

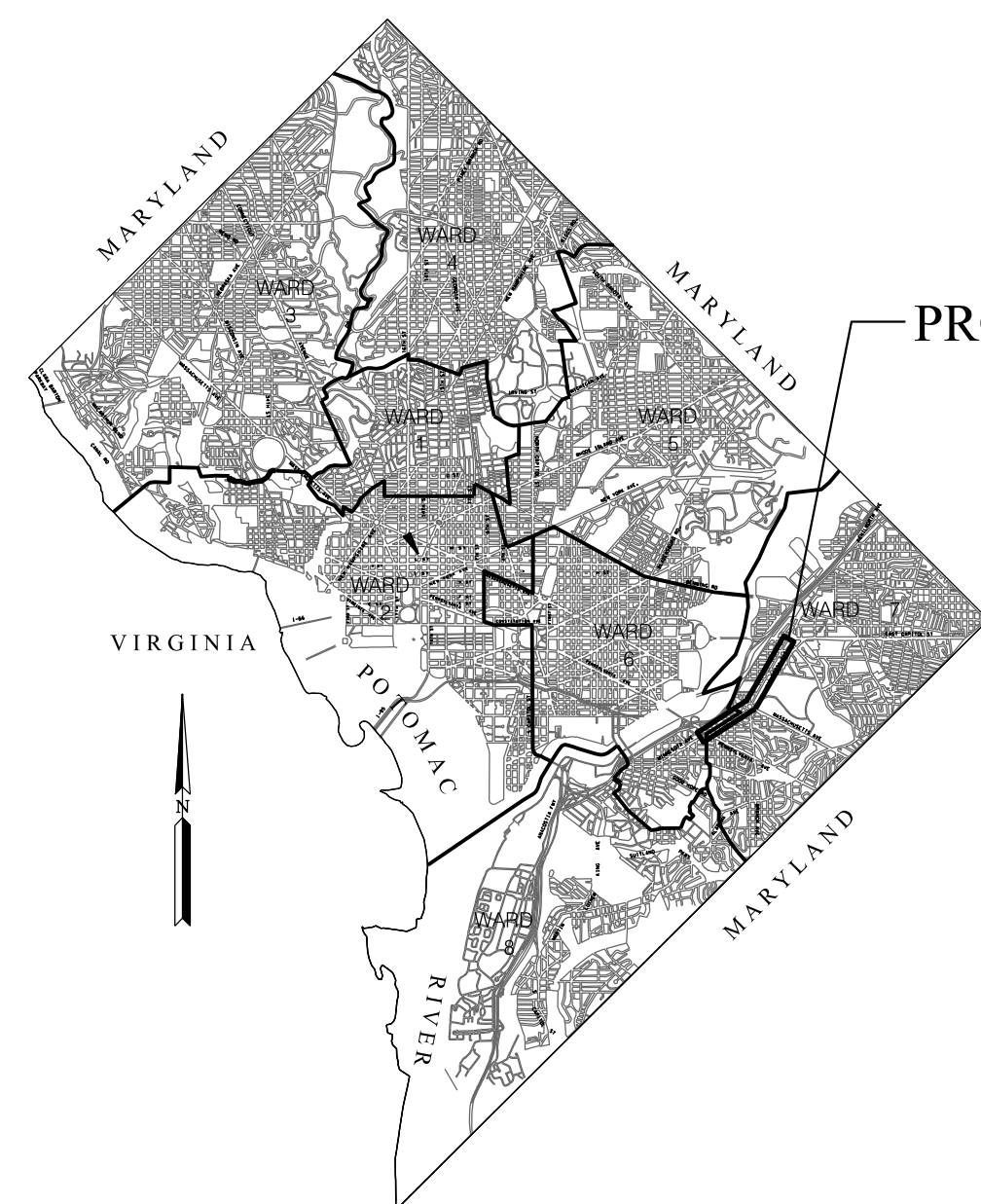
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		1	83

DESCRIPTION	REVISION						
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.

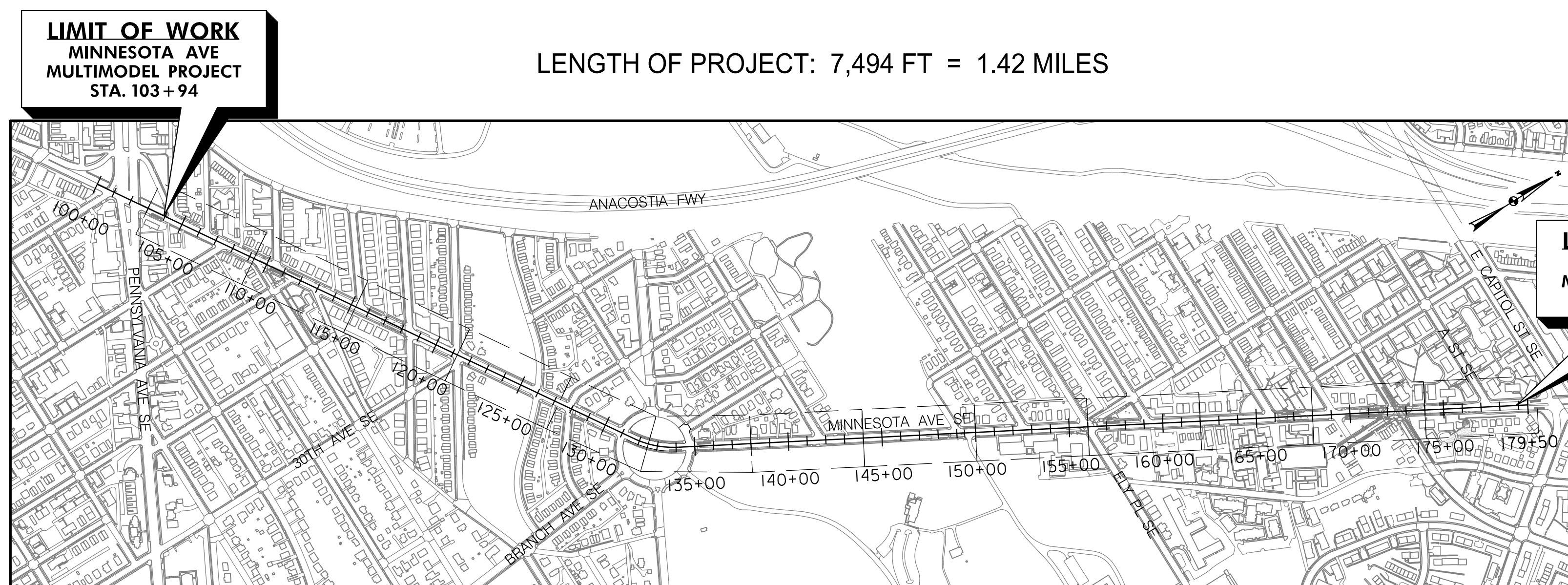
DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
PLAN OF PROPOSED

# MINNESOTA AVENUE MULTIMODAL PROJECT

## FROM PENNSYLVANIA AVENUE SE TO A STREET SE



KEY MAP



LENGTH OF PROJECT: 7,494 FT = 1.42 MILES

LOCATION MAP



**INDEX OF DRAWINGS**

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DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		FINAL FIELD CHECKED BY
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
TITLE SHEET		JAM DRAWN BY
RECOMMENDED FOR APPROVAL:		JAM REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	PLR/RL DATE
TRAFFIC SIGNAL PROGRAM MANAGER	DATE	02 / 2022
APPROVED:	DATE	SCALE
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	DATE	NTS
		SHEET 1 OF 83
		DRAWING NO. G-1

FIRST SUBMISSION  
FEBRUARY 2022  
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**Mead & Hunt**  
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SUITE 550  
WASHINGTON, DC 20003  
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S.L.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

2/2/2022 RA:2019\08 DD01 ID10 Traffic Eng Des JMT\Task 258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pDN=001\_Minnesota Ave.dgn

	EXISTING MANHOLE UNKNOWN
	EXISTING COMBINED SEWER MANHOLE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING WATER MANHOLE
	EXISTING COMMUNICATION MANHOLE
	EXISTING ELECTRIC MANHOLE
	EXISTING LIGHT POLE
	EXISTING SANITARY SEWER CLEANOUT
	EXISTING WATER METER
	EXISTING WATER VALVE OR CUT-OFF
	EXISTING GAS METER
	EXISTING GAS VALVE OR CUT-OFF
	EXISTING GAS TEST STATION
	EXISTING ELECTRIC METER
	PROPOSED SANITARY SEWER, STORM DRAIN, WATER MANHOLE
	EXISTING FIRE HYDRANT
	PROPOSED FIRE HYDRANT
	PROPOSED WATER VALVE, GATE VALVE
	PROPOSED WATER MAIN
	PROPOSED UNDERGROUND ELECTRIC
	EXISTING UNDERGROUND WATER MAIN
	EXISTING COMBINED SEWER
	EXISTING CATCH BASIN CONNECTION
	EXISTING UNDERGROUND ELECTRIC
	EXISTING UNDERGROUND GAS
	EXISTING UNDERGROUND TELEPHONE
	EXISTING UNDERGROUND CABLE TV
	PROPOSED CATCH BASIN CONNECTION
	PROPOSED UNDERDRAIN CONNECTION FROM STORMWATER MANAGEMENT FACILITY
	EXISTING UNDERGROUND ELECTRIC, GAS OR TELEPHONE LINE TO BE ABANDONED
	EXISTING GUARDRAIL
	DIRECTION OF TRAFFIC
	EXISTING TREE
	PROPOSED TREE
	EXISTING TREE TO BE REMOVED
	EXISTING TREE WITH TREE PROTECTION
	PROPOSED BIORETENTION BEST MANAGEMENT PRACTICE
	EXISTING TRASH CAN

**STANDARD SYMBOLS**

	EXISTING TRAFFIC SIGNAL POLE
	EXISTING WALL OR COPING
	PROPOSED WALL OR COPING
	EXISTING ELECTRIC VAULT
	EXISTING SINGLE CATCH BASIN
	EXISTING DOUBLE CATCH BASIN
	EXISTING TRIPLE CATCH BASIN
	EXISTING SINGLE CATCH BASIN WITH DOUBLE THROAT ELONGATION
	EXISTING SINGLE CATCH BASIN WITH TRIPLE THROAT ELONGATION
	EXISTING SINGLE CATCH BASIN WITH GRATE
	EXISTING DOUBLE CATCH BASIN WITH GRATE
	PROPOSED SINGLE CATCH BASIN
	PROPOSED DOUBLE CATCH BASIN
	PROPOSED TRIPLE CATCH BASIN
	PROPOSED SINGLE CATCH BASIN WITH GRATE
	PROPOSED DOUBLE CATCH BASIN WITH GRATE
	PROPOSED FEATURES
	PROPOSE CENTER LINE
	PROPOSED BASE LINE
	NORTH ARROW
	RIGHT-OF-WAY LINE
	BUILDING RESTRICTION LINE
	LOT LINE
	PROPOSED FENCE (INDICATE TYPE)
	EXISTING FENCE (INDICATE TYPE)
	EXISTING ELEVATION AND/OR FEATURES
	PROPOSED ELEVATION AND/OR FEATURES
	BENCH MARK
	TRIANGULATION OR COORDINATION STATION
	LOCATION OF TEST BORINGS
	BREAK IN GRADE
	PARKING METER
	PROPOSED WHEELCHAIR RAMP
	EXISTING WHEELCHAIR RAMP
	PROPOSED PENDANT POST STREETLIGHT
	PROPOSED NO. 16 STREETLIGHT

**ABBREVIATIONS**

A/C = AIR CONDITIONING  
 AC = ASPHALT CONCRETE  
 ABAND. = ABANDONED  
 ADD'L = ADDITIONAL  
 ACC. = ACCESS  
 ADT = AVERAGE DAILY TRAFFIC  
 ALUM. = ALUMINUM  
 APPROX. = APPROXIMATELY  
 AVE. = AVENUE  
 BIO. = BIORETENTION FACILITY  
 BRG. = BEARING  
 BRGS. = BEARINGS  
 B&B = BALLED & BURLAPPED  
 B = BASELINE  
 BM = BENCH MARKS  
 BOC = BOTTOM OF CURB  
 BSMT. = BASEMENT  
 °C = DEGREE CELSIUS  
 CAB. = CABINET  
 CAL. = CALIPER  
 C = CENTERLINE  
 CL. = CLASS  
 CLF = CHAIN LINK FENCE  
 CLR. = CLEARANCE  
 C OF A = CONTROL OF ACCESS  
 CONC. = CONCRETE  
 CONST. = CONSTRUCTION  
 CONT. = CONTINUOUS  
 CRS = CONSTRUCTION ROAD STABILIZATION  
 CS = COMBINED SEWER  
 C&G = CURB AND GUTTER  
 C. TO C. = CENTER TO CENTER  
 DA = DRAINAGE AREA  
 DATR = DEPICTED ACCORDING TO RECORDS  
 D.C. = DISTRICT OF COLUMBIA  
 DDOT = DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION  
 DCMR = DISTRICT OF COLUMBIA MUNICIPAL REGULATION CONSTRUCTION CODE  
 DHV = DESIGN HOURLY VOLUME  
 DIA. = DIAMETER  
 D.I.P. = DUCTILE IRON PIPE  
 DWG./DWGS. = DRAWING/DRAWINGS  
 EA., EA = EACH  
 E.B.L. = EASTBOUND LANE  
 ELEC. = ELECTRIC  
 EL./ELEV. = ELEVATION  
 ENG. = ENGINEER  
 ENT. = ENTRANCE  
 ESD = ELLIPTICAL STORM DRAIN  
 ESMT. = EASEMENT  
 EX./EXIST. = EXISTING  
 EXP. = EXPANSION  
 E.W. = EACH WAY  
 FNC = FENCE  
 GND = GROUND  
 GP = GUTTER PAN  
 H.B. = HORIZONTAL BEND  
 H.C. = HANDICAP  
 HCR = HANDICAP RAMP  
 HEX. = HEXAGONAL  
 HORIZ. = HORIZONTAL  
 H.P. = HIGH POINT  
 HPS = HIGH PRESSURE SODIUM  
 HT. = HEIGHT  
 HYD. = HYDRANT  
 INST. = INSTRUMENT  
 INV. = INVERT  
 JT. = JOINT  
 lbs = POUNDS  
 L = LITER, ANGLE

LLV = LONG LEG VERTICAL  
 LONGIT. = LONGITUDINAL  
 LP = LIGHTPOLE  
 LT. = LEFT  
 LVC = LENGTH OF VERTICAL CURVE  
 mm = MILLIMETER  
 m = METER  
 f<sup>2</sup> = SQUARE FEET  
 T.O.C. = TOP OF CURB  
 f<sup>3</sup> = CUBIC FEET  
 MGR. = MANAGER  
 M.H. = MANHOLE  
 M.H.W. = MEAN HIGH WATER  
 M.L.W. = MEAN LOW WATER  
 MAX. = MAXIMUM  
 MIN. = MINIMUM  
 N.E. = NORTH EAST  
 NPS = NATIONAL PARK SERVICE  
 N.W. = NORTH WEST  
 O.C. = ON CENTER  
 O.D. = OUTSIDE DIAMETER  
 P.C. = POINT OF CURVATURE  
 P.C.C. = POINT OF COMPOUND CURVE  
 PER = REGARDS (IF FOLLOWED BY NUMBER REFERS TO STANDARD SPECIFICATIONS)  
 P = PLATE  
 P.O.C. = POINT ON CURVE  
 P.O.T. = POINT ON TANGENT  
 P.T. = POINT OF TANGENCY  
 P.I. = POINT OF INTERSECTION  
 PCC = PORTLAND CEMENT CONCRETE  
 P.G.L. = PROFILE GRADE LINE  
 PPF. = PERMEABLE PAVEMENT FACILITY  
 PROP. = PROPOSED  
 P.R.C. = POINT OF REVERSE CURVE  
 P.R.V.C. = POINT OF REVERSE VERTICAL CURVE  
 PVC = POLYVINYL CHLORIDE  
 P.V.C. = POINT OF VERTICAL CURVE  
 P.V.I. = POINT OF VERTICAL INTERSECTION  
 P.V.T. = POINT OF VERTICAL TANGENCY  
 PVMT. = PAVEMENT  
 R.O.W. = RIGHT OF WAY  
 R = RADIUS  
 RCP = REINFORCED CONCRETE PIPE  
 REINF. = REINFORCING  
 RD. = ROAD  
 RGS = RIGID GALVANIZED STEEL  
 R.R. = RAILROAD  
 RT. = RIGHT  
 SAN. = SANITARY  
 S.E. = SOUTH EAST  
 SHT. = SHEET  
 SIG. = SIGNAL  
 SL = STREET LIGHT  
 SQ. = SQUARE  
 STA. = STATION  
 STD. = STANDARD  
 STD. SPEC. = DCDPW STANDARD SPECIFICATIONS FOR HIGHWAYS AND STRUCTURES 2005, REVISED 2007  
 STR. = STRUCTURE  
 S.W. = SOUTH WEST  
 TFE = POLYTETRAFLUOROETHYLENE  
 Cu. yds. = CUBIC YARDS  
 TMS = TRAFFIC MANAGEMENT SYSTEM  
 TOC = TOP OF CURB  
 TRAF. = TRAFFIC  
 TYP. = TYPICAL

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		2	83

UNK = UNKNOWN  
 U.N.O. = UNLESS NOTED OTHERWISE  
 VERT. = VERTICAL  
 V.L.F. = VERTICAL LINEAR FEET  
 WALK = SIDEWALK  
 WASA = WATER AND SEWER ADMINISTRATION  
 W.B.L = WESTBOUND LANE  
 WOCS = WATER QUALITY CONTROL STRUCTURE  
 WMATA = WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
STANDARD SYMBOLS AND ABBREVIATIONS		JAM DRAWN BY
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	FL DATE
TRAFFIC SIGNAL PROGRAM MANAGER	DATE	02 /2022
APPROVED:	DATE	SCALE
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	DATE	N/A
		SHEET 2 OF 83
		DRAWING NO. G-2

FIRST SUBMISSION  
 FEBRUARY 2022  
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**Mead & Hunt**  
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S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

**GENERAL NOTES & SPECIFICATIONS**

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		3	83

**SPECIFICATIONS AND STANDARDS**

- 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 THESE PLANS AND THE SPECIAL PROVISIONS.
- D.C. DEPARTMENT OF TRANSPORTATION - DESIGN AND ENGINEERING MANUAL (2015)
- AASHTO: A POLICY ON GEOMETRIC DESIGN FOR HIGHWAYS AND STREETS
- FHWA: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (2009)
- ADA STANDARDS FOR ACCESSIBLE DESIGN (2010)
- D.C. DEPARTMENT OF TRANSPORTATION - GREEN INFRASTRUCTURE STANDARDS (2014)

**TOPOGRAPHY AND SURVEYS**

BASE INFORMATION SHOWN ON THESE PLANS WAS DEVELOPED FROM DDOT GIS INFORMATION PUBLISHED ON THE DC OPEN DATA SITE AND SUPPLEMENTED BY FIELD SURVEY AND FIELD MEASUREMENT COMPLETED BY

JOHNSON, MIRIMAN & THOMPSON, INC

AND  
MEAD & HUNT, INC.

THIS SURVEY HAS BEEN ORIENTED HORIZONTALLY TO THE MARYLAND STATE PLANE COORDINATE SYSTEM OF 1983, (GRID) AND VERTICALLY TO THE D.C. ENGINEERS DATUM. STRUCTURE TOPS AND INVERT ELEVATIONS ASSOCIATED WITH STRUCTURES THAT WERE NOT ACCESSED AND DEPICTED HEREON WITH CONNECTIVITY SHOWN AS DATR MAY NOT BE REFERENCED TO DC ENGINEERS VERTICAL DATUM.

**VERIFICATION OF DIMENSIONS AND ELEVATIONS**

THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL PLAN DIMENSIONS PRIOR TO ORDERING MATERIALS FOR THE CONSTRUCTION OF VARIOUS BID ITEMS ON THE PROJECT.

**SPECIAL NOTES**

- THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER IF THE INFORMATION GIVEN IN THESE PLANS IS DIFFERENT FROM THAT FOUND IN THE FIELD.
- ESTABLISHMENT OF TREE PROTECTION AREAS AND SUPPLEMENTAL TREE CARE ACTIVITIES SHALL BE SUPERVISED AND/OR PERFORMED BY THE PROJECT ARBORIST, AND SHALL BE COORDINATED WITH THE CHIEF ENGINEER, AND THE CONTRACTOR, AS DESCRIBED IN THE PROJECT SPECIAL PROVISIONS. SPECIAL CARE SHALL BE TAKEN DURING EXCAVATIONS NEAR EXISTING TREES TO AVOID UNNECESSARY DAMAGE. NECESSARY LIMB AND ROOT PRUNING SHALL BE CONDUCTED BY THE PROJECT ARBORIST PRIOR TO CONSTRUCTION ACTIVITIES, IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. TREES DAMAGED BY THE CONTRACTOR THAT WERE NOT MARKED FOR REMOVAL BY THE PLANS OR THE PROJECT ARBORIST SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, 611.07 TREE PROTECTION AND REPLACEMENT.
- ALL MATERIAL REMOVED AND NOT REUSED IN THE CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED FROM THE PROJECT SITE AND DISPOSED OF BY THE CONTRACTOR.
- EXISTING SIGNS SHALL BE MAINTAINED PRIOR TO FINAL SIGNING INSTALLATION. ANY EXISTING SIGNS DAMAGED OR REMOVED PRIOR TO FINAL SIGNING INSTALLATION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNERS TO ENSURE THAT ACCESS TO ADJACENT PROPERTIES, INCLUDING MAILBOXES, IS MAINTAINED AT ALL TIMES.
- UNLESS OTHERWISE SHOWN ON THE PLANS, ALL EXCESS FILL, SPOIL MATERIAL, DEBRIS, AND CONSTRUCTION MATERIAL SHALL BE DISPOSED OF OUTSIDE OF NONTIDAL WETLANDS, NONTIDAL WETLANDS BUFFERS, AND THE 100-YEAR FLOODPLAIN, AND IN A LOCATION AND MANNER WHICH DOES NOT ADVERSELY IMPACT SURFACE OR SUBSURFACE WATER FLOW INTO OR OUT OF NONTIDAL WETLANDS.
- WHERE BIKE LANE DROPS TO 4', A MINIMUM OF 6" CLEARANCE SHOULD BE PROVIDED BETWEEN BIKE LANE AND ADJACENT SIGNS.
- 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.
- PROPERTY LINES AND RIGHT OF WAY LINES SHOWN ARE BASED ON RECORD DRAWINGS AND DO NOT REPRESENT A BOUNDARY SURVEY.
- ALL DISTURBED AREAS NOT ON THE STREET SHALL BE SITE GRADED TO ACHIEVE POSITIVE DRAINAGE USING FILL MATERIAL AND SEEDED/SODDED ACCORDING TO THE SEED/SOD REQUIREMENTS SET FORTH IN THE SPECIFICATIONS.

**STAGING AND ACCESS**

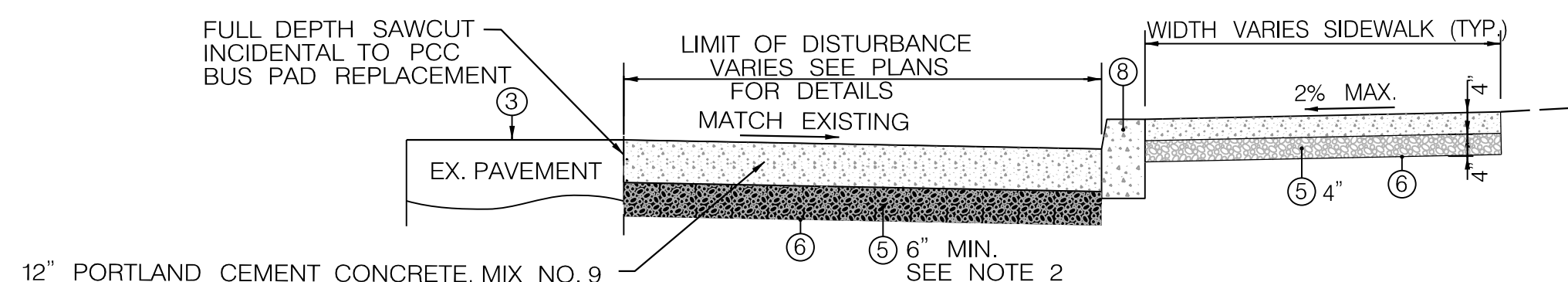
- DURING ALL PHASES OF PROJECT CONSTRUCTION AND FOR THE DURATION OF THE CONTRACT, VEHICULAR AND PEDESTRIAN TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE CONTRACT DRAWINGS AND SPECIAL PROVISIONS
- RESTORATION - ALL ITEMS RELATED TO STAGING AND ACCESS WILL BE TEMPORARY. THE CONTRACTOR IS RESPONSIBLE FOR COMPLETE RESTORATION OF THESE AREAS TO THE SATISFACTION OF DDOT, AND THE PROPERTY OWNER AT NO ADDITIONAL COST TO DDOT.

**PRESENCE OF OTHER UTILITIES**

THE FOLLOWING UTILITIES ARE KNOWN TO HAVE FACILITIES IN THE CONTRACT AREA:

- POTOMAC ELECTRIC AND POWER COMPANY (PEPCO).
- DC WATER
- VERIZON TELEPHONE COMPANY
- WASHINGTON GAS CO.
- EXISTENCE OF OTHER UTILITIES IS NOT KNOWN.

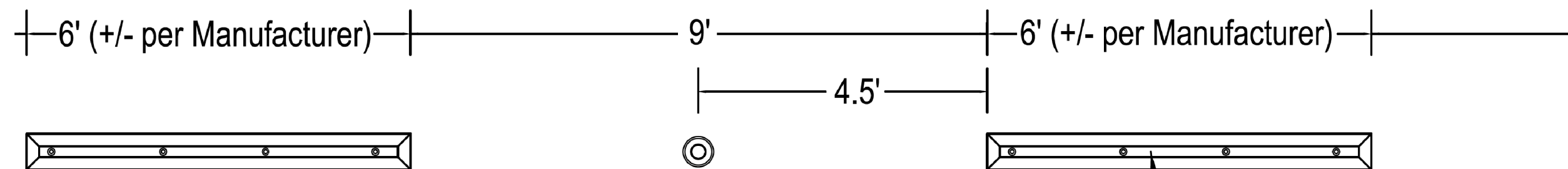
- THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE BASED UPON RECORD DRAWINGS OF THE ORIGINAL LOCATIONS. THE INFORMATION SHOWN IS NOT NECESSARILY COMPLETE AND THE LOCATION OF UTILITIES SHOWN IS APPROXIMATE. THE CONTRACTOR SHALL IDENTIFY THE PRESENCE AND LOCATION OF ALL UTILITIES THROUGHOUT THE JOBSITE INCLUDING ELECTRICAL, COMMUNICATIONS, GAS, SANITARY, WATER, STORM, LIGHTING, ETC. CONTRACTOR IS RESPONSIBLE FOR CONTACTING MISS UTILITY AT 1-800-257-7777 PRIOR TO BEGINNING WORK. PRIOR TO CONSTRUCTION, UTILITY LOCATION AND TEST PITTING MUST BE PERFORMED BY THE CONTRACTOR TO IDENTIFY LOCATION OF UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND MAINTAINING ALL UTILITIES DURING CONSTRUCTION. ANY DAMAGE INCURRED TO UTILITIES MUST BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- THE CONTRACTOR IS ADVISED THAT WMATA IS NOT PART OF THE MISS UTILITY ONE-CALL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING WMATA TO LOCATE THE FACILITIES.
- THE ABOVE PRECAUTIONS SHALL BE CONSIDERED INCIDENTAL TO THE ITEMS OF WORK AND AT NO ADDITIONAL COST TO DDOT.



**BUS PAD DETAILS**

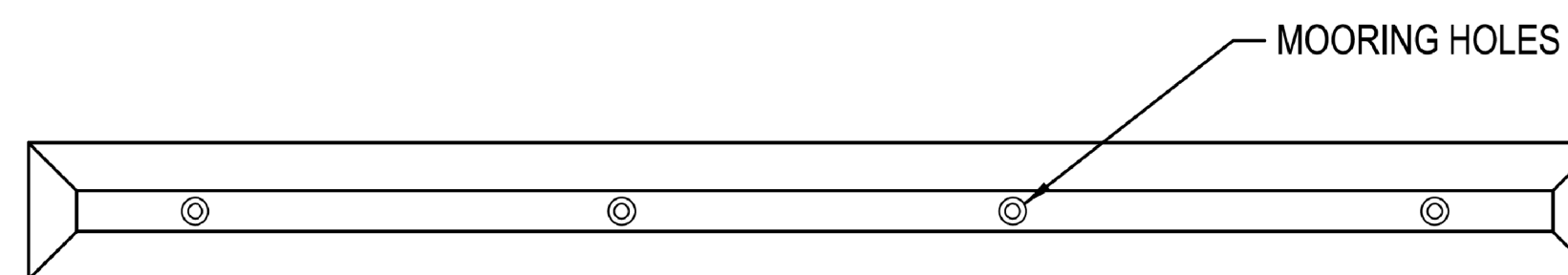
NOT TO SCALE

- NOTE:
- REFER TO DDOT STD DWG. NO. 506.01 FOR PPC BUS PAD CONSTRUCTION.
  - INCREASE GRADED AGGREGATE BASE (GAB) DEPTH AS NECESSARY TO CONNECT WITH ADJACENT EXISTING GAB TO ALLOW DRAINAGE THROUGH THE PAVEMENT SECTION

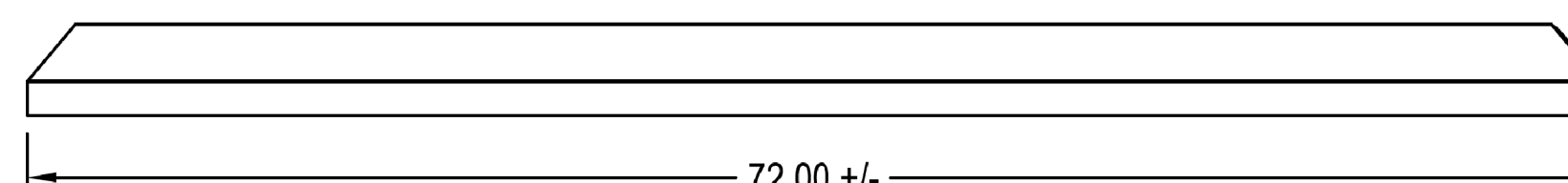


**6' X 8" PRE-CAST WHEEL STOP AND SURFACE MOUNT FLEXIBLE DELINEATOR POST LAYOUT**

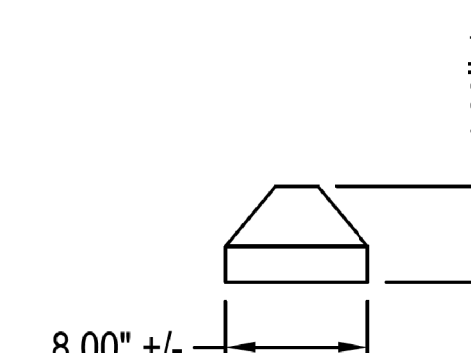
NOT TO SCALE



TOP VIEW



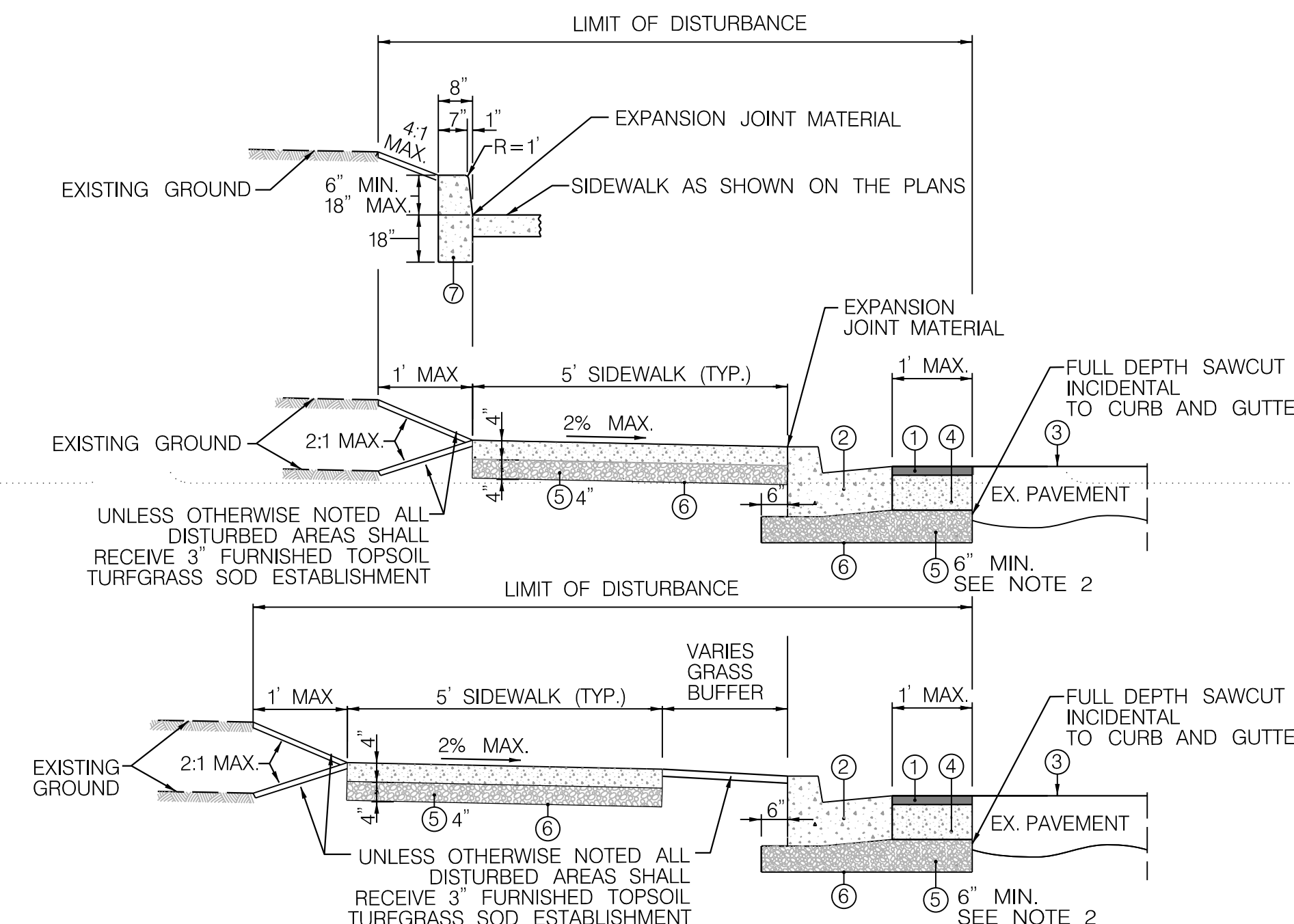
FRONT VIEW



SIDE VIEW

**6' X 8" PRE-CAST WHEEL STOP**

NOT TO SCALE



**TYPICAL CURB & GUTTER AND SIDEWALK**

NOT TO SCALE

**LEGEND**

- VARIABLE DEPTH HMA SUPERPAVE MIX 12.5 MM FOR SURFACE, PG 64E-22, LEVEL 2. MATCH EXISTING SURFACE COURSE PAVEMENT DEPTH (1' WIDE STRIP FOR CURB AND GUTTER INSTALLATION IS INCIDENTAL TO CURB AND GUTTER ONLY WHEN CURB AND GUTTER IS PROPOSED)
- DDOT STD. PPC CURB AND GUTTER (STD DWG. NO. 606.01 OR 606.02) OR GRANITE CURB AND CONCRETE GUTTER (SEE PLANS FOR DETAILS)
- TOP OF EXISTING PAVEMENT
- VARIABLE DEPTH PORTLAND CEMENT CONCRETE MIX NO. 9 FOR PLACEMENT OF CURB AND GUTTER (INCIDENTAL TO CURB AND GUTTER)
- GRADED AGGREGATE BASE COURSE
- TOP OF SUBGRADE AND LIMIT OF EXCAVATION
- CONCRETE CURB VARIABLE HEIGHT OR DEPTH
- GRANITE CURB STD DWG. NO. 606.02

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL FIELD CHECKED BY
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY JAM
GENERAL NOTES AND ROADWAY DETAILS		DRAWN BY JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY FL
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	02 / 2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE	NTS
APPROVED:	SHEET	3 OF 83
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	DRAWING NO.	G-3
DATE:		

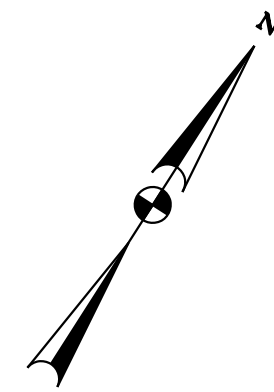
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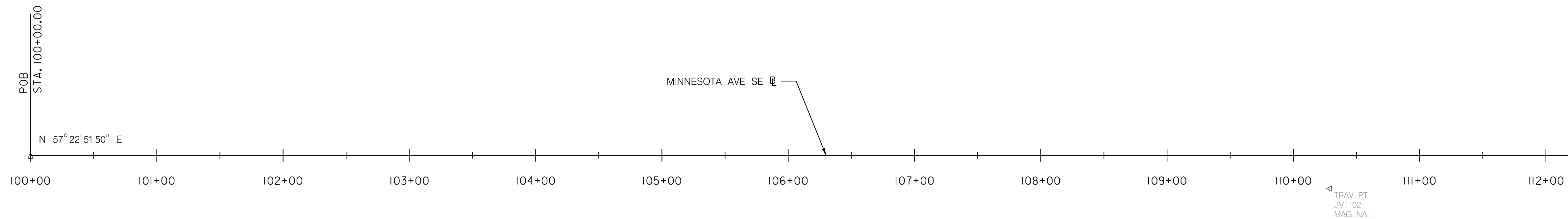
2/2/2022 RA\2019\08\_DD01\_ID10\_Traffic Eng. Des. JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pGN-002\_Minnesota\_Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		4	83



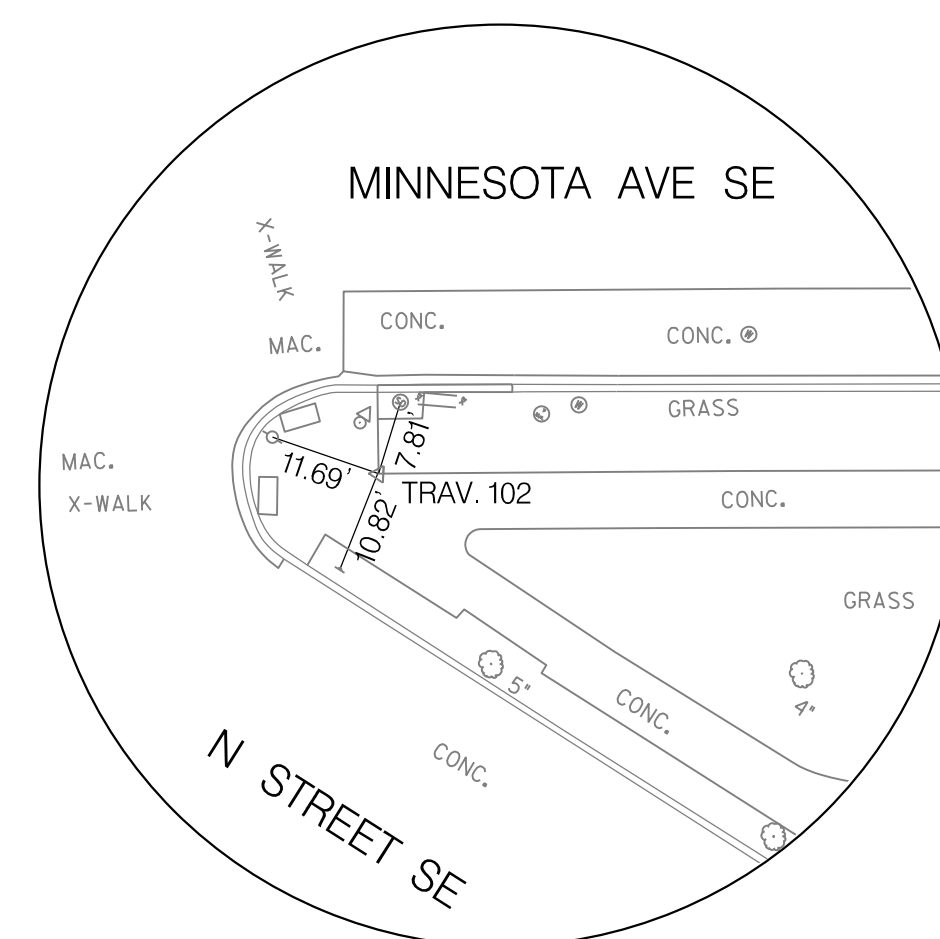
E 1320500  
N 439750

N 440250  
E 1321500



BASELINE CONSTRUCTION POINTS

MINNESOTA AVE SE			
POINT NAME	STATION	NORTHING	EASTING
POB	STA. 100+00.00	439,413.3331	1,320,535.3074



TRAV. NO. 102  
N = 439945.70  
E = 1321416.06  
ELEV. 27.00'

N 439750  
E 1321500



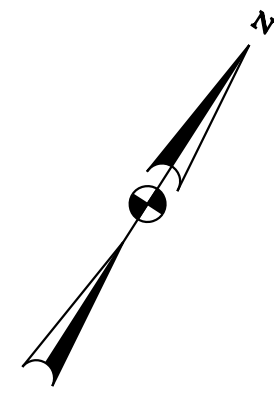
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DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL FIELD CHECKED BY
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE GEOMETRY PLANS		DESIGNED BY JAM DRAWN BY JAM
RECOMMENDED FOR APPROVAL: TRAFFIC SIGNAL DESIGN ENGINEER _____ TRAFFIC SIGNAL PROGRAM MANAGER _____ APPROVED: TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR _____ DATE: _____		REVIEWED BY FL DATE 02 / 2022 SCALE 1" = 50' SHEET 4 OF 83 DRAWING NO. GS-1

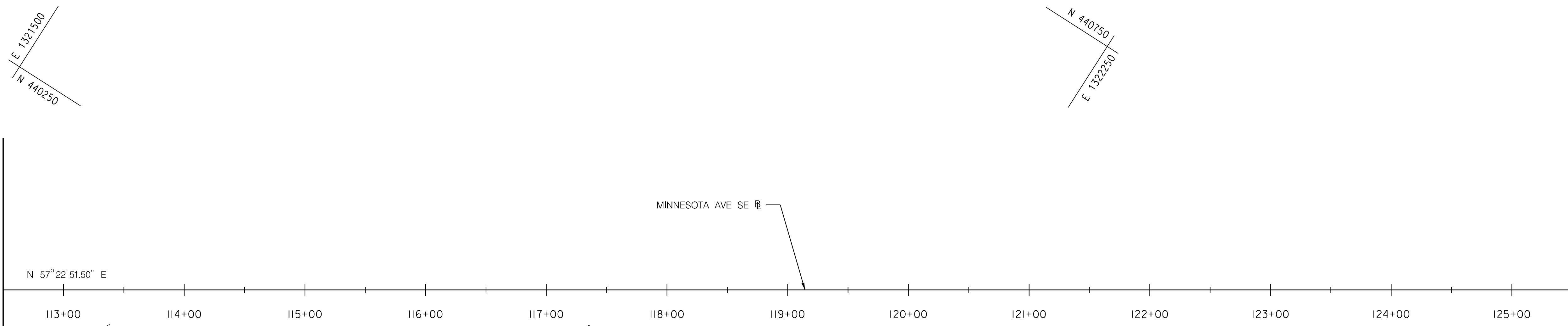
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(202) 570-7080  
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S.L.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

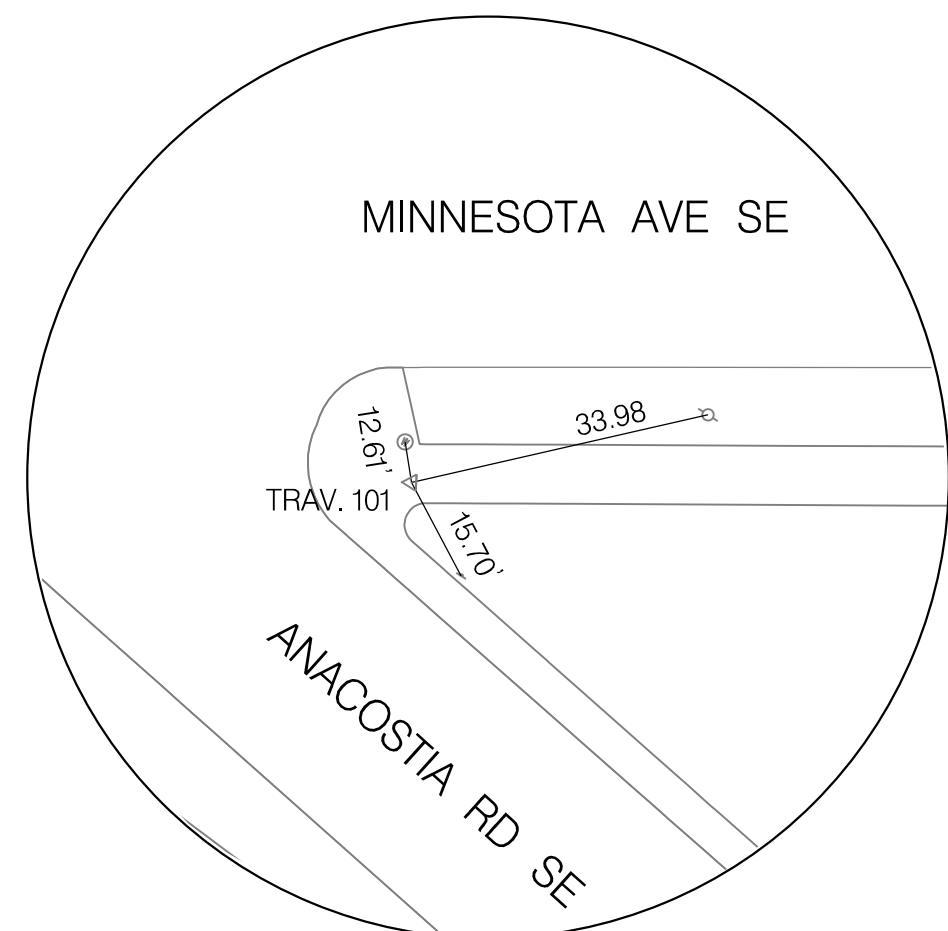
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		5	83



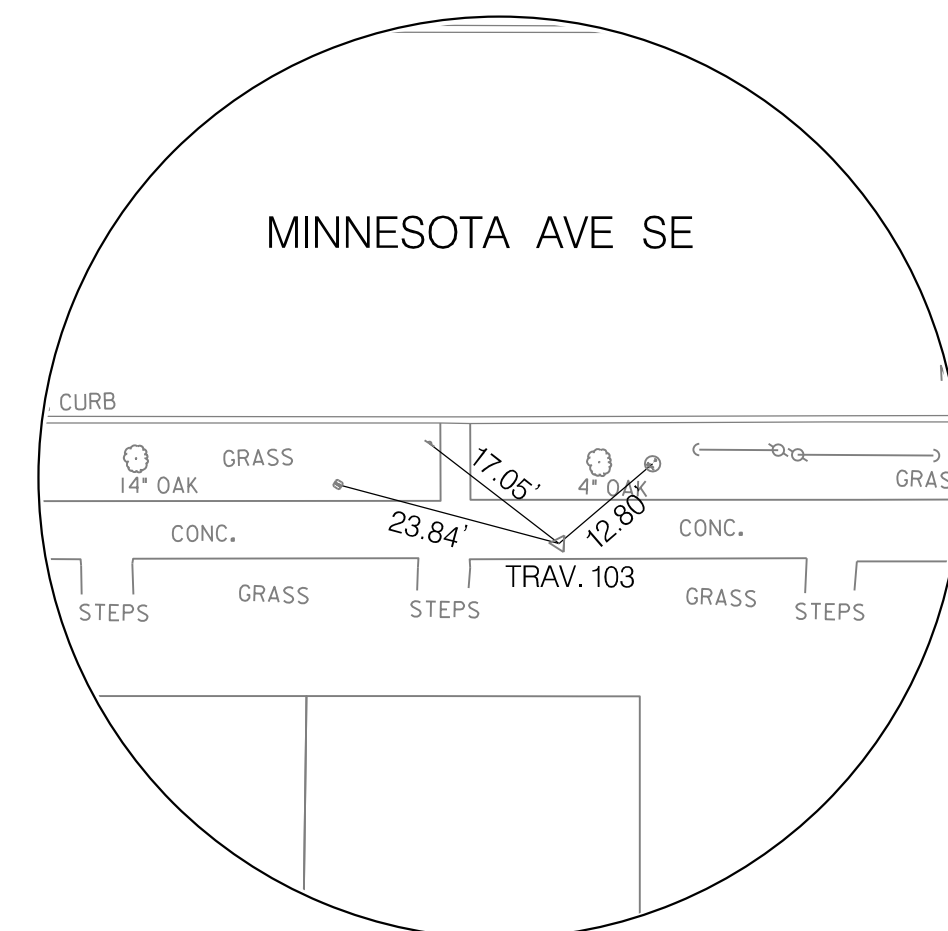
MATCH LINE STA. 112+50 - SEE GS-1



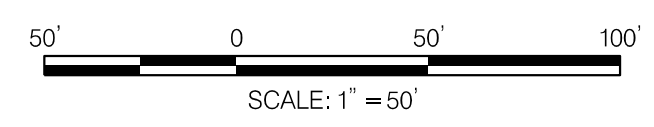
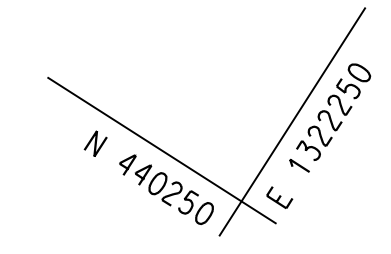
MATCH LINE STA. 125+50 - SEE GS-3



TRAV. NO. 101  
N = 44°108.43'  
E = 1321677.96  
ELEV. 38.94'



TRAV. NO. 103  
N = 44°322.23'  
E = 1322013.11  
ELEV. 52.12'



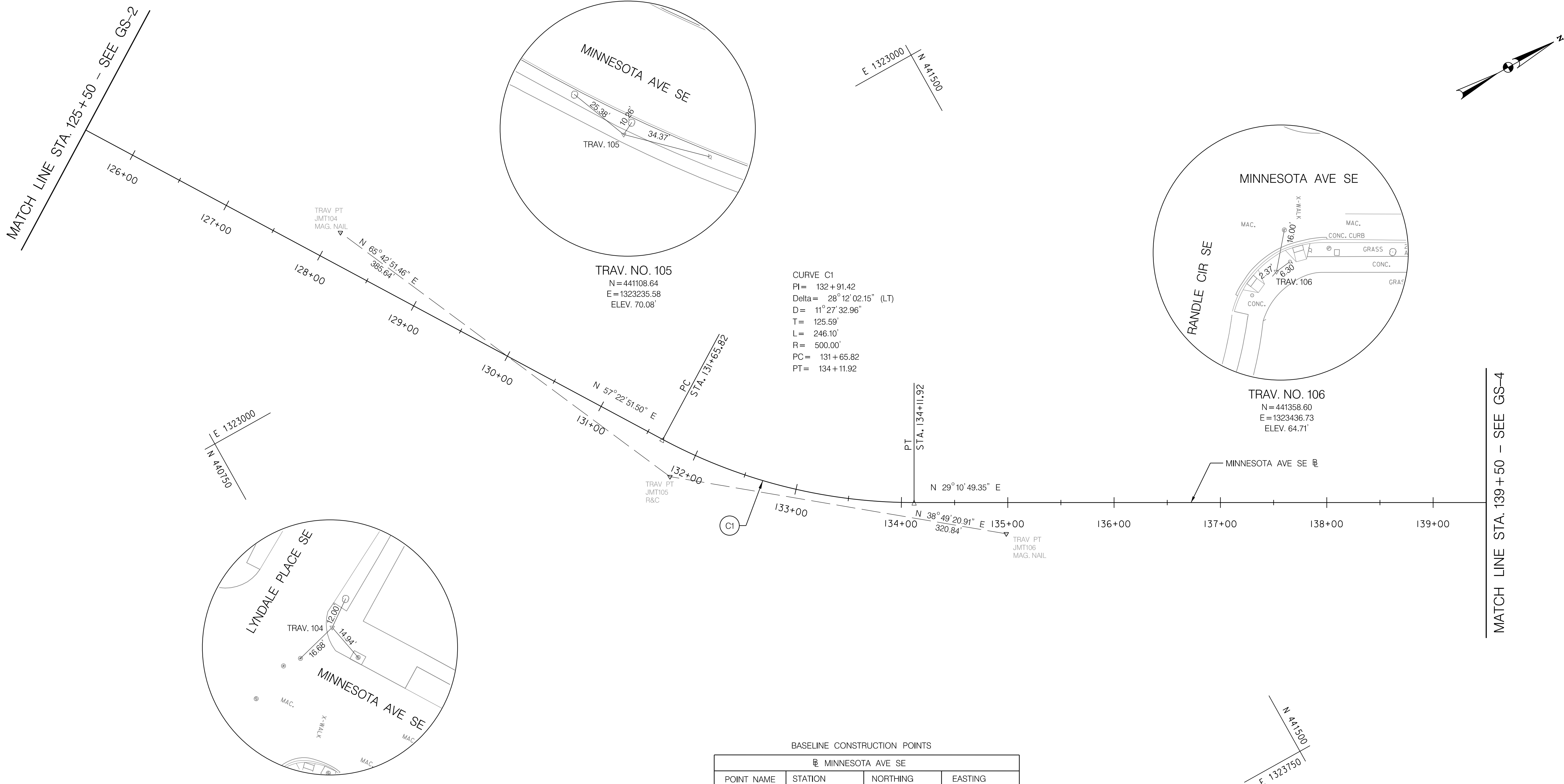
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
GEOMETRY PLANS		JAM
DRAWN BY		JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	FL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:	_____	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____	_____	1" = 50'
		SHEET / OF
		5 / 83
		DRAWING NO.
		GS-02

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FEBRUARY 2022  
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

2/2/2022 R:\2019\08 DD01 ID10 Traffic Eng Des JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\p65-002\_Minnesota Ave.dgn



CURVE C1  
 PI = 132+91.42  
 Delta = 28° 12' 02.15" (LT)  
 D = 11° 27' 32.96"  
 T = 125.59'  
 L = 246.10'  
 R = 500.00'  
 PC = 131+65.82  
 PT = 134+11.92

TRAV. NO. 105  
 N = 441108.64  
 E = 1323235.58  
 ELEV. 70.08'

TRAV. NO. 106  
 N = 441358.60  
 E = 1323436.73  
 ELEV. 64.71'

TRAV. NO. 104  
 N = 440950.04  
 E = 1322884.07  
 ELEV. 59.58'

BASELINE CONSTRUCTION POINTS

MINNESOTA AVE SE			
POINT NAME	STATION	NORTHING	EASTING
PC	STA. 131+65.82	441,119.8706	1,323,201.7944
PT	STA. 134+11.92	441,297.2270	1,323,368.8137

CURVE DATA FOR MINNESOTA AVE SE BASELINE

CURVE #	PC	PT	PI	Δ	R	L	T
C1	STA. 131+65.82	STA. 134+11.92	STA. 132+91.42	28° 12' 02.15" (LT)	500.00'	246.10'	125.59'



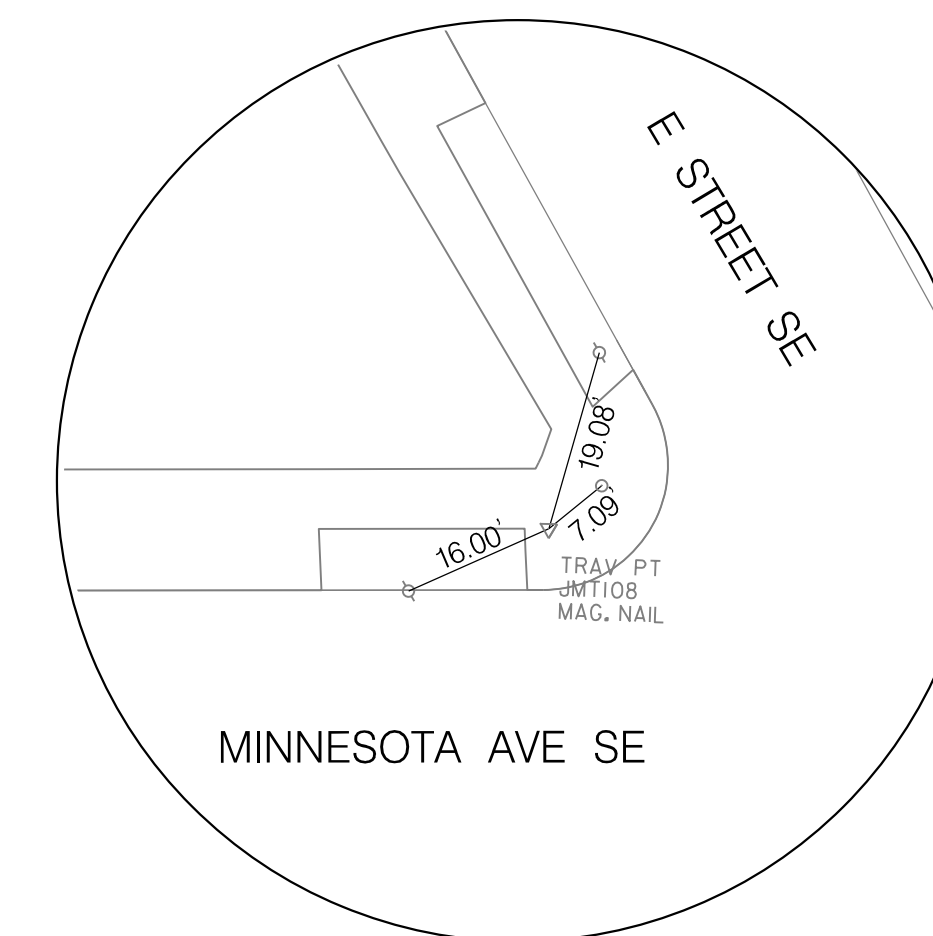
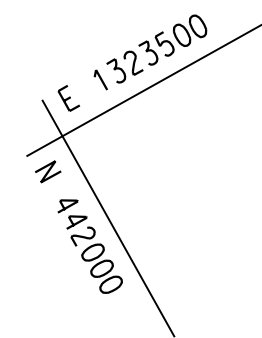
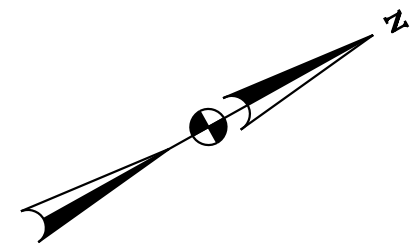
FIRST SUBMISSION  
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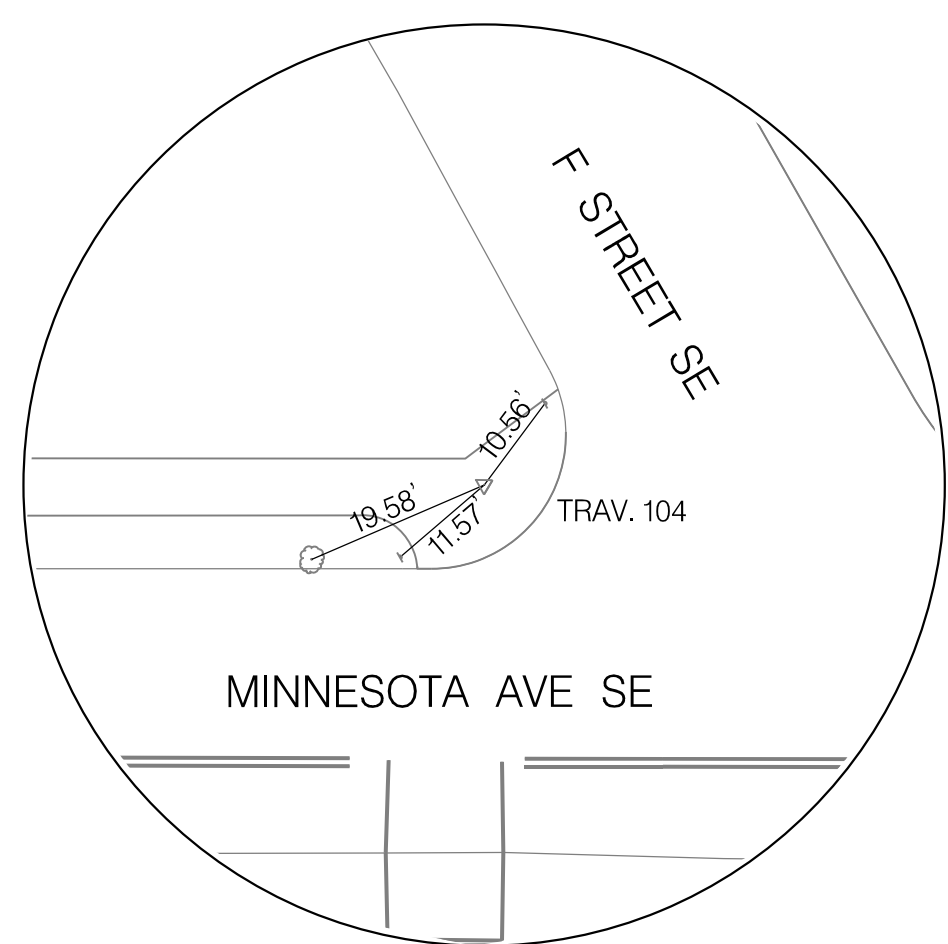
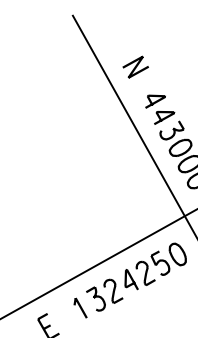
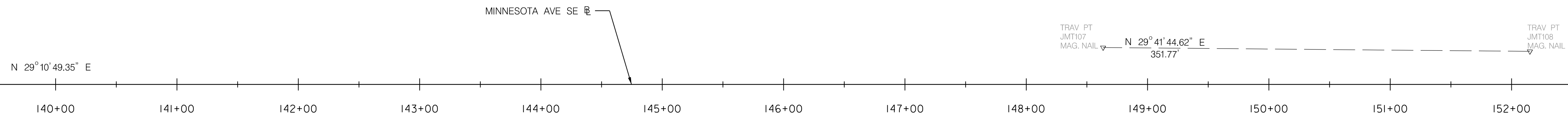
S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
GEOMETRY PLANS		JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	PL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:	_____	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____	_____	1" = 50'
		SHEET 6 OF 83
		DRAWING NO. GS-03

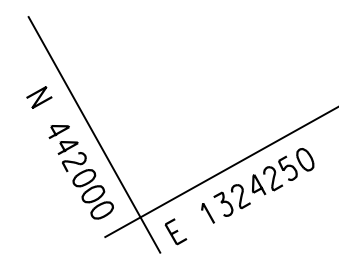
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		7	83



MATCH LINE STA. 139+50 - SEE GS-3



TRAV. NO. 107  
 N = 442579.34  
 E = 1324049.89  
 ELEV. 35.31'



**FIRST SUBMISSION**  
**FEBRUARY 2022**  
 Not for Construction

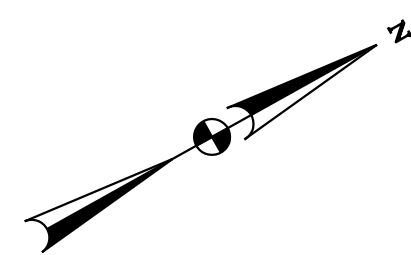
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL FIELD CHECKED BY
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE  GEOMETRY PLANS		DESIGNED BY JAM DRAWN BY JAM
RECOMMENDED FOR APPROVAL:	TRAFFIC SIGNAL DESIGN ENGINEER _____	REVIEWED BY FL
	TRAFFIC SIGNAL PROGRAM MANAGER _____	DATE 02 / 2022
APPROVED:	TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR _____	SCALE 1" = 50'
DATE: _____		SHEET 7 OF 83
		DRAWING NO. GS-04

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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

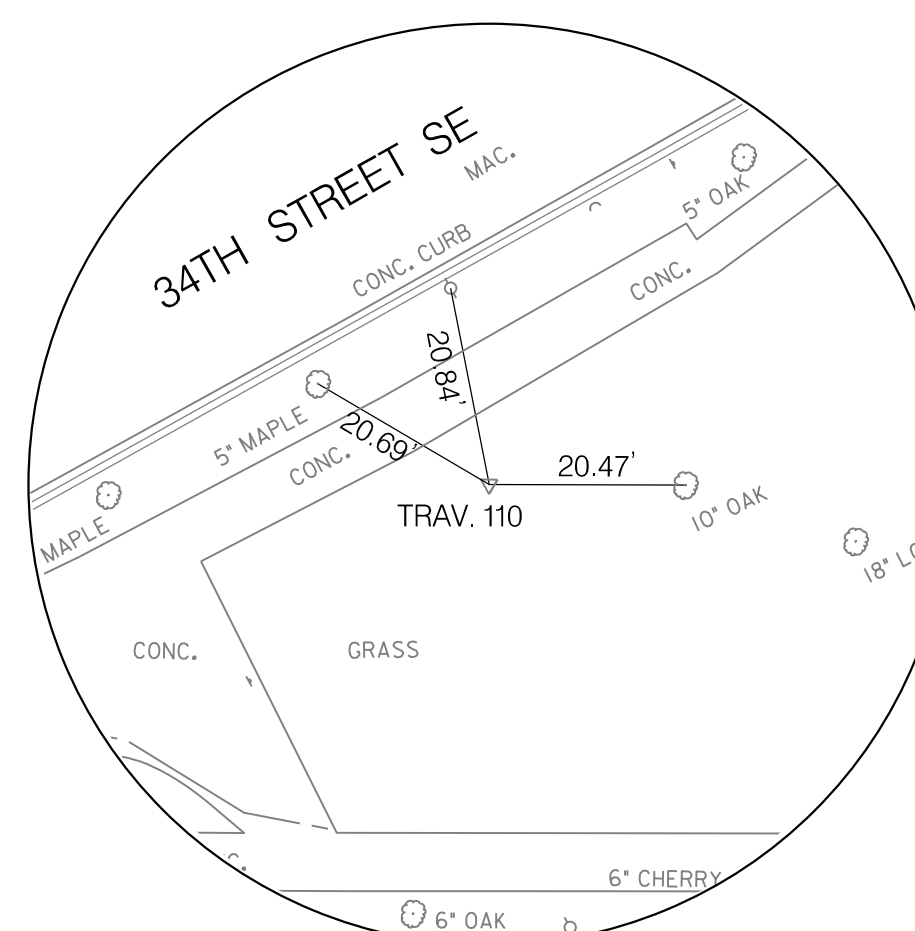
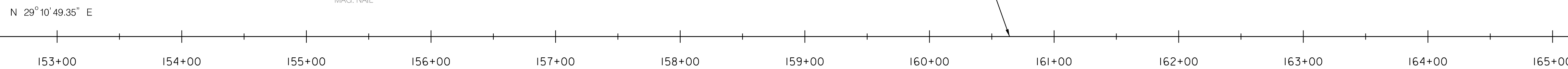
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REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		8	83



MATCH LINE STA. 152+50 - SEE GS-4

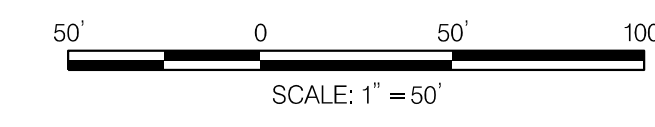
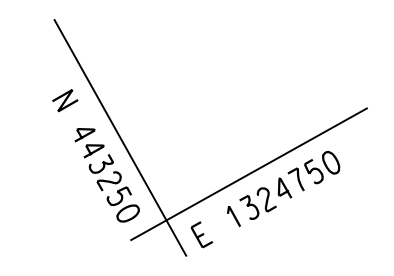
MATCH LINE STA. 165+50 - SEE GS-6



TRAV. NO. 110  
 N = 443403.71  
 E = 1324464.92  
 ELEV. 53.66'



TRAV. NO. 109  
 N = 443183.77  
 E = 1324384.00  
 ELEV. 60.63'



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**FEBRUARY 2022**  
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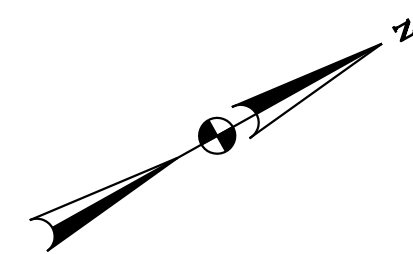
S.L.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
GEOMETRY SHEETS		JAM DRAWN BY
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER _____	DATE	FL 02 / 2022
TRAFFIC SIGNAL PROGRAM MANAGER _____	SCALE	1" = 50'
APPROVED:	SHEET	8 / 83
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR _____	DRAWING NO.	GS-05
DATE: _____		

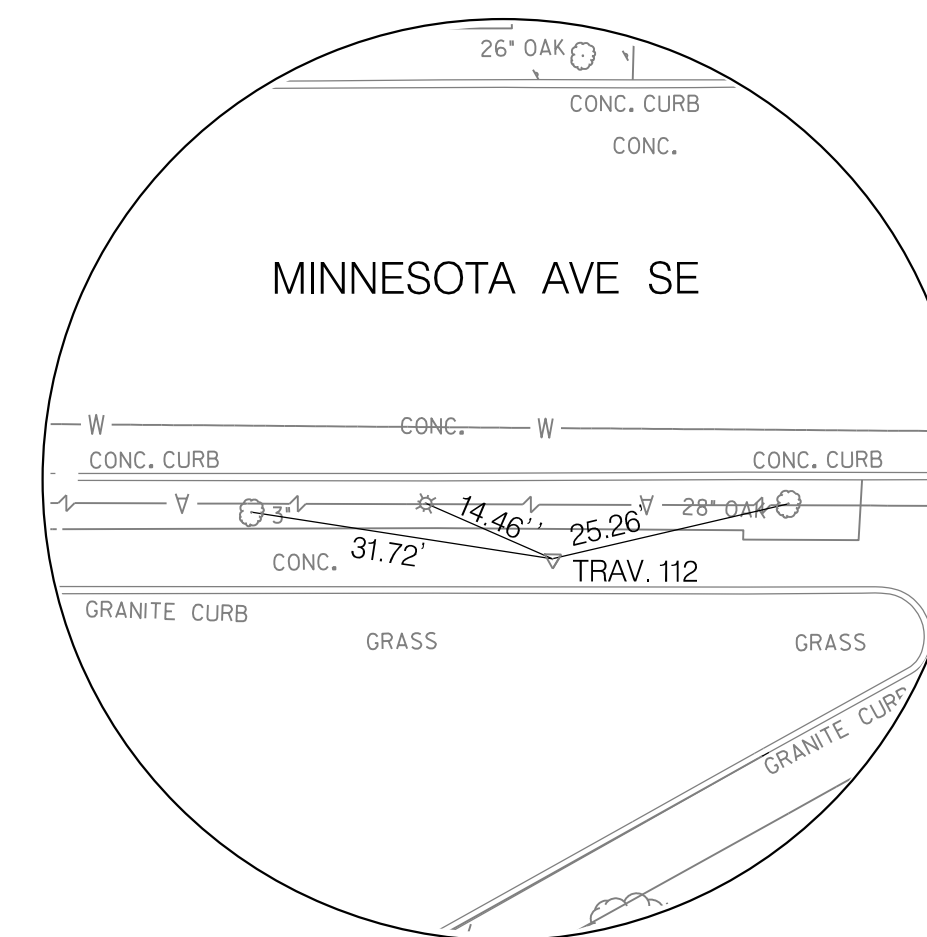
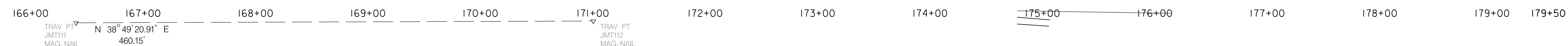
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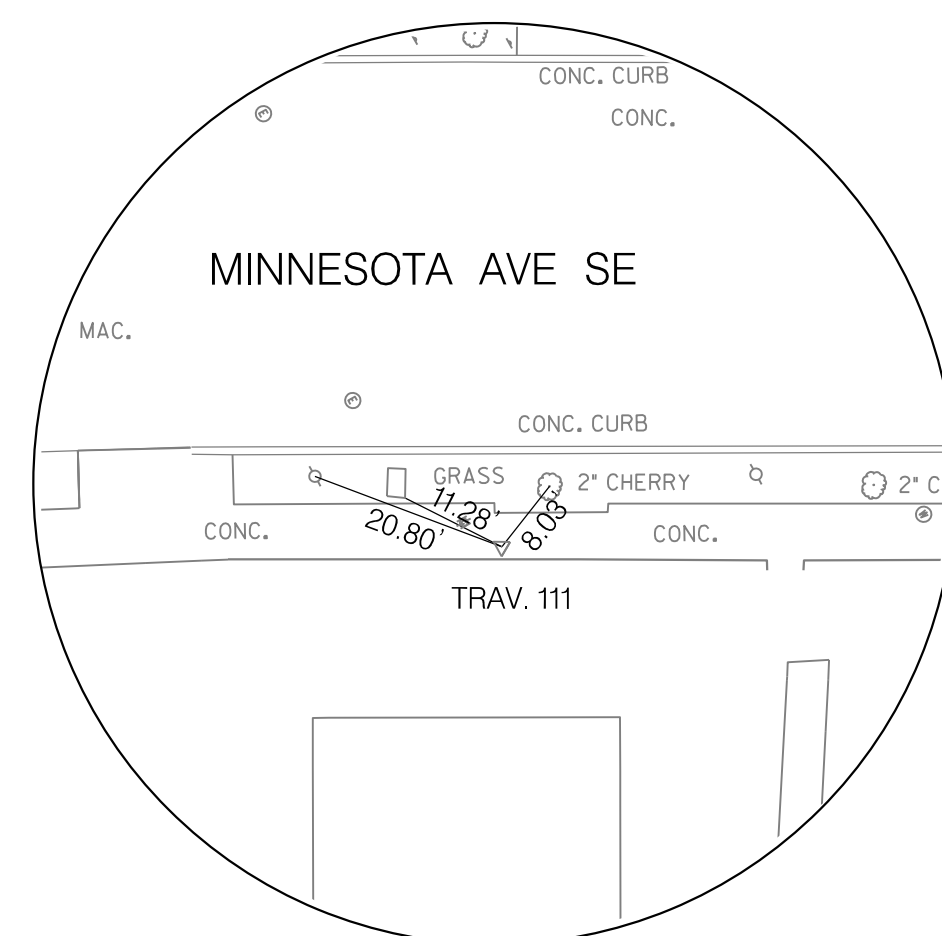
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		9	83



MATCH LINE STA. 165+50 - SEE GS-5



TRAV. NO. 112  
 N = 444504.42  
 E = 1325190.75  
 ELEV. 70.96'



TRAV. NO. 111  
 N = 444101.91  
 E = 1324967.76  
 ELEV. 66.33'

N 444250  
 E 1325500



BASELINE CONSTRUCTION POINTS

MINNESOTA AVE SE			
POINT NAME	STATION	NORTHING	EASTING
POE	STA. 179 + 50.00	445,259.3773	1,325,581.4040

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
GEOMETRY SHEETS		JAM DRAWN BY
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	FL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:		02 / 2022
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____		1" = 50'
		SHEET / OF
		9 / 83
		DRAWING NO.
		GS-06

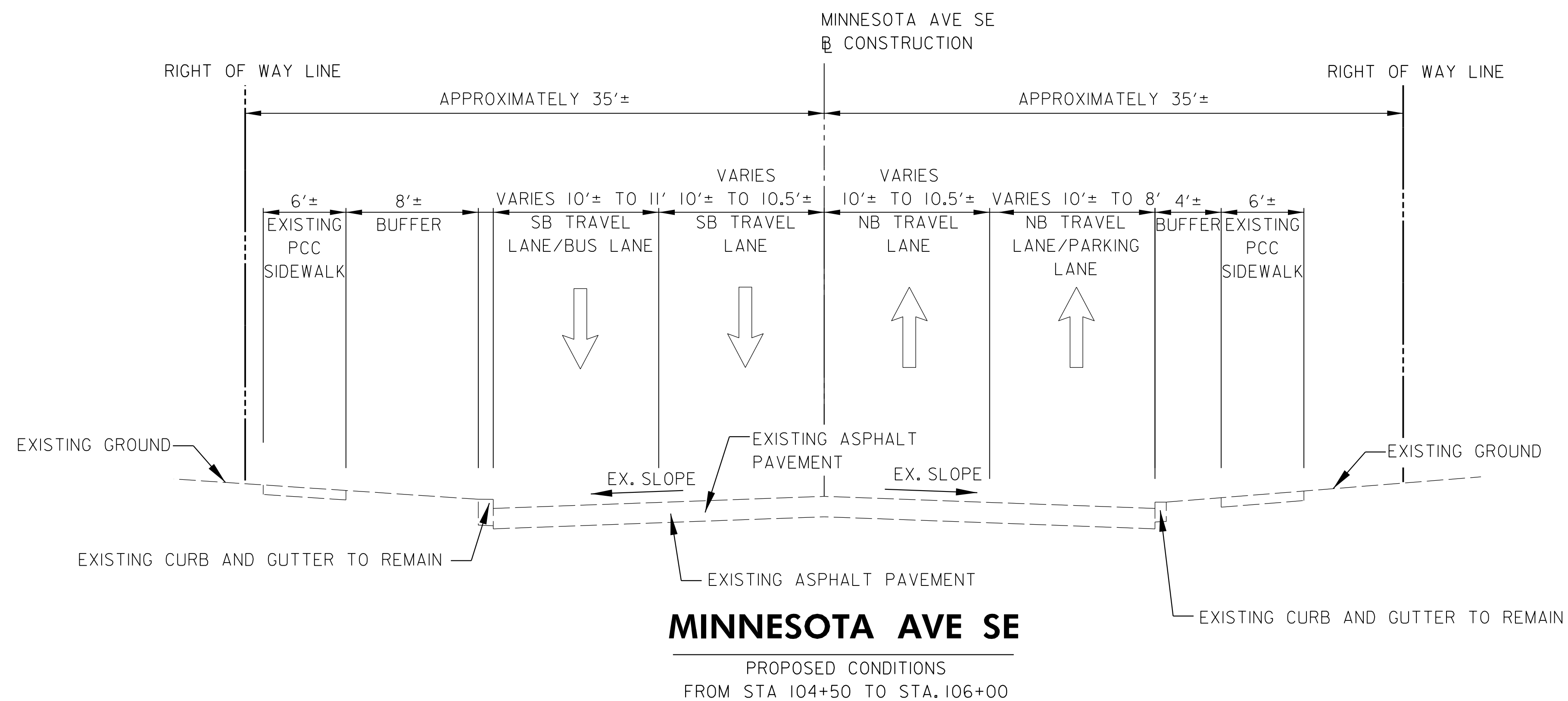
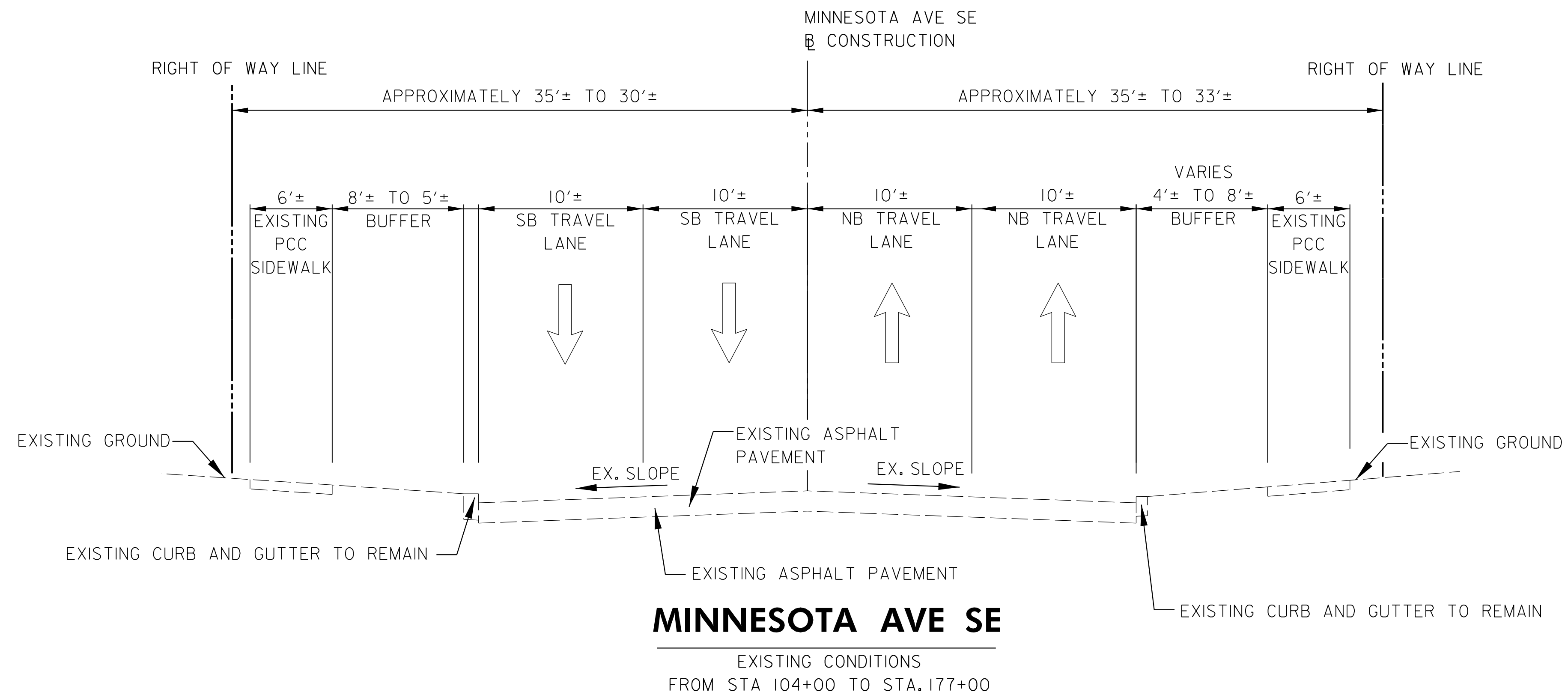
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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

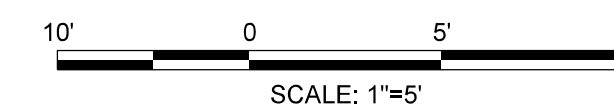
2/2/2022 R:\2019\08\_DD01\_Traffic Eng. Des. JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\p65-006\_Minnesota Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		10	83



**TYPICAL SECTION NOTES**

1. STATION LIMITS PROVIDED FOR TYPICAL SECTIONS ARE APPROXIMATED. STATION LIMITS PROVIDED TO ESTABLISH GENERAL LOCATIONS WITHIN THE PROJECT. SEE SIGNING & MARKING PLANS FOR ACTUAL CONDITIONS AT SPECIFIC STATIONS.
2. CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS BY GRINDING.
3. EXISTING ROADWAY CROWN LOCATIONS AND CROSS SLOPES HAVE NOT BEEN FIELD VERIFIED. CROWN POINTS AND SLOPES WITHIN TYPICALS ARE ONLY DRAWN TO PROVIDE A GENERAL VISUAL OF ANTICIPATED GEOMETRICS.



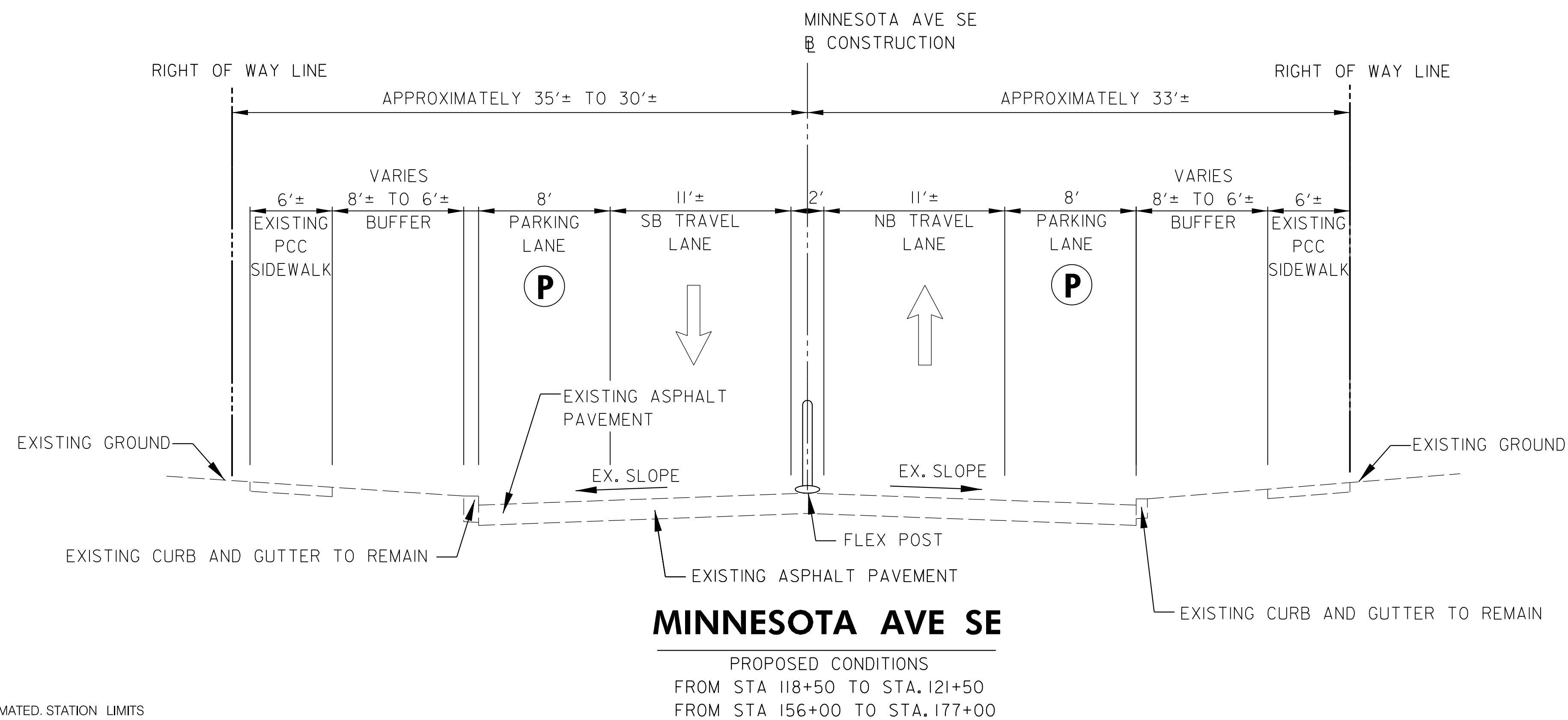
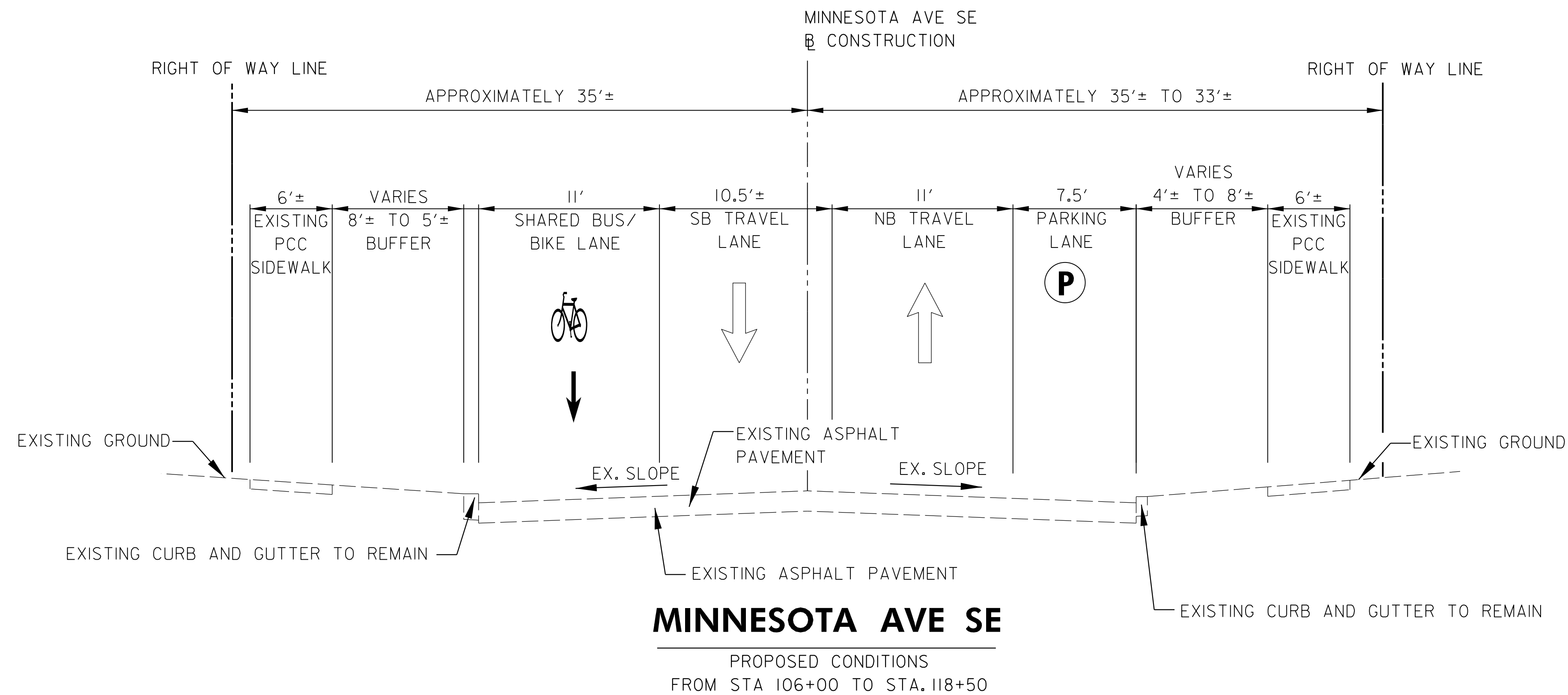
**FIRST SUBMISSION**  
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DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		FIELD CHECKED BY
TYPICAL SECTION		DESIGNED BY
		JAM
		DRAWN BY
		JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	FL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
		02 /2022
APPROVED:	_____	SCALE
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	1" = 5'
		SHEET / OF
		10 / 83
		DRAWING NO.
		TS-1

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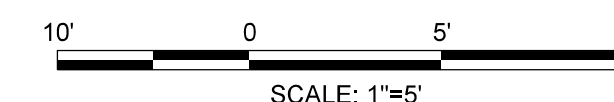
S.L.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		11	83



**TYPICAL SECTION NOTES**

1. STATION LIMITS PROVIDED FOR TYPICAL SECTIONS ARE APPROXIMATED. STATION LIMITS PROVIDED TO ESTABLISH GENERAL LOCATIONS WITHIN THE PROJECT. SEE SIGNING & MARKING PLANS FOR ACTUAL CONDITIONS AT SPECIFIC STATIONS.
2. CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS BY GRINDING.
3. EXISTING ROADWAY CROWN LOCATIONS AND CROSS SLOPES HAVE NOT BEEN FIELD VERIFIED. CROWN POINTS AND SLOPES WITHIN TYPICALS ARE ONLY DRAWN TO PROVIDE A GENERAL VISUAL OF ANTICIPATED GEOMETRICS.



