

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
DC Primary											
Facility: Anacostia Waterfront Initiative From: To: Jurisdiction: District of Columbia			2,500 a						NHS 90 / 10 /	2,500	DEIS Proposed for preparation
									Total:	\$2,500	
Description:	This project is to study the comprehensive transportation and infrastructure improvement to resolve current and future circulation and access requirements along the Anacostia River										
Facility: I-295 HOV Feasibility and Design From: To: Jurisdiction:				780 a					IM 90 / 10 /	780	
									Total:	\$780	
Description:	Study to determine the feasibility of providing High Occupancy Vehicle (HOV) lanes in each direction. This would include a qualitative and quantitative assessment of air quality benefits.										
Facility: Missouri Ave/Georgia Ave/13th St From: Grade Separation To: Jurisdiction:			3,000 a						NHS 80 / 20 /	3,000	EA
									Total:	\$3,000	
Description:	Identify and evaluate alternative approaches to relieve traffic congestion and to improve safety at the eastbound and westbound Missouri Avenue approaches to Georgia Avenue. An underpass is proposed to carry Missouri Avenue under Georgia Avenue and 13th Street to increase safety and traffic flow at these locations.										
Facility: New York Avenue Left Turn Traffic Lanes From: Brentwood Road To: Montana Avenue, NW Jurisdiction:			200 a						NHS 80 / 20 /	200	EA
									Total:	\$200	
Description:	New York Avenue is a major arterial carrying approximately 65,000 vehicles/day. Safety is a major issue as a result of left turns into local streets without having separate turn lanes. A study is proposed to determine if having traffic make left turns at two locations (Fenwick and Kendall Streets) and to prohibit left turns at 16th and Fairview Streets. The left turns would be made by exiting New York Avenue to the right in advance of the two intersections, following a curbing alignment, and then cross New York Avenue as a through movement at each signalized intersection.										
Facility: New York Avenue/I-395 Tunnel From: To: Jurisdiction: District of Columbia			5,000 a						NHS 80 / 20 /	5,000	EA
									Total:	\$5,000	
Description:	The New York Avenue/I-395 intersection is highly congested and is the fourth worst accident location in the District. A left-turn movement from New York Avenue to I-395 is one of the reasons for the congestion. The left-turn movement carries a high volume of traffic throughout the day and into the evening. The eastbound through movement also carries a high volume of traffic. To alleviate the congestion, a four-lane tunnel is proposed to provide a direct connection between the east and south approaches. This will remove some of the traffic from the signalized intersection resulting in less congestion and increasing safety.										
Facility: Pennsylvania Avenue Traffic Mitigation From: To: Jurisdiction: District of Columbia	200 a										ce(3)
Description:	Identify and evaluate alternative approaches to relieve traffic congestion in the Pennsylvania Avenue Central Business District resulting from the closure of Pennsylvania Avenue between 15th and 17th Streets, N.W.										

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: South Capitol Street From: Independence Avenue To: DC Line Jurisdiction: District of Columbia			55 a						SP 100 / /	55	EA Proposed for preparation
									Total:	\$55	
Description:	Prepare environmental study and develop recommendations to transform the corridor into a significant gateway with joint participation of the Maryland Department of Transportation and the D. C. Office of Planning										
Facility: Whitehurst Freeway Restoration of Lower K From: To: Jurisdiction: District of Columbia,			320 a		2,000 c				STP 80 / 20 /	2,320	CE Proposed for preparation
									Total:	\$2,320	
Description:	Rehabilitation of Lower K Street under the freeway.										
Facility: Whitehurst Freeway/Theodore Roosevelt From: Bridge/M St/Lower K St Renewal & To: Environmental Study Jurisdiction: District of Columbia			1,000 a						BR 80 / 20 / NHS 80 / 20 /	670 330	DEIS Proposed for preparation
									Total:	\$1,000	
Description:	Analysis and recommendations as to alternative alignments for Whitehurst Freeway, Theodore Roosevelt Bridge, and any related interchanges and approaches										
DC Secondary											
Facility: Georgetown Southern Entrance From: To: Jurisdiction: District of Columbia	60 a		3,000 c						SP 80 / 20 /	3,000	EIS(4) 4F Approved
									Total:	\$3,000	
Description:	This project will provide an efficient and safe motor vehicle access into Georgetown University near the C & O Canal. The project will provide an improved intersection with Canal Road, N.W. and the existing entrance to Georgetown University which is approximately 2,000 feet west of Key Bridge. The scope includes the design option of constructing an elevated and/or depressed roadway and/or ramps with connections to both east and westbound lanes of Canal Road. This project was included as a demonstration project pursuant to Section 149(a)(14) of the Surface Transportation and Uniform Relocation Assistance Act of 1987.										
Facility: Southern Avenue From: Naylor Road To: Erie Street Jurisdiction: District of Columbia,				500 a					STP 80 / 20 /	500	EA (1) Proposed for preparation
									Total:	\$500	
Description:	Feasibility study to determine cost to complete missing section of Southern Avenue. The project requires the purchase of right-of-way between Naylor Road and Branch Avenue.										

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DC Bridge											
Facility: 11th Street Bridge SW (#516) From: D Street and Penn. RR To: Jurisdiction: District of Columbia,				6,000 c					IM 90 / 10 /	6,000	CE 4(F)
									Total:	\$6,000	
Description: Replace deck and superstructure and improve lighting, drainage and safety. May impact NPS property.											
Facility: 14th Street Bridge Alternative Assessment From: and Environmental Study, 14th St, Constituti To: to VA Rte. 27 & Geo. Wash. Pkwy Jurisdiction: District of Columbia				300 a	300 a				NHS 80 / 20 /	600	CE(4)
									Total:	\$600	
Description: Study recommendations proposed by Virginia Department of Transportation study for traffic improvements to the I-395 corridor.											
Facility: 16th St. NW From: Military Road To: Jurisdiction: District of Columbia,	5,500 c										CE(1)
Description: Overlap bridge deck and approach slab; remove efflorescence and seal cracks in superstructure; replace bridge joints; repair substructure; repair/replace sidewalks.											
Facility: 16th Street Underpass, NW From: Scott Circle To: Jurisdiction: District of Columbia,			5,751 c						BR 80 / 20 /	5,751	CE(1) 4F
									Total:	\$5,751	
Description: Restore deteriorated structural portions of tunnel; upgrade mechanical/electrical systems; upgrade safety features, drainage and lighting; upgrade surface roadways; historic and environmental consideration.											
Facility: 29th Street Bridge From: C & O Canal To: Jurisdiction: District of Columbia,				863 c					STP 80 / 20 /	863	CE(1) 4(F)
									Total:	\$863	
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.											
Facility: 30th Street Bridge From: C & O Canal To: Jurisdiction: District of Columbia,				850 c					STP 80 / 20 /	850	CE(1) 4(F)
									Total:	\$850	
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.											
Facility: 31st Street Bridge From: C & O Canal To: Jurisdiction: District of Columbia,				1,700 c					BR 80 / 20 /	1,700	CE(1) 4(F)
									Total:	\$1,700	
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.											

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Facility: 35th Street, NE From: East Capitol St. (40-1) To: Jurisdiction: District of Columbia,	2,000 c										CE(1)	
Description: Replace/overlay bridge deck; replace joints; repair and repaint structural steel.												
Facility: 4th Street, SE From: Oxon Run To: Jurisdiction: District of Columbia,	1,000 c										CE(1)	
Description: Remove/replace PCC deck; general structural upgrade.												
Facility: 9th Street Bridge From: Southwest Freeway To: Jurisdiction: Region-wide,	6,000 c										CE(1)	
Description: Remove and replace PCC deck; repair steel superstructure; repair substructure; resurface approach roadways; and safety improvements												
Facility: 9th Street Bridge Over From: New York Ave. Railroad To: Jurisdiction: District of Columbia,	25,300 c	25,300	25,300 c						BR 80 / 20 / STP 80 / 20 /	23,000 2,300	CE(4)	
										Total:	\$25,300	
Description: Removal and replacement of deteriorated deck, improve lighting, drainage and safety improvements												
Facility: Anacostia Freeway From: 11th Street, SE To: Bridge Over Railroad Jurisdiction: District of Columbia				17,100 c					IM 90 / 10 /	17,100	CE(1)	
										Total:	\$17,100	
Description: Reconstruct/resurface roadways on freeway and connecting ramps; safety and drainage improvements. Rehabilitate bridges: replace/overlay deck; repair-replace superstructure steel; upgrade safety features, drainage lighting; repaint structural steel.												
Facility: Anacostia Freeway From: Suitland Pkwy/Howard Rd/Firth Sterling, SE To: Jurisdiction: District of Columbia,				21,751 c					IM 90 / 10 /	21,751	CE(1)	
										Total:	\$21,751	
Description: Replace and overlay bridge decks; replace joints; repair and repaint structural steel; repair substructure; upgrade drainage, lighting, safety features; reconfigure ramp connections (possible R-O-W).												
Facility: Atlantic Street Bridge, SE From: Oxon Run To: Jurisdiction: District of Columbia	1,000 c										CE(1)	
Description: Remove and replace PCC deck; general structural upgrade.												

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Facility: Benning Road, NE From: Kenilworth Ave (#104) To: Jurisdiction: District of Columbia,			1,150 c						BR 80 / 20 /	1,150	CE(1)
									Total:	\$1,150	
Description: Remove and replace PCC deck; general structural upgrade.											
Facility: Bridge # 102 22nd. Street Bridge From: Over "K" Street N.W. To: Jurisdiction: District of Columbia,			2,132 c						BR 80 / 20 /	2,132	CE Proposed for preparation
									Total:	\$2,132	
Description: Replacement of bridge deck; repaint superstructure steel; rehabilitation of bridge substructure; safety requirements; construction of new approach slabs; and replace expansion joints											
Facility: Bridge Inspection On/Off System From: To: Jurisdiction: District of Columbia,	1,000 a		1,000 a	1,000 a	1,000 a	1,000 a			BR 80 / 20 /	4,000	CE(3)
									Total:	\$4,000	
Description: Solicit competitive bids for and retain the services of contractors to inspect bridge conditions for their structural integrity and safety on and off the Federal-aid Highway System. This information is required in order to re federal bridge rehabilitation and replacement funds. Also, bridge inspections are critical components of the District's bridge management system.											
Facility: Bridge Painting and Renovation From: To: Jurisdiction: District of Columbia,	500 c		500 c	500 c					STP 80 / 20 /	1,000	CE(4)
									Total:	\$1,000	
Description: Removal of old (often hazardous) paint from bridges. This project serves to renovate deteriorated bridges and to expand their useful life of service by repainting the metal components of bridges											
Facility: Citywide Consultant Bridge Inspection From: To: Jurisdiction: District-wide,	2,286 a										CE(1) Proposed for preparation
Description: Perform detailed National Bridge Inspection and element level inspection of District bridges in accordance with the National Bridge Inspection Standards and the D.C. Bridge Inspection Manual. Work will also include pe scheduled scour, fracture critical and underwater inspections as directed by DPW, and to prepare plans for emergency support of deficient structures.											
Facility: Citywide Culvert Inventory From: To: Jurisdiction: District-wide,	466 a										CE(1) Proposed for preparation
Description: Perform survey and inspection, develop culvert inventory, and prepare condition reports.											
Facility: Connecticut Ave, NW From: Klinge Valley (#27) To: Jurisdiction: District of Columbia			4,100 c						BR 80 / 20 /	4,100	CE(1)
									Total:	\$4,100	
Description: Repair and repaint structural steel; replace joints; replace bearings; seal cracks in deck; repair and paint pedestrian railing; upgrade lighting; repair stone pilasters; install slope protection.											

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Connecticut Ave. Underpass (#101) From: Dupont Circle To: Jurisdiction: District of Columbia,				11,500 c					BR 80 / 20 /	11,500	CE(1) 4F
									Total:	\$11,500	
Description: Restore pavement; repair tiles; lighting and mechanical improvements; median-island treatment.											
Facility: Demolition of Abandoned RR Bridge From: Over Kenilworth Avenue To: @ PEPCO Plant (Bridge #506) Jurisdiction:			900 a		5,300 c				STP 80 / 20 /	6,200	EA
									Total:	\$6,200	
Description: Investigation, condemnation and demolition of existing railroad bridge; restoration of embankments, reconfiguration of adjacent section of Kenilworth Avenue											
Facility: Division Avenue Bridge, NE From: Watts Branch To: Jurisdiction: District of Columbia				1,725 c					BR 80 / 20 /	1,725	CE(1)
									Total:	\$1,725	
Description: Remove and replace PCC deck; general structural upgrade											
Facility: Eastern Ave. NE Bridge Over From: Railroad To: Jurisdiction: District-wide,			4,000 c						BH 80 / 20 / STP 80 / 20 /	3,000 1,000	CE (1)
									Total:	\$4,000	
Description: Removal and replacement of deteriorated deck and superstructure steel. Repair substructure and approach roadways. Improve safety, lighting, drainage and sidewalks.											
Facility: Eastern Ave., NE From: Kenilworth Ave. (#45) To: Jurisdiction: District of Columbia,			4,336 c						BR 80 / 20 /	4,336	CE(1)
									Total:	\$4,336	
Description: Replace concrete deck and sidewalks; repair prestressed concrete beams; replace bearings; rebuild backwall and joints; replace pedestrian railings on bridge and retaining walls; reconstruct access ramps.											
Facility: Elect/Mech/Structural Rehab of Air Rights BI From: To: Jurisdiction: District of Columbia			6,798 c						IM 80 / 20 /	6,798	CE(1)
									Total:	\$6,798	
Description: Rehabilitation of electrical/mechanical facilities in tunnel; overlay bridge deck; paint structural steel; replace deck joints; minor structural repair.											
Facility: Frederick Douglass Mem. Bridge From: Electrical & Mechanical System To: Jurisdiction: District of Columbia,			8,625 c						BR 80 / 20 /	8,625	CE(4)
									Total:	\$8,625	
Description: Rehabilitate electrical and mechanical system and install traffic safety devices. Repairs also will be made to expansion joints, steel components, damaged girders, pin and hanger connections. In addition, the bridge is painted and given a new overlay. Lighting, signing, drainage and safety features will be upgraded.											

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Facility: H Street Bridge NW Over From: Air Rights Tunnel of the Center Leg Freeway To: Jurisdiction: District of Columbia,			1,725 c						BR 80 / 20 /	1,725	CE(1)
									Total:	\$1,725	
Description: Overlay bridge deck; replace approach slabs; replace deck joints; repair/seal longitudinal joints in median; repaint structural steel and bearings; repair/replace backwalls and bearing pads; repair substructure; and main											
Facility: Jefferson Street Bridge From: C & O Canal To: Jurisdiction: District of Columbia,				850 c					STP 80 / 20 /	850	CE(1) 4(F)
									Total:	\$850	
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.											
Facility: K Street Bridge Over From: Center Leg To: Jurisdiction: District of Columbia			1,359 c						BR 80 / 20 /	1,359	CE(1)
									Total:	\$1,359	
Description: Rehabilitation of electrical/mechanical facilities in tunnel; overlay bridge deck; paint structural steel; replace deck joints; minor structural repair.											
Facility: K Street N.W. From: 21st Street N.W. To: 25th Street N.W. Jurisdiction: District of Columbia,			3,598 c						BR 80 / 20 /	3,598	CE(1) Proposed for preparation
									Total:	\$3,598	
Description: Reconstruction of K Street, N.W. from 21st Street to 25th Street											
Facility: Kenliworth Ave. From: Nannie Helen Burroughs Ave., NE & Watts B To: Foote St. to Lane Pl Jurisdiction: District-wide,			23,000 c						BR 80 / 20 /	23,000	CE(4) 4(F)
									Total:	\$23,000	
Description: Removal and replacement of deteriorated deck, improve lighting, drainage and safety improvements											
Facility: Key Bridge From: Over Potomac River To: (Bridge No. 7) Jurisdiction: District of Columbia			825 a		5,400 c				BR 80 / 20 /	6,225	CE
									Total:	\$6,225	
Description: Repair/Replace deteriorated structural members; correct drainage deficiencies; repair leaking deck joints; remove stay-in-place forms; remove efflorescence on arch soffits; repair spalls, holes and non-structural crack; relocate/arrange utilities.											
Facility: L'Enfant Plaza Promenade/Banneker Improv From: 10th Street from Independence Avenue To: Overlook named Benjamin Banneker Park Jurisdiction: District of Columbia,			14,000 c						STP 80 / 20 /	14,000	CE(3)
									Total:	\$14,000	
Description: Redesign L'Enfant Promenade (10th Street) from Independence Avenue to an overlook named Benjamin Banneker Park. Work includes the repainting of the 10th Street Mall over the Southwest Freeway and includes preliminary engineering, structural inspections, and design alternatives for the entire promenade. Work also includes balst cleaning existing structural steel; apply three coat organic zinc/acrylic paint system; disposal of hazardous waste; protection of workers and the environment; upgrading streetlights for upper and lower level of structures and repair/replace deteriorated structure elements.											

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Facility: Mass. Ave., NW Tunnel Under Thomas Circle From: 14th Street To: Jurisdiction: District of Columbia,	1,150 c										4(F)
Description:	Restore deteriorated tunnel through the removal and replacement of pavement and tiling, upgrade mechanical-electrical systems, and correct drainage and ground water problems. Repair structural problems and improve lighting.										
Facility: Massachusetts Avenue Bridge NW Over From: the Air Rights Tunnel of the Center Leg To: Jurisdiction: District of Columbia,			3,680 c						STP 80 / 20 /	3,680	CE(3)
Description:	Overlay bridge deck; replace approach slabs; replace deck joints; repair/seal longitudinal joints in median; repair structural steel and bearings; repair/replace backwalls and bearing pads; repair substructure; repair tunnel; replace water main hanger assembly; maintain traffic.										
Facility: NB 11th Street Bridge, SE From: Anacostia River/N Street To: Jurisdiction: District of Columbia,				14,700 c					IM 90 / 10 /	14,700	CE(3) 4(F)
Description:	Retrofit nonredundant features; repair/replace structural elements; replace/overlay bridge deck; upgrade safety features, drainage, lighting, signing; repaint structural steel; reconstruct/resurface adjacent roadways and										
Facility: NB 14th Street Bridge From: Potomac River (Arland Williams) To: Jurisdiction: District-wide,				11,500 c					IM 90 / 10 /	11,500	CE (1)
Description:	Removal of existing asphalt surface and membrane; repair existing bridge deck and construct new overlays; upgrade safety features, deck drainage and lighting to current standards; repair and repaint superstructure; rehabilitate approach slab and apply a low slump concrete or latex modified concrete cover will be used to extend the life of the bridge deck.										
Facility: New Hampshire Ave. Bridge N.E. From: Over Railroad (Bridge No. 556) To: Jurisdiction: District of Columbia,			2,530 c						STP 80 / 20 /	2,530	CE(1)
Description:	Overlay/replace deck; replace approach slabs; replace sidewalks and railing; replace deck joints; paint structural steel; replace backwalls; repave approach roadways; coordinate with railroad.										
Facility: New Pedestrian Bridge From: Over Anacostia Freeway To: Near Firth Sterling Jurisdiction: District of Columbia,			2,875 a						STP 80 / 20 /	2,875	CE(1)
Description:	Location and design study; R-O-W acquisition; preliminary and final plans, specifications and estimate										
Facility: New York Ave. NE (#534) Over From: Railroad To: Jurisdiction: District-wide,				17,250 c					BR 80 / 20 /	17,250	CE(4)
Description:	Remove and replace PCC deck; general structural upgrade.										

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Facility: North Capitol Street Bridges (#23 and 42) From: U.S. Soldiers & Airmens Home To: North Capitol St NE, Michigan-Allison St Jurisdiction: District of Columbia	13,450 c										CE(1)	
Description: Remove/replace deteriorated concrete from bridge deck; apply a deep overlay; replace sidewalks; replace expansion joints; replace deteriorated substructure.												
Facility: Open End Bridge Repair From: To: Jurisdiction: District of Columbia,	2,000 c										CE(1)	
Description: Routine preventive maintenance and emergency structural repairs on an as needed basis.												
Facility: P Street Bridge Over From: Rock Creek To: Jurisdiction: District of Columbia,	5,100 c										CE (4F)	
Description: Removal and replacement of deteriorated deck and sidewalks. Repair superstructure and substructure. Improve safety, lighting, drainage and sidewalks.												
Facility: Pedestrian Bridge over Kenilworth Ave. From: Douglass Street and To: Meade Street Jurisdiction: District of Columbia,				4,761 c					STP 80 / 20 /	4,761	CE(1)	
										Total:	\$4,761	
Description: Construct a new structure to enhance access and safety for pedestrians with longer span, accessible ramps and higher vertical clearance. Scope includes demolition of existing structure and ramps.												
Facility: Pedestrian Bridges Over Canal From: 33rd, 34th, & Potomac Streets, NW (145, 14 To: Jurisdiction: District of Columbia,				1,150 c					STP 80 / 20 /	1,150	CE(1)	
										Total:	\$1,150	
Description: Repair structural steel, decking and pedestrian railing; repair abutments; pave and improve approaches.												
Facility: Rehabilitation of 48th Place, N.E. Bridge From: Over Watts Branch To: Bridge No. 199 Jurisdiction: District of Columbia	200 a			1,200 c					BR 80 / 20 /	1,200	CE	
										Total:	\$1,200	
Description: Replace deck, approach slabs, bearing, joints, repair substructure and repaint steel.												
Facility: Rehabilitation of 55th Street, N.E. Bridge From: Over Watts Branch To: Bridge No. 196 Jurisdiction: District of Columbia	200 a			1,200 c					BR 80 / 20 /	1,200	CE	
										Total:	\$1,200	
Description: Overlay bridge deck and approach slabs, replace bridge joints, remove efflorescence and seal cracks in superstructure, repair substructure and replace approach railing.												

