


TEMPORARY TRAFFIC CONTROL (TTC) STANDARD PLANS



WHY?

- Road Construction  Work zone
- Safety
- EDSM III.1.1.23 Development of a Traffic Control Plan
 - Suggested Sequence of Construction
 - Typical Situations, Don't Reinvent the Wheel
 - TTCs





STANDARD PLANS

- Louisiana Standard Specifications for Roads and Bridges 2006 ed. (Blue Book)
- 105.04 Coordination and Precedence of Contract Documents





TTC REVISIONS & WZTF

- WZTF – Work Zone Task Force
 - Meet Once a Month
 - Discuss Work Zone Issues and Concerns
 - Determine Practical Ways to Mitigate These Issues and Concerns While Adhering to State Standards and the MUTCD, Manual on Uniform Traffic Control Devices





WZTF

- How to bring up issues or concerns
 - Open Attendance
 - Inform Someone in the WZTF
- ~15 People Regularly Attend
- ~75 Different People Have Attended





TTC REVISION PROCEDURE

- EDSM I.1.1.2 Policies For Adoption, Revision, And Distribution Of Standard Plans



What Is This?

- TTC -00 (A) - Flashing Arrow Board
- TTC-09, 10, 14 - Flashing Arrow Panel
- TTC-11, & 13 - Flashing Arrow Panel, Type "C"
- Revised - Flashing Arrow Board, Type "C"
- "Arrow Boards shall only be used to indicate a lane closure. Arrow boards shall not be used to indicate a lane shift." (MUTCD p. 603)



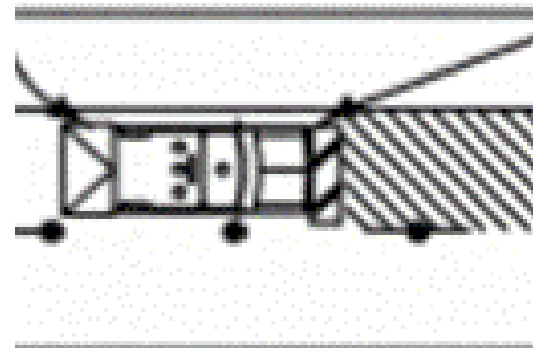
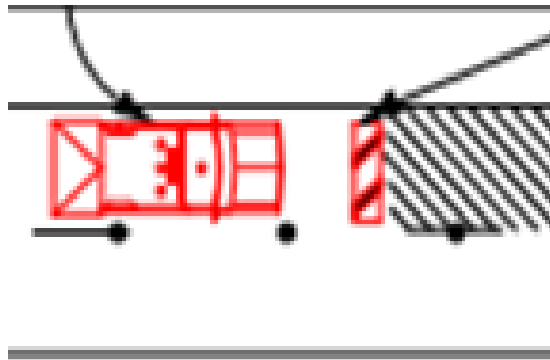
SMALL REVISIONS

- Qualified Products List (QPL) → Approved Materials List (AML)
- Any Sign of W20-1 Series May Be Used
 - Road Work XX Feet, Road Work XX Miles, or Road Work Ahead



SMALL REVISIONS

- Added a Visual Roll-Ahead Distance to the Drawings
- Multiple Versions of the Words Roll-Ahead Changed to Uniformly Say “Roll-Ahead”



PCMS

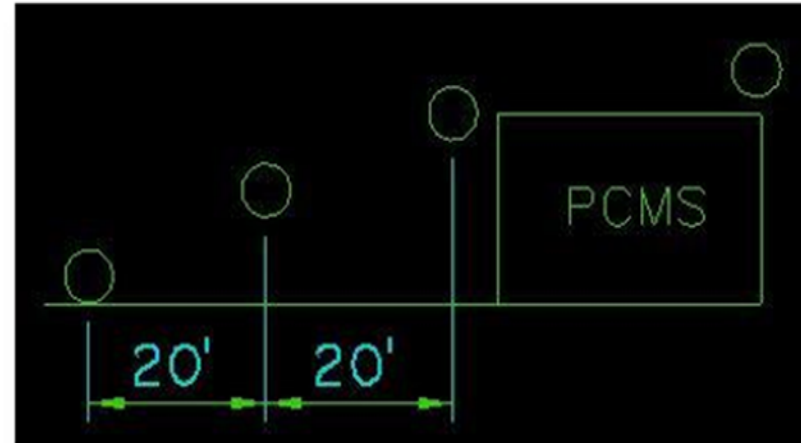


- PCMS to be approved by DTOE
- EDSM no longer exists
- Messages shall be pertinent to current construction activities



PCMS

- If PCMS is close to travel lane, use a minimum 3 drum taper spaced at 20ft with a 4th drum alongside the PCMS





PEDESTRIAN CONSIDERATIONS

- MUTCD Chapter 6D Section 6D.01
 - Provide a route for pedestrians if construction interferes with movement
 - Route must be reasonably close
 - Provide advanced warning





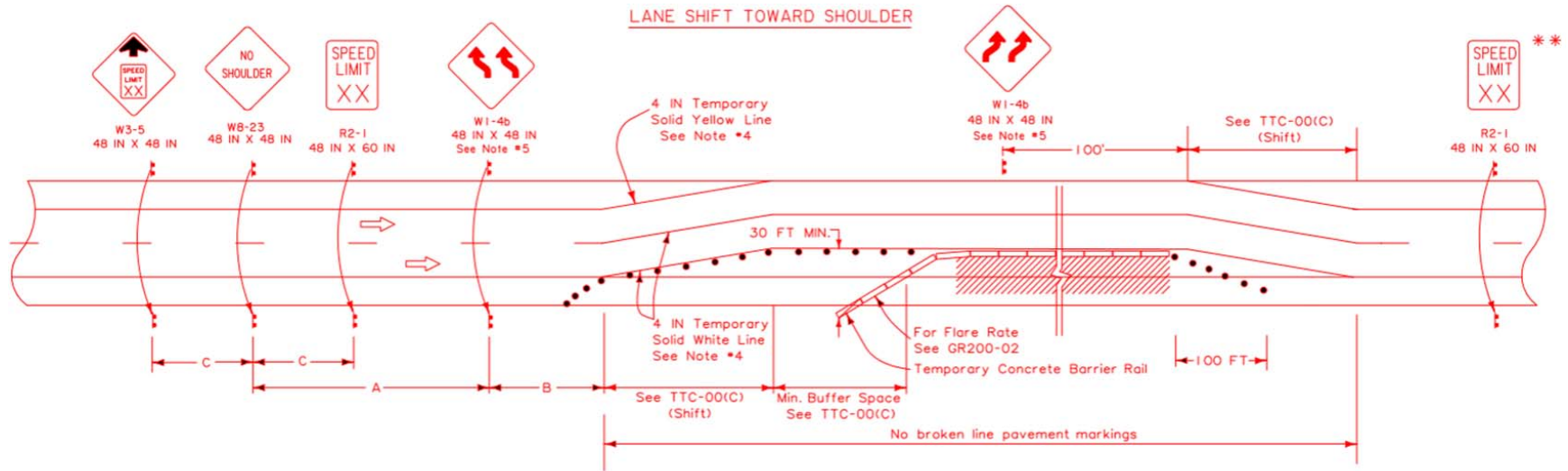
DEVICE SPACING REVISIONS

SPEED LIMIT (prior to construction)	SHIFTING TAPER LENGTH (1/2)(L)						STANDARD DEVICE SPACING IN FEET		BUFFER SPACE FT
	Lane Shift (FT)						Along Taper	Along Tangent	
MPH	2	4	6	8	10	12			
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

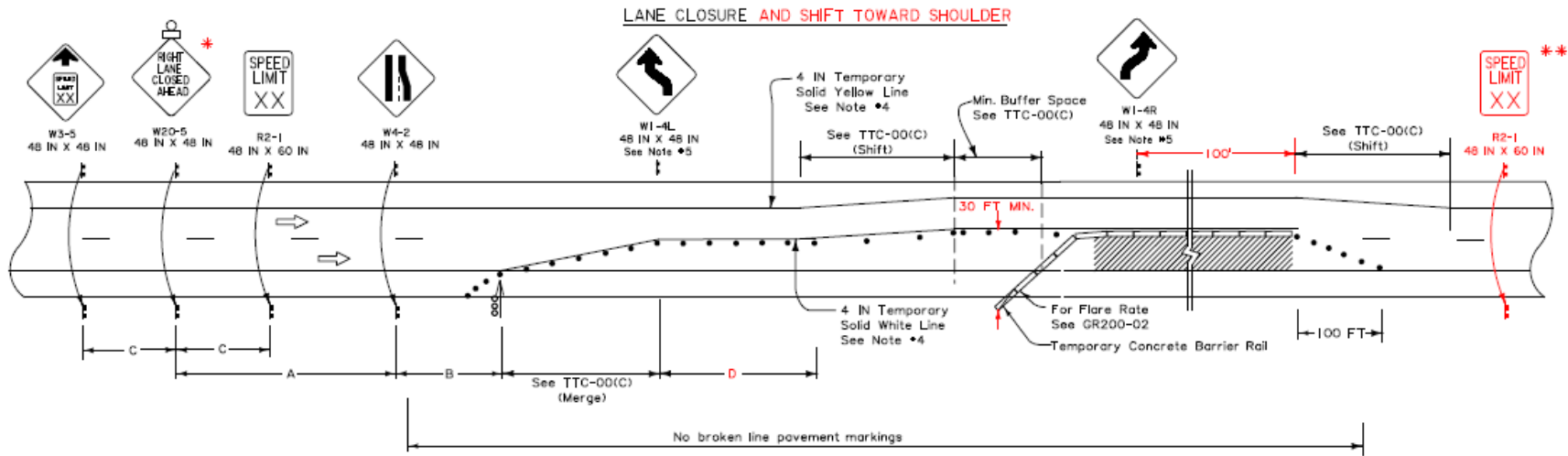
SPEED LIMIT (prior to construction)	SHIFTING TAPER LENGTH (1/2)(L)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE FT
	Lane Width (FT)				Along Taper	Along Tangent	
MPH	9	10	11	12			
25	47	53	58	63	20	40	155
30	68	75	83	90	40	80	200
35	92	103	113	123	40	80	250
40	120	134	147	160	40	80	305
45	203	225	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



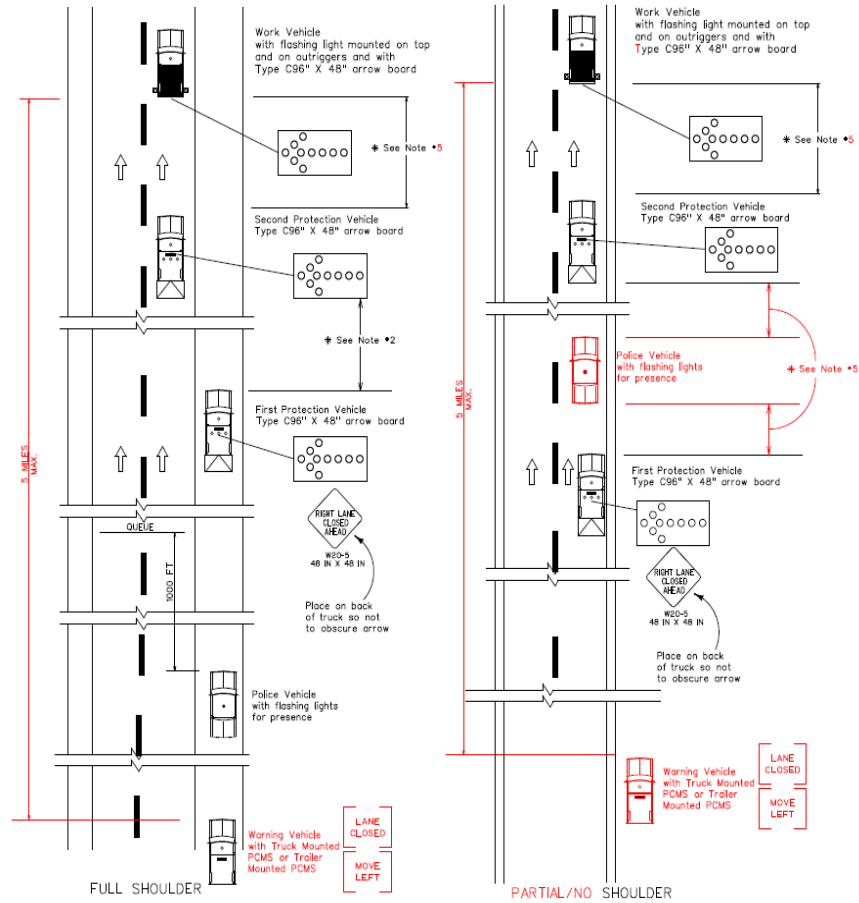
LANE SHIFT TOWARD SHOULDER



LANE CLOSURE AND SHIFT TOWARD SHOULDER



MULTI-LANE MOVING OPERATIONS





Conclusion

- There are other changes not mentioned
- Many considerations not adopted
- Last version was in 2013







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