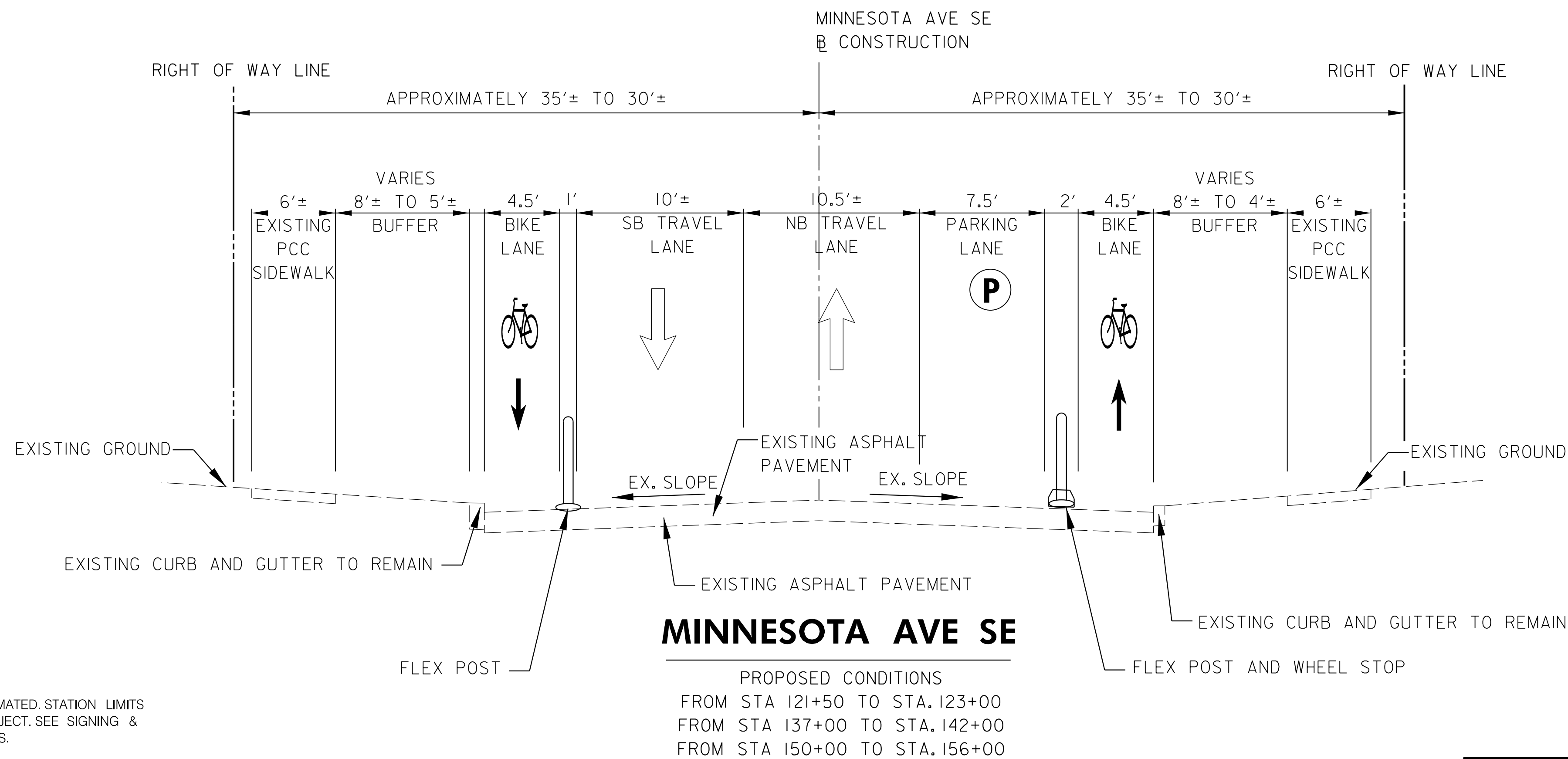
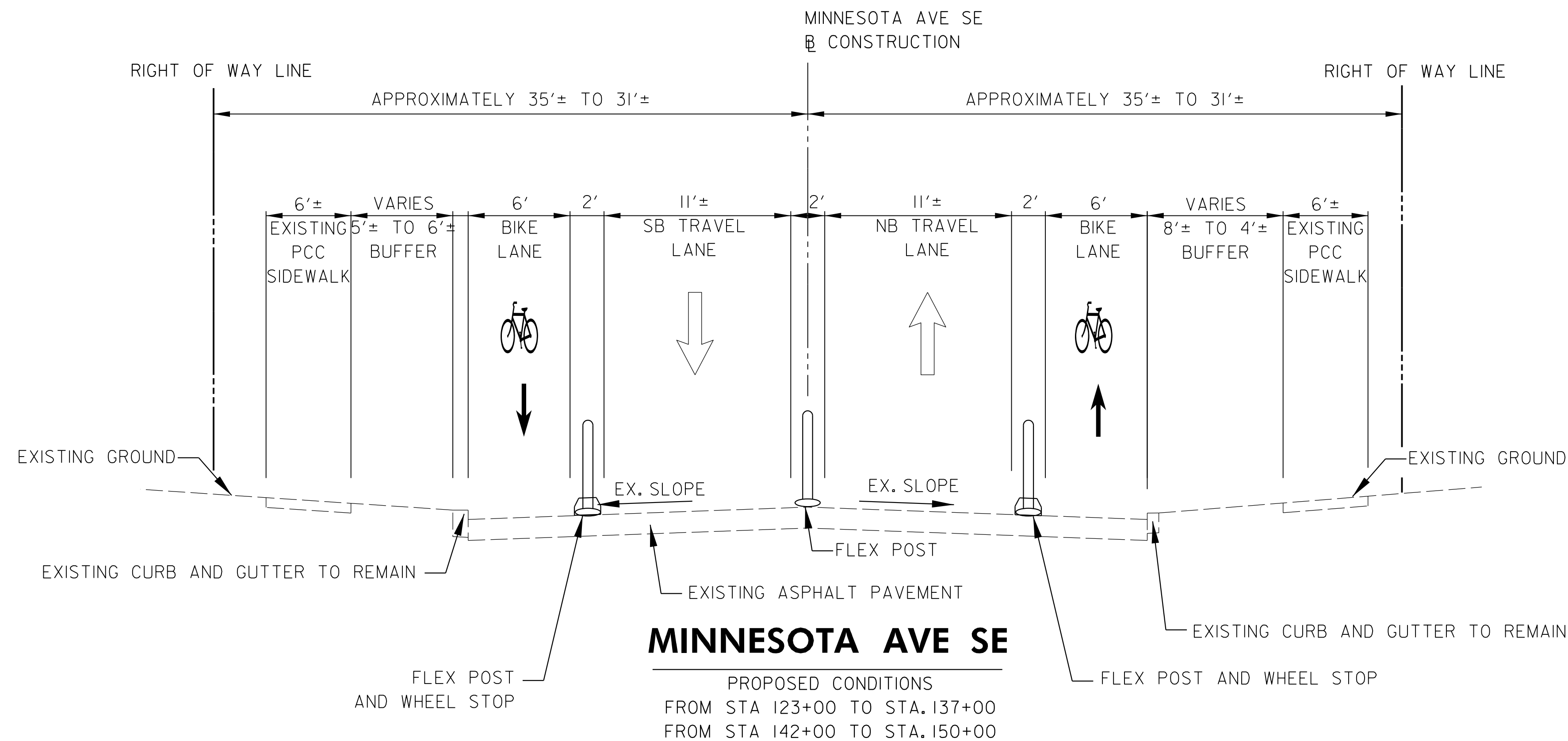
**FIRST SUBMISSION  
FEBRUARY 2022  
Not for Construction**

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
TYPICAL SECTION		JAM
		DRAWN BY
		JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	FL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
		02 / 2022
		SCALE
		1" = 5'
		SHEET / OF
		11 / 83
		DRAWING NO.
		TS-2
		DATE: _____

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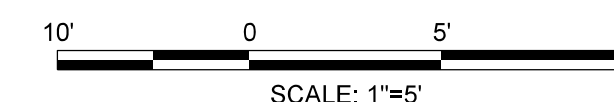
S.L.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		12	83



**TYPICAL SECTION NOTES**

1. STATION LIMITS PROVIDED FOR TYPICAL SECTIONS ARE APPROXIMATED. STATION LIMITS PROVIDED TO ESTABLISH GENERAL LOCATIONS WITHIN THE PROJECT. SEE SIGNING & MARKING PLANS FOR ACTUAL CONDITIONS AT SPECIFIC STATIONS.
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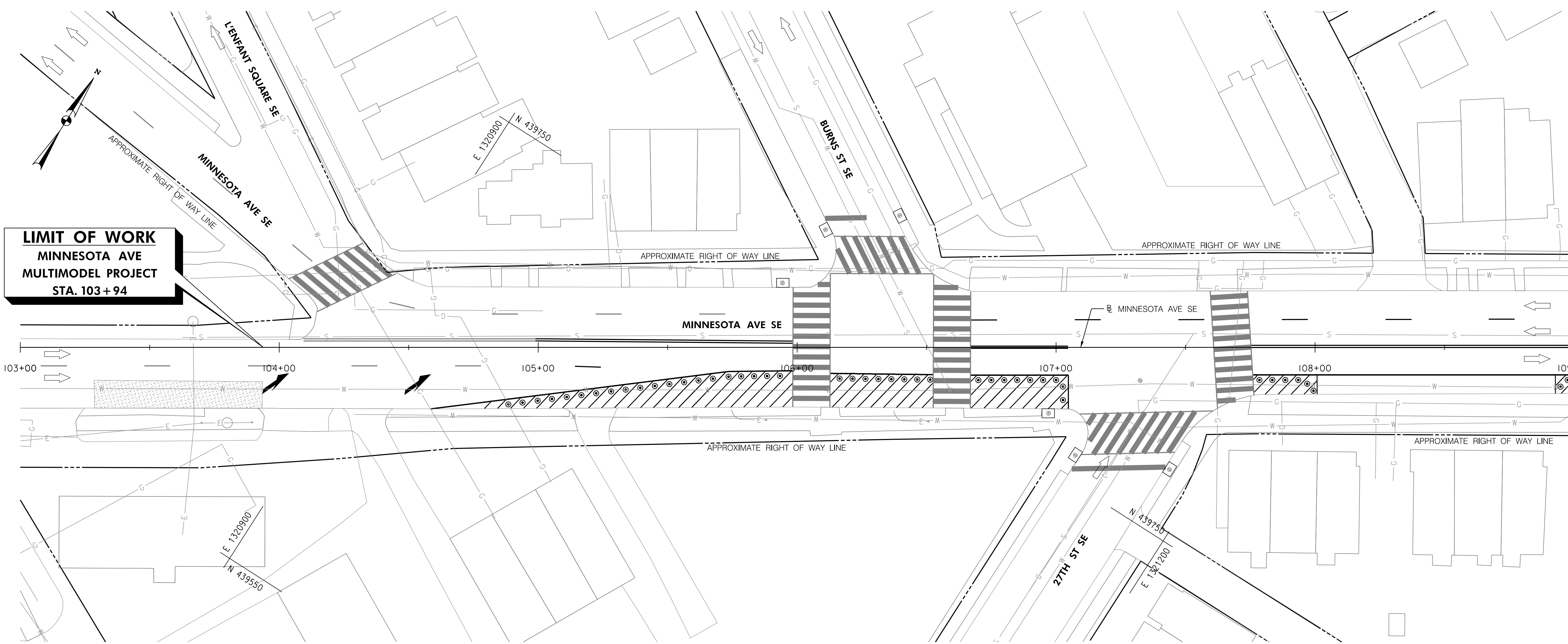
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FEBRUARY 2022  
Not for Construction**

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
TYPICAL SECTION		JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	FL
TRAFFIC SIGNAL PROGRAM MANAGER	02 / 2022	DATE
APPROVED:	SCALE	1" = 5'
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	SHEET	12 / 83
DATE:	DRAWING NO.	TS-3

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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		13	83



**LIMIT OF WORK**  
**MINNESOTA AVE**  
**MULTIMODEL PROJECT**  
**STA. 103+94**

- LEGEND**
- 28" FLEX POSTS
  - PRE-CAST WHEEL STOP
  - BICYCLE LANE
  - PAVEMENT/SIDEWALK TO BE REMOVED
  - PROPOSED CONCRETE BUS PAD
  - CONCRETE SIDEWALK
  - DETECTABLE WARNING SURFACE
  - PROPOSED QUEUE BOX

FIRST SUBMISSION  
 FEBRUARY 2022  
 Not for Construction

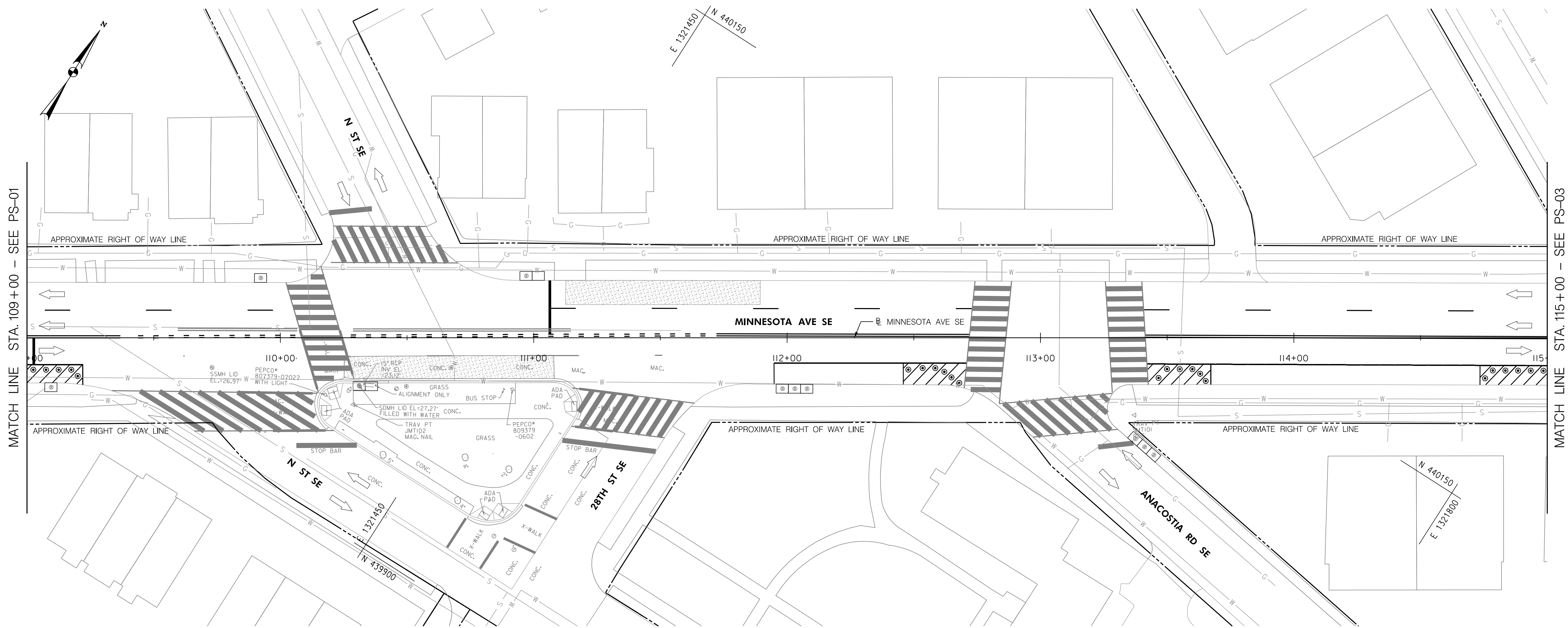
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S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_






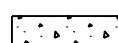
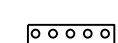

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE ROADWAY PLAN		FIELD CHECKED BY
RECOMMENDED FOR APPROVAL:		DESIGNED BY
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	JAM
TRAFFIC SIGNAL PROGRAM MANAGER	DATE	DRAWN BY
APPROVED:	DATE	JAM
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	DATE	REVIEWED BY
DATE: _____	DATE	FL
	DATE	02 / 2022
	SCALE	1" = 20'
	SHEET	13 OF 83
	DRAWING NO.	PS-01

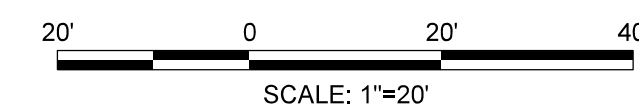
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REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		14	83



**LEGEND**

-  28" FLEX POSTS
-  PRE-CAST WHEEL STOP
-  BICYCLE LANE
-  PAVEMENT/SIDEWALK TO BE REMOVED
-  PROPOSED CONCRETE BUS PAD
-  CONCRETE SIDEWALK
-  DETECTABLE WARNING SURFACE
-  PROPOSED QUEUE BOX



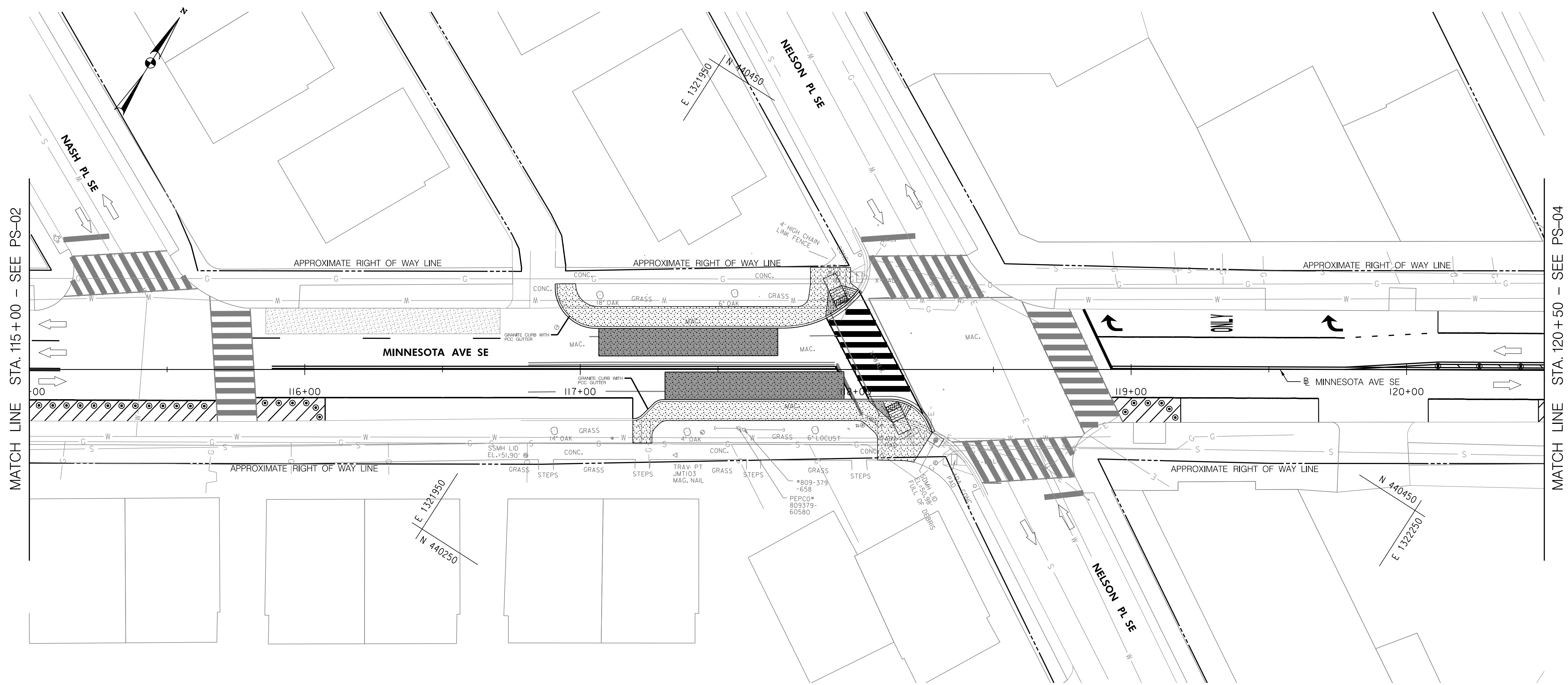
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S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE ROADWAY PLAN		DESIGNED BY JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY JAM
TRAFFIC SIGNAL DESIGN ENGINEER	_____	FL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:	_____	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____	_____	1" = 20'
		SHEET 14 OF 83
		DRAWING NO. PS-02

2/2/2022 R:\2019\08\_DD01\_ID10\_Traffic Eng\_Des\_JMT\Task\_25B - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pHD-002\_Minnesota Ave.dgn



PCC WHEELCHAIR/BICYCLE RAMP-NEW CONSTRUCTION			
STATION	OFFSET	EACH	STD. DRAWING
117+96	LT	1	606.08
118+12	LT	1	606.08

FURNISH AND SET 8"X12" GRANITE STRAIGHT CURB STD. 606.02		
STATION	OFFSET	LINEAR FEET
117+07 TO 117+72	LT	67
117+23 TO 117+27	RT	7
117+30 TO 117+96	RT	66

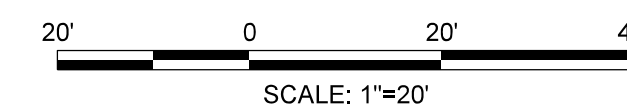
PCC BUS STOP PAD STD. 506.01		
STATION	OFFSET	CUBIC YARD
117+07 TO 117+72	LT	24
117+31 TO 117+96	RT	24

PCC SIDEWALK, 4 INCH STD. 605.01		
STATION	OFFSET	SQUARE YARD
166+91 TO 118+01	LT	104
117+19 TO 118+28	RT	113

FURNISH AND SET 8"X12" GRANITE CIRCULAR CURB RADIUS UNDER 100 FT, STD. 606.02		
STATION	OFFSET	LINEAR FEET
116+97 TO 117+07	LT	25
117+19 TO 117+22	RT	4
117+26 TO 117+30	RT	4

PCC CURB & GUTTER, 15 TO 18 INCH DEPTH STD. 606.01		
STATION	OFFSET	LINEAR FEET
117+72 TO 118+02	LT	35
117+96 TO 118+28	RT	38

- LEGEND**
- 28" FLEX POSTS
  - PRE-CAST WHEEL STOP
  - BICYCLE LANE
  - PAVEMENT/SIDEWALK TO BE REMOVED
  - PROPOSED CONCRETE BUS PAD
  - CONCRETE SIDEWALK
  - DETECTABLE WARNING SURFACE
  - PROPOSED QUEUE BOX



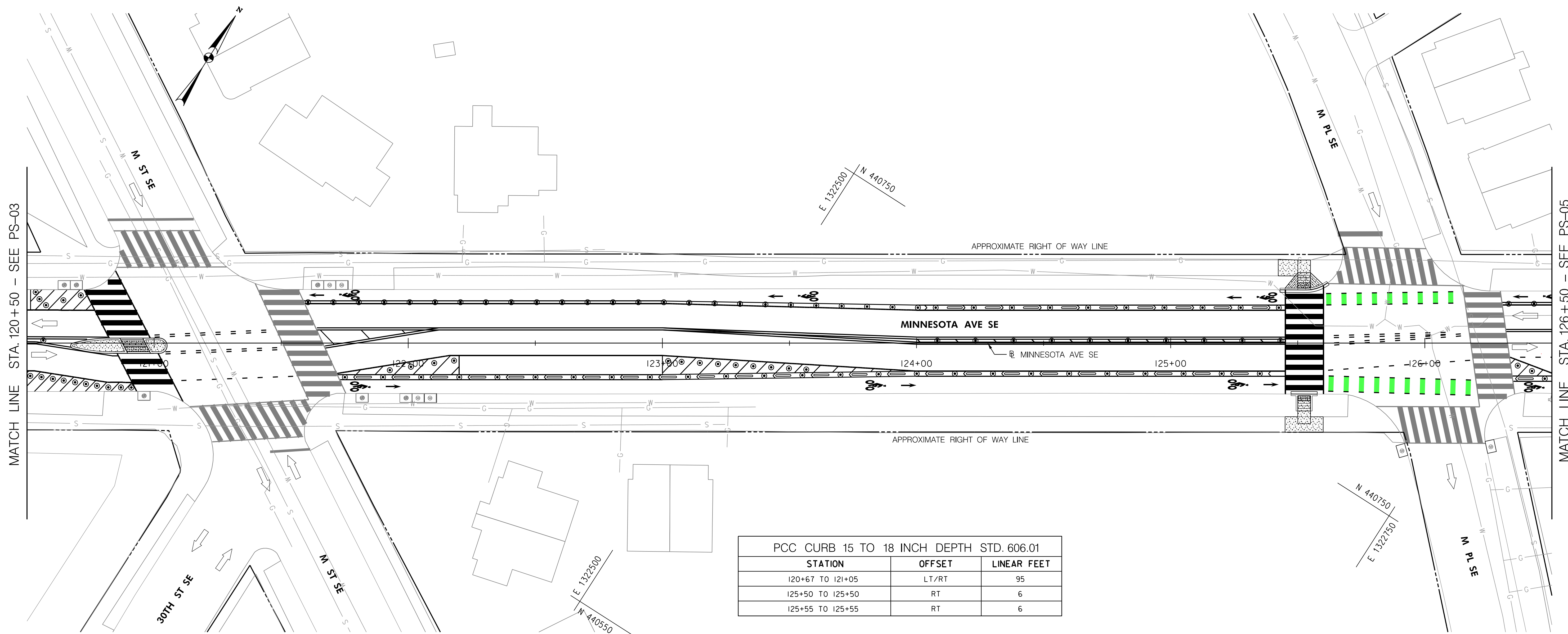
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL FIELD CHECKED BY
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE ROADWAY PLAN		DESIGNED BY JAM DRAWN BY JAM
RECOMMENDED FOR APPROVAL: TRAFFIC SIGNAL DESIGN ENGINEER _____ DATE _____ TRAFFIC SIGNAL PROGRAM MANAGER _____		REVIEWED BY PL DATE 02 /2022
APPROVED: TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR _____		SCALE 1" = 20'
DATE: _____		SHEET 15 OF 83 DRAWING NO. PS-03

2/2/2022 R:\2019\08\_DD01\_ID10\_Traffic Eng Des\_JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pHD-003\_Minnesota Ave.dgn



PCC WHEELCHAIR/BICYCLE RAMP-NEW CONSTRUCTION			
STATION	OFFSET	EACH	STD. DRAWING
120+92	LT	I	506.02
120+94	RT	I	506.02
125+53	LT	I	606.08
125+53	RT	I	606.08

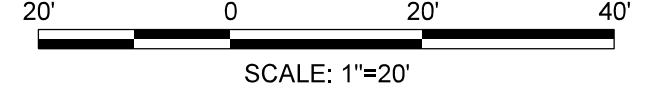
PCC CURB 15 TO 18 INCH DEPTH STD. 606.01		
STATION	OFFSET	LINEAR FEET
120+67 TO 121+05	LT/RT	95
125+50 TO 125+50	RT	6
125+55 TO 125+55	RT	6

PCC CURB & GUTTER, 15 TO 18 INCH DEPTH STD. 606.01		
STATION	OFFSET	LINEAR FEET
125+43 TO 125+62	LT	20
125+47 TO 125+58	RT	11

PCC SIDEWALK, 4 INCH STD. 605.01			
STATION	OFFSET	SQUARE YARD	
120+67 TO 121+05	LT/RT	16	
125+42 TO 125+60	LT	15	
125+45 TO 125+60	RT	15	

6' X 8" PRE-CAST PCC WHEEL STOP (SEE DETAILS ON DWG G-03)		
STATION	OFFSET	EACH
124+12 TO 125+38	LT	9
121+80 TO 125+31	RT	24
126+37 TO 126+43	RT	1

- LEGEND**
- 28" FLEX POSTS
  - PRE-CAST WHEEL STOP
  - BICYCLE LANE
  - PAVEMENT/SIDEWALK TO BE REMOVED
  - PROPOSED CONCRETE BUS PAD
  - CONCRETE SIDEWALK
  - DETECTABLE WARNING SURFACE
  - PROPOSED QUEUE BOX



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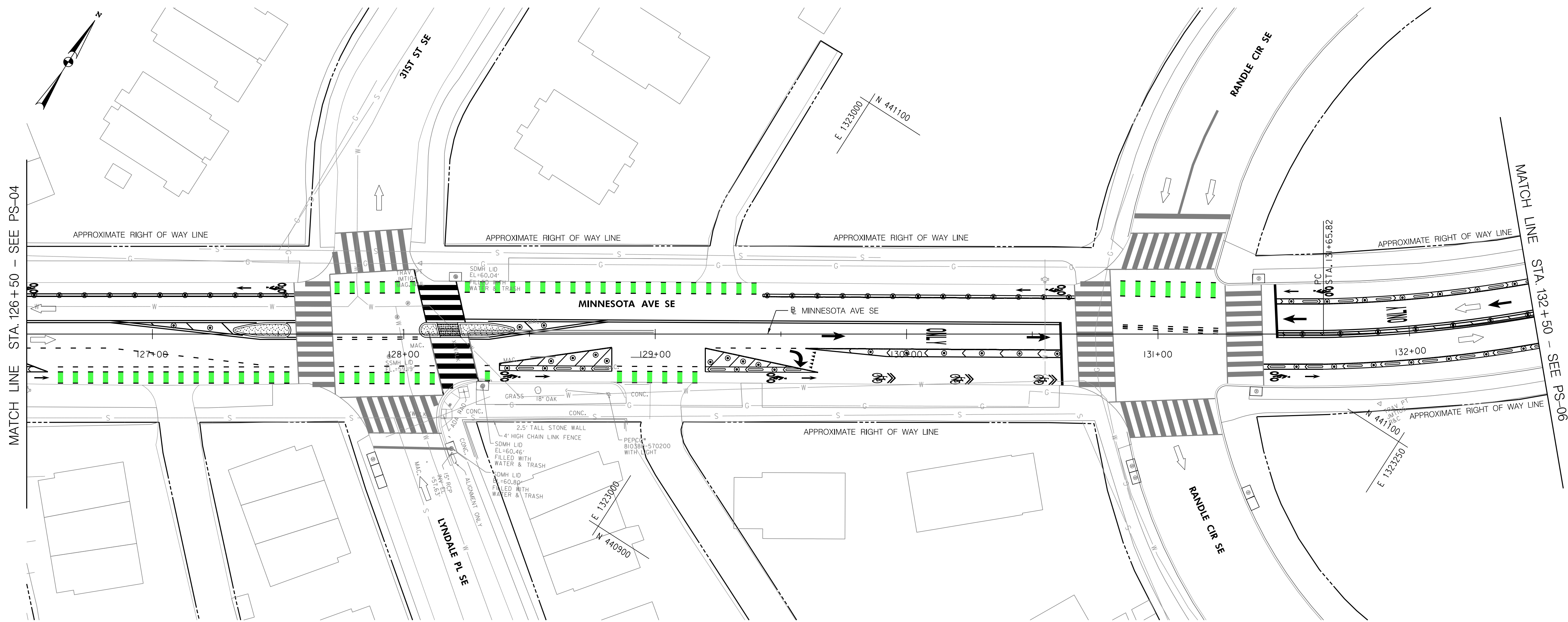
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
ROADWAY PLAN		JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	PL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:	_____	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____	_____	1" = 20'
		SHEET 16 OF 83
		DRAWING NO. PS-04

2/2/2022 R:\2019\08\_DD01\00\_Traffic Eng\_Des\_JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pHD-004\_Minnesota Ave.dgn





PCC WHEELCHAIR/BICYCLE RAMP-NEW CONSTRUCTION			
STATION	OFFSET	EACH	STD. DRAWING
128+17	LT	1	506.02
128+18	RT	1	506.02

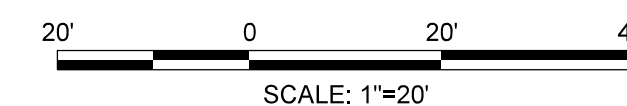
PCC CURB, 15 TO 18 INCH DEPTH STD. 606.01		
STATION	OFFSET	LINEAR FEET
127+32 TO 127+55	LT/RT	51
128+06 TO 128+44	LT/RT	93

PCC SIDEWALK, 4 INCH STD. 605.01		
STATION	OFFSET	SQUARE YARD
127+32 TO 127+55	LT/RT	9
128+06 TO 128+44	LT/RT	16

6'X8" PRE-CAST PCC WHELL STOP (SEE DETAILS ON DWG G-03)		
STATION	OFFSET	EACH
131+58 TO 132+39	LT	6
128+46 TO 128+82	RT	3
129+22 TO 129+58	RT	3
131+45 TO 132+50	RT	7

**LEGEND**

- 28" FLEX POSTS
- PRE-CAST WHEEL STOP
- BICYCLE LANE
- PAVEMENT/SIDEWALK TO BE REMOVED
- PROPOSED CONCRETE BUS PAD
- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- PROPOSED QUEUE BOX

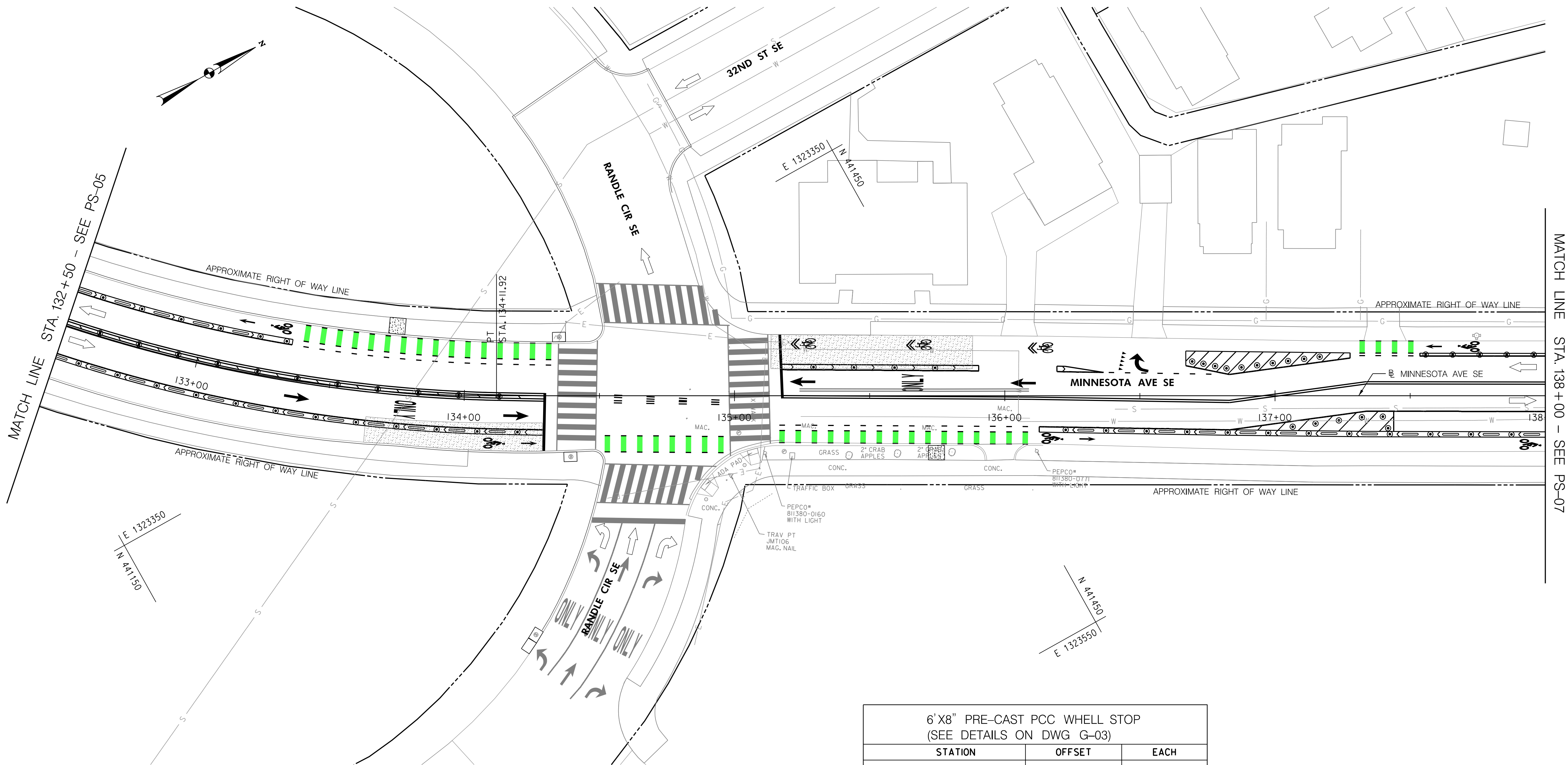


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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
ROADWAY PLAN		JAM
RECOMMENDED FOR APPROVAL:		JAM
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE	1" = 20'
APPROVED:	SHEET	17 OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	DRAWING NO.	PS-05
DATE:		



PCC SIDEWALK, 4 INCH STD. 605.01		
STATION	OFFSET	SQUARE YARD
133+70 TO 133+77	LT	4
135+72 TO 135+78	RT	4

6'X8" PRE-CAST PCC WHEEL STOP (SEE DETAILS ON DWG G-03)		
STATION	OFFSET	EACH
132+50 TO 1383+16	LT	5
132+50 TO 134+15	RT	12
136+30 TO 137+98	RT	12

**LEGEND**

- 28" FLEX POSTS
- PRE-CAST WHEEL STOP
- BICYCLE LANE
- PAVEMENT/SIDEWALK TO BE REMOVED
- PROPOSED CONCRETE BUS PAD
- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- PROPOSED QUEUE BOX

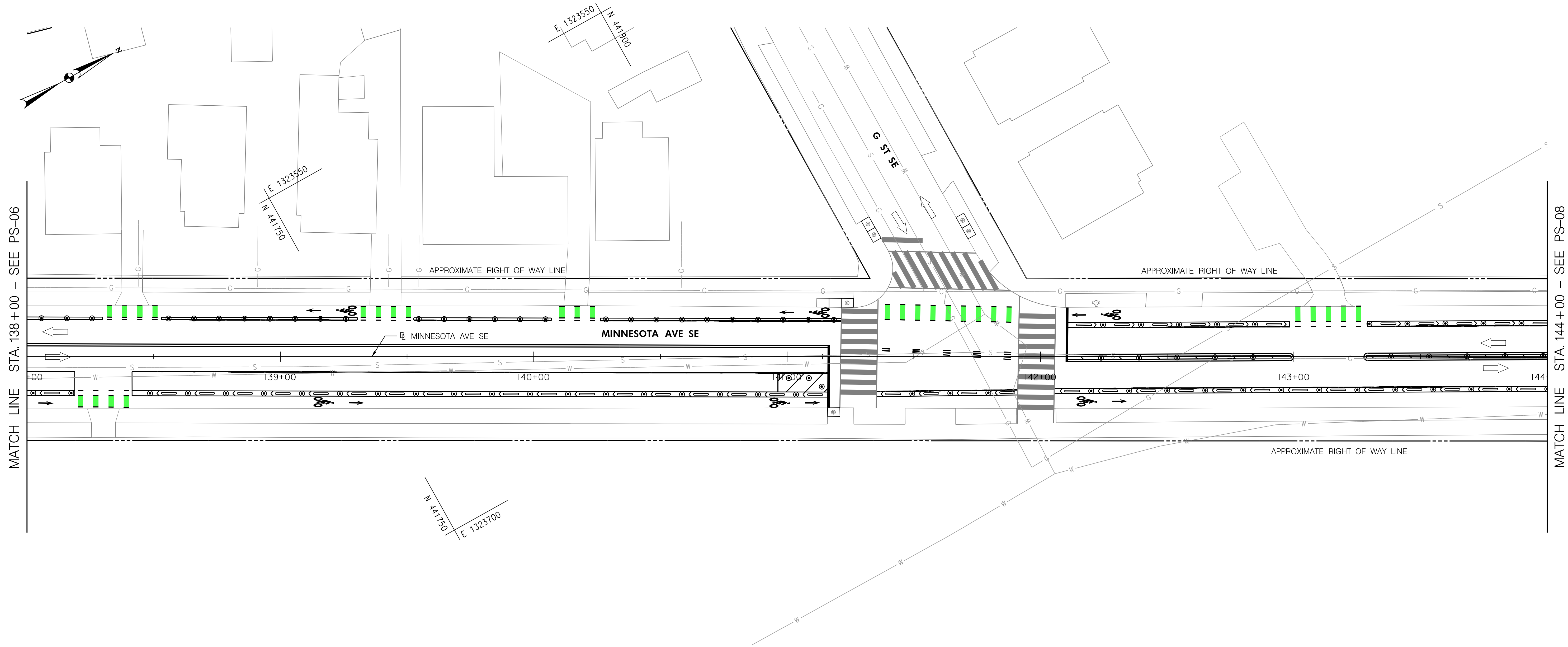


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S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
ROADWAY PLAN		JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	FL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:	_____	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____	_____	1" = 20"
		SHEET 18 OF 83
		DRAWING NO. PS-06



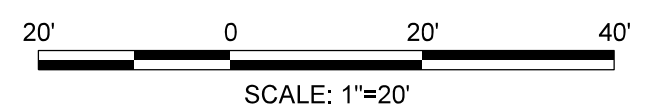
MATCH LINE STA. 138+00 - SEE PS-06

MATCH LINE STA. 144+00 - SEE PS-08

6'x8" PRE-CAST PCC WHEEL STOP  
(SEE DETAILS ON DWG G-03)

STATION	OFFSET	EACH
138+07 TO 138+13	RT	1
138+53 TO 141+14	RT	18
141+39 TO 141+90	RT	4
142+09 TO 144+00	RT	13
142+14 TO 142+98	LT	6
143+30 TO 144+00	LT	5

- LEGEND**
- 28" FLEX POSTS
  - PRE-CAST WHEEL STOP
  - BICYCLE LANE
  - PAVEMENT/SIDEWALK TO BE REMOVED
  - PROPOSED CONCRETE BUS PAD
  - CONCRETE SIDEWALK
  - DETECTABLE WARNING SURFACE
  - PROPOSED QUEUE BOX



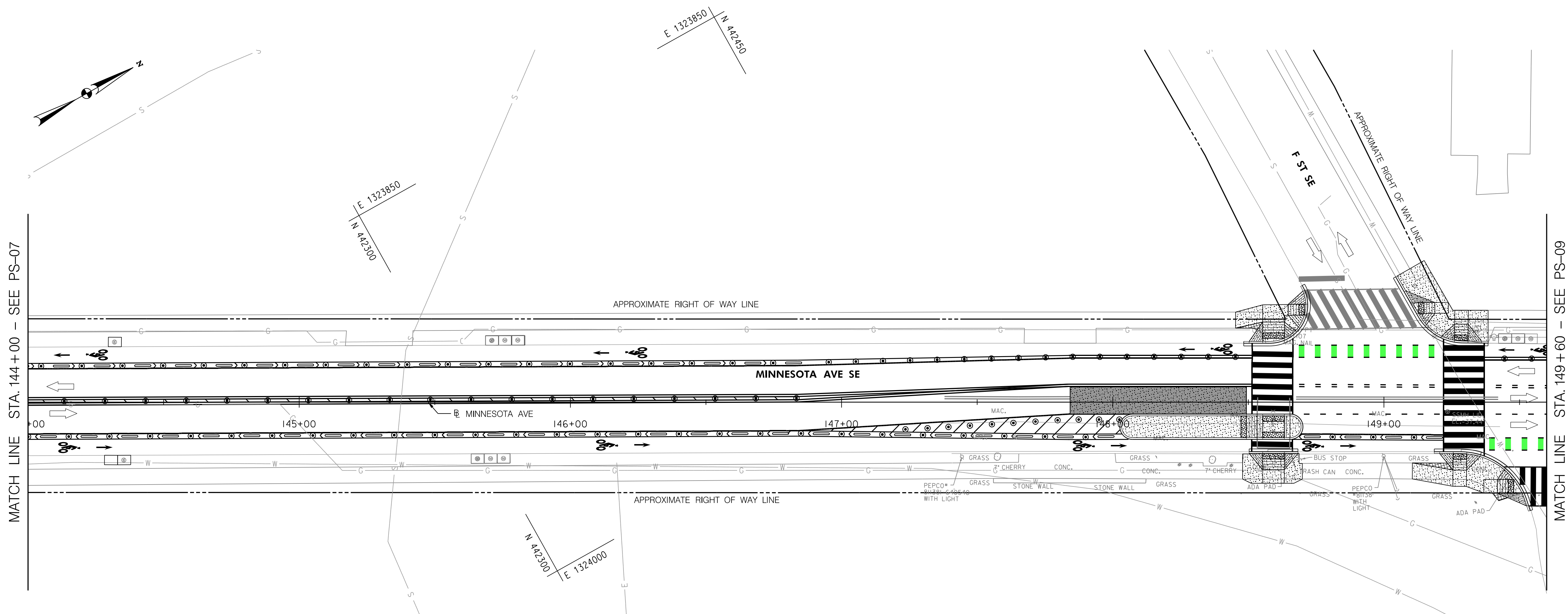
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
ROADWAY PLAN		JAM DRAWN BY
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	FL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:	_____	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____	_____	1" = 20'
		SHEET 19 OF 83
		DRAWING NO. PS-07

2/2/2022 R:\2019\08\_DD01\00\_Traffic Eng\_Des\_JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pHD-007\_Minnesota Ave.dgn



6'X8" PRE-CAST PCC WHEEL STOP (SEE DETAILS ON DWG G-03)		
STATION	OFFSET	EACH
144+09 TO 146+85	LT	19
144+05 TO 148+00	RT	27
148+71 TO 149+22	RT	4

PCC SIDEWALK, 4 INCH STD. 605.01		
STATION	OFFSET	SQUARE YARD
148+45 TO 148+72	LT	31
149+05 TO 149+39	LT	50
149+10 TO 149+53	RT	57
148+48 TO 148+70	RT	26
149+11 TO 149+53	RT	43

PCC BUS STOP PAD STD. 506.01		
STATION	OFFSET	CUBIC YARD
147+84 TO 148+49	LT/RT	24

FURNISH AND SET 8"X12" GRANITE STRAIGHT CURB STD. 606.02		
STATION	OFFSET	LINEAR FEET
148+07 TO 148+65	RT	59
148+07 TO 148+65	RT	59

FURNISH AND SET 8"X12" GRANITE CIRCULAR CURB RADIUS UNDER 100 FT, STD. 606.02		
STATION	OFFSET	LINEAR FEET
148+03 TO 148+07	RT	15
148+65 TO 148+70	RT	15

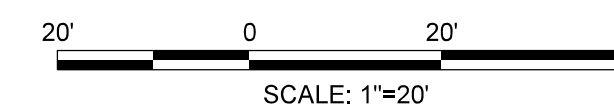
HARD SURFACE EXCAVATION FOR PAVEMENT REMOVAL		
STATION	OFFSET	CUBIC YARD
148+45 TO 148+55	LT	0.2
149+11 TO 149+26	RT	0.3
149+40 TO 149+46	RT	0.2

PCC WHEELCHAIR/BICYCLE RAMP-NEW CONSTRUCTION			
STATION	OFFSET	EACH	STD. DRAWING
148+59	LT	1	606.08
148+71	LT	1	606.08
149+13	LT	1	606.08
149+28	LT	1	606.08
148+49	RT	1	606.11
148+59	RT	1	506.02
148+59	RT	1	606.08
149+28	RT	1	606.08
149+48	RT	1	606.08

PCC CURB AND GUTTER, 15 TO 15 INCH DEPTH STD. 606.01		
STATION	OFFSET	LINEAR FEET
148+48 TO 148+70	LT	40
149+04 TO 149+39	LT	46
148+50 TO 148+68	RT	18
149+18 TO 149+54	RT	46

**LEGEND**

- 28" FLEX POSTS
- PRE-CAST WHEEL STOP
- BICYCLE LANE
- PAVEMENT/SIDEWALK TO BE REMOVED
- PROPOSED CONCRETE BUS PAD
- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- PROPOSED QUEUE BOX

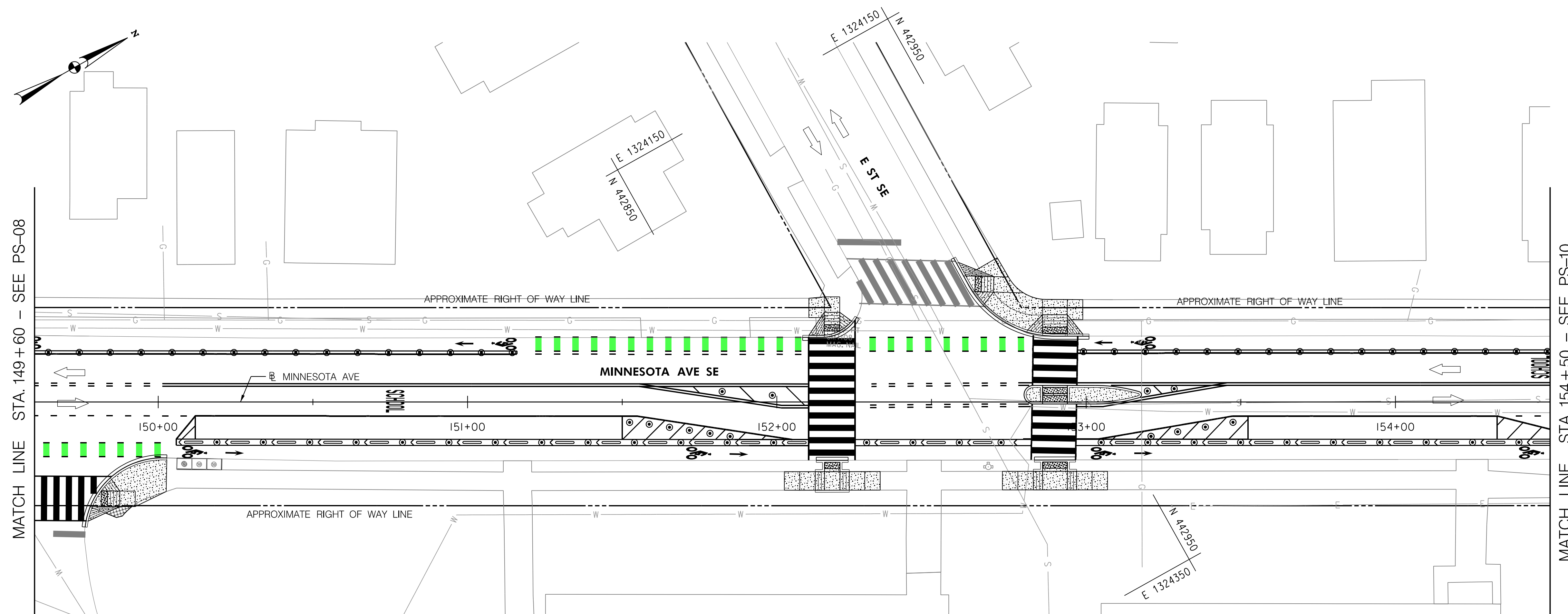


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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
ROADWAY PLAN		JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	FL
TRAFFIC SIGNAL PROGRAM MANAGER	02 /2022	DATE
APPROVED:	SCALE	1" = 20'
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	SHEET	20
DATE:	OF	83
	DRAWING NO.	PS-08



PCC SIDEWALK, 4 INCH STD. 605.01		
STATION	OFFSET	SQUARE YARD
149+76 TO 150+03	RT	30
152+10 TO 152+24	LT	14
152+58 TO 152+99	LT	50
152+80 TO 153+18	LT/RT	16
152+02 TO 152+34	RT	23
152+73 TO 153+07	RT	26

PCC CURB, 15 TO 18 INCH DEPTH STD. 606.01		
STATION	OFFSET	LINEAR FEET
152+80 TO 153+18	LT/RT	93
152+12 TO 152+15	RT	6
152+20 TO 152+24	RT	6
152+83 TO 152+86	RT	6
152+94 TO 152+97	RT	6

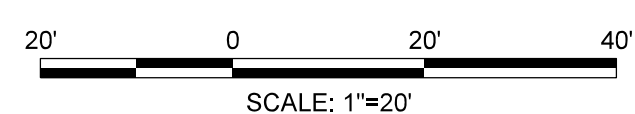
PCC CURB AND GUTTER, 15 TO 18 INCH DEPTH STD. 606.01		
STATION	OFFSET	LINEAR FEET
149+76 TO 150+03	RT	38
152+08 TO 152+26	LT	20
152+57 TO 153+01	LT	55
152+12 TO 152+23	RT	11
152+83 TO 152+97	RT	14

PCC WHEELCHAIR/BICYCLE RAMP-NEW CONSTRUCTION			
STATION	OFFSET	EACH	STD. DRAWING
149+81	RT	1	606.08
152+18	LT	1	606.08
152+64	LT	1	606.08
152+90	LT	1	606.08
152+90	LT	1	506.02
152+90	LT	1	506.02
152+18	RT	1	606.11
152+64	RT	1	606.11

6' X 8" PRE-CAST PCC WHELL STOP (SEE DETAILS ON DWG G-03)		
STATION	OFFSET	EACH
150+08 TO 152+09	RT	14
152+33 TO 152+70	RT	3
153+10 TO 154+50	RT	10

HARD SURFACE EXCAVATION FOR PAVEMENT REMOVAL		
STATION	OFFSET	CUBIC YARD
149+83 TO 149+92	RT	0.3

- LEGEND**
- 28" FLEX POSTS
  - PRE-CAST WHEEL STOP
  - BICYCLE LANE
  - PAVEMENT/SIDEWALK TO BE REMOVED
  - PROPOSED CONCRETE BUS PAD
  - CONCRETE SIDEWALK
  - DETECTABLE WARNING SURFACE
  - PROPOSED QUEUE BOX



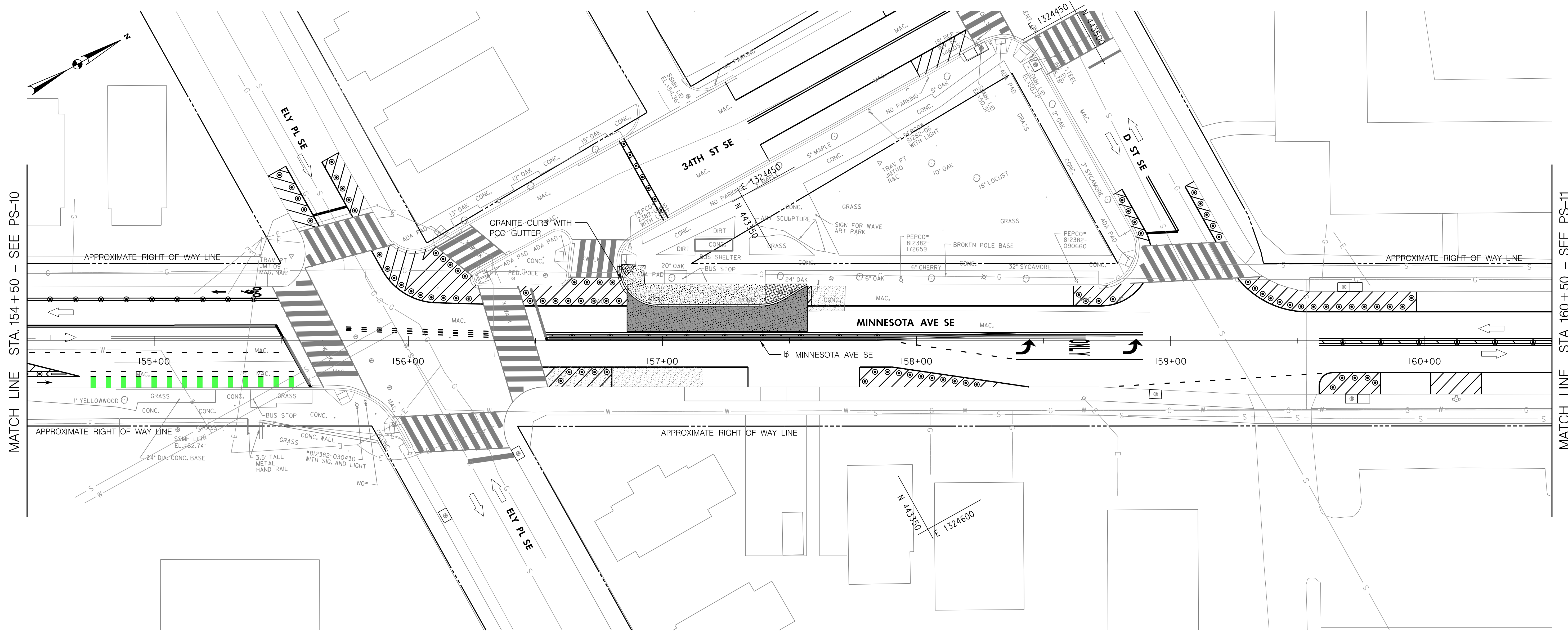
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DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE ROADWAY PLAN		DESIGNED BY JAM
RECOMMENDED FOR APPROVAL: TRAFFIC SIGNAL DESIGN ENGINEER _____ DATE _____ TRAFFIC SIGNAL PROGRAM MANAGER _____		REVIEWED BY JAM
APPROVED: TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR _____		DATE 02 / 2022
DATE: _____		SCALE 1" = 20'
		SHEET 21 OF 83
		DRAWING NO. PS-09

2/2/2022 R:\2019\08\_001\Traffic Eng\_Des\_JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pHD-009\_Minnesota Ave.dgn



MATCH LINE STA. 154+50 - SEE PS-10

MATCH LINE STA. 160+50 - SEE PS-11

6'X8" PRE-CAST PCC WHELL STOP (SEE DETAILS ON DWG G-03)		
STATION	OFFSET	EACH
154+59 TO 154+65	RT	1

FURNISH AND SET 8"X12" GRANITE STRAIGHT CURB STD. 606.02		
STATION	OFFSET	LINEAR FEET
156+98 TO 157+38	LT	40
157+48 TO 157+57	LT	10

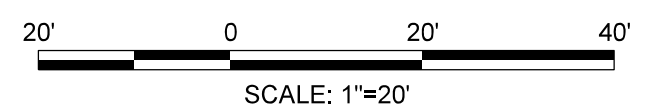
PCC BUS STOP PAD STD. 506.01		
STATION	OFFSET	CUBIC YARD
156+86 TO 157+57	LT	29.5

PCC SIDEWALK, 4 INCH STD. 605.01		
STATION	OFFSET	SQUARE YARD
156+83 TO 157+41	LT	53

HARD SURFACE EXCAVATION FOR PAVEMENT REMOVAL		
STATION	OFFSET	CUBIC YARD
157+40 TO 157+57	LT	4.5

FURNISH AND SET 8"X12" GRANITE CIRCULAR CURB RADIUS UNDER 100 FT, STD. 606.02		
STATION	OFFSET	LINEAR FEET
156+83 TO 156+98	LT	24
157+38 TO 157+48	LT	10

- LEGEND**
- 28" FLEX POSTS
  - PRE-CAST WHEEL STOP
  - BICYCLE LANE
  - PAVEMENT/SIDEWALK TO BE REMOVED
  - PROPOSED CONCRETE BUS PAD
  - CONCRETE SIDEWALK
  - DETECTABLE WARNING SURFACE
  - PROPOSED QUEUE BOX



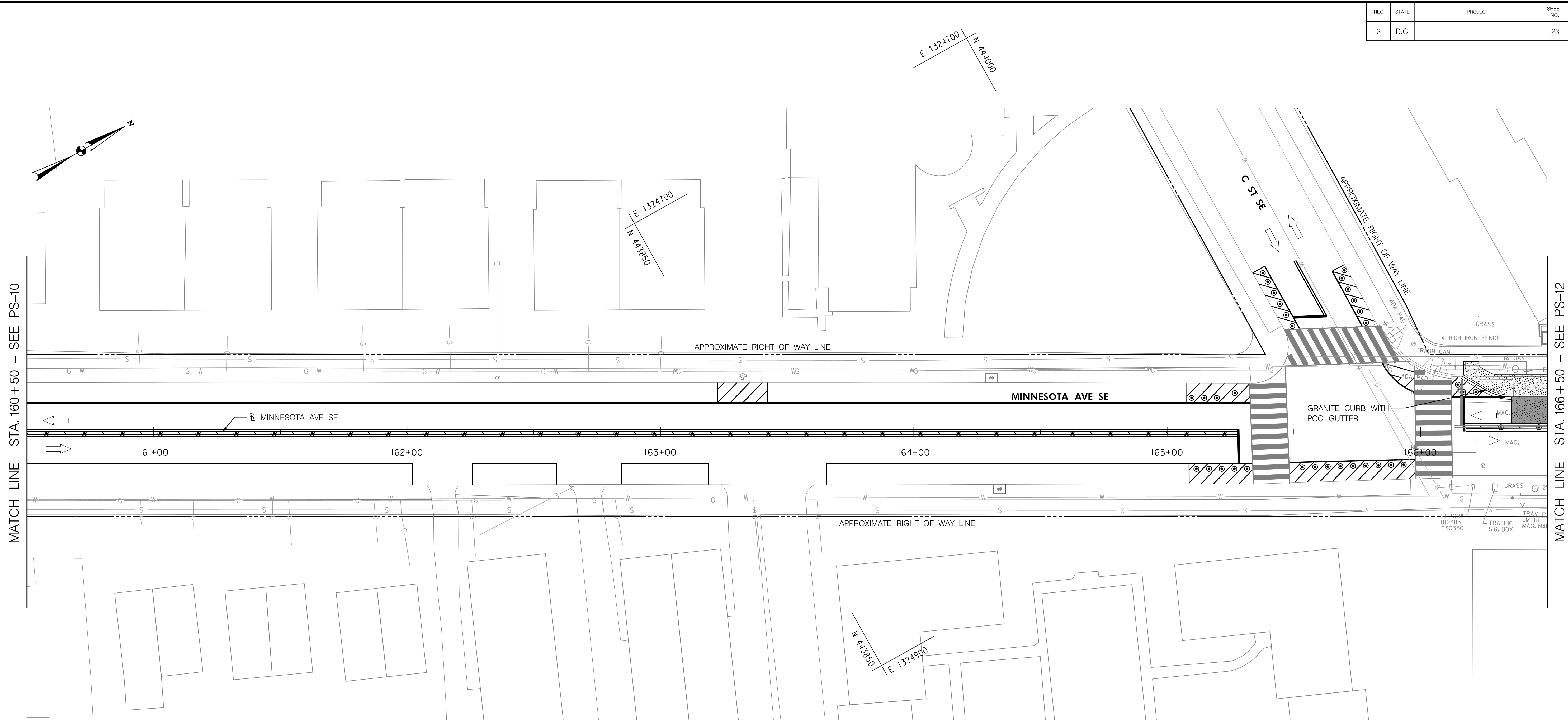
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FEBRUARY 2022  
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(202) 570-7080  
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
ROADWAYPLAN		JAM
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	FL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:	_____	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____	_____	1" = 20'
		SHEET 22 OF 83
		DRAWING NO. PS-10

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		23	83



FURNISH AND SET 8"X12" GRANITE STRAIGHT CURB STD. 606.02		
STATION	OFFSET	LINEAR FEET
166+17 TO 166+26	LT	11
166+36 TO 166+50	LT	14

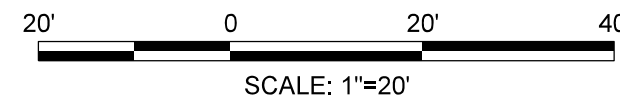
PCC BUS STOP PAD STD. 506.01		
STATION	OFFSET	CUBIC YARD
166+35 TO 166+50	LT	6

PCC SIDEWALK, 4 INCH STD. 605.01		
STATION	OFFSET	SQUARE YARD
166+17 TO 166+50	LT	29

FURNISH AND SET 8"X12" GRANITE CIRCULAR CURB RADIUS UNDER 100 FT, STD. 606.02		
STATION	OFFSET	LINEAR FEET
166+26 TO 166+36	LT	10

**LEGEND**

- 28" FLEX POSTS
- PRE-CAST WHEEL STOP
- BICYCLE LANE
- PAVEMENT/SIDEWALK TO BE REMOVED
- PROPOSED CONCRETE BUS PAD
- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- PROPOSED QUEUE BOX



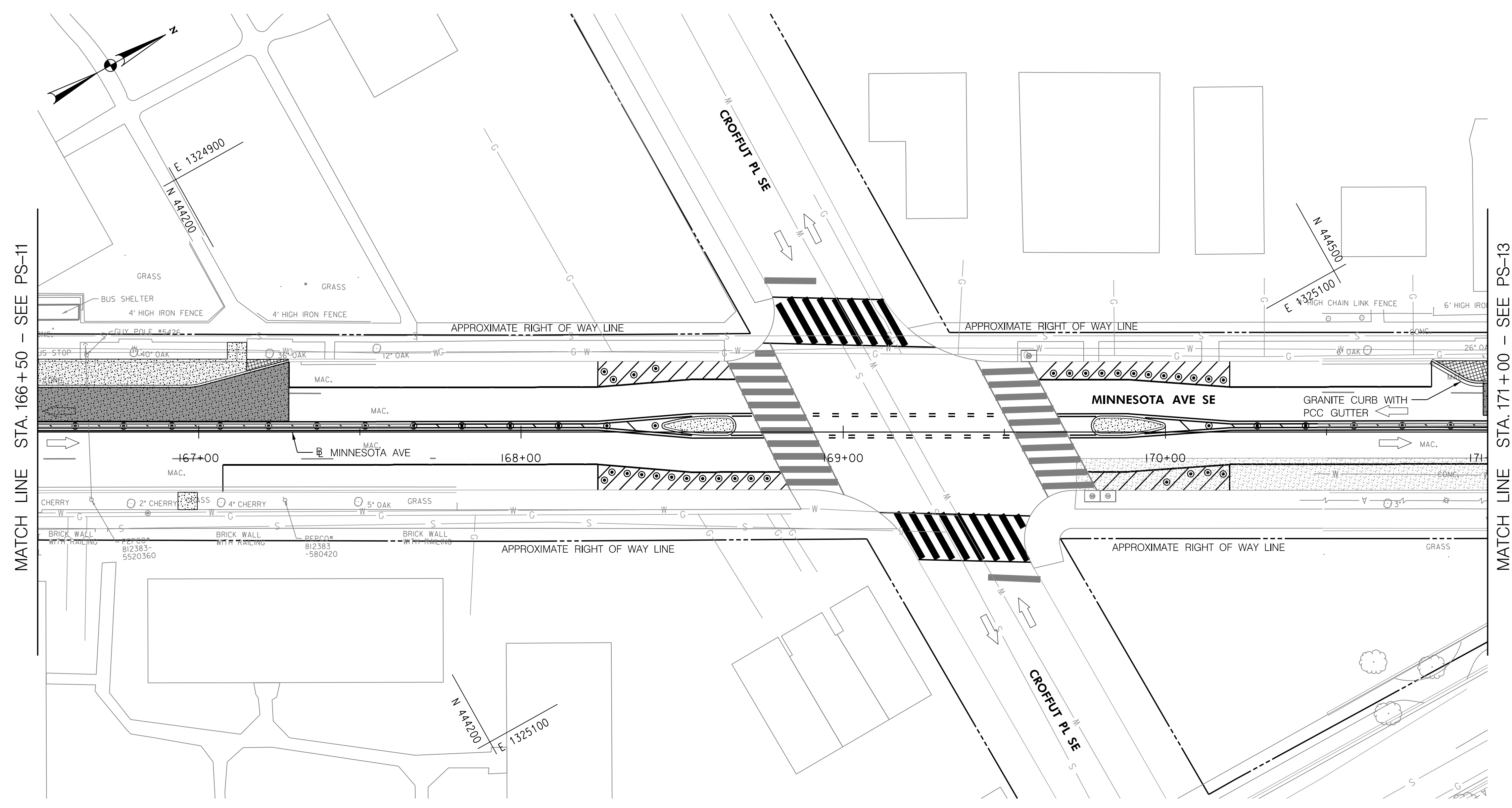
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S.L.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE ROADWAY PLAN		FIELD CHECKED BY
RECOMMENDED FOR APPROVAL:		DESIGNED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	JAM
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DRAWN BY
APPROVED:		JAM
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	_____	REVIEWED BY
DATE: _____	DATE: 02 / 2022	FL
SCALE: 1" = 20'	SHEET 23 OF 83	DATE
DRAWING NO. PS-11		

2/2/2022 R:\2019\08\_DD01\_ID10\_Traffic Eng\_Des\_JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pHD-011\_Minnesota\_Ave.dgn



HARD SURFACE EXCAVATION FOR PAVEMENT REMOVAL		
STATION	OFFSET	CUBIC YARD
170+84 TO 171+00	LT	4
167+15 TO 167+28	LT	1.5

PCC CURB, 15 TO 18 INCH DEPTH STD. 606.01			
STATION	OFFSET	LINEAR FEET	
168+44 TO 168+67	LT & RT	51	
169+77 TO 170+00	LT & RT	51	

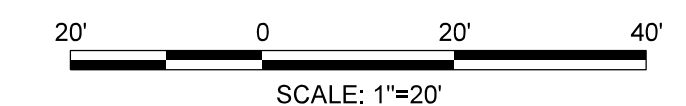
PCC SIDEWALK, 4 INCH STD. 605.01			
STATION	OFFSET	SQUARE YARD	
166+50 TO 167+15	LT	58	
166+94 TO 167+00	RT	4	
168+44 TO 168+67	LT/RT	9	
169+77 TO 170+00	LT/RT	9	

PCC BUS STOP PAD STD. 506.01			
STATION	OFFSET	CUBIC YARD	
166+50 TO 167+28	LT	35	

FURNISH AND SET 8"X12" GRANITE STRAIGHT CURB STD. 606.02			
STATION	OFFSET	LINEAR FEET	
166+50 TO 166+96	LT	46	
167+01 TO 167+28	LT	28	
170+83 TO 170+92	LT	11	
170+97 TO 171+00	LT	3	

FURNISH AND SET 8"X12" GRANITE CIRCULAR CURB RADIUS UNDER 100 FT, STD. 606.02			
STATION	OFFSET	LINEAR FEET	
166+96 TO 167+01	LT	5	
170+92 TO 170+97	LT	5	

- LEGEND**
- 28" FLEX POSTS
  - PRE-CAST WHEEL STOP
  - BICYCLE LANE
  - PAVEMENT/SIDEWALK TO BE REMOVED
  - PROPOSED CONCRETE BUS PAD
  - CONCRETE SIDEWALK
  - DETECTABLE WARNING SURFACE
  - PROPOSED QUEUE BOX



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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE MULTIMODAL PROJECT  
FROM PENNSYLVANIA AVENUE SE TO A STREET SE

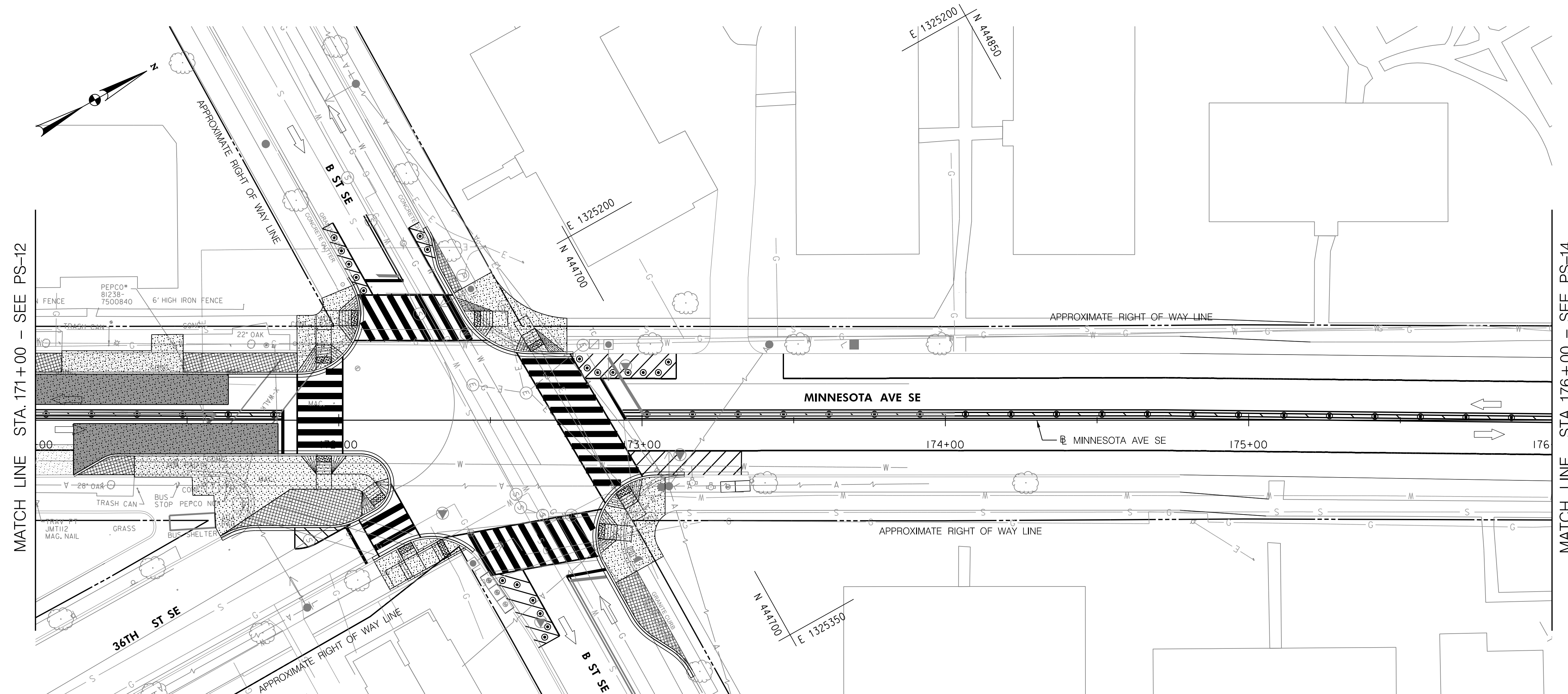
ROADWAY PLAN

RECOMMENDED FOR APPROVAL:  
TRAFFIC SIGNAL DESIGN ENGINEER \_\_\_\_\_  
DATE \_\_\_\_\_  
TRAFFIC SIGNAL PROGRAM MANAGER \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR \_\_\_\_\_  
DATE: \_\_\_\_\_

FINAL  
FIELD CHECKED BY \_\_\_\_\_  
DESIGNED BY \_\_\_\_\_  
JAM  
DRAWN BY \_\_\_\_\_  
JAM  
REVIEWED BY \_\_\_\_\_  
FL  
DATE \_\_\_\_\_  
02 / 2022  
SCALE  
1" = 20'  
SHEET 24 OF 83  
DRAWING NO. PS-12

2/2/2022 RA\2019\08\_DD01\_ID10\_Traffic Eng\_Des\_JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pHD-012\_Minnesota\_Ave.dgn





PCC CURB AND/OR GUTTER, 15 TO 18 INCH DEPTH STD. 606.01		
STATION	OFFSET	LINEAR FEET
171+64 TO 172+03	LT	70
171+61 TO 171+80	RT	106
172+12 TO 172+44	RT	36
172+29 TO 172+77	LT	73
173+14 TO 173+17	RT	99

PCC SIDEWALK, 4 INCH STD. 605.01			
STATION	OFFSET	SQUARE YARD	
171+08 TO 171+49	LT	38	
171+32 TO 172+17	RT	122	
171+86 TO 172+06	LT	44	
172+12 TO 172+42	RT	27	
172+38 TO 172+75	LT	59	
172+86 TO 173+08	RT	62	

PCC WHEELCHAIR/BICYCLE RAMP-NEW CONSTRUCTION						
STATION	OFFSET	EACH	STD. DRAWING			
171+95	LT	I	606.08			
171+95	RT	I	606.08			
172+05	LT	I	606.08			
172+13	RT	I	606.08			
172+22	RT	I	506.02			
172+35	RT	I	506.02			
172+46	LT	I	606.11			
172+65	LT	I	606.11			
172+87	RT	I	606.11			
172+94	RT	I	606.11			

HARD SURFACE EXCAVATION FOR PAVEMENT REMOVAL		
STATION	OFFSET	CUBIC YARD
171+00 TO 171+09	LT	3
171+14 TO 171+32	RT	5
171+49 TO 171+86	LT	13.5
171+61 TO 172+08	RT	21.5
172+30 TO 172+41	LT	2.5
172+91 TO 173+17	RT	11

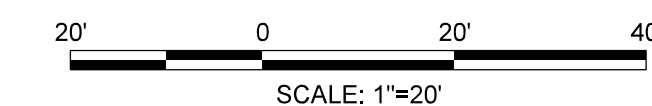
FURNISH AND SET 8"X12" GRANITE STRAIGHT CURB STD. 606.02		
STATION	OFFSET	LINEAR FEET
171+00 TO 171+64	LT	64
171+13 TO 171+22	LT	11
171+27 TO 171+80	LT	53

PCC BUS STOP PAD STD. 506.01		
STATION	OFFSET	CUBIC YARD
171+00 TO 171+64	LT	24
171+13 TO 171+80	RT	27

FURNISH AND SET 8"X12" GRANITE CIRCULAR CURB RADIUS UNDER 100 FT, STD. 606.02		
STATION	OFFSET	LINEAR FEET
171+22 TO 171+27	LT	5

**LEGEND**

- 28" FLEX POSTS
- PRE-CAST WHEEL STOP
- BICYCLE LANE
- PAVEMENT/SIDEWALK TO BE REMOVED
- PROPOSED CONCRETE BUS PAD
- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- PROPOSED QUEUE BOX



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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE MULTIMODAL PROJECT  
FROM PENNSYLVANIA AVENUE SE TO A STREET SE

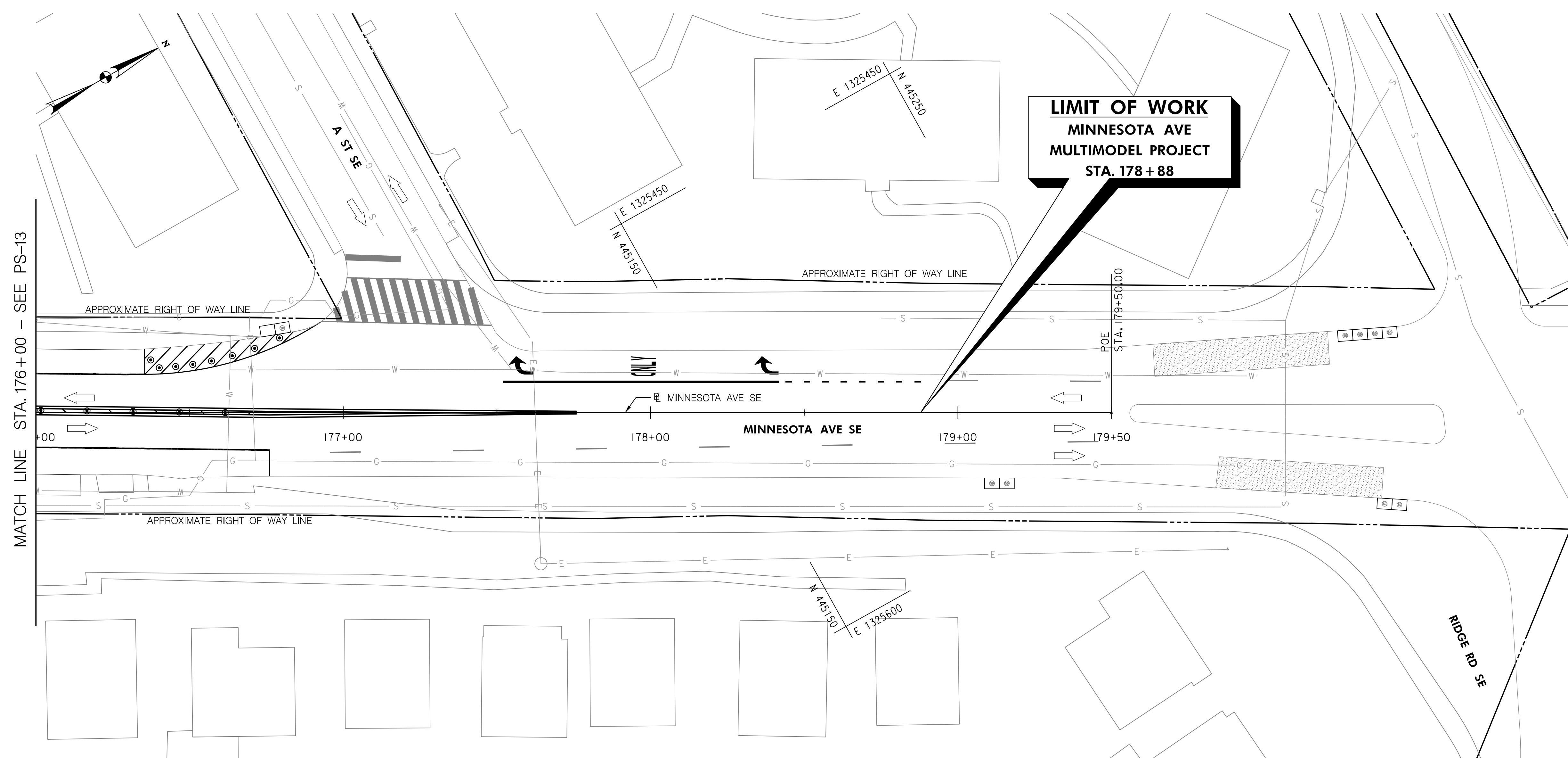
ROADWAY PLAN

RECOMMENDED FOR APPROVAL:  
TRAFFIC SIGNAL DESIGN ENGINEER \_\_\_\_\_  
TRAFFIC SIGNAL PROGRAM MANAGER \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR \_\_\_\_\_  
DATE: \_\_\_\_\_





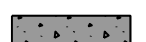
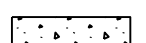


FINAL  
FIELD CHECKED BY \_\_\_\_\_  
DESIGNED BY \_\_\_\_\_  
JAM  
DRAWN BY \_\_\_\_\_  
JAM  
REVIEWED BY \_\_\_\_\_  
FL  
DATE  
02 / 2022  
SCALE  
1" = 20'  
SHEET 25 OF 83  
DRAWING NO.  
PS-13

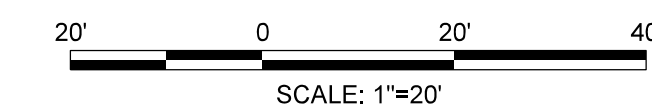
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REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		26	83



**LEGEND**

-  28" FLEX POSTS
-  PRE-CAST WHEEL STOP
-  BICYCLE LANE
-  PAVEMENT/SIDEWALK TO BE REMOVED
-  PROPOSED CONCRETE BUS PAD
-  CONCRETE SIDEWALK
-  DETECTABLE WARNING SURFACE
-  PROPOSED QUEUE BOX



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FEBRUARY 2022  
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S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		FIELD CHECKED BY _____
ROADWAY PLAN		DESIGNED BY _____
		JAM DRAWN BY _____
		JAM REVIEWED BY _____
RECOMMENDED FOR APPROVAL:		FL DATE
TRAFFIC SIGNAL DESIGN ENGINEER _____		02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER _____		SCALE 1" = 20'
APPROVED: _____		SHEET / OF 26 / 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR _____		DRAWING NO. PS-14
DATE: _____		

2/2/2022 R:\2019\08\_DD01\010\_Traffic Eng\_Des\_JMT\Task\_25B - Minnesota Ave\_Multimodal\DWG\Civil\Print\_Sheets\pHD-04\_Minnesota\_Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		27	83

GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

EROSION CONTROL NARRATIVE

- FOLLOWING INITIAL LAND DISTURBANCE OR RE-DISTURBANCE, PERMANENT OR INTERIM STABILIZATION MUST BE COMPLETED WITHIN SEVEN (7) CALENDAR DAYS FOR THE SURFACES OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND SLOPES GREATER THAN THREE (3) HORIZONTAL TO ONE (1) VERTICAL (3:1); AND FOURTEEN (14) DAYS FOR ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE. THESE REQUIREMENTS DO NOT APPLY TO AREAS SHOWN ON THE PLAN THAT ARE USED FOR MATERIAL STORAGE OTHER THAN STOCKPILING, OR FOR THOSE AREAS ON THE PLAN WHERE ACTUAL CONSTRUCTION ACTIVITIES ARE BEING PERFORMED. MAINTENANCE SHALL BE PERFORMED AS NECESSARY SO THAT STABILIZED AREAS CONTINUOUSLY MEET THE APPROPRIATE REQUIREMENTS OF THE DISTRICT OF COLUMBIA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.(ESC).[21 DCMR § 542.9 (o)]
- ESC MEASURES SHALL BE IN PLACE BEFORE AND DURING LAND DISTURBANCE.[21 DCMR § 543.6]
- CONTACT DOEE INSPECTION (202) 535-2977 TO SCHEDULE A PRECONSTRUCTION MEETING AT LEAST THREE (3) BUSINESS DAYS BEFORE THE COMMENCEMENT OF A LAND-DISTURBING ACTIVITY.[21 DCMR § 503.7 (A)]
- A COPY OF THE APPROVED PLAN SET WILL BE MAINTAINED AT THE CONSTRUCTION SITE FROM THE DATE THAT CONSTRUCTION ACTIVITIES BEGIN TO THE DATE OF FINAL STABILIZATION AND WILL BE AVAILABLE FOR DOEE INSPECTORS.[21 DCMR § 542.15]
- ESC MEASURES SHALL BE IN PLACE TO STABILIZE AN EXPOSED AREA AS SOON AS PRACTICABLE AFTER CONSTRUCTION ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED BUT NO LATER THAN FOURTEEN (14) DAYS FOLLOWING CESSATION, EXCEPT THAT TEMPORARY OR PERMANENT STABILIZATION SHALL BE IN PLACE AT THE END OF EACH DAY OF UNDERGROUND UTILITY WORK THAT IS NOT CONTAINED WITHIN A LARGER DEVELOPMENT SITE.[21 DCMR § 543.7]
- STOCKPILED MATERIAL BEING ACTIVELY USED DURING A PHASE OF CONSTRUCTION SHALL BE PROTECTED AGAINST EROSION BY ESTABLISHING AND MAINTAINING PERIMETER CONTROLS AROUND THE STOCKPILE.[21 DCMR § 543.16 (A)]
- STOCKPILED MATERIAL NOT BEING ACTIVELY USED OR ADDED TO SHALL BE STABILIZED WITH MULCH, TEMPORARY VEGETATION, HYDRO-SEED OR PLANT WITHIN FIFTEEN (15) CALENDAR DAYS AFTER ITS LAST USE OR ADDITION.[21 DCMR § 543.16 (B)]
- FILL MATERIAL MUST BE FREE OF CONTAMINATION LEVELS OF ANY POLLUTANT THAT IS, OR MAY BE CONSIDERED TO REPRESENT, A POSSIBLE HEALTH HAZARD TO THE PUBLIC OR MAY BE DETRIMENTAL TO SURFACE OR GROUND WATER QUALITY, OR WHICH MAY CAUSE DAMAGE TO PROPERTY OR THE DRAINAGE SYSTEM. ALL FILL MATERIAL MUST BE FREE OF HAZARDOUS MATERIALS AND COMPLY WITH ALL APPLICABLE DISTRICT AND FEDERAL REGULATIONS.
- PROTECT BEST MANAGEMENT PRACTICES FROM SEDIMENTATION AND OTHER DAMAGE DURING CONSTRUCTION FOR PROPER POST CONSTRUCTION OPERATION. [21 DCMR § 543.5]
- REQUEST A DOEE INSPECTOR'S APPROVAL AFTER THE INSTALLATION OF PERIMETER EROSION AND SEDIMENT CONTROLS, BUT BEFORE PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING. [21 DCMR § 542.12 (A)]
- REQUEST A DOEE INSPECTOR'S APPROVAL AFTER FINAL STABILIZATION OF THE SITE AND BEFORE THE REMOVAL OF EROSION AND SEDIMENT CONTROLS.[21 DCMR § 542.12 (B)]
- FINAL STABILIZATION MEANS THAT ALL LAND-DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED AND EITHER OF THE FOLLOWING TWO CRITERIA HAVE BEEN MET:(1) A UNIFORM (FOR EXAMPLE, EVENLY DISTRIBUTED, WITHOUT LARGE BARE AREAS) PERENNIAL VEGETATIVE COVER WITH A DENSITY OF SEVENTY PERCENT (70%) OF THE NATIVE BACKGROUND VEGETATIVE COVER FOR THE AREA HAS BEEN ESTABLISHED ON ALL UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES, OR (2) EQUIVALENT PERMANENT STABILIZATION MEASURES HAVE BEEN EMPLOYED (SUCH AS THE USE OF RIPRAP, GABIONS, OR GEOTEXTILES).[21 DCMR § 542.12 (B.1, B.2)]
- FOLLOW THE REQUIREMENTS OF THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY APPROVED STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND MAINTAIN A LEGIBLE COPY OF THIS SWPPP ON SITE.[21 DCMR § 543.10 (B)]
- POST A SIGN THAT NOTIFIES THE PUBLIC TO CONTACT DOEE IN THE EVENT OF EROSION OR OTHER POLLUTION. THE SIGN WILL BE PLACED AT EACH ENTRANCE TO THE SITE OR AS DIRECTED BY THE DOEE INSPECTOR. EACH SIGN WILL BE NO LESS THAN 18X 24 INCHES IN SIZE AND MADE OF MATERIALS THAT WILL WITHSTAND WEATHER FOR THE DURATION OF THE PROJECT. LETTERING WILL BE AT LEAST 1 INCH IN HEIGHT AND EASILY READABLE BY THE PUBLIC FROM A DISTANCE OF TWELVE FEET (12 FT). THE SIGN MUST DIRECT THE PUBLIC, IN SUBSTANTIALLY THE FOLLOWING FORM: "TO REPORT EROSION, RUNOFF, OR STORMWATER POLLUTION" AND WILL PROVIDE THE CONSTRUCTION SITE ADDRESS, DOEE'S TELEPHONE NUMBER (202-535-2977), DOEE'S E-MAIL ADDRESS (IEB.SCHEDULING@DC.GOV), AND THE 311 MOBILE APP HEADING (CONSTRUCTION-EROSION RUNOFF).[21 DCMR § 543.22]
- A RESPONSIBLE PERSON MUST BE PRESENT OR AVAILABLE WHILE THE SITE IS IN A LAND-DISTURBING PHASE. THE RESPONSIBLE PERSON IS CHARGED WITH BEING AVAILABLE TO (A) INSPECT THE SITE AND ITS ESC MEASURES AT LEAST ONCE BIWEEKLY AND AFTER A RAINFALL EVENT TO IDENTIFY AND REMEDY EACH POTENTIAL OR ACTUAL EROSION PROBLEM, (B) RESPOND TO EACH POTENTIAL OR ACTUAL EROSION PROBLEM IDENTIFIED BY CONSTRUCTION PERSONNEL, AND (C) SPEAK ON SITE WITH DOEE TO REMEDY EACH POTENTIAL OR ACTUAL EROSION PROBLEM. A RESPONSIBLE PERSON SHALL BE (A) LICENSED IN THE DISTRICT OF COLUMBIA AS A CIVIL OR GEOTECHNICAL ENGINEER, A LAND SURVEYOR, OR ARCHITECT; OR (B) CERTIFIED THROUGH A TRAINING PROGRAM THAT DOEE APPROVES, INCLUDING A COURSE ON EROSION CONTROL PROVIDED BY ANOTHER JURISDICTION OR PROFESSIONAL ASSOCIATION. DURING CONSTRUCTION, THE RESPONSIBLE PERSON SHALL KEEP ON SITE PROOF OF PROFESSIONAL LICENSING OR OF SUCCESSFUL COMPLETION OF A DOEE-APPROVED TRAINING PROGRAM.[21 DCMR § 547]

THE DC DEPARTMENT OF TRANSPORTATION (DDOT) IS PROPOSING MULTIMODAL ENHANCEMENTS TO THE MINNESOTA AVENUE CORRIDOR CONSISTS OF PEDESTRIAN, BICYCLE, AND TRANSIT SAFETY AND MOBILITY ENHANCEMENTS.

THE IMPROVEMENTS INCLUDE NEW PROPOSED SIDEWALK, RAMPS, BUS PADS FOR PEDESTRIANS, MEDIAN ISLAND BUMPOUTS, AND PAVEMENT MARKING ASSOCIATED WITH THE NEW IMPROVEMENTS. THE TOTAL LENGTH OF THE PROJECT IS APPROXIMATELY 7500 LF FROM PENNSYLVANIA AVE SE TO A ST SE.

EROSION AND SEDIMENT CONTROL IN ACCORDANCE WITH DISTRICT DEPARTMENT OF ENVIRONMENT EROSION AND SEDIMENT CONTROL MANUAL SEPTEMBER 2017 WILL BE REQUIRED FOR THE DISTURBANCE OF 22,830 SQUARE FEET. INLET PROTECTION AND SAME DAY STABILIZATION WILL BE USED FOR THE DISTURBED AREA.

THE EROSION CONTROL DURING CONSTRUCTION WILL BE IMPLEMENTED PRIOR TO ANY LAND DISTURBANCE ACTIVITIES. ALL EROSION CONTROL MEASURES ARE INSTALLED IN ACCORDANCE WITH DOEE REGULATIONS.

SITE INFORMATION

LIMIT OF DISTURBANCE 22,830 S.F./0.52 AC.  
CUT VOLUME 750 C.Y.  
FILL VOLUME 750 C.Y.

SOIL EROSION AND SEDIMENT CONTROL MEASURES

ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN CONFORMANCE WITH THE MOST RECENT EDITION OF THE DISTRICT OF COLUMBIA EROSION AND SEDIMENT STANDARDS AND SPECIFICATIONS.

PERMANENT STABILIZATION NOTE

ALL DISTURBED AREAS SHOULD DRAIN TO A ACTIVE EROSION AND SEDIMENT CONTROL MEASURE UNTIL PERMANENT STABILIZATION. PERMANENT STABILIZATION SHALL BE COMPLETED USING GRAVEL OR 4" TOPSOIL AND THE TURFGRASS SOD ESTABLISHMENT.

STOCKPILE NOTE

DEBRIS OR MATERIAL SHALL NOT BE STOCKPILED ON SITE AND SHALL BE IMMEDIATELY DISPOSED OF IN A TRUCK OR DUMPSTER.

DUST CONTROL NOTE

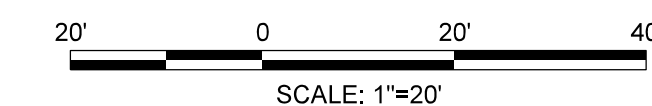
- THE CONTRACTOR MUST CONDUCT OPERATIONS AND MAINTAIN THE PROJECT SITE SO AS TO MINIMIZE THE CREATION AND DISPERSION OF DUST. USE DUST CONTROL THROUGHOUT THE WORK AT THE SITE.
- THE CONTRACTOR MUST PROVIDE CLEAN WATER, FREE FROM SALT, OIL, AND OTHER DELETERIOUS MATERIAL TO BE USED FOR ON-SITE DUST CONTROL.
- THE CONTRACTOR SHALL SUPPLY WATER-SPRAYING EQUIPMENT CAPABLE OF ACCESSING ALL WORK AREAS.
- THE CONTRACTOR SHALL IMPLEMENT STRICT DUST CONTROL MEASURES DURING ACTIVE CONSTRUCTION PERIODS ON-SITE. THESE CONTROL MEASURES SHALL GENERALLY CONSIST OF WATER APPLICATIONS THAT SHALL BE APPLIED A MINIMUM OF ONCE PER DAY DURING DRY WEATHER OR MORE OFTEN AS REQUIRED TO PREVENT DUST EMISSIONS.
- FOR WATER APPLICATION TO UNDISTURBED SOIL SURFACES, THE CONTRACTOR SHALL:  
(A) APPLY WATER WITH EQUIPMENT CONSISTING OF TANK, SPRAY BAR, AND PUMP WITH DISCHARGE PRESSURE GAUGE.  
(B) ARRANGE SPRAY BAR HEIGHT, NOZZLE SPACING AND SPRAY PATTERN TO PROVIDE COMPLETE COVERAGE OF GROUND WITH WATER.  
(C) DISPERSE WATER THROUGH NOZZLES ON SPRAY BAR AT 20 PSI (137.8 KPA) MINIMUM. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING.
- FOR WATER APPLICATION TO SOIL SURFACES DURING DEMOLITION AND/OR EXCAVATION, THE CONTRACTOR SHALL:  
(A) APPLY WATER WITH EQUIPMENT CONSISTING OF A TANK, PUMP WITH DISCHARGE GAUGE, HOSES AND MIST NOZZLES.  
(B) LOCATE TANK AND SPRAYING EQUIPMENT SO THAT THE ENTIRE EXCAVATION AREA CAN BE MISTED WITHOUT INTERFERING WITH DEMOLITION AND/OR EXCAVATION EQUIPMENT OR OPERATIONS. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING.  
(C) APPLY WATER SPRAY IN A MANNER TO PREVENT MOVEMENT OF SPRAY BEYOND THE SITE BOUNDARIES.

SEQUENCE OF CONSTRUCTION

- THE CONTRACTOR SHALL CALL THE INSPECTION/ENFORCEMENT BRANCH, WATERSHED PROTECTION DIVISION, DEPARTMENT OF ENERGY AND ENVIRONMENT, AND DISTRICT DEPARTMENT OF THE ENVIRONMENT AT (202) 535-2240 FOR A PRECONSTRUCTION MEETING 72 HOURS PRIOR TO THE START OF ANY LAND DISTURBING ACTIVITY.
- INSTALL TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS.
- INSTALL SEDIMENT AND EROSION CONTROLS AND INLET PROTECTION AS SHOWN ON THE PLANS.
- REPLACE CURB AND GUTTER, SIDEWALK, CONSTRUCT BUS PAD AND INSTALL MEDIAN REFUGE ISLANDS OR SPLITTER ISLANDS AS CONSTRUCTION PROGRESS OR AS DIRECTED BY THE ENGINEER.
- WITH PERMISSION FROM DEPARTMENT OF THE ENVIRONMENT INSPECTOR, REMOVE EROSION CONTROLS. STABILIZE ANY AREA DISTURBED DURING THIS REMOVAL.
- WITH THE APPROVAL OF DEPARTMENT OF THE TRANSPORTATION INSPECTOR, REMOVE THE TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS, AND OPEN THE ROADWAY TO TRAFFIC.

TREE PROTECTION NOTES:

- ALL EXISTING STREET TREES, TO REMAIN WITHIN A WORK ZONE UNTIL A PROJECT IS COMPLETED, REQUIRE THE FOLLOWING AS TREE PROTECTION. IF FOR ANY REASON THE SCOPE OF THE PROJECT REQUIRES WORK TO BE PERFORMED WITHIN THE FENCED PROTECTION ZONE, THE PERMIT HOLDER MUST CONTACT THE DISTRICT DEPARTMENT OF TRANSPORTATION'S URBAN FORESTRY ADMINISTRATION (UFA) AT 202-671-5133 BEFORE ENTERING.
  - SIX (6) FOOT TALL CHAIN LINK FENCING ON ALL SIDES.
  - INSTALL FENCING PRIOR TO AND MAINTAIN THROUGHOUT CONSTRUCTION, REMOVING ONLY AT THE END OF THE PROJECT.
  - FENCING SHALL PROTECT AN AREA NO SMALLER THAN FOUR (4) FEET BY NINE (9) FEET, CENTERED ON THE TREE, OR ENCLOSE MULTIPLE STREET TREES WHEN IN A CONTINUOUS, OPEN TREE PLANTING SPACE AND SITE ACCESS ALLOWS.
  - FENCING SHALL HAVE VERTICAL AND HORIZONTAL SUPPORT RAILINGS TO DECREASE FLEXIBILITY AND PREVENT SAGGING.
  - FENCE POSTS SHALL BE ANCHORED IN THE GROUND TO PREVENT MOVEMENT AND PROVIDE A SECURE BARRIER.
  - A MINIMUM OF TWO (2) DDOT/UFA STANDARD TREE PRESERVATION SIGNS SHALL BE MOUNTED TO THE FENCE OF EACH ENCLOSED TREE PROTECTION AREA.
- NO INSTALLATION OF SILT FENCE/SUPER SILT FENCE, TRENCHING, ALTERATION OR DISTURBANCE TO EXISTING GRADE; STAGING/STORAGE OF CONSTRUCTION MATERIALS, EQUIPMENT, SOIL, OR DEBRIS; DISPOSAL OF ANY MATERIALS SUCH AS CONCRETE, GAS, OIL, PAINT, OR BLACKTOP IS ALLOWED WITHIN THE FENCED TREE PROTECTION ZONE.
- EXCAVATIONS WITHIN THE DRIPLINE SHALL PROCEED WITH CARE BY USE OF HAND TOOLS. THE DRIPLINE IS DEFINED AS THE GROUND AREA UNDER THE CANOPY OF THE TREE.
- NO ROOTS LARGER THAN TWO (2) INCHES IN DIAMETER ARE TO BE CUT WITHOUT UFA PERMISSION.
- EXPOSED ROOTS TWO (2) INCHES AND LARGER IN DIAMETER SHALL BE WRAPPED IN BURLAP OR OTHER APPROVED MATERIAL AND KEPT MOIST AT ALL TIMES.
- TREES THAT ARE PROTECTED ARE TO BE WATERED EVERY TEN (10) DAYS FROM APRIL THROUGH SEPTEMBER.
- SECTIONS 608.07 TREE PROTECTION AND REPLACEMENT AND 608.08 TREE ROOT PROTECTION OF THE 2013 DISTRICT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND STRUCTURES WILL APPLY SHOULD ANY DAMAGE OCCUR TO THE EXISTING STREET TREES.
- ANY FINES RELATED TO DAMAGE TO A STREET TREE ON A JOB SITE SHALL BE THE RESPONSIBILITY OF THE PERMIT HOLDER.
- FOR ANY QUESTIONS, CALL DDOT URBAN FORESTRY ADMINISTRATION AT 202-671-5133.



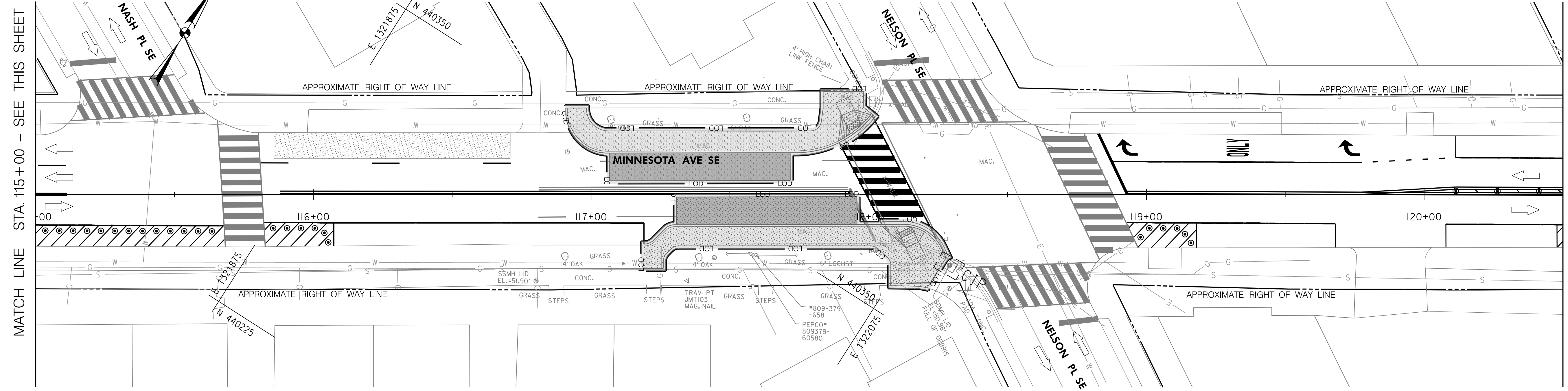
**FIRST SUBMISSION**  
**FEBRUARY 2022**  
Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		FINAL
		FIELD CHECKED BY
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
		LT
EROSION AND SEDIMENT CONTROL GENERAL NOTE		DRAWN BY
		LT
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	PL
DATE	_____	02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER	_____	SCALE
APPROVED:	_____	SHEET / OF
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	27 / 83
DATE: _____	_____	DRAWING NO.
		EN-1

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

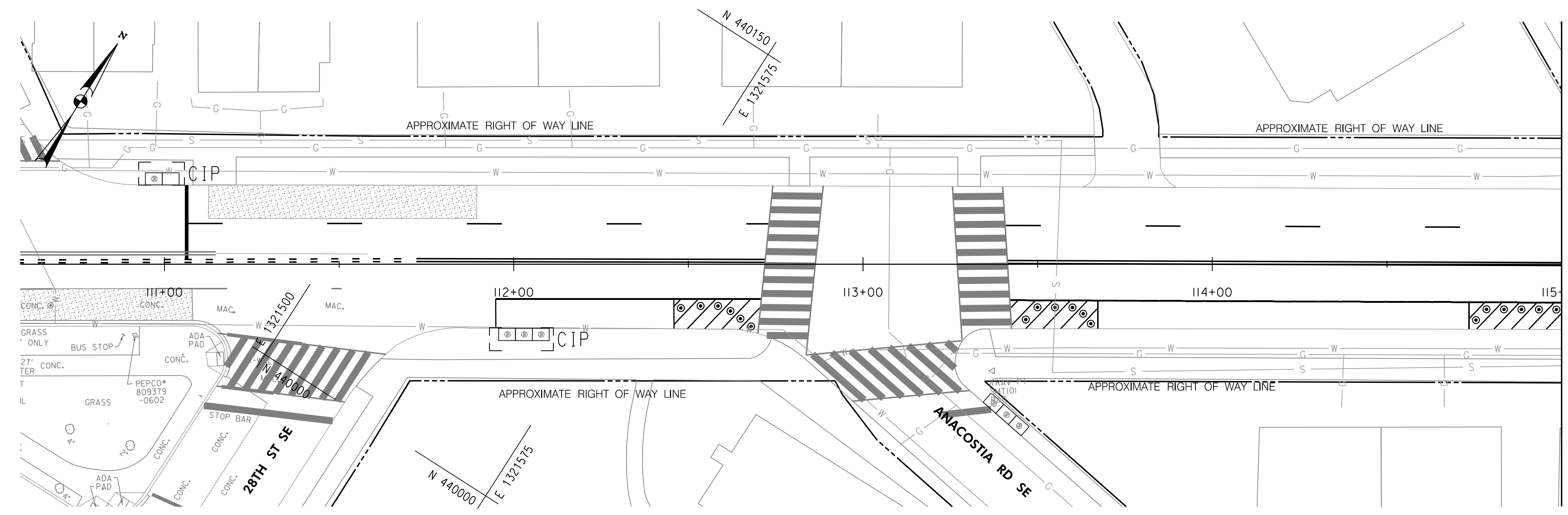
S.L.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

2/2/2022 R:\2019\08 DD01 ID10 Traffic Eng Des\_JMT\Task\_258 - Minnesota Ave\_Multimodal\DWG\Civil\Pr-Int\_Sheets\pES-0000\_Minnesota\_Ave.dgn



MATCH LINE STA. 115+00 - SEE THIS SHEET

MATCH LINE STA. 120+50 - SEE ES-2

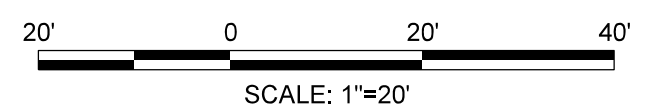


MATCH LINE STA. 115+00 - SEE THIS SHEET

CURB INLET PROTECTION (CIP)		
STATION	OFFSET	EA
110+99	LT	I
112+03	RT	I
118+29	RT	I

- LEGEND**
- SAME DAY STABILIZATION
  - PAVEMENT REMOVAL
  - LOD - LIMIT OF DISTURBANCE
  - CURB INLET PROTECTION

**DAILY STABILIZATION NOTE**  
 AREAS DESIGNATED AS SAME DAY STABILIZATION MUST BE STABILIZED AT THE END OF EACH WORK DAY.



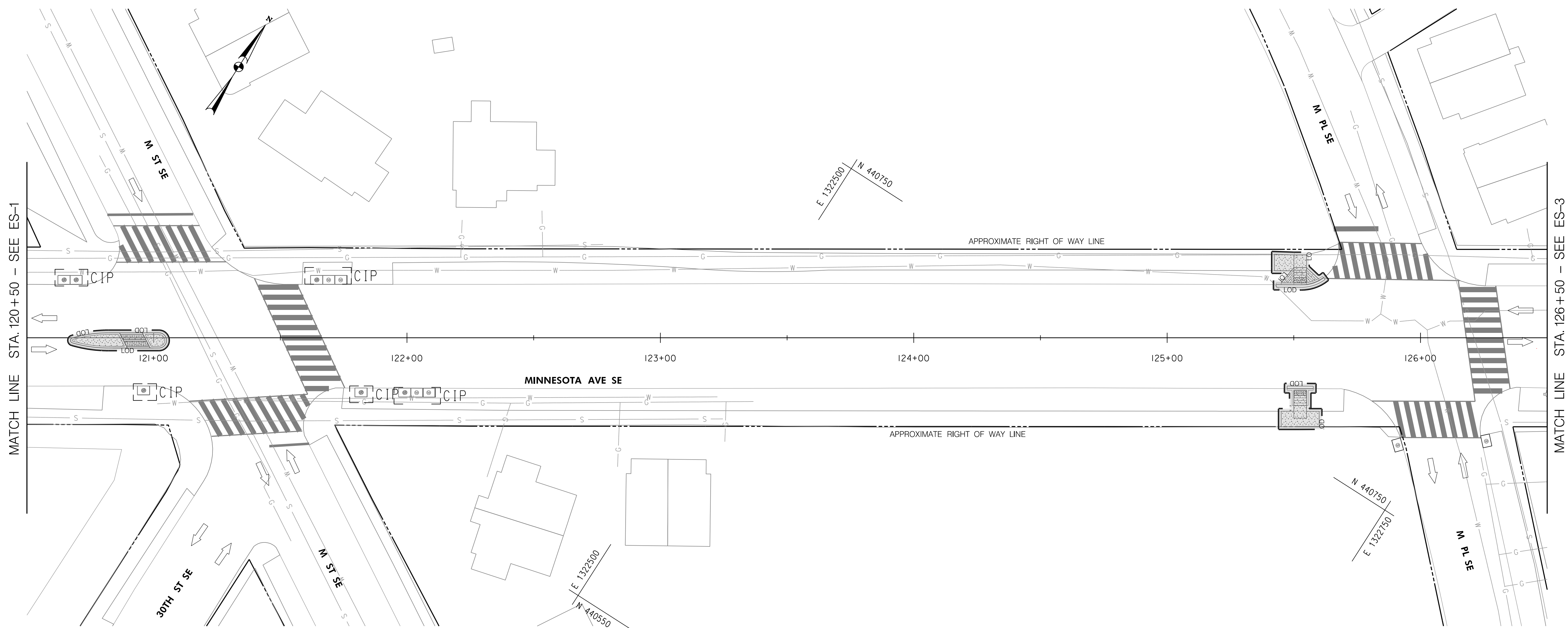
**FIRST SUBMISSION**  
**FEBRUARY 2022**  
 Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
EROSION AND SEDIMENT CONTROL PLANS		LT
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	PL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:	_____	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____		SHEET 28 OF 83
		DRAWING NO. ES-1

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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

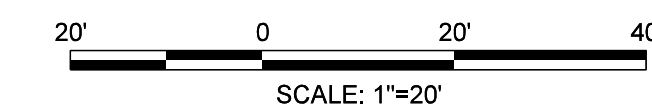
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		29	83



CURB INLET PROTECTION (CIP)		
STATION	OFFSET	EA
121+68	LT	I
121+97	RT	I
121+69	LT	I
121+82	RT	I
122+04	RT	I

- LEGEND**
- SAME DAY STABILIZATION
  - PAVEMENT REMOVAL
  - LIMIT OF DISTURBANCE
  - CURB INLET PROTECTION

**DAILY STABILIZATION NOTE**  
 AREAS DESIGNATED AS SAME DAY STABILIZATION MUST BE STABILIZED AT THE END OF EACH WORK DAY.



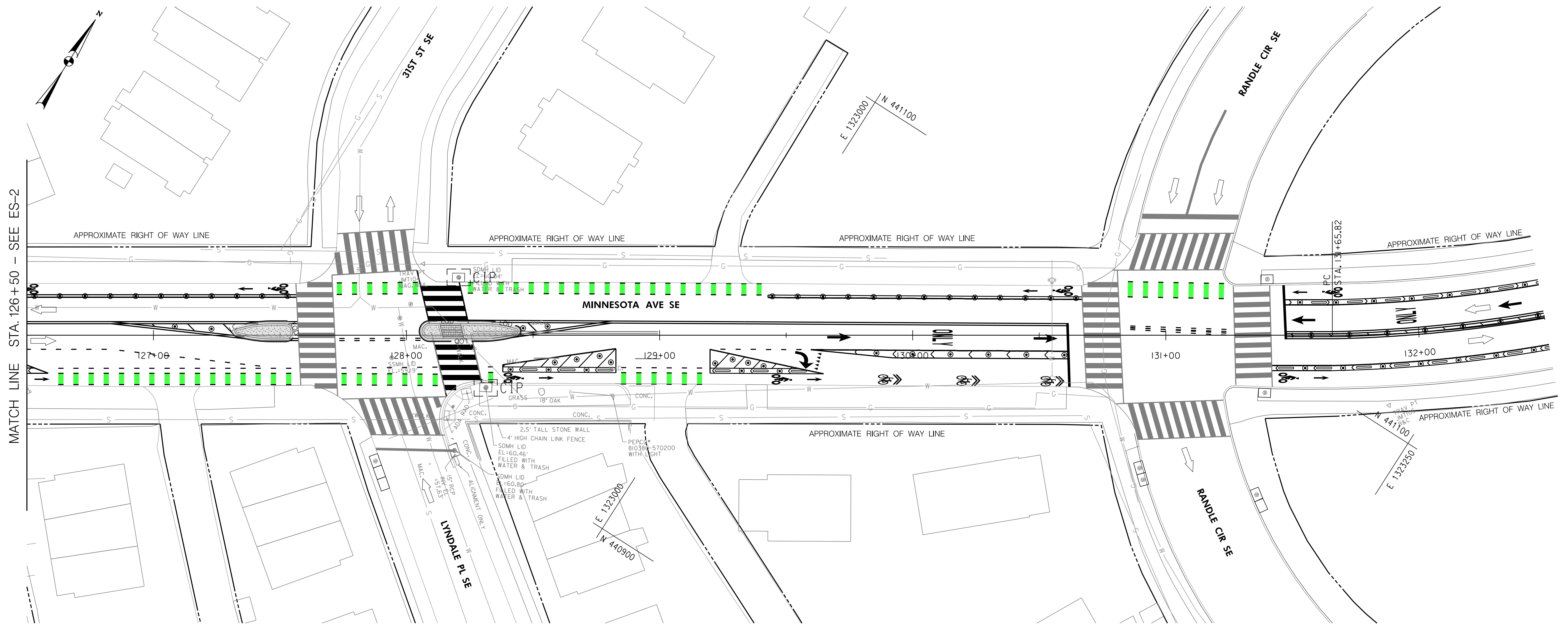
**FIRST SUBMISSION**  
**FEBRUARY 2022**  
 Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		FIELD CHECKED BY
EROSION AND SEDIMENT CONTROL PLANS		DESIGNED BY
RECOMMENDED FOR APPROVAL:		LT
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	02 / 2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE	
APPROVED:	SHEET	29
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	OF	83
DATE:	DRAWING NO.	ES-2

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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

2/2/2022 R:\2019\08 DD01 ID0 Traffic Eng Des JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pES-002\_Minnesota Ave.dgn



MATCH LINE STA. 126+50 -- SEE ES-2

CURB INLET PROTECTION (CIP)		
STATION	OFFSET	EA
128+21	LT	I
128+31	RT	I

- LEGEND**
- SAME DAY STABILIZATION
  - PAVEMENT REMOVAL
  - LIMIT OF DISTURBANCE
  - CIP CURB INLET PROTECTION

**DAILY STABILIZATION NOTE**  
 AREAS DESIGNATED AS SAME DAY STABILIZATION MUST BE STABILIZED AT THE END OF EACH WORK DAY.



**FIRST SUBMISSION**  
**FEBRUARY 2022**  
 Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		FIELD CHECKED BY
EROSION AND SEDIMENT CONTROL PLANS		DESIGNED BY
RECOMMENDED FOR APPROVAL:		LT
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	02 / 2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE	
APPROVED:	DATE	
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	SHEET	30 OF 83
DATE:	DRAWING NO.	ES-3

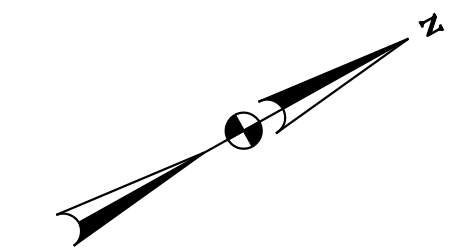
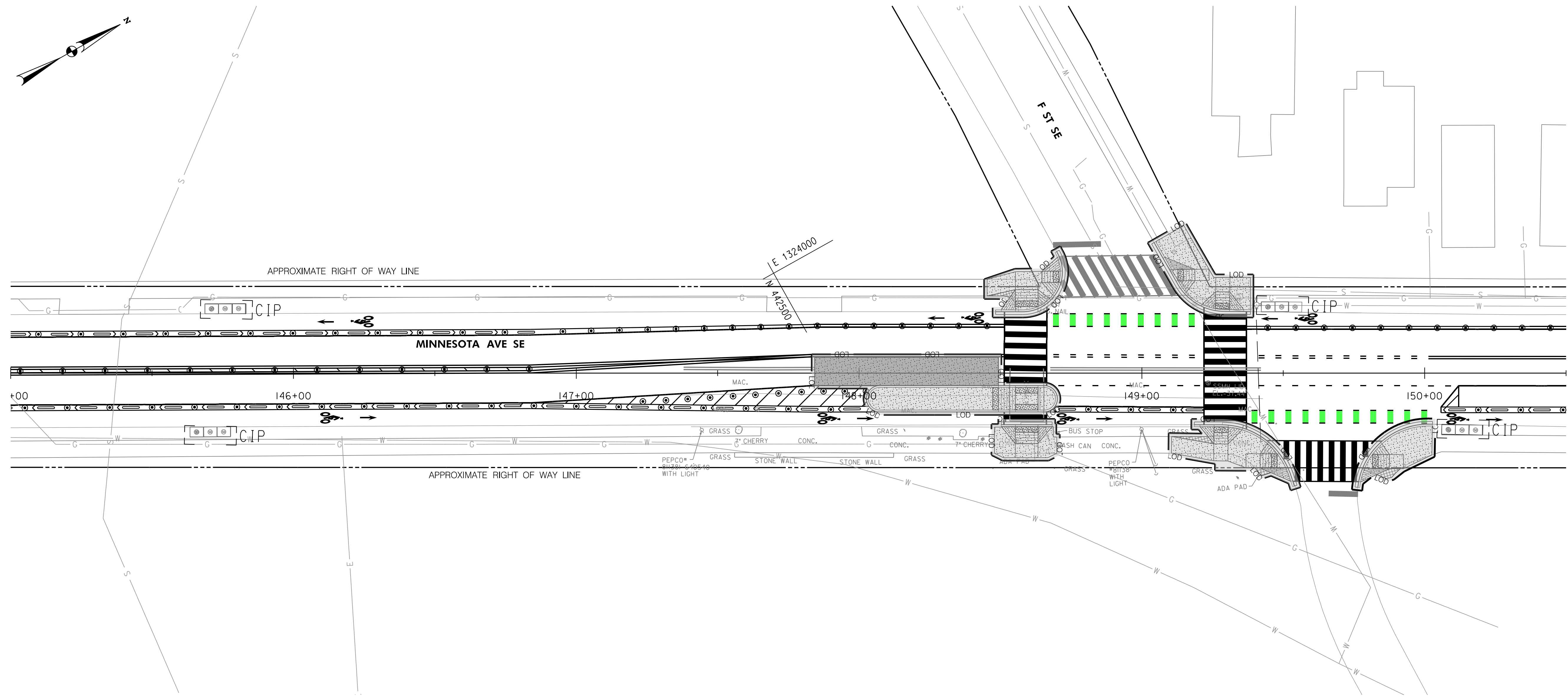
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S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

2/2/2022 R:\2019\08\_001\Traffic Eng\_Design\Task\_258 - Minnesota Ave Multimodal\DWG\Civil\Print\_Sheets\pES-003\_Minnesota Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		31	83

E 1324000  
N 442500



CURB INLET PROTECTION (CIP)		
STATION	OFFSET	EA
145+76	LT	I
145+71	RT	I
149+50	LT	I
150+17	RT	I

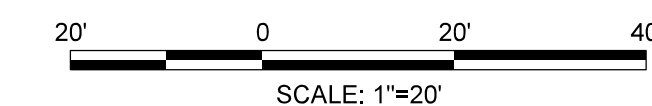
N 442500  
E 1324250

**LEGEND**

- SAME DAY STABILIZATION
- PAVEMENT REMOVAL
- LOD - LIMIT OF DISTURBANCE
- CURB INLET PROTECTION

**DAILY STABILIZATION NOTE**

AREAS DESIGNATED AS SAME DAY STABILIZATION MUST BE STABILIZED AT THE END OF EACH WORK DAY.



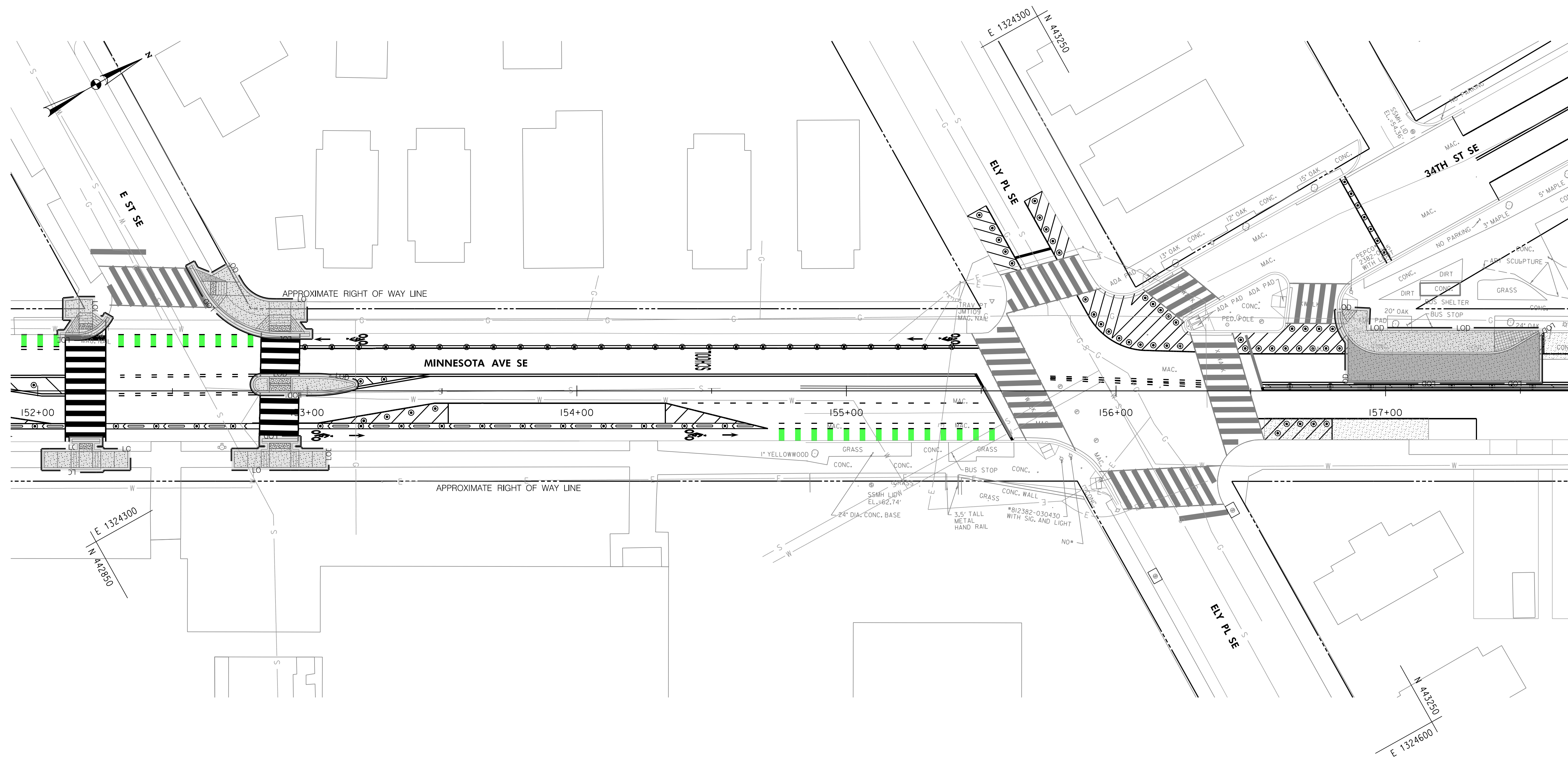
**FIRST SUBMISSION**  
**FEBRUARY 2022**  
Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		FIELD CHECKED BY
EROSION AND SEDIMENT CONTROL PLANS		DESIGNED BY
RECOMMENDED FOR APPROVAL:		LT
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	REVIEWED BY
TRAFFIC SIGNAL PROGRAM MANAGER	02 /2022	FL
APPROVED:	SCALE	DATE
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	SHEET	OF
DATE:	31	83
	DRAWING NO.	ES-4

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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

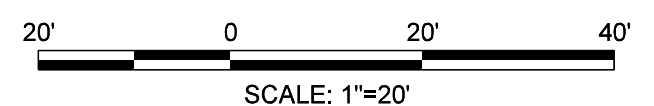
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2/2/2022 R:\2019\08\_001\Traffic Eng\_Design\Task\_258 - Minnesota Ave\_Multimodal\DWG\Civil\Print\_Sheets\pES-005\_Minnesota\_Ave.dgn

- LEGEND**
- SAME DAY STABILIZATION
  - PAVEMENT REMOVAL
  - LIMIT OF DISTURBANCE
  - CURB INLET PROTECTION

**DAILY STABILIZATION NOTE**  
 AREAS DESIGNATED AS SAME DAY STABILIZATION MUST BE STABILIZED AT THE END OF EACH WORK DAY.



**FIRST SUBMISSION**  
**FEBRUARY 2022**  
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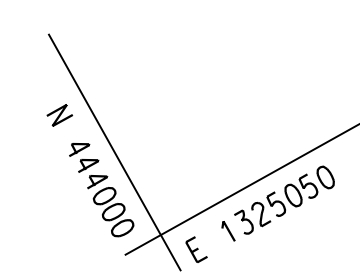
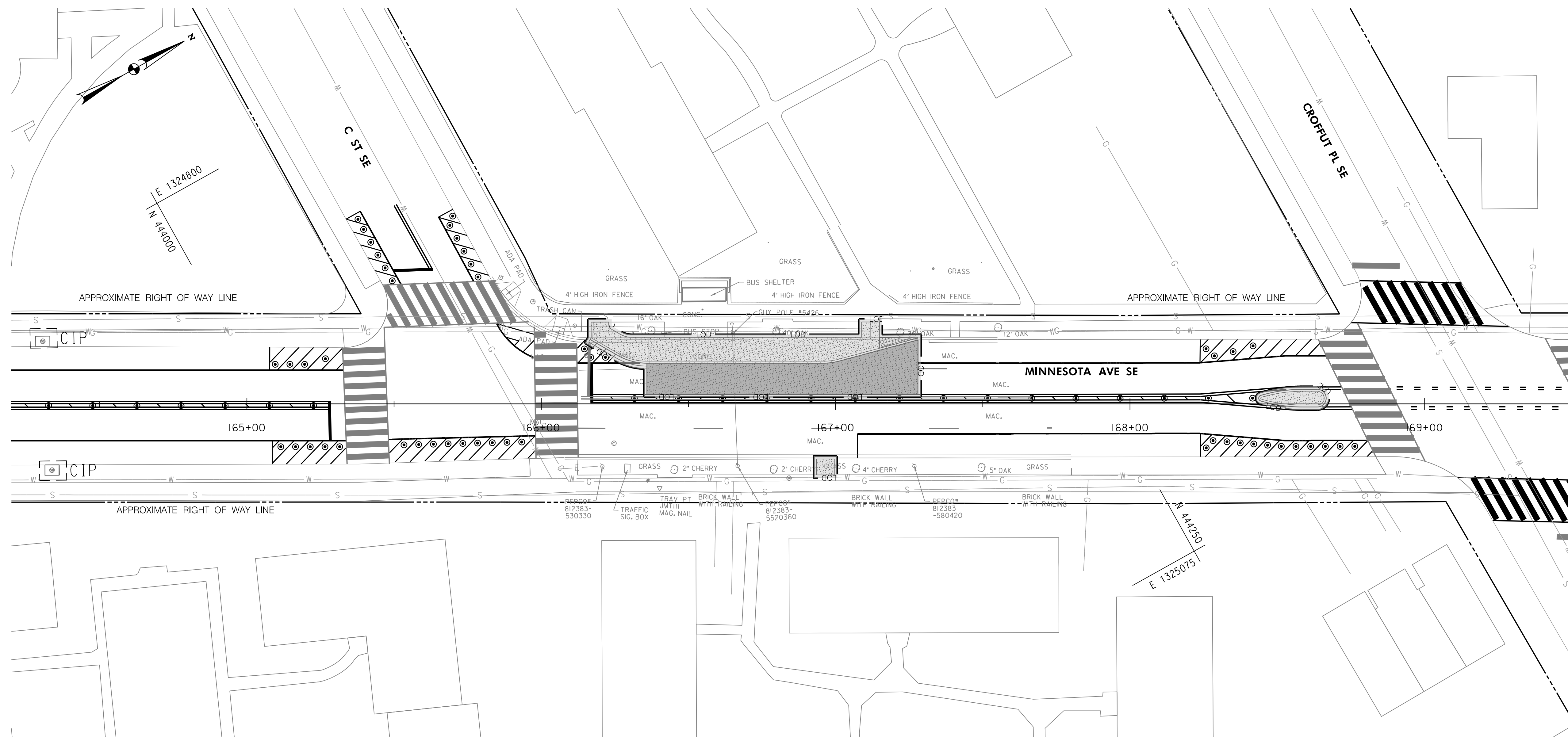
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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		DESIGNED BY
EROSION AND SEDIMENT CONTROL PLANS		LT
RECOMMENDED FOR APPROVAL:		REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	_____	FL
TRAFFIC SIGNAL PROGRAM MANAGER	_____	DATE
APPROVED:	_____	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	_____	SCALE
DATE: _____		SHEET 32 OF 83
		DRAWING NO. ES-5



REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		33	83



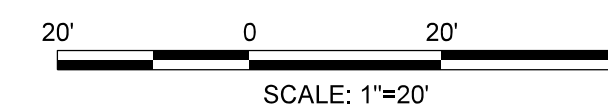
CURB INLET PROTECTION (CIP)		
STATION	OFFSET	EA
164+31	LT	I
164+34	RT	I

**LEGEND**

- SAME DAY STABILIZATION
- PAVEMENT REMOVAL
- LOD - LIMIT OF DISTURBANCE
- CURB INLET PROTECTION

**DAILY STABILIZATION NOTE**

AREAS DESIGNATED AS SAME DAY STABILIZATION MUST BE STABILIZED AT THE END OF EACH WORK DAY.



**FIRST SUBMISSION**  
**FEBRUARY 2022**  
 Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		FIELD CHECKED BY
EROSION AND SEDIMENT CONTROL PLANS		DESIGNED BY
RECOMMENDED FOR APPROVAL:		LT
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE	
APPROVED:	SHEET	OF
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	33	83
DATE:	DRAWING NO.	ES-6

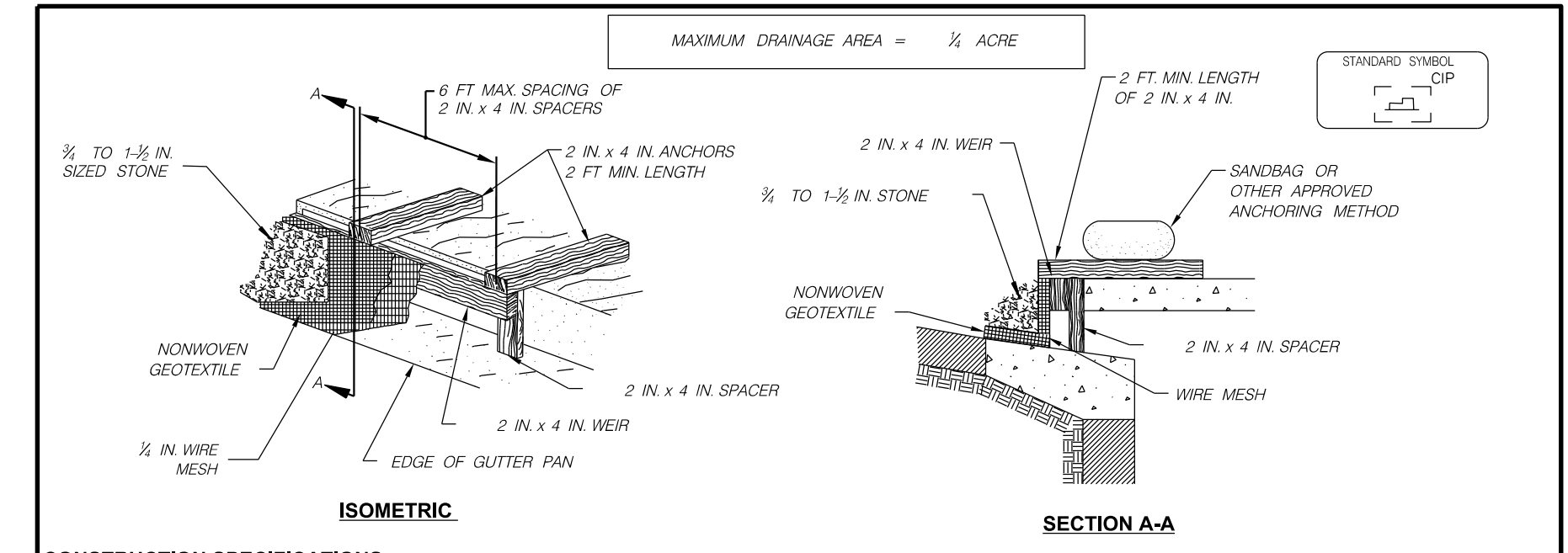
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 WASHINGTON, DC 20003  
 (202) 570-7080  
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S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		34	83

MATCH LINE - SEE THIS SHEET

CURB INLET PROTECTION (CIP)		
STATION	OFFSET	EA
169+57	LT	I
169+80	RT	I
170+53	RT	I
170+38	RT	I
170+57	LT	I
170+87	LT	I



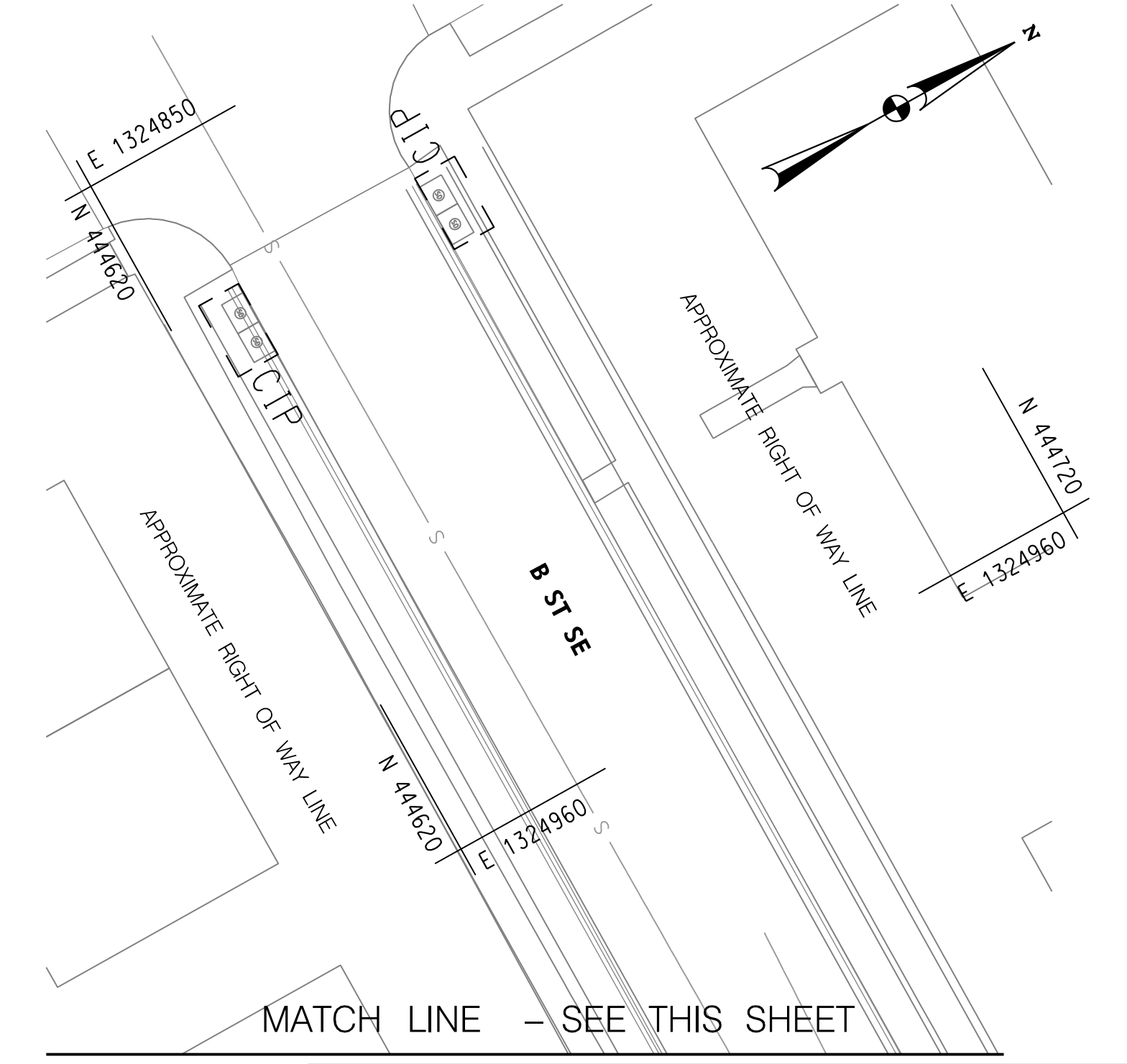
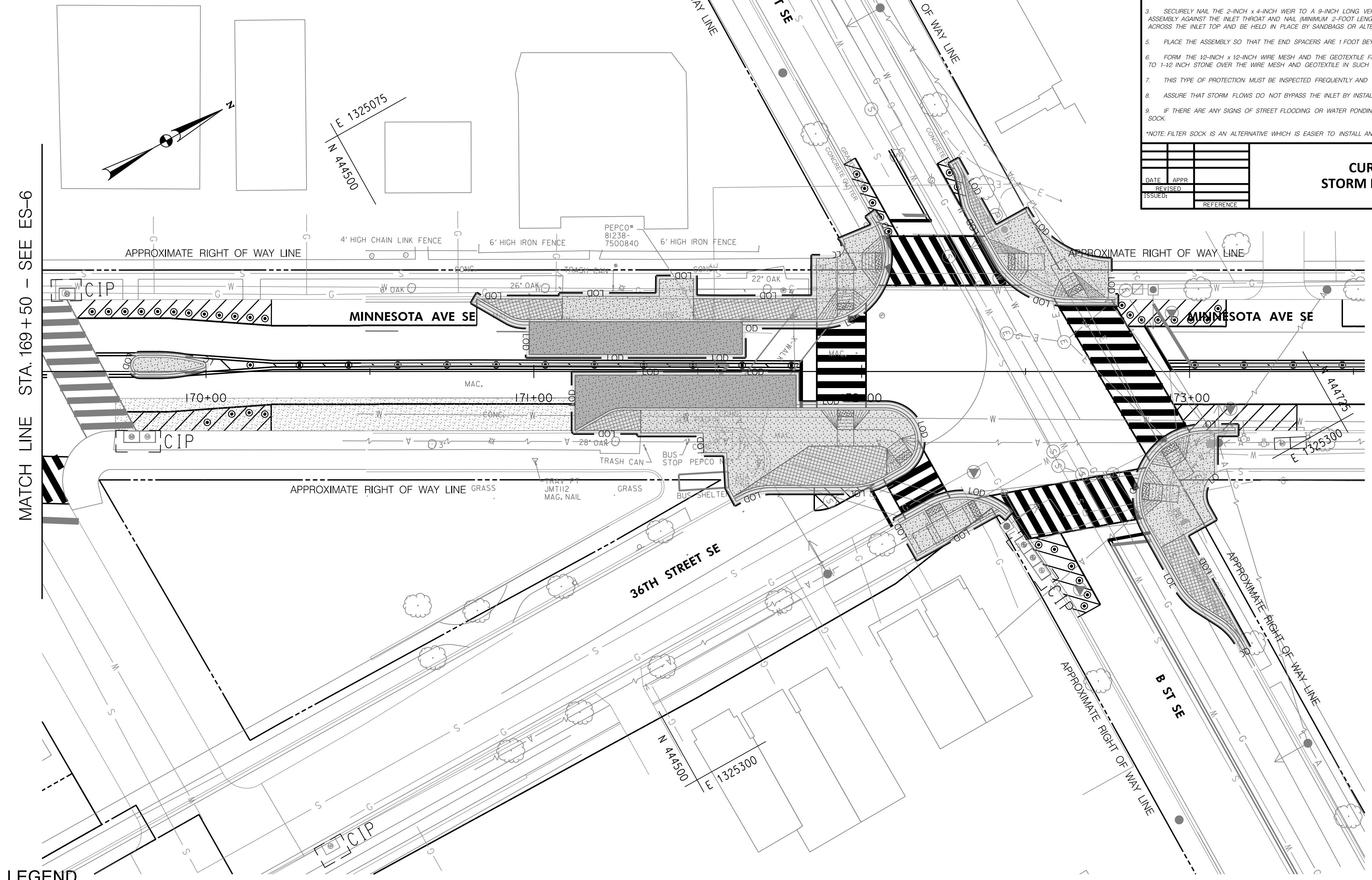
- CONSTRUCTION SPECIFICATIONS**
- ATTACH A CONTINUOUS PIECE OF 12 INCH x 12 INCH WIRE MESH (30 INCHES MINIMUM WIDTH BY THROAT LENGTH PLUS 4 FEET) TO THE 2-INCH x 4-INCH WEIR (MEASURING THROAT LENGTH PLUS 2 FEET) AS SHOWN ON THE STANDARD DRAWING.
  - PLACE A CONTINUOUS PIECE OF GEOTEXTILE CLASS E OF THE SAME DIMENSIONS AS THE WIRE MESH OVER THE WIRE MESH AND SECURELY ATTACH TO THE 2-INCH x 4-INCH WEIR.
  - SECURELY NAIL THE 2-INCH x 4-INCH WEIR TO A 8-INCH LONG VERTICAL SPACER TO BE LOCATED BETWEEN THE WEIR AND THE INLET FACE (MAXIMUM 4 FEET APART). PLACE THE ASSEMBLY AGAINST THE INLET THROAT AND NAIL MINIMUM 2-FOOT LENGTHS OF 2-INCHES x 4-INCHES TO THE TOP OF THE WEIR AT SPACER LOCATIONS; EXTEND THESE 2-INCH x 4-INCH ANCHORS ACROSS THE INLET TOP AND BE HELD IN PLACE BY SANDBAGS OR ALTERNATE WEIGHT.
  - PLACE THE ASSEMBLY SO THAT THE END SPACERS ARE 1 FOOT BEYOND BOTH ENDS OF THE THROAT OPENING.
  - FORM THE 10-INCH x 12-INCH WIRE MESH AND THE GEOTEXTILE FABRIC TO THE CONCRETE GUTTER AND AGAINST THE FACE OF THE CURB ON BOTH SIDES OF THE INLET PLACE CLEAN 3/4 TO 1-1/2 INCH STONE OVER THE WIRE MESH AND GEOTEXTILE IN SUCH A MANNER AS TO PREVENT WATER FROM ENTERING THE INLET UNDER OR AROUND THE GEOTEXTILE.
  - THIS TYPE OF PROTECTION MUST BE INSPECTED FREQUENTLY AND THE GEOTEXTILE FABRIC AND STONE REPLACED WHEN CLOGGED WITH SEDIMENT.
  - ASSURE THAT STORM FLOWS DO NOT BYPASS THE INLET BY INSTALLING A TEMPORARY EARTH OR ASPHALT DIKE TO DIRECT THE FLOW TO THE INLET.
  - IF THERE ARE ANY SIGNS OF STREET FLOODING OR WATER PONDING, THIS STRUCTURE MUST BE CLEANED OR REPLACED OR REDESIGNED WITH A VIABLE ALTERNATIVE SUCH AS 3.3 FILTER SOCK.
- \*NOTE: FILTER SOCK IS AN ALTERNATIVE WHICH IS EASIER TO INSTALL AND MAINTAIN THAN THIS STANDARD DESIGN.

DATE	APPR.	
ISSUED	REVISED	REFERENCE

**CURB INLET PROTECTION  
STORM DRAIN INLET PROTECTION**

\*\*\* DISTRICT OF COLUMBIA  
DEPARTMENT OF ENERGY & ENVIRONMENT  
DWG. NO. 307.3

SOURCE: 2011 MARYLAND STANDARDS AND SPECIFICATIONS

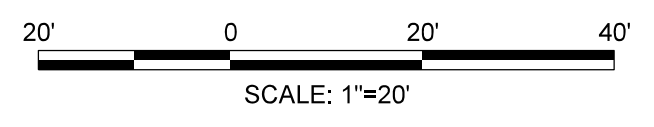


MATCH LINE - SEE THIS SHEET

**LEGEND**

	SAME DAY STABILIZATION
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	CURB INLET PROTECTION

**DAILY STABILIZATION NOTE**  
AREAS DESIGNATED AS SAME DAY STABILIZATION MUST BE STABILIZED AT THE END OF EACH WORK DAY.



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(202) 570-7080  
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S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

FIRST SUBMISSION  
FEBRUARY 2022  
Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE		FIELD CHECKED BY
EROSION AND SEDIMENT CONTROL PLANS		DESIGNED BY
		LT
		DRAWN BY
		LT
		REVIEWED BY
		FL
		DATE
		02 /2022
		SCALE
		SHEET
		34
		OF
		83
		DRAWING NO.
		ES-7

2/2/2022 R:\2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Civil\Print Sheets\pES-007\_Minnesota Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		35	83

## 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 30-45 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.

2/2/2022 RA\2019\08 DD01 ID10 Traffic Eng Des JMT\Task 258 - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\PSN-000\_Minnesota\_Ave.dgn

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN GENERAL NOTES		DESIGNED BY BS/JW DRAWN BY BS/JW
RECOMMENDED FOR APPROVAL: TRAFFIC SIGNAL DESIGN ENGINEER _____ DATE _____	REVIEWED BY RF	DATE 02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER _____	SCALE NTS	SHEET 35
APPROVED: TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR _____ DATE: _____		OF 83 DRAWING NO. SN-00

FIRST SUBMISSION  
FEBRUARY 2, 2022  
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

## 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
  - 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

- 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, FOUR INCHES WIDE, PLACED ON SHORT EDGES FOR ONE-WAY 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.
- 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

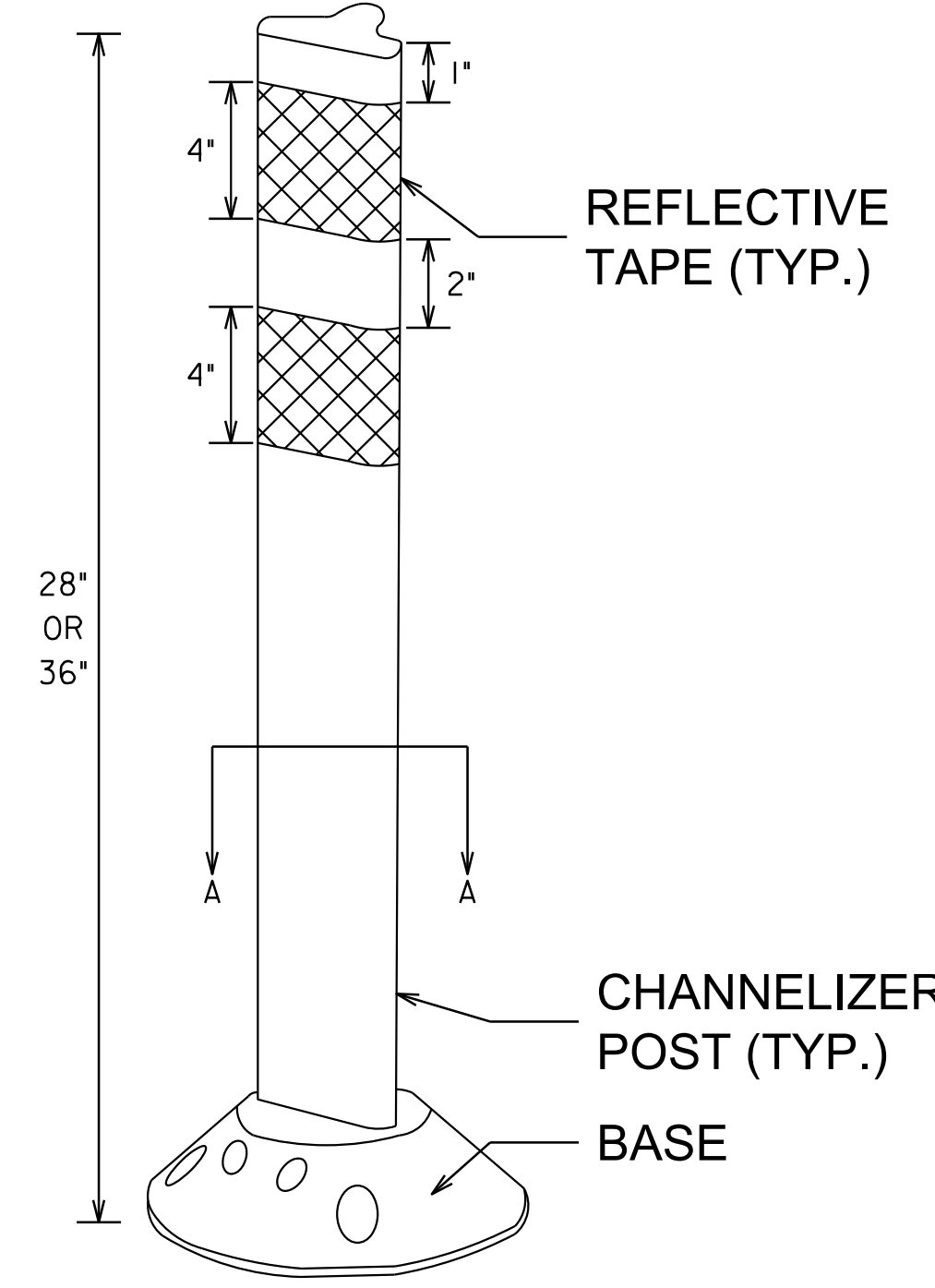
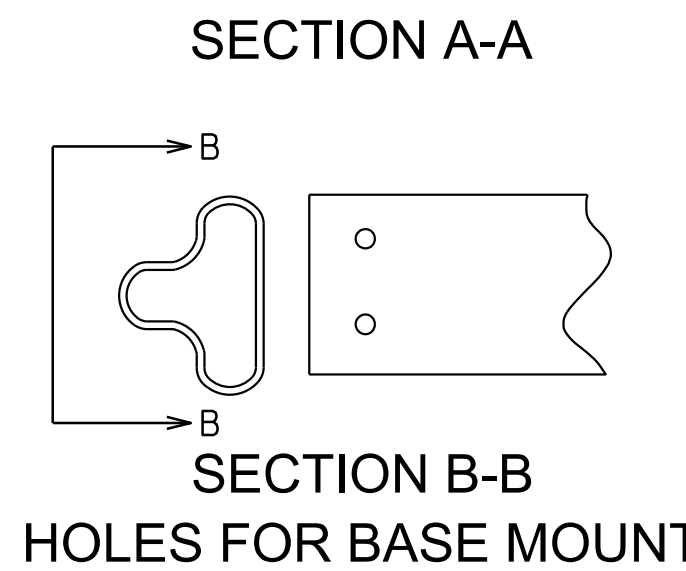
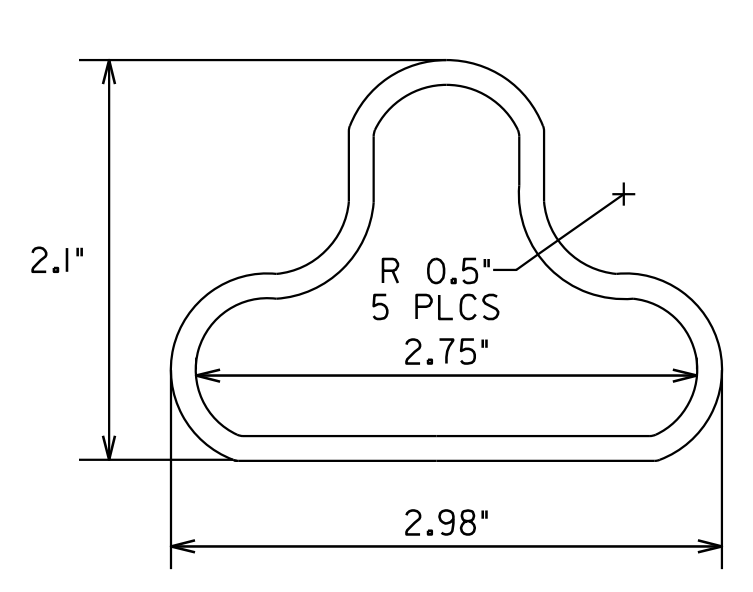
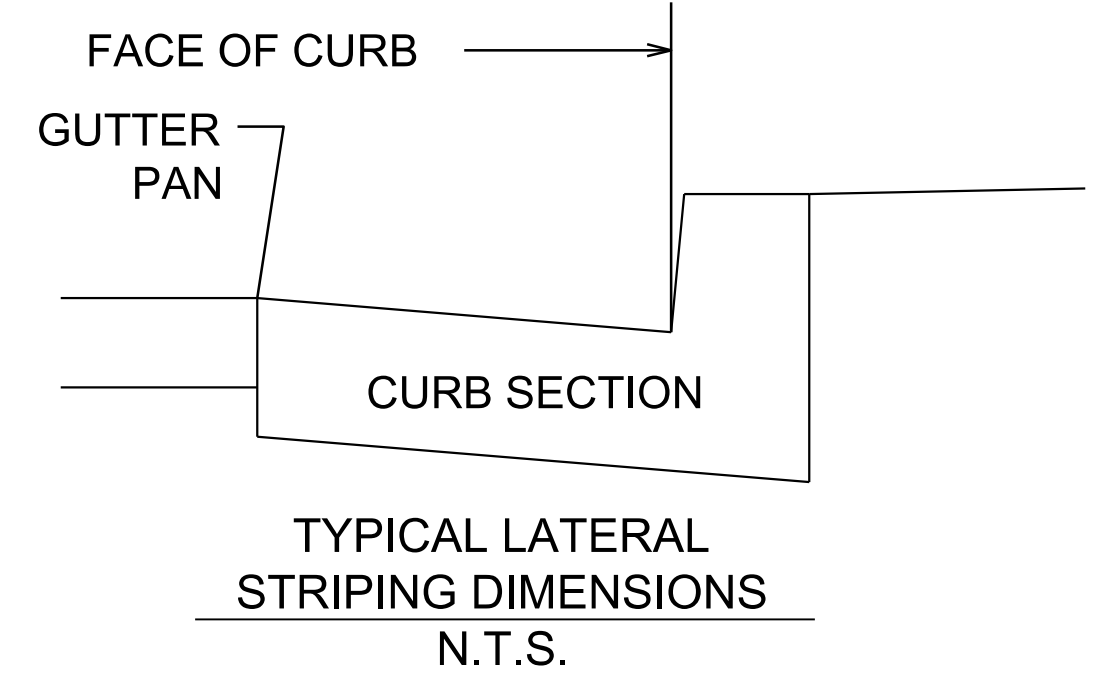
- LATERAL PAVEMENT MARKING DIMENSIONS ARE TYPICALLY MEASURED TO AN ADJACENT FACE OF CURB OR TO THE CENTERLINE OF AN ADJACENT PAVEMENT MARKING (AS SHOWN IN THE DRAWINGS).

## SIGNING & PAVEMENT MARKING LEGEND

EXISTING	PROPOSED	
		SIGN ON SIGNAL POLE
		SIGN ON LIGHT POLE
		SIGN AND SINGLE-POST
		SIGN AND DOUBLE-POST
		PAVEMENT MARKING LEGEND & ARROW
		WHITE OR YELLOW FLEXIBLE CHANNELIZER POST
		SIGN PANEL
		SIGN PANEL TO BE REMOVED

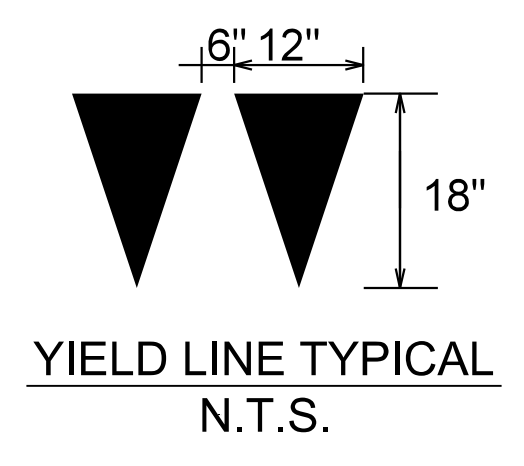
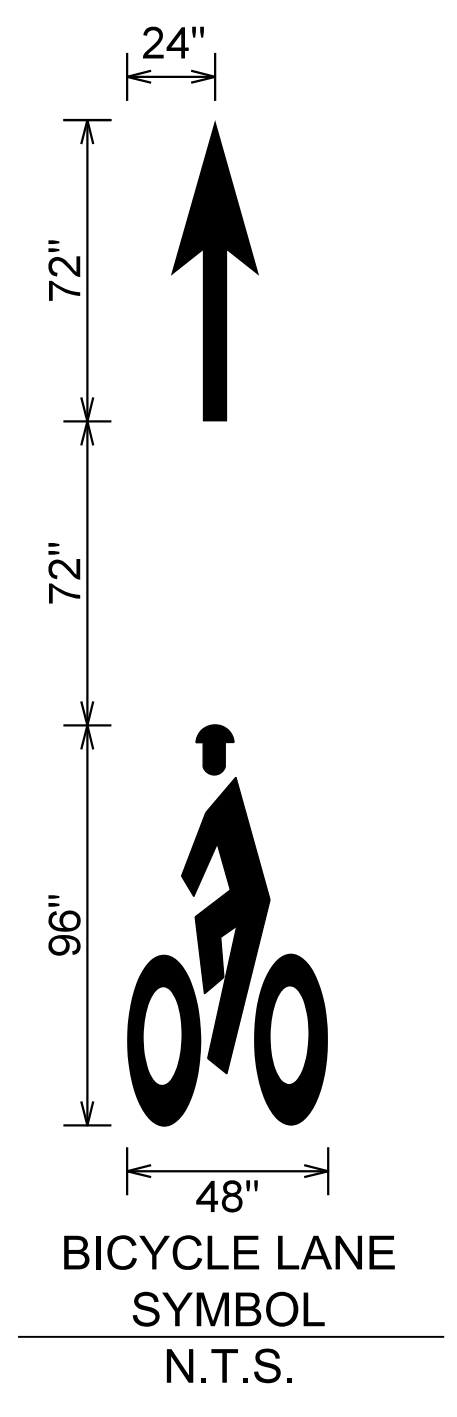
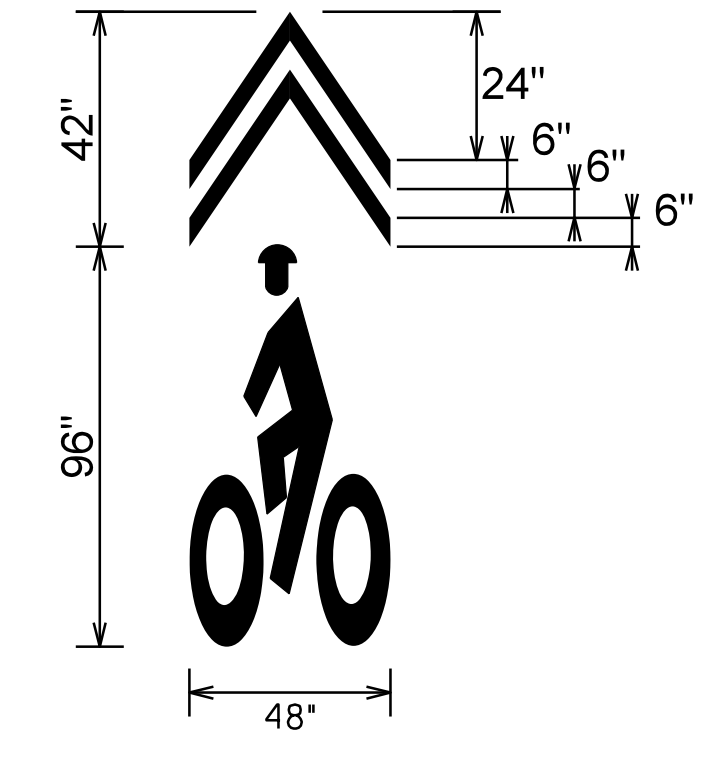
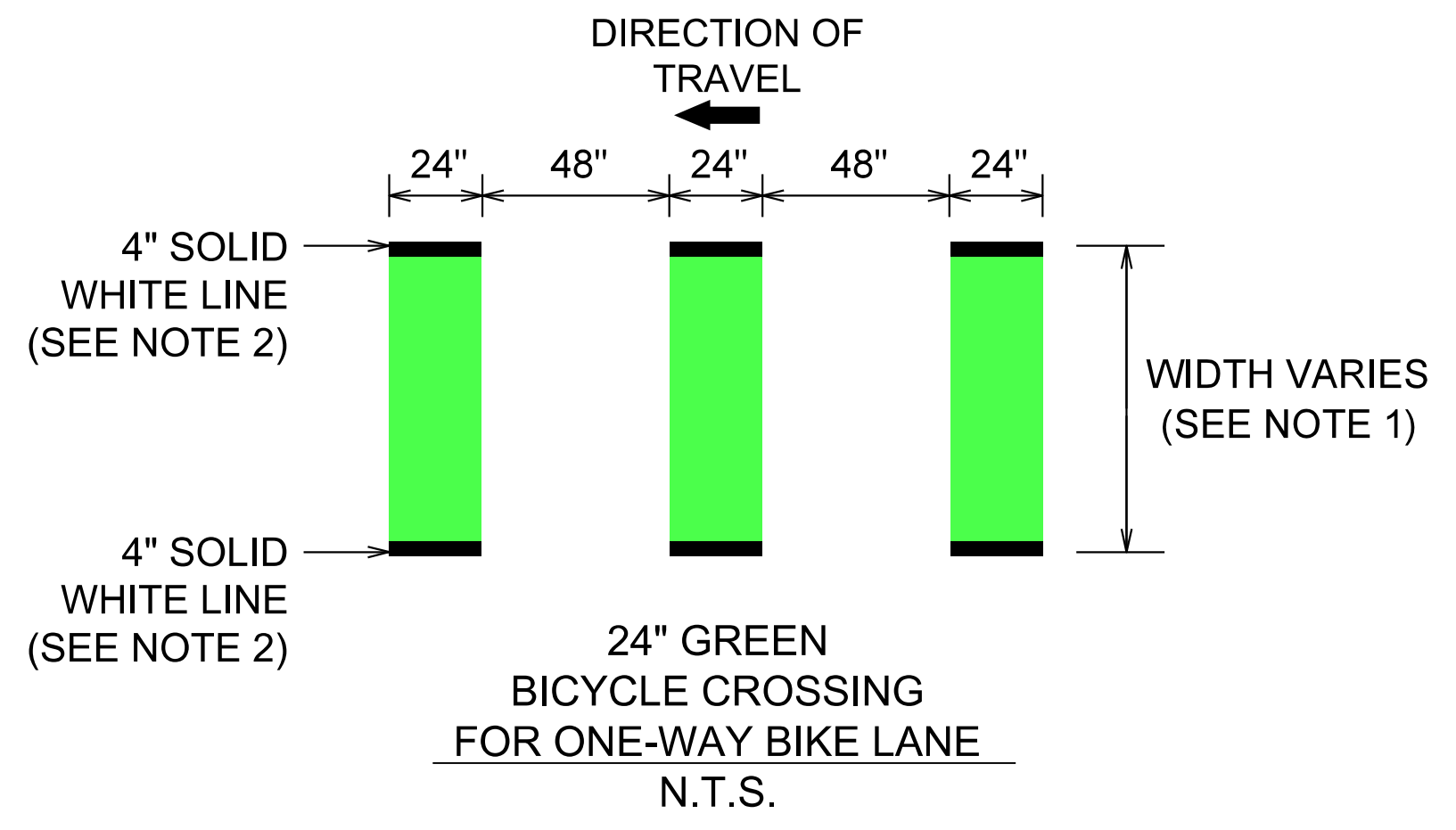
2/2/2022 RA\2019\08 DD01 ID10 Traffic Eng Des JMT\Task 258 - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\PSN-D001\_Minnesota\_Ave.dgn

NOTE:  
1. 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).



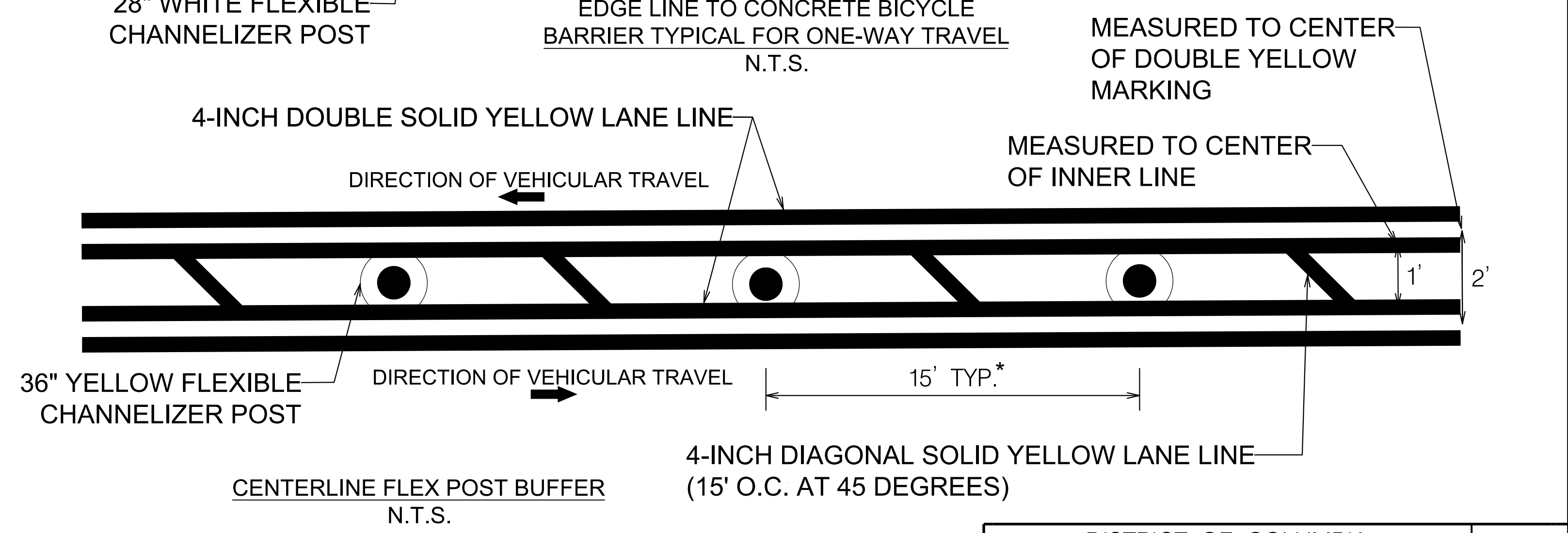
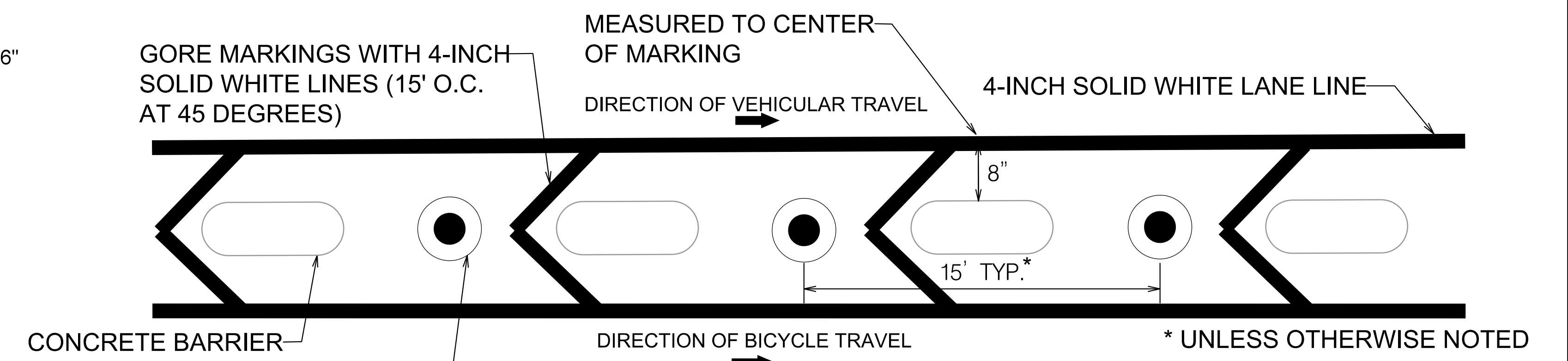
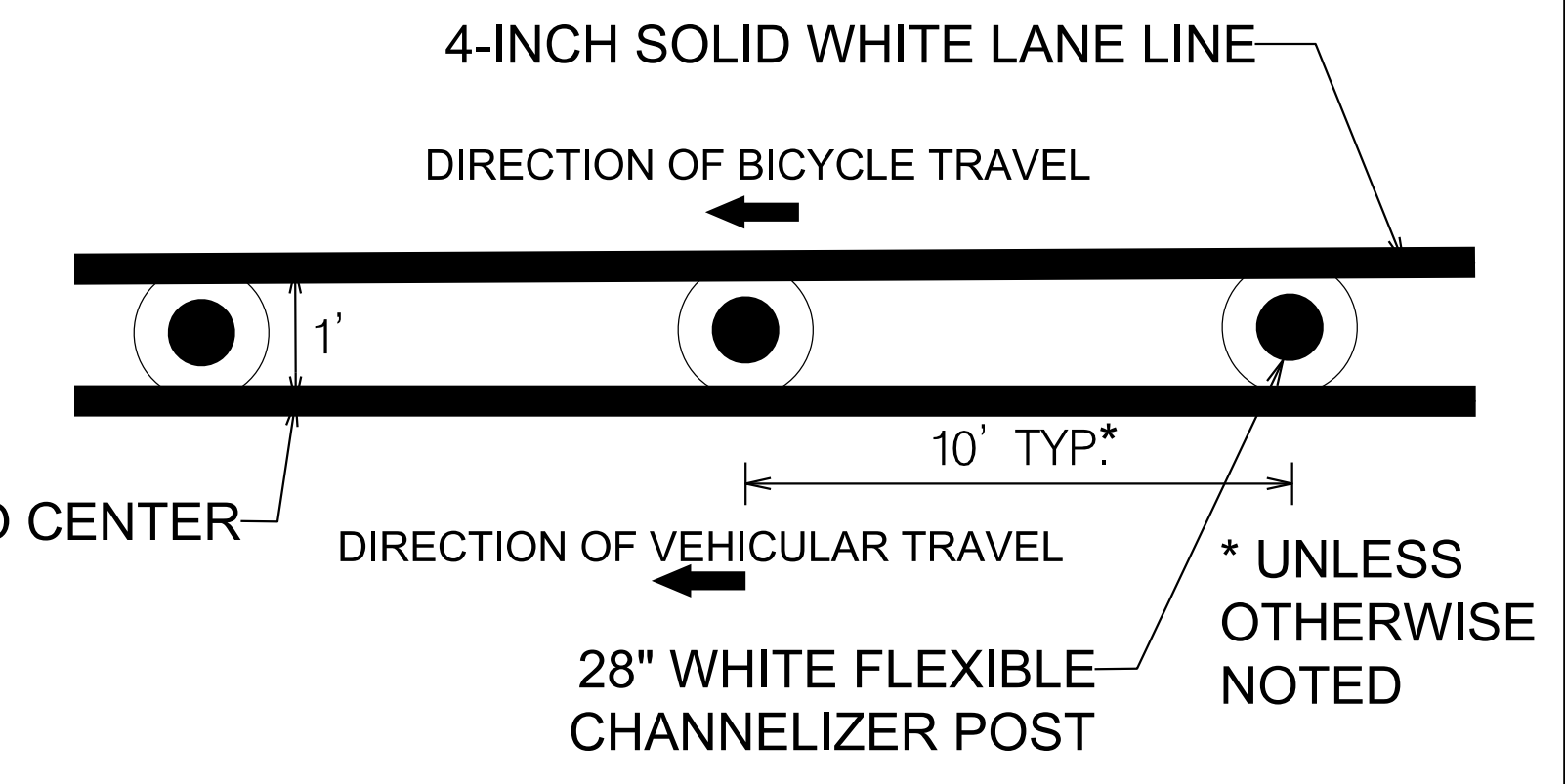
POST IS RETAINED TO BASE WITH 2 PINS  
SHOWN WITH TYPICAL REFLECTIVE TAPE APPLIED  
**28" OR 36" FLEXIBLE CHANNELIZER POST DETAIL**  
N.T.S.

- NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
  2. DIMENSIONS, MATERIALS, AND ATTACHMENTS MAY VARY BETWEEN MANUFACTURERS.
  3. COLOR OF POST SHALL MATCH COLOR OF APPLICABLE EDGE LINE.
  4. FLEXIBLE CHANNELIZER POST SHALL BE INSTALLED IN EACH PRECAST BLOCK GAP.
  5. 28" FLEXIBLE CHANNELIZER POST SHALL BE INSTALLED IN ALL BICYCLE BARRIERS AND BUFFERS. ALL OTHERS SHALL BE 36" FLEXIBLE CHANNELIZER POSTS.



- NOTES:
1. ALL MEASUREMENTS TAKEN TO CENTER OF 4" SOLID WHITE LINE. ONE-WAY BIKE LANE WIDTH SHALL BE AS NOTED ON THE SIGNING AND PAVEMENT MARKING PLANS.
  2. WHERE ONE-WAY BIKE LANE IS ADJACENT TO GUTTERPAN AT DRIVEWAYS AND ALLEYS THERE SHALL BE NO 4" SOLID WHITE EDGE LINE. EXTEND GREEN PAINT TO EDGE OF GUTTERPAN. SEE THE SIGNING AND PAVEMENT MARKING PLANS FOR WIDTHS.

FLEX POST BICYCLE BARRIER  
BARRIER TYPICAL FOR ONE-WAY TRAVEL  
N.T.S.



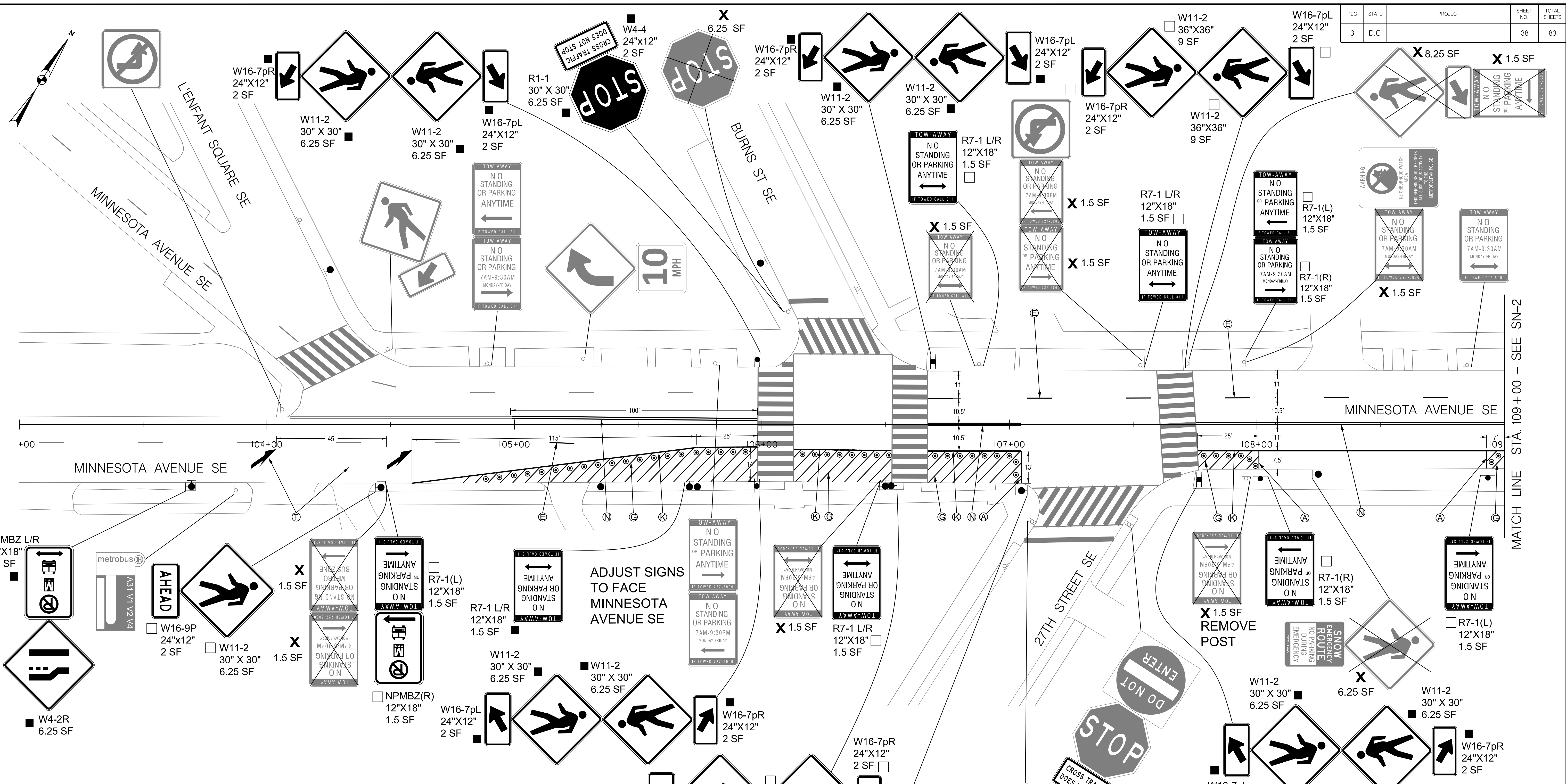
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING DETAIL-2		DESIGNED BY BS/JW DRAWN BY BS/JW
RECOMMENDED FOR APPROVAL: TRAFFIC SIGNAL DESIGN ENGINEER DATE 02 /2022 TRAFFIC SIGNAL PROGRAM MANAGER SCALE NTS		REVIEWED BY RF
APPROVED: TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR DATE		SHEET 37 OF 83 DRAWING NO. SN-DE2

FIRST SUBMISSION  
FEBRUARY 2, 2022  
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		38	83



- ### SIGNING LEGEND
- ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
- X EXISTING SIGN TO BE REMOVED
  - EXISTING SIGN TO BE RELOCATED
  - △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - ▲ EXISTING SIGN RELOCATED TO NEW POST
  - NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - NEW SIGN TO BE INSTALLED ON NEW POST

- ### PAVEMENT MARKING LEGEND
- Ⓐ 4-INCH SOLID WHITE LANE LINE
  - Ⓑ 4-INCH SOLID YELLOW LANE LINE
  - Ⓒ 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
  - Ⓓ 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
  - Ⓔ 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
  - Ⓕ GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
  - Ⓖ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
  - Ⓗ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
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  - Ⓟ WHITE BICYCLE LANE SYMBOL OR ARROW
  - Ⓠ WHITE SHARROWS SYMBOL
  - Ⓡ GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
  - Ⓢ 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
  - Ⓣ WHITE PAVEMENT ARROW OR TEXT
  - Ⓤ YIELD LINE SYMBOL

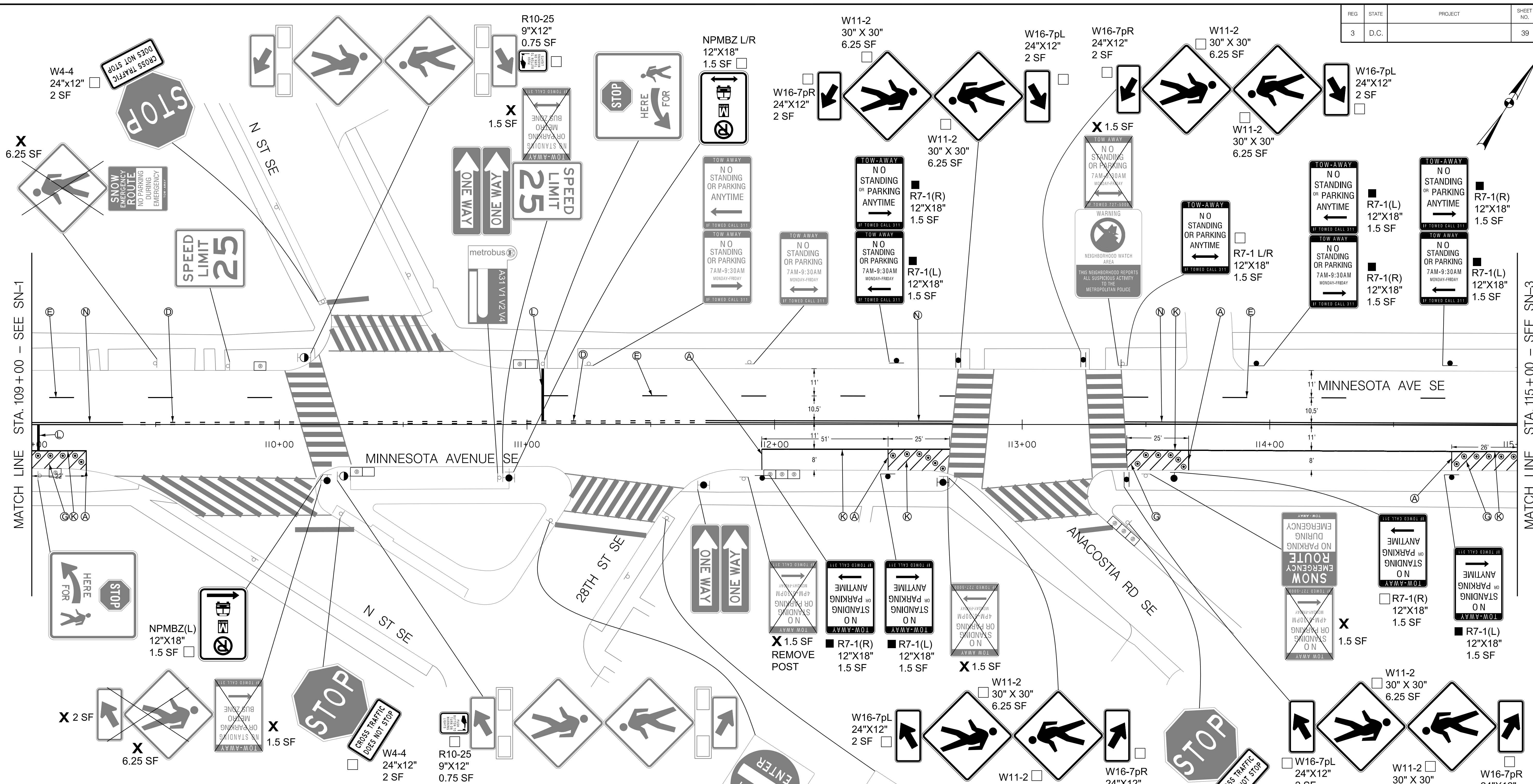
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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

FIRST SUBMISSION  
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 NOT FOR  
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DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN STA. 103+00 TO STA. 109+00		FIELD CHECKED BY MP/TK
RECOMMENDED FOR APPROVAL:		DESIGNED BY BS/JW
TRAFFIC SIGNAL DESIGN ENGINEER	DATE 02 /2022	DRAWN BY BS/JW
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE 1" = 20'	REVIEWED BY RF
APPROVED:	DATE	SHEET 38
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	DATE	OF 83
		DRAWING NO. SN-01

2/2/2022 RA\2019\08 DD01 ID10 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\PSN-00\_Minnesota\_Ave.dgn



- ### SIGNING LEGEND
- ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
- X EXISTING SIGN TO BE REMOVED
  - EXISTING SIGN TO BE RELOCATED
  - △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
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  - Ⓣ WHITE PAVEMENT ARROW OR TEXT
  - Ⓤ YIELD LINE SYMBOL

DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE MULTIMODAL PROJECT  
FROM PENNSYLVANIA AVENUE SE TO A STREET SE  
SIGNING AND PAVEMENT MARKING PLAN  
STA. 109+00 TO STA. 115+00

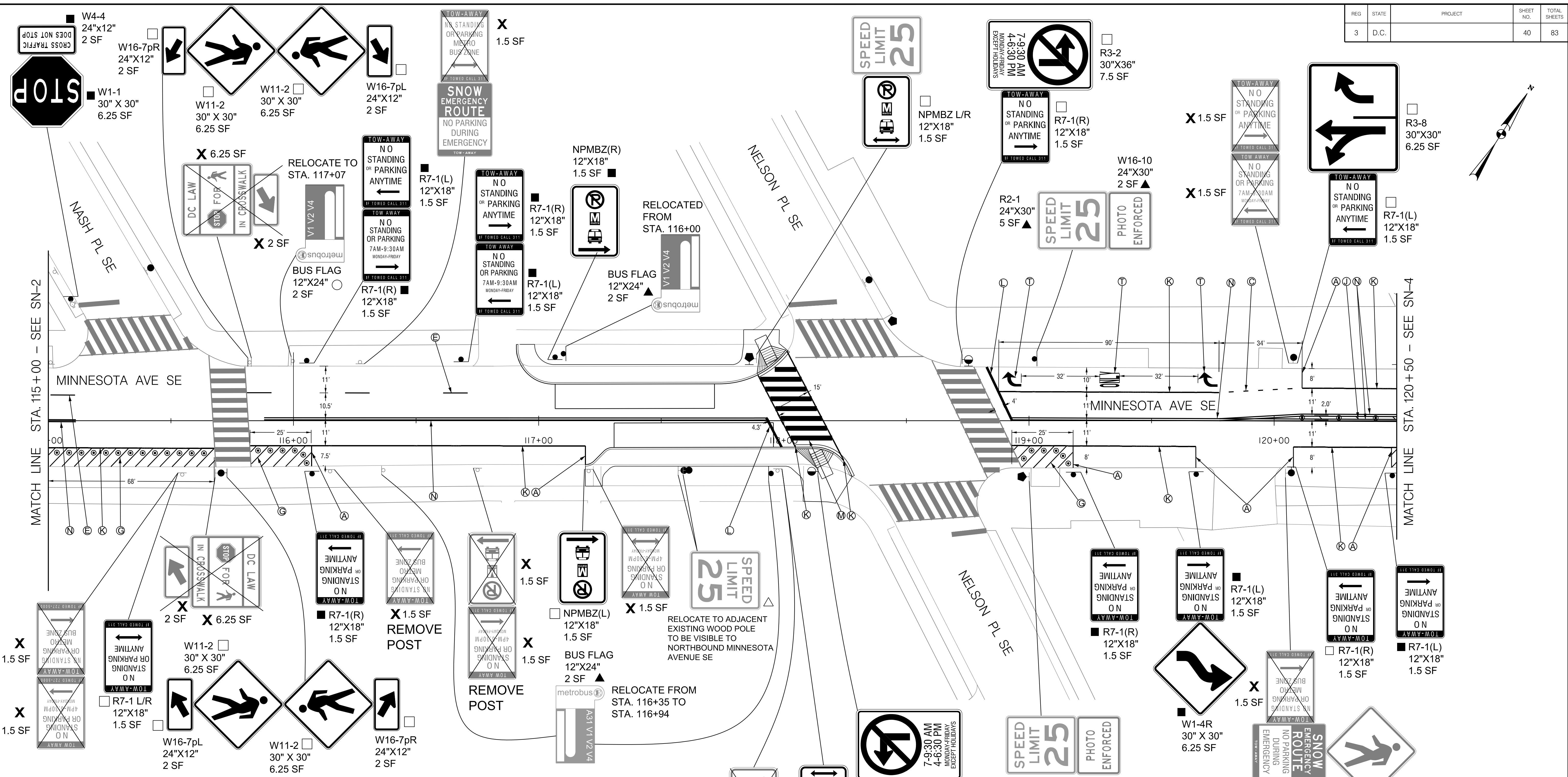
RECOMMENDED FOR APPROVAL:	FINAL
TRAFFIC SIGNAL DESIGN ENGINEER	FIELD CHECKED BY MP/TK
TRAFFIC SIGNAL PROGRAM MANAGER	DESIGNED BY BS/JW
APPROVED:	DRAWN BY BS/JW
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	REVIEWED BY RF
DATE:	DATE 02 / 2022
	SCALE 1" = 20'
	SHEET 39 OF 83
	DRAWING NO. SN-02

FIRST SUBMISSION  
FEBRUARY 2, 2022  
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2/2/2022 RA\2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\DSN-002\_Minnesota\_Ave.dgn

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### SIGNING LEGEND

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.

- X** EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE RELOCATED
- △** EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
- ▲** EXISTING SIGN RELOCATED TO NEW POST
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- Ⓡ GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
- Ⓢ 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
- Ⓣ WHITE PAVEMENT ARROW OR TEXT
- Ⓤ YIELD LINE SYMBOL

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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

**DISTRICT OF COLUMBIA**  
**DEPARTMENT OF TRANSPORTATION**  
 TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE MULTIMODAL PROJECT  
 FROM PENNSYLVANIA AVENUE SE TO A STREET SE  
 SIGNING AND PAVEMENT MARKING PLAN  
 STA. 115+00 TO STA. 120+50

RECOMMENDED FOR APPROVAL:  
 TRAFFIC SIGNAL DESIGN ENGINEER \_\_\_\_\_  
 TRAFFIC SIGNAL PROGRAM MANAGER \_\_\_\_\_  
 APPROVED: \_\_\_\_\_  
 TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR \_\_\_\_\_  
 DATE: \_\_\_\_\_

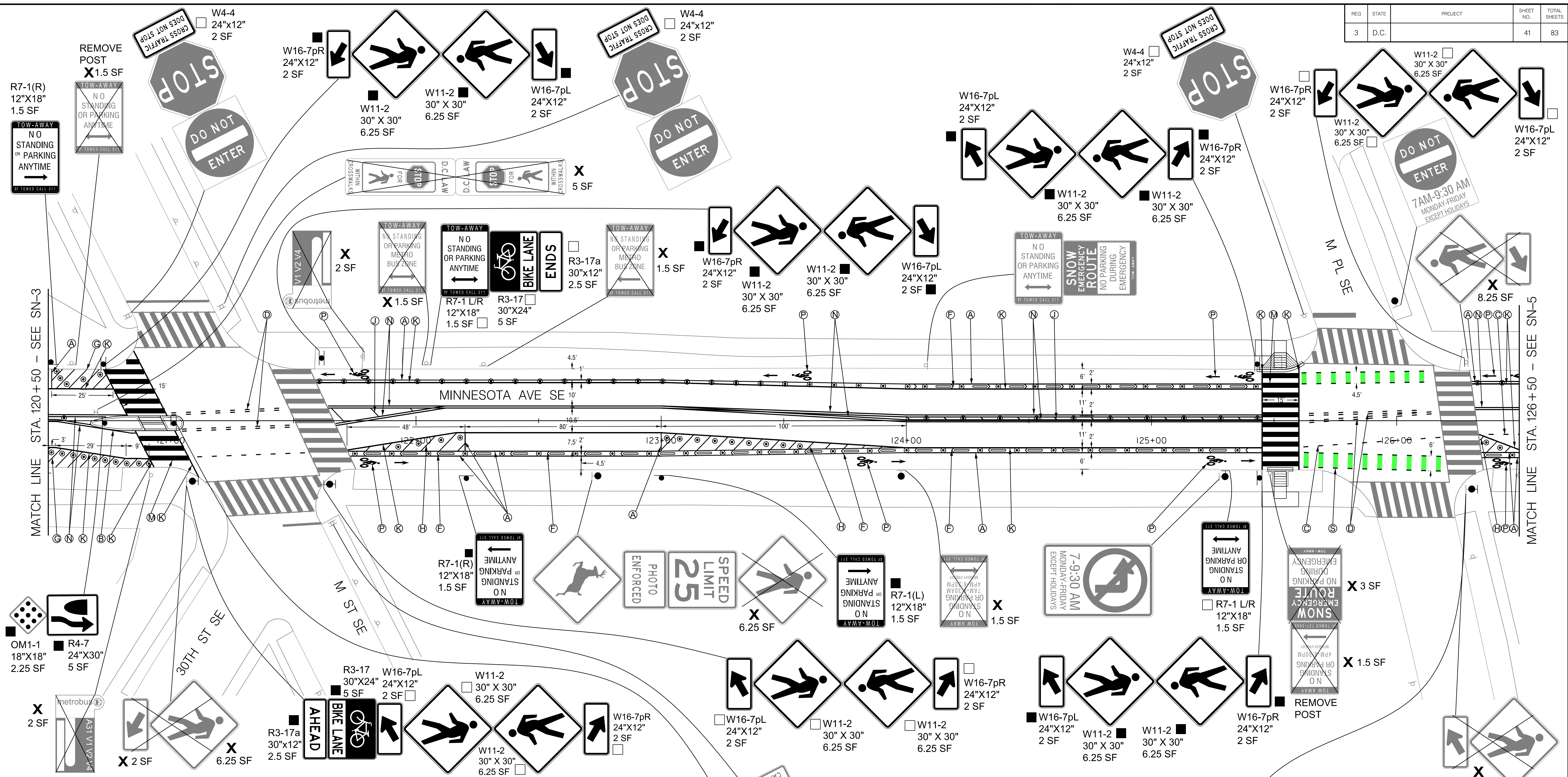
DATE: \_\_\_\_\_

FINAL  
 FIELD CHECKED BY: MPTK  
 DESIGNED BY: BS/JW  
 DRAWN BY: BS/JW  
 REVIEWED BY: RF  
 DATE: 02 / 2022  
 SCALE: 1" = 20'  
 SHEET 40 OF 83  
 DRAWING NO. SN-03

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 FEBRUARY 2, 2022  
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2/2/2022 RA\2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\PSN-003\_Minnesota\_Ave.dgn





### SIGNING LEGEND

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- X** EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE RELOCATED
- △** EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
- ▲** EXISTING SIGN RELOCATED TO NEW POST
- NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
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- Ⓤ** YIELD LINE SYMBOL

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S.I.F. NO. \_\_\_\_\_

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE: 1"=20'

20' 0 20' 40'

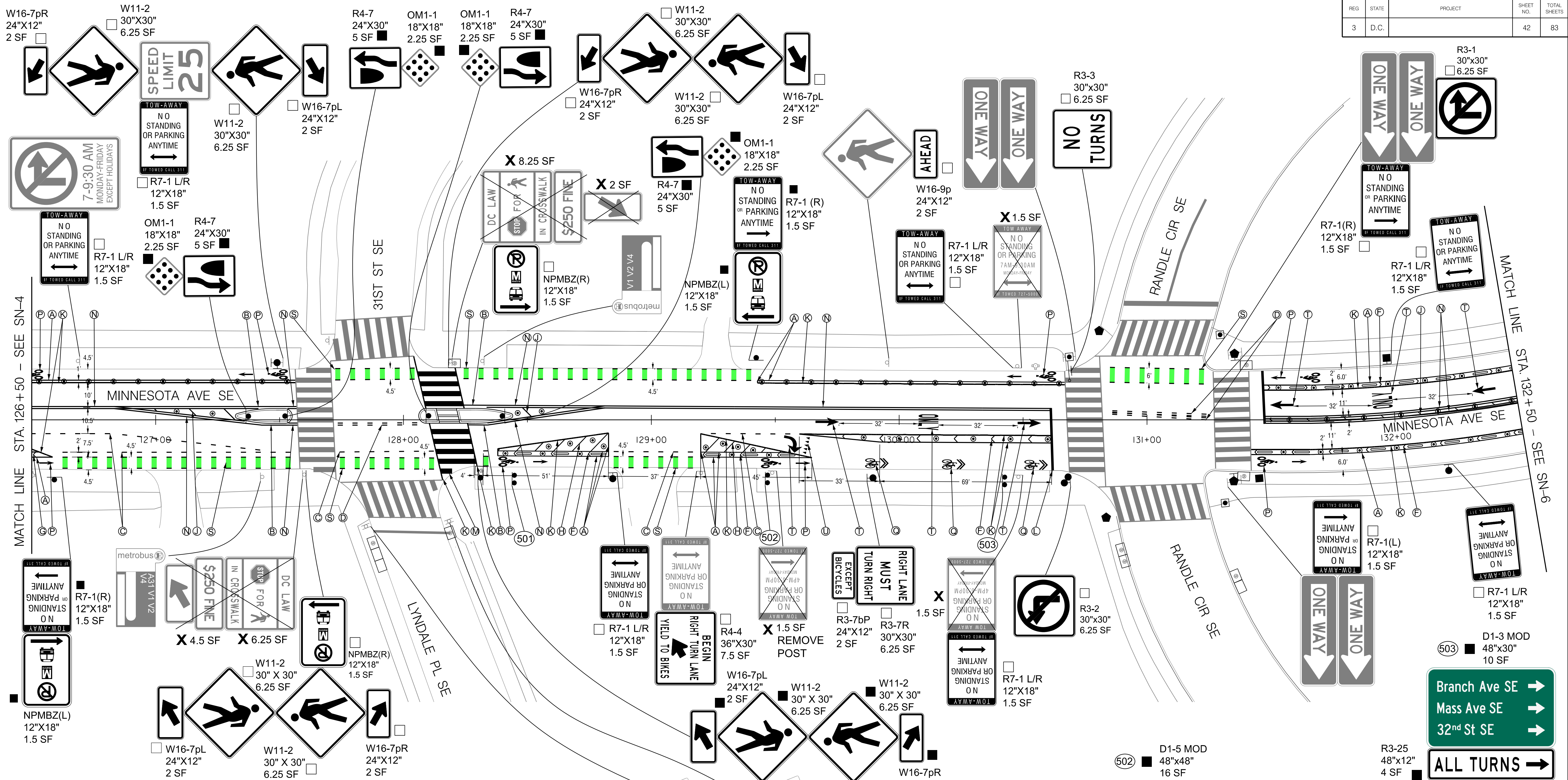
DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE MULTIMODAL PROJECT  
FROM PENNSYLVANIA AVENUE SE TO A STREET SE  
SIGNING AND PAVEMENT MARKING PLAN  
STA. 120+50 TO STA. 126+50

<p>RECOMMENDED FOR APPROVAL:</p> <p>TRAFFIC SIGNAL DESIGN ENGINEER _____</p> <p>TRAFFIC SIGNAL PROGRAM MANAGER _____</p> <p>APPROVED: _____</p> <p>TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR _____</p> <p>DATE: _____</p>	<p>FINAL</p> <p>FIELD CHECKED BY: MP/TK</p> <p>DESIGNED BY: BS/JW</p> <p>DRAWN BY: BS/JW</p> <p>REVIEWED BY: RF</p> <p>DATE: 02 /2022</p> <p>SCALE: 1"=20'</p> <p>SHEET 41 OF 83</p> <p>DRAWING NO. SN-04</p>
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2/2/2022 RA:2019.08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\pSN-004\_Minnesota\_Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		42	83



- ### SIGNING LEGEND
- ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
- ✕ EXISTING SIGN TO BE REMOVED
  - EXISTING SIGN TO BE RELOCATED
  - △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - ▲ EXISTING SIGN RELOCATED TO NEW POST
  - NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - NEW SIGN TO BE INSTALLED ON NEW POST

- ### PAVEMENT MARKING LEGEND
- Ⓐ 4-INCH SOLID WHITE LANE LINE
  - Ⓑ 4-INCH SOLID YELLOW LANE LINE
  - Ⓒ 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
  - Ⓓ 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
  - Ⓔ 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
  - Ⓕ GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
  - Ⓖ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
  - Ⓗ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
  - Ⓙ DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15 O.C. AT 45 DEGREES)
  - Ⓚ 6-INCH SOLID WHITE LANE LINE
  - Ⓛ 12-INCH WHITE STOP BAR
  - Ⓜ 24-INCH WHITE CROSSWALK STRIPE
  - Ⓝ 4-INCH DOUBLE SOLID YELLOW LANE LINE
  - Ⓟ WHITE BICYCLE LANE SYMBOL OR ARROW
  - Ⓠ WHITE SHARROWS SYMBOL
  - Ⓡ GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
  - Ⓢ 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
  - Ⓣ WHITE PAVEMENT ARROW OR TEXT
  - Ⓤ YIELD LINE SYMBOL

W4-4 24"x12" 2 SF

W4-4 24"x12" 2 SF

501 48"x30" 10 SF

D1-5 MOD 48"x48" 16 SF

SCALE: 1"=20'

DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE MULTIMODAL PROJECT  
FROM PENNSYLVANIA AVENUE SE TO A STREET SE  
SIGNING AND PAVEMENT MARKING PLAN  
STA. 126+50 TO STA. 132+50

FINAL  
FIELD CHECKED BY: MP/TK  
DESIGNED BY: BS/JW  
DRAWN BY: BS/JW  
REVIEWED BY: RF

DATE: 02 /2022  
SCALE: 1"=20'  
SHEET 42 OF 83  
DRAWING NO. SN-05

RECOMMENDED FOR APPROVAL:

TRAFFIC SIGNAL DESIGN ENGINEER \_\_\_\_\_

TRAFFIC SIGNAL PROGRAM MANAGER \_\_\_\_\_

APPROVED: \_\_\_\_\_

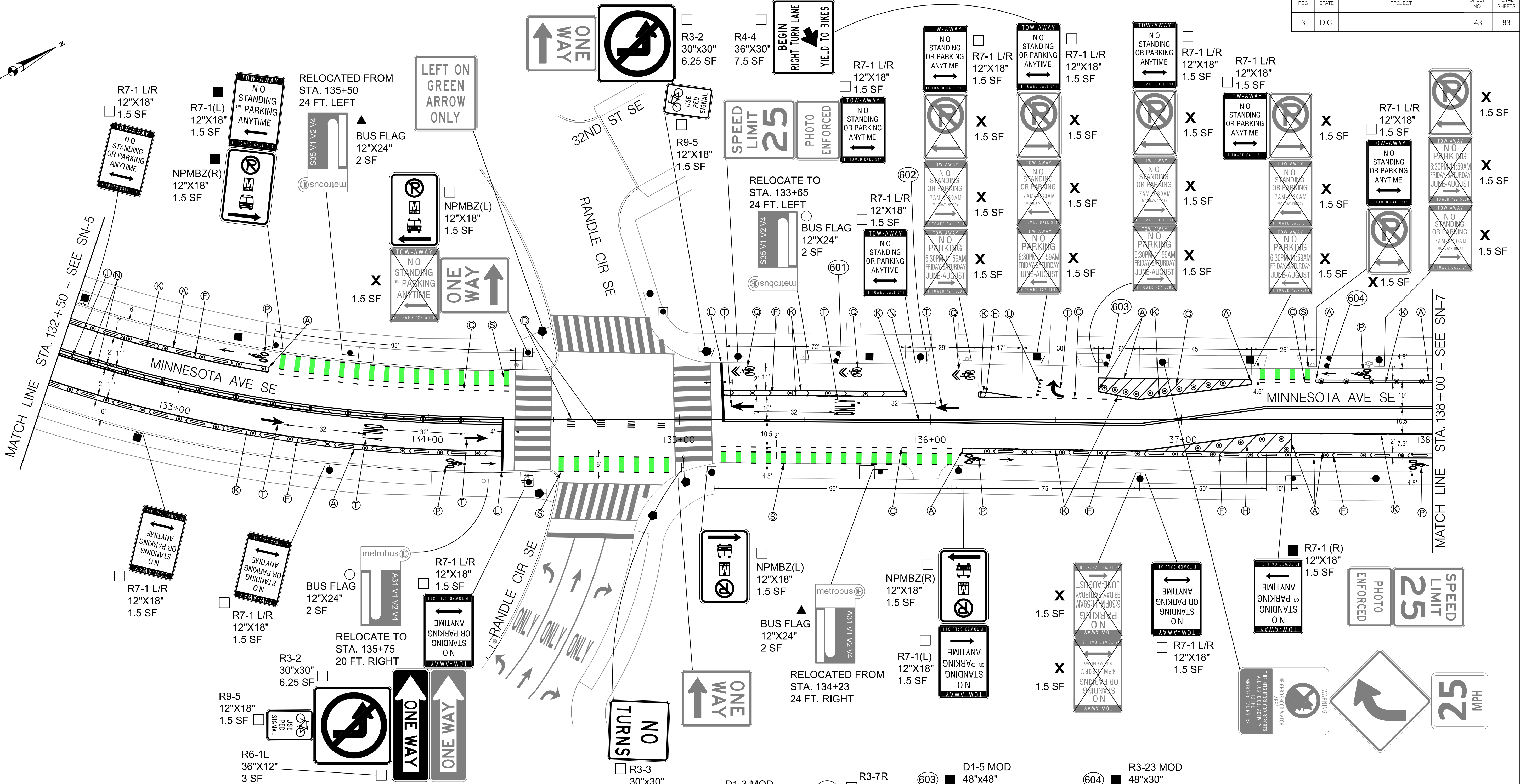
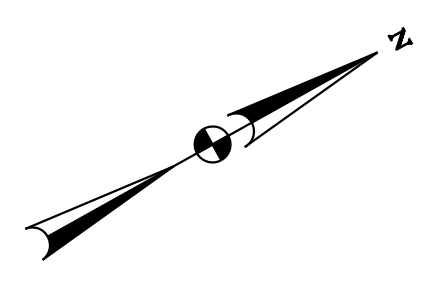
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR \_\_\_\_\_

DATE: \_\_\_\_\_

FIRST SUBMISSION  
FEBRUARY 2, 2022  
NOT FOR  
CONSTRUCTION

2/2/2022 R:\2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\DSN-005\_Minnesota\_Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		43	83

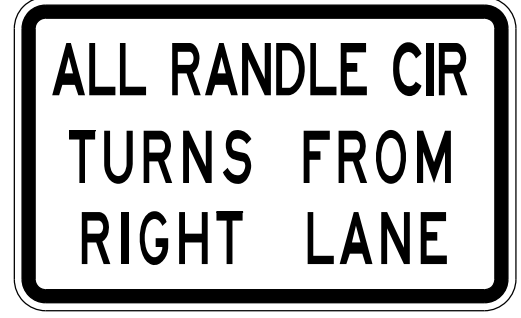
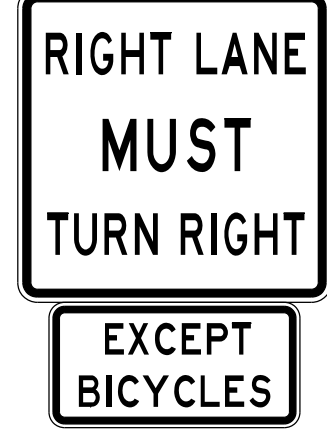


**SIGNING LEGEND**

- ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
- X EXISTING SIGN TO BE REMOVED
  - EXISTING SIGN TO BE RELOCATED
  - △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - ▲ EXISTING SIGN RELOCATED TO NEW POST
  - NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - NEW SIGN TO BE INSTALLED ON NEW POST

**PAVEMENT MARKING LEGEND**

- Ⓐ 4-INCH SOLID WHITE LANE LINE
- Ⓑ 4-INCH SOLID YELLOW LANE LINE
- Ⓒ 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
- Ⓓ 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
- Ⓔ 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
- Ⓕ GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
- Ⓖ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
- Ⓗ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
- Ⓙ DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15 O.C. AT 45 DEGREES)
- Ⓚ 6-INCH SOLID WHITE LANE LINE
- Ⓛ 12-INCH WHITE STOP BAR
- Ⓜ 24-INCH WHITE CROSSWALK STRIPE
- Ⓝ 4-INCH DOUBLE SOLID YELLOW LANE LINE
- Ⓟ WHITE BICYCLE LANE SYMBOL OR ARROW
- Ⓠ WHITE SHARROWS SYMBOL
- Ⓡ GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
- Ⓢ 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
- Ⓣ WHITE PAVEMENT ARROW OR TEXT
- Ⓤ YIELD LINE SYMBOL



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S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

FIRST SUBMISSION  
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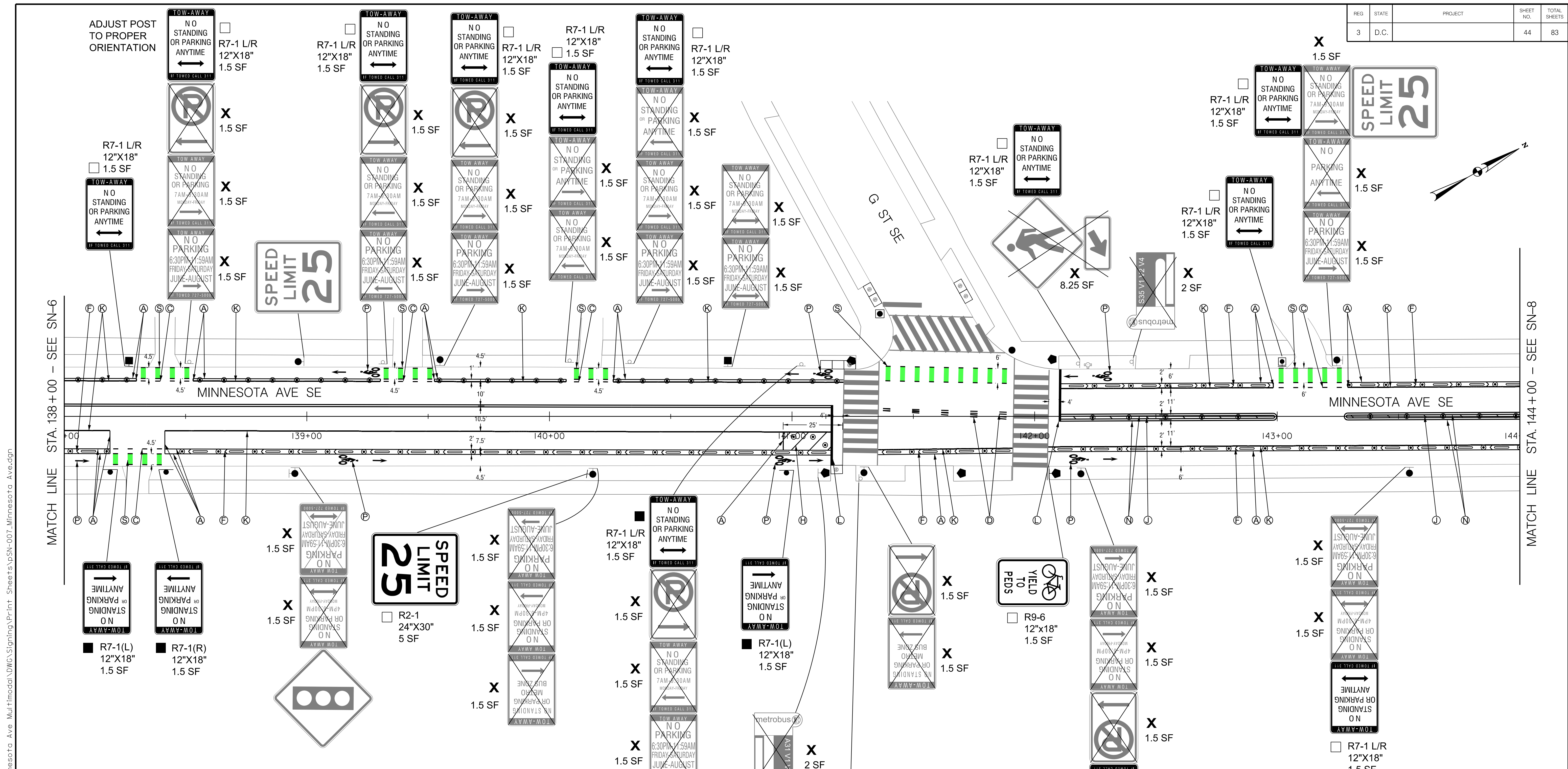
DISTRICT OF COLUMBIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE MULTIMODAL PROJECT  
 FROM PENNSYLVANIA AVENUE SE TO A STREET SE  
 SIGNING AND PAVEMENT MARKING PLAN  
 STA. 132+50 TO STA. 138+00

RECOMMENDED FOR APPROVAL:	DATE: 02 /2022
TRAFFIC SIGNAL DESIGN ENGINEER	DESIGNED BY: BS/JW
TRAFFIC SIGNAL PROGRAM MANAGER	DRAWN BY: BS/JW
APPROVED:	REVIEWED BY: RF
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	SCALE: 1" = 20'
DATE: _____	SHEET 43 OF 83
	DRAWING NO. SN-06

2/2/2022 RA\2019\08 DD01 ID10 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\SN-06\_Minnesota\_Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		44	83



**SIGNING LEGEND**

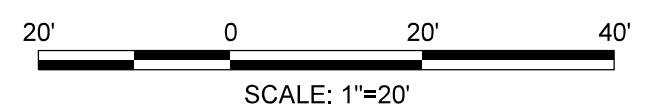
- ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
- X EXISTING SIGN TO BE REMOVED
  - EXISTING SIGN TO BE RELOCATED
  - △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - ▲ EXISTING SIGN RELOCATED TO NEW POST
  - NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - NEW SIGN TO BE INSTALLED ON NEW POST

**PAVEMENT MARKING LEGEND**

- Ⓐ 4-INCH SOLID WHITE LANE LINE
- Ⓑ 4-INCH SOLID YELLOW LANE LINE
- Ⓒ 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
- Ⓓ 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
- Ⓔ 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
- Ⓕ GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
- Ⓖ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
- Ⓗ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
- Ⓙ DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15' O.C. AT 45 DEGREES)
- Ⓚ 6-INCH SOLID WHITE LANE LINE
- Ⓛ 12-INCH WHITE STOP BAR
- Ⓜ 24-INCH WHITE CROSSWALK STRIPE
- Ⓝ 4-INCH DOUBLE SOLID YELLOW LANE LINE
- Ⓟ WHITE BICYCLE LANE SYMBOL OR ARROW
- Ⓠ WHITE SHARROWS SYMBOL
- Ⓡ GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
- Ⓢ 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
- Ⓣ WHITE PAVEMENT ARROW OR TEXT
- Ⓤ YIELD LINE SYMBOL

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S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

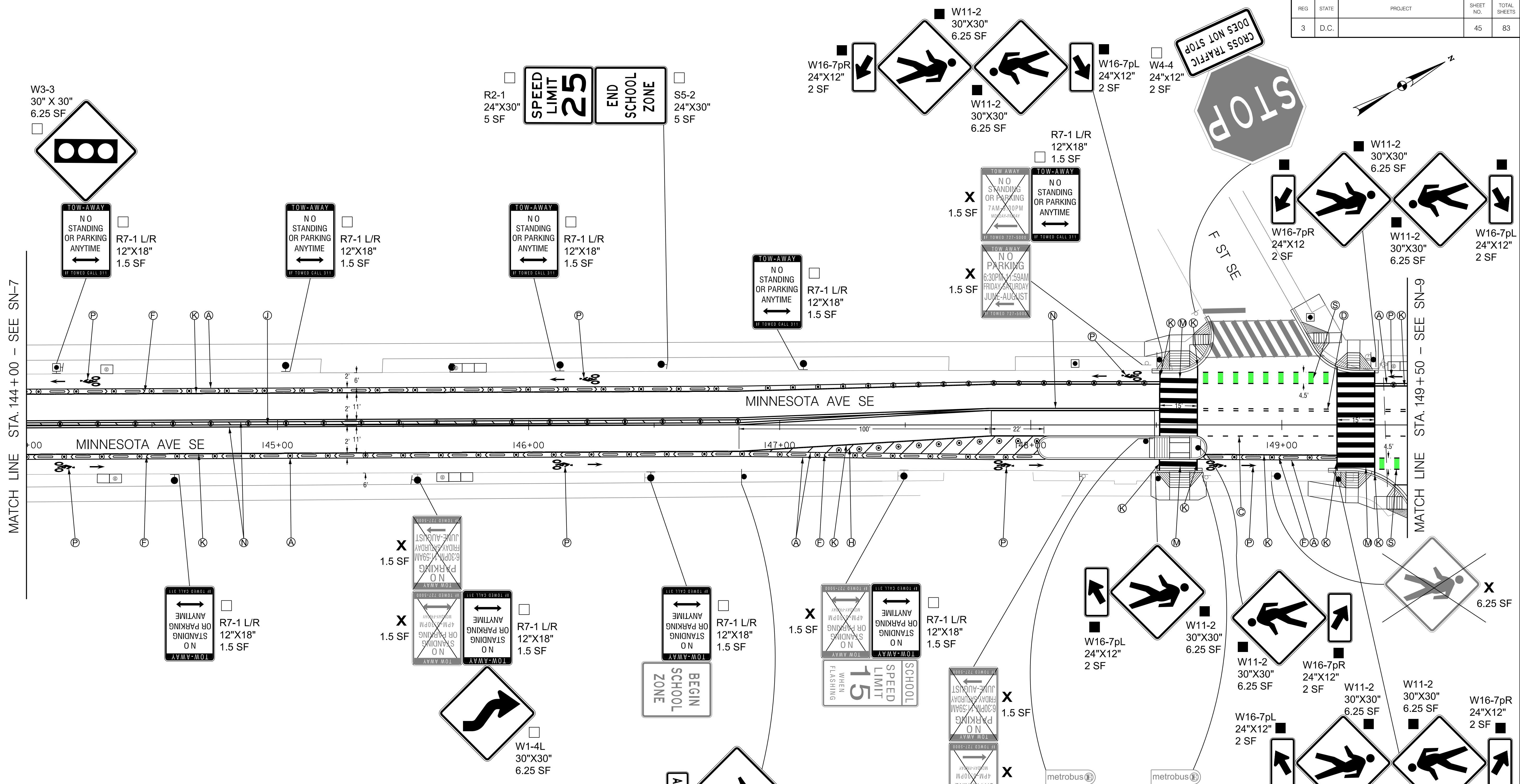


FIRST SUBMISSION  
 FEBRUARY 2, 2022  
 NOT FOR  
 CONSTRUCTION

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN STA. 138+00 TO STA. 144+00		FIELD CHECKED BY MP/TK
RECOMMENDED FOR APPROVAL:	DESIGNED BY BS/JW	DRAWN BY BS/JW
TRAFFIC SIGNAL DESIGN ENGINEER	REVIEWED BY RF	DATE 02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE 1" = 20'	SHEET 44
APPROVED:	DATE	OF 83
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR		DRAWING NO. SN-07

2/2/2022 RA\2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\DSN-007\_Minnesota\_Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		45	83



**SIGNING LEGEND**

- ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
- X EXISTING SIGN TO BE REMOVED
  - EXISTING SIGN TO BE RELOCATED
  - △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - ▲ EXISTING SIGN RELOCATED TO NEW POST
  - NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - NEW SIGN TO BE INSTALLED ON NEW POST

**PAVEMENT MARKING LEGEND**

- Ⓐ 4-INCH SOLID WHITE LANE LINE
- Ⓑ 4-INCH SOLID YELLOW LANE LINE
- Ⓒ 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
- Ⓓ 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
- Ⓔ 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
- Ⓕ GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
- Ⓖ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
- Ⓗ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
- Ⓙ DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15 O.C. AT 45 DEGREES)
- Ⓚ 6-INCH SOLID WHITE LANE LINE
- Ⓛ 12-INCH WHITE STOP BAR
- Ⓜ 24-INCH WHITE CROSSWALK STRIPE
- Ⓝ 4-INCH DOUBLE SOLID YELLOW LANE LINE
- Ⓟ WHITE BICYCLE LANE SYMBOL OR ARROW
- Ⓠ WHITE SHARROWS SYMBOL
- Ⓡ GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
- Ⓢ 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
- Ⓣ WHITE PAVEMENT ARROW OR TEXT
- Ⓤ YIELD LINE SYMBOL

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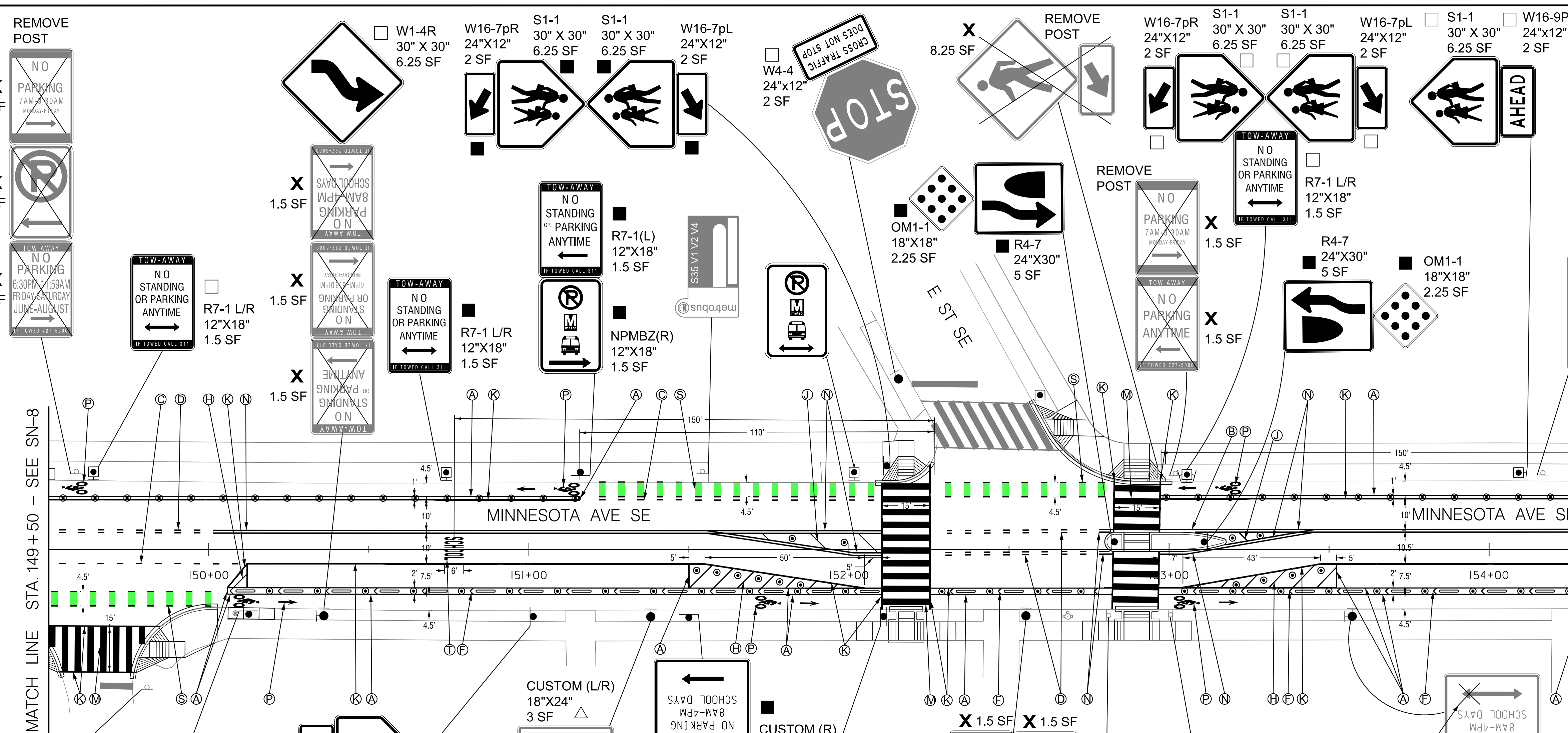
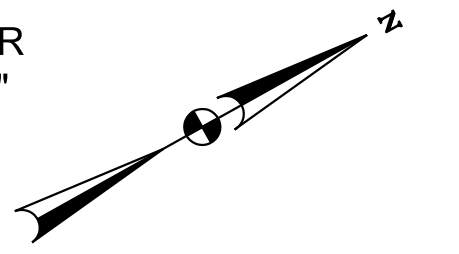
S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

FIRST SUBMISSION  
 FEBRUARY 2, 2022  
 NOT FOR  
 CONSTRUCTION

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN STA. 144+00 TO STA. 149+50		FIELD CHECKED BY MP/TK
RECOMMENDED FOR APPROVAL:		DESIGNED BY BS/JW
TRAFFIC SIGNAL DESIGN ENGINEER	TRAFFIC SIGNAL PROGRAM MANAGER	DRAWN BY BS/JW
APPROVED:	TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	REVIEWED BY RF
DATE: _____	DATE: _____	DATE: 02 / 2022
SCALE: 1" = 20'		SHEET 45 OF 83
DRAWING NO. SN-08		

2/2/2022 R:\2019\08 DD01 ID10 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\DSN-008\_Minnesota\_Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		46	83



**PAVEMENT MARKING LEGEND**

- Ⓐ 4-INCH SOLID WHITE LANE LINE
- Ⓑ 4-INCH SOLID YELLOW LANE LINE
- Ⓒ 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
- Ⓓ 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
- Ⓔ 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
- Ⓕ GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
- Ⓖ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
- Ⓗ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
- Ⓙ DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15' O.C. AT 45 DEGREES)
- Ⓚ 6-INCH SOLID WHITE LANE LINE
- Ⓛ 12-INCH WHITE STOP BAR
- Ⓜ 24-INCH WHITE CROSSWALK STRIPE
- Ⓝ 4-INCH DOUBLE SOLID YELLOW LANE LINE
- Ⓟ WHITE BICYCLE LANE SYMBOL OR ARROW
- Ⓠ WHITE SHARROWS SYMBOL
- Ⓡ GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
- Ⓢ 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
- Ⓣ WHITE PAVEMENT ARROW OR TEXT
- Ⓤ YIELD LINE SYMBOL

**SIGNING LEGEND**

- ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
- ✗ EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE RELOCATED
- △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
- ▲ EXISTING SIGN RELOCATED TO NEW POST
- NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
- NEW SIGN TO BE INSTALLED ON NEW POST

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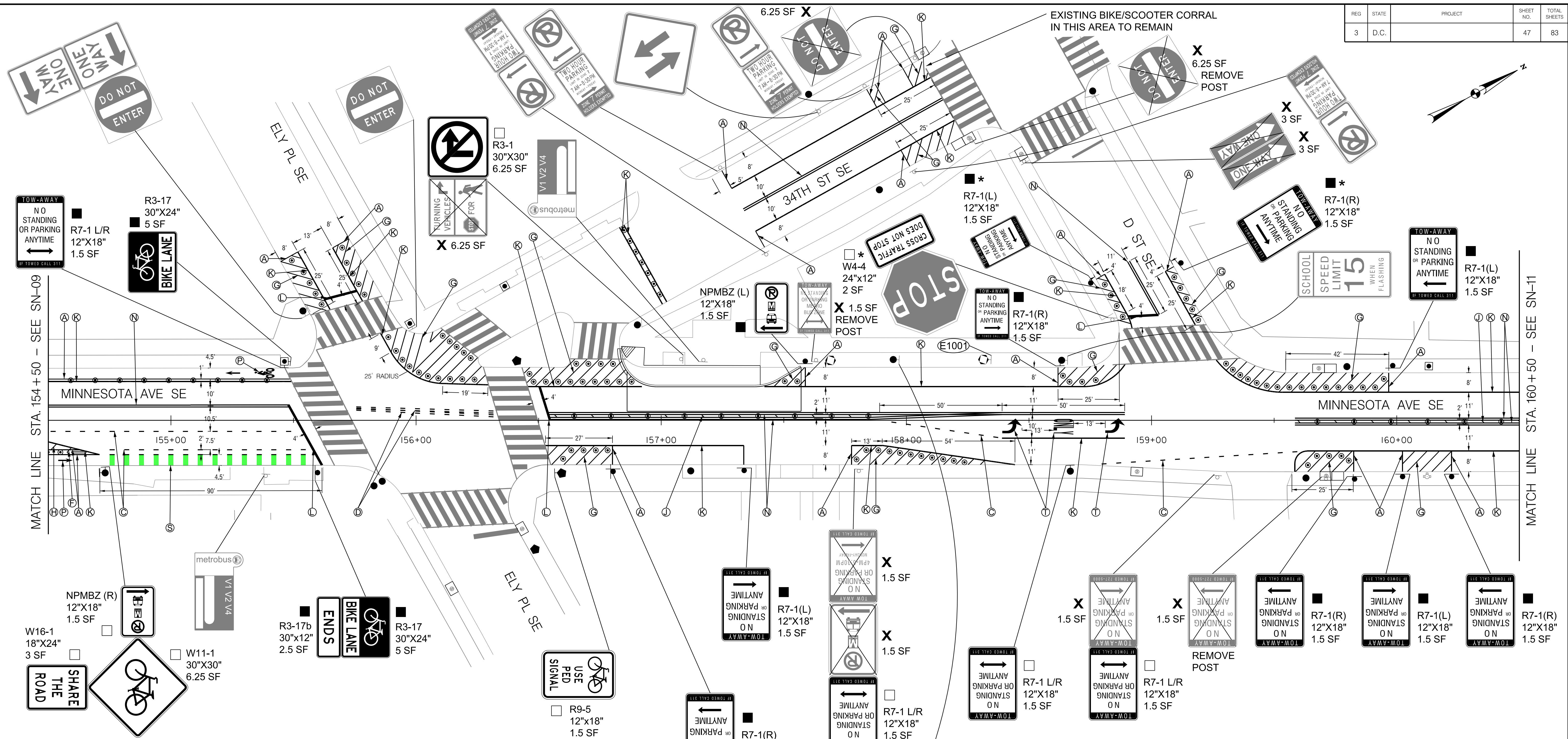
S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

FIRST SUBMISSION  
 FEBRUARY 2, 2022  
 NOT FOR  
 CONSTRUCTION

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN STA. 149+50 TO STA. 154+50		FIELD CHECKED BY MP/TK
RECOMMENDED FOR APPROVAL:		DESIGNED BY BS/JW
TRAFFIC SIGNAL DESIGN ENGINEER _____		DRAWN BY BS/JW
TRAFFIC SIGNAL PROGRAM MANAGER _____		REVIEWED BY RF
APPROVED:		DATE 02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR _____		SCALE 1" = 20'
DATE: _____		SHEET 46 OF 83
		DRAWING NO. SN-09

2/2/2022 RA\2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\pSN-009\_Minnesota\_Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		47	83



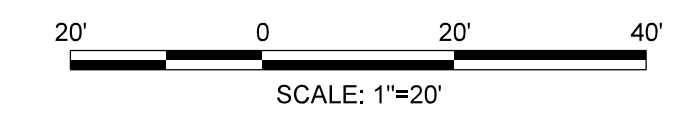
**SPECIAL NOTES:**

A. SIGNING WORK INDICATED WITH AN ASTERISK (\*) IS EXPECTED TO BE COMPLETED IN ADVANCE VIA TSI SR# 2208616

SIGNING LEGEND		PAVEMENT MARKING LEGEND	
✕	EXISTING SIGN TO BE REMOVED	Ⓐ	4-INCH SOLID WHITE LANE LINE
○	EXISTING SIGN TO BE RELOCATED	Ⓑ	4-INCH SOLID YELLOW LANE LINE
△	EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE	Ⓒ	4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
▲	EXISTING SIGN RELOCATED TO NEW POST	Ⓓ	4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
□	NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE	Ⓔ	4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
■	NEW SIGN TO BE INSTALLED ON NEW POST	Ⓕ	GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
		Ⓖ	DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
		Ⓗ	DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
		Ⓙ	DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15 O.C. AT 45 DEGREES)
		Ⓚ	6-INCH SOLID WHITE LANE LINE
		Ⓛ	12-INCH WHITE STOP BAR
		Ⓜ	24-INCH WHITE CROSSWALK STRIPE
		Ⓝ	4-INCH DOUBLE SOLID YELLOW LANE LINE
		Ⓟ	WHITE BICYCLE LANE SYMBOL OR ARROW
		Ⓠ	WHITE SHARROWS SYMBOL
		Ⓡ	GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
		Ⓢ	24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
		Ⓣ	WHITE PAVEMENT ARROW OR TEXT
		Ⓤ	YIELD LINE SYMBOL

**Mead & Hunt**  
 100 M STREET SE SUITE 550  
 WASHINGTON, DC 20003  
 (202) 570-7080  
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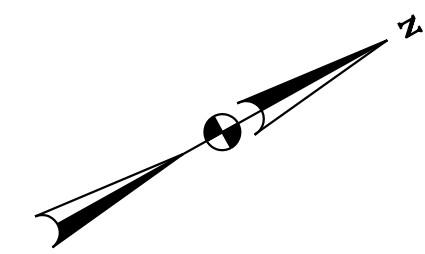
S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



FIRST SUBMISSION  
 FEBRUARY 2, 2022  
 NOT FOR  
 CONSTRUCTION

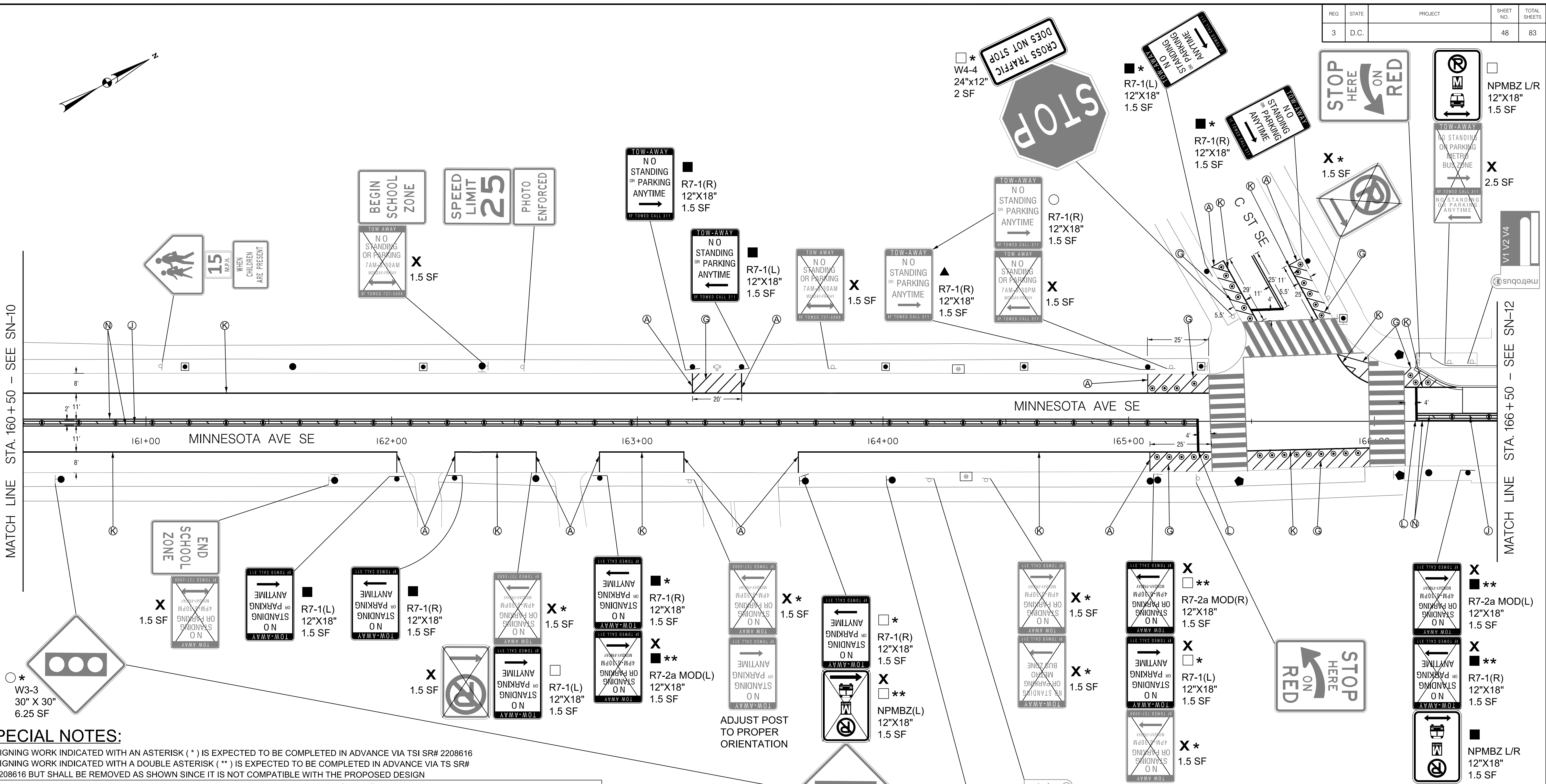
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN STA. 154 + 50 TO STA. 160 + 50		FIELD CHECKED BY MP/TK
RECOMMENDED FOR APPROVAL:	DESIGNED BY BS/JW	DRAWN BY BS/JW
TRAFFIC SIGNAL DESIGN ENGINEER	REVIEWED BY RF	DATE 02 / 2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE 1" = 20'	SHEET 47
APPROVED:	DATE	OF 83
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR		DRAWING NO. SN-10

2/2/2022 RA\2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\DSN-010\_Minnesota\_Ave.dgn



MATCH LINE STA. 160+50 - SEE SN-10

MATCH LINE STA. 166+50 - SEE SN-12



**SPECIAL NOTES:**

- A. SIGNING WORK INDICATED WITH AN ASTERISK (\*) IS EXPECTED TO BE COMPLETED IN ADVANCE VIA TSI SR# 2208616
- B. SIGNING WORK INDICATED WITH A DOUBLE ASTERISK (\*\*) IS EXPECTED TO BE COMPLETED IN ADVANCE VIA TS SR# 2208616 BUT SHALL BE REMOVED AS SHOWN SINCE IT IS NOT COMPATIBLE WITH THE PROPOSED DESIGN

**SIGNING LEGEND**

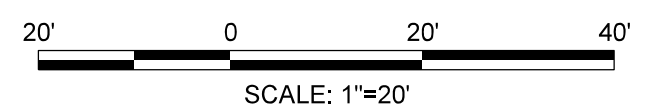
- ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
- X EXISTING SIGN TO BE REMOVED
  - O EXISTING SIGN TO BE RELOCATED
  - △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - ▲ EXISTING SIGN RELOCATED TO NEW POST
  - NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - NEW SIGN TO BE INSTALLED ON NEW POST

**PAVEMENT MARKING LEGEND**

- Ⓐ 4-INCH SOLID WHITE LANE LINE
- Ⓑ 4-INCH SOLID YELLOW LANE LINE
- Ⓒ 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
- Ⓓ 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
- Ⓔ 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
- Ⓕ GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
- Ⓖ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
- Ⓗ DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
- Ⓙ DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15' O.C. AT 45 DEGREES)
- Ⓚ 6-INCH SOLID WHITE LANE LINE
- Ⓛ 12-INCH WHITE STOP BAR
- Ⓜ 24-INCH WHITE CROSSWALK STRIPE
- Ⓝ 4-INCH DOUBLE SOLID YELLOW LANE LINE
- Ⓟ WHITE BICYCLE LANE SYMBOL OR ARROW
- Ⓠ WHITE SHARROWS SYMBOL
- Ⓡ GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
- Ⓢ 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
- Ⓣ WHITE PAVEMENT ARROW OR TEXT
- Ⓤ YIELD LINE SYMBOL

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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



FIRST SUBMISSION  
 FEBRUARY 2, 2022  
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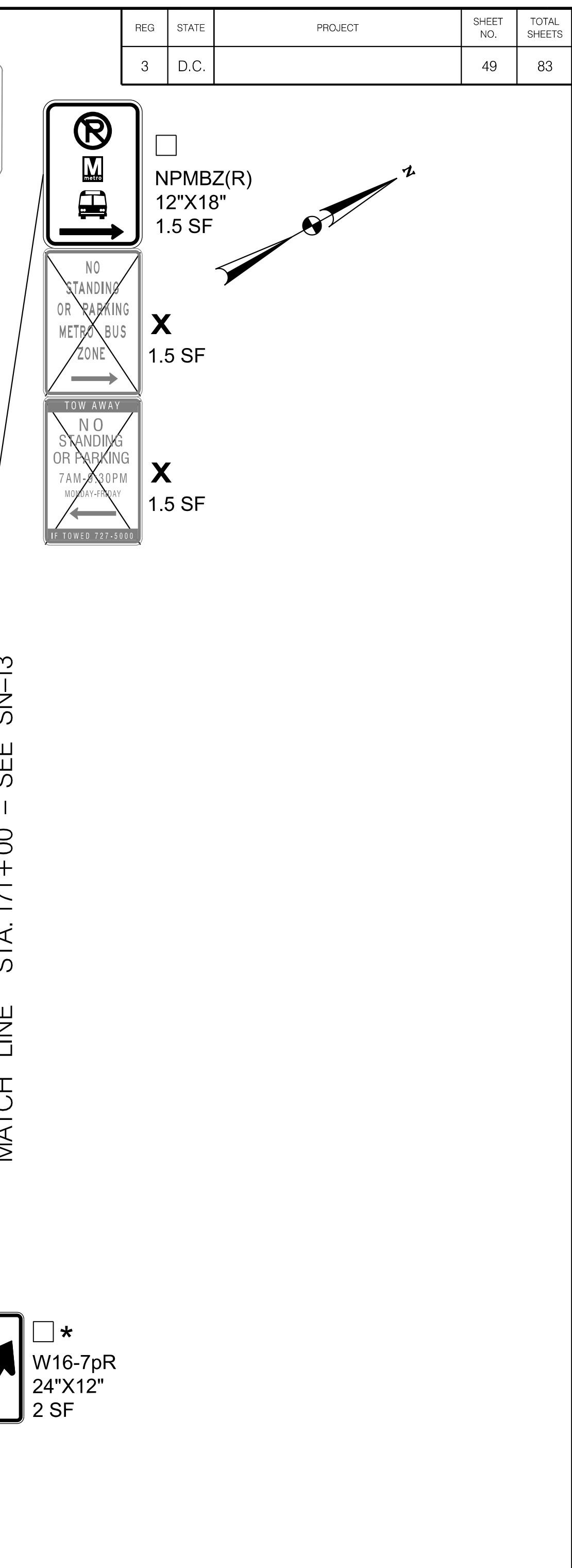
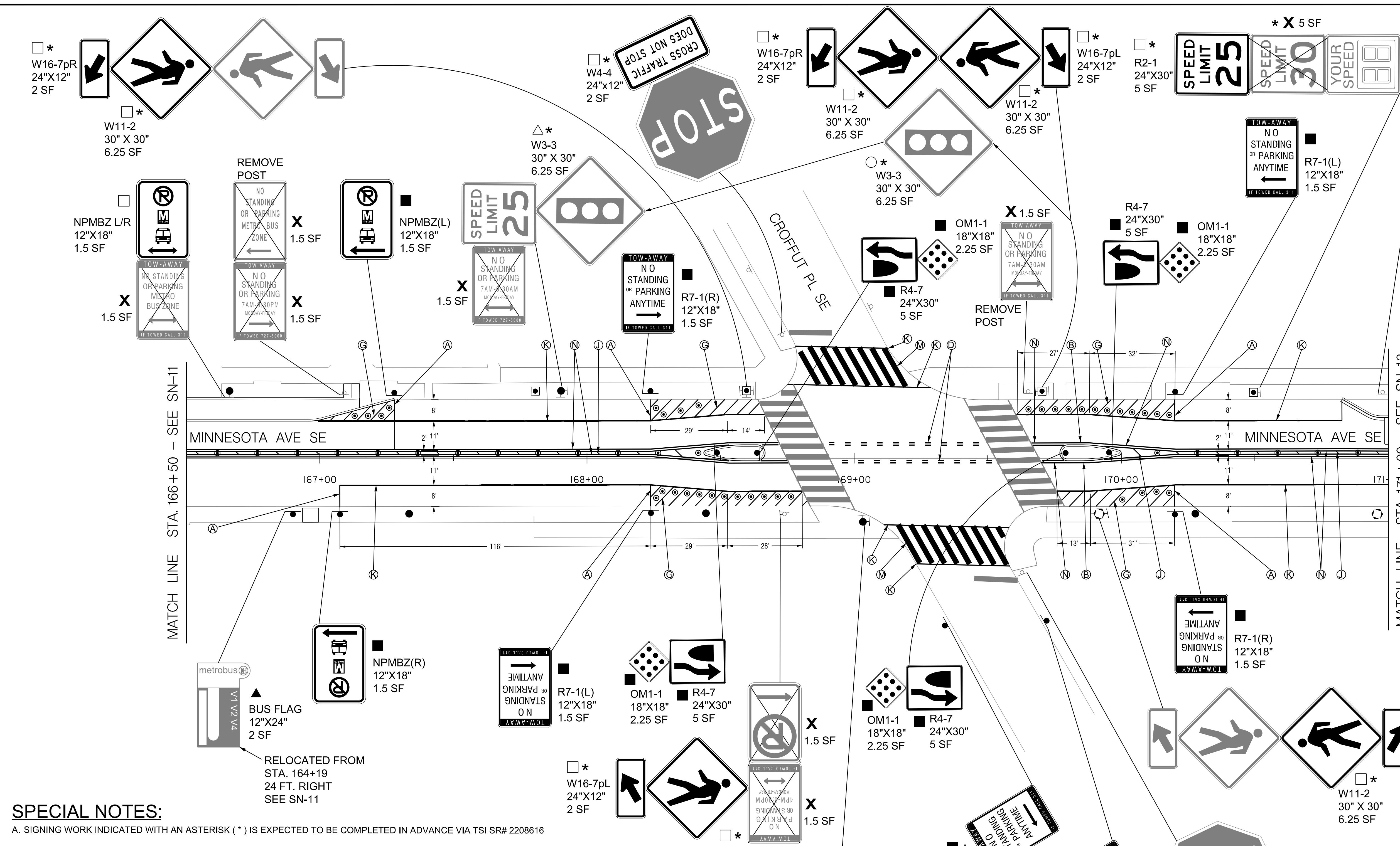
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN STA. 160+50 TO STA. 166+50		FIELD CHECKED BY MP/TK
DESIGNED BY BS/JW	DRAWN BY BS/JW	REVIEWED BY RF
RECOMMENDED FOR APPROVAL: TRAFFIC SIGNAL DESIGN ENGINEER _____ TRAFFIC SIGNAL PROGRAM MANAGER _____	APPROVED: TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR _____	DATE 02 / 2022
DATE: _____		SCALE 1" = 20'
SHEET 48 OF 83		DRAWING NO. SN-11

2/2/2022 RA:2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\DSN-011\_Minnesota\_Ave.dgn



REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		49	83

2/2/2022 RA:2019.08.DD01 ID:0 Traffic Eng. Des. JMT\Task\_25B - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\pSN-02\_Minnesota Ave.dwg



**SPECIAL NOTES:**

A. SIGNING WORK INDICATED WITH AN ASTERISK (\*) IS EXPECTED TO BE COMPLETED IN ADVANCE VIA TSI SR# 2208616

**PAVEMENT MARKING LEGEND**

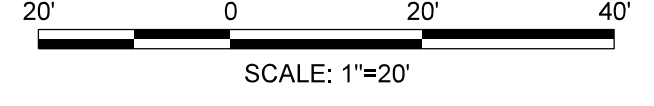
- (A) 4-INCH SOLID WHITE LANE LINE
- (B) 4-INCH SOLID YELLOW LANE LINE
- (C) 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
- (D) 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
- (E) 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
- (F) GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
- (G) DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
- (H) DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
- (J) DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15 O.C. AT 45 DEGREES)
- (K) 6-INCH SOLID WHITE LANE LINE
- (L) 12-INCH WHITE STOP BAR
- (M) 24-INCH WHITE CROSSWALK STRIPE
- (N) 4-INCH DOUBLE SOLID YELLOW LANE LINE
- (P) WHITE BICYCLE LANE SYMBOL OR ARROW
- (R) WHITE SHARROWS SYMBOL
- (S) GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
- (T) 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
- (U) WHITE PAVEMENT ARROW OR TEXT
- (V) YIELD LINE SYMBOL

**SIGNING LEGEND**

- ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
- X EXISTING SIGN TO BE REMOVED
  - O EXISTING SIGN TO BE RELOCATED
  - △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - ▲ EXISTING SIGN RELOCATED TO NEW POST
  - NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - NEW SIGN TO BE INSTALLED ON NEW POST

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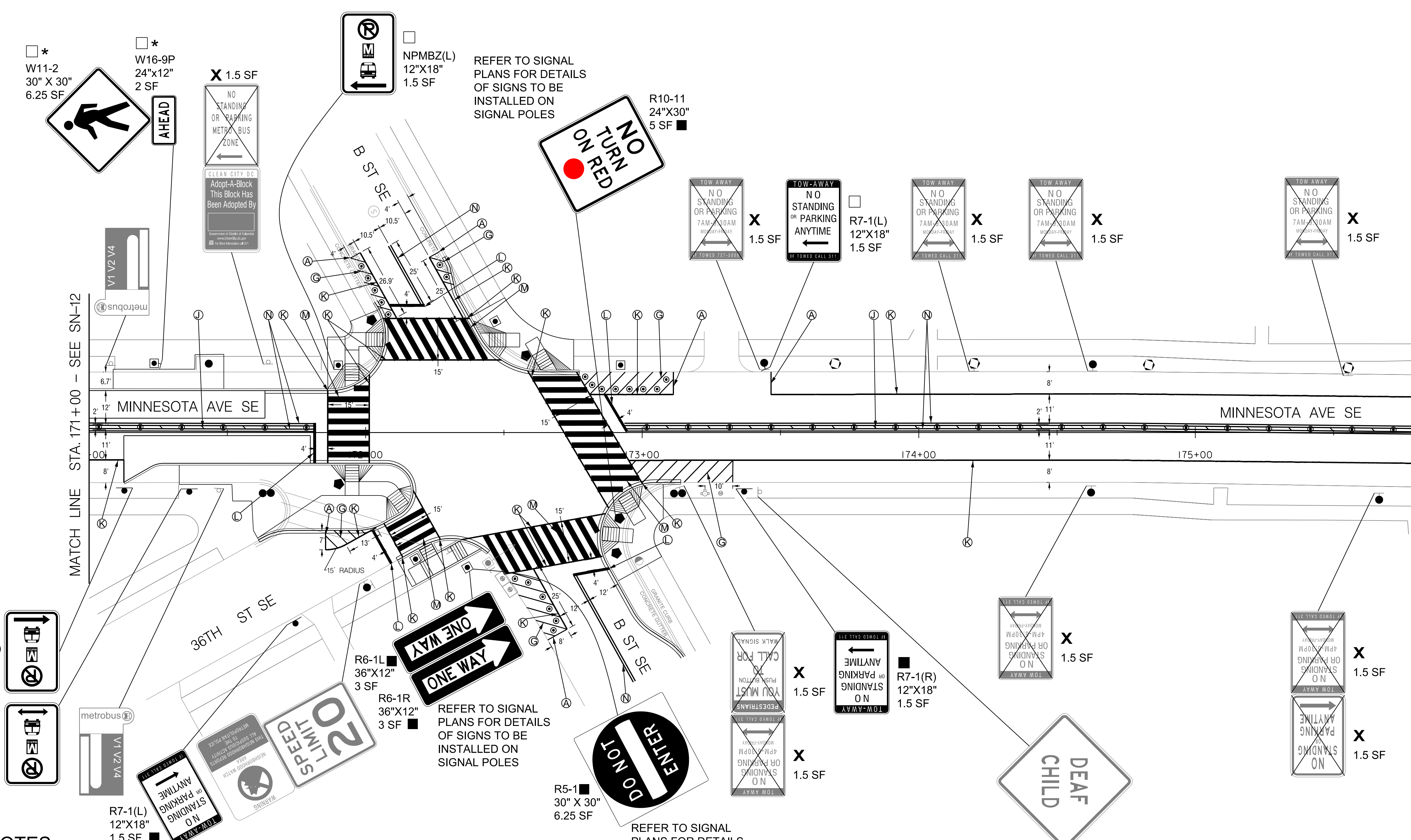
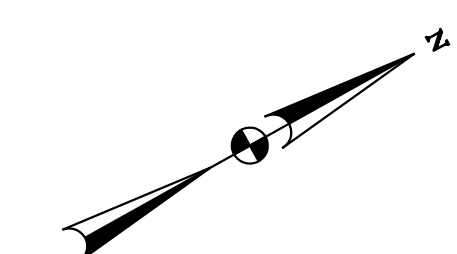
S.I.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



FIRST SUBMISSION  
 FEBRUARY 2, 2022  
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 CONSTRUCTION

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN STA. 166+50 TO STA. 171+00		FIELD CHECKED BY MP/TK
RECOMMENDED FOR APPROVAL:	DESIGNED BY	BS/JW
TRAFFIC SIGNAL DESIGN ENGINEER	DRAWN BY	BS/JW
TRAFFIC SIGNAL PROGRAM MANAGER	REVIEWED BY	RF
APPROVED:	DATE	02 /2022
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	SCALE	1" = 20'
DATE: _____	SHEET	49 OF 83
	DRAWING NO.	SN-12

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		50	83



□\* W11-2  
30" X 30"  
6.25 SF

□\* W16-9P  
24"x12"  
2 SF

X 1.5 SF  
NO STANDING OR PARKING METRO BUS ZONE

CLEAN CITY DC  
Adopt-A-Block  
This Block Has Been Adopted By

NPMBZ(L)  
12"x18"  
1.5 SF

REFER TO SIGNAL PLANS FOR DETAILS OF SIGNS TO BE INSTALLED ON SIGNAL POLES

R10-11  
24"x30"  
5 SF

X 1.5 SF  
NO STANDING OR PARKING 7AM-30AM MON-FRI

X 1.5 SF  
NO STANDING OR PARKING ANYTIME

R7-1(L)  
12"x18"  
1.5 SF

X 1.5 SF  
NO STANDING OR PARKING 7AM-30AM MON-FRI

X 1.5 SF  
NO STANDING OR PARKING 7AM-30AM MON-FRI

X 1.5 SF  
NO STANDING OR PARKING 7AM-30AM MON-FRI

NPMBZ (L)  
12"x18"  
1.5 SF

NPMBZ L/R  
12"x18"  
1.5 SF

R7-1(L)  
12"x18"  
1.5 SF

R6-1L  
36"x12"  
3 SF

R6-1R  
36"x12"  
3 SF

REFER TO SIGNAL PLANS FOR DETAILS OF SIGNS TO BE INSTALLED ON SIGNAL POLES

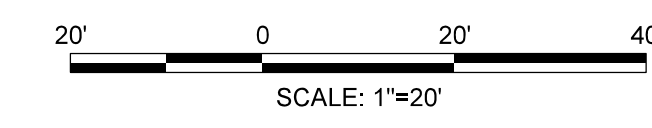
R5-1  
30" X 30"  
6.25 SF

REFER TO SIGNAL PLANS FOR DETAILS OF SIGNS TO BE INSTALLED ON SIGNAL POLES

**SPECIAL NOTES:**

A. SIGNING WORK INDICATED WITH AN ASTERISK (\*) IS EXPECTED TO BE COMPLETED IN ADVANCE VIA TSI SR# 2208616

SIGNING LEGEND		PAVEMENT MARKING LEGEND	
ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.		(A) 4-INCH SOLID WHITE LANE LINE	(A) 4-INCH SOLID WHITE LANE LINE
X EXISTING SIGN TO BE REMOVED		(B) 4-INCH SOLID YELLOW LANE LINE	(B) 4-INCH SOLID YELLOW LANE LINE
○ EXISTING SIGN TO BE RELOCATED		(C) 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)	(C) 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
△ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE		(D) 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)	(D) 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
▲ EXISTING SIGN RELOCATED TO NEW POST		(E) 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)	(E) 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
□ NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE		(F) GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)	(F) GORE MARKINGS WITH 4-INCH SOLID WHITE LINES (15' O.C. AT 45 DEGREES)
■ NEW SIGN TO BE INSTALLED ON NEW POST		(G) DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)	(G) DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (5' O.C. AT 45 DEGREES)
		(H) DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)	(H) DIAGONAL MARKINGS 4-INCH SOLID WHITE LINES (7.5' O.C. AT 45 DEGREES)
		(J) DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15 O.C. AT 45 DEGREES)	(J) DIAGONAL MARKINGS 4-INCH SOLID YELLOW LINES (15 O.C. AT 45 DEGREES)
		(K) 6-INCH SOLID WHITE LANE LINE	(K) 6-INCH SOLID WHITE LANE LINE
		(L) 12-INCH WHITE STOP BAR	(L) 12-INCH WHITE STOP BAR
		(M) 24-INCH WHITE CROSSWALK STRIPE	(M) 24-INCH WHITE CROSSWALK STRIPE
		(N) 4-INCH DOUBLE SOLID YELLOW LANE LINE	(N) 4-INCH DOUBLE SOLID YELLOW LANE LINE
		(P) WHITE BICYCLE LANE SYMBOL OR ARROW	(P) WHITE BICYCLE LANE SYMBOL OR ARROW
		(Q) WHITE SHARROWS SYMBOL	(Q) WHITE SHARROWS SYMBOL
		(R) GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER	(R) GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
		(S) 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)	(S) 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
		(T) WHITE PAVEMENT ARROW OR TEXT	(T) WHITE PAVEMENT ARROW OR TEXT
		(U) YIELD LINE SYMBOL	(U) YIELD LINE SYMBOL



FIRST SUBMISSION  
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CONSTRUCTION

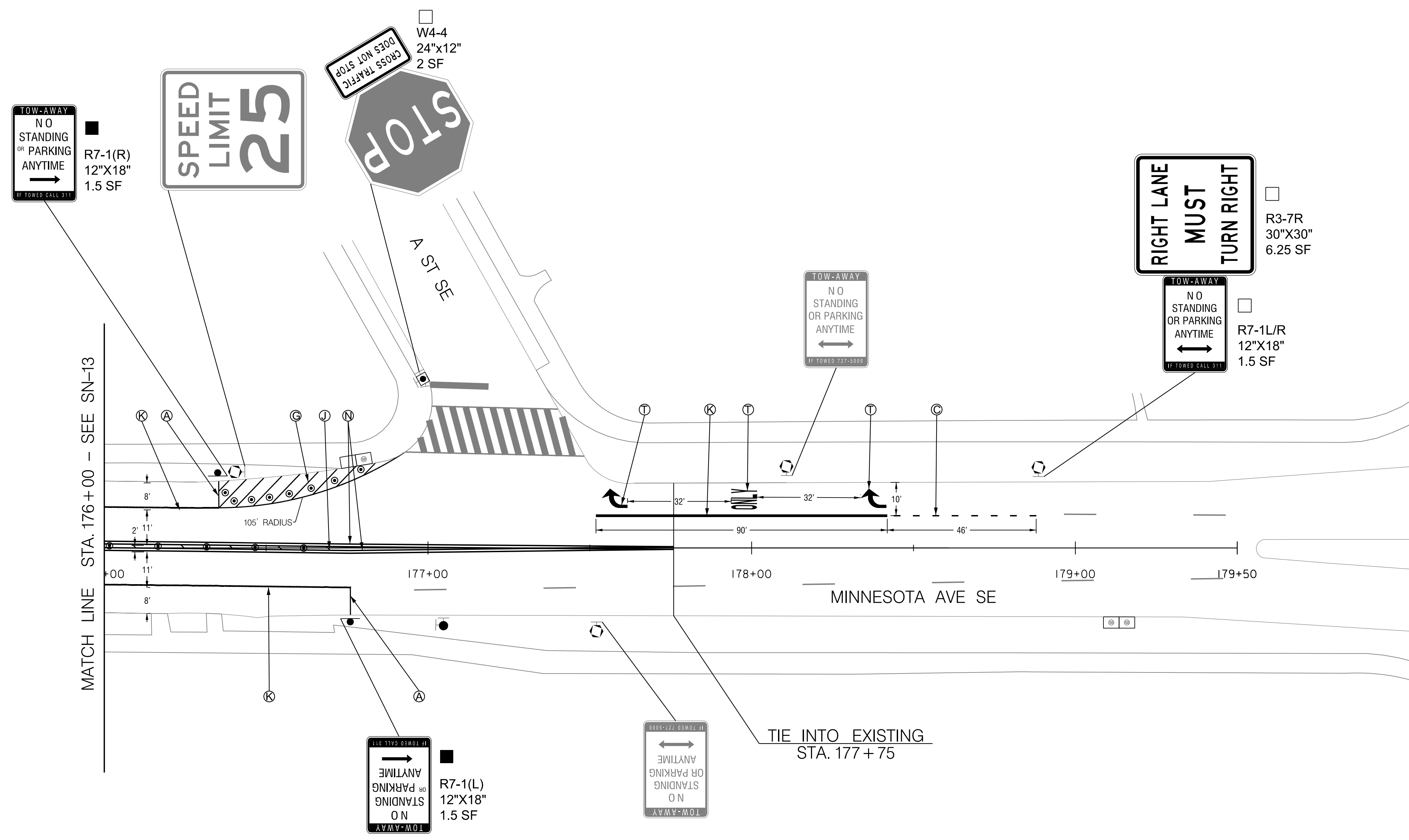
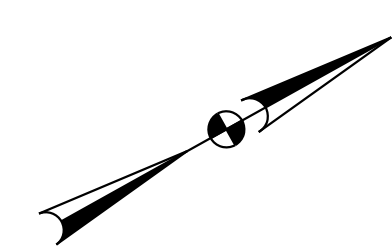
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S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN STA. 171+00 TO STA. 176+00		FIELD CHECKED BY MP/TK
RECOMMENDED FOR APPROVAL:		DESIGNED BY BS/JW
TRAFFIC SIGNAL DESIGN ENGINEER	DATE 02 /2022	DRAWN BY BS/JW
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE 1" = 20'	REVIEWED BY RF
APPROVED:	SHEET 50	OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	DATE: _____	
DATE: _____		SHOWN NO. SN-13

2/2/2022 RA\2019\08 DD01 ID10 Traffic Eng Des JMT\Task 258 - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\DSN-013\_Minnesota\_Ave.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		51	83

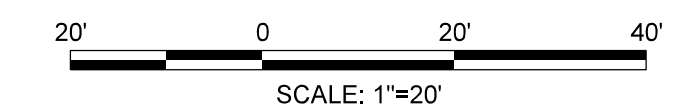


**SIGNING LEGEND**

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- ✕ EXISTING SIGN TO BE REMOVED
  - EXISTING SIGN TO BE RELOCATED
  - △ EXISTING SIGN RELOCATED TO EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - ▲ EXISTING SIGN RELOCATED TO NEW POST
  - NEW SIGN TO BE INSTALLED ON EXISTING POST OR EXISTING SIGNAL POLE / LIGHT POLE
  - NEW SIGN TO BE INSTALLED ON NEW POST

**PAVEMENT MARKING LEGEND**

- Ⓐ 4-INCH SOLID WHITE LANE LINE
- Ⓑ 4-INCH SOLID YELLOW LANE LINE
- Ⓒ 4-INCH DOTTED WHITE LANE LINE (2' STRIPE, 4' SKIP)
- Ⓓ 4-INCH DOTTED DOUBLE YELLOW LANE LINE (2' STRIPE, 4' SKIP)
- Ⓔ 4-INCH DASHED WHITE LANE LINE (10' STRIPE, 30' SKIP)
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- Ⓢ WHITE SHARROWS SYMBOL
- Ⓡ GREEN COLORED PAVEMENT WITH 4-INCH LANE LINE BORDER
- Ⓣ 24" GREEN BICYCLE CROSSING FOR ONE WAY BIKE LANE (SEE DETAIL ON SHEET SN-DE2)
- Ⓤ WHITE PAVEMENT ARROW OR TEXT
- Ⓡ YIELD LINE SYMBOL



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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE SIGNING AND PAVEMENT MARKING PLAN STA. 176+00 TO STA. 179+50		FIELD CHECKED BY MP/TK
DESIGNED BY BS/JW		DRAWN BY BS/JW
RECOMMENDED FOR APPROVAL:		REVIEWED BY RF
TRAFFIC SIGNAL DESIGN ENGINEER _____		DATE 02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER _____		SCALE 1" = 20'
APPROVED:		SHEET 51 OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR _____		DRAWING NO. SN-14
DATE: _____		

2/2/2022 R:\2019\08\_001\010 Traffic Eng Des\_JMT\Task\_258 - Minnesota Ave Multimodal\DWG\Signing\Print\_Sheets\PSN-014\_Minnesota\_Ave.dgn

DESCRIPTION	REVISION						
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.