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Facility: Rehabilitation of Gault Place, N.E. Bridge From: Over Watts Branch To: Bridge No. 222 Jurisdiction: District of Columbia	200 a			1,200 c					BR 80 / 20 /	1,200	CE
Total:										\$1,200	
Description: Replace deck, approach slabs, bearing, joints, repair substructure and repaint steel.											
Facility: Rehabilitation of Kenilworth Avenue, N.E. From: Lane Place To: D.C./MD Line Jurisdiction: District of Columbia			1,132 a			12,792 c			BR 80 / 20 /	13,924	CE
Total:										\$13,924	
Description: Reconstruction of mainline and service roadways to the standards set by the Anacostia Waterfront Transportation Study. Construction of two pedestrian bridges.											
Facility: Rehabilitation of Southern Ave. Bridge From: Over Suitland Parkway S.E. To: Jurisdiction: District of Columbia,	8,000 c										CE(1) Proposed for preparation
Description: Replacement of Southern Avenue Bridge Over Suitland Parkway.											
Facility: Rehabilitation of the Mall Tunnel (Center leg) From: 3rd. and "D" Street N.W. To: to the Southeast Freeway Jurisdiction: District of Columbia,			6,798 c						IM 90 / 10 /	6,798	CE Proposed for preparation
Total:										\$6,798	
Description: Correct and upgrade the tunnel facilities including water leakages in structure, tunnel lighting, electrical power and control, ceiling panels, ventilation fans and traffic control.											
Facility: Rehabilitation of Theodore Roosevelt Mem. B From: Rock Creek Parkway N.W. To: Memorial Parkway in Virginia Jurisdiction: District of Columbia,			5,812 a			75,300 c			IM 90 / 10 /	81,112	EA(2) 4(F)
Total:										\$81,112	
Description: Produce designs for replacement and/or rehabilitation of existing structures and connecting ramps within the project limits in accordance with the recommendations from the Theodore Roosevelt Bridge Study.											
Facility: Repainting of Chain Bridge From: Over Potomac River To: Bridge No. 2 Jurisdiction: District of Columbia			120 a	4,600 c					BR 80 / 20 /	4,720	CE
Total:										\$4,720	
Description: Blast clean existing structural steel; apply three-coat organic zinc/epoxy/urethane paint system; collect and dispose of hazardous waste in EPA-Approved containers; utilize methods for protection of workers, the public environment.											
Facility: Repainting of East Capitol Street Bridge From: Over Anacostia River To: Jurisdiction: District of Columbia,	6,000 c										CE(1)
Description: Blast clean existing structural steel; apply three coat organic zinc/acrylic paint syste; disposal of hazardous waste; protection of workers and the environment.											

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Facility: Roadway/Ped. Bridge Overpasses From: K, L, M Streets & Florida Ave. NE To: Jurisdiction: District of Columbia			2,719 c						STP 80 / 20 /	2,719	CE(1)
									Total:	\$2,719	
Description: Improve underclearances; safety appurtenances; lighting; signing; drainage; curb and sidewalks											
Facility: SB 11th Street Bridge, SE From: Anacostia River/N Street To: (Bridge # 55, 56, 1406) Jurisdiction: District of Columbia,				14,700 c					IM 90 / 10 /	14,700	CE(3) 4(F)
									Total:	\$14,700	
Description: Retrofit nonredundant features; repair/replace structural elements; replace/overlay bridge deck; upgrade safety features, drainage, lighting, signing; repaint structural steel; reconstruct/resurface adjacent roadways and											
Facility: SB/NB Anacostia Fwy From: DC Line To: Chesapeake Jurisdiction: District-wide,	1,000 c										CE(1)
Description: Reconstruct and resurface freeway and connecting ramps as needed; rehabilitate bridges; replace/overlay deck; repair/replace superstructure steel; upgrade safety appurtenances, drainage, lighting, signing; repair stru											
Facility: SB/NB Anacostia Fwy (Bridge #1014, 1015, From: Firth Sterling To: Chesapeake Jurisdiction: District-wide,	23,000 c	23,000	23,000 c						IM 90 / 10 /	23,000	CE(1)
									Total:	\$23,000	
Description: Reconstruct/resurface freeway and connecting ramps as needed; rehabilitate bridges; replace/overlay deck; repair/replace superstructure steel; upgrade safety appurtenances, drainage, signing and lighting; repair stru											
Facility: SE Freeway Bridge Ramps From: (Bridge #1405, 1407, 1408) To: Jurisdiction: District-wide,	20,794 c		21,000 c						UNIDENTIFIED / /	21,000	EA(4)
									Total:	\$21,000	
Description: Rehabilitate the structures and adjacent ramps and roadways											
Facility: South Capitol Street Bridge From: Planning Study and Environmental To: Assessment Jurisdiction: District of Columbia	1,000 a				50,000 c				BR 80 / 20 /	50,000	EA
									Total:	\$50,000	
Description: Examine alternative methods of improving traffic capacity and traffic safety by modifying or reconstructing the South Capitol Street Bridge. Investigate capacity requirements, corrections to other roadways, and environ impacts.											
Facility: South Capitol Street Bridge From: Suitland Pkwy and Connecting Ramps To: Jurisdiction: District of Columbia,	8,500 c										CE(1)
Description: Replace and overlay bridge decks; replace joints; repair/repaint structural steel; repair substructure; upgrade drainage, lighting, safety features; reconfigure ramp connections (possible R-O-W).											

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CAPITAL COSTS (in \$1,000)**

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review	
Facility: South Dakota Avenue Bridge, NE From: Railroad To: Jurisdiction: District of Columbia			5,750 c						BR 80 / 20 /	5,750	CE(1)	
Description: Remove and replace PCC deck; general structural upgrade										Total:	\$5,750	
Facility: Southwest Freeway Bridge Ramp G, SW From: South Capitol Street To: WB Southwest Freeway Jurisdiction: District of Columbia,			8,050 c						IM 90 / 10 /	8,050	CE(1)	
Description: Analyze structure for movements due to live loads; prepare reports and recommendations for including alternative solutions.										Total:	\$8,050	
Facility: Taylor Street Bridge From: Railroad To: Jurisdiction: District of Columbia,	11,800 c										CE(1)	
Description: Repair and seal concrete deck; repair/replace deck joints; repair and repainting of steel box beams; eliminate temporary support and hinges; repair and repaint bearing assemblies; replace or eliminate concrete encase approaches, and improve safety.												
Facility: Traffic Improvement Study From: 11th Street Interchange at To: Anacostia Freeway Jurisdiction: District of Columbia,			700 a						NHS 80 / 20 /	700	EA(1)	
Description: Conduct a Traffic Improvement Study and Environmental Assessment for providing additional access ramps between the Anacostia Freeway, the 11th Street Bridges and Martin Luther King Jr. Avenue, S. E.										Total:	\$700	
Facility: Wheeler Road Bridge, SE From: Oxon Run To: Jurisdiction: District of Columbia,	1,150 c										CE(1)	
Description: Remove and replace PCC deck; general structural upgrade.												
Facility: Wisconsin Ave Bridge From: C & O Canal To: Jurisdiction: District of Columbia,	900 c										CE(1) 4(F)	
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.												

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
DC Other											
Facility: "High Priority Projects Program" TEA-21 Sec. From: To: Jurisdiction: District of Columbia,	1,688 c		24,994 c						SP 80 / 20 /	24,994	CE 4F EA
									Total:	\$24,994	
Description:	The TEA-21 High Priority Projects Program provides designated funding for specific projects mandated by the U.S. Congress. The District has ten (10) High Priority Projects out of a national total of 1,850. TEA-21 limit amount of obligational authority over the six-year period beginning at 11% in FY 1998, 15% in FY 1999, 18% in FY 2000 and FY 2001; and 19% in FY 2002 and FY 2003. The High Priority Projects are: <ol style="list-style-type: none"> a. Theodore Roosevelt Bridge - TEA-21 funds has been allocated to conduct design alternative analysis for the future rehabilitation of the Theodore Roosevelt Memorial Bridge. Environmental assessments are currently underway. b. Geographic Information System - TEA-21 funds have been allocated to complete GIS data integration, obtain hardware and associated software to run the system. Also, it will integrate different transportation databases and will enable better management of the transportation system. c. Integrated Traffic Management System (ITMS) - TEA-21 funds has been allocated to design an integrated and improved traffic control signal system and traffic operations management center. d. Motor Vehicle Information System - Funds are provided to purchase a new MVIS that will integrate and register motorist information such as licenses, driving records, inspection data and vehicle registrations, support the commercial driver license program, international registration system and problem driver point system. e. Metropolitan Branch Trail - Funding has been allocated for right-of-way acquisition and construction of segments of the metropolitan Branch Trail (MBT). The MBT is a bicycle/pedestrian trail between Silver Spring, Maryland Metrorail Station and Union Station, Washington, D. C. f. Intermodal Transportation Center - Funds have been allocated to conduct a study of financing alternatives, environmental assessment and a feasibility analysis of bus parking and truck marshaling with an underground connection to the Convention Center. The Federal Transit Administration under TEA-21 will support project funding for FY 1999 and FY 2000 for the Intermodal Transportation Center. g. Light Rail Transit Corridors - Funds will be used to conduct a Major Investment Study (MIS) of light rail corridors to promote improved internal circulation in the city. Funding included in Transit Section. h. Enhance Recreational Facilities Along Rock Creek Parkway - The D. C. Department of Public Works and the National Park Service are looking into doing bike facility/trail maintenance along the Parkway. i. Kennedy Center - Access to John F. Kennedy Center for the Performing Arts - Funds are allocated to conduct a study of methods to improve pedestrian and vehicular access to the John F. Kennedy Center for the Performing Arts. The study is to be conducted by the U. S. DOT, U. S. Department of Interior/National Park Service and the D. C. Department of Public Works. j. Smithsonian Institution Transportation Program - TEA-21 provides assistance to the Smithsonian Institute for transportation-related activities, including exhibitions and educational outreach programs, the acquisition of transportation-related artifacts, and transportation-related research programs. k. Capital Gateway Corridor - Solicit private consultant services to prepare necessary discretionary grant applications. The Capital Gateway Corridor (Project 33) follows U.S. Route 50 from the proposed intermodal transportation center connected to I-395 in Washington, D. C., to the intersection of U.S. Route 50 with Kenilworth Avenue and the Baltimore-Washington Parkway in Maryland. l. Fuel Cell Bus and Bus Facilities Program - Under TEA-21 Title III - Federal Transit Administration, Section 3015 provides additional funds for the Fuel Cell Bus and Bus Facilities Program. FTA will provide \$4,850,000 per year to carryout the fuel cell powered transit bus program and the intermodal transportation fuel cell bus maintenance facility. 										

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CAPITAL COSTS (in \$1,000)**

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		FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility:	Alternative to Barney Circle Freeway	750 a		750 a						NHS	750	DEIS
From:										80 / 20 /		
To:												
Jurisdiction:										Total:	\$750	
Description:	<p>The absence of a direct link between the Anacostia and Eisenhower Freeways contributes to congestion on Pennsylvania Avenue, East Capitol Street and Benning Road. As a result, there is significant neighborhood "through" traffic especially in Capitol Hill neighborhoods. Trucks and buses use narrow residential streets and cause considerable noise and pollution. Even though the Barney Circle Freeway was designed to address problems and to provide a critical missing transportation link, it will not be built. The purpose of this project is to begin an examination, with the community, of alternative actions and strategies that will address the traffic that still affect this area of the City.</p> <p>A feasibility study will be conducted to document existing transportation system conditions, determine travel characteristics, assemble and facilitate interagency work groups, perform public outreach, evaluate existing study and recommend transportation system improvements in the study area. The study will determine alternative methods of connecting the Kenilworth Avenue/Anacostia Freeway (Route I-295) and the Southwest/S Freeway (Route 395).</p>											
Facility:	Barney Circle Substitution Program	40,000 c										CE
From:												
To:												
Jurisdiction:	District of Columbia											
Description:	<p>The Transportation Equity Act for the 21st Century (TEA-21) technical corrections in the Internal Revenue Service Restructuring and Reform Act of 1998 (Title IX Section 1225) currently enables the District to reprogram approximately \$173 million obligated for the Barney Circle project (\$98 million non-lapsable and \$75 million lapsable) for substitute highway and transit projects under Section 103(e)(4) of Title 23, U.S. Code.</p> <p>A. Asset management System D.C. Commuter Roadway Network Pilot Project - This project would privatize maintenance and operations of the District's National Highway System (NHS). Activities include maintenance of roads, landscaping, cleaning, incident management, street lights, signals, pavement markings and snow removal.</p> <p>b. Transfer to National Highway System - Rehabilitation of Anacostia Freeway, Chesapeake to D.C. Line</p> <p>c. Local Program</p> <ol style="list-style-type: none"> 1)Resurfacing Local Streets 2)Reconstruction of Local Streets 3)Curb and Alley Rehabilitation 4)Sidewalk Repair 5)Historic Alleys 6)Tree Planting and Dead Tree Removal 7)Streetlight and Alley Light Upgrade 8)Light Transformer Base Replacement 9)Sign Replacements and Improvements 10)Pavement Markings 11)LeDroit Park Historic District 											
Facility:	Canal Road 5-Lane Feasibility Study			300 a						NHS	300	CE(1)
From:										80 / 20 /		
To:												
Jurisdiction:	District of Columbia,									Total:	\$300	
Description:	Five-Lane Canal Road Feasibility Analysis - Canal Road from Foxhall Road to the Whitehurst Freeway and the Interchange at Foxhall and Canal roads											

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CAPITAL COSTS (in \$1,000)**

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Congestion Mitigation and Air Quality Improv	3,032 a		3,543 a	3,614 a	2,746 a	1,862 a	2,000 a	3,000 a	CMAQ	33,175	CE
From:	6,780 c		3,500 c	4,500 c	4,410 c	4,000 c			80 / 20 /		
To:											
Jurisdiction: District of Columbia,									Total:	\$33,175	
Description:	<p>This program's mission is to reduce mobile source emissions through the reduction in the number of vehicle miles traveled, improve vehicle inspection programs and support other Transportation Control Measures. It will support the District's State Air Quality Implementation Plan. Specific projects include the construction of traffic operational improvements such as bus bays, channelization and signals and bicycle improvements. It also supports enhanced regional ridesharing activities and purchase of vehicle air quality inspection equipment. Transportation Control measures (TCM's) will be evaluated to determine (based on cost-benefit analysis) effectiveness of each measure as to its application in the District of Columbia, and to recommend, for those measures found to be cost-effective, implementation strategies.</p> <ul style="list-style-type: none"> a. Northeast Inspection Station (Enhanced Inspection and Maintenance)-The purpose of this project is to build a 5-lane inspection facility to perform vehicle safety and emission inspections decreasing the waiting time at the Southwest Inspection Station and to accommodate the increase in vehicle population estimated to be 35,000 to 45,000. In addition, the station would be used to inspect all non-tactical Government vehicles housed in the District. This project is designed and equipped to meet the Environmental Protection Agency's emission-testing requirements. The vehicle inspection and maintenance program is the District's primary strategy for reducing mobile source emissions in Washington, D.C. b. Traffic Congestion Management System c. Metropolitan Branch Trail-See D.C. Trails Section for funding. d. TCM-Alternative Fuels e. Bikeways (Various Locations) f. TCM-Value Pricing g. Metrobus Replacement - Funding is under separate listing for Metrobus Replacement h. Metrobus Demonstration i. Commuter Rail Improvements j. First Street Sidewalk Improvements k. Bicycle Racks on Metrobuses l. Code Red - Free Bus Fares 										
Facility: Curbside Parking Study			465 a						SP	465	CE
From:									/ /		
To:											
Jurisdiction: District of Columbia									Total:	\$465	
Description:	<p>This pilot project/study will examine the effect that pricing has on the demand for curbside parking. In some high-demand areas, meter prices and neighborhood parking prices for non-residents will be raised, reducing eliminating the implicit parking subsidy provided by the public sector. The results will then be examined, with an eye towards, among other issues (1) whether parking pricing increase lead people to use transit more; the elimination of free or very cheap curbside parking leads drivers to garage spaces more quickly, deterring them from driving around fishing for subsidized spaces, thereby contributing to congestion in these high-demand areas.</p>										

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Economic Development Initiatives	491 a		491 a	491 a	98 a	491 a	5,999 c		NHS	6,392	EA
From: Neighborhood Transportation Planning			5,999 c	5,999 c	6,392 c	5,999 c			80 / 20 /		
To: Improvements									STP	25,567	
Jurisdiction: District of Columbia									80 / 20 /		
									Total:	\$31,959	

Description: The purpose of this project is to provide transportation improvements to targeted areas as a means for stimulating private-sector activity and to improve the quality of life in District neighborhoods for its residents. This project strategically target capital investments required to improve local and regional access to economic activity centers, foster downtown development and revitalization through a combination of operational and safety improvements. New commercial development or revitalization projects may require improved access, channelization, turning lanes, traffic signals, new signage, lane markings, lighting and parking. Selected improvements that facilitate traffic and transit access help to serve and stimulate private-sector activity. Improved access and upgraded facilities can greatly enhance economic activity and revitalization. Efficient access from principal arterials, Interstates and freeways allow trucks to deliver goods and services to economically disadvantaged areas as well as economic centers of the city. This project supports infrastructure revitalization by improving intermodal connections between truck commerce, bus, rail, pedestrians and roadways.

Neighborhood Transportation Planning Studies will be conducted in ten (10) priority neighborhoods. The neighborhoods will be determined through coordination with the D. C. Office of Planning. Neighborhood selection will be determined from the 39 neighborhoods designated by the Mayor. Funds for this project will be utilized to design and construct transportation improvements that were recommended in the Neighborhood Transportation Planning Studies. The scope of work includes safety improvements, lighting, pavement markings, traffic calming devices and enhanced sidewalk treatments.

Facility: Economic Development Initiatives			775 a	2,422 c	1,193 c				NHS	1,449	EA
From: Satellite Government Centers Infrastructure									80 / 20 /		
To: Support									STP	2,941	
Jurisdiction: District of Columbia									80 / 20 /		
									Total:	\$4,390	

Description: The purpose of this project is to provide transportation improvements to targeted areas as a means for stimulating private-sector activity and to improve the quality of life in District neighborhoods for its residents. This project strategically target capital investments required to improve local and regional access to economic activity centers, foster downtown development and revitalization through a combination of operational and safety improvements. New commercial development or revitalization projects may require improved access, channelization, turning lanes, traffic signals, new signage, lane markings, lighting and parking. Selected improvements that facilitate traffic and transit access help to serve and stimulate private-sector activity. Improved access and upgraded facilities can greatly enhance economic activity and revitalization. Efficient access from principal arterials, Interstates and freeways allow trucks to deliver goods and services to economically disadvantaged areas as well as economic centers of the city. This project supports infrastructure revitalization by improving intermodal connections between truck commerce, bus, rail, pedestrians and roadways.

New government centers will be constructed in selected neighborhoods throughout the city. The purpose of this initiative is to provide the necessary improvements to the transportation infrastructure to support the additional employment and customer traffic that will be attracted to these government centers. The proposed government centers include:

- Petworth Metro Station area
- Minnesota Avenue Metro Station area
- Anacostia Business District (Martin Luther King Avenue and Good Hope Road, S.E.)

The scope of work includes sidewalks, curbs, gutters, streetlights, repairing tree boxes, replace litter boxes and other streetscape improvements at the three proposed government centers. Improved traffic channelization, signage, new traffic control signals and other traffic and streetscape improvements.

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CAPITAL COSTS (in \$1,000)**

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Economic Development Initiatives	683 a		2,313 a	683 a	683 a	683 a	8,398 c		NHS	13,415	EA
From: Streetscape Improvements on Federal-Aid R			8,398 c	8,398 c	12,038 c	12,798 c			80 / 20 /		
To:									STP	40,977	
Jurisdiction: District of Columbia									80 / 20 /		
									Total:	\$54,392	

Description: The purpose of this project is to provide transportation improvements to targeted areas as a means for stimulating private-sector activity and to improve the quality of life in District neighborhoods for its residents. This project strategically target capital investments required to improve local and regional access to economic activity centers, foster downtown development and revitalization through a combination of operational and safety improvements. New commercial development or revitalization projects may require improved access, channelization, turning lanes, traffic signals, new signage, lane markings, lighting and parking. Selected improvements that facilitate traffic and transit access help to serve and stimulate private-sector activity. Improved access and upgraded facilities can greatly enhance economic activity and revitalization. Efficient access from principal arterials, Intermodal System and freeways allow trucks to deliver goods and services to economically disadvantaged areas as well as economic centers of the city. This project supports infrastructure revitalization by improving intermodal access between truck commerce, bus, rail, pedestrians and roadways.

This project will provide neighborhood commercial streetscape improvements on the Federal-aid Highway System. The neighborhoods will be determined through coordination with the D.C. Office of Planning. Proposed locations include:

- a. 14th Street, N.W. - Improve the streetscape on 14th Street between U Street and Thomas Circle (M Street, N.W.) - Improve sidewalks, curbs, gutters, street trees, street lights, traffic control signals and litter boxes. Repair roadway
- b. Georgia Avenue
- c. New York Avenue
- d. Anacostia (Martin Luther King Jr. Avenue, S.E.)
- e. Takoma (Piney Branch Road, Blair Road and Carroll Street)
- f. Brookland (12th Street, N.E., Michigan to Rhode Island Avenue)
- g. Pennsylvania Avenue

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		FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility:	Economic Development Initiatives	500 a		5,000 a	2,000 a	500 a	500 a	500 a	500 a	Local	33,600	N/A
From:		2,000 c		2,000 c	5,500 c	6,300 c	2,000 c	4,300 c	4,500 c	/ / 100		
To:												
Jurisdiction:	District of Columbia									Total:	\$33,600	
Description:	<p>The purpose of this project is to provide transportation improvements to targeted areas as a means for stimulating private-sector activity and to improve the quality of life in District neighborhoods for its residents. This strategically target capital investments required to improve local and regional access to economic activity centers, foster downtown development and revitalization through a combination of operational and safety improvements. New commercial development or revitalization projects may require improved access, channelization, turning lanes, traffic signals, new signage, lane markings, lighting and parking. Selected improvements that facilitate traffic and transit access help to serve and stimulate private-sector activity. Improved access and upgraded facilities can greatly enhance economic activity and revitalization. Efficient access from principal arterials, Interstate System and freeways allow trucks to deliver goods and services to economically disadvantaged areas as well as economic centers of the city. This project supports infrastructure revitalization by improving intermodal connections between truck commerce, bus, rail, pedestrians and roadways.</p> <p>Economic development initiatives are included in the capital improvements program to support preservation of residential neighborhoods; encourage neighborhood investment; improve commercial centers to better serve the needs of area residents; develop and improve community facilities that provide valuable service and programs; provide safe and convenient pedestrian access and environment; ensure public safety; and improve telecommunications services across several District agencies.</p> <p>Capital investment, involving the development and maintenance of transportation infrastructure, offers an effective catalyst of productivity growth. Transportation network improvements are vitally needed to foster business attraction, expansion, commercial revitalization, job creation and tourism development.</p> <p>A well functioning transportation system is essential to a growing, healthy economy. Transportation facilities connect markets and facilitate production and trade. Accordingly, this project is required to meet the changing character of the District's economy as new technologies and communication advancements revolutionize the production, consumption and distribution of goods and services.</p> <p>Improvements include:</p> <ul style="list-style-type: none"> a. Little Falls Road, N.W. Roadway Reconstruction b. Arthur Capper/Carrolsburg Hope VI Roadway Improvements c. M Street, S.E. Streetscape - Phase III (M Street, S.E., 11th-13th Streets) d. Local Parking Studies - Citywide e. Make A Difference Walk Commemorative Pavers CBD f. Local Street Traffic Studies - Citywide g. Marshall Heights Streetscape Improvements h. Neighborhood Streetscape Improvements Various Locations 											
Facility:	Emergency Transportation Projects			968 c						STP	968	CE
From:										80 / 20 /		Proposed for preparation
To:												
Jurisdiction:	District of Columbia									Total:	\$968	
Description:	<p>The purpose of this project is to respond to transportation project emergencies. It is not always possible to plan for emergencies such as roadway vibrations, sunken pavement, falling steel and concrete from bridges, and other urgent needs. This will enable the District the ability to quickly respond to emergencies without delay.</p>											
Facility:	Foxhall Road, N.W.	980 c		1,020 c						SP	1,020	CE
From:	W Place									/ /		
To:	Calvert Street											
Jurisdiction:	District of Columbia									Total:	\$1,020	
Description:	<p>To provide a traffic signal and left turn lane leading into Field School at Foxhall Road, N.W., W Place to Calvert Street</p>											

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: H Street, N.E. Streetscape Improvements From: H Street, N.E., North Capitol Street To: to 14th Street Jurisdiction: District of Columbia			775 a		5,165 c				STP 80 / 20 /	5,940	CE
									Total:	\$5,940	
Description: Improve streetscape on H Street, N.E., commercial corridor. Improve sidewalks, curbs, gutters, street trees, street lights, traffic control signs and litter boxes. Repave roadway.											
Facility: Innovative/Hybrid Fuel Cell Project From: (FTA Transit Project) To: Jurisdiction: District of Columbia,	4,800 c										CE(4)
Description: The Georgetown University's Hybrid Fuel Cell Powered Bus Program involves the use of fuel cells to power buses in urban centers in order to decrease dependence on imported oil and, by reducing air and noise pollution thereby improve the quality of life in the District of Columbia. This is a multi-phase effort to develop and demonstrate a methanol-fueled, phosphoric acid fuel cell propulsion system for urban buses. Additional \$29.1 million new funds are provided under TEA-21, Title 23 (Mass Transit), Section 3015 for this project. This project is to meet air quality/energy reduction objectives. See Transit Element for funding.											
Facility: Local Street Improvements Citywide From: To: Jurisdiction: District-wide,	23,000 c		27,000 c	45,000 c	45,000 c	44,000 c	43,000 c	43,000 c	Local-Bonds / / 100 Local-ROW / / 100 State/Local / / 100	51,000 110,000 86,000	CE
									Total:	\$247,000	
Description: This program provides local funding for approximately 650 miles of local streets that are not eligible for federal aid. Projects include initial paving of alleys and sidewalks, minor reconstruction of roadways to abate vibration, construction of drainage structures, spot resurfacing, rehabilitation of curbs, gutters, sidewalks and low-cost construction of residential streets in new neighborhoods. This project will also provide transportation improvements in targeted areas as a means for stimulating private-sector activity and to improve the quality of life in District neighborhoods, not on the Federal-aid Highway system, for its residents. This project will strategically target investments required to improve local and regional access to economic activity centers, foster downtown development and revitalization through a combination of operational and safety improvements.											
a. CW Sidewalk & Curb Repair b. CW Sidewalk & Alley Repair c. CW Joint/Slurry Seal d. Alley Resurfacing e. Street and Alley Light Replacements f. Streetlight Series Circuit Conversion g. Citywide Pavement Restoration h. Regular Cover I. Citywide Pavement Restoration j. Asphalt PCC Repair k. Roadway Reconstruction l. Tree Planting j. Tree Removal k. Economic Development Local Streetscape Initiatives Citywide											

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Mount Vernon Triangle Streetscape Improve From: New York Ave, N.W.,; Massachusetts Ave N To: 7th Street and North Capitol Street Jurisdiction: District of Columbia			800 a		3,874 c				STP 80 / 20 /	4,674	CE
Description:	Improve streetscape in the Mount Vernon triangle area, bounded by New York Avenue, Massachusetts Avenue, 7th Street and East Capitol Street, N.W.. Improve sidewalks, curbs, gutters, street trees, street lights, traffic signals and litter boxes. Repave roadway										
Facility: National Arboretum Access From: New York Avenue To: Jurisdiction: District of Columbia			500 a						STP 80 / 20 /	500	EA
Description:	There is no direct access to the Arboretum from westbound New York Avenue. The National Arboretum would like to have a visitor center with improved access to and from New York Avenue. A flyover ramp is proposed westbound New York Avenue into the Arboretum to connect with a new visitor center										
Facility: New Washington Convention Center Traffic I From: To: Jurisdiction: District of Columbia,	7,800 c										CE
Description:	Provide streetscape improvements and transportation improvements related to the construction of the new Convention Center.										
Facility: Planning and Management Systems From: To: Jurisdiction: District of Columbia,	2,037 a		1,891 a	2,060 a	2,246 a	2,451 a			SPR/PL 80 / 20 / STP 80 / 20 /	7,848 800	CE
Description:	a. Metropolitan Planning b. Management Systems and Plans 1) Traffic Congestion System 2) Intermodal Transportation System and Facility Mgmt. System 3) Highway Traffic Monitoring System 4) Highway Accident Traffic Data System 5) Highway Performance Monitoring System 6) State Intermodal Plan 7) Geographic Information System (GIS) 8) Traffic Monitoring System for Highways (TMS/H) 9) Barney Circle Replacement Projects Environmental Analysis 10) Tour Bus Facility Feasibility Analysis and Design 11) Parking Inventory 12) Neighborhood Traffic Studies										
									Total:	\$8,648	

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Public Parking From: 255 a To: Jurisdiction: District of Columbia			2,000 a	13,000 c	1,705 c	5,072 c	3,617 c		STP 80 / 20 /	25,394	
									Total:	\$25,394	
Description:	Identified as Action Item 7.5 in the District's Transportation Vision, Strategy, and Action Plan for the Nation's Capital. Work includes the conduct of parking demand/feasibility studies, design, right-of-way acquisition and construction of District-owned parking facilities. a. Feasibility Design Analysis, 15 New Downtown Parking Facilities b. Georgetown Parking Program c. Adams Morgan Parking Garage d. Tour Bus Parking Facility										
Facility: Reconstruction 4th Street, S.W. From: Eye Street To: M Street, S.W. Jurisdiction:			1,055 a		3,874 c				STP 80 / 20 /	4,929	EA Proposed for preparation
									Total:	\$4,929	
Description:	Conduct planning and environmental studies to reconstruct 4th Street, S.W. between Eye Street and M Street, S.W. Prepare design plans and specifications to construct a new roadway, sidewalks, curbs, gutters, street lights, litter boxes and other street features										
Facility: Regional Alternative Commute Program (TC) From: 748 a To: Jurisdiction: District of Columbia,			698 a	767 a	844 a	924 a	1,021 a		CMAQ 100 / /	4,254	CE(4)
									Total:	\$4,254	
Description:	This program's mission is to reduce mobile source emissions through the reduction in the number of vehicles miles traveled, and support of other Transportation Control Measures. This project provides funding to the Metropolitan Washington Council of Government's Commuter Connections Program for the following projects: a. Employer Outreach b. Guaranteed Ride Home - The Guaranteed Ride Home subsidizes free emergency rides home for commuters who use transit or ridesharing options to work. c. Commuter Operations Center- Provides ride-matching services to commuters through a central toll free number "1-800-645-Ride." d. Telecommute Project - Provides funding to conduct studies, planning and design of commuter connections program as required, and measures and evaluates effectiveness of program. e. Integrated Ridesharing - Provides funding for the implementation of COG's Integrated Ridesharing Program. f. ENDZONE Campaign - The purpose of the Air Quality Public Education Project is to educate the public about congestion and transportation related air pollution with specific actions and commute alternatives to reduce existing air quality problems. g. Mass Marketing Campaign h. Bicycle Outreach										

