DDOT Traffic Engineering and Safety

Standard Operating Procedures for Request for Roadway Modifications and Parking Adjustments

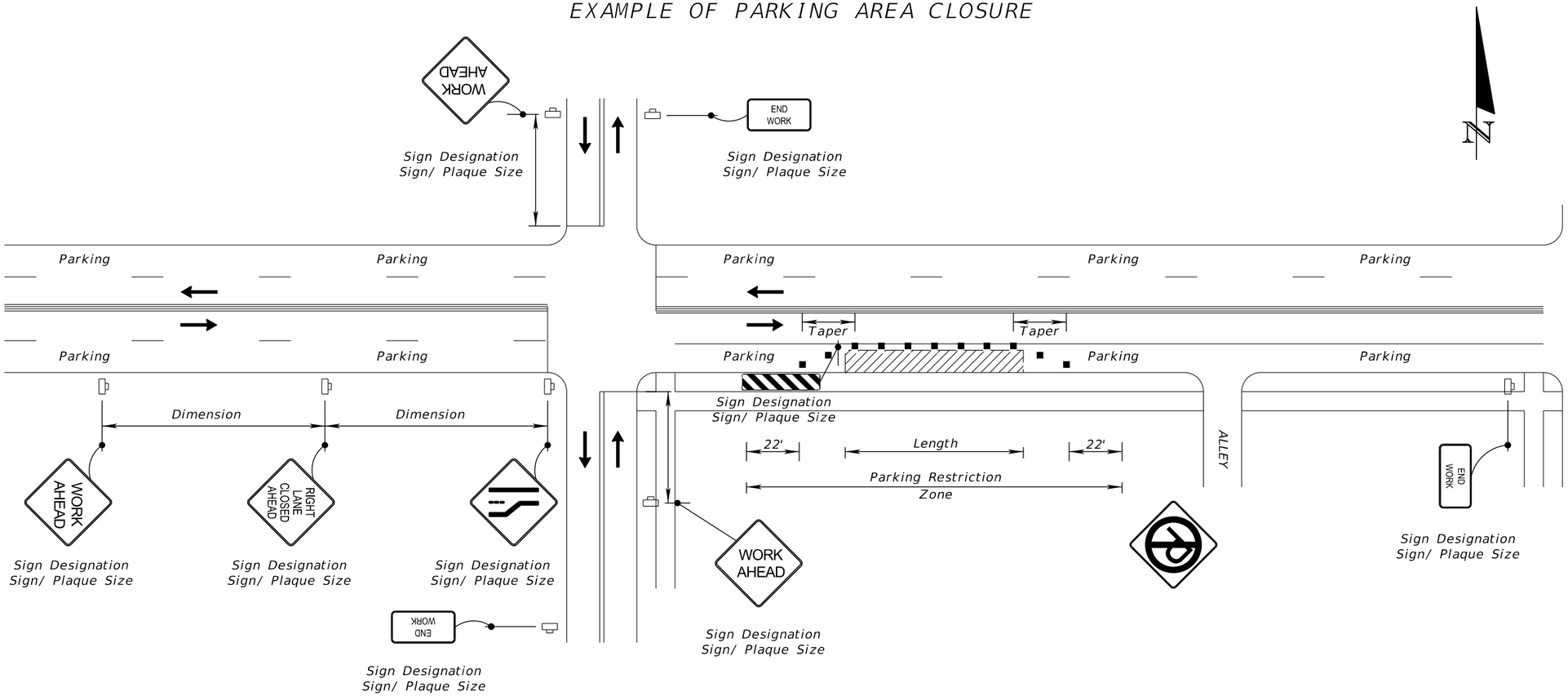
The DDOT Traffic Engineering Division Requires the following information for request to modify or adjust roadway operations and peak hour parking for special events. Depending on the location and time of day the requirements are listed below:

