DISTRICT DEPARTMENT OF TRANSPORTATION

Development Projects

Developers and Engineers Information For Complex Engineering Projects

Thursday, November 20, 2025
2:00pm – 3:30pm

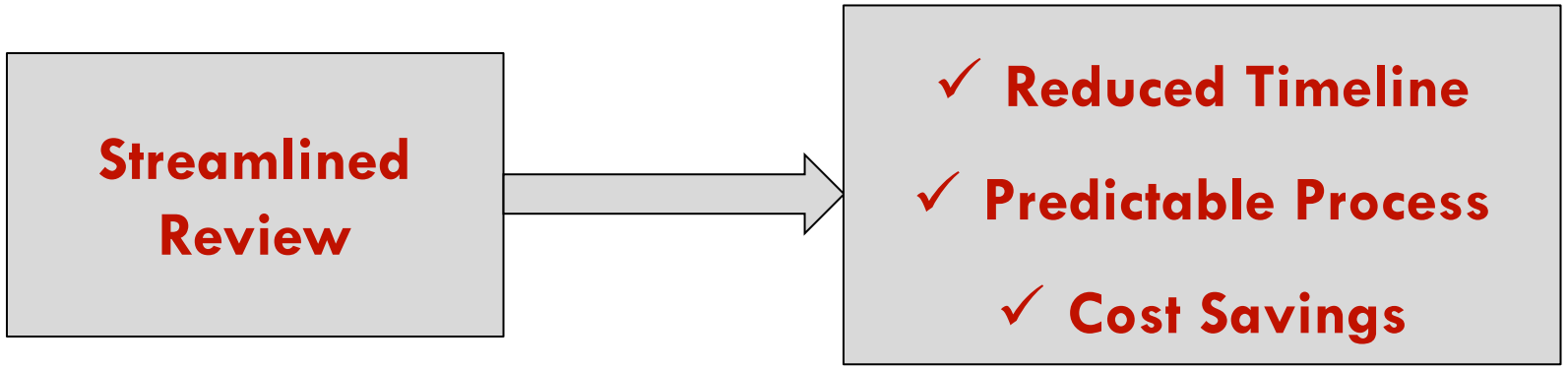
ddot.dc.gov/page/horizontal-development-projects

Welcome and Introductions

Matthew Marcou, Chief of Staff

Meeting Purpose

- Developers are key to the continued growth of the District.
- DDOT is committed to supporting Developers within the context of a safe and efficient multimodal transportation network.
- DDOT would like partner with Developers to strengthen our relationship with shared commitment and goals.
- We are making process improvements that include standardization of our review processes, agreements, land dedications etc.
- Development review processes that are shared with the development community.
- Standard template for agreements, comment-response, land dedication.
- Information sessions for developers with clear expectations with no surprises.



Agenda

Ravindra D. Ganvir, Deputy Chief Engineer
Infrastructure Project Management Administration

Agenda

Welcome and Introductions

- Matthew Marcou – Chief of Staff

DDOT Organization and Process Overview

- Sandra Marks – Chief, Transportation Planning Administration
- Ravindra D. Ganvir – Deputy Chief Engineer, Infrastructure Project Management Administration

Complex Engineering Review Process

- Kelsey Bridges – Neighborhood Planning Branch Manager
- Ogechi Elekwachi – Citywide Program Support Manager, Infrastructure Project Management Administration

Agreements

- Felicia Jackson-Taylor – Purpose and Content

Agenda (cont.)

Subject Information Session

- FHWA Approvals – Meredith Soniat, Associate Director, Planning and Sustainability
- Green Infrastructure – Eric Schwartz, Civil Engineer, Infrastructure Project Management Administration
- Drainage & Hydraulics - Morvarid Ganjalizadeh, Deputy Program Manager, Hydraulic & Stormwater Division
- Structures – Geoge Choubah, Senior Structural Engineer, Infrastructure Project Management Administration
- Safety – Alex Webb, Transportation Engineer, Traffic Safety Administration
- MOT – George Gurara, Transportation Engineer, Traffic Safety Administration
- Streetlight – Sean Fournier, Supervisory Engineer, Maintenance Operations
- TOPS –Tiffany Tenbrook, Citywide Support Services Manager, Public Space Regulation Division
- ROW– Katarzyna Nykiel, Right of Way Program Coordinator, Infrastructure Project Management Administration
- Urban Forestry – Alit Balk, Branch Manager, Urban Forestry Division
- Construction Compliance – Ogechi Elekwachi, Citywide Program Support Manager, Infrastructure Project Management Administration
- Substantial Completion and Final Acceptance – Ogechi Elekwachi, Citywide Program Support Manager, Infrastructure Project Management Administration

Closing

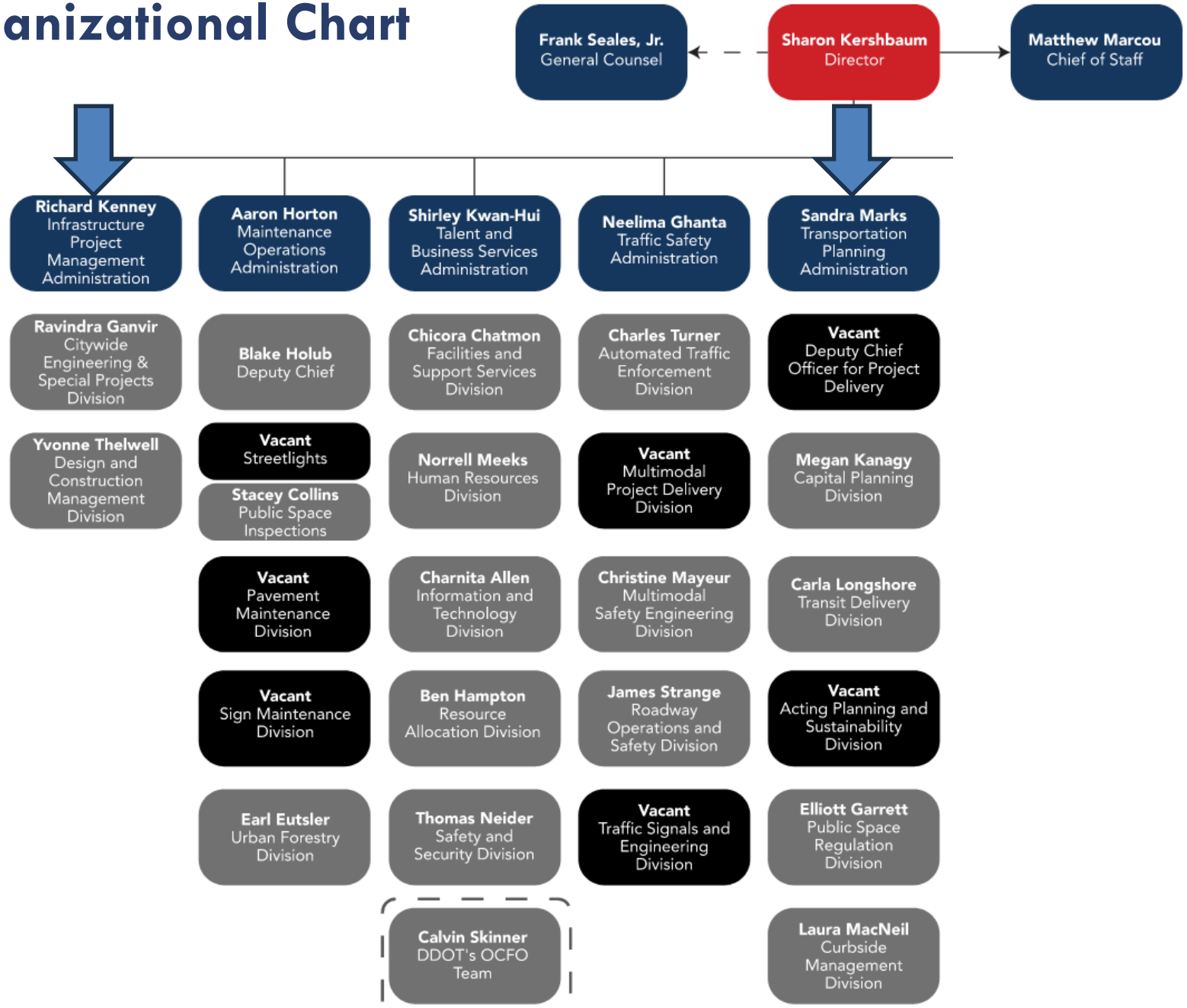
- Ravindra D. Ganvir - Deputy Chief Engineer, Infrastructure Project Management Administration

DDOT Organization and Process Overview

Sandra Marks, Chief
Transportation Planning Administration

Ravindra D. Ganvir, Deputy Chief Engineer
Infrastructure Project Management Administration

DDOT Organizational Chart



Development Project Review
Complex Engineering Review Process (CERP) Overview

TPA/PSD*

First entry point: After screening the project, PSD makes a determination of complex engineering projects and coordinates it with IPMA

IPMA

Complex Engineering Review process coordination along with agreement, and technical subject matter experts

TPA/PSRD

Final issuance of construction and occupancy permits using Transportation Online Permitting System (TOPS)

*PSD remain involved through entire process

Transportation Planning Administration (**TPA**)
Planning &Sustainability Division (**PSD**)
Infrastructure Planning Management Administration (**IPMA**)
Public Space Regulation Division (**PSRD**)

Complex Engineering Review Process – DDOT Roles

Ravindra D. Ganvir, Deputy Chief Engineer
Infrastructure Project Management Administration

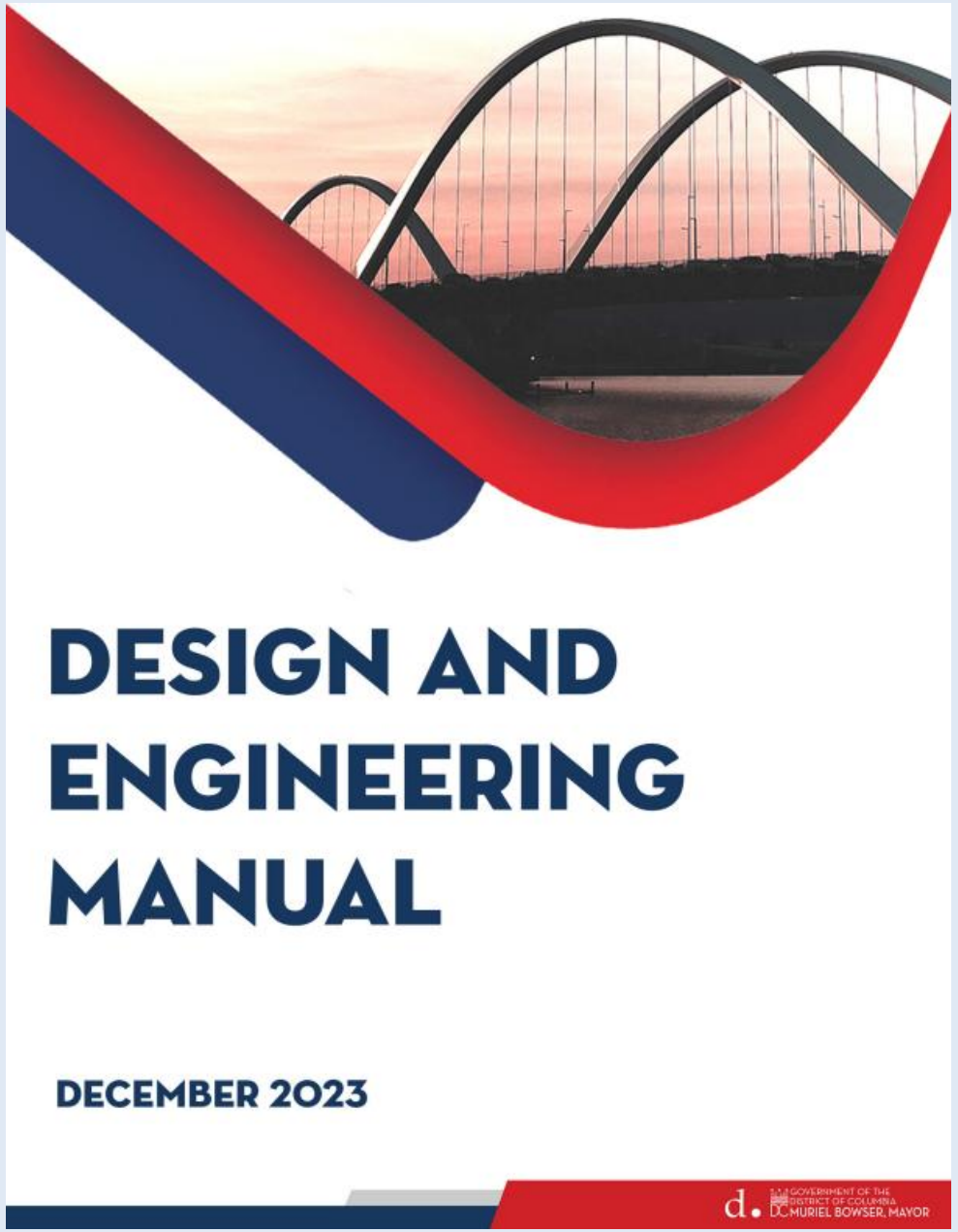
Development Project Pipeline – Complex Engineering Projects

- **Upcoming Development Projects**
  - Transportation Planning Administration (TPA)/Planning & Sustainability Division (PSD) and Infrastructure Planning Management Administration (IPMA) meet regularly to review upcoming projects
- **Development Projects at Agreement Stage**
  - Coordination between IPMA, Office of General Counsel (OGC) and the Developer on agreement language
- **Development Projects at Design Stage**
  - Coordination between IPMA and other DDOT Administrations for design review through Transportation Plan Review Module (TPR)
  - Issuance of permits through Transportation Online Permitting System (TOPS)
- **Development Projects at Construction Stage**
  - IPMA includes other specialist inspectors with DDOT Administrations
- **Development Projects at Close-Out Stage**
  - Schedule Walk throughs with DDOT Administrations
- **Project Completion / Recordation**
  - Coordination with OGC and DC Surveyor

Complex Engineering Review Process Overview

Kelsey Bridges, Neighborhood Planning Branch Manager
Transportation Planning Administration

Ogechi Elekwachi, Citywide Program Support Manager
Infrastructure Project Management Administration



Complex Engineering Project Intake Process

If a zoning action (Planned Unit Development, BZA case, etc.), Large Tract Review case, or event TOPS application includes one or more of the following, then DDOT will classify the project as a **Complex Engineering Project** and **IPMA review** is required.

- ❑ Change in use of the roadway or alley (plaza/public park)
- ❑ Dedication/Disposal/Closure of Public ROW
- ❑ Roadway Structures or Retaining walls
- ❑ Change in number of travel lanes
- ❑ Reconstruction of Roadway with change in grade > 4"

Complex Engineering Review Process Summary

Step 1

- Submittal of initial project background information
  - Developer initiates the process by submitting the background information to DDOT IPMA via email to Ogechi.Elekwachi@dc.gov:
- Initiation meeting

Step 2

- DDOT Agreement template is shared
- DDOT provides budget estimate
- Review of the Agreement and Resolution
- Agreement sign-off by all parties

Step 3

- Payment made to DC Treasurer
- Confirmation receipt of Payment
- OCFO Project Account set-up
- Task Order issue to the Consultant

Background Information

- Conceptual Plan (indicate existing and proposed conditions).
- Details of current approvals and coordination (zoning reviews and ANC coordination)
- Information relating to the overall phasing plan for the project and adjacent parcels
- Studies and investigations completed to date (traffic, survey, geotechnical, utilities)
- Coordination with utilities located in public space completed to date (certificate of acceptance, as-builts approvals, work orders, etc)
- Survey to Mark Record

- **DDOT may reject a submission if poor quality, non-compliant or incomplete, including missing QA/QC documentation**
- **Rejected submissions and repeated reviews may require additional funds for DDOT to be able to continue reviews**

Complex Engineering Review Process Summary (Cont'd)

Step 4
- Kick-off meeting
- Identify Key Point of Contact
- Expectations for submittals
- Review comment timeline

Step 5

Refer to DEM Chapter 12 for Submittal Requirements

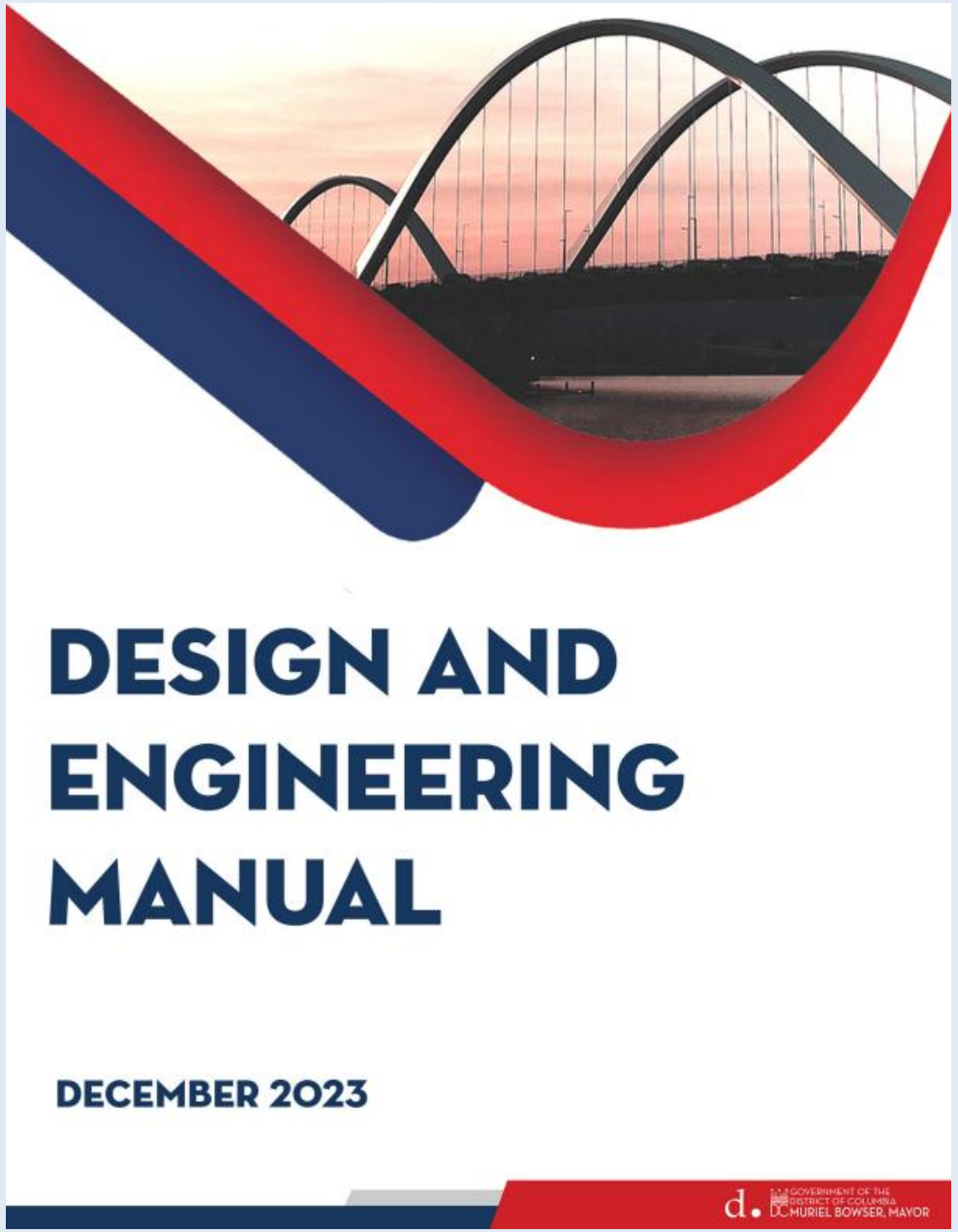
- Design Submittal:
  - Preliminary Engineering Report
  - Preliminary Plan Submittal – 30%
  - Intermediate Plan Submittal – 65%
  - Final Construction Plans, Specifications and Cost Estimate

Step 6
- Final Design sign-off by Chief
- Submit the IPMA-approved plans and specifications for review through TOPS (tops.ddot.dc.gov)
- Pay all remaining applicable fees, permit fees and technology fees (collectively, the "TOPS Fees")

Step 7
- Developer notify DDOT of Construction Start Date
- DDOT reviews work for compliance.
- Set up Bi-weekly progress meeting
- All materials/testing reports submittal to DDOT QA/QC Portal
- Substantial Completion process (Certificate, Project walkthrough, etc)

Step 8
- Complete Substantial completion requirements
- Complete Punchlist List items
- Utility Acceptance letters received
- DOEE Final Approval Notice received
- 3rd Party Laboratory Certification letter received
- As-built Plan received
- Final Completion Certificate received
- Construction materials/equipment Removed
- Final Inspection and DDOT sign-off

Complex Engineering Review Process Detail



Step 1. Initial Project Background Information

A project initiation meeting will be held to discuss project requirements including development of a project Agreement. Prior to the meeting the Developer initiates the process by submitting the following information to DDOT IPMA via email to Ogechi.Elekwachi@dc.gov:

1. Conceptual Plan (indicate existing and proposed conditions).
2. Details of current approvals and coordination (zoning reviews and ANC coordination).
3. Information relating to the overall phasing plan for the project and adjacent parcels, including history and approvals attained:
    a) Long-term plan for the neighborhood?
    b) Overall phasing for the project and adjacent parcels?
    c) Relationship with adjacent parcels?
    d) Do adjacent developments directly affect this project? (e.g., raising street level part of long-term phasing plan)

NOTE: Zoning Commission approval is not an approval for construction.

Step 1. Initial Project Background Information (Continued)

4. Studies and investigations completed to date (traffic, geotechnical, survey, utilities)
5. Coordination with utilities located in public space completed to date
    a) Provide point of contact with each utility.
    b) Confirm process/terminology and relevant stage of review/approval for the project with each utility. Examples include:
        i) will-serve;
        ii) work orders;
        iii) as-built approvals; and
        iv) certificate of acceptance.
    c) Identify documentation required for acceptance at each stage of the project.

Step 2. Complete and Sign Memorandum of Agreement (MOA)

1. DDOT will update the standard MOA based on project specific information provided by Developer.
2. DDOT will provide a budget estimate for cost recovery for DDOT services related to design and construction acceptance (included in MOA). The budget is based upon DDOT experience of completing design review and construction compliance of similar projects. Whilst the design review budget is based largely on the complexity of the improvements, the construction compliance is a combination of the complexity and the construction schedule duration. The budget includes DDOT labor, Overhead, Consultant costs and contingency.

   Note: This process can take several months
3. Developer reviews MOA
4. Following resolution of questions/comments developer signs MOA
5. DDOT Director signs MOA

Step 3. DDOT Issues Task Order for Design Review & Construction Compliance

1. Developer submits payment for design review and construction compliance to DC Treasurer.

   Refer to MOA for the payment instructions.
2. OCP confirms receipt of funds by DDOT (which can take some time)
3. DDOT issue consultant task order for design review and construction compliance

Note: Selection of consultant and issue of a task order can take several months. Plan review will begin when the payment is received.

Step 4. Kick Off Meeting

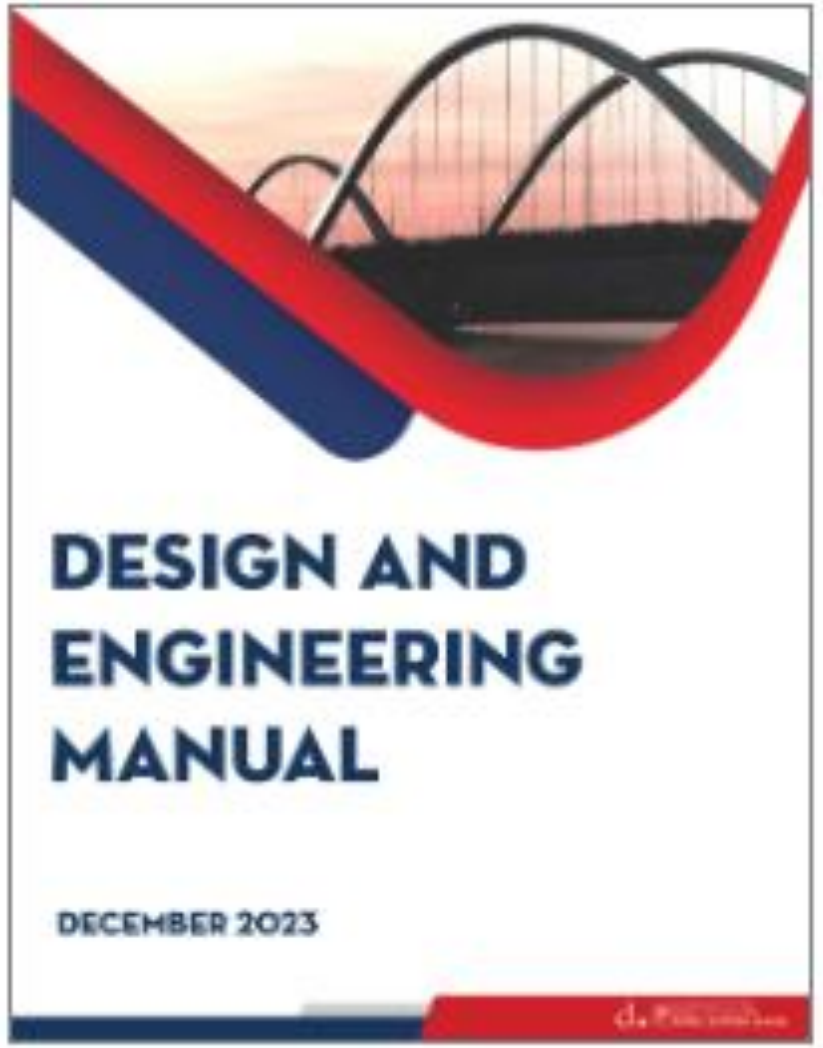
1. Developer and DDOT (and consultant team) meet and review:
    a) Overall schedule
    b) Key points of contact
    c) Inclusion of DDOT divisions
    d) Process for making submittals and receiving comments, including timing
    e) Expectations for submittals
    f) Timing for comment resolution meetings

Step 5. Submittals to DDOT for Review

- Developer provide submittals to DDOT, via email Ogechi.Elekwachi@dc.gov, in accordance with the requirements of Section 12 of the 2023 DDOT Design and Engineering Manual (DEM) https://ddot.dc.gov/page/standards-and-guidelines
  - Preliminary Engineering Report
  - Preliminary Plan Submittal – 30%
  - Intermediate Plan Submittal – 65%
  - Final Construction Plans, Specifications and Cost Estimate

Note:

- DDOT will coordinate internal review with DDOT divisions
- Developer is responsible for external permitting with other agencies such as DOEE, etc.
- DDOT may reject a submission if:
  - Poor quality
  - Incomplete submittals – which may include missing QA/QC documents
  - Noncompliant submittals
- Rejected submissions and repeated reviews may require additional funds for DDOT to be able to continue reviews



Step 5. Overall Examples of Submittals

1. Environmental Documentation
2. Agency, Interagency and Stakeholder coordination
3. Traffic Control Plan / Maintenance of Traffic
4. Preliminary Engineering Report
5. Geotechnical Investigation Report (DDOT expects a boring program applicable to infrastructure and not just adjacent development, including for pavement design)
6. Hazard Materials Survey Report
7. Design Criteria, Requirements and Constraints
8. Roadway Design
9. Auto-Turn Drawing(wheel line diagram)
10. Bike / Pedestrian Improvements
11. Structure Design (such as retaining walls)
12. Drainage and Hydraulic management Design
13. Stormwater management Design
14. Landscape improvement
15. Traffic Engineering
16. Green infrastructure improvement
17. Streetlight improvement
18. Constructability Review
19. Utility Owners Clearance Letters
20. Phasing Plan of ultimate development
21. Transportation Impact Study and Analysis
22. Certified Laboratory Testing Results and Reports signed and sealed with PE Stamp from an accredited laboratory (construction phase)
23. Material Submittals (construction phase)

Refer to Section 12 of the 2023 DEM for the content of Preliminary, 30%, 65% and Final submittals.

Step 5. Preliminary Engineering Submittal

The Developer shall prepare a Preliminary Engineering Report that:

- Assesses design options, impacts and cost
- Documents factors associated with:
  - Aesthetics
  - Design life
  - Constructability
  - Maintenance
  - Additional considerations

Step 5. Preliminary Engineering Submittal

The Preliminary Engineering Report may include:

1. Background and Context
2. Design Criteria, Requirements and Constraints
3. Roadway Design
4. Pedestrian/Bike Facility Design
5. Structural/Bridge Design
6. Drainage and Stormwater Management Design
7. Landscape
8. Traffic Engineering
9. Lighting
10. Constructability
11. Maintenance of Traffic
12. Environmental Documentation
13. Right-of-Way (ROW) Acquisition and Limits of Proposed or Disposed ROW
14. Agency and Stakeholder Coordination
15. (Order of Magnitude Cost Estimate)
16. Geotechnical and Construction Impact Assessment Reports (including concept plan, geotechnical investigation – dewatering impact and settlement analysis, studies, utility, survey, etc.) and providing mitigation measures

Note: Instrumentation and monitoring of the DDOT infrastructure is a big part of these reviews. WMATA adjacent construction manual is a good resource: https://www.wmata.com/business/adjacent-construction/upload/ACPM-Rev-6-12122023.pdf

Step 5. Preliminary Plan (30%) Review Submittals

The Developer shall provide the following for the 30% review submittal:

- Roadway Plans
- Structures Plans
- Structural Condition Inspection and Report
- Utility Plans
- Drainage and Stormwater Management Plans (including Stormwater Management Map, MEP Worksheet and Stormwater Management Narrative - see latest edition of DEM Chapter 28)
- Hydrology and Hydraulics Report
- Electrical Plans (Including Streetlight Photometric Analysis)
- Maintenance of Traffic Plans
- Preliminary Cost Estimate
- Quality Assurance Statement

Step 5. Preliminary Plan (30%) Review Submittals

Certain projects will require additional reports/plans on a case-by-case basis and will be confirmed at the kick-off meeting. Examples to be considered include:

1. Historic and Cultural Resource Requirements
2. Traffic Engineering Enhancements
3. Incorporation of Safety Improvements
4. Assessment of ROW Needs
5. Design Data
6. Bus Operations
7. Bike Lane Coordination

Step 5. Intermediate Plan (65%) Review Submittals

The Developer shall provide the following for the 65% review submittal:

1. Addressed and incorporated 30% Review Comments from all Agencies
2. Detailed Construction Plans – All Disciplines
3. Pay Items
4. Schedule of Quantities
5. Project Specifications
6. Project Special Provisions
7. Construction Schedule
8. Updated Stormwater Management Plan
9. Itemized Estimate using AASHTO Estimator
10. ROW Plans and Requirements

Step 5. Final Review Submittal

The Developer shall provide the following for the final review submittal:

1. Addressed and Incorporated 65% Comments From All Agencies
2. Detailed Contract Plans
3. Detailed Specifications
4. Detailed Pay Items
5. Detailed Construction Estimate
6. ROW Acquisition and Relocation
7. Sequence of Construction
8. Detour Layout
9. Maintenance of Highway and Pedestrian Traffic
10. Complete Stormwater Management Plan
11. Detailed Special Provisions
12. Final Project Review
13. Construction Completion Time Analysis

Step 6. Public Space Permits

- Public space permits cannot be advanced until the Chief Engineer approves the final design.
- Submit the IPMA-approved plans and specifications for review through TOPS (tops.ddot.dc.gov) and pay all remaining applicable fees, permit fees and technology fees (collectively, the “TOPS Fees”).

Note: Ensure all relevant documentation is provided and correct fees are paid in TOPS to prevent delays. A fees and deposits calculator can be found on TOPS front page.

Step 7. Compliance During Construction

- DDOT (or DDOT representative) will review construction work for compliance with DDOT Standards and Specifications. Frequency will be project dependent.
- All materials submittals and materials testing reports must be submitted to DDOT during construction. <u>These are required for Substantial Completion and Final Acceptance.</u>
- DDOT Manager may attend construction progress meetings.
- Developer will update DDOT on construction schedule.
- Schedule delays must be notified to DDOT.
- Schedule delay beyond that included in the MOA may require an amendment to the MOA.
- Additional funds may be required to cover DDOT costs due to delay.

Note: Ensure all materials submittals and testing reports are transmitted to DDOT Materials QA/QC for review and approval. Must coordinate with DDOT (or DDOT representative). Failure to make timely submissions will impact DDOT's Final Acceptance of improvements.

Step 8. Substantial Completion

Substantial Completion requirements are project specific but generally include items such as:

- Improvements completed in accordance with the approved plans and specifications.
- Submittals provided and comply with DDOT Standards and Guidelines.
- Test results provided and comply with DDOT Standards and Guidelines.
- All utilities (including LID) installed and accepted by the applicable utility company or agency (e.g., DOEE).
- Covenant of Maintenance (elevated portions of the roadway) has been recorded with the Recorder of Deeds.
- Covenant of Maintenance for Green Infrastructure facilities has been recorded with the Recorded of Deed.
- Project walk through with DDOT IPMA complete and project punch list will be developed.
- Substantial completion certificate completed.

Step 8. Final Acceptance

Final Acceptance requirements are project specific but generally include items such as:

- Substantial Completion requirements complete.
- Complete all project punch list items.
- All construction materials, equipment, and refuse removed.
- All utilities constructed and have obtained the appropriate public space permits.
- Provide as-built plans to Chief Engineer showing improvements to be accepted.
- Provide Acknowledgement of Utility Acceptance letter from each utility (including LID), as applicable.
- Latent defects to be addressed by Developer for agreed period after DDOT acceptance.

Note: Utilities processes for approval may differ and coordination required to ensure acceptance is provided.

Step 8. Recordation and Street Dedication

- Recordation and Street Dedication process is completed with DC Surveyor's Office.

Summary of Actions to Prevent Project Delays:

Phase	Action
Initial Project Background Information	• Provide information on adjacent projects phasing and coordination. • Document all utility coordination. • Zoning Commission approval is not approval for construction.
Submittals to DDOT for Review	• Coordination with DDOT divisions and comment resolution at each stage prior to sign-off by Chief Engineer. • Ensure all comments on previous submission are properly addressed and include comment resolution sheet. • DDOT Standards must be met, in addition to meeting other permit agency standards & requirements, such as DOEE, etc. • DDOT approval to initiate DOB review will be after all comments on the 65% submission are resolved.

Summary of Actions to Prevent Project Delays:

Phase	Action
Public Space Permits	• Ensure all relevant documentation is provided and correct fees are paid in TOPS to prevent delays.
Compliance During Construction	• Ensure all submittals are approved by DDOT Materials QA/QC.
Final Acceptance	• Utility company processes for approval may differ and coordination will be required to ensure acceptance is provided. • Covenant of Maintenance for Green Infrastructure facilities has been recorded.

Agreements

Felicia Jackson-Taylor, Senior Assistant General Counsel
Office of the General Counsel

Authority – from DC Code § 50–921.02

The Transportation Infrastructure and Public Space Impact Mitigation Amendment Act of 2014, effective July 23, 2014 (D.C. Law 20-128; D.C. Official Code § 50-921.02(f)(B)) authorizes DDOT to enter into an agreement with a developer, property owner, utility company, the federal government or other governmental entity, or other person or entity for the payment for the costs of DDOT's review of a proposed project that affects the transportation infrastructure or public space in the District and provides for payment of the cost associated with the implementation of transportation infrastructure or public improvements or mitigation measures to address the project's impact on the transportation infrastructure.

Agreement Purpose

DDOT and the Developer or property owner will enter into an agreement that will set forth the terms and conditions for the development of the project's design, construction and acceptance of the roadways, public space and utility infrastructure that will be dedicated as District Right-of-Way.

- Design Plan Review Stages
  - Preliminary Engineering Report
  - Preliminary Plan Submittal – 30%
  - Intermediate Plan Submittal – 65%
  - Final – 100%
- Permitting – in DDOT transportation online permitting system ("TOPS")
- Commencement of Construction
- Compliance Review During Construction
- Substantial Completion
- Final Acceptance of the Public Space Infrastructure Improvements
- Street Dedication and Recordation

✓ **Agreement shall be derived from DDOT's standard template for Developer Project Agreements**

DEVELOPMENT PROJECT AGREEMENT GOVERNING THE DESIGN, CONSTRUCTION AND ACCEPTANCE OF *[INSERT NAMES OF STREET AND/OR ALLEYS THAT ARE INCLUDED IN THIS AGREEMENT]* STREET AND ALLEY CLOSING AND DEDICATION *[DELETE AS APPLICABLE]*

[Note: whilst this template agreement presents the typical case for development of projects involving public ROW, situations may arise that will require additional text]

THIS DEVELOPMENT PROJECT AGREEMENT GOVERNING THE DESIGN CONSTRUCTION AND ACCEPTANCE OF *[INSERT NAMES OF STREET AND/OR ALLEYS THAT ARE INCLUDED IN THIS AGREEMENT]* STREET AND ALLEY CLOSING AND DEDICATION *[DELETE AS APPLICABLE]* ("**Agreement**") is made as of this_____day of _____, 20____, (the "**Effective Date**") by and between *[ENTER NAME OF OWNER/DEVELOPER]*, a District of Columbia limited liability company and their successors and assigns (the "**Developer"**), and the DISTRICT OF COLUMBIA, a municipal corporation, acting through the DISTRICT of COLUMBIA DEPARTMENT OF TRANSPORTATION, with consent of the District Department of General Services, pursuant to D.C. Code § 50-921.04(a)(1)H) (referred to in the alternative as the "**District**" or "**DDOT**") (together with Developer hereinafter referred to as a "**Party**" or the "**Parties**").

RECITALS

WHEREAS, *[provide a description and name of the project being undertaken by the Developer]* ("the **Project**"); and

WHEREAS, *[Description of the square and lot number(s) that are being developed]* as depicted on **Exhibit A**; and

WHEREAS, *[Description of the Public Space Infrastructure Improvements being completed as part of the project including, street names to be reconstructed, dedicated and/or closed* (the "**Public Space Infrastructure Improvements**") as depicted on **Exhibit B**; and

WHEREAS, the areas of public right-of-way (ROW) to be reconstructed as part of the project ("**Existing ROW**"), the area to be dedicated as public ROW as part of the Project ("**New ROW**") and those portions of public street to be closed as part of the Project ("**Closed ROW**") are shown on the drawing attached as **Exhibit C**; and *[delete as applicable]*

WHEREAS, *[Any other special conditions such as ownership of parcels being developed by other parties that would require them to become a signatory to this agreement]*; and

WHEREAS, *[Reference to DC Council legislation that provides authority for any street closings and/or dedications]*; and

WHEREAS, *[Any other details or conditions specified by prior reviews, such as zoning reviews or large track planning reviews]*; and

WHEREAS, at such time as the Public Space Infrastructure Improvements are completed, such Public Space Infrastructure Improvements shall be accepted by DDOT ("**Acceptance**") pursuant to the

1

Street Dedication and Recordation

Once all requirements for final acceptance of the Public Space Infrastructure Improvements have been satisfied in accordance with the Agreement and DDOT Standards and Specifications, DDOT will advise the Office of the Surveyor that all conditions of the Agreement have been met by the Developer, and the Dedication of Land for Public Streets and Public Alleys plat will be recorded noting DDOT's acceptance of the Public Space Infrastructure Improvements.

Developer Funding Responsibilities - Design Review and Construction Fees

- DDOT will provide a budget estimate for cost recovery for DDOT services related to the design review and construction acceptance as part of the Agreement.

- **Design Review Fees:** Payment due upon the signing of the agreement to cover the cost of reviewing the project plans at each design stage. DDOT Design Review of the Public Space Infrastructure Improvements cannot begin until the Design Review Fee has been received, obligated and DDOT has procured the necessary consultants to review the Public Space Infrastructure Improvements plans and specifications.

- **Construction Fees:** Payment due upon the signing of the agreement or before the commencement of project construction and is required to ensure construction compliance with DDOT Standards and Specifications. The frequency of the review is project dependent.

Fees are made payable to the DC Treasurer. Refer to the Agreement for the payment instructions. Office of the Chief Financial Officer (OCFO) confirms receipt of funds by DDOT

- **Task Order:** DDOT issue consultant task order for design review and construction compliance.

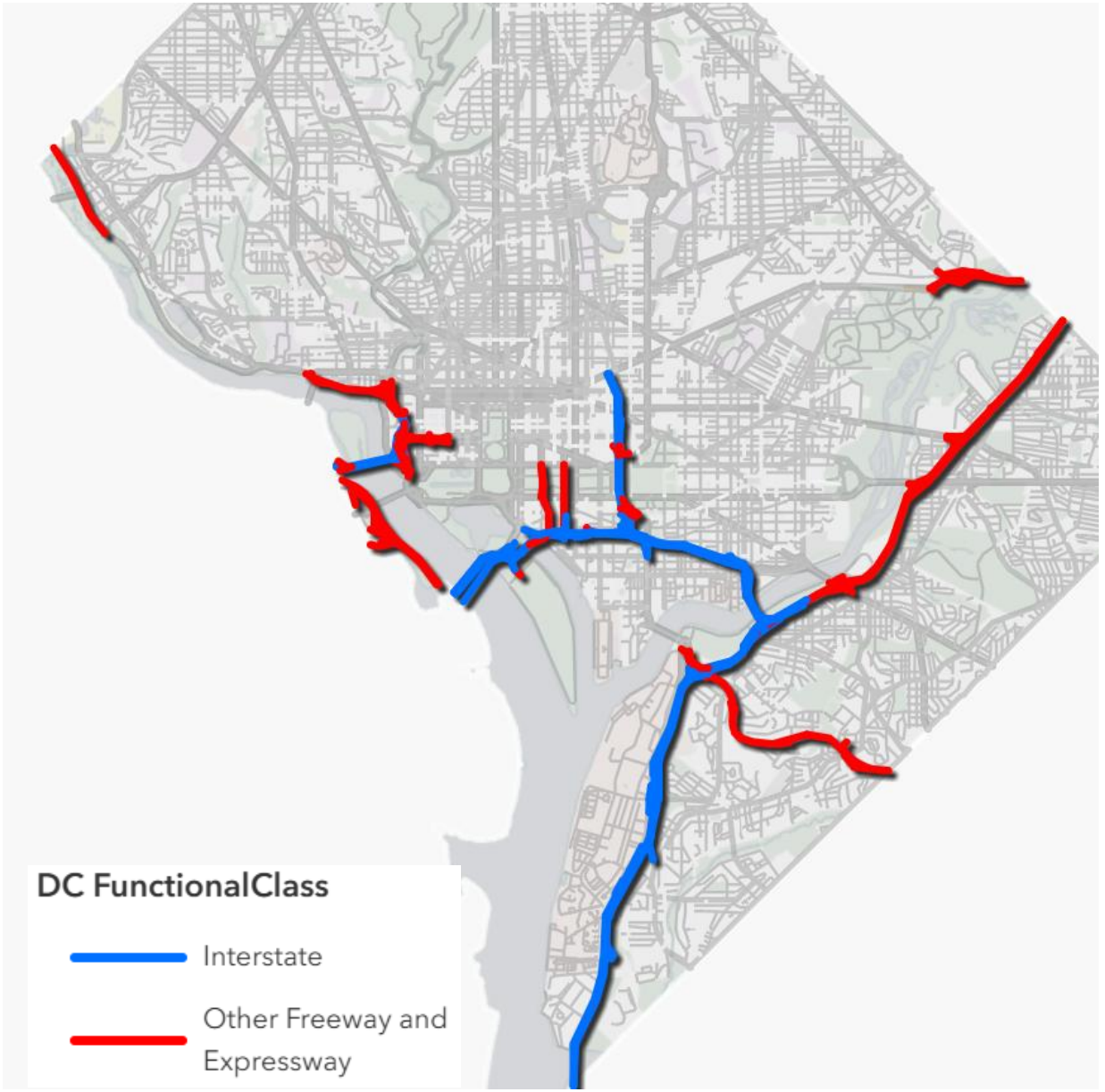
Subject Specific Information Sessions

FHWA Approvals

Meredith Soniat, Associate Director
Planning and Sustainability Division

If your project affects access to an Interstate or Freeway…

- Interchange Modification Report (IMR)
  - Required for Interstate access changes
  - May be required for Freeway access changes
  - Report must include:
    - Access + Geometric Review
    - Operational Safety Review
    - Policy + Planning Review
- National Environmental Policy Act (NEPA)
  - FHWA Approval of an IMR triggers NEPA for the project



[Policy and Process for Access to the District of Columbia Interstate and Freeway System]

Green Infrastructure

Eric Schwartz, Civil Engineer
Infrastructure Project Management Administration

Green Infrastructure – Stormwater Management Overview

DOEE Stormwater Management Guidebook
(SWMG) provides technical guidance on how to comply with the District's Stormwater Management Regulations.

Provides information on how to calculate volume and treatment requirements, acceptable best management practices, and stormwater compliance guidance.

DDOT Green Infrastructure Standards
Includes DDOT specific guidance for implementing GI in the PROW. Standards include

- Chapter 28 of Design and Engineering Manual
- Standard Drawings
- Specifications
- Green Infrastructure Plant List
- Maintenance Schedules

DDOT Standards detail how facilities must be installed in DDOT PROW with specific drawings and elements for safe and effective facilities in public space. DDOT Standards comply with DOEE BMP design requirements.

Both DDOT and DOEE Standards must be and can be met. This may require adjustments to parking, treatment offsite or purchasing Stormwater Retention Credits, etc. to meet DOEE volume requirements while meeting DDOT requirements.

Green Infrastructure – SWM Requirements

SWM requirements can be different for Development Projects within the existing public right of way or projects with roadway dedication.

