WORKSITE TRAFFIC CONTROL PLAN GENERAL NOTES

1. THIS STAGE OF WORK IS FOR _____
2. THE PROPOSED START DATE FOR THIS WTCP IS XXXXX XX ,20XX, WITH AN ESTIMATED CONSTRUCTION DURATION OF XX WEEKS.
3. CONTACT XXXXXX AT (XXX)XXX-XXXX FOR CONSTRUCTION PERSONNEL RESPONSIBLE FOR WTCP IMPLEMENTATION/MAINTENANCE.

NOTIFICATIONS & APPROVALS

1. CONTRACTOR SHALL CONTACT THE LADOT TEMPORARY TRAFFIC MANAGEMENT SECTION'S ENGINEER DON SCHIMA AT DON.SCHIMA@LACITY.ORG AT LEAST FIVE (5) WORKING DAYS (TO INSPECT MARK OUT) PRIOR TO THE INSTALLATION OF ANY TEMPORARY STRIPING FOR ALL CONSTRUCTION STAGES. DEPARTMENT OF TRANSPORTATION RESERVES THE RIGHT TO OBSERVE THESE TRAFFIC CONTROL PLANS IN USE AND TO MAKE NECESSARY CHANGES AS FIELD CONDITIONS WARRANT. ANY CHANGES SHALL SUPERSEDE THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACEMENT OF ANY ADDITIONAL TRAFFIC CONTROL DEVICES NECESSARY TO ENSURE PUBLIC SAFETY AT ALL TIMES DURING CONSTRUCTION.
2. CONTRACTOR SHALL NOTIFY THE METROPOLITAN TRANSPORTATION AUTHORITY (METRO) AT (213) 922-4632 OR ANY OTHER AFFECTED TRANSIT SERVICES AT LEAST FIVE WORKING DAYS PRIOR TO CONSTRUCTION.
3. CONTRACTOR SHALL NOTIFY LADOT'S SIGNAL MAINTENANCE SUPERVISOR AT (213) 485-7721 FIVE (5) WORKING DAYS PRIOR TO ANY EXCAVATION OR CONSTRUCTION WITHIN 10-FEET OF EXISTING TRAFFIC SIGNAL DETECTOR LOOPS, CONDUIT, INTERCONNECTS, OR ATSAC FIBER OPTIC CABLE.
4. ANY DAMAGE TO TRAFFIC SIGNAL DETECTOR LOOPS, CONDUITS, INTERCONNECTS, OR FIBER OPTIC CABLE SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AT THEIR OWN EXPENSE. DELAYS IN REPAIR OF INTERCONNECT OR ATSAC FIBER OPTIC CABLE WILL REQUIRE THE PAYMENT OF LIQUIDATION DAMAGES TO THE CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION. IMMEDIATELY NOTIFY LADOT SIGNAL REPAIR PERSONNEL AT (213) 485-7721 OF ANY DAMAGES.
5. FOR WTCP IMPLEMENTATION DURATION OF LESS THAN ONE (1) MONTH, THE CONTRACTOR SHALL CONTACT THE LADOT SPECIAL TRAFFIC CONTROLS OFFICE AT (213) 485-2298 AT LEAST FIVE (5) WORKING DAYS IN ADVANCE OF EACH NEW CONSTRUCTION STAGE FOR THE INSTALLATION OF TEMPORARY "TOW AWAY NO STOPPING ANY TIME" SIGNS. FOR WTCP IMPLEMENTATION DURATION OF MORE THAN ONE (1) MONTH, THE CONTRACTOR SHALL FURNISH AND INSTALL "TOW AWAY NO STOPPING ANY TIME" SIGNS PER CITY SPECIFICATION (METAL AND REFLECTORIZED). CONTACT LADOT TEMPORARY TRAFFIC MANAGEMENT SECTION'S ENGINEER FOR SAMPLES.
