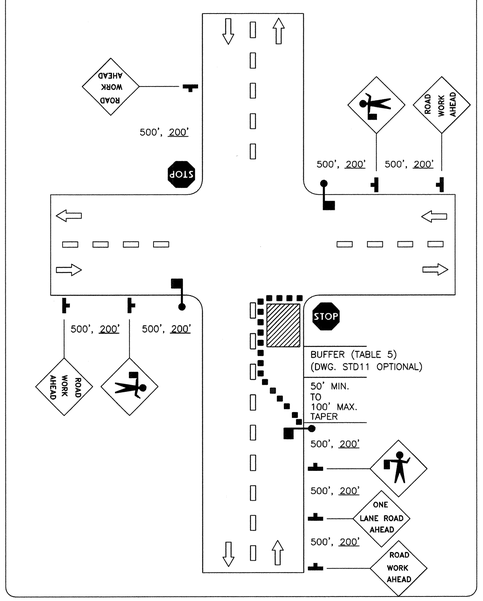
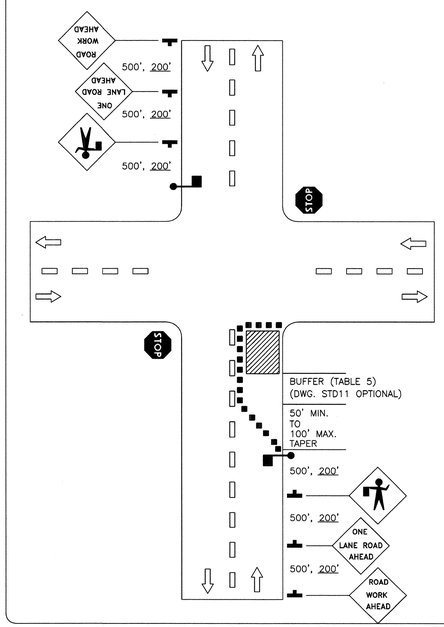
DETAIL 3

LANE CLOSURE IN ADVANCE OF INTERSECTION
(STOP SIGNS ON NORTH/SOUTH APPROACHES)



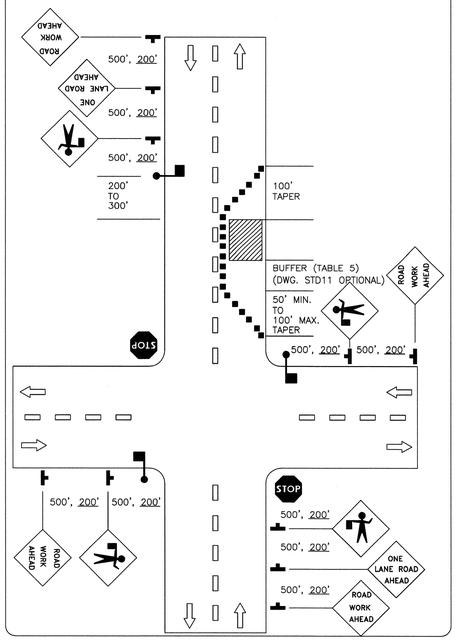
DETAIL 4

LANE CLOSURE IN ADVANCE OF INTERSECTION
(STOP SIGNS ON EAST/WEST APPROACHES)



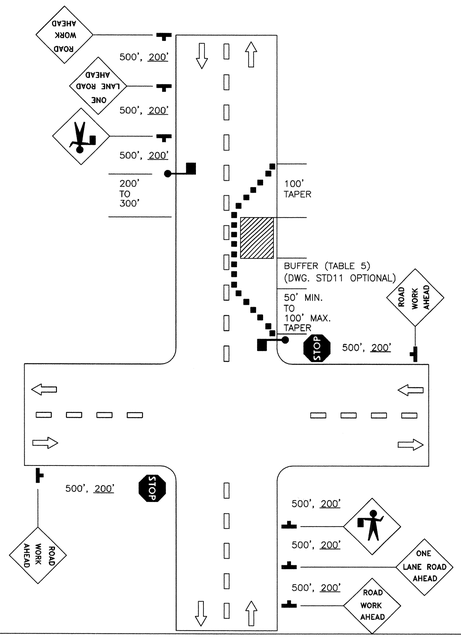
DETAIL 5

LANE CLOSURE BEYOND INTERSECTION
(STOP SIGNS ON NORTH/SOUTH APPROACHES)



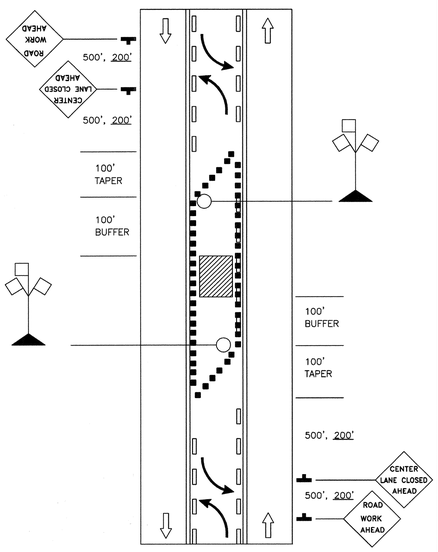
DETAIL 6

LANE CLOSURE BEYOND INTERSECTION
(STOP SIGNS ON EAST/WEST APPROACHES)