REG.	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
D.C.		SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	52	83

**GENERAL NOTES:**

- A. ALL WORK RELATING TO THE INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH APPROPRIATE PROVISIONS OF THE LATEST VERSIONS OF DDOT STANDARD DRAWINGS, STANDARD SPECIFICATIONS AND THE CONTRACT SPECIAL PROVISIONS.
- B. THE CONTRACTOR SHALL SUBMIT TO DDOT CATALOG CUTS FOR ALL MATERIALS TO BE FURNISHED AND INSTALLED. WRITTEN APPROVAL FROM DDOT SHALL BE SECURED PRIOR TO PROCUREMENT.
- C. THE CONTRACTOR SHALL FURNISH ALL TEMPORARY, PORTABLE, CONCRETE BASES, STEEL TRAFFIC SIGNAL POLES, TEMPORARY LIGHTING FIXTURES, STEEL TRANSFORMER BASES AND ALL MOUNTING HARDWARE, AND RELOCATE THE EXISTING TRAFFIC AND PEDESTRIAN SIGNAL HEADS AS SHOWN.
- D. THE CONTRACTOR SHALL RETURN ALL REMOVED TRAFFIC SIGNAL EQUIPMENT TO DDOT TRAFFIC SIGNAL SHOP. CONTACT MR. HARVEY ALEXANDER 72 HOURS IN ADVANCE AT 202-671-1485 TO ARRANGE SERVICE.
- E. THE EXISTING PEPCO POWER IS TO BE MODIFIED. THE CONTRACTOR SHALL CONTACT PEPCO TO ARRANGE SERVICE AND PAY FEES.
- F. THE CONTRACTOR SHALL RELOCATE ALL SIGNS ON THE EXISTING POLES TO TEMPORARY POLES, UNLESS INDICATED OTHERWISE ON PLAN.
- G. NO ABOVE GROUND HARDWARE WILL BE PLACED SUCH THAT A MINIMUM 4' CONTINUOUS PATH FOR ADA PURPOSES IS NOT MAINTAINED.
- H. ALL TEMPORARY POLES SHALL BE PROPERLY GROUNDED. DDOT SIGNAL TECHNICIAN WILL NOT ACTIVATE ANY SIGNAL UNLESS POLES ARE PROPERLY GROUNDED.
- I. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PROPER ALIGNMENT AND OPERATION OF ALL SIGNALS ON TEMPORARY POLES.
- J. NO TEMPORARY CABLES SHALL BE DIRECT BURIED. ALL TEMPORARY CABLING SHALL BE PROPERLY ENCLOSED IN FLEX CONDUIT AND SHALL BE ACCESSIBLE SHOULD EMERGENCY REPLACEMENT BE REQUIRED.
- K. STREETLIGHT LUMINAIRE MUST BE MAINTAINED ALL THE TIME. USE PROPOSED STREETLIGHTS AS NECESSARY.
- L. THE LOCATION OF EXISTING AND PROPOSED TRAFFIC EQUIPMENT AND CONDUITS SHOWN ARE APPROXIMATE. THE LOCATION OF ALL PROPOSED EQUIPMENT AND MATERIALS SHALL BE FIELD LOCATED, VERIFIED, AND APPROVED BY ENGINEER.
- M. THE CONTRACTOR SHALL MAINTAIN A NEATLY MARKET SET OF FULL SIZE AS-BUILT DRAWING RECORDS SHOWING THE FINAL LOCATION AND LAYOUT OF ALL SIGNAL EQUIPMENT AND CONDUITS. STRUCTURES AND OTHER FACILITIES. AS-BUILT RECORD DRAWINGS SHALL REFLECT CHANGE ORDERS, ACCOMMODATIONS, AND ADJUSTMENTS TO ALL IMPROVEMENTS CONSTRUCTED, WHERE NECESSARY, SUPPLEMENTAL DRAWINGS SHALL BE PREPARED AND SUBMITTED BY THE CONTRACTOR.

**REMOVAL NOTES:**

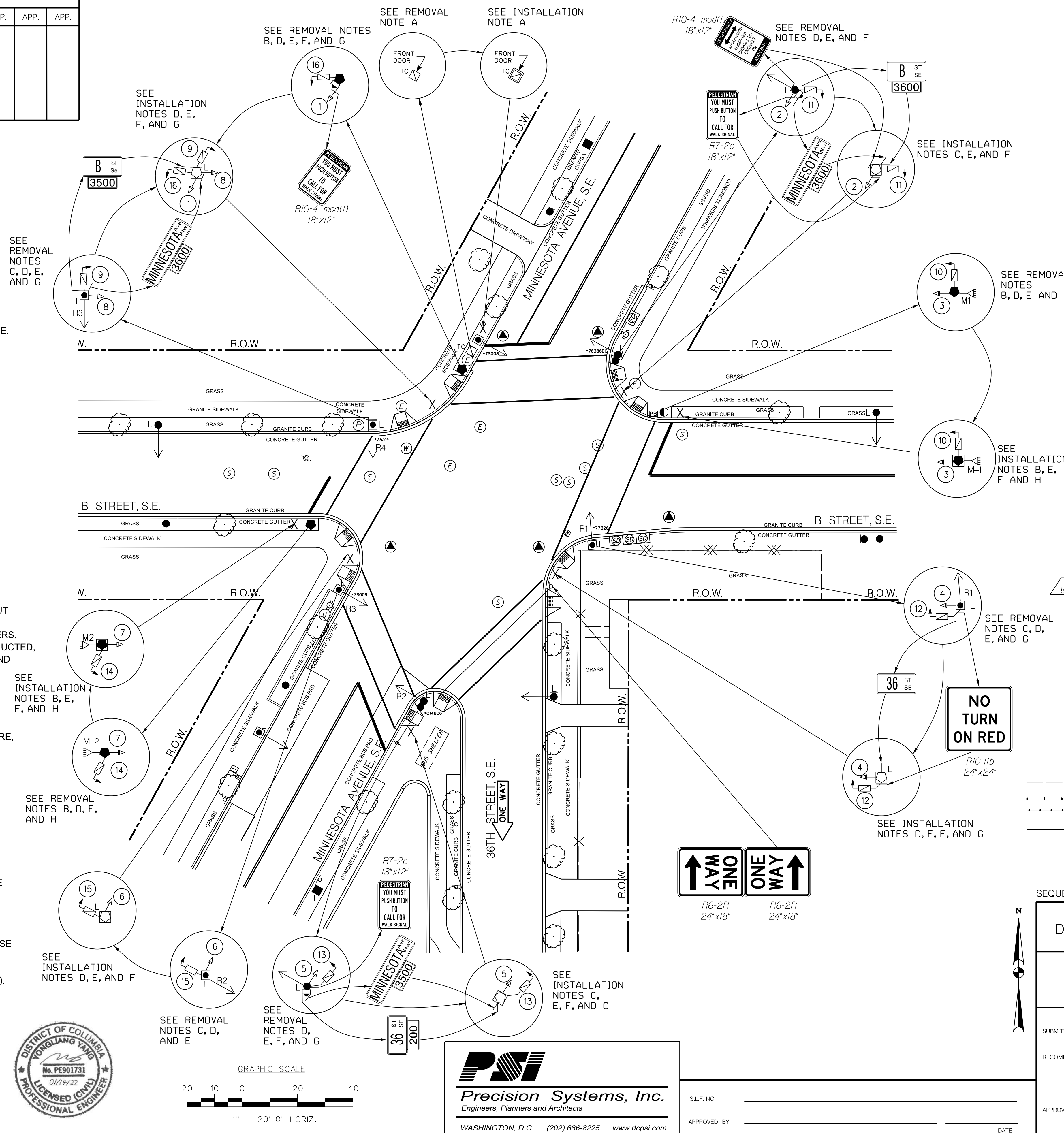
- A. REMOVE THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET.
- B. REMOVE THE EXISTING TRAFFIC SIGNAL POLE (ANY TYPE).
- C. REMOVE THE EXISTING PENDANT POST STREETLIGHT POLE AND LUMINAIRE, POLE AND LUMINAIRE TO BE REUSED AT FINAL STAGE.
- D. REMOVE THE EXISTING LED TRAFFIC SIGNAL HEAD(S).
- E. REMOVE THE EXISTING LED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S).
- F. REMOVE THE EXISTING PUSH BUTTON AND SIGN.
- G. REMOVE THE EXISTING SIGN(S).
- H. REMOVE THE EXISTING MICROWAVE VEHICLE DETECTOR.

**INSTALLATION NOTES:**

- A. RELOCATE THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET ONTO A TEMPORARY, PORTABLE, CONCRETE BASE.
- B. RELOCATE THE EXISTING 20-FOOT STEEL TRAFFIC SIGNAL POLE WITH A STEEL TRANSFORMER BASE ONTO A TEMPORARY, PORTABLE, CONCRETE BASE.
- C. INSTALL PROPOSED 20-FOOT STEEL TRAFFIC SIGNAL POLE ON A STEEL TRANSFORMER BASE ONTO A TEMPORARY, PORTABLE, CONCRETE BASE.
- D. INSTALL PROPOSED 20-FOOT STEEL TRAFFIC SIGNAL POLE WITH A 100W LED WASHINGTON GLOBE LIGHT ON TOP AND A STEEL TRANSFORMER BASE ONTO A TEMPORARY, PORTABLE, CONCRETE BASE.
- E. REINSTALL THE EXISTING LED TRAFFIC SIGNAL HEAD(S).
- F. REINSTALL THE EXISTING LED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S).
- G. REINSTALL THE EXISTING SIGN(S).
- H. REINSTALL THE EXISTING MICROWAVE VEHICLE DETECTOR.

**CABLE NOTES:**

- A. DDOT PERSONNEL WILL MAKE ALL ELECTRICAL CONNECTIONS INSIDE THE CONTROLLER CABINET. THE CONTRACTOR SHALL MAKE ALL ELECTRICAL CONNECTIONS IN TRAFFIC AND PEDESTRIAN SIGNAL HEADS.
- B. TEMPORARY SIGNAL CABLES EXTENDING OVER THE GROUND SURFACE SHALL BE PROTECTED BY FLEXIBLE PLASTIC CONDUIT.
- C. THE CONTRACTOR SHALL PROVIDE 50 FEET OF SLACK CABLE COILED NEATLY AT EACH TEMPORARY, PORTABLE, CONCRETE BASE.

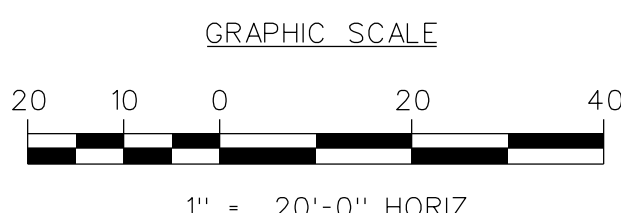
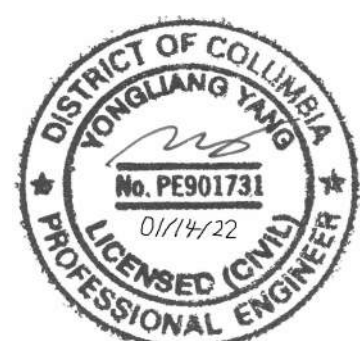


**LEGEND:**

- TC [Symbol] EXISTING TRAFFIC SIGNAL CONTROLLER
- TC [Symbol] EXISTING TRAFFIC SIGNAL CONTROLLER MOUNTED ON A TEMPORARY, PORTABLE CONCRETE BASE
- X [Symbol] PROPOSED LOCATION OF A TEMPORARY, PORTABLE CONCRETE BASE
- L [Symbol] EXISTING #16 STREETLIGHT POLE WITH FIXTURE
- L [Symbol] EXISTING 28.5-FOOT PENDANT POST STREETLIGHT POLE WITH A TRANSFORMER BASE AND LUMINAIRE
- ◆ [Symbol] EXISTING 20-FOOT STEEL TRAFFIC SIGNAL POLE WITH A TRANSFORMER BASE
- ◆ [Symbol] EXISTING 20-FOOT STEEL TRAFFIC SIGNAL POLE WITH A TRANSFORMER BASE MOUNTED ON A TEMPORARY, PORTABLE CONCRETE BASE
- ◆ [Symbol] EXISTING 20-FOOT STEEL TRAFFIC SIGNAL POLE WITH A TRANSFORMER BASE MOUNTED ON A TEMPORARY, PORTABLE CONCRETE BASE
- L [Symbol] PROPOSED 20-FOOT STEEL TRAFFIC SIGNAL POLE WITH A 100W LED WASHINGTON GLOBE LIGHT ON TOP AND A STEEL TRANSFORMER BASE MOUNTED ON A TEMPORARY, PORTABLE CONCRETE BASE
- [Symbol] EXISTING LUMINAIRE AND SUPPORT ARM INDICATING DIRECTION OF LIGHT TO REMAIN
- [Symbol] EXISTING 3-SECTION LED TRAFFIC SIGNAL HEAD CONVENTIONAL (ALL LENSES 12 INCHES)
- [Symbol] EXISTING 2-SECTION LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
- [Symbol] EXISTING MICROWAVE VEHICLE DETECTOR
- 8' [Symbol] EXISTING 8-FOOT MAST ARM WITH CAP AND CLAMP
- [Symbol] EXISTING CATCH BASIN
- [Symbol] EXISTING WHEELCHAIR RAMP
- [Symbol] EXISTING TRASH BIN
- [Symbol] EXISTING TRAFFIC SIGN
- [Symbol] EXISTING BUS STOP SIGN
- [Symbol] EXISTING TREE
- [Symbol] EXISTING FIRE HYDRANT
- [Symbol] EXISTING WATER MANHOLE
- [Symbol] EXISTING SEWER MANHOLE
- [Symbol] EXISTING GAS VALVE
- [Symbol] EXISTING GAS METER
- [Symbol] EXISTING TELEPHONE MANHOLE
- [Symbol] EXISTING PEPCO ELECTRICAL MANHOLE
- [Symbol] EXISTING DDOT MANHOLE
- [Symbol] EXISTING UNKNOWN MANHOLE
- [Symbol] EXISTING METAL FENCE
- [Symbol] EXISTING GUARDRAIL
- [Symbol] EXISTING METAL RAIL
- [Symbol] RIGHT OF WAY LINE

SEQUENCE OF OPERATION DRAWING NO. TS-1191-B, ACISA NO. 4134

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		STAGE 1
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. TRAFFIC SIGNAL MODIFICATION		FIELD CHECKED BY SZ
DESIGNED BY JJG		REVIEWED BY AYY
DRAWN BY SZ		DATE 01/22
SUBMITTED BY TRAFFIC SIGNAL ENGINEER		DATE
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER		SCALE 1" = 20'
IT/STAFFIC SIGNAL MAINTENANCE BRANCH MANAGER		DATE
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION		SHEET 1 OF 1
DATE		DRAWING NO. S-1329-A



**PSI**  
**Precision Systems, Inc.**  
Engineers, Planners and Architects  
WASHINGTON, D.C. (202) 686-8225 www.dcps.com

S.L.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

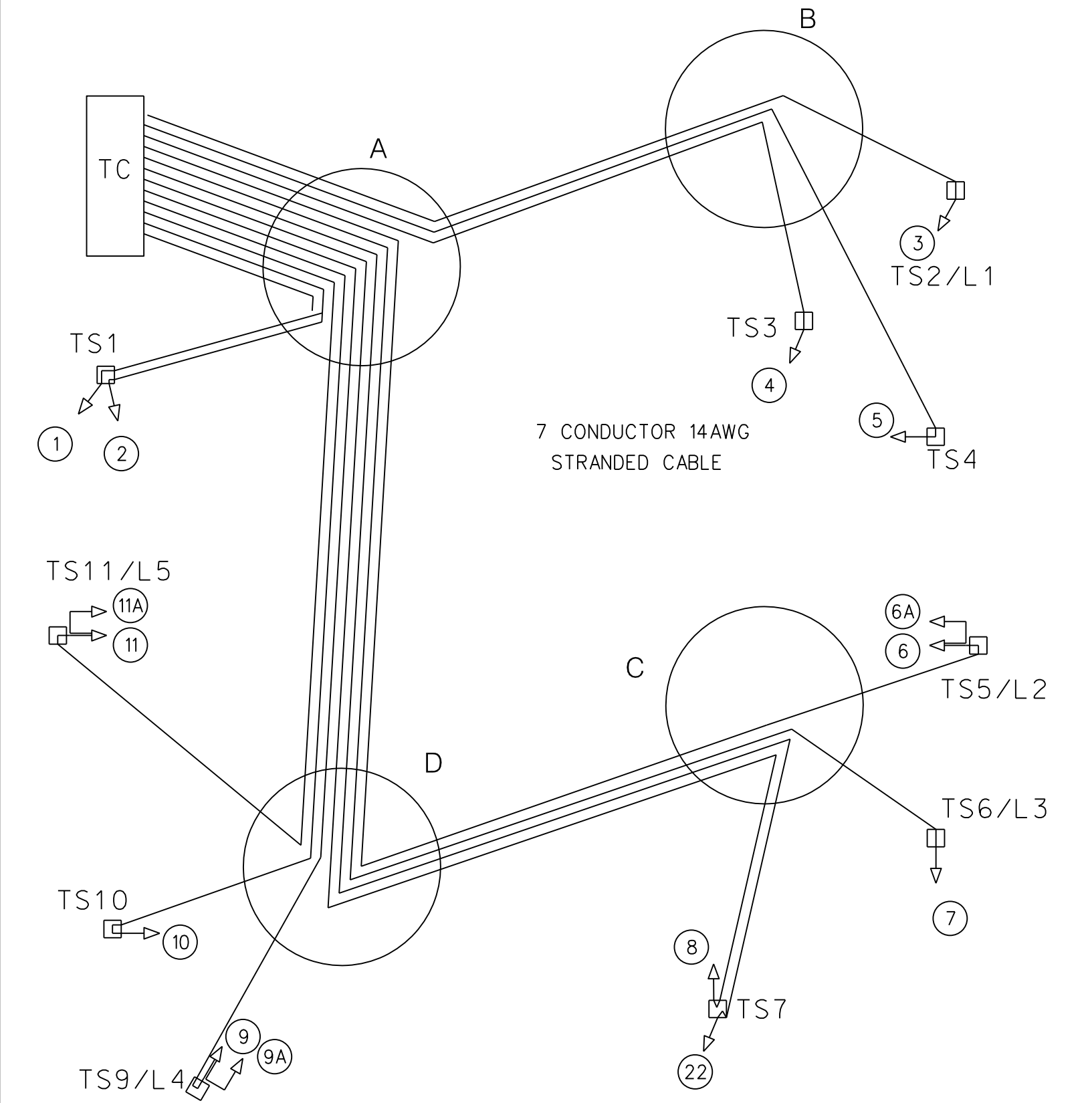
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1/2/2022



REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	54	83

DESCRIPTION	REVISION						
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.

PROPOSED TRAFFIC SIGNAL HEAD CABLE SCHEMATIC

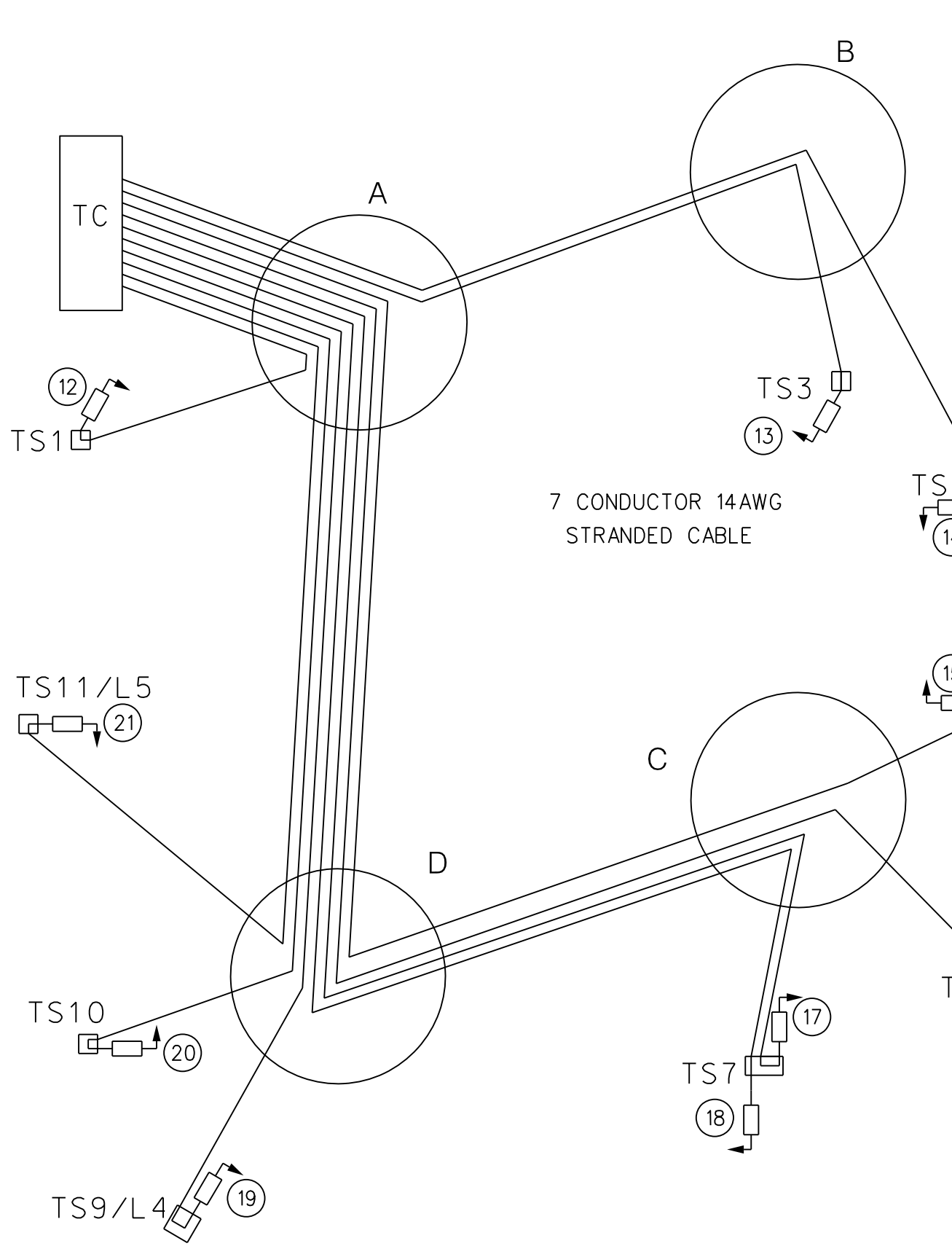


PROPOSED TRAFFIC SIGNAL HEAD CABLE ROUTING

- TC - A - [TS1] - 1
- TC - A - [TS1] - 2
- TC - A - B - [TS2/L1] - 3
- TC - A - B - [TS3] - 4
- TC - A - B - [TS4] - 5
- TC - A - D - C - [TS5/L2] - 6
- 6 - 6A
- TC - A - D - C - [TS6/L3] - 7
- TC - A - D - C - [TS7] - 8
- TC - A - D - [TS9/L4] - 9
- 9 - 9A
- TC - A - D - [TS10] - 10
- TC - A - D - [TS11/L5] - 11
- 11 - 11A
- TC - A - D - C - [TS7] - 22



PROPOSED PEDESTRIAN SIGNAL HEAD CABLE SCHEMATIC



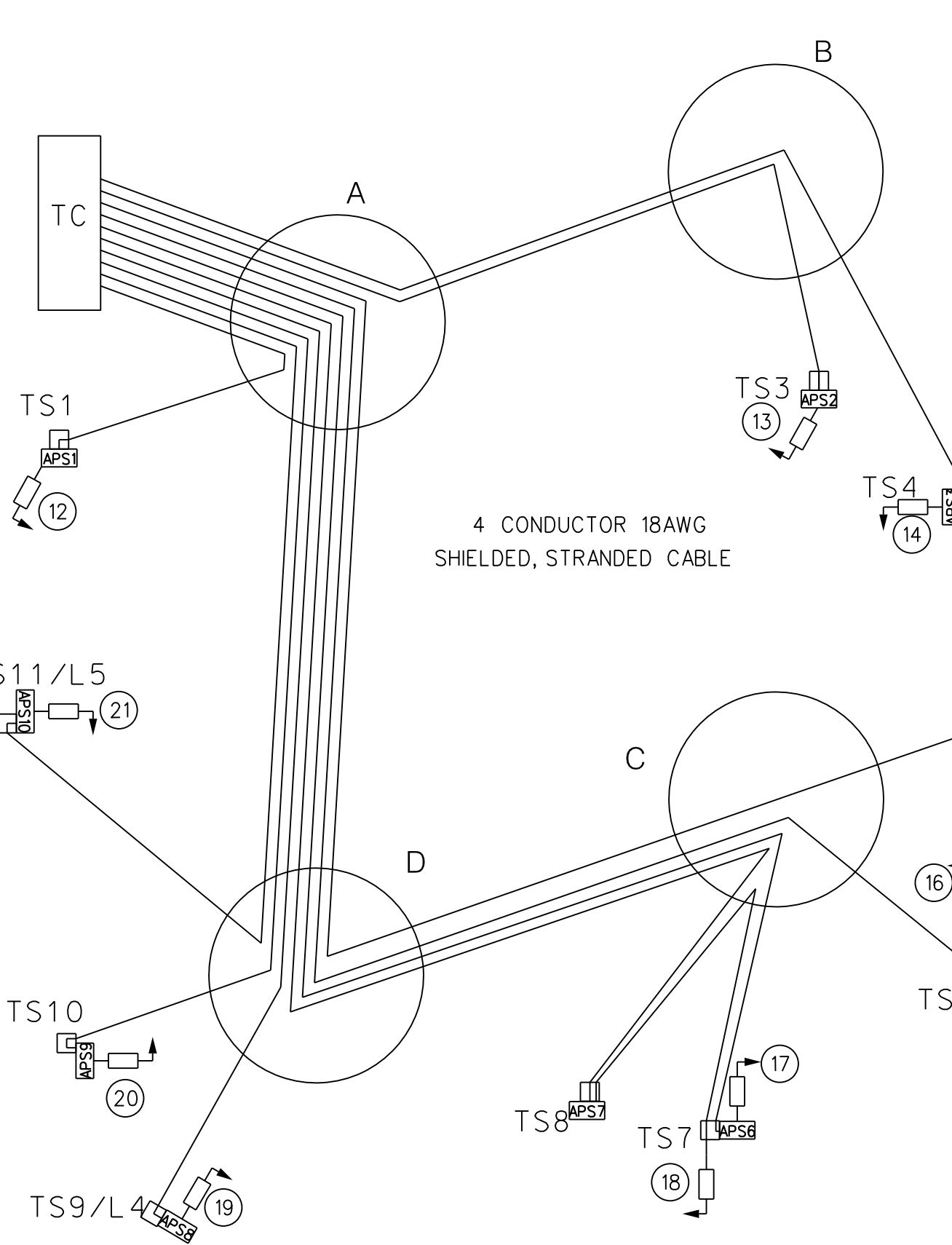
PROPOSED PEDESTRIAN SIGNAL HEAD CABLE ROUTING

- TC - A - [TS1] - 12
- TC - A - B - [TS3] - 13
- TC - A - B - [TS4] - 14
- TC - A - D - C - [TS5/L2] - 15
- TC - A - D - C - [TS6/L3] - 16
- TC - A - D - C - [TS7] - 17
- TC - A - D - C - [TS7] - 18
- TC - A - D - [TS9/L4] - 19
- TC - A - D - [TS10] - 20
- TC - A - D - [TS11/L5] - 21

SCHEDULE	QUANTITY			
	4/0	*6	*10	*2
FROM STA. TO STA.				
*E - A	15	75		25
A - D	86			96
D - C	70		240	80
C - [TS5/L2]	17		54	27
C - [TS6/L3]	13		46	23
D - [TS9/L4]	24		68	34
D - [TS11/L5]	44		108	54
TOTAL	75	528	276	25

LOCATION TO LOCATION	STATUS	SIZE (DIA.) (IN)	NUMBER OF CONDUITS	QUANTITY (FT)
*E - TC	PROPOSED	2	1	14
*E - A	EXISTING	4	2	15
TC - A - D	PROPOSED	2.4	1.2	5
A - D	EXISTING	4	4	86
D - C	EXISTING	4	4	70
A - B	EXISTING	4	4	53
A - [TS1]	PROPOSED	2.4	1.1	21
B - [TS2/L1]	EXISTING	2.4	1.1	11
B - [TS3]	PROPOSED	2.4	1.1	27
B - [TS4]	PROPOSED	2.4	1.1	40
C - [TS5/L2]	PROPOSED	2.4	1.1	17
C - [TS6/L3]	PROPOSED	2.4	1.1	13
C - [TS7]	PROPOSED	2.4	1.1	30
C - [TS8]	PROPOSED	2.4	1.1	26
D - [TS9/L4]	EXISTING	2.4	1.1	24
D - [TS10]	PROPOSED	2.4	1.1	30
D - [TS11/L5]	PROPOSED	2.4	1.1	44

PROPOSED ACCESSIBLE PEDESTRIAN SIGNAL (APS) CABLE SCHEMATIC



PROPOSED ACCESSIBLE PEDESTRIAN SIGNAL (APS) CABLE ROUTING

- TC - A - [TS1] - APS1
- APS1 - 12
- TC - A - B - [TS3] - APS2
- APS2 - 13
- TC - A - B - [TS4] - APS3
- APS3 - 14
- TC - A - D - C - [TS5/L2] - APS4
- APS4 - 15
- TC - A - D - C - [TS6/L3] - APS5
- APS5 - 16
- TC - A - D - C - [TS7] - APS6
- APS6 - 17
- TC - A - D - C - [TS8] - APS7
- APS7 - [TS8] - C - [TS8] - APS7
- APS7 - [TS8] - C - [TS7] - 18
- TC - A - D - [TS9/L4] - APS8
- APS8 - 19
- TC - A - D - [TS10] - APS9
- APS9 - 20
- TC - A - D - [TS11/L5] - APS10
- APS10 - 21

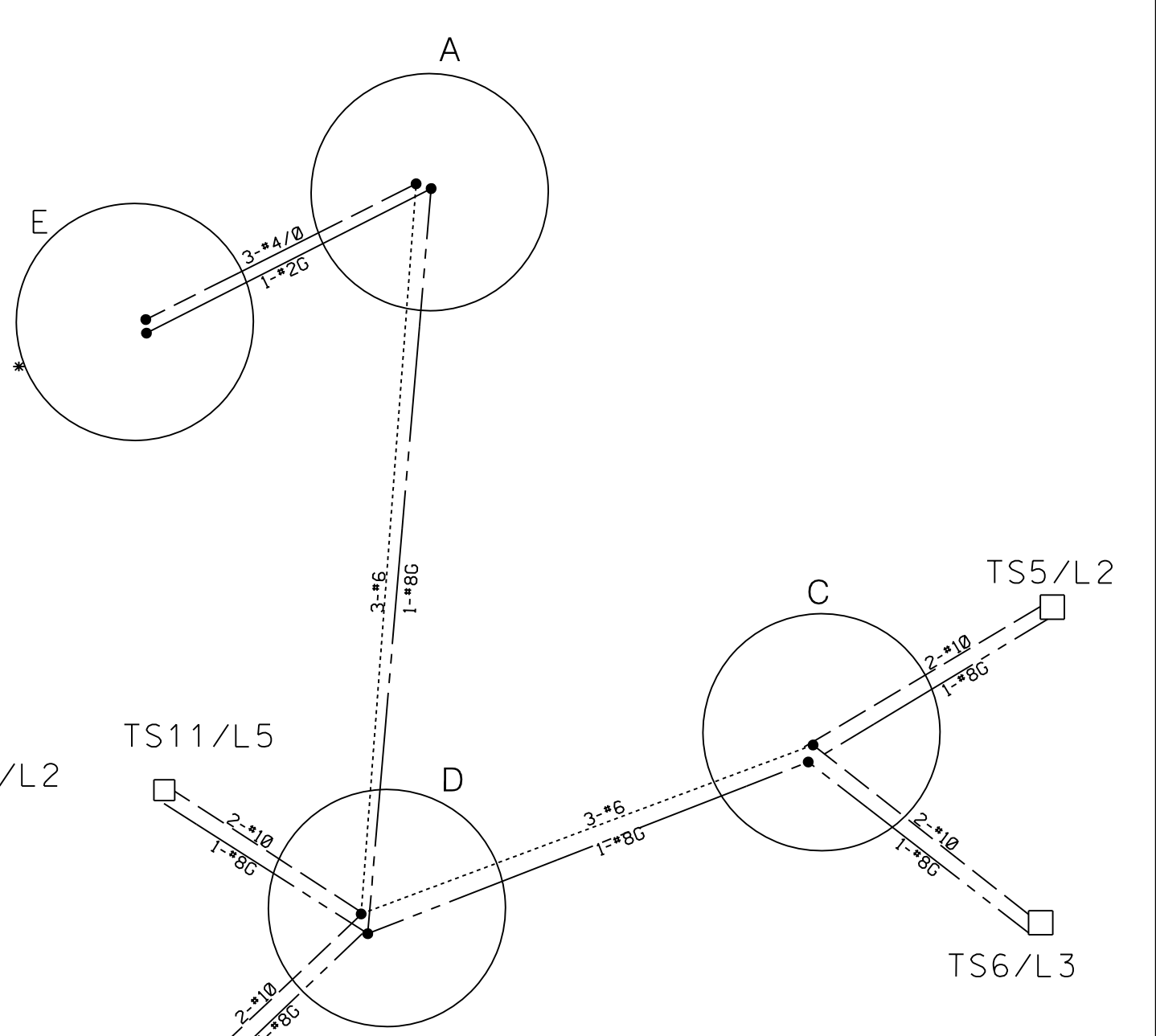
LIGHT NO.	LOCATION	REMOVAL TYPE	POLE TYPE	LIGHT SOURCE	FIXTURE WATTS	TAG	DATE IN SERVICE
R1	SE CORNER OF 36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E.	REMOVE POLE, ARM AND FIXTURE	PENDANT	HPS	400W	77326	
R3	SW CORNER OF 36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E.	REMOVE FIXTURE, LIGHTING ARM REMAIN	PENDANT	HPS	400W	75009	
R4	NW CORNER OF 36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E.	REMOVE FIXTURE, LIGHTING ARM REMAIN	PENDANT	HPS	400W	7A314	

LIGHT NO.	LOCATION	INSTALLATION TYPE	POLE TYPE	LIGHT SOURCE	FIXTURE WATTS	TAG	DATE IN SERVICE
L2	SE CORNER OF 36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E.	INSTALL POLE, ARM, AND FIXTURE	PENDANT	LED TEARDROP	215W	77326	
L3	SE CORNER OF 36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E.	INSTALL POLE, ARM, AND FIXTURE	PENDANT	LED TEARDROP	215W		
L4	SW CORNER OF 36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E.	INSTALL FIXTURE, LIGHTING ARM REMAIN	PENDANT	LED TEARDROP	215W	75009	
L5	NW CORNER OF 36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E.	INSTALL FIXTURE, LIGHTING ARM REMAIN	PENDANT	LED TEARDROP	215W	7A314	



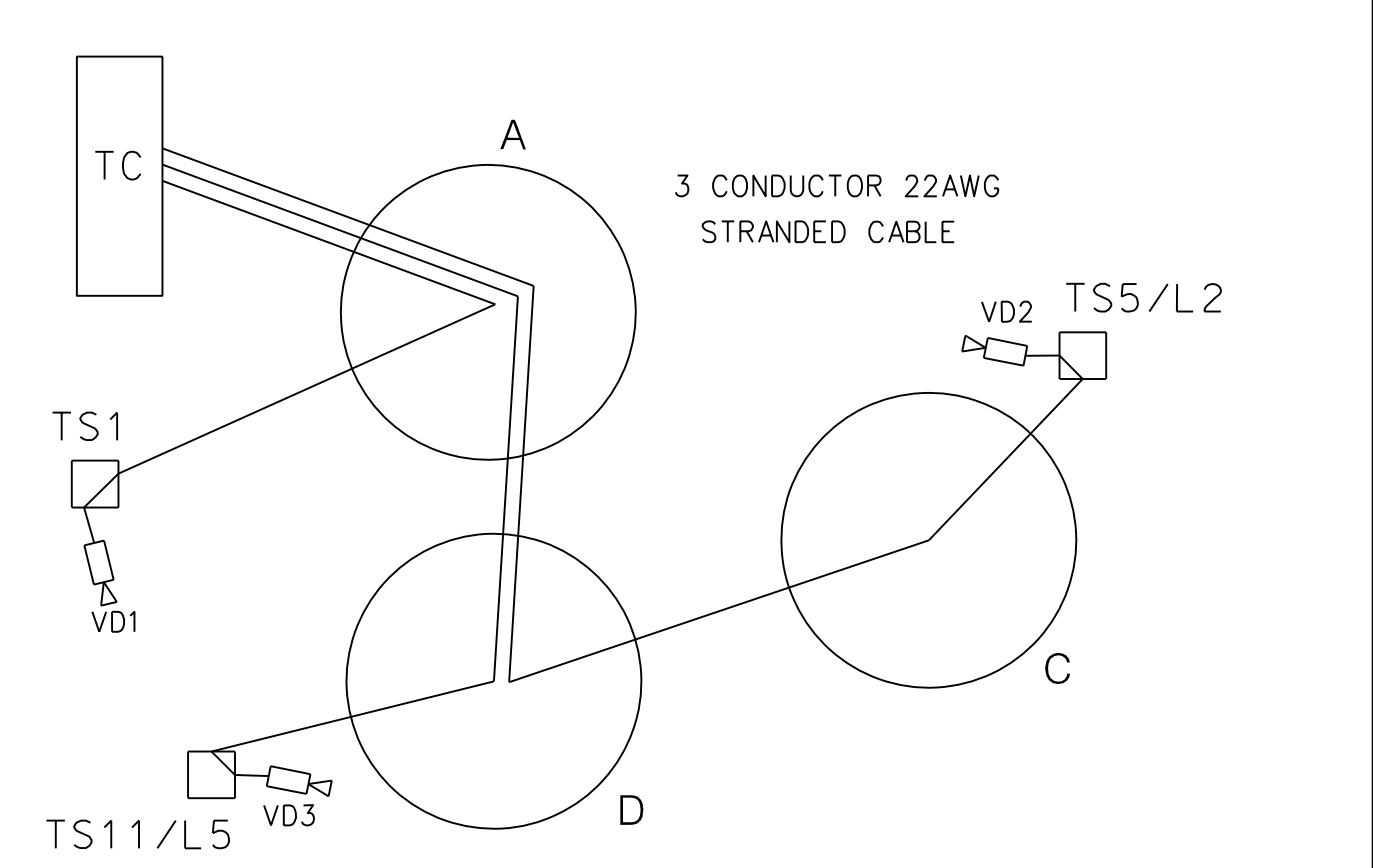
S.L.F. NO. \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

PROPOSED STREETLIGHT CABLE SCHEMATIC



- PROPOSED STREETLIGHT CABLE ROUTING
- \* E - A - D - C - [TS5/L2]
  - \* E - A - D - C - [TS6/L3]
  - \* E - A - D - [TS9/L4]
  - \* E - A - D - [TS11/L5]
- PROPOSED STREETLIGHT CABLE LEGEND
- NO. 8 STRANDED BARE COPPER GROUND WIRE
  - NO. 2 STRANDED BARE COPPER GROUND WIRE
  - TWO NO. 10 STRANDED CABLES
  - THREE NO. 6 STRANDED CABLES
  - THREE NO. 4/0 STRANDED CABLES
  - SPLICE POINT
  - \* PROPOSED PEPCO POWER CONNECTION

PROPOSED VIDEO DETECTION CAMERA CABLE SCHEMATIC



SEQUENCE OF OPERATION DRAWING NO. TS-1191-C, ACISA NO. 4134

DISTRICT OF COLUMBIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC ENGINEERING AND SAFETY DIVISION

36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E.  
 CABLE ROUTING AND SCHEMATIC PLAN

SUBMITTED BY	TRAFFIC SIGNAL ENGINEER	DATE	
RECOMMENDED	TRAFFIC SIGNAL PROJECT MANAGER	DATE	
APPROVED	ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION	DATE	

FINAL  
 FIELD CHECKED BY: SZ  
 DESIGNED BY: JJG  
 DRAWN BY: SZ  
 REVIEWED BY: AYY  
 DATE: 01/22  
 SCALE: 1" = 20'  
 SHEET 2 OF 5  
 DRAWING NO. S-1329-B

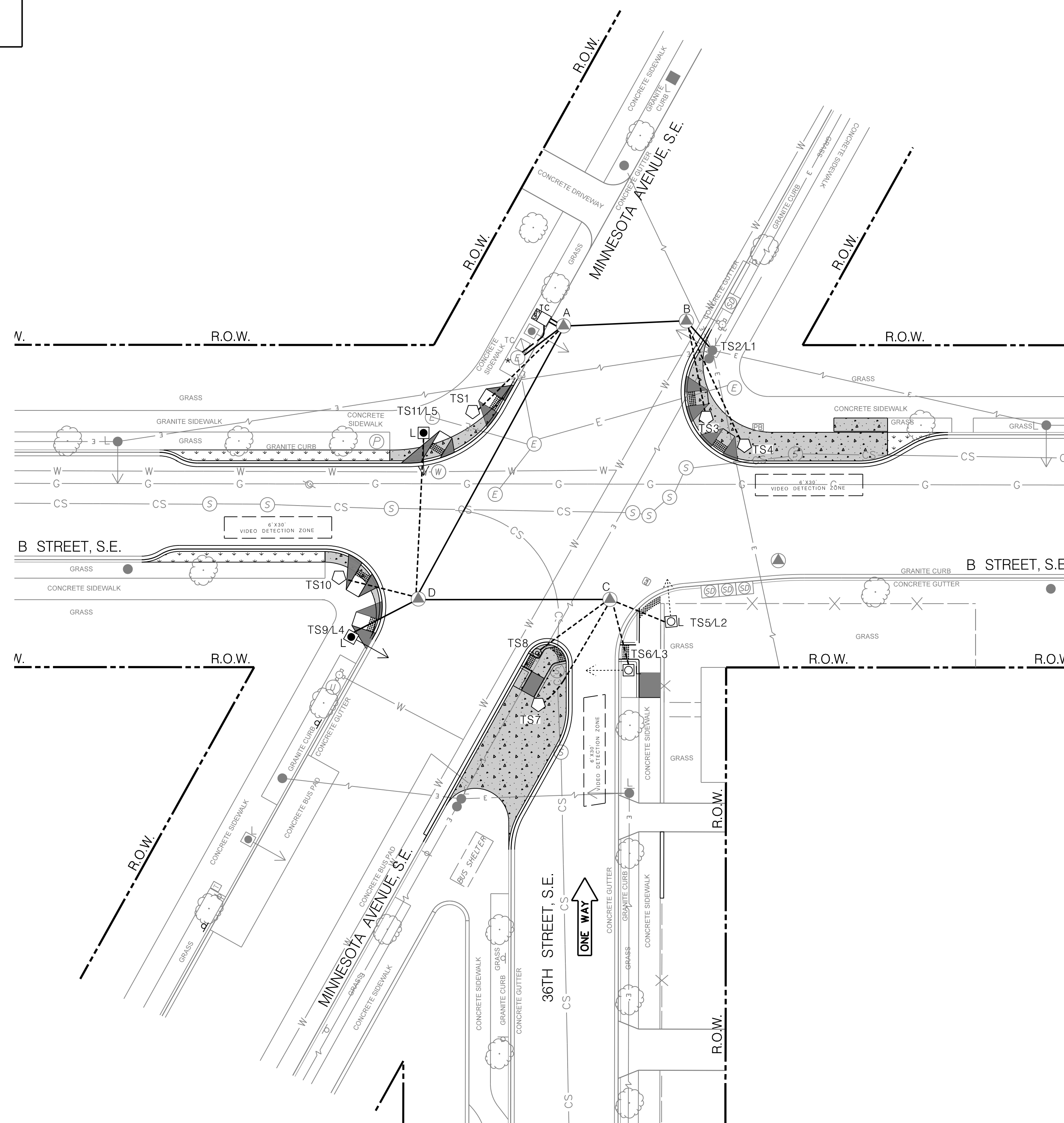
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 1/2/2022

DESCRIPTION	REVISION							
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	55	83

**UTILITY NOTES:**

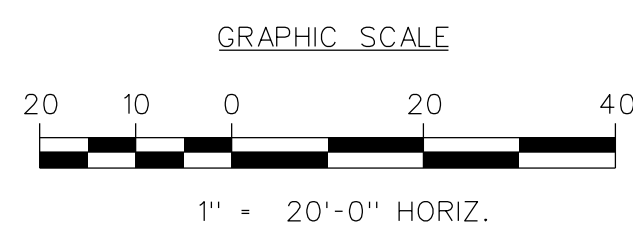
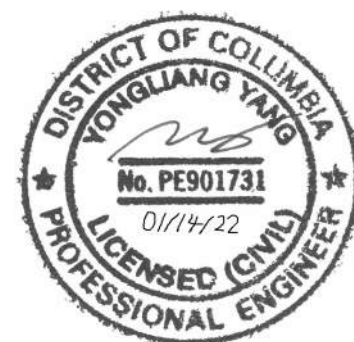
1. THE LOCATION OF UTILITIES SHOWN ON THE PLANS ARE BASED ON FIELD SURVEY DATA AND/OR RECORD DRAWINGS. THE LOCATION OF UTILITIES SHOWN IS APPROXIMATE AND THE INFORMATION SHOWN IS NOT NECESSARILY COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE OF ALL UTILITIES WELL IN ADVANCE OF CONDUCTING CONSTRUCTION OPERATIONS WHICH COULD DAMAGE THESE FACILITIES. IN AREAS WHERE PROPOSED CONSTRUCTION MAY CONFLICT WITH EXISTING UTILITIES, THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO EXISTING UTILITIES. IF A UTILITY IS DAMAGED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND THE OWNER OF SAID UTILITY. ANY DAMAGE SUSTAINED TO UTILITIES ABOVE OR BELOW THE GROUND SHALL BE REPAIRED BY OR UNDER THE DIRECTION OF THE OWNER AT CONTRACTOR'S EXPENSE. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR BACKFILL AN EXCAVATION AFFECTING SAID UTILITY WITHOUT FIRST RECEIVING PERMISSION FROM THE UTILITY OWNER.
2. THE CONTRACTOR SHALL EXCAVATE AND LOCATE VERTICALLY AND HORIZONTALLY ALL UTILITIES IN CLOSE PROXIMITY TO THE PROPOSED TRAFFIC SIGNAL WORK AREA AS NECESSARY FOR CONSTRUCTION.
3. THE CONTRACTOR SHALL NOTIFY MISS UTILITY AT 1-800-257-7777, 48 HOURS PRIOR TO EXCAVATING.
4. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 2 FOOT HORIZONTAL CLEARANCE TO ALL UTILITIES DURING CONSTRUCTION.
5. CONTRACTOR SHALL FURNISH AND INSTALL ALL PROPOSED CONDUITS.



**LEGEND:**

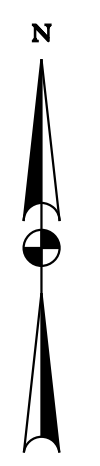
- TS1c PROPOSED TYPE 170E TRAFFIC SIGNAL CONTROLLER WITH A MODEL 336SS CABINET AND AN EXTERNAL UNINTERRUPTED POWER SUPPLY SYSTEM
- EXISTING #16 STREETLIGHT POLE WITH LUMINAIRE
- ◻ PROPOSED 20-FOOT STEEL TRAFFIC SIGNAL POLE WITH A TRANSFORMER BASE
- ◻ EXISTING 28.5-FOOT STEEL PENDANT POST STREETLIGHT POLE WITH A TRANSFORMER BASE AND LUMINAIRE
- ◻ PROPOSED 28.5-FOOT STEEL PENDANT POST STREETLIGHT POLE WITH A TRANSFORMER BASE AND LUMINAIRE
- ⊞ PROPOSED ACCESSIBLE PEDESTRIAN SIGNAL (APS)
- INDICATING DIRECTION OF LIGHT
- INDICATING DIRECTION OF LIGHT
- ⊞ EXISTING CATCH BASIN
- ♿ PROPOSED ADA COMPLIANT WHEELCHAIR RAMP
- ♻️ EXISTING TRASH BIN
- ⊞ EXISTING TRAFFIC SIGN
- ⊞ PROPOSED TRAFFIC SIGN
- ⊞ EXISTING BUS STOP SIGN
- ⊞ EXISTING BUS SHELTER
- EXISTING TREE
- ⊞ EXISTING FIRE HYDRANT
- ⊞ EXISTING WATER MANHOLE
- ⊞ EXISTING SEWER MANHOLE
- ⊞ EXISTING GAS VALVE
- ⊞ EXISTING GAS METER
- ⊞ EXISTING PEPCO ELECTRICAL MANHOLE
- ⊞ EXISTING DDOT MANHOLE
- \* PROPOSED LOCATION FOR PEPCO POWER CONNECTION
- EXISTING OVERHEAD ELECTRICAL LINE
- EXISTING DDOT ELECTRICAL CONDUIT
- PROPOSED DDOT ELECTRICAL PVC CONDUIT 1-2" & 1-4"
- PROPOSED DDOT ELECTRICAL PVC CONDUIT 1-2"
- PROPOSED DDOT ELECTRICAL PVC CONDUIT 2-4"
- EXISTING STONE WALL
- EXISTING METAL FENCE
- EXISTING GUARDRAIL
- EXISTING METAL RAIL
- W EXISTING UNDERGROUND WATER LINE
- CS EXISTING UNDERGROUND SEWER LINE
- G EXISTING UNDERGROUND GAS LINE
- T EXISTING UNDERGROUND TELEPHONE LINE
- E EXISTING UNDERGROUND ELECTRICAL LINE
- R.O.W. RIGHT OF WAY LINE

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1/2/2022



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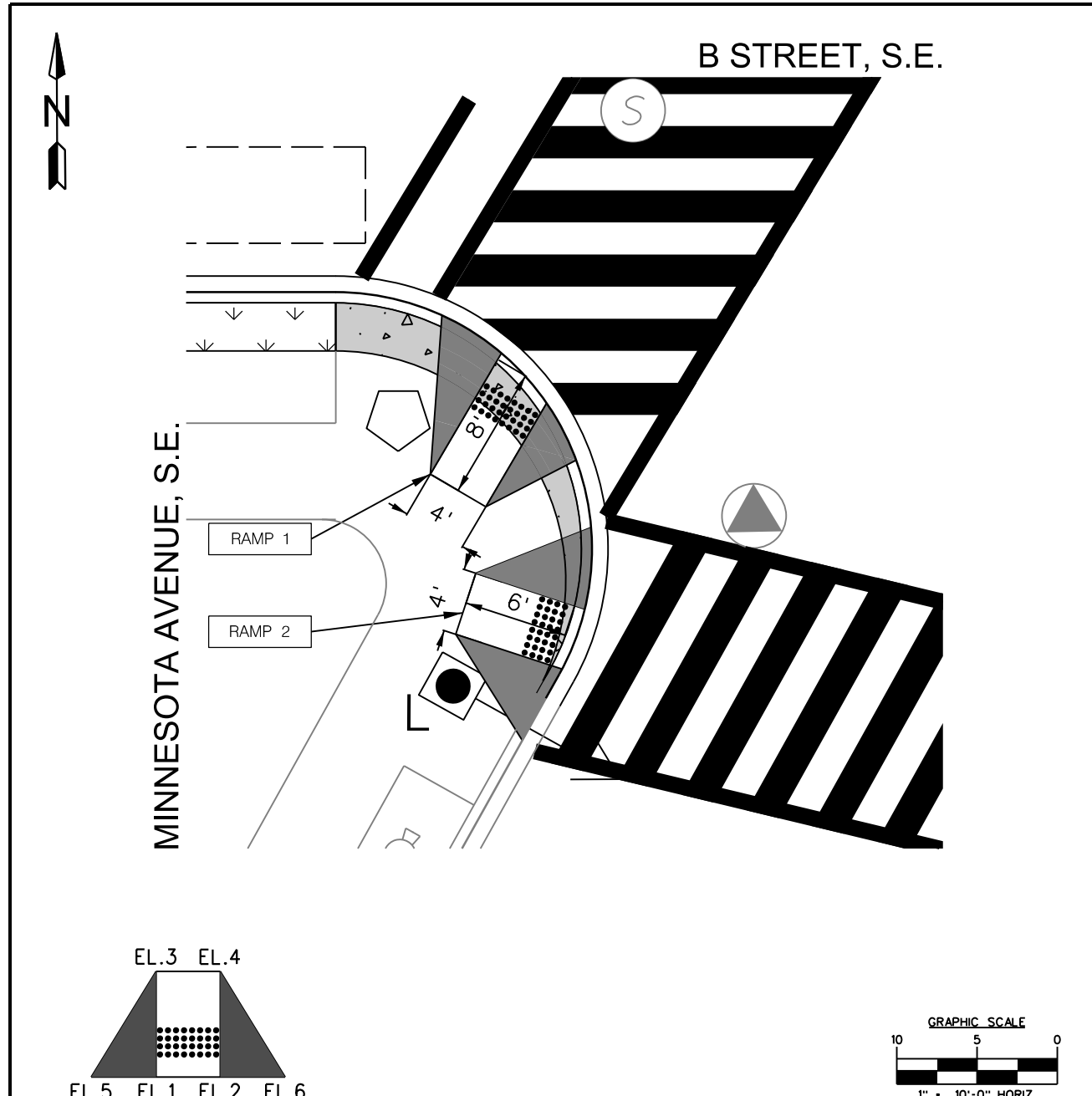
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



SEQUENCE OF OPERATION DRAWING NO. TS-1191-C, ACISA NO. 4134

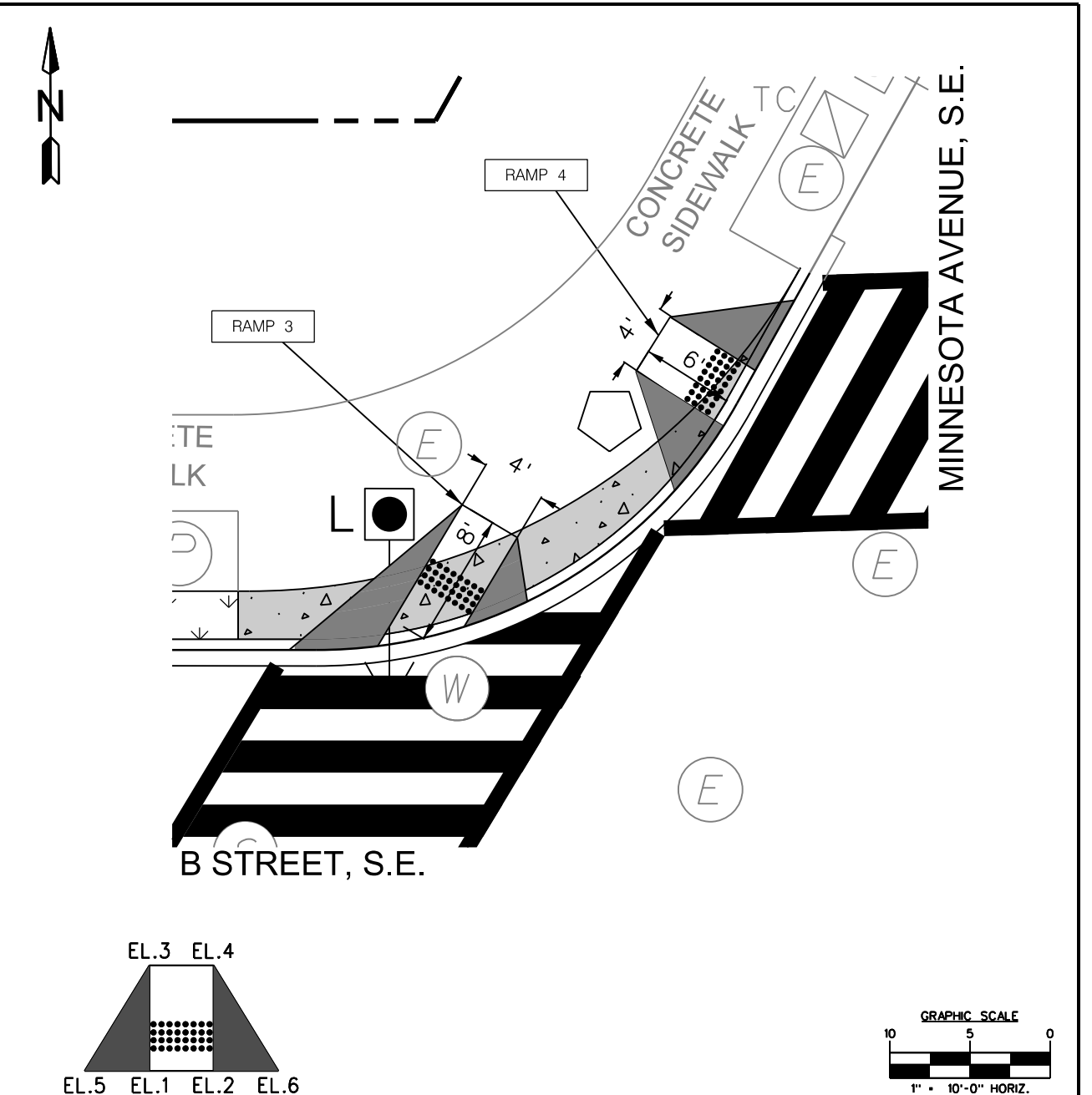
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. UTILITY PLAN		FIELD CHECKED BY SZ
DESIGNED BY JGG		DRAWN BY SZ
REVIEWED BY AYY		DATE 01/22
SUBMITTED BY TRAFFIC SIGNAL ENGINEER		DATE
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER		SCALE 1" = 20'
ITSTRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER		SHEET 3 OF 5
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION		DATE
DRAWING NO. S-1329-B		

DESCRIPTION	REVISION						
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.



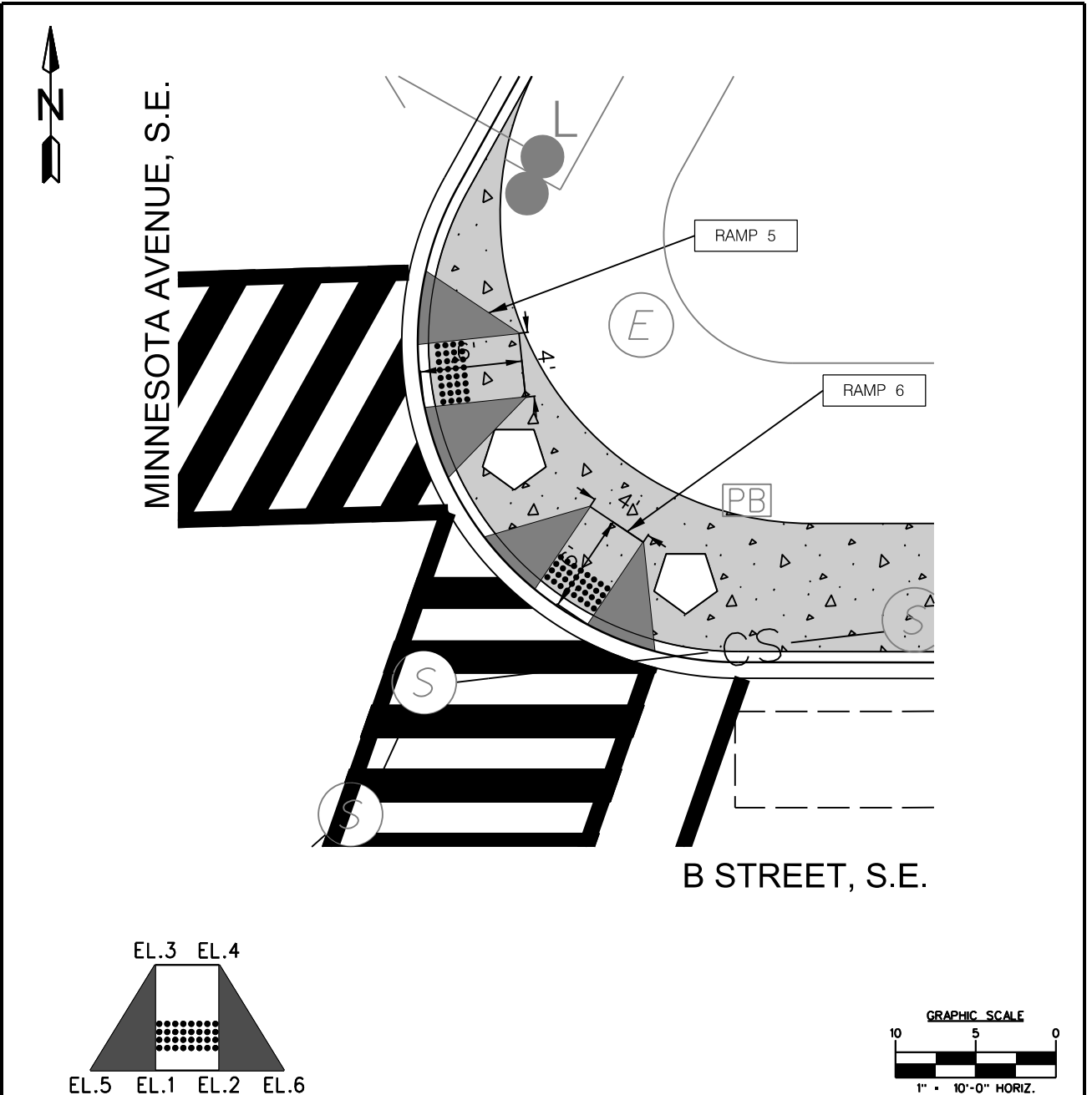
CURB RAMP GEOMETRY FOR RAMP(S)

RAMP	LANDING (LxW)	LANDING SLOPE	FLARE LEFT	FLARE RIGHT	LENGTH	SLOPE	CURB HEIGHT	SPOT ELEVATIONS						
								EL.1	EL.2	EL.3	EL.4	EL.5	EL.6	
1	4'x4'	48:1	4'	4'	12:1	12:1	6"	0"	0"	6"	6"	6"	6"	6"
2	4'x4'	48:1	NA	NA	12:1	12:1	6"	0"	0"	6"	6"	6"	6"	6"



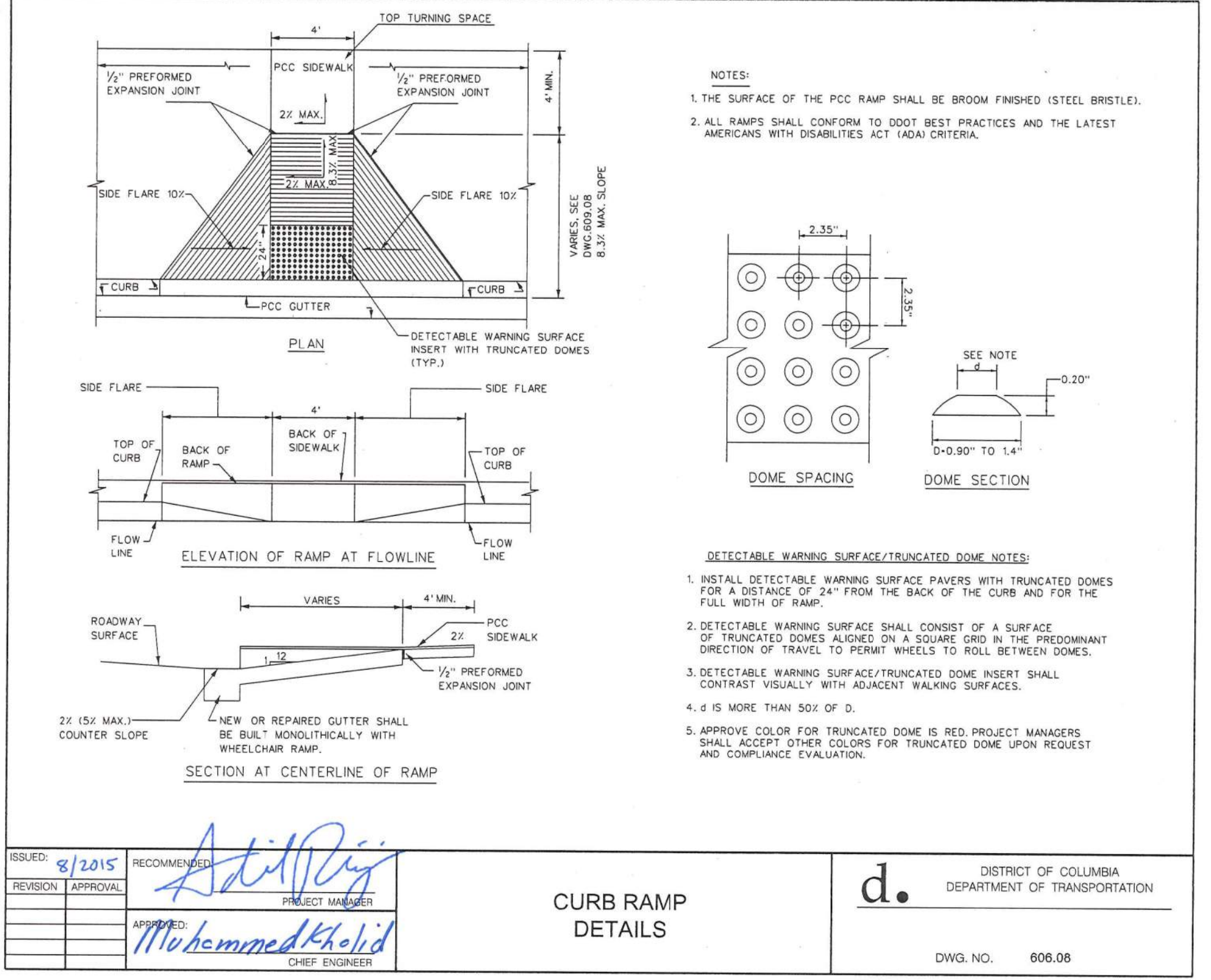
CURB RAMP GEOMETRY FOR RAMP(S)

RAMP	LANDING (LxW)	LANDING SLOPE	FLARE LEFT	FLARE RIGHT	LENGTH	SLOPE	CURB HEIGHT	SPOT ELEVATIONS						
								EL.1	EL.2	EL.3	EL.4	EL.5	EL.6	
3	4'x4'	48:1	4'	4'	12:1	12:1	6"	0"	0"	6"	6"	6"	6"	6"
4	4'x4'	48:1	3'	3'	12:1	12:1	6"	0"	0"	6"	6"	6"	6"	6"



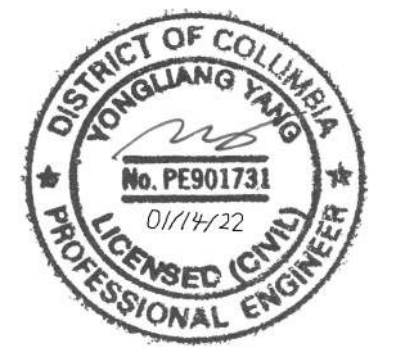
CURB RAMP GEOMETRY FOR RAMP(S)

RAMP	LANDING (LxW)	LANDING SLOPE	FLARE LEFT	FLARE RIGHT	LENGTH	SLOPE	CURB HEIGHT	SPOT ELEVATIONS						
								EL.1	EL.2	EL.3	EL.4	EL.5	EL.6	
5	4'x4'	48:1	4'	N/A	12:1	12:1	6"	0"	0"	6"	6"	6"	6"	6"
6	4'x4'	48:1	3'	3'	12:1	12:1	6"	0"	0"	6"	6"	6"	6"	6"



ISSUED: 8/2015	RECOMMENDED: <i>Adil Raj</i>	PROJECT MANAGER
REVISION:	APPROVED: <i>Muhammad Khelid</i>	CHIEF ENGINEER

**d.** DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
DWG. NO. 606.08



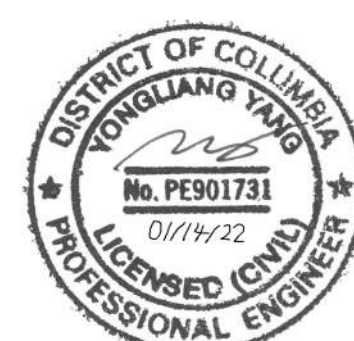
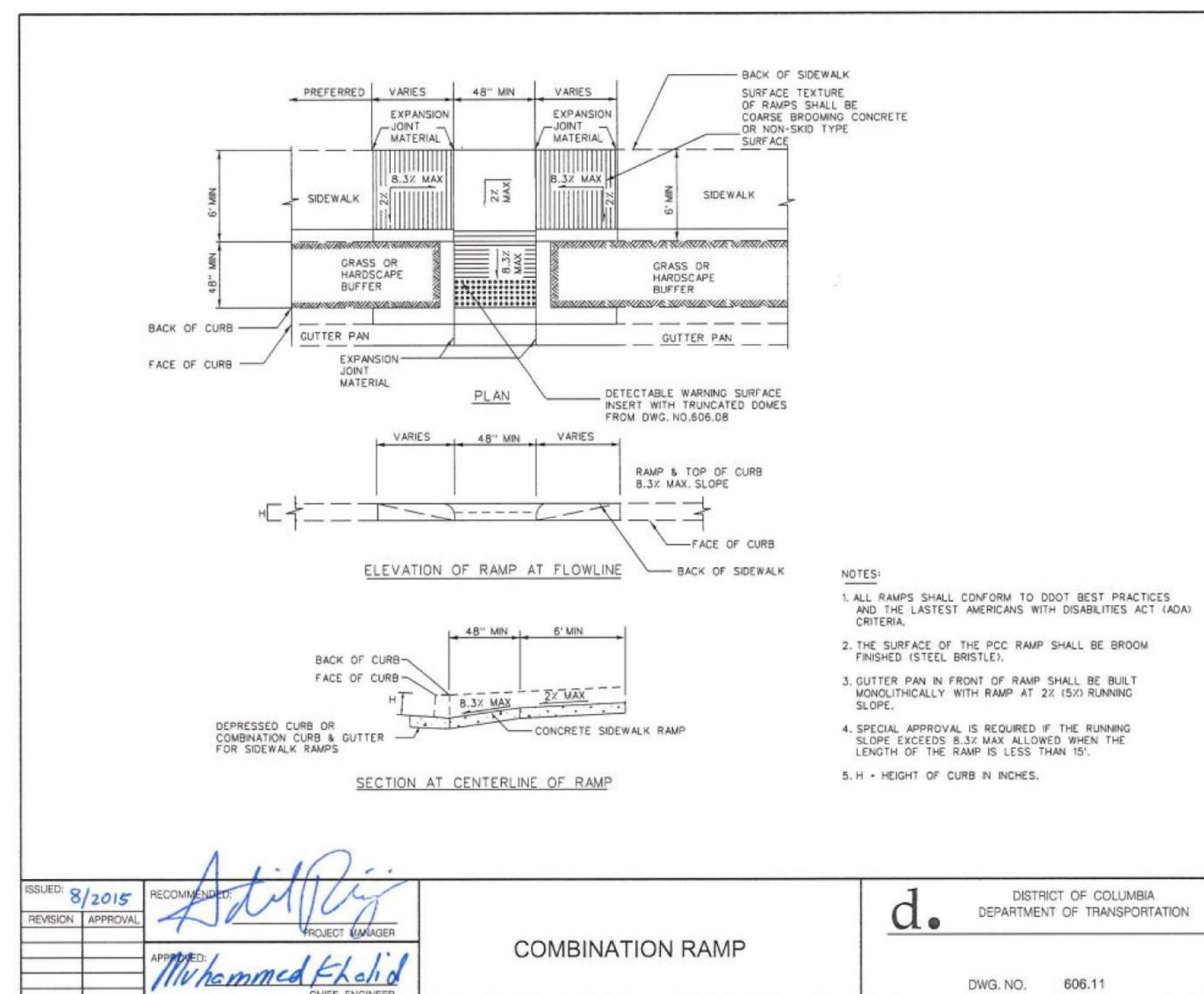
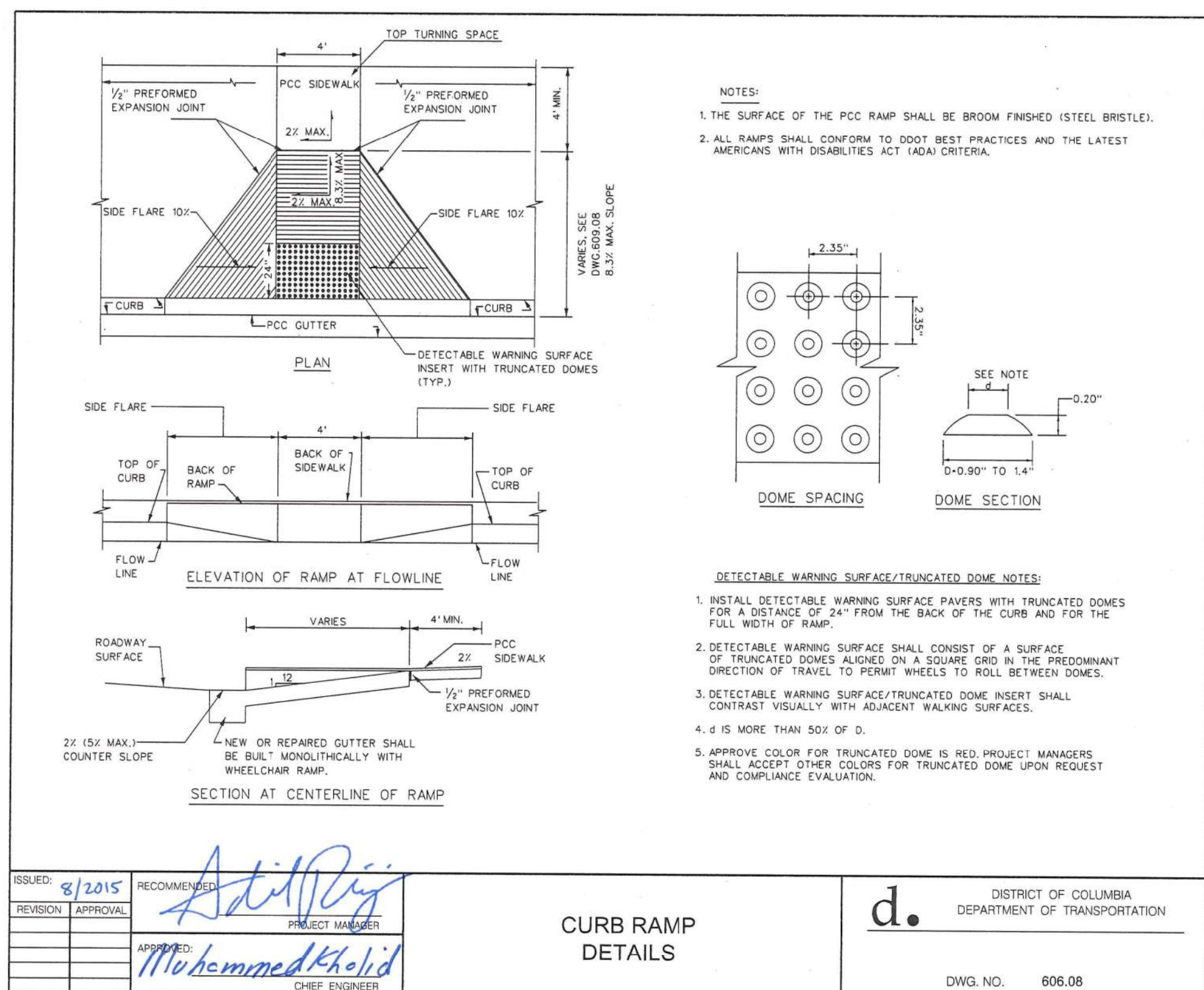
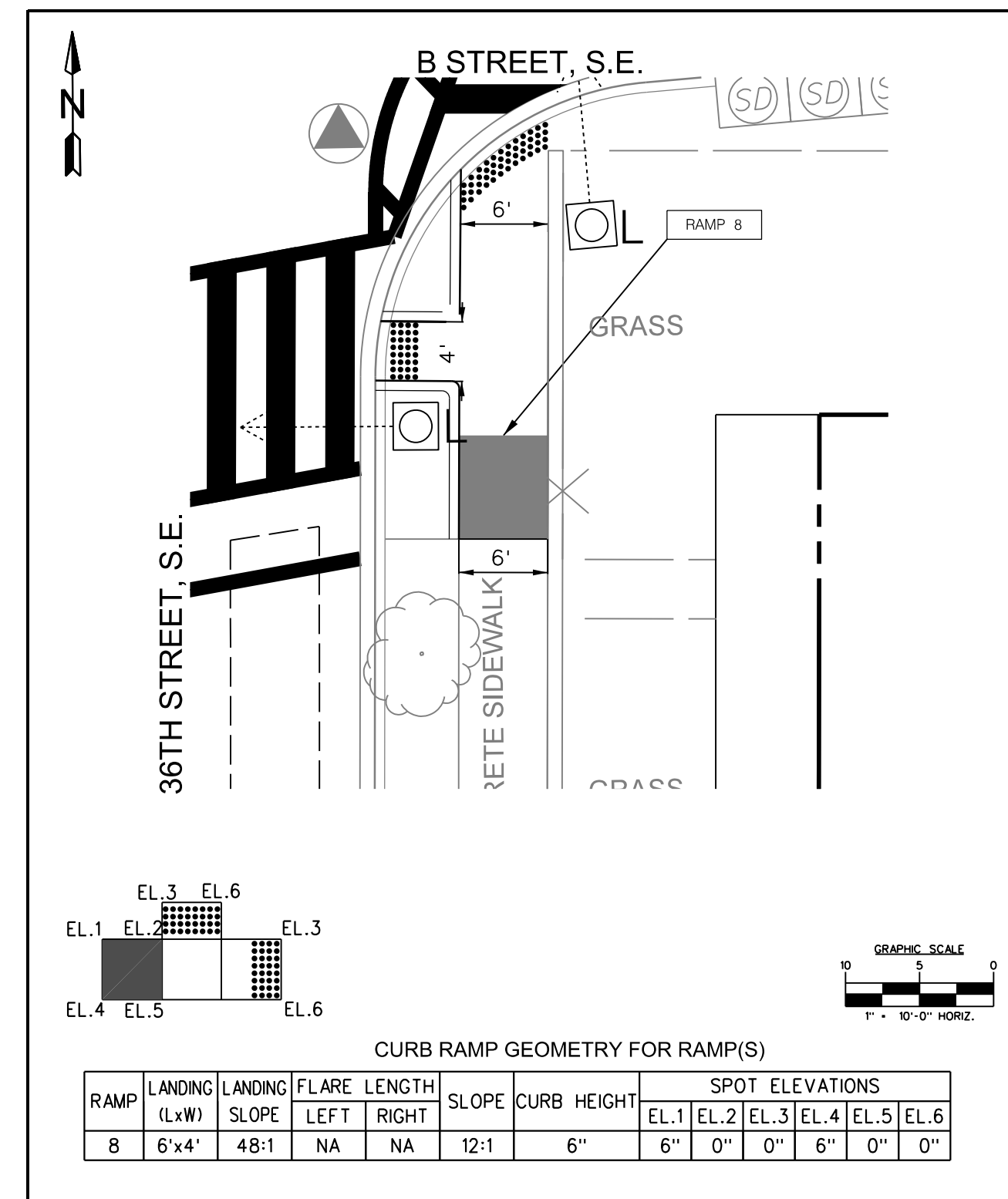
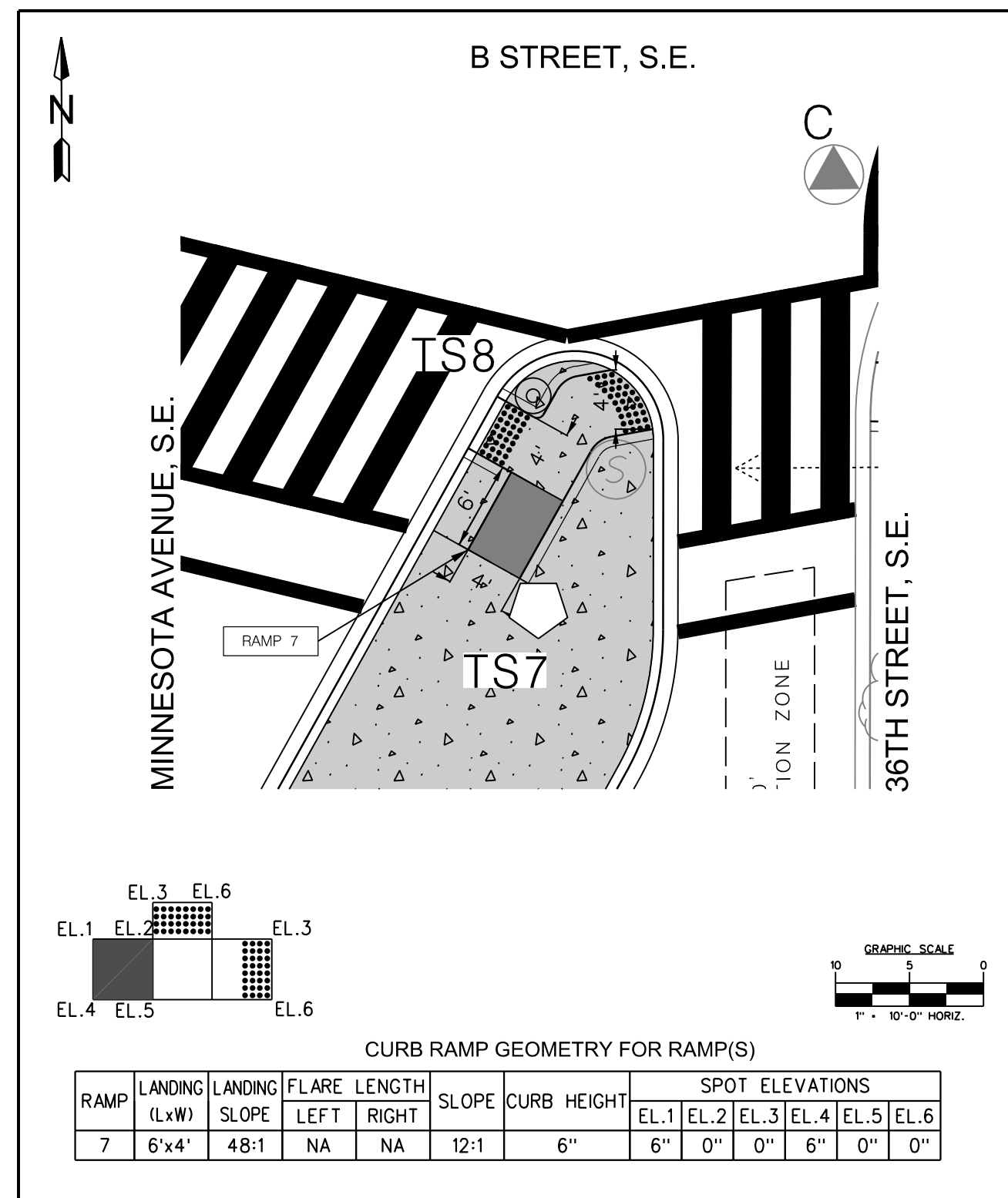
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. CURB RAMP DETAILS		FIELD CHECKED BY: SZ
SUBMITTED BY: _____ DATE: _____		DESIGNED BY: JYG
RECOMMENDED: _____ DATE: _____		DRAWN BY: SZ
APPROVED: _____ DATE: _____		REVIEWED BY: AYY
TRAFFIC SIGNAL ENGINEER		DATE: 01/22
TRAFFIC SIGNAL PROJECT MANAGER		SCALE: 1" = 20'
TRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER		SHEET 4 OF 5
ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION		DRAWING NO. CR-01

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DESCRIPTION	REVISION						
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.



ISSUED: 8/2015  
 REVISION: 1/2/2022  
 APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

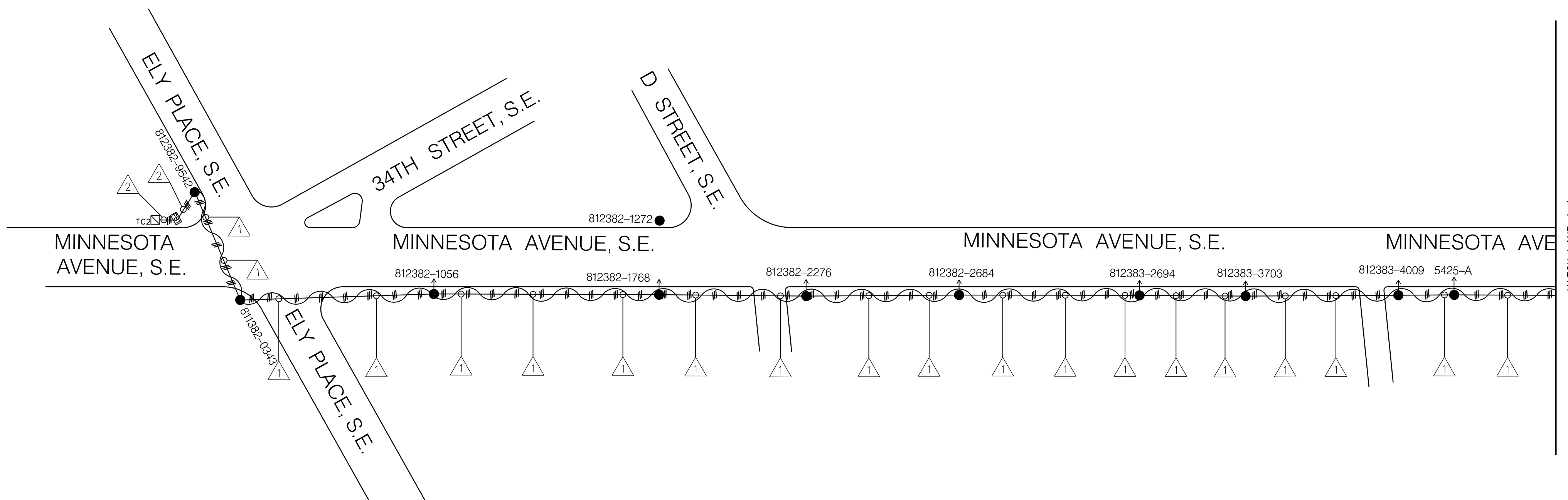
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. CURB RAMP DETAILS		FIELD CHECKED BY SZ
SUBMITTED BY: _____ DATE: _____		DESIGNED BY JJG
RECOMMENDED BY: _____ DATE: _____		DRAWN BY SZ
APPROVED BY: _____ DATE: _____		REVIEWED BY AYY
TRAFFIC SIGNAL ENGINEER		DATE 01/22
TRAFFIC SIGNAL PROJECT MANAGER		SCALE 1" = 20'
ITS/TRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER		SHEET 5 OF 5
ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION		DRAWING NO. CR-02

P:\80320\working-temp\05-wob6a-36th street minnesota avenue and b street se\PCRP02-80320-05.dgn  
 1/2/2022

DESCRIPTION	REVISION							
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.