- Advance notice is required for any modifications (Emergency NO Parking Signs –Permit office to handle)
- Parking Meter Revenue must be paid (Permit office to handle)
- Notification to all District and Federal Agencies (basic Traffic Control Plan) – MPD, FEMS, HSEMA
- No bus stops or fire hydrants can be blocked
- Notification to all affected businesses, schools, Metro, Circulator, within the area
- Notification to all Media Outlets – radio, TV, cable, Twitter, Facebook etc.
- Notification to Vehicular, Bicycle and Pedestrian Traffic - Advance Warning, etc.
- Appropriate Pedestrian and ADA accommodations
- Traffic Signal Operation must be reviewed
- Appropriate Traffic Control Devices as per the Manual on Uniform Traffic Control Devices (MUTCD 2009) {Signs (regulatory, warning, detour, way finding) , Temporary Pavement Markings, Dynamic Message Signs (DMS) , Barricades, Cones, Channelizing and Lighting Devices, etc.}
- If the Traffic Engineering and Safety Team determines that additional assistance is needed at key locations-using the following criteria: location, vehicular-pedestrian-bicycle volume and conflicts, intersection complexity, special services, Homeland Security issues, etc. Then assistance will be needed from:
    a. Event organizers Certified Flaggers
    b. MPD/FEMS/ - U.S. Capitol Police, U.S. Protective Services, National Park Service Police, METRO Police etc.
- We reserve the right to modify and adjust any request due to traffic conditions

Coordinate with DDOT PIO and advise DDOT TMC, MPD, FEMS and HSEMA

PARKING AREA CLOSURE

EXAMPLE OF PARKING AREA CLOSURE



The following **must** be addressed/ provided in the plans but not limit to:

A. A conceptual MOT Plan shall be created, identifying current roadway configuration, lane line dimensions, length of the area to be occupied, preliminary duration and design of detours, lane closures and/or restrictions should be considered as well the impacts of construction on local access.

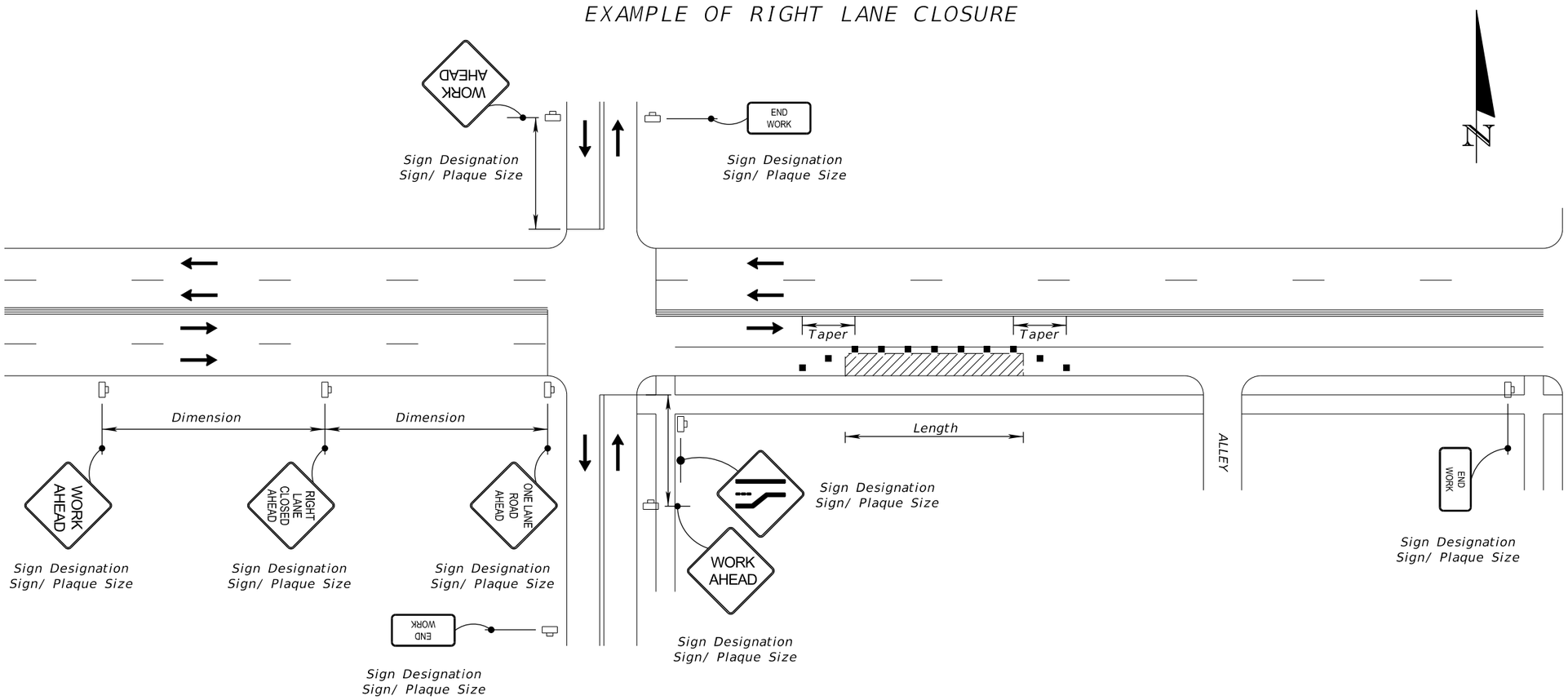
B. Identify existing fire hydrants, bus stops, parking meters (Do not block fire hydrant, bus stop, parking meters (without payment), and important utility structure. If bus stop or metro rail entrance is effected permit holder must contact and coordinate with WMATA and parking meter officials prior to the start of the project).

