SIDEWALK WITH TREESPACE SECTION

NOTES:
1. STANDARD TRANSVERSE SLOPE OF SIDEWALK IS 2% TOWARDS CURB.
2. ALL SIDEWALKS SHALL HAVE A MINIMUM WIDTH OF 6 FT. WHEN SEPARATED FROM THE ROADWAY BY A BUFFER STRIP, THE WIDTH OF THE BUFFER STRIP SHOULD BE A MINIMUM OF 4 FT, PREFERABLY 6 FT. FOR TREE SPACE WHERE UTILITY POLES, SIGN SUPPORTS, FIRE HYDRANTS, TREE BOXES ETC. ARE PROVIDED IN THE SIDEWALK, THE MINIMUM USEABLE WIDTH OF SIDEWALK SHALL BE 4 FT. TO ALLOW FOR WHEELCHAIR PASSAGE.
3. WHEN MINIMUM SIDEWALK WIDTH REQUIREMENTS ARE MET, A WIDER TREESPACE SHALL BE PROVIDED IF THE RIGHT-OF-WAY ALLOWS.
4. ANY EXCEPTIONS TO MINIMUM SIDEWALK OR TREESPACE REQUIREMENTS REQUIRE THE ENGINEER'S APPROVAL.
5. PROVIDE, AT A MINIMUM, THE REQUIRED TREE SOIL VOLUME PER DOT GREEN INFRASTRUCTURE STANDARDS.

SIDEWALK WITH TREE BOX SECTION

TYPICAL SIDEWALK SECTIONS
NOTES:

1. ALL PRESS CONCRETE PAVING BLOCKS SHALL HAVE A NON-SLIP SURFACE.
2. USE TRI-SECTIONED PATTERN, STARTING PERPENDICULAR AT CURB AND WORKING TOWARD BUILDING LINE.
3. SETTING BED SHALL BE SAND-CEMENT MIX, 2:1 BY VOLUME.
4. JOINTS SHALL BE SWEPT WITH DRY SAND-CEMENT MIX, 2:1 BY VOLUME.
5. PAVING BLOCKS SHALL BE CUT TO FIT AROUND MANHOLES, VAULTS CATCH BASINS, CURBS, RAMPS, LIGHT POLES, KIOSKS AND FLAG POLES.
6. POURED CONCRETE SQUARE OR RECTANGULAR COLLARS AROUND SIDEWALK INTERRUPTIONS; USING AGGREGATE SIZE AND COLOR PER THE MANUFACTURER OF THE PRESS CONCRETE PAVING BLOCKS, MAY BE USED SUBJECT TO APPROVAL BY THE ENGINEER.
7. USE PERPENDICULAR INTERSECTING PAVING PATTERN AT CORNERS.
8. PEPCO WILL FURNISH NEW STEEL VAULT COVERS IN LIEU OF THE EXISTING COVERS FILLED WITH CONCRETE. ONLY REMOVABLE TYPE VAULT COVERS WILL BE REPLACED. CONTRACTOR WILL INLAY PRESS CONCRE PAVING BLOCK PAVING ON EPOXY MORTAR BED. JOINTS SHALL BE CONTINUOUS WITH SURROUNDING SIDEWALK PAVING AS MUCH AS PRACTICABLE. LEVEL OF PAVING SHALL BE FLUSH WITH ADJACENT GRADE.
9. CONTRACTOR SHALL NOTIFY PEPCO 3 WEEKS IN ADVANCE BEFORE PEPCO VAULT COVERS ARE READY TO BE REPLACED AND PAVED. ONLY PEPCO WILL REMOVE AND INSTALL THE STEEL VAULT COVERS.
NOTE:
1. SEE CONTRACT PLANS FOR EXACT LOCATION OF WHEELCHAIR RAMPS.
BRICK ON 4" PCC BASE - SECTION

MIN. 1/2" TO MAX. 3/4" SAND FILLED JOINTS

CLAY PAVERS

MIN. 1" TO MAX. 1 1/2" SAND SETTING BED

4" STEEL EDGING WITH STAKES

MIN. 4" COMPACTED AGGREGATE BASE - PER DOT STANDARD SPECIFICATIONS, SECTION 804.04 A OR B

GEOTEXTILE (IF REQUIRED)

COMPACTED SUBGRADE

BRICK ON SAND & GRAVEL BASE - SECTION

NOTES:

1. BRICK PATTERN SHALL BE AS SHOWN ON DWG NO. 605.05 OR PER APPROVED CONTRACT PLANS

2. SAND SHALL BE CONCRETE SAND (ASTM C33), OR APPROVED EQUAL

3. BRICK ON SAND & GRAVEL TO BE USED ONLY WITH APPROVAL FROM THE CHIEF ENGINEER
HERRINGBONE PATTERN

NOTES:
1. REFER TO DWG. NO. 605.04 FOR BRICK SETTING BED.
2. REFER TO CHAPTER 31 IN DESIGN AND ENGINEERING MANUAL FOR MORE INFORMATION.

