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GENERAL NOTES

- 1. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL BE GOVERNED BY THE STANDARD SPECIFICATIONS FOR HIGHWAYS AND STRUCTURES DATED 2013, ISSUED BY THE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION, EXCEPT AS AMENDED BY THE SPECIAL PROVISIONS.
- 2. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING MISS UTILITY PRIOR TO BEGINNING WORK. ANY DAMAGE TO UTILITIES MUST BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OR HER OWN EXPENSE.
- 3. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTION TO PROTECT ALL WALKS, GRADING, SIDEWALKS, AND FEATURES OUTSIDE THE LIMITS OF WORK, AND SHALL REPAIR AND REPLACE, OR OTHERWISE MAKE GOOD, AS DIRECTED BY THE ENGINEER ANY SUCH OR OTHER DAMAGE SO CAUSED.
- 4. ALL STRIPING AND SIGN WORK SHALL MEET ALL APPLICABLE DDOT STANDARDS AND SPECIFICATIONS AND 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REQUIREMENTS.
- 5. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- 6. ALL EXISTING PAVEMENT MARKINGS MAY NOT BE SHOWN. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE ERADICATED BY A METHOD APPROVED BY DDOT.
- 7. NOT ALL FIRE HYDRANTS HAVE BEEN LOCATED FOR THIS STRIPING PLAN. FIELD VERIFY FIRE HYDRANT LOCATIONS, AND STRIPE NO PARKING ZONE FOR 10 FEET ON EITHER SIDE OF FIRE HYDRANT. IF HYDRANT IS LOCATED WITHIN 25 FEET OF A CROSSWALK ON APPROACH SIDE, EXTEND NO PARKING ZONE STRIPING TO 10 FEET BEYOND FIRE HYDRANT. FOR DEPARTURE SIDE OF ROAD, IF HYDRANT IS LOCATED WITHIN 25 FEET OF CROSSWALK, EXTEND NO PARKING ZONE STRIPING TO 10 FEET BEYOND FIRE HYDRANT.
- 8. FIELD VERIFY DRIVEWAY LOCATIONS BEFORE APPLYING STRIPING.
- 9. ALL SIGNS SHALL BE HIGH INTENSITY SHEETING MEETING THE REQUIREMENTS OF AASHTO M268.
- 10. PROPOSED SIGNS SHALL BE INSTALLED SO THAT NO PORTION OF THE SIGN PANEL OVERHANGS ADJACENT ROADWAY PAVEMENT, I.E. SHALL NOT HANG IN FRONT OF A FACE OF CURB.
- 11. PROPOSED SIGN POSTS SHALL BE LOCATED A MINIMUM OF 2 FEET BEHIND ANY ADJACENT FACE OF CURB. IF LOCATED IN OR ADJACENT TO SIDEWALKS, A 32" MINIMUM CLEAR AND 48" PREFERRED PASSING SPACE ON EXISTING AND PROPOSED SIDEWALKS SHALL BE MAINTAINED.
- 12. PROPOSED SIGNS AT NEW LOCATIONS SHALL BE INSTALLED SO THEY DO NOT BLOCK THE VISIBILITY OF ANY EXISTING SIGNS OR SIGNALS.
- 13. PROPOSED SIGNS AND POSTS SHALL BE CLEAR OF EXISTING FIRE HYDRANTS, SURFACE UTILITY, AND OVERHEAD UTILITY EQUIPMENT BY A MINIMUM OF 10 FEET.
- 14. FOR NEW POST INSTALLATION, THE CONTRACTOR SHALL VERIFY THAT THERE ARE NO CONFLICTING UNDERGROUND OR OVERHEAD UTILITIES.
- 15. SIGNS MOUNTED TO EXISTING LIGHT, SIGNAL, OR UTILITY POLES SHALL BE FASTENED WITH A MANUFACTURED STEEL BANDING SYSTEM. POLES SHALL NOT BE DRILLED DIRECTLY. THE CONTRACTOR SHALL SUBMIT MANUFACTURER INFORMATION ON THE BANDING SYSTEM TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
- 16. IF SIGN INSTALLATION IS SHOWN ON A POLE THAT IS NOT OWNED BY THE CITY, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER (UTILITY COMPANY OR PROPERTY OWNER). THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING REQUIRED PERMISSION.
- 17. ALL PARKING RESTRICTION SIGNS SHALL BE INSTALLED AT A 45 DEGREE ANGLE FACING THE LINE OF TRAFFIC FLOW.
- 18. THE CONTRACTOR SHALL USE EXISTING SIGNS AS TEMPLATES FOR PROPOSED NON-STANDARD IN-KIND REPLACEMENT, UNLESS OTHERWISE DETAILED ON THE PLANS.
- 19. THE CONTRACTOR SHALL LAYOUT THE PROPOSED PAVEMENT MARKING CROSS-SECTIONS IN THE FIELD AND CONFIRM DIMENSIONS BEFORE APPLYING THE FINAL MARKINGS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES OR CHANGES TO PROPOSED LANE WIDTHS.



100 M STREET SE SUITE 550 WASHINGTON, DC 20003 (202) 570-7080 WWW.MEADHUNT.COM

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PS&E DESIGN MARCH 2022 Not for Construction

DEPARTMENT OF TRANSPORTATION ELD CHECKED (TRAFFIC ENGINEERING AND SAFETY DIVISION PARK PLACE /5TH STREET PROTECTED BIKE LANE ESIGNED BY FROM GRANT CIRCLE NW TO KENYON STREET NW, PARK ROAD WESTBOUND ONE-WAYING FROM GEORGIA AVENUE NW TO PARK PLACE NW SIGNING AND PAVEMENT MARKING GENERAL NOTES EVIEWED BY RECOMMENDED FOR APPROVAL: RF TRAFFIC SIGNAL DESIGN ENGINEER 03 /2022 TRAFFIC SIGNAL PROGRAM MANAGER TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECT RAWING NO. SN-0

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DETAIL OF PAVEMENT MARKINGS

ROADWAY

- APPROACH LANE LINES TO A SIGNALIZED INTERSECTION SINGLE SOLID WHITE LINE, SIX INCHES WIDE. BEGIN AT STOP LINE AND CONTINUE FOR NINETY FEET.
- BROKEN (DASHED) LINES
 - A. SINGLE SOLID WHITE LINE, FOUR INCHES WIDE, TEN FEET LONG; SKIP SPACES THIRTY FEET LONG. THE LAST DASH LINE OF EACH BLOCK WILL VARY IN LENGTH. IF IT IS SHORTER THAN TEN FEET, CONNECT TO NEXT TO LAST DASH LINE.
 - DASH LINES STOP ONE FOOT BEFORE CROSSWALK BACK EDGE LINE.
- DOTTED LINES SINGLE SOLID WHITE LINE, FOUR INCHES WIDE, TWO FEET LONG; SKIP SPACES FOUR FEET LONG.
- DOUBLE YELLOW LINE FOUR INCHES WIDE, LOCATED FOUR INCHES APART.
- ARROW OR TEXT MARKINGS SPACED THIRTY-TWO FEET APART. SPACED FIFTEEN FEET FROM CROSSWALK.

STOP LINES

1. 12 INCH WIDE WHITE STRIPE. LOCATED FOUR FEET BEFORE CROSSWALK (UNLESS OTHERWISE SHOWN).

CROSSWALKS

- PEDESTRIAN CROSSWALK WIDTH AS SHOWN ON PLANS.
 - EDGE LINES SOLID WHITE LINES, SIX INCHES WIDE.
 - STRIPED CROSSWALK TWENTY-FOUR INCH WIDE WHITE STRIPES WITH TWENTY-FOUR INCH WIDE SPACING, MAKE STRIPES PARALLEL TO CURB LINE OF STREET.
 - ALL CURB RAMPS MUST BE LOCATED WITHIN A CROSSWALK. INCLUDING SIDE FLARES OF RAMPS. ONE SIDE FLARE MUST ALIGN WITH BACK EDGE OF CROSSWALK IF CROSSWALK WIDTH IS GREATER THAN FIFTEEN FEET. MAXIMUM WIDTH OF CROSSWALKS IS TWENTY FEET.

BIKE LANES

- GREEN COLORED BICYCLE CROSSING WIDTH AS SHOWN ON PLANS.
 - EDGE LINES SOLID WHITE LINES, SIX INCHES WIDE, PLACED ON SHORT EDGES FOR ONE-WAY TRAVEL. SOLID YELLOW LINES, SIX INCHES WIDE, PLACED ON SHORT EDGES FOR ONE-WAY CONTRAFLOW TRAVEL.
 - STRIPED EXTENSION LINE TWO FOOT WIDE GREEN STRIPES WITH FOUR FOOT WIDE SPACING. MAKE STRIPES PARALLEL TO CURB LINE OF STREET.
- GREEN COLORED BICYCLE QUEUE BOX GREEN WITH SIX INCH WIDE WHITE STRIPES AROUND EDGE.
- 3. YIELD LINES SOLID WHITE TRIANGLES, NINE INCHES WIDE, 13.5 INCHES TALL, EIGHTEEN INCH ON CENTER SPACING.
- SYMBOL PLACEMENT
 - DO NOT PLACE SYMBOLS ON LANE LINES.
 - PLACE LANE SYMBOLS WITHIN CENTER OF EACH BIKE LANE.
 - SEE PLAN SHEETS FOR SYMBOL LOCATIONS.
- 28" or 36" WHITE OR YELLOW FLEXIBLE CHANNELIZER POST
 - INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 - DIMENSIONS, MATERIALS, AND ATTACHMENTS MAY VARY BETWEEN MANUFACTURERS.
 - COLOR OF POST SHALL MATCH COLOR OF APPLICABLE EDGE LINE.

LATERAL STRIPING DIMENSIONS

LATERAL PAVEMENT MARKING DIMENSIONS ARE TYPICALLY MEASURED TO AN ADJACENT FACE OF CURB OR TO THE CENTERLINE OF AN ADJACENT PAVEMENT MARKING (AS SHOWN IN THE DRAWINGS).

SIGNING & PAVEMENT MARKING LEGEND

EXISTING	PROPOSED	
		SIGN ON SIGNAL POLE
*	H	SIGN ON LIGHT POLE
þ	•	SIGN AND SINGLE-POST
0	•	SIGN AND DOUBLE-POST
83.° →		PAVEMENT MARKING LEGEND & ARROW
		WHITE OR YELLOW FLEXIBLE CHANNELIZER POST
		SIGN PANEL
		SIGN PANEL TO BE REMOVED

DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION	FIELD CHECKED BY MP/TK
PARK PLACE 75TH STREET PROTECTED BIKE LANE FROM GRANT CIRCLE NW TO KENYON STREET NW, PARK ROAD WESTBOUND ONE-WAYING FROM GEORGIA AVENUE NW TO PARK PLACE NW SIGNING AND PAVEMENT MARKING DETAIL-1	DESIGNED BY MP DRAWN BY MP
RECOMMENDED FOR APPROVAL:	REVIEWED BY RF
TRAFFIC SIGNAL DESIGN ENGINEER	DATE 03 /2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE 1"=20'
APPROVED:	

DISTRICT OF COLUMBIA

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