C. Identify existing alleys (Vehicular access to the alley shall be maintained. Alleys shall remain open if it provides access for trash collection and public service activities)

D. -Dimension between signs
-Merging Taper length (Please note Merging Taper should be at least L)
-Sign designation
-Sign/ plaque sizes, etc.

RIGHT LANE CLOSURE

EXAMPLE OF RIGHT LANE CLOSURE



The following **must** be addressed/ provided in the plans but not limit to:

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C. Identify existing alleys (Vehicular access to the alley shall be maintained. Alleys shall remain open if it provides access for trash collection and public service activities)

D. -Dimension between signs
-Merging Taper length (Please note Merging Taper should be at least L)
-Sign designation
-Sign/ plaque sizes, etc.

STREET CLOSURE

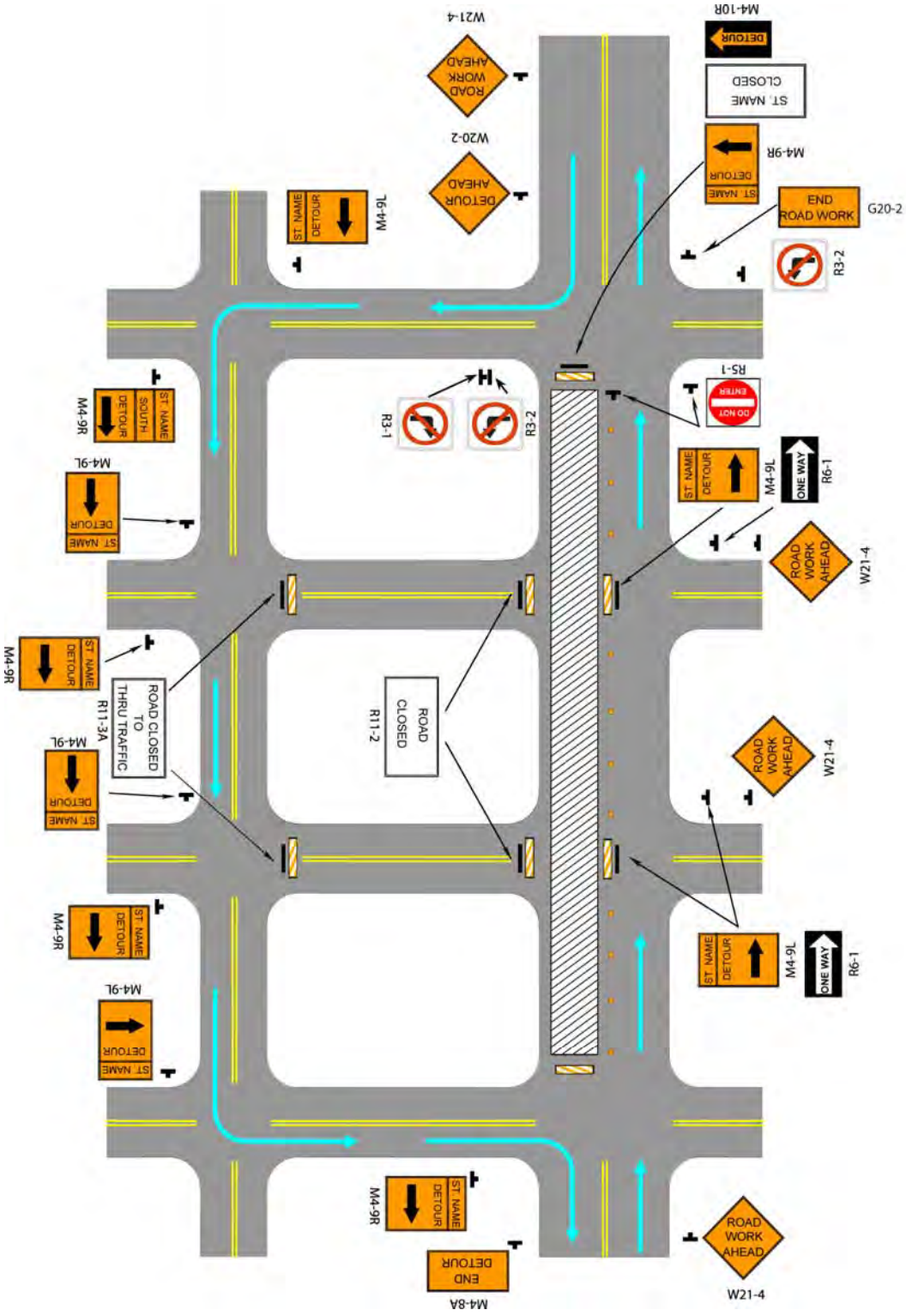


Figure 9-7. Typical Application: Road Closure and Detour for One Travel Direction

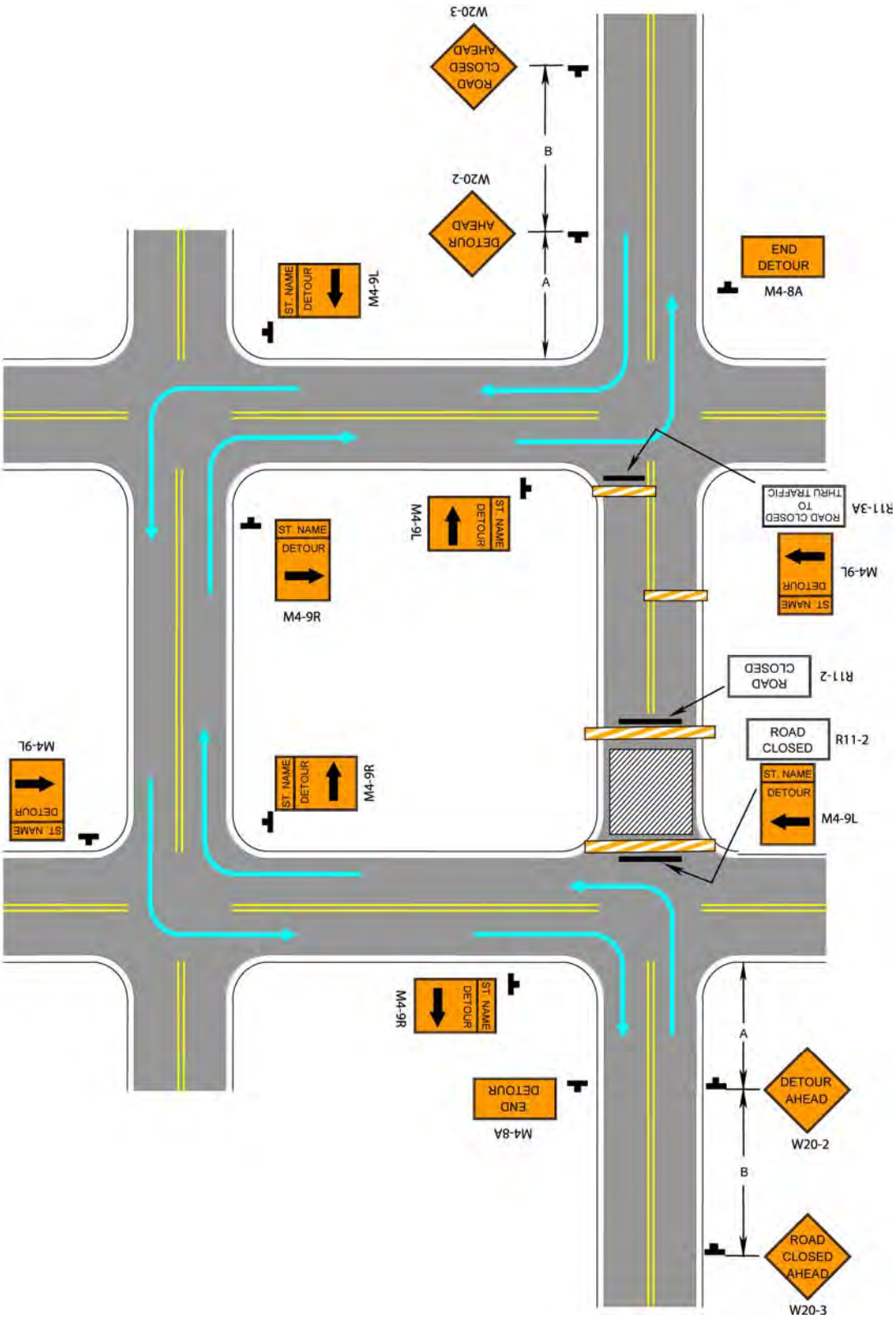
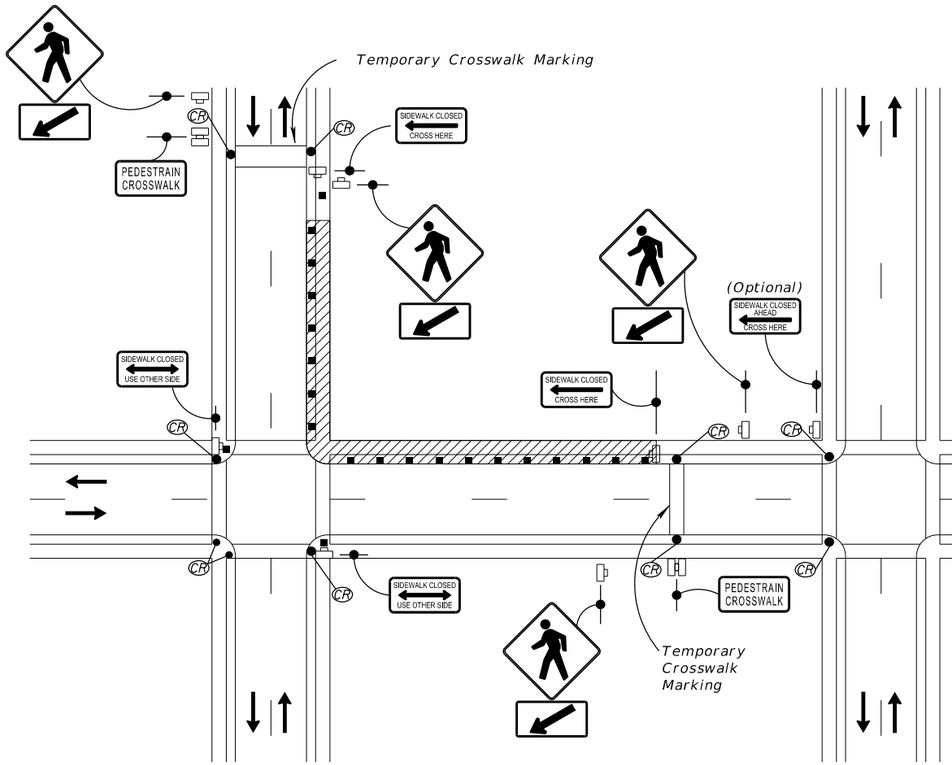
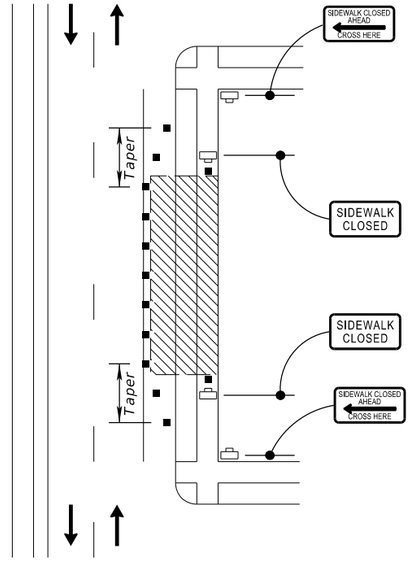