RUNNING BOND PATTERN

BASKET WEAVE PATTERN

PATTERMNS FOR BRICK SIDEWALK
NOTES:

1. SEE DETAILS IN MUTCD SECTION 9C.Locate arrow of bicycle symbol 1' from stop line if no detector is present. If detector is present seek guidance from DOT.

2. Use dashed line when vehicular right turns are allowed (from adjacent roadway). Otherwise use solid line. 6' white, dashed bike lane stripe. 2' solid with 4' gap.

3. Transverse line shall match "no parking" sign location if provided. See chapter 46 in design and engineering manual for parking design criteria.

4. See detail 605-19, place 4" from beginning of parking zone outside of turning vehicle wheel track.

5. Symbols shall be placed according to AASHTO standards.

BICYCLE TREATMENT AT INTERSECTION DETAIL A & B

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION

DWG. NO. 605.06
NOTES:

1. HATCHED AREA SHALL MATCH "NO PARKING" SIGN LOCATION IF PROVIDED. SEE CHAPTER 46 IN THE DESIGN AND ENGINEERING MANUAL FOR PARKING DESIGN CRITERIA.

2. SEE DETAILS IN MUTCD SECTION 9, PLACE SYMBOL ADJACENT TO BEGINNING OF RIGHT TURN LANE.

3. SEE DETAILS IN MUTCD SECTION 9, PLACE 4' BEFORE BEGINNING OF PARKING ZONE OUTSIDE OF TURNING VEHICLE WHEEL TRACK.

4. SHARED LANE SYMBOLS SHALL BE PLACED AFTER EACH INTERSECTION. SYMBOLS MAY BE PLACED EVERY 250' THEREAFTER.

5. IF USED ON ROADWAYS WITH ON-STREET PARKING, SYMBOLS SHALL BE PLACED SO THAT THEIR CENTERS ARE A MINIMUM OF 11' FROM THE ADJACENT CURBFACE.

6. SYMBOLS PLACED IN A SHARED LANE WITHOUT PARKING SHALL BE PLACED SO THAT THEIR CENTERS ARE A MINIMUM OF 4' FROM THE ADJACENT CURBFACE.

BICYCLE TREATMENT AT INTERSECTION DETAIL C & D

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION

DWG. NO. 605.07
NOTES:
1. HATCHED AREA SHALL MATCH "NO PARKING" SIGN IF PROVIDED. SEE CHAPTER 46 IN THE DESIGN AND ENGINEERING MANUAL FOR PARKING DESIGN CRITERIA.

2. SEE DETAILS IN MUTCD SECTION 9. SYMBOLS SHALL BE PLACED AFTER EACH INTERSECTION. SYMBOLS MAY BE PLACED EVERY 250' THEREAFTER.

3. PLACE MULTIPLE SYMBOLS WITHOUT ARROW TO IDENTIFY BICYCLE BOX. UTILIZE WHERE BICYCLISTS ARE EXPERIENCING CONFLICTS WITH VEHICULAR TURNING MOVEMENTS.

4. PLACE 6'-10' IN ADVANCE OF CROSSWALK WITH R10-6A SIGN. BREAK STOP LINE AT BICYCLE LANE.

5. BICYCLE BOX COLOR SHALL BE APPROVED BY DOT BIKE COORDINATOR.
NOTES:

1. CONTRACTOR MAY EXTEND WORK ZONE TO FACE OF CURB FOR STAGING OR CONVENIENCE OF OPERATION, AS APPROVED BY DDOT.

2. CONTRACTOR SHALL COORDINATE WITH DDOT BIKE COORDINATOR IF ONE TRAVEL LANE CAN NOT BE MAINTAINED.

BIKE LANE CLOSURE

DWD. NO. 605.09
BIKE LANE CLOSURE
ONE-WAY PROTECTED BIKE LANE

LEGEND

- CHANNELIZING DEVICES
- WORK ZONE
- BARRIERS
- SIGNS
- FLEX POST

DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

DWG. NO. 605.10
BIKE LANE CLOSURE
TWO-WAY PROTECTED BIKE LANE

LEGEND

- CHANNELIZING DEVICES

- WORK ZONE

- BARRIERS

- SIGNS

- FLEX POST
NOTES:

1. PARKING - 7' MIN. 8' TO 9' PREFERRED
2. BIKE LANE WIDTH - 5' MINIMUM. 6' PREFERRED
3. BUFFER ZONE - 2' MIN. 3' PREFERRED
4. FLEX POST SPACING - 10'
5. STANDARD FLEX POSTS SHALL BE 28" HIGH. WHITE, WITH 3M HIGH INTENSITY GRADE REFLECTIVE SHEETING. 1.5 LB HEAVY DUTY BASE AND CONFORMS TO MUTCD & NCHRP 350 STANDARDS
6. CONFLICT ZONE SHALL BE PAINTED GREEN, AS DIRECTED BY DODT BIKE COORDINATOR.
CONFLICT ZONE (DRIVEWAY/ALLEY INTERSECTION)

45 DEGREES FROM EDGE OF TRAVEL WAY
10' DISTANCE TO CENTER OR LINES

7' RADIUS

NOTES:
1. PARKING - 7' MIN, 8' TO 9' PREFERRED
2. BIKE LANE WIDTH - 8' MINIMUM, 10' PREFERRED
3. BUFFER ZONE = 2' MIN, 3' PREFERRED
4. FLEX POST SPACING = 10'
5. STANDARD FLEX POSTS SHALL BE 28" HIGH, WHITE,
   WITH 3M HIGH INTENSITY GRADE REFLECTIVE SHEETING.
   1.5 LB HEAVY DUTY BASE AND CONFORMS TO MUTCD &
   NCHRP 350 STANDARDS
6. CONFLICT ZONE SHALL BE PAINTED GREEN,
   AS DIRECTED BY DDOT BIKE COORDINATOR.
7. NUMBER OF LANES VARIES.

TWO-WAY PROTECTED BIKE LANE
WITH PARKING

DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

REVISED: 8/2015
RECOMMENDED: 
APPROVED: 
PROJECT MANAGER

APPROVED: 
CHIEF ENGINEER

DWG. NO. 605.13
1.5"-2.5" DIAMETER SCHEDULE 40 GAUGE STEEL TUBING BIKE RACK @ 36" O.C.
WELD ALL AROUND
3/4" "B" CONCRETE WEDGE ANCHOR WITH TAMPER PROOF NUT
6-3/8" SQ X 3/8" THICK BASE PLATE WITH ROUNDED TOP EDGES (1 OF 2) SEE BASE PLATE DETAIL

CONC. BASE BLOCK (TYP.)
FINISHED GRADE
TOP EDGES ROUNDED (TYP.)
WITH BASE PLATE-INDIVIDUAL RACK

WITH BASE PLATE-MULTIPLE RACK

FINISHED GRADE SHALL BE:
a. INTERLOCKING CONC. OR BRICK PAVERS AS PER STD. DWG. R-2.1, OR
b. CONC. SIDEWALK AS PER STD. DWG. R-2.0, OR
c. ASPHALT PAVEMENT/SIDEWALK, OR
d. FINISHED GRAVEL, OR
e. UNPAVED GRADE/GRASS STRIP

NOTES:
1. ALL CONC. SHALL BE TYPE A-3.
2. ALL RACKS & BASE PLATES SHALL BE HOT-DIP GALVANIZED AND FINISHED WITH GLOSS BLACK PVC COATING BEFORE MOUNTING IN PLACE.
3. SQUARE TUBING IS ACCEPTABLE.
4. STAINLESS STEEL FINISH IS ACCEPTABLE.

DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

BIKE RACK

DWG. NO.  605.14
NOTE:
1. Speed humps should not be considered on: emergency and evacuation routes; roadways with grades of 8% or more; arterials or collector streets and through bus or truck routes; at driveways, entrances and/or alleys; and drainage structures.
2. Speed humps should not be placed within 150 feet of an unsignalized intersection or 250 feet of a signalized intersection.
3. Speed humps are typically placed 250-550 feet apart.
4. Refer to "DDOT Traffic Calming Application (April 2012)" for additional information.
5. Typically, a hump is 14' but can be between 10' and 14' in length and height can be between 3' and 4' with typical height being 4'.

TRAFFIC CALMING
SPEED HUMP
STANDARD DRAWINGS

ISSUED: 8/2015
RECOMMENDED: [Signature]
REVISION: [Signature]
APPROVAL: [Signature]
PROJECT MANAGER: [Signature]
CHIEF ENGINEER: [Signature]

DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

DWG. NO. 605.15
RAISED CROSSWALK (HORIZONTAL)

NOTES:
1. THE WIDTH FOR RAISED CROSSWALK WILL BE 15 FOOT FOR COLLECTOR ROADS,
   10 FOOT FOR LOCAL ROADS, 20 FOOT FOR ARTERIAL ROADS. THE MAX HEIGHT
   IS 4" BUT CAN BE 3" IF NECESSARY.
2. REFER TO "DOT TRAFFIC CALMING ASSESSMENT APPLICATION (APRIL 2012)"
   FOR ADDITIONAL INFORMATION.
3. IF PERPENDICULAR RAMP IS NOT FEASIBLE THEN REFER TO OTHER RAMP
   DETAILS.
ON STREET BICYCLE PARKING
RACK PLACEMENT
(NEAR AND FAR SIDE)

NOTES:
1. RACK ELEMENTS SHALL BE "INVERTED U" TYPE OR SIMILAR (SEE DWG. NO. 605.14).
2. SHALL BE LOCATED WITHIN AN EXISTING OR PROPOSED FULL-TIME PARKING ZONE ONLY.
3. RACKS SHALL BE FASTENED TO ROADWAYS.
4. RACKS TYPICALLY MOUNTED ON GALVANIZED STEEL RAILS.
5. NUMBER OF RACKS VARIES TYPICALLY FROM 2 TO 6.
6. ON-STREET BICYCLE PARKING SHALL ONLY BE USED WHEN THERE IS NOT SUFFICIENT SPACE ON THE SIDEWALK FOR THE DEMAND.
7. ON-STREET BICYCLE PARKING SHALL BE LOCATED ON STREETS WITH BIKE LANES OR ON LOW VOLUME, LOW SPEED STREETS.
8. IF USED ON HIGHER VOLUME, HIGHER SPEED STREETS, ON-STREET BICYCLE PARKING SHALL BE LOCATED IN SUCH A WAY THAT CYCLISTS WILL LOAD AND UNLOAD BIKES FROM THE SIDEWALK.
9. TO BE INSTALLED WITH APPROVAL FROM DDOT CHIEF ENGINEER.
NOTES:
1. RACK ELEMENTS SHALL BE "INVERTED U" TYPE OR SIMILAR (SEE DWG. NO. 605.14).
2. SHALL BE LOCATED WITHIN AN EXISTING OR PROPOSED FULL-TIME PARKING ZONE ONLY.
3. RACKS SHALL BE FASTENED TO ROADWAYS.
4. RACKS TYPICALLY MOUNTED ON GALVANIZED STEEL RAILS.
5. NUMBER OF RACKS VARIES TYPICALLY FROM 2 TO 6.
6. ON-STREET BICYCLE PARKING SHALL ONLY BE USED WHEN THERE IS NOT SUFFICIENT SPACE ON THE SIDEWALK FOR THE DEMAND.
7. ON-STREET BICYCLE PARKING SHALL BE LOCATED ON STEEWS WITH BIKE LANES OR ON LOW VOLUME, LOW SPEED STREETS.
8. IF USED ON HIGHER VOLUME, HIGHER SPEED STREETS, ON-STREET BICYCLE PARKING SHALL BE LOCATED IN SUCH A WAY THAT CYCLISTS WILL LOAD AND UNLOAD BIKES FROM THE SIDEWALK.
9. TO BE INSTALLED WITH APPROVAL FROM DDOT CHIEF ENGINEER.

ON STREET BICYCLE PARKING
RACK PLACEMENT
(MID-BLOCK)

DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

DWG. NO. 605.18
R4-4 GUIDANCE:
If used, begin right turn lane — yield to bikes. (R4-4) Signs should be provided at the beginning of a right turn lane to inform bicyclists and motorists of the merging area. These signs should only be installed at locations where there is a dedicated right turn area (buses may be excepted). They should always be installed where there is a dedicated bicycle facility marked as a bicycle lane or shared roadway.

R4-4 SIGN DESIGN:
Source: Standard MUTCD
Size: 36" x 50"
Color: Black letters on white reflective background

D11-1 GUIDANCE:
Bicycle route guide (D11-1) signs should be provided at decision points along designated bicycle routes, including signs to inform bicyclists of bicycle route direction changes and confirmation signs for route direction, distance, and destination.

D11-1 SIGN DESIGN:
Source: Modified MUTCD
Size: 18" x 24"
Color: White letters on green reflective background

D11-1A GUIDANCE:
Destination (D11-1 and D11-1A) signs shall be mounted below bicycle route guide signs to furnish additional information such as directional changes in route, or intermittent distance and destination information.

D11-1A SIGN DESIGN:
Source: Standard MUTCD
Size: Varies
Color: White letters on green reflective background

BIKE LANE SYMBOL
BIKE LANE SYMBOL SHALL HAVE A BIKER FACING LEFT OR CENTER OF ROAD

SHARED LANE SYMBOL

BEGIN RIGHT TURN LANE
YIELD TO BIKES

UNION STATION . 5 mi