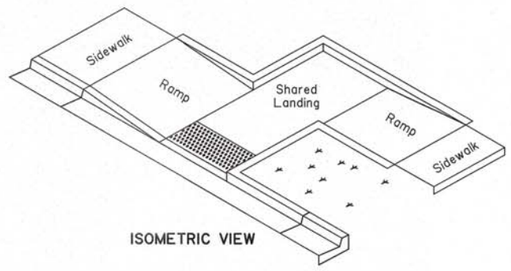
THEORETICAL PAY AREA = 8.1 SQ. YDS.

PERPENDICULAR CURB RAMPS

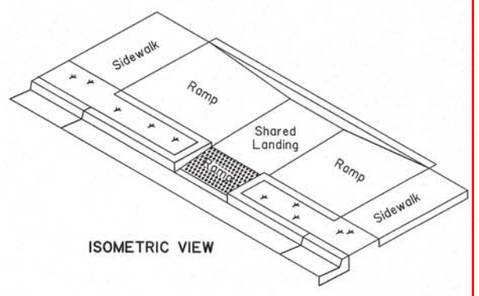
If a level landing of at least 3' cannot be provided, a perpendicular curb ramp should not be used.



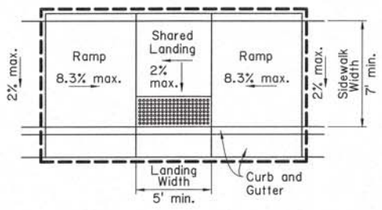
ISOMETRIC VIEW



ISOMETRIC VIEW



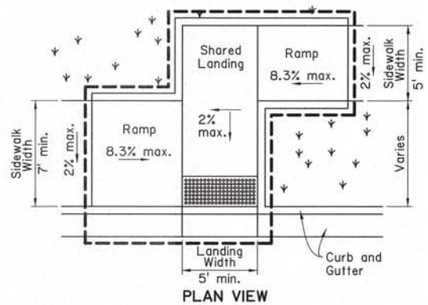
ISOMETRIC VIEW



PLAN VIEW

TYPE 4

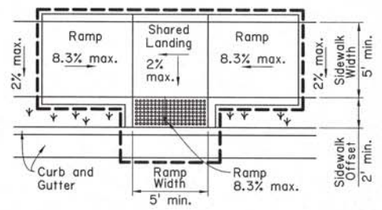
THEORETICAL PAY AREA = 17.9 SQ. YDS.



PLAN VIEW

TYPE 5

THEORETICAL PAY AREA = 19.1 SQ. YDS.



PLAN VIEW

TYPE 6

THEORETICAL PAY AREA = 13.7 SQ. YDS.

PARALLEL CURB RAMPS

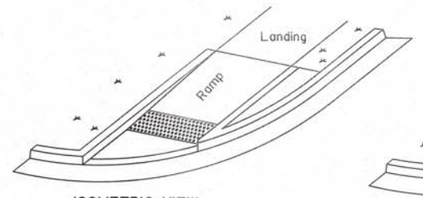
COMBINATION CURB RAMP

LEGEND OF PATTERNS

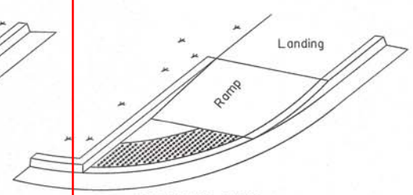
- Denotes Non-Walking Surface Not Part of Pedestrian Path
- Detectable Warning Surface
- Limits of Payment
- Slope

All slopes shown are maximum allowable. The least possible slope that will drain properly should be used.

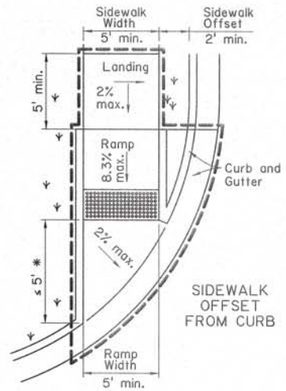
Curb ramps shall be placed and designed where ponding does not occur at the bottom or on the curb ramp.



ISOMETRIC VIEW



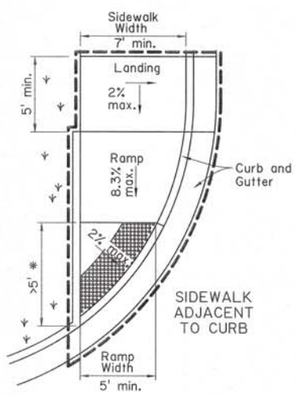
ISOMETRIC VIEW



PLAN VIEW

TYPE 7

THEORETICAL PAY AREA = 13.3 SQ. YDS.



PLAN VIEW

TYPE 8

THEORETICAL PAY AREA = 15.5 SQ. YDS.

DIRECTIONAL CURB RAMPS

* Where the grade break is less than or equal to 5' from the back of curb, place detectable warning surface as shown in Type 7. Where grade break is greater than 5' from the back of the curb, place detectable warning surface as shown in Type 8.

SHEET NUMBER SW-1

PARISH | CONTROL SECTION | STATE PROJECT

DESIGN MAL CHECK BPW | DETAIL MAL CHECK BPW | REVIEW | SERIES # 2 OF 5

STATE OF LOUISIANA
MELISSA LEBAS
License No. 39111
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
Melissa LeBas
7/14/2022

APPROVED BY CHIEF ENGINEER: DATE: 7/21/2022

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

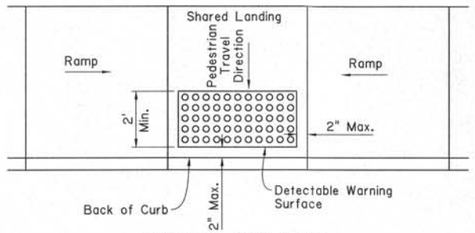
PEDESTRIAN FACILITIES

CURB RAMPS AND DETECTABLE WARNING LOCATION

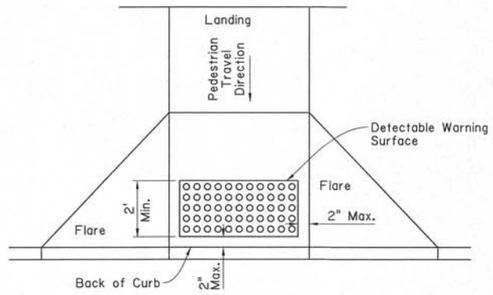
PED-01

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

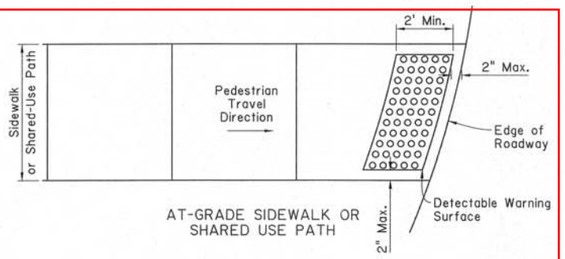
STANDARD PLAN



PARALLEL CURB RAMP

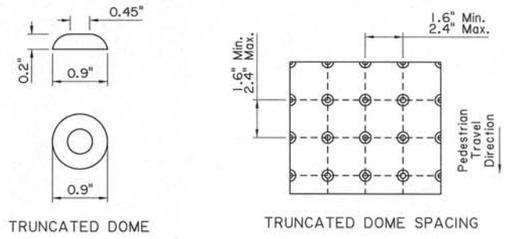


PERPENDICULAR CURB RAMP



AT-GRADE SIDEWALK OR SHARED USE PATH

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE



TRUNCATED DOME

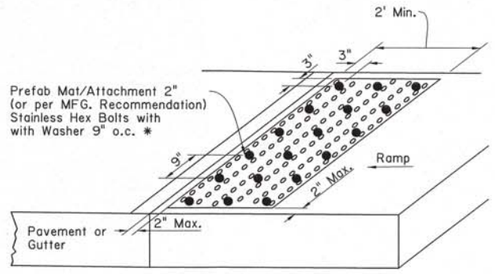
TRUNCATED DOME SPACING

Notes:

Domes shall be arranged in a square in-line pattern or radial pattern

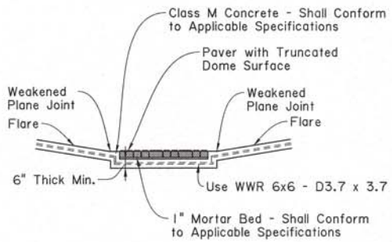
Color Fastness: Paver's composite coloring and ultra-violet stabilization must be homogeneous through the producted.

TRUNCATED DOME DETAILS

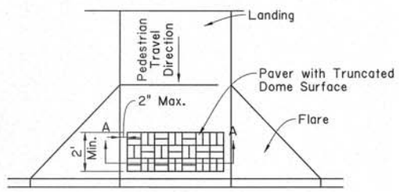


*Note: Retrofit application placed on top of existing ramp with drilled and epoxied bolts. Epoxy full surface area per manufacturer's recommendation.

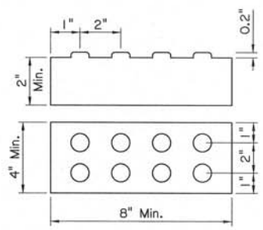
PREFABRICATED MAT OPTION (INLAID)



SECTION A-A



TRUNCATED DOME PATTERN CURB RAMP



PAVER WITH TRUNCATED DOME SURFACE

Notes: Paver units shall meet all requirements of the applicable ASTM Standards. Layout pattern shall be appropriate for size of paver used. 4"x8" pavers shall be laid out in a 2x2 basket weave pattern. 12"x12" pavers shall be laid out in a block pattern.

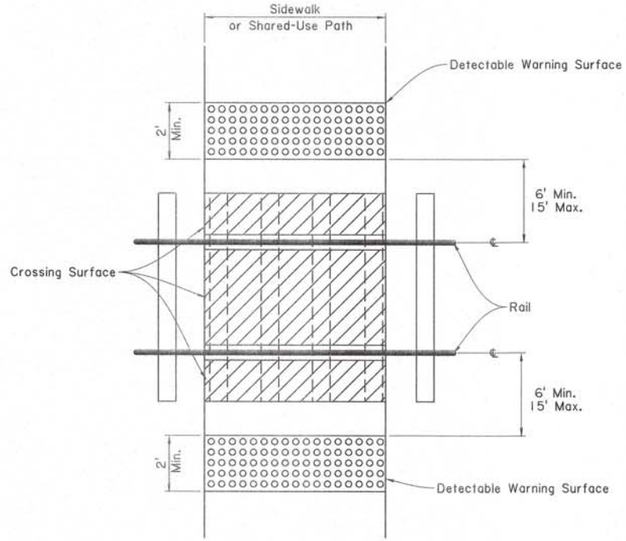
Paver units shall be saw cut only and any cut unit shall not be less than 25% of a full unit.

Installation should meet compliance with Draft PROWAG R302.7.2 (Vertical Surface Discontinuities). Vertical surface discontinuities shall be 1/2" maximum. Discontinuities between 1/4" and 1/2" shall be beveled at a 1:2 maximum slope.

DETECTABLE WARNING SURFACE PAVER OPTION

GENERAL NOTES:

1. For ADA compliance, detectable warning surfaces must be provided on all pedestrian curb ramps, medians and pedestrian refuge islands (width 6' or greater), railroad crossings and at-grade sidewalk and shared-use paths intersecting with roadways.
2. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with ADA guidelines. The surface must contast visually with adjoining surfaces, including side flares, in accordance with Section 706 of the Standard Specifications. Color for detectable warning surface shall contrast visually with adjoining surfaces, either light-on-dark or dark-on-light.
3. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
4. Truncated domes should be aligned perpendicular or radial to the grade break between the curb ramp or at-grade sidewalk and the street.
5. Detectable warning surfaces shall be a minimum of 24" in depth in direction of pedestrian travel and extend the full width of the ramp run or landing where the pedestrian access route enters the street. Some detectable warning products may require a concrete border. The concrete border should not exceed 2".
6. Detectable warning surfaces shall be placed at the back of curb or no greater than 5' from the back of curb. Detectable warning surfaces may be curved along the corner radius. Refer to sheet 2 for typical placement of detectable warning surfaces on curb ramp types.
7. Detectable warning surfaces may be stamped, constructed of brick pavers or inlaid prefabricated mats attached by epoxy adhesive and mechanical attachment. Other detectable warning installations may be installed with approval from the Project Engineer, provided that the detectable warning surface meets ADA guidelines. No painted surfaces will be allowed.
8. Any retrofit application of detectable warning surfaces must have beveled edges. The beveled edge shall not exceed a slope greater than 1:2.



PLAN VIEW

LOCATION OF DETECTABLE WARNING SURFACES AT RAILROAD CROSSINGS

Note: Rows of truncated domes should be aligned parallel with the direction of wheelchair travel.

SHEET NUMBER SW-2

PARISH	CONTROL SECTION	STATE PROJECT

DESIGN MAL CHECK BPW
DETAIL MAL CHECK BPW
REVIEW
SERIES * 4 OF 5

STATE OF LOUISIANA
MELISSA LEBAS
License No. 39111
PROFESSIONAL ENGINEER
IN
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Melissa LeBas
7/14/2022

APPROVED BY CHIEF ENGINEER: DATE: 7/21/2022

PEDESTRIAN FACILITIES
DETECTABLE WARNING SURFACES

PED-01

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

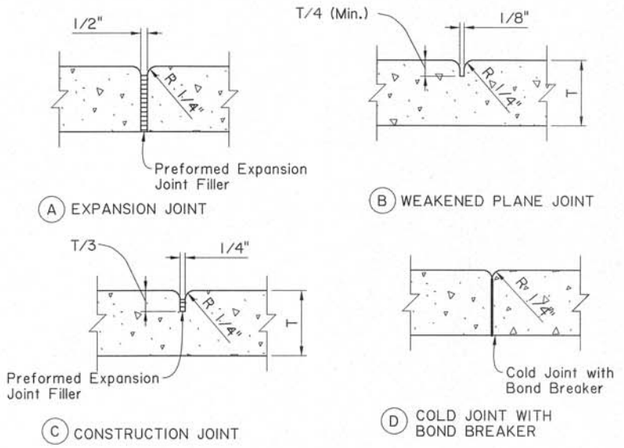
7/14/2022 12:04

GENERAL NOTES:

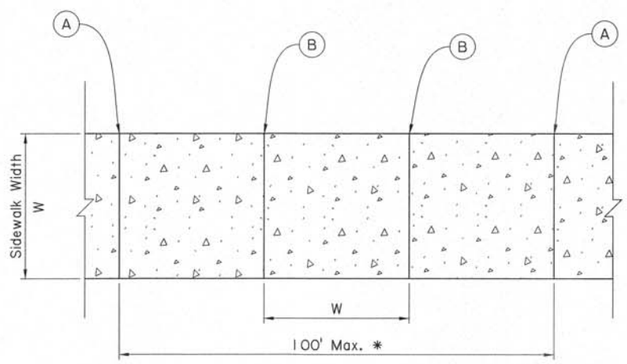
1. Weakened plane joints are required at all sidewalk ramps or driveways slope break lines.
2. Separate curb ramps and landing from adjacent sidewalk with preformed joint filler of 1/2".

JOINT LEGEND

- (A) 1/2" Expansion Joints (Preformed Joint Filler)
- (B) 1/8" Weakened Plane Joint
- (C) Construction Joint
- (D) Cold Joint with Bond Breaker



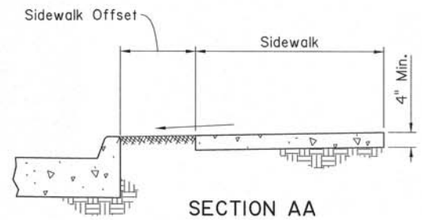
JOINT DETAILS



PLAN VIEW
SIDEWALK JOINT LAYOUT

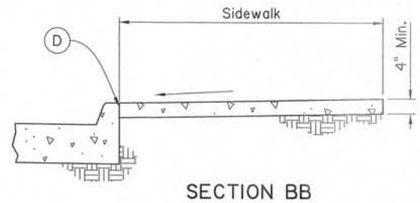
* Joint spacing to be approved by Project Engineer

HANCOCK STREET SIDEWALK



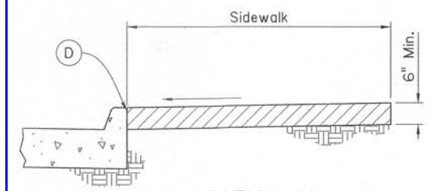
SECTION AA
OFFSET SIDEWALK

WESTBANK EXPRESSWAY SIDEWALK



SECTION BB
SIDEWALK ADJACENT TO CURB

WESTBANK EXPRESSWAY SIDEWALK AT TRUXTON CORNERS & CHICK FIL A DRIVEWAY APRON

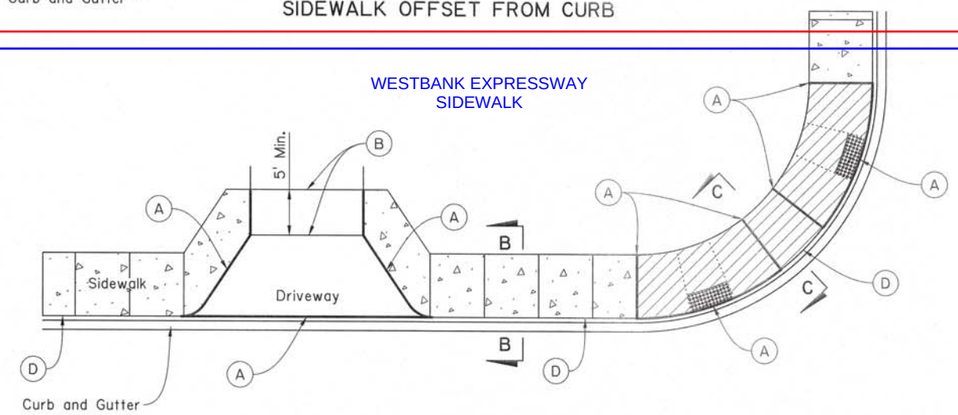


SECTION CC
SIDEWALK ADJACENT TO CURB
(WITHIN RADIUS OF TURNOUT)

HANCOCK STREET SIDEWALK

PLAN VIEW
SIDEWALK OFFSET FROM CURB

WESTBANK EXPRESSWAY SIDEWALK



PLAN VIEW
SIDEWALK ADJACENT TO CURB

4" Thick Concrete

6" Thick Concrete

Note: Driveways and curb ramps are shown for reference only. Refer to the driveway standard plans and curb ramp sheet for details.

SHEET NUMBER SW-3

PARISH	CONTROL SECTION	STATE PROJECT

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES # 5 OF 5
MAL	BPW	MAL	BPW		

STATE OF LOUISIANA
MELISSA LEBAS
License No. 39111
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
Melissa Lebas
7/14/2022

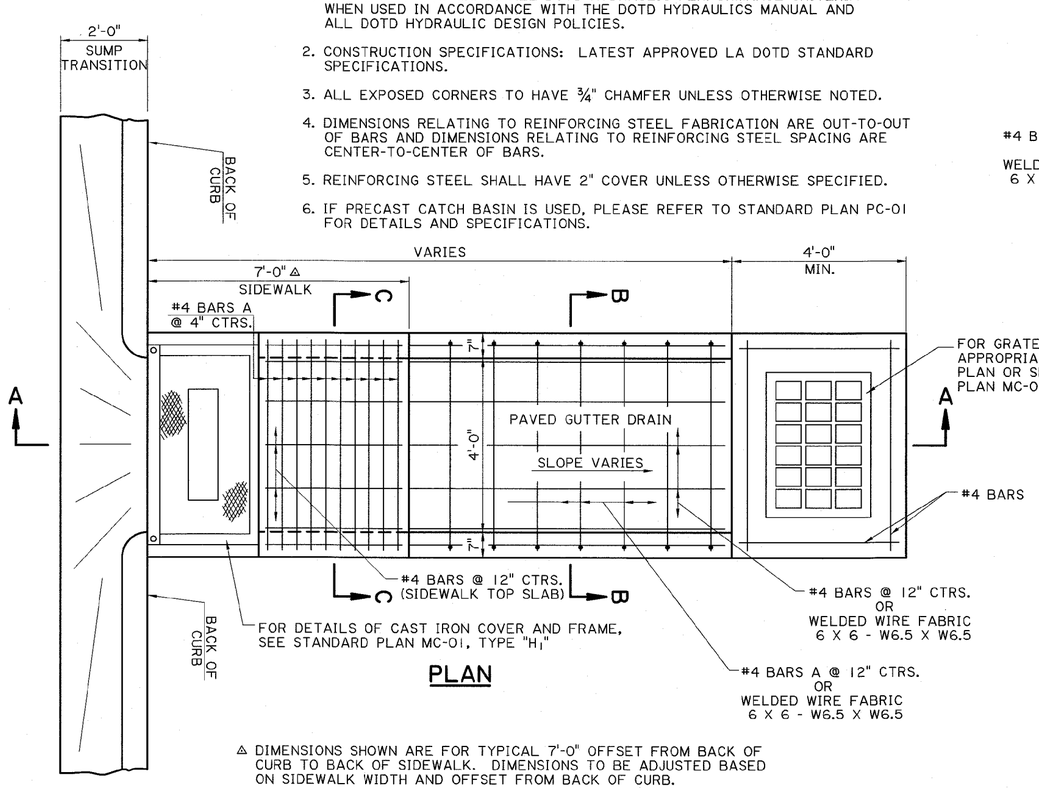
APPROVED BY CHIEF ENGINEER: DATE: 7/21/2022

PEDESTRIAN FACILITIES
JOINT DETAILS
PED-01

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
STANDARD PLAN

GENERAL NOTES:

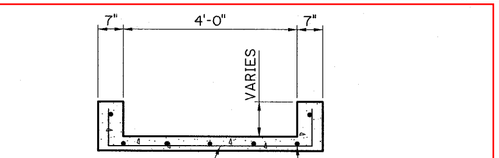
1. THIS STRUCTURE MEETS ALL DOTD HYDRAULIC PERFORMANCE CRITERIA WHEN USED IN ACCORDANCE WITH THE DOTD HYDRAULICS MANUAL AND ALL DOTD HYDRAULIC DESIGN POLICIES.
2. CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LA DOTD STANDARD SPECIFICATIONS.
3. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER UNLESS OTHERWISE NOTED.
4. DIMENSIONS RELATING TO REINFORCING STEEL FABRICATION ARE OUT-TO-OUT OF BARS AND DIMENSIONS RELATING TO REINFORCING STEEL SPACING ARE CENTER-TO-CENTER OF BARS.
5. REINFORCING STEEL SHALL HAVE 2" COVER UNLESS OTHERWISE SPECIFIED.
6. IF PRECAST CATCH BASIN IS USED, PLEASE REFER TO STANDARD PLAN PC-01 FOR DETAILS AND SPECIFICATIONS.



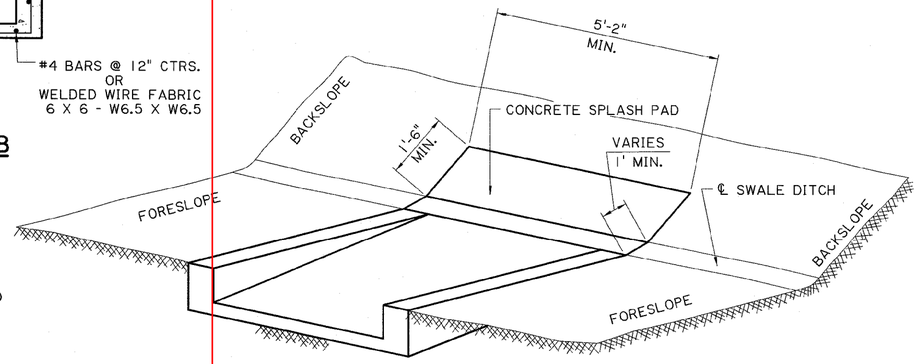
PLAN

FOR GRATE AND FRAME DETAILS, SEE APPROPRIATE CATCH BASIN STANDARD PLAN OR SPECIAL DETAIL AND STANDARD PLAN MC-01.

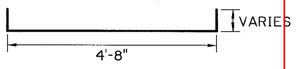
△ DIMENSIONS SHOWN ARE FOR TYPICAL 7'-0" OFFSET FROM BACK OF CURB TO BACK OF SIDEWALK. DIMENSIONS TO BE ADJUSTED BASED ON SIDEWALK WIDTH AND OFFSET FROM BACK OF CURB.



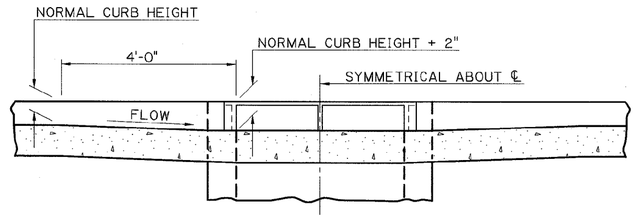
SECTION B-B



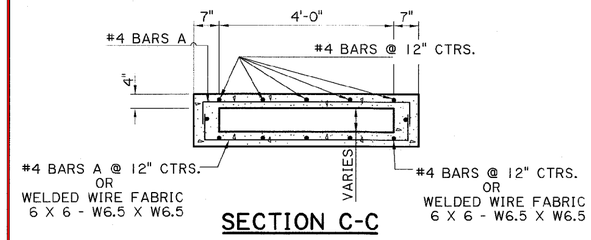
PARTIAL VIEW SHOWING
PAVED GUTTER DRAIN WITHOUT DROP INLET



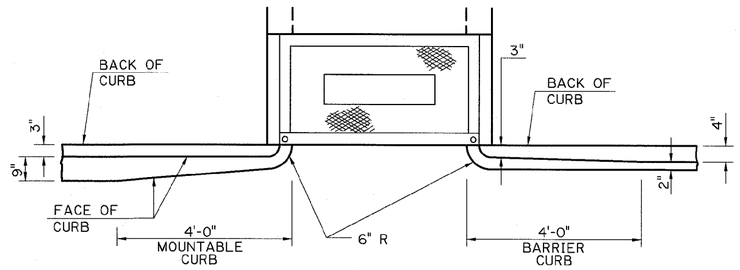
#4 BARS A
2" ø PIN



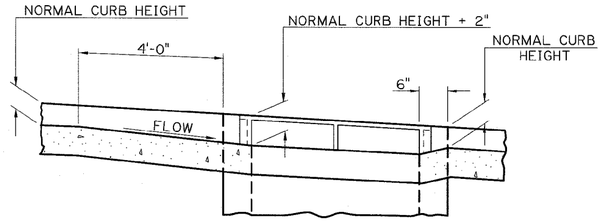
TRANSITION IN CURB HEIGHT
GUTTER DRAIN AT LOW POINT



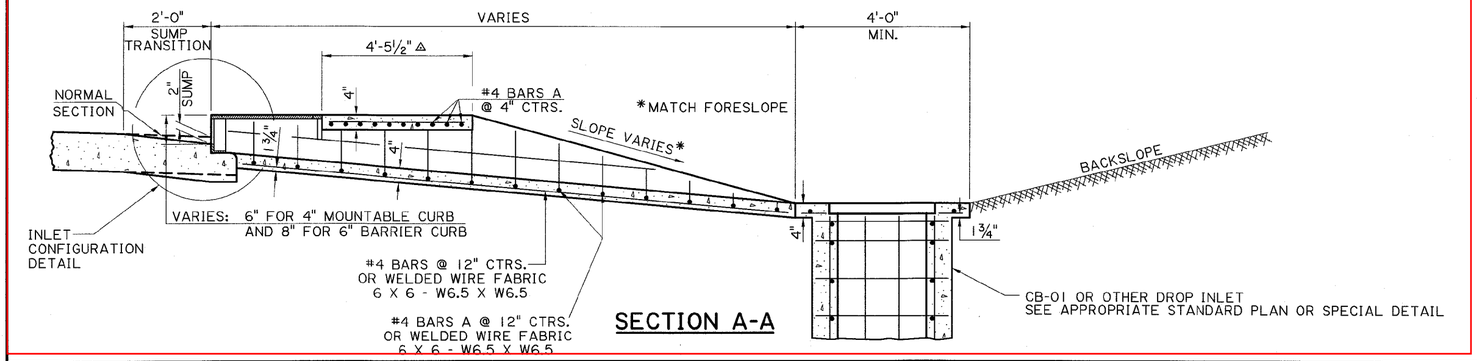
SECTION C-C



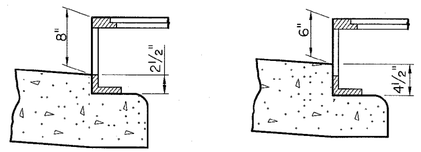
TRANSITION IN CURB WIDTH
(TYPICAL)



TRANSITION IN CURB HEIGHT
GUTTER DRAIN ON A GRADE



SECTION A-A



INLET CONFIGURATION

WHEN USED WITH 6" BARRIER CURB

WHEN USED WITH 4" MOUNTABLE CURB

SHEET NUMBER SW-4

PARISH | CONTROL SECTION | STATE PROJECT

DESIGN | CHECK | DETAIL | CHECK | REVIEW | SERIES #

STATE OF LOUISIANA
MITRA HASHEMIEH
REG. No. 28546
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
9/11/2020

HYDRAULICS

STATE OF LOUISIANA
ADAM LANCASTER
REG. No. 35573
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
9/10/20

STRUCTURAL

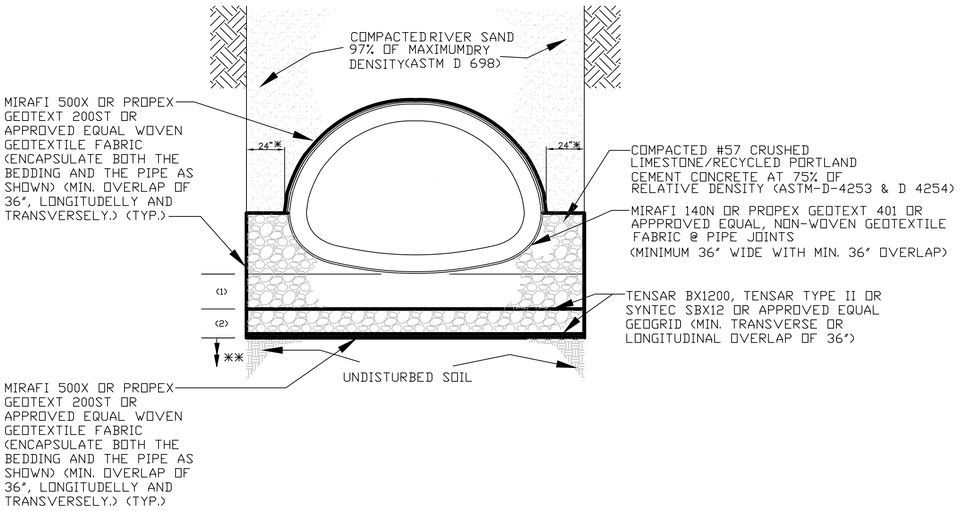
APPROVED BY CHIEF ENGINEER: 9/22/2020
DATE:

SINGLE PAVED GUTTER DRAIN WITH SIDEWALK

STANDARD PLAN PG-DRAIN WITH SIDEWALK (SINGLE)

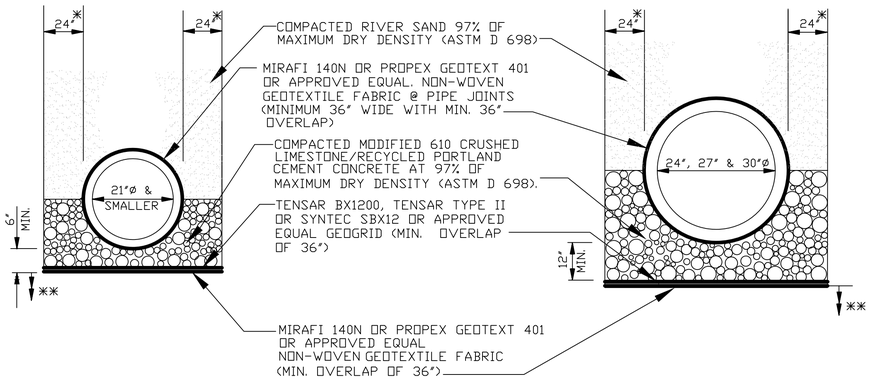
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

HYDRAULICS SECTION



TYPICAL CONCRETE DRAINAGE PIPE TRENCH DETAIL

(36"-72" RCP) AND [42"-96" RCPA]
N.T.S.



SMALL (RCP) & [RCPA] PIPE TRENCH DETAILS

N.T.S.

NOTES:

*1. SIDE BEDDING WIDTH MAY BE REDUCED WITH JEFFERSON PARISH PROJECT ENGINEER'S APPROVAL.

2. THE DEPARTMENT OF ENGINEERING RESERVES THE RIGHT TO MODIFY PIPE BEDDING REQUIREMENTS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

3. TRENCH SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR. THE PARISH OR ITS REPRESENTATIVES RESERVE THE RIGHT TO REQUIRE THE CONTRACTOR TO MODIFY ANY PORTIONS OF SHORING SYSTEM DEEMED UNSAFE, BUT THE FINAL RESPONSIBILITY FOR THE WORKER'S SAFETY REMAINS WITH THE CONTRACTOR. TRENCH DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST OSHA STANDARDS AND REQUIREMENTS.