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	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Resurfacing Streets and Freeways Citywide	2,000 a		4,000 a	4,000 a	4,000 a	4,000 a			NHS	63,600	CE(1)
From:	10,000 c		46,000 c	46,000 c	46,000 c	46,000 c			80 / 20 /		Proposed for preparation
To:									STP/Local	136,400	
Jurisdiction: District of Columbia,									80 / 20 / 100		
									Total:	\$200,000	

Description: Roadway resurfacing improvements prevent extensive deterioration and potholes. Improvements extend the useful life of the original construction and diminishes the frequency of more costly reconstruction. Work includes restoration and rehabilitation of distressed highway pavements through resurfacing improvements on roads eligible for federal aid. Work includes the removal of existing asphalt wearing surfaces; replacing deteriorated pavement base; rehabilitating curbs, gutters, and sidewalks; installing curb/bicycle ramps; construction asphalt surface overlays, signage, pavement markings, street lights, upgrading traffic signals and new trees as follows:

- a. Federal Aid Resurfacing
- b. Federal-aid Pavement Restoration
- c. Regular Cover
- d. Slurry/Joint Seal
- e. Citywide Resurfacing
- f. Local Pavement Restoration (Potholes)
- g. Asphalt PCC repair
- h. Public Lands Highways
- i. Special Resurfacing Initiatives
 - (1) 8th Street, Pennsylvania Avenue South to M Street
 - (2) 7th Street (In front of Eastern Market) between North Carolina and Pennsylvania Avenue

Facility: Roadside Improvements Citywide	200 a		100 a	100 a	100 a	100 a	100 a	100 a	Local	30,000	CE
From:	1,800 c		5,440 c	5,440 c	5,440 c	5,440 c	5,440 c	5,440 c	/ / 100		
To:									NHS	900	
Jurisdiction: District of Columbia,									80 / 20 /		
									STP	2,340	
									80 / 20 /		
									Total:	\$33,240	

Description: This project will enhance the appearance and utility of public rights-of-way. Work will include planting new trees, removing dead and diseased trees, replacement of trees and landscaping along roadsides along Federal routes.

- a. Tree Planting/Trimming
- b. Dead/Hazardous Tree Removal
- c. Corridor Tree Improvements

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Roadway Reconstruction Citywide	2,188 a	3,450	4,000 a	3,000 a	3,500 a	2,700 a	2,800 a		Local	11,000	CE
From:	19,021 c		45,147 c	27,770 c	22,000 c	22,000 c	14,000 c		/ / 100		
To:									NHS	42,800	
Jurisdiction: District of Columbia									80 / 20 /		
									SP/Local	2,500	
									80 / 20 /		
									STP	90,617	
									80 / 20 /		
									Total:	\$146,917	

Description: This project reconstructs streets and highways on the Federal-aid highway system. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. The life of street pavement is extended by cost-effective resurfacing whenever possible. When street pavement has reached the end of its useful life and can no longer be resurfaced, the street is reconstructed. Street reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, re-sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, features and landscaping improvements. This project is in the Transportation Planning Board's Long-Range Transportation Plan for the National Capital Region.

Federal Aid

- a. Brentwood Road, N.E., 9th St. to Rhode Island Avenue
- b. First Street, N.E., K Street to New York Avenue
- c. 19th Street, N.W., G Street to Pennsylvania Avenue
- d. Q Street, N.W., 14th Street to Rhode Island Avenue
- e. 4th Street, S.W., C Street to I Street
- f. Eastern Avenue, N.E., Riggs Road to New Hampshire Avenue
- g. 5th Street, N.W., Van Buren Street to Butternut Street
- h. Western Avenue, N.E., Brandywine Street to Davenport Street
- i. Streetscape Improvements to Central Business District (Downtown Bid Zone)
 - (1) E Street, NW, 5th Street to 13th St.
 - (2) F Street, NW, 5th Street to 6th Street and 9th Street to 15th Street
 - (3) G Street, NW, 5th Street to 6th Street and 10th Street to 15th Street
 - (4) 13th Street, NW, Pennsylvania Avenue to H Street
 - (5) 11th Street, NW, E Street to F Street
 - (6) 10th Street, NW, F Street to G Street
 - (7) 9th Street, NW, E Street to F Street
- j. Wheelchair/Bicycle Ramps Citywide
- k. Benning Road, N.E., 16th Street to 750 feet East of Oklahoma Avenue
- l. Benning Road, N.E., Anacostia Avenue to Bridges Over Kenilworth Avenue
- m. South Capitol Street, from 750 ft. South of Firth Sterling Avenue to Bridge Over Anacostia River
- n. Massachusetts Avenue, S.E., Randle Circle to Fort Davis Drive
- o. Nebraska Avenue, N.W., Nevada Avenue to Military Road
- p. East Capitol Street, 19th Street to 22nd Street
- q. Independence Avenue, S.E., 19th Street to Bridge 41-2
- r. Feasibility Studies for Permanent Pedestrian Improvements Suitland Parkway to Anacostia Metro Station
- s. Galveston Street, S.W., South Capitol Street to Martin Luther King Avenue
- t. Kenilworth Avenue, N.E., Foote Street to Railroad Bridge
- u. North Capitol Street, Michigan Avenue to Allison
- v. Kingle Road Environmental and Traffic Study
- w. 2nd Street, N.E., F Street to L Street

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
x. 18th Street, N.E., Douglas Street to Franklin Street y. Park Road, N.W., 14th Street to 16th Street z. 9th Street, N.W., U Street to V Street aa. New Hampshire Avenue, N.W., Missouri to Kennedy bb. Reno Road, Nebraska Avenue to Military Road cc. Nebraska Avenue, N.W., 41st to Tenley Circle dd. 11th Street, N.W., Pennsylvania Avenue to E Street ee. Historic Streets and Alleys ff. Eastern Avenue, N.E., Michigan to Sargent Road gg. Broad Branch Road, N.W., Linnean Avenue to Beach Drive hh. Eastern Avenue, N.W., Cedar Street to Laurel Avenue ii. Reno Road, N.W., Tilden Street to Upton Street jj. Southern Avenue, S.E., Suitland Road to Pennsylvania Avenue kk. Potomac Avenue, S.E., South Capitol Street to 1st Street ll. Wheeler Road, S.E., Barnaby Street to Barnaby Terrace mm. Maryland Avenue, N.E., 19th Street to 22nd Street nn. F Street, N.W., 17th to 22nd Street oo. Florida Avenue, N.W., 9th Street to Sherman Avenue pp. P Street, N.W., 23rd Street to 26th Street qq. 18th Street, N.W., P Street to S Street rr. 16th Street, N.W., Kalmia to Northgate ss. M Street, S.W., 4th Street to 6th Street tt. Sherman Avenue, N.W., Columbia Road to Irving Street uu. Bladensburg Road, N.E., Mt. Olivet Road to New York Avenue (Funds Obligated) vv. North Capitol Street, Gallatin to Hamilton (Funds Obligated FY 2000) ww. R Street, N.W., New Hampshire Avenue to 16th Street xx. 11th Street, N.W., O Street to L Street yy. New Hampshire Avenue, N.E., Oglethorpe Street to Eastern Avenue zz. H Street, N.E., 14th Street to 16th Street Local a. B Street, S.E., 49th Street to 53rd Street b. Half Street, S.W., O Street to Water Street											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Roadway Upgrading Citywide	200 a		200 a	200 a	200 a	200 a			BD	8,800	CE(1)
From:	4,000 c		3,000 c	2,000 c	2,000 c	2,000 c			/ / 100		Proposed for preparation
To:									STP	1,000	
Jurisdiction: District of Columbia,									80 / 20 /		
									Total:	\$9,800	

Description: This project will improve roadways that have never been fully developed to District standards. Work consists of upgrading low cost roadways with curbs, gutters and permanent pavement.

- a. Western Avenue, N.W., Pinehurst Circle East to Alberfoyle
- b. Branch Avenue, S.E., M Street to O Street
- c. O Street, S.E., Branch Avenue to Carpenter Street
- d. Eastern Avenue, N.E., Mi. Avenue to Sargent Road
- e. Eastern Avenue, N.E., Carrol to Laurel
- f. Queens Chapel Rd., N.E., Hamilton to Irving Street
- g. Ingomar Place, N.W., Nebraska Avenue to Chevy Chase Parkway
- h. 8th Street, N.W., Fern St. to Geranium Street
- i. Irving Street, N.E., 18th Street to Queens Chapel Road
- j. Savannah Street, S.E., 11th Street to 13th Street
- k. Upton Street, N.W., 47th Street to 48th Street
- l. Farragut Street, N.W., 16th Street to Piney Branch

Facility: Safety Improvements	370 a		6,000 a	4,120 a	4,000 a	4,120 a	4,000 a	4,000 a	IM	2,640	CE(1)
From: Citywide	8,700 c		4,000 c	5,200 c	4,000 c	5,200 c	4,000 c	4,000 c	90 / 10 /		
To:									STP	50,000	
Jurisdiction: District of Columbia,									80 / 20 /		
									Total:	\$52,640	

Description: Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District. Work includes installation and replacement of traffic safety impact attenuators; elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, lighting, upgrades; ins pavement markings to eliminate or reduce accidents and installation of safety fences at overhead structures. Safety improvements are systematically identified through the analyses of accident records, inspections and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents.

- A. Replace/Refurbish Impact Attenuators
- b. Rail/Highway Safety Improvements
- c. Hazard Elimination
- d. Citywide Streetlight Replacement
- e. Traffic Accident Report Analysis
- f. Traffic Safety Studies
- g. Safety Improvement Plans
- h. Streetlight and Traffic Operations Design Support Services
- I. Traffic Safety Studies
- j. Traffic Calming Measures
- k. Fire Station Safety Project
- l. Continuous Shoulder Rumble Strips Interstate Freeway System
- m. Roadway Safety Training Certification
- n. Update D.C. Work Zone Control Manual

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

		FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility:	Scenic Byways			500 c						SP	500	CE
From:										80 / 20 /		
To:												
Jurisdiction:	District of Columbia,									Total:	\$500	
Description:	<p>a. Corridor Management Plan - Canal Road-Work includes developing a corridor management plan for the five-mile corridor or Canal Road in the District between the Maryland and District line along the Whitehurst Freeway to its terminus at Rock Creek Parkway. Activities include data collection and analysis, draft and plan preparation.</p> <p>b. Scenic Byways Signage/Streetscape Enhancement-The District's Scenic Byways Signage and Corridor Improvements will include light standards and fixtures that reflect the historic character of a corridor; street furniture consistent with the corridor, surrounding architecture, and community needs; tree and shrub landscaping that establishes or supports the theme or view, or that can be used to eliminate gaps in a linear pattern of vegetation; information signage and kiosks that are consistent with a corridor theme; pull-offs and other designated parking areas for corridor users that contribute to the enjoyment of an individual corridor; setbacks or other buffers to land uses that are inconsistent with a corridor theme; and, adoption of guidelines for design crosswalks, curb cuts, median strips and barriers, and other roadway design elements that are supportive of a corridor theme.</p> <p>c. Scenic Byways, Corridor Management Plan - Pennsylvania Ave. - Develop a corridor management plan for Pennsylvania Avenue in the District between Maryland and District line to its terminus at M Street in Georgetown. Activities include data collection and analysis, draft and final plan preparation.</p>											
Facility:	Street Rehabilitation Program			5,300 a	5,300 a	5,300 a	5,300 a	5,300 a	5,300 a	NHS	60,620	CE
From:	Wards 1 through			32,400 c	32,400 c	43,000 c	41,000 c	44,000 c	39,000 c	80 / 20 /		
To:	8									State/Local	67,000	
Jurisdiction:	District of Columbia									/ / 100		
										STP	135,980	
										80 / 20 /		
										Total:	\$263,600	
Description:	<p>Roadway resurfacing, roadway reconstruction, and roadway upgrading will be combined into this new project. Each contract will be developed by Ward to perform resurfacing, reconstruction and upgrading within the geographic area. This will produce a comprehensive improvement of a neighborhood and will reduce disruption in the community. A detailed coordinated plan will be prepared for the entire neighborhood with participation of community leaders prior to the beginning of construction. This plan would include when streets would be closed, parking management issues, movement of vehicular traffic, temporary bus routes and other mitigation to facilitate access into and out of the neighborhood.</p> <p>Upgrading and reconstruction will involve removal of existing roadway pavement and miscellaneous structures and replacing them with new roadway pavements, new curbs, gutters and other structures. Handicap access ramps to sidewalks, improved street lighting and storm water drainage system will also be part of this work. Resurfacing will involve milling of existing roadway surface to approximately two inches and repaving. Work will include repair of or replace curbs, gutters, sidewalks and miscellaneous structures as necessary. Handicap access ramps to sidewalks, improved street lighting and storm water drainage system will also be part of this work.</p>											
Facility:	Traffic Congestion Mitigation			1,000 a	1,000 a	1,000 a	750 a	750 a		STP	4,500	CE
From:										80 / 20 /		
To:												
Jurisdiction:	District of Columbia									Total:	\$4,500	
Description:	<p>The purpose of this project is to identify neighborhoods affected by traffic congestion impacts, determine the causes of traffic congestion and identify alternative construction projects, traffic management strategies, and other transportation improvement strategies to reduce traffic congestion. Also, environmental studies will be prepared to assess how the proposed construction projects or traffic management studies will impact air and water quality in the District of Columbia.</p>											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Traffic Operations Improvements Citywide	3,930 a		3,930 a	3,920 a	1,547 a	1,547 a	1,000 a	1,000 a	NHS	38,943	CE(1) (4)
From:	29,761 c		29,561 c	30,270 c	11,661 c	10,561 c	30,000 c	30,000 c	100 / /		
To:									STP	116,054	
Jurisdiction: District of Columbia,									100 / /		
Total:										\$154,997	

Description: This project modifies and improves vehicular and pedestrian traffic control systems such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway. Installation of a variety of traffic engineering devices and construction of nominal geometric alterations. This project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Improved traffic flow on arterial streets will improve air quality.

- a. Traffic Signal Maintenance
- b. Traffic Signal System Communications and Control Enhancements
- c. Traffic Signal System Operational Support
- d. Traffic Signal Control System Support
- e. Traffic Signal Bulb Replacement
- f. Moveable Barrier System
- g. Corridor Signing
- h. Guidesign Replacement
- i. Hot Thermoplastic Pavement Markings/Two-Way Plowable Prismatic Pavement Markings
- j. Raised Reflective Prismatic Markings
- k. Traffic Signal Improvements
- l. Consultant Design Services
- m. Wayfinding Signage
- n. Sign Inventory and Management System

Facility: Transportation Electrical Systems Citywide			887 a	1,325 a	1,225 a	825 a	463 a	125 a	State/Local	35,419	CE
From:			6,288 c	9,609 c	12,119 c	13,903 c	10,611 c	8,982 c	/ / 100		
To:									STP	30,943	
Jurisdiction: District of Columbia,									80 / 20 /		
Total:										\$66,362	

Description: This project will renovate and replace the District's aging transportation electrical systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, obsolete navigational lights on bridges, and tunnel ventilation systems. Projects include:

- a. Streetlight Series Circuit Conversion
- b. Local Streetlight Conversion
- c. Street Light Replacement
- d. Streetlight Design Services
- e. Streetlight System Upgrade
- f. Electrical Systems Upgrade
- g. CW Painting of Streetlight and Traffic Signal Poles
- h. CW Street Light Maintenance

Facility: Transportation Signage Improvement Progra	2,300 c		1,200 c	1,200 c					NHS	864	CE(4)
From:									80 / 20 /		
To:									STP	1,536	
Jurisdiction: District of Columbia,									80 / 20 /		
Total:										\$2,400	

Description: The Downtown Business Improvement District (BID) will assist DPW with development of sign standards for new way-finding signs to direct tourists and travelers to key destinations in the District. Funds are included in the Operations Improvements Section.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Traveler Information Centers & From: Interactive Information Kiosks To: Jurisdiction: District of Columbia			640 c	540 c	350 c	160 c	170 c		STP / /	1,860	CE(1)
									Total:	\$1,860	
Description:	Identified as Action Item 7.2 in the District's Transportation Vision, Strategy, and Action Plan for the Nation's Capital." Work will include the design and construction of a system of coordinated information centers and Interactive Information Kiosks to provide travelers and tourists with information of various transportation modes, attractions, event information, transportation maps, automated route and travel mode guidance and real-time travel cost information.										
Facility: Urban Access/Boundary Street Initiative From: To: Jurisdiction: District of Columbia,	6,300 c										EA(1)
Description:	The Boundary Street Safety Initiative will improve traffic safety through the construction and rehabilitation of boundary streets serving the Nation's Capital and the state of Maryland. This project will rehabilitate Eastern and Western Avenues. It will also provide for the study and design of missing segments along Eastern and Southern Avenues that will require new construction.										
Facility: Urban Access/Freeway Noise Barriers From: To: Jurisdiction: District of Columbia,	3,300 c		3,000 c						ISTEA DEMO 80 / 20 /	3,000	CE
									Total:	\$3,000	
Description:	The Noise Barrier Environmental program will conduct feasibility studies, design and construct noise mitigation barriers adjacent to residential communities along the District of Columbia's Interstate and urban freeway corridors. These barriers will enhance the quality of life to residents and businesses that border congested freeways. The project will include portions of the Southeast-Southwest Freeway corridor with an average traffic volume of more than 125,000 vehicles per day and the Anacostia Freeway corridor with an average traffic volume of 85,000 vehicles per day. The Noise Barrier Environmental program will ameliorate the effects of overburdened roads. The District of Columbia seeks ways to improve the urban environment for its residents.										

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

		FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
DC Enhancements												
Facility:	Transportation Enhancements Program	200 a		500 a	500 a	500 a	500 a			STP	16,000	CE 4(F)
From:		8,000 c		9,500 c	1,500 c	1,500 c	1,500 c			80 / 20 /		
To:												
Jurisdiction:	District of Columbia,									Total:	\$16,000	
Description:	<p>The conservation of the District's historic roads and bridges is one of the highest priorities of the transportation "Enhancement" program. Beginning in 1992, the District has allocated 81 percent of its Enhancement funds to transportation and preservation projects. Under ISTEA, the District received approximately \$2 million in transportation enhancement funds each year. By the time ISTEA expired, the District had committed the full ISTEA allocation and supplemented the program with additional funds for more Enhancement activities. TEA-21 continues this program with expected funding exceeding \$2.6 billion.</p> <p>Proposed projects include:</p> <ul style="list-style-type: none"> a. Corridor landscaping b. Rehabilitation of bridge sculptures and panels c. Rehabilitation of historic structures along highways d. Historic Street and Bridge Lighting e. National Mall Sidewalk Improvements f. Cultural Heritage Trails g. Capital Crescent Trail Entrance h. Pedestrian Bridges Over C & O Canal i. Alaska Avenue Stormwater Management j. L'Enfant Plaza Promenade/Benjamin Banneker Memorial k. Kingman and Heritage Island Bridge Over Anacostia River l. Francis Scott Key Park @ M Street l. Rock Creek Park m. Francis Marion Park <p>Following the requirements of the 1990 Americans with Disabilities Act, the District will utilize Transportation Enhancement Program funds for the construction of wheelchair ramps which also serve bicycle needs throughout the city.</p>											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
DC Trails											
Facility: Anacostia River Trail	400 a		4,000 c						CMAQ	4,000	CE
From:									80 / 20 /		
To:											
Jurisdiction: District of Columbia,									Total:	\$4,000	
Description:	This project was originally part of the Barney Circle Freeway Modification project. Approximately five miles of new bicycle/pedestrian trails will be constructed. Trails will be developed on both sides of the Anacostia River.										
Facility: Bike Station Feasibility Study			60 a						CMAQ	60	CE
From:									80 / 20 /		
To:											
Jurisdiction: District of Columbia									Total:	\$60	
Description:	Examine the feasibility of developing a bike station at or near Union Station or other transit hub. A bike station is a public-private venture that offers bicycle parking, repairs, merchandise and other amenities.										
Facility: Cultural/Heritage Trail System	1,000 a		1,000 c	1,000 c	1,000 c	1,000 c			STP	4,000	CE 4F 106
From:									80 / 20 /		
To:											
Jurisdiction: District of Columbia,									Total:	\$4,000	
Description:	This project will prepare and publish a multi-modal map, self-guided tour and information brochure of historical and cultural tourist attractions. The trails will utilize existing pedestrian, bicycle, roads, transit, cab, tour routes throughout the city. The project will link traditional and non-traditional tourist points of interest in an effort to promote economic development throughout the entire city. The Cultural Heritage Trail System will include the following thematic historical trails: Civil War and Lincoln Trail; Early Colonial Development and L'Enfant Trail; Early Roads and Transit System Trail; African American and Underground Railroad Trail; Maritime/Canals and 1812 Trails; Historical Architecture and Cultural Arts Trail; Cultural Neighborhoods (e.g., Chinatown, Adams Morgan, etc.); and Monuments, Parks and Museum Trails. The project will re-establish the roadside historical markers modeled after the ones used for the centennial celebrations.										
Facility: District Wide Bicycle Management Program	100 a		180 a						CMAQ	780	CE(3)
From:	500 c		600 c						80 / 20 /		
To:											
Jurisdiction: District of Columbia,									Total:	\$780	
Description:	The purpose of this on-going project is to reduce user accidents through design and operational improvements. This project includes the widening of existing routes, curve realignment, reducing grades, and signage and pavement upgrades.										
Facility: FY 2001 National Recreational Trails Program	1,487 c		606 c	606 c	606 c	606 c			NRT	2,424	CE 4F
From:									80 / 20 /		
To:											
Jurisdiction: District-wide,									Total:	\$2,424	
Description:	The Department of Recreation and Parks through the D. C. Recreational Trails Advisory Committee proposes to construct and restore the pedestrian/biker trails throughout the District of Columbia. Funding for the National Recreational Trails project is provided by the Federal Highway Administration to the D. C. Department of Public Works. The funds are then transferred to either the D. C. Department of Recreation and Parks or the National Park Service after projects are jointly obligated. The scope of work includes assessing the design and engineering requirements of different trails; developing plans and specifications; cleaning and grubbing the trail of invasive vegetation; re-paving sections that are cracked, providing additional widths; repairing pedestrian bridges to correct safety hazards and improve accessibility as required under the Americans with Disabilities Act; furnish and erect fencing to prevent trash dumping; construct safety lighting, furnish and erect directional signs and information waysides; and, furnish and install trail sides such as benches.										

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: Klingle Road Bicycle Facility From: Woodley Road To: Porter Street Jurisdiction: District of Columbia			215 a	1,700 c					CMAQ 80 / 20 /	1,915	EA
Total:										\$1,915	
Description: The department plans to conduct an environmental impact study to examine environmental, social and cultural impacts of reconstructing Klingle Road, N.W. between Calvert Street and Cortland Place as a bicycle ped facility. The scope of work will include preparation of preliminary design plans, and detailed plans and specifications of the final approved bicycle/pedestrian facility. This project is consistent with the Mayor's initiative to protect neighborhoods and protect the environment.											
Facility: Martin Luther King Jr. Ave/11th St/18th St Bic From: To: Jurisdiction: District of Columbia,	237 c										CE(3)
Description: D.C. Village lane and Blue Plains Drive, S.E. terminates at the intersection of Varnum Street and 18th Street, N.E. The route, identified in the Bicycle Elements of the Long-Range Transportation Plan for the National Capital Region, supports the policy to create regional bike routes and trails by linking existing facilities across jurisdictional boundaries. The route connects with an existing on-street bicycle route at D.C. Village lane, which is an entry point from Prince George's County. The northern limits of this route connect with the existing route on Varnum Street leading into Prince George's County.											
Facility: Massachusetts Ave, SE Trail From: To: Jurisdiction: District of Columbia,	32 a										CE(1) Proposed for preparation
Description: D.C. Village lane and Blue Plains Drive, S.E. terminates at the intersection of Varnum Street and 18th Street, N.E. The route, identified in the Bicycle Elements of the Long-Range Transportation Plan for the National Capital Region, supports the policy to create regional bike routes and trails by linking existing facilities across jurisdictional boundaries. The route connects with an existing on-street bicycle route at D.C. Village lane, which is an entry point from Prince George's County. The northern limits of this route connect with the existing route on Varnum Street leading into Prince George's County.											
Facility: Metropolitan Branch Trail From: To: Jurisdiction: District of Columbia,	1,489 a		1,500 b	500 c	410 c				CMAQ 80 / 20 /	1,410	CE(3) 4F
	4,000 b		500 c						SP	1,500	
	1,080 c								80 / 20 /		
Total:										\$2,910	
Description: Meet multi-modal, TSM and air quality objectives. Project is also listed under CMAQ Program. 6.2 miles. The Metropolitan Branch Trail project will provide a 6.25 mile bicycle/pedestrian trail from Union Station north District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring, Maryland. This project is intended to serve both recreational users and commuters to meet air quality objectives. These costs are also included under the CMAQ program and under the TEA-21 High Priority Projects.											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
Facility: National Recreational Trails From: To: Jurisdiction: District of Columbia			100 a 500 c	100 a 500 c	100 a 500 c	100 a 500 c	100 a 500 c	100 a 500 c	SP 80 / 20 /	3,600	CE
Total:										\$3,600	
Description: The Department of Recreation and Parks through the D.C. Recreational Trails Advisory Committee proposes to construct and restore the pedestrian/biker trails throughout the District of Columbia. Funding for the National Recreational Trails project is provided by the Federal Highway Administration to the D. C. Division Department of Transportation. The funds are then transferred to either the D. C. Department of Recreation and Prks or National Park Service after projects are jointly obligated. The scope of work includes assessing the design and engineering requirements of different trails; developing plans and specifications; cleaning and grubbing the invasive weeds, re-paving sections that are cracked, providing additional widths; repairing pedestrian bridges to correct safety hazards and improve accessibility as required under the Americans with Disabilities Act; erect fencing to prevent trash dumpint; construction safety lighting, furnish and erect directional signs and information waysides; and, furnish and install trail sides such as benches. a. Capital Crescent Trail Linkage C&O Historic Park b. Adams Walk c. Exercise Trail for SE/Skinner Learning Center d. Metropolitan Branch Trail Corridor Assessment Project e. Trail Restoration at Watts Branch Park											
Facility: Oxon Run Trail Restoration From: To: Jurisdiction: District of Columbia	100 a		500 c						SP 80 / 20 /	500	CE
Total:										\$500	
Description: Develop Trail plan. Repair existing recreational trail, correct drainage problems, construct benches and signage.											
Facility: Rock Creek Park Trail From: To: Jurisdiction: National Park Service	400 c										CE(1) 4F
Description: This facility is under the jurisdiction of the National Park Service. This 12.6 mile project is designed to relieve congestion and reduce user accidents by widening the trail throughout the District of Columbia. There are projects involved with the trail improvement program. Presently, improvements include connecting Fort Totten to Prince George's County and constructing a new trail along P Street to Pennsylvania Avenue along Rock and Potomac Parkway. The replacement of the low water bridge at Porter Street and construction of a bike trail along feeder roads that connect to the adjacent neighborhoods has been completed. In addition, TEA-21 Priority program [Section 1602 No. 547] includes funds to provide enhanced recreational (e.g. bike/trail maintenance along Rock Creek Park.											
Facility: Rose Park From: To: Jurisdiction: District of Columbia	100 a		300 c						SP 80 / 20 /	300	CE
Total:										\$300	
Description: Rose Park Trail has seriously deteriorated, missing pavement, and lack of security fencing. Work includes cleaning and resurfacing trail, correcting safety hazards, improving security, and providing directional signs.											
Facility: Watts Branch From: To: Jurisdiction:	50 a		1,000 c						SP 80 / 20 /	1,000	CE
Total:										\$1,000	
Description: Linear park along Watts Branch has seriously deteriorated, missing pavement, lack of security fencing, unsafe pedestrian bridges. Work includes cleaning and resurfacing trail, repairing pedestrian bridges, correcting safety hazards, improving security, and providing directional signs.											

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

DRAFT

	FY 02	Carry Over	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Source Fed/St/Loc	Source Total	Environ. Review
FLHP-DC											
Facility:	Federal Lands Highways, District of Columbi		1,150 a	400 a	200 a				FLHP	9,750	CE
From:			2,000 c	4,000 c	2,000 c				100 / /		
To:											
Jurisdiction:	District of Columbia,								Total:	\$9,750	
Description:	<p>The District qualifies for Public Lands Highways discretionary funds. Projects are selected as part of the National mall Road Improvement Project between the Federal Highway Administration, the National Park Service Architect of the Capitol, the Smithsonian Institution, the commission of Fine Arts, the General Services Administration, and the District of Columbia. Current and future projects generally include roads bordering, or within extending from the Capitol grounds westward between Constitution Avenue and Independence Avenue to the Lincoln Memorial. Other areas include all of West Potomac Park and the White House, the ellipse and areas Constitution Avenue.</p> <p>a. Anacostia Riverwalk and Trail - Phase II - \$2 million (design and construction) The Anacostia Riverwalk and Trail will provide a continuous pedestrian and bicycle system from the Washington Channel to the Anacostia River at the northern District of Columbia boundary.</p> <p>b. Columbia Circle/Union Station - \$750,000 (design) The Columbus Circle/Union Station project will reconstruct roadways in front of Union Station to reduce congestion and improve traffic safety in front of this major intermodal transportation facility and major tourist des</p> <p>c. 2nd St. NE/SE, Constitution Ave. - Independence d. 1st St., SW, Washington Avenue to Independence e. D Street, NE, Louisiana Ave. to 1st St. f. Independence Ave., 1st St., SW and 1st St., SE g. C Street, SE, New Jersey Ave. & 2nd St., SE h. 1st Street, Independence to D Street i. 2nd Street, C St. to Independence j. 2nd Street between East Capitol and Massachusetts k. Columbus Circle/Union Station</p>										
Facility:	National Park Service Jurisdiction Roads		14,300 c	14,100 c	3,500 c	3,600 c	2,300 c		FLHP/NPS	37,800	EA
From:									/ /		Proposed for preparation
To:											
Jurisdiction:	District of Columbia,								Total:	\$37,800	
Description:	<p>a. Lincoln Circle Loop and Access to Lincoln Memorial b. Memorial Circle and approaches, GWMP, DC/VA. c. Outlet Bridge and Inlet Bridge Repairs (Mall) d. Rock Creek Parkway, Thompson's Boat House e. Rock Creek Parkway, Virginia Avenue to P Street. f. Independence Avenue, S.W., 14th Street to Lincoln Memorial (Phase III). g. Constitution Avenue, NW, 14th Street to 23rd Street h. Ohio Drive/Old Constitution Avenue Rehabilitation i. Rock Crek Park, Beach Drive Rehabilitation j. Rock Creek Parkway, P Street North to Beach Drive k. Anacostia Park Roads and Parking l. 12th Street, NW m. Madison Drive Resurfacing n. GWMP Memorial Bridge Rehabilitation/Painting o. Rock Creek Parkway, P Street, Bingham Drive, Wise Road</p>										