Determine DOEE Stormwater Management Requirements*

- **LOD in New PROW (Roadway Dedication) = Full Regulations**
- **LOD in Existing PROW = Maximum Extent Practicable (MEP)**
- **LOD in combination of New (Roadway Dedication)/Existing PROW = Areas of Full Regulation and MEP within the project site**

A stormwater management report with a **comprehensive narrative** is required to help DDOT reviewers understand the needs and purpose of the project and apply appropriate rules and regulations accordingly. The report must detail the type of property within the project and the stormwater management requirements for the project.

It is recommended to schedule a Preliminary Design Review Meeting (**PDRM**) with DOEE in the early design phase to determine SWM requirements.

*** DOEE makes final determination on MEP vs Full Regulatory**

Green Infrastructure – Submitting for Reviews

Required:

- Completed Stormwater & Hydraulics Checklist at each phase of design (30%, 65%, 90%, 100%, PS&E)
  - Include comment if any item has "N/A" assigned
- Stormwater Management Report with narrative, calculations, GI Drainage area maps, SWM map. Maps are scaled to include the entire drainage area (DA maps are not part of plan set and are not the same scale as plan sheets).
- Maintenance covenant (or other MOU/MOA) for all BMPs proposed in the PROW. The development team is the "owner" of all facilities in the DOEE SGS.
- Must get DOEE **and** DDOT approval independently
- Provide GIS layer for all PROW BMPs towards end of design
- Submit design exceptions at 65% design. Meeting DOEE volume requirements is **not** a justification for a design exception.

Green Infrastructure – Submitting for Reviews

Recommended:

- Connect with DOEE (PDRM) as early as possible to ensure stormwater regulations are met.
- Plans must be submitted concurrently to DDOT and DOEE. Do not get DOEE Plan approval prior to starting DDOT review process.
- May need to reduce on street parking or look for creative ways to treat stormwater volumes. DDOT will not assume SRCs, these must be paid in perpetuity by development.
- Consider decoupling trees and bioretention. If trees are located within bioretention, the bioretention has additional requirements.

Remember:

- DOEE is the ***what***, DDOT is the ***how*** and you must meet both standards.
  - DOEE determines *what* regulatory volume is required.
  - DDOT standards guide *how* to design and install GI in public space
  - Example, DOEE requires 500 gallons of treatment which will be treated in bioretention facilities designed to DDOT Standards.
- Private property stormwater volumes must not be treated in public space

Drainage & Hydraulics

Morvarid Ganjalizadeh, Deputy Program Manager
Infrastructure Project Management Administration

Drainage and Hydraulics - Submitting for Reviews

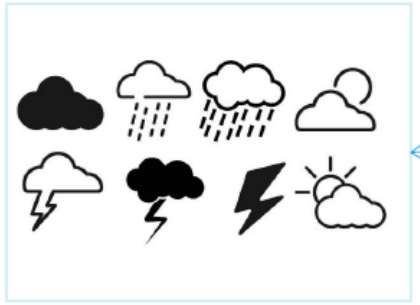
Required:

- Completed Stormwater & Hydraulics Checklist at each phase of design (30%, 65%, 90%, 100%, PS&E). If checklist is not submitted, PM must not submit the plans for SWM and DA review. As part of complete submittal, all items on checklist must be submitted that includes:
  - Drainage Report with calculations including:
    - Drainage maps scaled to include the entire drainage area. It must include sub drainage areas and areas outside of ROW (DA maps are not part of plan set and are not the same scale as plan sheets).
    - Inlet Spread and Maximum allowable spread
    - Inlet Capacity and efficiency
    - All inlets impacted by the project must meet DDOT DEM standards. Improving from existing condition is not sufficient

Drainage and Hydraulics - Submitting for Reviews

Remember: DOEE 15-year storm is not equal to DDOT 15-year storm

DESIGN STORMS ACROSS AGENCIES



DOEE
- 80,85,90th percentiles (0.8, 1.0, 1.2 in)
- 2-yr 24-hr event (3.14 in)
- ***15-yr 24-hr*** *event* rain amount (5.23 in)

Rainfall depth (in)

DC Water
- ***15-yr 24-hr*** event
  - 5,10,60-min peak intensity (7.12, 5.68, 2.32 in/hr)

DDOT
- ***15-yr 24-hr*** event
- 5,10 , 25, 50-yr 24-hr event
  - 5,10-min peak intensity

Rainfall intensity (in/hr)

DDOT	5-yr	10-yr	15-yr	25-yr	50-yr
5-min peak intensity (in/hr)	6.07	6.79	7.16	7.69	8.36
10-min peak intensity (in/hr)	4.87	5.43	5.72	6.13	6.66

Drainage and Hydraulics - Submitting for Reviews

Remember:

- SWM DOEE is independent from DDOT Drainage Review
- Online Bioretentions must include:
  - All SWM Requirements, AND
  - Routing, pipe capacity, overflow capacity, spread and inlet capacity calculations for curb cuts
- Design Maintenance covenant for all proposed non-standard drainage items in the PROW including trench drains
- Bridges and culverts require additional modeling and calculations
- Design Waivers must be submitted and approved at 65% and signed by Chief Engineer before submitting 100% plan review

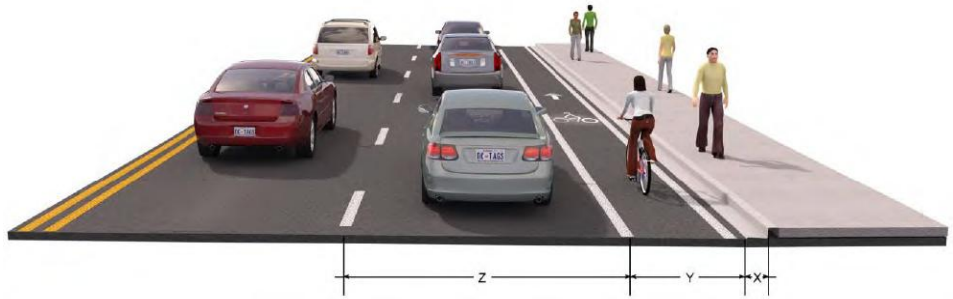


Figure 28-1 | Maximum "Spread" for DDOT-Maintained Roadways

Structures

George Choubah, Senior Structural Engineer
Infrastructure Project Management Administration

Structures – Impact to DDOT Structures

- DDOT structures, which include bridges, tunnels, retaining walls and culverts, are considered impacted by adjacent construction activities when proposed excavation or construction occurs within 50 feet of a DDOT structure, or as otherwise determined based on site-specific conditions. A larger influence area may be required in cases such as rock blasting, deep excavation, or other construction methods that can result in substantial impacts to infrastructure integrity. In addition:
  - Attaching or placing objects on structures
  - Storage of any materials within 20ft of the bridge footprint or under the bridge
  - Permanent parking under structures
  - Bioretention near structures
  - Building, parks and parking lots on top of DDOT structures

Structures - Some Coordination Steps

- ❑ Request as-built records for affected DDOT structures, when applicable.
- ❑ Engage with DDOT early in the design phase to discuss potential impacts, mitigation measures and submittals requirements.
- ❑ Request an "over-the-shoulder" review from DDOT when appropriate to facilitate timely feedback.
- ❑ If the project is within private property DDOT may work through DOB under the BCIV permit instead of TOPS
- ❑ Follow available requirements in the latest DDOT Design and Engineering Manual and other relevant engineering and construction standards including such mandates relating to DDOT structures from National Bridge Inspection Standards (NBIS) and Nation Tunnel Inspection Standards (NTIS).

Structures - Partial List of Potential Required Submittals

- ❑ Civil Drawings
- ❑ Architectural Drawings
- ❑ Structural Drawings
- ❑ Soil boring locations
- ❑ Geotechnical Report
- ❑ Support of Excavation
- ❑ Instrumentation and Monitoring Plan
- ❑ Construction Sequence and Heavy Equipment Layout/Positioning Plan/loads
- ❑ Construction Schedule
- ❑ Survey (including elevation details)
- ❑ Drainage Plans
- ❑ Pre-construction and post-construction condition survey of DDOT impacted infrastructures
- ❑ Design Calculations
- ❑ Any other materials or documentation requested by DDOT
- ❑ All submittals shall be Signed and Sealed by licensed PE in the District of Columbia

Safety

Alex Webb, Transportation Engineer
Traffic Safety Administration

Safe System Approach

High Injury Network

City Statistics

DDOT Equity Statement

Reports and Updates

Multimodal Safety & Engineering

Areas of Review:

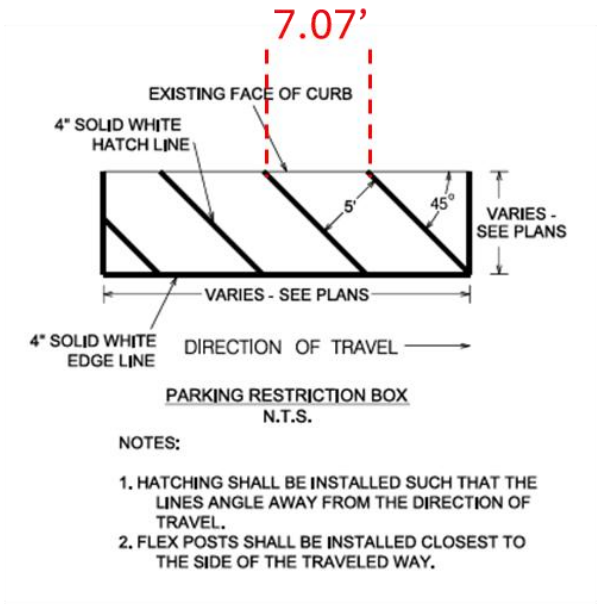
- Signage and Markings
- Intersection control (signals, stop signs, roundabouts)
- Intersection “daylighting”
- Lane widths
- Driveways
- Refuge islands and curb extensions
- Autoturn
- Streateries

Guidance:

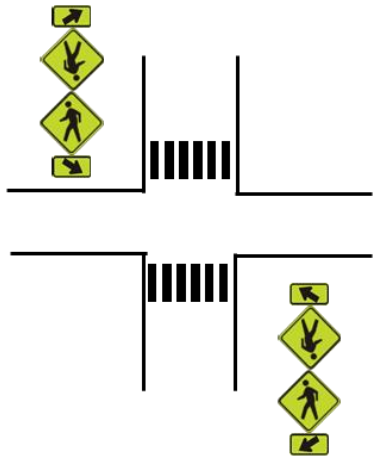
- DDOT Design and Engineering Manual (DEM)
- DDOT Standard Drawings
- MUTCD

Common Challenges: Compliance

Gore Areas



Signage



- Nearside right, farside left
- Double sided

Concrete

DEM 45.1.4.

