

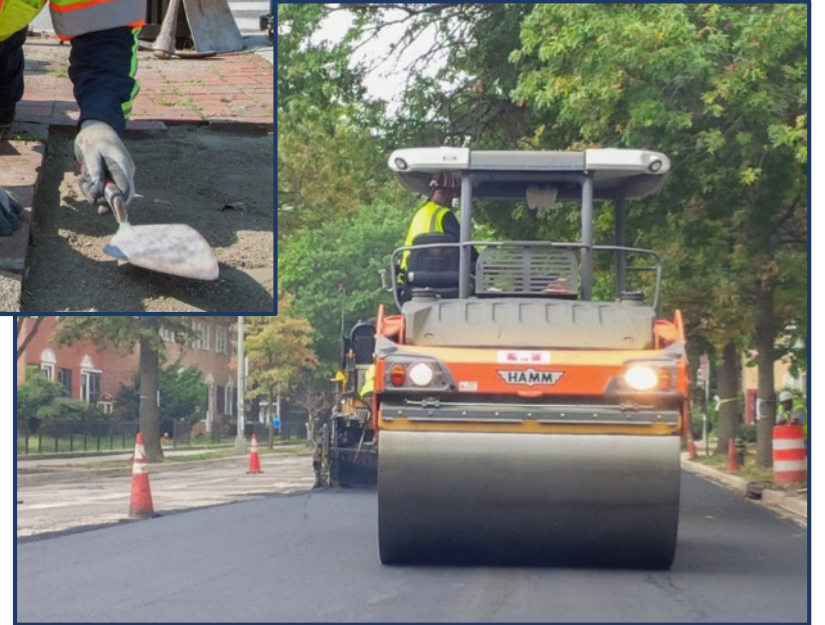
Blair Road / Cedar Street / 4th Street Intersection Improvements

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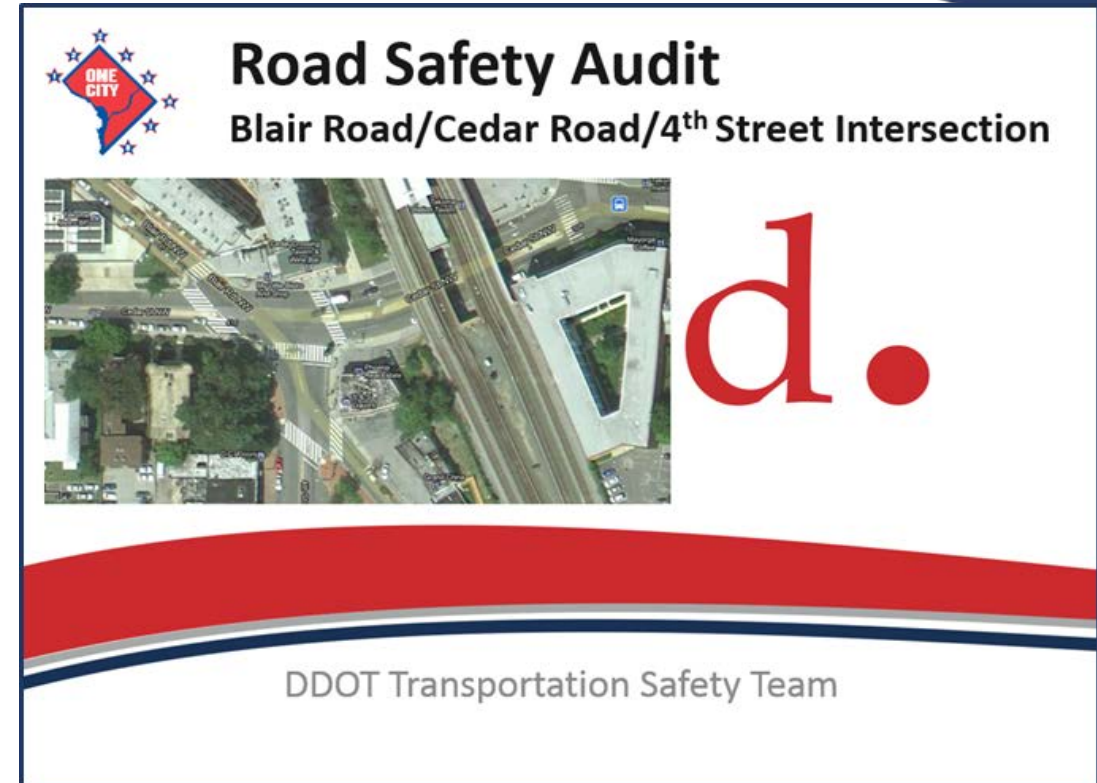
PROJECT TEAM

- **DDOT** – Sponsor
- **Volkert** – Engineer of Record
- **Parsons** – Construction Manager
- **Capital Paving** – Contractor



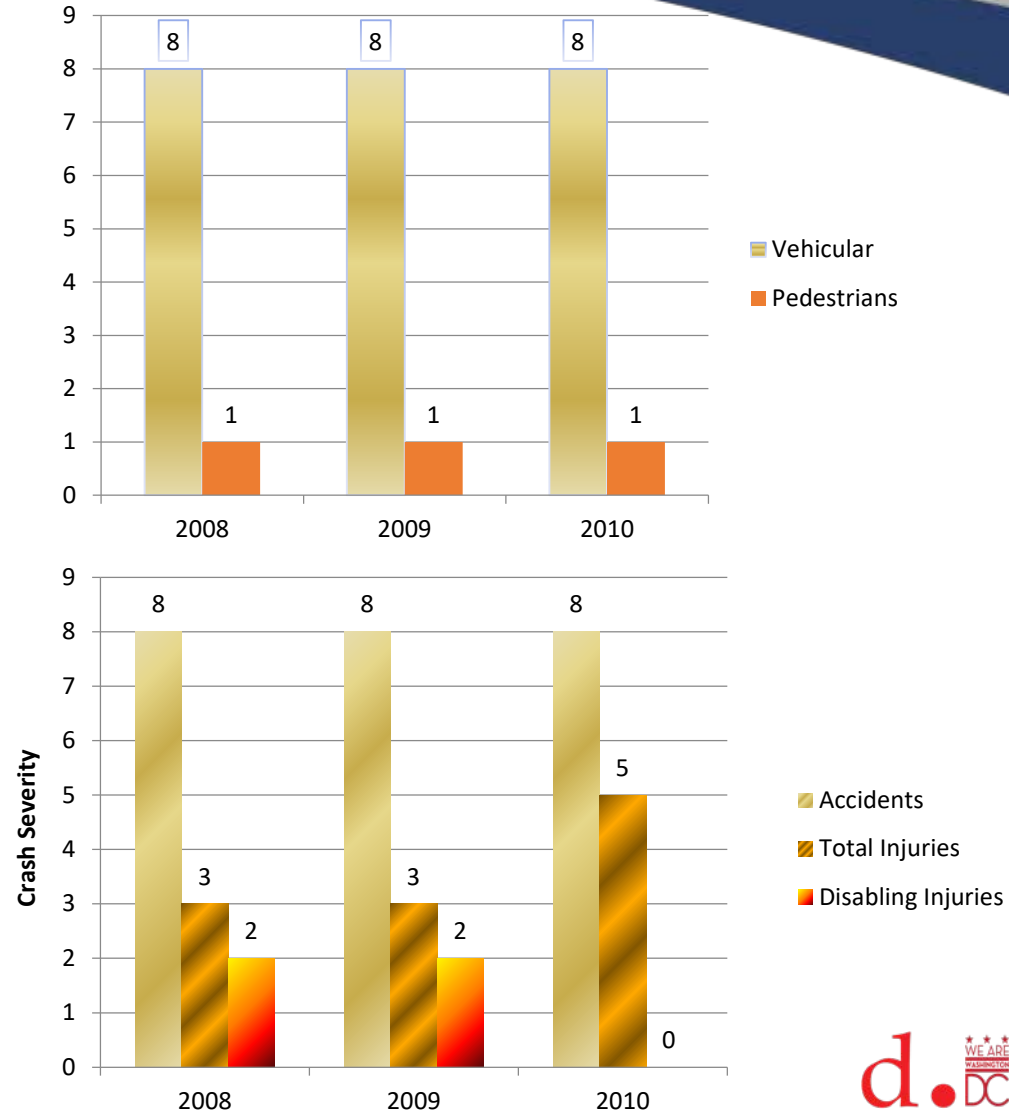
2014 ROAD SAFETY AUDIT RECOMMENDATIONS REPORT

- 3-Year Safety Audit was released in 2014
- Provided accident and traffic analyses
- Demonstrated need for improvements



ACCIDENT ANALYSIS

- 3-year accident analysis
- Total 24 accidents from 2008-2010
 - Blair/Cedar – 15 accidents (60%)
 - 4th/Cedar – 7 accidents (30%)
 - Blair/4th – 2 accidents (10%)
- 11 out of 24 accidents (50%) resulted in injuries
- 4 out of 24 accidents (20%) resulted in disabling injuries



TRAFFIC ANALYSIS

- Estimated 2010 Average Daily Traffic Volumes
 - Blair Road – 15,000 vehicles
 - Cedar Street – 5,300 vehicles
 - 4th Street – 1,600 vehicles
- Speed study shows 32 mph speed on Blair Road which is significantly higher than posted 25 mph speed limit



TRAFFIC ANALYSIS

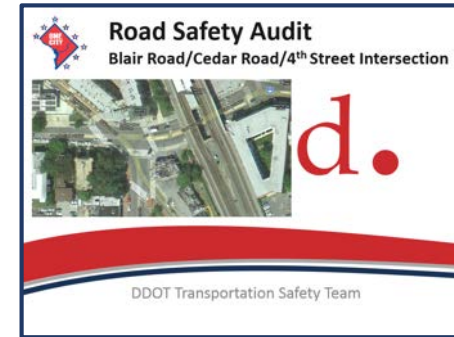
- Existing level of service (LOS) analysis at 21 intersections along Blair Road, Piney Branch Road, Aspen Street, Butternut Street, and Cedar Street
- Blair Road/Cedar Street/4th Street intersection:
 - LOS E during AM peak-hour
 - LOS F during PM peak-hour
- Blair Road intersection at Piney Branch Road:
 - LOS E during AM peak-hour
- Remaining study intersections:
 - LOS D or better during both AM and PM peak-hour



2014 ROAD SAFETY AUDIT RECOMMENDATIONS REPORT

- Safety issues identified are as follows:

- Inadequate sight distance
- Pedestrian/vehicle conflicts
- High accident frequency
- Insufficient traffic signs
- Potholes, cracks and faded pavement markings
- Pedestrian facilities not compliant with ADA requirements



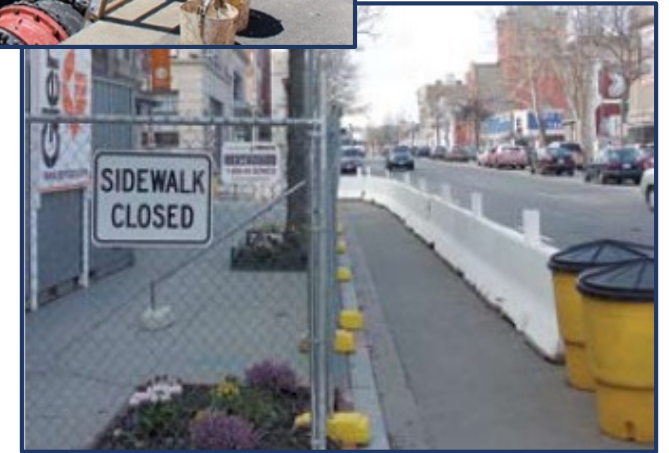
PROPOSED IMPROVEMENTS

- Re-configuring the Blair Road / Cedar Street intersection
- Convert 4th Street to one-way southbound and add bicycle lane
- Re-constructing pavement, median, and sidewalk sections including new accessible curb ramps and a new ornamental median safety fence at Cedar Street
- Roadway widening to provide adequate turning movements for WMATA buses
- Upgrading traffic signals, parking meters and other traffic control devices
- Installation of new street lights (poles, arms, and luminaires)
- Adjusting and upgrading water and sewer lines, as well as new fire hydrants
- Installing low impact stormwater management facilities and green planting areas



MAINTENANCE OF TRAFFIC (MOT) CONSIDERATIONS

- Design incorporates MOT considerations as HIGH PRIORITY to protect public
- During construction, Contractor shall open all lanes to traffic during peak hours – Monday thru Friday (6:30 – 9:30 a.m. and 3:30 – 6:30 p.m.)
 - One lane in each direction maintained at all other times
 - Construction related disruptions shall be minimized
 - Maintain ADA compliant safe flow of pedestrian traffic within and adjacent to project area
 - Maintain pedestrian access to abutting properties
 - Provide notification to affected parties for temporary curtailment of access
 - Contractor shall install appropriate signage



CONSTRUCTION PHASES 1 – 4

- **Phase 1.** Removal and pavement restoration of median along Cedar Street west of Blair Road.
- **Phase 2.** Removal and replacement of median along Cedar Street east of Blair Road.
- **Phase 3.** Reconstruction of northern sidewalk and ramps along Cedar Street east of Blair Road.
- **Phase 4.** Reconstruction of northern sidewalk, ramps, and LID facility along Cedar Street west of Blair Road, and construction of bus bay along Blair Road.

10  Extent of Project/
Pavement Reconstruction



CONSTRUCTION PHASES 5 – 8

- **Phase 5.** Reconstruction of ramps, sidewalk and LID facility along southside of Cedar Street and extension of curb along 4th Street west of Blair Road.
- **Phase 6.** Reconstruction of sidewalk and ramps in the southeast corner of Cedar Street and Blair Road.
- **Phase 7.** Construction of bulb out along 4th Street at the intersection with Blair Road.
- **Phase 8.** Construction of sidewalk, ramps and curb extension along 4th Street at Butternut Street.



PROJECT SCHEDULE & WORK HOURS

- Construction Schedule
 - Construction Begins: August 2019
 - Construction Complete: Summer 2020
- Work Hours
 - Weekdays: 9:30 AM – 3:30 PM
 - Saturdays: 9:00 AM – 5:00 PM
- Stay Alert while traveling through the work zones



KEEP UP-TO-DATE

- View the Project Website
<https://ddot.dc.gov/page/4thblaircedar-nw-intersection-improvements>

- Sign Up for Project Mailing List
- Watch for DDOT Traffic Advisories
- Contact the Project Team

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district department of transportation