Figure 9-8. Typical Application: Road Closure and Detour for Two Travel Directions

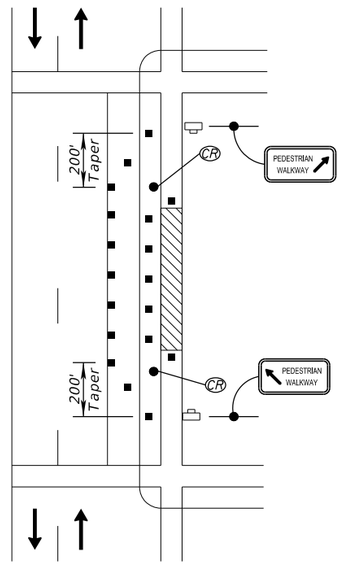
SIDEWALK CLOSURE



EXAMPLE OF CORNER SIDEWALK CLOSURE
WITH TEMPORARY CROSSWALKS



EXAMPLE OF
SIDEWALK CLOSURE



EXAMPLE OF SIDEWALK CLOSURE
WITH TEMPORARY WALKWAY

Appendix

Figure 6C-1. Component Parts of a Temporary Traffic Control Zone

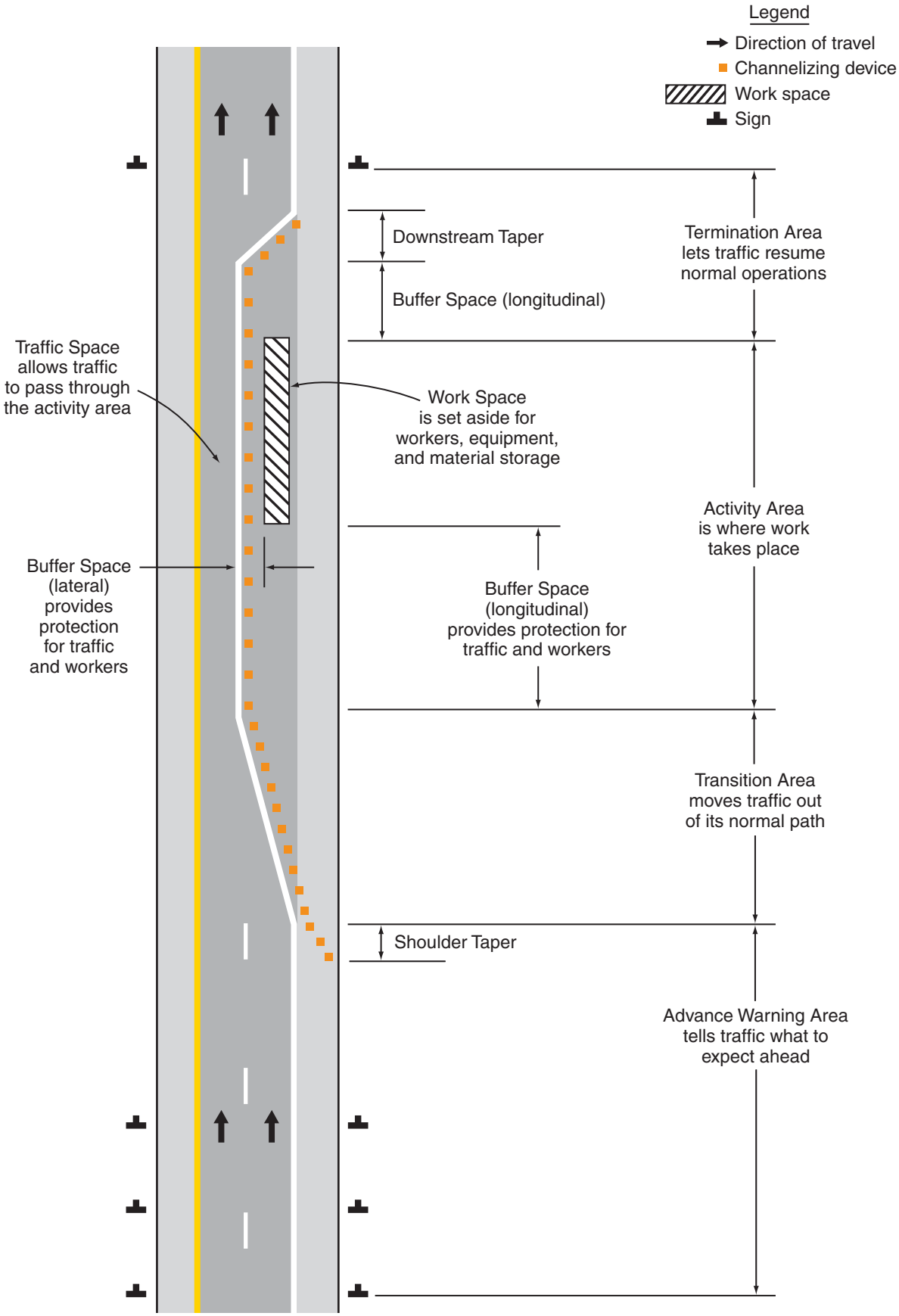
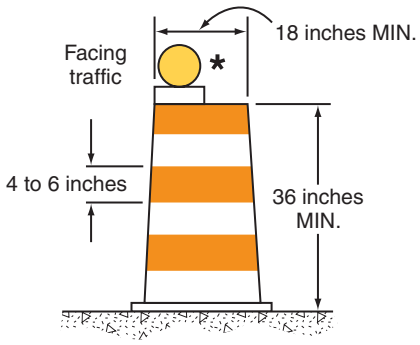
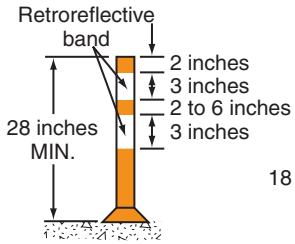


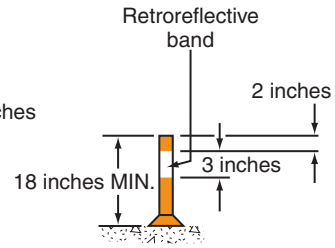
Figure 6F-7. Channelizing Devices



DRUM

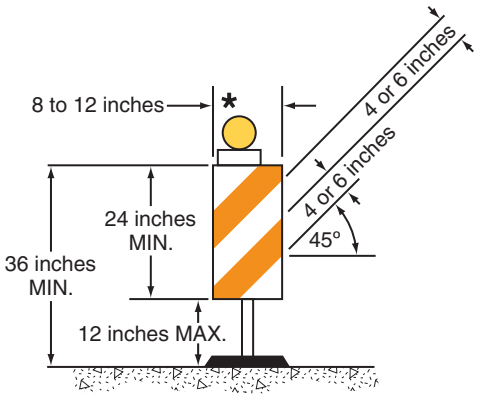


Night and/or freeway High-speed roadway (≥ 45 mph)

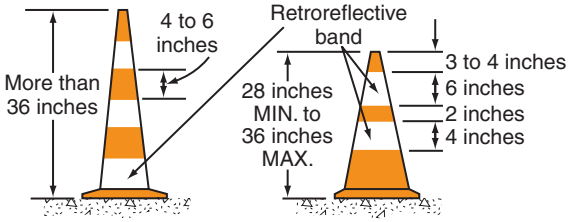


Day and low-speed roadway (≤ 40 mph)

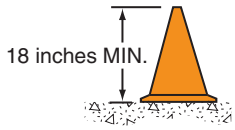
TUBULAR MARKERS



VERTICAL PANEL

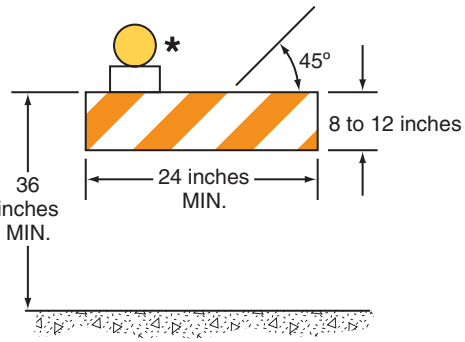


Night and/or freeway High-speed roadway (≥ 45 mph)

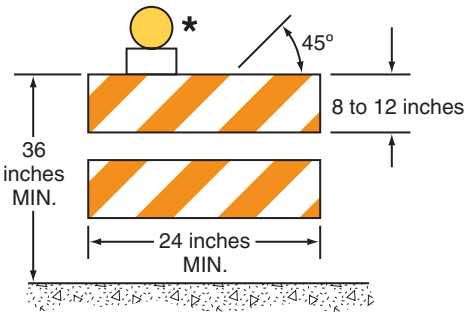


Day and low-speed roadway (≤ 40 mph)

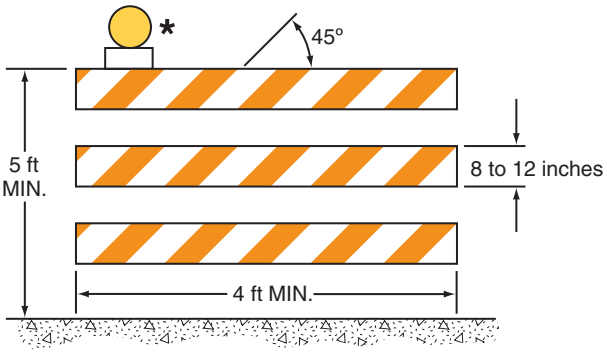
CONES



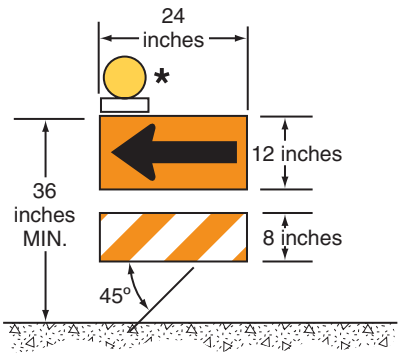
TYPE 1 BARRICADE **



TYPE 2 BARRICADE **



TYPE 3 BARRICADE **



DIRECTION INDICATOR BARRICADE **

* Warning lights (optional)

** Rail stripe widths shall be 6 inches, except that 4-inch wide stripes may be used if rail lengths are less than 36 inches. The sides of barricades facing traffic shall have retroreflective rail faces.

Table 6H-2. Meaning of Symbols on Typical Application Diagrams


Arrow board


Arrow board support or trailer (shown facing down)


Changeable message sign or support trailer


Channelizing device


Crash cushion


Direction of temporary traffic detour


Direction of traffic

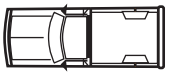

Flagger


High-level warning device (Flag tree)


Longitudinal channelizing device

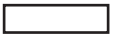

Luminaire


Pavement markings that should be removed for a long-term project


Shadow vehicle


Sign (shown facing left)


Surveyor


Temporary barrier

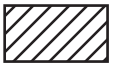

Temporary barrier with warning light


Traffic or pedestrian signal


Truck-mounted attenuator


Type 3 barricade


Warning light


Work space

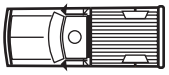

Work vehicle

Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by highway agency

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Table 6H-4. Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in feet
W = width of offset in feet
S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph