Appendix D

Recommendation Details

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Summary of Final Recommendations

Location	Reported Issue	Final Recommendation	Expected Impacts
36th Street Corridor (Local Street)			
36th St & Fessenden St	Awkward intersection; poor visibility	Remove 36th Street between CT and Fessenden; replace with green space	Removal of sight distance issue for NB 36th Street traffic; improved sight distance for SB 36th Street traffic; additional left turns from NB 36th to CT (low volumes); opportunity to expand existing green space
		Enforce parking restriction at northwest corner of intersection (though there is room for one parked car, it is not a signed as a parking zone)	Improve visibility for SB 36th St traffic by discouraging vehicles from parking north of stop sign
36th St & Davenport St; 36th St & Ellicott St	Aggressive driving in school zone	Add high-visibility crosswalks across all legs	Caution motorists to slow down; condition motorists to expect pedestrians
36th St & Davenport St	Aggressive driving in school zone	Add curb extensions to all corners of intersection	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance
Entire corridor (between Veazey Terr and Linnean Ave)	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Reduced vehicle speeds due to visual cues; increased cyclists
40th Street/Fort Drive (Local Street)			
40th St & Albemarle St	Awkward intersection; poor visibility; poorly marked/located crosswalks	Between Brandywine St and Albemarle St: reverse directions of 40th St (to be NB) and Fort Dr (to be SB). Convert metered parallel parking to angled parking along west side of 40th and east side of Fort Dr. Remove u-turn break in median near intersection. Add median break and new crosswalk at Whole Foods garage entrance/exit.	Improve visibility and safety by aligning approaching traffic to intersection. Need to relocate Metrobus and shuttle stops, and parking. Additional on-street parking for Wilson HS and community destinations; narrowing of travel-way and traffic calming Relocate u-turns from intersection to where most vehicles are coming from, improving circulation.
41st St Corridor (Local Street)			
41st St & Livingston St	Pedestrians crossing outside of WALK phase; long signal	Reduce traffic signal cycle length from 100 to 50 seconds	Pedestrians have twice as many opportunities to legally cross

Location	Reported Issue	Final Recommendation	Expected Impacts
	cycle length		
41st St & Legation St	Poor visibility; motorists speeding	Trim shrubs at NW and SE corners of intersection	Improve visibility for motorists approaching intersection, particularly for Legation St
42nd St Corridor (Collector Street)			
42nd St & Warren St	Motorists speeding	Construct neighborhood traffic circles at both connections to Warren St	Reduced vehicle speeds; improved pedestrian safety; landscaping/place-making opportunity
42nd & Albemarle St	High pedestrian volumes	Provide leading pedestrian interval (advanced pedestrian signal phase) at intersection Add curb extensions at western corners	Improved pedestrian safety by providing advanced and crossing time Reduce pedestrian crossing distance and improve visibility
Entire corridor (between River Rd and Van Ness St)	Motorists speeding and cut through-traffic	Add a centerline	Reduced vehicle speeds due to visual narrowing of roadway
		Add curb extensions to the following intersections: Brandywine (green curb extensions at SW and SE corners), Butterworth Pl (NW and SW), Yuma (NW, NE, SE corners), and Van Ness (north corners)	Discourage cut-through traffic by narrowing roadway at intersections and reducing turning radii; change behavior of vehicular traffic (local and cut-through)
Entire corridor (between River Rd and Van Ness St)	No bike facilities	Add bike sharrows in both directions	Alert drivers to bicycle traffic; increased cyclist volumes
43rd St Corridor (Local Street)			
Entire corridor (between River Rd and Van Ness St)	Cut-through traffic	Maintain two-way operations, but add "NO RIGHT TURN 6:00 to 9:30 AM" signs at SW corner of 43rd St & River Rd intersection Add bike sharrows in both directions.	Elimination of AM cut-through traffic; restoration to its intended function as a local street; increased traffic on eastern segment of River Rd, Wisconsin Ave, and Nebraska Ave; increased cyclist safety; increased cyclist volumes
43rd St & Albemarle St, Yuma St, and Warren St	Motorists speeding	Add green curb extensions at River Rd, Albemarle St, and Van Ness St	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance
44th St (Local Street)			
Between Western Ave and Van Ness St	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Reduced vehicle speeds due to visual cues; increased cyclists
46th St (Collector Street)			
46th St & Fessenden St	Traffic adjacent to park	Convert from two-way to all-way stop	Improved traffic control and improved yielding to pedestrians

Location	Reported Issue	Final Recommendation	Expected Impacts
Albemarle St Corridor (Collector Street)			
Albemarle St between 42nd St and Wisconsin Ave	Aggressive driving in school zone	Remove mid-block crossing	Improved pedestrian safety by directing pedestrians to protected crossings
Albemarle St from Wisconsin Ave to Nebraska Ave	Motorists speeding	Refurbish centerline	Reduced vehicle speeds due to visual narrowing of roadway
Albemarle St around 38th St	Motorists speeding	Install permanent-looking speed indicator/feedback sign if warranted	Reduced vehicle speeds due to driver awareness of speed (and ability to move to other locations)
Albemarle St between 43rd St and Reno Rd	No bike facilities	Add bike sharrows in both directions	Alert drivers to bicycle traffic; increased cyclist volumes
Brandywine St Corridor (Local Street)			
Brandywine St & 45th St, 44th St, 43rd St, and 42nd St	Motorists speeding	Add curb extensions at 42nd Street; add green curb extensions at 46th Street	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance
Brandywine St & 42nd St	Motorists speeding	Remove Brandywine St between 42nd Street and River Road; replace with green space	Remove speeding issue along Brandywine at intersection; removal of awkward intersection; placemaking opportunity; increase in pervious surface and potential for low impact development; additional left turns from EB Brandywine to NB 42nd St (low volumes)
Brandywine St & Wisconsin Ave	Pedestrian safety	Providing leading pedestrian interval (advanced pedestrian signal phase)	Improve pedestrian safety by providing crossing time with no vehicle conflicts
Between 30th St and Broad Branch Rd	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Reduced vehicle speeds due to visual cues; increased cyclists
Chesapeake St (Local Street)			
Between Belt Rd and Gates Rd	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Reduced vehicle speeds due to visual cues; increased cyclists
Chevy Chase Circle (Arterial Street)			
All major approaches	Vehicle weaving; inadequate signage	Add clear, diagrammatic advanced signage explaining circle "exits" (short-term)	Reduced weaving and vehicle collisions
Circle	Congestion in and leading to circle, high accident rate, confusion over yielding, inadequate opportunities for	Install traffic signals at Western Avenue approaches and at crosswalks, per completion of traffic analysis (long-term)	More efficient traffic flow for some roads; improved pedestrian and vehicle safety; protected pedestrian crossings

Location	Reported Issue	Final Recommendation	Expected Impacts
	pedestrians to enter circle		
Chevy Chase Pkwy (Local Street)			
Between Chevy Chase Circle and Fessenden St	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Reduced vehicle speeds due to visual cues; increased cyclists
Davenport St Corridor (Local Street)			
Davenport St & Nebraska Ave, Reno Rd, Connecticut Ave	Motorists speeding	Add curb extensions at Nebraska Avenue; add green curb extensions at Reno Road and Connecticut Avenue	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance
Garrison St Corridor (Local Street)			
Garrison St & Wisconsin Ave	Motorists speeding	Remove concrete and bricks over planting strip	Improve aesthetics; reduce impervious surface
Gates Rd (Local Street)			
Between Chesapeake St and 30th St	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Reduced vehicle speeds due to visual cues; increased cyclists
Jenifer St (Local Street)			
Between Western Ave and Nebraska Ave	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Reduced vehicle speeds due to visual cues; increased cyclists
Livingston St (Local Street)			
Between Western Ave and Broad Branch Rd	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Reduced vehicle speeds due to visual cues; increased cyclists
Nevada Ave Corridor (Collector Street)			
Between Morrison St and Nebraska Ave	Motorists speeding; wider roadway	Paint a 4-foot wide median	Reduce vehicle speeds by visually narrowing roadway, channelizing traffic
Between Western Ave and Nebraska Ave	Motorists speeding; wider roadway	Paint parking lanes	Reduce vehicle speeds by visually narrowing roadway, channelizing traffic
Between Western Ave and Nebraska Ave	No bike facilities	Add bike sharrows in both directions	Alert drivers to bicycle traffic; increased cyclist volumes
Northampton St Corridor (Local Street)			
Northampton St & Connecticut Ave	Motorists speeding, aggressive driving	Add curb extensions to southeastern Northampton approach Add HAWK signal at intersection	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance Provide protected pedestrian crossing and improve pedestrian safety
Northampton St & Broad Branch Rd	Motorists speeding, failing to yield	Add raised crosswalk across eastern leg of intersection	Reduced vehicle speeds due to vehicle deflection; improved pedestrian visibility/safety

Location	Reported Issue	Final Recommendation	Expected Impacts
River Rd Corridor (Arterial Street)			
River Rd & Western Ave	Congestion for westbound traffic	Restrict parking during the AM rush hours (PM rush is already restricted) in 4600 block	Provide more space for vehicles turning right; reduce congestion
River Rd & 45th St & Fessenden St	Poor visibility, motorists speeding	Add curb extensions to all corners of the intersection	Reduce pedestrian crossing distance; improve pedestrian visibility; reduce vehicle speeds due to narrowed roadway
River Rd & 44th St	Poor visibility	Add green curb extensions to all corners of intersection	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance and improve pedestrian sight lines
River Rd between Garrison St and Wisconsin Ave	No bike facilities Motorists speeding	Add bike sharrows in both directions Request permanent speed camera from MPD	Alert drivers to bicycle traffic; increased cyclist volumes Speed reduction by enforcement
Van Ness St Corridor (Collector Street)			
Van Ness St between Nebraska Ave and Wisconsin Ave	Motorists speeding; wider roadway	Reconfigure road to include one travel lane in each direction, a parking lane on the north side, and an EB bike lane	Reduce vehicle speeds by narrowing lanes and adding other modes; improve cyclist safety; increase cyclist volumes
Van Ness St between Wisconsin Ave and Connecticut Ave	No bike facilities	Add bike sharrows in both directions	Alert drivers to bicycle traffic; increased cyclist volumes
Van Ness between Reno Rd and International Ct	Unclear lanes	Add centerline to meet new raised median	Clarify lanes; reduce vehicle speeds be visually narrowing roadway
Van Ness St & Connecticut Ave	Pedestrian safety and vehicle congestion	Implement previous DDOT recommendations: increased pedestrian signal timing, right turn lane from EB Van Ness St to SB Connecticut Ave	Improved pedestrian safety; reduced vehicle congestion
Ward Circle (Arterial Street)			
Nebraska Ave approaches	Pedestrian safety, failure to yield	Provide leading pedestrian interval (advanced pedestrian signal phase) at Nebraska Avenue approaches	Improved pedestrian safety by proving time for pedestrians to cross without vehicle conflicts, and by allowing for pedestrians to enter crosswalk and become visible before vehicles are permitted to turn
Circle	Unclear wayfinding, vehicle weaving	Add advanced diagrammatic signage to each circle approach (short-term)	Clarify lane assignments; reduce weaving and confusion
	High accident rate, inadequate pedestrian facilities	Signalize Massachusetts Avenue approaches and provide protected pedestrian crosswalks (long-term)	Improved pedestrian safety by providing time for pedestrians to cross without vehicle conflicts; potentially improve traffic flow by signalizing all

Location	Reported Issue	Final Recommendation	Expected Impacts
			circle approaches; and potentially improve safety by controlling all traffic movements
	High accident rate, inadequate pedestrian facilities, poor visibility, confusing configuration	Further detailed study necessary to determine whether removal of inside lanes and full circle signalization is feasible (very long-term)	Placemaking opportunity; restoration to traditional DC traffic circle
Western Ave Corridor (Arterial Street)			
Western Ave & 45th St, River Rd	Pedestrians crossing mid-block	Add high-visibility crosswalks at intersections, across Western Ave	Alert drivers to pedestrian crossings; encourage pedestrians to cross at crosswalks; improve pedestrian safety
Western Ave & 47th St	Existing crosswalk leads to no sidewalk, forcing pedestrians into 47th St	Remove crosswalk across 47th St, add high visibility one across eastern leg of Western Ave	Direct pedestrians to proper paths/facilities; improve pedestrian safety
Western Ave & Geico Rd	Lack of pedestrian facilities; underutilized signal	Actuate signal for both vehicles and pedestrians, add crosswalks across Western Ave, add wheelchair ramps	Increase pedestrian safety by providing protected crossing and visible crosswalks
Yuma St (Local St)			
Between Massachusetts Ave and Connecticut Ave	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Reduced vehicle speeds due to visual cues; increased cyclists

Summary of Draft Final Recommendations

(with major changes between October and December public meetings highlighted)

Location	Reported Issue	Initial Recommendation (10/2010)	Draft Final Recommendation (12/2010)	Reason for Recommendation Change	Expected Impacts
36th Street Corridor (Local Street)					
36th St & Fessenden St	Awkward intersection; poor visibility	Add stop sign to WB Fessenden St approach	Remove 36th Street between CT and Fessenden; replace with green space	Additional study showed limited utility of street segment	Removal of sight distance issue for NB 36th Street traffic; improved sight distance for SB 36th Street traffic; additional left turns from NB 36th to CT (low volumes); opportunity to expand existing green space
		Remove one parking space from NW corner of intersection (36th St)	Remove one parking space from NW corner of intersection (36th St)	N/A	Improve visibility for SB 36th St traffic
36th St & Davenport St; 36th St & Ellicott St	Aggressive driving in school zone	Add high-visibility crosswalks across all legs	Add high-visibility crosswalks across all legs	N/A	Caution motorists to slow down; condition motorists to expect pedestrians
36th St & Davenport St	Aggressive driving in school zone	Add curb extensions to all corners of intersection	Add curb extensions to all corners of intersection	N/A	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance
Entire corridor (between Veazey St and Linnean Ave)	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists
40th Street/Fort Drive (Local Street)					
40th St & Albemarle St	Awkward intersection; poor visibility; poorly marked/located crosswalks	Install distinct paving or crosswalks across 40th St curb cuts. Add brick paving to sidewalks.	Paint crosswalks across 40th St curb cuts. Between Brandywine St and Albemarle St: reverse directions of 40th St (to be NB) and Fort Dr (to be SB). Convert metered parallel parking to angled parking along west side of 40th and east side of Fort Dr. Remove u-turn break in median near intersection. Add median break and new crosswalk at Whole Foods garage entrance/exit.	Additional study and site visit.	Improve pedestrian environment in service vehicle area Improve visibility and safety by aligning approaching traffic to intersection. Need to relocate Metrobus and shuttle stops, and parking. Additional on-street parking for Wilson HS and community destinations; narrowing of travel-way and traffic calming Relocate u-turns from intersection to where most vehicles are coming from, improving circulation.
Fort Drive near Albemarle St	Unclear parking regulations	Clarify parking signage	Clarify parking signage	N/A	Clarify parking regulations, reduce violations, and make more user-friendly
41st St Corridor (Local Street)					
41st St & Livingston St	Pedestrians crossing outside of WALK phase; long signal cycle length	Reduce traffic signal cycle length from 100 to 50 seconds	Reduce traffic signal cycle length from 100 to 50 seconds	N/A	Pedestrians have twice as many opportunities to legally cross
41st St & Legation St	Poor visibility; motorists speeding	Trim shrubs at NW and SE corners of intersection	Trim shrubs at NW and SE corners of intersection	N/A	Improve visibility for motorists approaching intersection, particularly for Legation St
42nd St Corridor (Collector Street)					
42nd St & Warren St	Motorists speeding	Construct neighborhood traffic circles at both connections to Warren St	Construct neighborhood traffic circles at both connections to Warren St	N/A	Reduced vehicle speeds; improved pedestrian safety; landscaping/place-making opportunity

Location	Reported Issue	Initial Recommendation (10/2010)	Draft Final Recommendation (12/2010)	Reason for Recommendation Change	Expected Impacts
42nd & Albemarle St	High pedestrian volumes	None	Provide leading pedestrian interval (advanced pedestrian signal phase) at traffic signal Add curb extensions to all corners	Pedestrian count showed approximately 240 ped/hour across this leg.	Improved pedestrian safety by providing advanced and crossing time Reduce pedestrian crossing distance and improve visibility
Entire corridor (between River Rd and Van Ness St)	Motorists speeding and cut through-traffic	Add a centerline	Add a centerline	N/A	Reduced vehicle speeds due to visual narrowing of roadway
		Install AM rush hour turn restrictions at River Rd, if traffic study warrants.	No turn restrictions. Add curb extensions to the following intersections: Brandywine (SW and SE corners), Butterworth Pl (NW and SW), Yuma (NW, NE, SE corners), and Van Ness (all corners)	DDOT does not generally apply right-turn restrictions to collectors.	Discourage cut-through traffic by narrowing roadway at intersections and reducing turning radii; change behavior of vehicular traffic (local and cut-through)
Entire corridor (between River Rd and Van Ness St)	No bike facilities	Add SB bike sharrow	Add bike sharrows in both directions	Both 42nd and 43rd Streets will now remain two-way, so sharrows should be two-way	Alert drivers to bicycle traffic; increased cyclist volumes
43rd St Corridor (Local Street)					
Entire corridor (between River Rd and Van Ness St)	Cut-through traffic	Convert from two-way (existing) to one-way NB operation, with one travel lane and a NB bike lane	Maintain two-way operations, but add "NO RIGHT TURN 6:00 to 9:30 AM" signs at SW corner of 43rd St & River Rd intersection Add bike sharrows in both directions.	Lack of public support	Elimination of AM cut-through traffic; restoration to its intended function as a local street; increased traffic on eastern segment of River Rd, Wisconsin Ave, and Nebraska Ave; increased cyclist safety; increased cyclist volumes
43rd St & Albemarle St, Yuma St, and Warren St	Motorists speeding	Add curb extensions to all corners of intersection	Add curb extensions at River Rd, Albemarle St, and Van Ness St	Focus gateway and narrowing treatments at the intersection of local streets and collectors/arterials	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance
43rd St & Albemarle St, Yuma St	Motorists speeding (anticipated issue due to one-way conversion)	Raised crosswalks across one leg of 43rd St, at both intersections	No raised crosswalks	No longer justified due to maintenance of two-way operations.	N/A
44th St (Local Street)					
Between Western Ave and Van Ness St	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists
46th St (Collector Street)					
46th St & Fessenden St	Traffic adjacent to park	None	Convert from two-way to all-way stop	Additional study	Improved traffic control and improved yielding to pedestrians
Albemarle St Corridor (Collector Street)					
Albemarle St between 42nd St and Wisconsin Ave	Aggressive driving in school zone	Install flashing yellow beacons at mid-block crossing	Remove mid-block crossing	Additional study	Reduce pedestrian-vehicle conflict and improve safety; direct pedestrians to cross at protected locations (intersections)
Albemarle St from Wisconsin Ave to Nebraska Ave	Motorists speeding	Refurbish centerline	Refurbish centerline	N/A	Reduced vehicle speeds due to visual narrowing of roadway
Albemarle St around 38th St	Motorists speeding	Install permanent-looking speed indicator/feedback sign if warranted	Install permanent-looking speed indicator/feedback sign if warranted	N/A	Reduced vehicle speeds due to driver awareness of speed (and ability to move to other locations)
Albemarle St between 43rd St and Reno Rd	No bike facilities	Add bike sharrows in both directions	Add bike sharrows in both directions	N/A	Alert drivers to bicycle traffic; increased cyclist volumes

Location	Reported Issue	Initial Recommendation (10/2010)	Draft Final Recommendation (12/2010)	Reason for Recommendation Change	Expected Impacts
Belt Rd (Local Street)					
Between Fessenden St and Chesapeake St	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists
Brandywine St Corridor (Local Street)					
Brandywine St & 45th St, 44th St, 43rd St, and 42nd St	Motorists speeding	Add curb extensions to all corners of intersections	Add curb extensions at 42nd & 46th	Focus gateway and narrowing treatments at the intersection of local streets and collectors/arterials	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance
Brandywine St & 42nd St	Motorists speeding	Neighborhood traffic circle at 42nd St if study warrants	Remove Brandywine St between 42nd and River; replace with green space	Additional study showed that this segment of Brandywine has limited utility	Remove speeding issue along Brandywine at intersection; removal of awkward intersection; placemaking opportunity; increase in pervious surface and potential for low impact development; additional left turns from EB Brandywine to NB 42nd St (low volumes)
Brandywine St & Wisconsin Ave	Pedestrian safety	Providing leading pedestrian interval (advanced pedestrian signal phase)	Providing leading pedestrian interval (advanced pedestrian signal phase)	N/A	Improve pedestrian safety by providing crossing time with no vehicle conflicts
Between 30th St and Broad Branch Rd	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists
Chesapeake St (Local Street)					
Between Belt Rd and Gates Rd	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists
Chevy Chase Circle (Arterial Street)					
All major approaches	Vehicle weaving; inadequate signage	Add clear, diagrammatic advanced signage explaining circle “exits” (short-term)	Add clear, diagrammatic advanced signage explaining circle “exits” (short-term)	N/A	Reduced weaving and vehicle collisions
Connecticut Ave approaches	Large amount of impervious surface	Extend landscaped islands (short-term)	Extend landscaped islands (short-term)	N/A	Additional landscaping
Circle	Congestion in and leading to circle, high accident rate, confusion over yielding, inadequate opportunities for pedestrians to enter circle	Add traffic signals to all circle approaches (long-term)	Further detailed study necessary		More efficient traffic flow for some roads; improved pedestrian and vehicle safety; protected pedestrian crossings
Chevy Chase Pkwy (Local Street)					
Between Chevy Chase Circle and Fessenden St	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists
Davenport St Corridor (Local Street)					
Davenport St & Nebraska Ave, Reno Rd, Connecticut Ave	Motorists speeding	Add curb extensions to Davenport St approaches	Add curb extensions to Davenport St approaches	N/A	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance
Garrison St Corridor (Local Street)					
Garrison St & Wisconsin Ave	Motorists speeding	Add paving or landscaping and curb extensions to Garrison St approaches	Add curb extensions to both Garrison St approaches to Wisconsin Ave Remove concrete and bricks over planting strip	Landscaping has higher capital and maintenance costs	Reduce vehicle speeds by providing visual cue to drivers and by narrowing roadway; reduce pedestrian crossing distance; improve aesthetics; reduce impervious surface

Location	Reported Issue	Initial Recommendation (10/2010)	Draft Final Recommendation (12/2010)	Reason for Recommendation Change	Expected Impacts
Garrison St & 44th St, 41st St	Motorists speeding	Add curb extensions to all corners of intersection	No curb extensions	Not at a collector or arterial intersection	None
Garrison St & 39th St	Illegal turns; drivers failing to yield	Add raised crosswalk to western leg of intersection	No curb extensions	Lack of public support for raised crosswalk	None
Gates Rd (Local Street)					
Between Chesapeake St and 30th St	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists
Jenifer St (Local Street)					
Between Western Ave and Nebraska Ave	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists
Livingston St (Local Street)					
Between Western Ave and Broad Branch Rd	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists
Nevada Ave Corridor (Collector Street)					
Nevada Ave between Morrison St and Nebraska Ave	Motorists speeding; wider roadway	Paint a 4 to 6-foot wide median	Paint a 4 to 6-foot wide median	N/A	Reduce vehicle speeds by visually narrowing roadway, channelizing traffic
Nevada Ave between Western Ave and Nebraska Ave	Motorists speeding; wider roadway	Paint parking lanes	Paint parking lanes	N/A	Reduce vehicle speeds by visually narrowing roadway, channelizing traffic
Nevada Ave between Western Ave and Nebraska Ave	No bike facilities	Add bike sharrows in both directions	Add bike sharrows in both directions	N/A	Alert drivers to bicycle traffic; increased cyclist volumes
Northampton St Corridor (Local Street)					
Northampton St & Connecticut Ave	Motorists speeding, aggressive driving	Add curb extensions to eastern Northampton approach	Add curb extensions to eastern Northampton approach Add HAWK signal at intersection	Peak hour pedestrian count showed 127 ped/hr crossing CT, and half using flags.	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance Provide protected pedestrian crossing and improve pedestrian safety
Northampton St & Broad Branch Rd	Motorists speeding, failing to yield	Add raised crosswalk across eastern leg of intersection	Add raised crosswalk across eastern leg of intersection	N/A	Reduced vehicle speeds due to vehicle deflection; improved pedestrian visibility/safety
River Rd Corridor (Arterial Street)					
River Rd & Western Ave	Congestion for westbound traffic	Restrict parking during the AM rush hours (PM rush is already restricted) in 4600 block	Restrict parking during the AM rush hours (PM rush is already restricted) in 4600 block	N/A	Provide more space for vehicles turning right; reduce congestion
River Rd & 45th St & Fessenden St	Large intersection, poor visibility	Change operations: 45th St to be one-way towards River Rd, Fessenden St to be one-way away from River Rd	No change in operations	Lack of public support for circulation change	None
	Poor visibility, motorists speeding	Add curb extensions for all approaches; construct them to channelize traffic to follow new operation	Add curb extensions to all four corners of the intersection	Channelizing no longer needed, circulation remaining the same	Reduce pedestrian crossing distance; improve pedestrian visibility; reduce vehicle speeds due to narrowed roadway
River Rd & 44th St	Poor visibility	Add curb extensions to all corners of intersection	Add curb extensions to all corners of intersection	N/A	Reduce vehicle speeds by narrowing roadway; reduce pedestrian crossing distance and improve pedestrian sight lines

Location	Reported Issue	Initial Recommendation (10/2010)	Draft Final Recommendation (12/2010)	Reason for Recommendation Change	Expected Impacts
River Rd between Western Ave and Wisconsin Ave	No bike facilities Motorists speeding	Add bike sharrows in both directions	Add bike sharrows in both directions Request permanent speed camera from MPD	N/A Additional comments	Alert drivers to bicycle traffic; increased cyclist volumes Speed reduction by enforcement
Van Ness St Corridor (Collector Street)					
Van Ness St between Nebraska Ave and Wisconsin Ave	Motorists speeding; wider roadway	Reconfigure road to include one travel lane in each direction, a parking lane on the north side, and an EB bike lane	Reconfigure road to include one travel lane in each direction, a parking lane on the north side, and an EB bike lane	N/A	Reduce vehicle speeds by narrowing lanes and adding other modes; improve cyclist safety; increase cyclist volumes
Van Ness St between Wisconsin Ave and Connecticut Ave	No bike facilities	Add bike sharrows in both directions	Add bike sharrows in both directions	N/A	Alert drivers to bicycle traffic; increased cyclist volumes
Van Ness between Reno Rd and International Ct	Unclear lanes	Add centerline to meet new raised median	Add centerline to meet new raised median	N/A	Clarify lanes; reduce vehicle speeds be visually narrowing roadway
Van Ness St & Connecticut Ave	Pedestrian safety and vehicle congestion	Implement previous DDOT recommendations: increased pedestrian signal timing, right turn lane from EB Van Ness St to SB Connecticut Ave	Implement previous DDOT recommendations: increased pedestrian signal timing, right turn lane from EB Van Ness St to SB Connecticut Ave	N/A	Improved pedestrian safety; reduced vehicle congestion
Ward Circle (Arterial Street)					
Nebraska Ave approaches	Pedestrian safety, failure to yield	Add raised islands and reconfigure crosswalks to provide pedestrian refuges (short-term)	Add raised islands and reconfigure crosswalks to provide pedestrian refuges (short-term)	N/A	Reduced pedestrian crossing distance; more visible crosswalks; improved pedestrian safety
Circle	Vehicle weaving, unclear lane markings	Add channelizing islands and lane marking arrows (short-term)	Add channelizing islands and lane marking arrows (short-term)	N/A	Clarify lane assignments within the circle; eliminate some weaving; discourage prohibited movements
	Unclear wayfinding	Add signage on approaches and within circle (short-term)	Add signage on approaches and within circle (short-term)	N/A	Clarify lane assignments; reduce weaving and confusion
	High accident rate, inadequate pedestrian facilities, poor visibility, confusing configuration	Remove inner circle lanes and convert to traditional DC circle, add traffic signals to all circle approaches (long-term)	Further detailed study necessary		Placemaking opportunity; restoration to traditional DC traffic circle
Western Ave Corridor (Arterial Street)					
Western Ave & 45th St, River Rd	Pedestrians crossing mid-block	Add high-visibility crosswalks at intersections, across Western Ave	Add high-visibility crosswalks at intersections, across Western Ave	N/A	Alert drivers to pedestrian crossings; encourage pedestrians to cross at crosswalks; improve pedestrian safety
Western Ave & 47th St	Existing crosswalk leads to no sidewalk, forcing pedestrians into 47th St	Remove crosswalk across 47th St, add high visibility one across eastern leg of Western Ave	Remove crosswalk across 47th St, add high visibility one across eastern leg of Western Ave	N/A	Direct pedestrians to proper paths/facilities; improve pedestrian safety
Western Ave & Geico Rd	Lack of pedestrian facilities; underutilized signal	None	Actuate signal for both vehicles and pedestrians, add crosswalks across Western Ave, add wheelchair ramps	Additional study	Increase pedestrian safety by providing protected crossing and visible crosswalks
Yuma St (Local St)					
Between Massachusetts Ave and Connecticut Ave	No bicycle facilities	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments	N/A	Reduced vehicle speeds due to visual cues; increased cyclists

Conceptual Drawings of Select Recommendations

Conceptual engineering drawings were prepared for select recommendations. These drawings will help advance individual projects. The drawings were prepared using DCGIS data and using DDOT's Design and Engineering Manual (April 2009 Edition). A planimetric field survey was not available. While conceptual geometric layouts were developed using available information, proposals should be either field checked or checked against a planimetric field survey to determine detailed impacts to stormwater drainage and other utilities.

The drawings are presented on the following pages.

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia

Note: All dimensions shown are approximate and are based on DCGIS data.

Legend:
- Direction of Traffic
- Proposed Pedestrian Walkway
- Exist. Edge of Pavement
- Proposed Landscaped Area
- Proposed Std. Curb and Gutter
- Exist. Property Line

SCALE 1"= 80'
0 40' 80

36th Street & Fessenden Street

DATE: February 2011

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia

Notes:
1. All dimensions shown are approximate and are based on DCGIS data.
2. Construction of curb extensions shall consist of the removal of existing pavement and curb and gutter. It shall also include the installation of concrete pavement, curb and gutter, and DDOT standard curb ramps.

Legend:
- Direction of Traffic
- Proposed Concrete Pavement
- Exist. Edge of Pavement
- Exist. Property Line
- Proposed Edge of Pavement

SCALE 1"= 80'
0 40' 80

36th Street & Davenport Street

DATE: February 2011

F.H.W.A. REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	D.C.			

Notes:
1. All Signs shown are proposed. Proposed signs shall be standard signs as noted per the Manual on Uniform Traffic Control Devices (MUTCD) (2009 Edition).
2. Proposed high visibility crosswalks shall be painted with longitudinal lines 12 to 24 inches wide and spaced 12 to 60 inches apart, per the MUTCD.
3. Proposed curb ramps shall be installed per DDOT Design and Engineering Manual (April 2009 edition).
4. Remove existing raised median where noted to match existing pavement. Resurface areas as required with asphalt to provide a smooth surface and tie-in to existing pavement.
5. Aisle width between proposed diagonal parking and proposed parallel parking, on both 40th Street NW and Fort Drive NW, is 10" less than the recommended width per DDOT Design and Engineering Manual (April 2009 edition).
6. Existing pavement markings that conflict with proposed pavement marking shall be eradicated.
7. Aerial imagery shown on plan sheets was recorded in 2008.
8. All dimensions shown are approximate and are based on DCGIS data.
9. Construction of curb extensions shall consist of the removal of existing pavement and curb and gutter. It shall also include the installation of concrete pavement, curb and gutter, and DDOT standard curb ramps. The proposed curb extensions shall be 6 feet wide unless additional clearance is required to accomodate bike lanes.

Legend:

- Existing Direction of Traffic
- Proposed Direction of Traffic
- Proposed Concrete Pavement
- Proposed AU Shuttle Zone
- Proposed Bus Zone
- Existing Property Lines
- Proposed AU Shuttle Sign
- Proposed Metrobus Sign
- Proposed Pavement Marking
- Existing Edge of Pavement
- Proposed Edge of Pavement

PARSONS BRINCKERHOFF
465 Spring Park Place
Herndon, Va. 20170-5227
703-742-5700
1401 K Street NW
Suite 300
Washington, DC 20005
202-782-0241

NO.	DESCRIPTION	NAME	DATE

REVISIONS

D.C. DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION
PROJECT MANAGEMENT DIVISION

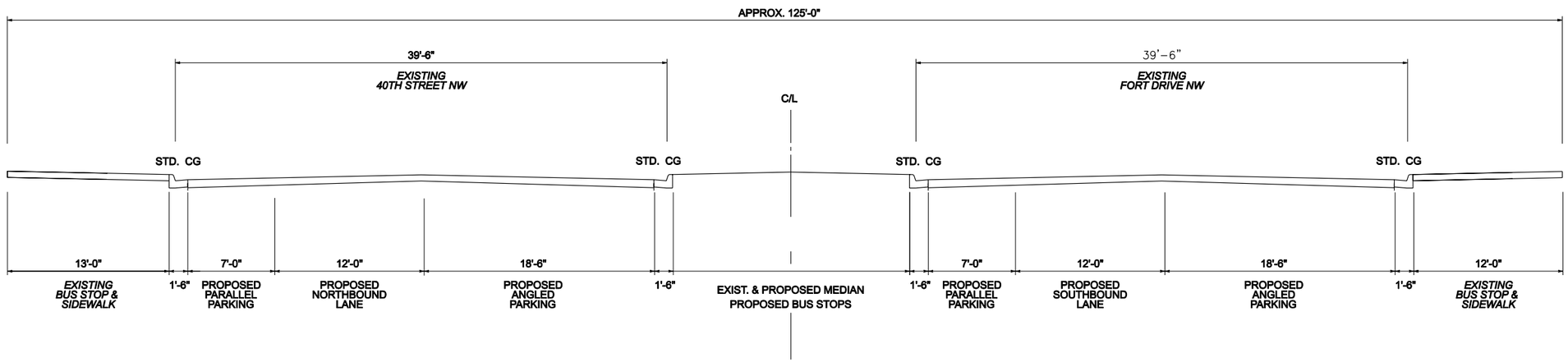
ROCK CREEK WEST II
LIVABILITY STUDY

40th Street/Fort Drive
Improvements

0 25 50
SCALE IN FEET

PROJECT ENG.
DESIGNED BY
CHECKED BY
DRAWN BY
PROJECT MGR.
DIVISION CHIEF
DATE
FILE
DWG. NO.:

F.H.W.A. REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	D.C.			



40TH ST AND FORT DR - PROPOSED TYPICAL SECTION

Note: All dimensions shown are approximate and are based on DCGIS data.

PARSONS BRINCKERHOFF
465 Spring Park Place
Herndon, Va. 20170-5227
703-742-5700
1401 K Street NW
Suite 300
Washington, DC 20005
202-782-0241

NO.	DESCRIPTION	NAME	DATE

REVISIONS

D.C. DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION
PROJECT MANAGEMENT DIVISION

ROCK CREEK WEST II
LIVABILITY STUDY

40th Street/Fort Drive
Improvements

0 5 10
SCALE IN FEET

PROJECT ENG.
DESIGNED BY
CHECKED BY
DRAWN BY
PROJECT MGR.

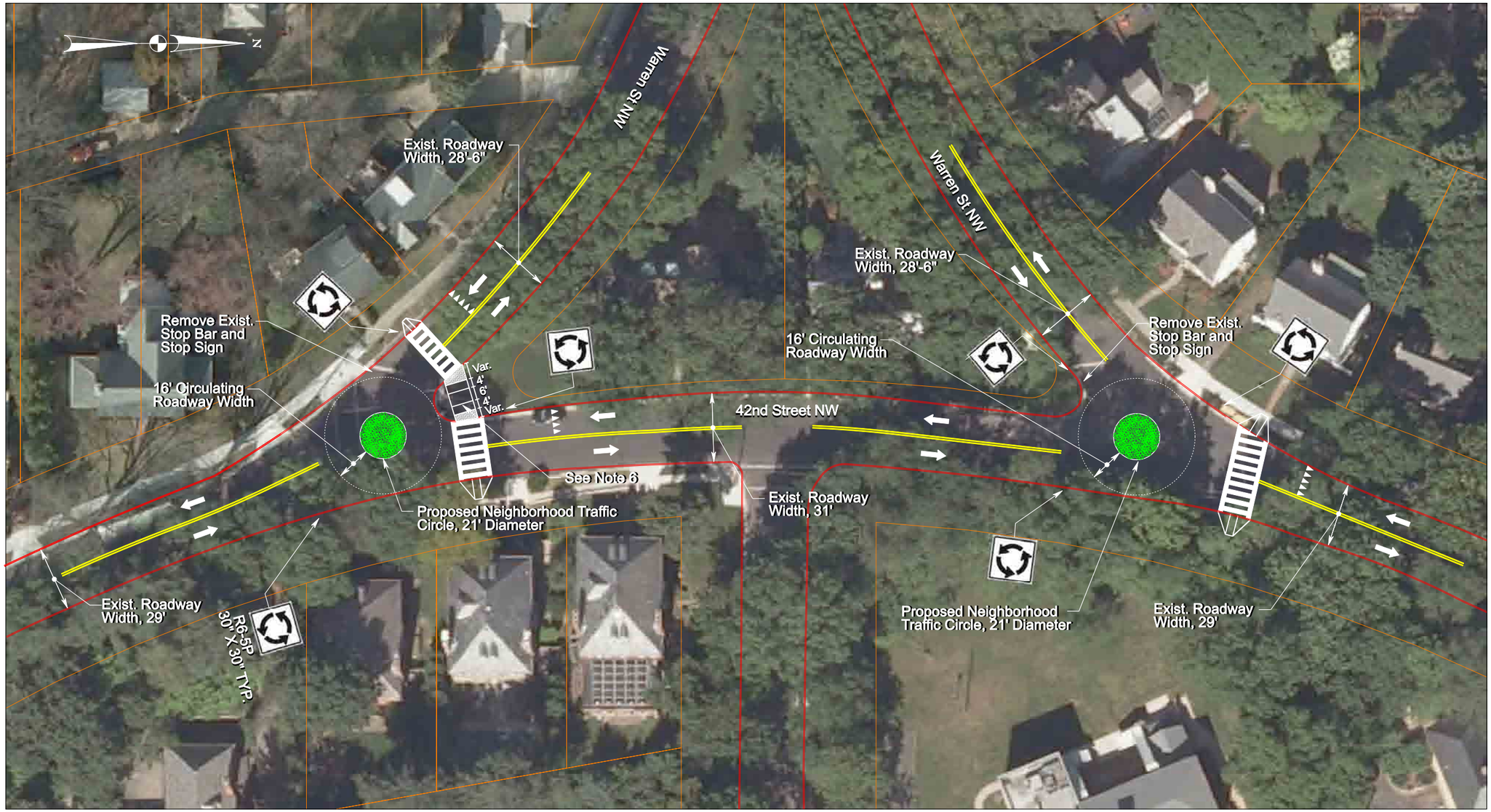
DIVISION CHIEF

DATE

FILE

DWG. NO.:

F.H.W.A. REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	D.C.			



Notes:
1. All Signs shown are proposed. Proposed signs shall be standard signs as noted per the Manual on Uniform Traffic Control Devices (MUTCD) (2009 Edition).
2. New DDOT standard curb ramps shall be installed at each end of proposed crosswalks; proposed curb ramps shall be installed per DDOT Design and Engineering Manual (April 2009 edition).
3. Proposed yield lines shall be painted as per the MUTCD. The individual triangles of the proposed yield lines shall be painted with a base 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.
4. Proposed high visibility crosswalks shall be painted with longitudinal lines 12 to 24 inches wide and spaced 12 to 60 inches apart, per the MUTCD.
5. Existing crosswalks shall be removed due to the installation of the traffic circle. In addition, existing curb ramps shall be removed and replaced with new curb and gutters, and sidewalks.
6. Proposed 10 feet wide Ramped Median shall meet ADA guidelines for pedestrian facilities.
7. Existing pavement markings that conflict with proposed pavement markings shall be eradicated.
8. Proposed centerlines shall be painted as per the MUTCD.
9. Aerial imagery shown on plan sheets was recorded in 2008.
10. All dimensions shown are approximate and are based on DCGIS data.

Legend:
- Proposed Direction of Traffic
- Proposed Crosswalk
- Proposed Pavement Marking
- Proposed Yield Line
- Exist. Edge of Pavement
- Exist. Property Line
- Proposed Landscaped or Stormwater Management Area

PB PARSONS BRINCKERHOFF
465 Spring Park Place
Herndon, Va. 20170-5227
703-742-5700
1401 K Street NW
Suite 300
Washington, DC 20005
202-782-0241

NO.	DESCRIPTION	NAME	DATE

REVISIONS

D.C. DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION
PROJECT MANAGEMENT DIVISION

ROCK CREEK WEST II
LIVABILITY STUDY

42nd Street & Warren Street
Improvements

0 25 50
SCALE IN FEET

PROJECT ENG.
DESIGNED BY
CHECKED BY
DRAWN BY
PROJECT MGR.

DIVISION CHIEF

DATE

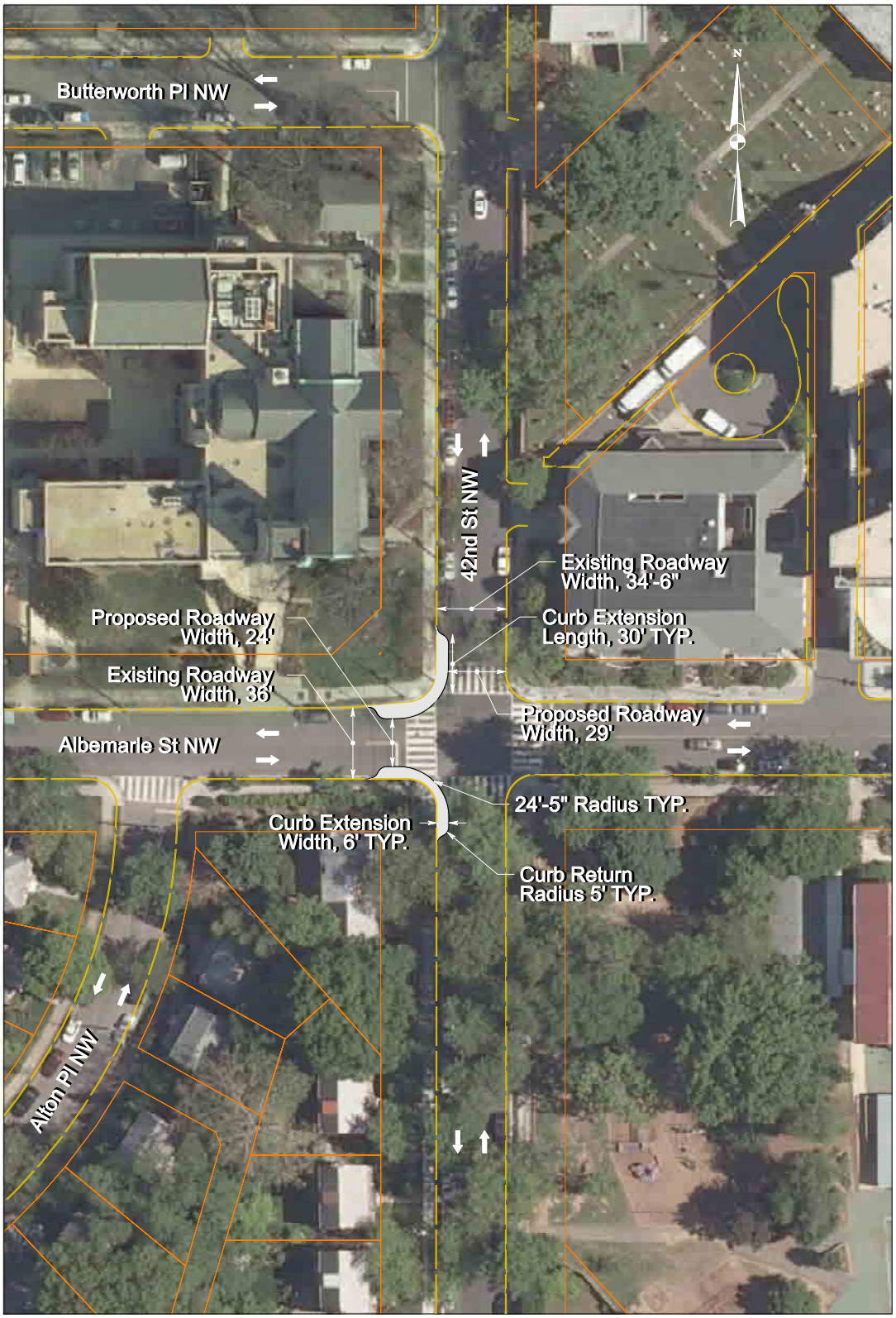
FILE

DWG. NO.:

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia



Notes:
1. All dimensions shown are approximate and are based on DCGIS data.
2. Construction of curb extensions shall consist of the removal of existing pavement and curb and gutter. It shall also include the installation of concrete pavement, curb and gutter, and DDOT standard curb ramps. Due to potential drainage impacts caused by the existing grading along the east side of Albemarle and 42nd Streets, curb extensions are not proposed in the southeast and northeast corners of the intersection.

Legend:
- Direction of Traffic
- Proposed Concrete Pavement
- Exist. Edge of Pavement
- Exist. Property Line
- Proposed Edge of Pavement

SCALE 1"= 80'
0 40' 80

42nd Street & Albemarle Street

DATE: February 2011

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia

Notes:
1. All dimensions shown are approximate and are based on DCGIS data.
2. Construction of green curb extensions shall consist of curb and gutter, pavement removal, and the installation of bioretention cells between the sidewalk and the new curbline to absorb stormwater.

Legend:
- Direction of Traffic
- Proposed Pedestrian Walkway
- Exist. Edge of Pavement
- Proposed Landscaped Area
- Proposed Std. Curb and Gutter
- Exist. Property Line

SCALE 1"= 80'
0 40' 80

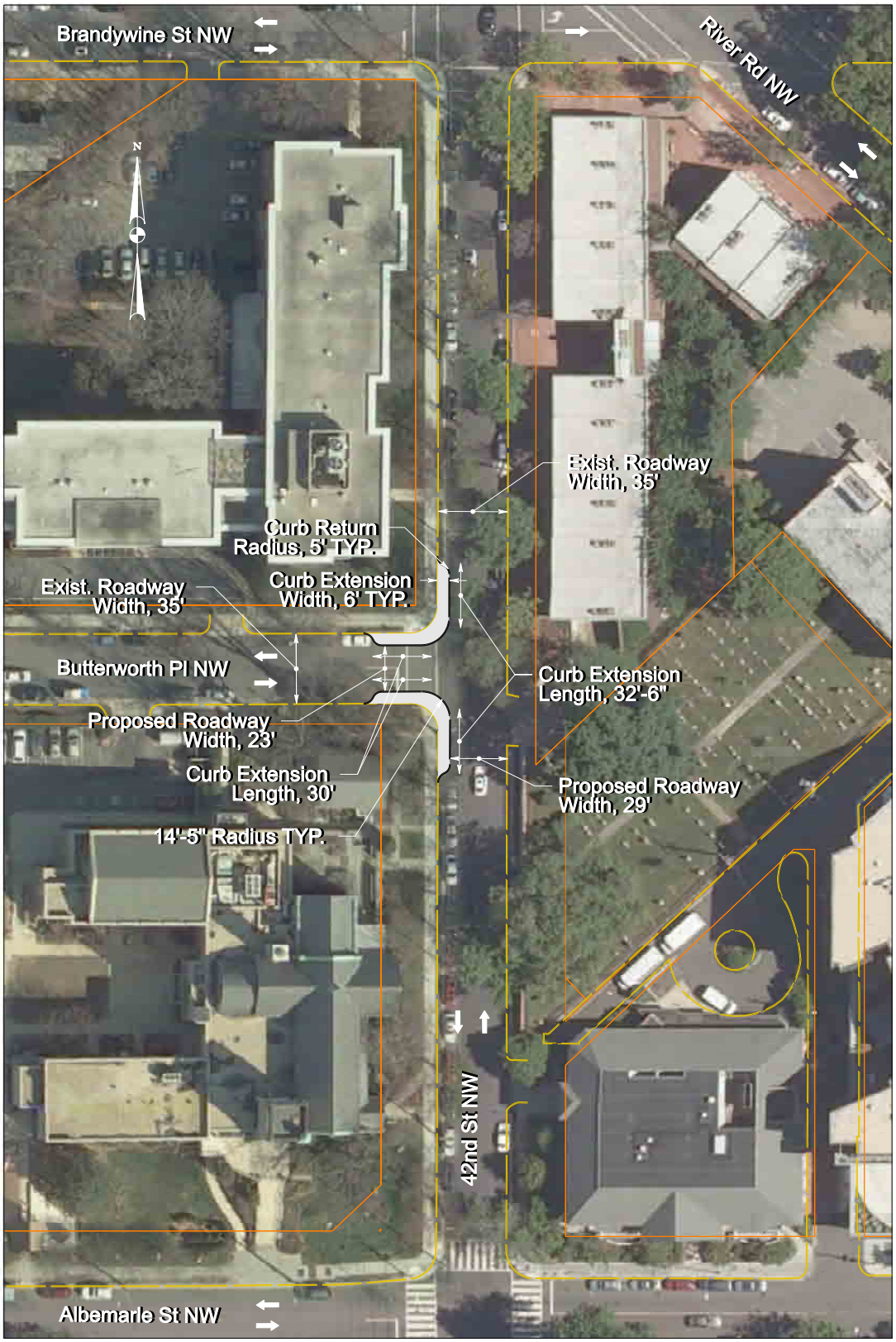
Brandywine Street & 42nd Street

DATE: February 2011

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia



Notes:
1. All dimensions shown are approximate and are based on DCGIS data.
2. Construction of curb extensions shall consist of the removal of existing pavement and curb and gutter. It shall also include the installation of concrete pavement, curb and gutter, and DDOT standard curb ramps.

Legend:
- Direction of Traffic
- Proposed Concrete Pavement
- Exist. Edge of Pavement
- Exist. Property Line
- Proposed Edge of Pavement

SCALE 1"= 80'
0 40' 80

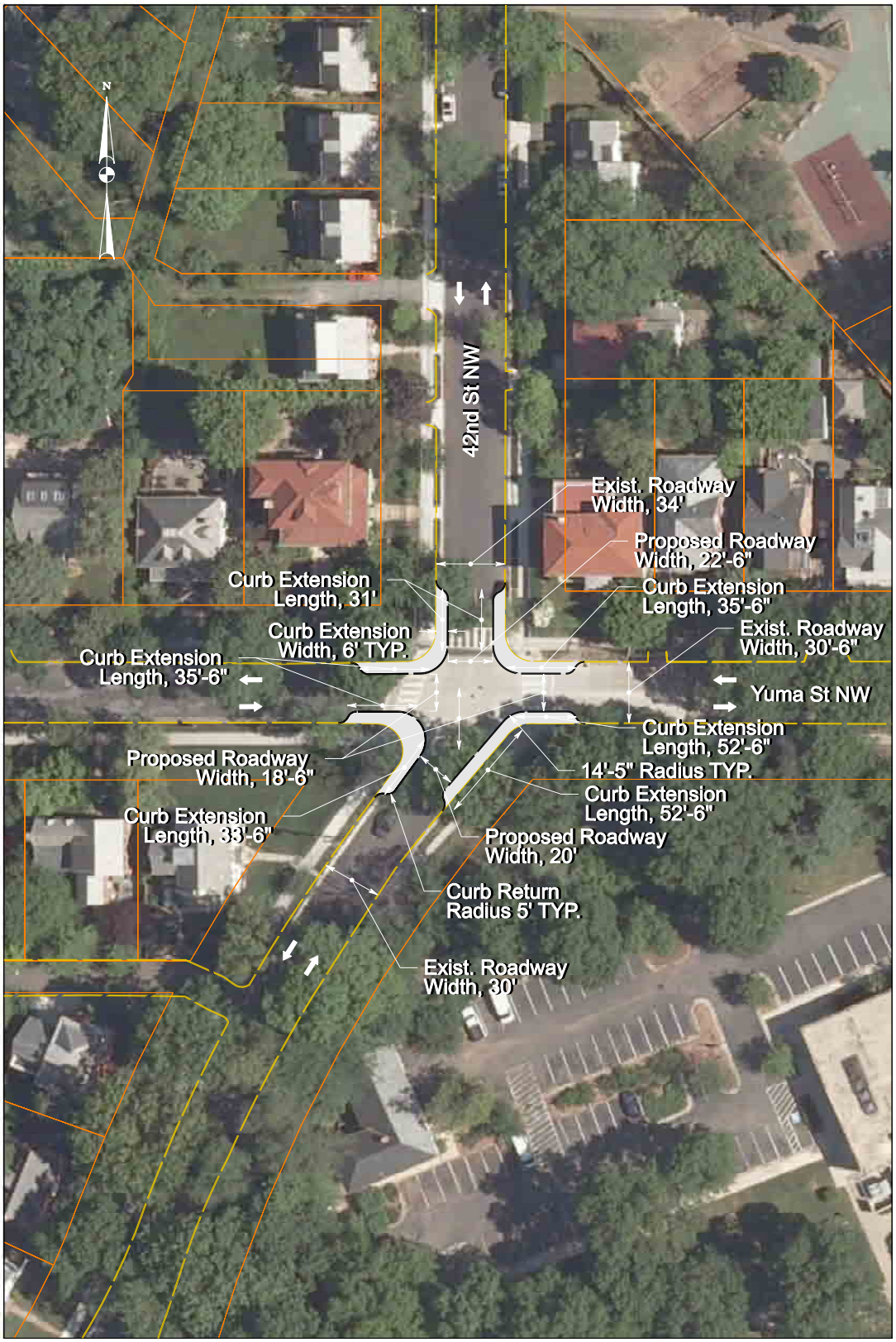
42nd Street & Butterworth Place

DATE: February 2011

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia



Notes:
1. All dimensions shown are approximate and are based on DCGIS data.
2. Construction of curb extensions shall consist of the removal of existing pavement and curb and gutter. It shall also include the installation of concrete pavement, curb and gutter, and DDOT standard curb ramps.

Legend:
- Direction of Traffic
- Proposed Concrete Pavement
- Exist. Edge of Pavement
- Exist. Property Line
- Proposed Edge of Pavement

SCALE 1"= 80'
0 40' 80

42nd Street & Yuma Street

DATE: February 2011

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia

Notes:
1. All dimensions shown are approximate and are based on DCGIS data.
2. Construction of curb extensions shall consist of the removal of existing pavement and curb and gutter. It shall also include the installation of concrete pavement, curb and gutter, and DDOT standard curb ramps.

Legend:
- Direction of Traffic
- Proposed Concrete Pavement
- Exist. Edge of Pavement
- Exist. Property Line
- Proposed Edge of Pavement

SCALE 1"= 80'
0 40' 80

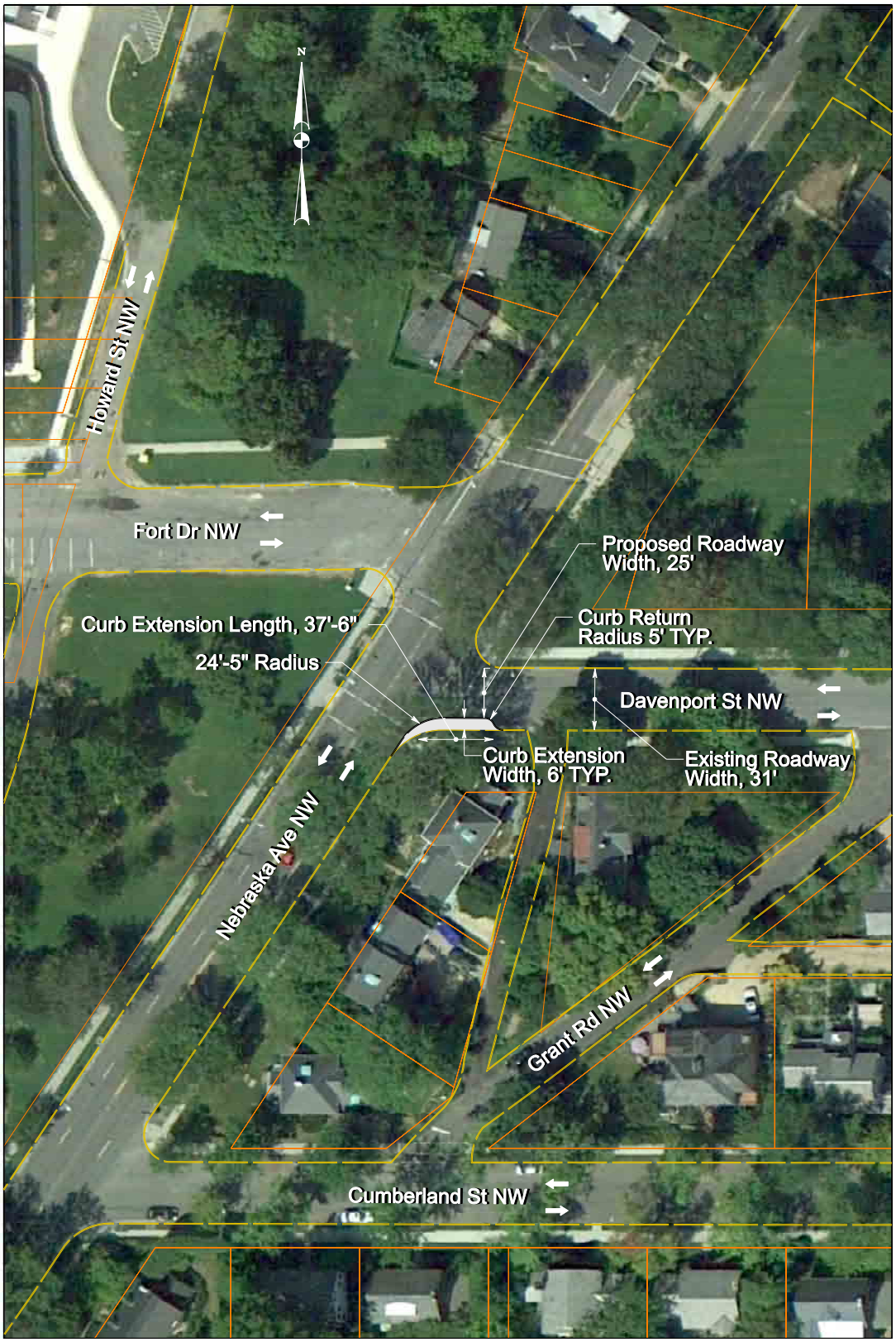
42nd Street & Van Ness Street

DATE: February 2011

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia



Notes:
1. All dimensions shown are approximate and are based on DCGIS data.
2. Construction of curb extensions shall consist of the removal of existing pavement and curb and gutter. It shall also include the installation of concrete pavement, curb and gutter, and DDOT standard curb ramps.

Legend:
- Direction of Traffic
- Proposed Concrete Pavement
- Exist. Edge of Pavement
- Exist. Property Line
- Proposed Edge of Pavement

SCALE 1"= 80'
0 40' 80

Davenport Street & Nebraska Avenue

DATE: February 2011

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia

Notes:
1. All dimensions shown are approximate and are based on DCGIS data.
2. Construction of curb extensions shall consist of the removal of existing pavement and curb and gutter. It shall also include the installation of concrete pavement, curb and gutter, and DDOT standard curb ramps.

Legend:
- Direction of Traffic
- Proposed Concrete Pavement
- Exist. Edge of Pavement
- Exist. Property Line
- Proposed Edge of Pavement

SCALE 1"= 80'
0 40' 80

Northampton Street & Connecticut Avenue

DATE: February 2011

District Department of Transportation

Rock Creek West II Livability Study

Washington, District of Columbia

Notes:
1. All dimensions shown are approximate and are based on DCGIS data.
2. Construction of curb extensions shall consist of the removal of existing pavement and curb and gutter. It shall also include the installation of concrete pavement, curb and gutter, and DDOT standard curb ramps.

Legend:
- Direction of Traffic
- Proposed Concrete Pavement
- Exist. Edge of Pavement
- Exist. Property Line
- Proposed Edge of Pavement

SCALE 1"= 80'
0 40' 80

45th Street & River Road

DATE: February 2011

Summary of Cost Estimates

The cost estimates presented in Section 5 are detailed in this section of the Appendix. The estimates are planning level and order-of-magnitude, matching the level of design of the drawings, and should be used for programming purposes only. The total cost for the RCW2 Livability Study recommendations is approximately $9.4 million.

Planning Level Construction Cost Estimate (2010USD)

36th and Davenport NW

Improvements	Estimated Cost (2010 USD)
Curb Extensions	131,353
Pavement Markings	1,882
Curb Ramps	9,600
Subtotal	142,835
Landscaping	7,142
Erosion and Sediment Control	7,142
Drainage and Utility Relocation	21,425
Maintenance of Traffic	14,283
Contingencies	35,709
Mobilization	22,854
TOTAL	252,000

36th and Ellicot NW

Improvements	Estimated Cost (2010 USD)
Pavement Markings	2,167
Subtotal	2,167
Maintenance of Traffic	217
Contingencies	542
Mobilization	292
TOTAL	4,000

36th and Fessenden NW

Improvements	Estimated Cost (2010 USD)
Pavement Markings	89
Proposed Green Space	89,220
Traffic Signs	398
Subtotal	89,707
Landscaping	4,485
Erosion and Sediment Control	4,485
Drainage and Utility Relocation	13,456
Maintenance of Traffic	8,971
Contingencies	22,427
Mobilization	14,353
TOTAL	158,000

36th Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	63,523
Subtotal	63,523
Landscaping	3,176
Maintenance of Traffic	6,352
Contingencies	15,881
Mobilization	8,893
TOTAL	98,000

40th and Fort NW

Improvements	Estimated Cost (2010 USD)
Bus Stop Facilities	43,800
Center Median Reconfiguration	100,908
Curb Extensions	30,000
Curb Ramps	10,800
Pavement Markings	13,517
Traffic Signs	2,500
Subtotal	201,525
Landscaping	10,076
Erosion and Sediment Control	10,076
Drainage and Utility Relocation	30,229
Maintenance of Traffic	20,152
Contingencies	50,381
Mobilization	32,244
TOTAL	355,000

41st and Legation NW

Improvements	Estimated Cost (2010 USD)
Removal of Visual Obstruction	1,000
Subtotal	1,000
Landscaping	50
Contingencies	250
Mobilization	130
TOTAL	2,000

41st and Livingston NW

Improvements	Estimated Cost (2010 USD)
Signal Timing Modification	2,365
Subtotal	2,365
Maintenance of Traffic	237
Contingencies	591
Mobilization	319
TOTAL	4,000

42nd and Albemarle NW

Improvements	Estimated Cost (2010 USD)
Curb Extensions	137,029
Curb Ramps	9,600
Signal Timing Modification	2,365
Subtotal	148,994
Landscaping	7,450
Erosion and Sediment Control	7,450
Drainage and Utility Relocation	22,349
Maintenance of Traffic	14,899
Contingencies	37,249
Mobilization	23,839
TOTAL	263,000

42nd and Brandywine NW

Improvements	Estimated Cost (2010 USD)
Proposed Green Space	154,322
Vegetated Curb Extensions	60,000
Curb Ramps	9,600
Subtotal	223,922
Landscaping	11,196
Erosion and Sediment Control	11,196
Drainage and Utility Relocation	33,588
Maintenance of Traffic	22,392
Contingencies	55,981
Mobilization	35,828
TOTAL	395,000

42nd and Butterworth NW

Improvements	Estimated Cost (2010 USD)
Curb Extensions	68,515
Curb Ramps	4,800
Subtotal	73,315
Landscaping	3,666
Erosion and Sediment Control	3,666
Drainage and Utility Relocation	10,997
Maintenance of Traffic	7,331
Contingencies	18,329
Mobilization	11,730
TOTAL	130,000

42nd and Van Ness NW

Improvements	Estimated Cost (2010 USD)
Curb Extensions	34,257
Curb Ramps	2,400
Subtotal	36,657
Landscaping	1,833
Erosion and Sediment Control	1,833
Drainage and Utility Relocation	5,499
Maintenance of Traffic	3,666
Contingencies	9,164
Mobilization	5,865
TOTAL	65,000

42nd and Warren NW

Improvements	Estimated Cost (2010 USD)
Miniroundabouts	40,000
Curb Ramps	7,200
Removal of Existing Curb Ramps	18,896
Pavement Markings	4,356
Traffic Signs	1,500
Subtotal	71,953
Landscaping	3,598
Erosion and Sediment Control	3,598
Drainage and Utility Relocation	10,793
Maintenance of Traffic	7,195
Contingencies	17,988
Mobilization	11,512
TOTAL	127,000

42nd and Yuma NW

Improvements	Estimated Cost (2010 USD)
Curb Extensions	102,772
Curb Ramps	7,198
Subtotal	109,970
Landscaping	5,498
Erosion and Sediment Control	5,498
Drainage and Utility Relocation	16,495
Maintenance of Traffic	10,997
Contingencies	27,492
Mobilization	17,595
TOTAL	194,000

42nd Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	17,843
Subtotal	17,843
Landscaping	892
Maintenance of Traffic	1,784
Contingencies	4,461
Mobilization	2,498
TOTAL	28,000

43rd and Albemarle NW

Improvements	Estimated Cost (2010 USD)
Vegetated Curb Extensions	257,029
Curb Ramps	9,600
Subtotal	266,629
Landscaping	13,331
Erosion and Sediment Control	13,331
Drainage and Utility Relocation	39,994
Maintenance of Traffic	26,663
Contingencies	66,657
Mobilization	42,661
TOTAL	470,000

43rd and River NW

Improvements	Estimated Cost (2010 USD)
Vegetated Curb Extensions	64,257
Curb Ramps	2,400
Subtotal	66,657
Landscaping	3,333
Erosion and Sediment Control	3,333
Drainage and Utility Relocation	9,999
Maintenance of Traffic	6,666
Contingencies	16,664
Mobilization	10,665
TOTAL	118,000

43rd and Van Ness NW

Improvements	Estimated Cost (2010 USD)
Vegetated Curb Extensions	34,257
Curb Ramps	2,400
Subtotal	36,657
Landscaping	1,833
Erosion and Sediment Control	1,833
Drainage and Utility Relocation	5,499
Maintenance of Traffic	3,666
Contingencies	9,164
Mobilization	5,865
TOTAL	65,000

43rd Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Pavement Markings	10,574
Traffic Signs	50
Subtotal	10,824
Landscaping	541
Maintenance of Traffic	1,082
Contingencies	2,706
Mobilization	1,515
TOTAL	17,000

44th and River NW

Improvements	Estimated Cost (2010 USD)
Vegetated Curb Extensions	257,029
Curb Ramps	9,600
Subtotal	266,629
Landscaping	13,331
Erosion and Sediment Control	13,331
Drainage and Utility Relocation	39,994
Maintenance of Traffic	26,663
Contingencies	66,657
Mobilization	42,661
TOTAL	470,000

44th Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	94,820
Subtotal	94,820
Landscaping	4,741
Maintenance of Traffic	9,482
Contingencies	23,705
Mobilization	13,275
TOTAL	147,000

45th, River, and Fessenden NW

Improvements	Estimated Cost (2010 USD)
Curb Extensions	206,253
Curb Ramps	14,400
Subtotal	220,653
Landscaping	11,033
Erosion and Sediment Control	11,033
Drainage and Utility Relocation	33,098
Maintenance of Traffic	22,065
Contingencies	55,163
Mobilization	35,305
TOTAL	389,000

46th and Fessenden NW

Improvements	Estimated Cost (2010 USD)
Pavement Markings	162
Traffic Signs	500
Subtotal	662
Landscaping	33
Maintenance of Traffic	66
Contingencies	165
Mobilization	93
TOTAL	2,000

Albemarle Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Remove Mid-block Crossing	15,950
Traffic Calming Device	10,560
Pavement Markings	11,133
Subtotal	37,643
Landscaping	1,882
Maintenance of Traffic	3,764
Contingencies	9,411
Mobilization	5,270
TOTAL	58,000

Brandywine and 46th NW

Improvements	Estimated Cost (2010 USD)
Vegetated Curb Extensions	128,515
Curb Ramps	4,800
Subtotal	133,315
Landscaping	6,666
Erosion and Sediment Control	6,666
Drainage and Utility Relocation	19,997
Maintenance of Traffic	13,331
Contingencies	33,329
Mobilization	21,330
TOTAL	235,000

Brandywine and Wisconsin NW

Improvements	Estimated Cost (2010 USD)
Signal Timing Modification	2,365
Subtotal	2,365
Maintenance of Traffic	237
Contingencies	591
Mobilization	319
TOTAL	4,000

Brandywine Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	32,550
Subtotal	32,550
Landscaping	1,628
Maintenance of Traffic	3,255
Contingencies	8,138
Mobilization	4,557
TOTAL	51,000

Chesapeake Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	52,846
Subtotal	52,846
Landscaping	2,642
Maintenance of Traffic	5,285
Contingencies	13,212
Mobilization	7,398
TOTAL	82,000

Chevy Chase Circle NW (Short Term)

Improvements	Estimated Cost (2010 USD)
Traffic Signs	350,000
Subtotal	350,000
Landscaping	17,500
Erosion and Sediment Control	17,500
Drainage and Utility Relocation	52,500
Maintenance of Traffic	35,000
Contingencies	87,500
Mobilization	56,000
TOTAL	616,000

Chevy Chase Circle NW (Long Term)

Improvements	Estimated Cost (2010 USD)
Traffic Signals	591,295
Pedestrian Crossing Signals	10,196
Curb Ramps	9,600
Pavement Markings	1,882
Subtotal	612,972
Landscaping	30,649
Erosion and Sediment Control	30,649
Drainage and Utility Relocation	91,946
Maintenance of Traffic	61,297
Contingencies	153,243
Mobilization	98,076
TOTAL	1,079,000

Chevy Chase Parkway NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	70,269
Subtotal	70,269
Landscaping	3,513
Maintenance of Traffic	7,027
Contingencies	17,567
Mobilization	9,838
TOTAL	109,000

Davenport and Connecticut NW

Improvements	Estimated Cost (2010 USD)
Vegetated Curb Extensions	128,515
Curb Ramps	2,400
Subtotal	130,915
Landscaping	6,546
Erosion and Sediment Control	6,546
Drainage and Utility Relocation	19,637
Maintenance of Traffic	13,091
Contingencies	32,729
Mobilization	20,946
TOTAL	231,000

Davenport and Nebraska NW

Improvements	Estimated Cost (2010 USD)
Curb Extensions	34,257
Curb Ramps	2,400
Subtotal	36,657
Landscaping	1,833
Erosion and Sediment Control	1,833
Drainage and Utility Relocation	5,499
Maintenance of Traffic	3,666
Contingencies	9,164
Mobilization	5,865
TOTAL	65,000

Davenport and Reno NW

Improvements	Estimated Cost (2010 USD)
Vegetated Curb Extensions	128,515
Curb Ramps	2,400
Subtotal	130,915
Landscaping	6,546
Erosion and Sediment Control	6,546
Drainage and Utility Relocation	19,637
Maintenance of Traffic	13,091
Contingencies	32,729
Mobilization	20,946
TOTAL	231,000

Garrison and Wisconsin NW

Improvements	Estimated Cost (2010 USD)
Remove and Replace Parking Meters	1,899
New Planting Strips	9,382
Traffic Signs	1,500
Subtotal	12,781
Landscaping	639
Erosion and Sediment Control	639
Drainage and Utility Relocation	1,917
Maintenance of Traffic	1,278
Contingencies	3,195
Mobilization	2,045
TOTAL	23,000

Gates Road NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	13,212
Subtotal	13,212
Landscaping	661
Maintenance of Traffic	1,321
Contingencies	3,303
Mobilization	1,850
TOTAL	21,000

Jennifer Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	55,016
Subtotal	55,016
Landscaping	2,751
Maintenance of Traffic	5,502
Contingencies	13,754
Mobilization	7,702
TOTAL	85,000

Livingston Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	35,635
Subtotal	35,635
Landscaping	1,782
Maintenance of Traffic	3,563
Contingencies	8,909
Mobilization	4,989
TOTAL	55,000

Nevada Avenue NW Corridor

Improvements	Estimated Cost (2010 USD)
Pavement Markings	70,500
Subtotal	70,500
Landscaping	3,525
Maintenance of Traffic	7,050
Contingencies	17,625
Mobilization	9,870
TOTAL	109,000

Northampton and Broad Branch NW

Improvements	Estimated Cost (2010 USD)
Raised Crosswalk	8,157
Subtotal	8,157
Erosion and Sediment Control	408
Drainage and Utility Relocation	1,224
Maintenance of Traffic	816
Contingencies	2,039
Mobilization	1,264
TOTAL	14,000

Northampton and Connecticut NW

Improvements	Estimated Cost (2010 USD)
Curb Extensions	17,129
Curb Ramps	2,400
HAWK Signal	215,800
Subtotal	235,329
Landscaping	11,766
Erosion and Sediment Control	11,766
Drainage and Utility Relocation	35,299
Maintenance of Traffic	23,533
Contingencies	58,832
Mobilization	37,653
TOTAL	415,000

River and Western NW

Improvements	Estimated Cost (2010 USD)
Traffic Signs	500
Subtotal	500
Landscaping	25
Contingencies	125
Mobilization	65
TOTAL	1,000

River Road NW Corridor

Improvements	Estimated Cost (2010 USD)
Pavement Markings	4,758
Subtotal	4,758
Landscaping	238
Maintenance of Traffic	476
Contingencies	1,190
Mobilization	666
TOTAL	8,000

Van Ness Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Signal Timing Modification	2,365
Pavement Markings	17,413
Subtotal	19,779
Maintenance of Traffic	1,978
Contingencies	4,945
Mobilization	2,670
TOTAL	30,000

Ward Circle NW (Short Term)

Improvements	Estimated Cost (2010 USD)
Traffic Signs	200,000
Signal Timing Modification (LPI)	4,730
Subtotal	204,730
Landscaping	10,237
Erosion and Sediment Control	10,237
Drainage and Utility Relocation	30,710
Maintenance of Traffic	20,473
Contingencies	51,183
Mobilization	32,757
TOTAL	361,000

Ward Circle NW (Long Term)

Improvements	Estimated Cost (2010 USD)
Signal Timing Modification	4,730
Traffic Signals	591,295
Pavement Markings	1,668
Subtotal	597,693
Landscaping	29,885
Erosion and Sediment Control	29,885
Drainage and Utility Relocation	89,654
Maintenance of Traffic	59,769
Contingencies	149,423
Mobilization	95,631
TOTAL	1,052,000

Western and 45th NW

Improvements	Estimated Cost (2010 USD)
Pavement Markings	1,506
Subtotal	1,506
Maintenance of Traffic	151
Contingencies	377
Mobilization	203
TOTAL	3,000

Western and 47th NW

Improvements	Estimated Cost (2010 USD)
Pavement Markings	4,711
Subtotal	4,711
Maintenance of Traffic	471
Contingencies	1,178
Mobilization	636
TOTAL	7,000

Western and Geico NW

Improvements	Estimated Cost (2010 USD)
Pedestrian Crossing Signal	10,196
Traffic Signals	295,647
Curb Ramps	4,800
Pavement Markings	1,506
Subtotal	312,150
Landscaping	15,607
Erosion and Sediment Control	15,607
Drainage and Utility Relocation	46,822
Maintenance of Traffic	31,215
Contingencies	78,037
Mobilization	49,944
TOTAL	550,000

Western and River

Improvements	Estimated Cost (2010 USD)
Pavement Markings	1506
Subtotal	1506
Maintenance of Traffic	151
Contingencies	377
Mobilization	203
TOTAL	3,000

Yuma Street NW Corridor

Improvements	Estimated Cost (2010 USD)
Bike Boulevard	70,354
Subtotal	70,354
Landscaping	3,518
Maintenance of Traffic	7,035
Contingencies	17,589
Mobilization	9,850
TOTAL	109,000