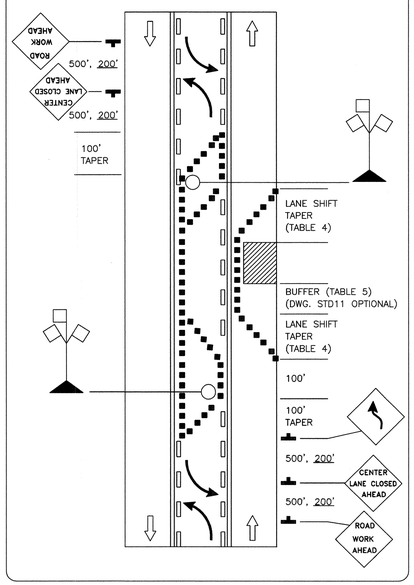
DETAIL 7

CENTER TURN LANE CLOSED ON A THREE-LANE, TWO-WAY ROAD



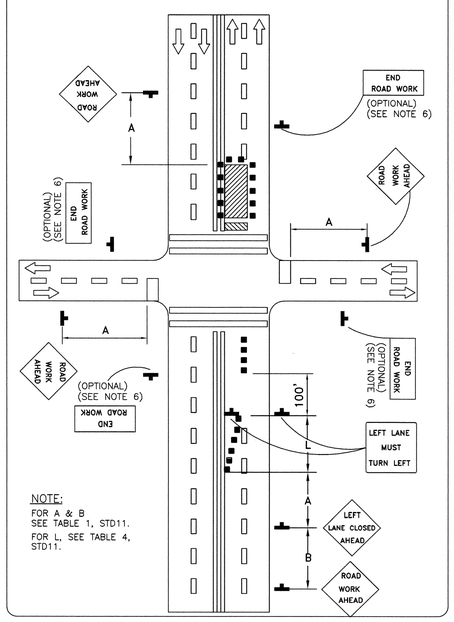
DETAIL 8

LANE SHIFT ON A THREE-LANE, TWO-WAY ROAD



DETAIL 9

LEFT LANE CLOSURE FAR SIDE OF INTERSECTION



NOTE:
FOR A & B
SEE TABLE 1, STD11.
FOR L, SEE TABLE 4, STD11.

LEGEND

- HIGH LEVEL WARNING DEVICE
- CHANNELIZING DEVICE
- FLAGGER
- FLASHING ARROW PANEL
- SIGN
- WORK AREA
- TRAFFIC DIRECTION
- STRIPINGS
- WARNING SIGN (FLAGMEN AHEAD)
- BARRICADE
- (500', 200') SPACING FOR FOR HIGHWAY CONDITION
- SPACING FOR URBAN CONDITION (UNDERLINED)

GENERAL NOTES:

(1) THESE TYPICAL LAYOUTS ARE NOT INTENDED AS A SUBSTITUTE FOR ENGINEERING JUDGEMENT. THE CONTRACTOR WORKING ON ANY PROJECT WITHIN THE CITY OF NEW ORLEANS SHALL HAVE A "WORK ZONE TRAFFIC CONTROL PLAN" PREPARED FOR EACH SITE BY PROPERLY TRAINED PERSONNEL. SUCH PLAN SHALL BE IMPLEMENTED BY THE CONTRACTOR IN ACCORDANCE WITH GUIDELINES SET FORTH IN THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND APPROVED BY THE TRAFFIC ENGINEERING DIVISION.

(2) ALL CHANNELIZING DEVICES FOR WORK ZONES THAT REMAIN DURING THE HOURS OF DARKNESS OR FOR LONG TERM PROJECTS SHALL BE FURNISHED WITH LIGHTING DEVICES AS SHOWN UNDER SECTION "C" OF PART "I" OF THESE MINIMUM STANDARDS.

(3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAILY INSPECTION OF THE WORK ZONE TO ENSURE PROPER PLACEMENT, ORIENTATION, AND MAINTENANCE OF THE TRAFFIC CONTROL DEVICES. NIGHT TIME INSPECTION FOR BURNED OUT AND/OR DAMAGED LIGHTING EQUIPMENT SHALL ALSO BE REQUIRED.

(4) ONLY RELATED CONSTRUCTION EQUIPMENT SHALL BE PERMITED TO BE LEFT WITHIN THE CONFINE OF THE WORK ZONE. WORKING CREW'S VEHICLES SHALL BE PARKED OUTSIDE THE WORK ZONE AND TO BE SUBJECT TO PARKING ENFORCEMENT REGULATIONS.

(5) THE PROJECT ENGINEER AS WELL AS THE TRAFFIC ENGINEER WILL HAVE THE RIGHT TO REQUIRE THE CONTRACTOR TO ADJUST THE "WORK ZONE TRAFFIC CONTROL PLAN" AS REQUIRED BY NEW CONDITIONS OR CHANGING CIRCUMSTANCES.

(6) GENERALLY, THE USE OF "END ROAD WORK" OR "END DETOUR" IS OPTIONAL FOR SHORT DURATION (MAXIMUM 8 DAYLIGHT WORKING HOURS) WORK SITES. HOWEVER, IF THE WORK SITE, ITSELF, IS LONG OR THE BEGINNING AND END OF THE WORK SITE ARE NOT VISIBLE TO A DRIVER PASSING THROUGH IT, THEN "END ROAD WORK" OR "END DETOUR" SIGNS SHALL BE USED ACCORDINGLY.

THE SELECTION AND USE OF THESE DETAILS, WHILE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER AND SHOULD NOT BE USED WITHOUT CONSULTING A LOUISIANA REGISTERED PROFESSIONAL ENGINEER.

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TYPICAL CONSTRUCTION ZONE FOR MINIMUM TRAFFIC CONTROL LAYOUT

DRAWN BY:	REVIEWED BY:	RECOMMENDED BY:
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DATE: 12-16-2009	SCALE: AS NOTED	APPROVED: ROBERT C. MENDOZA, DIRECTOR 12-16-09

DRAWING No.
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