6. THE DEPARTMENT OF TRANSPORTATION (DOT) PARKING METER DIVISION MUST BE NOTIFIED AT LEAST TEN (10) WORKING DAYS PRIOR TO STARTING CONSTRUCTION WHENEVER PARKING METERS WILL BE AFFECTED. TELEPHONE: (213) 473-8270. DOT PARKING METER DIVISION WILL COORDINATE THE REMOVAL OF PARKING METERS, POSTS, AND SIGNS AS NEEDED AND, UPON COMPLETION OF THE PROJECT, THE REINSTALLATION OF METERS, POSTS, SIGNS, AND/OR PAINT AS NEEDED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL AND REINSTALLATION COSTS. FAILURE TO NOTIFY DOT PARKING METER DIVISION EITHER PRIOR TO OR UPON COMPLETION OF CONSTRUCTION WILL RESULT IN THE IMPOSITION OF A PENALTY AND MAKE THE PERMITEE LIABLE FOR THE COST OF ANY MISSING OR DAMAGED METERS, POSTS, SIGNS, ETC. THAT THE DEPARTMENT RECORDS INDICATE WERE PRESENT.
7. NOTIFY FILM LA IN WRITING TO EVENTINFO@FILMLA.COM AT LEAST FIVE (5) WORKING DAYS PRIOR TO CONSTRUCTION TO COORDINATE WITH FILMING ACTIVITIES.
8. LADOT HAS JURISDICTION FOR STRIPING/TRAFFIC CONTROL DEVICES WITHIN CITY RIGHT OF WAY. CONTRACTOR SHALL OBTAIN APPROVAL FROM OTHER GOVERNMENT AGENCIES FOR STRIPING/TRAFFIC CONTROL DEVICES WITHIN OTHER CITIES, COUNTY, AND/OR STATE RIGHT OF WAY, AND FROM PROPERTY OWNERS FOR STRIPING/TRAFFIC CONTROL DEVICES WITHIN ANY PRIVATE PROPERTY.
9. BOARD OF PUBLIC WORKS OR THEIR DESIGNEE (BUREAU OF STREET SERVICES) SHALL APPROVE ALL STREET, ALLEY, AND SIDEWALK CLOSURES. AN EXEMPTION OF THE L.A.M.C. 62.61(B) (RUSH HOUR CONSTRUCTION ON ANY CITY STREETS) MUST BE APPROVED BY BUREAU OF ENGINEERING FOR ALL PEAK HOUR LANE CLOSURES ON ARTERIAL, SECONDARY, OR COLLECTOR STREETS.
10. FOR ALL CONSTRUCTION INVOLVING STREET CLOSURES, DIRECTIONAL STREET CLOSURES, AND ALLEY CLOSURES, CONTRACTOR IS RESPONSIBLE TO NOTIFY ALL AFFECTED AGENCIES INCLUDING LAFD, LAPD, COUNCIL DISTRICT OFFICE, METRO, BSS, USPS, AND PROPERTY OWNERS AT LEAST TEN (10) BUSINESS DAYS PRIOR TO CONSTRUCTION.

