GENERAL PROVISIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21) TTC Standards are not drawn to scale.

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

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

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

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

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

PAVEMENT MARKINGS (see AML)

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

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

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

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

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

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

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

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

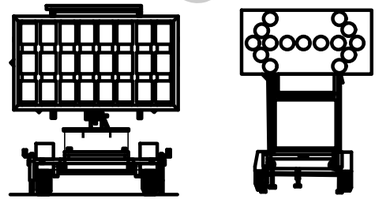
34) PCMS messages shall be approved by the Engineer. Messages shall be no more than 3 lines and 2 screens.

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

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

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

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



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

SPEED LIMITS

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

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

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

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

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

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

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

A) Beyond major intersections.

B) At one mile intervals in rural areas.

C) At half mile intervals in urban areas.

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

FLASHING ARROW BOARDS

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

47) 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.

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

49) 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.

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

ABBREVIATIONS

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

INFORMATIONAL USE

SHEET NUMBER

PARISH | CONTROL SECTION | STATE PROJECT

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

APPROVED BY CHIEF ENGINEER: DATE: 3/11/2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
	6-12-25	General changes and text added	

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TEMPORARY TRAFFIC CONTROL

GENERAL NOTES SHEET

TTC-00 (A)

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN