

Rehabilitation for Eastern Avenue, NE

(from New Hampshire Avenue, N.E. to Whittier Street, N.W.)



District Department of Transportation



December 7, 2016 **DRAFT**

LIMIT OF WORK

DCKA-2013-T-0067
EASTERN AVENUE NW
WHITTIER STREET NW



LIMIT OF WORK

DCKA-2013-T-0067
EASTERN AVENUE NE
NEW HAMPSHIRE AVE. NE

LOCATION MAP

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- **Roadway Classification/ Geometrics/ Condition**
 - Inadequate lane transition (4-lane minor arterial to 2-lane)
 - Significant crest/ sag vertical curves
 - Concealed driveways; deteriorating pavement and curbs
- **Traffic Operations/ Speed**
 - Steep grades/ high speeds
 - Improper lane use; queuing; no left-turn lane
- **Pedestrian/ Bicycle Facilities and Operations**
 - Unsafe unsignalized Ped. Crossing; limited sight distance
 - No sidewalks or Ped. access to bus stops; non-ADA ramps
 - Vision Zero Initiative
- **Traffic Control Devices**
 - Deteriorated signs; sign clutter; improper sign placement
 - Poor lane markings; inadequate intersection lighting
- **Drainage**
 - Damaged/ clogged inlets (sediment, debris)
 - No Stormwater management
- **Landscaping/ Visual Appeal/ Neighborhood Appearance**
 - Unhealthy trees; improper pruning/ maintenance



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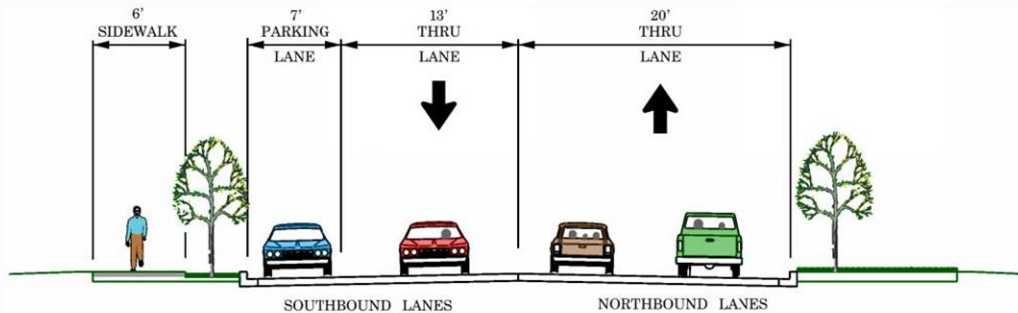
Roadway Improvement Objectives

- Reduce vehicle speeds.
- Improve pedestrian movements and safety.
- Provide a safer roadway for bicyclists.
- Reconstruct non-ADA compliant features.
- Reconstruct deteriorating roadway infrastructure.



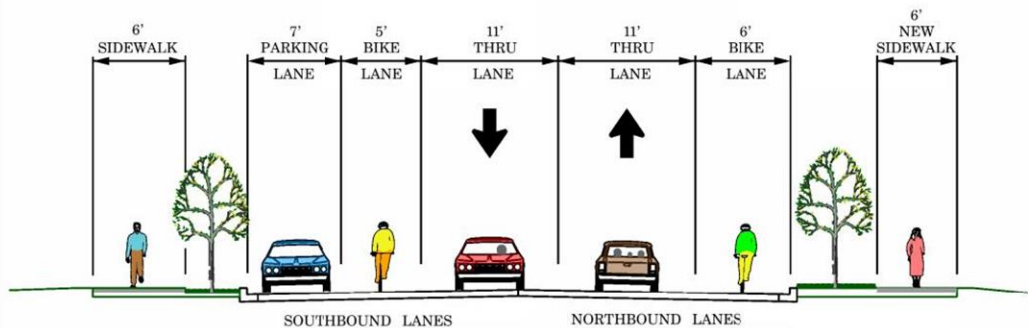
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- Use pavement markings/ signs to reduce vehicle speed to closer match the posted speed and facilitate safe travel for bicyclists and pedestrians.



EXISTING TYPICAL SECTION

NOT TO SCALE

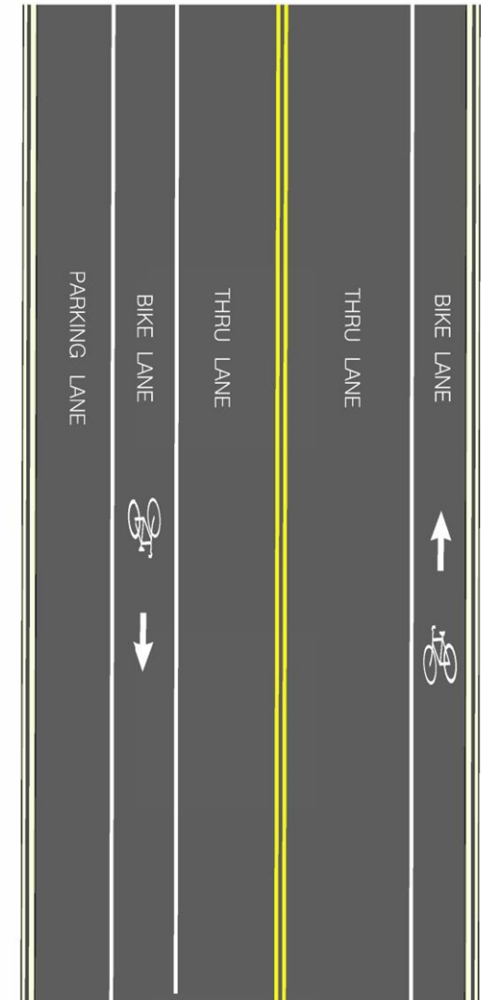


PROPOSED TYPICAL SECTION

FROM KANSAS AVENUE N.E. TO SLIGO MILL ROAD

NOT TO SCALE

PLAN VIEW



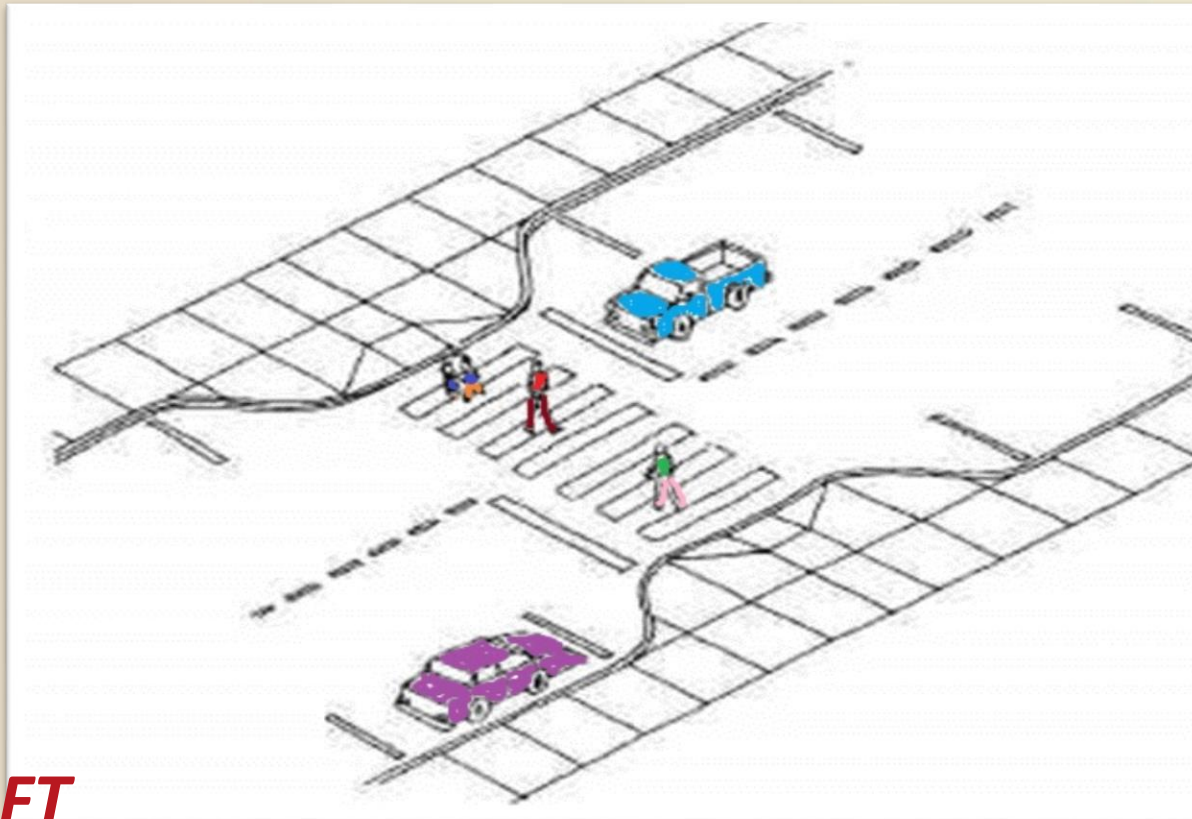
SOUTHBOUND

NORTHBOUND

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Use curb extensions/ bump-outs at intersections

- To reduce vehicle speed.
- To reduce pedestrian crossing distance.
- To increase pedestrian visibility to drivers.



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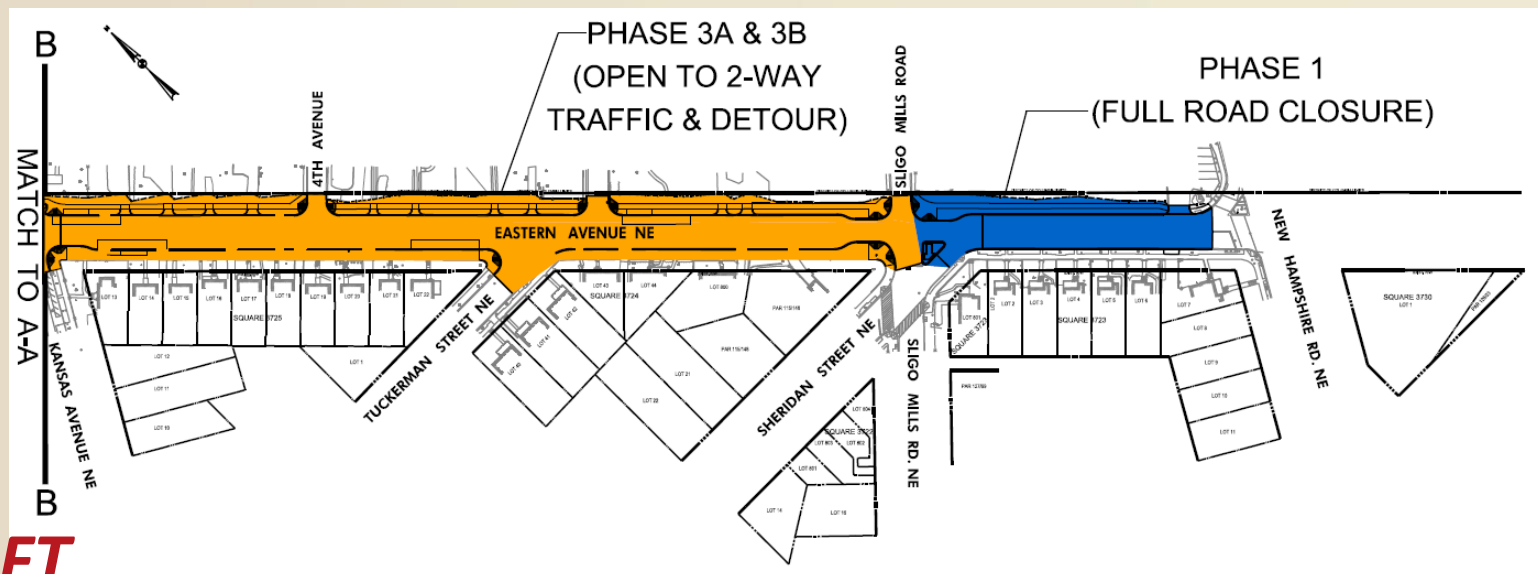
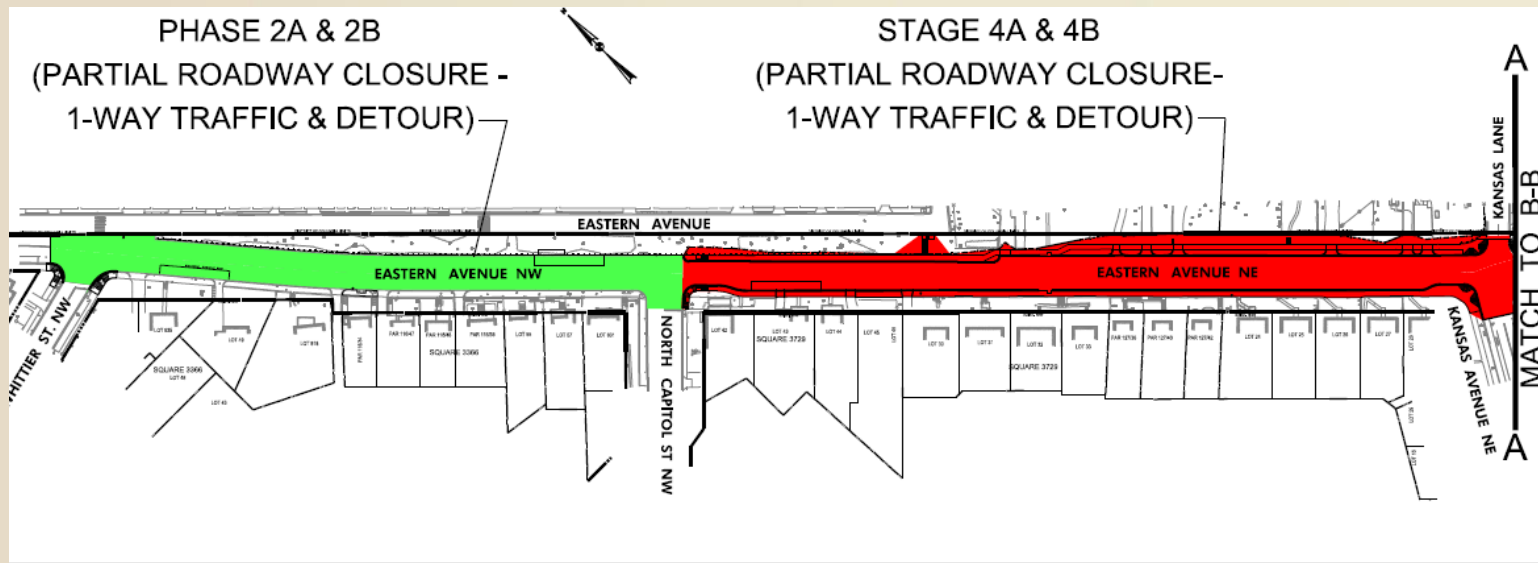
- Construct new 6-foot sidewalks with 6-foot grass buffer northbound from Sligo Mill Rd. to North Capitol St. N.W.
- Pavement Reconstruction from Whittier St. N.W. to Kansas Ave. N.E. and from Sligo Mill Rd. N.E. to New Hampshire Ave. N.E. 0.40 MILES
- Pavement Milling from Kansas Ave. N.E. to Sligo Mill Rd. N.E. 0.20 MILES

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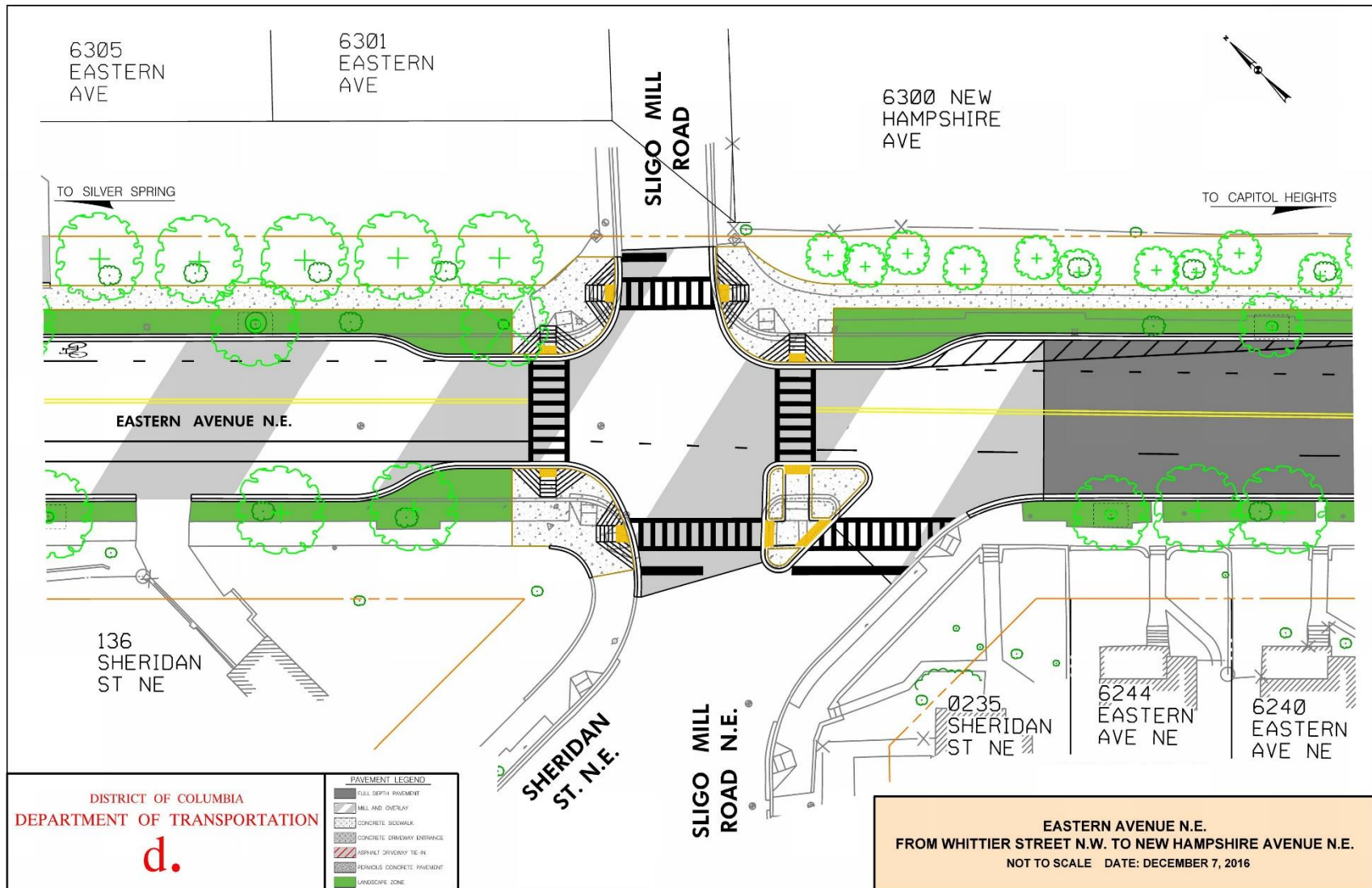
- Upgrade existing curb ramps, sidewalks and bus stops to meet ADA standards.
- Coordinate with WMATA to add/ relocate bus stops due to new sidewalks along Routes F1, F2, and K2.
- Rehabilitate deteriorating retaining walls.
- Reconstruct deteriorating curb and gutter.
- Replace/ add guiderail.



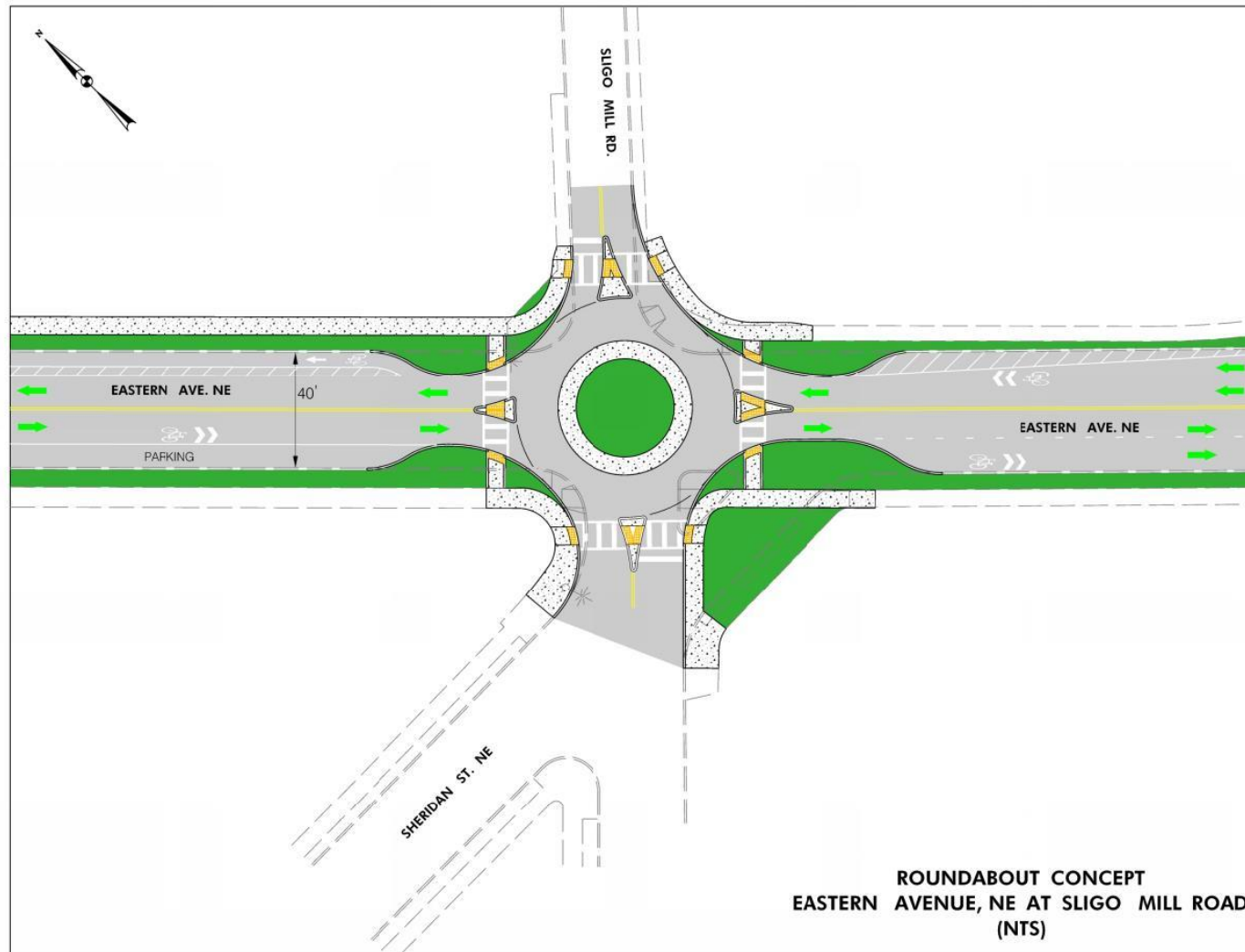
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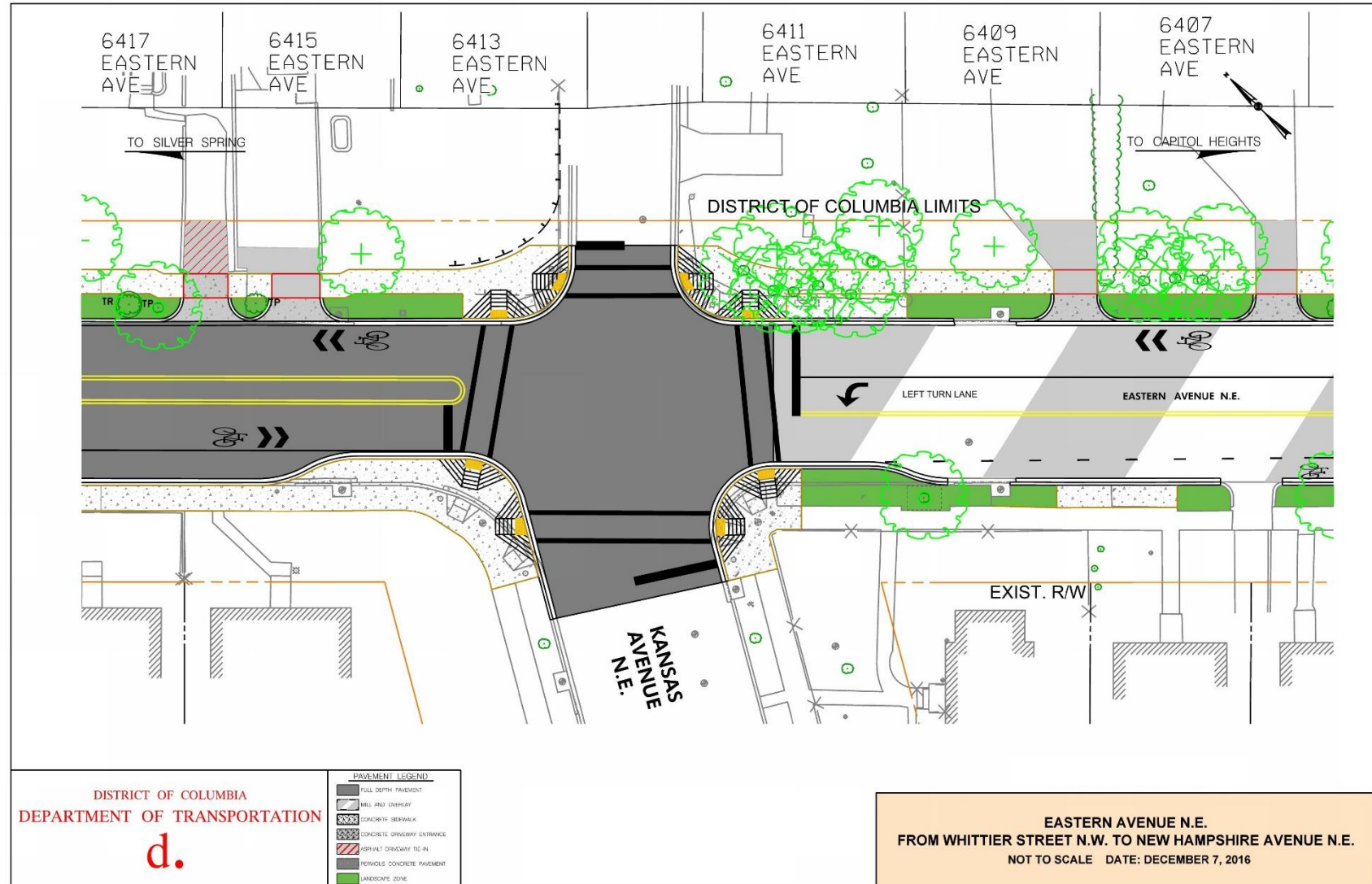
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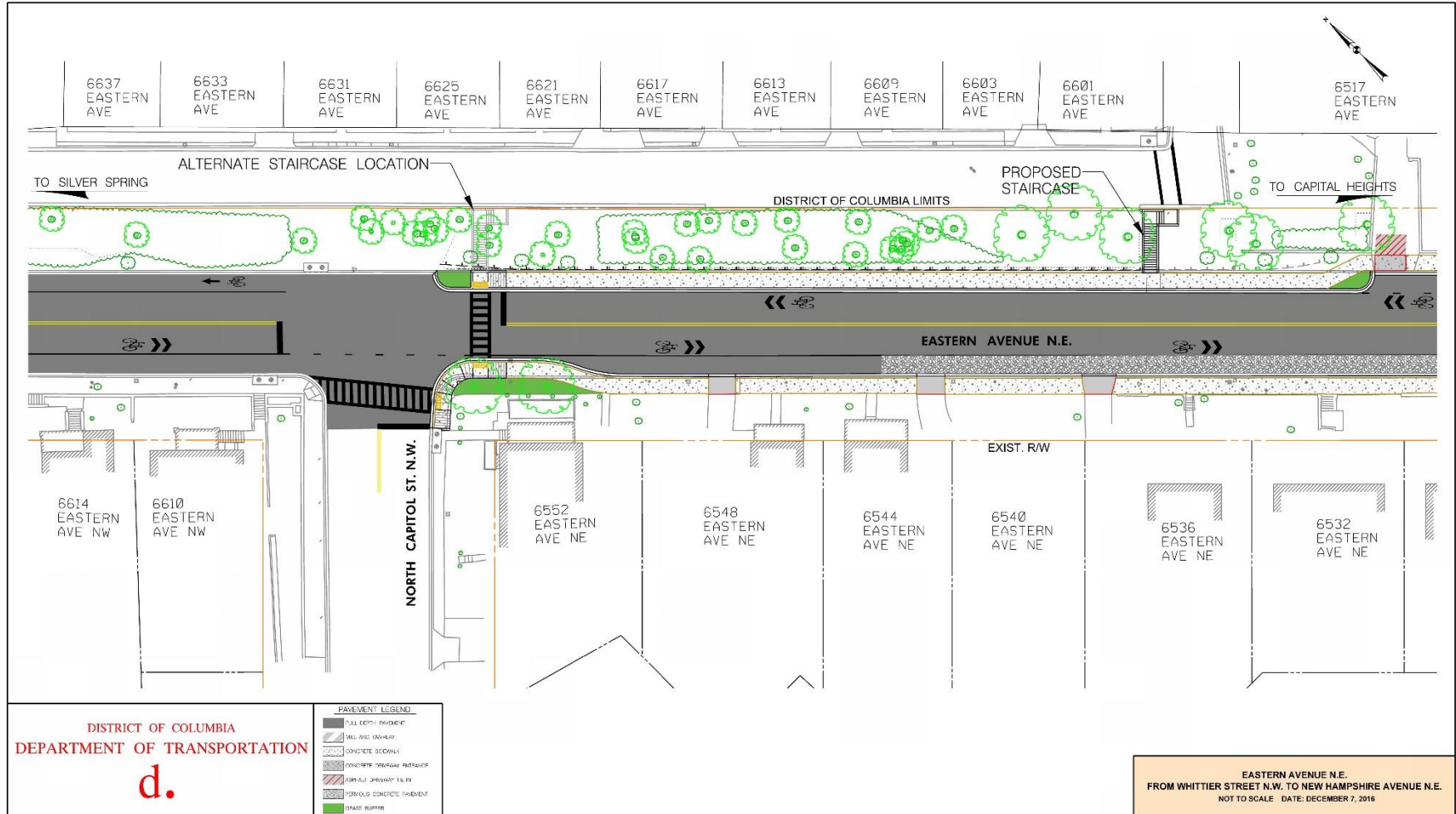
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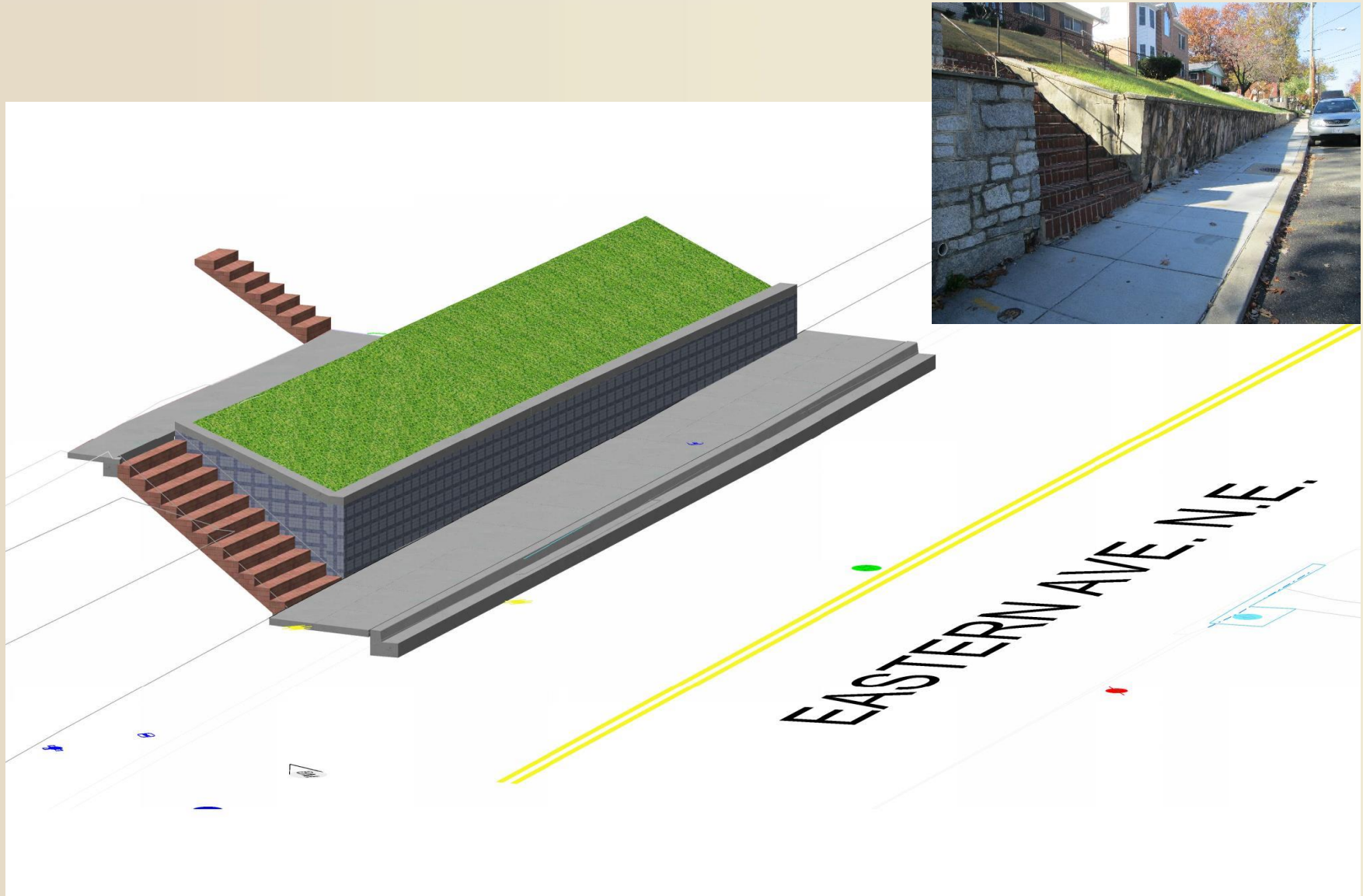
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Integrated Stormwater Management

Parking lanes can double as stormwater capture areas using pervious concrete with tree areas and structural soil in buffer areas to take up excess water and nutrients that do not infiltrate.



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Identify Opportunities for LID's

- Replace dead or missing trees.
- Preserve existing healthy trees.
- Introduce new trees and planting areas.
- Reduce paving/ introduce permeable paving.
- Introduce bioretention facilities



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Current Project Schedule:

- **Design Completion: Fall 2017**
- **Construction Begins: Summer 2018**
- **Construction Completion: Winter 2019**

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