GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Office of the Director

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D.C. OFFICE OF ZONING
2003 JAN 24 PM 12: 39

MEMORANDUM

TO: Jerrily R. Kress, Director
Office of Zoning

FROM: Kenneth Laden
Associate Director
Transportation Policy and Planning

DATE: January 23, 2003

SUBJECT: BZA No. 16559
Morris and Gwendolyn Cafritz Foundation/Field School

Attached for your review is the traffic management plan prepared by Fort Myer Construction Corporation regarding construction on Foxhall Road in front of the Field School site.

Construction for the utility relocation, traffic signal installation and roadway widening is currently underway. Weather conditions may impact the date for the completion of construction but we still anticipate that construction will be completed by the end of January, or very early in February 2003.

Attachment

BZA
Case No. 16559
Exhibit No. 518

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.518

FORT MYER CONSTRUCTION CORPORATION
2237 33rd Street, NE • Washington, DC 20018-1594 • (202) 636-9535 • FAX (202) 526-8572

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To: DPW - BUREAU OF TRAFFIC SERVICES

Re: TRAFFIC CONTROL PLAN

Location: Foxhall Road, N.W. From W Street to Crescent Drive

Traffic Control Narrative

This shall act as a narrative to explain the traffic control plan for the above location. This street is considered an Upgrading location which means we will install new curb and gutter, sidewalks, and construct a turn lane as shown on the attached drawing. We will accomplish this work behind RIGHT LANE CLOSURE as detailed in the Manual of Uniform Traffic Control Devices and the DCDPW Standards (See typical attached). The RIGHT LANE CLOSURE will be set up and removed each day.

Certified flag men with radios will alternate traffic on Foxhall Road and protect traffic as trucks enter and leave the work zone. Steel plates will protect any trench excavation. All lanes will be open to traffic as we end each work day. The speed limit will not be changed. Bus traffic and turning radius will not be a factor with this lane closure. We expect to complete all work in 4 weeks.

If you have any questions please contact me at your convenience.

Very truly yours,
FORT MYER CONSTRUCTION CORPORATION

John M. Hamilton
Project Manager

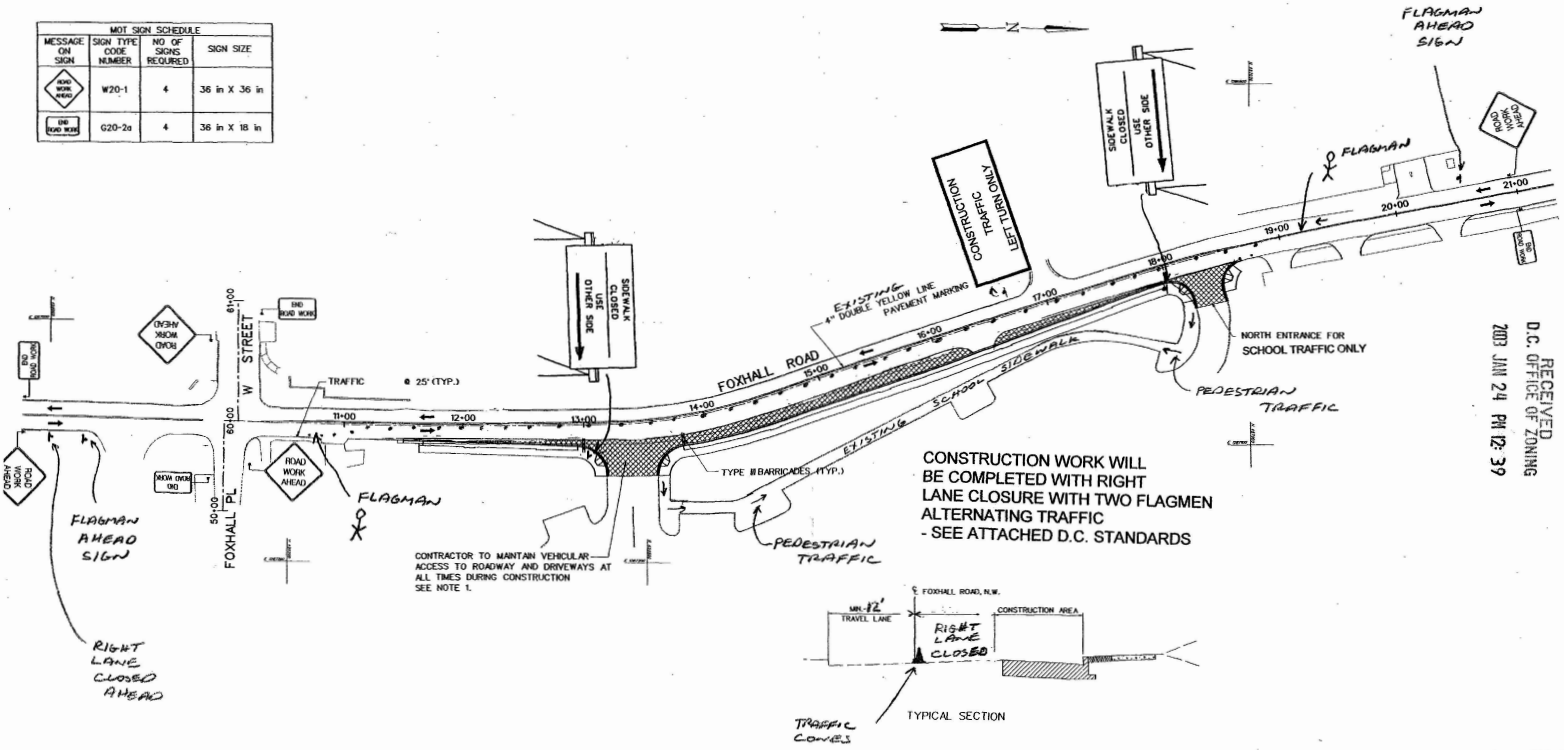
F.H.W.A. REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	S
3	D.C.	TCSP (003)	15	