TYPICAL CONTRACTOR RESPONSIBILITIES

1. THE STRIPING AND SIGNAGE SHOWN FOR REMOVAL ON THESE PLANS MAY BE DIFFERENT THAN WHAT EXISTS AT TIME OF IMPLEMENTATION OF A CONSTRUCTION STAGE. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING SIGNAGE AND STRIPING, WHETHER OR NOT IT IS DEPICTED ACCURATELY ON THESE PLANS.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES, AND SHALL BE REPAIRED, REPLACED OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.
3. CONSTRUCTION MATERIALS SHALL NOT BE STORED IN STREETS, ROADS, OR HIGHWAYS FOR MORE THAN FIVE (5) DAYS AFTER UNLOADING. ALL MATERIALS OR EQUIPMENT NOT INSTALLED OR USED IN CONSTRUCTION WITHIN FIVE (5) DAYS AFTER UNLOADING SHALL BE STORED ELSEWHERE BY THE CONTRACTOR AT THEIR EXPENSE UNLESS AUTHORIZED ADDITIONAL STORAGE TIME. CONSTRUCTION EQUIPMENT SHALL NOT BE STORED AT THE WORK SITE BEFORE ITS ACTUAL USE ON THE WORK NOR FOR MORE THAN FIVE (5) DAYS AFTER IT IS NO LONGER NEEDED. TIME NECESSARY FOR REPAIR OR ASSEMBLY OF EQUIPMENT MAY BE AUTHORIZED BY THE ENGINEER. EXCAVATED MATERIAL, EXCEPT THAT WHICH IS TO BE USED AS BACKFILL IN THE ADJACENT TRENCH, SHALL NOT BE STORED IN PUBLIC STREETS UNLESS OTHERWISE PERMITTED. AFTER PLACING BACKFILL, ALL EXCESS MATERIAL SHALL BE REMOVED IMMEDIATELY FROM THE SITE.
4. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FUNCTIONAL DRIVEWAYS AT ALL TIMES AND SHALL COORDINATE WITH ALL AFFECTED RESIDENTS AND BUSINESSES.
5. CONTRACTOR SHALL PERFORM WORK IN ONLY ONE STAGE AT A TIME. THE CONTRACTOR SHALL ONLY UTILIZE THAT PORTION OF THE DESIGNATED "WORK AREA" WHICH IS NEEDED FOR CONSTRUCTION AT ANY GIVEN TIME.
6. THE IMPLEMENTATION OF WORKSITE TRAFFIC CONTROL PLANS, INCLUDING PAINT REMOVAL/GRINDING, MARK-OUT, LAYOUT AND INSTALLATION OF ALL TRAFFIC CONTROLS, INCLUDING SIGNAL WORK AND STRIPING SHALL ONLY TAKE PLACE DURING OFF-PEAK HOURS; 9AM-3PM. CONTRACTOR SHALL REQUEST APPROVAL FROM LADOT FOR ANY ADDITIONAL TEMPORARY LANE CLOSURES THAT IS NOT INDICATED OR SPECIFIED ON THESE PLANS, REGARDLESS OF DURATION OR TIME PERIOD.
7. ANY CHANGES TO WORK AREAS, WORK HOURS, AND/OR APPROVED PLANS SHALL BE SUBMITTED TO LADOT FOR REVIEW AND APPROVAL.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STRIPING (PROPOSED AND EXISTING) SHOWN ON THIS WTCP TO BE IN GOOD CONDITION AND VISIBLE. THE CONTRACTOR SHALL REPAINT ANY FADED EXISTING STRIPING AS DIRECTED BY THE LADOT ENGINEER.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY MISSING OR DAMAGED SIGNS (DUE TO CONSTRUCTION) ACCORDING TO THE LATEST LADOT SPECIFICATIONS.
10. FIELD CONDITIONS MAY VARY FROM THOSE SHOWN ON THE WTCP. IN THE EVENT FIELD CONDITIONS ARE DIFFERENT, THE CONTRACTOR SHALL COORDINATE WITH LADOT BEFORE IMPLEMENTING THE WTCP. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED WTCP TO LADOT AND THE AUTHORITY FOR APPROVAL PRIOR TO WTCP IMPLEMENTATION.

TEMPORARY CRASH CUSHION INSTALLATION NOTES

1. ⊗ INDICATES SAND FILLED MODULE LOCATION AND WEIGHT OF SAND IN POUNDS FOR EACH MODULE. MODULE SPACING IS BASED ON THE GREATER DIAMETER OF THE MODULE.
2. ALL SAND WEIGHTS ARE NOMINAL.
3. THE TEMPORARY CRASH CUSHION ARRAYS SHOWN ON THE PLANS SHALL BE USED ONLY IN LOCATIONS WHERE THERE WILL BE TRAFFIC ON ONE SIDE OF THE TEMPORARY CRASH CUSHION ARRAY.
4. IF THE FIXED OBJECT OR APPROACH END OF THE TEMPORARY RAILING IS LESS THAN 15'-0" FROM THE EDGE OF THE TRAVELED WAY, A TEMPORARY CRASH CUSHION ARRAY IS REQUIRED IN A CONSTRUCTION WORK ZONE.
5. TEMPORARY CRASH CUSHION ARRAYS SHALL NOT ENCROACH ON THE TRAVELED WAY.
6. ARRAYS FOR MEDIAN SHOULDERS SHALL CONFORM TO DETAILS SHOWN ON THIS PLAN FOR OUTSIDE SHOULDERS.

PLACE THE TYPE P MARKER PANEL SO THAT THE BOTTOM OF THE PANEL RESTS UPON THE PALLET AND FACES TRAFFIC.