4. TIMBER SHEETING, IF USED, MUST REMAIN IN PLACE AND BE CUT OFF A MINIMUM OF 3 FEET BELOW FINISHED GRADE.

5. ALL CONCRETE PIPE SHALL BE A.S.T.M. C-76 (RCP) AND A.S.T.M. C-506 [RCPA], CLASS III, WALL B, REINFORCED CONCRETE PIPE WITH TYPE 2 JOINTS.

6. THE CONTRACTOR MUST REVIEW ALL DETAILS AND CHARTS INCLUDED ON THIS STANDARD DRAWING SHEET PRIOR TO BIDDING. FOR PIPES 36" AND LARGER, THE TRENCH DESIGN AND BEDDING THICKNESSES WILL VARY DEPENDING ON THE "UNDISTURBED SUBGRADE NET ALLOWABLE SOIL BEARING CAPACITY" VALUE. THE "DESCRIPTION SECTION" OF "TECHNICAL SPECIFICATIONS" FOR "CULVERTS AND STORM DRAINS" MUST REFERENCE THIS JEFFERSON PARISH STANDARD DRAWING AND MUST PROVIDE THE ""UNDISTURBED SUBGRADE NET ALLOWABLE SOIL BEARING CAPACITY". VALUE.

**7 WHERE GROUND WATER OR AN UNSTABLE TRENCH BOTTOM EXISTS, THE TRENCH BOTTOM SHALL BE STABILIZED (ASTM D2321) TO PROVIDE A WORKING PLATFORM. REMOVE MUCK OR OTHER SOFT MATERIAL, TREE ROOTS, AND/OR ANY OTHER UNDESIRABLE MATERIAL FROM THE TRENCH BOTTOM TO A DEPTH NECESSARY TO ESTABLISH A FIRM FOUNDATION.

***8. GEOTECHNICAL REPORT'S RECOMMENDATIONS FOR PIPE BEDDING, IF MORE STRINGENT, SHALL SUPERSEDE THESE MINIMUM THICKNESSES.

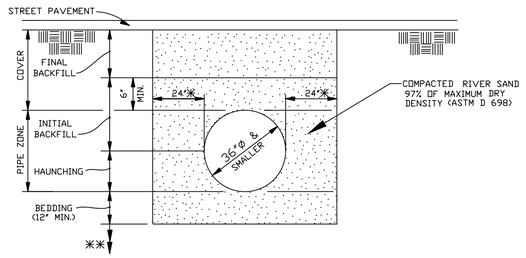
(RCP) & [RCPA] MINIMUM *** BEDDING THICKNESS (in.)

		UNDISTURBED SUBGRADE NET ALLOWABLE SOIL BEARING CAPACITY (psf.)				
		300-400	401-500	501-600	601-700	>700
PIPE SIZE (RCP) (RCPA)	BEDING LAYER					
(36" & 42")	(1)	20"	18"	16"	14"	12"
[42" & 48"]	(2)	8"	8"	8"	8"	8"
TOTAL THICKNESS		28"	26"	24"	22"	20"
(48" & 54")	(1)	22"	20"	18"	14"	12"
[54" & 60"]	(2)	10"	10"	10"	10"	10"
TOTAL THICKNESS		32"	30"	28"	24"	22"
(60" & 72")	(1)	34"	30"	26"	16"	14"
[72",84"& 96"]	(2)	10"	10"	10"	10"	10"
TOTAL THICKNESS		44"	40"	36"	26"	24"

PIPE BEDDING LIMESTONE

57 LIMESTONE		
U.S. SIEVE	METRIC SIEVE	PERCENT PASSING
1½"	37.5 mm	100
1"	25 mm	95-100
½"	12.5 mm	25-60
#4	4.75 mm	0-10
#8	2.36 mm	0-5

MODIFIED 610 LIMESTONE		
U.S. SIEVE	METRIC SIEVE	PERCENT PASSING
1½"	37.5 mm	100
1"	25 mm	90-100
¾"	19 mm	70-100
½"	12.5 mm	60-90
⅜"	9.5 mm	50-80
#4	4.75 mm	35-65
#40	425 μ m	12-32
#200	75 μ m	5-12



PVC PIPE DRAIN LINE STANDARD TRENCH DETAIL

FOR A-2000, CORR-21, AND ULTRA CORR PVC PIPE (ASTM F-794 AND ASTM D2321) N.T.S.

MIN. COVER (PVC PIPE)	PAVEMENT TYPE
12"	CONCRETE
18"	ASPHALT
24"	NON-PAVED

LEGEND:

(1) BEDDING LAYER

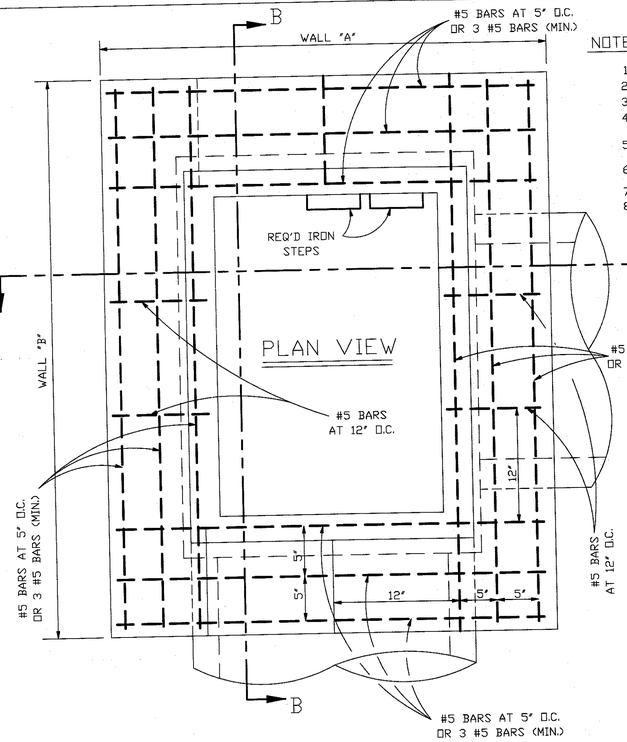
(RCP) REINFORCED CONCRETE CIRCULAR (ROUND) PIPE.