MAINTENANCE OF TRAFFIC NOTES:

1. ALL TRAFFIC LANES SHALL BE A MINIMUM 10' - 6" WIDE, EXCEPT AS SHOWN ON THE PLANS.
2. THE CONTRACTOR SHALL PROVIDE PEDESTRIAN AND VEHICULAR ACCESS TO PROPERTIES AT ALL TIMES.
3. CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH TEMPORARY PAVEMENT MARKING OR CHANNELIZING DEVICES.

MOT SIGN SCHEDULE

MESSAGE ON SIGN	SIGN TYPE CODE NUMBER	NO OF SIGNS REQUIRED	SIGN SIZE
ROAD WORK AHEAD	W20-1	4	36 in X 36 in
END ROAD WORK	G20-2a	4	36 in X 18 in



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LEGEND

- CONSTRUCTION AREA
- TYPE III BARRICADES
- DIRECTION OF TRAFFIC
- PORTABLE PRECAST PCC BARRIER
- CONSTRUCTION ZONE ATTENUATOR

GRAPHIC SCALE

LDICA Legion Design / Campbell & Associates

D.C. DEPARTMENT OF PUBLIC WORKS
DISTRICT DIVISION OF TRANSPORTATIC

FOXHALL ROAD, N.W.
SAFETY IMPROVEMENTS
FROM W STREET TO FOXHALL CRESCENT DRIVE

PROJECT ENG. JDW
DESIGNED BY GR
CHECKED BY TS
DRAWN BY GR
PROJECT MGR. TS
DIVISION CH

TCP-APPROVAL CONDITIONS
DDOT-TSA
WORK ZONES PUBLIC SPACE BRANCH

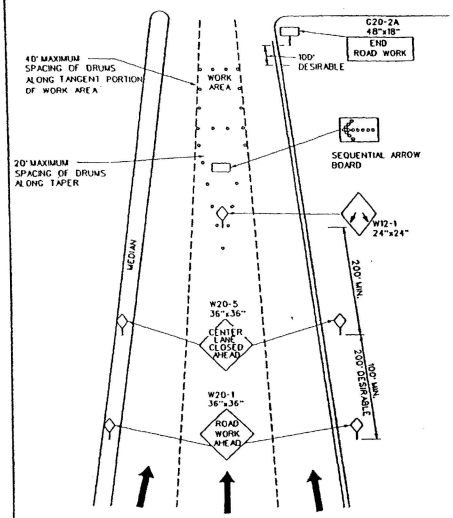
PG-1

EFFECTIVE 4-00 **UPDATED 10-02**

1. ALL TRAFFIC CONTROL SHALL CONFORM TO PART VI OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES {MUTCD} AND DDOT'S WORK ZONE MANUAL.
2. THE CONTRACTOR SHALL MAKE CERTAIN THAT THE PERSON OR PERSONS RESPONSIBLE FOR THE IMPLEMENTATION OF THE TRAFFIC CONTROL PLAN HAS SUCCESSFULLY COMPLETED TRAINING IN TEMPORARY TRAFFIC CONTROL AND HIS OR HER NAME AND QUALIFICATIONS SHALL SUBMITTED PRIOR TO WORK COMMENCING. ACCEPTED CERTIFYING ORGANIZATIONS ARE ATSSA, MDOT, VDOT OR EQUAL.
3. ALL FIELD PERSONNEL SHALL WEAR SAFETY VEST, HARD HATS AND OTHER REQUIRED PERSONAL PROTECTION EQUIPMENT.
4. CONTRACTOR SHALL PROVIDE FLAGGING OPERATIONS TO CONDITIONS DEEMED BY SELF OR DDOT. FLAGGERS SHALL BE TRAINED IN FLAGGING OPERATIONS.
5. ALL FLAGGING OPERATIONS SHALL USE A POLE MOUNTED "STOP"/"SLOW" PADDLE OF 24 INCHES IN DIAMETER WITH 6-INCH SERIES C LETTERS.
6. CONTRACTORS SHALL NOT CLOSE MORE THAN ONE LANE OF TRAFFIC IN ONE DIRECTION UNLESS OTHERWISE APPROVED.
7. ARROW PANELS ARE REQUIRED FOR LANE CLOSURES ON MAJOR ARTERIALS AND MAY BE DEEMED NECESSARY ON OTHER ROADWAYS.
8. 36" REFLECTIVE CONES ARE REQUIRED FOR MAINTENANCE OF TRAFFIC (MOT). 36" REFLECTIVE DRUMS SHALL BE USED FOR TAPERS ON FREEWAY SYSTEM.
9. TYPE III BARRICADES SHALL BE USED FOR ROAD CLOSURES. ADEQUATE ROAD CLOSURE AND DETOUR SIGNAGE SHALL BE INSTALLED TO GIVE MOTORIST GUIDANCE.
10. CONTRACTORS SHALL INSTALL "STEEL PLATE AHEAD" SIGNS WHENEVER PLATES HAVE BEEN INSTALLED.
11. DAYTIME WORK HOURS ARE BETWEEN 9:30am-3: 30pm OR AS APPROVED. → PER CONTRACT 7:00 AM TO 5:00 PM
12. NIGHT TIME WORK HOURS ARE BETWEEN 7:30pm-4: 30am OR AS APPROVED.
13. CONTRACTOR SHALL AT ALL TIMES HAVE COPIES OF TCP'S & PERMIT ON SITE AND AVAILABLE FOR INSPECTOR REVIEW.
14. ADVANCE WARNING SIGNS SHALL BE 48" X 48" R/O FLORESCENT ORANGE HIGH PERFORMANCE WIDE ANGLE (3M DIAMOND GRADE) RETRO-REFLECTIVE SHEETING. ROLL-UP SIGNS ARE APPROVED HOWEVER SIGN SHEETING SHALL BE FLOURESCENT ORANGE AND SOLID NOT MESH.
15. CONTRACTOR SHALL USE AND ADJUST SPRING-LOADED SIGN STANDS UP SO MOTORIST CAN SEE AND READ SIGN.
16. CONTRACTOR SHALL PLACE WARNING SIGNS AT BEGINNING OF INTERSECTIONS PREFERABLY BEHIND LAST VEHICLE IN PARKING/CURB LANE OR IF MID-BLOCK DRIVEWAYS ARE AVAILABLE PLACE BEHIND LAST VEHICLE IN PARKING/CURB LANE. DO NOT PLACE SIGN IN CROSSWALK.
17. ALL CONSTRUCTION VEHICLES OPERATING IN AND AROUND THE WORK ZONE SHALL OPERATE STROBE OR REVOLVING LIGHTS AT ALL TIMES. THESE LIGHTS SHOULD BE MOUNTED IN SUCH A MANNER THAT THEY ARE VISIBLE 360 DEGREES.
18. NO HOMEMADE CONSTRUCTION, REGULATORY OR GUIDE SIGNS ALLOWED.
19. DAMAGED, DIRTY OR DEFACED SIGNS ARE NOT APPROVED AND SHALL NOT BE USED.
20. ANY WORK THAT REQUIRES TEMPORARY NO-PARKING RESTRICTIONS FOR A CONTRACTOR TO PERFORM THEIR WORK THE CONTRACTOR SHALL REIMBURSE THE DISTRICT OF COLUMBIA ALL LOST REVENUE. (PARKING SVCS PHONE NOS. 202-671-2020)
21. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO RECORD METER NOS. AFFECTED BY THEIR WORK AND REPORT THOSE TO PARKING SERVICES.

PG-2

22. ALL CONTRACTORS SHALL MAINTAIN PEDESTRIAN CROSSWALKS AND WALKWAYS WHETHER PAVED OR NOT UNLESS OTHERWISE PROVIDED FOR IN PLANS APPROVED BY THE CITY. TEMPORARY WHEELCHAIR RAMPS SHALL ALSO BE INSTALLED AND MAINTAINED BY THE CONTRACTOR OR AS DEEMED NECESSARY BY DDOT. COMPLIANCE TO THE AMERICAN DISABILITIES ACT (ADA) IS REQUIRED.
23. CONTRACTOR VEHICLES AND EQUIPMENT IN PUBLIC SPACE REQUIRE A PERMIT.
24. ANY CONSTRUCTION IN RESIDENTIAL AND OR HOTEL ZONES REQUIRE DAYTIME WORK HOURS PERMIT UNLESS OTHERWISE APPROVED BY DDOT.
25. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS, GARAGES, ALLEYS AND LOADING DOCKS AT ALL TIMES.AS WELL AS ACCESS TO ALL BUSINESSES PRIVATE OR OTHERWISE.
26. CONTRACTOR MAY BE REQUIRED TO HIRE POLICE FOR PARKING AND WORK ZONE ENFORCEMENT.
27. CONTRACTOR SHALL NOTIFY APPROPRIATE ANC CHAIRPERSON IN WRITING, RESIDENTS AND/OR MERCHANTS OF PLANNED WORK/TCP THREE WEEKS IN ADVANCE.
28. THE CONTRACTOR IS REQUIRED TO NOTIFY THE FIRE AND OR POLICE DEPARTMENTS OF APPROVED ROAD CLOSURES.
29. ALL TRAFFIC CONTROL DEVICES NOT IN USE SHALL BE REMOVED FROM THE PUBLIC SPACE OR AS DIRECTED BY DDOT.
30. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MAY BE REQUIRED TO GIVE THE MOTORING PUBLIC ADVANCE NOTIFICATION OF ROAD CONDITIONS, ROAD WORK AND/OR EVENTS.
31. CONTRACTORS SHALL INSTALL COVERED WALKWAYS WHERE DDOT DEEM NECESSARY.



TYPICAL LANE CLOSURE-CITY STREET

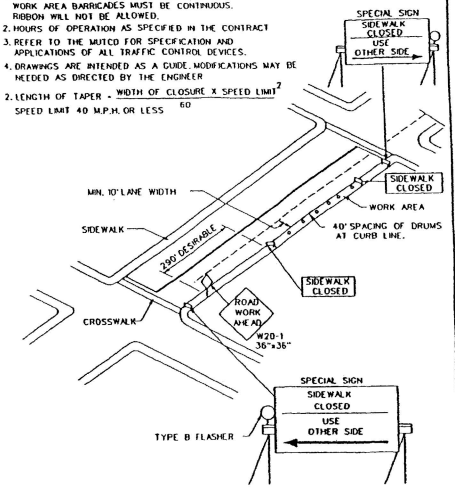
CONCRETE BASE REPAIR NIGHT HOURS

NOTES:

1. WHEN PEDESTRIANS CAN WALK ADJACENT TO WORK AREA BARRICADES MUST BE CONTINUOUS. RIBBON WILL NOT BE ALLOWED.
2. HOURS OF OPERATION AS SPECIFIED IN THE CONTRACT
3. REFER TO THE MUTCD FOR SPECIFICATION AND APPLICATIONS OF ALL TRAFFIC CONTROL DEVICES.
4. DRAWINGS ARE INTENDED AS A GUIDE. MODIFICATIONS MAY BE NEEDED AS DIRECTED BY THE ENGINEER.

2. LENGTH OF TAPER = $\frac{\text{WIDTH OF CLOSURE} \times \text{SPEED LIMIT}^2}{60}$

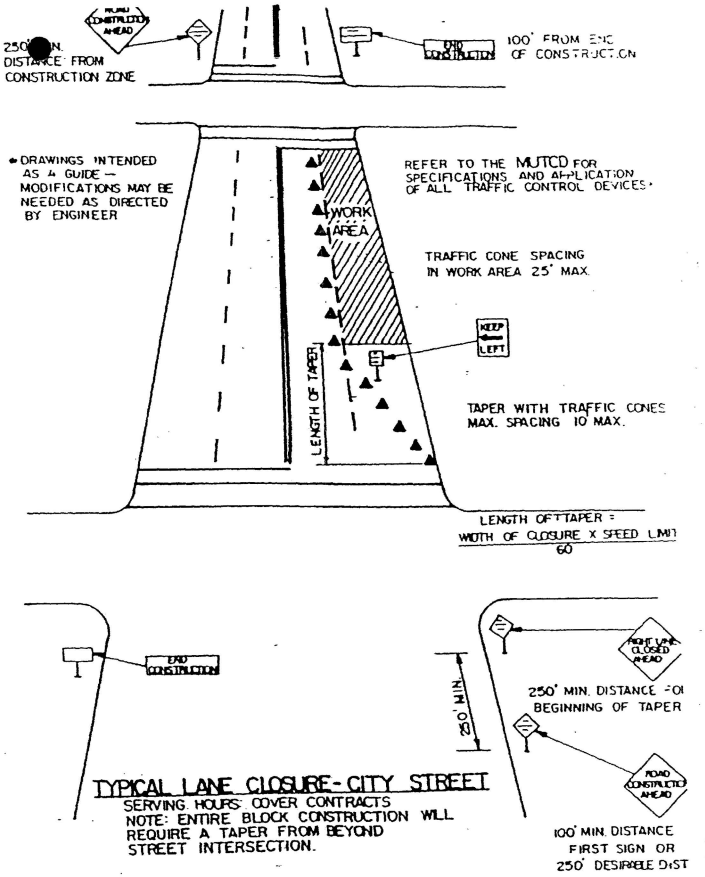
SPEED LIMIT 40 M.P.H. OR LESS



TYPICAL SIDEWALK CLOSURE-CITY STREET

DIRECT PEDESTRIANS TO NEAREST CROSSWALK

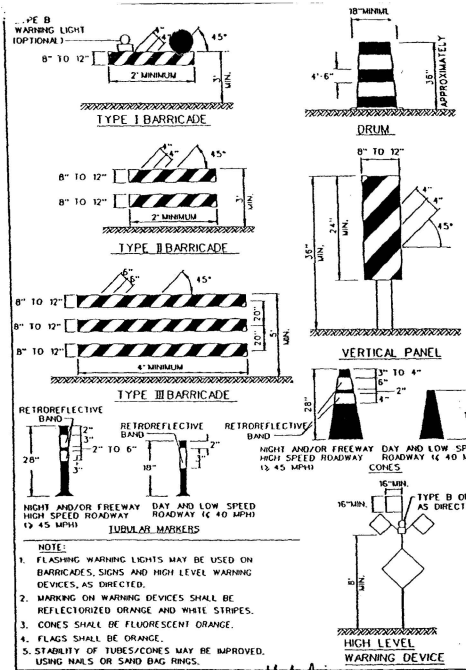
APPROVED: GARY A. BURCH, P.E. CHIEF TRANSPORTATION ENGINEER, DECA, DPW DATE: DECEMBER 10, 1999	REVIEWED: ALI ADAM PROJECT MANAGER DESIGN AND ENGINEERING DIVISION RECOMMENDED: HARBHAJAN S. SANDHU, P.E. CHIEF DESIGN AND ENGINEERING DIVISION	TYPICAL LANE CLOSURE CITY STREET	DISTRICT OF COLUMBIA DEPARTMENT OF PUBLIC WORKS DWG. NO. 616.13



TYPICAL LANE CLOSURE - CITY STREET

SERVING HOURS: COVER CONTRACTS

NOTE: ENTIRE BLOCK CONSTRUCTION WILL REQUIRE A TAPER FROM BEYOND STREET INTERSECTION.



