

PEDESTRIAN SAFETY AND WORK ZONE STANDARDS

Covered and Open Walkways





PEDESTRIAN SAFETY AND WORK ZONE STANDARDS

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DEPARTMENT OF TRANSPORTATION ADMINISTRATIVE ISSUANCE SYSTEM

DEPARTMENTAL ORDER NO. 2008-OD-02 DATE: December 14, 2007

SUBJECT: District Department of Transportation Pedestrian Safety and Work Zone Standards

I. PURPOSE

To provide guidance and standards to District Department of Transportation employees for reviewing construction of protected walkways on the sidewalks and roadways of the District of Columbia as part of a required traffic control plan and to provide guidance on the preferred methods for routing pedestrians safely through work zones occupying public space in the District of Columbia.

II. AUTHORITY

Sections 3b 5(3) and 5(4) of the Department of Transportation Establishment Act of 2002 (D.C. Official Code §§ 50-921.02(b), and 50-921.04(3), 50-921.04(4))

III. POLICY

The District Department of Transportation (DDOT) is responsible for regulating the temporary occupancy of public space during construction on both private property and public space. As a part of this responsibility, DDOT reviews and approves traffic control plans governing the safe routing of pedestrians and vehicles around the work zone in public space.

To ensure that work zones adjacent to sidewalks minimize disruption to the normal pedestrian pathways while providing adequate protection for pedestrians, DDOT shall review all traffic control plans that include a covered walkway on the sidewalk or the roadway or that include an open walkway on the sidewalk or in the roadway and are submitted with applications for public space permits to ensure that the plan is consistent with the standards in the District Guideline and Standards for Traffic Control: Work Zone Safety Pocket Guide and the District Temporary Traffic Manual: Work Zone Manual 2006 Edition.

It is the general policy of DDOT that, in accordance with the Manual on Uniform Traffic Control Devices, 2003 Edition, traffic control plans should replicate the existing pedestrian pathway as nearly as practical and that the pedestrian pathway should not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. All traffic control plans

submitted with applications for public space permits shall include a schedule of work. The proposed traffic control plan shall provide a pedestrian pathway consistent with the phase of work as outlined in the District Guideline and Standards for Traffic Control: Work Zone Safety Pocket Guide, the District Temporary Traffic Manual: Work Zone Manual 2006 Edition and the attached document titled Pedestrian Protections and Phases of Construction.


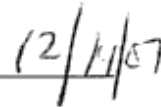
Modification from this policy is allowed based on site-specific conditions. Modification must be requested in writing when submitting the traffic control plan and public space permit application. The request must explain the nature of the modification requested and the site-specific conditions that require the modification.

IV. ISSUANCE APPLICABILITY

This Departmental issuance shall be distributed to each DDOT employee for his or her review based on the applicability of this policy to his or her job.

V. EFFECTIVE DATE

This policy shall take effect immediately upon the execution of this Order.

 
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Covered Walkways on the Sidewalk

- 1. Specifications and Drawings:** Specifications and drawings of the covered walkway must be submitted with the traffic control plan and the public space occupancy permit application. The drawings must show the side view, front view and cross section of the covered walkway and must be stamped and signed by a Professional Engineer licensed by the District of Columbia. If and when DDOT publishes specifications and standard drawings stamped and signed by the Chief Engineer, these drawings may be used with the application. A traffic control plan for the construction of the covered walkway must also be provided with the application.
- 2. ADA Compliance:** All covered walkways constructed under this section must provide an accessible pedestrian route in accordance with the requirements of the Americans with Disabilities Act (ADA). This includes, but is not limited to: constructing structural floors when required (see number 3 below) that have a surface that is firm, stable and slip resistant, and that is compliant in slope, counter slope, vertical clearances, turning radii and surface discontinuities; providing compliant ramps connecting the structural floor to an existing pedestrian accessible route; and implementing sufficient measures to ensure the safety and welfare of the pedestrian(s) traversing the site. All ramps with a rise greater than six inches (6 in) shall be constructed with handrails on both sides of the ramp.
- 3. Floor:** Structural floors are not required unless needed to cross an opening or an obstruction in the sidewalk, to comply with requirements of the ADA, or as directed by DDOT. Otherwise, the sidewalk may serve as the floor of the covered walkway. Any structural floor provided shall be constructed of planking closely laid and made tight. The floor shall be designed for a live load of three hundred pounds per square foot (300 psf), shall be treated with a non-slip coating, provide adequate drainage, and shall comply with the ADA requirements (see item 2 above).
- 4. Roof:** Roofs of covered walkways shall consist of planking no less than the industry standard nominal thickness of two inches (2 in), closely laid, made water tight, and covered with exterior grade fire resistant plywood. All sill plates and posts shall be Ground Contact rated pressure-preservative treated material. All fasteners shall be galvanized steel. The roof shall be designed to carry a live load of at least 200 pounds per square foot (200 psf). For covered walkways adjacent to buildings 100 feet or less in height, the roof shall be designed to carry a live load of at least 150 pounds per square foot (150 psf).
- 5. Height:** Covered walkways shall have a clear and unobstructed ceiling height of not less than eight feet (8 ft).
- 6. Width:** Covered walkways shall have a clear unobstructed width of not less than eight feet (8 ft) in the Central Business District and six feet (6 ft) in all other areas. Width is to be measured from wall to wall and not from handrail to wall or handrail to handrail. Covered walkways shall not allow unprotected passage along the sidewalk on either side of the covered walkway.
- 7. Lighting:** The interior of the covered walkway shall be lighted at all times. Lights shall be installed on the ceiling and the level of illumination shall be the equivalent of that produced by 100 watt, 1,700 lumen minimum, standard incandescent lamps enclosed in vandal-resistant fixtures and spaced fifteen feet (15 ft) apart and eight feet (8 ft) above the floor level. Lights must be left on overnight. Lighting shall be inspected nightly, and burned out or inoperative

lights shall be replaced or repaired by the next business day. Lighting shall comply with the National Electrical Code and the District of Columbia Electrical Code.

8. **Structural Members:** The structural members of the covered walkway shall be adequately braced and connected to prevent displacement or distortion of the frame work.
9. **Construction Facing Side:** The side of the covered walkway facing the construction area shall be completely enclosed with plywood, except that the side may have openings, at the discretion of the permit holder and adequately protected by screening, that allow pedestrians to view the work site.
10. **Roadway Facing Side:** The side of the covered walkway facing the roadway shall not be built within or on any tree box and shall be set back from the face of curb by a minimum of one (1) foot. The side of the covered walkway facing the roadway may be constructed of chain link, plywood (only to the height of 3' 6" from grade), or bracings. Within forty five feet (45 ft) of the intersection of two streets the side(s) facing the roadway shall be constructed to maintain an unobstructed line of sight for drivers in the roadway and pedestrians using the covered walkway. The intersection of two streets is the point of intersection of the curb lines extended. If the covered walkway is constructed with a structural floor, the side of the covered walkway facing the roadway shall be either continuous non-flexible material to a height of 3' 6" or it shall be provided with continuous upper and lower railings running the length of the covered walkway at heights sufficient to prevent pedestrians from straying off the structural floor.
11. **Building Entry:** If the building is actively in use while the covered walkway is in place, the covered walkway shall be designed to maintain ADA accessible entry to and exit from the building. It shall have signs or stenciling indicating the names of the stores or businesses that can be accessed directly from the covered walkway. Hand written signs are not to be used in a covered walkway.
12. **Hand Rail:** A continuous handrail shall be installed along at least one side of the covered walkway to aid pedestrians. The handrail shall comply with the requirements of ADA. Current requirements are that the top of the handrails shall be between thirty four inches and thirty eight inches (34 in-38 in) from grade; the clearance between the handrail gripping surface and the adjacent surface shall be a minimum of one and one half inches (1 ½ in); the rails cannot be obstructed along their top or sides; and handrails shall extend horizontally above the landing for twelve inches (12 in) minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous with an adjacent rail.
13. **Transit Access:** The covered walkway shall be designed to maintain ADA compliant access from the sidewalk to any Metrorail entrance, operating bus stop, or bus shelter.
14. **Directional Signs:** The covered walkway shall have signs or stenciling at all entry points, including those from a Metrorail entrance or operating bus stop, indicating the next intersection and street names in either direction of travel through the covered walkway. Hand written signs are not to be used in a covered walkway.
15. **Alternate Materials:** Steel or other materials having equivalent strength and suitability may be used in lieu of wood to construct covered walkways. If alternate materials are selected then they must satisfy the requirements of ADA in the application in which they will be used.

- 16. Postings, Graffiti, Advertising:** Other than signs allowed under Title 12A section 3107.8 of the District of Columbia Municipal Code, the walls, roof, and floor of the covered walkway shall be maintained free of postings, graffiti or advertising of any type. Any such material shall be removed or appropriately covered by the permit holder within 24 hours or the next business day. Failure to remove or cover the material may result in suspension or revocation of the public space permit and/or a stop work order for the site until the covered walkway is brought into compliance.
- 17. Sidewalk Fixtures:** The covered walkway shall be designed to incorporate any existing sidewalk fixture, such as fire hydrants, light poles, traffic signal devices, parking meters, trash receptacles, bus stops and bus shelters, and benches. The covered walkway cannot cover or obstruct in any way traffic operation signage and signals, including those related to parking. If the covered walkway cannot be constructed without the removal of an existing sidewalk fixture, the permit holder shall provide in writing to DDOT details about: which fixture(s) are to be removed; where they will be stored pending the completion of the work; and how they will be restored upon removal of the covered walkway. Approval by DDOT must be obtained in writing prior to the removal of any fixture.
- 18. Tree Protection:** Under no circumstances shall a street tree be removed, pruned, or disfigured for the construction or razing of the covered walkway except under a valid tree removal permit issued by the District Department of Transportation. No trees shall be used as an attachment point to support the covered walkway. Damage to any tree caused by the construction or placement of the covered walkway subjects the permit holder to fines. The covered walkway shall be constructed to provide adequate tree and tree root protection as specified in DDOT's Standard Specifications for Highways and Structures.
- 19. Removal:** The covered walkway shall be removed immediately upon completion of the building construction/repair work, or the end of any potential hazard to pedestrians. Removal of the covered walkway shall be done without damage to any tree or the tree canopy. A traffic control plan for the razing of the covered walkway must also be provided and approved by DDOT prior to removal of the covered walkway.
- 20. Modification Requests:** All standards noted above are subject to modification based on site-specific conditions. This request must be submitted in writing along with the traffic control plan and public space permit application; and must explain the modification and the site-specific conditions that require the modification. Once approved no modifications are allowed without the prior written approval of the work zone technician that approved the traffic control plan. In cases where, in the professional judgment of the site superintendent or his or her designee, field modification is required to prevent an imminent threat to public health or safety, field modifications are allowed. In such cases the work zone technician that approved the traffic control plan must be notified of the change within 24 hours and a traffic control plan showing the change must be submitted to that work zone technician within 72 hours. The work zone technician must either approve or disapprove the request in writing. If the change is approved, then the new traffic control plan becomes a part of the permit already issued for the original traffic control plan. If the work zone technician determines that the change is not required then the superintendent or his or her designee must return the work zone to its original approved condition.

Covered Walkways in the Roadway

1. **Specifications and Drawings:** Specifications and drawings of the covered walkway must be submitted with the traffic control plan and the public space permit application for occupancy of public space. The drawings must show the side view, front view and cross section of the covered walkway and must be stamped and signed by a Professional Engineer licensed by the District of Columbia. If and when DDOT publishes specifications and standard drawings stamped and signed by the Chief Engineer, these drawings may be used when applying for a public space permit. A traffic control plan for the construction of the covered walkway must also be provided with the application.
2. **ADA Compliance:** All covered walkways constructed under this section must provide an accessible pedestrian route in accordance with the requirements of the Americans with Disabilities Act (ADA). This includes, but is not limited to: constructing structural floors when required (see number 4 below) that have a surface that is firm, stable and slip resistant, and that is compliant in slope, vertical clearances, turning radii and surface discontinuities; implementing sufficient measures to ensure the safety and welfare of the pedestrian(s) traversing the site; and provide an ADA-compliant ramp from the curb to the covered walkway at both ends. All ramps with a rise greater than six inches (6 in) shall be constructed with handrails on both sides of the ramp.
3. **Floor:** If the floor (roadway surface) is uneven, the roadway shall be leveled using asphalt patching. Temporary metal plates are not to be used at any point as the floor of a covered walkway in the roadway. If temporary metal plates are required they must be covered with an ADA compliant platform.
4. **Roof:** The roof of the covered walkway shall consist of planking no less than the industry standard nominal thickness of two inches (2 in), closely laid, made water tight, and covered with exterior grade fire resistant plywood. All sill plates and posts shall be Ground Contact rated pressure-preservative treated material. All fasteners shall be galvanized steel. The roof shall be designed to carry a live load of at least 200 pounds per square foot (200 psf). For covered walkways adjacent to buildings 100 feet or less in height, the roof shall be designed to carry a live load of at least 150 pounds per square foot (150 psf).
5. **Height:** Roadway covered walkways shall have a clear and unobstructed ceiling height of not less than eight feet (8 ft).
6. **Width:** Roadway covered walkways in the must have a clear unobstructed width of 5 feet. When practical 6 feet is the DDOT preferred width.
7. **Lighting:** The interior of the covered walkway in the roadway shall be lighted at all times. Lights shall be installed on the ceiling and the level of illumination shall be the equivalent of that produced by 100 watt, 1,700 lumen minimum, standard incandescent lamps enclosed in vandal-resistant fixtures and spaced fifteen feet (15 ft) apart and eight feet (8 ft) above the floor level. Lights must be left on overnight. Lighting shall be inspected nightly, and burned out or inoperative lights shall be replaced or repaired by the next business day. Lighting shall comply with the National Electrical Code and the District of Columbia Electrical Code.
8. **Structural Members:** The structural members of the covered walkway shall be adequately braced and connected to prevent displacement or distortion of the frame work.

9. **Construction Facing Side:** The side of the covered walkway facing the construction area shall be completely enclosed with plywood, except that the side may have openings, at the discretion of the permit holder and adequately protected by screening, that allow pedestrians to view the work site. When there is no hazard to pedestrians in the covered walkway from material in the construction site, the construction side of the covered walkway may be constructed of chain link fencing, with light debris mesh when necessary. No light debris mesh shall be installed within 30 feet of the intersection of two roadways.
10. **Roadway Facing Side:** The side of the covered walkway facing the travel lanes of the roadway must have either jersey barriers or equivalent NCHRP 350 certified water filled barriers. The wall of the covered walkway facing the travel lanes may be attached to the top of the jersey/water filled barriers or may rest on the roadbed inside of the jersey/water filled barriers. Barriers are to have reflectors placed in accordance with DDOT traffic control standards
11. **Building Entry:** If the building is actively in use while the covered walkway is in place, the covered walkway shall be designed to maintain ADA accessible entry to and exit from the building. It shall have signs or stenciling indicating the names of the stores or businesses that can be accessed directly from the covered walkway. Hand written signs are not to be used in a covered walkway.
12. **Hand Rail:** A continuous handrail shall be installed along at least one side of the covered walkway to aid pedestrians. The handrail shall comply with the requirements of ADA. Current requirements are that the top of the handrails shall be between thirty four inches and thirty eight inches (34 in-38 in) from grade; the clearance between the handrail gripping surface and the adjacent surface shall be a minimum of one and one half inches (1 ½ in); the rails cannot be obstructed along their top or sides; and handrails shall extend horizontally above the landing for twelve inches (12 in) minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous with an adjacent rail.
13. **Transit Access:** The covered walkway shall be designed to maintain ADA compliant access from the sidewalk to any Metrorail entrance, operating bus stop, or bus shelter.
14. **Directional Signs:** The covered walkway must provide proper signage (Manual on Uniform Traffic Control Devices (MUTCD) compliant) that directs pedestrians to a particular pathway. The covered walkway shall have signs or stenciling at all entry points, including those from a Metrorail entrance or operating bus stop, indicating the next intersection and street names in either direction of travel through the covered walkway. Hand written signs are not to be used in a covered walkway.
15. **Alternate Materials:** Steel or other materials having equivalent strength and suitability may be used in lieu of wood to construct covered walkways. If alternate materials are selected then they must satisfy the requirements of ADA in the application in which they will be used.
16. **Postings, Graffiti, Advertising:** Other than signs allowed under Title 12A section 3107.8 of the District of Columbia Municipal Code, the walls, roof, and floor of the covered walkway shall be maintained free of postings, graffiti or advertising of any type. Any such material shall be removed or appropriately covered by the permit holder within 24 hours or the next business day. Failure to remove or cover the material may result in suspension or revocation of the public space permit and/or a stop work order for the site until the covered walkway is brought into compliance.

17. **Sidewalk Fixtures and Catchbasins:** The covered walkway shall be designed to incorporate any existing sidewalk fixture, such as fire hydrants, light poles, traffic signal devices, parking meters, trash receptacles, vaults and manholes, bus stops and bus shelters, and benches. The covered walkway cannot cover or obstruct in any way traffic operation signage and signals, including those related to parking. The covered walkway cannot block access or drainage to catchbasins. If the covered walkway cannot be constructed without the removal of an existing sidewalk fixture, the permit holder shall provide in writing to DDOT details about: which fixture(s) are to be removed; where they will be stored pending the completion of the work; and how they will be restored upon removal of the covered walkway. Approval by DDOT must be obtained in writing prior to the removal of any fixture.
18. **Tree Protection:** Under no circumstances shall a street tree be removed, pruned, or disfigured for the construction or razing of the covered walkway except under a valid tree removal permit issued by the District Department of Transportation. No trees shall be used as an attachment point to support the covered walkway. Damage to any tree caused by the construction or placement of the covered walkway subjects the permit holder to fines. The covered walkway shall be constructed to provide adequate tree and tree root protection as specified in DDOT's Standard Specifications for Highways and Structures.
19. **Removal:** The covered walkway shall be removed immediately upon completion of the building construction/repair work, or the end of any potential hazard to pedestrians. Removal of the covered walkway shall be done without damage to any tree or the tree canopy. A traffic control plan for the razing of the covered walkway must also be provided and approved by DDOT prior to removal of the covered walkway.
20. **Roadway Occupancy:** DDOT shall consider requests for occupancy of additional roadway lanes and/or the shifting of roadway lanes on a case-by-case basis.
21. **Modification Requests:** All standards noted above are subject to modification based on site-specific conditions. Requests for modification must be made in writing with the submission of the traffic control plan and must explain the exact modification requested and the site-specific conditions for requesting the modification. Once approved no modifications are allowed without the prior written approval of the work zone technician that approved the traffic control plan. In cases where, in the professional judgment of the site superintendent or his or her designee, field modification is required to prevent an imminent threat to public health or safety, field modifications are allowed. In such cases the work zone technician that approved the traffic control plan must be notified of the change within 24 hours and a traffic control plan showing the change must be submitted to that work zone technician with 72 hours. The work zone technician must either approve or disapprove the request in writing. If the change is approved, then the new traffic control plan becomes a part of the permit already issued for the original traffic control plan. If the work zone technician determines that the change is not required, then the superintendent or his or her designee must return the work zone to its original approved condition.

Open Walkways on the Sidewalk

1. **Construction Facing Side:** The open walkway must be separated from the adjacent work zone by a chain link fence or other similar barrier. Any gate in the fence must swing inward toward the work zone. The fence must be properly anchored but cannot be bolted or attached in any similar manner into the sidewalk. Light debris mesh shall be used when necessary. No light debris mesh shall be installed within 30 feet of the intersection of two roadways.
2. **Width:** Must maintain a minimum of 8 feet unobstructed sidewalk width in the Central Business District, 6 feet in all other areas.
3. **Modification Requests:** All standards noted above are subject to modification based on site-specific conditions. Requests for modification must be made in writing with the submission of the traffic control plan and must explain the exact modification requested and the site-specific conditions for requesting the modification. Once approved, no modifications are allowed without the prior written approval of the work zone technician that approved the traffic control plan. In cases where, in the professional judgment of the site superintendent or his or her designee, field modification is required to prevent an imminent threat to public health or safety, field modifications are allowed. In such cases the work zone technician that approved the traffic control plan must be notified of the change within 24 hours and a traffic control plan showing the change must be submitted to that work zone technician with 72 hours. The work zone technician must either approve or disapprove the request in writing. If the change is approved, then the new traffic control plan becomes a part of the permit already issued for the original traffic control plan. If the work zone technician determines that the change is not required, then the superintendent or his or her designee must return the work zone to its original approved condition.

Open Walkways in the Roadway

1. **Construction Facing Side:** The open walkway must be separated from the work zone by a chain link fence or other similar barrier. Any gate in the fence must swing inward toward the work zone. The fence must be properly anchored but cannot be bolted or attached in any similar manner into the roadway. Light debris mesh shall be used when necessary. No light debris mesh shall be installed within 30 feet of the intersection of two roadways.
2. **Roadway Facing Side:** Must have either jersey barriers or equivalent NCHRP 350 certified water filled barriers on the roadway side. Barriers are to have reflectors placed in accordance with DDOT traffic control standards.
3. **Width:** Must maintain a minimum of 5 feet unobstructed width; where practical DDOT's preference is 6 feet unobstructed width.
4. **ADA Compliance:** Must provide ramp to comply with ADA access requirements. The ADA requirement for pitch side-to-side does not have to be met in the case of temporary open walkways in the roadway.
5. **Floor:** If required due to an uneven surface, the roadway shall be leveled using asphalt patching. Temporary metal plates are not to be used at any point as the floor of an open walkway in the roadway.
6. **Directional Signs:** Must provide proper signage (MUTCD-compliant) which directs pedestrians to a particular pathway.
7. **Modification Requests:** All standards noted above are subject to modification based on site-specific conditions. Requests for modification must be made in writing with the submission of the traffic control plan and must explain the exact modification requested and the site-specific conditions for requesting the modification. Once approved no modifications are allowed without the prior written approval of the work zone technician that approved the traffic control plan. In cases where, in the professional judgment of the site superintendent or his or her designee, field modification is required to prevent an imminent threat to public health or safety, field modifications are allowed. In such cases the work zone technician that approved the traffic control plan must be notified of the change within 24 hours and a traffic control plan showing the change must be submitted to that work zone technician with 72 hours. The work zone technician must either approve or disapprove the request in writing. If the change is approved, then the new traffic control plan becomes a part of the permit already issued for the original traffic control plan. If the work zone technician determines that the change is not required, then the superintendent or his or her designee must return the work zone to its original approved condition.

Complete Closure of the Sidewalk

1. **Directional Signs at Crosswalks:** Provide MUTCD-compliant signs at nearest crosswalk on both sides of the work zone notifying pedestrians the sidewalk is closed ahead and directing them to cross.
2. **Signs at Ends of Work Zones:** Provide MUTCD-compliant signs at ends of work zone notifying pedestrians of sidewalk closure.
3. **Audible Signals:** DDOT encourages the contracting and development communities to use audible signals at the approach sides of a sidewalk closure. Audible signals alert pedestrians with visual impairments that the sidewalk is closed ahead. Audible signals are not a requirement of sidewalk closures.
4. **Special Approval:** When closing a sidewalk adjacent to a roadway with more than two travel lanes and where at least one end of the sidewalk closure is more than 150 feet from the nearest signalized crosswalk, the Traffic Control Plan showing the closure of the sidewalk requires the written approval of the District Department of Transportation Pedestrian Program Coordinator or work zone technician assigned to review the traffic control plan.
5. **Modification Requests:** All standards noted above are subject to modification based on site-specific conditions. Requests for modification must be made in writing with the submission of the traffic control plan and must explain the exact modification requested and the site-specific conditions for requesting the modification. Once approved no modifications are allowed without the prior written approval of the work zone technician that approved the traffic control plan. In cases where, in the professional judgment of the site superintendent or his or her designee, field modification is required to prevent an imminent threat to public health or safety, field modifications are allowed. In such cases the work zone technician that approved the traffic control plan must be notified of the change within 24 hours and a traffic control plan showing the change must be submitted to that work zone technician with 72 hours. The work zone technician must either approve or disapprove the request in writing. If the change is approved, then the new traffic control plan becomes a part of the permit already issued for the original traffic control plan. If the work zone technician determines that the change is not required, then the superintendent or his or her designee must return the work zone to its original approved condition.

Pedestrian Protection by Phase of Construction

Phase of Construction	Pedestrian Protection				
	Covered Walkway -Sidewalk-	Covered Walkway -Roadway-	Open Walkway -Sidewalk-	Open Walkway -Roadway-	Sidewalk Closure
Raze					P
Facade Demolition	2†	2†			P
Sheeting & Shoring & Excavation	P*	2*	P*	2*	
Concrete or Steel Frame Construction		P			2
Skin or Façade Construction		P			2
Post Skin	P		P	2	
Sidewalk and Streetscape Work				P**	2**
Utility Work or other Work in ROW				P**	2**

P = DDOT preferred method

2 = Next alternative

* For intermittent closures due to lifting overhead, a flagger should be used at both ends of the walkway

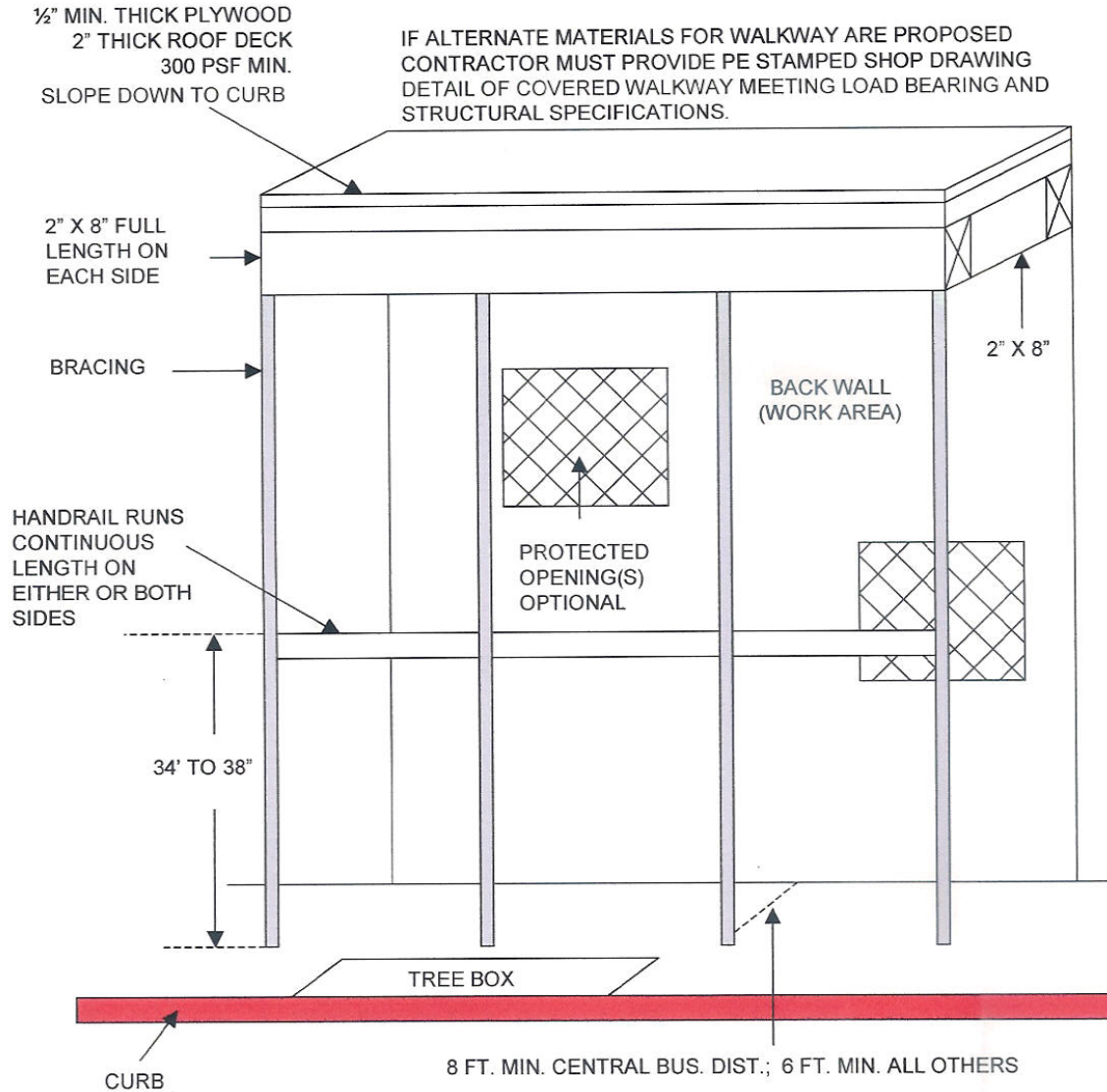
** These closures are expected to last no longer than 4 to 8 weeks

† When minimal overhead danger is present, covered walkways are the preferred method

Note: This represents the general policy of the District Department of Transportation. A site-specific modification is allowed. This request must be submitted in writing along with the traffic control plan and public space permit application; and must explain the modification and the site-specific conditions that require the modification.

Covered Walkway Standard Drawings

COVERED WALKWAY STREET SIDE VIEW



✦ IF A STRUCTURAL FLOOR IS INSTALLED THE WALKWAY MUST INCLUDE
 ADA-COMPLIANT CONTINUOUS RAILINGS AS PER COVERED WALKWAY STANDARDS

✦ LIGHTS (NOT SHOWN) MUST BE INSTALLED ON
 EITHER THE ROOF OR BACK WALL IN VANDAL-
 PROOF FIXTURES 8 FEET MIN. FROM THE FLOOR

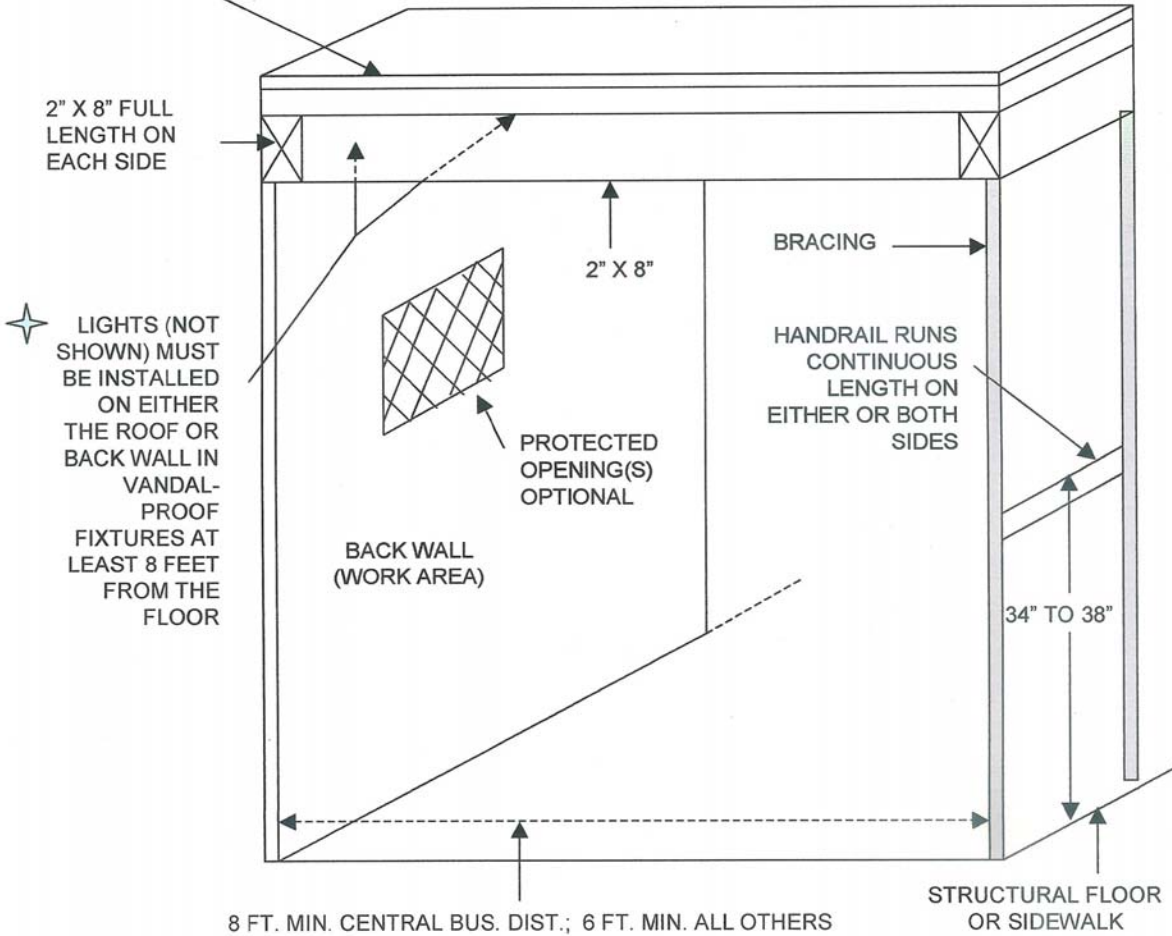
COVERED WALKWAY - STREET SIDE VIEW
APPROVED BY

Ver. 05/07

**COVERED WALKWAY
SIDEWALK END VIEW**

½" MIN. THICK PLYWOOD
2" THICK ROOF DECK
300 PSF MIN.
SLOPE DOWN TO CURB

IF ALTERNATE MATERIALS FOR WALKWAY ARE PROPOSED
CONTRACTOR MUST PROVIDE PE STAMPED SHOP DRAWING DETAIL
OF COVERED WALKWAY MEETING LOAD BEARING AND STRUCTURAL
SPECIFICATIONS.



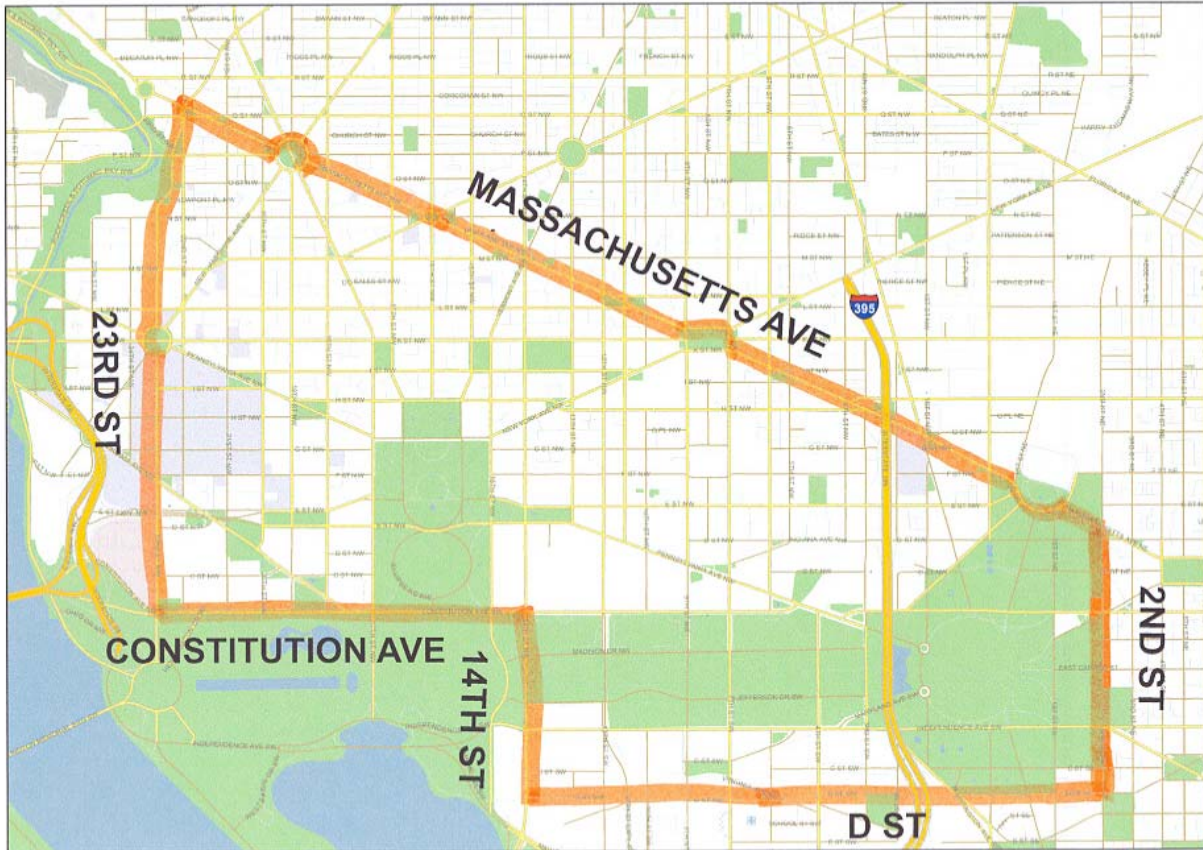
★ IF A STRUCTURAL FLOOR IS INSTALLED WALKWAY MUST INCLUDE ADA-COMPLIANT CONTINUOUS RAILINGS AS PER COVERED WALKWAY STANDARDS

COVERED WALKWAY - SIDEWALK END VIEW
APPROVED BY

Ver. 05/07

Central Business District Map

CENTRAL BUSINESS DISTRICT MAP



Note: Covered walkways on the sidewalk shall have a clear unobstructed width of not less than eight feet (8 ft) in the Central Business District and six feet (6 ft) in all other areas.