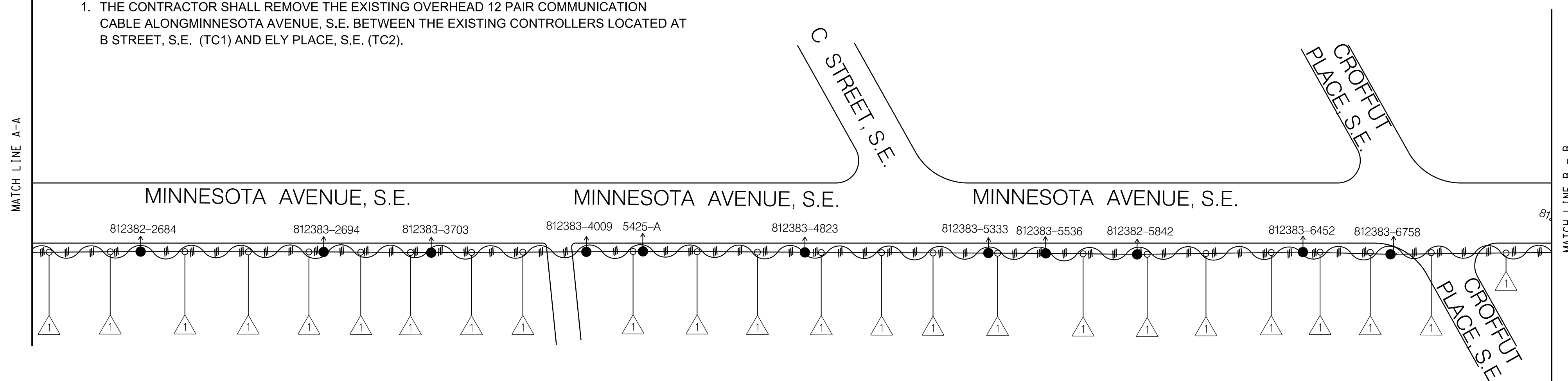
REG.	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	58	83

### EXISTING COMMUNICATION CABLE PLAN - 1



#### REMOVAL NOTE:

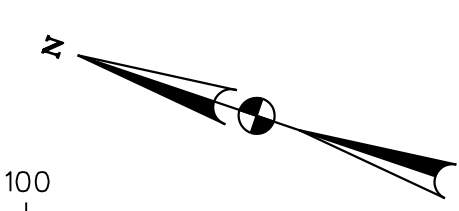
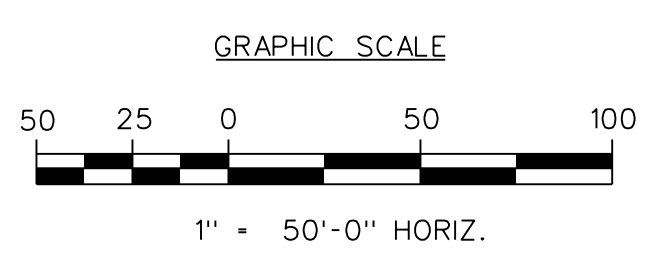
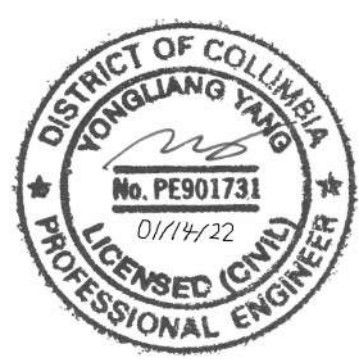
1. THE CONTRACTOR SHALL REMOVE THE EXISTING OVERHEAD 12 PAIR COMMUNICATION CABLE ALONG MINNESOTA AVENUE, S.E. BETWEEN THE EXISTING CONTROLLERS LOCATED AT B STREET, S.E. (TC1) AND ELY PLACE, S.E. (TC2).



#### LEGEND:

- EXISTING LUMINAIRE WITH DIRECTION
- EXISTING WOOD POLE
- ▣ EXISTING PULL BOX
- ▣ TC EXISTING TRAFFIC SIGNAL CONTROLLER
- ⊕ EXISTING PEPCO ELECTRICAL MANHOLE
- △ 1-12 PAIR COMMUNICATION CABLE
- △ 2-12 PAIR COMMUNICATION CABLE
- ~ EXISTING OVERHEAD COMMUNICATION CABLE TO BE REMOVED
- E- EXISTING UNDERGROUND COMMUNICATION CABLE TO BE REMOVED

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY SZ
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. EXISTING COMMUNICATION CABLE PLAN		DESIGNED BY JJG
		DRAWN BY SZ
		REVIEWED BY AYY
SUBMITTED BY TRAFFIC SIGNAL ENGINEER	DATE	01/22
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER	DATE	SCALE 1" = 50'
ITS TRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER	DATE	SHEET 1 OF 2
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION	DATE	DRAWING NO.



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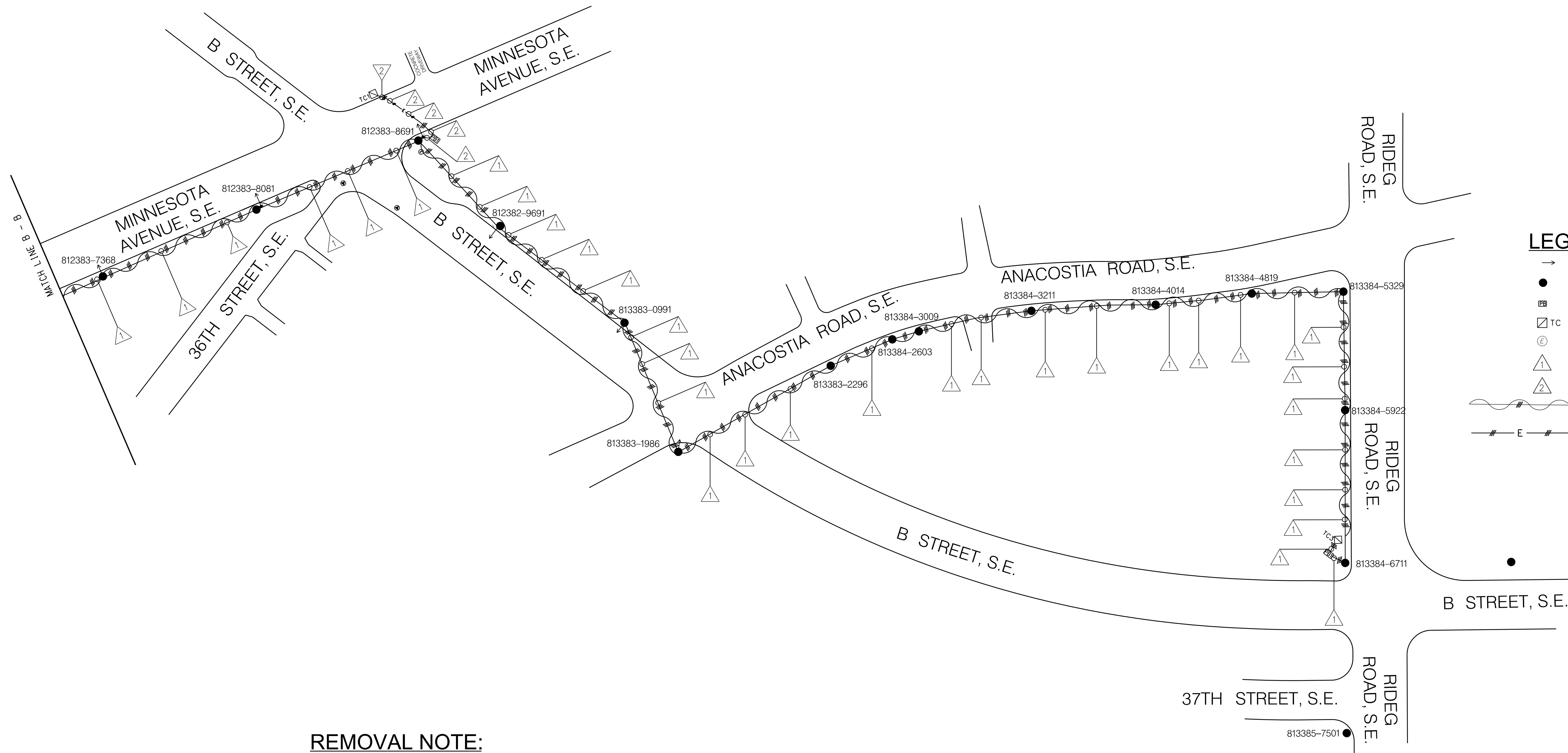
NO.	DESCRIPTION	NAME	DATE

P:\80320\working-temp\05-wobu6a-36th street minnesota avenue and b street set\pdm-E001-80320\_05.dgn 1/21/2022

DESCRIPTION	REVISION							
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	59	83

## EXISTING COMMUNICATION CABLE PLAN - 2

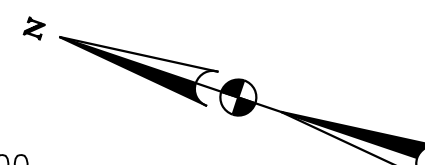
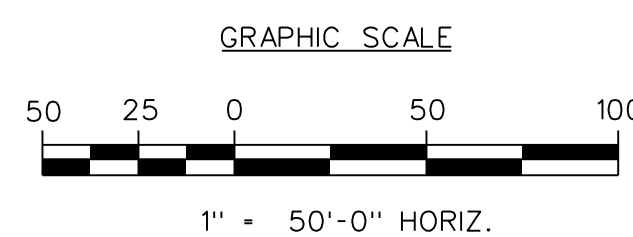
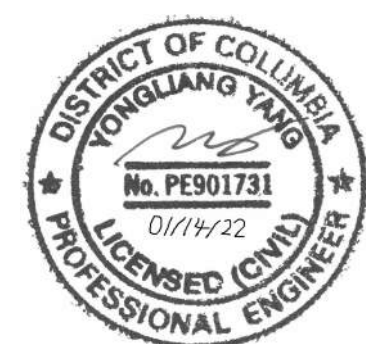


### LEGEND:

- EXISTING LUMINAIRE WITH DIRECTION
- EXISTING WOOD POLE
- ▣ EXISTING PULL BOX
- ▣ TC EXISTING TRAFFIC SIGNAL CONTROLLER
- ⊕ EXISTING PEPCO ELECTRICAL MANHOLE
- △ 1-12 PAIR COMMUNICATION CABLE
- △ 2-12 PAIR COMMUNICATION CABLE
- ~ EXISTING OVERHEAD COMMUNICATION CABLE TO BE REMOVED
- - - E - - - EXISTING UNDERGROUND COMMUNICATION CABLE TO BE REMOVED

### REMOVAL NOTE:

1. THE CONTRACTOR SHALL REMOVE THE EXISTING OVERHEAD 12 PAIR COMMUNICATION CABLE ALONG B STREET S.E., ANACOSTIA ROAD, S.E. AND RIDGE ROAD, S.E. BETWEEN THE EXISTING CONTROLLERS LOCATED AT B STREET, S.E. (TC1) AND RIDGE ROAD, S.E. (TC3).



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NO.	DESCRIPTION	NAME	DATE

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. EXISTING COMMUNICATION CABLE PLAN		FIELD CHECKED BY SZ
DESIGNED BY JYG		DRAWN BY SZ
REVIEWED BY AYY		DATE 01/22
SUBMITTED BY TRAFFIC SIGNAL ENGINEER	DATE	SCALE 1" = 50'
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER	DATE	SHEET 1 OF
ITS TRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER	DATE	DRAWING NO.
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION	DATE	

P:\80320\working-temp\05-wobu6a-36th street minnesota avenue and b street set\pcw-E002-80320\_05.dgn 1/21/2022

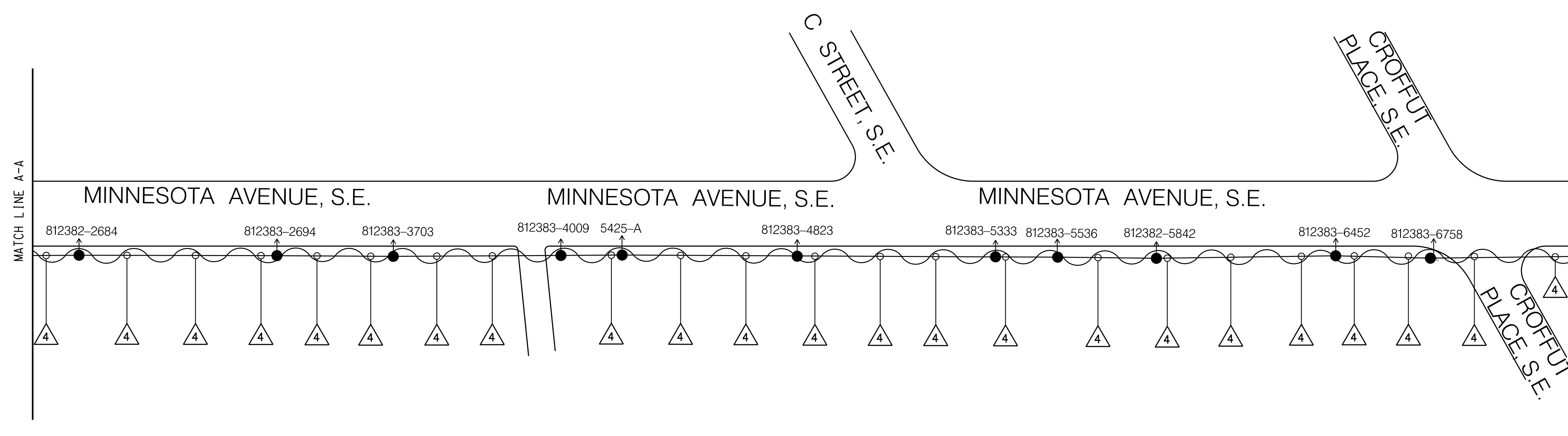
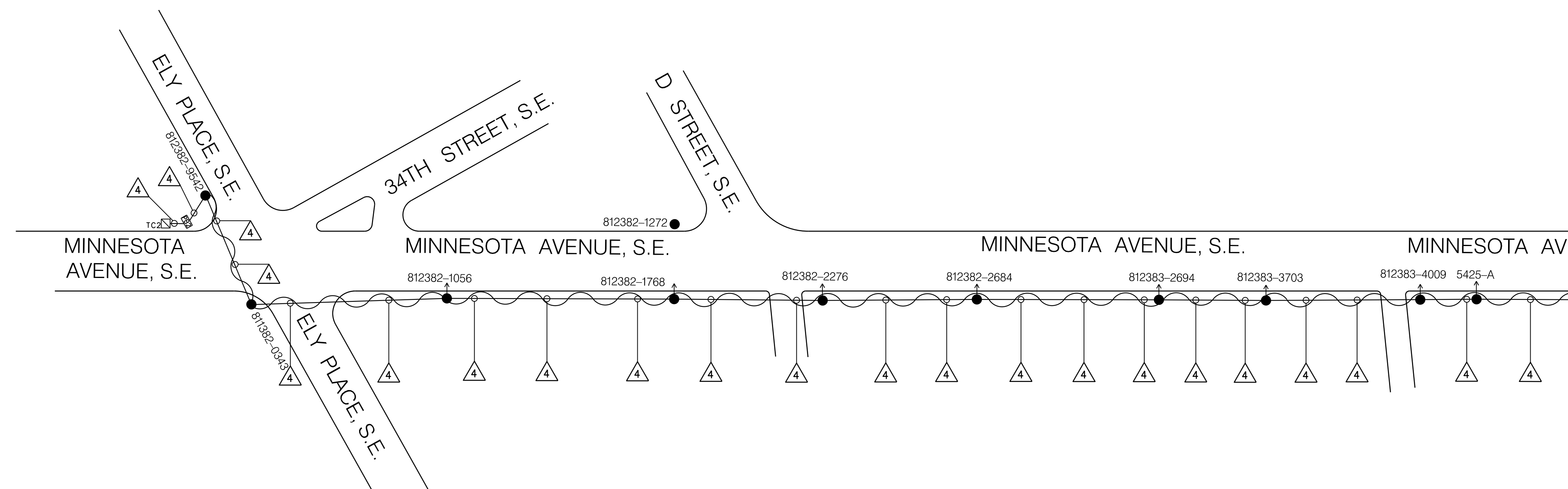
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	60	83

DESCRIPTION	REVISION							
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.

### PROPOSED COMMUNICATION CABLE PLAN - 1

#### INSTALLATION NOTES:

THE CONTRACTOR SHALL INSTALL THE PROPOSED OVERHEAD 12-STRAND FIBER OPTIC COMMUNICATION CABLE ALONG MINNESOTA AVENUE, S.E. BETWEEN THE PROPOSED CONTROLLER LOCATED AT B STREET, S.E. (TC1) AND EXISTING CONTROLLER LOCATED AT ELY PLACE, S.E. (TC2).

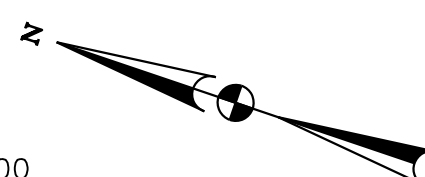
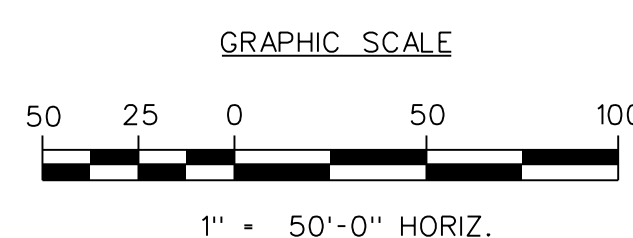
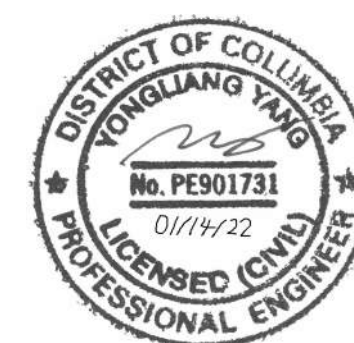


#### LEGEND:

- EXISTING LUMINAIRE WITH DIRECTION
- TC EXISTING TRAFFIC SIGNAL CONTROLLER
- TC1 PROPOSED TRAFFIC SIGNAL CONTROLLER
- EXISTING WOOD POLE
- ⊕ EXISTING PEPCO ELECTRICAL MANHOLE
- ⊕ EXISTING DDOT ELECTRICAL MANHOLE
- ⊕ EXISTING PULL BOX
- △ 1-12 STRAND FIBER OPTIC COMMUNICATION CABLE
- △ 2-12 STRAND FIBER OPTIC COMMUNICATION CABLE
- ~ PROPOSED OVERHEAD COMMUNICATION CABLE TO BE INSTALLED
- P — PROPOSED UNDERGROUND COMMUNICATION CABLE TO BE INSTALLED

#### GENERAL NOTES:

- DDOT PERSONNEL WILL DISCONNECT COMMUNICATION CABLES IN THE TERMINAL BLOCK OF TRAFFIC SIGNAL CONTROLLERS.
- THE CONTRACTOR SHALL FURNISH AND INSTALL NEW 25 PAIR COMMUNICATION CABLES AND ASSOCIATE EQUIPMENT AS PROPOSED SHOWN IN PLANS.
- THE CONTRACTOR SHALL CONNECT 25 PAIR COMMUNICATION CABLES IN THE TERMINAL BLOCK OF TRAFFIC SIGNAL CONTROLLERS UNDER DDOT SUPERVISION.
- THE CONTRACTOR SHALL SCHEDULE WORK TO MINIMIZE DISRUPTION TO THE COMMUNICATION NETWORK.
- THE EXISTING COMMUNICATION CABLES SHALL NOT BE DISCONNECTED UNTIL THE PROPOSED COMMUNICATION CABLES ARE INSTALLED AND FUNCTIONAL.
- INSTALLATION DIMENSIONS SHOWN ARE APPROXIMATE. MODIFICATIONS SHALL BE MADE AS REQUIRED UNDER APPROVAL FROM THE ENGINEER.



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 Engineers, Planners and Architects  
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NO.	DESCRIPTION	NAME	DATE

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. PROPOSED COMMUNICATION CABLE PLAN		FIELD CHECKED BY SZ
DESIGNED BY JJG		DRAWN BY SZ
REVIEWED BY AYY		DATE 01/22
SUBMITTED BY TRAFFIC SIGNAL ENGINEER		DATE
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER		DATE
ITSTRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER		DATE
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION		DATE
SCALE 1" = 50'		SHEET 1 OF 6
DRAWING NO.		

P:\80320\working-temp\05-wobu6a-36th street minnesota avenue and b street set\pdm-P001-80320\_05.dgn 1/21/2022

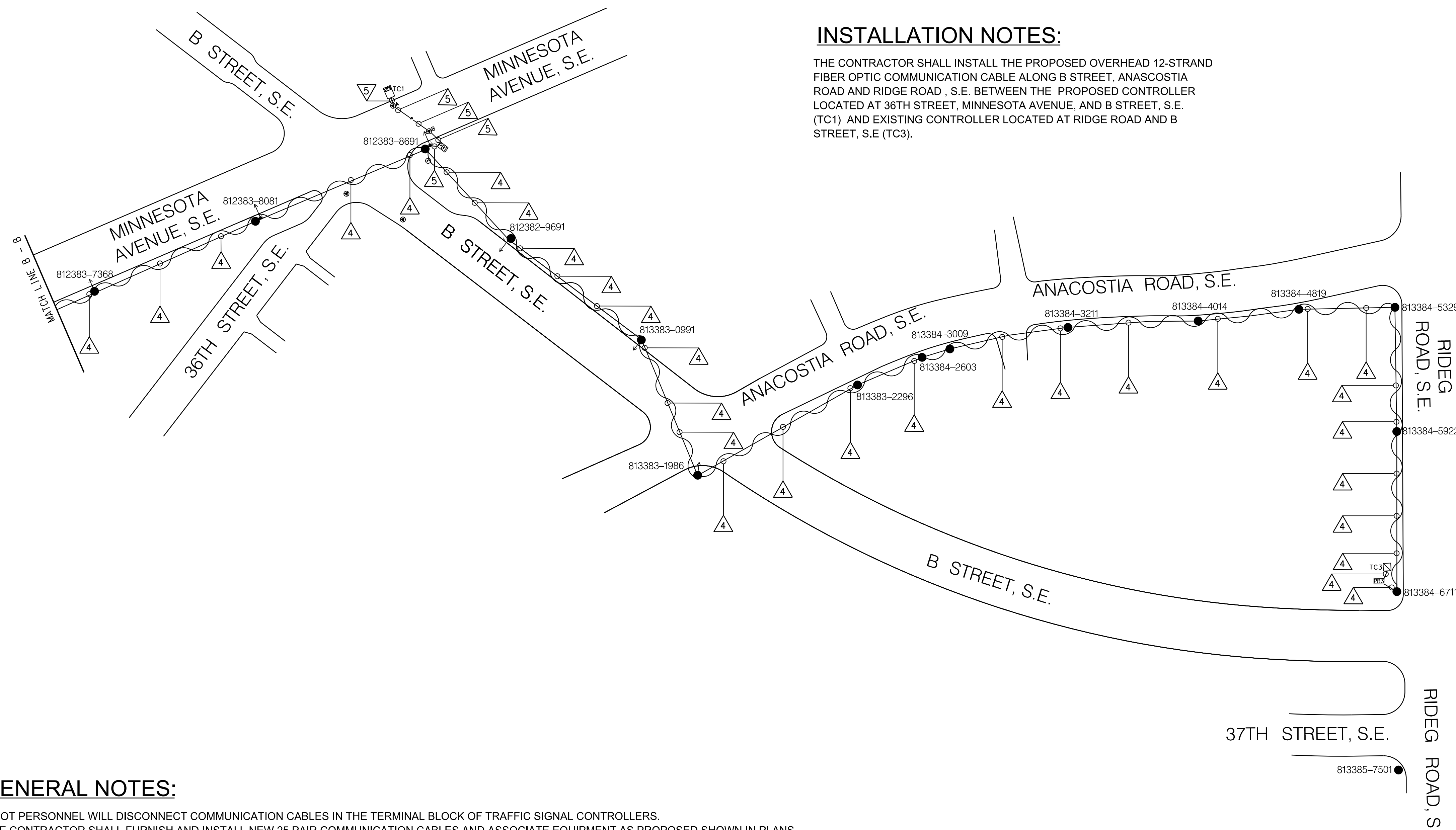
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	61	83

DESCRIPTION	REVISION						
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.

## PROPOSED COMMUNICATION CABLE PLAN - 2

### INSTALLATION NOTES:

THE CONTRACTOR SHALL INSTALL THE PROPOSED OVERHEAD 12-STRAND FIBER OPTIC COMMUNICATION CABLE ALONG B STREET, ANACOSTIA ROAD AND RIDGE ROAD, S.E. BETWEEN THE PROPOSED CONTROLLER LOCATED AT 36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. (TC1) AND EXISTING CONTROLLER LOCATED AT RIDGE ROAD AND B STREET, S.E. (TC3).

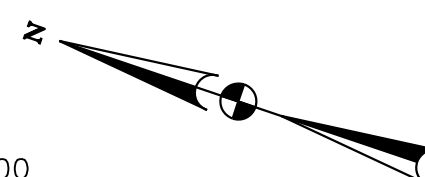
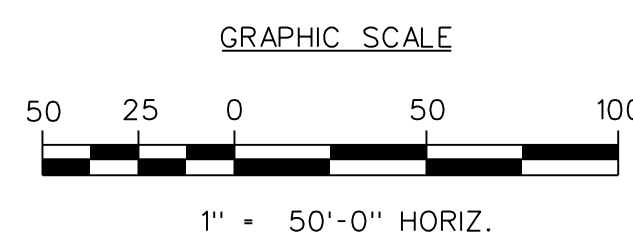
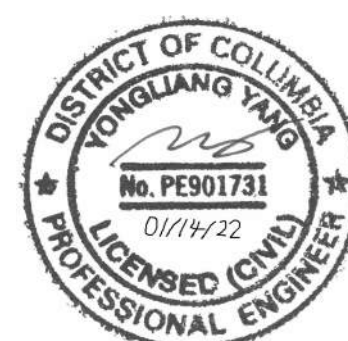


### LEGEND:

- EXISTING LUMINAIRE WITH DIRECTION
- TC EXISTING TRAFFIC SIGNAL CONTROLLER
- TC1 PROPOSED TRAFFIC SIGNAL CONTROLLER
- EXISTING WOOD POLE
- ⊕ EXISTING PEPSCO ELECTRICAL MANHOLE
- ⊙ EXISTING DDOT ELECTRICAL MANHOLE
- ▣ EXISTING PULL BOX
- △ 1-12 STRAND FIBER OPTIC COMMUNICATION CABLE
- △ 2-12 STRAND FIBER OPTIC COMMUNICATION CABLE
- PROPOSED OVERHEAD COMMUNICATION CABLE TO BE INSTALLED
- - - P - - - PROPOSED UNDERGROUND COMMUNICATION CABLE TO BE INSTALLED

### GENERAL NOTES:

- DDOT PERSONNEL WILL DISCONNECT COMMUNICATION CABLES IN THE TERMINAL BLOCK OF TRAFFIC SIGNAL CONTROLLERS.
- THE CONTRACTOR SHALL FURNISH AND INSTALL NEW 25 PAIR COMMUNICATION CABLES AND ASSOCIATE EQUIPMENT AS PROPOSED SHOWN IN PLANS.
- THE CONTRACTOR SHALL CONNECT 25 PAIR COMMUNICATION CABLES IN THE TERMINAL BLOCK OF TRAFFIC SIGNAL CONTROLLERS UNDER DDOT SUPERVISION.
- THE CONTRACTOR SHALL SCHEDULE WORK TO MINIMIZE DISRUPTION TO THE COMMUNICATION NETWORK.
- THE EXISTING COMMUNICATION CABLES SHALL NOT BE DISCONNECTED UNTIL THE PROPOSED COMMUNICATION CABLES ARE INSTALLED AND FUNCTIONAL.
- INSTALLATION DIMENSIONS SHOWN ARE APPROXIMATE. MODIFICATIONS SHALL BE MADE AS REQUIRED UNDER APPROVAL FROM THE ENGINEER.



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 WASHINGTON, D.C. (202) 686-8225 www.dcpsl.com

NO.	DESCRIPTION	NAME	DATE

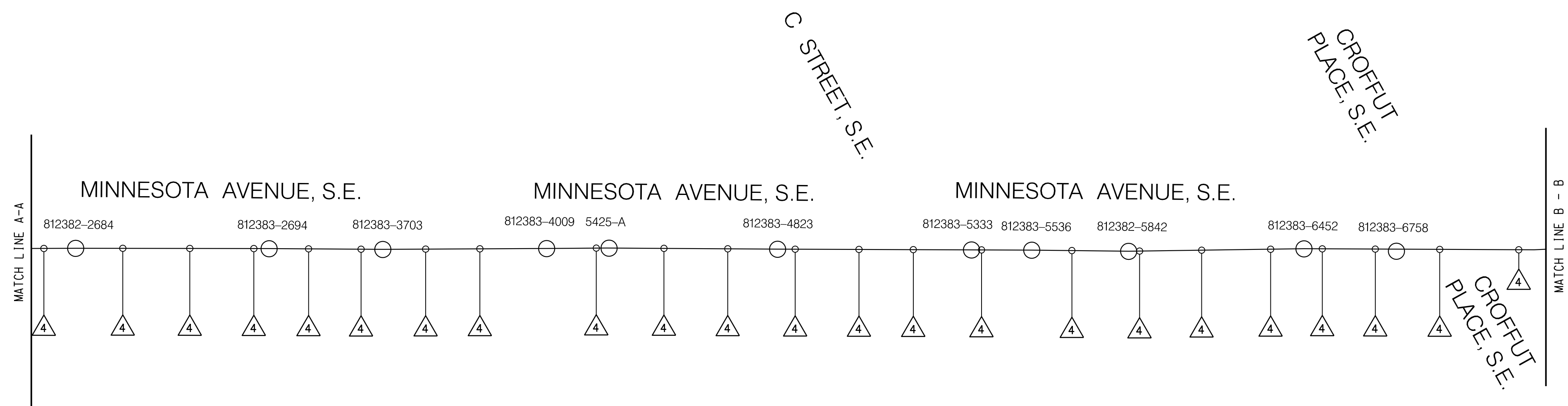
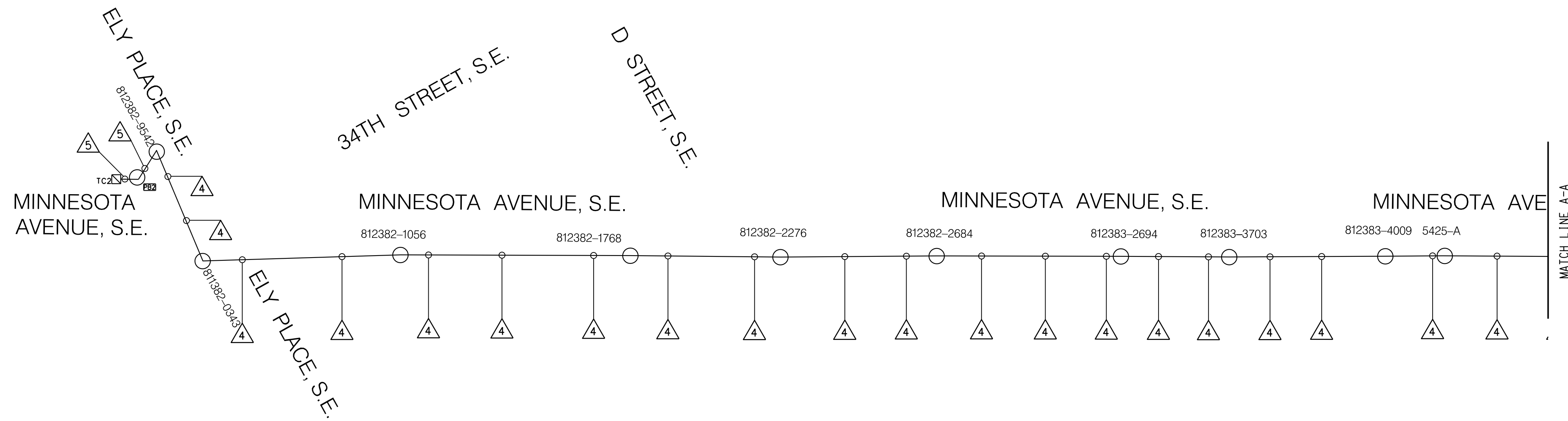
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL FIELD CHECKED BY SZ
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. PROPOSED COMMUNICATION CABLE PLAN		DESIGNED BY JGG
		DRAWN BY SZ
SUBMITTED BY TRAFFIC SIGNAL ENGINEER		REVIEWED BY AYY
		DATE 01/22
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER		SCALE 1" = 50'
		SHEET 2
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION		OF 6
		DRAWING NO.

P:\80320\working-temp\05-wobu6a-36th street minnesota avenue and b street set\pdm-P002-80320-05.dgn 1/21/2022

DESCRIPTION	REVISION							
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	62	83

## PROPOSED COMMUNICATION CABLE SCHEMATIC - 1

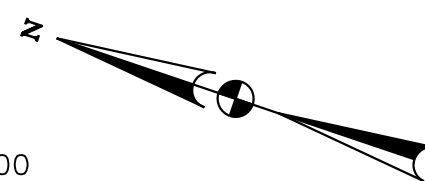
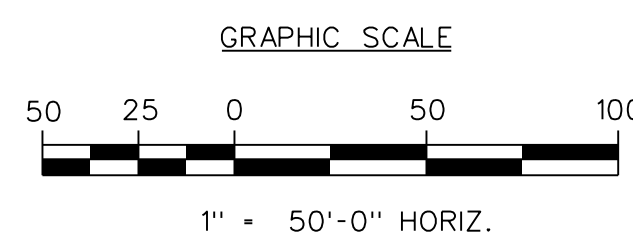
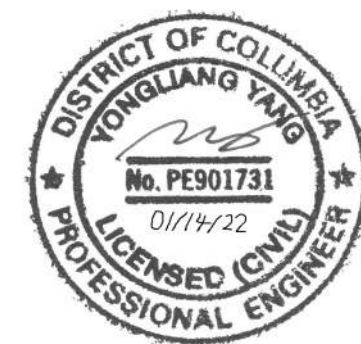


### LEGEND:

- EXISTING LUMINAIRE WITH DIRECTION
- TC EXISTING TRAFFIC SIGNAL CONTROLLER
- C1 PROPOSED TRAFFIC SIGNAL CONTROLLER
- EXISTING WOOD POLE
- ⊕ EXISTING PEPCO ELECTRICAL MANHOLE
- ⊖ EXISTING DDOT ELECTRICAL MANHOLE
- PB EXISTING PULL BOX
- △ 1-12 STRAND FIBER OPTIC COMMUNICATION CABLE
- △ 2-12 STRAND FIBER OPTIC COMMUNICATION CABLE
- EXISTING WOOD POLE
- P — PROPOSED COMMUNICATION CABLE TO BE INSTALLED

### INSTALLATION NOTES:

- TC1- A - B - PB1 - 812383-8691 - 812383-8081 - 812383-7368 - 812383-6758 - 812383-6452 - 812382-5842 - 812383-5536 - 812383-5333 - 812383-4823 - 5425-A - 812383-4009 - 812383-3703 - 812383-2694 - 812382-2684 - 812382-2276 - 812382-1768 - 8123821056 - 811382-0343 - 812382-9542 - PB2 - TC2



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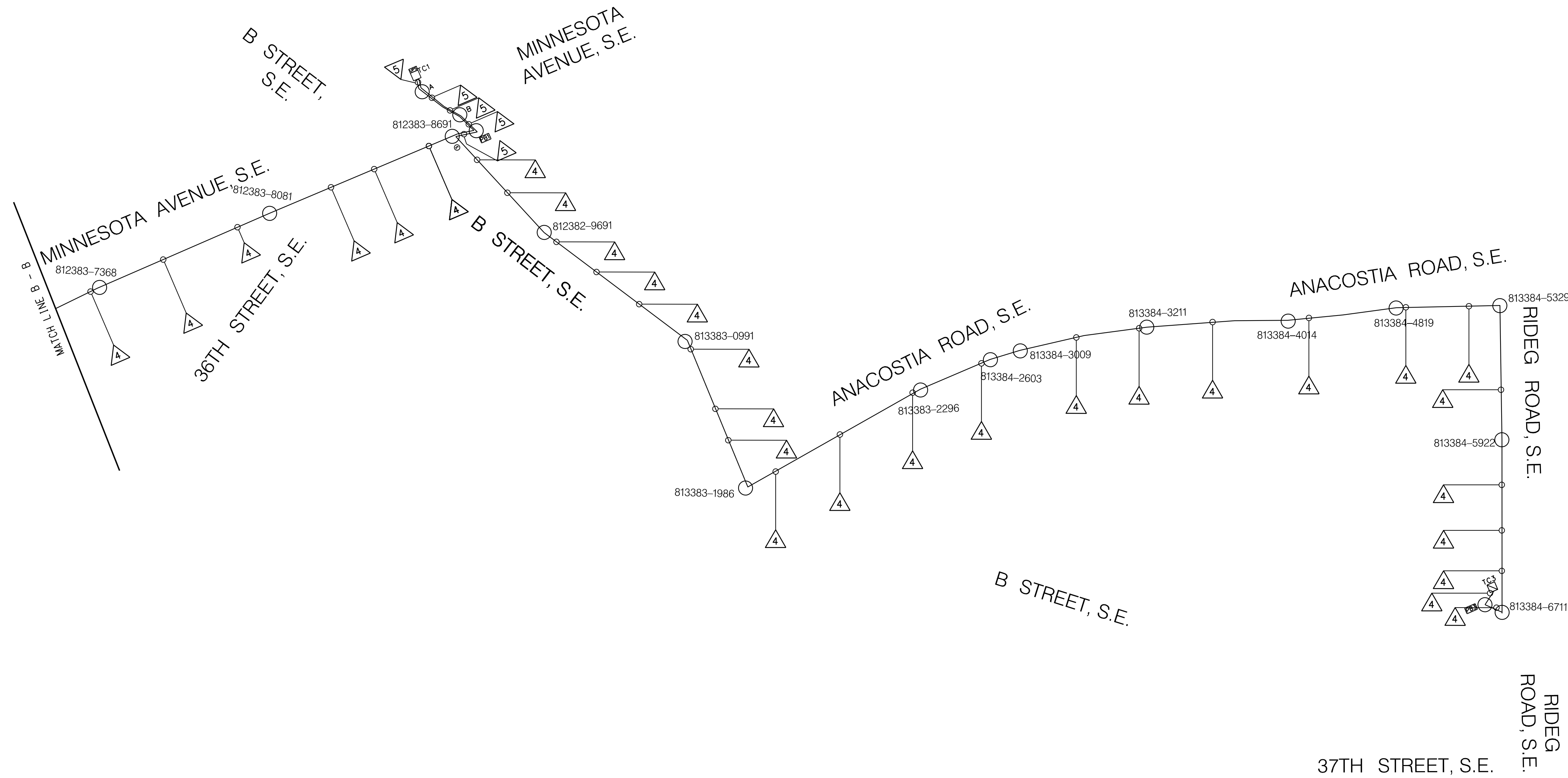
NO.	DESCRIPTION	NAME	DATE

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. PROPOSED COMMUNICATION CABLE PLAN		FIELD CHECKED BY SZ
DESIGNED BY JYG		DRAWN BY SZ
REVIEWED BY AYY		DATE 01/22
SUBMITTED BY TRAFFIC SIGNAL ENGINEER	DATE	SCALE 1" = 50'
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER	DATE	SHEET 3 OF 6
ITSTRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER	DATE	DRAWING NO.
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION	DATE	

REVISION								
DESCRIPTION	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.

REG.	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	63	83

## PROPOSED COMMUNICATION CABLE SCHEMATIC - 2

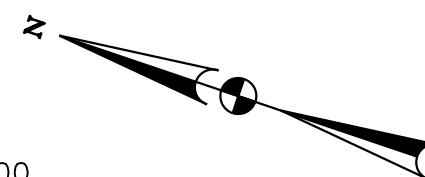
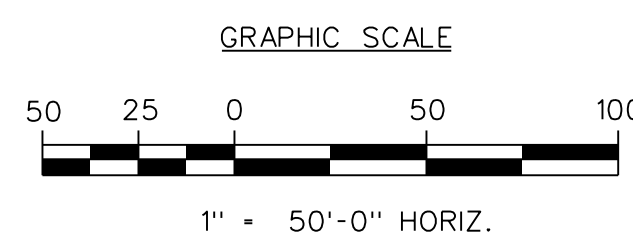
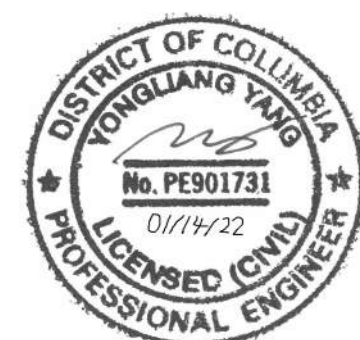


### LEGEND:

- EXISTING LUMINAIRE WITH DIRECTION
- TC EXISTING TRAFFIC SIGNAL CONTROLLER
- C1 PROPOSED TRAFFIC SIGNAL CONTROLLER
- EXISTING WOOD POLE
- ⊙ EXISTING PEPSCO ELECTRICAL MANHOLE
- ⊙ EXISTING DDOT ELECTRICAL MANHOLE
- ⊞ EXISTING PULL BOX
- △ 1-12 STRAND FIBER OPTIC COMMUNICATION CABLE
- △ 2-12 STRAND FIBER OPTIC COMMUNICATION CABLE
- EXISTING WOOD POLE
- P — PROPOSED COMMUNICATION CABLE TO BE INSTALLED

### INSTALLATION NOTES:

TC1- A - B - PB1 - 812383-8691 - 812382-9691 - 813383-0991 - 813383-1986 - 813383-2296 - 813384-2603 - 813384-3009 - 813384-3211 - 813384-4014 - 813384-4819 - 813384-5329 - 813384-5922 - 813384-6711 - PB3 - TC3



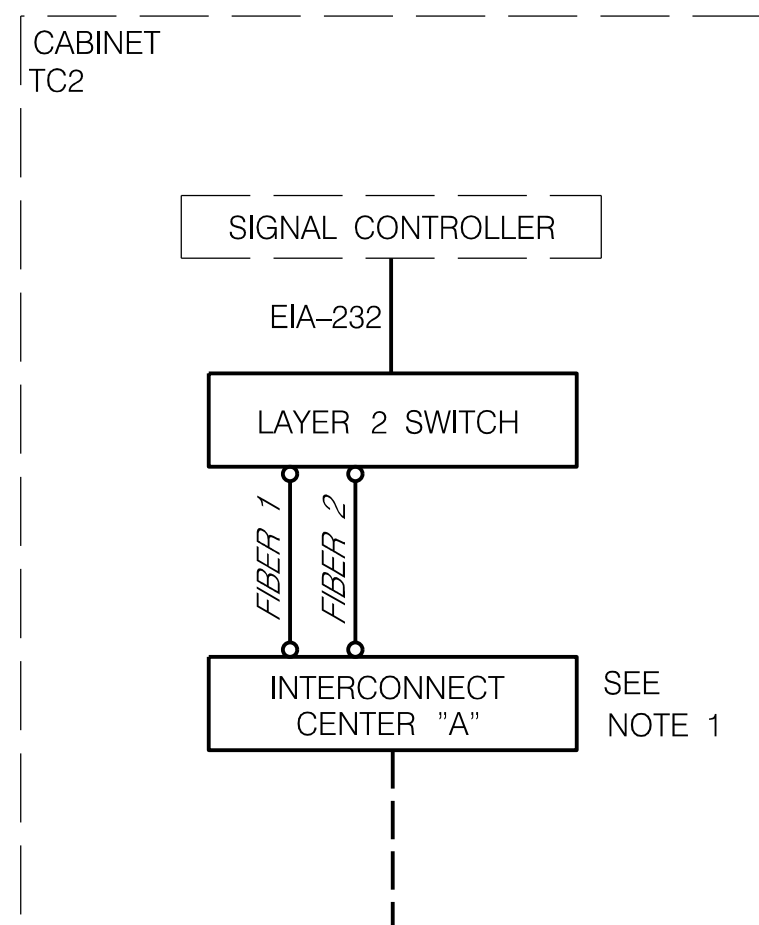
NO.	DESCRIPTION	NAME	DATE

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. PROPOSED COMMUNICATION CABLE PLAN		FIELD CHECKED BY SZ
DESIGNED BY JYG		DESIGNED BY JYG
DRAWN BY SZ		DRAWN BY SZ
REVIEWED BY AYY		REVIEWED BY AYY
SUBMITTED BY TRAFFIC SIGNAL ENGINEER		DATE 01/22
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER		SCALE 1" = 50'
ITSTRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER		SHEET 4
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION		DATE 
		OF 6
		DRAWING NO.

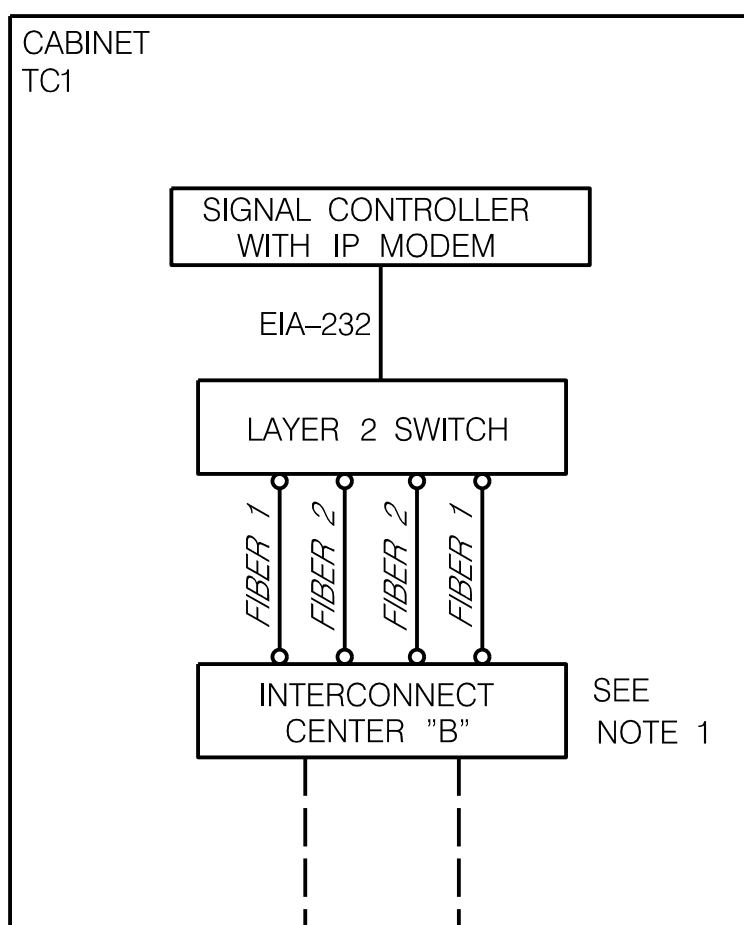
REVISION								
DESCRIPTION	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	64	83

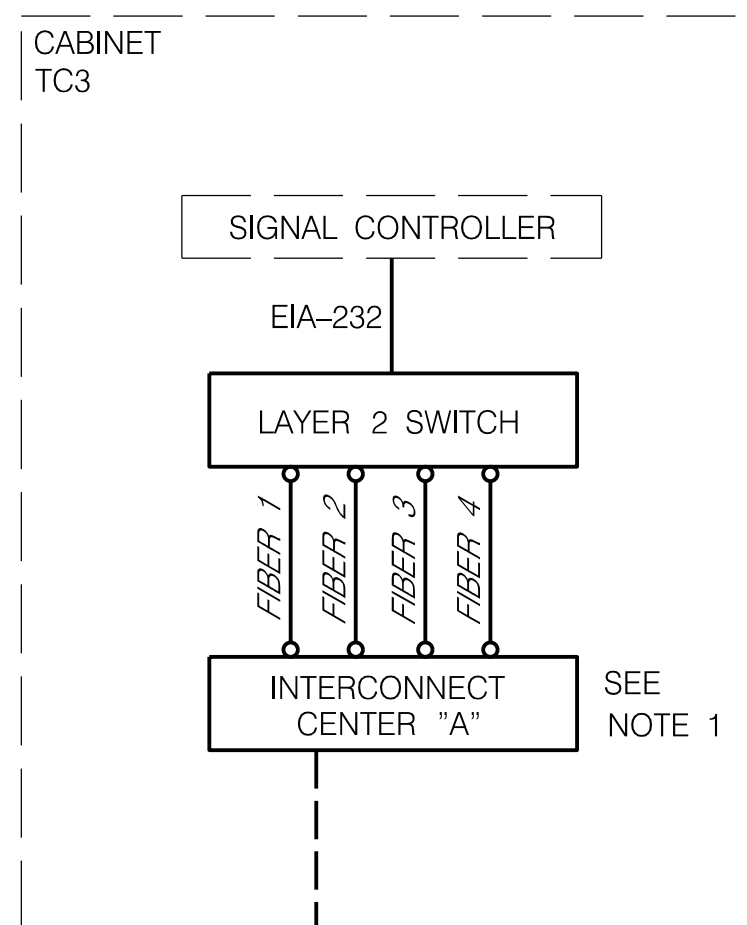
34TH STREET, MINNESOTA AVENUE,  
AND ELY PLACE, S.E.



36TH STREET, MINNESOTA AVENUE,  
AND B STREET, S.E.



RIDGE ROAD AND B STREET, S.E.



**LEGEND:**

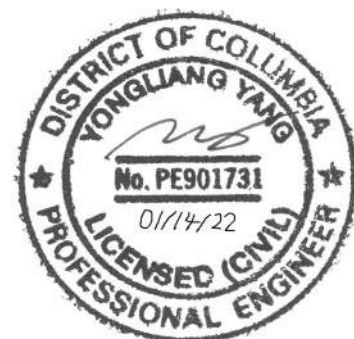
- PROPOSED FIBER CABLE
- PROPOSED EQUIPMENT /CABINET
- PROPOSED JUMPERS
- EXISTING EQUIPMENT /CABINET

DDOT-SMF12-TC1-TC3

DDOT-SMF12-TC3-TC2

**NOTES:**

- ALL FIBER STRANDS SHALL BE SPLICED TO PIGTAILS OF SAME COLOR. ALL PIGTAILS SHALL BE TERMINATED WITHIN THE INTERCONNECT CENTER. ALL EQUIPMENT SHALL BE DIN RAIL MOUNTED INSIDE THE CABINET.
- NO DEVICE SERVER; IT IS A CONTROLLER WITH IP MODEM.



NO.	DESCRIPTION	NAME	DATE

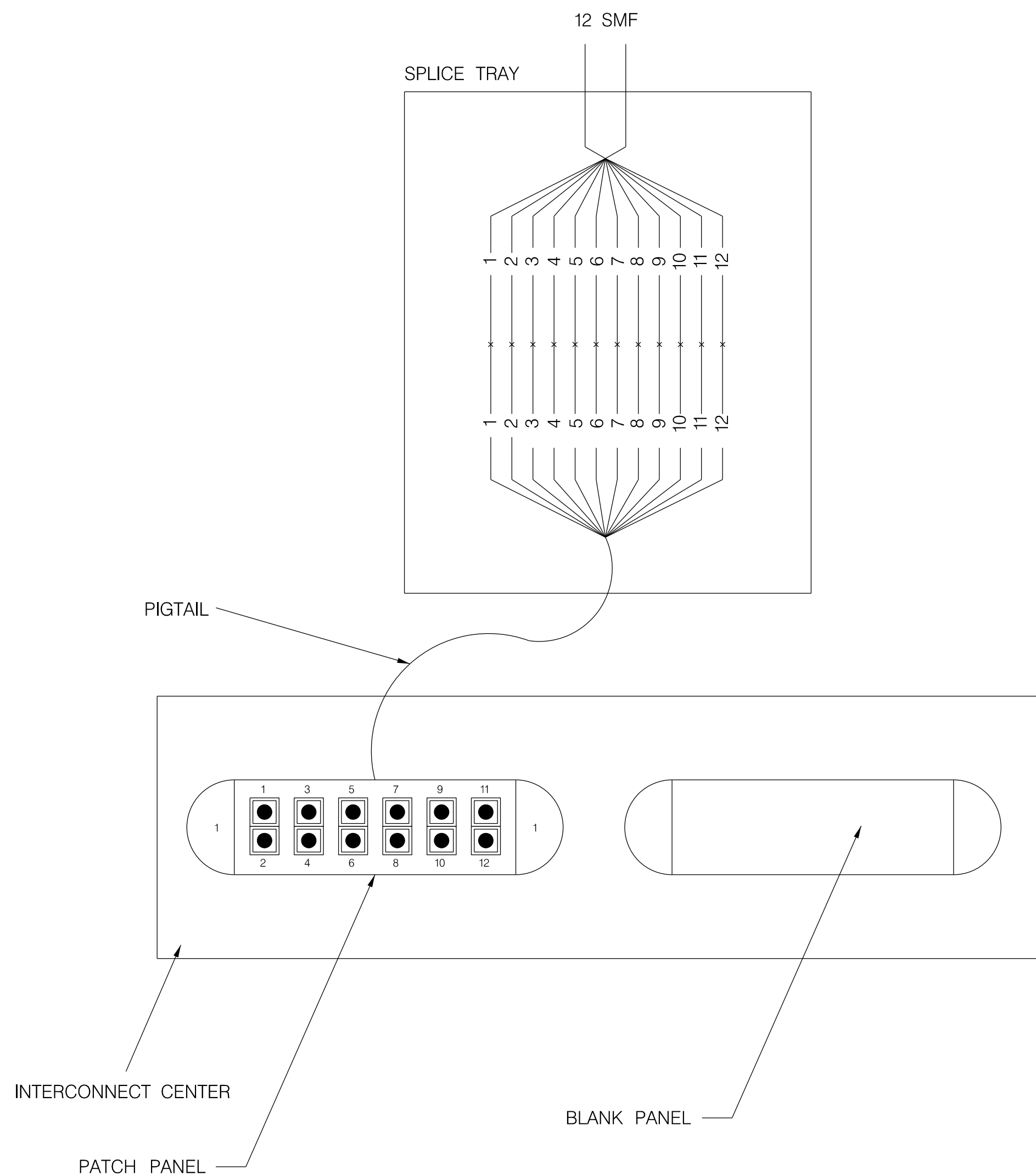
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. FIBER OPTIC COMMUNICATION CABLE LOGICAL ROUTING		FIELD CHECKED BY SZ
DESIGNED BY JYG		DRAWN BY SZ
SUBMITTED BY TRAFFIC SIGNAL ENGINEER		REVIEWED BY AYY
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER		DATE 01/22
IT/TRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER		SCALE N.T.S.
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION		SHEET 5 OF 6
		DRAWING NO.



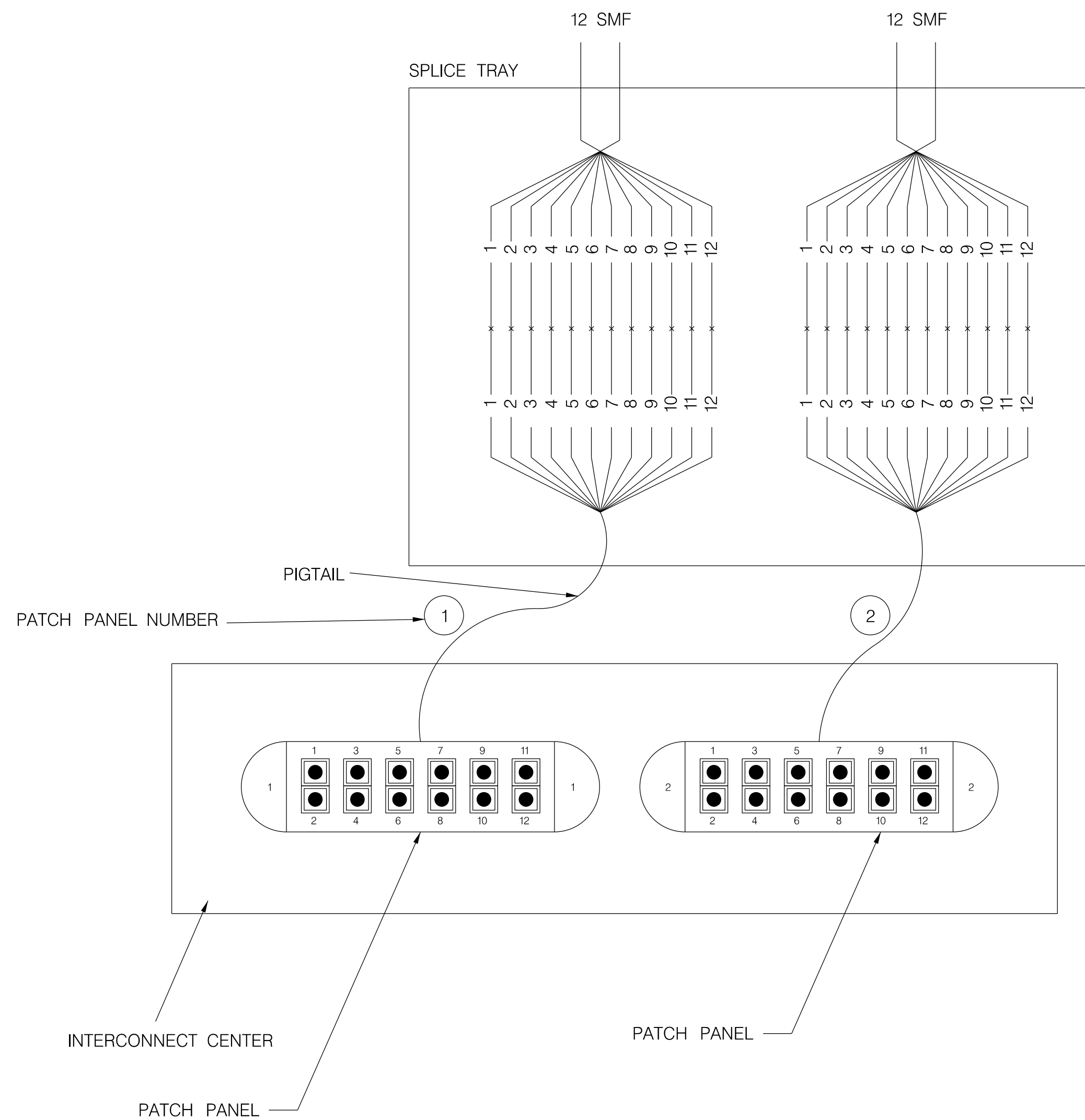
DESCRIPTION	REVISION							
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.	SIGNAL DESIGN INCLUDED AS PART OF MINNESOTA AVE SE MULTIMODAL	65	83

**INTERCONNECT CENTER  
DETAIL A (TYPICAL)**

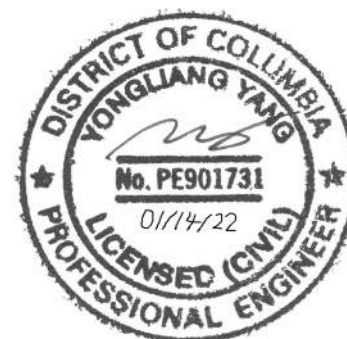


**INTERCONNECT CENTER  
DETAIL B (TYPICAL)**



**NOTE:**

ALL FIBER STRANDS SHALL BE SPLICED TO PIGTAILS OF SAME COLOR. ALL PIGTAILS SHALL BE TERMINATED WITHIN THE INTERCONNECT CENTER. ALL EQUIPMENT SHALL BE DIN RAIL MOUNTED INSIDE THE CABINET.

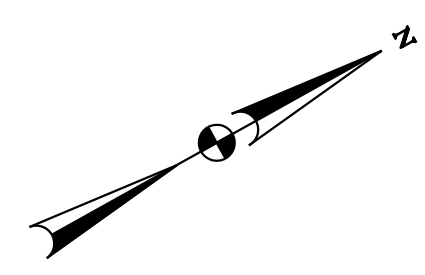


NO.	DESCRIPTION	NAME	DATE

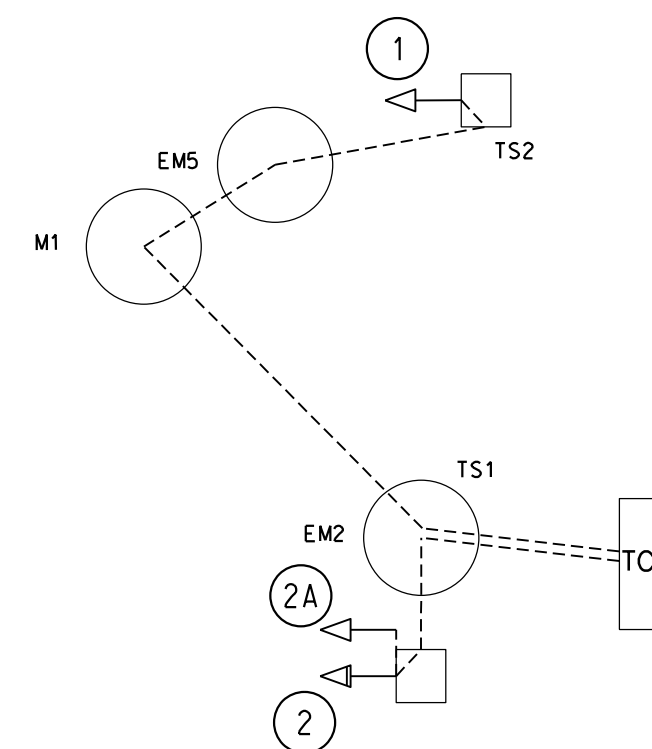
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FINAL
36TH STREET, MINNESOTA AVENUE, AND B STREET, S.E. FIBER OPTIC COMMUNICATION CABLE DETAILS		FIELD CHECKED BY SZ
DESIGNED BY JYG		DRAWN BY SZ
REVIEWED BY AYY		DATE 01/22
SUBMITTED BY TRAFFIC SIGNAL ENGINEER		DATE
RECOMMENDED TRAFFIC SIGNAL PROJECT MANAGER		DATE
IT/TRAFFIC SIGNAL MAINTENANCE BRANCH MANAGER		DATE
APPROVED ASSOCIATE DIRECTOR, TRAFFIC ENG. & SAFETY DIVISION		DATE
SCALE N.T.S.		SHEET 6 OF 6
DRAWING NO.		

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		66	83

DESCRIPTION	REVISION							
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.



EXISTING TRAFFIC SIGNAL CABLE SCHEMATIC  
7 CONDUCTOR - 14 AWG (STRANDED)

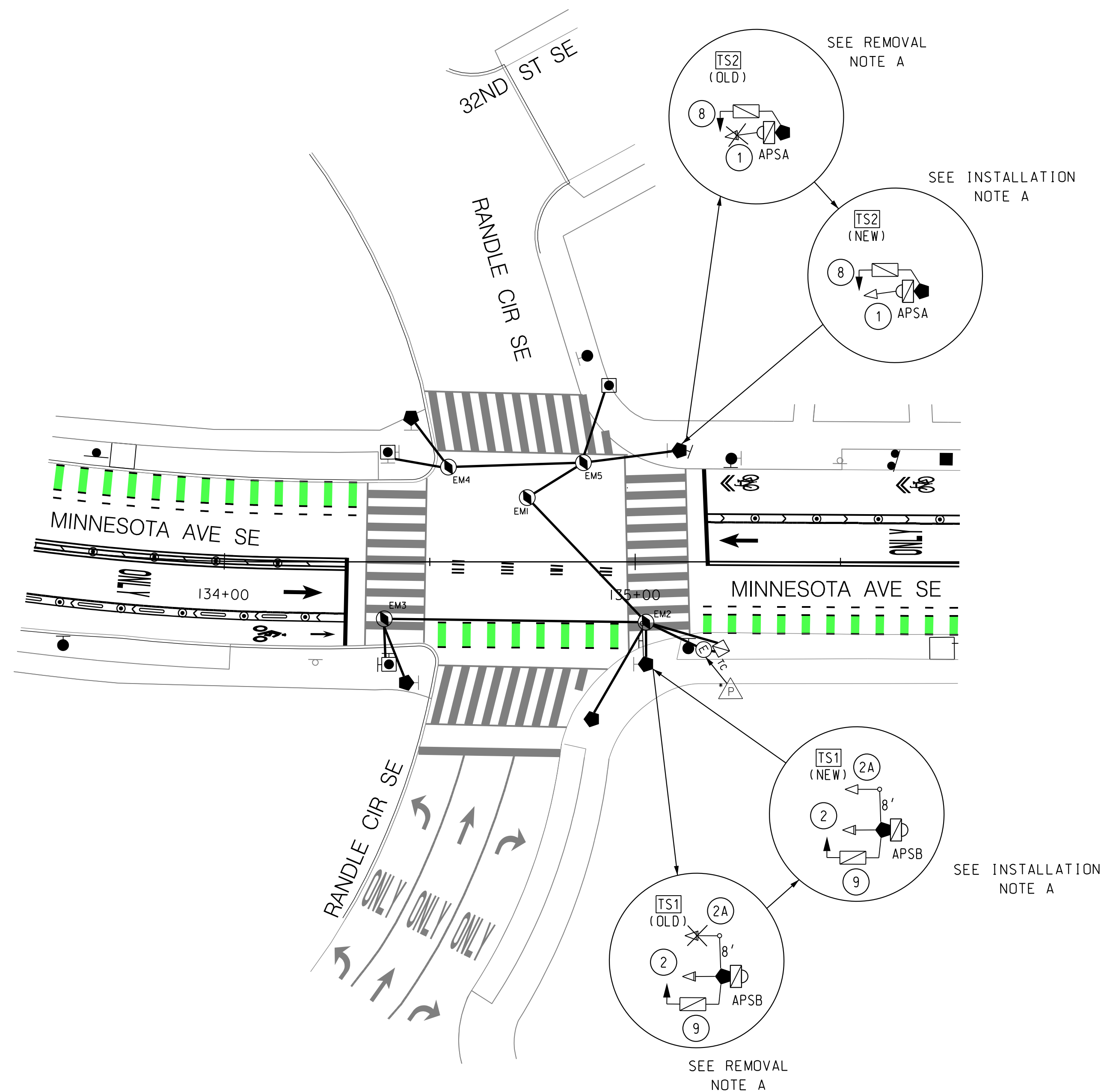


CABLE SCHEMATIC LEGEND:

- EXISTING TRAFFIC SIGNAL HEAD
- ⇨ PROPOSED TRAFFIC SIGNAL HEAD
- EXISTING WIRING

EXISTING TRAFFIC SIGNAL CABLE ROUTING

- TC - EM2 - EM1 - EM5 - TS2 - 1
- TC - EM2 - TS1 - 2
- 2 - 2A



**LEGEND:**

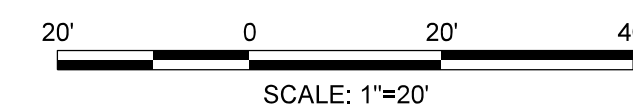
- ☐<sub>TC</sub> EXISTING TRAFFIC SIGNAL CABINET
- EXISTING 20' TRAFFIC SIGNAL POLE WITH TRANSFORMER BASE
- EXISTING 28.5' PENDANT POST STREETLIGHT POLE WITH TRANSFORMER BASE AND LUMINAIRE
- ✳ EXISTING 3-SECTION LED TRAFFIC SIGNAL HEAD TO BE REMOVED (ALL LENSES 12")
- ⇨ PROPOSED 3-SECTION LED TRAFFIC SIGNAL HEAD (ALL LENSES 12")
- ⇨ EXISTING 2-SECTION LED COUNT-DOWN PEDESTRIAN SIGNAL HEAD (ALL LENSES 12")
- ⊕ EXISTING ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSHBUTTON
- ⊕ EXISTING PEPSCO MANHOLE
- ⊕ EXISTING 3'X3' DDOT MANHOLE
- EXISTING CONDUIT

**INSTALLATION NOTES:**

A. INSTALL 3-SECTION UPWARD GREEN ARROW HEADS # 1 AND #2A IN CONJUNCTION WITH TRAFFIC SIGNAL OPERATION TS-1041-D. ENERGIZE THE HEAD USING THE EXISTING WIRING.

**REMOVAL NOTES:**

A. REMOVE EXISTING 3-SECTION RYG BALL HEADS #1 AND #2A IN CONJUNCTION WITH TRAFFIC SIGNAL OPERATION TS-1041-D.



FIRST SUBMISSION  
FEBRUARY 2, 2022  
NOT FOR  
CONSTRUCTION

SEQUENCE OF OPERATION DRAWING NO. TS-1041-D  
DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE  
AND RANDLE CIRCLE (NORTH), SE  
TRAFFIC SIGNAL MODIFICATION

RECOMMENDED FOR APPROVAL:	REVIEWED BY
TRAFFIC SIGNAL DESIGN ENGINEER	RF
DATE	02 / 2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE
APPROVED:	1" = 20'
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	SHEET 66 OF 83
DATE:	DRAWING NO. SG-15

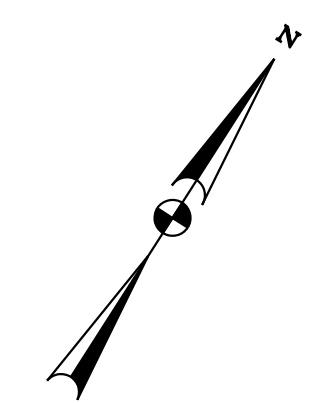
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SUITE 550  
WASHINGTON, DC 20003  
(202) 570-7080  
WWW.MEADHUNT.COM

S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

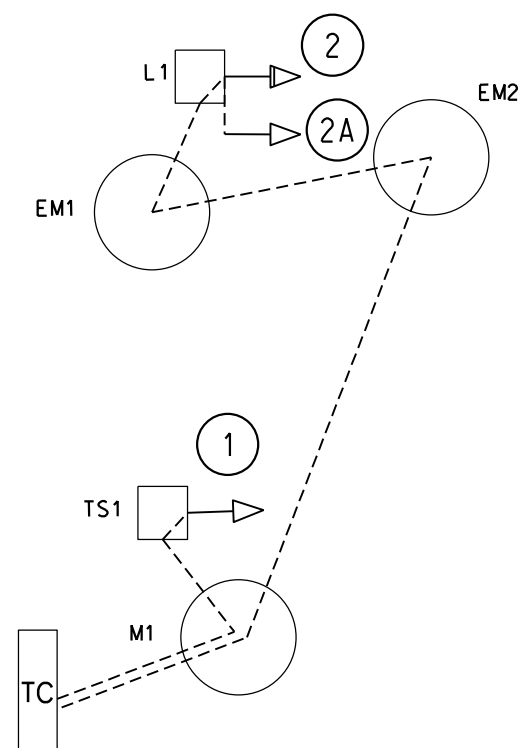
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REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		67	83

DESCRIPTION	REVISION							
	DATE	COR.	CHK.	APP.	APP.	APP.	APP.	APP.

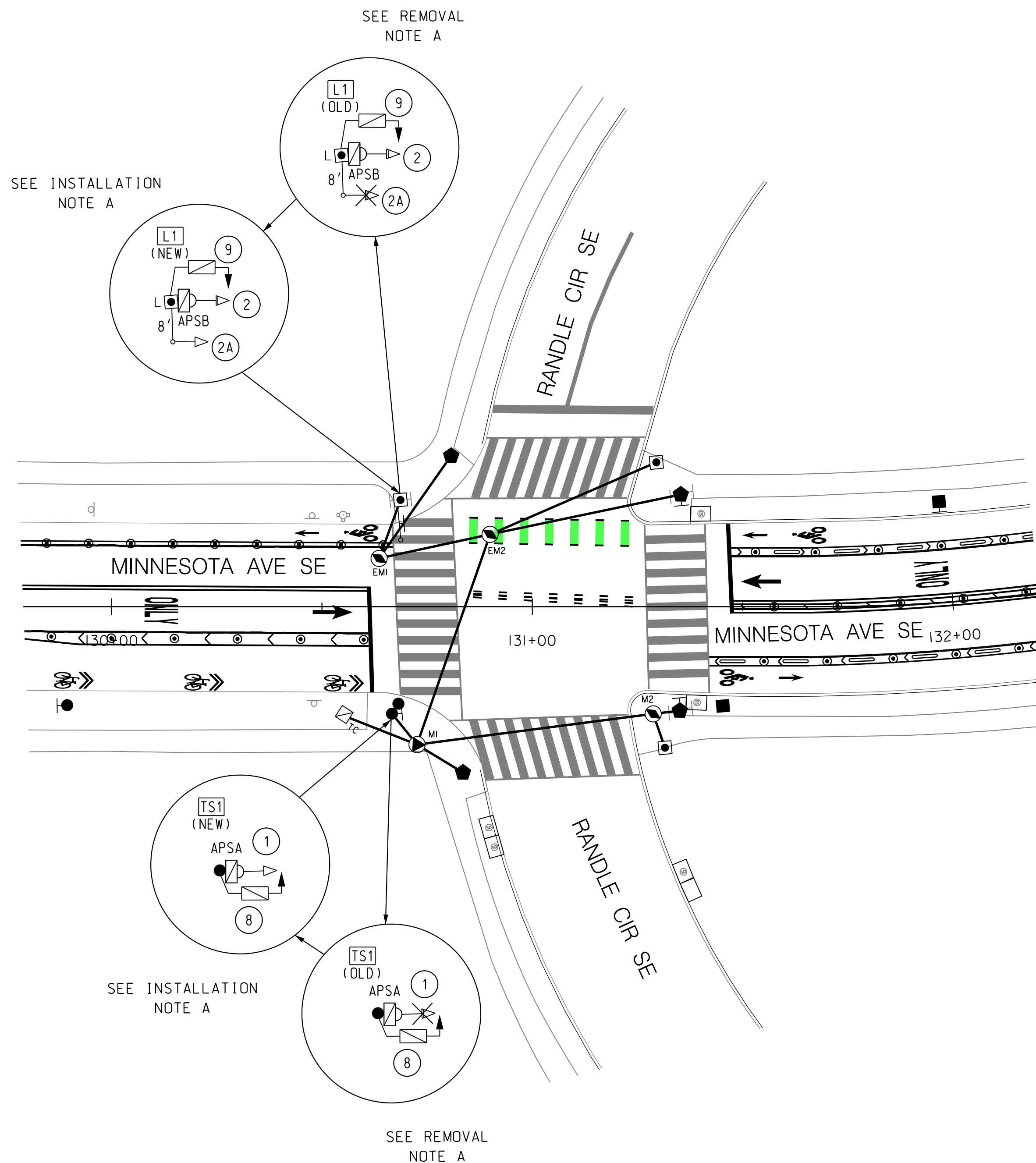


EXISTING TRAFFIC SIGNAL CABLE SCHEMATIC  
7 CONDUCTOR - 14 AWG (STRANDED)



CABLE SCHEMATIC LEGEND:  
 → EXISTING TRAFFIC SIGNAL HEAD  
 ⇨ PROPOSED TRAFFIC SIGNAL HEAD  
 - - - EXISTING WIRING

EXISTING TRAFFIC SIGNAL CABLE ROUTING  
 TC - M1 - [TS1] - 1  
 TC - M1 - EM2 - EM1 - [L1] - 2  
 2 - 2A



**LEGEND:**

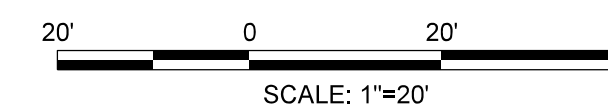
- ☐<sub>TC</sub> EXISTING TRAFFIC SIGNAL CABINET
- EXISTING 20' TRAFFIC SIGNAL POLE WITH TRANSFORMER BASE
- ☐<sub>L</sub> EXISTING 28.5' PENDANT POST STREETLIGHT POLE WITH TRANSFORMER BASE AND LUMINAIRE
- EXISTING PEPCO WOOD POLE
- ✖ EXISTING 3-SECTION LED TRAFFIC SIGNAL HEAD TO BE REMOVED (ALL LENSES 12")
- ⇨ PROPOSED 3-SECTION LED TRAFFIC SIGNAL HEAD (ALL LENSES 12")
- ⇨ EXISTING 2-SECTION LED COUNT-DOWN PEDESTRIAN SIGNAL HEAD (ALL LENSES 12")
- ☐ EXISTING ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSHBUTTON
- EXISTING 3'x3'x3' DDOT MANHOLE
- EXISTING 4'x4'x4' DDOT MANHOLE
- EXISTING CONDUIT

**INSTALLATION NOTES:**

A. INSTALL 3-SECTION UPWARD GREEN ARROW HEADS #1 AND #2A IN CONJUNCTION WITH TRAFFIC SIGNAL OPERATION TS-1842-B. ENERGIZE THE HEAD USING THE EXISTING WIRING.

**REMOVAL NOTES:**

A. REMOVE EXISTING 3-SECTION RYG BALL HEADS #1 AND #2A IN CONJUNCTION WITH TRAFFIC SIGNAL OPERATION TS-1842-C.



FIRST SUBMISSION  
FEBRUARY 2, 2022  
NOT FOR  
CONSTRUCTION

SEQUENCE OF OPERATION DRAWING NO. TS-1842-C

DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE  
AND RANDLE CIRCLE (SOUTH), SE  
TRAFFIC SIGNAL MODIFICATION

RECOMMENDED FOR APPROVAL:	ACISA 4266
TRAFFIC SIGNAL DESIGN ENGINEER	FINAL
TRAFFIC SIGNAL PROGRAM MANAGER	FIELD CHECKED BY MP/TK
APPROVED:	DESIGNED BY BS/JW
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	DRAWN BY BS/JW
DATE:	REVIEWED BY RF
	DATE 02 / 2022
	SCALE 1" = 20'
	SHEET 67 OF 83
	DRAWING NO. SG-16

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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

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REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		68	83

**NON-PEAK HOUR  
WORK ONLY**  
MAINTENANCE OF TRAFFIC  
SET UP



**GENERAL NOTES**

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION (DDOT) TEMPORARY TRAFFIC CONTROL MANUAL, THE MUTCD, AND THESE PLANS.
- TEMPORARY PAINT SHALL BE USED ON PAVED SURFACES ONLY AND IS TO BE MAINTAINED TO ENSURE CONTINUOUS REFLECTIVITY AND VISIBILITY. BLACK PAINT SHALL NOT BE PERMITTED.
- TEMPORARY TAPE SHALL BE PERMITTED ON EITHER ASPHALT OR CONCRETE SURFACES.
- SHADED WORK AREA AS SHOWN WITHIN PLAN VIEW SHALL BE USED BY CONTRACTOR TO COMPLETE THE WORK. IT IS ANTICIPATED THAT SOME BLOCKS WITH MORE LIMITED SPACE MAY REQUIRE THE SHADED WORK AREA TO ACT AS AN AREA FOR DELIVERY OF MATERIALS AS WORK IS COMPLETED DIRECTLY UPSTREAM OF DELIVERY VEHICLES.
- PAVEMENT MARKINGS NO LONGER APPLICABLE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- SIGNS USED FOR TEMPORARY TRAFFIC CONTROL THAT ARE NOT APPLICABLE FOR A PARTICULAR CONSTRUCTION STAGE SHALL BE REMOVED OR COMPLETELY COVERED WITH A NONTRANSPARENT MATERIAL.
- ALL EXISTING SIGNS AND PAVEMENT MARKINGS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION UNLESS A CHANGE IS SHOWN ON THE PLAN AND/OR AS DIRECTED BY THE ENGINEER.
- NO WORK SHALL COMMENCE UNTIL ALL ADVANCE WARNING SIGNS, CHANNELIZATION DEVICES AND PAVEMENT MARKINGS ARE IN PLACE AND OPERATIONAL.
- EXCAVATIONS IN AREAS WHERE THE WORK ZONE IS NOT PROTECTED ON ALL SIDES SHALL BE BACKFILLED WITH GAB FOR MOT PRIOR TO THE END OF THE WORK DAY.
- FOR OFF-PEAK HOUR WORK ZONES, TYPICAL APPLICATIONS FROM DDOT'S UTILITY WORK ZONE TRAFFIC CONTROL PLAN TYPICAL STANDARDS MAY BE REQUIRED, AS DIRECTED BY DDOT ENGINEER.
- TYPICAL APPLICATIONS MAY BE MODIFIED AS REQUIRED BASED ON FIELD CONDITIONS, AS DIRECTED BY THE DDOT ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN, AT A MINIMUM, THE EXISTING LANE WIDTHS FOR OPEN TRAVEL LANES.
- THE CONTRACTOR SHALL USE STEEL PLATES TO COVER ANY AND ALL OPEN TRENCHES AT THE END OF THE WORK DAY OR WHEN ALL LANES OF TRAFFIC ARE TO BE OPENED TO TRAFFIC.
- THE REMOVAL OF TEMPORARY PAVEMENT MARKING PAINT OR THERMOPLASTIC SHALL BE PERFORMED USING WATERBLASTING.
- IN LOCATIONS WHERE WORK IS BEING PERFORMED BEHIND AN EXISTING CURB, THE CONTRACTOR SHALL CONSTRUCT AT LEAST ONE COURSE OF GAB AND THE PROPOSED CURB AND GUTTER PRIOR TO REMOVING THE EXISTING CURB.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ANY TEMPORARY 'NO STOPPING' OR 'NO PARKING' PROHIBITION SIGNING THAT WILL BE NECESSARY TO COMPLETE THE PROJECT. 'NO PARKING- ANY TIME' SIGNS SHALL BE INSTALLED AT 100 FOOT INTERVALS ALONG ROADWAYS WITHIN THE LIMITS OF INTENDED PARKING LANE CLOSURES. THE CONTRACTOR SHALL CONTACT THE DPW PARKING ENFORCEMENT MANAGEMENT ADMINISTRATION AT LEAST ONE (1) WEEK IN ADVANCE OF ANY PARKING RESTRICTIONS. UNLESS OTHERWISE APPROVED BY THE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION, THE CONTRACTOR'S WORK AREA SHALL ONLY EXTEND ONE (1) BLOCK AT ANY ONE TIME.
- THE CONTRACTOR SHALL PROTECT AND MAINTAIN EXISTING TRAFFIC SIGNALS AND ROADWAY AND PEDESTRIAN LIGHTING AT ALL TIMES. THE CONTRACTOR IS RESPONSIBLE TO ENSURE NO TRAFFIC SIGNAL EQUIPMENT IMPACTED BY PROPOSED IMPROVEMENTS SHALL BE REMEDIATED AT THE CONTRACTOR'S EXPENSE.
- STORAGE OF CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE LOCATED OFF THE TRAVEL LANES AT ALL TIMES.
- PROPOSED PAVEMENT MARKINGS SHALL BE COMPLETED AS SHOWN ON THE PLANS AS THE CONTRACTOR COMPLETES WORK EFFORTS WITHIN EACH ROADWAY BLOCK. APPLICATION OF FINAL PAVEMENT MARKINGS SHALL NOT BE DELAYED UNTIL A LATER PHASE OF THE PROJECT. RUBBER CURB STOPS AND SURFACE MOUNT FLEXIBLE POSTS SHALL ALSO BE INSTALLED AS THE CONTRACTOR COMPLETES WORK WITHIN EACH ROADWAY BLOCK.
- 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 OWN EXPENSE.
- 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.

**GENERAL NOTES CONTINUED**

- THE EXISTING BUS STOP CLOSURE OR RELOCATION SHALL BE APPROVED BY WMATA AND DDOT. THE CONTRACTOR SHALL NOT CLOSE TWO CONSECUTIVE BUS STOPS OR ANY EXISTING METROBUS LINE ROUTE AT ALL TIMES.
- THE CONTRACTOR SHALL PROVIDE 2 WEEKS ADVANCE NOTIFICATION TO WMATA TO (202-962-6085) PRIOR TO STARTING ANY WORK THAT IMPACTS A BUS STOP.
- ALL PARKING RESTRICTION SHALL BE INSTALLED AT A 45 DEGREE ANGLE FACING THE LINE OF TRAFFIC FLOW.
- SIGNAL WORK SHALL BE COORDINATED WITH TRAFFIC CONTROL OFFICER/MPD OFFICER.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENTIAL PROPERTIES AND SHALL COORDINATE WORK WITH THE PROPERTY OWNERS WHERE NECESSARY.
- TEMPORARY TRAFFIC PLAN ONLY SHOWS TYPICAL CONFIGURATIONS. CONTRACTOR SHALL INSTALL APPROPRIATE ADVANCE WARNING SIGNS, CHANNELIZATION DEVICES, BUFFERS, AND TAPERS AS PER MUTCD AND DDOT TEMPORARY TRAFFIC CONTROL MANUAL STANDARDS.



FIRST SUBMISSION  
FEBRUARY 2022  
Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
		DRAWN BY YWMP
RECOMMENDED FOR APPROVAL:		REVIEWED BY RF
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE	1" = 200'
APPROVED:	SHEET	68 OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	DRAWING NO.	MT-01
DATE:		

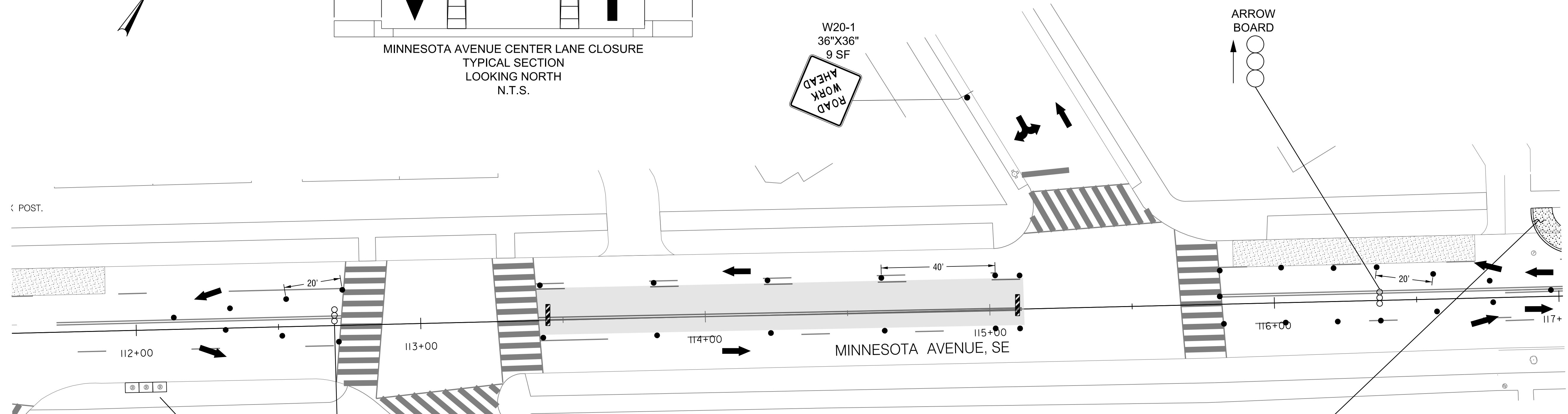
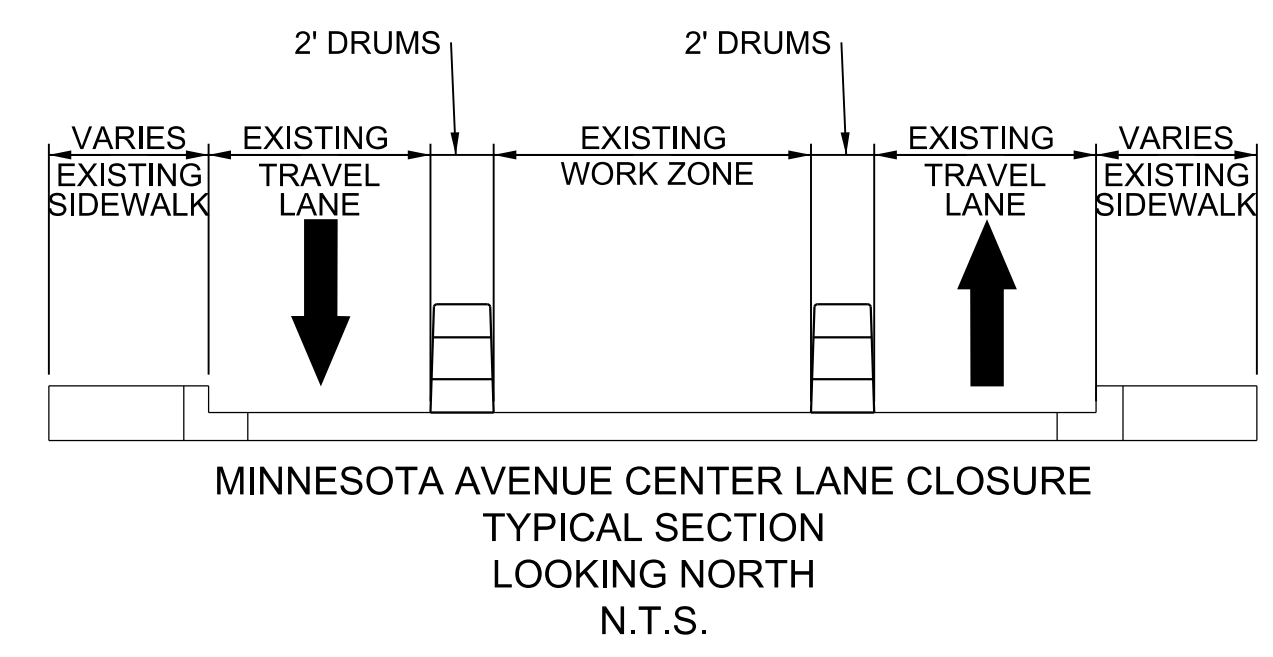
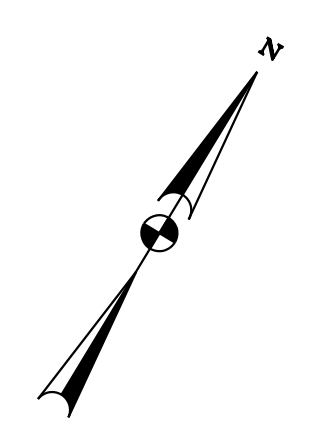
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

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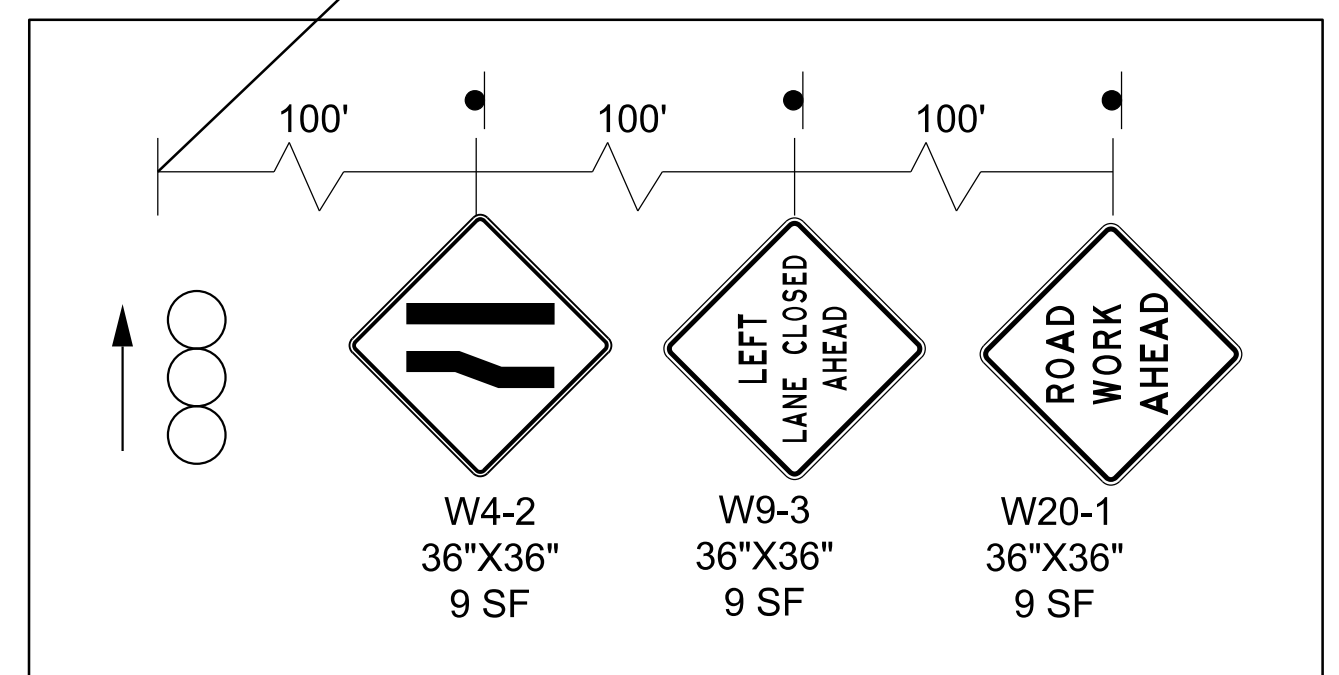
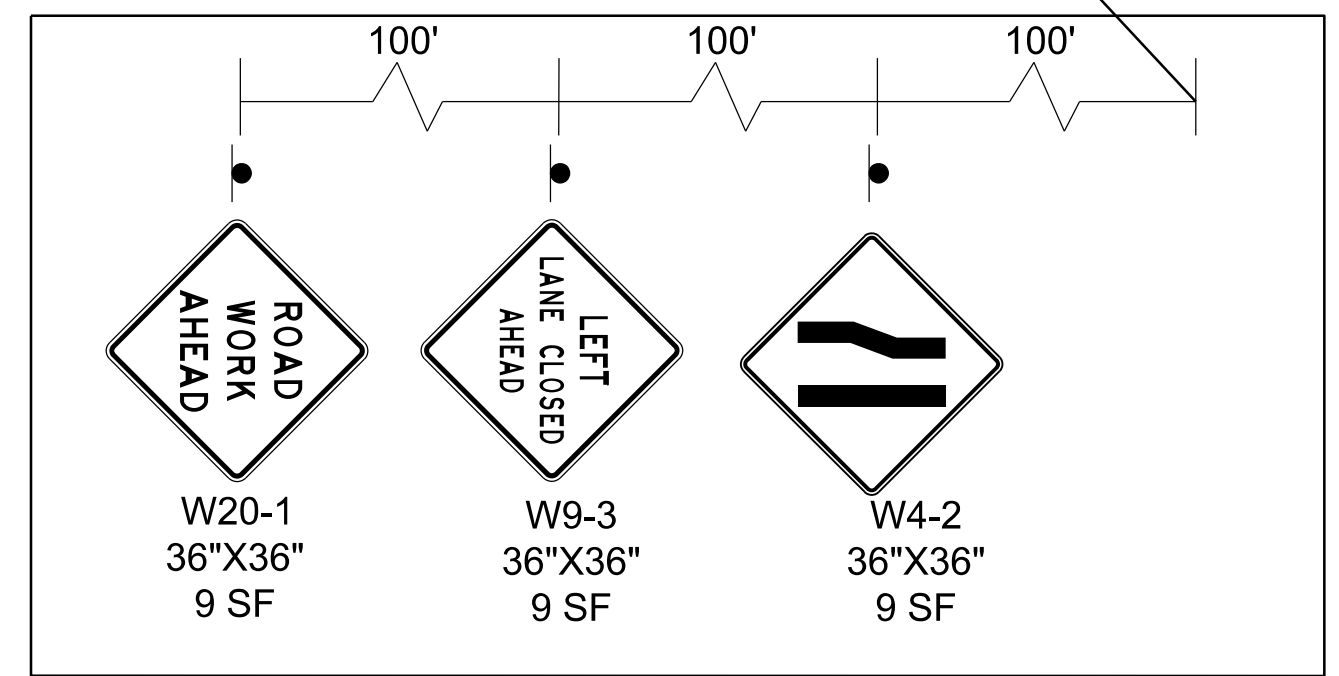
**NON-PEAK HOUR  
WORK ONLY  
MAINTENANCE OF TRAFFIC  
SET UP**

- SEQUENCE OF CONSTRUCTION - 3 LANE 1 PARKING / 2 LANE 2 PARKING STAGE 1**
1. INSTALL ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES AND COORDINATE WITH DDOT TO INSTALL EMERGENCY NO PARKING ALONG BOTH SIDES OF THE ROADWAY.
  2. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, INSTALL CENTER LANE PAVEMENT MARKING AND FLEXIBLE DELINEATOR POSTS BEHIND BARRIER UNDER A TWO LANE CLOSURE (ONE INNER SOUTHBOUND LANE AND ONE INNER NORTHBOUND LANE) AND SHIFTING VEHICLE TRAFFIC TO OUTER CURB LANES, CENTER LANE.



**MINNESOTA AVENUE - CENTER LANE PAVEMENT MARKING INSTALLATION  
3 LANE, 1 PARKING OR 2 LANE, 2 PARKING  
STAGE 1**

STA. 100+00 TO STA. 116+91  
STA. 118+47 TO STA. 120+50  
STA. 158+90 TO STA. 166+00  
STA. 170+20 TO STA. 179+50



**MOT LEGEND**

- WORK ZONE
- OR DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP



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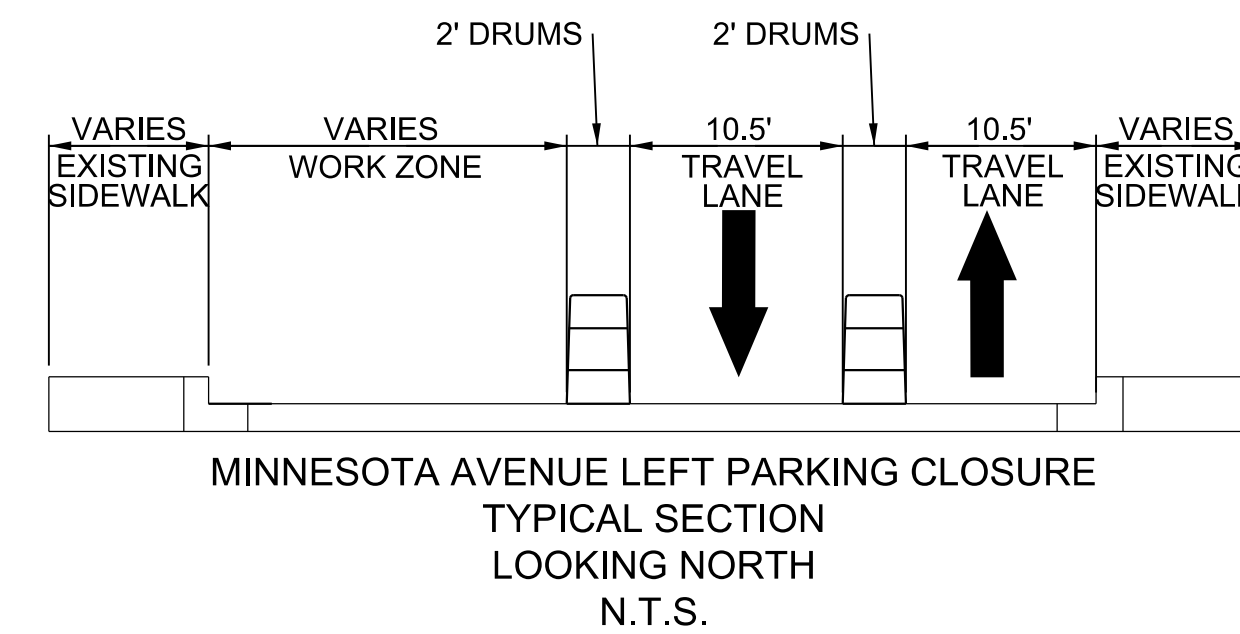
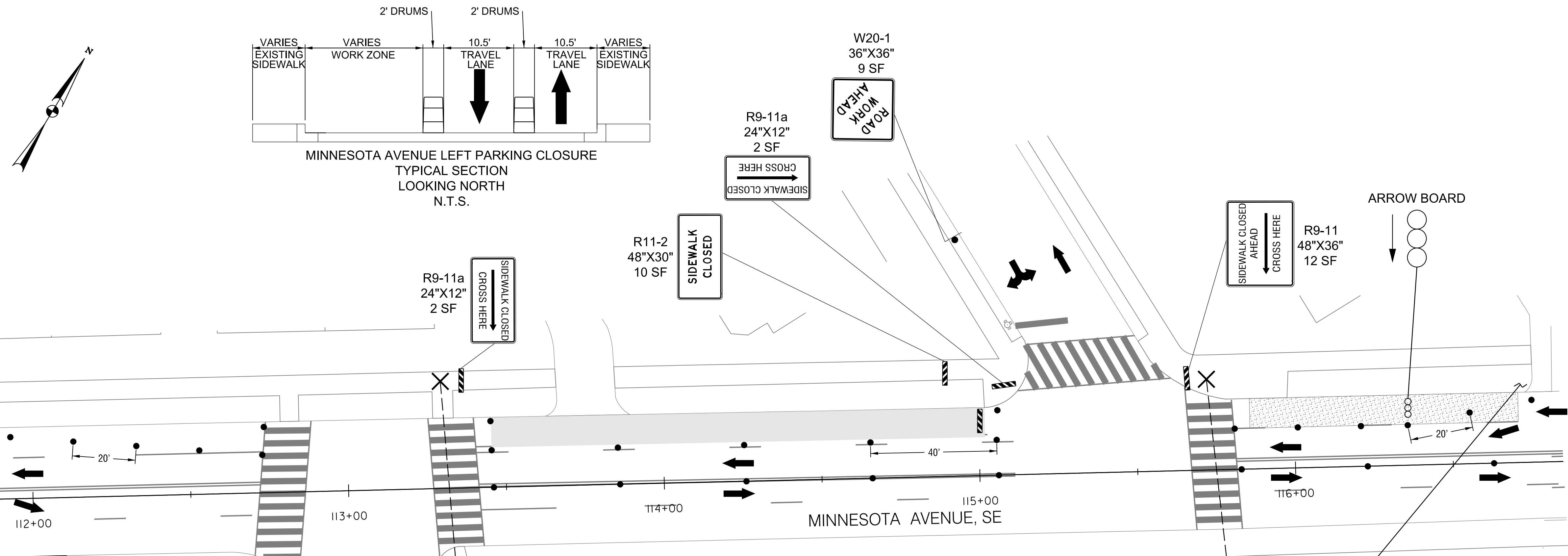
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
RECOMMENDED FOR APPROVAL:		DRAWN BY YWMP
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	REVIEWED BY RF
TRAFFIC SIGNAL PROGRAM MANAGER	02 /2022	SCALE
APPROVED:	1" = 20'	SHEET / OF
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	69 / 83	DRAWING NO.
DATE: _____		MT-02

2/2/2022 R:\2019\08 DD01 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\MOT\pMT\_P000\_Minnesota.dgn

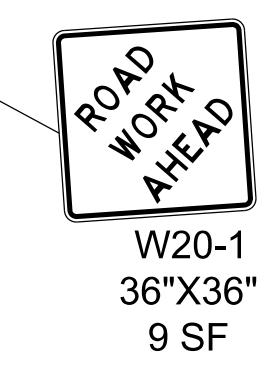
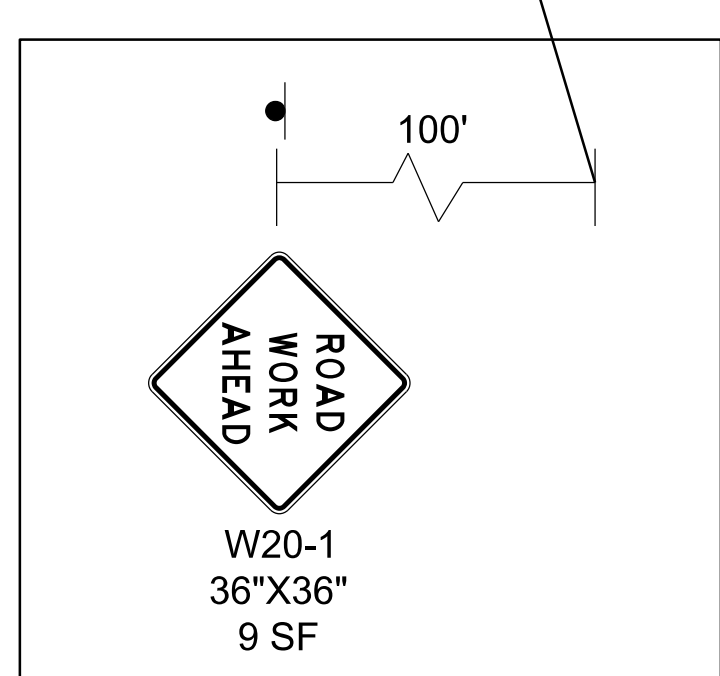
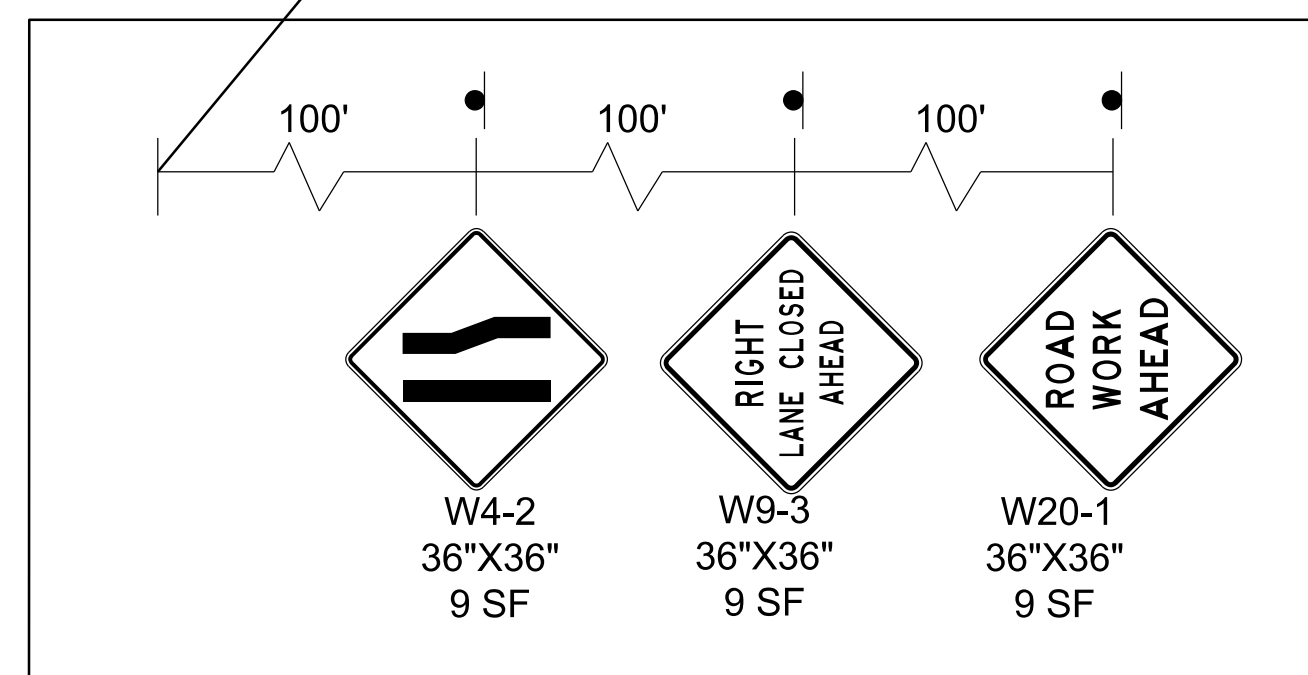
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		70	83

- SEQUENCE OF CONSTRUCTION - 3 LANE 1 PARKING / 2 LANE 2 PARKING STAGE 2**
1. RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
  2. IMPLEMENT PEDESTRIAN DETOUR TO THE EAST SIDE OF MINNESOTA AVENUE.
  3. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, PERFORM SOUTHBOUND WORK INCLUDING INSTALLATION OF SOUTHBOUND CONCRETE BUS PADS, PAVEMENT MARKINGS, PARKING ZONE MARKINGS AND FLEXIBLE DELINEATOR POST BEHIND BARRIER UNDER A ONE LANE CLOSURE (SOUTHBOUND PARKING LANE)

**NON-PEAK HOUR  
WORK ONLY  
MAINTENANCE OF TRAFFIC  
SET UP**



**MINNESOTA AVENUE - SOUTHBOUND PAVEMENT MARKING INSTALLATION**  
3 LANE, 1 PARKING OR 2 LANE, 2 PARKING  
STAGE 2  
STA. 100+00 TO STA. 116+91  
STA. 118+47 TO STA. 120+50  
STA. 158+90 TO STA. 166+00  
STA. 170+20 TO STA. 179+50



**MOT LEGEND**

- WORK ZONE
- OR DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKINGS, 2 FOOT LINE - 4 FOOT SKIP



FIRST SUBMISSION  
FEBRUARY 2022  
Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/K
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
RECOMMENDED FOR APPROVAL:		DRAWN BY YWMP
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	REVIEWED BY RF
TRAFFIC SIGNAL PROGRAM MANAGER	02 /2022	DATE
APPROVED:	SCALE	1" = 20'
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	SHEET	70 OF 83
DATE:	DRAWING NO.	MT-03

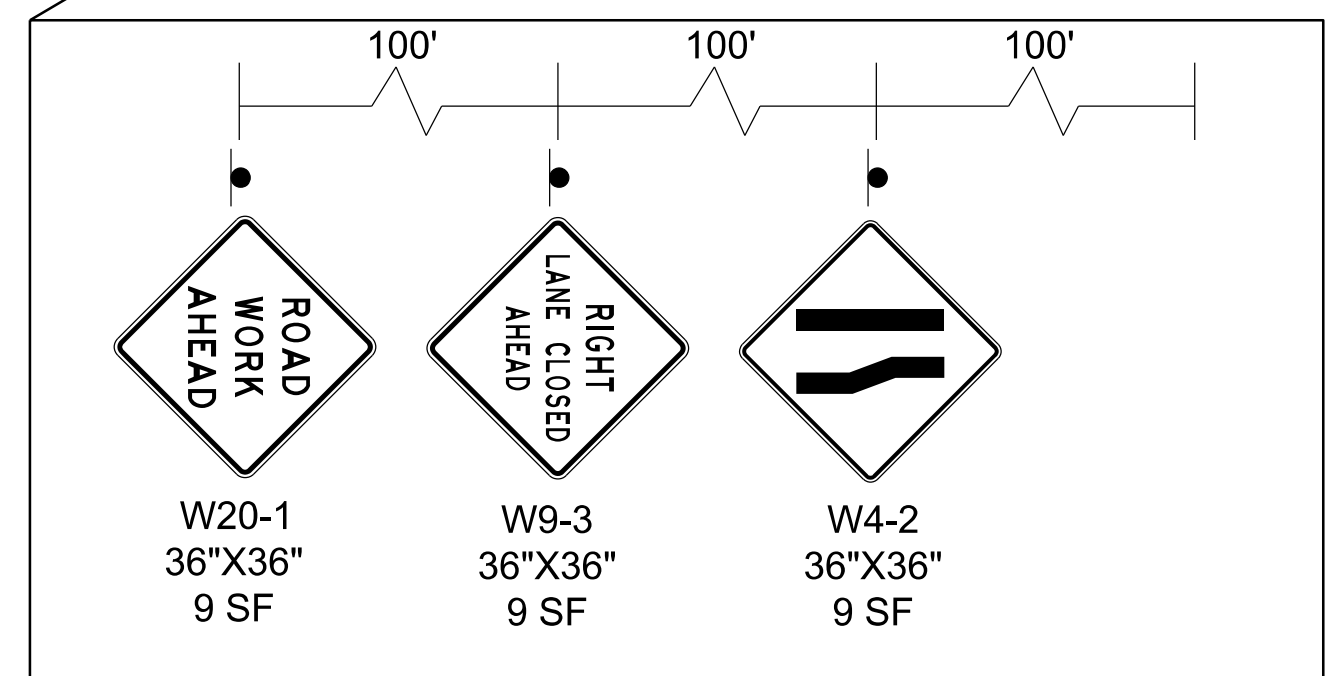
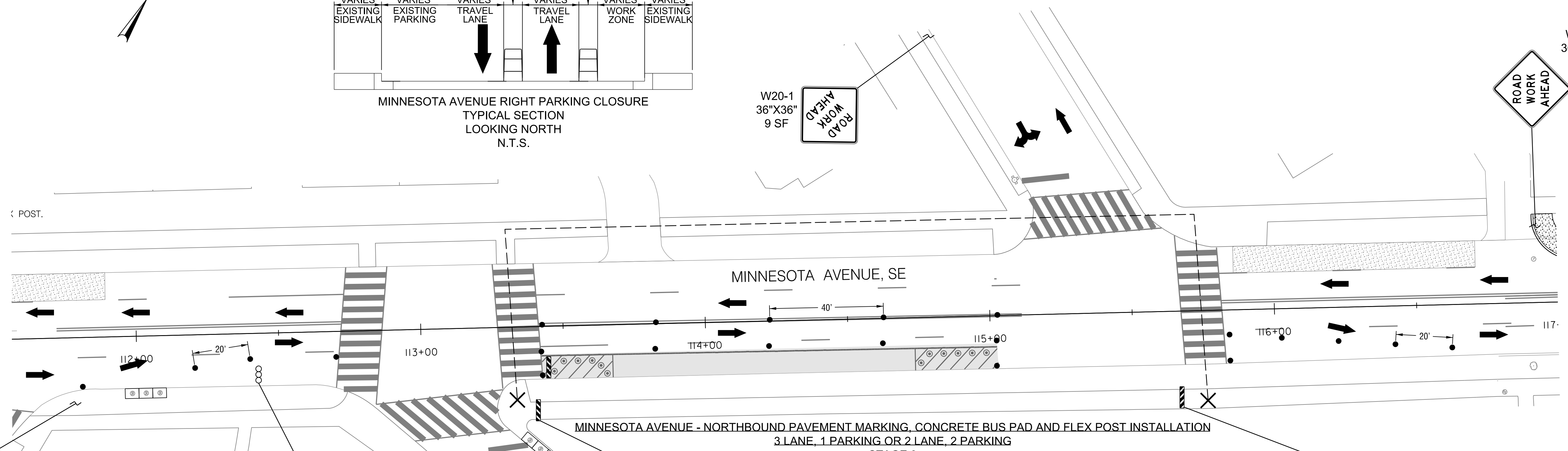
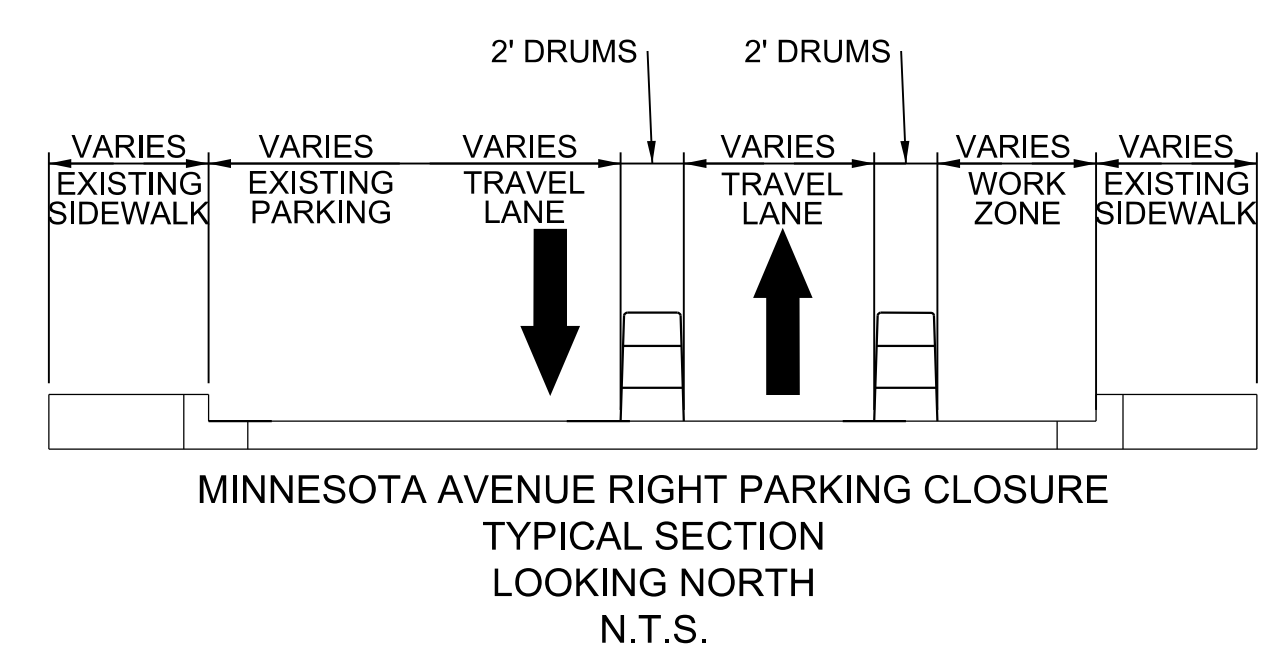
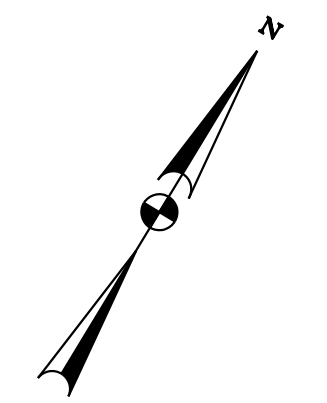
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

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**NON-PEAK HOUR  
WORK ONLY  
MAINTENANCE OF TRAFFIC  
SET UP**

- SEQUENCE OF CONSTRUCTION - 3 LANE 1 PARKING / 2 LANE 2 PARKING STAGE 3**
1. RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
  2. RELOCATE PEDESTRIAN DETOUR TO THE WEST SIDE OF MINNESOTA AVENUE.
  3. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, PERFORM ALL NORTHBOUND WORK INCLUDING INSTALLATION OF NORTHBOUND PAVEMENT MARKINGS, PARKING ZONE MARKINGS AND FLEXIBLE DELINEATOR POSTS BEHIND BARRIER UNDER A NORTHBOUND CURB LANE (OFF-PEAK PARKING LANE) CLOSURE. WORK SHALL BE PERFORMED FROM THE EAST SIDEWALK SIDE, SO THAT ONE NORTHBOUND LANE CAN REMAIN OPEN TO TRAFFIC.
  4. REMOVE PEDESTRIAN DETOUR, ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES, AND REOPEN LANES TO TRAFFIC.
- SEQUENCE OF CONSTRUCTION - 3 LANE 1 PARKING / 2 LANE 2 PARKING STAGE 4 (NOT SHOWN)**
1. PERFORM ALL REMAINING WORK UNDER FLAGGING AND ROLLING CLOSURES.



2/2/2022 R:\2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\MOT\pMT\_P000\_Minnesota.dgn

**MOT LEGEND**

- WORK ZONE
- OR DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP



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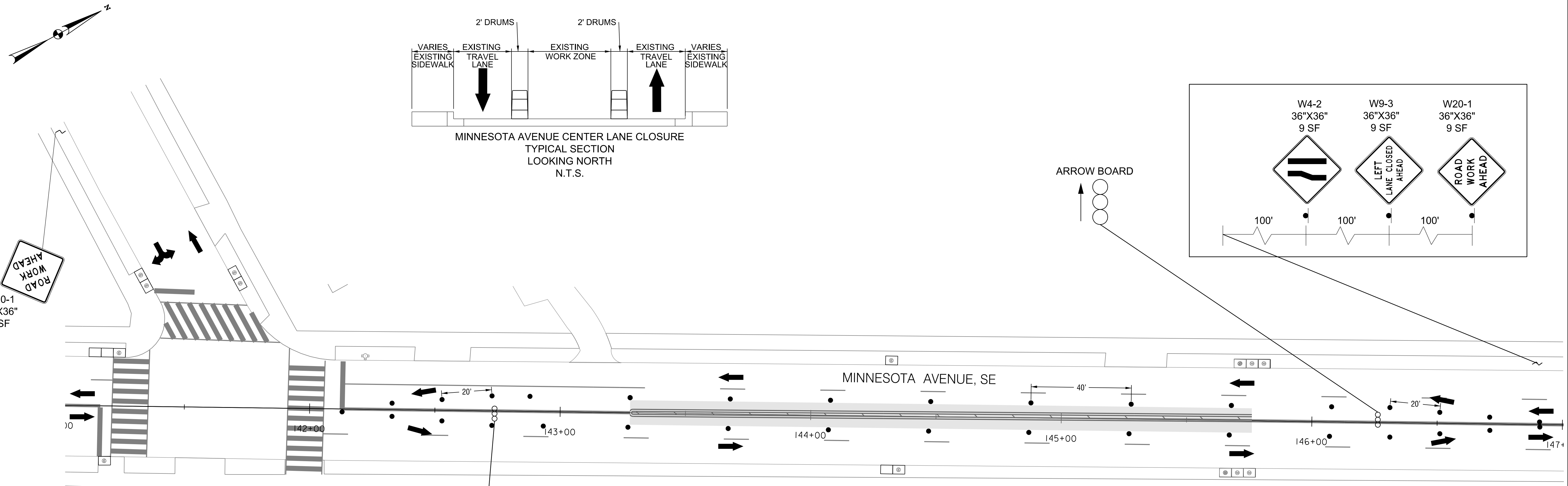
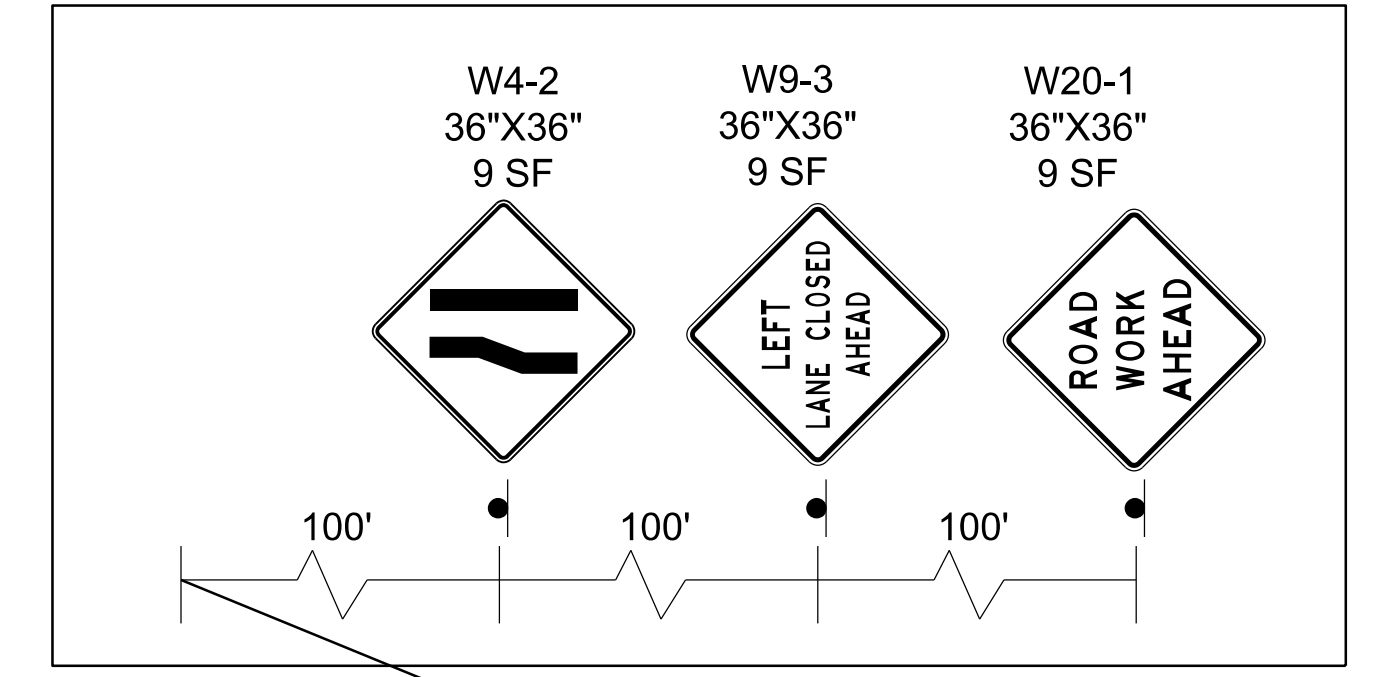
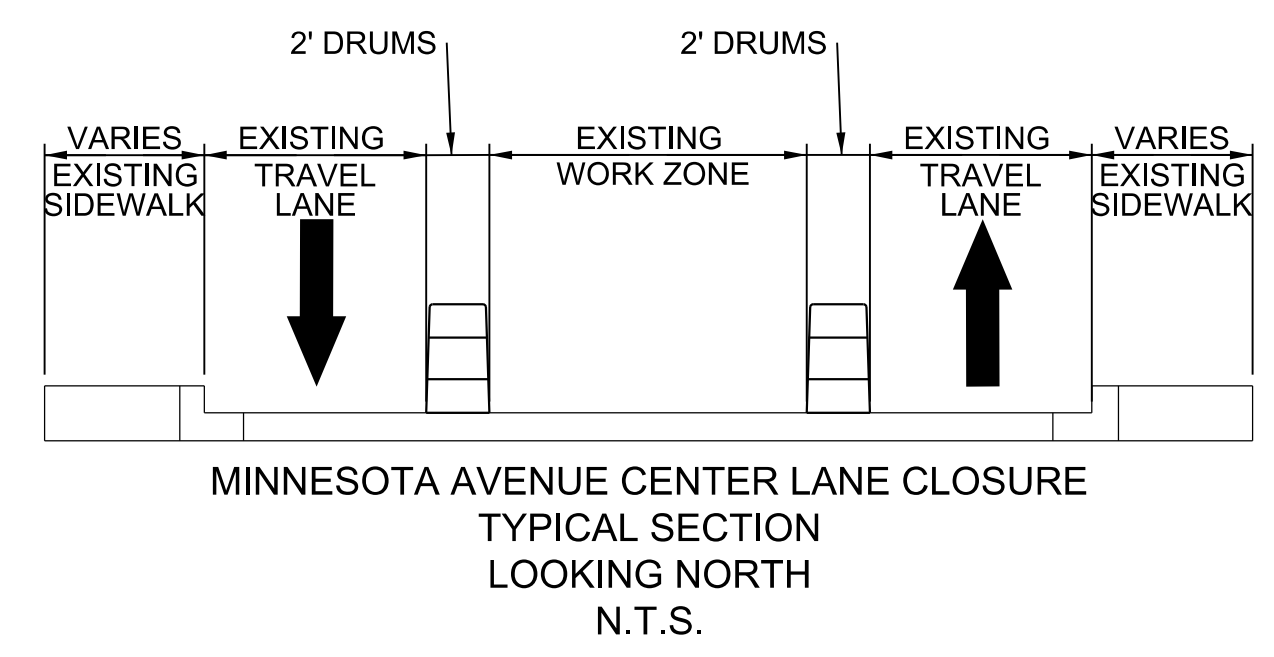
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
		DRAWN BY YWMP
RECOMMENDED FOR APPROVAL:		REVIEWED BY RF
TRAFFIC SIGNAL DESIGN ENGINEER	DATE 02 /2022	
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE 1" = 20'	
APPROVED:	SHEET 71	OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	DRAWING NO. MT-04	
DATE: _____		

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		72	83

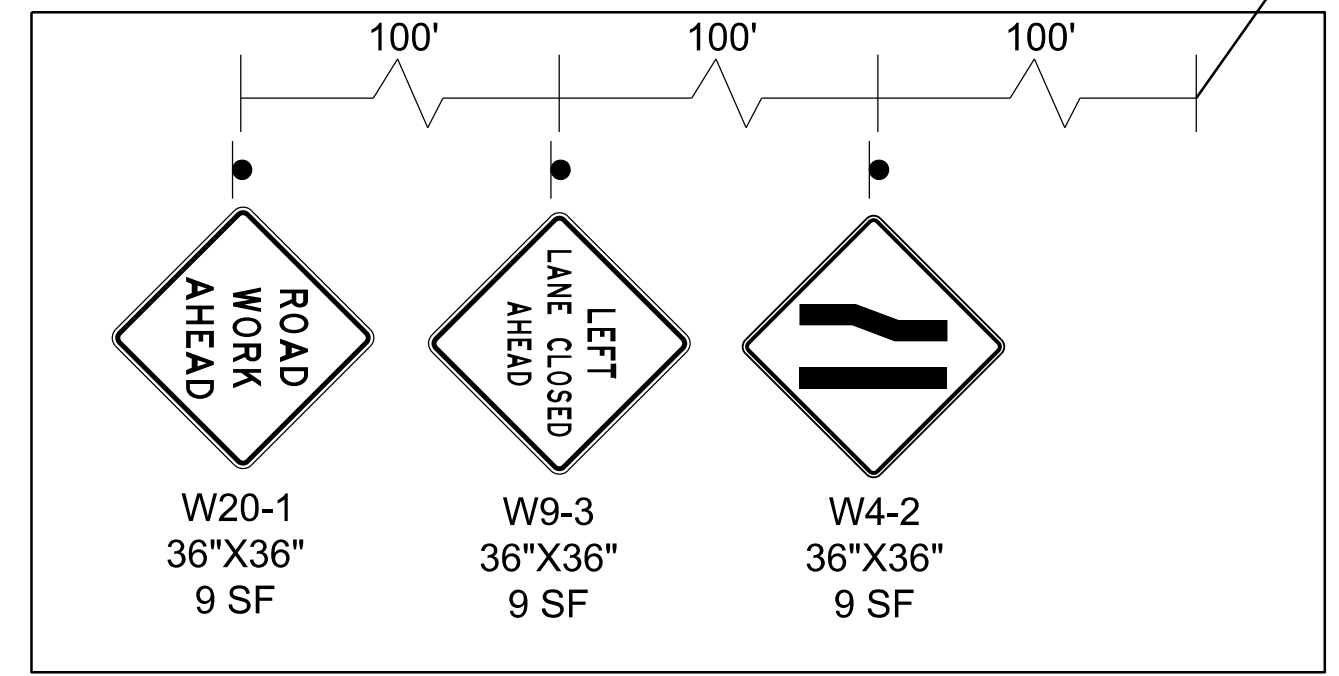
**NON-PEAK HOUR  
WORK ONLY**  
MAINTENANCE OF TRAFFIC  
SET UP

**SEQUENCE OF CONSTRUCTION - 2 LANE, 2 BIKE STAGE 1**

1. INSTALL ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES AND COORDINATE WITH DDOT TO INSTALL EMERGENCY NO PARKING ALONG BOTH SIDES OF THE ROADWAY.
2. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, INSTALL CENTER LANE PAVEMENT MARKING AND FLEXIBLE DELINEATOR POSTS AND NORTHBOUND AND SOUTHBOUND INNER LANE SYMBOLIC MARKINGS BEHIND BARRIER UNDER A TWO LANE CLOSURE (ONE INNER SOUTHBOUND LANE AND ONE INNER NORTHBOUND LANE) AND SHIFTING VEHICLE TRAFFIC TO OUTER CURB LANES (OFF-PEAK PARKING LANES).



**MINNESOTA AVENUE - CENTER LANE STRIPING  
2 LANE, 2 BIKE  
STAGE 1**  
STA. 124+00 TO STA. 126+83  
STA. 130+72 TO STA. 136+83  
STA. 141+34 TO STA. 146+88



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MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
RECOMMENDED FOR APPROVAL:		DRAWN BY YWMP
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	REVIEWED BY RF
TRAFFIC SIGNAL PROGRAM MANAGER	02 / 2022	SCALE 1" = 20'
APPROVED:	DATE	SHEET 72 OF 83
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR	DATE	DRAWING NO. MT-05

MOT LEGEND	
	WORK ZONE
	DRUMS
	TYPE III BARRICADE
	PEDESTRIAN DETOUR
	TRAFFIC FLOW ARROW
	ARROW PANELS

PAVEMENT MARKING LEGEND	
	WHITE PAINTED LANE MARKING, 4 INCH
	WHITE PAINTED MARKING, 12 INCH
	WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP

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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

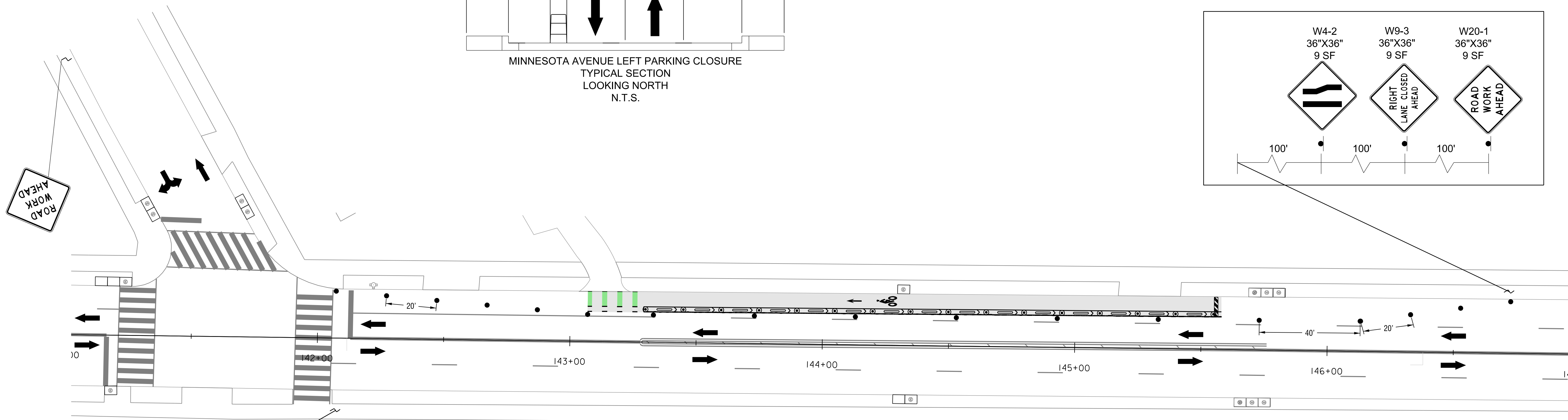
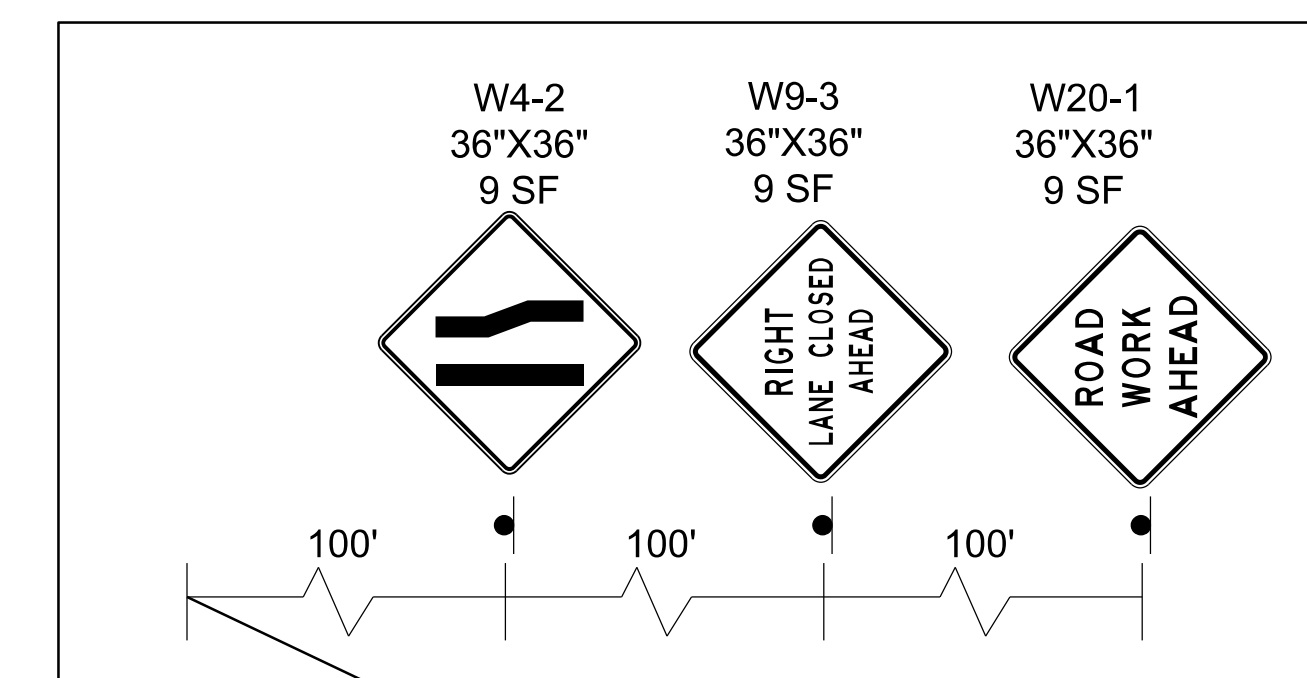
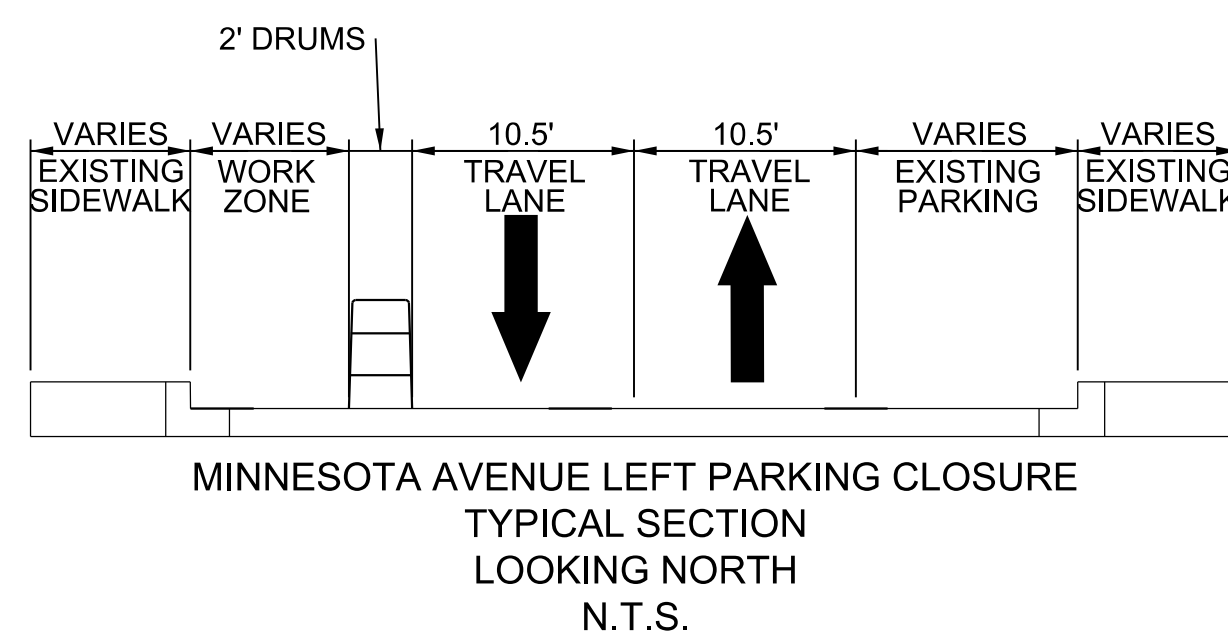
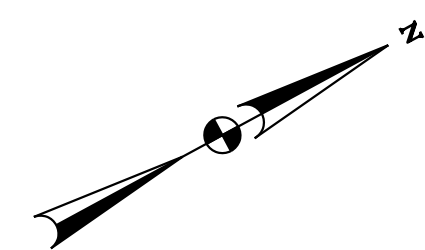
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REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		73	83

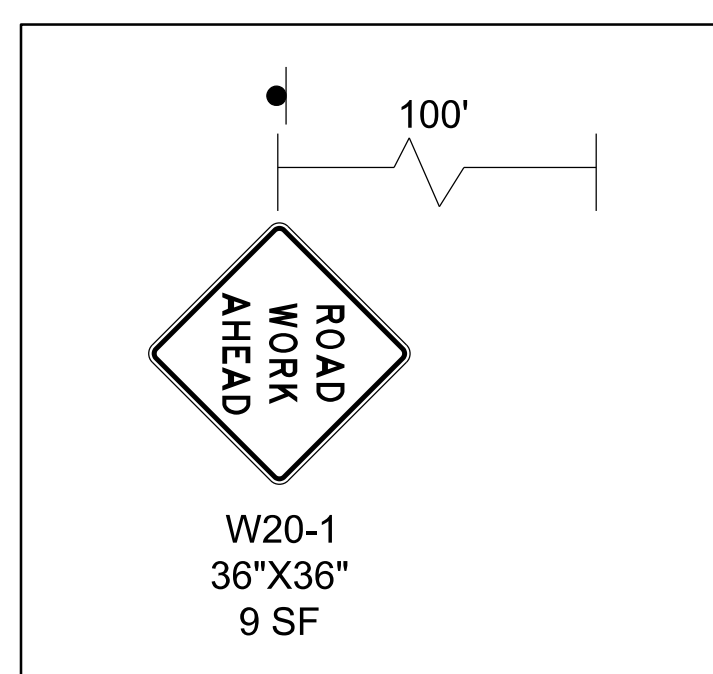
**NON-PEAK HOUR  
WORK ONLY**  
MAINTENANCE OF TRAFFIC  
SET UP

- SEQUENCE OF CONSTRUCTION - 2 LANE, 2 BIKE STAGE 2**
- RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
  - DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, PERFORM SOUTHBOUND WORK INCLUDING INSTALLATION OF SOUTHBOUND BIKE LANE MARKINGS AND EDGE TREATMENT BEHIND BARRIER UNDER A ONE LANE CLOSURE (SOUTHBOUND PARKING LANE). WORK SHALL BE PERFORMED FROM THE BIKE LANE, SO THAT ONE SOUTHBOUND LANE CAN REMAIN OPEN TO TRAFFIC.



**MINNESOTA AVENUE -SOUTHBOUND BIKE LANE MARKING INSTALLATION AND EDGE TREATMENT  
2 LANE, 2 BIKE  
STAGE 2**

STA. 124+00 TO STA. 126+83  
STA. 130+72 TO STA. 136+83  
STA. 141+34 TO STA. 146+88



**MOT LEGEND**

- WORK ZONE
- OR DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP



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DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/K
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
RECOMMENDED FOR APPROVAL:		DRAWN BY YWMP
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	REVIEWED BY RF
TRAFFIC SIGNAL PROGRAM MANAGER	02 /2022	SCALE 1" = 20'
APPROVED:	SCALE	SHEET 73 OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	DATE	DRAWING NO. MT-06

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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

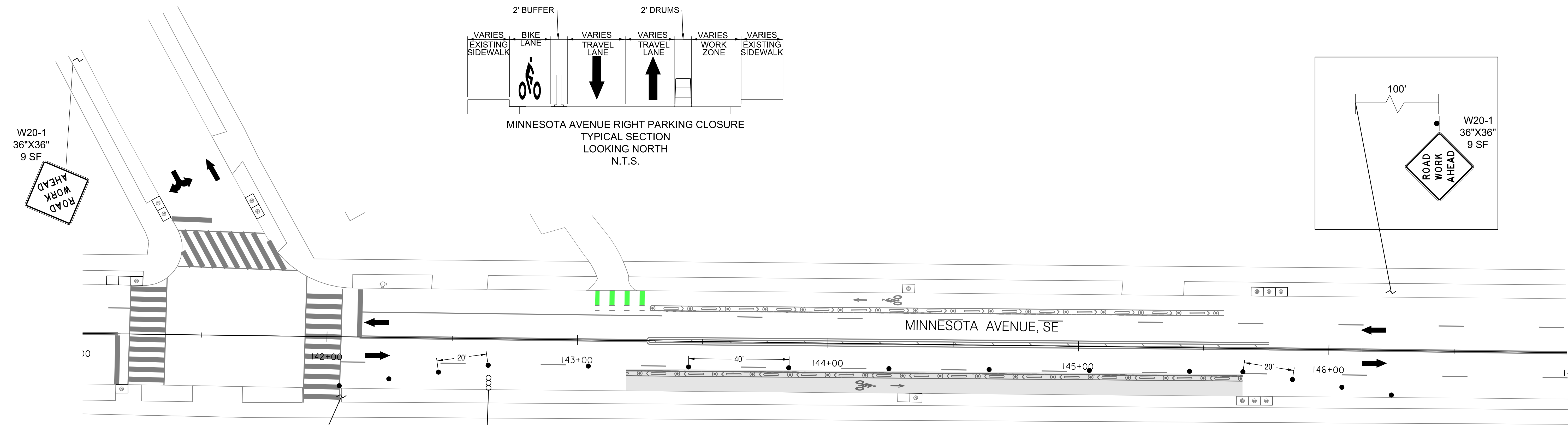
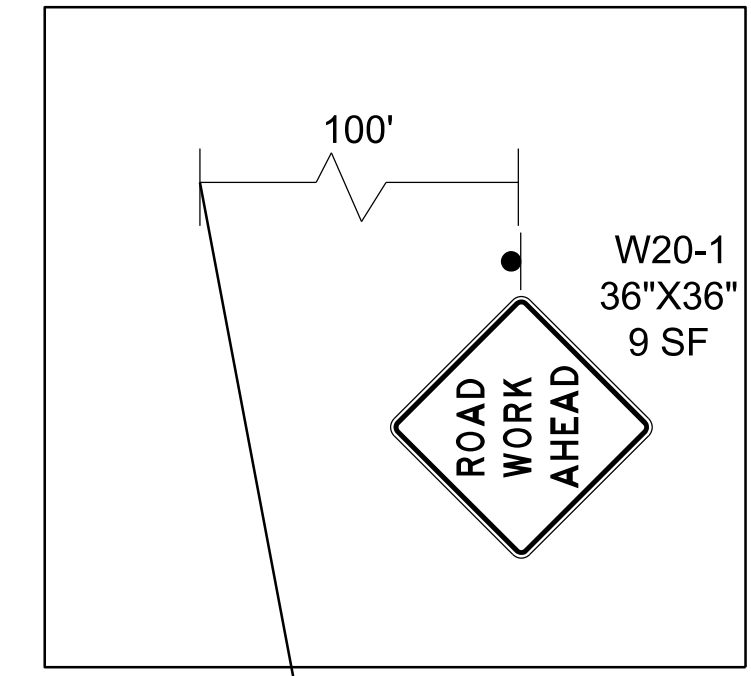
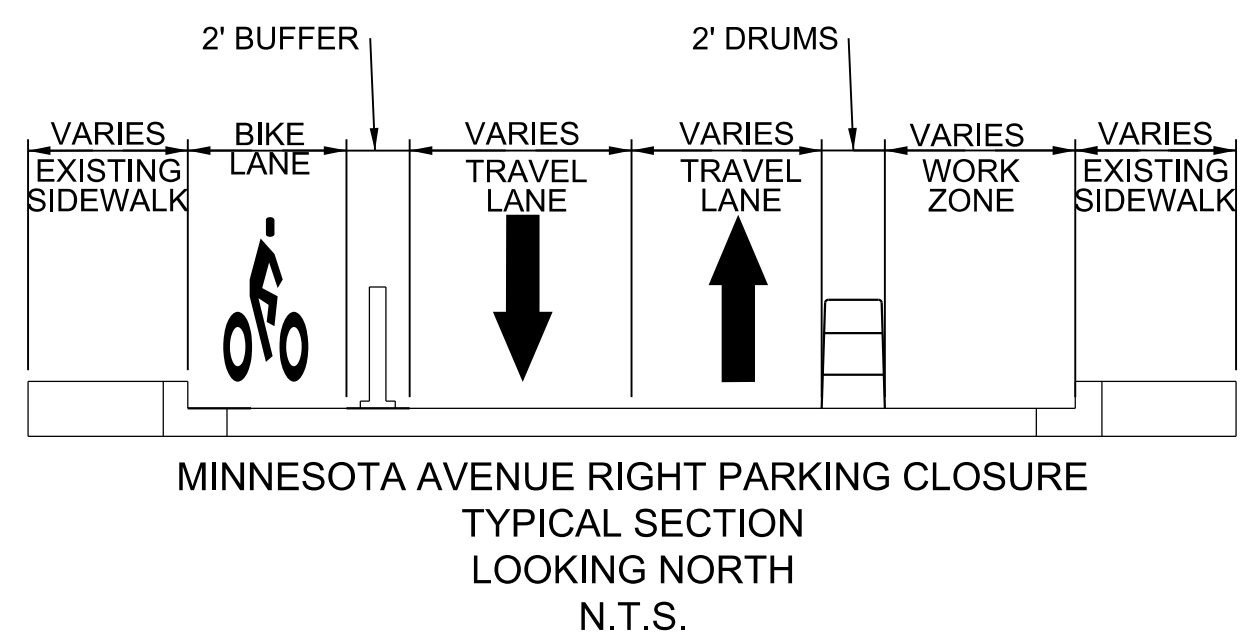
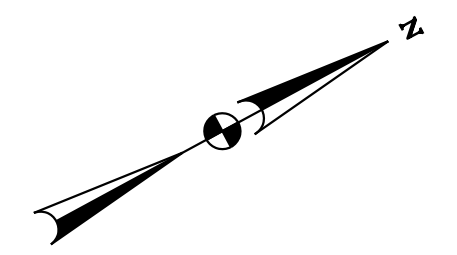
2/2/2022 R:\2019\08 DD01 ID10 Traffic Eng Des JMT\Task 258 - Minnesota Ave Multimodal\DWG\DOT\pMT\_P000\_Minnesota.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		74	83

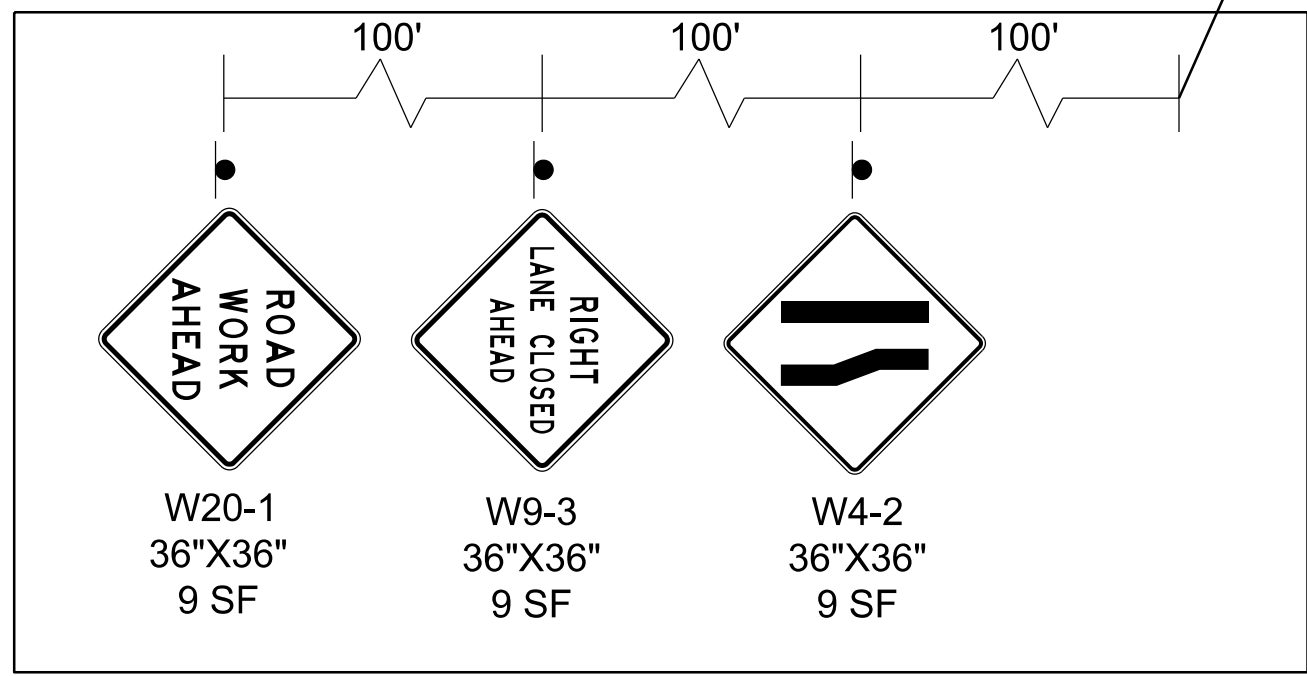
**NON-PEAK HOUR  
WORK ONLY**  
MAINTENANCE OF TRAFFIC  
SET UP

- SEQUENCE OF CONSTRUCTION - 2 LANE, 2 BIKE STAGE 3**
1. RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
  2. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, PERFORM NORTHBOUND WORK INCLUDING INSTALLATION OF NORTHBOUND BIKE LANE MARKINGS AND EDGE TREATMENT BEHIND BARRIER UNDER A NORTHBOUND CURB LANE (OFF-PEAK PARKING LANE) CLOSURE. WORK SHALL BE PERFORMED FROM THE EAST BIKE LANE, SO THAT ONE NORTHBOUND LANE CAN REMAIN OPEN TO TRAFFIC.
  3. REMOVE ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES, AND REOPEN LANES TO TRAFFIC.

- SEQUENCE OF CONSTRUCTION - 2 LANE, 2 BIKE STAGE 4 (NOT SHOWN)**
1. PERFORM ALL REMAINING WORK UNDER FLAGGING AND ROLLING CLOSURES.



**MINNESOTA AVENUE - NORTHBOUND BIKE LANE MARKINGS INSTALLATION AND EDGE TREATMENT**  
2 LANE, 2 BIKE  
STAGE 3  
STA. 124+00 TO STA. 126+83  
STA. 130+72 TO STA. 136+83  
STA. 141+34 TO STA. 146+88



ARROW BOARD



2/2/2022 R:\2019\08 DD01 Traffic Eng Des JMT\Task 258 - Minnesota Ave Multimodal\DWG\DOT\pMT\_P000\_Minnesota.dgn

**MOT LEGEND**

- WORK ZONE
- OR DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP

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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

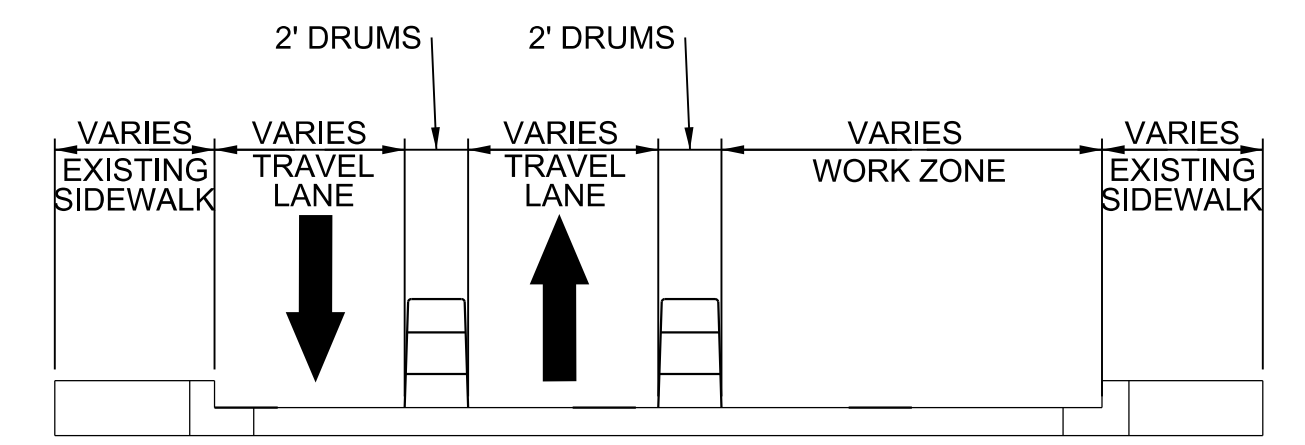
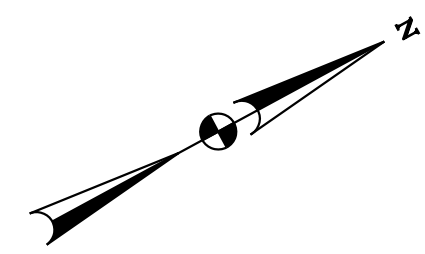
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DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/K
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
RECOMMENDED FOR APPROVAL:		DRAWN BY YWMP
TRAFFIC SIGNAL DESIGN ENGINEER _____	DATE 02 /2022	REVIEWED BY RF
TRAFFIC SIGNAL PROGRAM MANAGER _____	SCALE 1" = 20'	DATE
APPROVED: _____	SHEET 74	OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR _____	DRAWING NO. MT-07	
DATE: _____		

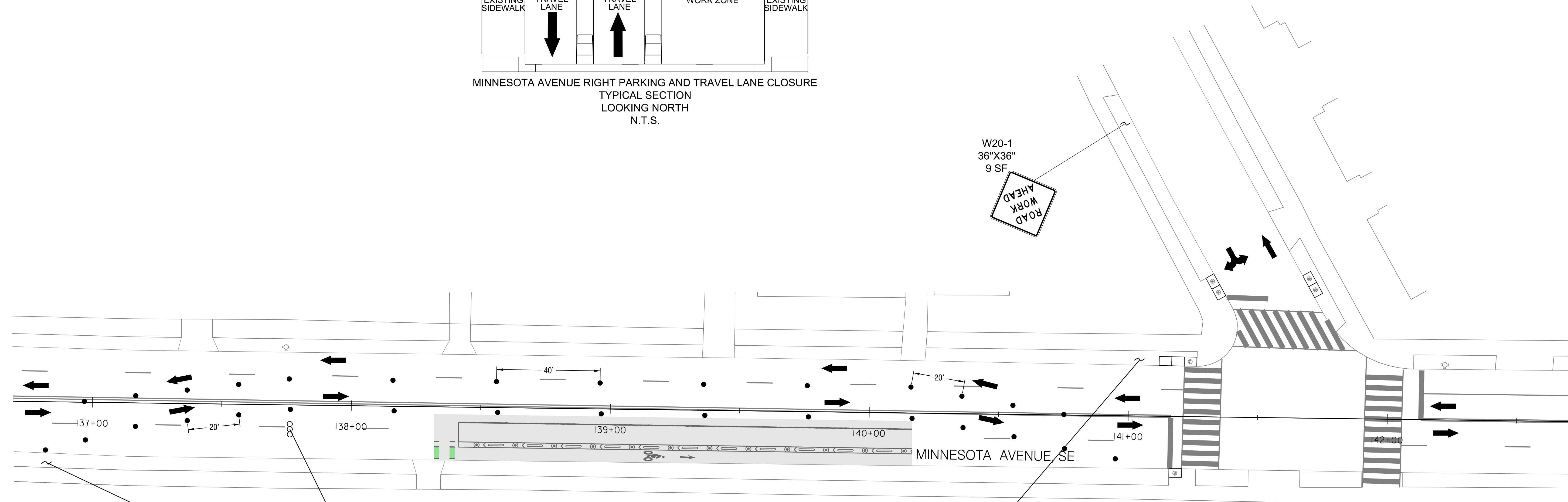
**NON-PEAK HOUR  
WORK ONLY**  
MAINTENANCE OF TRAFFIC  
SET UP

**SEQUENCE OF CONSTRUCTION - 2 LANE, 2 BIKE, 1 PARKING STAGE 1**

1. INSTALL ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES AND COORDINATE WITH DDOT TO INSTALL EMERGENCY NO PARKING ALONG BOTH SIDES OF THE ROADWAY.
2. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, PERFORM WORK FOR NORTHBOUND LANES INCLUDING INSTALLATION OF NORTHBOUND PAVEMENT MARKINGS, PARKING ZONE MARKINGS, BIKE LANE PAVEMENT MARKINGS, EDGE TREATMENT BEHIND BARRIER UNDER A NORTHBOUND TWO LANE (NORTHBOUND PARKING LANE AND NORTHBOUND LANE) CLOSURE AND SHIFTING ALL TRAFFIC TO THE SOUND BOUND LANES. NORTHBOUND NO PARKING ZONE FLEXIBLE DELINEATOR POSTS SHALL NOT BE INSTALLED IN THIS STAGE.

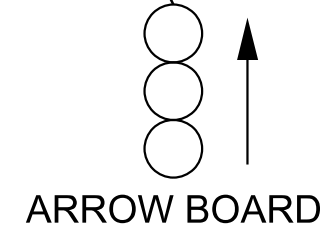
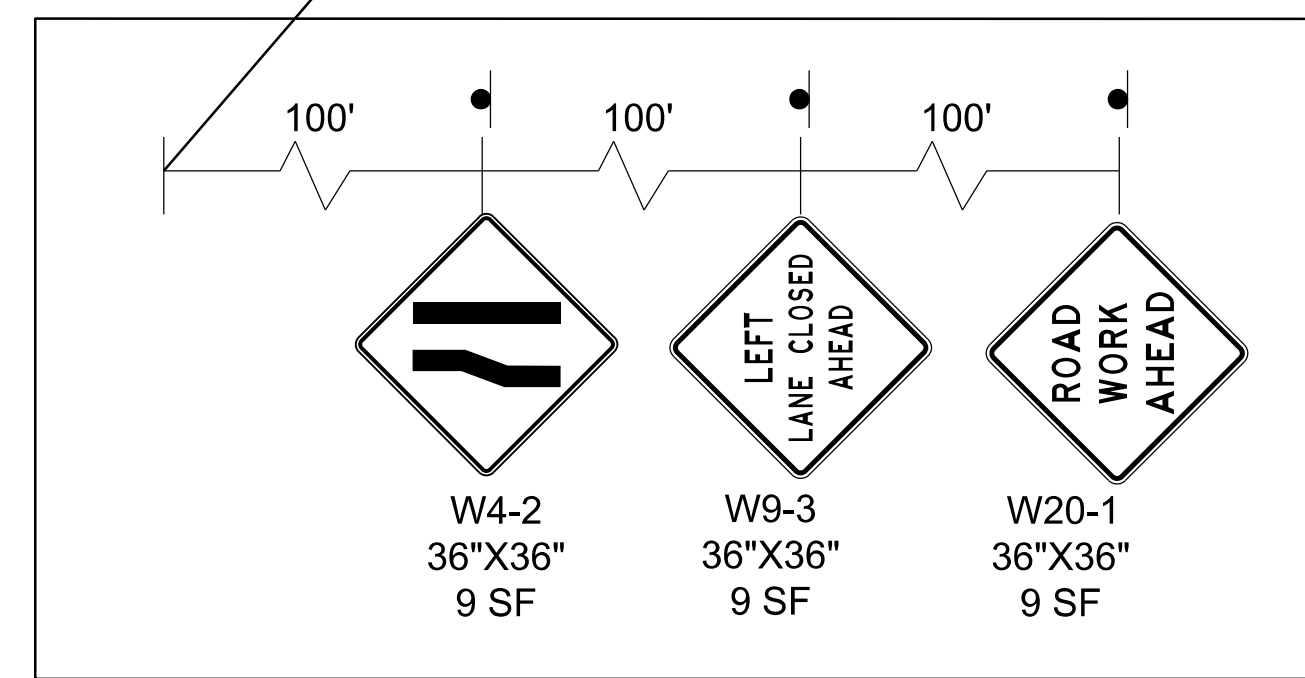
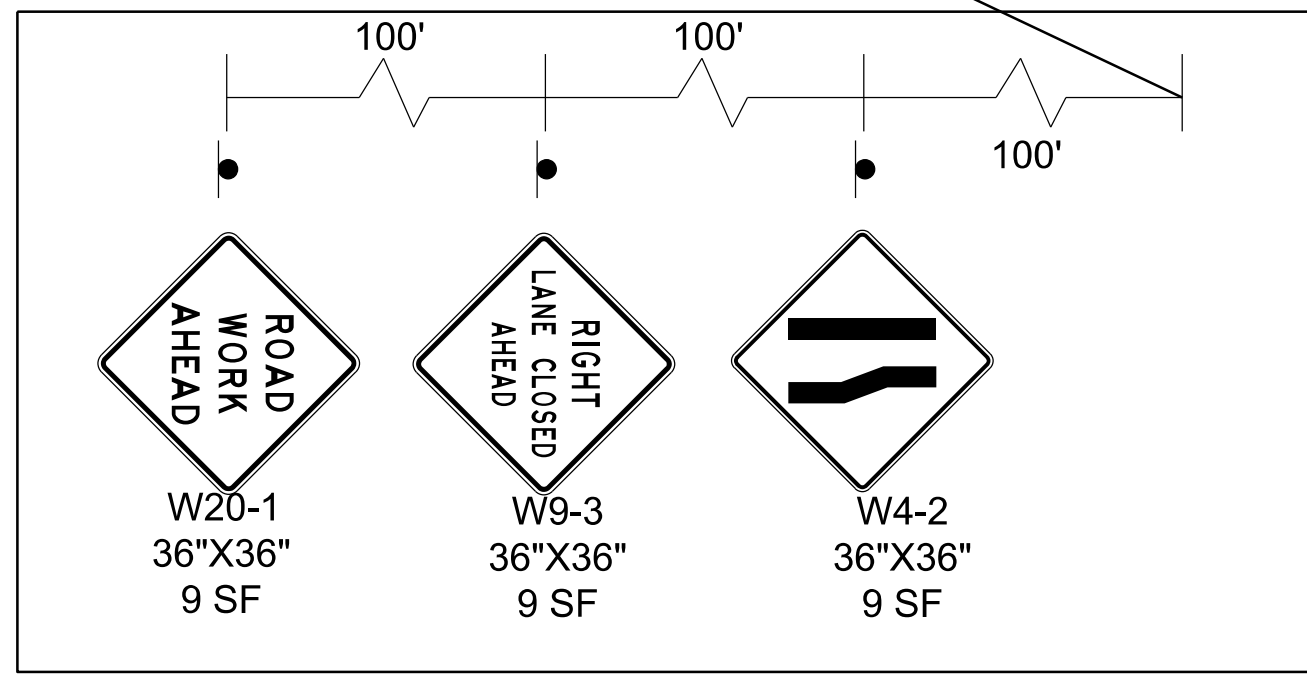


MINNESOTA AVENUE RIGHT PARKING AND TRAVEL LANE CLOSURE  
TYPICAL SECTION  
LOOKING NORTH  
N.T.S.



**MINNESOTA AVENUE - NORTHBOUND BIKE LANE, PAVEMENT MARKING INSTALLATION AND BIKE LANE EDGE TREATMENT  
2 LANE, 2 BIKE, 1 PARKING  
STAGE 1**

- STA. 121+50 TO STA. 124+00
- STA. 129+00 TO STA. 130+72
- STA. 136+83 TO STA. 141+34
- STA. 150+6 TO STA. 151+49
- STA. 153+48 TO STA. 155+34



**MOT LEGEND**

- WORK ZONE
- DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
RECOMMENDED FOR APPROVAL:		DRAWN BY YWMP
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	REVIEWED BY RF
TRAFFIC SIGNAL PROGRAM MANAGER	02 /2022	SCALE
APPROVED:	1" = 20'	SHEET / OF
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	75 / 83	DRAWING NO.
DATE:		MT-08

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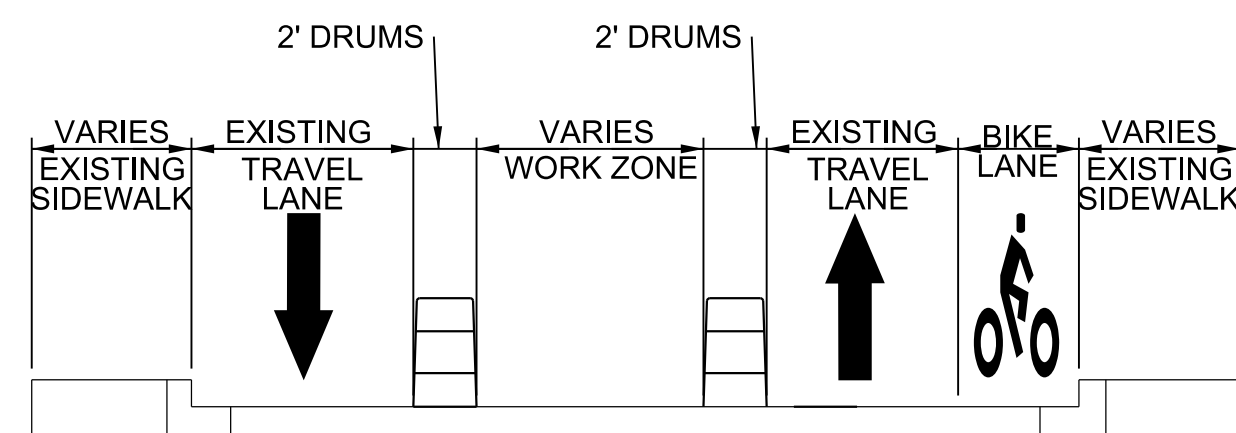
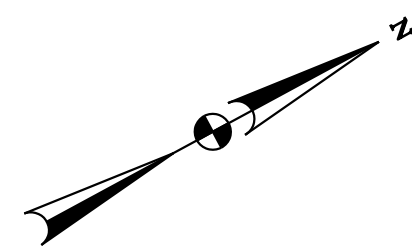
S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

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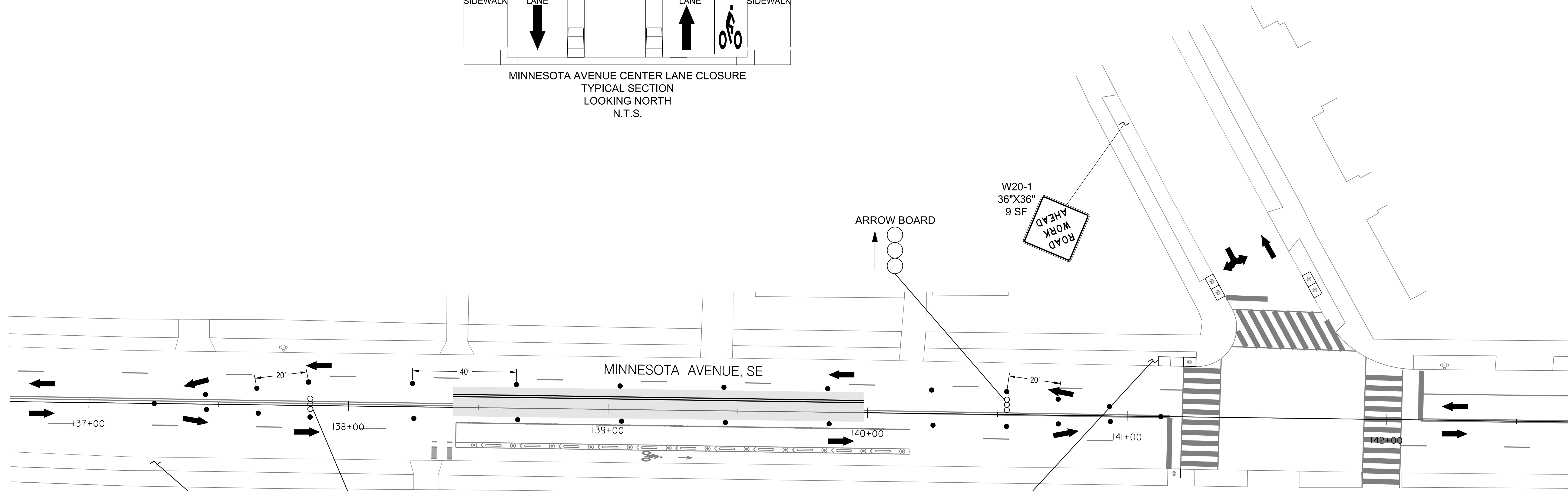
**NON-PEAK HOUR  
WORK ONLY  
MAINTENANCE OF TRAFFIC  
SET UP**

**SEQUENCE OF CONSTRUCTION - 2 LANE, 2 BIKE, 1 PARKING STAGE 2**

1. RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
2. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, INSTALL CENTER LANE PAVEMENT MARKING AND FLEXIBLE DELINEATOR POSTS BEHIND BARRIER UNDER A TWO LANE CLOSURE (ONE INNER SOUTHBOUND LANE AND ONE INNER NORTHBOUND LANE) AND SHIFTING SOUTHBOUND TRAFFIC TO CURB LANE (OFF-PEAK PARKING LANE), AND NORTHBOUND TRAFFIC TO PARKING LANE.