TYPICAL IMPLEMENTATION REQUIREMENTS

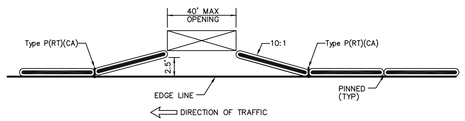
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR AND MATERIAL INVOLVED IN THE REMOVAL, INSTALLATION, AND MAINTENANCE OF ALL STRIPING, PAVEMENT MARKINGS, SIGNS, BARRICADES, DELINEATORS, ETC., SHOWN ON THESE WTCP PLANS AND AS CONSTRUCTION STAGING NECESSITATES. STRIPING AND PAVEMENT MARKINGS SHALL BE REMOVED BY WET SANDBLASTING/GRINDING IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT) SPECIFICATION NO. 79-016-10. PAINTING THE EXISTING STRIPING OVER WITH BLACK PAINT IS NOT PERMITTED. TEMPORARY REFLECTIVE PAVEMENT MARKERS (SEE LADOT STANDARD PLAN S-453.0) SHALL BE MAINTAINED BY THE CONTRACTOR ADJACENT TO THE SCAR OF THE SANDBLASTED CENTERLINE OR TAPED-OVER CENTERLINE. THERMOPLASTIC SHALL BE USED FOR ALL ROUGH OR UNEVEN SURFACES, INSTALLATIONS LONGER THAN 6 MONTHS, AND/OR AS REQUIRED BY LADOT ENGINEER. PAINT MAY BE USED ON SMOOTH SURFACES FOR INSTALLATION LESS THAN 6 MONTHS. DETOUR TAPE IS NOT PERMITTED.
2. ALL CONSTRUCTION RELATED WARNING SIGNS SHALL BE IN BLACK LEGEND WITH ORANGE BACKGROUND AND IN CONFORMANCE WITH THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA M.U.T.C.D.) LATEST EDITION.
3. CONTRACTORS SHALL PROVIDE FLAGGERS AS DEEMED NECESSARY BY CITY. A FLAGGER SHALL USE ONLY THE APPROVED OCTAGONAL STOP/ SLOW PADDLE, SHALL WEAR AN ORANGE SAFETY VEST (PADDLE AND VEST MUST BE REFLECTORIZED FOR NIGHT WORK) AND HARD HAT, AS REQUIRED BY THE WATCH MANUAL, AND MUST BE PROPERLY TRAINED BY THE CONTRACTOR IN PERFORMING THE WORK SAFELY. APPROPRIATE ADVANCE SIGNS MUST ALSO BE INSTALLED, PER THE WATCH MANUAL.
4. ALL SIGNS, DELINEATORS, BARRICADES, ETC., SHALL CONFORM TO THE CALIFORNIA MUTCD (LATEST EDITION), AND THE CITY OF LOS ANGELES STANDARD PLAN S-610 (THE BROWN BOOK)
5. FOR OTHER REQUIREMENTS RELATED TO TRAFFIC CONTROL PLANS AND WORK AREA MAINTENANCE, THE CONTRACTOR SHALL FOLLOW THE CALIFORNIA MUTCD (LATEST EDITION) AND WATCH MANUAL (LATEST EDITION) ADOPTED BY THE CITY, AND ALL RELATED SECTIONS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, INCLUDING SECTION 7-10 "PUBLIC CONVENIENCE AND SAFETY," AND 302-4.4 "PUBLIC CONVENIENCE AND TRAFFIC CONTROL."
6. LOCATION AND SPACING OF TEMPORARY SIGNS AND DELINEATORS SHALL CONFORM TO THE CALIFORNIA MUTCD (LATEST EDITION) AND AS DIRECTED BY THE LADOT ENGINEER.
7. CONTRACTOR SHALL PROVIDE CHANGEABLE MESSAGE SIGNS/FLASHING ARROW BOARDS AND CONES/BARRICADES AS FIELD CONDITIONS/DETOURS WARRANT AND AS DEEMED NECESSARY BY LADOT, EVEN IF THEY ARE NOT SHOWN ON THESE PLANS.
8. UNLESS K-RAILS AND CRASH CUSHIONS ARE INSTALLED, CONTRACTOR SHALL PROVIDE MIN. 5' SHOULDER FROM ANY OPEN EXCAVATION.
9. ALL K-RAIL ENDS, PLATFORMS AND FIXED OBJECTS SHALL BE PROTECTED BY CRASH CUSHIONS OR BY A QUADGUARD SYSTEM, UNLESS THEY ARE PLACED 15' AWAY FROM EDGE OF TRAVEL WAY. FOR A 20' K-RAIL MAX. VERTICAL DISTANCE DISPLACED CAN NOT EXCEED 5'/K-RAIL, OR A TAPER RATE SHALL NOT EXCEED 1/4.
10. ALL TEMPORARY SIGNAGE INSTALLED ADJACENT TO PEDESTRIAN TRAVEL WAY MUST ALLOW FOR ADA-COMPLIANT PASSAGEWAYS.
11. CONCRETE K-RAIL SECTIONS SHALL BE CONTINUOUSLY CONNECTED. IN AREAS WITH LESS THAN 3 CONCRETE K-RAILS, SECURE K-RAIL TO PAVEMENT PER CALTRANS SPECIFICATIONS T3B.
12. THE CONTRACTOR SHALL INSTALL SIDE REFLECTORS WITH CUBE-CORNER LENSES OR TOP MOUNTED REFLECTORS (FACING THE DRIVER) ON ALL K-RAIL BARRIERS.
13. WHEN REMOVAL IS REQUIRED BY CONSTRUCTION, CROSSWALK MARKINGS AND PEDESTRIAN SIGNAL HEADS SHALL BE COVERED SIMULTANEOUSLY.
14. CONTRACTOR SHALL PROVIDE REFLECTORIZED CONES AT TYPE III BARRICADE SUPPORTS TO ALERT PEDESTRIANS OF THE BARRICADE SUPPORT.
15. CONTRACTOR SHALL PROVIDE ACCESS TO ALL FIRE HYDRANTS WITHIN AND ADJACENT TO THE WORK AREA AT ALL TIMES.
16. CONTRACTOR SHALL PROVIDE ADA COMPLIANT AND MINIMUM 5FT WIDE CONTINUOUS ACCESS FOR PEDESTRIAN PASSAGEWAYS.