[RCPA] REINFORCED CONCRETE ARCH PIPE

JEFFERSON PARISH
DEPARTMENT OF ENGINEERING

DRAWING TITLE: TYPICAL (RCP), (RCPA) & (PVC) PIPE TRENCH DETAILS

DRAWN BY: C.J.	DATE: 11/04/2011	DESIGNED BY: M.R.M.	DATE: 11/04/2011
REVISED BY: C.J.	DATE: 05/10/2012	REVISED BY: -	DATE: -
REVISED BY: C.J.	DATE: 07/11/2013	REVISED BY: -	DATE: -
REVISED BY: C.J.	DATE: 02/10/2015	REVISED BY: ---	DATE: ---
XGDS: AUTOCAD LT. 2008		WIN: TYPICAL PIPE TRENCH DETAILS	
FILE NUMBER: -			



NOTES:

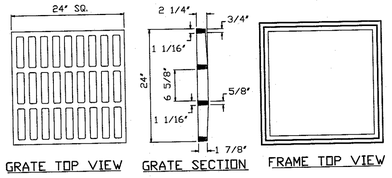
1. CULVERT SIZE SHOWN PERTAIN TO B & S PIPE. (UNLESS OTHERWISE SPECIFIED).
2. CONCRETE STRENGTH TO BE 3,000 PSI (MINIMUM) AT 28 DAYS.
3. DIMENSIONS FOR BOTTOM SLAB AS PER DIMENSIONS FOR WALLS "A" AND "B".
4. WHEN BOX IS 7'- 0" OR LESS IN HEIGHT, WALLS TO BE 8" THICK. WHEN BOX HEIGHT IS GREATER THAN 7'- 0" BUT LESS 12'- 0", SEE DETAIL "A".
5. WIDTH OF SHELL BEDDING SHALL BE AS PER DIMENSIONS SHOWN FOR WALLS "A" AND "B" PLUS 2'- 0".
6. ALL MASONARY TO BE LAID WITH RUNNING BOND AND HEADER COURSE (EVERY FOURTH LAYER).
7. ALL WALLS TO BE PLASTERED INSIDE AND OUTSIDE (1/2" MIN. THICKNESS).
8. ALL GRATES AND FRAMES SHALL BE EAST JORDAN, US FOUNDRY, BARRYCRAFT, NEENAH OR APPROVED EQUAL. ALL GRATES AND FRAMES SHALL BE CAST IRON TYPE AND WITHOUT PAINT.

⚠ NOTE:
ALL GREY CASTINGS FOR MANHOLES, AND CATCH BASINS OF ALL TYPES SHALL CONFORM TO THE REQUIRMENTS OF A.S.T.M. A-48, CLASS 30. AND SHALL BE FURNISHED WITHOUT PAINT (AASHTO#306-891)

SQUARE " GRATE " EAST JORDAN V-5724-1 OR US FOUNDRY USF 4618 FRAME & 6258 GRATE OR APPROVED EQUAL							
CULVERT SIZE	BOTTOM SLAB	TOP SLAB (A & B)	C & D	CULVERT SIZE	BOTTOM SLAB	TOP SLAB	C & D
12"DIA.	4'-2"X 4'-2"	3'-2"X 3'-2"	7 7/8"	21"DIA.X24"DIA.	5'-0"X 5'-0"	4'-6"X 4'-6"	15 7/8"
15"DIA.	4'-4"X 4'-4"	3'-4"X 3'-4"	8 7/8"	27"DIA.X30"DIA.	6'-0"X 6'-0"	5'-0"X 5'-0"	18 7/8"
18"DIA.	4'-6"X 4'-6"	3'-6"X 3'-6"	9 7/8"	36"DIA.	6'-6"X 6'-6"	5'-6"X 5'-6"	21 7/8"

RECTANGULAR "GRATE" EAST JORDAN V-5662 OR BARRYCRAFT B-1878-B6 W/GRATE OR APPROVED EQUAL				
CULVERT SIZE ON WALLS A & B	WALL "A"	" C "	WALL "B"	" D "
21"DIA.& 24"DIA. B& S	4'- 6"	15" (3 NO.5 BARS)	4'- 6"	15" (3 NO.5 BARS)
27"DIA.& 30"DIA. B& S	5'- 0"	18" (3 NO.5 BARS)	5'- 0"	15" (3 NO.5 BARS)
36"DIA. B& S	5'- 9"	22 1/2" (3 NO.5 BARS)	5'- 9"	19 1/2" (3 NO.5 BARS)
42"DIA. B& S	6'- 6"	27" (4 NO.5 BARS)	6'- 6"	24" (4 NO.5 BARS)
48"DIA. B& S	7'- 0"	30" (5 NO.5 BARS)	7'- 0"	27" (4 NO.5 BARS)
54"DIA. T& G	7'- 3"	31 1/2" (5 NO.5 BARS)	7'- 3"	28 1/2" (5 NO.5 BARS)
60"DIA. T& G	7'- 9"	35" (6 NO.5 BARS)	7'- 9"	32" (6 NO.5 BARS)
72"DIA. T& G	9'- 0"	42" (7 NO.5 BARS)	9'- 0"	39" (7 NO.5 BARS)

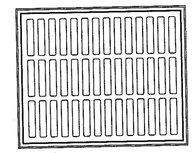
V-5662

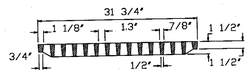


NOTE:
SOLID COVERS ARE AVAILABLE ON REQUEST.

SQUARE D.I.
N.T.S.

B & S = BELL & SPIGOT
T & G = TONGUE & GROOVE
W.I. = WROUGHT IRON

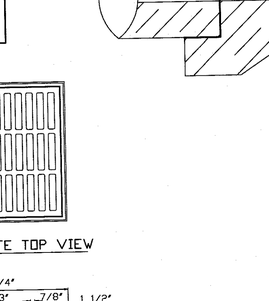

FRAME AND GRATE TOP VIEW



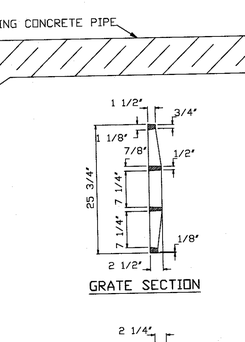
GRATE SECTION

FRAME SECTION

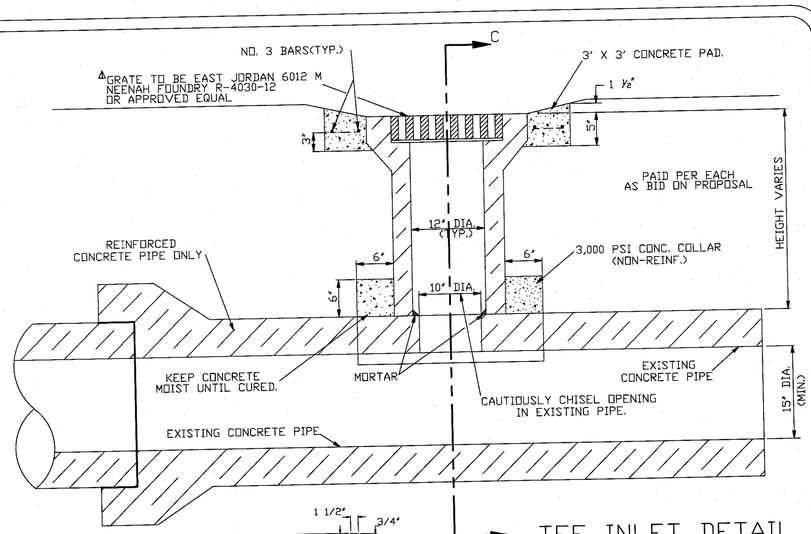
APPLICABLE TO TONGUE AND GROOVE PIPE
(ARCH PIPE ONLY)
N.T.S.



" DETAIL B "
N.T.S.



" DETAIL A "
N.T.S.

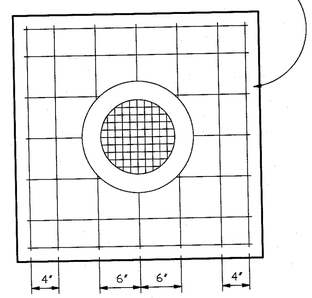


TEE INLET DETAIL
N.T.S.

GRATE SECTION

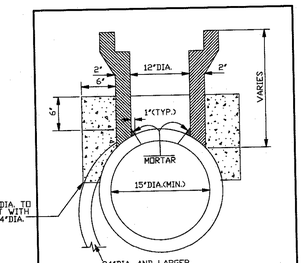
FRAME SECTION

3'X 3' CONCRETE PAD



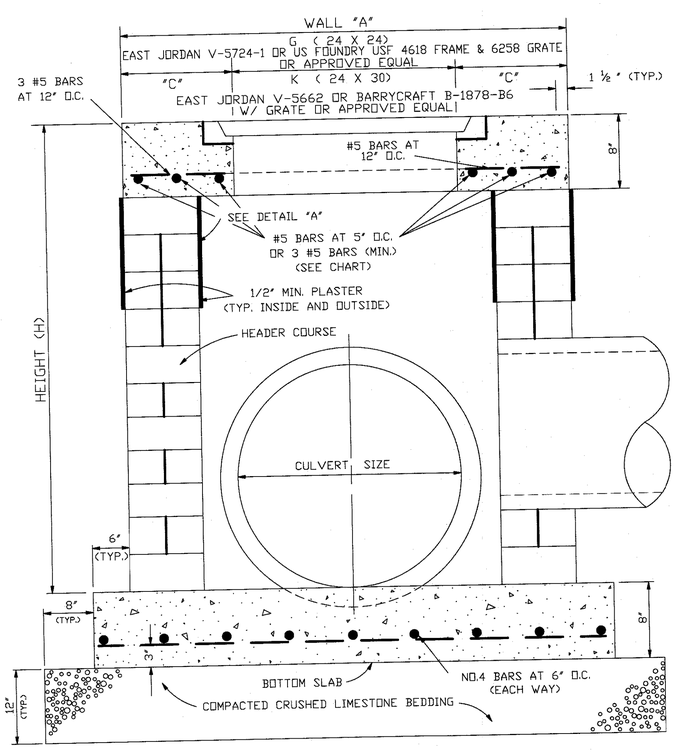
TOP VIEW
7 NO.3 BARS SPACED AS SHOWN
(EACH WAY)
N.T.S.

ARCH PIPE (RISE X SPAN)	X (INCHES)	¼ X (INCHES)
13 ½" X 22"	2"	½"
15 ½" X 26"	2 ¼"	9/16"
18" X 28 ½"	3"	¾"
22 9/16" X 36 ¼"	3 ¾"	15/16"
26 5/8" X 43 ¾"	3"	¾"
31 5/16" X 51 ½"	3 ½"	⅞"
36" X 58 ½"	4 ½"	1 ⅛"
40 ¼" X 65"	5 ¼"	1 3/16"
45" X 73 ½"	5"	1 ¼"
54" X 88"	6"	1 ½"
62 5/8" X 102"	6 ⅛"	1 ½"
77 3/8" X 122"	7"	1 ¾"

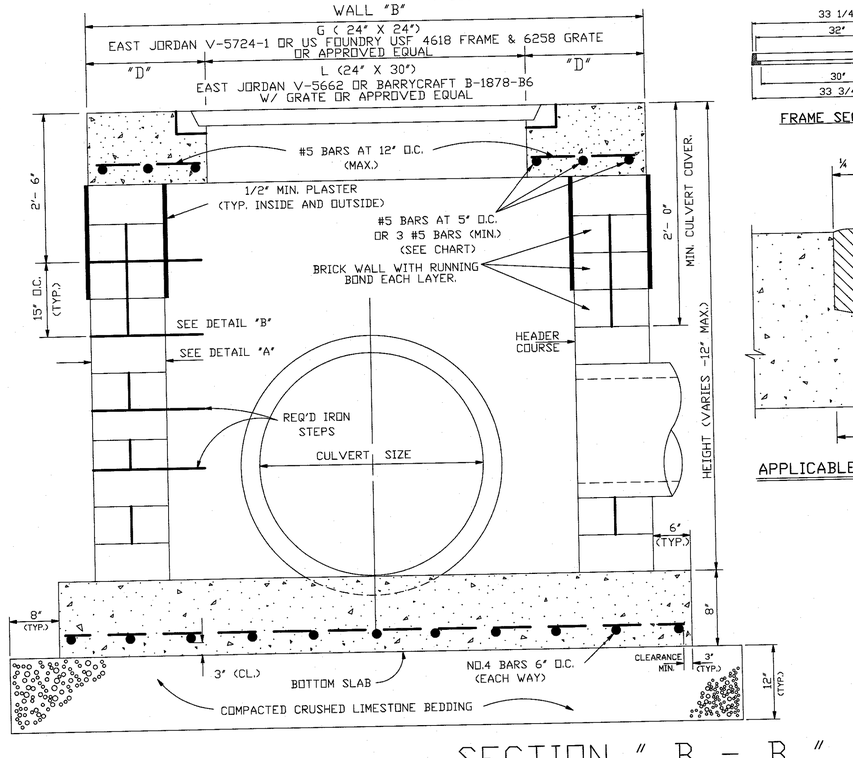


MID-POINT OF PIPE FROM 15"DIA. TO 21"DIA. OR POINT OF CONTACT WITH PIPE WALL FOR PIPE SIZE 24"DIA. AND LARGER.

SECTION "C-C"
N.T.S.



SECTION " A - A "
N.T.S.



SECTION " B - B "
N.T.S.

DROP INLET DETAIL

JEFFERSON PARISH
DEPARTMENT OF ENGINEERING

DRAWING TITLE
DRAINAGE STANDARD DETAILS

DRAWN BY: H.J.W.	DATE: 08/07/92	REVISED BY: H.J.W.	DATE: 06/13/94
REVISED BY: H.J.W.	DATE: 07/25/97	DXF TO AUTOCAD-LT BY: H.J.W.	DATE: 01/04/04
REVISED BY: J.L.	DATE: 11/26/07	REVISED BY: –	DATE: –
REVISED BY: C.J.	DATE: 07/11/13	REVISED BY: –	DATE: –
XCDS: AUTOCAD LT. 2004		WIN: DRAIN3.DWG	
FILE NUMBER: 0025			

SHEET NO. 3 OF 3