NOTE:

1. FLASHING WARNING LIGHTS MAY BE USED ON BARRICADES, SIGNS AND HIGH LEVEL WARNING DEVICES, AS DIRECTED.
2. MARKING ON WARNING DEVICES SHALL BE RETROREFLECTORIZED ORANGE AND WHITE STRIPES.
3. CONES SHALL BE FLUORESCENT ORANGE.
4. FLAGS SHALL BE ORANGE.
5. STABILITY OF TUBES/CONES MAY BE IMPROVED, USING NAILS OR SAND BAG RINGS.

BARRICADE CHARACTERISTIC

TYPE*	I	II	III
WIDTH OF RAIL**	8" MIN-12" MAX	8" MIN-12" MAX	8"MIN-12" MAX
LENGTH OF RAIL***	2 FT. MIN.	2 FT. MIN.	4 FT. MIN.
WIDTH OF STRIPES**	6 IN.	6 IN.	6 IN.
HEIGHT	3 FT. MIN.	3 FT. MIN.	5 FT MIN.
NUMBER OF REFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS

* FOR WOODEN BARRICADES NOMINAL LUMBER DIMENSIONS WILL BE SATISFACTORY
** FOR RAIL LESS THAN 3 FEET LONG, 4 INCH WIDE STRIPES SHALL BE USED.
*** BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS, AND OTHER HIGH SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 SQUARE INCHES OF REFLECTIVE AREA FACING TRAFFIC.

WARNING LIGHTS

	TYPE B HIGH INTENSITY	TYPE C * STEADY BURN
LENS DIRECTIONAL FACES	1	1 OR 2
FLASHING RATE PER MINUTE	55 TO 75	CONSTANT
FLASH DURATION[1]	8%	CONSTANT
MINIMUM EFFECTIVE INTENSITY[2]	35 CANDELAS	———
MINIMUM BEAM CANDLE POWER[2]	———	2 CANDELAS
HOURS OF OPERATION	24 HRS/DAY	DUSK TO DAWN

1. LENGTH OF TIME THAT INSTANTANEOUS INTENSITY IS EQUAL TO OR GREATER THAN EFFECTIVE INTENSITY.
2. THESE VALUES MUST BE MAINTAINED WITHIN A SOLID ANGLE 5° ON EACH SIDE OF THE VERTICAL AXIS, AND 5° ABOVE AND 5° BELOW THE HORIZONTAL AXIS.

* STEADY BURN LIGHTS ONLY TO BE USED INDIVIDUALLY AS SPECIFIED IN THE T.C.P.

NOTE: (Continued)

6. TIMBER BARRICADES SHALL NOT BE USED ON ANY CONSTRUCTION PROJECTS AS A POSITIVE BARRIER AT ANY SPEED.
7. WHEN POSITIVE BARRIERS ARE NEEDED, DEVICES SUCH AS PRECAST TEMPORARY CONCRETE BARRIERS AND METAL BEAM SYSTEMS SHALL BE USED.
8. SAFETY DRUMS SHALL BE USED WHEN CHANNELIZATION AND DELINEATION IS THE PRIMARY NEED. DEVICES SUCH AS PORTABLE BARRICADES, CONES, VERTICAL PANELS, ETC., MAY BE USED AS DIRECTED.
9. ALIGNMENT OF STRIPING ON SUCCESSIVE BARRICADES SHALL BE CONSISTANT OR DOWN TOWARDS THE DIRECTION OF TRAFFIC FLOW.
10. ALL REFLECTORIZED SURFACES ON DRUMS, CONES, BARRICADES, ETC., SHALL BE TYPE III HIGH INTENSITY SHEETING.

APPROVED: _____
GARY A. BURCH, P.E.
CHIEF TRANSPORTATION ENGINEER
FOR DECA, DPW

DATE: DECEMBER 10, 1999

REVIEWED: _____
ALI AGAH
PROJECT MANAGER
DESIGN AND ENGINEERING DIVISION

RECOMMENDED: _____
HARBHAJAN S. SANDHU, P.E.
CHIEF
DESIGN AND ENGINEERING DIVISION

WARNING DEVICE FOR TRAFFIC MAINTENANCE DURING CONSTRUCTION

DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS

DWG. NO. 616.05