RESTORATION STRIPING NOTES

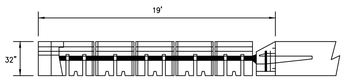
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR AND MATERIAL INVOLVED IN THE MARKOUT, AND INSTALLATION OF ALL RESTORATION STRIPING/PAVEMENT MARKINGS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR REMOVAL OF ALL CONFLICTING WTCP STRIPING, SIGNING, AND OTHER WTCP-RELATED TRAFFIC CONTROL DEVICES PRIOR TO THE INSTALLATION OF THE FINAL STRIPING. IF THERE IS NO RESTORATION PLAN IN THIS PACKAGE, CONTRACTOR SHALL CONTACT TEMPORARY TRAFFIC MANAGEMENT SECTION FOR THE LATEST STRIPING PLANS SEVEN (7) DAYS PRIOR TO PROJECT COMPLETION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAINTING OF ALL EXISTING STRIPING THAT HAS BEEN DAMAGED DURING THE CONSTRUCTION PROCESS.
3. MARKOUT SHALL BE BY HEAVY PAINT BRUSH MARKINGS OVER A PULLED ROPE IN THE RESPECTIVE WHITE AND YELLOW COLORS OF THE PROPOSED STRIPING. STRIPING AND PAVEMENT MARKINGS SHALL BE IN HOT APPLIED ALKYD THERMOPLASTIC IN ACCORDANCE WITH LADOT SPECIFICATION NOS. 51-005-10 AND 76-012-15. PRIMER AND SEALERS ARE REQUIRED AND SHALL CONFORM TO LADOT SPECIFICATION NO. 76-012-15.
4. THE CONTRACTOR SHALL CONTACT LADOT TEMPORARY TRAFFIC MANAGEMENT SECTION'S ENGINEER DON SCHIMA AT DON.SCHIMA@LACITY.ORG AT LEAST TEN (10) WORKING DAYS BEFORE BEGINNING MARKOUT. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN MARKOUT REQUESTED BY LADOT. THE INSTALLATION OF THERMOPLASTIC STRIPING MAY PROCEED ONLY AFTER APPROVAL OF MARKOUT BY THE LADOT TEMPORARY TRAFFIC MANAGEMENT SECTION.
5. TEMPORARY REFLECTIVE RAISED PAVEMENT MARKERS SHALL BE MAINTAINED ADJACENT TO ANY TEMPORARY CENTERLINE, MARKOUT CENTERLINE OR SCAR OF A SANDBLASTED CENTERLINE, AS APPLICABLE, AS PER LADOT STANDARD PLAN NO. S-453.0.

LEGEND:

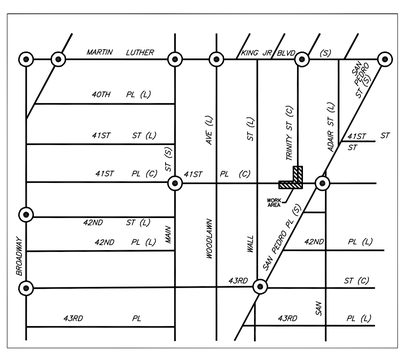
1. – EXISTING STRIPING & MARKINGS TO REMAIN
   – EXISTING STRIPING & MARKINGS TO BE REMOVED
   – PROPOSED STRIPING & MARKINGS
2. R/C – EXISTING RED CURB MARKINGS TO REMAIN
   R/C – EXISTING RED CURB MARKINGS TO BE REMOVED
   R/C – PROPOSED RED CURB MARKINGS
3. – EXISTING SIGN AND POST
   – EXISTING SIGN AND POST TO BE REMOVED OR RELOCATED
   – PROPOSED SIGN AND POST
4. (S) – SIGNALIZED INTERSECTION
5. – PROPOSED TYPE II BARRICADE / WITH SIGN(S)
6. – EXISTING TYPE II BARRICADE / WITH SIGN(S) TO BE REMOVED
7. – PROPOSED TYPE III BARRICADE / WITH SIGN(S)
8. – EXISTING TYPE III BARRICADE / WITH SIGN(S) TO BE REMOVED
9. – PROPOSED CRASH CUSHION ARRAY "TS11" (PER CALTRANS STD. PLAN T2)
10. – EXISTING CRASH CUSHION ARRAY "TS11" (PER CALTRANS STD. PLAN T2)
11. – EXISTING CRASH CUSHION ARRAY "TS11" (PER CALTRANS STD. PLAN T2) TO BE REMOVED
12. – PROPOSED 20' K-RAIL (INTERCONNECTED)
13. – EXISTING K-RAIL (INTERCONNECTED)
14. – EXISTING K-RAIL (INTERCONNECTED) TO BE REMOVED
15. – PROPOSED 10' K-RAIL (INTERCONNECTED)
16. – WORK AREA
17. – PROPOSED 30" EPOXIED SURFACE MOUNT DELINEATORS WITH REFLECTIVE SHEETING (SPACED AT XX FEET)
18. – PROPOSED FENCE
19. – PROPOSED PORTABLE CHANGEABLE MESSAGE SIGN
20. – PROPOSED ABSORB 350 (TL2) CRASH CUSHION SYSTEM
21. – 36" DRUMS WITH REFLECTIVE SHEETING
22. – 28" TRAFFIC CONE WITH 13" REFLECTIVE MARKER
23. – EXISTING DRIVEWAY
24. N.I.U. – NOT IN USE (DRIVEWAY)
25. – FLASHING ARROW BOARD
26. – FLAGGER
27. – TEMPORARY ADA RAMP



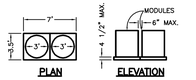
TYPICAL INSTALLATION OF K-RAIL NON INTERSECTIONS
DETAIL D



ABSORB350 TL-2 (44MPH), FIVE ELEMENT SYSTEM
DETAIL E

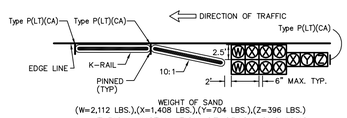


VICINITY MAP
NOT TO SCALE

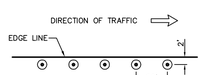


PLAN ELEVATION

CRASH CUSHION PALLET DETAIL
DETAIL A
(TO BE USED AT THE DISCRETION OF THE CONTRACTOR)



WEIGHT OF SAND
(W=2,112 LBS.),(X=1,408 LBS.),(Y=704 LBS.),(Z=396 LBS.)
TYPICAL INSTALLATION OF CRASH CUSHIONS
45 MPH MAXIMUM INTERSECTIONS
DETAIL B



TYPICAL INSTALLATION OF DELINEATORS
DETAIL C

THIS WORKSITE TRAFFIC CONTROL PLAN IS NOT A PERMIT
DEPARTMENT OF TRANSPORTATION ACCEPTANCE OF THIS PLAN DOES NOT CONSTITUTE CITY APPROVAL OF THE STREET, LANE AND/OR SIDEWALK CLOSURE(S) DEPICTED ON THIS PLAN. THE CONTRACTOR SHALL OBTAIN THE APPROPRIATE PERMIT FROM EITHER THE BUREAU OF STREET SERVICES OR BUREAU OF ENGINEERING PRIOR TO THE IMPLEMENTATION OF THIS PLAN.

LADOT HAS DETERMINED THERE WILL BE SIGNIFICANT IMPACT TO TRAFFIC CIRCULATION DUE TO THE REQUESTED EXEMPTION FOR LANE CLOSURES DURING PEAK PERIODS. LADOT'S ACCEPTANCE OF THIS WORK SITE PLAN DOES NOT CONSTITUTE A MITIGATION FOR SUCH AN IMPACT.

TEMPORARY TRAFFIC CONTROL
PROJECT ADDRESS/PHASE #
ESTIMATED CONSTRUCTION DURATION: XX WEEKS

REVIEWED _____ 20 ____
Transportation Engineer

ACCEPTED _____ 20 ____
Senior Transportation Engineer

INSTALLATION DATES
MARKOUT BEGAN: _____
MARKOUT COMPLETED: _____
STRIPING COMPLETED: _____
References:
XXXX

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
SELETA J. REYNOLDS, GENERAL MANAGER

MAJOR STREET
LIMITS OR CROSS STREET

IF THIS PLAN HAS NOT BEEN IMPLEMENTED WITHIN TWO (2) YEARS OF THE APPROVAL DATE, IT MUST BE RESUBMITTED TO LADOT PERMIT PLAN REVIEW SECTION FOR REVIEW AND MAY REQUIRE A SUBSEQUENT APPROVAL.

Thomas Guide	District	PROJECT NO.	DRAWING NO.	
XXX-XX	XX	B-PERMIT#	D-XXXX	1 / X

PRIVATE CONSULTANT LOGO/ADDRESS

REGISTERED PROFESSIONAL ENGINEER — No. XXXXX — CIVIL — STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER — No. XXXXX — TRAFFIC — STATE OF CALIFORNIA

5/1/17

LOS ANGELES BUSINESS TAX REGISTRATION NO.: XXXX

1"=20' ORIGINAL MAP SCALE 1"=40'
20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

SCALES | HORIZ. 1"= | VERT. 1"=

INDEX NUMBER

NO.	REVISION DESCRIPTION	DATE	BY
	T.E.		
	SR. T.E.		
	REVIEWED DISTRICT SIGNALS		
	BASE CHECK DESIGN	XX/XX/20XX	XXXX
		XX/XX/20XX	XXXX

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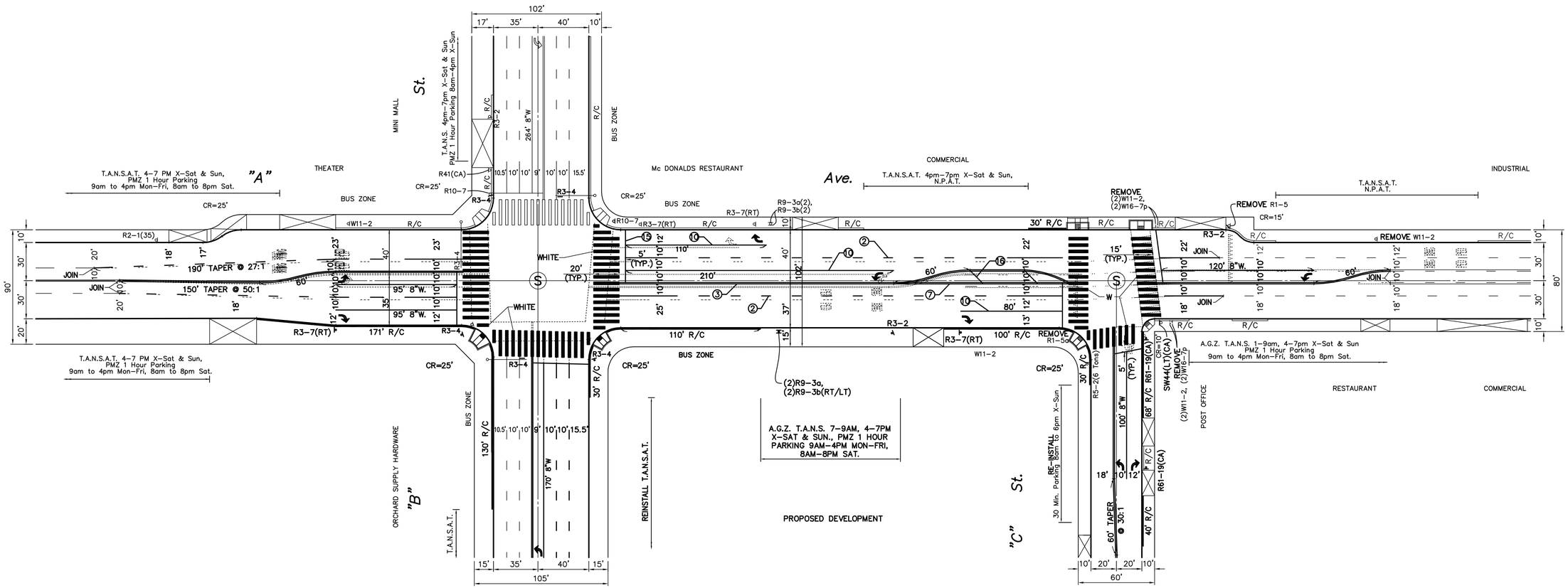
BUBBLE NOTES:

1. 4"Y CENTERLINE – DETAIL 2
2. WHITE LANE LINE FOR 40MPH OR LESS – DETAIL 8
3. DOUBLE YELLOW WITH REFLECTIVE PAVEMENT MARKERS – DETAIL 22
4. 4"Y EDGE LINE WITH REFLECTIVE PAVEMENT MARKERS – DETAIL 25A
5. 4"W EDGE LINE – DETAIL 27B
6. 4"W RIGHT EDGELINE EXTENSION THROUGH INTERSECTIONS – DETAIL 27C
7. DOUBLE–DOUBLE STRIPED MEDIAN ISLAND WITH REFLECTIVE PAVEMENT MARKERS – DETAIL 29
8. TWO–WAY LEFT–TURN WITH REFLECTIVE PAVEMENT MARKERS – DETAIL 32
9. 8"W CHANNELIZING BARRIER LINE WITH REFLECTIVE PAVEMENT MARKERS – DETAIL 38
10. 8"W CHANNELIZING BARRIER LINE – DETAIL 38A
11. 6"W BIKE LANE – DETAIL 39
12. 6"W BIKE LANE INTERSECTION LINE – DETAIL 39A
13. 4"W CAT–TRACK – DETAIL 40
14. 4"Y CAT–TRACK – DETAIL 41
15. 12" WHITE LINE
16. 12" YELLOW LINE



TEMPORARY TRAFFIC CONTROL
PROJECT ADDRESS/PHASE #
ESTIMATED CONSTRUCTION DURATION: XX WEEKS

REVIEWED _____ 20 _____	ACCEPTED _____ 20 _____
Transportation Engineer	Senior Transportation Engineer

INSTALLATION DATES	CITY OF LOS ANGELES
MARKOUT BEGAN: _____	DEPARTMENT OF TRANSPORTATION
MARKOUT COMPLETED: _____	SELETA J. REYNOLDS, GENERAL MANAGER
STRIPING COMPLETED: _____	"A" AVENUE
References: XXXX	BET "B" STREET AND "C" STREET

IF THIS PLAN HAS NOT BEEN IMPLEMENTED WITHIN TWO (2) YEARS OF THE APPROVAL DATE, IT MUST BE RESUBMITTED TO LADOT PERMIT PLAN REVIEW SECTION FOR REVIEW AND MAY REQUIRE A SUBSEQUENT APPROVAL.

Thomas Guide	District	PROJECT NO.	DRAWING NO.	
XXX–XX	XX	B–PERMIT#	D–XXXX	1 / X

PRIVATE CONSULTANT LOGO/ADDRESS

5/1/17

REGISTERED PROFESSIONAL ENGINEER — No. XXXXX — CIVIL — STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER — No. XXXXX — TRAFFIC — STATE OF CALIFORNIA

LOS ANGELES BUSINESS TAX REGISTRATION NO.: XXXX

1"=20' ORIGINAL MAP SCALE 1"=40' — 20 10 0 20 40 60 80 100 FEET — 40 20 0 40 80 120 160 200 FEET

SCALES — HORIZ. 1"= 40'

INDEX NUMBER

NO.	REVISION DESCRIPTION	BY	DATE
	T.E.	REVIEWED DISTRICT SIGNALS	
	SR. T.E.	XXXX	XX/XX/20XX
	DATE	BY	DATE
		XXXX	XX/XX/20XX
		BASE CHECK DESIGN	

R3–4 | R3–2
R9–3 | R9–3bP(RT)
R9–3bP(LT) | R61–7(CA)
R3–7(RT) | SW44(LT)(CA)
ASSEMBLY A | R61–19(CA)

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