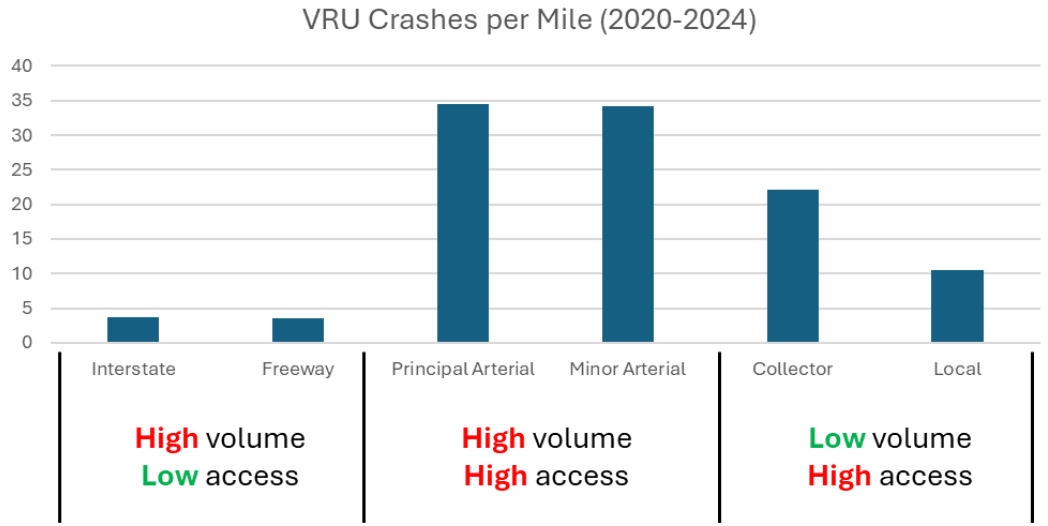
Common Challenges: Network Impacts

Traffic signals are a safety issue

Crashes by Intersection Control (2020-2024)

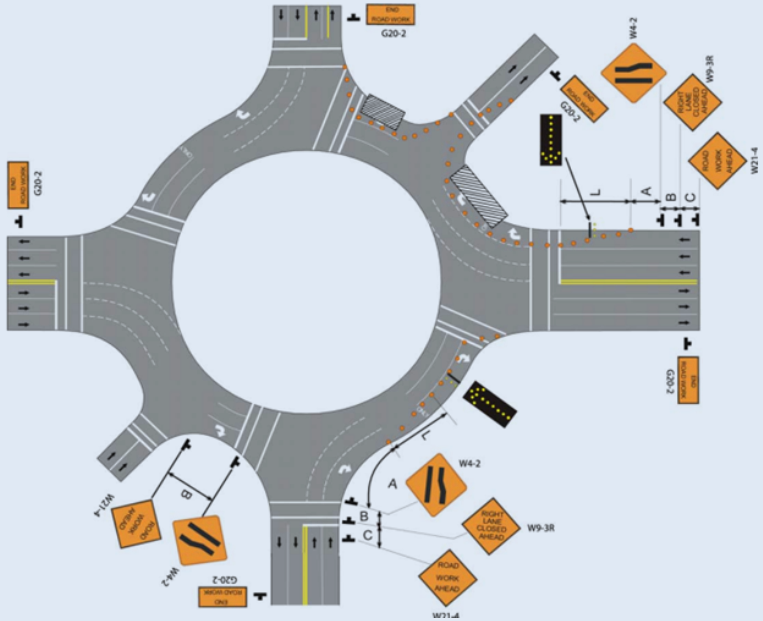
Control Type	Count	Total Crashes	Crashes per intersection per year
Signal	1,363	40,004	5.9
No Signal	5,316	43,746	1.6

Roads with high volume and high access are a safety issue



Maintenance of Traffic

George Gurara, Transportation Engineer
Traffic Safety Administration

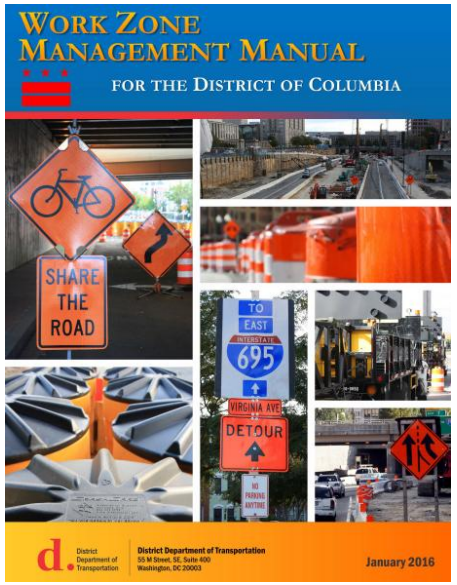


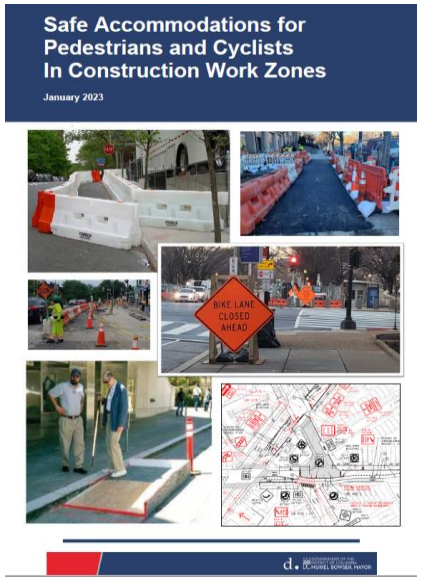
Traffic Signal and Engineering MOT Review

Triggers

Applies to any work in the public ROW impacting:

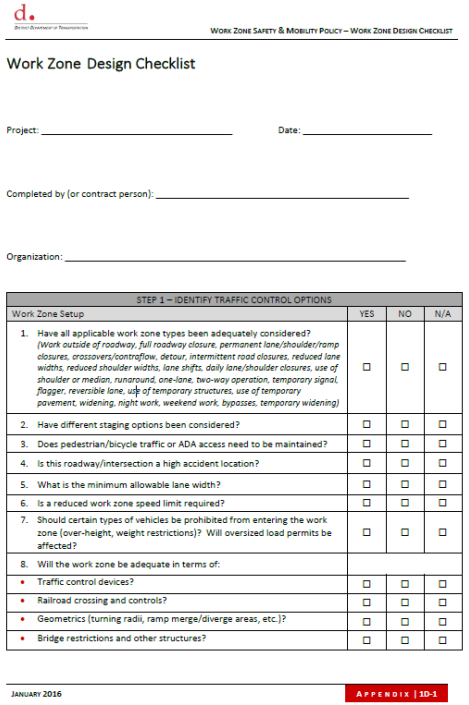
- Highways or roadways
- Pedestrian or bike facilities
- Shared-use paths
- Includes: construction, maintenance, utility, staging, etc.

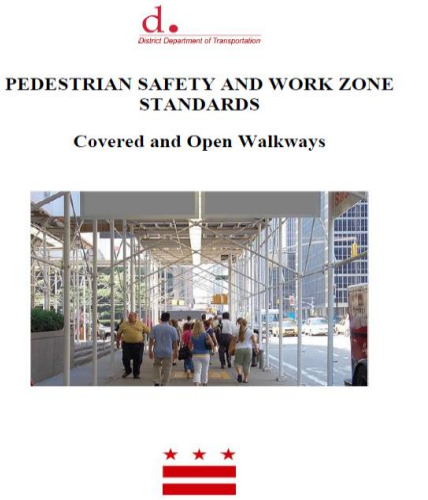




Requirements

- Follow **2016 Work Zone Management Manual (WZMM)**
- Ensure safe and efficient flow for **motorists, transit, pedestrians, and bicyclists**
- Apply **engineering judgment** when using TTCM/WZMM standards
- WZMM typical are **guidelines,** should not be use as a direct design submission
- Follow our design review checklist (Appendix 1D-1 of WZMM)
- Follow Safe Accommodation for Pedestrian and Cyclists in Construction Work Zone
- Follow Pedestrian Safety and Work Zone Standard





Traffic Signal and Engineering MOT Review

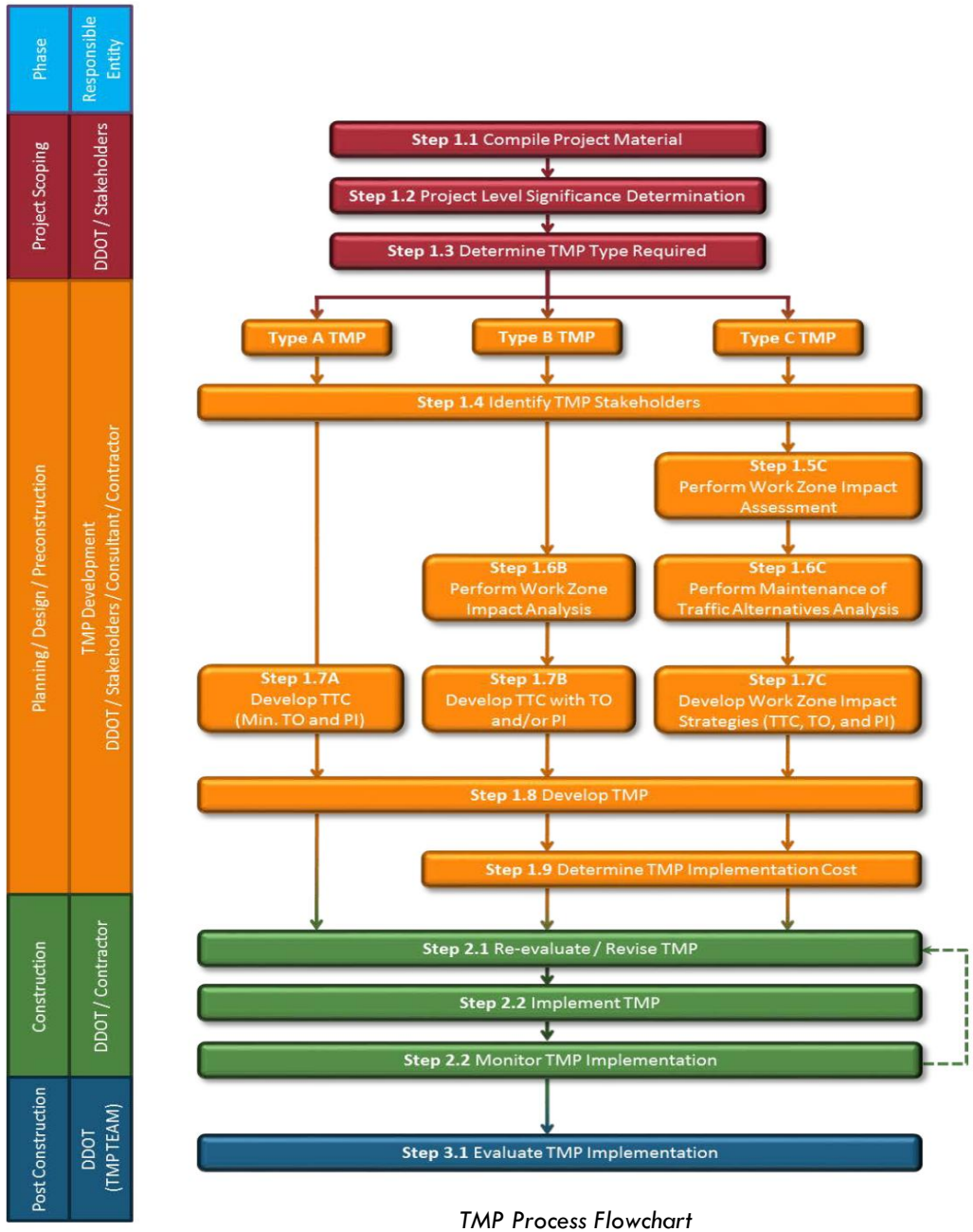
Step 1: Scoping

Identify TMP Level

- **Type A** – Basic (minor impact)
- **Type B** – Intermediate (moderate impact)
- **Type C** – Complex (significant impact)
  - 3-day closures on interstates/freeways
  - Arterials high ADT, crash rates, or pedestrian activity
  - Impacts to DDOT Critical Corridors

Traffic Analysis:

- Required for **Type B & C**
- Coordinate with MOT team before data collection



TMP Process Flowchart

Traffic Signal and Engineering MOT Review

Step 2: Design Plan and TMP Review

- Preliminary Plan Submittal – 30%
- Intermediate Plan Submittal – 65%
- Final Construction Plans, Specifications and Cost Estimate Sign off from MOT team
- Sign off from MOT team

Step 3: Implementation & Construction Phase

- Attend Preconstruction Meeting
- Coordinate with Contractor & Project Manager (Signal re-timing, TMP/MOT implementation)
- Conduct Work Zone Audit Inspections
- Respond to RFIs and provide guidance
- Recommend traffic control improvements as needed

Step 4: Post Construction

- Evaluate TMP Implementation

Requirements

Impact Analysis:

- Data: TMC, OD, travel time, crashes, speed, delays
- Tools: QuickZone, HCS, Synchro, VISSIM
- Evaluate queuing, signal timing, travel time

Public Information And Outreach (PI&O):

- Public Information and Outreach Campaign
- Communication Strategies
- Coordinate project with necessary parties
- Coordination with other projects

Safety & Mobility & Construction Impacts:

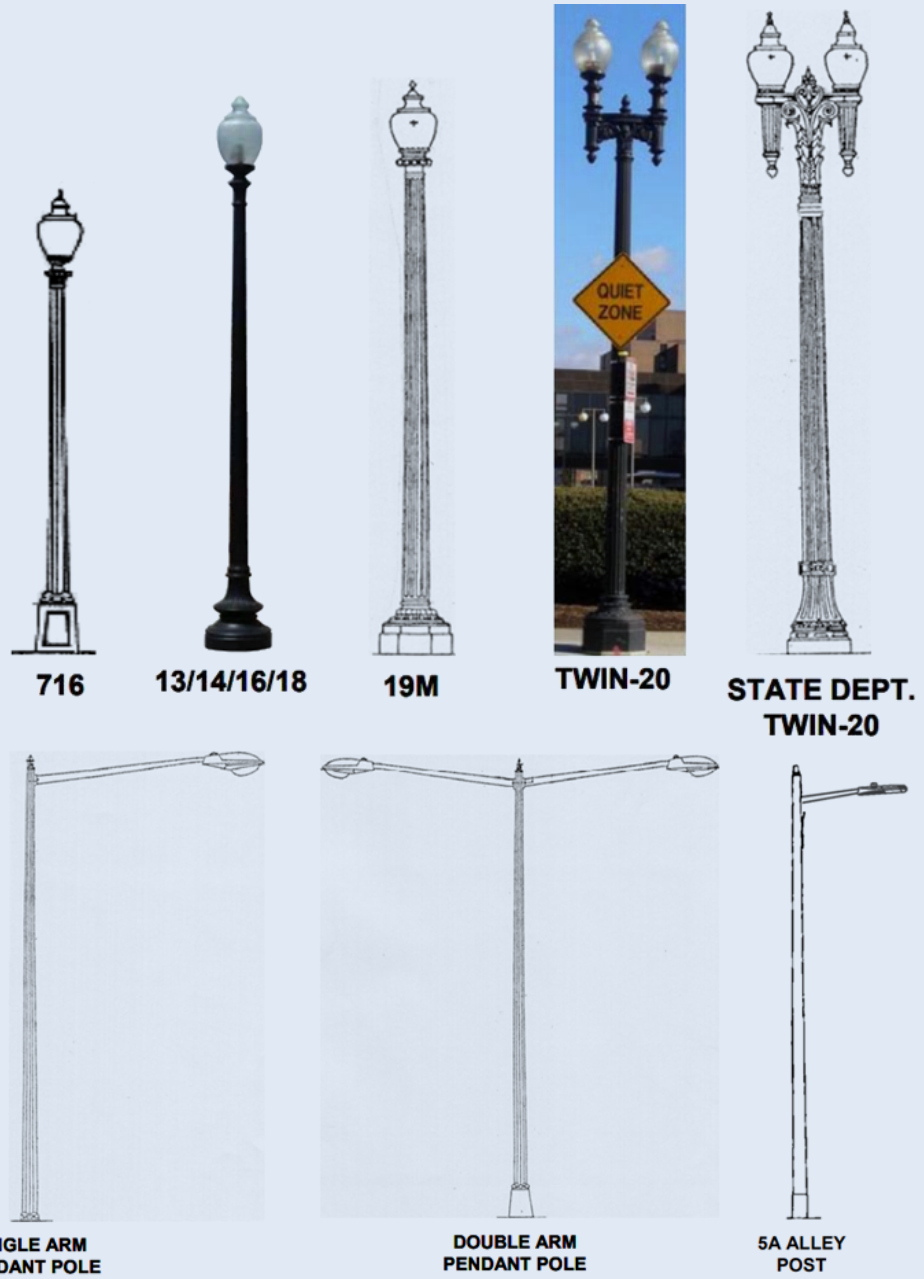
- Access for all users (ADA, emergency, transit)
- Accident history, lane width, speed limits
- Workers and Roadside safety
- Detours: direct, safe, access and approved by DDOT

Temporary Traffic Control Devices:

- Signing, marking, signal, message boards, lighting. PCMS, arrow panels

Streetlights

Sean Fournier, Supervisory Engineer
Maintenance Operations



Electrical Submittals

OFFICIAL DDOT TITLE PAGE

- PROJECT NAME
- DATE OF SUBMISSION
- DDOT RECIPIENT
- FROM
- TRACKING ORDER
- DECLARATION OF ITEMS
- NUMBER OF PAGES INCLUDED
- PURPOSE OF TRANSMITTAL

SUBMISSION TO THE DISTRICT

- ESTIMATES
- PLANS
- PRINTS
- SPECIFICATIONS
- DOCUMENTS
- RFI/RFI RESPONSE
- REPORTS
- SUBMITTAL/SUBMITTAL RESPONSE
- CHANGE ORDER

DDOT RESPONSE

- DISTRICT REVIEW
- COMMENT
- APPROVAL
- REVIEWED
- RESUBMIT
- CONSENT

Streetlight Inspection Review

FINAL INSPECTION CRITERIA

- COORDINATION WITH CONTACTOR/DEVELOPER
- MONITOR WORK BREAK DOWN STRUCTURE (WBS)
- INSPECTIONS SCHEDULED ON 48 HOUR NOTICE
- VERIFY CONSTRUCTION PER DDOT STANDARDS
- INSPECTION SITE VISITS DURING INSTALLATION
- CONCRETE POURS WITH VALIDATION
- INSPECTION OF FOUNDATION, POLES, ARMS, LUMINAIRES

TEMPORARY LIGHTING DURING CONSTRUCTION

- MAINTAIN ALL LIGHTS AND CIRCUITS IN PROJECT AREA
- TEMPORARY LIGHTS ACCORDING TO DDOT REQUIREMENTS AND STANDARDS
- SPECIFICATION OF TEMPORARY LIGHTING
- PER THE DURATION OF PROJECT
- EXISTING POLES
- TEMPORARY POLES
- INSTALLATION OF POLES FOR CONSTRUCTION

FINAL INSPECTION ACCEPTANCE

- DRAWINGS AT 100%
- AS-BUILT DRAWINGS
- GROUND RESISTANCE TEST RESULTS
- MATERIALS SUBMITTALS (MSDS SHEETS)
- PERMIT
- ACCEPTANCE LETTER

DDOT Transportation Online Permitting System (TOPS)

Tiffany Tenbrook, City-Wide Support Services Manager (Construction)
Public Space Regulation Division

TOPS Stats / Uses

- Total Occupancy/Construction Applications submitted as of 11/2025 – 75,589; 69,596 approved.
- 85% Applications submitted are utilities (Wash Gas, Pepco, DC Water, Telecoms)
- 15% Applications submitted are private development/homeowner
- 30 - business day process for construction permit review
- 15 - business day process for occupancy permit review
- 90 - business day process for Public Space Committee items
- UFA has a module specifically for Special Tree/Heritage Tree
- IPMA has "Mega Project" permit descriptive for projects aligned with DDOT
- IPMA will also be a reviewer on large new developments for standard review

Public Space Review

The MOA outlines the scope and budget estimate of design and construction review, covering the following components:

- Design
  - Submittals required:
    - Preliminary Engineering Report
    - Preliminary Plan Submittal – 30%
    - Intermediate Plan Submittal – 65%
    - Final Construction Plans, Specifications and Cost Estimate
  - Once 65% plans are approved, apply for DOB permits
  - Once Final Design (IPMA sign-off) is approved, submit TOPS permit
    - Building projections will be reviewed with the TOPS permit.
    - Non-standard elements and curb cuts require Public Space Committee (PSC) approval
      - Non-standard items require a Covenant of Maintenance
  - Will include typical TOPS fees
- Construction Compliance
  Final Acceptance
- Recordation & Street Dedication

Right of Way

Katarzyna (Kat) Nykiel, Right of Way Program Coordinator
Infrastructure Project Management Administration

Right of Way (ROW) Planning

- **Street dedication, disposal, and closure process** in DC involves submitting a formal proposal that entails an application to the DC Department of Buildings (DOB)/Surveyor's Office and Department of Transportation (DDOT), & provides: (1) detailed site plans, (2) plats/survey (3) narrative description of project (4) paying application fees, and (5) undergoing reviews by multiple agencies.

- After the initial submission, plans are reviewed by the relevant agencies for compliance, and the application may require additional steps depending on the project, such as historic preservation or water and sewer reviews.

A Development Project Agreement is required when a project requires more intensive DDOT review than a standard TOPS permit, specifically for projects that create new public right-of-way (ROW) or impact existing public ROW that is maintained by DDOT in the following ways:

- **Dedication, disposal, or closure of public ROW**
- Includes roadway structures (e.g. bridges) or retaining walls
- Change in the use of the roadway or alley (e.g. plaza)
- Change in the number of travel lanes
- Reconstruction with change in grade of 4 inches or more
- Construction of paper street or alley
- Other complex engineering projects at the discretion of DDOT

https://ddot.dc.gov/page/development-projects-agreement

General ROW Process

- **ROW notified of proposed project:** Reviews all plans, plats & supporting docs for conformity and impacts to ROW →
- **Application Form:** Complete the required application form. You can find the form on the DOB website under **Surveyor Services portal**.
- **Supporting Documents:**
  - Written statement from abutting property owners in support (if applicable).
  - Detailed narrative explaining the project's purpose and nature.
  - Plat(s) of the proposed closing or dedication.
  - Six sets of the site development plan and a copy of the official street/grade sheet.
  - Retail Tenant Displacement Form
  - First Source Employment Agreement
  - Filing fees/hearing fees ($2,750.00 filing fee and $1,287.00 hearing fee)
    - **Submit through the online portal → Undergo Plan review (DCSO)**
- **Pre-screening:** The application is first reviewed to ensure it meets basic requirements.
- **Agency Reviews:** If approved at pre-screening, the project is assigned to disciplines like Zoning, Structural, and Fire. Depending on the project scope, other agencies may also need to review and approve:
  - ~ District Department of Transportation (DDOT)
  - ~ Office of Planning (Historic Preservation)
  - ~ DC Water
  - ~ DC Health
  - ~ Department of Energy and Environment (DOEE)

General ROW Process Cont'd

Complete the process

Coordinate with Agencies: Respond to comments and make corrections as needed to move the review forward.

Council approval and acceptance: For certain types of dedications, the Council's acceptance may be required, especially for projects that affect the highway plan. **(District Code § 9–203.03. Council acceptance of land dedication)**

Recordation: Once all agencies have approved & legislative approval obtained, the dedication is accepted. For street construction, a "DDOT Statement" confirming that the street improvements meet the Council's conditions and DDOT's standards must be issued by DDOT before the dedication can be officially recorded by the Surveyor (DCSO). Surveyor will mail the dedication documents to you for notarization.

Final Acceptance: After notarization, once all the requirements for final acceptance of the Public Space Infrastructure Improvements have been satisfied in accordance with the Development Project Agreement and met by the Developer, return the documents to Surveyor & the *Dedication of Land for Public Streets and Public Alleys* plat will be officially recorded noting DDOT's acceptance of the Public Space Infrastructure Improvements.

Urban Forestry

Alit Balk, Branch Manager
Urban Forestry Division

URBAN FORESTRY DIVISION

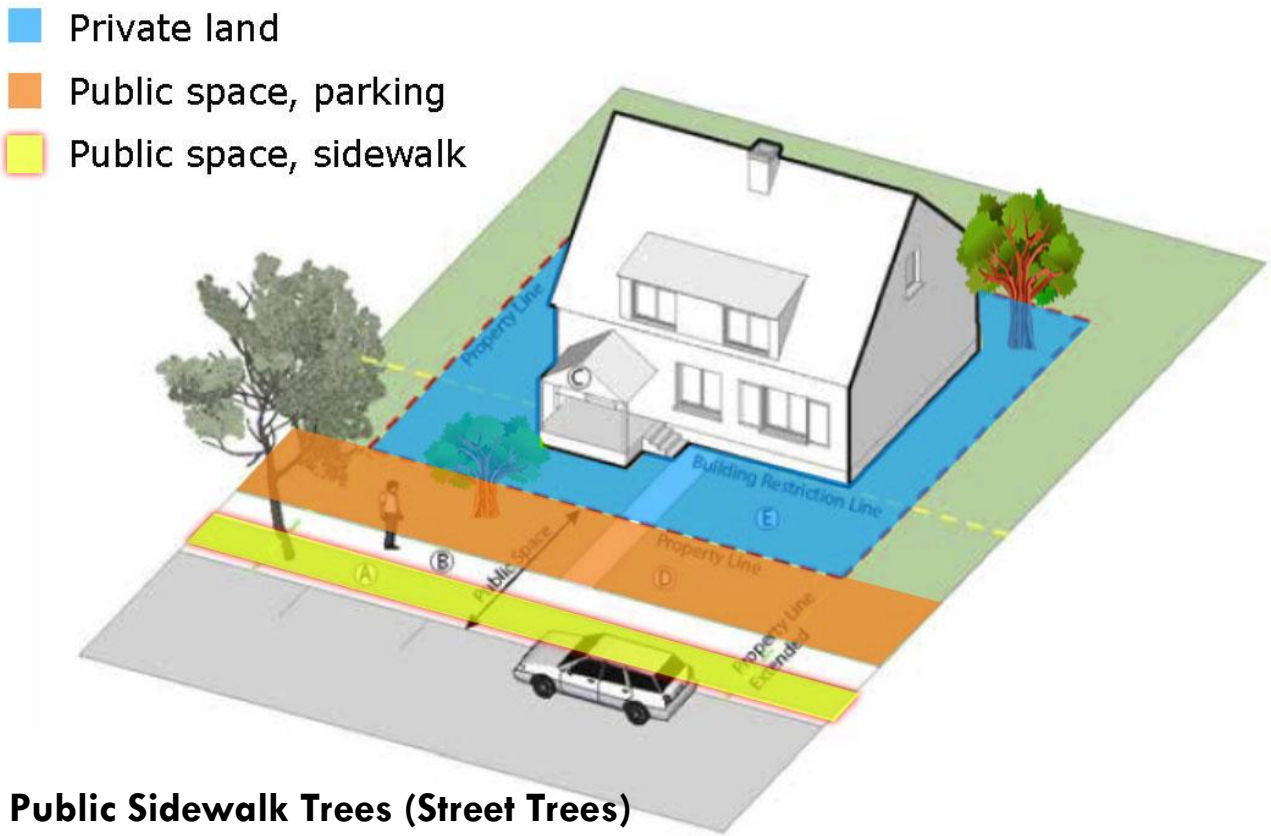
UFD manages all trees in the public right-of-way sidewalk dimension (street trees) and all trees on District owned land (schools, DC parks, etc).
We do not manage or permit for NPS property.

All UFD managed trees are in GIS, publicly accessible via OpenData.

Information, resources, and examples can be found on our website: https://trees.dc.gov

Coordinate with UFD early to determine existing conditions, potential impacts, and permitting.
Early plan sets should depict existing trees with size in DBH, Critical Root Zone (CRZ) and Structural Root Zone (SRZ).

Heritage Trees
Any tree greater than 100" in circumference is a heritage tree and cannot be removed, unless considered hazardous by a city arborist.



Public Sidewalk Trees (Street Trees)
Project impacting a tree in the sidewalk area? You will need a Public Space Tree Permit.

Special Trees
Project impacting a tree between 44" & 99.9" in circumference located on private property or in the public parking area, you will need a Special Tree Permit through (TOPS).

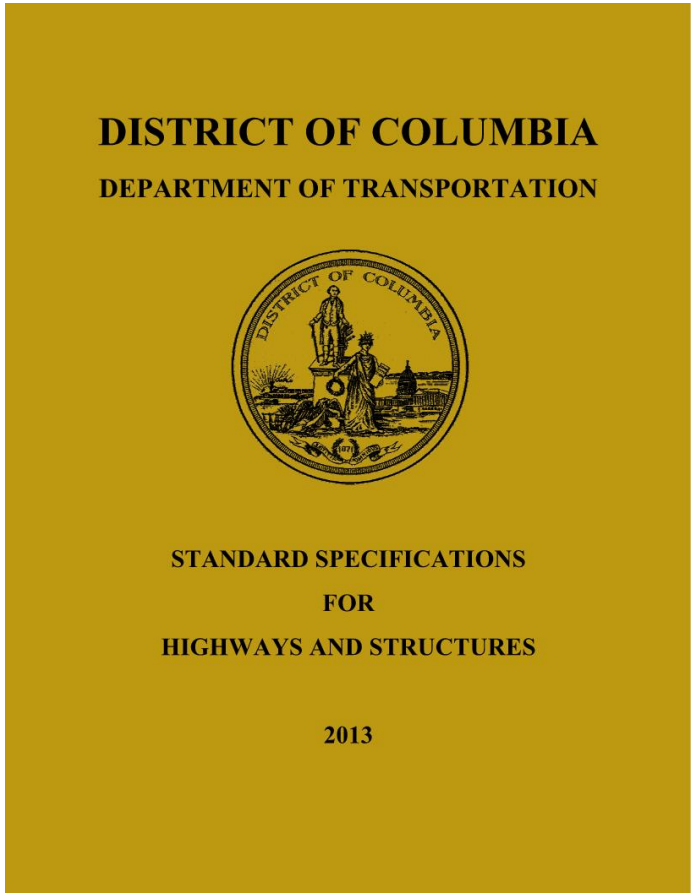
Construction Compliance

Ogechi Elekwachi, Citywide Program Support Manager
Infrastructure Project Management Administration

Construction Compliance

During Construction

- DDOT (or DDOT representative) reviews construction work for compliance with DDOT Standards and Specifications. Frequency will be project dependent.
- DDOT Project Manager attends weekly or bi-weekly construction progress meetings.
- Developer provides two weeks ahead construction schedule and will update DDOT on the schedule change.
- Developer must notify DDOT of any schedule delays.
    - Schedule delay beyond that included in the MOA may require an amendment to the MOA.
    - Additional funds may be required to cover DDOT costs due to delay.
- All materials submittals and materials testing reports must be submitted to DDOT Materials QA/QC for review and approval during construction.



Failure to make timely submissions will impact DDOT's Final Acceptance of improvements. These are required for Substantial Completion and Final Acceptance.

Substantial Completion and Final Acceptance

Ogechi Elekwachi, Citywide Program Support Manager
Infrastructure Project Management Administration

Substantial Completion Requirements

Substantial Completion requirements are project specific but generally include items such as:

- Improvements completed in accordance with the approved plans and specifications.
- Submittals provided and comply with DDOT Standards and Guidelines.
- Test results provided and comply with DDOT Standards and Guidelines.
- All utilities (including LID) installed and accepted by the applicable utility company or agency (e.g., DOEE).
- Covenant of Maintenance (elevated portions of the roadway) has been recorded with the Recorder of Deeds.
- Covenant of Maintenance for Green Infrastructure facilities has been recorded with the Recorder of Deed.
- Complete Project walk through with DDOT team and project punch list will be developed.
- Substantial completion certificate completed

Final Acceptance Requirements

Final Acceptance requirements are project specific but generally include items such as:

- Substantial Completion requirements complete.
- Complete address and resolve all project punch list items.
- All construction materials, equipment, and refuse removed.
- All utilities constructed and have obtained the appropriate public space permits.
- Provide as-built plans to Chief Engineer showing improvements to be accepted.
- Provide Acknowledgement of Utility Acceptance letter from each utility (including LID), as applicable.
- Third Party test results Certification Letter from an accredited laboratory.
- Latent defects to be addressed by Developer for agreed period after DDOT acceptance

Recordation and Street Dedication process is completed with DC Surveyor's Office.

Closing By the

Deputy Chief Engineer – Ravindra D. Ganvir

Contact: ***Ravindra.Ganvir@dc.gov***

https://ddot.dc.gov/page/development-projects-agreement

Summary of Development Project Pipeline

Upcoming Development Projects

- THE MIRV (NORTH CAP/IRVING) DMPED
- NEW CITY
- CTF ANNEX AT HILL EAST
- 11TH AND O STREET SE at NAVY YARD ENTRANCE
- DOWNTOWN DEVELOPMENT
- WHITEHAVEN DEVELOPMENT
- HILL EAST BUNDLE 2
- COSTCO NEW YORK AVE ENTRANCE
- RFK DEVELOPMENT:
- NEW YORK AVENUE HERITAGE SHELTER
- GEORGETOWN THOMAS JEFFERSON STREET

Development at Design Review Stage

- SUITLAND PARKWAY ROAD U-TURN
- PARK MORTON PHASE 2
- 1333 M STREET
- VRE L'ENFANT STATION FOURTH TRACK
- BARRY FARM PHASE 2
- 1700 HALF STREET
- ST ELIZABETHS PHASE 9
- THE PARKS AT WALTER REED PHASE 3
- HILL EAST – BUNDLE 1
- HOWARD UNIVERSITY HOSPITAL
- LONG BRIDGE

Developments in Agreement Stage

- PROLOGIS (BENNING PEPCO SITE)

Summary of Development Project Pipeline (cont.)

Developments at Construction Stage

- BARRY FARM PHASE 1
- ST ELIZABETHS PHASE 4
- ST ELIZABETHS PHASE 8
- PARK MORTON PHASE 1
- THE PARKS AT WALTER REED PHASE 2
- GEORGETOWN DEVELOPMENT FSRP - 34th / M Street, NW
- GEORGETOWN CITIZEN M – 33rd to 34th Street
- 700 HOWARD ROAD SE
- DC WATER POTOMAC RIVER TUNNEL PROJECT
- LONG BRIDGE

Standalone Land Transfers/Disposals

- GEORGETOWN DDOT LAND "SWAP":
- SOUTH CAPITOL STREET – SSL 660/807 (between Oval, Potomac Ave & R St)

Developments in Close-Out Phase

- SURSUM CORDA
- TINGEY SQUARE
- KENILWORTH COURTS REDVELOPMENT
- THE PARKS AT WALTER REED PHASE 1
- ST ELIZABETHS PHASE 3

Fully Complete Projects

- NORTHWEST ONE

Developers and Engineers Information Session Attendees, November 20, 2025

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Bridges, Kelsey (DDOT)	DDOT	kelsey.bridges@dc.gov
Carrucini, Leslynette (DDOT)	DDOT	leslynette.carrucini@dc.gov
Chhetri, Nepolina (DDOT)	DDOT	nepolina.chhetri@dc.gov
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