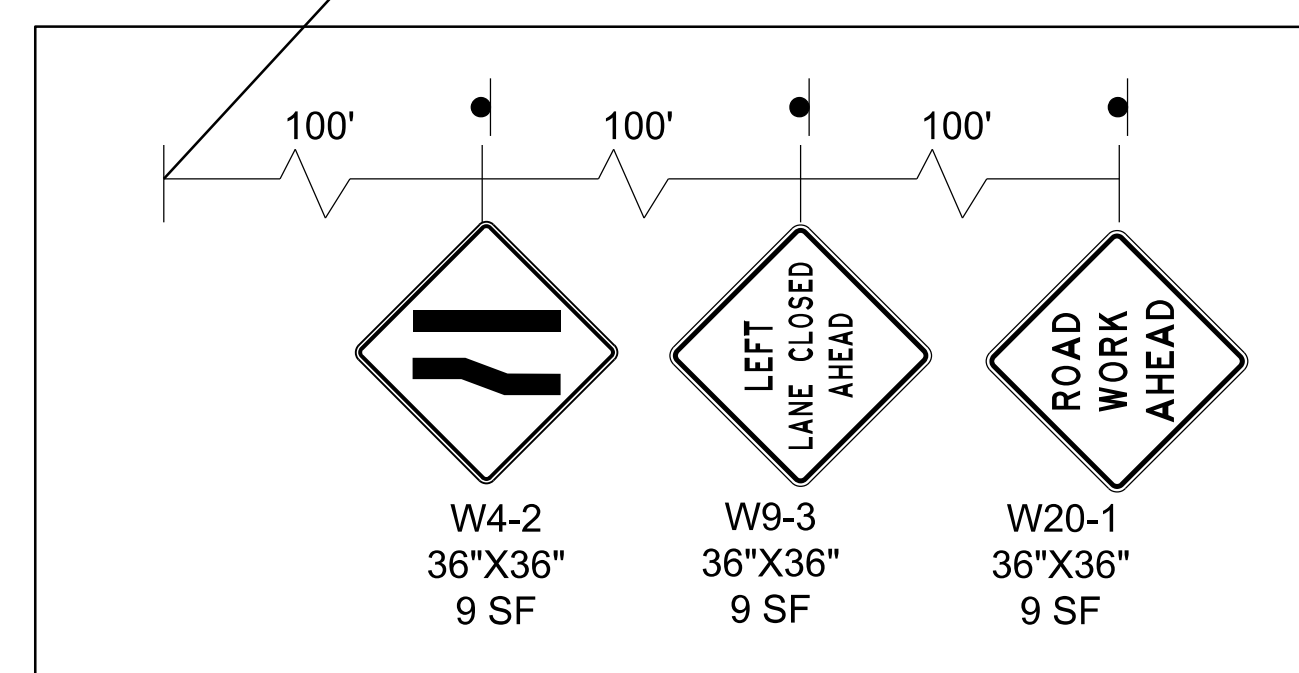
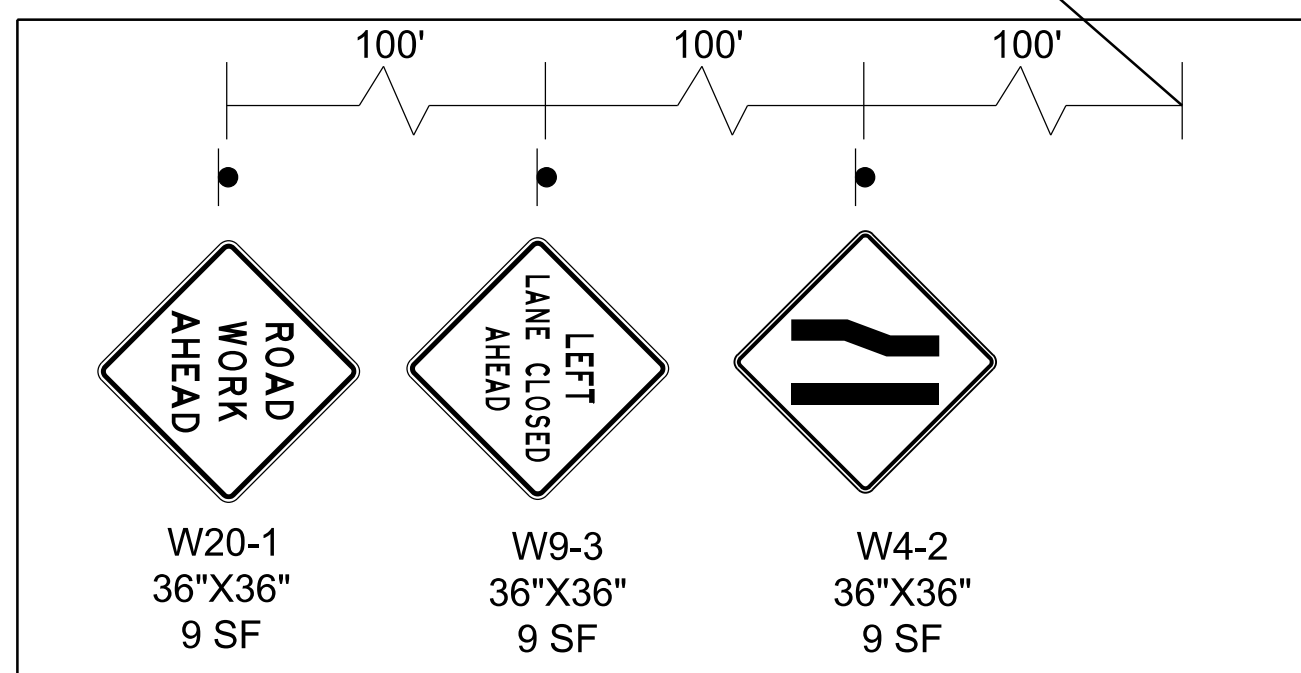


**MINNESOTA AVENUE CENTER LANE CLOSURE  
TYPICAL SECTION  
LOOKING NORTH  
N.T.S.**



**MINNESOTA AVENUE - CENTER LANE PAVEMENT MARKING INSTALLATION  
2 LANE, 2 BIKE, 1 PARKING  
STAGE 2**

- STA. 121+50 TO STA. 124+00
- STA. 129+00 TO STA. 130+72
- STA. 136+83 TO STA. 141+34
- STA. 150+6 TO STA. 151+49
- STA. 153+48 TO STA. 155+34



ARROW BOARD



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FEBRUARY 2022  
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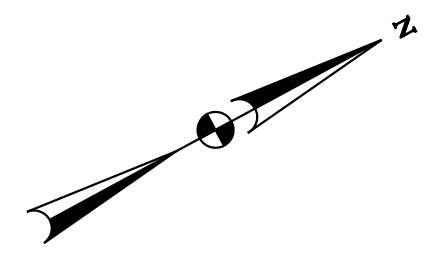
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
RECOMMENDED FOR APPROVAL:		DRAWN BY YWMP
TRAFFIC SIGNAL DESIGN ENGINEER	DATE	REVIEWED BY RF
TRAFFIC SIGNAL PROGRAM MANAGER	02 /2022	SCALE
APPROVED:	1" = 20'	SHEET 76 OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	DATE	DRAWING NO. MT-09

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2/2/2022 R:\2019\08 DD01 ID0 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\WOT\pMT\_P000\_Minnesota.dgn

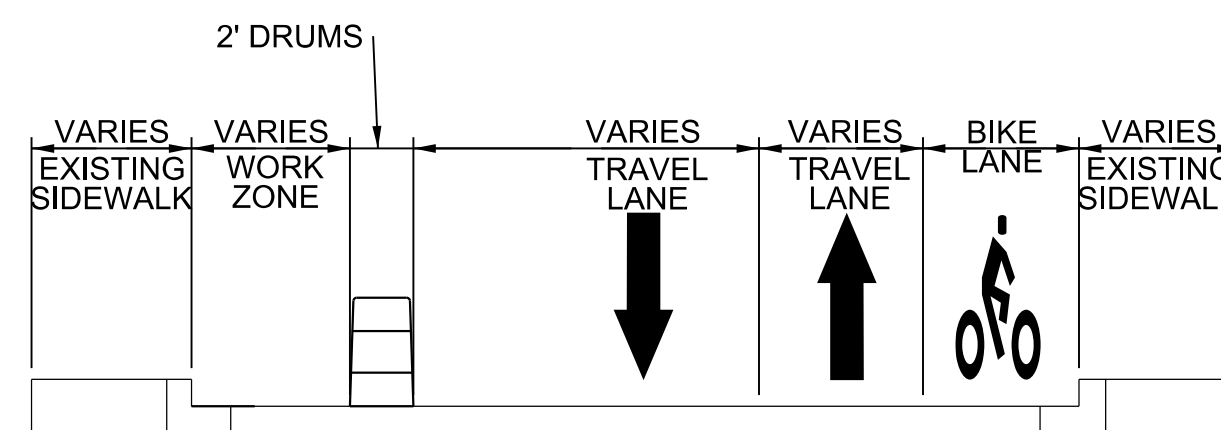
MOT LEGEND	
	WORK ZONE
	DRUMS
	TYPE III BARRICADE
	PEDESTRIAN DETOUR
	TRAFFIC FLOW ARROW
	ARROW PANELS
PAVEMENT MARKING LEGEND	
	WHITE PAINTED LANE MARKING, 4 INCH
	WHITE PAINTED MARKING, 12 INCH
	WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP



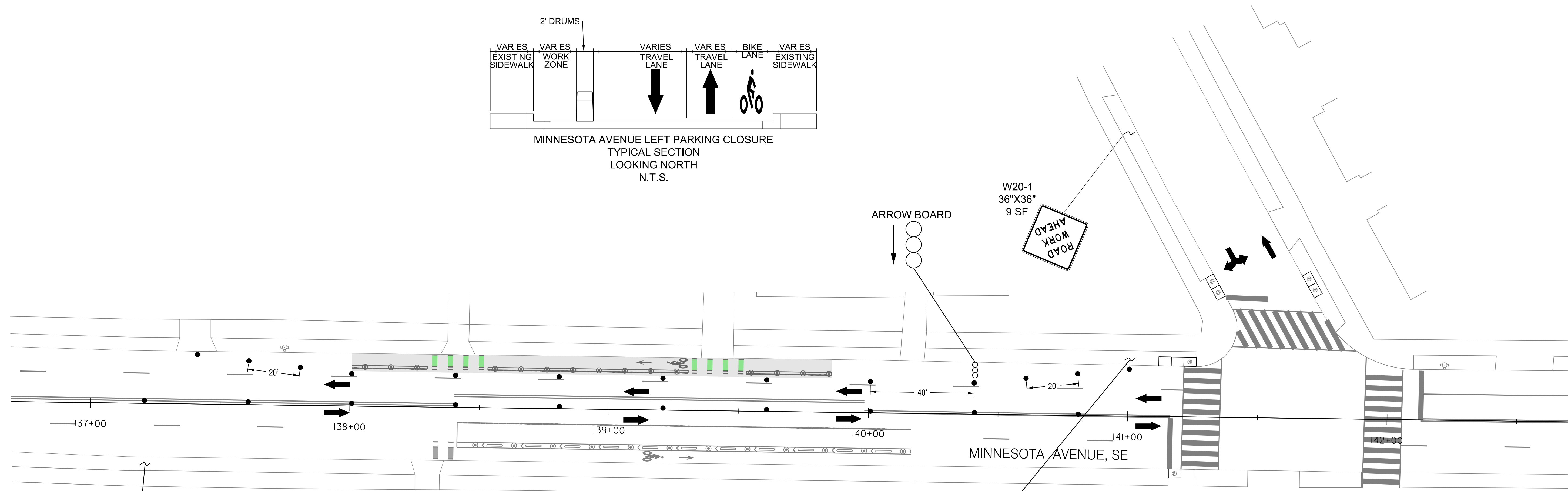
- SEQUENCE OF CONSTRUCTION - 2 LANE, 2 BIKE, 1 PARKING STAGE 3**
1. RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
  2. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, PERFORM WORK FOR SOUTHBOUND LANES INCLUDING INSTALLATION OF SOUTHBOUND PAVEMENT MARKINGS, BIKE LANE PAVEMENT MARKINGS AND FLEXIBLE DELINEATOR POSTS BEHIND BARRIER UNDER A SOUTHBOUND RIGHT LANE CLOSURE (SOUTHBOUND PARKING LANE). WORK SHALL BE PERFORMED FROM THE WEST SIDE BIKE LANE TO MINIMIZE LANE SHIFTS.
  3. REMOVE ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES, AND REOPEN LANES TO TRAFFIC.

**NON-PEAK HOUR  
WORK ONLY  
MAINTENANCE OF TRAFFIC  
SET UP**

- SEQUENCE OF CONSTRUCTION - 2 LANE, 2 BIKE, 1 PARKING STAGE 4**
1. INSTALL ALL REMAINING PAVEMENT MARKINGS, SOUTHBOUND EDGE TREATMENT AND FLEXIBLE DELINEATOR POSTS UNDER FLAGGING AND ROLLING CLOSURES.

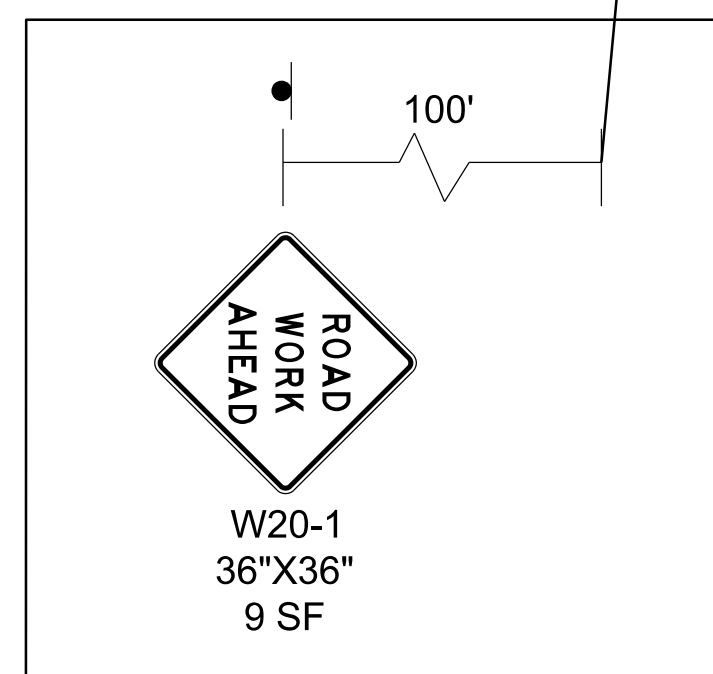
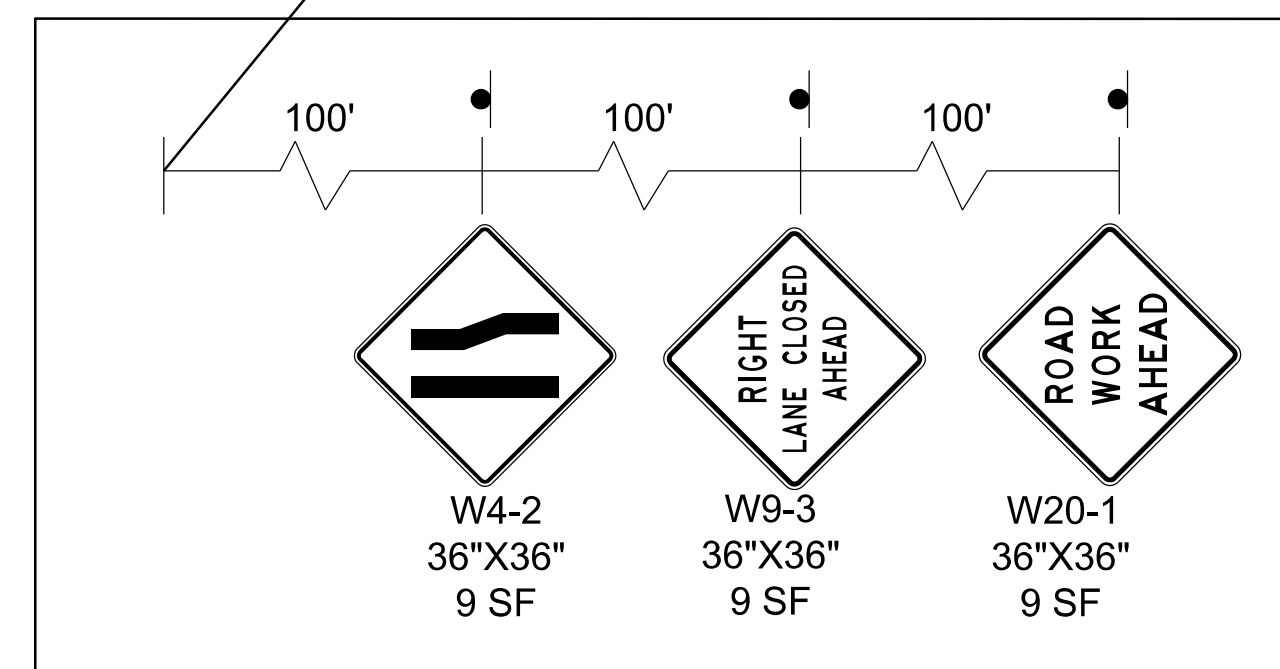


MINNESOTA AVENUE LEFT PARKING CLOSURE  
TYPICAL SECTION  
LOOKING NORTH  
N.T.S.



MINNESOTA AVENUE - SOUTHBOUND PAVEMENT MARKING INSTALLATION  
2 LANE, 2 BIKE, 1 PARKING  
STAGE 3

- STA. 121+50 TO STA. 124+00
- STA. 129+00 TO STA. 130+72
- STA. 136+83 TO STA. 141+34
- STA. 150+6 TO STA. 151+49
- STA. 153+48 TO STA. 155+34



MOT LEGEND	
	WORK ZONE
	OR DRUMS
	TYPE III BARRICADE
	PEDESTRIAN DETOUR
	TRAFFIC FLOW ARROW
	ARROW PANELS

PAVEMENT MARKING LEGEND	
	WHITE PAINTED LANE MARKING, 4 INCH
	WHITE PAINTED MARKING, 12 INCH
	WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP

**Mead & Hunt**  
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SUITE 550  
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(202) 570-7080  
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

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FEBRUARY 2022  
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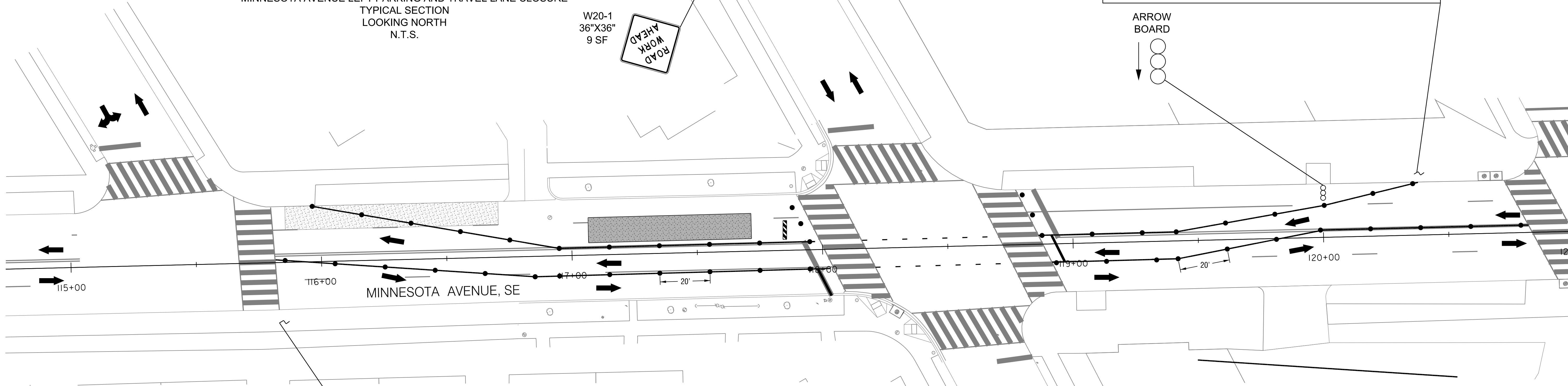
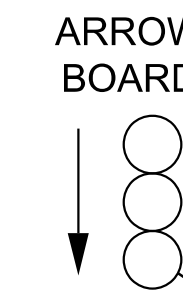
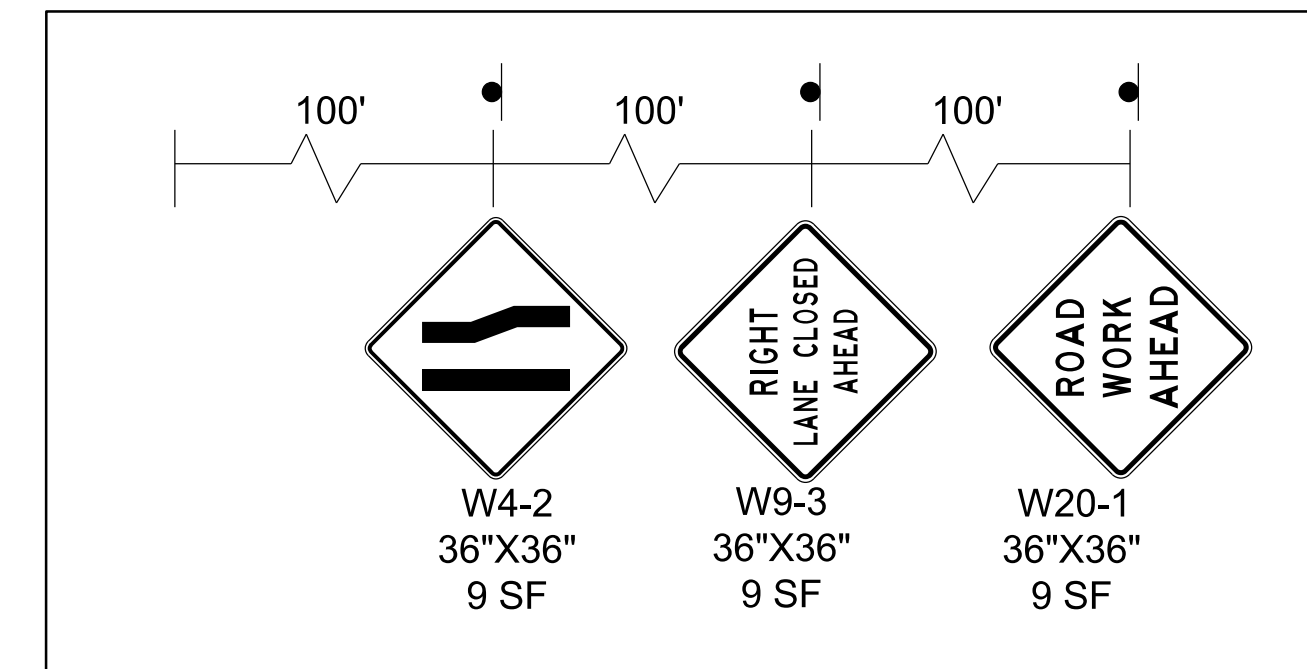
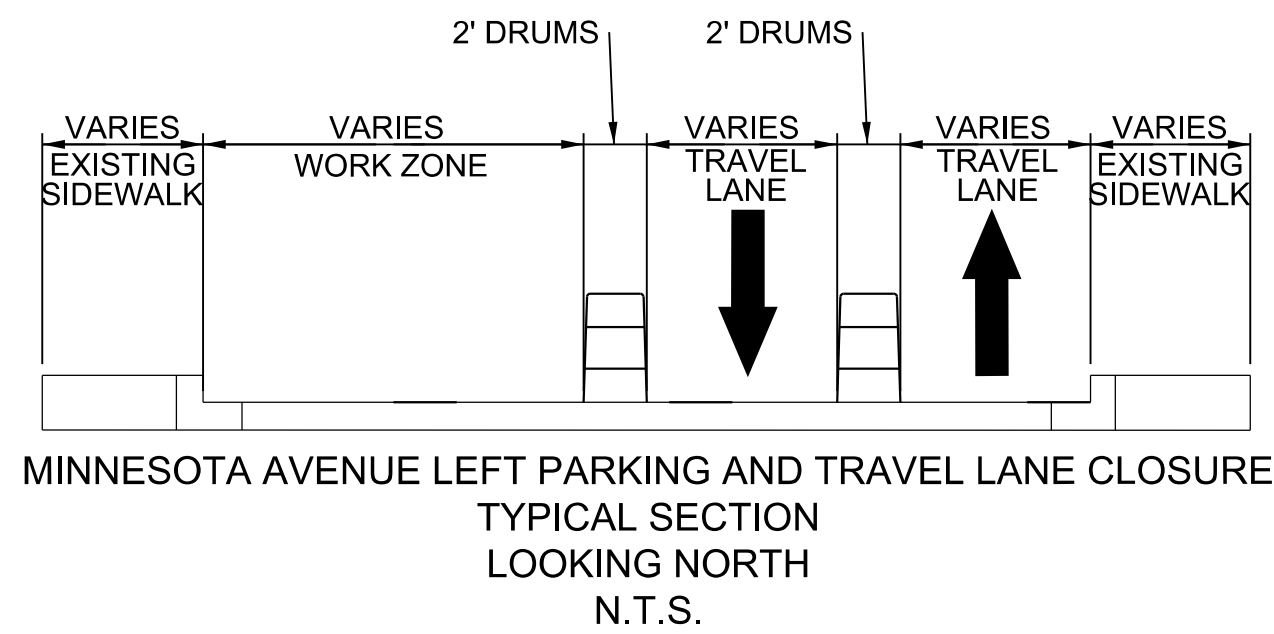
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
RECOMMENDED FOR APPROVAL:		DRAWN BY YWMP
TRAFFIC SIGNAL DESIGN ENGINEER _____	DATE 02 /2022	REVIEWED BY RF
TRAFFIC SIGNAL PROGRAM MANAGER _____	SCALE 1" = 20'	DATE
APPROVED: _____	SHEET 77	OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR _____	DRAWING NO. MT-10	
DATE: _____		

2/2/2022 R:\2019\08 DD01 ID10 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\MOT\pMT\_P000\_Minnesota.dgn

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		78	83

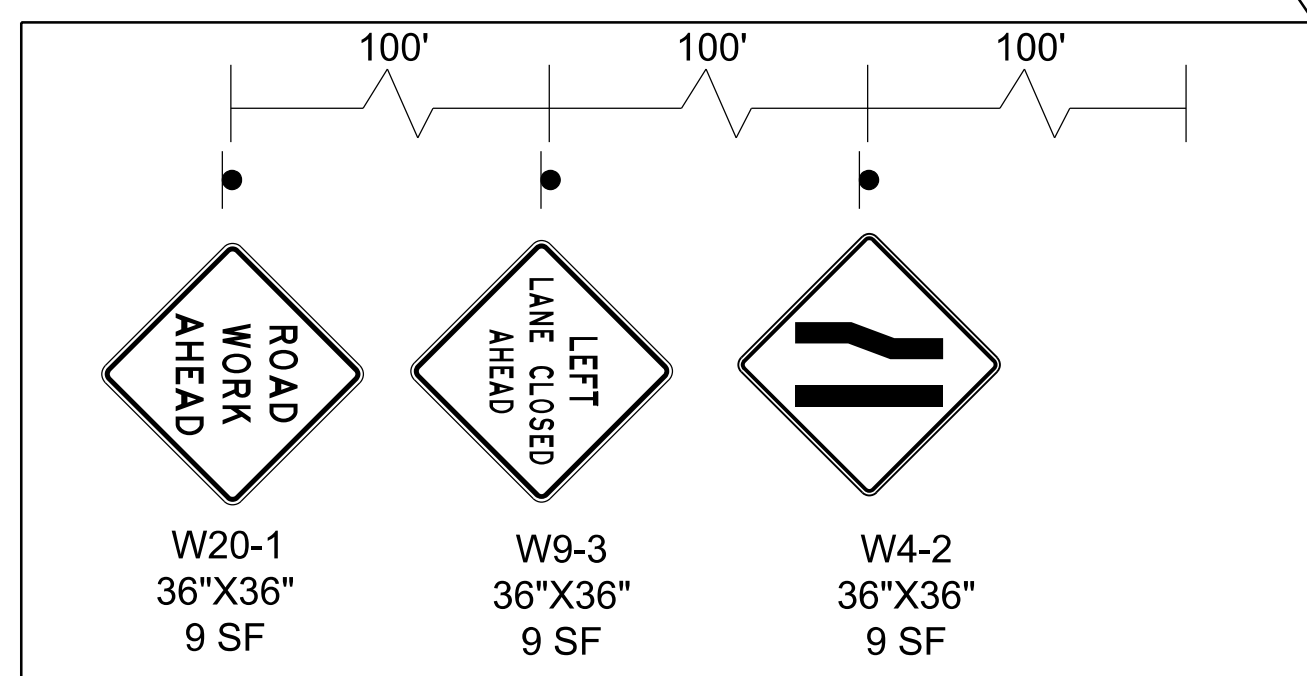
**SEQUENCE OF CONSTRUCTION - BUS BUMP OUT AND BUS PAD STAGE 1**

1. INSTALL ALL ADVANCE WARNING SIGNS, TEMPORARY PAVEMENT MARKING AND CHANNELIZATION DEVICES AND COORDINATE WITH DDOT TO INSTALL EMERGENCY NO PARKING ALONG BOTH SIDES OF THE ROADWAY.
2. CONSTRUCT SOUTHBOUND CONCRETE BUS PAD BEHIND BARRIER UNDER A SOUTHBOUND TWO LANE CLOSURE (SOUTHBOUND PARKING LANE AND SOUTHBOUND INNER LANE) BY SHIFTING ALL TRAFFIC TO NORTHBOUND LANES.



**MINNESOTA AVENUE - WEST SIDE BUS PAD INSTALLATION  
BUS BUMP-OUT AND BUS PAD  
STAGE 1**

STA. 116+91 TO STA. 118+47  
 STA. 146+88 TO STA. 150+6  
 STA. 155+34 TO STA. 158+90  
 STA. 166+00 TO STA. 167+27



2/2/2022 R:\2019\08\_DD01\Traffic Eng\_Design\MT\Task\_25B - Minnesota Ave Multimodal\DWG\DOT\pMT\_P000\_Minnesota.dgn

MOT LEGEND	
	WORK ZONE
	DRUMS
	TYPE III BARRICADE
	PEDESTRIAN DETOUR
	TRAFFIC FLOW ARROW
	ARROW PANELS

PAVEMENT MARKING LEGEND	
	WHITE PAINTED LANE MARKING, 4 INCH
	WHITE PAINTED MARKING, 12 INCH
	WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP

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 100 M STREET SE SUITE 550  
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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

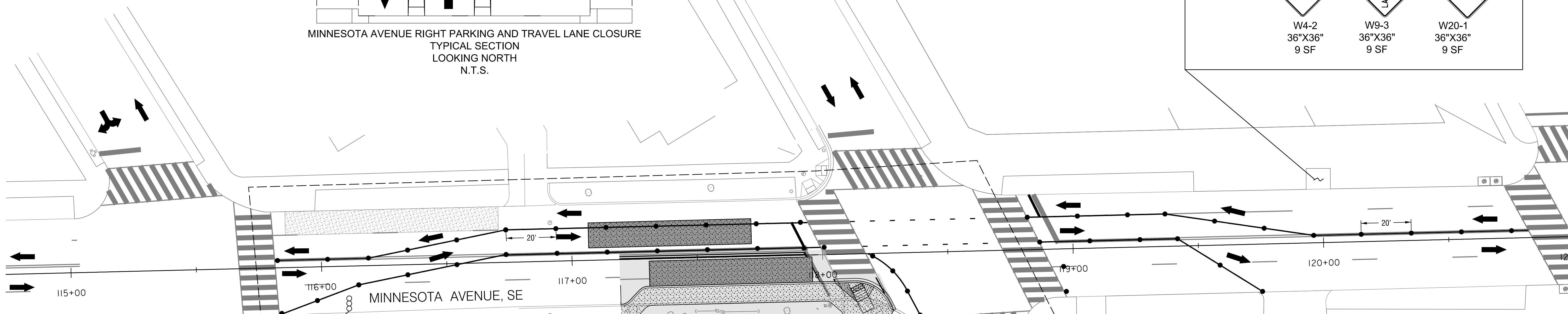
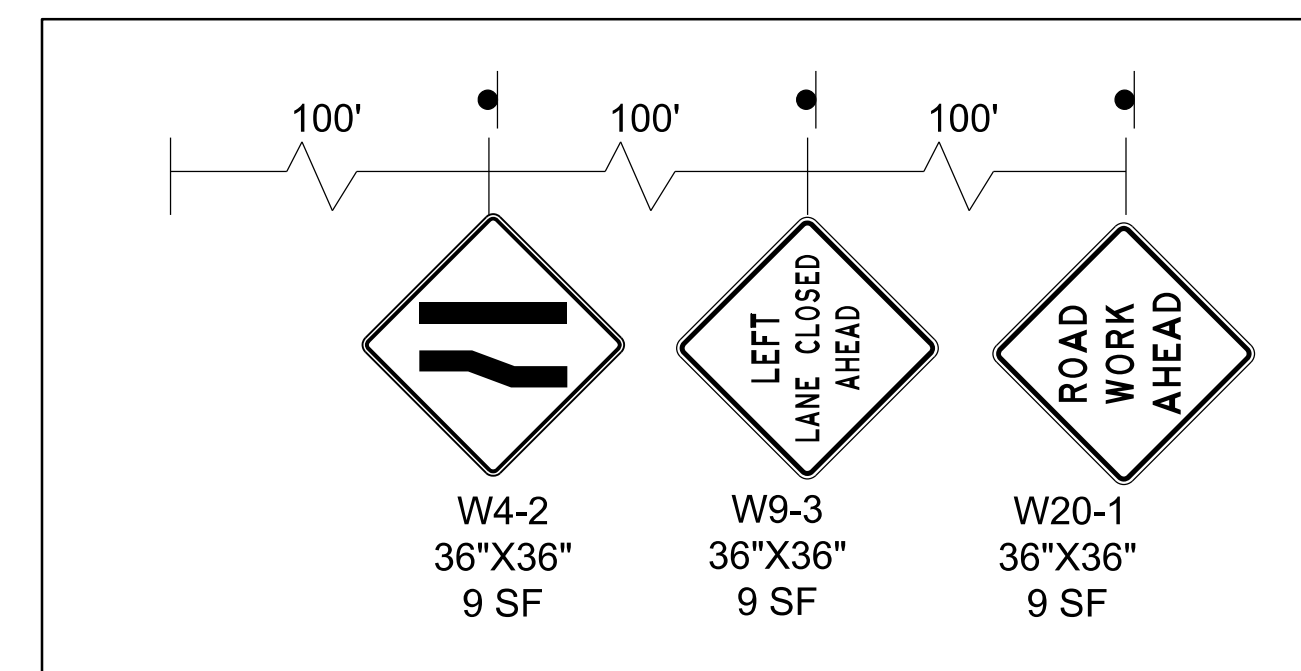
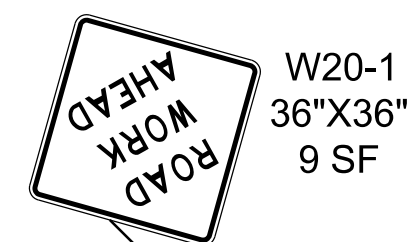
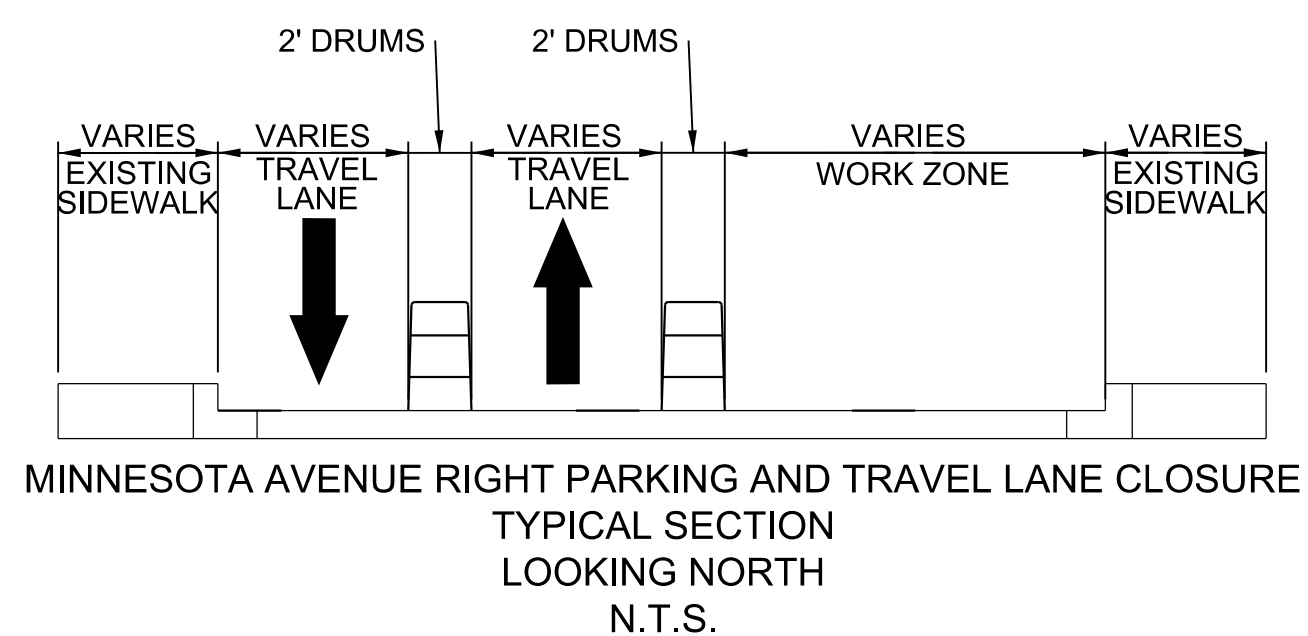
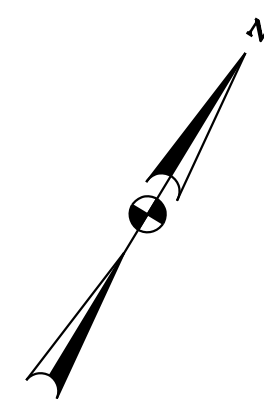
FIRST SUBMISSION  
 FEBRUARY 2022  
 Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MPTK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
RECOMMENDED FOR APPROVAL:		DRAWN BY YWMP
TRAFFIC SIGNAL DESIGN ENGINEER _____	DATE 02 /2022	REVIEWED BY RF
TRAFFIC SIGNAL PROGRAM MANAGER _____	SCALE 1" = 20'	DATE
APPROVED: _____	SHEET 78	OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR _____	DRAWING NO. MT-11	
DATE: _____		

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		79	83

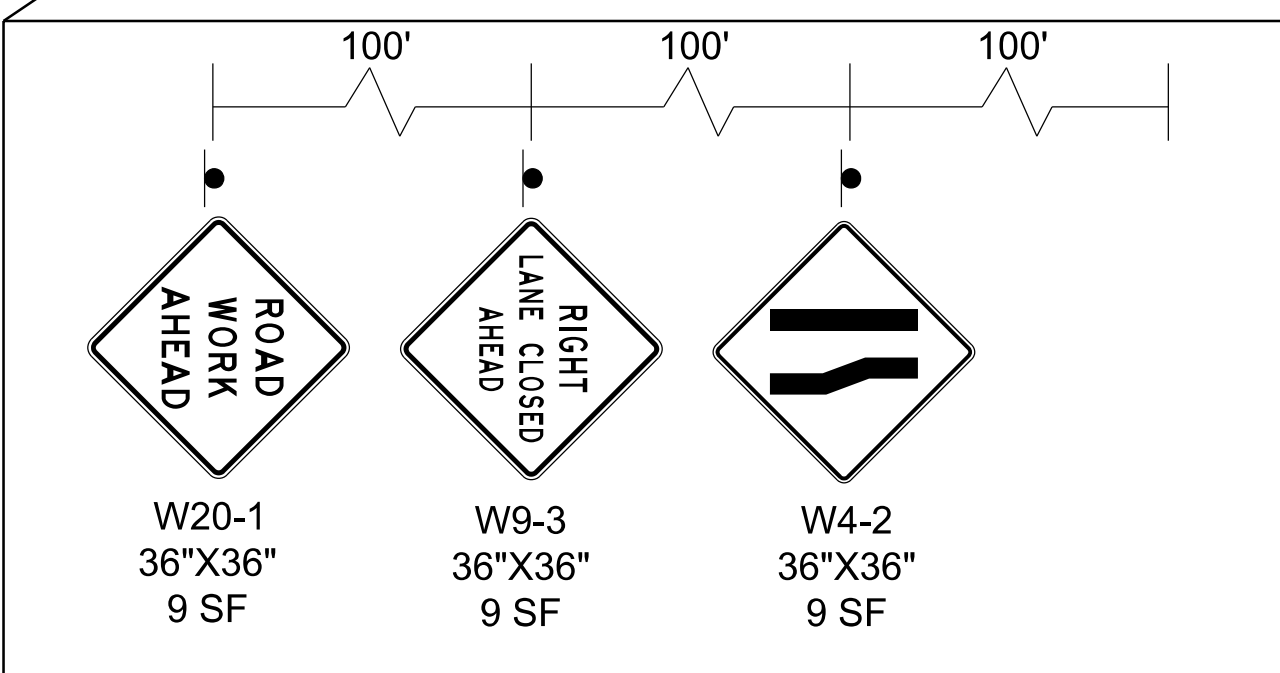
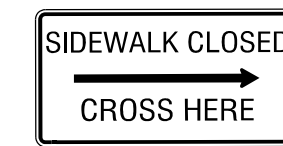
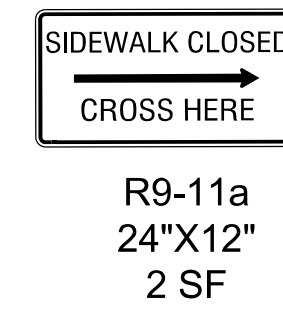
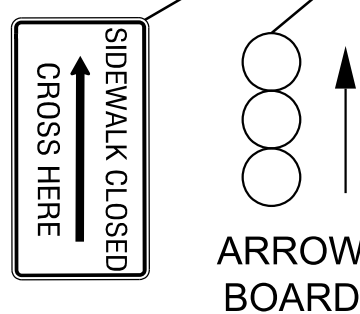
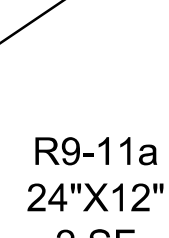
**SEQUENCE OF CONSTRUCTION - BUS BUMP OUT AND BUS PAD STAGE 2**

1. REMOVE PREVIOUS STAGE TEMPORARY PAVEMENT MARKINGS, INSTALL TEMPORARY PAVEMENT MARKINGS FOR CURRENT STAGE, AND RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
2. IMPLEMENT PEDESTRIAN DETOUR TO THE WEST SIDE OF MINNESOTA AVENUE.
3. CONSTRUCT CENTER LANE PAVEMENT MARKING AND NORTHBOUND CONCRETE BUS PAD, FLEXIBLE DELINEATOR POSTS, AND BUMP OUT BEHIND BARRIER UNDER A TWO LANE CLOSURE (NORTHBOUND PARKING LANE AND NORTHBOUND INNER LANE) BY SHIFTING ALL TRAFFIC TO SOUTHBOUND LANES.



**MINNESOTA AVENUE - EAST SIDE BUS PAD AND BUMP OUT INSTALLATION WITH PEDESTRIAN DETOUR  
BUS BUMP-OUT AND BUS PAD  
STAGE 2**

- STA. 116+91 TO STA. 118+47
- STA. 146+88 TO STA. 150+6
- STA. 155+34 TO STA. 158+90
- STA. 166+00 TO STA. 167+27



**MOT LEGEND**

- WORK ZONE
- OR DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP

DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE MULTIMODAL PROJECT  
FROM PENNSYLVANIA AVENUE SE TO A STREET SE  
TEMPORARY TRAFFIC CONTROL PLAN

RECOMMENDED FOR APPROVAL:

TRAFFIC SIGNAL DESIGN ENGINEER

TRAFFIC SIGNAL PROGRAM MANAGER

APPROVED:

TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR

DATE:

FIELD CHECKED BY

MPTK

DESIGNED BY

YW

DRAWN BY

YWMP

REVIEWED BY

RF

DATE

02 /2022

SCALE

1" = 20'

SHEET OF

79 / 83

DRAWING NO.

MT-12

FIRST SUBMISSION  
FEBRUARY 2022  
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SUITE 550  
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S.L.F. NO.

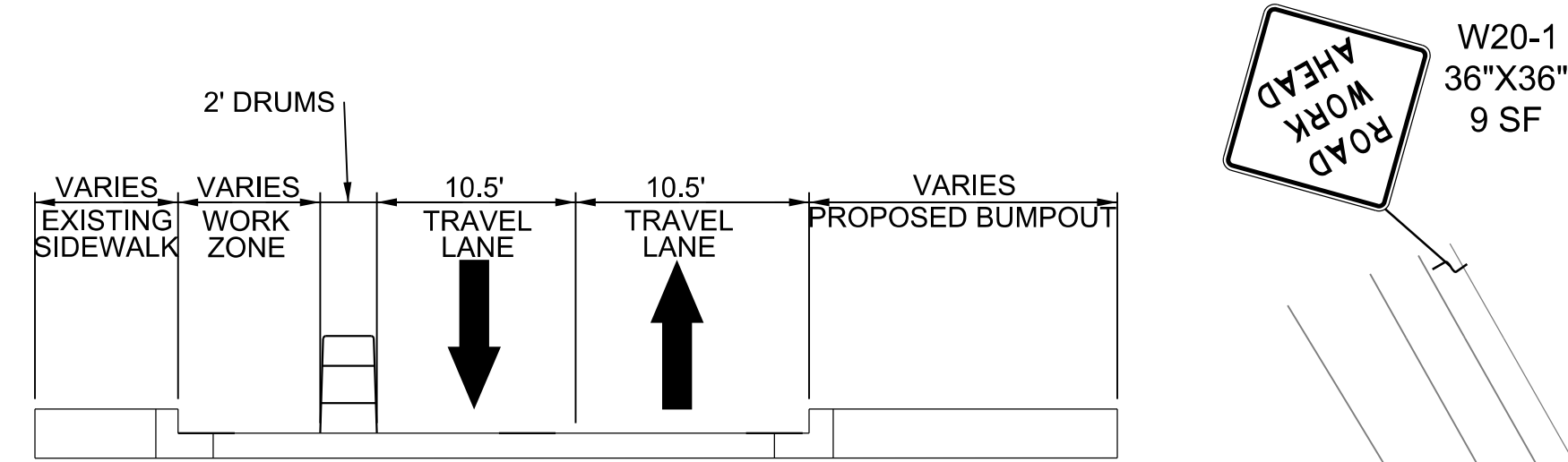
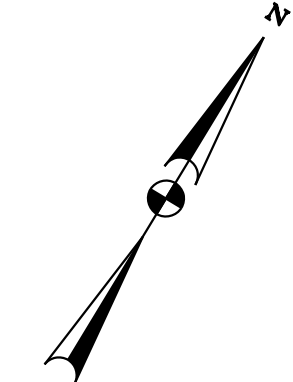
APPROVED BY

DATE

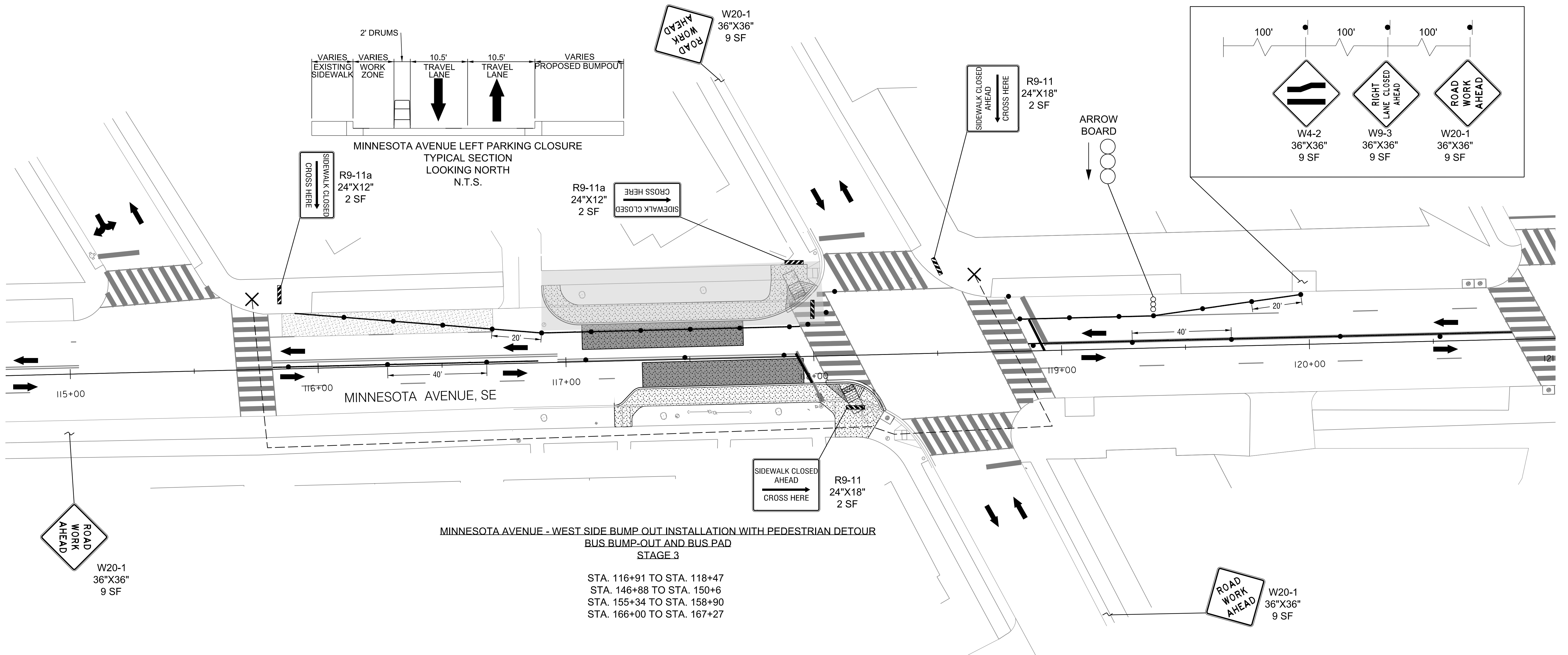
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		80	83

**SEQUENCE OF CONSTRUCTION - BUS BUMP OUT AND BUS PAD STAGE 4**

1. REMOVE TEMPORARY PAVEMENT MARKINGS FROM PREVIOUS STAGE. INSTALL TEMPORARY PAVEMENT MARKINGS FOR CURRENT STAGE AND RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
2. RELOCATE PEDESTRIAN DETOUR TO THE EAST SIDE OF MINNESOTA AVENUE.
3. CONSTRUCT SOUTHBOUND BUS BUMP OUT BEHIND BARRIER UNDER A SOUTHBOUND PARKING LANE CLOSURE. NORTHBOUND LANE SHOULD REMAIN OPEN TO TRAFFIC.
4. REMOVE PEDESTRIAN DETOUR, TEMPORARY MARKINGS, ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES, AND REOPEN LANES TO TRAFFIC.

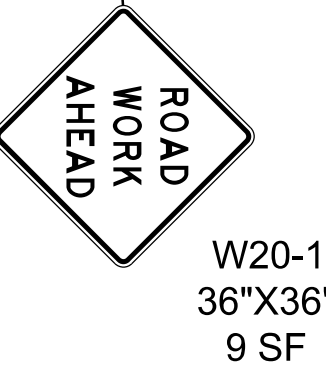
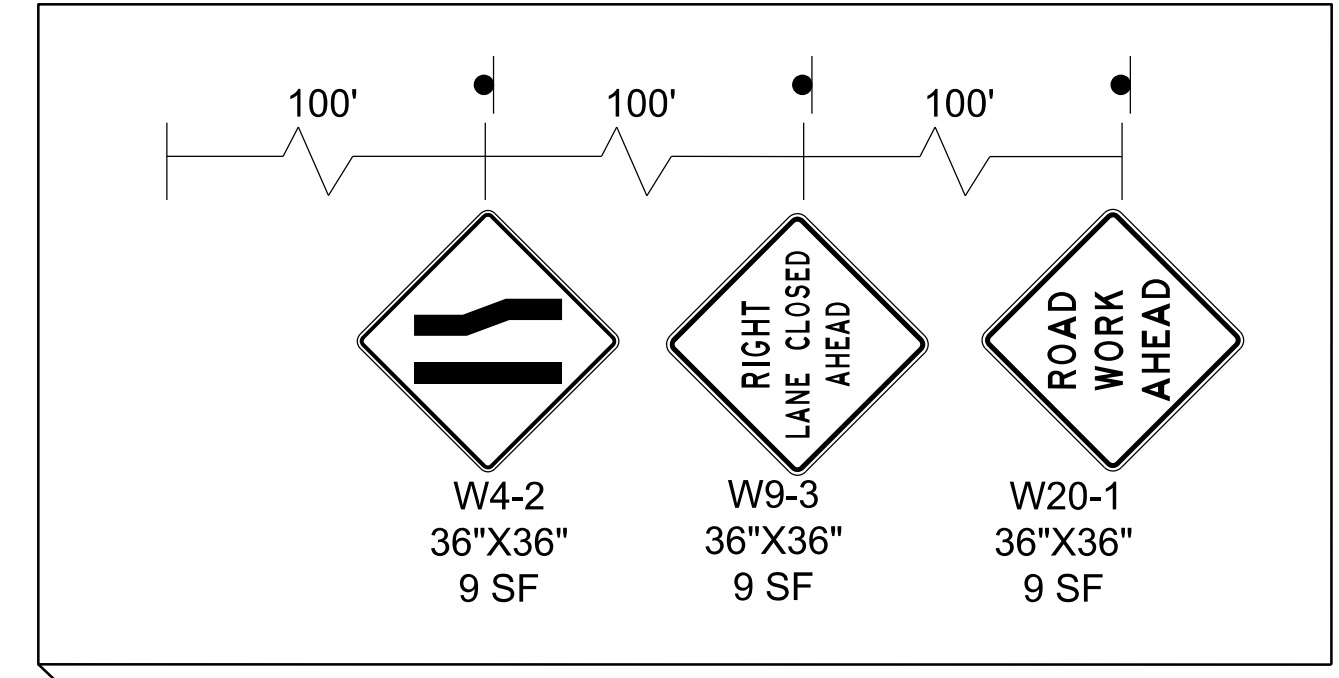


MINNESOTA AVENUE LEFT PARKING CLOSURE  
TYPICAL SECTION  
LOOKING NORTH  
N.T.S.

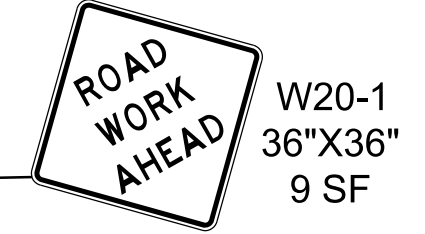


MINNESOTA AVENUE - WEST SIDE BUMP OUT INSTALLATION WITH PEDESTRIAN DETOUR  
BUS BUMP-OUT AND BUS PAD  
STAGE 3

STA. 116+91 TO STA. 118+47  
STA. 146+88 TO STA. 150+6  
STA. 155+34 TO STA. 158+90  
STA. 166+00 TO STA. 167+27



W20-1  
36"X36"  
9 SF



W20-1  
36"X36"  
9 SF



**MOT LEGEND**

- WORK ZONE
- DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP

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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

FIRST SUBMISSION  
FEBRUARY 2022  
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DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING AND SAFETY DIVISION

MINNESOTA AVENUE MULTIMODAL PROJECT  
FROM PENNSYLVANIA AVENUE SE TO A STREET SE  
TEMPORARY TRAFFIC CONTROL PLAN

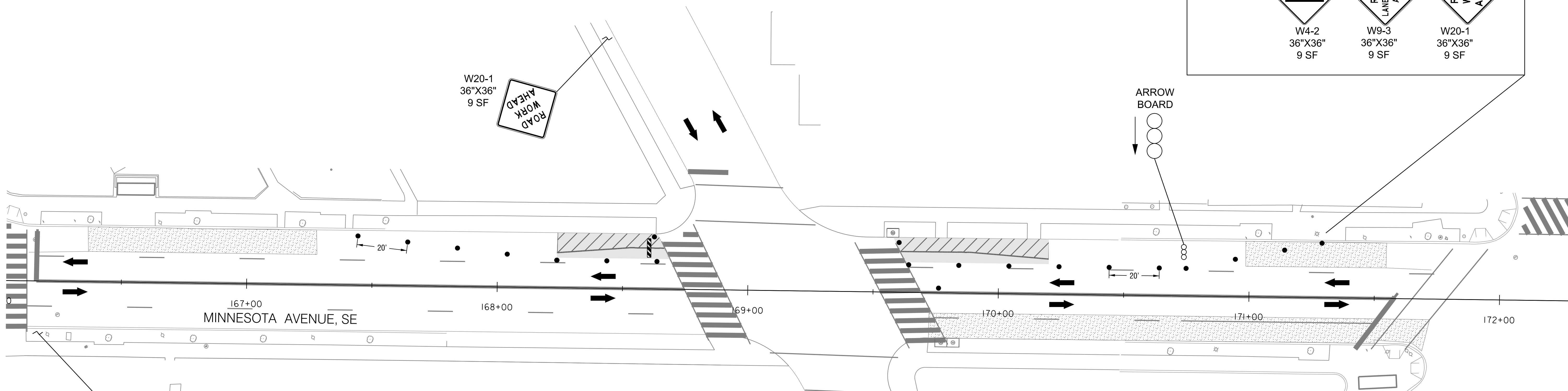
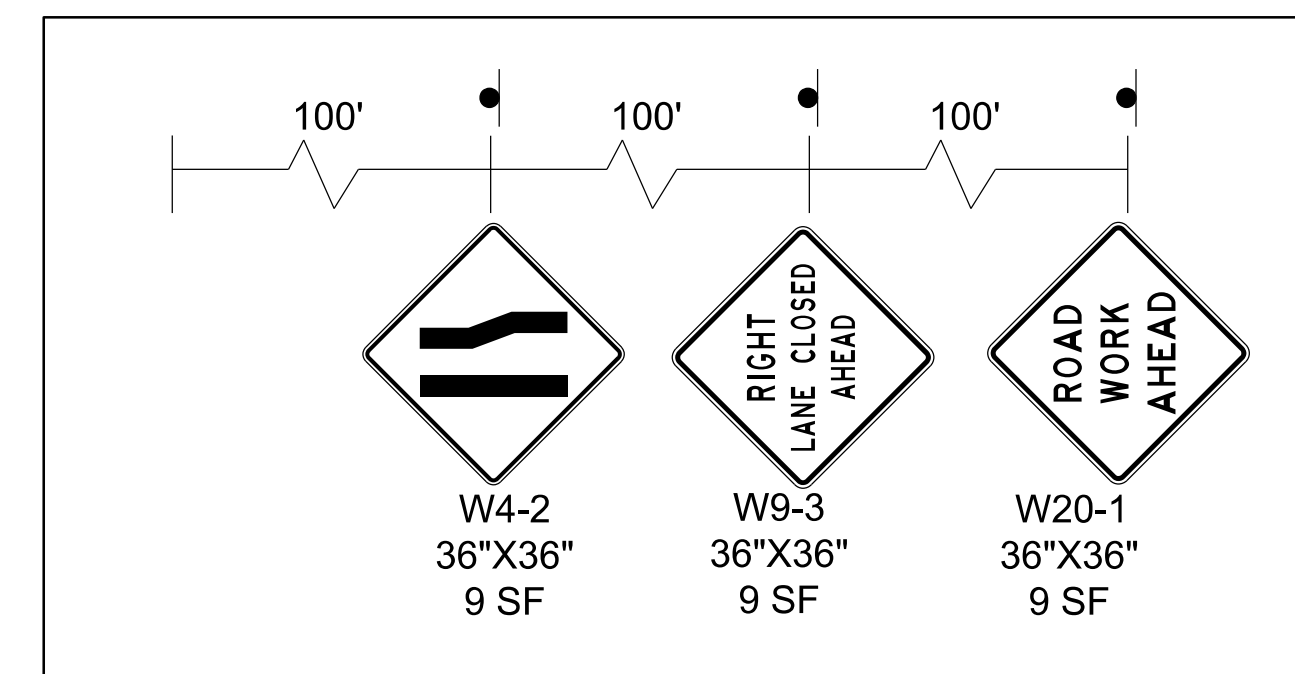
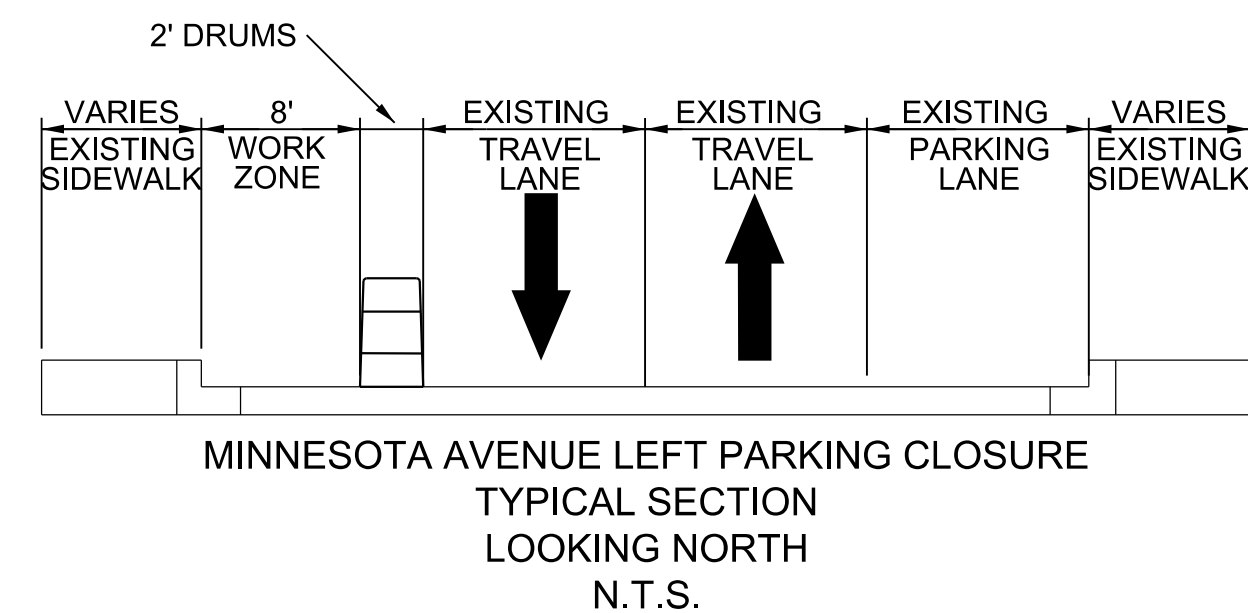
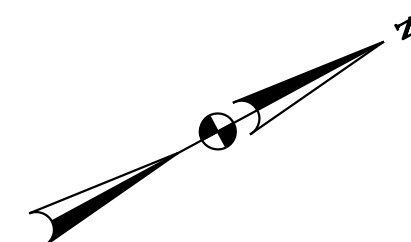
RECOMMENDED FOR APPROVAL:	FIELD CHECKED BY
TRAFFIC SIGNAL DESIGN ENGINEER _____	MP/K
TRAFFIC SIGNAL PROGRAM MANAGER _____	DESIGNED BY
	YW
APPROVED:	DRAWN BY
TRAFFIC SIGNAL DIVISION MANAGER / ASSOCIATE DIRECTOR _____	YWMP
DATE: _____	REVIEWED BY
	RF
	DATE
	02 / 2022
	SCALE
	1" = 20'
	SHEET
	80
	OF
	83
	DRAWING NO.
	MT-13



**NON-PEAK HOUR  
WORK ONLY**  
MAINTENANCE OF TRAFFIC  
SET UP

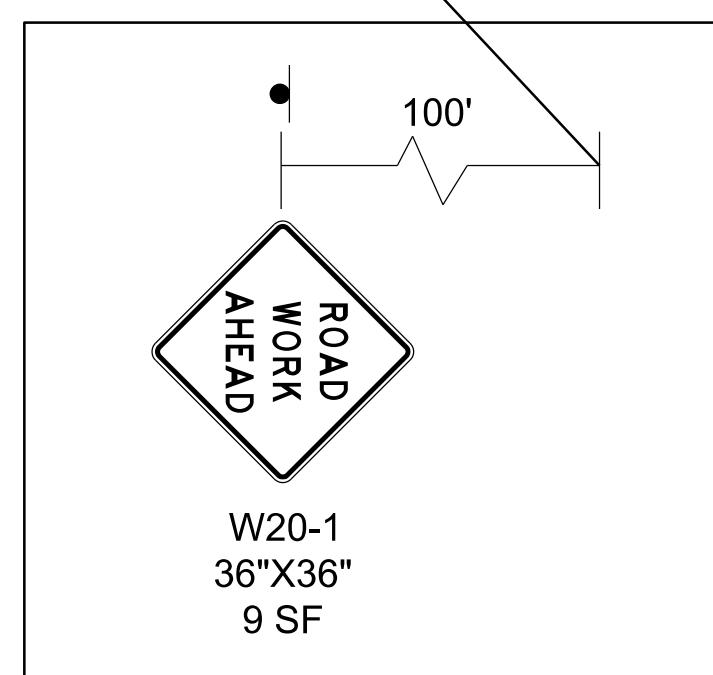
**SEQUENCE OF CONSTRUCTION - MEDIAN STAGE 1**

1. INSTALL ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES AND COORDINATE WITH DDOT TO INSTALL EMERGENCY NO PARKING ALONG BOTH SIDES OF THE ROADWAY.
2. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, INSTALL SOUTHBOUND PAVEMENT MARKINGS AND PARKING ZONE MARKINGS BEHIND BARRIER UNDER A TWO LANE CLOSURE (SOUTHBOUND PARKING LANE AND SOUTHBOUND LANE) BY SHIFTING ALL TRAFFIC TO NORTHBOUND LANES. SOUTHBOUND FLEXIBLE DELINEATOR POSTS SHALL NOT BE INSTALLED IN THIS STAGE.



**MINNESOTA AVENUE - SOUTHBOUND PAVEMENT MARKING INSTALLATION  
MEDIAN  
STAGE 1**

- STA. 120+50 TO STA. 121+50
- STA. 126+83 TO STA. 129+00
- STA. 151+49 TO STA. 153+48
- STA. 167+27 TO STA. 170+20



**MOT LEGEND**

- WORK ZONE
- OR DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKINGS, 2 FOOT LINE - 4 FOOT SKIP



DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
		DRAWN BY YWMP
RECOMMENDED FOR APPROVAL:		REVIEWED BY RF
TRAFFIC SIGNAL DESIGN ENGINEER _____		DATE 02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER _____		SCALE 1" = 20'
APPROVED:		SHEET 81 OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR _____		DRAWING NO. MT-14
DATE: _____		

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FEBRUARY 2022  
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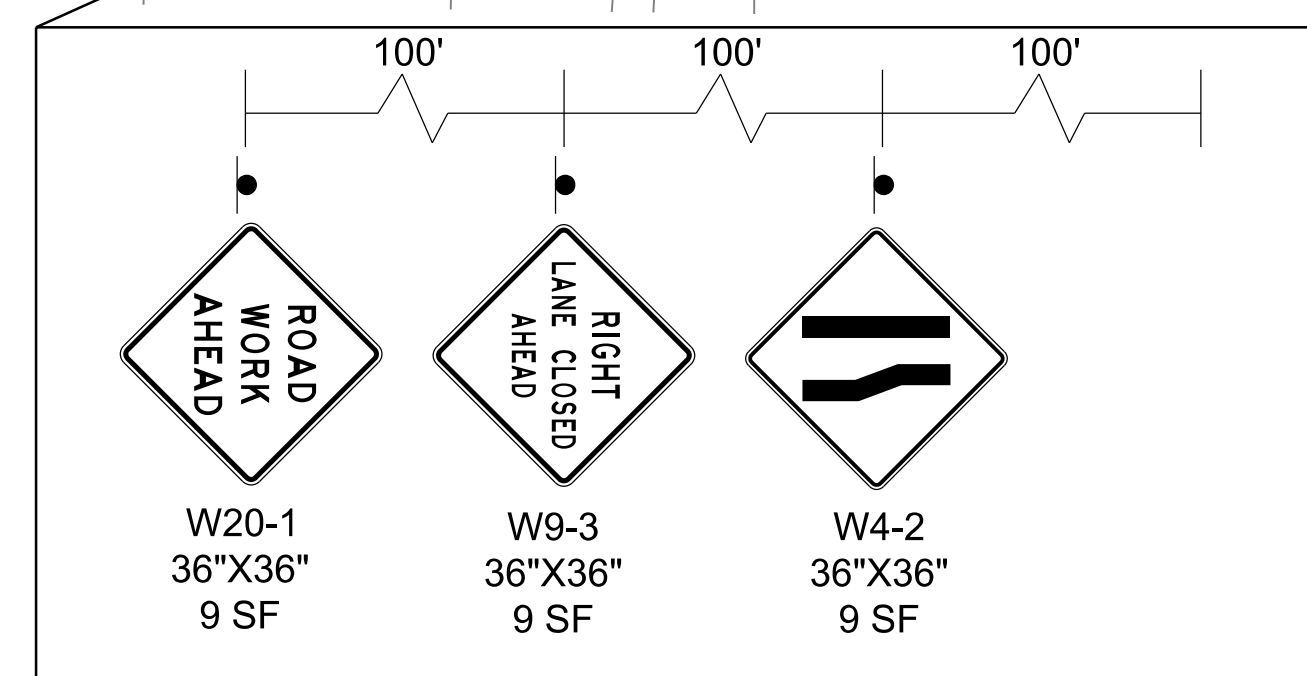
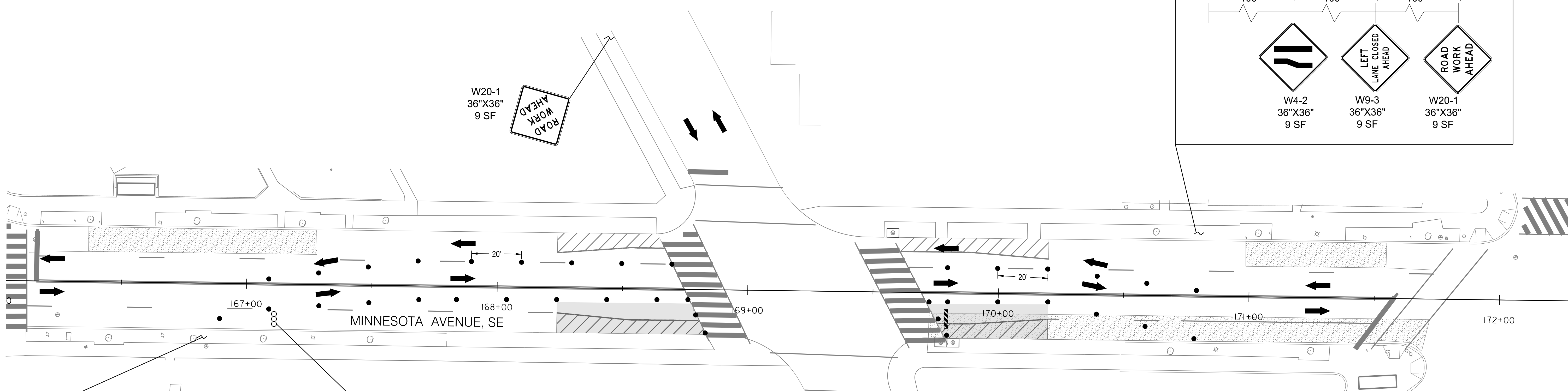
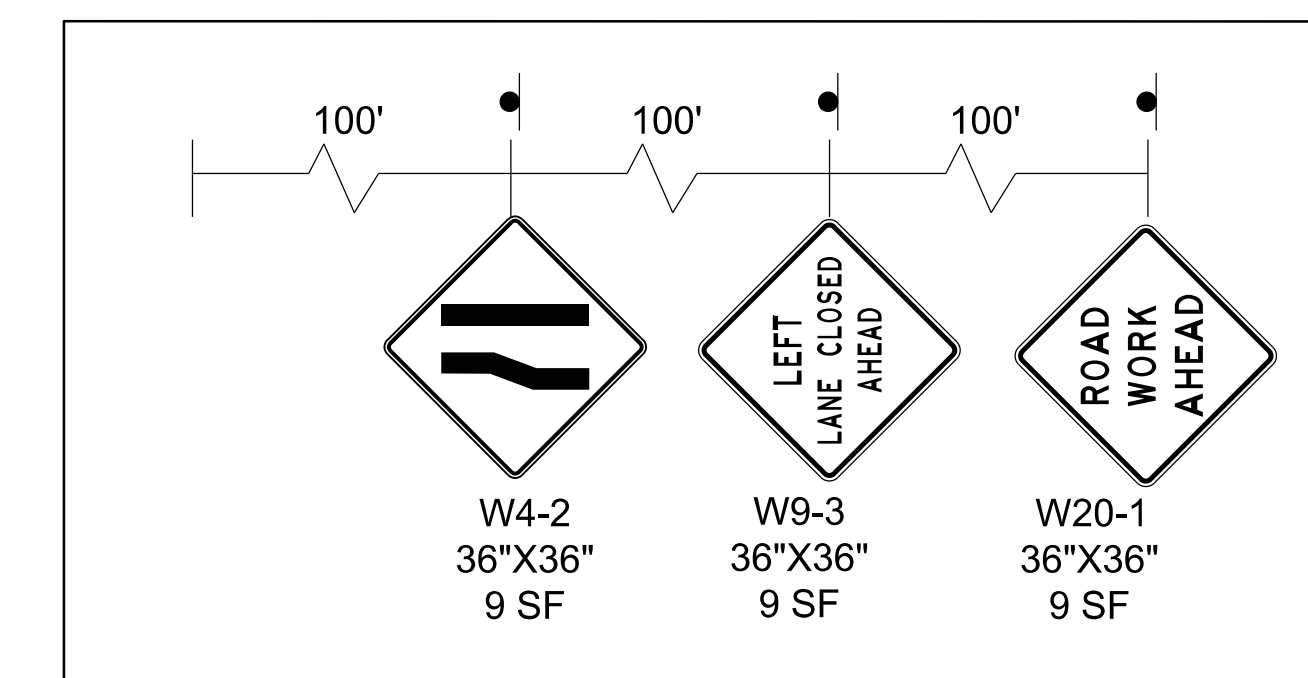
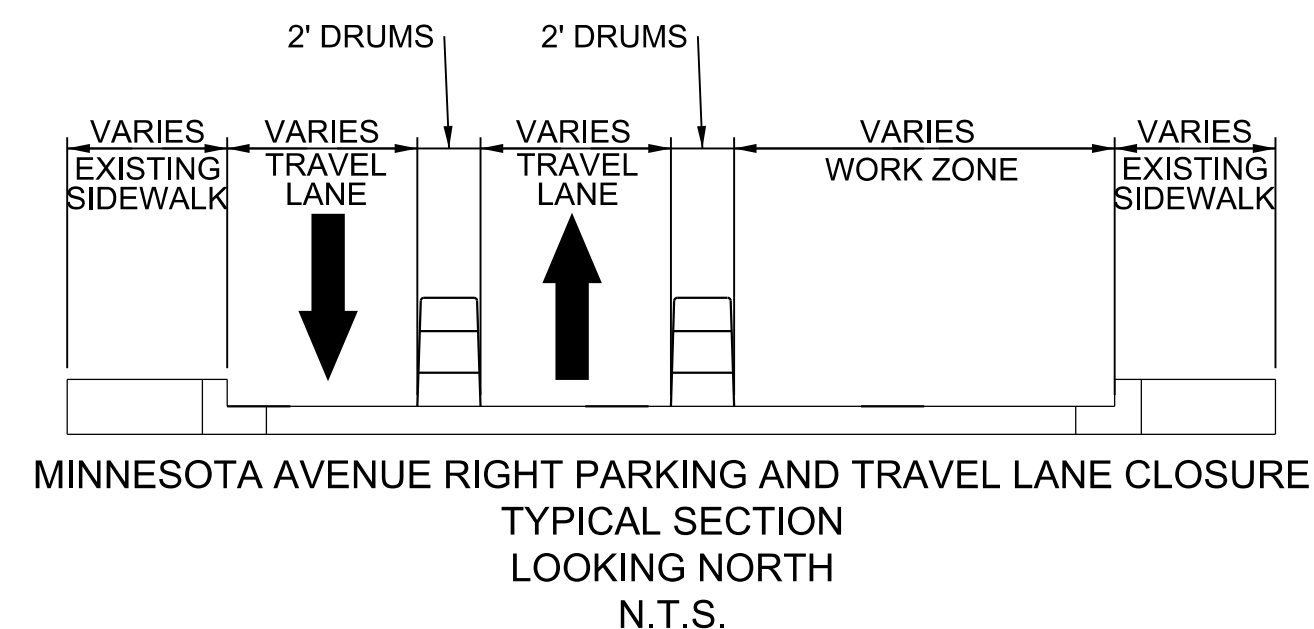
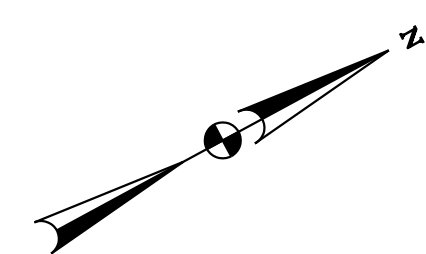
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S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		82	83

- SEQUENCE OF CONSTRUCTION - MEDIAN STAGE 2**
1. RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
  2. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, INSTALL NORTHBOUND PAVEMENT MARKINGS, PARKING ZONE BEHIND BARRIER UNDER A TWO LANE CLOSURE (NORTHBOUND PARKING LANE AND NORTHBOUND LANE) BY SHIFTING ALL TRAFFIC TO SOUTHBOUND LANES

**NON-PEAK HOUR  
WORK ONLY  
MAINTENANCE OF TRAFFIC  
SET UP**



**MINNESOTA AVENUE - NORTHBOUND PAVEMENT MARKING INSTALLATION  
MEDIAN  
STAGE 2**

STA. 120+50 TO STA. 121+50  
STA. 126+83 TO STA. 129+00  
STA. 151+49 TO STA. 153+48  
STA. 167+27 TO STA. 170+20



**FIRST SUBMISSION  
FEBRUARY 2022  
Not for Construction**

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
		DRAWN BY YWMP
RECOMMENDED FOR APPROVAL:		REVIEWED BY RF
TRAFFIC SIGNAL DESIGN ENGINEER		DATE 02 /2022
TRAFFIC SIGNAL PROGRAM MANAGER		SCALE 1" = 20'
APPROVED:		SHEET 82 OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR		DRAWING NO. MT-15
DATE:		

MOT LEGEND	
	WORK ZONE
	DRUMS
	TYPE III BARRICADE
	PEDESTRIAN DETOUR
	TRAFFIC FLOW ARROW
	ARROW PANELS
PAVEMENT MARKING LEGEND	
	WHITE PAINTED LANE MARKING, 4 INCH
	WHITE PAINTED MARKING, 12 INCH
	WHITE PAINTED LANE EXTENSION MARKING, 2 FOOT LINE - 4 FOOT SKIP

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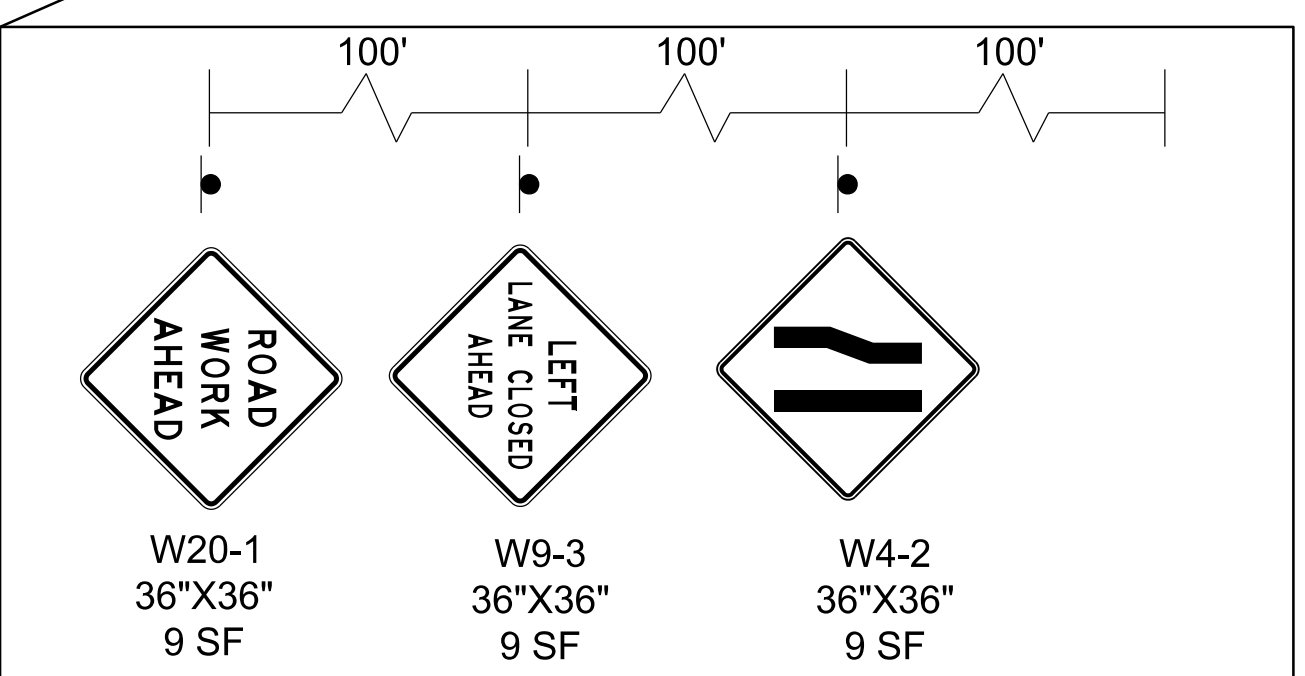
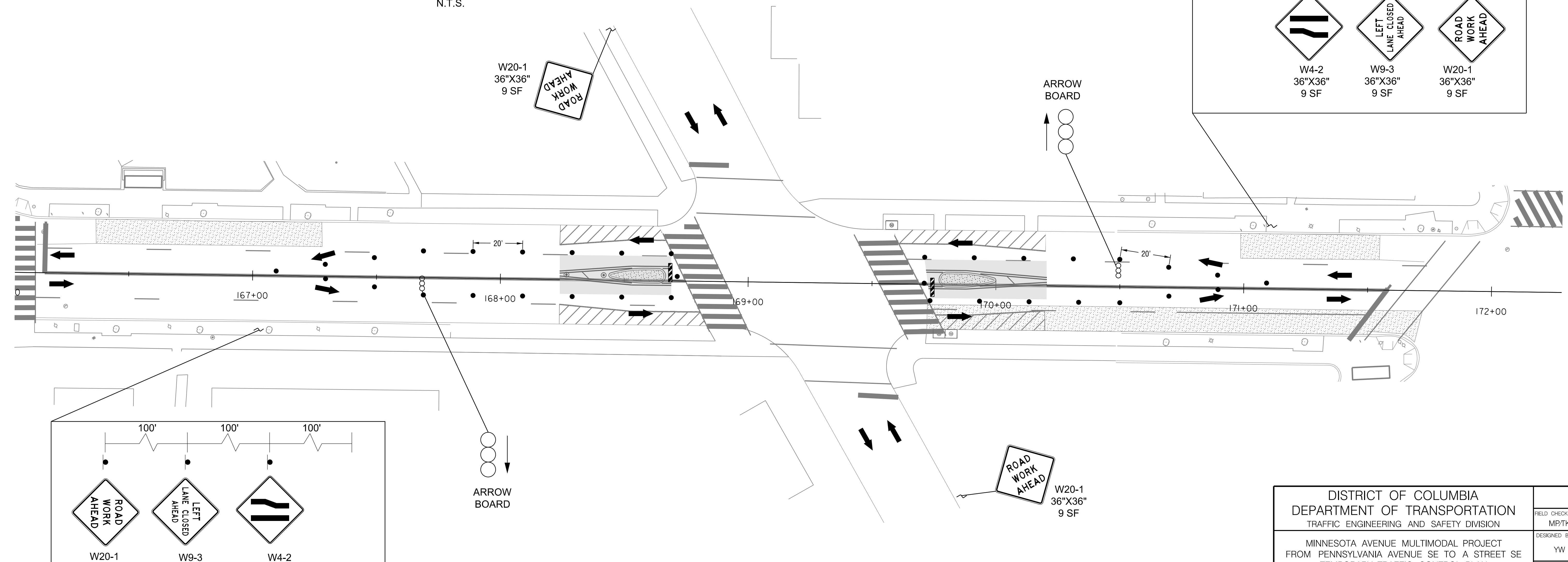
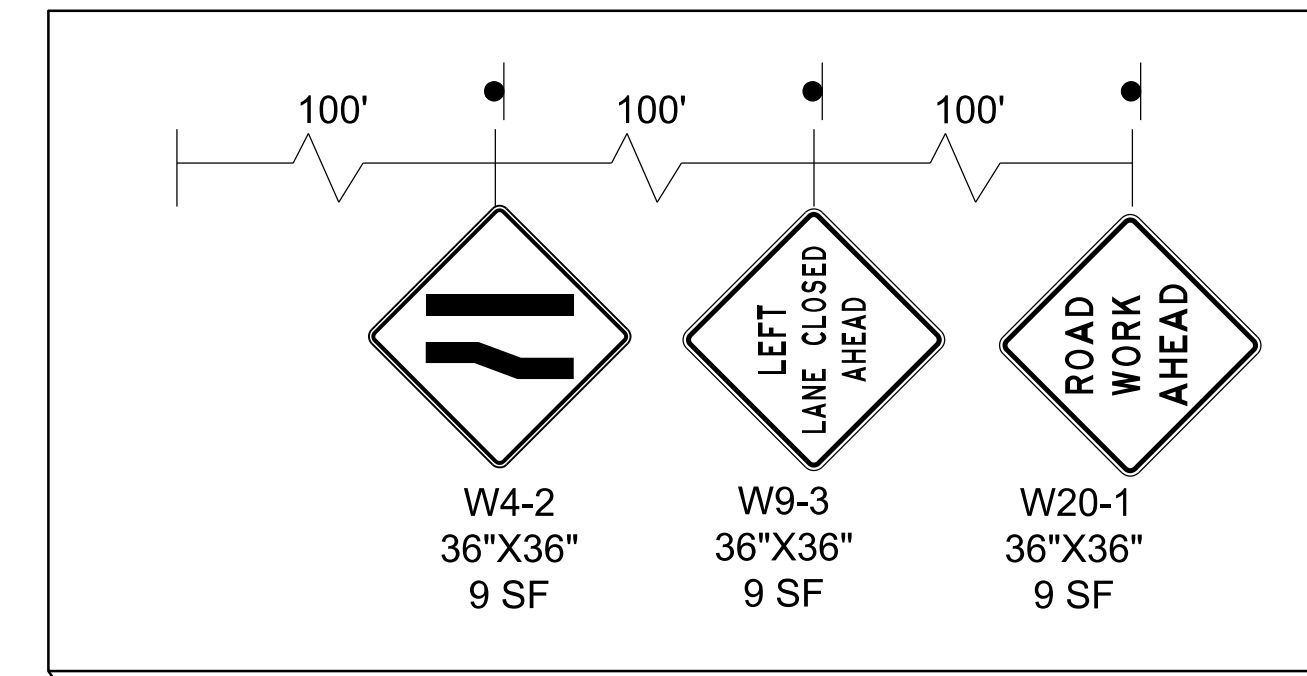
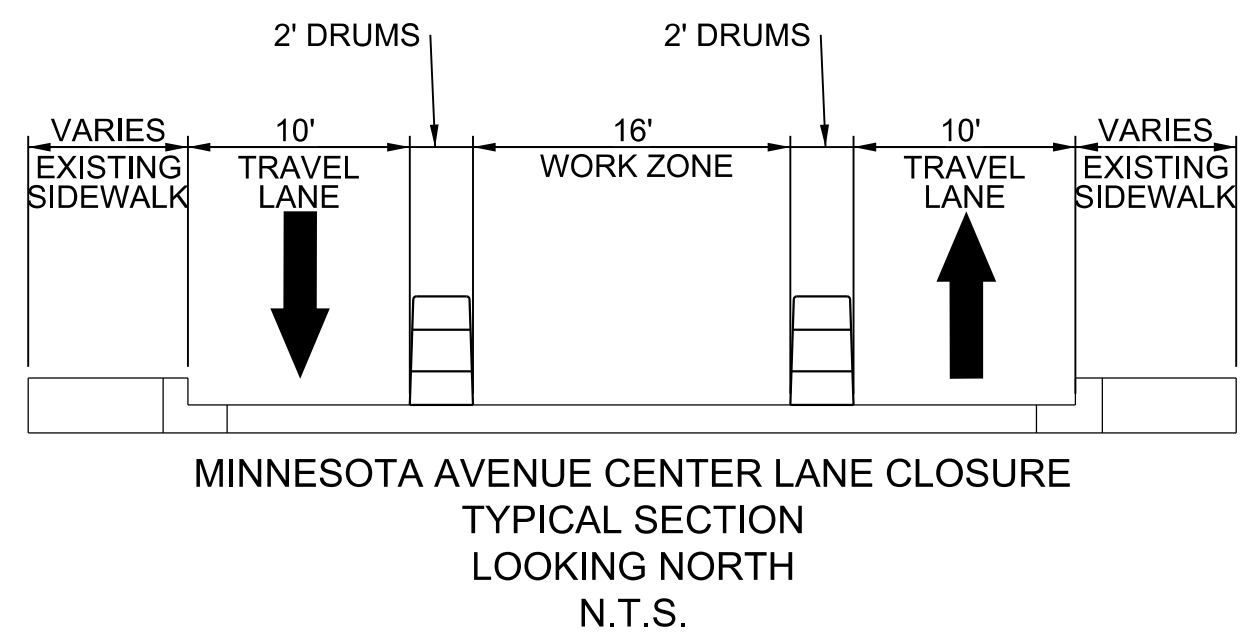
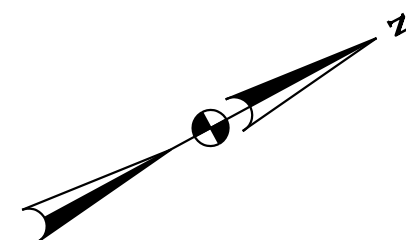
S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

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REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
3	D.C.		83	83

**NON-PEAK HOUR  
WORK ONLY**  
MAINTENANCE OF TRAFFIC  
SET UP

- SEQUENCE OF CONSTRUCTION - MEDIAN STAGE 3**
1. RELOCATE ALL ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES.
  2. DURING OFF-PEAK HOURS AS PER DDOT STANDARDS, INSTALL CENTER LANE PAVEMENT MARKINGS AND CONSTRUCT MEDIAN BEHIND BARRIER UNDER A TWO LANE CLOSURE (INNER SOUTHBOUND LANE AND INNER NORTHBOUND LANE) BY SHIFTING VEHICLE TRAFFIC TO OUTER CURB LANES/NO PARKING ZONES.
  3. REMOVE ADVANCE WARNING SIGNS AND CHANNELIZATION DEVICES, AND REOPEN LANES TO TRAFFIC.
- SEQUENCE OF CONSTRUCTION - MEDIAN STAGE 4 (NOT SHOWN)**
1. INSTALL FLEXIBLE DELINEATOR POSTS UNDER FLAGGING AND ROLLING CLOSURES.



**MINNESOTA AVENUE - CENTER LANE PAVEMENT MARKING INSTALLATION  
MEDIAN STAGE 3**

STA. 120+50 TO STA. 121+50  
STA. 126+83 TO STA. 129+00  
STA. 151+49 TO STA. 153+48  
STA. 167+27 TO STA. 170+20



**MOT LEGEND**

- WORK ZONE
- DRUMS
- TYPE III BARRICADE
- PEDESTRIAN DETOUR
- TRAFFIC FLOW ARROW
- ARROW PANELS

**PAVEMENT MARKING LEGEND**

- WHITE PAINTED LANE MARKING, 4 INCH
- WHITE PAINTED MARKING, 12 INCH
- WHITE PAINTED LANE EXTENSION MARKINGS, 2 FOOT LINE - 4 FOOT SKIP

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

S.I.F. NO. \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

FIRST SUBMISSION  
FEBRUARY 2022  
Not for Construction

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SAFETY DIVISION		FIELD CHECKED BY MP/TK
MINNESOTA AVENUE MULTIMODAL PROJECT FROM PENNSYLVANIA AVENUE SE TO A STREET SE TEMPORARY TRAFFIC CONTROL PLAN		DESIGNED BY YW
		DRAWN BY YWMP
RECOMMENDED FOR APPROVAL:		REVIEWED BY RF
TRAFFIC SIGNAL DESIGN ENGINEER	DATE 02 /2022	
TRAFFIC SIGNAL PROGRAM MANAGER	SCALE 1" = 20'	
APPROVED:	SHEET 83	OF 83
TRAFFIC SIGNAL DIVISION MANAGER /ASSOCIATE DIRECTOR	DRAWING NO. MT-16	
DATE: _____		

2/2/2022 R:\2019\08 DD01 ID10 Traffic Eng Des JMT\Task 25B - Minnesota Ave Multimodal\DWG\MOT\pMT\_P000\_Minnesota.dgn